

# GENERAL

|   |                 |
|---|-----------------|
| MODEL IDENTIFICATION .....              | 2               |
| SERIAL NUMBERS AND IDENTIFICATION ..... | 3               |
| EXTERIOR EQUIPMENT .....                | 4               |
| INTERIOR EQUIPMENT .....                | 5, 6, 7         |
| ● EXTRA COST EQUIPMENT .....            | 8, 9, 11, 12-13 |
| AIR CONDITIONING EQUIPMENT .....        | 10              |

ORIGINAL COPY

# MODEL IDENTIFICATION

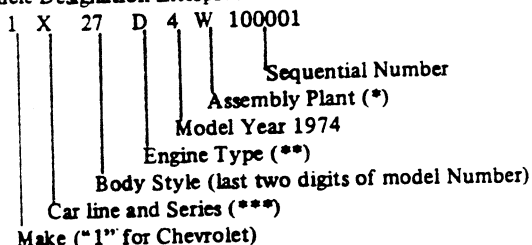
| BODY  | SERIES NAME | BODY STYLE            | MODEL DESIGNATION | PASS OR SEATS |
|-------|-------------|-----------------------|-------------------|---------------|
| X-CAR | NOVA        | 4-Dr. Sedan           | 1XX69             | 6             |
|       |             | 2-Dr. Coupe           | 1XX27             | 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

\*\*D - L6-250 (100 H.P.) L - V8-350 (160 H.P.)  
 H - V8-350 (145 H.P.) K - V8-350 (185 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 1X27D4W100025.

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

## TRANSMISSION IDENTIFICATION

Example: S4E01

| Type Designation | Source Designation | Model Year 1974 | Production <sup>o</sup> Month & Date |
|------------------|--------------------|-----------------|--------------------------------------|
| TM               | S (Muncie)         | 4               | E01D*                                |

| Type | Source            | Model Year         | Production <sup>o</sup> |
|------|-------------------|--------------------|-------------------------|
| TM   | 3-Speed           | L-6 and V-8 engine | S - Muncie              |
| WC   | 4-Speed           | V-8 engine         | P - Muncie              |
| TT   | Turbo Hydra-matic | L-6 engine         | B - Cleveland           |
| FB   |                   | V-8 engine         | Y - Toledo              |

Location:

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

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

Turbo Hydra-matic (Chevrolet) . . . . . Stamped on left hand side of pan.

<sup>o</sup>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: F1210CCR

| Source Designation | Production* Month & Date | Type Designation |
|--------------------|--------------------------|------------------|
| F (Flint)          | 1210                     | CCR              |

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

CCR - Regular engine, 3-speed  
 CCW - Regular engine, Turbo Hydra-matic (Chevrolet)

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

CMC - Optional engine, 3-speed  
 CMA - Optional engine, Turbo Hydra-matic (Chevrolet)

Turbo-Fire 350, 350 Cubic Inch V-8 (RPO-LM1)

CKH - Optional engine, 3-speed, 4-bbl. carb.  
 CKD - Optional 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)

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

JM - 2.73 Axle  
 JN - 3.08 Axle  
 JP - 3.42 Axle

Location, Identification Number  
 Bottom left or right of axle tube adjacent to carrier housing.

See Power Train Section for additional information.

# EXTERIOR EQUIPMENT

## EXTERIOR EQUIPMENT

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

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

**INTERIOR EQUIPMENT**

| SEATS AND FLOOR COVERING  | Standard<br>(1XX00<br>Models) | Custom<br>(1XY00<br>Models) | Interior<br>Decor/Quiet<br>Sound Group<br>RPO Z54 | Bucket Seats<br>17-27 Style Only<br>RPO A51                  |        |
|---|-------------------------------|-----------------------------|---|--|--------|
|   |                               |                             |   | Std.   | Custom |
|   |                               |                             |   | Front Seat Cushion with Full Foam Pad and Backrest . . . . . | X      |
| Rear Seat Cushion with Full Foam Pad and Backrest . . . . .   | X                             | X                           | X   | X  | X      |
| Full Foam Front Bucket Seats with Integral Head Restraint<br>and Shoulder Belt Guide . . . . .                                    |                               |                             |   | O  | O      |
| Black Front Seat Adjuster Handle . . . . .  | X                             | X                           | X   | X  | X      |
| Bright Folding Front Seat Back Latch 17-27 Only . . . . .   | X                             | X                           | X   | X  | X      |
| Black Folding Front Seat Back Latch 17-27 Only . . . . .  |                               |                             |   | X  | X      |
| Folding Rear Seat with Single Point Hinge-17 Only . . . . .   | X                             | X                           | X   |  |        |
| Spatter Color, Carpet Textured Rubber Passenger Compartment<br>Floor Mat . . . . .  | X                             |                             | X   | X  |        |
| Luggage Compartment Spatter Paint . . . . .   | X                             |                             | X   | X  |        |
| Front Seat Head Restraints with Shoulder Belt Guide . . . . .   | X                             | X                           | X   |  |        |
| Front and Rear Seat Belts-Base, Black with Black Die-Cast Metal<br>Buckles, Locking Retractors . . . . .                          | X                             | Fr.<br>X                    | X   | X  | X      |
| Front and Rear Seat Belts - Optional, Color-Coordinated Belts<br>with Color-Keyed Die-Cast Metal Buckles, Locking Retractors* . . | X                             | X                           | X   | X  | X      |
| Front Shoulder Belts - Base, Black, Non-Detachable . . . . .  | X                             | X                           | X   | X  | X      |
| Front Shoulder Belts - Optional, Color-Coordinated,<br>Non-Detachable* . . . . .  | X                             | X                           | X   | X  | X      |
| Carpet Passenger Compartment Floor Covering . . . . .   |                               | O                           |   |  | O      |
| Luggage Compartment Mat (Rubber and Foam Backed Vinyl . . . . .   |                               | O                           |   |  | O      |
| Vinyl Load Floor Covering-17 Only . . . . .   | X                             |                             | X   |  |        |
| Carpet Load Floor Covering-17 Only . . . . .  |                               | O                           |   |  |        |
| Vinyl-on-Felt Treatment for Storage Compartment Under<br>Load Floor-17 Only . . . . .   | X                             | X                           | X   | X  | X      |
| Special Floor Insulation . . . . .  |                               | O                           | O   |  | O      |
| Four Piece Hood Insulator . . . . .   |                               | O                           | O   |  | O      |
| Trim Color Seat Hinge Arm Cover . . . . .   | X                             | X                           | X   | X  | X      |

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

# INTERIOR EQUIPMENT

## INTERIOR EQUIPMENT

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

NOTE: "O" indicates deviation from standard equipment, but included with specified model or in optional package.  
(\*) Requires RPO U58, U63 or U69 Radio Equipment

## INTERIOR EQUIPMENT

|   | Standard<br>(1XX00<br>Models) | Custom<br>(1XY00<br>Models) | Interior<br>Decor/Quiet<br>Sound Group<br>RPO Z54 |
|---|-------------------------------|-----------------------------|---|
| <b>ROOF AND PILLARS</b>   |                               |                             |   |
| Hardboard/foam/Perforated, Soft Vinyl Covered Headlining            | X                             | X                           | X   |
| with Grained Finish . . . . .                                       | X                             | X                           | X   |
| Trim Color Windshield, Roof Rail and Rear Window Moldings . . . . . |                               |                             |   |
| Black Textured, Vinyl-Clad 8-Inch Rear View Mirror                  | X                             |                             |   |
| Bonded to Windshield—Standard Type . . . . .                        |                               |                             |   |
| Black Smooth, Vinyl-Clad 10-Inch Prismatic Rear View Mirror         |                               | O                           | O   |
| with Black Padded Edge, Bonded to Windshield . . . . .              |                               | X                           | X   |
| Black Rear View Mirror Support . . . . .                            | X                             | X                           | X   |
| Padded Sunshades . . . . .  | X                             | X                           | X   |
| Air Gap Windshield Pillars . . . . .                                | X                             | X                           | X   |
| Trim Color Plastic Coat Hooks . . . . .                             | X                             | X                           | X   |
| Left Front Door Jamb Switch . . . . .                               | X                             | X                           | X   |
| Right Front Door Dome Jamb Switch . . . . .                         |                               | O                           | O   |
| Black Front Seat Shoulder Belt Retractor Reels,                     |                               |                             |   |
| mounted above Roof Rails . . . . .                                  | X                             | X                           | X   |
| Optional, Color-Coordinated Front Seat Shoulder                     |                               |                             |   |
| Belt Retractor Reels, mounted above Roof Rails * . . . . .          | X                             | X                           | X   |
| Center Dome Lamp with Bright Bezel . . . . .                        | X                             | X                           | X   |
| Courtesy Lamp on LH Side Wall of Cargo Area — 17 Only . . . . .     | X                             | X                           | X   |
| <b>DOOR AND QUARTER PANEL</b>                                       |                               |                             |   |
| Front Door Padded Arm Rests, Integral part of Door Trim Panel —     |                               |                             |   |
| 17-27 Only . . . . .  | X                             | X                           | X   |
| Color-Coordinated Door Pull Strap Attached to                       |                               |                             |   |
| Door Trim Panel — 17-27 Only . . . . .                              | X                             | X                           | X   |
| Soft Feel Door and Damage Resistant Quarter Panel Trim—             |                               |                             |   |
| 17-27 Only . . . . .  | X                             | X                           | X   |
| Deluxe Door Sidewall with Bright Molding and Simulated Wood         |                               |                             |   |
| Insert—17-27 Only . . . . .   |                               | O                           |   |
| Rear Quarter Panel Ash Tray—17-27 . . . . .                         |                               | O                           |   |
| Front Door Padded Armrests—69 Only . . . . .                        | X                             | X                           | X   |
| Deluxe Door Sidewall with “Custom” Emblem—69 Only . . . . .         |                               | O                           |   |
| “Custom” Door Trim Emblem—17-27 Only . . . . .                      |                               | O                           |   |
| Rear Door Arm Rest with Ash Tray . . . . .                          |                               | O                           |   |
| High Profile Window Regulator . . . . .                             | X                             | X                           | X   |
| Clear, Blue Tinted Plastic Window Control Knobs . . . . .           | X                             | X                           | X   |
| Bright Door Lock Buttons . . . . .                                  | X                             | X                           | X   |

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

# EXTRA COST EQUIPMENT

| EQUIPMENT   | RPO  | ACC |
|---|------|-----|
| Air conditioning, Four-Season: V8 models only (See page 10 for content) | C60  |     |
| Battery, heavy duty   | UA1  |     |
| Belts, seat and shoulder: in addition to or replacing standard belts.   |      |     |
| Deluxe seat belts and front seat shoulder harness                       | AK1  |     |
| 6 Seat and 2 shoulder belts (bench front seat) or                       |      |     |
| 5 Seat and 2 shoulder belts (RPO A51 bucket front seats),               |      |     |
| color keyed to interior. Not available with black interior.             |      |     |
| Shoulder belts - 2 rear (Black only)                                    |      |     |
| Bumper Guards - rear, requires RPO VE5 bumper impact                    | V32  | ACC |
| Strips on 1XX17, 27 & 69 models   |      |     |
| Console, floor - (RPO A51 required)                                     | D55  |     |
| Front Bucket Seats - Standard or Custom Trim - Coupes Only              | A51  |     |
| Glass, Soft-Ray tinted: all windows                                     | A01  |     |
| Horns, Dual   | U05  |     |
| 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 (When no radio is ordered)                           | U76  |     |
| Roof cover, vinyl   | C08  |     |
| Roof Cover, Vinyl, Touring Style (Hatchback only)                       | CB1  |     |
| 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 Ring   | P06  |     |
| Wheels, rally (14 x 6 or 14 x 7 depending on tire size)                 | ZJ7  |     |
| <b>FACTORY-INSTALLED REGULAR PRODUCTION TIRES</b>                       |      |     |
| 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  |     |
| FR78 x 14 steel belted radial ply white stripe                          | QDW  |     |

\* Requires Disc Brakes and E70-14 or FR78-14 Tires.



# EXTRA COST EQUIPMENT

| EQUIPMENT  | RPO | ACC |
|--|-----|-----|
| <b><u>FEATURE ITEMS</u></b>  |     |     |
| 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 |
| <b><u>MODEL OPTIONS</u></b>  |     |     |
| Exterior Decor Package (See page 12 for content) . . . . .           | Z15 |     |
| Interior Decor/Quiet Sound Group (See page 12 for content) . . . . . | Z54 |     |
| Nova SS – Coupe only (See page 11 for content) . . . . .             | Z26 |     |
| ● “Spirit of America” (See page 13 for content) . . . . .            | Z51 |     |
| <b><u>POWER TEAMS</u></b>  |     |     |
| Axle, Positraction . . . . .   | G80 |     |
| Turbo-Fire 350 V8 . . . . .  | L65 |     |
| Turbo-Fire 350 V8 . . . . .  | L48 |     |
| 4-Speed manual transmission – wide ratio (L48 only) . . . . .        | M20 |     |
| Turbo Hydra-matic automatic transmission . . . . .                   | M38 |     |
| <b><u>POWER ASSISTS</u></b>  |     |     |
| Brakes, power . . . . .  | J50 | ACC |
| Brakes, power front disc . . . . .                                   | JL2 |     |
| Steering, power: variable ratio . . . . .                            | N41 |     |

## 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.

**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**

"SS" nameplate in center of grille (delete bow-tie emblem)  
Black painted grille with argent horizontal bars  
Bright trim around tail lamps (same as 1XY models)  
Bright trim on grille to accentuate parking lamps (same as 1XY models)  
Large "Nova SS" decals on fender and deck lid (delete "Nova by Chevrolet" from deck lid and "Nova" or "Nova Custom" from fender side)  
Front end decal striping on fender and hood, along hood to fender break lines – LH and RH  
Deck lid decal striping, along deck to rear quarter break lines – LH and RH  
\*(stripes are vinyl, decal type, available on choice of two colors)  
Black accented side window frames, underside of roof drip molding and on belt line, below windows  
Black painted sport mirrors (formerly body color)  
NOTE: Body rear end panels same as base (black paint treatment eliminated)

**INTERIOR**

"SS" Emblem on steering wheel shroud  
Carpet floor covering (same as 1XY models)

**CHASSIS**

Rally wheels 14 x 6, (argent) with specific center hub and added P06 trim ring  
(14 x 7 standard with QEB E70 or QDW FR78-14 tires and JL2 disc brakes)  
Heavy duty suspension (F40)

\*NOTE: RPO Z26 striping available in black with gold accent or gold with red accent colors.

**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  
Bright accented bead on instrument cluster carrier  
Special floor and hood insulation  
(Included with Custom Nova model)

**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 molding  
(Not available with RPO Z26 Super Sport Equipment)

**NOVA – “SPIRIT OF AMERICA” RPO Z51****AVAILABILITY****Model 1XY17 Hatchback Coupe****EXTERIOR FEATURES:**

Exterior Paint, White, Code II.  
White ZJ7 Rally Wheels and Trim Rings with Red, White and Blue Inserts on ‘SS’  
Type Wheel Hub Caps.  
Hood Decal Stripes.  
Side Decal Stripes (Front fender and door).  
Roof and Rear Quarter Decal Stripes.  
Decal Stripes around top and sides of taillamps.  
“NOVA” with Eagle Motif Decals on fender side and deck lid to replace fender and  
deck lid “NOVA” emblems.  
“NOVA” name decal on hood to replace die-cast nameplate.  
RPO CB1 Touring Type Black Vinyl Roof.  
Black Paint Treatment around side windows (same as “SS” model).  
Black Painted Grille (same as “SS” model).  
Black Sport Mirrors (RPO D35 type).  
White Stripe Tires (RPO QEE).

**INTERIOR FEATURES:**

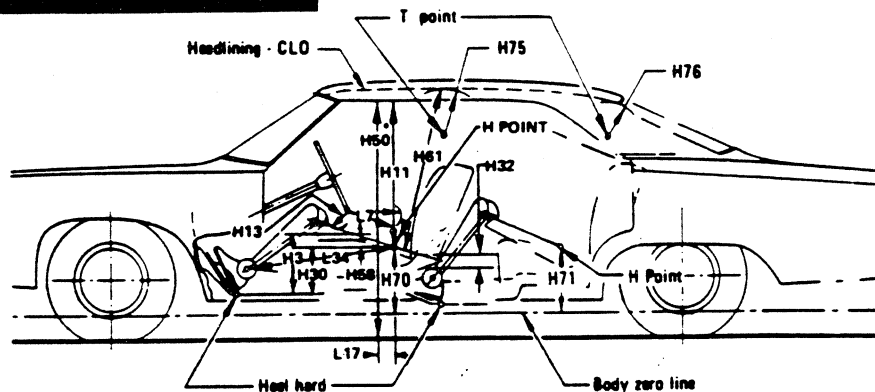
White Vinyl Custom Bucket Front Seats and White Vinyl Rear Seat  
White Vinyl Custom Door and Quarter Trim with Red, White and Blue Trim on door  
applique replacing woodgrain.  
Red Accent Carpeting.  
Black Instrument Panel, Steering Column, Wheel and Horn Shroud with a Red, White  
and Blue insert on Shroud.

**NOTE:** All exterior stripping is in a red and blue color combination.

# **DIMENSIONS AND WEIGHTS**

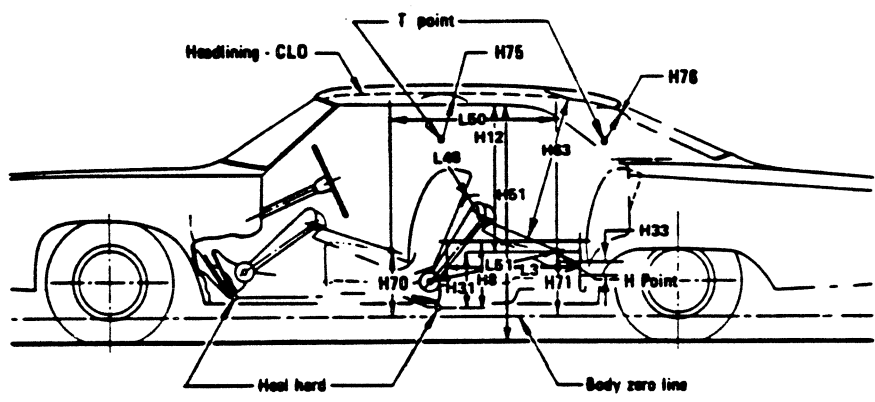
|                                  |            |
|----------------------------------|------------|
| <b>INTERIOR DIMENSIONS</b> ..... | <b>2</b>   |
| <b>LUGGAGE CAPACITY</b> .....    | <b>2</b>   |
| <b>EXTERIOR DIMENSIONS</b> ..... | <b>3,4</b> |
| <b>VEHICLE WEIGHTS</b> .....     | <b>5</b>   |

# INTERIOR DIMENSIONS



## FRONT COMPARTMENT

| CODE | DESCRIPTION                    | 2-DOOR          |       |       |
|------|--------------------------------|-----------------|-------|-------|
|      |                                | HATCHBACK COUPE | COUPE | SEDAN |
| H-3  | 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             | 38.0            |       | 39.3  |
| H70  | H point to body O line         |                 | 12.8  |       |
| H75  | Effective 'T' point headroom   | 38.2            |       | 39.5  |
| W3   | Shoulder room                  | 55.6            |       | 56.6  |
| W5   | Hip room                       | 55.2            |       | 55.9  |
| L7   | Steering wheel torso clearance |                 | 12.8  |       |
| L17  | H point travel                 |                 | 4.7   |       |
| L34  | Effective leg room             |                 | 41.7  |       |



## REAR COMPARTMENT

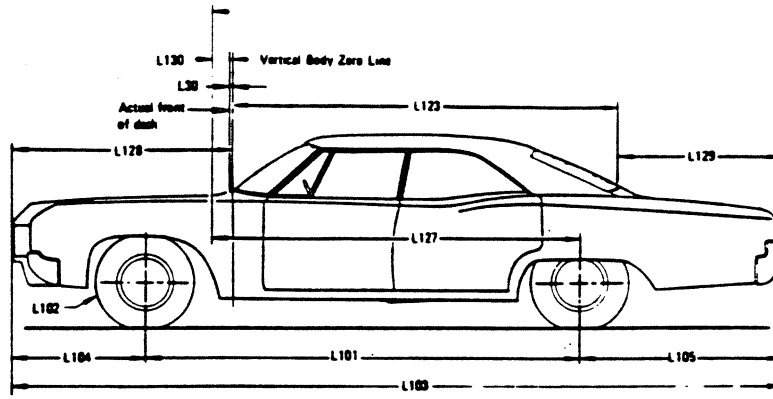
|     |                              |      |      |
|-----|------------------------------|------|------|
| H8  | Seat cushion height          | 13.3 | 14.1 |
| H12 | Entrance height              | -    | 29.2 |
| H31 | H point to heel point        | 10.7 | 11.8 |
| H33 | Seat cushion deflection      | 5.2  | 4.9  |
| H51 | Upper body opening to ground | -    | 48.4 |
| H63 | Effective headroom           | 36.9 | 37.3 |
| 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 | 56.2 |
| W6  | Hip room                     | 55.0 | 54.9 |
| L3  | Rear compartment room        | 24.0 | 26.0 |
| L50 | H point couple distance      | 30.8 | 32.7 |
| L51 | Effective leg room           | 33.4 | 35.3 |

## LUGGAGE COMPARTMENT

|      |                                      |          |      |
|------|--------------------------------------|----------|------|
| H195 | Liftover height                      |          | 27.4 |
| V1   | Usable luggage capacity (cu.ft.) (a) | 14.6 (b) | 14.6 |

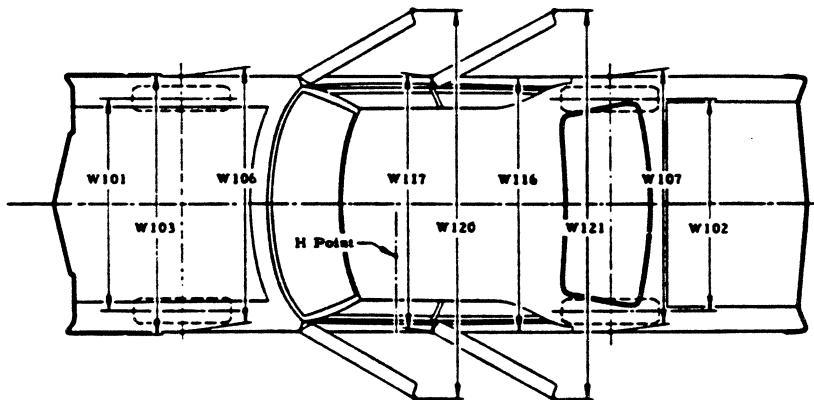
(a) Corporation "H" (shoe box) method of measurement is used.  
 (b) With rear seat up, 27.3 rear seat folded.

# EXTERIOR DIMENSIONS



## LENGTHS

| CODE | DESCRIPTION                                    | 2-DOOR HATCHBACK COUPE | 2-DOOR COUPE                              | 4-DOOR SEDAN |
|------|--|------------------------|---|--------------|
| L101 | Wheelbase                                      |                        | 111.0                                     |              |
| L102 | Tire size (standard)                           |                        | E78-14                                    |              |
| L103 | Overall length                                 |                        | 196.7 (Custom models with I/strips 197.6) |              |
| L104 | Overhang, front                                |                        | 33.8 (Custom model with I/strips 34.2)    |              |
| L105 | Overhang, rear                                 |                        | 51.9 (Custom models with I/strips 52.4)   |              |
| -    | Overall length - less bumpers                  |                        | 186.7                                     |              |
| L123 | Body upper structure length at car center line | 99.7                   |   | 97.8         |
| L127 | Body O line to C/L of rear wheels              |                        | 93.0                                      |              |
| L128 | Front end length at center line                |                        | 56.4                                      |              |
| L129 | Rear end length at center line                 | 29.8                   |   | 31.7         |
| L130 | Body zero plane to windshield cowl point       |                        | 10.0                                      |              |
| L30  | Body O line to actual front of dash            |                        | 0.5                                       |              |

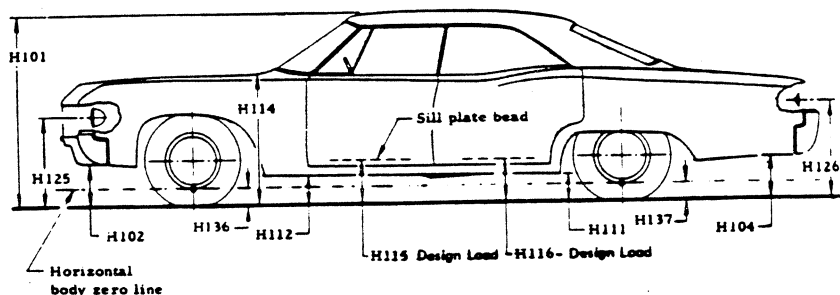


## WIDTHS

|      |                                       |       |      |       |
|------|---------------------------------------|-------|------|-------|
| 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 |       |
| W116 | Maximum overall width of body         |       | 72.2 |       |
| W117 | Maximum body width at number 2 pillar |       |      | 70.7  |
| W120 | Overall car width, front doors open   | 144.8 |      | 127.7 |
| W121 | Overall car width, rear doors open    |       |      | 126.5 |

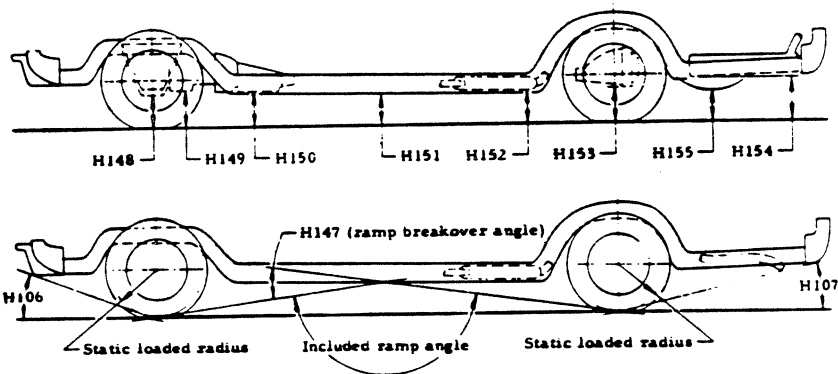


# EXTERIOR DIMENSIONS



## HEIGHTS

| CODE | DESCRIPTION                    | 2-DOOR          | 2-DOOR COUPE | 4-DOOR SEDAN |
|------|--------------------------------|-----------------|--------------|--------------|
|      |                                | HATCHBACK COUPE |              |              |
| H101 | Overall height (design)        | 52.5            |              | 53.9         |
| H102 | Front bumper to ground         |                 | 11.9         |              |
| H104 | Rear bumper to ground          |                 | 11.6         |              |
| H111 | Rocker panel to ground - rear  |                 | 7.2          |              |
| H112 | Rocker panel to ground - front |                 | 7.9          |              |
| H114 | Hood at rear to ground         |                 | 35.2         |              |
| H115 | Step height - front (design)   |                 | 12.6         |              |
| H116 | Step height - rear (design)    |                 | 12.1         |              |
| H125 | Headlamp to ground             |                 | 24.4         |              |
| H126 | Tail lamp to ground            |                 | 22.6         |              |
| H136 | Body O line to ground - front  |                 | 5.0          |              |
| H137 | Body O line to ground - rear   |                 | 4.2          |              |



## CLEARANCES

|      |                                |         |   |
|------|--------------------------------|---------|---|
| H106 | Angle of approach (degrees)    | 25°41'  |   |
| H107 | Angle of departure (degrees)   | 17°05'  |   |
| H147 | Ramp breakover angle (degrees) | 13°10'  |   |
| H148 | Front suspension to ground     | 5.7     |   |
| H149 | Oil pan to ground              | 4.9     |   |
| H150 | Flywheel housing to ground     | 5.0     |   |
| H151 | Frame to ground                | 4.9     |   |
| H152 | Exhaust system to ground       | 6.5     |   |
| H153 | Rear axle to ground            | 4.8     |   |
| H154 | Fuel tank to ground            | 6.8     |   |
| H155 | Tire well to ground            | 14.2    | - |
| H156 | Minimum ground clearance       | 4.8 (a) |   |

(a) Rear axle to ground

## NOVA

### MODEL TYPE

| MODEL DESIGNATION | BASE ENGINE   | VEHICLE TYPE           | SHIPPING WEIGHT |      |       | CURB WEIGHT |      |       |
|-------------------|---------------|------------------------|-----------------|------|-------|-------------|------|-------|
|                   |               |                        | Front           | Rear | Total | Front       | Rear | Total |
| 1XX17             | 250 Cu.In. L6 | 2-Door Hatchback Coupe | 1735            | 1525 | 3260  | 1717        | 1647 | 3364  |
| 1XX27             | 250 Cu.In. L6 | 2-Door Coupe           | 1745            | 1405 | 3150  | 1727        | 1527 | 3254  |
| 1XX69             | 250 Cu.In. L6 | 4-Door Sedan           | 1750            | 1442 | 3192  | 1732        | 1564 | 3296  |
| 1XY17             | 250 Cu.In. L6 | 2-Door Hatchback Coupe | 1751            | 1548 | 3299  | 1733        | 1670 | 3403  |
| 1XY27             | 250 Cu.In. L6 | 2-Door Coupe           | 1767            | 1439 | 3206  | 1749        | 1561 | 3310  |
| 1XY69             | 250 Cu.In. L6 | 4-Door Sedan           | 1775            | 1458 | 3233  | 1757        | 1580 | 3337  |

**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   |
| CB1  | Ext. Soft Roof Cvr. Touring           |                                | + 4    |
| CO8  | Exterior Soft Roof Cover              |                                | + 4    |
| 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                          |                                | + 9    |
| N41  | Power Steering                        | L6 Engine                      | + 32   |
|      |                                       | V8 Engine                      | + 30   |
| F41  | Spec. Perf. Front and Rear Suspension |                                | + 12   |
| F40  | Heavy Duty Front and Rear Suspension  |                                | + 2    |
| ZJ7  | Special Wheel, Hub Cap and Trim Ring  | with 1XX-1XY17                 | + 28   |
|      |                                       | with 1XX-1XY27-69              | + 34   |
| U63  | Radio AM Pushbutton                   |                                | + 7    |
| U69  | Radio AM/FM Pushbutton                |                                | + 8    |
| Base | 250 Cu.In. 6 Cyl. Engine              | Turbo Hydra-matic Transmission | + 27   |
| L65  | 350 Cu.In. V8 Engine                  | 3-Speed Transmission           | +138   |
|      |                                       | Turbo Hydra-matic Transmission | +165   |
| L48  | 350 Cu.In. V8 Engine                  | 4-Speed Transmission           | +192   |
|      |                                       | Turbo Hydra-matic Transmission | +207   |
| UA1  | Heavy-Duty Battery                    | with L6 Engine                 | + 12   |
|      |                                       | with V8 Engine                 | + 2    |

# BODY

|   |            |
|---|------------|
| <b>EXTERIOR PAINT PROCESS . . . . .</b>           | <b>2</b>   |
| <b>BODY CONSTRUCTION AND GLASS AREA . . . . .</b> | <b>3</b>   |
| <b>EXTERIOR-INTERIOR COLORS . . . . .</b>         | <b>4,5</b> |

# EXTERIOR PAINT PROCESS

1. **RUSTPROOFING.** Assembled car bodies are chemically sprayed to clean and etch the metal surfaces for corrosion resistance and paint adhesion. Unassembled sheet metal parts follow the same process.
2. **BODY AND SHEET METAL PRIMERS.** Four corrosion resistant primers, specially formulated, are hand sprayed on the body in areas where rust might develop. Lower areas considered especially vulnerable are coated with another rust inhibiting compound.
3. **PRIMER COAT** is applied to all outside and inside surfaces of front fenders and hoods. The parts are mechanically dipped or flow-coated to insure coating in all seams and secluded areas, and baked at 390 degrees F. for 30 minutes. A coat of sealer is then applied by hand spray to all surfaces requiring another coat of lacquer.
4. **FLASH PRIMER AND PRIMER-SURFACER COATS.** An air-dry flash primer coat is hand sprayed on surfaces below the body belt line. Then a gray primer-surfacer coat is hand sprayed on all outside surfaces of the body and oven baked for 45 minutes at 285 degrees F.
5. **INITIAL SANDING.** Power wet sanding, followed by hand sanding, is done on all body surfaces requiring lacquering. This insures a smooth surface for the lacquer finish. To remove the water, the body is wiped and run through an infra-red oven.
6. **LACQUERING.** Three coats of acrylic lacquer are spread on the exterior surfaces of the body and sheet metal parts to build up a finish of the required thickness for each color.
7. **INITIAL BAKING.** To harden the paint for final sanding, the body and sheet metal parts are baked for approximately 10 minutes at 200 degrees F.
8. **FINAL SANDING.** To remove body surface defects, power and hand sanding is done with fine grit sandpaper and mineral spirits as a wetting agent. Sanded areas are wiped to insure a clean surface before final baking.
9. **FINAL BAKING.** To assure a durable, hard, high luster finish the lacquer is baked for 30 minutes at 275 degrees F. Reheating the lacquer after final sanding permits paint film to soften, allowing surface blemishes and sanding scratches to disappear during the thermo-reflow process.
10. **UNDERCOATING.** To block out road noise, an asbestos fiber sound deadener with asphalt base is sprayed inside the wheel housings and on the bottom of the underbody at designated areas.
11. **PAINT REPAIR AND PROTECTION.** Mars, nicks, or scratches that occur during final assembly are corrected at the factory before shipment. When required, light "slush" polishing brings painted surfaces to a high luster finish. Wax is applied to all horizontal surfaces of each vehicle and polished out for protection during shipment. The wax contains no silicones, thus eliminating any paint contamination problem.

# BODY CONSTRUCTION AND GLASS AREA

## GENERAL

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

## DOORS AND LOCKS

Door construction . . . . . Double panel, hinged at front  
 Door handles . . . . . Push-button fork type latches. Inside push-button locks and 2-position free-wheeling inside door handles on rear doors of 4-door models.

## HOOD AND TRUNK LID

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

## VENTILATION

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

## SEAT CONSTRUCTION

Type  
 All seat cushions and backrests . . . Formed polyfoam

## WINDSHIELD WIPERS AND WASHERS

Type . . . . . Dual 2-speed electric  
 Linkage . . . . . Parallel acting

## HEADLIGHTS

Type . . . . . Single Power Beam units

## SPRE 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 | 1111.9 |
| Front Door Window    | 956.2  | 675.4  | 675.4  |
| Rear Door Window     | --     | 536.0  | 536.0  |
| Rear Quarter Window  | 463.8  | 155.5  | 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.

# EXTERIOR-INTERIOR COLORS

1974 CHEVROLET NOVA 'X' INTERIOR - EXTERIOR COLOR COMBINATIONS

| MODEL                       | Seat Type | INTERIOR TRIM       |       |             |                |              |               |                      |                    |                     |                      |                    |               |       |               |     |
|-----------------------------|-----------|---------------------|-------|-------------|----------------|--------------|---------------|----------------------|--------------------|---------------------|----------------------|--------------------|---------------|-------|---------------|-----|
|                             |           | Black & White Check | Black |             |                |              |               |                      |                    |                     |                      |                    | Midnight Blue |       | Medium Saddle |     |
|                             |           |                     | Cloth | Perf. Vinyl | * Cloth /Black | * Cloth /Red | * Cloth /Blue | * Perf. Vinyl /Black | * Perf. Vinyl /Red | * Perf. Vinyl /Blue | * Sport Cloth /Black | * Sport Cloth /Red | Perf. Vinyl   | Cloth | Perf. Vinyl   |     |
| Standard - 1XX00 Coupe (27) | Bench     | 750                 | 825   |             |                |              |               |                      |                    |                     |                      |                    |               |       |               |     |
|                             | Bucket    |                     | 825   |             |                |              |               |                      |                    |                     |                      |                    |               | 826   |               |     |
| Hatchback (17) Sedan (69)   | Bench     | 750                 | 825   |             |                |              |               |                      |                    |                     |                      |                    |               |       |               |     |
|                             | Bucket    |                     | 825   |             |                |              |               |                      |                    |                     |                      |                    |               | 826   |               | 827 |
| Custom - 1XY00 Coupe (27)   | Bench     |                     |       | 751         | 751            | 751          | 754           | 754                  | 754                | 752                 | 752                  |                    |               | 826   |               |     |
|                             | Bucket    |                     |       |             |                |              | 754           | 754                  | 754                | 752                 | 752                  |                    | 771           |       |               |     |
| Hatchback (17) Sedan (69)   | Bench     |                     |       | 751         | 751            | 751          | 754           | 754                  | 754                | 752                 | 752                  |                    |               |       |               |     |
|                             | Bucket    |                     |       |             |                |              | 754           | 754                  | 754                | 752                 | 752                  |                    | 771           |       |               |     |
|                             | Bench     |                     |       | 751         |                |              | 754           | 754                  | 754                | 752                 | 752                  |                    |               |       |               |     |
| EXTERIOR COLORS             |           | Color Code          |       |             |                |              |               |                      |                    |                     |                      |                    |               |       |               |     |
| Antique White C/O           | 11        | X                   | X     | X           | X              | X            | X             | X                    | X                  | X                   | X                    | X                  | X             | X     | X             | X   |
| Light Blue Metallic C/O     | 26        | X                   | X     | X           | -              | X            | X             | X                    | X                  | X                   | X                    | X                  | X             | X     | X             | X   |
| Midnight Blue Metallic C/O  | 29        | X                   | X     | X           | X              | X            | X             | X                    | X                  | X                   | X                    | X                  | X             | X     | X             | X   |
| Aqua Blue Metallic          | 36        | X                   | X     | X           | -              | -            | X             | -                    | -                  | X                   | -                    | -                  | X             | -     | -             | -   |
| Time Yellow                 | 40        | X                   | X     | X           | -              | -            | X             | -                    | -                  | X                   | -                    | -                  | X             | -     | -             | -   |
| Light Green Metallic        | 46        | X                   | X     | X           | -              | -            | X             | -                    | -                  | X                   | -                    | -                  | X             | -     | -             | -   |
| Medium Dark Green Metallic  | 49        | X                   | X     | X           | -              | -            | X             | -                    | -                  | X                   | -                    | -                  | X             | -     | -             | -   |
| Cream Beige                 | 50        | X                   | X     | X           | -              | -            | X             | -                    | -                  | X                   | -                    | -                  | X             | -     | -             | X   |
| Light Yellow                | 51        | X                   | X     | X           | -              | -            | X             | -                    | -                  | X                   | -                    | -                  | X             | -     | -             | X   |
| Light Gold Metallic         | 53        | X                   | X     | X           | -              | -            | X             | -                    | -                  | X                   | -                    | -                  | X             | -     | -             | X   |
| Goldstone                   | 55        | X                   | X     | X           | -              | -            | X             | -                    | -                  | X                   | -                    | -                  | X             | -     | -             | -   |
| Golden Brown Metallic       | 59        | X                   | X     | X           | -              | -            | X             | -                    | -                  | X                   | -                    | -                  | X             | -     | -             | -   |
| Silver Metallic C/O         | 64        | X                   | X     | X           | X              | X            | X             | X                    | X                  | X                   | X                    | X                  | X             | X     | X             | X   |
| Bronze Metallic             | 66        | X                   | X     | X           | -              | -            | X             | -                    | -                  | X                   | -                    | -                  | X             | -     | -             | X   |
| Medium Red Metallic         | 74        | X                   | X     | X           | X              | -            | X             | X                    | -                  | X                   | X                    | -                  | X             | X     | -             | X   |
| Medium Red C/O              | 75        | X                   | X     | X           | X              | -            | X             | X                    | -                  | X                   | X                    | -                  | X             | X     | -             | X   |

| WO-TONE PAINT - Lower      | Upper                      |
|----------------------------|----------------------------|
| Midnight Blue Metallic     | White for all applications |
| Aqua Blue Metallic         |                            |
| Medium Dark Green Metallic |                            |
| Light Gold Metallic        |                            |
| Bronze Metallic            |                            |
| Medium Red Metallic        |                            |

| VINYL TOP COLOR | EXTERIOR COLOR     |
|-----------------|--------------------|
| Black           | All                |
| White           | All                |
| Medium Blue     | 11, 26, 29         |
| Medium Green    | 11, 46, 49         |
| Cream Beige     | 11, 50, 53, 55, 59 |
| Silver Taupe    | 64                 |
| Maroon          | 11, 64, 74         |
| Brown           | 11, 50, 59, 64     |
| Russet          | 11, 66             |
| Medium Saddle   | 11, 49, 50, 59, 66 |

Accent carpet color. Obtained by specifying trim number plus Accent Carpet RPO number: 19F - Black, 75 - Red, or 24F - Blue.

NOTE: Solid exterior color combinations (except vinyl top) may be obtained with non-recommended interior combinations when ZP2 override is specified.

# EXTERIOR-INTERIOR COLORS

## 1974 CHEVROLET NOVA 'X' INTERIOR - EXTERIOR COLOR COMBINATIONS

| MODEL                      | Seat Type  | INTERIOR TRIM |       |             |                      |                |                           |                     |                |                           |                |             |             |                      |                      |
|----------------------------|------------|---------------|-------|-------------|----------------------|----------------|---------------------------|---------------------|----------------|---------------------------|----------------|-------------|-------------|----------------------|----------------------|
|                            |            | Medium Green  |       |             |                      |                |                           | Light Neutral       |                |                           |                |             |             |                      |                      |
|                            |            | Perf. Vinyl   | Cloth | Perf. Vinyl | † Perf. Vinyl /Black | † Cloth /Black | Green & Black Sport Cloth | Black & Green Check |                | Lt. Neutral & Black Check |                | Perf. Vinyl | Perf. Vinyl | † Perf. Vinyl /Black | † Perf. Vinyl /Black |
|                            |            |               |       |             |                      |                |                           | Cloth               | † Cloth /Black | Cloth                     | † Cloth /Black |             |             |                      |                      |
| Standard - 1XX00           | Bench      | 828           |       |             | 828                  |                |                           | 756                 | 756            | 764                       | 764            | 829         |             | 829                  |                      |
| Coupe (27)                 | Bucket     | 828           |       |             | 828                  |                |                           |                     |                |                           |                | 829         |             | 829                  |                      |
| Hatchback (17)             | Bench      | 828           |       |             | 828                  |                |                           | 756                 | 756            | 764                       | 764            | 829         |             | 829                  |                      |
|                            | Bucket     | 828           |       |             | 828                  |                |                           |                     |                |                           |                | 829         |             | 829                  |                      |
| Sedan (69)                 | Bench      | 828           |       |             | 828                  |                |                           | 756                 | 756            | 764                       | 764            | 829         |             | 829                  |                      |
| Custom - 1XY00             | Bench      |               |       |             |                      | 755            |                           |                     |                |                           |                |             | 766         |                      |                      |
| Coupe (27)                 | Bucket     |               |       | 759         |                      |                |                           |                     |                |                           |                |             | 766         |                      |                      |
| Hatchback (17)             | Bench      |               |       |             |                      | 755            |                           |                     |                |                           |                |             | 766         |                      |                      |
|                            | Bucket     |               |       | 759         |                      |                |                           |                     |                |                           |                |             | 766         |                      |                      |
| Sedan (69)                 | Bench      |               | 757   |             |                      | 757            |                           |                     |                |                           |                |             | 766         |                      | 766                  |
| EXTERIOR COLORS            | Color Code |               |       |             |                      |                |                           |                     |                |                           |                |             |             |                      |                      |
| Antique White C/O          | 11         |               | X     |             |                      | X              |                           | X                   |                | X                         | X              | X           |             | X                    |                      |
| Bright Blue Metallic C/O   | 26         |               | -     |             |                      | -              |                           | -                   |                | -                         | X              | -           |             | -                    | X                    |
| Midnight Blue Metallic C/O | 29         |               | -     |             |                      | -              |                           | -                   |                | -                         | X              | X           |             | X                    |                      |
| Aqua Blue Metallic         | 36         |               | -     |             |                      | -              |                           | -                   |                | -                         | -              | -           |             | -                    | -                    |
| Lime Yellow                | 40         |               | X     |             |                      | X              |                           | X                   |                | -                         | -              | -           |             | -                    | -                    |
| Bright Green Metallic      | 46         |               | X     |             |                      | X              |                           | X                   |                | X                         | X              | X           |             | X                    |                      |
| Medium Dark Green Metallic | 49         |               | X     |             |                      | X              |                           | X                   |                | X                         | X              | X           |             | X                    |                      |
| Cream Beige                | 50         |               | -     |             |                      | -              |                           | -                   |                | X                         | X              | X           |             | X                    |                      |
| Bright Yellow              | 51         |               | -     |             |                      | -              |                           | -                   |                | X                         | X              | X           |             | X                    |                      |
| Light Gold Metallic        | 53         |               | -     |             |                      | -              |                           | -                   |                | X                         | X              | X           |             | X                    |                      |
| Sandstone                  | 55         |               | -     |             |                      | -              |                           | -                   |                | X                         | X              | X           |             | X                    |                      |
| Golden Brown Metallic      | 59         |               | -     |             |                      | -              |                           | -                   |                | X                         | X              | X           |             | X                    |                      |
| Silver Metallic C/O        | 64         |               | -     |             |                      | -              |                           | -                   |                | X                         | X              | X           |             | X                    |                      |
| Bronze Metallic            | 66         |               | -     |             |                      | -              |                           | -                   |                | X                         | X              | X           |             | X                    |                      |
| Medium Red Metallic        | 74         |               | -     |             |                      | -              |                           | -                   |                | -                         | X              | X           |             | X                    |                      |
| Medium Red C/O             | 75         |               | -     |             |                      | -              |                           | -                   |                | X                         | X              | X           |             | X                    |                      |

† - "Big Four" Module [Carpet, package shelf (or load area), instrument panel upper and lower, and cowl kick pad] may be obtained by specifying the trim combination number plus Big Four Module number: 19X - Black.

NOTE: When the Big Four Module is offered on any model within a series (e.g., 1XY27-17), the order must specify the module number for each trim combination available in that style even if an accent Big Four color is not available with each specific interior color. Module numbers are: 19X - Black, 29X - Midnight Blue, 44X - Dark Green, 60X - Midnight Neutral, 65X - Dark Saddle.

NOTE: Solid exterior color combinations (except vinyl top) may be obtained with non-recommended interior combinations when ZP2 override is specified.

# CHASSIS

|  |            |
|--|------------|
| <b>FRAME AND FRONT SUSPENSION</b> . . . . .            | <b>2-3</b> |
| <b>STEERING, DRIVELINE, WHEELS AND TIRES</b> . . . . . | <b>4</b>   |
| <b>REAR AXLE AND SUSPENSION</b> . . . . .              | <b>5</b>   |
| <b>BRAKES</b> . . . . .                                | <b>6</b>   |
| <b>BULBS AND LAMPS</b> . . . . .                       | <b>7</b>   |
| <b>FUSES AND CIRCUIT BREAKERS</b> . . . . .            | <b>8</b>   |



# 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 equipment . . . . . .6875  
Optional equipment with radial tires . . . . . .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

# FRAME AND FRONT SUSPENSION

## 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         |
| 334456      | ML         | 122.47         | .615      | 9.00        | 320                         | 16.84   | 11.00 @ 1850         |
| 334457      | MM         | 136.37         | .637      | 10.00       | 320                         | 17.03   | 11.00 @ 1910         |
| 334459      | KZ         | 122.77         | .628      | 9.00        | 345                         | 16.42   | 11.00 @ 1850         |
| 334460      | MR         | 122.81         | .628      | 9.00        | 345                         | 16.62   | 11.00 @ 1920         |
| 6272864     | KA         | 121.77         | .592      | 9.00        | 280                         | 16.34   | 11.00 @ 1480         |
| 6272865     | KD         | 121.80         | .592      | 9.00        | 280                         | 16.36   | 11.00 @ 1540         |
| 6272866     | KE         | 121.83         | .604      | 9.00        | 280                         | 16.77   | 11.00 @ 1600         |
| 6272867     | KG         | 122.13         | .615      | 9.00        | 300                         | 16.39   | 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         |

# 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)  |   |
| Gear Type                                   |   |
| Manual (Standard)                           | Recirculating ball nut  |
| Power (Optional)                            | 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   |
| Ratios, 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; 'SS' equipped 2.23  |
| 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

|  |                     |
|--|---------------------|
| Type                                   | Short, spoke spider |
| Size                                   |                     |
| Base equipment                         | 14 x 5              |
| "SS" equipment and optional Rally type | 14 x 6              |
| Rally type                             | 14 x 7              |
| Offset                                 |                     |
| Base equipment                         | 0.20                |
| "SS" equipment and optional Rally type | 0.50                |
| Rally type                             | 0.34                |
| Attachment to Hub                      |                     |
| Type                                   | 5 hex nuts          |
| Thread size                            | 7/16-20 UNF 2-B     |
| Bolt circle diameter                   | 4.75                |

## TIRE, STANDARD EQUIPMENT

|                              |      |
|------------------------------|------|
| Size                         |      |
| E78 x 14 (2 ply) Bias belted |      |
| Static loaded radius         | 12.0 |
| Loaded rev/mi @ 45 mph       | 807  |
| Capacity @ 24 psi            | 1190 |

## TIRES, OPTIONAL EQUIPMENT

|                                  |      |
|----------------------------------|------|
| FR78 x 14B – Steel belted radial |      |
| Static loaded radius             | 11.5 |
| Loaded rev/mi @ 45 mph           | 797  |
| Capacity @ 24 psi                | 1280 |
| E78 x 14 (2 + 2) Bias belted     |      |
| Static loaded radius             | 12.0 |
| Loaded rev/mi @ 45 mph           | 796  |
| Capacity @ 24 psi                | 1190 |
| E70 x 14 (2 + 2) Bias belted     |      |
| Static loaded radius             | 12.0 |
| Loaded rev/mi @ 45 mph           | 803  |
| Capacity @ 24 psi                | 1190 |

# REAR AXLE AND SUSPENSION

## REAR AXLE

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

- Drive pinion vertical offset . . . . . 1.75
- 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 (design)
  - 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.) |
|-------------|------------------|--------|-------|------------------|-------------------------------------|------------|----------------------------|---------------------------------|
| 340507      | Six              | 56.0   | 2.50  | Compression type | Rubber bushed at shackle and hanger | RZ         | 126                        | 721                             |
| 340508      | Six              |        |       |                  |                                     | DA         | 126                        | 665                             |
| 340509      | Six              |        |       |                  |                                     | DB         | 103                        | 565                             |
| 340510      | Six              |        |       |                  |                                     | DC         | 101                        | 615                             |
| 340511      | Six              |        |       |                  |                                     | DD         | 126                        | 535                             |
| 340512      | Six              |        |       |                  |                                     | DJ         | 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.<br>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 0.20  |                                       | 5.40 x 1.92 x 0.46 |
|                                    |  |       | Secondary or Outboard  | 9.82 x 2.5 x 0.24  |                                       | 5.40 x 1.92 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 0.20 |                                       |                    |
|                                    |  |       | 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                              |       | 6.24:1   | 3.75:1             | 3.76:1                                |                    |
| Line pressure @ 100 lb. pedal load |  | 650   | 900  | 1150               |                                       |                    |
| 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

| BULBS AND LAMPS                            | NUMBER REQUIRED<br>AND TRADE NUMBER | CANDLE POWER<br>PER LAMP      |
|--|-------------------------------------|-------------------------------|
| Automatic transmission<br>position pattern | Floor console, 2-1445               | 1.5                           |
| Back-up                                    | 2-1156                              | 32                            |
| Brake Warning                              | 1-194                               | 2                             |
| Console instrument cluster                 | 4-1816                              | 2.5                           |
| 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<br>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                                    |                                     |                               |
| Park                                       | 2-1157                              | 3                             |
| 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                                       |                                     |                               |
| Tail                                       | 2-1157                              | 3                             |
| Stop and turn                              |                                     | 32                            |
| Temperature indicator                      | 1-194                               | 2                             |
| Underhood lamp                             | 1-93                                | 15                            |
| 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 (h)         |
| Auto. trans. quadrant lamp-Column | 4 amp fuse         | Fuse panel (f)         |
| Back-up lamps                     | 20 amp fuse        | Fuse panel (b)         |
| Cigarette lighter                 | 20 amp fuse        | Fuse panel (e)         |
| Clock                             | 20 amp fuse        | Fuse panel (e)         |
| Courtesy lamps                    | 20 amp fuse        | Fuse panel (e)         |
| Defogging unit                    | 20 amp fuse        | Fuse panel (b)         |
| Direction signal indicator lamps  | 20 amp fuse        | Fuse panel (b)         |
| Dome lamp                         | 20 amp fuse        | Fuse panel (e)         |
| Fuel gauge                        | 10 amp fuse        | Fuse panel (c)         |
| Generator indicator lamp          | 10 amp fuse        | Fuse panel (c)         |
| Glove compartment lamp            | 20 amp fuse        | Fuse panel (c)         |
| Headlamps                         | Circuit breaker    | Light switch           |
| Headlamp hi-beam indicator lamp   | Circuit breaker    | Light switch           |
| Heater                            | 25 amp fuse        | Fuse panel (h)         |
| Heater controls lamp              | 4 amp fuse         | Fuse panel (f)         |
| Instrument cluster lamps          | 4 amp fuse         | Fuse panel (f)         |
| Key buzzer                        | 20 amp fuse        | Fuse panel (e)         |
| License lamp                      | 20 amp fuse        | Fuse panel (e)         |
| Luggage compartment lamp          | 20 amp fuse        | Fuse panel (e)         |
| Oil pressure indicator lamp       | 10 amp fuse        | Fuse panel (c)         |
| Parking lamps                     | 20 amp fuse        | Fuse panel (d)         |
| Parking brake alarm lamp          | 10 amp fuse        | Fuse panel (c)         |
| Radio                             | 10 amp fuse        | Fuse panel (g)         |
| Radio lamp                        | 4 amp fuse         | Fuse panel (f)         |
| Seat belt warning lamp            | 20 amp fuse        | Fuse panel (e)         |
| Side Marker lamp - Front          | 20 amp fuse        | Fuse panel (d)         |
| Side Marker lamp - Rear           | 20 amp fuse        | Fuse panel (d)         |
| Tail lamps                        | 20 amp fuse        | Fuse panel (d)         |
| TCS - Delay relay                 | 10 amp fuse        | Fuse panel (g)         |
| TCS - Idle stop solenoid          | 10 amp fuse        | Fuse panel (g)         |
| Temperature indicator             | 20 amp fuse        | Fuse panel (b)         |
| Traffic hazard indicator          | 20 amp fuse        | Fuse panel (a)         |
| Stop and turn lamps               | 20 amp fuse        | Fuse panel (a)         |
| Underhood lamp                    | 20 amp fuse        | In line                |
| Vacuum advance solenoid           | 10 amp fuse        | Fuse panel (g)         |
| Windshield wiper, two-speed       | 25 amp fuse        | Fuse panel             |

\* Letter suffix indicates same circuit





# POWER TRAINS

|  |    |
|--|----|
| POWER TEAM COMBINATIONS . . . . .            | 2  |
| POWER TEAM MULTIPLICATION FACTORS . . . . .  | 3  |
| ENGINE DATA AND RATINGS . . . . .            | 4  |
| ENGINE SPEED AND PISTON TRAVEL . . . . .     | 5  |
| VEHICLE PERFORMANCE FACTORS . . . . .        | 6  |
| PRINCIPAL COMPONENTS . . . . .               | 7  |
| FUEL SYSTEM . . . . .                        | 13 |
| EXHAUST SYSTEM . . . . .                     | 14 |
| EMISSION CONTROL EQUIPMENT . . . . .         | 15 |
| LUBRICATION SYSTEM . . . . .                 | 16 |
| COOLING SYSTEM . . . . .                     | 17 |
| ELECTRICAL SYSTEM . . . . .                  | 18 |
| CLUTCHES . . . . .                           | 19 |
| THREE AND FOUR SPEED TRANSMISSIONS . . . . . | 19 |
| TURBO HYDRA-MATIC TRANSMISSION . . . . .     | 20 |

# POWER TEAM COMBINATIONS

| ENGINE  | TRANSMISSION         | MODEL APPLICATION | AXLE RATIO* |         | RING GEAR |
|---|----------------------|-------------------|-------------|---------|-----------|
|   |                      |                   | STAND.      | TRAILER |           |
| Turbo-Thrift 250<br>250 Cubic Inch L-6<br>Standard - All States               | 3-Spd. (2.85:1 low)  | All Models        | 3.08:1      |         | 8.50      |
|   | Turbo Hydra-matic    |                   |             |         |           |
| Turbo-Fire 350<br>350 Cubic Inch V-8<br>RPO L65 - Not Avail.<br>in California | 3-Speed (2.85:1 low) | All Models        | 3.08:1      |         | 8.50      |
|   | Turbo Hydra-matic    |                   | 2.73:1      | 3.42:1  |           |
| Turbo-Fire 350<br>350 Cubic Inch V-8<br>RPO LM1<br>California only            | 3-Speed (2.85:1 low) | All Models        | 3.08:1      |         | 8.50      |
|   | Turbo Hydra-matic    |                   | 2.73:1      | 3.42:1  |           |
| Turbo-Fire 350<br>350 Cubic Inch V-8<br>RPO L48 - All States                  | 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       |
| 350 Cu.In. V-8 RPO L65 & LM1 | 2-Barrel (L65)<br>4-Barrel (LM1) | 3-Speed      | 8.78                  | 5.17 | 3.08 |      | 9.09 | 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      | 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 & LM1 | 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                                     | 350                                 |         |         |
| Availability  | Base                                    | RPO LM1                             | RPO L65 | RPO L48 |
| Number of Cylinders                                 | Six                                     | Eight                               |         |         |
| Bore (nominal)                                      | 3.875                                   | 4.00                                |         |         |
| Stroke (nominal)                                    | 3.53                                    | 3.48                                |         |         |
| Compression Ratio                                   | 8.5:1                                   |                                     |         |         |
| Taxable (SAE) Horsepower                            | 36.0                                    | 51.2                                |         |         |
| Firing Order  | 1-5-3-6-2-4                             | 1-8-4-3-6-5-7-2                     |         |         |
| Idling Speed  | Manual (in neutral)                     | 800                                 | 900     | 900     |
|   | Turbo Hydra-matic (in drive)            | 600                                 |         |         |
| Compress. Press. (PSI) @ Cranking Speed, Engine Hot | 130                                     | 160                                 |         |         |
| Power Plant Mounting                                | Front                                   | Two, preloaded captive cushion type |         |         |
|   | Rear                                    | One, shear type                     |         |         |
| Measurements  | Fan to rear of engine block             | 33.99                               | 31.55   |         |
|   | Top of air cleaner to bottom of oil pan | 27.76                               | 28.52   | 29.60   |
|   | Width - including air cleaner           | 30.68                               | 28.53   |         |

## ADVERTISED ENGINE RATING

| Engine Designation         | Turbo-Thrift<br>250 L-6 | Turbo-Fire<br>350 V-8 | Turbo-Fire<br>350 V-8 | Turbo-Fire<br>350 V-8 |
|----------------------------|-------------------------|-----------------------|-----------------------|-----------------------|
| Availability               | Standard                | RPO LM1               | RPO L65               | RPO L48               |
| Carburetor                 | Single Barrel           | Four Barrel           | Two Barrel            | Four Barrel           |
| Net Brake HP @ RPM         | 100 @ 3600              | 160 @ 3800            | 145 @ 3800            | 185 @ 4000            |
| ● Net Torque @ RPM (lb-ft) | 175 @ 1600              | 250 @ 2400            | 250 @ 2200            | 270 @ 2600            |

# ENGINE SPEED AND PISTON TRAVEL

## TURBO-THRIFT 250 L-6 ENGINE

| Transmission                    |         | 3-Speed   | Turbo Hydra-matic |
|---------------------------------|---------|-----------|-------------------|
| Rear Axle Ratio                 |         | 3.08:1    |                   |
| Tire Size                       |         | E78 x 14B |                   |
| Crankshaft Revolutions per Mile |         | 2485.6    |                   |
| Crankshaft RPM @ 1 MPH          | Low     | 118.1     | 104.4             |
|                                 | Second  | 69.6      | 63.0              |
|                                 | Third   | 41.4      | 41.4 (direct)     |
|                                 | Reverse | 122.2     | 80.0              |
| Piston Travel (ft/mile)         |         | 1462.3    |                   |

## TURBO-FIRE 350 V-8 ENGINE (RPO L65 & LM1)

| Transmission                    |         | 3-Speed   | Turbo Hydra-matic |
|---------------------------------|---------|-----------|-------------------|
| Rear Axle Ratio                 |         | 3.08:1    | 2.73:1            |
| Tire Size                       |         | E78 x 14B |                   |
| Crankshaft Revolutions per Mile |         | 2485.6    | 2203.1            |
| Crankshaft RPM @ 1 MPH          | Low     | 118.1     | 92.5              |
|                                 | Second  | 69.6      | 55.8              |
|                                 | Third   | 41.4      | 36.7 (direct)     |
|                                 | Reverse | 122.2     | 70.9              |
| Piston Travel (ft/mile)         |         | 1441.6    | 1277.8            |

## 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 |         | 2759.9    | 2485.6            |
| Crankshaft RPM @ 1 MPH          | Low     | 116.8     | 104.4             |
|                                 | Second  | 82.8      | 63.0              |
|                                 | Third   | 66.2      | 41.4 (direct)     |
|                                 | Fourth  | 46.0      |                   |
|                                 | Reverse | 116.8     | 80.0              |
| Piston Travel (ft/mile)         |         | 1600.8    | 1441.6            |

# VEHICLE PERFORMANCE FACTORS

|        |                      |                      |                      |                      |
|--------|----------------------|----------------------|----------------------|----------------------|
| ENGINE | 250 CU.IN.<br>100 HP | 350 CU.IN.<br>145 HP | 350 CU.IN.<br>160 HP | 350 CU.IN.<br>175 HP |
| MODEL  | 1XX69                | 1XX27                | 1XY27                | 1XY17                |

## 3-SPEED TRANSMISSION

|                                       |        |        |        |  |
|---------------------------------------|--------|--------|--------|--|
| Performance Weight (pounds)           | 3964   | 3992   | 4070   |  |
| Pounds per Net Horsepower             | 3964   | 27.53  | 25.44  |  |
| Pounds per Cu.In. Displacement        | 15.86  | 11.41  | 11.63  |  |
| Net HP per Cu.In. Displacement        | .400   | .414   | .457   |  |
| Power Displacement (cu.ft./mile)      | 179.73 | 251.72 | 251.72 |  |
| Displacement Factor (cu.ft./ton mile) | 90.77  | 125.86 | 123.39 |  |

## 4-SPEED TRANSMISSION

|                                       |  |  |  |        |
|---------------------------------------|--|--|--|--------|
| Performance Weight (pounds)           |  |  |  | 4117   |
| Pounds per Net Horsepower             |  |  |  | 22.11  |
| Pounds per Cu.In. Displacement        |  |  |  | 11.70  |
| Net HP per Cu.In. Displacement        |  |  |  | .529   |
| Power Displacement (cu.ft./mile)      |  |  |  | 279.50 |
| Displacement Factor (cu.ft./ton mile) |  |  |  | 135.68 |

## TURBO HYDRA-MATIC

|                                       |        |        |        |        |
|---------------------------------------|--------|--------|--------|--------|
| Performance Weight (pounds)           | 3991   | 4015   | 4093   | 4090   |
| Pounds per Net Horsepower             | 39.91  | 27.69  | 25.58  | 22.25  |
| Pounds per Cu.In. Displacement        | 15.96  | 11.47  | 11.69  | 11.76  |
| Net HP per Cu.In. Displacement        | .400   | .414   | .457   | .529   |
| Power Displacement (cu.ft./mile)      | 179.73 | 223.11 | 223.11 | 251.72 |
| Displacement Factor (cu.ft./ton mile) | 89.86  | 111.00 | 108.84 | 122.79 |

## GLOSSARY

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

### CYLINDER BLOCK

Material ..... Cast alloy iron  
 Bore Diameter  
   L6-250 Cu. In. .... 3.8745-3.8775  
   V8-350 Cu. In. .... 3.9995-4.0025  
 Bearing Caps (Number, material and attachment)  
   L6-250 Cu. In. .... 7, cast iron, 2-bolt  
   V8-350 Cu. In. .... 5, cast iron, 2-bolt  
 Water Jacket ..... Full length around each cylinder  
 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.  
   V8-350 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.  
   V8-350 Cu. In. .... 5.89 Cu. In.

### INLET MANIFOLD

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

### EXHAUST MANIFOLD

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

### CRANKSHAFT

Material  
   L6-250 Cu. In. .... Cast nodular iron  
   V8-350 Cu. In. .... Cast nodular iron  
 End Play  
   L6-250 Cu. In. .... .002-.006  
   V8-350 Cu. In. .... .002-.007  
 Counter Weights  
   L6-250 Cu. In. .... 12  
   V8-350 Cu. In. .... 6  
 Crank Arm Length  
   L6-250 Cu. In. .... 1.765  
   V8-350 Cu. In. .... 1.740  
 Torsional Damper ..... Rubber mounted inertia  
 Timing Gear  
   L6-250 Cu. In. .... Steel; helical cut  
   V8-350 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 (L4 & V8); No. 7(L6)  
 Clearance  
   L6-250 Cu. In. .... .0003-.0029  
   V8-350 Cu. In.  
     No. 1 ..... .0008-.0020  
     No. 2, 3 & 4 ..... .0011-.0023  
     No. 5 ..... .0017-.0033

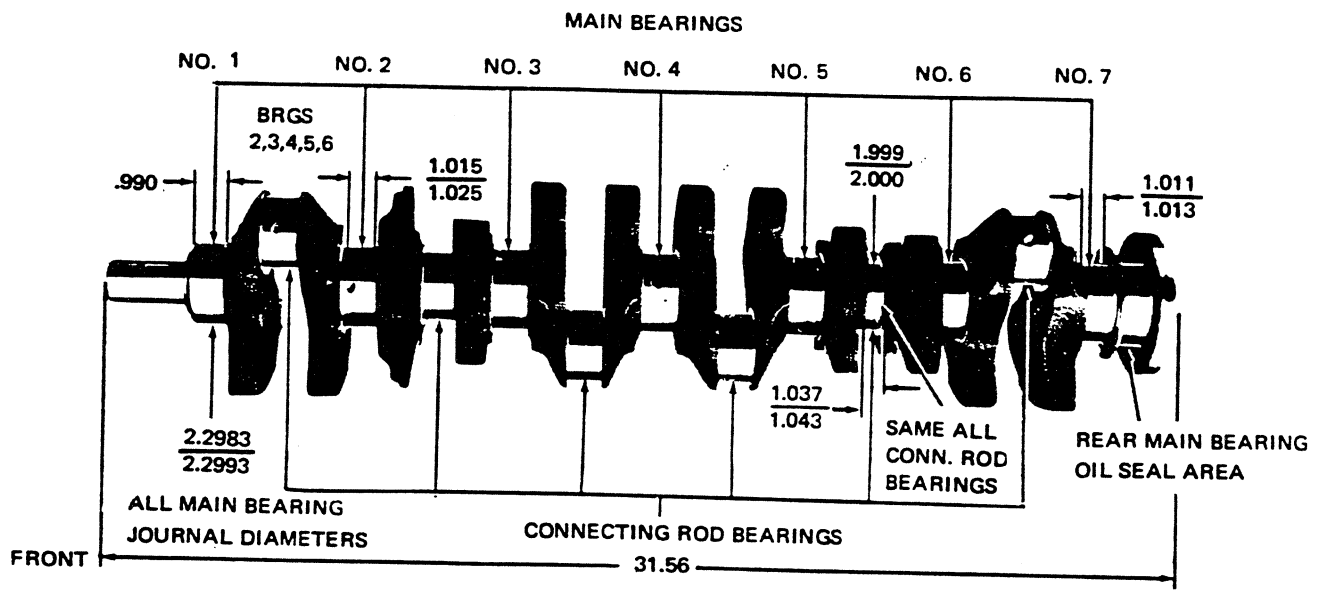
### Dimensions

|                       | Theoretical Inner Dia. | Effective Length | Projected Area |
|-----------------------|------------------------|------------------|----------------|
| <b>L6-250 Cu. In.</b> |                        |                  |                |
| Bearing No. 1-6       | 2.3004                 | .752             | 1.7299         |
| Bearing No. 7         | 2.3004                 | .760             | 1.7483         |
| <b>V8-350 Cu. In.</b> |                        |                  |                |
| Bearing No. 1-4       | 2.4502                 | .752             | 1.8425         |
| Bearing No. 5         | 2.4508                 | 1.180            | 2.8919         |

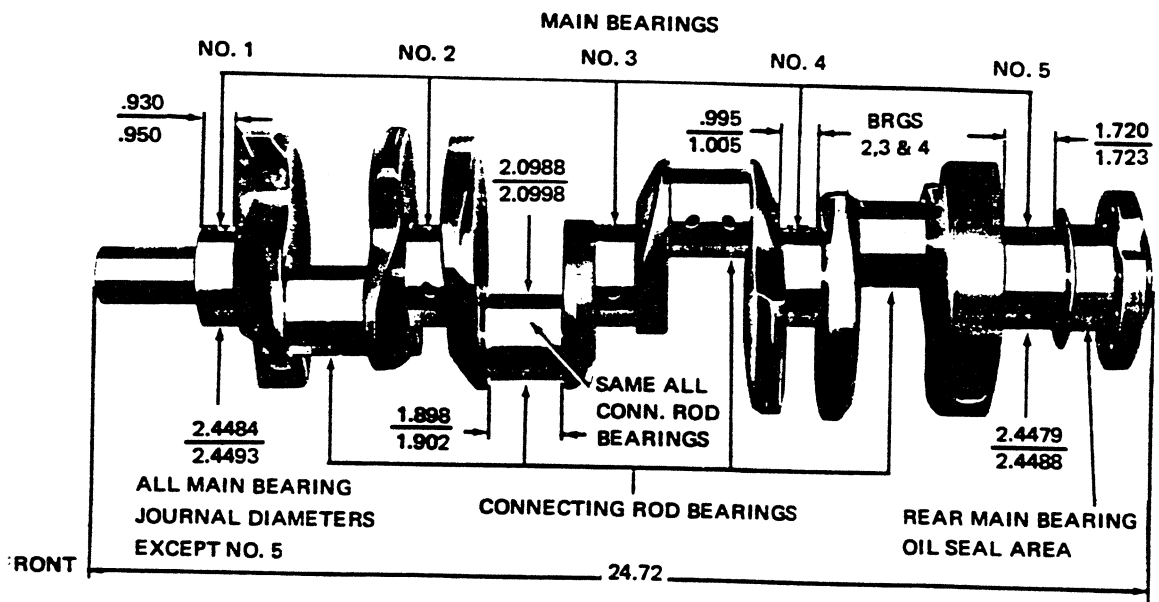
# PRINCIPAL COMPONENTS

## CRANKSHAFTS AND BEARINGS

### 250 CUBIC INCH SIX CYLINDER ENGINE



### 350 CUBIC INCH V-8 ENGINES





## CAMSHAFT

Material . . . . . Cast alloy iron  
 Drive  
   L6-250 Cu. In. . . . . Gear; bakelite and fabric composition with steel hub  
   V8-350 Cu. In. . . . . Sprocket & chain; steel  
 Lobe Lift  
   Manual Trans.-all states & auto trans. in California  
     L6-250 Cu.In. . . . . .2217 Inlet; .2315 Exhaust  
   Auto. Trans.-all states except California  
     L6-250 Cu.In. . . . . .2217 Inlet & Exhaust  
   All states except California  
     V8-350 Cu.In. . . . . .2600 Inlet; .2733 Exhaust  
   California only  
     V8-350 Cu.In. . . . . .2670 Inlet; .2733 Exhaust  
 Bearings . . . . . Steel backed babbitt

## VALVE TRAIN

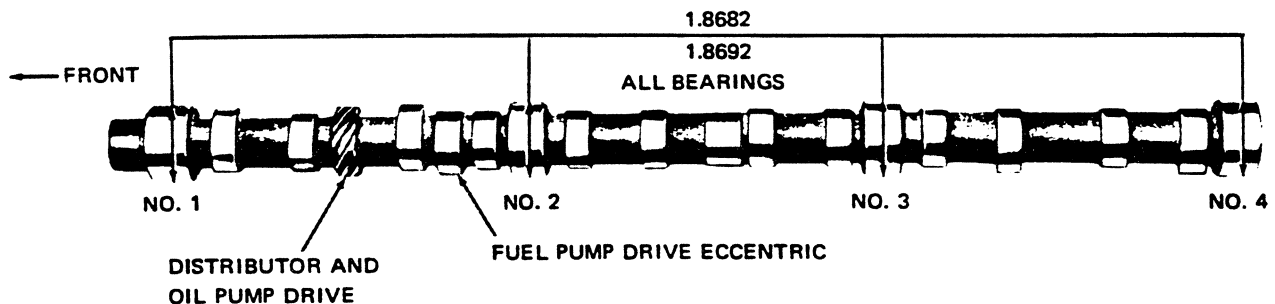
Type . . . . . Individually mounted, overhead rocker arms, push rod actuated  
 Lifters . . . . . Hydraulic  
 Rocker arms  
   Ratio  
     L6-250 Cu. In. . . . . 1.75:1  
     V8-350 Cu. In. . . . . 1.50:1  
 Push rods  
   Type . . . . . Hollow steel  
   Ends . . . . . Hardened  
 Rotators (V8-350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

## VALVE SPRINGS

Diameter (I.D.)  
   L6-250 Cu. In. . . . . .872-.888  
   V8-350 Cu. In. . . . . .868-.884  
 Installed length (lb. @ in.)  
   Valves closed  
     L6-250 Cu. In. . . . . 56-64 @ 1.66  
     V8-350 Cu. In.  
       Inlet . . . . . 76-84 @ 1.70  
       Exhaust . . . . . 76-84 @ 1.61  
   Valves opened  
     L6-250 Cu.In. . . . . 180-192 @ 1.27  
     V8-350 Cu. In.  
       Inlet . . . . . 194-206 @ 1.25  
       Exhaust . . . . . 194-206 @ 1.16  
 Free length  
   L6-250 Cu. In. . . . . 1.90  
   V8-350 Cu. In. . . . . 2.03  
 Valve spring damper  
   L6-250 Cu. In. . . . . None  
   V8-350 Cu. In. . . . . Flat steel, 4 coils  
 Oil shield . . . . . Steel cup

## CAMSHAFT AND BEARINGS

### 250 CUBIC INCH L-6 ENGINE



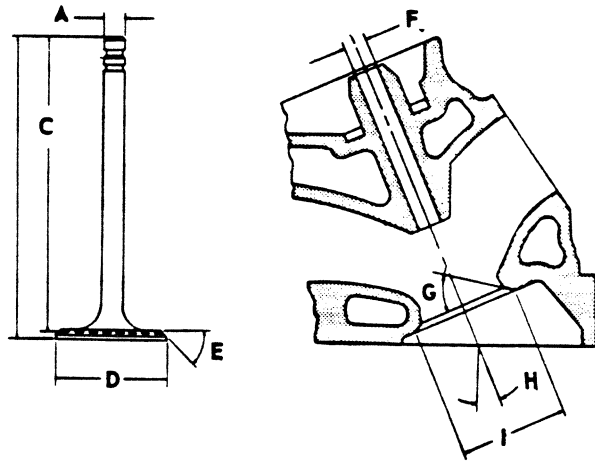
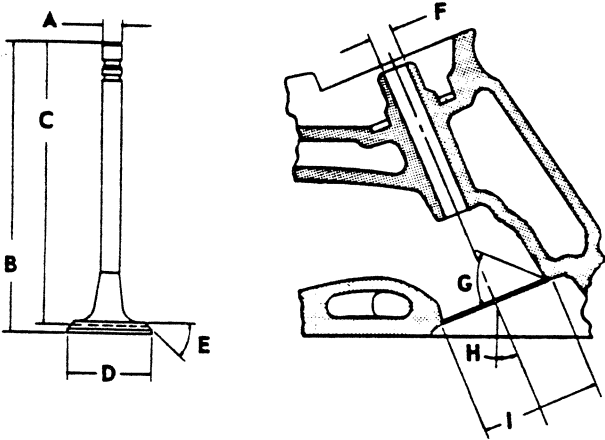
# PRINCIPAL COMPONENTS

## INLET VALVES

|                |                 |
|----------------|-----------------|
| Material       | Alloy steel     |
| Coating        |                 |
| L6-250 Cu. In. | Aluminized face |
| V8-350 Cu. In. | None            |
| All stems      | Chrome flash    |

## EXHAUST VALVES

|                |                  |
|----------------|------------------|
| Material       | High alloy steel |
| Coating        |                  |
| L6-250 Cu. In. | Aluminized face  |
| V8-350 Cu. In. | Aluminized       |
| All stems      | Chrome flash     |



|                           |             |
|---------------------------|-------------|
| A - Stem diameter         | .3410-.3417 |
| B - Overall length        |             |
| L6-250 Cu. In.            | 4.902-4.922 |
| V8-350 Cu. In.            | 4.870-4.889 |
| C - Gage length           | 4.785-4.795 |
| D - Overall head diameter |             |
| L6-250 Cu. In.            | 1.715-1.725 |
| V8-350 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°          |
| V8-350 Cu. In.            | 23°         |
| I - Valve seat diameter   |             |
| L6-250 Cu. In.            | 1.591-1.597 |
| V8-350 Cu. In.            | 1.823-1.829 |

|                           |             |
|---------------------------|-------------|
| A - Stem diameter         | .3410-.3417 |
| B - Over length           |             |
| L6-250 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 |
| V8-350 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°          |
| V8-350 Cu. In.            | 23°         |
| I - Valve seat diameter   |             |
| L6-250 Cu. In.            | 1.321-1.327 |
| V8-350 Cu. In.            | 1.321-1.327 |

## VALVE LIFT

|   |                            |
|---|----------------------------|
| Manual Trans.-all states & auto. trans. in California |                            |
| L6-250 Cu.In. . . . .                                 | .3880 Inlet; .4051 Exhaust |
| Auto. Trans.-all states except California             |                            |
| L6-250 Cu.In. . . . .                                 | .3880 Inlet & Exhaust      |
| All states except California                          |                            |
| V8-350 Cu.In. . . . .                                 | .3900 Inlet; .4100 Exhaust |
| California only                                       |                            |
| V8-350 Cu.In. . . . .                                 | .4006 Inlet; .4100 Exhaust |

## VALVE TIMING (Crankshaft Degrees - Excluding Ramps)

|   |        |
|---|--------|
| L6-250 Cu.In.-Man. trans.-all states & auto. trans. in Calif. |        |
| Inlet Valve   |        |
| Opens - BTC . . . . .   | 16°    |
| Closes - ABC . . . . .  | 48°    |
| Duration . . . . .  | 244°   |
| Exhaust Valve   |        |
| Opens - BBC . . . . .   | 64°    |
| Closes - ATC . . . . .  | 50°    |
| Duration . . . . .  | 294°   |
| L6-250 Cu.In.-Auto. trans.-all states except Calif.           |        |
| Inlet Valve   |        |
| Opens - BTC . . . . .   | 16°    |
| Closes - ABC . . . . .  | 48°    |
| Duration . . . . .  | 244°   |
| Exhaust Valve   |        |
| Opens - BBC . . . . .   | 48°30' |
| Closes - ATC . . . . .  | 17°30' |
| Duration . . . . .  | 244°   |
| V8-350 Cu.In. (L65 & L48)-All states except California        |        |
| Inlet Valve   |        |
| Opens - BTC . . . . .   | 28°    |
| Closes - ABC . . . . .  | 72°    |
| Duration . . . . .  | 280°   |
| Exhaust Valve   |        |
| Opens - BBC . . . . .   | 78°    |
| Closes - ATC . . . . .  | 30°    |
| Duration . . . . .  | 288°   |
| V8-350 Cu.In. (L65 & L48)-California Only                     |        |
| Inlet Valve   |        |
| Opens - BTC . . . . .   | 44°    |
| Closes - ABC . . . . .  | 96°    |
| Duration . . . . .  | 280°   |
| Exhaust Valve   |        |
| Opens - BBC . . . . .   | 88°    |
| Closes - ATC . . . . .  | 66°    |
| Duration . . . . .  | 334°   |

## PISTONS

|                                     |                     |
|-------------------------------------|---------------------|
| Material . . . . .                  | Cast aluminum alloy |
| Head type                           |                     |
| L6-250 Cu. In. . . . .              | Sump head           |
| V8-350 Cu. In. . . . .              | Sump head           |
| Skirt type . . . . . Slipper        |                     |
| Top land clearance                  |                     |
| L6-250 Cu. In. . . . .              | .0245-.0335         |
| V8-350 Cu. In. . . . .              | .0235-.0325         |
| Skirt clearance                     |                     |
| L6-250 Cu. In. . . . .              | .0005-.0015         |
| V8-350 Cu. In. . . . .              | .0007-.0017         |
| Compression ring groove depth       |                     |
| L6-250 Cu. In. . . . .              | .2153-.2218         |
| V8-350 Cu. In. . . . .              | .2218-.2308         |
| Oil ring groove depth               |                     |
| L6-250 Cu. In. . . . .              | .2093-.2158         |
| V8-350 Cu. In. . . . .              | .0238-.2128         |
| Pin bore offset . . . . . .055-.065 |                     |
| Compression height                  |                     |
| L6-250 Cu. In. . . . .              | 1.658-1.662         |
| V8-350 Cu. In. . . . .              | 1.558-1.562         |

## PISTON PINS

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

## COMPRESSION RINGS – UPPER

|                |  |
|----------------|--|
| Material       | Cast alloy iron                        |
| Type           | Straight edge inside of ring           |
| Face           | Barrel                                 |
| Coating        |  |
| L6-250 Cu. In. | Wear resistant coating                 |
| V8-350 Cu. In. | Molybdenum inlay, graphite impregnated |
| V8-350 Cu. In. | Chrome plate                           |
| Width          |  |
| L6-250 Cu. In. | .0775-.0780                            |
| V8-350 Cu. In. | .0775-.0780                            |
| Wall Thickness |  |
| L6-250 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   |
| V8-350 Cu. In. | .0770-.0775   |
| Wall Thickness |   |
| L6-250 Cu. In. | .184-.194   |
| V8-350 Cu. In. | .190-.200   |
| Gap            |   |
| L6-250 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 Cu. In.    | .1870-.1890                            |
| V8-350 Cu. In.    | .1850-.1870                            |
| Wall Thickness    |  |
| L6-250 Cu. In.    | .152-.158                              |
| V8-350 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 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   |
| V8-350 Cu. In.    | .0013-.0035   |
| Theoretical I. D. |   |
| L6-250 Cu. In.    | 2.0017  |
| V8-350 Cu. In.    | 2.1019  |
| Effective Length  |   |
| L6-250 Cu. In.    | .807  |
| V8-350 Cu. In.    | .797  |
| End Play          |   |
| L6-250 Cu. In.    | .007-.016   |
| V8-350 Cu. In.    | .006-.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

**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  
V8-350 Cu.In. . . . . 7.50-9.00 psi at pump outlet

**AIR CLEANER**

Type . . . . . Cylindrical, single air horn  
Diameter  
L6-250 Cu.In. . . . . 12.62  
V8-350 Cu.In. . . . . 15.48  
Filter element . . . . . Oil-wetted paper

**CARBURETORS**

Make and type  
L6-250 Cu.In. . . . . 1-barrel, Monojet  
V8-350 Cu.In. (L65) . . . . . 2-barrel, downdraft  
V8-350 Cu.In. (LM1 & L48) . . . . . 4-barrel, Quadrajet  
SAE flange type  
L6-250 Cu.In. . . . . 1.50  
V8-350 Cu.In. . . . . 1.50  
Throttle bore  
L6-250 Cu.In. . . . . 1.69  
V8-350 Cu.In. (L65) . . . . . 1.69  
V8-350 Cu.In. (LM1 & 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  
V8-350 Cu.In. (L65) . . . . . 1.25  
V8-350 Cu.In. (LM1 & L48)  
Primary . . . . . 1.09  
Secondary . . . . . Air valve

**CHOKE**

Type . . . . . Automatic

# EXHAUST SYSTEMS

## TYPE

|                           |                                 |
|---------------------------|---------------------------------|
| L6-250 Cu.In.             | Single                          |
| V8-350 Cu.In. (L65 & LM1) | 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    |
| V8-350 Cu.In. (L65 & LM1) | .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 (V8-350 L65)

|                   |                |
|-------------------|----------------|
| Dimensions (O.D.) | 2.00           |
| Wall Thickness    | .082 laminated |

## EXHAUST PIPE

### Dimensions (O.D.)

|                           |      |
|---------------------------|------|
| L6-250 Cu.In.             | 2.00 |
| V8-350 Cu.In. (L65 & LM1) | 2.00 |
| V8-350 Cu.In. (L48)       | 2.25 |

### Wall Thickness

|                           |                |
|---------------------------|----------------|
| L6-250 Cu.In.             | .065           |
| V8-350 Cu.In. (L65 & LM1) | .082 laminated |
| V8-350 Cu.In. (L48)       | .082 laminated |

## TAIL PIPES

### Dimensions (O.D.)

|                           |      |
|---------------------------|------|
| L6-250 Cu.In.             | 2.00 |
| V8-350 Cu.In. (L65 & LM1) | 2.25 |
| V8-350 Cu.In. (L48)       | 2.00 |

### Wall Thickness

|                           |      |
|---------------------------|------|
| L6-250 Cu.In.             | .069 |
| V8-350 Cu.In. (L65 & LM1) | .061 |
| V8-350 Cu.In. (L48)       | .069 |

## SYSTEM APPLICATION

| System Type                           | Engine Adaptation        |                           |     |     |
|---------------------------------------|--------------------------|---------------------------|-----|-----|
|                                       | L6-250                   | V8-350                    |     |     |
|                                       | L22                      | L65                       | LM1 | L48 |
| PCV - Positive Crank case Ventilation | All engines - all states |                           |     |     |
| EGR - Exhaust Gas Recirculation       | All engines - all states |                           |     |     |
| CHA - Carburetor Heated Air           | All engines - all states |                           |     |     |
| AIR - Air Injection Reactor System    | *                        | Both engines - all states |     | *   |
| ECS - Fuel Evaporation Control System | All engines - all states |                           |     |     |
| CCS - Controlled Combustion System    | **                       | ***                       |     | **  |
| TCS - Transmission Controlled Spark   | ***                      |                           |     |     |

\*-Used with manual transmissions - all states and also with automatic transmissions in California

\*\*--Used with automatic transmissions - all states except California

\*\*\*--Used with manual transmissions - all states

## BASIC FUNCTION OF SYSTEMS

### POSITIVE CRANKCASE VENTILATION

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

### EXHAUST GAS RECIRCULATION SYSTEM

Meters exhaust gas into induction system for recirculation throughout the combustion cycle to reduce oxides of nitrogen emissions.

### CARBURETOR HEATED AIR

Meters and mixes heated air with incoming cold air to optimize fuel evaporation.

### AIR INJECTION REACTOR SYSTEM

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

### FUEL EVAPORATION CONTROL SYSTEM

Controls emission of gasoline vapors to the atmosphere by means of an integral 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.

### TRANSMISSION CONTROLLED SPARK

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

### CONTROLLED COMBUSTION SYSTEM

Increased combustion efficiency through leaner carburetor mixtures and revised distributor calibration. Special thermostatically controlled camper, in the air cleaner snorkel maintains warm air intake to carburetor.

## 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 |
| V8-350 Cu.In.             | Pressure, jet cross sprayed               |
| Camshaft Bearings         | Pressure                                  |
| Valve Lifters             | Pressure                                  |
| Rocker Arms               | Pressure                                  |
| Timing Gears              |   |
| L6-250 Cu.In.             | Nozzle sprayed                            |
| V8-350 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                  |   |
| L6-250 Cu.In.             | Forward end of rocker cover               |
| V8-350 Cu.In.             | Rearward on left rocker cover             |

## OIL PAN CAPACITIES (Quarts)

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

## LUBRICANT GRADES AND TEMPERATURES

|                  |  |
|------------------|--|
| 20° and Above    | 10W-30, 10W-40, 20W-20<br>20W-40, 20W-50 |
| 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.               | 36-41 PSI @ 2000 RPM     |
| V8-350 Cu. In.              | 32-40 PSI @ 2000 RPM     |
| Intake Type                 | Fixed pickup with screen |
| Capacity (GPM @ Engine RPM) |                          |
| L6-250 Cu.In.               | 4.3 @ 2000               |
| V8-350 Cu.In.               | 4.3 @ 2000               |

## OIL FILTER

|               |                                |
|---------------|--------------------------------|
| Type          | Full flow, throw away canister |
| Location      |                                |
| L6-250 Cu.In. | Right side front of engine     |
| V8-350 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 |
| V8-350 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 |



## GENERAL

Type . . . Pressure, vented thru coolant recovery system  
 Capacity with Heater  
 L6-250 Cu.In. . . . . 14 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.  
 V8-350 Cu.In. (L65) . . . . . .16 Syn. & Auto.  
 V8-350 Cu.In. (LM1 & L48) . . .16 Syn., .18 Auto.  
 Distance between tubes . . . . . .55  
 Thickness of core  
 L6-250 Cu.In. . . . . . 1.26  
 V8-350 Cu.In. (L65) . . . . . 1.26 Syn., 1.24 Auto.  
 V8-350 Cu.In. (LM1 & L48) . . . . . 1.24  
 Frontal Areas  
 L6-250 Cu.In. . . . . . 353  
 V8-350 Cu.In. . . . . . 353  
 Overflow . . . . . Separate coolant bottle

## RADIATOR HEAVY DUTY (RPO V01)

Core constant  
 Distance between fins  
 L6-250 Cu.In. . . . . .16 Syn. & Auto.  
 V8-350 Cu.In. (L65) . . . . . .14 Syn. & Auto.  
 V8-350 Cu.In. (LM1 & L48) . . .14 Syn. & Auto.  
 Distance between tubes . . . . . .55  
 Thickness of core  
 L6-250 Cu.In. . . . . . 1.26  
 V8-350 Cu.In. (L65) . . . . . 1.24  
 V8-350 Cu.In. (LM1 & L48) . . . . . 1.96  
 Frontal area (sq. in.)  
 L6-250 Cu.In. . . . . . 353  
 V8-350 Cu.In. . . . . . 390  
 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  
 V8-350 Cu.In. . . . . 1.50 ID

## FAN

Number of blades . . . . . 4  
 Diameter  
 L6-250 Cu.In. . . . . 17.62  
 V8-350 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. . . . . 38.00  
 V8-350 Cu.In. . . . . 48.00  
 Width . . . . . .380

## WATER PUMP

Type . . . . . Centrifugal  
 Capacity  
 L6-250 Cu.In. . . . . 24.4 GPM @ 2000 engine RPM  
 V8-350 Cu.In. . . . . 21.6 GPM @ 2000 engine RPM  
 Bearing . . . . . Permanently lubricated double row ball  
 Drive . . . . . Fan belt  
 Ratio (pump to engine rpm)  
 L6-250 Cu.In. . . . . 1.165:1  
 V8-350 Cu.In. . . . . .949:1

## DRAIN LOCATIONS AND TYPE

Engine block; Plug  
 L6-250 Cu.In. . . . . Left side rear  
 V8-350 Cu.In. . . . . Right and left side  
 Radiator-Petcock  
 All Types . . . . . Lower left rear face

# ELECTRICAL SYSTEM

## SUPPLY SYSTEM

### BATTERY

|                        |                                      |
|------------------------|--------------------------------------|
| Voltage Rating         | 12                                   |
| Cranking Power @ 0° F  |                                      |
| L6-250 Cu.In.          | 2300 watts                           |
| V8-350 Cu.In.          | 2900 watts                           |
| Heavy Duty             | 4000 watts                           |
| Total Number of Plates |                                      |
| L6-250 Cu.In.          | 54                                   |
| V8-350 Cu.In.          | 66                                   |
| Heavy Duty             | 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<br>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     |
| V8-350 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      |
| V8-350 Cu.In. | 70-99      |
| Volts         | 10.6       |
| RPM           |            |
| L6-250 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.   |  | 350 Cu.In.       |              |                  |
|---|--------------|--------------|--|------------------|--------------|------------------|
|   |              | Standard     |  | RPO L65          | RPO L48      | RPO *            |
| Model   | Manual       | 1110499      |  | 1112844          | 1112093      | 1112543          |
|   | Automatic    | 1110499      |  | 1112844          | 1112093      | 1112093          |
| Type  |              |              |  | Single breaker   |              |                  |
| Cam angle   |              | 31°-34°      |  | 29°-31°          |              |                  |
| Breaker gap   |              |              |  | .019 (new)       |              |                  |
| Breaker arm tension   |              |              |  | 19-23 oz.        |              |                  |
| Centrifugal advance<br>begins @ RPM   | Manual       | 950-1280     |  | 675-1300         | 900-1300     | 800-1200         |
|   | Automatic    | 950-1280     |  | 675-1300         | 900-1300     | 900-1300         |
| Maximum<br>degrees @ RPM  | Manual       | 22-26 @ 4100 |  | 18-22 @ 4200     | 21-26 @ 4200 | 20-24 @ 4200     |
|   | Automatic    | 22-26 @ 4100 |  | 18-22 @ 4200     | 21-26 @ 4200 | 16-20 @ 4200     |
| Vacuum advance<br>begins @ In. Hg.  | Manual       | 6.0-8.0      |  | 2.0-4.0          | 5.0-7.0      | 5.0-7.0          |
|   | Automatic    | 6.0-8.0      |  | 2.0-4.0          | 5.0-7.0      | 5.0-7.0          |
| Maximum degrees<br>@ In. Hg.  | Manual       | 22-26 @ 15   |  | 12.5-15.5 @ 8.0  | 14-17 @ 13.5 | 13.5-16.5 @ 13.5 |
|   | Automatic    | 22-26 @ 15   |  | 12.5-15.5 @ 8.0  | 14-17 @ 13.5 | 13.5-16.5 @ 13.5 |
| Timing (initial design<br>setting) Crank shaft<br>degrees @ RPM<br>with vacuum line<br>disconnected | Manual       | 8° BTC @ 950 |  | 0° BTC @ 900     | 8° BTC @ 900 | 4° BTC @ 900     |
|   | Automatic    | 6° BTC @ 600 |  | 8° BTC @ 600     | 8° BTC @ 600 | 8° BTC @ 600     |
| Timing mark location  |              |              |  | Torsional damper |              |                  |

\* RPO LM1 and L48 for California.

# CLUTCHES AND TRANSMISSIONS

## CLUTCHES

|                               |                      |  |                                    |         |  |
|-------------------------------|----------------------|--|------------------------------------|---------|--|
| Engine                        | Type - Cubic Inch    | L6-250                                   | V8-350                             |         |  |
|                               | Availability         | Standard                                 | RPO L65 & LM1                      | RPO L48 |  |
| Type                          |                      | Single dry disc                          | Single dry disc centrifugal        |         |  |
| Clutch cover & pressure plate | Eff. plate load, lb. | 1650-1900                                | 2100-2300                          |         |  |
|                               | Press. platt 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            | Type - Cubic Inch  | L6-250                                       | V8-350    | V8-350            |        |
| Application       | Availability       | Standard                                     | L65 & LM1 | 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 |
|                   |                    | Second                                       | 1.68:1    |                   | 1.80:1 |
|                   |                    | Third  | 1.00:1    |                   | 1.44:1 |
| Fourth            |                    |  |           | 1.00:1            |        |
| Reverse           |                    | 2.95:1                                       |           | 1.54:1            |        |
| Lubricant         | Type               | Meeting Military Spec. MIL-L-2105B           |           |                   |        |
|                   | Capacity (pts)     | 3  |           |                   |        |
| Extension         | Material           | Cast iron                                    |           | Aluminum          |        |
|                   | Oil                | Steel encased seal of spring loaded silicone |           |                   |        |

# TRANSMISSIONS

## TURBO HYDRA-MATIC TRANSMISSION

| Engine                | Displacement (Cu.In.)                               | L6-250  | V8-350  |    |
|-----------------------|---|---|---|----|
| General Data          | Type  | Automatic hydraulic torque converter with compound planetary gear system - three forward speeds and reverse.          |   |    |
|                       | Selector lever                                      | Location  | Steering column (a)   |    |
|                       |   | Operation   | Actuates controls by a hydraulic system from pressurized gear type pump |    |
|                       |   | Quadrant pattern  | P-R-N-D-L2-L1   |    |
|                       | Parking Lock  | Type  | Locking pawl  |    |
|                       |   | Operation   | Applied by selector lever through manual linkage                        |    |
|                       | Method of cooling                                   | Water   |   |    |
| Flywheel assembly     | Steel stamping with welded on ring gear             |   |   |    |
| Hydraulic System      | Oil pressure pump                                   | Supplies hydraulic pressure from an engine driven gear type pump  |   |    |
|                       | Type  | Steel spool valve   |   |    |
|                       | Valves  | Manual  | Establishes range of transmission operation                             |    |
|                       |   | Pressure regulator  | Provides main line pressure   |    |
|                       |   | Shift (1-2)   | Controls oil pressure for transmission shift from 1-2 or 2-1            |    |
|                       |   | Shift (2-3)   | Controls oil pressure for transmission shift from 2-3 or 3-2            |    |
|                       | Modulator   | Regulates line pressure with modulator oil pressure which varies with torque to transmission                          |   |    |
|                       | Accumulator   | Provides greater flexibility in attaining desired shift quality for various engine requirements                       |   |    |
|                       | Pressure @ Idle (b)                                 | Drive   | 55  | 60 |
|                       |   | L2  | 80  | 87 |
| L1                    |   | 80  | 87  |    |
| Reverse               |   | 84  | 91  |    |
| Converter Assembly    | Pump (Drive member)                                 | Multivane type, sheet metal blade spot welded to steel pump housing that is an integral part of the converter housing |   |    |
|                       | Turbine (Driven member)                             | Steel axial flow blades assembled between inner & outer steel shells  |   |    |
|                       | Stator assembly                                     | Aluminum multivane type blades mounted on a one way (overrunning) roller clutch                                       |   |    |
|                       | Stall ratio   | 2.00  |   |    |
|                       | Stall speed (RPM)                                   | 2110  |   |    |
|                       | Diameter (nominal)                                  | 11.75   |   |    |
| Planetary Gear Set    | Reaction carrier assembly                           | 4 steel pinion gears  |   |    |
|                       | Output carrier assembly                             | 4 steel pinion gears  |   |    |
|                       | Intermediate band                                   | Circular steel with organic lining  |   |    |
|                       | Range   | 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  |    |
| Servo Unit            | Piston with release spring and inner cushion spring |   |   |    |
| Case                  | Material  | Aluminum  |   |    |
| Clutches              | Type  | Three, multiple disk  | Four, multiple disk   |    |
|                       | Material  | Drive plates  | Steel with bonded organic facings                                       |    |
|                       |   | Driven plates   | Flat steel  |    |
|                       | Forward clutch                                      | 4 each drive & driven plates  | 5 each drive & driven plates  |    |
|                       | Direct clutch                                       | 3 each drive & driven plates  | 4 each drive & driven plates  |    |
|                       | Intermediate clutch                                 |   | 3 each drive & driven plates  |    |
|                       | Low & Reverse clutch                                | 4 each drive & driven plates  | 5 each drive & driven plates  |    |
| Release spring        | Radial row steel coil                               |   |   |    |
| Torque Multiplication | Drive (maximum)                                     | 3.04:1 to 1.00  |   |    |
|                       | Low 2   | 5.04:1 to 1.52  |   |    |
|                       | Low 1   | 5.04:1 to 2.52  |   |    |
|                       | Reverse   | 5.04:1 to 1.93  |   |    |
| Governor              | Type  | Cross-axis centrifugal  |   |    |
|                       | Operation   | Regulates a pressure proportional to car speed which acts upon the (1-2) (2-3) shift and modulator valves             |   |    |
| Lubricant             | Type  | A suffix A  |   |    |
|                       | Capacity (pints)                                    | Dry   | 20  |    |
|                       |   | R&fill  | 8   |    |

(a) Floor mounted available as an option, quadrant changes to P-R-N-3-2-1.

(b) Conditions: 600 RPM input

# NOVA

## 1974 VEHICLES WITH STANDARD EQUIPMENT

Prices shown are effective with vehicles shipped on and after May 15, 1974

| Description                 | Model Number | Wheel-base | Dealer Invoice Amount* | Dealer Price | Factory D&H‡ | List Price | Mfr's Suggested Retail Price★ | Destination Charge & Group Number | Total |
|-----------------------------|--------------|------------|------------------------|--------------|--------------|------------|-------------------------------|-----------------------------------|-------|
| <b>◆ 6-Cylinder Engine</b>  |              |            |                        |              |              |            |                               |                                   |       |
| <b>Nova</b>                 |              |            |                        |              |              |            |                               |                                   |       |
| Hatchback Coupe—6-Passenger | 1XX17        | 111"       |                        |              |              |            | 2827.86                       | 9                                 |       |
| 2-Door Coupe—6-Passenger    | 1XX27        | 111"       |                        |              |              |            | 2676.70                       | 8                                 |       |
| 4-Door Sedan—6-Passenger    | 1XX69        | 111"       |                        |              |              |            | 2706.70                       | 9                                 |       |
| <b>Nova Custom</b>          |              |            |                        |              |              |            |                               |                                   |       |
| Hatchback Coupe—6-Passenger | 1XY17        | 111"       |                        |              |              |            | 3000.86                       | 9                                 |       |
| 2-Door Coupe—6-Passenger    | 1XY27        | 111"       |                        |              |              |            | 2850.70                       | 8                                 |       |
| 4-Door Sedan—6-Passenger    | 1XY69        | 111"       |                        |              |              |            | 2879.70                       | 9                                 |       |
| <b>◆ 8-Cylinder Engine</b>  |              |            |                        |              |              |            |                               |                                   |       |
| <b>Nova</b>                 |              |            |                        |              |              |            |                               |                                   |       |
| Hatchback Coupe—6-Passenger | 1XX17        | 111"       |                        |              |              |            | 2935.86                       | 9                                 |       |
| 2-Door Coupe—6-Passenger    | 1XX27        | 111"       |                        |              |              |            | 2784.70                       | 8                                 |       |
| 4-Door Sedan—6-Passenger    | 1XX69        | 111"       |                        |              |              |            | 2814.70                       | 9                                 |       |
| <b>Nova Custom</b>          |              |            |                        |              |              |            |                               |                                   |       |
| Hatchback Coupe—6-Passenger | 1XY17        | 111"       |                        |              |              |            | 3109.86                       | 9                                 |       |
| 2-Door Coupe—6-Passenger    | 1XY27        | 111"       |                        |              |              |            | 2958.70                       | 8                                 |       |
| 4-Door Sedan—6-Passenger    | 1XY69        | 111"       |                        |              |              |            | 2988.70                       | 9                                 |       |

★ Manufacturer's Suggested Retail Prices do not include applicable destination charges, state and local taxes, license fees, options or accessories  
 ◆ Refer to Dealer Order Guide for California Requirements.

## OPTIONS AND ACCESSORIES WHEN INSTALLED BY CHEVROLET

Prices shown are effective with vehicles shipped on and after May 15, 1974

| Description   | Option Number | Dealer Invoice Amount* | Dealer Price | Factory D&H‡ | List Price | Mfr's Suggested Retail Price◇ |
|---|---------------|------------------------|--------------|--------------|------------|-------------------------------|
| <b>REFER TO DEALER ORDER GUIDE FOR OPTION AVAILABILITY AND APPLICATION</b>  |               |                        |              |              |            |                               |
| <b>Air Conditioning:</b> <i>Four-Season.</i> Includes 55-amp generator and increased cooling  | C60           |                        |              |              |            | 421.00                        |
| <b>Axle, Positraction Rear</b>  | G80           |                        |              |              |            | 47.00                         |
| <b>Axle Ratio: Economy</b>  | G95           |                        |              |              |            | 12.00                         |
| <b>Battery, Heavy-Duty:</b> 15-plate, 80-amp-hr   | UA1           |                        |              |              |            | 15.00                         |
| <b>Belts, Color-Keyed Seat and Shoulder:</b> Includes color-keyed belts and plastic buckles. (Standard belts and plastic buckles are black).          |               |                        |              |              |            |                               |
| <i>REPLACING STANDARD NUMBER OF BELTS.</i>  |               |                        |              |              |            |                               |
| Coupe and Sedans with bench seat—6 seat and 2 front shoulder  | AK1           |                        |              |              |            | 16.25                         |
| Coupe with bucket seats—5 seat and 2 front shoulder   | AK1           |                        |              |              |            | 13.75                         |
| <b>Brakes, Power:</b>   |               |                        |              |              |            |                               |
| <i>With drum-type brakes</i>  | J50           |                        |              |              |            | 52.00                         |
| <i>With disc/drum brakes.</i> Included with F41 sport suspension and L48 350-4 /DE engine   | JL2           |                        |              |              |            | 76.00                         |
| <b>Bumper Equipment:</b>  |               |                        |              |              |            |                               |
| <i>Bumpers, Deluxe.</i> Front and rear. Standard on Nova Custom. Included with V32 bumper guards. Includes black resilient impact strips.             |               |                        |              |              |            |                               |
|   | VE5           |                        |              |              |            | 25.00                         |
| <i>Guards, Bumper, Rear.</i>  |               |                        |              |              |            |                               |
| Nova Custom   | V32           |                        |              |              |            | 17.00                         |
| Nova. Includes VE5 Deluxe Bumpers.  | V32           |                        |              |              |            | 42.00                         |
| <b>California Emission Certification:</b> Includes all testing, equipment and /or certification necessary for registration in the State of California |               |                        |              |              |            |                               |
|   | YF5           |                        |              |              |            | 21.00                         |
| <b>Clock, Electric:</b> Included with U17 special instrumentation   | U35           |                        |              |              |            | 17.00                         |
| <b>Console:</b> Included with U17 special instrumentation. Includes M11 floor-mounted shift lever.  | D55           |                        |              |              |            | 62.00                         |

\* 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 vehicles shipped on and after May 15, 1974

| Description   | Option Number | Dealer Invoice Amount* | Dealer Price | Factory D&H‡         | List Price | Mfr's Suggested Retail Price |
|---|---------------|------------------------|--------------|----------------------|------------|------------------------------|
| <b>REFER TO DEALER ORDER GUIDE FOR OPTION AVAILABILITY AND APPLICATION</b>  |               |                        |              |                      |            |                              |
| <b>Cooling Equipment:</b> Radiator, Heavy-Duty. Included with ZJ4 Trailer Towing Package.   | V01           |                        |              |                      |            | 15.00                        |
| <b>Defogger, Rear Window:</b> Forced-Air  | C50           |                        |              |                      |            | 36.00                        |
| <b>Engines:</b> (Refer to Dealer Order Guide for California Requirements)   |               |                        |              |                      |            |                              |
| Turbo-Thrift 250-1 /SE 6-Cylinder   | L22           |                        |              | NO ADDITIONAL CHARGE |            |                              |
| Turbo-Fire 350-2 /SE V8   | L65           |                        |              | NO ADDITIONAL CHARGE |            |                              |
| Turbo-Fire 350-4 /SE V8   | LM1           |                        |              |                      |            | 49.00                        |
| Turbo-Fire 350-4 /DE V8. Includes JL2 power disc brakes   | L48           |                        |              |                      |            | 156.00                       |
| <b>Exterior Decor Package:</b> Includes bright side window door frame and B84 body side moldings with black accents   |               |                        |              |                      |            |                              |
| Hatchback and 2-Door Coupes   | ZJ5           |                        |              |                      |            | 59.00                        |
| Sedans  | ZJ5           |                        |              |                      |            | 68.00                        |
| <b>Glass, Soft-Ray Tinted:</b> All Windows  | A01           |                        |              |                      |            | 45.00                        |
| <b>Horns, Dual</b>  | U05           |                        |              |                      |            | 4.00                         |
| <b>Instrumentation, Special:</b> Includes D55 console, U35 clock located in instrument panel plus tachometer, temperature, fuel, oil pressure and ammeter gauges located on floor console   |               |                        |              |                      |            |                              |
|   | U17           |                        |              |                      |            | 145.00                       |
| <b>Interior Decor /Quiet Sound Group:</b> Standard on Nova Custom. 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                        |
| <b>Lighting, Auxiliary:</b>   |               |                        |              |                      |            |                              |
| (A) Ashtray Light   |               |                        |              |                      |            |                              |
| (B) Courtesy Lights   |               |                        |              |                      |            |                              |
| (C) Glove Compartment Light   |               |                        |              |                      |            |                              |
| (D) Luggage Compartment Light   |               |                        |              |                      |            |                              |
| (E) Underhood Light   |               |                        |              |                      |            |                              |
| 2-Door Coupes and 4-Door Sedans without Z54 Interior Decor /Quiet Sound Group. Includes A, B, C, D & E  | ZJ9           |                        |              |                      |            | 18.50                        |
| Hatchback Coupe without Z54 Interior Decor /Quiet Sound Group. Includes A, B, C & E   | ZJ9           |                        |              |                      |            | 16.00                        |
| 2-Door Coupe and 4-Door Sedan with Z54 Interior Decor /Quiet Sound Group and Nova Custom 2-Door Coupe and 4-Door Sedan. Includes A, B, D & E  | ZJ9           |                        |              |                      |            | 16.00                        |
| Hatchback Coupe with Z54 Interior Decor /Quiet Sound Group and Custom Hatchback Coupe. Includes A, B & E  | ZJ9           |                        |              |                      |            | 13.50                        |
| <b>Mats, Color-Keyed Floor:</b> 2 front and 2 rear  | B37           |                        |              |                      |            | 14.00                        |
| <b>Mirrors:</b>   |               |                        |              |                      |            |                              |
| Rearview, LH Outside Remote-Control   | D33           |                        |              |                      |            | 14.00                        |
| Sport, LH remote-control and RH manual. Included with Z25 Nova SS and Z51 Spirit of America   | D35           |                        |              |                      |            | 27.00                        |
| <b>Moldings:</b>  |               |                        |              |                      |            |                              |
| Body Side. Included with ZJ5 Exterior Decor Package   | B84           |                        |              |                      |            | 38.00                        |
| Door Edge Guard   |               |                        |              |                      |            |                              |
| Coupes  | B93           |                        |              |                      |            | 7.00                         |
| Sedans  | B93           |                        |              |                      |            | 11.00                        |
| <b>Nova SS:</b> Includes black accented grille and window frames; black LH remote-control and RH manual sport mirrors; rally type wheels with special center caps and P06 trim rings. F40 special front and rear suspension; Nova SS decals on fender and deck lid plus SS emblems on grille and steering wheel. Also includes choice of striping on fender, hood and deck lid. |               |                        |              |                      |            |                              |
| Nova Custom   | Z26           |                        |              |                      |            | 107.50                       |
| Nova Coupe. Also includes bright taillight and grille trim plus carpet floor covering   | Z26           |                        |              |                      |            | 136.00                       |
| Nova Hatchback Coupe. Also includes bright taillight and grille trim plus carpet floor covering and load floor carpeting  | Z26           |                        |              |                      |            | 151.00                       |
| <b>Paints, Exterior:</b>  |               |                        |              |                      |            |                              |
| Solid   |               |                        |              | NO ADDITIONAL CHARGE |            |                              |
| Two-Tone. Includes bright metal outline moldings  |               |                        |              |                      |            | 31.00                        |

\* 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 vehicles shipped on and after May 15, 1974

| Description   | Option Number | Dealer Invoice Amount* | Dealer Price | Factory D&H <sup>§</sup> | List Price | Mfr's Suggested Retail Price <sup>Ⓞ</sup> |
|---|---------------|------------------------|--------------|--------------------------|------------|---|
| <b>REFER TO DEALER ORDER GUIDE FOR OPTION AVAILABILITY AND APPLICATION</b>  |               |                        |              |                          |            |   |
| <b>Radio Equipment:</b> Pushbutton.   |               |                        |              |                          |            |   |
| AM Radio .....  | U63           |                        |              |                          |            | 65.00                                     |
| AM /FM Radio .....  | U69           |                        |              |                          |            | 135.00                                    |
| AM /FM Stereo Radio .....   | U58           |                        |              |                          |            | 233.00                                    |
| Speaker, Rear Seat .....  | U80           |                        |              |                          |            | 17.00                                     |
| <b>Roof Cover, Vinyl:</b> Includes bright roof drip molding.  |               |                        |              |                          |            |   |
| Hatchback Coupe Touring Type. Included with Z51 Spirit of America .....   |               |                        |              |                          |            | 66.00                                     |
| 4-Door Sedan and 2-Door Coupe models .....  |               |                        |              |                          |            | 82.00                                     |
| <b>Shift Lever, Floor-Mounted:</b> Included with D55 console. Includes rubber boot on shift lever. ....   |               |                        |              |                          |            |   |
|   | M11           |                        |              |                          |            | 27.00                                     |
| <b>Spare Tire, Space Saver:</b> Standard on Hatchback Coupe   |               |                        |              |                          |            |   |
|   | N65           |                        |              |                          |            | 14.16                                     |
| <b>Spirit of America Package:</b> Custom Hatchback Coupe. Includes white exterior body color; black vinyl touring roof; white vinyl interior with strato-bucket seats and red accent carpeting; special striping on front fenders and doors, hood, roof, rear quarters and around tail lamps; black painted grille; Spirit of America decals on front fenders and deck lid; white rally wheels with P06 trim rings and red, white and blue insert on center hub; D35 sport mirrors (painted black) and QEE E78-14 /B white stripe tires. .... |               |                        |              |                          |            |   |
|   | Z51           |                        |              |                          |            | 355.00                                    |
| <b>Steering, Power:</b> Variable-Ratio .....  |               |                        |              |                          |            |   |
|   | N41           |                        |              |                          |            | 124.00                                    |
| <b>Steering Wheel:</b> Comfortilt .....   |               |                        |              |                          |            |   |
|   | N33           |                        |              |                          |            | 49.00                                     |
| <b>Suspension Equipment:</b>  |               |                        |              |                          |            |   |
| <i>Suspension, Special.</i> Front and Rear. Included with Z26 Nova SS. Includes special front and rear springs.   |               |                        |              |                          |            |   |
| 6-Cylinder .....  | F40           |                        |              |                          |            | 2.00                                      |
| 8-Cylinder. Also includes matching rear shock absorbers. ....   | F40           |                        |              |                          |            | 6.00                                      |
| <i>Suspension, Sport.</i> Includes rear stabilizer, special front stabilizer plus special front and rear shock absorbers.   |               |                        |              |                          |            |   |
| Without L48 350-4 /DE engine. Includes JL2 disc brakes.   |               |                        |              |                          |            |   |
| Without Z26 Nova SS .....   | F41           |                        |              |                          |            | 101.00                                    |
| With Z26 Nova SS .....  | F41           |                        |              |                          |            | 95.00                                     |
| With L48 350-4 /DE engine.  |               |                        |              |                          |            |   |
| Without Z26 Nova SS .....   | F41           |                        |              |                          |            | 30.00                                     |
| With Z26 Nova SS .....  | F41           |                        |              |                          |            | 24.00                                     |

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# NOVA

## OPTIONS AND ACCESSORIES WHEN INSTALLED BY CHEVROLET

Prices shown are effective with vehicles shipped on and after May 15, 1974

| Description   | Option Number | Dealer Invoice Amount* | Dealer Price                | Factory D&H <sup>§</sup>    | List Price | Mfr's Suggested Retail Price |
|---|---------------|------------------------|-----------------------------|-----------------------------|------------|------------------------------|
| <b>REFER TO DEALER ORDER GUIDE FOR OPTION AVAILABILITY AND APPLICATION</b>                                  |               |                        |                             |                             |            |                              |
| <b>Tires:</b>   |               |                        |                             |                             |            |                              |
| <i>E78-14 /B Original Equipment Blackwall (Standard)</i> . . . . .  |               |                        | <i>NO ADDITIONAL CHARGE</i> |                             |            |                              |
| <i>E78-14 /B Original Equipment White Stripe. Included with Z51 Spirit of America.</i>                      |               |                        |                             |                             |            |                              |
| 2-Door Coupe and Sedans without N65 space saver spare tire. . . . .   |               |                        |                             |                             |            |                              |
|   | QEE           |                        |                             |                             |            | 31.00                        |
| All models with N65 space saver spare tire . . . . .  |               |                        |                             |                             |            |                              |
|   | QEE           |                        |                             |                             |            | 24.80                        |
| <i>E78-14 /B Bias Belted Ply White Stripe.</i>  |               |                        |                             |                             |            |                              |
| Without Z51 Spirit of America.  |               |                        |                             |                             |            |                              |
| 2-Door Coupes and Sedans  |               |                        |                             |                             |            |                              |
| Without N65 space saver spare tire . . . . .  |               |                        |                             |                             |            |                              |
|   | QEH           |                        |                             |                             |            | 56.00                        |
| With N65 space saver spare tire . . . . .   |               |                        |                             |                             |            |                              |
|   | QEH           |                        |                             |                             |            | 44.80                        |
| Hatchback Coupes . . . . .  |               |                        |                             |                             |            |                              |
|   | QEH           |                        |                             |                             |            | 44.80                        |
| With Z51 Spirit of America . . . . .  |               |                        |                             |                             |            |                              |
|   | QEH           |                        |                             |                             |            | 20.00                        |
| <i>E70-14 /B Bias Belted Ply White Lettered. Includes 14" x 7" wheels.</i>                                  |               |                        |                             |                             |            |                              |
| Without Z51 Spirit of America   |               |                        |                             |                             |            |                              |
| 2-Door Coupes and Sedans  |               |                        |                             |                             |            |                              |
| Without N65 space saver spare tire. . . . .   |               |                        |                             |                             |            |                              |
|   | QEB           |                        |                             |                             |            | 86.85                        |
| With N65 space saver spare tire . . . . .   |               |                        |                             |                             |            |                              |
|   | QEB           |                        |                             |                             |            | 69.28                        |
| Hatchback Coupes . . . . .  |               |                        |                             |                             |            |                              |
|   | QEB           |                        |                             |                             |            | 69.28                        |
| With Z51 Spirit of America . . . . .  |               |                        |                             |                             |            |                              |
|   | QEB           |                        |                             |                             |            | 44.68                        |
| <i>FR78-14 /B Steel Belted Radial Ply White Stripe. Includes 14" x 7" wheels.</i>                           |               |                        |                             |                             |            |                              |
| Without Z51 Spirit of America   |               |                        |                             |                             |            |                              |
| 2-Door Coupes and Sedans  |               |                        |                             |                             |            |                              |
| Without N65 space saver spare tire. . . . .   |               |                        |                             |                             |            |                              |
|   | QDW           |                        |                             |                             |            | 167.15                       |
| With N65 space saver spare tire . . . . .   |               |                        |                             |                             |            |                              |
|   | QDW           |                        |                             |                             |            | 133.72                       |
| Hatchback Coupes . . . . .  |               |                        |                             |                             |            |                              |
|   | QDW           |                        |                             |                             |            | 133.72                       |
| With Z51 Spirit of America . . . . .  |               |                        |                             |                             |            |                              |
|   | QDW           |                        |                             |                             |            | 108.92                       |
| <b>Trailer Towing Package:</b> Includes V01 HD radiator and 3.42 rear axle ratio                            |               |                        |                             |                             |            |                              |
| Without C60 air conditioning. Also includes extra cooling radiator fan. . . . .                             |               |                        |                             |                             |            |                              |
|   | ZJ4           |                        |                             |                             |            | 41.00                        |
| With C60 air conditioning . . . . .   |               |                        |                             |                             |            |                              |
|   | ZJ4           |                        |                             |                             |            | 26.00                        |
| <b>Transmissions:</b>   |               |                        |                             |                             |            |                              |
| <i>3-Speed Manual (Standard)</i> . . . . .  |               |                        | M15                         | <i>NO ADDITIONAL CHARGE</i> |            |                              |
| <i>Turbo Hydra-matic</i> . . . . .  |               |                        | M40                         |                             |            | 225.00                       |
| <i>4-Speed Wide-Range</i> . . . . .   |               |                        | M20                         |                             |            | 219.00                       |
| <b>Trim, Interior:</b>  |               |                        |                             |                             |            |                              |
| <i>Cloth Bench Seat</i> . . . . .   |               |                        | <i>NO ADDITIONAL CHARGE</i> |                             |            |                              |
| <i>Vinyl Bench Seat</i> . . . . .   |               |                        |                             |                             |            | 13.00                        |
| <i>Strato-bucket Front Seats. Coupes. Included with Z51 Spirit of America</i> . . . . .                     |               |                        |                             |                             |            |                              |
|   |               |                        |                             |                             |            | 67.00                        |
| <b>Wheel Trim:</b>  |               |                        |                             |                             |            |                              |
| <i>Bright Metal Wheel Covers</i> . . . . .  |               |                        | P01                         |                             |            | 30.00                        |
| <i>Rally Wheels. Includes special wheels and center caps, bright lug nuts and P06 trim rings.</i> . . . . . |               |                        |                             |                             |            |                              |
|   | ZJ7           |                        |                             |                             |            | 46.00                        |
| <i>Trim Rings. Included with Z26 SS and Z51 Spirit of America</i> . . . . .                                 |               |                        | P06                         |                             |            | 32.50                        |

\* 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.



# 1974 MVMA Specifications Form Passenger Car

|  |                               |  |
|--|-------------------------------|--|
| Manufacturer<br><br><b>Chevrolet Motor Division<br/>General Motors Corporation</b>                       | Car Line<br><br><b>NOVA</b>   |  |
| Mailing Address<br><br><b>Chevrolet Engineering Center<br/>30003 Van Dyke<br/>Warren, Michigan 48090</b> | Model Year<br><br><b>1974</b> | Issued:<br><b>September 1973</b><br>Revised (●)<br><b>January 1974</b> |

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

Revised pages attached - 2, 4, 15, 18

# MVMA Specifications Form

## Passenger Car

### Table Of Contents

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|            |                                   |
|------------|-----------------------------------|
| 1          | Car Models                        |
| 2, 3       | Car and Body Dimensions           |
| 4          | Power Teams                       |
| 5—9        | Engine                            |
| 9          | Exhaust System                    |
| 10         | Fuel System                       |
| 11         | Cooling System                    |
| 12, 13     | Vehicle Emission Control          |
| 14—16      | Electrical                        |
| 17—19      | Drive Units                       |
| 20         | Tires and Wheels                  |
| 20, 21     | Brakes                            |
| 22         | Steering                          |
| 23         | Suspension — Front and Rear       |
| 24         | Frame                             |
| 24         | Body — Miscellaneous Information  |
| 25         | Convenience Equipment             |
| 25         | Lamp Height and Spacing           |
| 26         | Vehicle Weights                   |
| 27         | Optional Equipment Weights        |
| 29, 30, 31 | Car and Body Dimension Key Sheets |
| 32         | Index                             |

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#### NOTES

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

**MVMA Specifications Form  
Passenger Car**

Car Line NOVA  
 Model Year 1974 Issued 9-73 Revised (●) \_\_\_\_\_

**Car Models**

| Model Description      | Make Car Line Series Body Type<br>Mfg's Model Code) | Max. Number of Passengers<br>(Front/Rear) |             |
|------------------------|---|---|-------------|
|                        | <u>Model<br/>Number</u>                             | <u>Front</u>                              | <u>Rear</u> |
| <u>NOVA</u>            |   |   |             |
| 2-Door Hatchback Coupe | 1XX17   | 3   | 3           |
| 2-Door Coupe           | 1XX27   | 3   | 3           |
| 4-Door Sedan           | 1XX69   | 3   | 3           |
| <u>NOVA CUSTOM</u>     |   |   |             |
| 2-Door Hatchback Coupe | 1XY17   | 3   | 3           |
| 2-Door Coupe           | 1XY27   | 3   | 3           |
| 4-Door Sedan           | 1XY69   | 3   | 3           |

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

# MVMA Specifications Form

## Passenger Car

Car Line NOVA  
 Model Year 1974 Issued 9-73 Revised (●) 1/74

### Car and Body Dimensions See Pages 28-31 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.

| SAE Ref. No. | Body Type              |              |              |
|--------------|------------------------|--------------|--------------|
|              | 2-Door Hatchback Coupe | 2-Door Coupe | 4-Door Sedan |

### Width

|                            |      |       |       |
|----------------------------|------|-------|-------|
| Tread - Front              | W101 |       | 59.8  |
| Tread - 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 (a)              | L103 |      | 196.7 |
| Overhang - front (b)                | L104 |      | 33.8  |
| Overhang - rear (c)                 | L105 |      | 51.9  |
| Body upper structure length         | L123 | 99.7 | 97.8  |
| Body "O" line to C.L. of rear wheel | L127 |      | 93.0  |
| Body "O" line to w/s cowl point     | L130 |      | 10.0  |

### Height

|                                       |      |                       |      |
|---------------------------------------|------|-----------------------|------|
| Passenger Distribution (front & rear) | *    |                       | 2-3  |
| Trunk/Cargo load (lbs.)               | *    |                       | 200  |
| Overall height                        | H101 | 52.5                  | 53.9 |
| Cowl height                           | H114 |                       | 35.2 |
| Deck height                           | H138 |                       |      |
| Rocker panel - front                  | H112 | To ground             | 7.9  |
|                                       |      | From front wheel C.L. |      |
| Bottom of front door to ground        | H133 |                       | 11.2 |
| Rocker panel - rear                   | H111 | To ground             | 7.2  |
|                                       |      | From rear wheel C.L.  |      |
| Bottom of rear door to ground         | H135 | --                    | 10.3 |
| Windshield slope angle                | H122 |                       | 50.1 |

### Ground Clearance

|                                  |      |  |         |
|----------------------------------|------|--|---------|
| Bumper to ground - front         | H102 |  | 11.9    |
| Bumper to ground - rear          | H104 |  | 11.6    |
| Angle of approach                | H106 |  | 25° 41' |
| Angle of departure               | H107 |  | 17° 5'  |
| Ramp breakover angle             | H147 |  | 13° 10' |
| Rear axle differential to ground | H153 |  | 4.8     |
| Min. running clearance (Specify) | H156 |  | 4.8 (d) |

### Custom Models with Impact Strips - Coupes & Sedans

- (a) L 103 197.6
- (b) L 104 34.2
- (c) L 105 52.4

● (d) Rear axle to ground

\* All measurements are made at the stated passenger and trunk/cargo loadings

# MVMA Specifications Form

## Passenger Car

Car Line NOVA  
 Model Year 1974 Issued 9-73 Revised (•) \_\_\_\_\_

### Car And Body Dimensions See Pages 29 - 31 for SAE Dimension Definitions

| SAE Ref. No. | Body Type              |              |              |
|--------------|------------------------|--------------|--------------|
|              | 2-Door Hatchback Coupe | 2-Door Coupe | 4-Door Sedan |

#### Front Compartment

|                                  |     |      |      |
|----------------------------------|-----|------|------|
| H Point to body "O" line         | L31 | 42.6 |      |
| Effective head room              | H61 | 38.0 | 39.3 |
| Max. eff. leg room - accelerator | L34 | 41.7 |      |
| H Point to Heel point            | H30 | 7.8  |      |
| H Point travel                   | L17 | 4.7  |      |
| Shoulder room                    | W3  | 55.6 | 56.6 |
| Hip room                         | W5  | 55.2 | 55.9 |
| Upper body opening to ground     | H50 | 47.1 | 48.2 |

#### Rear Compartment

|                              |     |      |      |
|------------------------------|-----|------|------|
| H Point couple distance      | L50 | 30.8 | 32.7 |
| Effective head room          | H63 | 36.9 | 37.3 |
| Min. effective leg room      | L51 | 33.4 | 35.3 |
| H Point to Heel point        | H31 | 10.7 | 11.8 |
| Min. knee room               | L48 | -0.7 | 0.4  |
| Rear Compartment room        | L3  | 24.0 | 26.0 |
| Shoulder room                | W4  | 55.3 | 56.2 |
| Hip room                     | W6  | 55.0 | 54.9 |
| Upper body opening to ground | H51 | ---  | 48.4 |

#### Luggage Compartment

|                                       |      |  |      |      |
|---------------------------------------|------|--|------|------|
| Usable luggage capacity (cu. ft.) (a) | V1   | 14.6 (b)   | 14.6 | 13.8 |
| Liftover height                       | H195 | 27.4   |      |      |
| Position of spare tire storage        |      | Horizontal - Center forward area of trunk floor. (c) |      |      |
| Method of opening lid                 |      | Torsion rods (d)                                     |      |      |

#### Station Wagon — Third Seat

|                       |     |  |
|-----------------------|-----|--|
| Shoulder Room         | W85 |  |
| Hip room              | W86 |  |
| Effective leg room    | L86 |  |
| Effective head room   | H86 |  |
| Seat facing direction |     |  |

#### Station Wagon — Cargo Space

|   |      |  |
|---|------|--|
| Cargo length at floor - front seat  | L202 |  |
| Cargo length at belt - front seat   | L204 |  |
| Cargo width - Wheelhouse  | W201 |  |
| Opening width at belt   | W204 |  |
| Maximum cargo height  | H201 |  |
| Rear opening height   | H202 |  |
| Cargo Volume Index (cu. ft.)<br>$\frac{W4 \times L204 \times H201}{1728}$ | V2   |  |

(a) Corporation "H" (Shoe Box) Method of measurement is used.

(b) With rear seat up, 27.3 rear seat folded.

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

(d) Hatchback coupe, compression spring type telescoping mechanism

# MVMA Specifications Form

## Passenger Car

Car Line NOVA  
 Model Year 1974 Issued 9-73 Revised (●) 1/74

### Power Teams (Indicate whether standard or optional)

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

| SERIES AVAILABILITY                                 | ENGINE                    |            |              |               |        | TRANSMISSION               | AXLE RATIO ** |      |
|---|---------------------------|------------|--------------|---------------|--------|----------------------------|---------------|------|
|   | Displ. cu. in.            | Carb.      | Compr. Ratio | SAE Net @ RPM |        |                            | A             | B    |
|   |                           |            |              | BHP           | Torque |                            |               |      |
| All Models (Standard) (all states)                  | Turbo-Thrift 250 L6 (L22) | One; 1-bbl | 8.25:1       | 100           | 175    | 3-Spd. Manual (2.85:1 low) | 3.08          | --   |
|   |                           |            |              | @ 3600        | @ 1800 | 3-Spd. automatic*          |               |      |
| All Models (Optional) (not available in California) | Turbo Fire 350 V8 (L65)   | One; 2-bbl | 8.5:1        | 145           | 250    | 3-Spd. Manual (2.85:1 low) | 3.08          |      |
|   |                           |            |              | @ 3800        | @ 2200 | 3-Spd. automatic*          | 2.73          | 3.42 |
| All Models (Optional) (California only)             | Turbo Fire 350 V8 (LM1)   | One; 4-bbl | 8.5:1        | 160           | 250    | 3-Spd. Manual (2.85:1 low) | 3.08          |      |
|   |                           |            |              | @ 3800        | @ 2400 | 3-Spd. automatic*          | 2.73          | 3.42 |
| All Models (Optional) (all states)                  | Turbo Fire 350 V8 (L48)   | One; 4-bbl | 8.5:1        | 185           | 270    | 4-Spd. Manual (2.54:1 low) | 3.42          |      |
|   |                           |            |              | @ 4000        | @ 2600 | 3-Spd. automatic*          | 3.08          | 3.42 |

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

# MVMA Specifications Form

## Passenger Car

Car Line NOVA  
 Model Year 1974 Issued 9-73 Revised (●) \_\_\_\_\_

### Engine Displacement

|                    |     |                    |     |
|--------------------|-----|--------------------|-----|
| L6-250 C.I.<br>L22 | L65 | V8-350 C.I.<br>LM1 | L48 |
|--------------------|-----|--------------------|-----|

### Engine — General

|   |                       |                                       |
|---|-----------------------|---------------------------------------|
| Type, no. cycls., valve arr.                    | In-line 6 OHV         | 90° V8 OHV                            |
| Bore and stroke (nominal)                       | 3.875 x 3.53          | 4.00 x 3.48                           |
| Piston displacement, cu. in.                    | 250                   | 350                                   |
| Bore spacing (C/L to C/L)                       | 4.40                  |                                       |
| No. system (front to rear)                      | L. Bank               | 1-2-3-4-5-6                           |
|   | R. Bank               | In-line                               |
| Firing Order                                    | 1-5-3-6-2-4           | 1-3-5-7<br>2-4-6-8<br>1-8-4-3-6-5-7-2 |
| Cylinder Head Material                          | Cast iron alloy       |                                       |
| Cylinder Block Material                         | Cast iron alloy       |                                       |
| Cyl. Sleeve-Wet. dry, none                      | None                  |                                       |
| Number of mtg. points                           | Front                 | Two                                   |
|   | Rear                  | One                                   |
| Engine installation angle                       | 3° 55'                |                                       |
| Taxable horsepower                              | 36.0                  | 51.2                                  |
| Recommended fuel regular — premium              | Unleaded, or Low Lead |                                       |
| Cylinder Head Volume (cc)                       | 72.75                 | 75.47                                 |
| Head Gasket Thickness (Compressed)              | .032                  | .021                                  |
| Head Gasket Volume (cc)                         | 6.86                  | 4.58                                  |
| Deck Clearance (nominal) (above or below block) | .008 (below)          | .025 (below)                          |
| Minimum Combustion Chamber Volume (cc)          | 71.71                 | 74.47                                 |

### Engine — Pistons

|                          |                          |             |
|--------------------------|--------------------------|-------------|
| Material                 | Cast aluminum alloy      |             |
| Description and finish   | Sump head; slipper skirt |             |
| Weight (piston only) oz. | 28.80                    | 21.23       |
| Clearance (limits)       | Top land                 | .0245-.0335 |
|                          | Skirt                    | Top         |
|                          |                          | Bottom      |
| Ring groove diameter     | No. 1 ring               | 3.434-3.444 |
|                          | No. 2 ring               | 3.434-3.444 |
|                          | No. 3 ring               | 3.446-3.456 |

- (a) Measured 2.44 from top of piston
- (b) Measured 1.56 from top of piston

**MVMA Specifications Form  
Passenger Car**

Car Line NOVA  
Model Year 1974 Issued 9-73 Revised (•) \_\_\_\_\_

**Engine Displacement**

|                    |  |     |                    |     |
|--------------------|--|-----|--------------------|-----|
| L6-250 C.I.<br>L22 |  | L65 | V8-350 C.I.<br>LM1 | L48 |
|--------------------|--|-----|--------------------|-----|

**Engine - Piston Rings**

|                          |  |  |
|--------------------------|--|--|
| Function (top to bottom) | No. 1 oil or comp.                       | Compression  |
|                          | No. 2 oil or comp.                       | Compression  |
|                          | No. 3 oil or comp.                       | Oil  |
| Compression              | Description -<br>material, coating, etc. | Cast alloy iron, barrel face (a)   |
|                          | Upper<br>lower                           | Cast alloy iron inside bevel, tapered faced (b)  |
|                          | Width                                    | Upper .0775-.0780; Lower .0770-.0780 (L6-250) .0770-.0775 (V8-350)                                     |
|                          | Gap                                      | Upper .010-.020; Lower .010-.020 (L6-250) .013-.025 (V8-350)   |
| Expanders                | Description -<br>material, coating, etc. | Multi-piece (2 rails and 1 spacer expander)<br>Rails-steel, chrome plated OD; Expander-stainless steel |
|                          | Width (assembled)                        | .1870-.1890      .1850-.1870   |
|                          | Gap                                      | .015-.055  |
|                          |  | In oil ring assembly   |

**Engine - Piston Pins**

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

**Engine - Connecting Rods**

|                           |                    |                         |
|---------------------------|--------------------|-------------------------|
| Material                  | Drop forged steel  |                         |
| Weight (oz)               | 14.24              | 20.80                   |
| Length (center to center) | 5.695-5.705        |                         |
| Bearing                   | Material & Type    | (c) Premium aluminum    |
|                           | Overall length     | .807 .797               |
|                           | Clearance (limits) | .0007-.0027 .0013-.0025 |
|                           | End Play           | .007-.016 .006-.014     |

- (a) L6-250-Wear resistant coating molybdenum inlay, grahite impregnated
- V8-350-Chrome plated
- (b) Wear resistant coating
- (c) Copper lead alloy (sintered) steel backed



# MVMA Specifications Form

## Passenger Car

Car Line **NOVA**  
 Model Year **1974** Issued **9-73** Revised (●) \_\_\_\_\_

### Engine Displacement

|                    |     |                    |     |
|--------------------|-----|--------------------|-----|
| L6-250 C.I.<br>L22 | L65 | V8-350 C.I.<br>LM1 | L48 |
|--------------------|-----|--------------------|-----|

### Engine—Crankshaft

|                                   |  |  |                 |                |
|-----------------------------------|--|--|-----------------|----------------|
| Material                          |  | Cast nodular iron  |                 |                |
| Vibration damper type             |  | Rubber mounted inertia   |                 |                |
| End thrust taken by bearing (No.) |  | 7  | 5               |                |
| Crankshaft end play               |  | .002-.006  | .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 bolts/7 caps  | 10 bolts/5 caps |                |
| 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

# MVMA Specifications Form

## Passenger Car

Car Line NOVA  
 Model Year 1974 Issued 9-73 Revised (•) \_\_\_\_\_

### Engine Displacement

|              |     |             |     |     |
|--------------|-----|-------------|-----|-----|
| L6-250 C. I. |     | V8-350 C.I. |     |     |
| 'A'          | 'B' | L65         | LM1 | L48 |

### Engine—Valve System

|   |                              |  |                                   |             |                |        |
|---|------------------------------|--|-----------------------------------|-------------|----------------|--------|
| Hydraulic lifters (Std. opt. I, A)                |                              | Standard                               |                                   |             |                |        |
| Valve rotator (Std. opt. I, A)                    |                              | Standard                               |                                   |             |                |        |
| Intake/exhaust                                    |                              | Exhaust                                |                                   |             |                |        |
| Rocking ratio                                     |                              | 1.50:1                                 |                                   |             |                |        |
| Operating tappet clearance (indicate hot or cold) |                              | Zero                                   |                                   |             |                |        |
| Intake  |                              | Zero                                   |                                   |             |                |        |
| Exhaust   |                              | Zero                                   |                                   |             |                |        |
| Timing (based on top of same points)              | Intake                       | Opens (°BTC)                           | 16°                               | 16°         | 28°            | (44°)  |
|   |                              | Closes (°ABC)                          | 48°                               | 48°         | 72°            | (96°)  |
|   |                              | Duration (deg.)                        | 244°                              | 244°        | 280°           | (320°) |
|   | Exhaust                      | Opens (°BBC)                           | 64°                               | 46°30'      | 78°            | (88°)  |
|   |                              | Closes (°ATC)                          | 50°                               | 17°30'      | 30°            | (66°)  |
|   |                              | Duration (deg.)                        | 294°                              | 244°        | 288°           | (334°) |
| Valve open overlap (deg.)                         |                              | 66°                                    | 33°30'                            | 58°         | (110°)         |        |
| Material  |                              | Alloy steel, aluminized face on L6-250 |                                   |             |                |        |
| 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                          |                                   |             |                |        |
| Intake  | Lift (@ zero lash)           |  | .3880                             | .3880       | .3900 (.4006)  |        |
|   | 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  |        |
|   | 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                          |                                   |             |                |        |
| Exhaust   | Lift (@ zero lash)           |  | .4051                             | .3880       | .4100 (.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  |        |

NOTE: Data bracketed ( ) pertains to engines used in California

'A' Data pertaining to engines with manual transmission - all states and with automatic transmission in California only.

'B' Data pertaining to engines with automatic trans. all states except California.

# MVMA Specifications Form Passenger Car

Car Line NOVA  
 Model Year 1974 Issued 9-73 Revised (●)     

### Engine Displacement

|                    |     |                    |     |
|--------------------|-----|--------------------|-----|
| L6-250 C.I.<br>L22 | L65 | V8-350 C.I.<br>LM1 | 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)                      | 36-41 @ 2000 RPM   | 32-40 @ 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 oil case, less filter-refill (qt.)              | 4  |                  |   |  |
| Oil grade recommended (SAE viscosity and temperature range) | 20°F and above - 20w-20, 10w-40, 20w-40, 20w-50, 10w-30<br>0° to 60°F 10w, 5w-30, 10w-30, 10w-40<br>Below 20°F -5w-20, 5w-30 |                  |   |  |
| Engine service reqmt. (SD, SE, etc.)                        | SE   |                  |   |  |

### Engine — Exhaust system

| Type (single, single with cross-over, dual, other)                   |        | Single            | Single with cross over | Dual                          |
|--|--------|-------------------|------------------------|-------------------------------|
| 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 .065       | 2.00 x .082 (a)        | 2.25 x .082 (a)               |
| Tail pipe dia. (O.D. & wall thickness)                               |        | 2.00 x .069       | 2.25 x .061            | 2.00 x .069                   |

(a) Laminated

# MVMA Specifications Form Passenger Car

Car Line NOVA  
 Model Year 1974 Issued 9-73 Revised (•) \_\_\_\_\_

### Engine Displacement

|                    |  |     |                    |     |
|--------------------|--|-----|--------------------|-----|
| L6-250 C.I.<br>L22 |  | L65 | V8-350 C.I.<br>LM1 | L48 |
|--------------------|--|-----|--------------------|-----|

### Engine -- Fuel System

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

|   |                                     |  |   |     |  |
|---|-------------------------------------|--|---|-----|--|
| Injection type: Carburetor, fuel injection, supercharger: |                                     | Carburetor                                   |   |     |  |
| Fuel Pump   | Ref. capacity (U.S. gals.)          | 21 approximately                             |   |     |  |
|   | Filter location                     | Behind hinged rear license plate             |   |     |  |
| Fuel Pump   | Type (elec. or mech.)               | Mechanical                                   |   |     |  |
|   | Locations                           | Lower right front of engine                  |   |     |  |
|   | Pressure range (a)                  | 4.00-5.00                                    | 7.50-9.00   |     |  |
| Vacuum booster (std., optional, none)                     |                                     | None   |   |     |  |
| Fuel Filter   | Type                                | Fine mesh plastic strainer in gas tank       |   |     |  |
|   | Locations                           | and paper filter element in carburetor inlet |   |     |  |
| Choke type  |                                     | Automatic                                    |   |     |  |
| Intake manifold heat control: exhaust or water            |                                     | Exhaust                                      |   |     |  |
| Carburetor  | Wet cleaner type                    | Standard                                     | Thermostatically controlled; oil wetted paper element |     |  |
|   |                                     | Optional                                     | --  |     |  |
|   | Idle speed (spec. neutral or drive) | Manual                                       | 850   | 900 |  |
|   |                                     | Automatic                                    | 600   | 600 |  |
| Idle A/F mix  |                                     | Not specified                                |   |     |  |

### Carburetor Supplementary Information

| Model Usage | Engine Displ. | Transmission | Carburetors |                      | No. Used and Type | Barrel Size             |
|-------------|---------------|--------------|-------------|----------------------|-------------------|-------------------------|
|             |               |              | Make        | Model                |                   |                         |
| ALL MODELS  | 250<br>L22    | Manual       | Rochester   | 7044017              | One;<br>1-bbl     | 1.69                    |
|             |               | Automatic    |             | 7044014<br>(7044314) |                   |                         |
|             | 350<br>L65    | Manual       | Rochester   | 7044115              | One;<br>2-bbl     | 1.69                    |
|             |               | Automatic    |             | 7044116              |                   |                         |
|             | 350<br>LM1    | Manual       | Rochester   | (7044507)            | One;<br>4-bbl     | 1.38 Prim.<br>2.25 Sec. |
|             |               | Automatic    |             | (7044506)            |                   |                         |
|             | 350<br>L48    | Manual       | Rochester   | 7044207<br>(7044507) | One;<br>4-bbl     | 1.38 Prim.<br>2.25 Sec. |
|             |               | Automatic    |             | 7044206<br>(7044506) |                   |                         |

NOTE: Data bracketed ( ) pertains to engine application specific to California.

(a) 1800 RPM at pump outlet

# MVMA Specifications Form Passenger Car

Car Line NOVA  
 Model Year 1974 Issued 9-73 Revised (•) \_\_\_\_\_

| Engine Displacement |     |                    |     |
|---------------------|-----|--------------------|-----|
| L6-250 C.I.<br>L22  | L65 | V8-350 C.I.<br>LM1 | L48 |

## Engine — Cooling System

|  |                              |  |                     |
|--|------------------------------|--|---------------------|
| Type system (pressure, pressure vented, atmospheric, other)              |                              | Pressure-vented thru coolant recovery system |                     |
| Radiator cap relief valve pressure                                       |                              | 15 PSI                                       |                     |
| Circulation thermostat   | Type (choke, bypass)         | Choke  |                     |
|  | Starts to open at (°F)       | 192°-198°                                    |                     |
| Water pump   | Type (centrifugal, other)    | Centrifugal                                  |                     |
|  | GPM <u>2000</u> pump rpm     | 21.0   | 22.7                |
|  | 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 (cross-flow, vertical, cellular, tube and fin, other) |                              | Cross flow; tube and center                  |                     |
| Cooling system capacity  | With heater (qt.)            | 14   | 18                  |
|  | Without heater (qt.)         | --   | --                  |
|  | Opt. equipment-specify (qt.) | 14   | 18                  |
| Water jackets full length of cyl. (yes, no)                              |                              | Yes  |                     |
| Water all around cylinder (yes, no)                                      |                              | Yes  |                     |
| Radiator hose  | Lower                        | Number and type (molded, straight)           | One, molded         |
|  |                              | Inside diameter                              | 1.75                |
|  | Upper                        | Number and type (molded, straight)           | One, molded         |
|  |                              | Inside diameter                              | 1.50                |
|  | By-pass                      | Number and type (molded, straight)           | None                |
|  |                              | Inside diameter                              | None                |
| Fan  | Number of blades & spacing   |  | 4-blade 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  | D      G D*         |
|  | Generator or alternator      | A  | D      G D*         |
|  | Water Pump                   | A  | D      G D*         |
|  | Power Steering               | B  | E      E E          |
|  | Air Conditioning             | -  | F      F F          |
|  | Air Injection                | C (*)  | D      D*           |

(\* ) Used with engine/mn'l trans. -all states, and engine/auto.trans. -California

| *Drive Belt Dimensions | A       | B     | C     | D     | E     | F     | G     | H | I | J | K |
|------------------------|---------|-------|-------|-------|-------|-------|-------|---|---|---|---|
| Angle of V             | 34°-38° |       |       |       |       |       |       |   |   |   |   |
| Nominal length (SAE)   | 38.00   | 48.50 | 37.50 | 48.00 | 36.00 | 55.00 | 44.50 |   |   |   |   |
| Width                  | .380    |       |       |       |       |       |       |   |   |   |   |

**MVMA Specifications Form**  
**Passenger Car**

Car Line NOVA  
Model Year 1974 Issued 9-73 Revised (●) \_\_\_\_\_

**Engine Displacement**

|  |                                   |   |
|--|-----------------------------------|---|
| L6-250 mm <sup>l</sup> trns<br>V8 350 L48 mm <sup>l</sup> trns<br>V8-350 L65 | L6-250 & V8 350 LM1<br>V8-350 L48 | L6-250 auto trans.<br>V8-350 L48 auto trns.<br>All States |
| All States<br>except California  | California only                   | except California   |

**Vehicle Emission Control**

|   |  |  |                     |
|---|--|--|---------------------|
| Type (Air injection, engine modifications, other) |  | Air Injection  | Engine modification |
| Air Injection Pump                                | Type   | Semi-articulated vane type   |                     |
|   | Displacement   | 19.3 cubic inch  |                     |
|   | Drive ratio  | 1.15:1   |                     |
|   | Drive type   | Crankshaft pulley  |                     |
|   | Relief valve (type)  | Diverter valve   |                     |
|   | Filter (describe)  | Centrifugal air cleaner  |                     |
| Air Injection System                              | Air distribution (head, manifold, etc.)                          | Manifold   |                     |
|   | Point of entry   | Head (L6); Exhaust ports (V8)  |                     |
|   | Injection tube i.d.  | .2700  |                     |
|   | Check valve type   | Pressure plate type  |                     |
| Backfire protection (type)                        | Diverter valve   |  |                     |
| Exhaust Emission Control                          | Type (controlled flow, open orifice, other)                      | Controlled flow  |                     |
|   | Valve type   | Vacuum modulated shut off and metering valve   |                     |
|   | Valve location   | L6-250 left front & V8-350 right rear of inlet manifold                                      |                     |
|   | Control energy source  | Carburetor vacuum  |                     |
|   | Exhaust source   | Manifold heat passage L6, Manifold exhaust crossover   |                     |
|   | Exhaust cooler type  |  |                     |
|   | Orifice no. and size   | One; .030  |                     |
| Other   | Point of exhaust injection (spacer, carburetor, manifold, other) | Inlet Manifold   |                     |
|   | Carburetor   | Thermostatically controlled air cleaner  |                     |
|   | Heated Air   | regulates and mixes heated air with incoming cold air to reduce hydrocarbon emission         |                     |
|   | Transmission   | Regulates vacuum to distributor vacuum advance   |                     |
|   | Controlled Spark (with manual transmission)                      | to reduce hydrocarbon and oxides of nitrogen emissions in low and intermediate speed ranges. |                     |
|   |  |  |                     |
|   |  |  |                     |
| Crankcase Emission Control                        | Type (ventilates to atmos., induction system, other)             | Induction System   |                     |
|   | Standard   |  |                     |
|   | Optional   | --   |                     |
|   | Make and model   | AC Spark Plug - 6487935 (L6); 6487778 (V8)   |                     |
|   | Location   | Rocker couch 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   |                     |

**MVMA Specifications Form  
Passenger Car**

Car Line NOVA  
 Model Year 1974 Issued 9-73 Revised (●) \_\_\_\_\_

| Engine Displacement  |  |   |
|--|--|---|
| L6-250 mn <sup>1</sup> trans<br>V8-350 L48 mn <sup>1</sup> trans<br>V8-350 L65<br>All States | L6-250 & V8 350 LM1<br>V8-350 L48<br>California only | L6-250 auto trans<br>V8-350 L48 auto trans<br>All States<br>except California |

**Vehicle Emission Control (Continued)** except Cal.

|                                    |                  |   |   |
|------------------------------------|------------------|---|---|
| Evaporative<br>Emission<br>Control | Fuel<br>Tank     | Thermal expansion<br>volume (cu. ft.)                 | Approximately 10% of refill capacity  |
|                                    |                  | Pressure relief<br>location (lbs.)                    | 1.1 PSI   |
|                                    |                  | Vacuum relief<br>location (lbs.)                      | .7 PSI  |
|                                    |                  | Vapor-liquid<br>separator type                        | Integral with fuel tank   |
|                                    |                  | Vapor vented to<br>(crankcase,<br>cannister, other)   | Canister<br>---   |
|                                    | Carbu-<br>retor  | Vapor vented to<br>(crankcase,<br>cannister, other)   | Internally vented<br>---  |
|                                    |                  |   |   |
|                                    | Vapor<br>Storage | Storage provision<br>(crankcase,<br>cannister, other) | Canister<br>---   |
|                                    |                  | Volume (cu. ft.) or<br>capacity (grams)               | Approximately 50 grams storage capacity   |
|                                    |                  | Control valve<br>type                                 | L6- <u>Staged purge valve controlled by throttle position</u><br>V8- <u>Controlled by orifices and carburetor throttle body and thr<br/>blade position.</u> |

# MVMA Specifications Form

## Passenger Car

Car Line NOVA  
 Model Year 1974 issued 9-73 Revised (●) \_\_\_\_\_

### Engine Displacement

|                    |                                |
|--------------------|--------------------------------|
| L6-250 C.I.<br>L22 | V8-350 C.I.<br>L65   LM1   L48 |
|--------------------|--------------------------------|

### Electrical — Supply System

|                               |                                 |  |                      |  |
|-------------------------------|---------------------------------|--|----------------------|--|
| Battery                       | Make and model                  | Delco Remy 1980199                           | Delco-Remy 1980200   |  |
|                               | Voltage Rtn. & 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<br>or<br>Alternator | Make                            | Delco-Remy                                   |                      |  |
|                               | Model                           | 1100497                                      | 1100934              |  |
|                               | Type and rating                 | Diode rectified - 37 amps                    |                      |  |
|                               | Output at engine idle (neutral) | 12-20 amps                                   |                      |  |
|                               | Ratio—Gen. to Crs. rev.         | 2.73:1                                       |                      |  |
| Regulator                     | Make                            | Delco-Remy                                   |                      |  |
|                               | Model                           | ---  |                      |  |
|                               | Type                            | Micro circuit unit; integral with alternator |                      |  |
|                               | Output relay                    | Closing voltage @ generator rpm              | None                 |  |
|                               |                                 | Reverse current to open                      | None                 |  |
|                               | Regulated                       | Voltage                                      | 13.8-14.8 @ 85°F     |  |
|                               |                                 | Current                                      | --                   |  |
|                               | Voltage test conditions         | Temperature                                  | Operating            |  |
|                               |                                 | Load   | 3-8 amperes          |  |
|                               |                                 | Other  | None                 |  |

### Electrical — Starting System

|                |                             |                         |             |         |
|----------------|-----------------------------|-------------------------|-------------|---------|
| Starting Motor | Make                        | Delco-Remy              |             |         |
|                | Model                       | 1108365                 | 1108418     | 1108430 |
|                | Rotation (drive end view)   | Clockwise               |             |         |
| Motor Drive    | Engagement type             | Positive shift solenoid |             |         |
|                | Pinion meshes (front. rear) | Rear                    |             |         |
|                | Number of teeth             | Pinion                  | 9           |         |
|                |                             | Flywheel                | Manua.      | 153     |
|                | Auto.                       |                         | 153         |         |
|                | Flywheel tooth face width   | Manua.                  | .4010-.4130 |         |
| Auto.          |                             | .4010-.4130             |             |         |



# MVMA Specifications Form

## Passenger Car

Car Line NOVA  
 Model Year 1974 issued 9-73 Revised (●) 1/74

### Engine Displacement

|                    |     |                    |     |
|--------------------|-----|--------------------|-----|
| L6-250 C.I.<br>L22 | L65 | V8-350 C.I.<br>LM1 | 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     | 1112844     | (1112543)   | 1112093<br>(1112543)         |
|                         | Automatic | 1110499     | 1112844     | 1112093     | 1112093                      |
| Timing                  | Manual    | 8°BTC @ 950 | 0°BTC @ 900 | 4°BTC @ 900 | 8°BTC @ 900<br>(4°BTC @ 900) |
|                         | Automatic | 6°BTC @ 600 | 8°BTC @ 600 | 8°BTC @ 600 | 8°BTC @ 600                  |

NOTE: Data bracketed ( ) pertains to engines used in California.

| Distributor Model | CENTRIFUGAL ADVANCE<br>Crankshaft Degrees at Engine RPM |              |                | VACUUM ADVANCE<br>Crankshaft Deg. at In. of Mercury |                |
|-------------------|---|--------------|----------------|---|----------------|
|                   | Start   | Intermediate | Maximum        | Start   | Maximum        |
|                   | 1110499   | 0°@950-1280  | 12.5-16.5@2400 | 22-26 @ 4100  | 0° @ 6-8       |
| 1112093           | 0°@900-1300   | 9-13 @ 2400  | 16-20 @ 4200   | 0° @ 5-7  | 13.5-16.5@13.5 |
| 1112543           | 0°@800-1200   | 13-15 @ 2400 | 20-24 @ 4200   | 0° @ 5-7  | 13.5-16.5@13.5 |
| 1112844           | 0°@675-1300   | ---          | 18-22 @ 4200   | 0° @ 2-4  | 12.5-15.5@8.0  |

# MVMA Specifications Form

## Passenger Car

Car Line NOVA  
 Model Year 1974 issued 9-73 Revised (●) \_\_\_\_\_

### Engine Displacement

|                    |     |                    |     |
|--------------------|-----|--------------------|-----|
| L6-250 C.I.<br>L22 | L65 | V8-350 C.I.<br>LM1 | 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                             | ACR46T   ACR44T  |     |
|            | 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 @ 12.5V (low note)   |
| Other                         |                                 | Restraint system warning light and buzzer<br>Brake failure warning light and parking brake light |

# MVMA Specifications Form

## Passenger Car

Car Line NOVA  
 Model Year 1974 Issued 9-73 Revised (●) \_\_\_\_\_

### Engine Displacement

|                    |  |                                |  |  |
|--------------------|--|--------------------------------|--|--|
| L6-250 C.I.<br>L22 |  | V8-350 C.I.<br>L65   LM1   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.)     | 1650-1900                           | 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 | NA       |
| Manual 4-speed (std. opt. N.A.) | NA       | Standard |
| Automatic (std. opt. N.A.)      | Optional |          |

### Drive Units — Manual Trans.

|                                    |   |                                     |        |
|------------------------------------|---|-------------------------------------|--------|
| Number of forward speeds           | Three                                   | Four                                |        |
| Transmission ratios                | In first                                | 2.85                                | 2.54   |
|                                    | In second                               | 1.68                                | 1.80   |
|                                    | In third                                | 1.00                                | 1.44   |
|                                    | In fourth                               | --                                  | 1.00   |
|                                    | In reverse                              | 2.95                                | 2.54   |
| Synchronous meshing, specify gears | All forward gears                       |                                     |        |
| Shift lever location               | Steering column or optional floor mount | Floor mounted                       |        |
| Lubricant                          | Capacity (qt.)                          | 3                                   |        |
|                                    | Type recommended                        | Meeting Military Specs. MIL-L-2105B |        |
|                                    | SAE viscosity number                    | Summer                              | SAE 80 |
|                                    |   | Winter                              | SAE 80 |
| Extreme cold                       |   | SAE 80                              |        |

# MVMA Specifications Form Passenger Car

Car Line NOVA  
Model Year 1974 Issued 9-73 Revised (●) 1/74

### Engine Displacement

|             |                          |     |
|-------------|--------------------------|-----|
| L6-250 C.I. | V8-350 C.I.<br>LM1 & L65 | L48 |
|-------------|--------------------------|-----|

## Drive Units—Automatic Transmission

|                                     |   |                |    |
|-------------------------------------|---|----------------|----|
| Trade name                          | Turbo Hydra-matic   |                |    |
| Type (describe)                     | 3-speed torque converter  |                |    |
| Selector location                   | Steering column; floor mounted when used with floor console with bucket seats |                |    |
| Gear Ratios                         | 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  | 67  | 79             | 70 |
| ● Max. kickdown speed - drive range | 64  | 67             | 67 |
| Torque converter                    | Number of elements  | 3              |    |
|                                     | Max. ratio at stall   | 2.00           |    |
|                                     | Type of cooling (air, liquid)   | Water          |    |
|                                     | Nominal diameter  | 11.75          |    |
| Lubricant                           | Capacity - refill (pt.)   | 8              |    |
|                                     | Type recommended  | A Suffix A     |    |
| Special transmission features       |   |                |    |

## Drive Units—Axle

|                                   |   |  |        |  |
|-----------------------------------|---|--|--------|--|
| Type (front, rear)                | Rear  |  |        |  |
| Description                       | Semi-floating axle shaft<br>Overhung drive pinion and ring gear |  |        |  |
| Limited Slip differential type    | 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-2105B |        |  |
|                                   | SAE viscosity number  | Summer   | SAE 80 |  |
|                                   |   | Winter   | SAE 80 |  |
|                                   |   | Extreme cold                                   | SAE 80 |  |

## Axle Ratio Tooth Combinations (See page 4 for axle ratio usage)

|                         |           |      |      |
|-------------------------|-----------|------|------|
| Axle ratio              | 2.73      | 3.08 | 3.42 |
| No. of teeth            | Pinion    | 15   | 13   |
|                         | Ring gear | 41   | 40   |
| Ring Gear $\odot \odot$ | 8.50      |      |      |

# MVMA Specifications Form Passenger Car

Car Line NOVA  
 Model Year 1974 Issued 9-73 Revised (●) \_\_\_\_\_

**Engine Displacement**

|  |  |
|--|--|
|  |  |
|--|--|

## 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             |               |
|  | Automatic transmission             | Same as 3-speed             |               |
| Inter-mediate 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.) | Strap and 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                |               |

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

**MVMA Specifications Form**  
**Passenger Car**

Car Line NOVA  
Model Year 1974 Issued 9-73 Revised (●) \_\_\_\_\_

Body Type And/Or Engine Displacement, Etc.

|  |
|--|
|  |
|--|

**Drive Units — Tires And Wheels (Standard)**

|                             |   |                           |      |
|-----------------------------|---|---------------------------|------|
| <b>TIRES</b>                | Size, load range, ply   | E78 x 14B- 2 ply          |      |
|                             | Type (bias, radial, etc.)   | Bias                      |      |
|                             | Maximum load inflation Front (a)                                    | 24                        |      |
|                             | Maximum load inflation Rear (a)                                     | 28                        |      |
|                             | Rev./mile @ 45 mph  | 807                       |      |
| <b>WHEELS</b>               | Type & material   | Short spoke disc; steel   |      |
|                             | Rim (size & flange type)  | 14x5                      |      |
|                             | 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) | <b>Wheel: Same, Tire: Same except Space-Saver std. on 17 models</b> |                           |      |

**Drive Units — Tires And Wheels (Optional)**

|                           |                          |
|---------------------------|--------------------------|
| Size, load range, ply     | E78 x 14B (2+2)          |
| Type (bias, radial, etc.) | Bias belted              |
| Wheel type & material     | Rally type steel         |
| Rim (size & flange type)  | 14 x 6                   |
| Size, load range, ply     | E70 x 14 (2+2)           |
| Type (bias, radial, etc.) | Bias belted              |
| Wheel type & material     | Rally type steel         |
| Rim (size & flange type)  | 14 x 7                   |
| Size, load range, ply     | FR78 x 14B               |
| Type (bias, radial, etc.) | Steel belted radial      |
| Wheel type & material     | Conventional type, steel |
| Rim (size & flange type)  | 14 x 7                   |
| Size, load range, ply     |                          |
| Type (bias, radial, etc.) |                          |
| Wheel type & material     |                          |
| Rim (size & flange type)  |                          |
| Size, load range, ply     |                          |
| Type (bias, radial, etc.) |                          |
| Wheel type & material     |                          |
| Rim (size & flange type)  |                          |

**Brakes — Parking**

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

(a) Full rated pressure shown - selected tire pressures are contingent on weight of vehicle.

# MVMA Specifications Form

## Passenger Car

Car Line NOVA  
 Model Year 1974 Issued 9-73 Revised (●) \_\_\_\_\_

Body Type And/Or Engine Displacement

|                |                    |
|----------------|--------------------|
| Base equipment | Optional equipment |
|----------------|--------------------|

### Brakes — Service

|  |   |                                   |                                     |                          |                    |
|--|---|-----------------------------------|-------------------------------------|--------------------------|--------------------|
| Brake Type<br>(std., opt., N.A.)         | Drum                                      | Front                             | Standard                            | --                       |                    |
|  |   | Rear                              | Standard                            | Standard                 |                    |
|  | Disc                                      | Front                             | --                                  | Optional                 |                    |
|  |   | Rear                              | --                                  | --                       |                    |
| Self adjusting (std., opt., N.A.)        |   |                                   | Standard                            |                          |                    |
| Special Valving                          | Type (proportion, delay, metering, other) |                                   | None                                | Metering & Proportioning |                    |
| Power Brake (std., opt., N.A.)           |   |                                   | Optional                            | Optional                 |                    |
| Booster Type (remote, integral, etc.)    |   |                                   | Integral                            | Integral                 |                    |
| Effective area (sq. in.)*                |   |                                   | 151.7                               | 101.9                    |                    |
| Gross lining area (sq. in.)**            |   |                                   | 162.3                               | 116.5                    |                    |
| Swept area (sq. in.)***                  |   |                                   | 268.6                               | 337.3                    |                    |
| Effectiveness                            |   | Front                             | Controlled by valving               |                          |                    |
|  |   | Rear                              | Controlled by valving               |                          |                    |
| Drum                                     | Diameter (nominal)                        | Front                             | 9.5                                 | --                       |                    |
|  |   | Rear                              | 9.5                                 | 9.5                      |                    |
|  | Type and material                         |                                   | Composite, cast iron rim, steel web |                          |                    |
| Rotor                                    | Outer working diameter                    |                                   | --                                  | 11.0                     |                    |
|  | 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                                      |                                   | 1.00                                | 1.00                     |                    |
|  | Stroke                                    |                                   | 1.218:1; 1.202:1 w/pwr. brakes      | 1.126:1                  |                    |
| Pedal arc ratio                          |   |                                   | 6.24:1; 3.75:1 w/pwr. brakes        | 3.76:1                   |                    |
| Line pressure at 100 lb. pedal load      |   |                                   | 650; 900 w/pwr brakes               | 1150                     |                    |
| Shoe Clearance                           | Front                                     |                                   | Self-adjusting                      |                          |                    |
|  | Rear                                      |                                   | Self-adjusting                      |                          |                    |
| Anti-skid device type (std., opt., N.A.) |   |                                   | NA                                  |                          |                    |
| Brake Lining                             | Bonded or riveted                         |                                   | Disc-riveted; Drum-bonded           |                          |                    |
|  | Front Wheel                               | Material                          |                                     | Molded asbestos          |                    |
|  |   | Size (length x width x thickness) | Prim. or out-board                  | 7.60 x 2.50 x 0.20       | 5.40 x 1.93 x 0.44 |
|  |   |                                   | Second or in-board                  | 9.82 x 2.50 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 out-board                  | 9.01 x 2.0 x 0.20        |                    |
|  |   |                                   | Second or in-board                  | 9.75 x 2.0 x 0.20        |                    |
|  |   | Segments per shoe                 |                                     |                          |                    |

\* 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.)

**MVMA Specifications Form**  
**Passenger Car**

Car Line NOVA  
 Model Year 1974 issued 9-73 Revised (●) \_\_\_\_\_



**steering**

|  |   |  |  |
|--|---|--|--|
| Manual (std., opt., NA)                          |   | Standard, energy absorbing steering column |  |
| Power (std., opt., NA)                           |   | Optional                                   |  |
| Dustable steering wheel (if swing, other)        | Type and description                      | Tilt type                                  |  |
|  | (std., opt., NA)                          | Optional                                   |  |
| Wheel diameter                                   | Manual                                    | Oval 15.25 x 14.75                         |  |
|  | Power                                     | Same as manual                             |  |
| Wheel diameter (in)                              | Outside front                             | Wall to wall (l. & r.)                     | 43.8   |
|  |   | Curb to curb (l. & r.)                     | 41.2   |
|  | 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   |
|  | Overall                                   |  | 18.9:1 on center to 13.5:1                             |
|  | Pump driven by                            |  | Crankshaft pulley                                      |
| No. wheel turns (stop to stop)                   |   | 2.81 - base; 2.23 - "SS"                   |  |
| Package  | Type                                      |  | Parallelogram  |
|  | Location (front or rear of wheels, other) |  | Rear   |
|  | Drag link (trans. or longit.)             |  | None   |
|  | Tie rods (one or two)                     |  | Two  |
| Steering knuckles                                | 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   |
| Wheel Alignment (change 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   |



**MVMA Specifications Form  
Passenger Car**

Car Line NOVA  
Model Year 1974 Issued 9-73 Revised (●) \_\_\_\_\_

**Body Type And/Or Engine Displacement**

|  |
|--|
|  |
|--|

**Suspension — General**

(See Supplement page for details on Air Suspension)

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

**Suspension — Front**

|                      |   |   |
|----------------------|---|---|
| Type and description | <b>Independent SLA type with coil springs</b>       |   |
| Travel               | Full Jounce   | <b>3.24</b>                             |
|                      | Full Rebound  | <b>Coil, 4.16</b>                       |
| Spring               | Type (coil, leaf, other)                            | <b>Coil</b>                             |
|                      | Material  | <b>Steel alloy</b>                      |
|                      | Size (coil design height & I.D., bar length x dia.) | <b>11.00 x 8.63; 121.74 x 0.592 (a)</b> |
|                      | Spring rate (lb. per in.)                           | <b>280 (a)</b>                          |
| Stabilizer           | Rate at wheel (lb. per in.)                         | <b>98.8 (a)</b>                         |
|                      | Type (link, linkless, frameless)                    | <b>Link</b>                             |
|                      | Material & bar diameter                             | <b>Steel 0.6875</b>                     |

**Suspension — Rear**

|                                |   |  |
|--------------------------------|---|--|
| Type and description           | <b>Salisbury rear axle with multiple leaf springs</b>               |  |
| Drive and torque taken through | <b>Leaf springs</b>   |  |
| Travel                         | Full Jounce   | <b>3.24</b>                                |
|                                | Full Rebound  | <b>4.16</b>                                |
| Spring                         | Type (coil, leaf, other)  | <b>Multiple leaf</b>                       |
|                                | Material  | <b>Chrome carbon steel</b>                 |
|                                | Size (length x width, coil design height & I.D., bar length & dia.) | <b>56.0 x 2.50</b>                         |
|                                | Spring rate (lb. per in.)   | <b>100 (a)</b>                             |
|                                | Rate at wheel (lb. per in.)   | <b>110 (a)</b>                             |
|                                | Mounting insulation type  | <b>Rubber bushed at shackle and hanger</b> |
| Stabilizer                     | If leaf   | <b>Five</b>                                |
|                                | No. of leaves   | <b>Compression</b>                         |
| Stabilizer                     | Shackle (comp. or tens.)  | <b>Link (b)</b>                            |
|                                | Type (link, linkless, frameless)                                    | <b>Steel .5626 (b)</b>                     |
| Track bar type                 | <b>None</b>   |  |

- (a) Ratings for base equipped model only. Springs for all models computer selected by size and rate according to vehicle weight including optional equipment.
- (b) Used only with heavy duty suspension.

**MVMA Specifications Form**  
**Passenger Car**

Car Line NOVA  
 Model Year 1974 Issued 9-73 Revised (●) \_\_\_\_\_

| Body Type                 |                 |              |
|---------------------------|-----------------|--------------|
| 2-Door<br>Hatchback Coupe | 2-Door<br>Coupe | 4-Door Sedan |

**Frame**

Type and description (Separate frame, unitized frame, partially - unitized frame)

**Body frame integral with separate partial frame**

**Body — Miscellaneous Information**

|  |               |   |               |
|--|---------------|---|---------------|
| Drs. hinged (front, rr.)   | Front doors   | <b>Front</b>  |               |
|  | Rear doors    | --  | <b>Front</b>  |
| Type of finish (lacquer, enamel, other)                                    |               | <b>Acrylic lacquer</b>  |               |
| Hood counterbalanced (yes, no)   |               | <b>Yes</b>  |               |
| Hood release control (internal, external)                                  |               | <b>External</b>   |               |
| Vehicle Ident. No. location  |               | <b>Top left hand of instrument panel pad</b>  |               |
| Engine No. location  |               | <b>6 cyl-right side of cylinder block, rear of distributor<br/>8 cyl front right side of cylinder block</b> |               |
| Theft protection - type  |               | <b>Lock, mounted on steering column; locks steering wheel, transmission, shift levers and ignition</b>      |               |
| Vent window control method (manual, friction pivot)                        | Front         | <b>None</b>   |               |
|  | Rear          | <b>None</b>   |               |
| Seat cushion type  | Front         | <b>Formed foam pad</b>  |               |
|  | Rear          | <b>Formed foam pad</b>  |               |
|  | 3rd seat      | <b>None</b>   |               |
| Seat back type   | Front         | <b>Formed foam pad</b>  |               |
|  | Rear          | <b>Formed foam pad</b>  |               |
|  | 3rd seat      | <b>None</b>   |               |
| Windshield glass type (i.e., single curved - laminated plate)              |               | <b>Curved - laminated plate</b>   |               |
| Side glass type (i.e., curved - tempered plate)                            |               | <b>Curved - tempered plate</b>  |               |
| Backlight glass type (i.e., compound curved - tempered plate, three piece) |               | <b>Curved - tempered plate</b>  |               |
| Windshield glass exposed surface area                                      |               | <b>1050.8</b>   | <b>1111.9</b> |
| Side glass exposed surface area  |               | <b>1420.0</b>   | <b>1366.9</b> |
| Backlight glass exposed surface area                                       | <b>1055.1</b> | <b>1144.2</b>   | <b>1005.7</b> |
| Total glass exposed surface area   | <b>3525.9</b> | <b>3615.0</b>   | <b>3484.5</b> |
|  |               |   |               |
|  |               |   |               |
|  |               |   |               |
|  |               |   |               |
|  |               |   |               |

# MVMA Specifications Form Passenger Car

Car Line NOVA  
 Model Year 1974 Issued 9-73 Revised (●) \_\_\_\_\_

**Body Type**

## Convenience Equipment

|  |                       |   |
|--|-----------------------|---|
| 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  |
| 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; (V8 models only)                                    |
| Speed warning device                               |                       | NA  |
| Speed control device                               |                       | NA  |
| Ignition lock lamp                                 |                       | NA  |
| Dome lamp  |                       | Standard  |
| Glove compartment lamp                             |                       | Standard 1XY models - Optional 1XX models                                 |
| Luggage compartment lamp                           |                       | Optional  |
| Underhood lamp                                     |                       | Optional  |
| Courtesy lamp                                      |                       | Optional (a), Standard (b)  |
| Map lamp   |                       | NA  |
| 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 |
| cigarette lighter                                  |                       | Standard 1XY models - Optional 1XX models                                 |

## Lamp Height And Spacing\*

|   |                 |           |       |
|---|-----------------|-----------|-------|
| Height above ground to center of bulb or marker | Headlamp (H125) | Highest** | 24.35 |
|   |                 | Lowest    | --    |
|   | Tail (H126)     | Highest   | 22.57 |
|   |                 | Lowest    | --    |
| Sidemarker                                      | Front           | 24.66     |       |
|   | Rear            | 19.64     |       |
| Distance from C.L. of car to center of bulb     | Headlamp        | Inside    | --    |
|   |                 | Outside** | 25.75 |
|   | Tail            | Inside    | --    |
|   |                 | Outside   | 25.19 |
|   | Directional     | Front     | 12.70 |
|   |                 | Rear      | 25.19 |

\*Measured with passenger load and trunk/cargo load specified in Car and Body Dimension section.

(a) Instrument Panel courtesy lamp

(b) Cargo area courtesy lamp for Hatchback coupe.

\*\*if single headlamps are used enter here.

**MVMA Specifications Form**  
**Passenger Car**

Car Line NOVA  
 Model Year 1974 Issued 9-73 Revised (●) \_\_\_\_\_

| Vehicle Weights              |                       |      |       |                             |      |               |      |                            |
|------------------------------|-----------------------|------|-------|-----------------------------|------|---------------|------|----------------------------|
| Model                        | CURB WEIGHT* (Pounds) |      |       | % PASS. WEIGHT DISTRIBUTION |      |               |      | SHIPPING WEIGHT** (Pounds) |
|                              | Front                 | Rear | Total | Pass. In Front              |      | Pass. In Rear |      |                            |
|                              |                       |      |       | Front                       | Rear | Front         | Rear |                            |
| <b>NOVA STANDARD</b>         |                       |      |       |                             |      |               |      |                            |
| 2-Door Hatchback Coupe 1XX17 | 1717                  | 1647 | 3364  |                             |      |               |      | 3260                       |
| 2-Door Coupe 1XX27           | 1727                  | 1527 | 3254  |                             |      |               |      | 3150                       |
| 4-Door Sedan 1XX69           | 1732                  | 1564 | 3296  |                             |      |               |      | 3192                       |
| <b>NOVA CUSTOM</b>           |                       |      |       |                             |      |               |      |                            |
| 2-Door Hatchback Coupe 1XY17 | 1733                  | 1670 | 3403  |                             |      |               |      | 3299                       |
| 2-Door Coupe 1XY27           | 1749                  | 1561 | 3310  |                             |      |               |      | 3206                       |
| 4-Door Sedan 1XY69           | 1757                  | 1580 | 3337  |                             |      |               |      | 3233                       |
|                              |                       |      |       |                             |      |               |      |                            |
|                              |                       |      |       |                             |      |               |      |                            |
|                              |                       |      |       |                             |      |               |      |                            |
|                              |                       |      |       |                             |      |               |      |                            |
|                              |                       |      |       |                             |      |               |      |                            |
|                              |                       |      |       |                             |      |               |      |                            |
|                              |                       |      |       |                             |      |               |      |                            |
|                              |                       |      |       |                             |      |               |      |                            |
|                              |                       |      |       |                             |      |               |      |                            |
|                              |                       |      |       |                             |      |               |      |                            |
|                              |                       |      |       |                             |      |               |      |                            |
|                              |                       |      |       |                             |      |               |      |                            |
|                              |                       |      |       |                             |      |               |      |                            |
|                              |                       |      |       |                             |      |               |      |                            |
|                              |                       |      |       |                             |      |               |      |                            |
|                              |                       |      |       |                             |      |               |      |                            |
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\* Reference - SAE Aerospace-Automotive drawing standards Section E 1.02 (d).  
 \*\* Shipping weight definition - Weight of basic vehicle with regular equipment, including grease, oil and (4) gallons of gasoline and engine coolant to capacity.

MVMA 404-71 Page 26

**MVMA Specifications Form**  
**Passenger Car**

Car Line NOVA  
Model Year 1974 Issued 9-73 Revised (●) \_\_\_\_\_

|   |                 | <b>Optional Equipment Weights</b> |       |   |  |
|---|-----------------|-----------------------------------|-------|---|--|
| Equipment Differential Weights                | WEIGHT (Pounds) |                                   |       | Remarks                                 |  |
|   | Front           | Rear                              | Total |   |  |
| Air Conditioning                              | + 88            | + 7                               | + 95  |   |  |
| Front Bucket Seat Contour                     | + 12            | + 11                              | + 23  |   |  |
| Ext soft roof cvr, Landau                     | + 2             | + 2                               | + 4   |   |  |
| Ext soft roof cover                           | + 1             | + 3                               | + 4   |   |  |
| 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                                  | + 8             | + 1                               | + 9   |   |  |
| Power steering                                | + 32            | 0                                 | + 32  | With L6 engine                          |  |
|   | + 30            | 0                                 | + 30  | With V8 engine                          |  |
| Spec. perf. frt.&rr.susp.                     | + 2             | + 10                              | + 12  |   |  |
| Hvy-dty frt.&rr. susp.                        | + 1             | + 1                               | + 2   |   |  |
| Heavy-duty battery                            | + 13            | + 1                               | + 12  |   |  |
| Spec. whl, hub cap&tr. ring                   |                 |                                   |       |   |  |
| 14 x 6 wheel                                  | + 14            | + 14                              | + 28  |   |  |
| 14 x 7 wheel                                  | + 14            | + 20                              | + 34  |   |  |
| Combined interior decor/<br>quiet sound group | + 18            | + 12                              | + 30  |   |  |
| Radio AM push button                          | + 6             | + 1                               | + 7   |   |  |
| Radio AM/FM push button                       | + 7             | + 1                               | + 8   |   |  |
| 350 cu. in. L65                               | + 122           | + 16                              | + 138 |   |  |
| 350 cu. in. L48                               | + 136           | + 44                              | + 180 |   |  |
| 350 cu. in. LM1                               | + 126           | + 24                              | + 150 |   |  |
| 4-speed transmission                          | + 8             | + 4                               | + 12  | Used with L48                           |  |
| Turbo hydra-matic trans.                      | + 19            | + 8                               | + 27  | Used with L6-250, V8-350 (L65, L48&LM1) |  |
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**MVMA Specifications Form**  
**Passenger Car**

Car Line NOVA  
 Model Year 1974 Issued 9-73 Revised (•) \_\_\_\_\_

Body Type

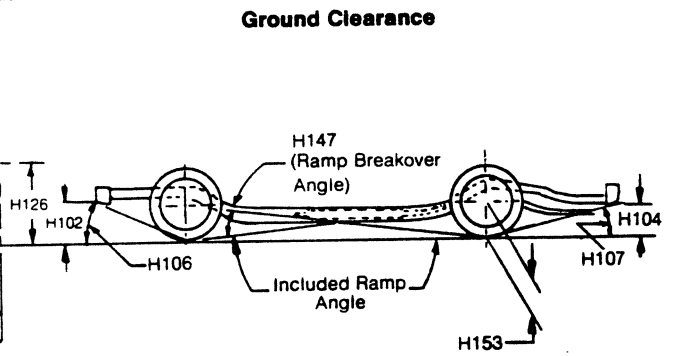
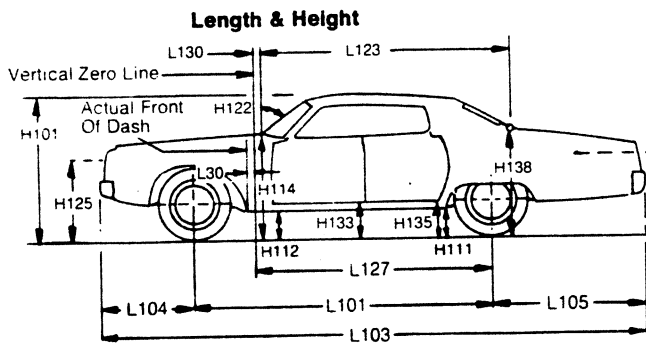
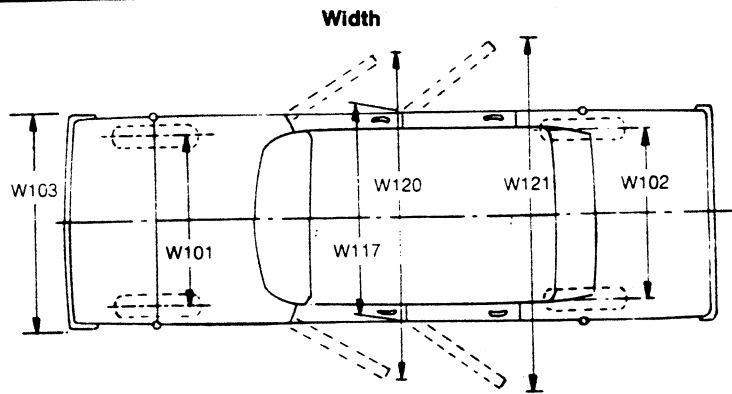
**Vehicle Fiducial Marks**

| Fiducial Mark Number *      | <u>Define Coordinate Location</u>           |   |           |  |
|-----------------------------|---|---|-----------|--|
| Front                       | X -   | Fiducial Mark to Centerline of Car - Front, Width measurement made from centerline of car to fiducial mark located on top of the front seat adjuster mounting bolt.                 |           |  |
|                             | Y -   | Fiducial Mark to Vertical Body Zero Line - Front, Measured horizontally from the body zero line to the front fiducial mark located on top of the front seat adjuster mounting bolt. |           |  |
|                             | Z -   | Fiducial Mark to Horizontal Body Zero Line - Front, Measured vertically from body zero line to the front fiducial mark located on top of the front seat adjuster mounting bolt.     |           |  |
| Rear                        | X -   | Fiducial Mark to Centerline of Car - Rear, Width measurement made from centerline of car to fiducial mark located on the rear underbody crossbar.                                   |           |  |
|                             | Y -   | Fiducial Mark to Vertical Body Zero Line - Rear, Measured horizontally from body zero line to the rear fiducial mark located on rear underbody crossbar.                            |           |  |
|                             | Z -   | Fiducial Mark to Horizontal Body Zero Line - Rear, Measured vertically from body zero line to the rear fiducial mark located on the rear underbody crossbar.                        |           |  |
| <u>Fiducial Mark Number</u> | <u>Coordinate Location of Fiducial Mark</u> |   |           | <u>Fiducial Mark to Ground at Design</u> |
| Front                       | X<br>22.70                                  | Y<br>29.88  | Z<br>6.94 | Coupes & Sedans 11.60                    |
| Rear                        | X<br>22.50                                  | Y<br>130.00   | Z<br>9.74 | Coupes & Sedans 13.69                    |

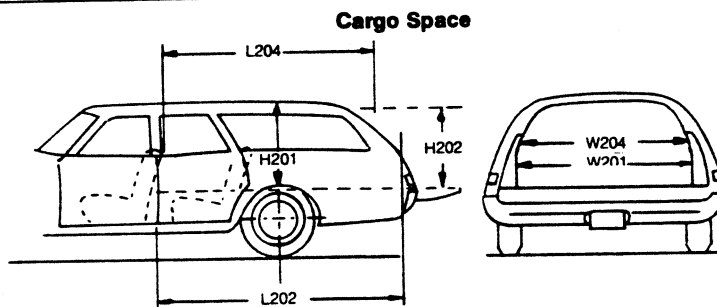
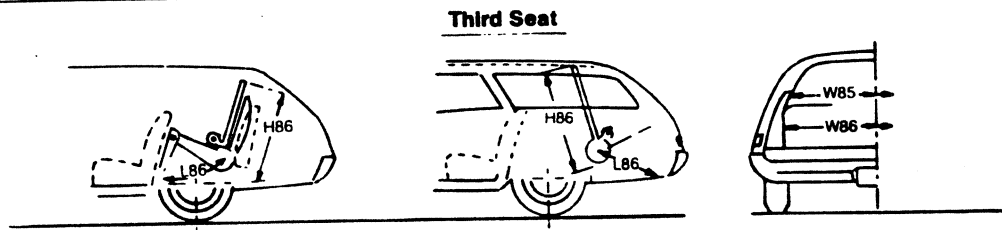
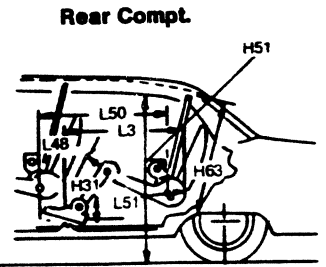
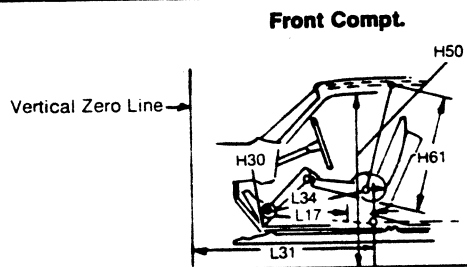
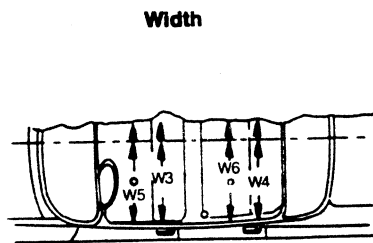
\* Reference — SAE Recommended Practice, J182

# MVMA Specifications Form Passenger Car

## Exterior Car And Body Dimensions — Key Sheet



## Interior Car And Body Dimensions — Key Sheet



# MVMA Specifications Form

## Passenger Car

### Exterior Car And Body Dimensions — Key Sheet

#### Dimension Definitions

#### Width Dimensions

- W101 WHEEL TREAD — FRONT. Measured at centerline of tires, with normal bumper, 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 NO. 2 PILLAR. Measured across body at No. 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.



# MVMA Specifications Form Passenger Car

## Interior Car And Body Dimensions — Key Sheet Dimension Definitions

### Front Compartment Dimensions

- L31 H POINT TO VERTICAL ZERO LINE — FRONT. The 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 wheel housings 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.

W4xL204xH201  
1728

# MVMA Specifications Form

## Passenger Car

### Index

| Subject                            | Page No.   | Subject                              | Page No.      |
|------------------------------------|------------|--------------------------------------|---------------|
| Alternator                         | 14         | Kingpin (Steering Axis)              | 22            |
| Automatic Transmission             | 18         | Lamp height and spacing              | 25            |
| Axis, Steering                     | 22         | Legroom                              | 3             |
| Axle, Rear                         | 4, 18      | Lengths — Car and Body               | 2             |
| Battery                            | 14         | Lifters, valve                       | 8             |
| Bearings, Engine                   | 6, 7, 9    | Linings — Clutch, Brake              | 17, 21        |
| Belts — Fan, Generator, Water Pump | 11         | Lubrication                          | 9, 17, 18, 19 |
| Brakes — Parking, Service          | 20, 21     | Luggage Compartment                  | 3             |
| Cable — Ignition                   | 16         | Models                               | 1             |
| Camber                             | 22         | Motor, Starting                      | 14            |
| Camshaft                           | 7          | Muffler                              | 9             |
| Capacities                         |            | Passenger Capacity                   | 1             |
| Cooling System                     | 11         | Passenger Weight Distribution        | 26            |
| Fuel Tank                          | 10         | Piston Pins & Rings                  | 5, 6          |
| Lubricants                         |            | Pistons                              | 5, 6          |
| Engine Crankcase                   | 9          | Power Brakes                         | 21            |
| Transmission                       | 17, 18     | Power Steering                       | 21            |
| Rear Axle                          | 18         | Power Teams                          | 4             |
| Car Models                         | 1          | Propeller Shaft, Universal Joints    | 19            |
| Car and Body Dimensions            |            | Pumps — Oil, Fuel                    | 9, 10         |
| Width                              | 2          | Water                                | 11            |
| Length                             | 2          | Radiator — Cap, Hoses                | 11            |
| Height                             | 2          | Ratios — Axle                        | 4, 18         |
| Ground Clearance                   | 2          | Compression                          | 4, 5          |
| Front Compartment                  | 3          | Steering                             | 22            |
| Rear Compartment                   | 3          | Transmission                         | 17, 18        |
| Luggage Compartment                | 3          | Rear Axle                            | 4, 18         |
| Station Wagon — Third Seat         | 3          | Regulator — Generator                | 14            |
| Station Wagon — Cargo Space        | 3          | Rims                                 | 20            |
| Carburetor                         | 4, 10, 13  | Rings, Piston                        | 6             |
| Caster                             | 22         | Rods — Connecting                    | 6             |
| Choke, Automatic                   | 10         | Seats                                | 24            |
| Clutch — Pedal Operated            | 17         | Shock Absorbers, Front & Rear        | 23            |
| Coil, Ignition                     | 16         | Spark Plugs                          | 16            |
| Connecting Rods                    | 6          | Speedometer                          | 16            |
| Convenience Equipment              | 25         | Springs — Front & Rear Suspension    | 23            |
| Cooling System                     | 11         | Stabilizer (Sway Bar) — Front & Rear | 23            |
| Crankshaft                         | 7          | Starting System                      | 14            |
| Cylinders and Cylinder Head        | 5          | Steering                             | 22            |
| Dimension Definitions              |            | Suppression — Ignition, Radio        | 16            |
| Key Sheet — Exterior               | 29, 30     | Suspension — Front & Rear            | 23            |
| Key Sheet — Interior               | 29, 31     | Tail Pipe                            | 9             |
| Distributor — Ignition             | 15         | Theft Protection                     | 24            |
| Electrical System                  | 14, 15, 16 | Thermostat, Cooling                  | 11            |
| Emission Controls                  | 12, 13     | Timing — Valve, Ignition             | 8, 15         |
| Engine                             |            | Tires                                | 20            |
| Bore, Stroke, Type                 | 5          | Toe in                               | 22            |
| Compression Ratio                  | 4, 5       | Torque Converter                     | 18            |
| Displacement                       | 4, 5, 10   | Torque — Engine                      | 4             |
| Firing Order, Cylinder Numbering   | 5          | Transmission — Types                 | 4, 10, 17, 18 |
| General Information, H.P. & Torque | 4, 5       | Transmission — Automatic             | 4, 10, 17, 18 |
| Identification Number Location     | 24         | Transmission — Manual                | 4, 10, 17     |
| Lubrication                        | 9          | Transmission — Ratios                | 17, 18        |
| Power Teams                        | 4          | Tread                                | 2             |
| Exhaust System                     | 9          | Trunk Luggage Capacity               | 3             |
| Equipment Availability             | 25         | Turning Diameter                     | 22            |
| Fan, Cooling                       | 11         | Unitized Construction                | 24            |
| Fiducial Marks                     | 28         | Universal Joints, Propeller Shaft    | 19            |
| Filters — Engine Oil, Fuel System  | 9, 10      | Valves — Intake & Exhaust            | 8             |
| Frame                              | 24         | Vehicle Identification Number        | 24            |
| Front Suspension                   | 23         | Voltage Regulator                    | 14            |
| Fuel, Fuel Pump, Fuel System       | 5, 10, 13  | Water Pump                           | 11            |
| Fuel Injection                     | 10         | Weights                              | 26, 27        |
| Generator and Regulator            | 14         | Wheel Alignment                      | 22            |
| Glass                              | 24         | Wheelbase                            | 2             |
| Height (Lamps)                     | 25         | Wheels & Tires                       | 20            |
| Headroom — Body                    | 3          | Wheel Spindle                        | 22            |
| Heights — Car and Body             | 2          | Widths — Car and Body                | 2             |
| Horns                              | 16         | Windshield                           | 24            |
| Horsepower — Brake                 | 4          | Windshield Wiper and Washer          | 16            |
| Ignition System                    | 15         |                                      |               |
| Inflation — Tires                  | 20         |                                      |               |
| Instruments                        | 16         |                                      |               |



## **New Novas, Old Themes 1968-1976**

**T**he 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 automatic. 1968 Novas with M20 four-speeds numbered 5,399; an additional 1,495 had the close-ratio M21 and 167 had heavy-duty M22 transmissions.

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

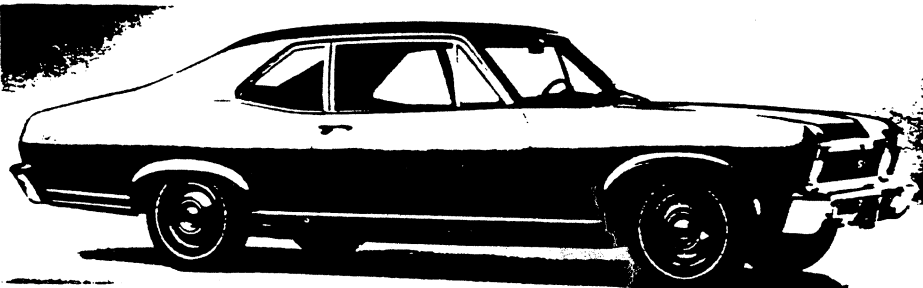
Attending to the exterior first, you would probably choose the Custom Exterior (RPO ZJ2), which included roof drip moldings, ribbed body-sill and rear lower fender bright strips, side-window moldings and a wide black accent band along the lower body.

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

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

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

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



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!

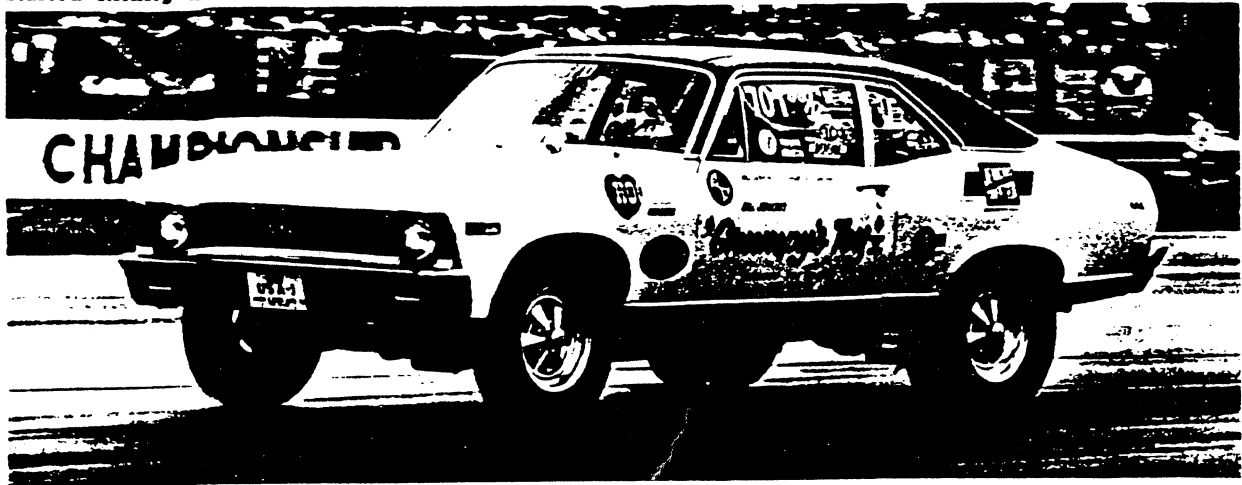
Late in the 1968 model run, Chevrolet released a few hundred of the decade's greatest sleepers. These little giant-killers were Nova SS Coupes equipped with the RPO L78, solid-lifter cam, 375-hp 396. For just \$500.30 you could have this fearsome engine installed in a Nova. Other extras of the performance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

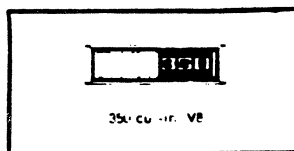
To handle the new 350's torque, all Novas so equipped used at least the Special three-speed manual box with floor shift (and console, if bucket seats had been specified). All three four-speeds were available on order, along with Powerglide, and, for the first time in Nova history, Turbo Hydramatic. Sales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

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

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

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

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

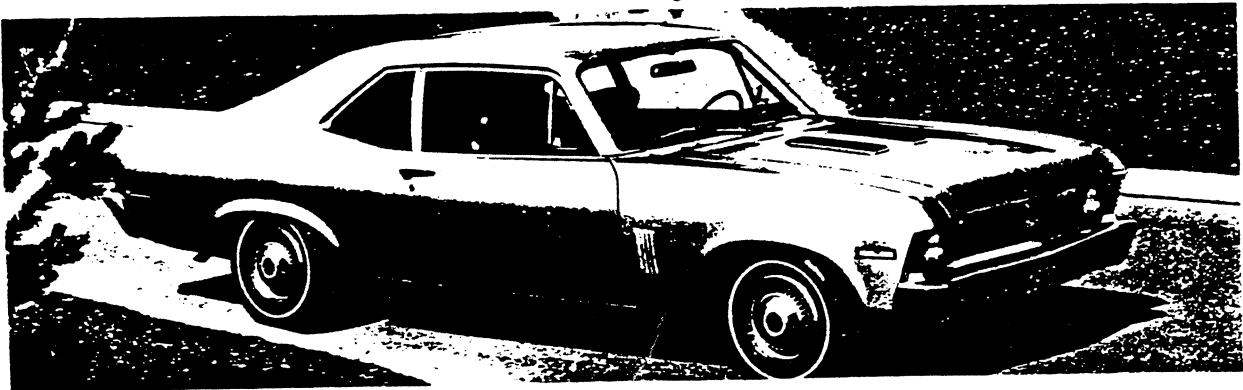
Many Nova Super Sports had either the RPO ZJ5 Exterior Decor or RPO ZJ2 Custom Exterior option package. The Custom Exterior group included body accent stripes and accented lower body moldings, while the less expensive Exterior Decor group used full-length mid-body moldings with vinyl inserts. Both options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

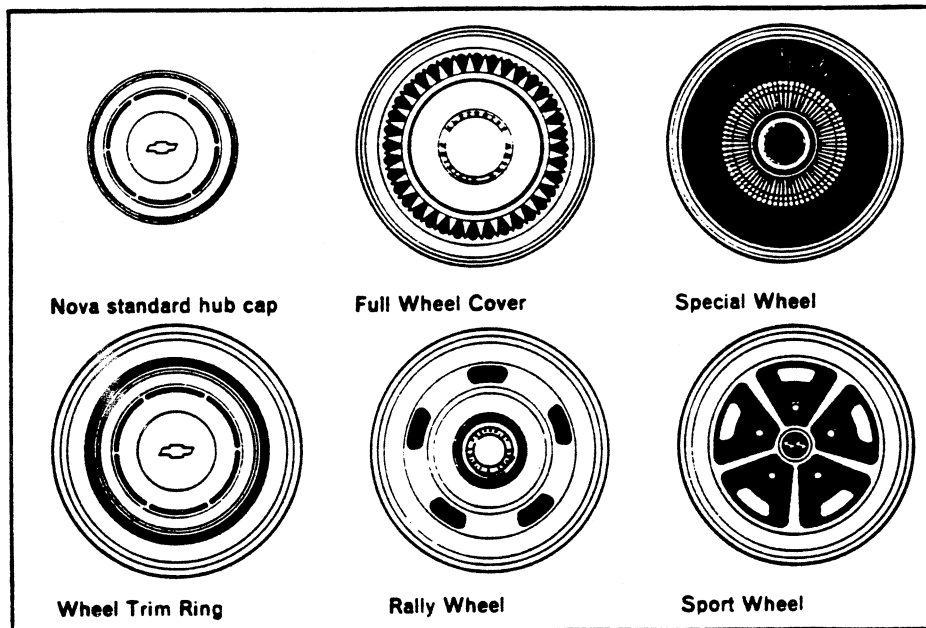
Popular options for the SS continued to include bucket seats, tachometer, gauges and other performance items.

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 CFI), introduced in mid-1972, was offered again for 1973. This was a vinyl roof insert that rolled back to give a view of the sky.

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

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

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



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

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

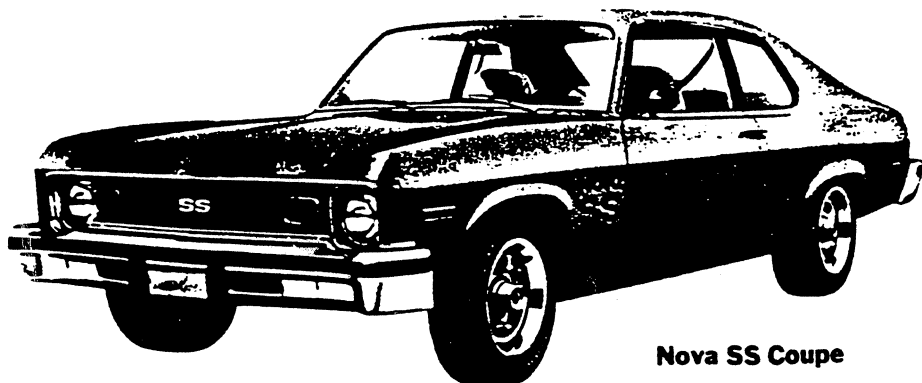
Gone from the 1974 option list was the mid-1972 and 1973 sliding sunroof. Variable power steering, with special SS ratios (14.2:1 to 10.2:1 for the SS compared to 18.9:1 to 13.5:1 for regular Novas) was an increasingly popular option. A full traditional SS interior could still be ordered by purchasing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

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

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

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

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



**Nova SS Coupe**

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.

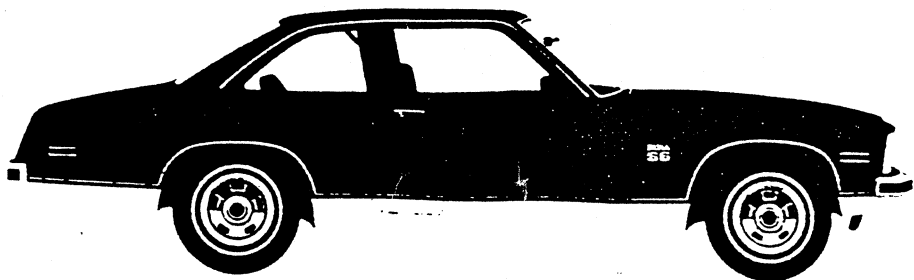
The SS package was offered with any engine. Standard Nova power plant for 1975 was the 250 six, with three V-8's; the new 4.3-liter engine and two- and four-barrel versions of the 350. The top V-8 was now the LM1 with catalytic converter and unleaded-fuel capability. The very word horsepower was stricken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

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

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

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

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



## 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-trains as well. The Canadian full-size Pontiac's equivalent of the Chevrolet Super Sport was known as the Parisienne Custom Sport and featured all the hallmarks of the Super Sport, including bucket seats and special trim.

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

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.

