GENERAL

ORIGINAL COPY

MODEL IDENTIFICATION

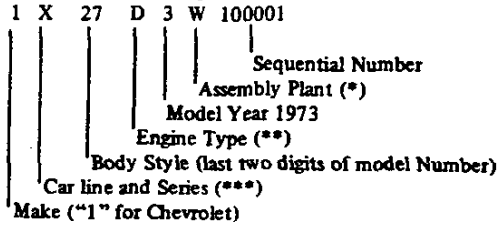
BODY	SERIES NAME	BODY STYLE	MODEL DESIGNATION	PASS OR SEATS
X-CAR	NOVA	4-Dr. Sedan	1XX69	6
		2-Dr. Coupe	1XX27	6
		2-Dr. Hatchback Coupe	1XX17	6
	NOVA CUSTOM	4-Dr. Sedan	1XY69	6
		2-Dr. Coupe	1XY27	6
		2-Dr. Hatchback Coupe	1XY17	6

SERIAL NUMBERS AND IDENTIFICATION

ONLY BASIC DESIGNATION SHOWN

VEHICLE IDENTIFICATION NUMBER

Vehicle Designation Interpretation



*W – Willow Run–Chevrolet L – Van Nuys–GMAD
N – Norwood–GMAD

**D – L6-250 (100 H.P.) H – V8-350 (145 H.P.)
F – V8-307 (115 H.P.) K – V8-350 (175 H.P.)

***X – Chevy Nova

EXAMPLE: The twenty-fifth Chevrolet vehicle built at Chevrolet–Willow Run if it were a 1XX27 model (Nova Coupe) with a L6-250 (100 H.P.) engine would bear VIN Number 1X27D3W100025.

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

TRANSMISSION IDENTIFICATION

Example: S3E01

Type Designation	Source Designation	Model Year 1973	Production° Month & Date
TM	S (Muncie)	3	E01D*

TM	3-Speed	L-6 and V-8 engine	S - Muncie
WC	4-Speed	V-8 engine	P - Muncie
TR	Powerglide	L-6 engine	C - Cleveland
FA	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, 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: F1210CCC

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

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

CCC - Regular engine, 3-speed
CCA - Regular engine, Powerglide

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

CHB - Regular engine, 3-speed
CHH - Regular engine, Turbo Hydra-matic (Chevrolet)

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

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

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

CKA - Optional engine, 3-speed, 2-bbl. carb.
CKW - 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, 12; 10th day of December, 10.

REAR AXLE IDENTIFICATION

Location, Identification Number

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

See Power Train Section for additional information.

EXTERIOR EQUIPMENT

	Standard 1XX00 17, 27, 69	Custom 1XY00 17, 27, 69	Exterior Decor RPO ZJ5 17, 27, 69
FRONT			
Bright Molding Around Grille Periphery (C)	X-N	X-N	X-N
Hood Nameplate "Nova" script with "Chevrolet" Block Letters inside Bow Tie Emblem at Left Front Corner (C)	X-N	X-N	X-N
Grille-Mounted Parking Lamps with Amber Lens (C)	X-N	X-N	X-N
Black Painted Bright-Bordered Headlamp Bezel	X-N	X-N	X-N
Body Colored Bumper Filler Panel of Pliable Material (C)	X-N	X-N	X-N
Grille (Plastic) with Argent Paint Treatment (C)	X-N	X-N	X-N
Bright Trim on Grille to Accentuate Parking Lamps (C)		X-N	
Bumper Impact Strips (C)		X-N	
Fender End Caps Painted Body Color (C)	X-N	X-N	X-N
SIDE			
Front Fender Nameplate "Nova"–Script (C)	X-N	X-N	X-N
Full Front Door Glass Styling (F)	X-N	X-N	X-N
Rectangular Outside LH Rear View Mirror (C)	X-N	X-N	X-N
Front Marker Lamp with Bright Bezel and Amber Lens (C)	X	X	X
Rear Marker with Bright Bezel and Red Lens (F)	X	X	X
Hub Caps (C)	X	X	X
Front Fender Engine Displacement in Block Numerals (Optional V-8's only) (White Paint Filled) (C)	X	X	X
Bright Rear Door Glass Separation (F)	69	69	69
Body Color Quarter Window Scalp Molding (F)	17, 27		
Bright Drip Molding (F)		X-N	
Fender and Rocker Lower Molding (F & C)		X	
Bright Side Window Frame Molding (F)			O-N
Body Side Molding with Black Paint Accent (C)			O
Front Fender "Nova Custom" Nameplate (C)		X-N	
"Hatchback" Nameplate on Sail Panel (F)	17-N	17-N	17-N
REAR			
Deck Lid Nameplate "Nova" script with "Chevrolet" Block letters inside Bow Tie Emblem, at Right Rear Corner (F)	X-N	X-N	X-N
Bright Rear Window Reveal Molding (F)	X	X	X
Dual Rectangular Rear Lamps, Back-Up Lamp Integral with Inboard Lamps (F)	X-N	X-N	X-N
Bright Trim Around Tail Lamps (F)		X-N	
Bumper Impact Strips (C)		X-N	
Body Colored Bumper Filler Panel of Pliable Material (C)	X-N	X-N	X-N

NOTE: "O" indicates deviation from standard equipment, but included in optional package.
"N" indicates New for 1973.

(C) Chevrolet installed
(F) Fisher Body installed

INTERIOR EQUIPMENT

SEATS AND FLOOR COVERING	Standard (1XX00 Models)	Custom (1XY00 Models)	Interior Decor/Quiet Sound Group RPO Z54	Bucket Seats 17-27 Style Only RPO A51 Std.	Bucket Seats 17-27 Style Only RPO A51 Custom
Front Seat Cushion with Full Foam Pad and Backrest (F)	X-N	X-N	X-N		
Rear Seat Cushion with Full Foam Pad and Backrest (F)	X-N	X-N	X-N	X-N	X-N
Full Foam Front Bucket Seats with Integral Head Restraint (F)				O-N	O-N
Black Front Seat Adjuster Handle (F)	X	X	X	X	X
Bright Folding Front Seat Back Latch 17-27 Only (F)	X	X	X		
Black Folding Front Seat Back Latch 17-27 Only (F)				X-N	X-N
Folding Rear Seat with Single Point Hinge–17 Only (F)	X-N	X-N	X-N		
Spatter Color, Carpet Textured Rubber Passenger Compartment Floor Mat (F)	X-N		X-N	X-N	
Luggage Compartment Spatter Paint (F)	X		X	X	
Front Seat Head Restraints (F)	X-N	X-N	X-N		
Front and Rear Seat Belts – Base, Black with Black Plastic Mini-Buckles, Locking Retractors (F)	X	X	X	X	X
Front and Rear Seat Belts – Optional, Color-Coordinated Belts with Plastic Color-Keyed Mini-Buckles, Locking Retractors (F)*	O	O	O	O	O
Front Shoulder Belts – Base, Black with "D" Ring Attachment; Stowage by Plastic Trim Color Trough (F)	X	X	X	X	X
Front Shoulder Belts – Optional, Color-Coordinated, "D" Ring Attachment; Stowage by Plastic Trim Color Trough (F)*	O	O	O	O	O
Carpet Passenger Compartment Floor Covering (F)		O			O
Luggage Compartment Mat (Rubber and Foam Backed Vinyl) (F)		O-N			O-N
Vinyl Load Floor Covering–17 Only	X-N		X-N		
Carpet Load Floor Covering–17 Only		O-N			
Vinyl-on-Felt Treatment for Storage Compartment Under Load Floor–17 Only (F)	X-N	X-N	X-N	X-N	X-N
Special Floor Insulation (F)		O-N	O-N		O-N
Four Piece Hood Insulator (C)		O	O		O
Trim Color Seat Hinge Arm Cover (F)	X-N	X	X-N	X	X

NOTE: "O" indicates deviation from standard equipment, but included with specific model or in optional package.
"N" indicates new for 1973.
(*) Requires RPO AK1 Deluxe Seat Belts and Shoulder Harnesses; not available with black interior.

(C) Chevrolet installed
(F) Fisher Body installed

INTERIOR EQUIPMENT

INSTRUMENT PANEL AND STEERING WHEEL	Standard (1XX00 Models)	Custom (1XY00 Models)	Interior Decor/Quiet Sound Group RPO Z54
Soft Black Turn Signal and Transmission Shift Lever Knobs (C)	X	X	X
Steering Column Ignition Switch with Integral Steering Wheel and Transmission Lock (C)	X	X	X
T-Handle Parking Brake Release (C)	X	X	X
Blended Air Heater (C)	X	X	X
Two-Speed Windshield Wiper and Washer-Illuminated Control (MVSS No. 101) (C)	X-N	X-N	X-N
Ash Tray (C)	X	X	X
Cigarette Lighter (C)		O	O
Speedometer, Odometer and Fuel Gage (C)	X	X	X
Instrument Panel Pad (C)	X	X	X
Clock Hole Cover Plate (C)	X	X	X
Molded-In Radio Hole Cover (C)	X-N	X-N	X-N
Glove Compartment Door Lock (C)	X	X	X
Black Steering Wheel (Soft Vinyl) (C)	X-N	X-N	X-N
Soft Black Steering Wheel Shroud with Black Insert Having "Chevrolet" Nameplate (Entire Top of Shroud Horn Blowing Pad) (C)	X-N	X-N	X-N
Additional Bright Framing on Instrument Cluster Carrier (C)		O	
Glove Box Light (C)		O	O
Heater Control Light (C)	X	X	X
Temperature, Generator, Oil Pressure and Brake Warning Lights (C)	X	X	X
Hi-Beam and Turn Signal Indicators (C)	X	X	X
Trim Color Cowl Vent Control Knobs (F)	X	X	X
Windshield Wiper and Washer Switch (Slide-type, Depress to Wash) (C)	X	X	X
Soft, Black Instrument Panel Lighting Control Knob with Symbol Insert (C)	X	X	X
Soft, Black Radio Control Knobs with Symbol Inserts (C)	O*	O*	O*
Black Hazard Flasher Knob (C)	X	X	X
"Fasten Seat Belt" Lamp in Instrument Cluster Carrier (C)	X	X	X

NOTE: "O" indicates deviation from standard equipment, but included with specified model or in optional package.
"N" indicates new for 1973.
(*) Requires RPO U63 or U69 Radio Equipment

(C) Chevrolet installed
(F) Fisher Body installed

INTERIOR EQUIPMENT

	Standard (1XX00 Models)	Custom (1XY00 Models)	Interior Decor/Quiet Sound Group RPO Z54
ROOF AND PILLARS			
Hardboard/foam/Perforated, Soft Vinyl Covered Headlining with Grained Finish (F)	X-N	X-N	X-N
Trim Color Windshield, Roof Rail and Rear Window Moldings (F)	X	X	X
Black Textured, Vinyl-Clad 8-Inch Rear View Mirror Bonded to Windshield–Standard Type (C)	X-N		
Black Smooth, Vinyl-Clad 10-Inch Prismatic Rear View Mirror with Black Padded Edge, Bonded to Windshield (C)		O-N	O-N
Black Rear View Mirror Support (F)	X-N	X-N	X-N
Padded Sunsades (F)	X	X	X
Air Gap Windshield Pillars (F)	X	X	X
Trim Color Plastic Coat Hooks (F)	X	X	X
Left Front Door Jamb Switch (F)	X	X	X
Right Front Door Dome Jamb Switch (F)		O	O
Black Front Seat Shoulder Belt Anchor Cover (F)	X	X	X
Front seat Shoulder Belt Retainers (F)	X	X	X
Center Dome Lamp with Bright Bezel (F)	X	X	X
Courtesy Lamp on LH Side Wall of Cargo Area – 17 Only (F)	X-N	X-N	X-N
DOOR AND QUARTER PANEL			
Front Door Padded Arm Rests, Integral part of Door Trim Panel – 17-27 Only (F)	X-N	X-N	X-N
Colored Door Pull Strap Attached to Door Trim Panel– 17-27 Only (F)	X-N	X-N	X-N
Soft Feel Door and Damage Resistant Quarter Panel Trim– 17-27 Only (F)	X-N	X-N	X-N
Deluxe Door Sidewall with Bright Molding and Simulated Wood Insert–17-27 Only (F)		O-N	
Rear Quarter Panel Ash Tray–17-27 (F)		O-N	
Front Door Padded Armrests–69 Only (F)	X	X	X
Bright Mylar Trim Ornament on Front Door Sidewall– 69 Only (F)	X		X
Deluxe Door Sidewall–69 Only (F)		O	
Rear Door Arm Rest with Ash Tray (F)		O	
High Profile Window Regulator (F)	X-N	X-N	X-N
Clear, Blue Tinted Plastic Window Control Knobs (F)	X	X	X
Bright Door Lock Buttons (F)	X	X	X
"Nova" Door Trim Emblem (F)		O-N	

NOTE: "O" indicates deviation from standard equipment, but included with specific model or in optional package.
"N" indicates new for 1973.

(C) Chevrolet Installed
(F) Fisher Installed

EXTRA COST EQUIPMENT

EQUIPMENT	RPO	ACC
● Air conditioning, Four-Season: V8 models only (See page 10 for content)	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 (color keyed to interior color)	AK1	
Shoulder belts – 2 rear:		
For use when Custom Deluxe Belts are ordered		ACC
Console, floor – (RPO A51 required)	D55	
● Front Bucket Seats – Standard or Custom Trim – Coupes Only	A51	
Glass, Soft-Ray tinted: all windows	A01	
Instrumentation, special: V-8 Coupe Only		
(RPO A51 and D55 required)	U17	
Lighting, auxiliary:	ZJ9	
Courtesy lights		
Glove compartment light		ACC
Luggage compartment light		ACC
Ash tray light		ACC
Underhood light		ACC
Moldings, body side	B84	
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	U76	
Roof cover, vinyl	C08	
Roof Cover, Vinyl, Touring Style (Hatchback only)	CB1	
Roof, Vinyl Folding Sun (Manual) (Coupe only)	CF1	
Two-Tone Paint	D99	
Shift lever, floor mounted-base 3-speed transmission only	M11	
Steering wheel, Comfortilt	N33	
Suspension, heavy duty front and rear	F40	
Suspension, special front and rear	F41	
Tire, Space Saver Spare	N65	
Wheel covers, full:	P01	
Wheel Trim Cover, Simulated Wire Wheel	N95	ACC
Wheel Trim Ring	P06	
Wheels, rally (14 x 6 except SS; 14 x 7 SS)	ZJ7	

FACTORY-INSTALLED REGULAR PRODUCTION TIRES

E70 x 14 bias belted, white letters	QEB
E78 X 14 bias ply single white stripe	QEE
E78 x 14 bias belted ply wide single white stripe	QEH

EQUIPMENT	RPO	ACC
FEATURE ITEMS		
Bumper Impact Strips, Front and Rear	VE5	
Color-keyed floor mats – 2 Front, 2 Rear	B37	ACC
Door edge guards	B93	ACC
Electric clock	U35	ACC
L.H. outside remote-control rear view mirror	D33	
L.H. & R.H. Custom Outside Rear View Mirrors	D35	
Rear Window Defogger (Forced Air)	C50	ACC
MODEL OPTIONS		
● Exterior Decor Package (See page 12 for content)	ZJ5	
● Interior Decor/Quiet Sound Group (See page 12 for content)	Z54	
● Nova SS – Coupe only (See page 11 for content)	Z26	
POWER TEAMS		
Axle, Positraction	G80	
Axle, trailering ratio	YD1	
Turbo-Fire 250 V8	L65	
Turbo-Fire 350 V8	L48	
4-Speed manual transmission – wide ratio (L48 only)	M20	
Powerglide automatic transmission: L-6 engines only	M35	
Turbo Hydra-matic automatic transmission: V8 only	M40	
POWER ASSISTS		
Brakes, power	J50	ACC
Brakes, power front disc	JL2	
Steering, power: variable ratio	N40	

AIR CONDITIONING

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	Single three groove pulley
Water Pump & Fan Pulley	Single
Compressor & Crankshaft Belt	One
● Generator	55 Ampere
Radiator	Heavier duty

Cooling equipment available only on V-8 powered vehicles.

SUPER SPORT RPO Z26

MODEL AVAILABILITY
Standard Nova (1XX17, 27)
Custom Nova (1XY17, 27)

POWER TRAIN AVAILABILITY
(Same as standard models)

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

EXTERIOR
Black grille with argent accent on 2nd and 5th horizontal bars
"SS" ornamentation on grille, fender and deck lid
Specific body side striping, 2 colors (Black or White)
Black painted rear end panel with bright trim on tail lamps (same trim as Custom models)
Dual body-color sport mirrors (LH remote control, RH manual)
Bright roof drip moldings (same trim as Custom models)

INTERIOR
"SS" emblem on steering wheel shroud
Carpet floor covering (same trim as Custom models)

CHASSIS
Rally wheels 14 x 6 or 14 x 7 with specific center hub and no trim ring
Heavy duty suspension

RPO Z54 AND ZJ5

MODEL AVAILABILITY
NOVA (1XX17-27-69), (Included with Nova Custom models)

Z54 INTERIOR DECOR/*QUIET SOUND GROUP*

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

INTERIOR
Right front door jamb switch, for dome lamp operation
Glove box lamp
Mirror 10" prismatic inside rear view
Cigarette lighter
Special floor and hood insulation
(New improved acoustic package)

MODEL AVAILABILITY
NOVA (1XX-1XY17-27-69)

ZJ5 EXTERIOR DECOR PACKAGE

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

EXTERIOR
Body side molding (RPO B84)
Bright side window and door frame moldings

DIMENSIONS AND WEIGHTS

INTERIOR DIMENSIONS

FRONT COMPARTMENT

CODE	DESCRIPTION	2-DOOR COUPE & 2-DOOR HATCHBACK COUPE	4-DOOR SEDAN
H3	Seat cushion height	10.2	
H11	Entrance height	29.3	30.5
H13	Steering wheel thigh clearance	3.7	
H30	H point to heel point	7.8	
H32	Seat cushion deflection	3.3	
● H50	Upper body opening to ground	47.1	48.2
H58	H point rise	0.7	
H61	Effective headroom	38.2	39.5
H70	H point to body O line	12.8	
H75	Effective 'T' point headroom	38.2	39.5
W3	Shoulder room	55.6	55.9
W5	Hip room	55.2	55.7
L7	Steering wheel torso clearance	12.8	
L17	H point travel	4.7	
L34	Effective leg room	41.7	

REAR COMPARTMENT

H8	Seat cushion height	13.3	14.1
H12	Entrance height	--	29.2
H31	H point to heel point	10.7	11.8
H33	Seat cushion deflection	5.2	4.9
● H51	Upper body opening to ground	--	48.4
H63	Effective headroom	36.8	37.4
H71	H point to body O line	12.6	13.7
H76	Effective 'T' point headroom	36.8	37.3
W4	Shoulder room	55.3	56.6
W6	Hip room	55.0	56.4
L3	Rear compartment room	24.2	26.0
L50	H point couple distance	30.8	32.7
L51	Effective leg room	33.5	35.3

LUGGAGE COMPARTMENT

H195	Liftover height	27.1	
● V1	Usable luggage capacity (cu.ft.) (+)	14.6*	13.8

* Hatchback coupe with rear seat up, 27.3 rear seat folded.

● (+)–Corporation "H-Shoe Box" method of measurement is used.

LENGTHS

CODE	DESCRIPTION	2-DOOR COUPE & 2-DOOR HATCHBACK COUPE	4-DOOR SEDAN
L101	Wheelbase	111.0	
L102	Tire size (standard)	E78-14	
L103	Overall length	194.3 (a)	
L104	Overhang - front	32.8	
L105	Overhang - rear	50.5	
--	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	59.8	
W102	Tread - rear	59.6	
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	12.1	
H104	Rear bumper to ground	11.9	
H111	Rocker panel to ground - rear	7.7	
H112	Rocker panel to ground - front	8.2	
H114	Hood at rear to ground	35.4	
H115	Step height - front (design)	12.7	12.8
H125	Headlamp to ground	23.9	
H126	Tail lamp to ground	22.8	
H136	Body O line to ground - front	5.1	
H137	Body O line to ground - rear	4.4	

CLEARANCES

H106	Angle of approach (degrees)	22.6
H107	Angle of departure (degrees)	13.5
H147	Ramp breakover angle (degrees)	9.6
H148	Front suspension to ground	6.6
H149	Oil pan to ground	5.1
H150	Flywheel housing to ground	5.1
H151	Frame to ground	5.1
H152	Exhaust system to ground	4.6
H153	Rear axle to ground	5.3
H154	Fuel tank to ground	7.0
H155	Tire well to ground	--
H156	Minimum ground clearance (H152)	4.6

(a) Overall length, custom models with impact strips 195.1.

VEHICLE WEIGHTS

NOVA

MODEL TYPE			SHIPPING WEIGHT			CURB WEIGHT		
MODEL DESIGNATION	BASE ENGINE	VEHICLE TYPE	Front	Rear	Total	Front	Rear	Total
1XX17	250 Cu.In. L6	2-Door Hatchback Coupe	1703	1442	3145	1685	1564	3249
1XX27	250 Cu.In. L6	2-Door Coupe	1680	1353	3033	1662	1475	3137
1XX69	250 Cu.In. L6	4-Door Sedan	1691	1374	3065	1673	1496	3169
1XY17	250 Cu.In. L6	2-Door Hatchback Coupe	1716	1436	3152	1698	1558	3256
1XY27	250 Cu.In. L6	2-Door Coupe	1695	1378	3073	1677	1500	3177
1XY69	250 Cu.In. L6	4-Door Sedan	1705	1400	3105	1687	1522	3209

SHIPPING WEIGHT: Weight of basic vehicle with regular equipment, including grease, oil and (4) 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
C60	Air Conditioning		+ 95
A51	Front Bucket Seat Contour		+ 23
CB1	Ext. Soft Roof Cvr. Landau		+ 4
CO8	Exterior Soft Roof Cover		+ 5
B37	Front and Rear Floor Mats		+ 10
D55	Floor Console	3-Speed Transmission	+ 13
		4-Speed Transmission	+ 3
		Automatic Transmission	+ 9
JL2	Front Disc Brakes		+ 20
J50	Power Brakes		+ 12
N40	Power Steering	L6 Engine	+ 32
		V8 Engine	+ 30
F41	Spec. Perf. Front and Rear Suspension		+ 17
F40	Heavy Duty Front and Rear Suspension		+ 11
T60	Heavy-Duty Battery		+ 12
ZJ7	Special Wheel, Hub Cap and Trim Ring		
	14 x 6 Wheel		+ 25
	14 x 7 Wheel		+ 23
Z54	Combined Interior Decor/Quiet Sound Group		+ 31
U63	Radio AM Pushbutton		+ 7
U69	Radio AM/FM Pushbutton		+ 8
Base	250 Cu.In. 6 Cyl. Engine	Powerglide	- 3
Base	307 Cu.In. V8 Engine	Turbo Hydra-matic Transmission	+156
L65	350 Cu.In. V8 Engine	3-Speed Transmission	+145
		Turbo Hydra-matic Transmission	+170
L48	350 Cu.In. V8 Engine	4-Speed Transmission	+198
		Turbo Hydra-matic Transmission	+210

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.

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.

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

Front Seat Cushion . . . . . 2.00 inch foam pad

Backrest . . . . . Full foam

Rear Seat Cushion . . . . . 1.75 inch foam pad

Backrest . . . . . Full foam

Front Bucket Seats, Optional (17 & 27 Models Only) . . . . . Full foam with integral head restraint

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 quarter panel (jack base stored with spare tire).

Hatchback coupe, spare tire horizontal - under cargo floor. Bumper jack - under hinged cargo load floor.

BODY GLASS VISIBILITY AREA

	MODELS		
	17	27	69
Windshield	1050.8		1111.9
Front Door Window	956.2		675.4
Rear Door Window	—		536.0
Rear Quarter Window	463.8		155.5
Back Window	1055.1	1144.2	1005.7
Total Area (Sq. In.)	3525.9	3615.0	3484.5

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

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CHASSIS

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.)
334430	FM	121.74	.592	9.00	280	16.13	11.00 @ 1420
6272864	KA	121.77	.592	9.00	280	16.34	11.00 @ 1480
6272865	KD	121.80	.592	9.00	280	16.56	11.00 @ 1540
6272866	KE	121.83	.604	9.00	280	16.77	11.00 @ 1600
6272867	KG	122.13	.615	9.00	300	16.59	11.00 @ 1660
6272868	KH	122.41	.615	9.00	320	16.43	11.00 @ 1720
6272869	KK	122.42	.604	8.00	320	16.64	11.00 @ 1785
6272870	KL	108.80	.604	8.00	345	15.41	11.00 @ 1500
6272871	KM	108.83	.628	9.00	345	15.61	11.00 @ 1570
6272872	KN	122.69	.628	9.00	345	15.81	11.00 @ 1640
6272873	KR	122.72	.628	9.00	345	16.01	11.00 @ 1710
6272874	KS	122.75	.592	9.00	345	16.22	11.00 @ 1780

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

Number and type . . . . 3 each side double cushion

FRONT SUSPENSION

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

Wheel travel (design)

Total 7.40

Jounce 3.24

Rebound 4.16

Wheel to spring travel ratio 1.54:1

CONTROL ARMS

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

STEERING KNUCKLES

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

Spindle diameters

Inner bearing 1.2493-1.2498

Outer bearing 7492-.7497

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

Wheel bearings

Type . . . . . Taper roller; inner and outer

SPHERICAL JOINTS

Type . . . . . Ball stud

Upper . . . . . Compression

Lower . . . . . Tension

Bearing surfaces

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

Lower . . . . . Sintered iron

SHOCK ABSORBERS

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

Piston diameter 1.00

STABILIZER BAR (Only with V-8)

Type . . . . . Link

Material . . . . . HR steel

●Diameter – base 6875

optional 8125

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) . . 9° @ 5° camber

GENERAL SUSPENSION PROVISIONS

Car leveling . . . . . Front stabilizer bar

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

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

INTERIOR – EXTERIOR COLOR COMBINATIONS

MODEL	Seat Type	INTERIOR TRIM						
		Light Neutral			Dark Green		Medium Chamois	Medium Blue
		Cloth	% Knit Vinyl	Perforated Vinyl	Cloth	% Knit Vinyl	% $ Knit Vinyl	Cloth
Standard - 1XX00								
Coupe (27)	Bench				759	760	767	756
	Bucket		763					
Hatchback (17)	Bench				759	760	767	756
	Bucket		763					
Sedan (69)	Bench				758	757		772
Custom - 1XY00								
Coupe (27)	Bench	764			761			
	Bucket			771				
Hatchback (17)	Bench	764			761			
	Bucket			771				
Sedan (69)	Bench	769			770			
EXTERIOR COLOR	Color Code							
Antique White C/O	11		X			X	X	X
Light Blue Metallic	24		X					X
Dark Blue Metallic	26		X					X
Midnight Blue Metallic	29		X					X
Dark Green Metallic	42		X			X		
Light Green Metallic	44		X			X		
Green-Gold Metallic	46		X			X		
Midnight Green	48		X			X	X	
Light Yellow	51		X					
Chamois	56		X			X	X	
Light Copper Metallic	60		X					
Silver Metallic	64		X			X	X	X
Dark Brown Metallic	68		X					
Dark Red Metallic	74		X					
Medium Red	75		X					
Medium Orange Metallic	97		X					
TWO TONES + LOWER / UPPER	COLOR CODE							
Dark Blue Met. / White	26-11		X					X
Lt. Green Met. / White	44-11		X			X		
Green-Gold Met. / White	46-11		X			X		
Light Yellow / White	51-11		X					
Chamois / White	56-11		X			X	X	
Med. Orange Met. / White	97-11		X					

	VINYL TOP COLOR	EXTERIOR COLOR
S	Black	All
S	White	All
S	Medium Green	11, 44, 48
S	Medium Blue	11, 24, 26, 29
S	Light Neutral	46, 48, 60, 74, 75, 97
S	Chamois	11, 56
	Maroon	11, 64, 74

S–Optional Sun Roof Colors.

STEERING, DRIVELINE, WHEELS AND TIRES

STEERING

- Wheel
  - Type . . . . . Oval with center shroud
  - Diameter . . . . . 15.25 x 14.75
- Column . . . . . Energy absorbing – mast jacket, shifter tube and steering shaft designed to collapse under various front impact conditions.
- Gear – Manual (standard); Power (optional)
  - Type
    - Manual . . . . . Recirculating ball nut
    - Power . . . . . Integral, recirculating ball nut with hydraulic pressure provided from a vane type pump.
  - Ratios
    - Gear
      - Manual 28.0:1
      - Power . . . . . 16.01 on center to 13.0:1
    - Overall
      - Manual 33.06:1
      - Power . . . . . 18.9:1 on center to 13.5:1
    - Number of wheel turns, lock to lock
      - Manual 5.65
      - Power 2.81
- Linkage . . . . . Parallelogram, rear of wheels, 2 tie rods
- Turning diameter
  - Outside front, wall to wall 43.8
  - Outside front, curb to curb 41.2
- Outside wheel angle with inside wheel @ 20° . . . 18.0

DRIVELINE

- Type . . . . . Straight tube
- Number used . . . . . One
- Diameter (OD) 2.75
- Wall Thickness 0.065
- Length (C/L of U-joints) 51.78
- Universal Joints
  - Type . . . . . Cross
  - Number used . . . . . Two
  - Bearings . . . . . Prepacked, anti-friction

WHEELS (Standard)

- Type . . . . . Short, spoke spider
- Size
  - Base equipment . . . . . 14 x 5
  - "SS" equipment . . . . . 14 x 7
- Offset
  - ●Base equipment 0.20
  - "SS" equipment 0.34
- Attachment to Hub
  - Type . . . . . 5 hex nuts
  - Thread size . . . . . 7/16-20 UNF 2-B
  - Bolt circle diameter 4.75

WHEELS, RALLY TYPE (RPO ZJ7)

(Same as standard except as follows)

- Type . . . . . Large ventilation slots
- Size . . . . . 14 x 7
- Offset 0.50

TIRES

- Construction
  - Base . . . . . Non-belted
  - Optional . . . . . Belted
- Size
  - E78 x 14 (2 ply) (base equipment)
    - Static loaded radius 12.0
    - Loaded rev/mi @ 45 mph 800
    - Capacity @ 24 psi 1190
  - E78 x 14 (2 + 2) (Optional except "SS")
    - Static loaded radius 12.0
    - Loaded rev/mi @ 45 mph 796
    - Capacity @ 24 psi 1190
  - E70 x 14 (2 + 2) ("SS" equipment)
    - Static loaded radius 12.0
    - 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 1.75
Hypoid gear PD 8.50
Pinion bearing adjustment . . . . . Shim
Lubricant
Type . . . . . Military Spec. MIL-L-2105-B
Viscosity SAE80
Capacity (pts) 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 GEAR AND TOOTH COMBINATIONS

2.73:1 41,15
3.08:1 40,13
3.42 41,12

POSITRACTION DIFFERENTIAL (See Power Trains)

Type . . . . . Two pinion with single disc clutch

REAR SUSPENSION

Description . . . . . Hotchkiss; 2 semi-elliptical multiple leaf springs
Wheel travel (desing)
Total 7.40
Jounce 3.24
Rebound 4.16
Wheel to spring, travel ratio 1.54:1

SHOCK ABSORBERS

Type . . . . . Direct, double acting, hydraulic
Piston diameter 1.00

REAR SPRINGS

Selected from a family of leaf 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

Part Number	Number of Leaves	Length	Width	Shackle	Mounting Insulation	Assy. Code	Deflection Rate (Lbs./In.)	Load @ .52 Spring Camber (Lbs.)
6272839	Five	56.0	2.50	Compression type	Rubber bushed at shackle and hanger	RA	96	515
6272840	Five					RB	103	565
6272841	Six					RC	101	615
6272842	Four					RD	126	535
6272843	Five					RF	126	590

BRAKES

General	Type		Front and Rear – Drums		Front – Disc; Rear Drum
			Manual	Power	Power assisted
	System		Dual circuit hydraulic system with warning light and self adjusting features. Disc brakes have metering and proportioning valves to provide balance between front and rear brakes		
Front Brakes	Type		Finned drum – composite web cast into rim		Disc – single piston floating caliper
	Material		Web – HR steel; Rim – cast alloy iron		Cast iron – vented
	Diameter and Width		9.5 x 2.5		11.0 x 1.03
	Lining material		Molded asbestos composition		
	Method of attachment		Riveted		
	Lining size (length x width x thickness)	Primary or Inboard	7.60 x 2.5 x 0.23		5.40 x 1.93 x 0.46
		Secondary or Outboard	9.87 x 2.5 x 0.29		5.40 x 1.93 x 0.46
	Lining area (sq. in.)		87.36		41.47
	Effective area (sq. in.)		85.09		35.36
	Swept area (sq. in.)		149.2		217.9
	Piston diameter		1.125		2.94
Rear Brakes	Type		Drum – composite; web cast into rim		
	Material		Web – HR steel; Rim – cast alloy iron		
	Diameter and Width		9.5 x 2.0		
	Lining material		Molded asbestos composition		
	Method of attachment		Bonded		
	Lining size (length x width x thickness)	Primary or Inboard	9.01 x 2.00 x 0.21		
		Secondary or Outboard	9.75 x 2.00 x 0.24		
	Lining area (sq. in.)		75.04		
	Effective area (sq. in.)		66.58		
	Swept area (sq. in.)		119.4		
	Piston diameter		.875		
Apply System	Master cylinder diameter		1.00		1.125
	Piston travel		1.218	1.202	1.126
	Pedal travel		7.30	4.78	4.78
	Pedal ratio		6.0:1	3.97:1	4.25:1
	Line pressure @ 100 lb. pedal load		790		1040
Parking Brake	Type		Mechanical – pull rods and cables operate rear service brakes; parking brake 'ON' warning lamp provided.		
	Control		Pendulum foot pedal; release by 'T' handle located below instrument panel to left of steering column.		
	Total effective area		66.58		

BULBS AND LAMPS	NUMBER REQUIRED AND TRADE NUMBER	CANDLE POWER PER LAMP
Automatic transmission position pattern	Floor console, 2-1445	1.5
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		4
Turn		32
Radio	1-1893	2
Seat belt warning	1-194	2
Side Marker - Front	2-194	2
Side Marker - Rear	2-194	2
Tail	2-1157	
Tail		4
Stop and turn		32
Temperature indicator	1-194	2
Underhood lamp	1-93	15
Warning indicator, low fuel	1-194	2
Washer Wiper control	1-194	2

FUSES AND CIRCUIT BREAKERS

CIRCUIT	TYPE OF PROTECTION	LOCATION AND CIRCUIT *
Air conditioning	30 amp fuse	In line
	25 amp fuse	Fuse panel (f)
Auto. trans. quadrant lamp-Column	4 amp fuse	Fuse panel (c)
Auto. trans. quadrant lamp - Floor console	4 amp fuse	Fuse panel (c)
Back-up lamps	20 amp fuse	Fuse panel (d)
Cigarette lighter	25 amp fuse	Fuse panel (b)
Clock	20 amp fuse	Fuse panel (b)
Clock lamp	4 amp fuse	Fuse panel (c)
Courtesy lamps	20 amp fuse	Fuse panel (b)
Defogging unit	10 amp fuse	Fuse panel (d)
Direction signal indicator lamps	20 amp fuse	Fuse panel (c)
Dome lamp	4 amp fuse	Fuse panel (b)
Fuel gauge	10 amp fuse	Fuse panel (d)
Generator indicator lamp	10 amp fuse	Fuse panel (d)
Glove compartment lamp	10 amp fuse	Fuse panel (b)
Headlamps	Circuit breaker	Light switch
Headlamp hi-beam indicator lamp	Circuit breaker	Light switch
Heater	25 amp fuse	Fuse panel (f)
Heater controls lamp	4 amp fuse	Fuse panel (c)
Instrument cluster lamps	4 amp fuse	Fuse panel (c)
License lamp	20 amp fuse	Fuse panel (b)
Luggage compartment lamp	20 amp fuse	Fuse panel (b)
Oil pressure indicator lamp	10 amp fuse	Fuse panel (d)
Parking lamps	20 amp fuse	Fuse panel
Parking brake alarm lamp	10 amp fuse	Fuse panel (d)
Radio and radio lamp	10 amp fuse	Fuse panel (g)
Seat belt warning lamp	10 amp fuse	Fuse panel
Side Marker lamp - Front	20 amp fuse	Fuse panel
Side Marker lamp - Rear	20 amp fuse	Fuse panel
Tachometer	10 amp fuse	Fuse panel (d)
Tail, stop and turn lamps	20 amp fuse	Fuse panel (b)
Temperature indicator	10 amp fuse	Fuse panel (d)
Traffic hazard indicator	20 amp fuse	Fuse panel (b)
Underhood lamp	20 amp fuse	In line
Windshield wiper, two-speed	25 amp fuse	Fuse panel (g)

* Letter suffix indicates same circuit

POWER TRAINS

POWER TEAM COMBINATIONS

ENGINE	TRANSMISSION	MODEL APPLICATION	AXLE RATIO* STAND.	AXLE RATIO* TRAILER	RING GEAR
Turbo-Thrift 250 250 Cubic Inc. L-6 Standard	3-Spd. (2.85:1 low)	All Models	3.08:1		8.50
	Powerglide				
Turbo-Fire 307 307 Cubic Inch V-8 RPO L14	3-Spd. (2.85:1 low)	All Models	3.08:1		8.50
	Turbo Hydra-matic		2.73:1	3.42:1	
Turbo-Fire 350 350 Cubic Inch V-8 RPO L65	3-Speed (2.54:1 low)	All Models	3.08:1		8.50
	Turbo Hydra-matic		2.73:1	3.42:1	
Turbo-Fire 350 350 Cubic Inch V-8 RPO L48	4-Speed (2.54:1 low)	All Models	3.42:1		8.50
	Turbo Hydra-matic		3.08:1	3.42:1	

* Positraction axles available optionally for all ratios shown; same ratios available with Air Conditioning (V-8 engines only).

MULTIPLICATION FACTORS

WITH MANUAL TRANSMISSIONS

ENGINE	CARBURETION	TRANSMISSION	TOTAL GEAR REDUCTION*					AXLE RATIO
			1st	2nd	3rd	4th	Rev	
250 Cu.In. L-6 Standard	Single Barrel	3-Speed	8.78	5.17	3.08		9.09	3.08
307 Cu.In. V-8 RPO L14	2-Barrel	3-Speed	8.78	5.17	3.08		9.09	3.08
350 Cu.In. V-8 RPO L65	2-Barrel	3-Speed	7.82	4.62	3.08		8.10	3.08
350 Cu.In. V-8 RPO L48	4-Barrel	4-Speed	8.68	6.16	4.92	3.42	8.69	3.42

WITH AUTOMATIC TRANSMISSIONS

ENGINE	TRANSMISSION	SELECTOR POSITION	TOTAL TORQUE MULTIPLICATION*	AXLE RATIO
250 Cu.In. L-6 Standard	Powerglide	Drive	11.21:1 - 3.08:1	3.08:1
		Low & Reverse	11.21:1 - 5.61:1	
307 Cu.In. V-8 RPO L14	Turbo Hydra-matic	Drive	13.76:1 - 2.73:1	2.73:1
		Low	13.76:1 - 6.88:1	
		Second	13.76:1 - 4.15:1	
		Reverse	10.54:1 - 5.26:1	
350 Cu.In. V-8 RPO L65	Turbo Hydra-matic	Drive	13.76:1 - 2.73:1	2.73:1
		Low	13.76:1 - 6.88:1	
		Second	13.76:1 - 4.15:1	
		Reverse	10.54:1 - 5.26:1	
350 Cu.In. V-8 RPO L48	Turbo Hydra-matic	Drive	15.52:1 - 3.08:1	3.08:1
		Low	15.52:1 - 7.76:1	
		Second	15.52:1 - 4.68:1	
		Reverse	15.52:1 - 5.94:1	

*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	RPO L14	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)	700	900		900
	Powerglide (in drive)	600			
	Turbo Hydra-matic (in drive)		600		
Compress. Press. (PSI) @ Cranking Speed, Engine Hot		140	150		
Power Plant Mounting	Front	Two, preloaded captive cushion type			
	Rear	One, shear type			
Measurements	Fan to rear of engine block	33.99	31.55	31.55	31.55
	Top of air cleaner to bottom of oil pan	27.76	29.45	29.60	28.54
	Width - including air cleaner	30.68	28.53	28.53	28.53

ADVERTISED ENGINE RATING

Engine Designation	Turbo-Thrift 250 L-6	Turbo-Fire 307 V-8	Turbo-Fire 350 V-8	Turbo-Fire 350 V-8
Availability	Standard	RPO L14	RPO L65	RPO L48
Carburetor	Single Barrel	Two Barrel	Two Barrel	Four Barrel
Net Brake HP @ RPM	100 @ 3600	115 @ 3600	145 @ 4000	175 @ 4000
Net Torque @ RPM (lb-ft)	175 @ 1600	205 @ 2000	255 @ 2400	260 @ 2800

TURBO-THRIFT 250 L-6 ENGINE

Transmission		3-Speed	Powerglide
Rear Axle Ratio		3.08:1	
Tire Size		E78 x 14B	
Crankshaft Revolutions per Mile		2464.0	
Crankshaft RPM @ 1 MPH	Low	117.0	74.7
	Second	69.0	
	Third	41.1	41.1 (direct)
	Reverse	121.1	74.7
Piston Travel (ft/mile)		1449.6	

TURBO-FIRE 307 V-8 ENGINE

Transmission		3-Speed	Turbo Hydra-matic
Rear Axle Ratio		3.08:1	2.73:1
Tire Size		E78 x 14B	
Crankshaft Revolutions per Mile		2464.0	2184.0
Crankshaft RPM @ 1 MPH	Low	117.0	91.7
	Second	69.0	55.3
	Third	41.1	36.4 (direct)
	Reverse	121.1	70.2
Piston Travel (ft/mile)		1334.7	1183.0

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

Transmission		3-Speed	Turbo Hydra-matic
Rear Axle Ratio		3.08:1	2.73:1
Tire Size		E78 x 14B	
Crankshaft Revolutions per Mile		2464.0	2184.0
Crankshaft RPM @ 1 MPH	Low	104.3	91.7
	Second	61.6	55.3
	Third	41.1	36.4 (direct)
	Reverse	108.0	70.2
Piston Travel (ft/mile)		1429.1	1266.7

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

Transmission		4-Speed	Turbo Hydra-matic
Rear Axle Ratio		3.42:1	3.08:1
Tire Size		E78 x 14B	
Crankshaft Revolutions per Mile		2736.0	2464.0
Crankshaft RPM @ 1 MPH	Low	115.8	103.5
	Second	82.1	62.4
	Third	65.7	41.1 (direct)
	Fourth	45.6	
	Reverse	115.8	79.3
Piston Travel (ft/mile)		1586.9	1429.1

VEHICLE PERFORMANCE FACTORS

ENGINE	250 CU.IN. 100 HP	307 CU.IN. 115 HP	350 CU.IN. 145 HP	350 CU.IN. 175 HP
MODEL	1XX69	1XX27	1XY27	1XY17
3-SPEED TRANSMISSION				
Performance Weight (pounds)	3769	3866	3920	
Pounds per Net Horsepower	37.69	33.62	27.03	
Pounds per Cu.In. Displacement	15.07	12.59	11.12	
Net HP per Cu.In. Displacement	.400	.374	.414	
Power Displacement (cu.ft./mile)	178.24	218.88	249.54	
Displacement Factor (cu.ft./ton mile)	94.81	113.40	127.31	
4-SPEED TRANSMISSION				
Performance Weight (pounds)				4086
Pounds per Net Horsepower				23.35
Pounds per Cu.In. Displacement				11.67
Net HP per Cu.In. Displacement				.500
Power Displacement (cu.ft./mile)				276.98
Displacement Factor (cu.ft./ton mile)				135.77
POWERGLIDE				
Performance Weight (pounds)	3766			
Pounds per Net Horsepower	37.66			
Pounds per Cu.In. Displacement	15.06			
Net HP per Cu.In. Displacement	.400			
Power Displacement (cu.ft./mile)	178.24			
Displacement Factor (cu.ft./ton mile)	94.81			
TURBO HYDRA-MATIC				
Performance Weight (pounds)		3893	3947	4098
Pounds per Net Horsepower		33.85	27.22	23.42
Pounds per Cu.In. Displacement		12.68	11.28	11.70
Net HP per Cu.In. Displacement		.374	.414	.500
Power Displacement (cu.ft./mile)		194.00	221.18	249.54
Displacement Factor (cu.ft./ton mile)		99.49	112.27	121.73

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. . . . . 5.93 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

L6-250 Cu. In.

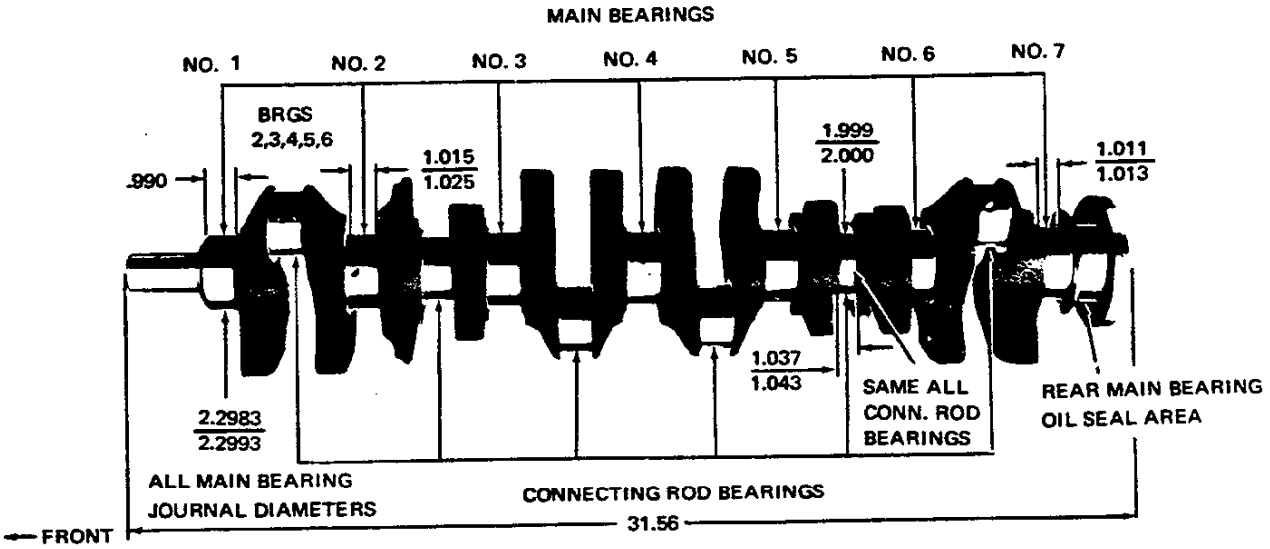
	Theoretical Inner Dia.	Effective Length	Projected Area
Bearing No. 1-6	2.3004	.752	1.7299
Bearing No. 7	2.3004	.760	1.7483

V8-307 & 350 Cu.In.

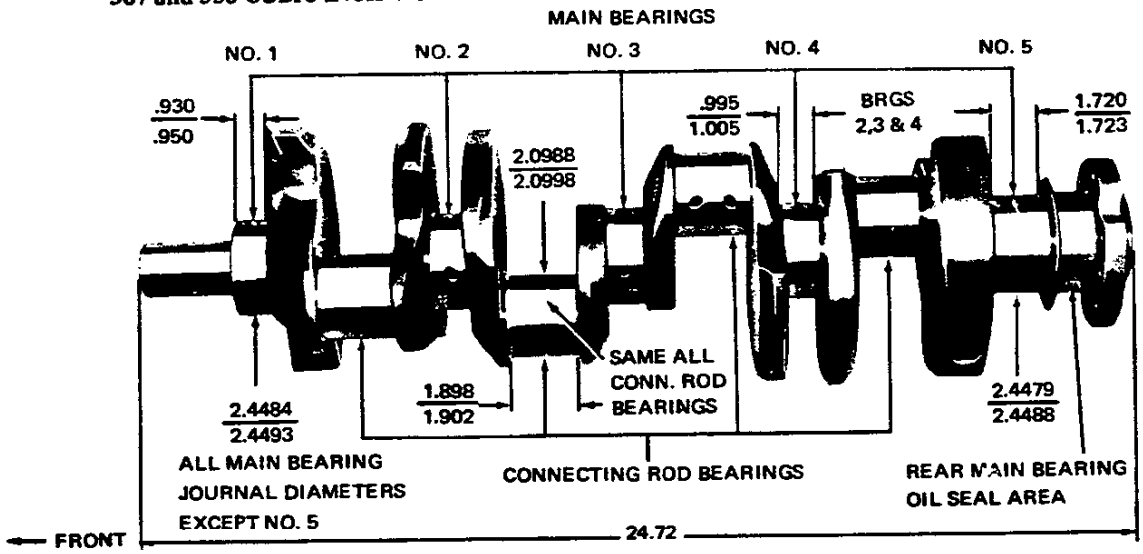
Bearing No. 1-4	2.4502	.752	1.8425
Bearing No. 5	2.4508	1.180	2.8919

CRANKSHAFTS AND BEARINGS

250 CUBIC INCH SIX CYLINDER ENGINE



307 and 350 CUBIC INCH V-8 ENGINES



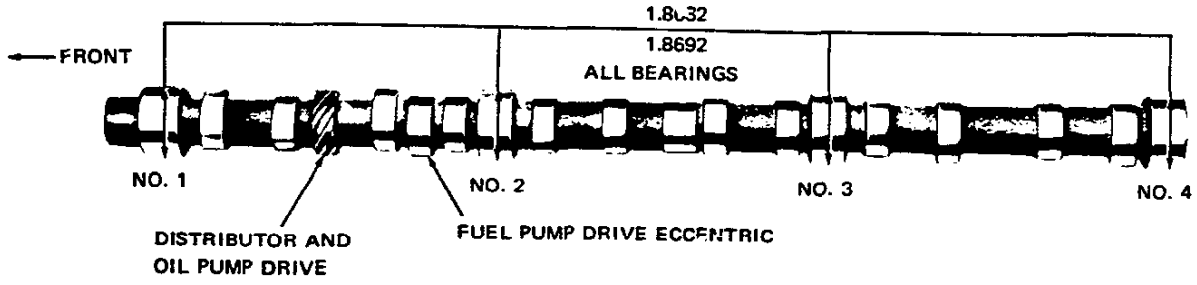
CAMSHAFT
- Material . . . . . Cast alloy iron
- Drive
  - L6-250 Cu. In. . . . . Gear; bakelite and fabric composition with steel hub
  - V8-307 & 350 Cu. In. . . . . Sprocket & chain; steel
- Lobe lift
  - L6-250 Cu. In. . . . . .2217 Inlet & Exhaust
  - V8-307 & 350 Cu. In. . . .2600 Inlet; .2733 Exhaust
- 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
- Rotators (V8-307 & 350) . . . . . Exhaust

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

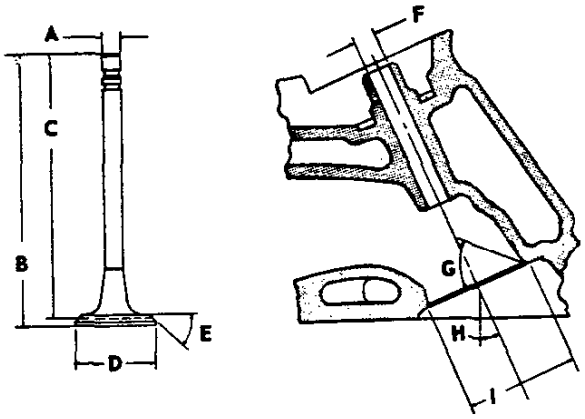
CAMSHAFT AND BEARINGS

250 CUBIC INCH L-6 ENGINE



INLET VALVES

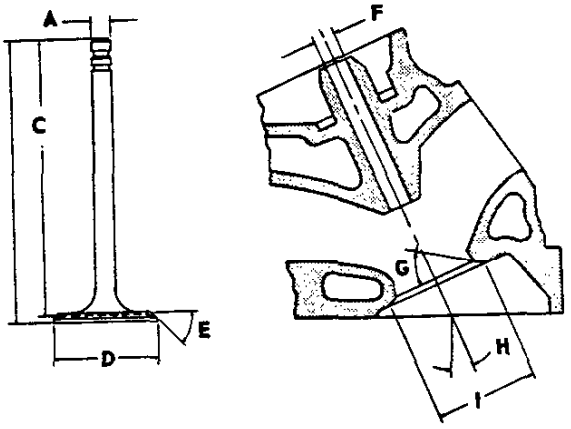
Material . . . . . Alloy steel
Coating . . . . . Aluminized face on L6-250 Cu. In.



A – Stem diameter	.3410-.3417
B – Overall length	
L6-250 Cu. In.	4.902-4.922
V8-307 Cu. In.	4.870-4.899
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.	1.935-1.945
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 diameter	
L6-250 Cu. In.	1.591-1.597
V8-307 & 350 Cu.In.	1.823-1.829

EXHAUST VALVES

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



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 diameter	
L6-250 Cu. In.	1.321-1.327
V8-307 & 350 Cu.In.	1.321-1.327

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 – Excluding Ramps)

L6-250 Cu.In.	
Inlet Valve	
Opens - BTC	16°
Closes - ABC	48°
Duration	244°
Exhaust Valve	
Opens - BBC	46°30'
Closes - ATC	17°30'
Duration	244°
V8-307 & 350 Cu.In.	
Inlet Valve	
Opens - BTC	28°
Closes - ABC	72°
Duration	280°
Exhaust Valve	
Opens - BBC	78°
Closes - ABC	30°
Duration	288°

VALVE TRAIN LASH

Inlet	Zero
Exhaust	Zero

PISTONS

Material	Cast aluminum alloy
Head type	
L6-250 Cu. In.	Sump head
V8-307 Cu. In.	Flat, notched
V8-350 Cu. In.	Sump head
Skirt type	Slipper
Top land clearance	
L6-250 Cu. In.	.0245-.0335
V8-307 & 350 Cu. In.	.0235-.0325
Skirt clearance	
L6-250 Cu. In.	.0005-.0015
V8-307 Cu. In.	.0005-.0015
V8-350 Cu. In.	.0007-.0017
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	.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	.00015-.00025
Pin Mounting	Locked in rod by shrink fit

PRINCIPAL COMPONENTS

COMPRESSION RINGS – UPPER

Material	Cast alloy iron
Type	Straight edge inside of ring
Face	Barrel
Coating	
L6-250 Cu. In.	Molybdenum inlay
V8-307 & 350 Cu. In.	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)	
L6-250 & V8-307 Cu.In.	.1870-.1890
V8-350 Cu.In.	.1850-.1870
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.	.007-.016
V8-307 & 350 Cu. In.	.008-.014

FUEL TANK

Capacity (Gal) . . . . . 21 (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. 15.48
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 . . . . . Air valve

CHOKE

Type . . . . . Automatic

EVAPORATION CONTROL SYSTEM

Purpose . . . . . Controls emission of gasoline vapors to the atmosphere
Major Components and Basic Function . . . . Integral vapor separator with the fuel tank that separates vapor from liquid fuel - a filler cap that doesn't permit venting into the atmosphere - a canister for storage of vapors - lines, hoses and valves to control and transport vapors from fuel tank to storage, and finally, to the carburetor for utilization in running the engine.

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	24.00
Width (I.D.)	9.75
Height (I.D.)	4.00

EXHAUST CROSSOVER PIPE (V8-307 & 350 L65)

Dimensions (O.D.) & Wall Thickness	2.00 x .082 laminated

EXHAUST PIPE

Dimensions (O.D. & Wall Thickness)	
L6-250 Cu.In.	2.00 x .064
V8-307 Cu.In.	2.00 x .082 laminated
V8-350 Cu.In. (L65)	2.00 x .082 laminated
V8-350 Cu.In. (L48)	2.25 x .082 laminated

TAIL PIPES

Dimension (O.D. & Wall Thickness)	2.00 x .069

EXHAUST EMISSION CONTROLS

Positive Crankcase Ventilation . . . . . Withdraws oil and gas vapors from the various cavities throughout the engine for burning in the combustion cycle.

Combination Emission Control Valve (L6-250) Reduces pollutant emissions in the exhaust during all phases of operation and controls hydrocarbon emissions during engine deceleration.

Air Injection Reactor System . . . . . Compresses, regulates and distributes quantities of air to each exhaust port to more completely burn carbon monoxide and hydrocarbon emissions.

Exhaust Gas Recirculation System . . . . . Meters exhaust gas into induction system for recirculation through the combustion cycle to reduce oxides of nitrogen emissions.

Carburetor Hot Air System . . . . . Meters and mixes heated air with incoming cold air to optimize fuel vaporization.

Transmission Controlled Spark . . . . . Regulates vacuum to distributor vacuum advance to reduce hydrocarbon and oxides of nitrogen emissions in low and intermediate speed ranges.

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

OIL PUMP

Type	Gear
Regulator Valve	Opens between 40-45 lbs,
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

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 . . . Pressure, vented thru coolant recovery system
- Capacity with Heater (Standard Equipment)
  - L6-250 Cu.In. . . . . 14 qts
  - V8-307 Cu.In. . . . . 17 qts
  - V8-350 Cu.In. . . . . 18 qts

RADIATOR
- Make and Type . . . . . Harrison, tube and center
- *Core constant*
  - Distance between fins
    - *L6-250 Cu.In.* . . . . . .22 Syn., .18 Auto.
    - V8-307 Cu.In. . . . . .18 Syn., .16 Auto.
    - V8-350 (L65) Cu.In. . . . . .16 Syn. & Auto.
    - V8-350 (L48) Cu.In. . . . . .16 Syn., .18 Auto.
  - Distance between tubes 55
- Thickness of core
  - L6-250 & V8-307 Cu.In. 1.26
  - V8-350 (L65-Syn.) Cu.In. 1.26
  - V8-350 (L65-Auto. & L48) Cu.In. 1.24
- Overflow . . . . . Separate coolant bottle

RADIATOR HEAVY DUTY (RPO V01)
- Core constant
  - Distance between fins
    - *L6-250 Cu.In.* . . . . . .16 Syn. & Auto.
    - V8-307 Cu.In. . . . . .16 Syn., .18 Auto.
    - V8-350 Cu.In. (L65) . . . . . .16 Syn. & Auto.
    - V8-350 Cu.In. (L48) . . . . . .16 Syn. & Auto.
  - Distance between tubes 55
- Thickness of core
  - L6-250 Cu.In. 1.26
  - V8-307 & 350 (L65) Cu.In. 1.24
  - V8-350 (L48) Cu.In. 1.98
- Frontal area (sq. in.)
  - L6-250 Cu.In. 353
  - V8-307 & 350 Cu.In. 353
- Overflow . . . . . Separate coolant bottle

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. 47.00
- Width 380

WATER PUMP
- Type . . . . . Centrifugal
- Capacity
  - L6-250 Cu.In. . . . . 20.4 GPM @ 2300 engine RPM
  - V8-307 Cu.In. . . . . 26 GPM @ 1900 engine RPM
  - V8-350 Cu.In. . . . . 26 GPM @ 1900 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
- 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
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
Drive . . . . . By fan belt
●Pulley Pitch Diameter 2.43
●Ratio (Gen. to Engine Speed) 2.73:1

REGULATOR
Type . . . . . Micro circuit unit integral with alternator
Voltage . . . . . 13.8-14.8 @ 85° F

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

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

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

SPARK PLUGS
Type
L6-250 Cu.In. ACR46T
V8-307 & 350 Cu.In. ACR44T
Thread Size (mm) 14
Gap 033-.038
Torque . . . . . 15 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. 70-99
Volts 10.6
RPM
L6-250 Cu.In. 6200-10700
V8-307 Cu.In. 6200-10700
V8-350 Cu.In. 7800-12000
Motor Drive
Engagement . . . . . Solenoid
Pinion Meshes at . . . . . Rear
Pinion Tooth No. 153
Mounting . . . . . Bolted to cylinder block flange

DISTRIBUTORS	Transmission	250 Cu.In.	307 Cu.In.	350 Cu.In.	
		Standard	RPO L14	RPO L65	RPO L48
Model	Manual	1110499	1112227	1112168	1112093
	Automatic	1110499	1112102	1112168	1112094
Type		Single breaker			
Cam angle		31°-34°	29°-31°		
Breaker gap		.019 (new)			
Breaker arm tension		19-23 oz.			
● Centrifugal advance begins @ RPM	Manual	950-1280	800-1200	675-1300	900-1300
	Automatic	950-1281	650-1300	675-1300	650-1600
● Maximum degrees @ RPM	Manual	22-26 @ 4100	22-26 @ 4300	18-22 @ 4200	21-26 @ 4200
	Automatic	22-26 @ 4100	18-22 @ 4200	18-22 @ 4200	12-16 @ 4200
● Vacuum advance begins @ In. Hg.	Manual	6.0-8.0	5.0-7.0	3.0-5.0	5.0-7.0
	Automatic	6.0-8.0	5.0-7.0	3.0-5.0	5.0-7.0
● Maximum degrees @ In. Hg.	Manual	22-26 @ 15	14-20 @ 12	13-16 @ 6.5	14-17 @ 13.5
	Automatic	22-26 @ 15	14-20 @ 12	13-16 @ 6.5	14-17 @ 13.5
Timing (initial design setting) Crankshaft degrees @ RPM with vacuum line disconnected	Manual	6° BTC @ 700	4° BTC @ 900	8° BTC @ 900	8° BTC @ 900
	Automatic	6° BTC @ 600	8° BTC @ 600	8° BTC @ 600	12° BTC @ 600
Timing mark location		Torsional damper			

CLUTCHES AND TRANSMISSIONS

CLUTCHES

Engine	Type - Cubic Inch		L6-250	V8-307	V8-350	
	Availability		Standard	RPO L14	RPO L65	RPO L48
Type			Single dry disc		Single dry disc centrifugal	
Clutch cover & pressure plate	Eff. plate load, lb.		1650-1850	1900-2200	2100-2300	
	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		
		ID	6.12	6.50		
		Total area sq. in.	71.82	101.54		
		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		L22	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	2.54:1
		Second	1.68:1		1.50:1	1.80:1
		Third	1.00:1		1.00:1	1.44:1
		Fourth				1.00:1
		Reverse	2.95:1		2.63:1	2.54:1
Lubricant	Type		Meeting Military Spec. MIL-L-2105B			
	Capacity (pts)		3			
Extension	Material		Cast iron			Aluminum
	Oil		Steel encased seal of spring loaded silcone			

POWERGLIDE TRANSMISSION

Engines	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 (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
	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
	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 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

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 2.00
- 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 . . . . . 5.04:1 to 1.00
- Low 2 . . . . . 5.04:1 to 1.52
- Low 1 . . . . . 5.04:1 to 2.52
- Reverse . . . . . 3.86:1 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 . . . . . 8 pints

NOVA

1973 MODELS WITH STANDARD EQUIPMENT

Prices shown are effective with vehicles manufactured on or after December 4, 1972

Description	Model Number	Wheel-base	Dealer Invoice Amount*	Dealer Price	Factory D&H§	List Price	Mfr's Sgt'd Retail Price★	Destination Charge & Group Number	Total
■ **6-Cylinder Turbo-Thrift 250 Engine—Engine Ordering Code L22**									
Nova									
Hatchback Coupe—6-Passenger	1XX17	111"					2527.86	9	
2-Door Coupe—6-Passenger	1XX27	111"					2376.70	8	
4-Door Sedan—6-Passenger	1XX69	111"					2406.70	9	
Nova Custom									
Hatchback Coupe—6-Passenger	1XY17	111"					2700.86	9	
2-Door Coupe—6-Passenger	1XY27	111"					2550.70	8	
4-Door Sedan—6-Passenger	1XY69	111"					2579.70	9	
■ **8-Cylinder Turbo-Fire 307 Engine—Engine Ordering Code L14**									
Nova									
Hatchback Coupe—6-Passenger	1XX17	111"					2617.86	9	
2-Door Coupe—6-Passenger	1XX27	111"					2466.70	8	
4-Door Sedan—6-Passenger	1XX69	111"					2496.70	9	
Nova Custom									
Hatchback Coupe—6-Passenger	1XY17	111"					2791.86	9	
2-Door Coupe—6-Passenger	1XY27	111"					2640.70	8	
4-Door Sedan—6-Passenger	1XY69	111"					2670.70	9	

★ Manufacturer's Suggested Retail Prices do not include applicable destination charges, state and local taxes, license fees, options or accessories
■ Available for registration in the State of California when California Emission Equipment is ordered.

OPTIONS AND ACCESSORIES WHEN INSTALLED BY CHEVROLET

Prices shown are effective with initial shipments

Description	Option Number	Dealer Invoice Amount*	Dealer Price	Factory D&H§	List Price	Mfr's Suggested Retail Price◇
POWER TEAMS						
(See Power Teams Chart for availability and complete engine specifications)						
Engines: V8 models only						
Turbo-Fire 350-2	L65					26.00
Turbo-Fire 350-4. Available only when power disc/drum brakes are ordered	L48					102.00
Transmissions:						
Powerglide. 6-cylinder models only	M35					169.00
Turbo Hydra-matic. V8 models only	M40					200.00
4-Speed Wide-Range. Available only when Turbo-Fire 350-4 engine is ordered	M20					190.00
Axle, Positraction Rear	G80					45.00
Axle Ratio: *Trailering.* V8 models with Turbo Hydra-matic transmission only	YD1					12.00

* Dealer Invoice Amount includes Holdback Amount retained for dealer's account in accordance with Vehicle Terms of Sale Bulletin.
§ D&H amounts reflect provision for pass through of tire weight tax imposed on manufacturer or importer of tires.
◇ State and local taxes not included.

NOVA

OPTIONS AND ACCESSORIES WHEN INSTALLED BY CHEVROLET

Prices shown are effective with initial shipments

Description	Option Number	Dealer Invoice Amount*	Dealer Price	Factory D&H§	List Price	Mfr's Suggested Retail Price◇
MODEL OPTIONS						
Nova SS: Hatchback or 2-Door Coupe models only. Includes black accented grille and rear panel; LH remote-control and RH manual sport mirrors; tapered body side and rear panel striping; rally type wheels with special center caps; special front and rear suspension plus SS emblems on grille, fender, deck lid and steering wheel.						
With black striping. Not available with Midnight Blue or Midnight Green exterior paint.						
Nova Custom models	Z26 /YF8					79.00
Nova Coupe models. Also includes bright taillight and grille trim plus carpet floor covering and roof drip moldings	Z26 /YF8					107.50
Nova Hatchback models. Also includes bright taillight and grille trim plus carpet floor covering, roof drip moldings and load floor carpeting	Z26 /YF8					122.50
With white striping. Not available with white exterior paint.						
Nova Custom models	Z26 /ZR8					79.00
Nova Coupe models. Also includes bright taillight and grille trim plus carpet floor covering and roof drip moldings	Z26 /ZR8					107.50
Nova Hatchback models. Also includes bright taillight and grille trim plus carpet floor covering, roof drip moldings and load floor carpeting	Z26 /ZR8					122.50
Interior Decor/Quiet Sound Group: Standard on Custom models. Includes bright accent on instrument cluster; door jamb switch; glove compartment light; day-night inside rearview mirror; cigarette lighter and special floor and hood insulation	Z54					33.00
✓ **Exterior Decor Package:** Includes bright side window moldings						
Hatchback or 2-Door Coupe models only						
Without Nova SS. Also includes body side molding with black accents	ZJ5					51.00
With Nova SS	ZJ5					26.00
Sedan models only. Also includes body side molding with black accents	ZJ5					59.00
POWER ASSISTS						
Brakes, Power:						
With drum-type brakes	J50					46.00
With disc/drum brakes	JL2					68.00
Steering, Power: Variable-Ratio	N40					100.00

* Dealer Invoice Amount includes Holdback Amount retained for dealer's account in accordance with Vehicle Terms of Sale Bulletin.
§ D&H amounts reflect provision for pass through of tire weight tax imposed on manufacturer or importer of tires.
◇ State and local taxes not included.

✓ **INDICATES CHANGE**

NOVA

OPTIONS AND ACCESSORIES WHEN INSTALLED BY CHEVROLET

Prices shown are effective with initial shipments

Description	Option Number	Dealer Invoice Amount*	Dealer Price	Factory D&H§	List Price	Mfr's Suggested Retail Price◇
OTHER OPTIONS						
Air Conditioning: *Four-Season.* V8 models only. Includes 61-amp generator and increased cooling	C60					381.00
Battery, Heavy-Duty: 15-plate, 80-amp-hr	T60					15.00
Belts, Color-Keyed Seat and Front Shoulder: Not available when black interior trim is ordered. Includes color-keyed belts and plastic buckles only. (Standard plastic buckles and belts are black.)						
REPLACING STANDARD NUMBER OF BELTS:						
Coupe or Sedan models with bench seat—6 seat and 2 front shoulder	AK1					15.25
Coupe models with bucket seats—5 seat and 2 front shoulder	AK1					12.75
Bumper Equipment: *Bumpers, Deluxe.* Front and rear. Standard on Custom models. Includes black resilient impact strips	VE5					24.00
California Emission Equipment: Dealer Note –Items shown below, priced as options indicated, must be ordered for vehicles destined for registration in the State of California. This equipment should be ordered by indicating option YF5, California Emission Certification Requirements, on the order form. Based on presence of the YF5 option, the applicable options detailed below will be added to the order, at prices shown, to insure that the vehicle conforms to State of California Registration requirements.						
California Emission Certification Label	VJ9					N.C.
California Assembly Line Emission Test	YA7					15.00
Clock, Electric: Included when special instrumentation is ordered	U35					16.00
Console: Hatchback or 2-Door Coupe models with bucket seats only. Not available when Powerglide transmission is ordered. Includes floor-mounted shift lever	D55					57.00
Cooling Equipment: *Radiator, Heavy-Duty.*	V01					14.00
Defogger, Rear Window: (Forced-Air)	C50					31.00
Floor Covering:						
Carpeting, Accent Color. Red. Custom models only. Available only when black interior trim and red, silver or white exterior paint is ordered	75F					N.C.
Mats, Color-Keyed Floor. 2 Front and 2 Rear	B37					12.00
Glass, Soft-Ray Tinted: All Windows	A01					39.00
✓ **Horns, Dual**	U05					4.00
Instrumentation, Special: V8 Hatchback or 2-Door Coupe models with bucket seats and console only. Includes tachometer and clock located in instrument panel plus temperature, fuel, oil pressure and ammeter gauges located on floor console	U17					87.00

* Dealer Invoice Amount includes Holdback Amount retained for dealer's account in accordance with Vehicle Terms of Sale Bulletin.
§ D&H amounts reflect provision for pass through of tire weight tax imposed on manufacturer or importer of tires.
◇ State and local taxes not included.

✓ **INDICATES CHANGE**

NOVA

OPTIONS AND ACCESSORIES WHEN INSTALLED BY CHEVROLET

Prices shown are effective with initial shipments

Description	Option Number	Dealer Invoice Amount*	Dealer Price	Factory D&H§	List Price	Mfr's Suggested Retail Price◇
OTHER OPTIONS						
✓ **Lighting, Auxiliary:**						
(A) Ashtray Light						
(B) Courtesy Lights						
(C) Glove Compartment Light						
(D) Luggage Compartment Light						
(E) Underhood Light						
For 2-Door Coupe or 4-Door Sedan models without Interior Decor/Quiet Sound Group. Includes A, B, C, D & E	ZJ9					17.50
For Hatchback Coupe models without Interior Decor/Quiet Sound Group. Includes A, B, C & E	ZJ9					15.00
For 2-Door Coupe or 4-Door Sedan models with Interior Decor /Quiet Sound Group or Custom 2-Door and 4-Door Sedan models. Includes A, B, D & E	ZJ9					15.00
For Hatchback Coupe models with Interior Decor/Quiet Sound Group or Custom Hatchback models	ZJ9					12.50
Mirrors:						
Rearview, LH Outside Remote-Control. Not available when Nova SS or sport mirrors are ordered	D33					12.00
Sport. LH remote-control and RH manual sport mirrors. Included when Nova SS is ordered	D35					26.00
Moldings:						
Body Side. Not available when Nova SS is ordered. Included when Exterior Decor Package is ordered	B84					33.00
Door Edge Guard						
Coupe models only	B93					6.00
Sedan models only	B93					9.00
Paints, Exterior: *See Interior and Exterior Color Selection Chart for availability and ordering information.*						
Solid	...					N.C.
Two-Tone. Not available on Hatchback Coupe models. Includes bright metal outline moldings	...					31.00
Radio Equipment: Pushbutton						
AM Radio	U63					65.00
AM/FM Radio	U69					135.00
Speaker, Rear Seat	U80					15.00
Roof Cover, Vinyl: Includes bright roof drip molding. *See Interior and Exterior Color Selection Chart for solid exterior color availability and ordering information.*						
Hatchback Coupe models. Touring Type	CB1					66.00
4-Door Sedan or 2-Door Coupe models	C08					82.00
Shift Lever, Floor-Mounted: Available only when 3-speed transmission is ordered. Included when console is ordered. Includes rubber boot on shift lever	M11					26.00
✓ **Sky Roof:** Vinyl folding type. 2-Door Coupe or Hatchback Coupe models only. *See Interior and Exterior Color Selection Chart for exterior color availability.*						
Black	WAB					179.00
Blue (Medium). Available only when black or blue interior trim is ordered	WAD					179.00
Chamois. Available only when black or chamois interior trim is ordered	WAE					179.00
Green (Medium). Available only when black or green interior trim is ordered	WAC					179.00
Neutral (Light). Available only when black or neutral interior trim is ordered	WAG					179.00
White	WAA					179.00

* Dealer Invoice Amount includes Holdback Amount retained for dealer's account in accordance with Vehicle Terms of Sale Bulletin.
§ D&H amounts reflect provision for pass through of tire weight tax imposed on manufacturer or importer of tires.
◇ State and local taxes not included.

✓ **INDICATES CHANGE**

NOVA

OPTIONS AND ACCESSORIES WHEN INSTALLED BY CHEVROLET

Prices shown are effective with initial shipments

Description	Option Number	Dealer Invoice Amount*	Dealer Price	Factory D&H§	List Price	Mfr's Suggested Retail Price◇
OTHER OPTIONS						
Spare Tire, Space Saver: Standard on Hatchback Coupe models	N65					14.16
Steering Wheel: *Comfortilt.* Not available when column mounted 3-speed transmission is ordered	N33					44.00
Suspension Equipment:						
Suspension, Special Front and Rear. Not available when Nova SS is ordered. Includes special front and rear springs.						
6-cylinder models	F40					2.00
V8 models. Also includes matching rear shock absorbers	F40					6.00
Suspension, Sport. Available only when power disc/drum brakes and E70-14/B tires are ordered. Includes rear stabilizer, special front stabilizer plus special front and rear shock absorbers.						
Without Nova SS	F41					30.00
With Nova SS	F41					24.00
Trim, Interior: *See Interior and Exterior Color Selection Chart for availability and ordering information.*						
Vinyl Bench Seat. Not available on Custom models	...					12.00
✓ *Strato-bucket Front Seats.* Coupe models only	A51					67.00
✓ **Wheel Trim:**						
Bright Metal Wheel Covers. Not available when Nova SS is ordered	P01					26.00
Rally Wheels. Not available when Nova SS is ordered. Includes special wheels and center caps, bright lug nuts and trim rings	ZJ7					44.00
Trim Rings	P06					28.50
Wire Wheel Covers. Not available when Nova SS is ordered	N95					82.00
FACTORY INSTALLED REGULAR PRODUCTION TIRES						
Replaces (5) E78-14/B Origional Equipment Blackwall						
(5) E78-14/B Original Equipment White Stripe						
2-Door Coupe or Sedan models without space saver spare tire	QEE					28.00
All models with space saver spare tire	QEE					22.40
(5) E78-14/B Bias Belted Ply White Stripe						
2-Door Coupe or Sedan models without space saver spare tire	QEH					53.00
All models with space saver spare tire	QEH					42.40
(5) E70-14/B Bias Belted Ply White Lettered. Available only when power disc/drum brakes are ordered. Includes 14" x 7" wheels						
2-Door Coupe or Sedan models without space saver spare tire	QEB					83.85
All models with space saver spare tire	QEB					67.08

* Dealer Invoice Amount includes Holdback Amount retained for dealer's account in accordance with Vehicle Terms of Sale Bulletin.
§ D&H amounts reflect provision for pass through of tire weight tax imposed on manufacturer or importer of tires.
◇ State and local taxes not included.

✓ **INDICATES CHANGE**

NOVA POWER TEAMS

Engine, Transmission and Rear Axle Combinations

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

ENGINES		TRANSMISSIONS	SHIFT LEVER LOCATION		REAR AXLE RATIOS★	
Option Number and Model Application	Description	Type (Std or Optional)	Without Console	With Optional Console	Standard	Optional Trailering
STANDARD ENGINES						
■ Standard Six-Cylinder Engine Ordering Code L22	**100-hp Turbo-Thrift 250 6-Cylinder** 250-cu-in displacement Single barrel carburetor 8.25:1 compression ratio Hydraulic valve lifters Single exhaust	**3-Speed (Std)—MC3**	Column	In Console w/Floor Shift	3.08	—
		Powerglide—M35	Column	Not Available	3.08	—
■ Standard Eight-Cylinder Engine Ordering Code L14	**115-hp Turbo-Fire 307 8-Cylinder** 307-cu-in displacement 2-barrel carburetor 8.5:1 compression ratio Hydraulic valve lifters Single exhaust	**3-Speed (Std)—MC3**	Column	In Console w/Floor Shift	3.08	—
		Turbo Hydra-matic—M40	Column	In Console w/Floor Shift	2.73	3.42
OPTIONAL ENGINES						
■ Option L65	**145-hp Turbo-Fire 350-2 8-Cylinder** 350-cu-in displacement 2-barrel carburetor 8.5:1 compression ratio Hydraulic valve lifters Single exhaust	**3-Speed (Std)—MC3**	Column	In Console w/Floor Shift	3.08	—
		Turbo Hydra-matic—M40	Column	In Console w/Floor Shift	2.73	3.42
■ Option L48	**175-hp Turbo-Fire 350-4 8-Cylinder** 350-cu-in displacement 4-barrel carburetor 8.5:1 compression ratio Hydraulic valve lifters Dual exhausts	**Turbo Hydra-matic—M40**	Column	In Console w/Floor Shift	3.08	3.42
		4-Speed Wide-Range—M20	Floor With Boot	In Console	3.42	—

★ All ratios available as Positraction.

■ Available for registration in the State of California when California Emission Equipment is ordered.

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 dealer initials the appropriate order form block as verification that the requested combination is definitely desired.*

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

Vinyl Roof or Sky Roof	Sky Roof★ Option No. (Coupes only)	Vinyl Roof Code	Solid Exterior Color Availability #
Black	WAB	BB	All Exterior Colors.
✓ Blue (Medium)	WAD■	DD	Blue or White Exterior Colors only.
Chamois	WAE§	FF	Chamois or White Exterior Colors only.
Green (Medium)	WAC▲	GG	Light Green, Midnight Green or White Exterior Colors only.
Neutral (Light)	WAG●	TT	Brown, Copper, Green-Gold, Midnight Green, Orange or Red Exterior Colors only.
Red (Dark)		HH	Dark Red, Silver or White Exterior Colors only.
White	WAA#	AA	All Exterior Colors.

MODEL	Seat Type	Black		Blue (Medium)	Chamois (Medium)	Green (Dark)		Neutral (Light)	
		Cloth	Vinyl	Cloth	Vinyl	Cloth	Vinyl	Cloth	Vinyl
STANDARD 2-Door Coupe or Hatchback	Bench	755	751*	756	767*	759	760*		
	Bucket		751*						763*
4-Door Sedan	Bench		753*	772		758	757*		
CUSTOM 2-Door Coupe or Hatchback	Bench	752*				761		764	
	Bucket	752*	754						771
4-Door Sedan	Bench	750*				770		769	

EXTERIOR COLORS	COLOR CODE Lower	COLOR CODE Upper					
Blue, Light (Metallic)	24	24	X	X			X
Blue, Dark (Metallic)	26	26	X	X			X
Blue, Midnight (Metallic)	29	29	X	X			X
Brown, Dark (Metallic)	68	68	X				X
Chamois	56	56	X		X	X	X
Copper, Light (Metallic)	60	60	X				X
Green-Gold (Metallic)	46	46	X			X	X
Green, Light (Metallic)	44	44	X			X	X
Green, Dark (Metallic)	42	42	X			X	X
Green, Midnight	48	48	X		X	X	X
Orange, Medium (Metallic)	97	97	X				X
Red, Medium	75	75	X				X
Red, Dark (Metallic)	74	74	X				X
Silver (Metallic)	64	64	X	X	X	X	X
White, Antique	11	11	X	X	X	X	X
Yellow, Light	51	51	X				X

TWO-TONE—Not available on Hatchback Coupe models *(With Antique White Upper only)*	Lower	Upper					
Blue, Dark (Metallic)	26	11	X	X			X
Chamois	56	11	X		X	X	X
Green-Gold (Metallic)	46	11	X			X	X
Green, Light (Metallic)	44	11	X			X	X
Orange, Medium (Metallic)	97	11	X				X
Yellow, Light	51	11	X				X

★Sky Roof also available with vinyl roof.
✓§Available only when black, chamois or neutral interior trim is ordered.
●Available only when black or neutral interior trim is ordered.
#Sky Roof also available in White (WAA) when two-tone paint with Antique White upper exterior color is ordered.
*Mixed Tone Seats.
✓■ Available only when black, blue or neutral interior trim is ordered.
✓▲Available only when black, green or neutral interior trim is ordered.

✓Indicates Change

NOTES

1973
AMA SPECIFICATIONS FORM
. . . Passenger Car

MANUFACTURER	CAR NAME	
Chevrolet Motor Division General Motors Corporation	NOVA	
MAILING ADDRESS	MODEL YEAR	ISSUED
Chevrolet Engineering Center 30003 Van Dyke Warren, Michigan 48090	1973	September, 1972 REVISED (●)

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A-40A-73

AMA Specifications Form—Passenger Car

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NOTES:

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

AMA Specifications Form—Passenger Car

MAKE OF CAR NOVA MODEL YEAR 1973 DATE ISSUED 9/72 REVISED (a)

BODY MODEL.	Body Series, Type and Number. (Use mfgr's. code for identification)	Number of Passengers (Indicate Front/Rear)	
	Model Number	Front	Rear
NOVA			
2-Door Hatchback Coupe	1XX17	3	3
2-Door Coupe	1XX27	3	3
4-Door Sedan	1XX69	3	3
NOVA CUSTOM			
2-Door Hatchback Coupe	1XY17	3	3
2-Door Coupe	1XY27	3	3
4-Door Sedan	1XY69	3	3

AMA Specifications Form—Passenger Car

MAKE OF CAR NOVA MODEL YEAR 1973 DATE ISSUED 9/72 REVISED (•)

CAR AND BODY DIMENSIONS

See Pages 27, 28 for SAE Dimension Definitions

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

MODEL	SAE Ref. No.	2-Door Hatchback Coupe	2-Door Coupe	4-Door Sedan
WIDTH				
Track – Front	W101		59.8	
Track – Rear	W102		59.6	
Maximum overall car width	W103		72.4	
Body width at No. 2 pillar	W117	---		70.7
Max. front doors open	W120	144.8		127.7
Max. rear doors open	W121	---		126.5
LENGTH				
Body "O" to front of dash	L 30		-0.5	
Wheelbase	L101		111.0	
Overall car length	L103		194.3	
Overhang – front	L104		32.8	
Overhang – rear	L105		50.5	
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.)				
Overall height	H101	52.5		53.9
Cowl height	H114		35.4	
Deck height	H138			
Rocker panel – front: To ground	H112		8.2	
Rocker panel – front: From front wheel ℄	H112			
Bottom of front door to ground	H133		11.2	
Rocker panel – rear: To ground	H111		7.7	
Rocker panel – rear: From rear wheel ℄	H111			
Bottom of rear door to ground	H135	---		10.9
Windshield slope angle	H122		50.1	
GROUND CLEARANCE				
Bumper to ground – front	H102		12.1	
Bumper to ground – rear	H104		11.9	
Angle of approach	H106		22.6	
Angle of departure	H107		13.5	
Ramp breakover angle	H147		9.6	
Rear axle differential to ground	H153		5.3	
Min. running clearance (Specify)	H156		4.6	

(a) Overall length, custom models with impact strips 195.1

AMA Specifications Form—Passenger Car

MAKE OF CAR NOVA MODEL YEAR 1973 DATE ISSUED 9/72 REVISED (*)

CAR AND BODY DIMENSIONS

See Pages 27, 29 for SAE Dimension Definitions

MODEL	SAE Ref. No.	2-Door Hatchback Coupe	2-Door Coupe	4-Door Sedan
FRONT COMPARTMENT				
H Point to body "O" line	L31		±2.6	
Effective head room	H61	38.2		39.5
Max. eff. leg room – accelerator	L34		41.7	
H Point to heel point	H30		7.8	
H Point travel	L17		4.7	
Shoulder room	W 3	55.6		55.9
Hip room	W 5	55.2		55.7
Upper body opening to ground	H50	42.1		43.3
REAR COMPARTMENT				
H Point couple distance	L57	30.8		32.7
Effective head room	H63	36.8		37.4
Min. effective leg room	L51	33.5		35.3
H Point to Heel point	H31	10.7		11.8
Min. knee room	L46	1.4		2.4
Rear Compartment room	L 3	24.2		26.0
Shoulder room	W 4	55.3		56.6
Hip room	W 6	55.0		56.4
Upper body opening to ground	H51	--		42.9
LUGGAGE COMPARTMENT				
Usable luggage capacity (cu. ft.)	V1	14.6 *	14.6	13.7
Liftover height	L195		27.1	
Position of spare tire carrier		Horizontal-center forward area of trunk floor. (a)		
Method of retaining lid open		Torsion rods (b)		
STATION WAGON – HIRD SEAT				
Shoulder Room	W5			
Hip room	W8c			
Effective leg room	L5			
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.) W4 X L206 X H201 / 1728	V2			

(a) Hatchback coupe, horizontal-under cargo floor.

(b) Hatchback coupe, compression spring type telescoping mechanism attached inside hatchback panel at the upper inboard area.

* With rear seat up, 27.1 rear seat folded.

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MAKE OF CAR NOVA MODEL YEAR 1973 DATE ISSUED 9/72 REVISED (e)

POWER TEAMS

(Indicate whether standard or optional)

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

MODEL AVAILABILITY	ENGINE					TRANSMISSION	AXLE RATIO ** (Std. first) (Indicate A/C ratio) #	
	Displ. cu. in.	Carb.	Compr. Ratio	Net @ RPM BHP	Net @ RPM Torque		"A"	"B"
ALL MODELS	Turbo-thrift 250L6 (base)	One; 1-bbl	8.5:1	100 @ 3600	175 @ 1600	3-Spd. manual (2.85:1 low)	3.08	--
						2-Spd. automatic*		
	Turbo-Fire 307V8 (L14)*	One; 2-bbl	8.5:1	115 @ 3600	205 @ 2000	3-Spd. manual (2.85:1 low)	3.08	--
						3-Spd. automatic*	2.73	3.42
	Turbo-Fire 350V8 (L65)*	One; 2-bbl	8.5:1	145 @ 4000	255 @ 2400	3-Spd. manual (2.54:1 low)	3.08	--
						3-Spd. automatic*	2.73	3.42
	Turbo-Fire 350V8 (L48)*	One; 4-bbl	8.5:1	175 @ 4000	260 @ 2800	4-Spd. manual (2.54:1 low)	3.42	--
						3-Spd. automatic*	3.08	3.42

* - Optional
** - Positraction available optionally for all ratios.
\# - Same ratios available for A/C (V-8 engines only)
A - Standard
B - Trailer option

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MAKE OF CAR NOVA MODEL YEAR 1973 DATE ISSUED 9/72 REVISED (e)

MODEL	Turbo-Thrift 250 Standard	Turbo-Fire 307 RPO L14	Turbo-Fire 350 RPO L65	Turbo-Fire 350 RPO L48
ENGINE – GENERAL				
Type, no. cyls., valve arr.	In-Line 6 OHV		90° V-8 OHV	
Bore and stroke (nominal)	3.875 x 3.53	3.875 x 3.25		4.00 x 3.48
Piston displacement, cu. in.	250	307		350
Bore spacing (℄ to ℄)	4.40			
No. system (front to rear) L. Bank	1-2-3-4-5-6		1-3-5-7	
(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	
Cylinder Head Material	Cast iron alloy			
Cylinder Block Material	Cast iron alloy			
Cyl. Sleeves – 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 (unleaded or low lead)			
Cylinder Head Volume (cc)	72.75	74.56		75.47
Head Gasket Thickness (Compressed)	.032	.021		.021
Head Gasket Volume (cc)	6.86	4.32		4.58
Deck Clearance (minimum) (above or below block)	.008 (below)	.025 (below)		.025 (below)
Minimum Combustion Chamber Volume (cc)	71.71	74.47		74.47
ENGINE – PISTONS				
Material	Cast aluminum alloy			
Description and finish	Sump head; slipper skirt	Flat head notched; slipper skirt		Sump head slipper skirt
Weight (piston only) oz.	28.80	22.00		21.16
Clearance (limits) Top land	.0245-.0335	.0235-.0325		.0235-.0325
Clearance (limits) Skirt Top	.0005-.0015 (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.

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MAKE OF CAR NOVA MODEL YEAR 1973 DATE ISSUED 9/72 REVISED (•)

MODEL	L6-250 Standard	V8-307 L14	V8-350 L65	V8-350 L48

ENGINE – RINGS

Function (top to bottom)	No. 1, oil or comp.	Compression		
	No. 2, oil or comp.	Compression		
	No. 3, oil or comp.	Oil		
	No. 4, oil or comp.	None		
Compression	Description - material, coating, etc. Upper	Cast iron alloy, barrel face; chrome plated (a)		
	Description - material, coating, etc. Lower	Cast iron alloy, inside bevel, tapered face (b)		
	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)	.1850-.1870 (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		
	Bushing: Material			
Clearance	In piston	.00015-.00025	.00015-.00025	
	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)		5.699-5.701	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	.007-.016	.008-.014	

(a) Molybdenum inlay on L6-250.

(b) Wear resistant coating

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MAKE OF CAR NOVA MODEL YEAR 1973 DATE ISSUED 9/72 REVISED (•)

ENGINE – CRANKSHAFT

MODEL			L6-250 Standard	V8-307 L14	V8-350 L65	V8-350 L48
Material			Cast nodular iron			
Vibration damper type			Rubber mounted inertia			
End thrust taken by bearing (No.)			7		5	
Crankshaft end play			.002-.006		.002-.007	
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	2.3004 x .752		2.4502 x .752	
		No. 2	2.3004 x .752		2.4502 x .752	
		No. 3	2.3004 x .752		2.4502 x .752	
		No. 4	2.3004 x .752		2.4502 x .752	
		No. 5	2.3004 x .752		2.4508 x 1.180	
		No. 6	2.3004 x .752		None	
		No. 7	2.3004 x .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	.625
		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

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MAKE OF CAR NOVA MODEL YEAR 1973 DATE ISSUED 9/72 REVISED (•)

MODEL				L6-250 Standard	V8-307 L14	V8-350 L65	V8-350 L48
ENGINE – VALVE SYSTEM							
Hydraulic lifters (Std. cot., NA)				Standard			
Valve rotator, type (intake, exhaust)				None	Exhaust		
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 open overlap (deg.)			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 (deg.)			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 (deg.)			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 @ 1.61		
		Valve open (lb. - in.)		180-192 @ 1.27	194-206 @ 1.16		
	Inner spring press. & length	Valve closed (lb. - in.)		None	Spring damper		
		Valve open (lb. - in.)		None	Spring damper		

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MAKE OF CAR NOVA MODEL YEAR 1973 DATE ISSUED 9/72 REVISED (•)

MODEL	L6-250 Standard	V8-307 L14	V8-350 L65	V8-350 L48

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-20, 5W-30			
Engine Service Reqmt. (MM, MS, etc.)		SE			

ENGINE – EXHAUST SYSTEM

Type (single, single with cross-over, dual, other)		Single	Single with Crossover	Dual exhaust with single muff
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 .072 (a
Tail pipe dia. (O.D. & wall thickness)		2.00 x .069		

(a) Laminated

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MODEL	L6-250 Standard	V8-307 L14	V8-350 L65	V8-350 L48

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.)		21 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	5.50-7.00	7.50-9.00
Vacuum booster (std., optional, none)			None		
Fuel Filter	Type		Fine mesh plastic strainer in gasoline tank and paper		
	Locations		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	700	900	900
		Automatic–D	600		
		Idle A-F mix.	Not specified		

CARBURETOR SUPPLEMENTARY INFORMATION

Model Usage	Engine Displ.	Transmission	Carburetors Make	Carburetors Model	No. Used and Type	Barrel Size
All Models	250	Manual	Rochester	7043017 (7043317)	One; 1-bbl	1.69
		Automatic		7043014 (7043314)		
	307	Manual	Rochester	7043101 (7043401)	one; 2-bbl	1.44
		Automatic		7043100 (7043400)		
	350 L65	Manual	Rochester	7043113 (7043413)	One; 2-bbl	1.69
		Automatic		7043114 (7043414)		
	350 L48	Manual	Rochester	7043203 (7043503)	One; 4-bbl	1.38 Prim. 2.25 Sec.
		Automatic		7043202 (7043502)		

* Shut off pressure - 1800 RPM at pump outlet.

NOTE: Items bracketed () are used in engines required for California

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ENGINE – COOLING SYSTEM

MODEL		L6-250 Standard	V8-307 L14	V8-350 L65	V8-350 L48
Type system (pressure, pressure vented, atmospheric, other)		Pressure-vented thru coolant recovery system			
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 pump rpm	20.4 @ 2300		26 @ 1900	
	Number of pumps	One			
	Drive (V-belt, other)	V-belt			
	Bearing type	Permanently lubricated double row ball			
By-pass recirculation type (inter., ext.)		Internal			
Radiator core type (cellular, tube and fin, other)		Tube and center			
Cooling system capacity	With heater (qt.)	14	17		18
	Without heater (qt.)	13	16		17
	Opt. equipment-specify (qt.)	14	18		17
Water jackets full length of cyl. (yes, no)		Yes			
Water all around cylinder (yes, no)		Yes			
Radiator hose	Lower — Number and type (molded, straight)	One, molded			
	Lower — Inside diameter	1.75			
	Upper — Number and type (molded, straight)	One, molded			
	Upper — Inside diameter	1.50			
	By-pass — Number and type (molded, straight)	None			
	By-pass — 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	
		F		C	

* Drive Belt Dimensions	A	B	C	D	E	F	G	H	I	J	K
Angle of V			34°-38°								
Nominal length (SAE)	37.30	48.50	47.00	36.00	54.50	51.50					
Width			.380								

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MODEL

VEHICLE EMISSION CONTROL

Exhaust Emission Control	Type (Air injection, engine modifications, other)			Air injection
	Air Injection Pump	Type		Semi-articulated vane type
		Displacement		19.3 cubic inch
		Drive ratio		1.15:1
		Drive type		Crankshaft pulley
		Relief valve (type)		Poppet in diverter valve
		Filter (describe)		Centrifugal air cleaner
	Air Injection System	Air distribution (head, manifold, etc.)		Separate manifold
		Point of entry		Exhaust ports
		Injection tube i.d.		.2565
		Check valve type		Pressure plate type
		Backfire protection (type)		Diverter valve
Crankcase Emission Control	Type (ventilates to atmos., induction system, other)		Standard	Induction system
			Optional	----
	Control Unit	Make and model		AC Spark Plug Division-6484603(L6); 6484541(V8)
		Location		Rocker cover-top rear L6 and left front V8
		Energy source (manifold vacuum, carburetor, other)		Manifold vacuum
		Control method (variable orifice, fixed orifice, other)		Variable orifice
	Complete system	Discharges (to intake manifold, other)		Intake manifold
		Air inlet (breather cap, other)		Carburetor air cleaner
		Flame arrestor (screen, other)		Screen
Evaporative Emission Control	Fuel Tank	Refill Capacity (U.S. gallons)		21 approximately
		Thermal expansion volume (cu. ft.)		Approximately 10% of refill capacity
		Pressure relief location (lbs.)		1.1 PSI
		Vacuum relief location (lbs.)		0.3 PSI
		Vapor-liquid separator type		Integral chamber with fuel tank
		Vapor vented to (crankcase, cannister, other)		----
				Canister
	Carburetor	Vapor vented to (crankcase, cannister, other)		No vents
				----
	Vapor Storage	Storage provision (crankcase, cannister, other)		Canister
				----
		Volume (cu. ft.) or capacity (grams)		50 grams (approximately) vapor storage
		Control valve type		Vacuum controlled staged purge valve

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MODEL	L6-250 Standard	V8-307 L14	V8-350 L65	V8-350 L48

ELECTRICAL – SUPPLY SYSTEM

Battery	Make and Model	Delco-Remy 1980141	Delco-Remy 1980145	
	Voltage Rtg. & Total Plates	12 volts - 54 plates	12 volts - 66 plates	
	Cranking Power	2300 watts @ 0°F	2900 watts @ 0°F	
	Location	Right side of engine compartment		
	Terminal grounded	Negative		
Generator or Alternator	Make	Delco-Remy		
	Model	1100497	1100934	
	Type and rating	Diode rectifier-37 amps		
	Output at engine idle (hot)	13 amps		
	Ratio-Gen. to Cr. shaft rev.	2.73:1		
Regulator	Make	Delco-Remy		
	Model	----		
	Type	Micro circuit unit; integral with alternator		
	Cutout relay: Closing voltage @ generator rpm	None		
	Cutout relay: Reverse current to open	None		
	Regulated: Voltage	13.3-14.8 @ 85°F		
	Regulated: Current	----		
	Voltage test conditions: Temperature	Operating		
	Voltage test conditions: Load	3-8 amperes		
	Voltage test conditions: Other	None		

ELECTRICAL – STARTING SYSTEM

Starting Motor	Make	Delco-Remy		
	Model	1108365	1108367	1108418
	Rotation (drive end view)	Clockwise		
Motor control	Switch (solenoid, manual)	Solenoid		
	Starting procedure	Manual-place gearshift lever in neutral & depress clutch Automatic-place control lever in N or P position Initial start-press accelerator to floor 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		
	Number of teeth: Flywheel: Manual	153		
	Number of teeth: Flywheel: Auto.	153		
	Flywheel tooth face width: Manual	.4010-.4130		
	Flywheel tooth face width: Auto.	.4010-.4130		

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MODEL	L6-250 Standard	V8-307 L-14	V8-350 L65	V8-350 L48

ELECTRICAL – IGNITION SYSTEM – DISTRIBUTOR

Breaker gap (in.)		.019			
Cam angle (deg.)		31-34	29-31		
Brkr. arm tension (oz.)		19-23			
Distributor	Manual	1110499	1112227	1112168	1112093
	Automatic	1110499	1112102	1112168	1112094
Timing	Manual	6° BTC @ 700	4° BTC @ 900	8° BTC @ 900	8° BTC @ 900
	Automatic	6° BTC @ 600	6° BTC @ 600	8° BTC @ 600	12° BTC @ 600

Distributor Model	CENTRIFUGAL ADVANCE Crankshaft Degrees at Engine RPM			VACUUM ADVANCE Crankshaft Deg. at In. of Mercury	
	Start	Intermediate	Max.	Start	Max.
1110499	1100	--	21 @ 4200	6.00	22 @ 14
1112093	1100	11 @ 2400	18 @ 4200	6.00	15 @ 13
1112094	1200		14 @ 4200	6.00	15 @ 14
1112102	1000	--	20 @ 4200	6.00	15 @ 12
		--			
		--			
1112168	1000	--	18 @ 4200	4.00	16 @ 7
1112227	1000	--	20 @ 4200	6.00	20 @ 15.5

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MODEL			L6-250 Standard	V8-307 L14	V8-350 L65	V8-350 L48
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 R46T		AC R44T	
	Thread (mm)			14		
	Tightening torque (lb. ft.)			25		
	Gap			.033-.038		
Cable	Conductor type			Linen core impregnated with electrical conducting material		
	Insulation type			Rubber with neoprene jacket		
	Spark plug protector			Neoprene		

ELECTRICAL – SUPPRESSION

Locations & type	Non metallic high tension ignition cables

ELECTRICAL – INSTRUMENTS AND EQUIPMENT

Speedometer	Type	In-line with pointer
	Trip odometer (std. opt., N.A.)	NA
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		Brake failure warning light and parking brake light

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MODEL	L6-250 Standard	V8-307 L14	V8-350 L65	V8-350 L48

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
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	
	Total eff. area (sq.in.)	71.82	101.54	
	Thickness	.135		
	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	2.54
	In second	1.68	1.50	1.80
	In third	1.00	1.00	1.44
	In fourth	--	--	1.00
	In reverse	2.95	2.63	2.54
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		

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

DRIVE UNITS – AUTOMATIC TRANSMISSION

Trade name		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 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			
Max. kickdown speed–drive range			
Torque convertor	Number of elements	3	
	Max. ratio at stall	2.00	
	Type of cooling (air, liquid)	Water	
	Nominal diameter	11.00	11.75
Lubricant	Capacity–refill (pt.)	6	8
	Type recommended	A suffix A	
Special transmission features		--	

DRIVE UNITS – PROPELLER SHAFT

Number used		One
Type (straight tube, tube-in-tube, internal-external damper, etc.)		Straight tube
Outer diam. x length* x wall thickness	Manual 3-speed trans.	2.75 x 51.78 x 0.065
	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)

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MODEL

DRIVE UNITS – PROPELLER SHAFT (cont.)

Intermediate bearing	Type (plain, anti-friction)		None
	Lubrication (fitting, prepack)		---
Slip Yoke	Type		Yoke
	Number of teeth		27
	Spline O.D.		1.502-1.503
Universal joints	Make and Mfg. No.		Chevrolet 1285 & 1315
	Number used		Two
	Type (ball and trunnion, cross)		Cross
	Rear attach. (u-bolt, clamp, etc.)		U-bolt
	Bearing	Type (plain, anti-friction)	Anti-friction
		Lubric. (fitting, prepack)	Pre-pack
Drive taken through (torque tube or arms, springs)			Leaf springs
Torque taken through (torque tube or arms, springs)			Leaf springs

DRIVE UNITS – AXLE

Type (front, rear)			Rear
Description			Semi-floating axle shaft, overhung drive pinion and ring gear
Limited Slip differential, type			Cone clutches or dual disc clutches
Drive Pinion Offset			1.75 vertical
No. of differential pinions			Two
Pinion adjustment (shim, other)			Shim
Pinion bearing adj. (shim, other)			Collapsible sleeve
Wheel bearing type			Direct or single row cylindrical roller
Lubricant	Capacity (pt.)		4.25
	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 4 for axle ratio usage)

Axle ratio		2.73	3.08	3.42
No. of teeth	Pinion	15	13	12
	Ring gear	41	40	41
Ring Gear O.D.			8.50	

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MODEL

DRIVE UNITS — TIRES AND WHEELS (STANDARD)

TIRES	Size, load range, ply		E78 x 14B-2 ply
	Type (bias, radial, etc.)		Bias non-belted
	Normal max. load inflation pressure (cold)	Front *	24
		Rear *	26
	Rev./mile @ 45 mph		800
WHEELS	Type & material		Short spoke disc; steel
	Rim (size & flange type)		14 x 5
	Attachment	Type (bolt or stud)	Stud
		Circle diameter	4.75
		Number & size	5 hex nuts 7/16-20 UNF-2B
	Spare wheel (same or other)		Same

DRIVE UNITS — TIRES AND WHEELS (OPTIONAL)

Size, load range, ply		E78 x 14B (2+2)
Type (bias, radial, etc.)		Bias belted
Normal max. load inflation pressure (cold)	Front *	24
	Rear *	26
Rev./mile - 45 mph		796
Wheel type & material		Rally type
Rim (size & flange type)		14 x 6 and 14 x 7

DRIVE UNITS — TIRES AND WHEELS (OPTIONAL)

Size, load range, ply		E70 x 14B (2+2)
Type (bias, radial, etc.)		Bias belted
Normal max. load inflation pressure (cold)	Front *	24
	Rear *	26
Rev. mile @ 45 mph		800
Wheel type & material		Rally type "SS"
Rim (size & flange type)		14 x 7

BRAKES — PARKING

Type of control		Apply-foot pedal; Release-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)	---

* Full rated pressure shown - selected tire pressures are contingent on weight of vehicle.

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MODEL

BRAKES – SERVICE

Type (drum) or (disc & no. of pistons)			Drum, front & rear (A)	Disc, front; Drum, rear (A)(B)
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.) *			151.7	101.9
Gross lining area (sq. in.) **			160.7	111.3
Swept area (sq. in.) ***			268.6	337.3
Effectiveness	Front		Controlled by valving	
	Rear			
Drum	Diameter (nominal)	Front	9.5	--
		Rear	9.5	9.5
	Type and material		Composite, cast iron rim & steel web	Cast iron
Rotor	Outer working diameter		--	11.00
	Inner working diameter		--	7.12
	Thickness		--	1.03
	Material & type (vented/solid)		--	Cast iron-vented
Wheel cylinder bore	Front		1.125	2.9375
	Rear		0.875	0.875
Master Cylinder	Bore		1.0	1.125
	Stroke		1.218; 1.202 w/pwr. brakes	1.126
Pedal arc ratio			6.00; 3.97 w/power brakes	4.25
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		Front-Riveted Rear-Bonded	Rear-Bonded
	Front Wheel	Material	Molded Asbestos	
		Size (length x width x thickness) Prim. or outboard	7.60 x 2.50 x 0.20	5.40 x 1.93 x 0.44
		Second. or inboard	9.82 x 2.5 x 0.24	5.40 x 1.93 x 0.44
		Segments per shoe	One	
	Rear Wheel	Material	Molded asbestos	
		Size (length x width x thickness) Prim. or outboard	9.01 x 2.0 x 0.20	
		Second. or inboard	9.75 x 2.0 x 0.20	
		Segments per shoe	One	

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

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

(A) Drum - single piston, duo-servo; Disc - single piston, floating caliper.

(B) Base equipment when ordered with V8-350 Cu.In. (200 hp) engine - optional all other conditions.

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MODEL

STEERING

Manual (std., opt., NA)				Standard, energy absorbing steering column
Power (std., opt., NA)				Optional
Adjustable steering wheel (tilt, swing, other)		Type and description		Tilt type
		(std., opt., NA)		Opt.
Wheel diameter		Manual		Oval 15.25 x 14.75
		Power		Same as manual
Turning diameter (feet)	Outside front	Wall to wall (l. & r.)		43.8 - base equip.
		Curb to curb (l. & r.)		41.2 - base equip.
	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	33.06:1
	No. wheel turns (stop to stop)			5.65
Power	Type (coaxial, linkage, etc.)			Integral gear and power piston with vane type pump
	Make			Saginaw steering
	Gear	Type		Same as manual
		Ratios	Gear	16.0:1-13.0:1
			Overall	18.9-13.5:1 - base
	Pump driven by			Crankshaft pulley
	No. wheel turns (stop to stop)			2.81 - base; 2.23 - "SS"
Linkage	Type			Parallelogram
	Location (front or rear of wheels, other)			Rear
	Drag link (trans. or longit.)			None
	Tie rods (one or two)			Two
Steering Axis	Inclination at camber (deg.)			9° @ .5°
	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.)			N 1/2 to P 1-1/2
	Camber (deg.)			N 1/2 to P 1
	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

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MODEL

SUSPENSION – GENERAL

(See Supplement page for details on Air Suspension)

Provision for car leveling	Front stabilizer bar
Provision for brake dip control	Front suspension geometry
Provision for acc. squat control	Rear suspension geometry
Special provisions for car jacking	Position jack in bumper slots on upper outboard face of front and rear bumpers
Shock absorber front & rear — Type	Direct, double acting hydraulic
Shock absorber front & rear — Make	Delco
Shock absorber front & rear — Piston dia.	1.00
Other special features	

SUSPENSION – FRONT

Type and description		Independent SLA type with coil springs and concentric shock absorbers and spherically jointed steering knuckle for each wheel
Spring	Type	Coil
Spring	Material	Steel alloy
Spring	Size (coil design height & I.D.; bar length x dia.)	11.09 x 3.63; 121.74 x 0.592 (a)
Spring	Spring rate (lb. per in.)	280 (a)
Spring	Rate at wheel (lb. per in.)	975. (a)
Stabilizer	Type (link, linkless, frameless)	Link
Stabilizer	Material & bar diameter	Steel: 0.6875

SUSPENSION – REAR

Type and description			Salisbury rear axle with multiple leaf springs
Drive and torque taken through			Leaf springs
Spring	Type		Multiple leaf
Spring	Material		Chrome carbon steel
Spring	Size (length x width, coil design height & I.D.; bar length & dia.)		56.0 x 2.50
Spring	Spring rate (lb. per in.)		95 (a)
Spring	Rate at wheel (lb. per in.)		105 (a)
Spring	Mounting insulation type		Rubber bushed at shackle and hanger
Spring	If leaf	No. of leaves	Base model five
Spring	If leaf	Shackle (comp. or tens.)	Compression
Stabilizer	Type (link, linkless, frameless)		Link
Stabilizer	Material & bar diameter		Steel .6875
Track bar type			None

(a) For base equipped model 1XX17. Springs for all models computer selected by size and rate according to vehicle weight including optional equipment

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MAKE OF CAR NOVA MODEL YEAR 1973 DATE ISSUED 9/72 REVISED (•)

MODEL

FRAME

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

BODY – MISCELLANEOUS INFORMATION		2-Door Hatchback Coupe	2-Door Coupe	4-Door 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 Ident. 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	None		
	Rear	None		
Seat cushion type	Front	Formed foam pad		
	Rear	Formed foam pad		
	3rd seat	None		
Seat back type	Front	Formed foam pad		
	Rear	Formed foam pad		
	3rd seat	None		
Windshield glass type (i.e., single curved - laminated plate)		Curved-laminated plate		
Side glass type (i.e., curved - tempered plate)		Curved-tempered plate		
Backlight glass type (i.e., compound curved - tempered plate, three piece)		Curved-tempered plate		
Windshield glass exposed surface area		1050.3		1111.9
Side glass exposed surface area		1420.0		1366.9
Backlight glass exposed surface area		1055.1	1144.2	1005.7
Total glass exposed surface area		3525.9	3615.0	3484.5

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MAKE OF CAR NOVA MODEL YEAR 1973 DATE ISSUED 9/72 REVISED (•)

MODEL

CONVENIENCE EQUIPMENT

(Indicate wnether 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
Rear seat speaker		Optional
Power 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 (a), Standard (b)
Map lamp		NA
Auto. trans. quad. lamp		Standard
Cornering light lamp		NA
Rear window defroster electrically heated		NA
Rear window defogger		Optional
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 (H125)	Highest *	28.04
		Lowest	20.76
	Tail (H126)	Highest	24.11
		Lowest	21.56
	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.

(a) Instrument Panel Courtesy Lamp

(b) Cargo Area Courtesy Lamp for Hatchback Coupe

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MAKE OF CAR NOVA MODEL YEAR 1973 DATE ISSUED 9/72 REVISED (•)

VEHICLE WEIGHTS

Model NOVA		CURB WEIGHT* (Pounds) Front	Rear	Total	% PASS. WEIGHT DISTRIBUTION Pass. in Front Front	Pass. in Front Rear	Pass. in Rear Front	Pass. in Rear Rear	SHIPPING WEIGHT** (Pounds)
2-Door Hatchback Coupe	1XX17	1685	1564	3249	46.0	54.0	18.6	81.4	3145
2-Door Coupe	1XX27	1662	1475	3137	46.0	54.0	18.6	81.4	3033
4-Door Sedan	1XX69	1673	1496	3169	46.0	54.0	16.6	83.4	3065
NOVA CUSTOM									
2-Door Hatchback Coupe	1XY17	1698	1558	3256	46.0	54.0	18.6	81.4	3152
2-Door Coupe	1XY27	1677	1500	3177	46.0	54.0	18.6	81.4	3073
4-Door Sedan	1XY69	1687	1522	3209	46.0	54.0	16.6	83.4	3105

*Reference – SAE Aerospace-Automotive drawing standards, Section [illegible] 02 (d).

**Shipping weight definition – Weight of basic vehicle with regular equipment, including grease, oil and (4) gallons of gasoline, and engine coolant to capacity.

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MAKE OF CAR NOVA MODEL YEAR 1973 DATE ISSUED 9/72 REVISED (•)

OPTIONAL EQUIPMENT WEIGHTS

Equipment Differential Weights	WEIGHT (Pounds) Front	Rear	Total	Remarks
Air Conditioning	+ 88	+ 7	+ 95	
Front Bucket Seat Contour	+ 12	+11	+ 23	
Ext. Soft Roof Cvr, Landau	+ 2	+ 2	+ 4	
Exterior Soft Roof Cover	+ 2	+ 3	+ 5	
Front & Rear Floor Mats	+ 4	+ 6	+ 10	
Floor Console	+ 9	+ 4	+ 13	With 3-speed transmission
	+ 2	+ 1	+ 3	With 4-speed transmission
	+ 7	+ 2	+ 9	With automatic transmission
Front Disc Brakes	+ 19	+ 1	+ 20	
Power Brakes	+ 10	+ 2	+ 12	
Power steering	+ 32	.0	+ 32	L6 engine
	+ 30	.0	+ 30	V8 engine
Spec. Perf. Frt. & Rr. Susp.	+ 4	+13	+ 17	
Hvy-Dty Frt. & Rr. Susp.	+ 9	+ 2	+ 11	
Heavy-Duty Battery	+ 13	- 1	+ 12	
Spec. Whl, Hub Cap & Tr. Ring				
14 x 6 Wheel	+ 10	+15	+ 25	
14 x 7 Wheel	+ 9	+14	+ 23	
Combined Interior Decor/ Quiet Sound Group	+ 15	+16	+ 31	
Radio AM Push Button	+ 6	+ 1	+ 7	
Radio AM/FM Push Button	+ 7	+ 1	+ 8	
307 Cu. In. L14	+108	+21	+129	
350 Cu.In. L65	+120	+23	+143	
350 Cu.In. L48	+136	+47	+183	
4-Speed transmission	+ 10	+ 5	+ 15	Used with L48
Powerglide transmission	- 3	.0	- 3	Used with L6-250
Turbo Hydra-matic Trans	+ 22	+ 5	+ 27	Used with V8-307 & 350 (L65 & L48)

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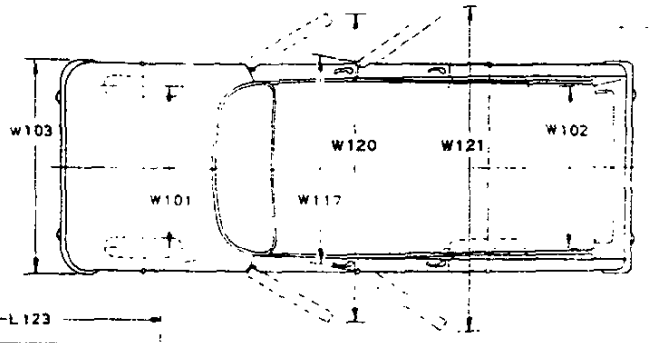
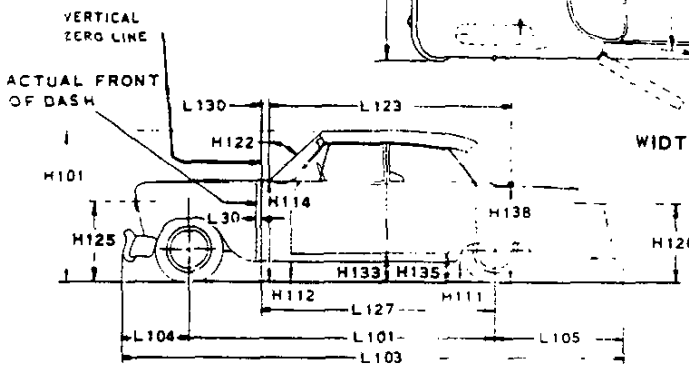
CAR AND BODY DIMENSIONS

KEY SHEET

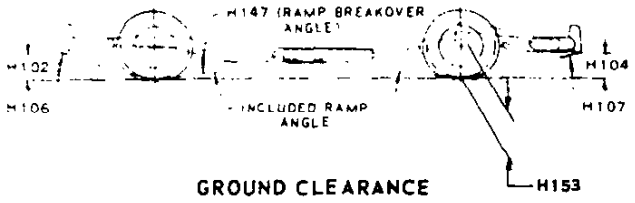
EXTERIOR CAR AND BODY DIMENSIONS



WIDTH

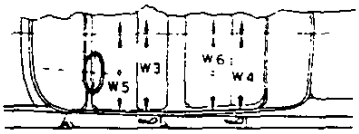


LENGTH & HEIGHT



GROUND CLEARANCE

INTERIOR CAR AND BODY DIMENSIONS



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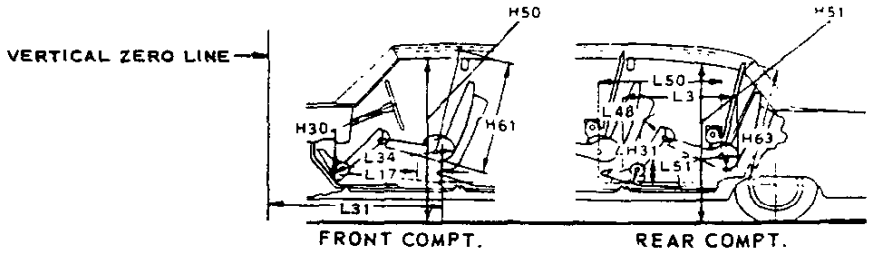
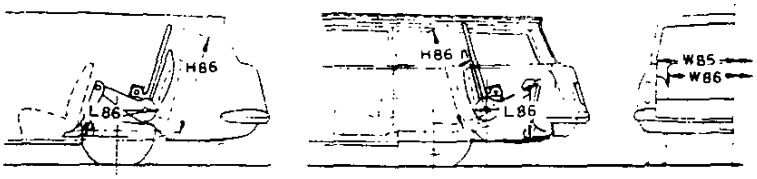
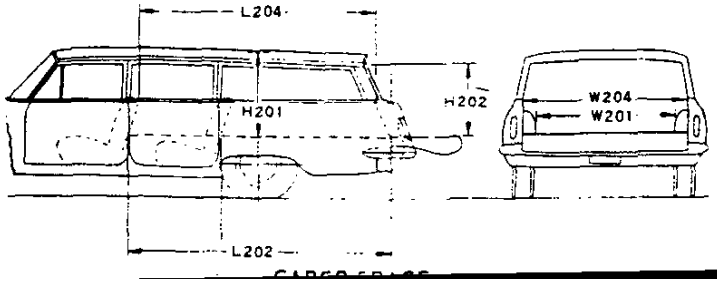


FRONT COMPT. REAR COMPT.



THIRD SEAT



CARGO SPACE

EXTERIOR CAR AND BODY DIMENSIONS
KEY SHEET
DIMENSION DEFINITIONS

WIDTH DIMENSIONS.

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

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

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

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

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

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

LENGTH DIMENSIONS.

L30 VERTICAL ZERO LINE TO ACTUAL FRONT OF DASH. If actual Front of Dash is to the rear of Body Zero Line, it is identified by a minus (–) sign.

L101 WHEELBASE.

L103 OVERALL LENGTH. Include bumper guards if standard equipment.

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

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

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

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

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

HEIGHT DIMENSIONS

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

H114 COWL POINT TO GROUND. Measured at vehicle centerline.

H138 DECK POINT TO GROUND. Measured at vehicle centerline.

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

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

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

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

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

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

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

GROUND CLEARANCE DIMENSIONS

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

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

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

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

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

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

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

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INTERIOR CAR AND BODY DIMENSIONS
KEY SHEET
DIMENSION DEFINITIONS

FRONT COMPARTMENT DIMENSIONS

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

H61 EFFECTIVE HEAD ROOM – FRONT. The dimension from H Point to the headlining, plus a constant of 4.0 inches, measured along a line 8° to rear of vertical.

L34 MAXIMUM EFFECTIVE LEG ROOM–ACCELERATOR. Measured along a diagonal line from the Manikin ankle pivot center to the H Point plus a constant of 10.0 inches. For treadle type accelerator pedals, the leg room is measured with the Manikin's right foot on the accelerator pedal and the Manikin Heel Point at Accelerator Heel Point. All other types of accelerator pedals will be measured with the Manikin foot angle set at 87° and the shoe touching the pedal.

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

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

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

W5 HIP ROOM – FRONT. The lateral dimension through the H Point to trimmed body surfaces. Depress loose side wall cloth to trim foundation or other obstruction if such construction exists.

H50 UPPER BODY OPENING TO GROUND – FRONT. The vertical dimension from a point on the trimmed body opening to the ground, measured at the H Point station.

REAR COMPARTMENT DIMENSIONS

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

H63 EFFECTIVE HEAD ROOM – REAR. The dimension from the H Point to the headlining, plus a constant of 4.0 inches, measured along a line 8° to rear of vertical.

L51 MINIMUM EFFECTIVE LEG ROOM – REAR. Measured along a diagonal line from the ankle pivot center to the H Point plus a constant of 10.0 inches, with the foot positioned to the nearest interference between the seat structure and toe, instep or lower leg.

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

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

L3 REAR COMPARTMENT ROOM. The horizontal dimension from the back of front seat to front of rear seat back at height tangent to the top of rear seat cushion.

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

W6 HIP ROOM – REAR. The lateral dimension through H Point to trimmed body surfaces. Depress loose side wall cloth to trim foundation or other obstruction when such construction exists.

H51 UPPER BODY OPENING TO GROUND – REAR. The vertical dimension from a point on the trimmed body opening to the ground, measured 13.0 inches forward of the H Point.

LUGGAGE COMPARTMENT DIMENSIONS

V1 LUGGAGE CAPACITY – USABLE. The total luggage compartment luggage capacity in cubic feet with the tire and tools in place.

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

STATION WAGON – THIRD SEAT DIMENSIONS

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

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

L86 EFFECTIVE LEG ROOM – THIRD SEAT. Measured along a diagonal line from ankle pivot center to H Point plus a constant of 10.0 inches. With rear-facing third seat, foot is positioned in foot well or to nearest interference with rear end or rear closure.

H86 EFFECTIVE HEAD ROOM – THIRD SEAT. The dimension from H Point to the headlining, plus a constant of 4.0 inches. Measured along a line 8° to rear of vertical

STATION WAGON – CARGO SPACE DIMENSIONS

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

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

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

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

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

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

V2 CARGO VOLUME INDEX BEHIND FRONT SEAT. The total volume in cubic feet above the normal load floor and behind the front seat with the liftgate and tailgate closed.

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

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CHAPTER TEN

New Novas, Old Themes 1968–1976

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

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

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

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

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

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

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

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

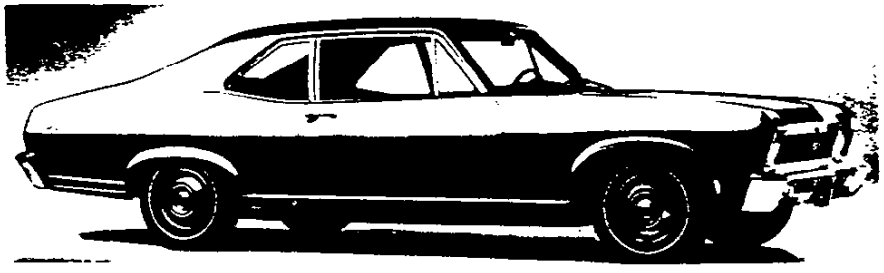
Attending to the exterior first, you would probably choose the Custom Exterior (RPO ZJ2), which included roof drip moldings, ribbed bodysill and rear lower fender bright strips, side-window moldings and a wide black accent band along the lower body.

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.



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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

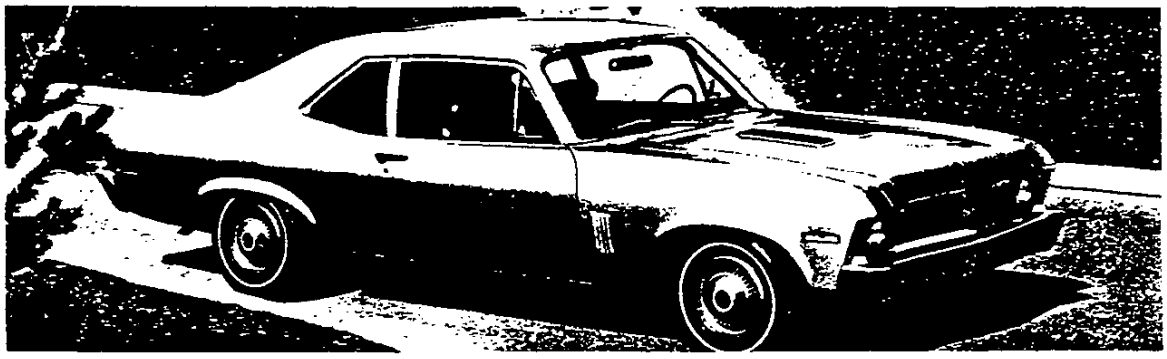
Many Nova Super Sports had either the RPO ZJ5 Exterior Decor or RPO ZJ2 Custom Exterior option package. The Custom Exterior group included body accent stripes and accented lower body moldings, while the less expensive Exterior Decor group used full-length mid-body moldings with vinyl inserts. Both options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

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

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

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

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



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

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

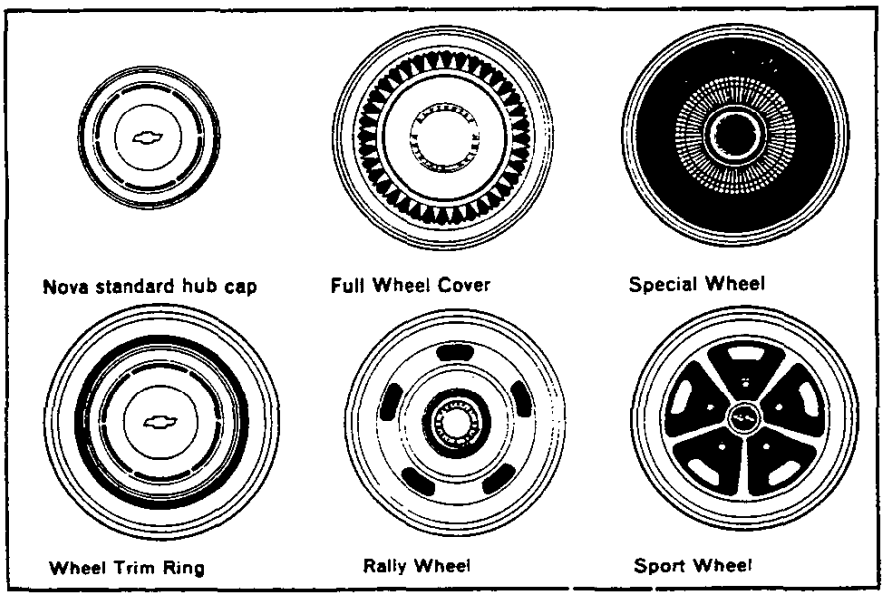
Popular options for the SS continued to include bucket seats, tachometer, gauges and other performance items.

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

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

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

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



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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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.

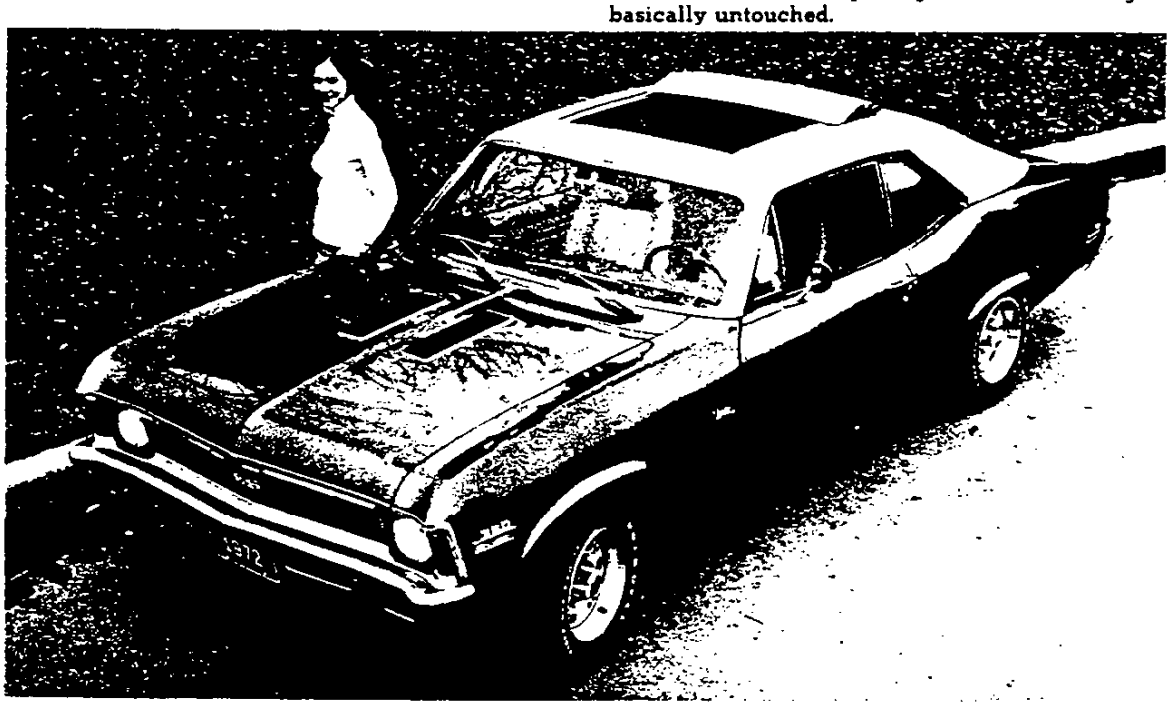
Engines for the 1973 Nova SS went from the 250-cubic-inch six to the 350 four-barrel V-8. The L48 received another cut in horsepower, as emissions regulations continued to strangle it. Net horsepower was now 175. Power disc brakes for front wheels were required with the 350, as was either the M20 four-speed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

A new rarely seen optional Sky Roof (RPO CF1), introduced in mid-1972, was offered again for 1973. This was a vinyl roof insert that rolled back to give a view of the sky.

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

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

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



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

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

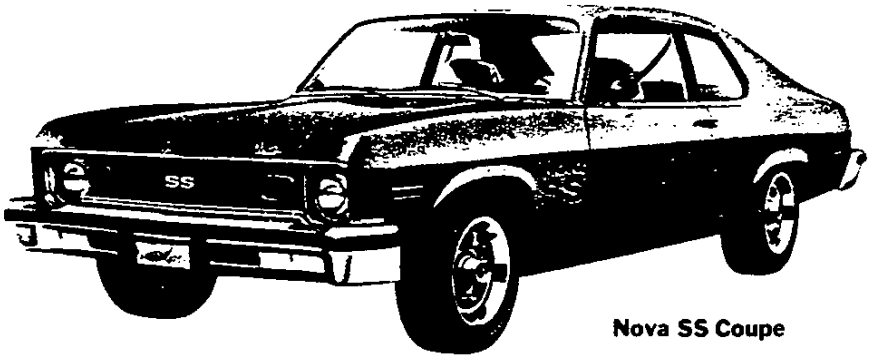
Gone from the 1974 option list was the mid-1972 and 1973 sliding sunroof. Variable power steering, with special SS ratios (14.2:1 to 10.2:1 for the SS compared to 18.9:1 to 13.5:1 for regular Novas) was an increasingly popular option. A full traditional SS interior could still be ordered by purchasing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

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

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

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

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



Nova SS Coupe

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

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

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

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

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

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

Foreign Super Sports

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

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

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

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

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