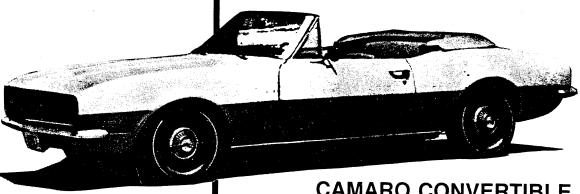




CAMARO SPORT COUPE

MODEL 123-12437 2-DOOR SPORT COUPE, 4-PASSENGER



CAMARO CONVERTIBLE

MODEL 123-12467 2-DOOR CONVERTIBLE, 4-PASSENGER

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MODEL IDENTIFICATION

CAMARO SPORT COUPE

MODEL 123-12437 2-DOOR SPORT COUPE, 4-PASSENGER





CAMARO CONVERTIBLE

MODEL 123-12467 2-DOOR CONVERTIBLE, 4-PASSENGER

NUMBERS AND IDENTIFICAT

ONLY BASIC DESIGNATIONS SHOWN

. VEHICLE SERIAL NUMBER

•	VEHICLE :	PERIAL NUME	ER
6-Cylinder Model		Assembly Plant (Los Angeles)	Unit Number (25th unit)
12337	7	L	100025
Thus: The	he 25th model h erial number 12	ouilt at Los Angeles 3377L100025	would be
8-Cylinder	Example:		
	Model Year	Assembly Plant	Unit Number
Model	1967	(Norwood)	(26th unit)
12437	7	N	100026
	ne 26th model b rial number 12	uilt at Norwood wor 4377N100026	ıld be
	ASSEM	BLY PLANTS	
		Los Angeles Norwood	
Starting un	it number	100001	and up at each
Location		Stamped on	assembly plant plate attached dy hinge pillar
		N IDENTIFICA	TION
Example:	S7E01 Plant and	Tyme	Production
	Designat		Month & Date-o
	S		501D*
D	n .		
Prefix S	Plant		
S R	Saginaw		3-speed
, K	Saginaw		4-speed
-	Muncie		4-speed
C T	Cleveland		Powerglide
1	loledo		Powerglide
Location:			
3-Speed 8	4-speed		
right h	and side of the	case in the upper fo	rward corner.
4-Speed			Can

o - Month: 5 denotes May; 01 denotes 1st day.
* - The letter "D" or "N" following the date

4-Speed ----- Stamped on

Powerglide ----- Stamped

the top right side of the case.

on right hand side of pan.

numerals, indicates day or night shift.

ENGINE IDENTIFICATION

Example: F 1210 OA Source Production* Type Designation Month and Date Designation F (Flint) 1210 LA
230 Cubic inch 6-cylinder LA - Regular production engine, 3-speed
LE - Regular engine, Powerglide
250 Cubic inch 6-cylinder (RPO L22)LN - Optional engine, 3 or 4-speed trans.FM - Optional engine, Powerglide
327 Cubic inch 8-cylinder MA - Regular production engine, 3 or 4-speed ME - Regular engine, Powerglide
 327 Cubic inch 8-cylinder (RPO L30) MK - Optional engine, 3 or 4-speed, 4-bbl. carb. MM - Optional engine, Powerglide
 350 Cubic inch 8-cylinder (RPO L48) MS - Optional engine, 3 or 4-speed, 4-bbl. carb. MU - Optional engine, Powerglide
● 396 Cubic inch 8-cylinder (RPO L35) MW - Optional engine, 3 or 4-speed, 4-bbl. carb. MY - Optional engine, Hydra-Matic
Location: 6-cylinder Stamped on pad on right side of cylinder block to rear of distributo: 8-cylinder Stamped on pad a front right side of cylinder block
* - Month: December, 12; 10th day of December, 10

REAR AXLE IDENTIFICATION

	nple: BA 021 Type esignation PW	12 B	-	th a	uction* and Day 212	<u>.</u>		Source¢ Designation B
PW		2.73					3 or	4-speed and
					Pov	werg)	lide t	ransmission
● QL		3.31			(RPO	L48)	3 or	4-speed and
					Pov	verg	lide t	ransmission
• QT		2.73		(R				
Loca	tion							t or right of

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

REGULAR EQUIPMENT—EXTERIOR

	Stainless	Back window reveal molding	123-12437
		Belt molding rear	123-12467
	Steel	Hub caps	All
	Steel	Windshield reveal molding	All
		Windshield pillar molding	123-12467
	Anodized	Body sill molding - slender	All
	Aluminum	Grille mounted headlight bezels - single unit	All
	Aluminum	Radiator grille opening molding	All
Bright		Fender series emblem - "Camaro"	All
Metal		Front door vent window frame assembly	All
Trim &		Front door vent channel and post	All
Moldings	Chrome Plated Metal	Front fender engine emblem (V8 & opt. L6)	All
		Front header panel nameplate-	A 71
		"Chevrolet Camaro"	All
		Outside L.H. rear view mirror	All
		Radiator grille emblem	All
		Rear deck lid nameplate-	A11
		"Chevrolet Camaro"	****
		Rear quarter glass channel - front	All
	<u> </u>	Tail light bezels	All
Back-up la			All .
	tic radiator		All
	inted parking		All .
	cap - rear e	nd panel	All
	ar license		All
	indshield - 2 rome hardwa	-speed with washers,	A11

4-GENERAL SEPTEMBER 1966

REGULAR EQUIPMENT—INTERIOR

	Armrest front door - bright base	All
	Door and window control handles - colored	
	plastic knobs	A11
Bright	Door sill plates	All
Metal	Rear view mirror, day-night padded frame	All
Trim &	Rear view mirror support, "break-away"	
Moldings	- bright	All
	Seat adjuster handle - bright	All
	Sunshade supports - bright	All
	Windshield header molding - bright	123-12467
	Front seat back lock handles	All
	Ash tray	All
	Cigarette lighter	All
	Control knobs -chrome -"mushroom" type	All
	Courtesy lamps	123-12467
Panel	Glove box lock	All
	Ignition lock and starter switch-"4 position"	All
	Instrument cluster bezel	All
	Instrument panel trim plate - black texture	A11
	Brake system failure indicator, parking brake	alarm All
Interior	Glove box	A11
Lights	Roof center dome	123-12437
Steering Wheel	Steering wheel, 3-spoke, horn button	A11
Vent control	knobs - colored plastic	All
	2) - soft plastic, colored	123-12437
	tton - painted	All
	zard flasher	All
Freeway lan	e change signal	All
Heater - del		All
Luggage con	partment spatter paint	All
Padded instr	ument panel and sunshades	All
Passenger c	ompartment floor covering-carpet	All
Rear armres	st with ash trays	123-12467
Seat belts, p	ush-button front and rear seats	All
Seats - front		All
Switch - from		All
Ventinanes -	friction type front	A11

1967 CAMARO

REGULAR PRODUCTION OPTIONS AND DEALER INSTALLED ACCESSORIES

Equipment	RPO	/ACC	Models
Air conditioning, Comfort-Car		ACC	12000
Air conditioning, Four-Season	C60		12000
Air injection reactor equipment	K19		12000
Appearance Guard Group		2	
(Rems available as a group or an separate options)			
Custom deluxe front and rear seat belts			12000
(with front retractors)			10000
Door edge guards			12000
Front bumper guards Rear bumper guards			12000 12000
Rubber twin front and rear floor mats			12000
Auxiliary Lighting Group			12000
(Rems svallable as a group or as separate options)			
Ash tray lamp			12000
Glove box lamp			123-12400
Instrument panel courtesy lamps			123-12437
Luggage compartment lamp			12000
Underhood lamp			12000
Battery, heavy duty	T60		12000
Brake linings, sintered-metallic	J65		12400
Brake, heavy duty	J56		12400
Brakes, disc	J52	1.00	12000
Brakes, power Carrier, deck lid luggage	J50	ACC	12000
Carrier, deck lid luggage Carrier, ski equipment (deck lid)		ACC	12000 12000
Clock, electric	U35	ACC	12000
Compass, auto	033	ACC	12000
Console, front compartment floor	D55	ACC	12000
Cruise control		ACC	12400
Defroster, rear window	C50	ACC	123-12437
Emergency road kit		ACC	12000
Engines			
155 hp Turbo-Thrift 250 cu.in. L-6	L22		12300
275 hp Turbo-Fire 327 cu.in. V-8	L30		12400
295 hp Turbo-Jet 350 cu.in. V-8	L48		12400
325 hp Turbo-Jet 396 cu.in. V-8	L35	ļ	12400
Engine ventilation, closed positive	K24	ļ	12000
Exhaust system, deep-tone muffler dual	N61 N10		12400 12400
Exhaust system, dual Fan, temperature controlled	K02	ACC	12400
Fire extinguisher	AU2	ACC	12000
Floor mats, rubber twin front and rear	B37	ACC	12000
Generator, Delcotron (12-42 amp)	K79	1	12000
Generator, Delcotron (61 amp)	K76	 	12000
Glass, tinted window	A01	 	12000
Glass, tinted windshield	A02		12000
Guards, door edge	B93	ACC	12000
Guards, front bumper	V31	ACC	12000
Guards, rear bumper	V32		12000
Headrest, special contour type seat	AS2		12000
Heater-defroster deletion	C48		12000
Horn, low ''D' note	U03	ACC	12000
Instrument panel gauges, front compartment console	U17	ļ	12400
Special interior group	Z23	 	123-12400
Custom interior option	Z87		123-12400 12000
Lamp, ash tray	U28 U27		12000
Lamp, glove box Lamp, luggage compartment	U25		123-3.2400
	U29		123-12437
Lamps, instrument panel courtesy Lamp, underhood	U26		123-12437
Litter container, instrument panel mounted	020	ACC	12000
Litter container, instrument paner mounted Litter container, saddle type	 	ACC	12000
Lock, gas filler cap	 	ACC	12000
Lock, spare wheel		ACC	12000
	D33	+	12000
MITTOT, Temote Control outside rear view			
Mirror, remote control outside rear view Mirror, visor vanity		ACC	12000

REGULAR PRODUCTION OPTIONS AND DEALER INSTALLED ACCESSORIES

	DEA	<u>LEK I</u>	<u>NSTALLED</u>
Equipment	RPO	/ACC	Models
Operating Convenience Croup (Items available as a group or as separate options			
Rear window defroster	<u>}</u>		123-12437
Remote control outside rear view mirror	\dashv		12000
Radiator, heavy duty	V01	T	12000
Radio and front antenna, manual AM	+101	ACC	12000
Radio and front antenna, push-button AM	1163	ACC	12000
Radio and front antenna, push-button AM-FM			12000
Radio antenna, front fixed height	1007	ACC	12000
Radio antenna, front manual	+	ACC	12000
Radio antenna, rear manual	U73	ACC	12000
Foundation Group	1 0/3	IACC	12000
(Rems available as a group or as separate options)		
Electric clock	\perp		12000
Push-button AM radio with front antenna			12000
Radio speaker, rear seat	U80	ACC	12000
Radio stereo		ACC	12000
Rally Sport package	Z22		12000
Rear Azle			
2.73 ratio	G97		12400
3.07 ratio	H01		12400
3.31 ratio	G94		12400
3.55 ratio	G96		12000
3.73 ratio	H05		12400
Positraction	G80		12000
Roof cover, vinyl	C08		123-12437
Seat belts, custom deluxe front and rear	A39		12000
(with front retractors)	137		12000
Seat, folding rear	A67		12000
Seat, front strato-back	AL4		12000
Seat pad, ventilated		ACC	12000
Shoulder harness, front seat - used with	A85		12000
custom deluxe seat belts	ABO		12000
Shoulder harness, front seat - used with	ACT		12000
standard seat belts	AS1		12000
Space saver spare tire and wheel assy.	N65		12000
Speed warning indicator	U15		12000
Spotlamp, hand portable		ACC	12000
Steering, power	N40		12000
Steering, special	N44		12000
Steering wheel, deluxe	N30		. 12000
Steering wheel, tilt	N33		12000
Steering wheel, wood-grained plastic	N34	\vdash	12000
Stereo tape equipment	U57	ACC	12000
Suspension, special performance front and rear	F41	+	12400
Tachometer	† 	ACC	12437-67
Tires	1	,	12437-07
7.35-14-4pr whitewall rayon	P58	1	12000
7.35-14-4pr special nylon - white stripe	PQ2	 	12000
D70-14-4pr special nylon - white stripe	PW6		
Tissue dispenser, instrument panel mounted	- FWO	ACC	12000 12000
Top, folding convertible	COE	ACC	
Top, power convertible	C05	 	123-12467
Transmissions	C06		123-12467
	} 	1	**************************************
3-speed transmission, heavy duty	M13		12400
(2.41:1 low ratio)	-		
4-speed transmission (3.11:1, 2.54:1,	M20		12000
2.52:1 low ratio)	ļ		
Powerglide transmission (1.82:1 low ratio for	M35		12000
L-6 & 283 V-8, 1.76:1 for 327 & 350 V-8)	1	 	
3-speed automatic transmission - Turbo	M40		12000
Hydra-Matic (2.48:1 low ratio)		لــــا	
Wheel trim covers	P01	ACC	12000
	N96	ACC	12000
Wheel trim covers, mag-style			12000
Wheel trim covers, simulated wire	P02	ACC	12000
	P02 P12	ACC	12000

AIR CONDITIONING EQUIPMENT

- T:

FOUR-SEASON (RPO C60)

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

BASIC COMPONENTS

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

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

CHASSI

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

POWER TRAINS

٠,	JWER IRAINS				
Ì	Fan Clutch		Thermomodulated fluid	d coup	ling*
(Crankshaft Pulley				Dual
•	Water Pump & Fan P	ulley			Dual
1	Generator			61 Am	pere
	Radiator			Heavy	duty
	Radiator Shroud, Fan	Opening	Steel;	21.84	dia.*

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

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

DIMENSIONS AND WEIGHTS

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

INTERIOR DIMENSIONS

FRONT COMPARTMENT

CODE	DESCRIPTION	COUPE	CONVERTIBLE
НЗ	Seat cushion height	9.3	9.3
H11	Entrance height	29.3	29.3
H13	Steering wheel thigh clearance	4.0	4.0
H30	H point to heel point	7.6	7.6
H32	Seat cushion deflection	3.3	3.3
H50	Upper body opening to ground	46.6	46.6
H58	H point rise	.6	.6
H61	Effective headroom	37.1	37.5
H70	H point to body O line	12.9	12.9
H75	Effective headroom	37.7	38.1
W3	Shoulder room	56.7	56.7
W5	Hip room	56.3	56.3
L7	Steering wheel torso clearance	12.2	12.2
L17	H point travel	4.0	4.0
L34	Effective leg room	42.5	42.5

REAR COMPARTMENT

H8	Seat cushion height	10.8	10.8
H31	H point to heel point	9.3	9.3
H33	Seat cushion deflection	4.6	4.6
H63	Effective headroom	36.7	36.8
H71	H point to body O line	11.8	11.8
H76	Effective headroom	36.5	36.7
W4	Shoulder room	53.8	47.3
W6	Hip room	54.5	47.5
L3	Rear compartment room	22.7	22.7
L50	H point couple distance	27.4	27.1
L51	Effective leg room	29.9	29.6

LUGGAGE COMPARTMENT

	Compartment opening width	49.0	49.0
	Compartment interior height	17.2	17.2
	Compartment interior width	65.2	65.2
	Compartment interior length	41.5	40.1(A)
H195	Compartment loading height	30.0	30.0
V1	Usable luggage capacity (cu.ft.)	8.3	5.6
	Total compartment volume (cu.ft.)	19.6	17.4

(A) Approx. length with top down 30.0

LENGTHS

CODE	DESCRIPTION	COUPE	CONVERTIBLE			
L101	Wheelbase	1	108.0			
L102	Tire size (standard)	7.	35 x 14(A)			
L103	Overall length	1	184.7			
L104	Overhang - front		36.6			
L105	Overhang - rear		40.1			
	Overall length - less bumpers	1	81.6			
L127	Body O line to C/L of rear wheels		90.0			
L128	Hood length at centerline		63.5			

WIDTHS

7771.01		
	Tread - front	59.0
W102	Tread - rear	58.9
W103	Maximum overall width of car	72.5
W106	Front fender overall width	71.6
W107	Rear fender overall width	72.3
W120	Overall car width, front doors open	146.6

HEIGHTS

H101	Overall height (design)	51.4
	Overall height (curb)	53.0
H102	Front bumper to ground	17.2
H104	Rear bumper to ground	17.6
H111	Rocker panel to ground - rear	7.0
H112	Rocker panel to ground - front	7.6
H114	Hood at rear to ground	36.2
H115	Step height - front (design)	13.0
H125	Headlamp to ground	25.5
H126	Tail lamp to ground	24.3
H130	Step height - front (curb)	14.3
H136	Body O line to ground - front	5.4
H137	Body O line to ground - rear	4.4

CLEARANCES

H106	Angle of approach (degrees)	22		
H107	Angle of departure (degrees)	19		
H147	Ramp breakover angle (degrees)	13		
H148	Front suspension to ground	9.7		
H149	Oil pan to ground	6.3		
H150	Flywheel housing to ground	6.4		
H151	Frame to ground	5.5		
H152	Exhaust system to ground	5.7		
H153	Rear axle to ground	6.8		
H154	Fuel tank to ground	8.2		
H155	Tire well to ground	Over axle Rt. rr. qtr.		
H156	Minimum ground clearance (H151)	5.5		

• (A) D70 x 14 tire on all models equipped with 350 V-8 & 396 V-8

VEHICLE WEIGHTS

CAMARO

	VEHICLE TYPE	SHIPF	ING WE	EIGHT	CUI	B WEI	GHT
Model	Description	Front	Rear	Total	Front	Rear	Total
12337	2-Door Sport Coupe 6-cylinder	1605	1165	2770	1605	1305	2910
12437	2-Door Sport Coupe 8-cylinder	1730	1190	2920	1740	1330	3070
12367	2-Door Convertible 6-cylinder	1725	1300	3025	1725	1440	3165
12467	2-Door Convertible 8-cylinder	1850	1330	3180	1860	1465	3325

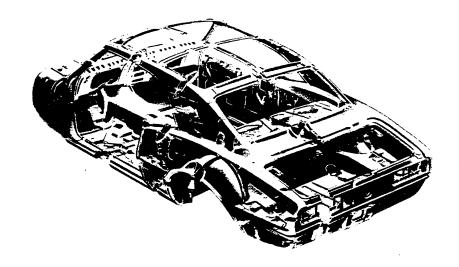
SHIPPING WEIGHT: Weight of basic vehicle with regular equipment and grease and oil. Weight of gasoline and water not included.

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

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

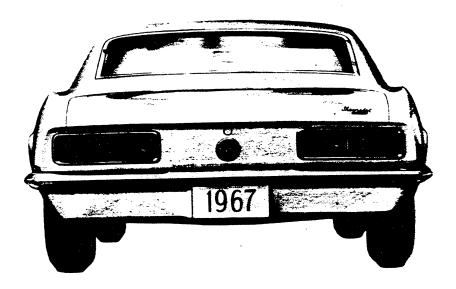
ſ	RPO	Option	Weight		
ı	A31	Power Windows	+ 21		
ı	A67	Folding Rear Seat	+ 20		
Ī	C48	Less Heater	- 24		
	C60	Air Conditioning	+ 86		
Ī	J50	Power Brakes	+ 9		
1	J52	Front Disc Brakes	+ 33		
- 1	L22	250 Cu.In. L-6	+ 10		
Ī	L30	327 Cu.In. V-8	+ 39		
•	L35	396 Cu.In. V-8	+ 258		
	L48	350 Cu.In. V-8	+ 72		
1	M13	Heavy Duty 3-Spd. Trans. with L48	+ 22		
Ì	M20	Four-Speed Transmission	+ 7 -		
İ	M35	Powerglide Transmission	+ 14		
•	M40	3-Spd. Turbo Hydra-Matic Trans.	+ 56		
ı	N10	Dual Exhaust	+ 38		
	N40	Power Steering	+ 29		
	T60	Heavy Duty Battery	+ 15		
	U63	Radio - Push-Button +			
	U69	Radio - AM-FM Push-Button	+ 9		
	Z22	Rally Sport Package	+ 17		

BODY



EXTERIOR PAINT	2
EXTERIOR-INTERIOR COLOR COMBINATIONS	3
BODY CONSTRUCTION AND GLASS AREA	A

EXTERIOR PAINT PROCESS



- 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.
- 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 primersurfacer 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.

- 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.
- 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.
- 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.

CAMARO

			Service Villa				30777			
			1	MIERR	KIKE	A COLO	RS ANE	RPO	NUMBE	
						l	1	1	Parch-	
								Brt.	'ment/	
			Gold	Blue	Black	Turq.	Red	Blue	Black	Yellow
						Models	12437-6	7		
			709	717	760		741			
						e Bucke	t Seat (Option	,	
			711		765	779	742	732	797	707
			S	port Co	upe Stai	ndard In	terior l	Bench S	Seat Opti	on
	21/222210		796	739	756					
1000	EXTERIOR			port C	oupe De	luxe Inte	erior Be	ench Se	at Optio	n
RPO	COLOR		712		767			716		
AA	Black	(W)	X	Х	X	X	Х	X	Х	Х
CC	White	(B)	X	X	X	X	Х	Х	Х	X
DD	Med. Blue	(W)		Х	Х			Х	Х	
EE	Dk. Blue	(W)		X	X			Х	Х	
FF	Brt. Blue	(a) (W)		X	X			Х	X	
GG	Gold	(B)	X		X				X	X
НН	Med. Green	(B)			X				X	
KK	Med. Turquoise	(B)			Х	Х			X	
LL	Dk. Turquoise	(W)			X	X			$\frac{x}{x}$	
MM	Plum	(W)			Х				$\frac{x}{x}$	
NN	Maroon	(W)	X		X		X		$\frac{x}{x}$	
RR	Red	(a) (W)			X		X		$\frac{x}{x}$	
SS	Fawn	(B)	Х		X				$\frac{\lambda}{X}$	X
TT	Cream	(B)	Х		X				$\frac{\hat{x}}{x}$	$\frac{\hat{x}}{x}$
YY	Yellow	(B)			X	$\frac{1}{x}$			$\frac{\hat{x}}{x}$	$\frac{\lambda}{X}$

Convertible top: White (regular production), black or medium blue (RPO CO5) with any exterior color.

Vinyl top option (RPO CO8): Black or lt. fawn with any exterior color.

Body side and from header panel paint stripe color for SS 350 option, Rally Sport Option and the optional Style Trim Group; (W) White, (B) Black.

(a) Red and Bright Blue vehicles with black vinyl or black convertible tops will have black paint stripes.

1967 CAMARO

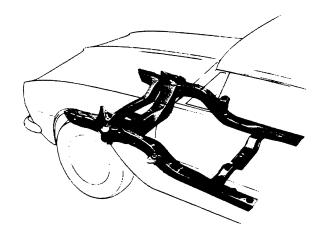
BODY CONSTRUCTION AND GLASS AREA

● 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.	SEAT CONSTRUCTION Type From seat cushion 1.50 poly foam 123-12400 Rear seat cushion Jute and cotton 123-12400
DOORS AND LOCKS Door construction Double panel, hinged at front Door handles Push-button with rotary type latches, and 2-position free-wheeling inside door handles Door ventipanes Friction pivot	WINDSHIELD WIPERS Type Dual 2-speed electric
HOOD AND TRUNK LID Type	Linkage Parallel acting
VENTILATION High level 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	SPARE TIRE AND TOOLS Location Right side of trunk on floor. Tools consist of bumper jack and socket end type "L" wrench stored beneath tire

BODY GLASS

		MODELS		
	•	12337	12367	
LOCATION	TYPE	12437	12467	
Windshield		1032.6	990.5	
Front	Ventipane	8	8.5	
Door	Window	76	9.8	
Rear Quarter	Window	225.4	235.5	
Back Window		819.2	834.0	
Total Visibility Area		2935.5	2918.3	

CHASSIS



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



FRAME AND FRONT SUSPENSION

FRAME ● Description	The extended rail front partial frame consists of deep sectioned, double channeled side members joined by three flanged, hat-section cross members.	SPHERICAL JOINTS Type Ball studs, lower self-adjusting for wear Bearing surfaces Upper Teflon-cotton composite on phenolic Lower Sintered iron
FRONT SUSPE	NSION	
Description	Independent, SLA type	
•	with coil springs and concentric shock absorbers, and spherically jointed steering knuckles for each wheel.	SHOCK ABSORBERS Type Direct, double acting, hydraulic Piston diameter 1.00
Wheel travel	(design)	
	8.10 3.81	
Rebound	4,29	STABILIZER BAR
Wheel to spr	ring travel ratio 1.84	● Type Link Material HR steel
CONTROL ARI	MS ·	Diameter
Description	stamping with pre-loaded, steel encased rubber bushings at pivots.	
		FRONT WHEEL ALIGNMENT (CURB)
STEERING KN	UCKLES	Camber (degrees) N1/4 to P3/4
Description	Forged steel with	Caster (degrees) O to P1
	integral brake cylinder mounting,	Toe-in (total) 1/8 to 1/4
	and detachable steering knuckle arm.	SAI (degrees) 8-1/4 to 9-1/4
Spindle diam		
	ring	
-	ad size 3/4-20 NEF-3 (modified)	GENERAL SUSPENSION PROVISIONS
Wheel bearing	0	Car leveling Front stabilizer bar
• •	Taper roller	Anti-dive control Angle of front upper control arm
Number	Two per spindle	● Anti-squat control Rear suspension geometry
	•	

FRONT SPRINGS

	Part				Cut-off	Wire	Inside	1	Heights	Deflecti	on rate
- 1	Number	Ref.	Туре	Material	Length	Dia.	Dia.	Free	Working	(lb per inch)	
	Number					DIA.	Dia.	1.166	(in. @ lbs)	@ Spring	@ Wheel
	3908380	A			108.25	.604	3.63	15.10	11.09@1385	345	124
	3895228	В	Coil		121.12	.591	3.63	16.17	11.09@1410	278	101
- 1	3895231	С	Right	AISI	121.79	.615	3.63	16.06	11.09@1590	320	112
•	3912532	D	Hand	. A-5160	122.77	.650	3.63	15.87	11.09@1840	390	131
[3895229	E	Helix		121.48	.604	3,63	15.26	11.09@1550	300	107
	3905577	F			121.79	.615	3.63	16.35	11.09@1665	320	112
•	3912544	G			123.04	.659	3.63	15.99	11.09@1985	410	136

ENGINE	230 and 250 Cu.In. L-6 Engine		327 Cu.In. 327 Cu.In. RPO V-8 Engine L30 V-8 Engine				1				
MODELS	. 123	00			124	100					
MODELS	37	67	37	67	37	67	37	67	37	67	
Ref.	A	В	С	F	С	E	● C	E	G	D	

2-CHASSIS

STEERING, DRIVELINE, WHEELS AND TIRES

MANELAL CEPERRIC (Constant)
MANUAL STEERING (Standard)
Description Semi-reversible, recirculating
ball nut gear, with energy absorbing steering
column. Tilt steering wheel optional
Ratios
Coupes & convertibles Gear 28:1, overall 28:1
RPO N44 (manual) Gear 24:1, overall 21.6:1
Turning diameters (ft)
Outside front, wall to wall 39.7
Outside front, curb to curb 37.0
Inside rear, wall to wall 20.6
Inside rear, curb to curb 21.1
•Number of wheel turns, lock to lock 4.7
Outside wheel angle with inside wheel
@ 15 degrees 14.2
@ 20 degrees 18.5
@ 36.1 degrees (limit of turn) 29.0
Linkage Parallelogram,
rear of wheels,2 tie rods
Steering wheel
Type Deep dished, 16.25 dia.
• • • • • • • • • • • • • • • • • • • •
POWER STEERING, RPO N40
(Same as standard Manual Steering except as shown)
Type Integral gear, with
vane type pump driven by crankshaft
pulley providing hydraulic pressure
Ratios Gear 17.5:1, overall 17.5:1
• RPO N44 fast ratio Gear 17.5:1, overall 15.6:1
Number of wheel turns, lock to lock 3.0
•

DRIVELINE
Type Tubular, exposed
Number used One
Diameter (OD) 2.75
Wall thickness065
• Length (C/L of U-joints)
All except RPO L35 49.96
RPO L35
3 & 4 speed transmission 50.46
Turbo Hydra-matic 49.96
Universal joints 2, cross type with
prepack anti-friction bearings
Drive and torque Through rear mono-leaf springs
Drive and torque Intough rear mono-lear springs
WHEELS
Type Short spoke spider
Attachment to hub 5 hex nuts, 7/16-20 UNF 2-B,
Attachment to hub 5 hex nuts, 7/16-20 UNF 2-B, arranged on a 4.75 diameter bolt circle
arranged on a 4.75 diameter bolt circle Rim size
arranged on a 4.75 diameter bolt circle Rim size Base
arranged on a 4.75 diameter bolt circle Rim size
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• TIRE SPECIFICATIONS

		7.35 x 14	D70x14
Static loaded rad	ius .	12.2	11.8
Loaded rev/mi@	45 MPH	791	815
Capacity (lbs @ I	Capacity (lbs @ PSI)		1170 @ 26*
Recommended	Front	24	26*
pressure (cold)	Rear	24	26*

• Coupes equipped with RPO L48 & RPO L35 carry 24 PSI, front and rear; rated at 1120 # @ 24 PSI

REAR AXLE AND SUSPENSION

REAR AXLE	• HYPOID AND PINION GEAR TOOTH COMBINATIONS
Description Semi-	2.73S (8.125 hypoid gear) 41,15
floating; rear beam consisting of cast iron	3.08 (8.125 hypoid gear) 37,12
differential carrier and pressed-in axle shaft	2.73L (8.875 hypoid gear) 41,15
housings. Differential carrier contains an	3.07 (8.875 hypoid gear) 43.14
overhung pinion and hypoid ring gear sup-	3.31 (8.875 hypoid gear) 43.13
ported by two taper roller bearings.	
Pinion offset 1.50	
Pinion bearing adjustment Shim	
Lubricant	POSITRACTION DIFFERENTIAL (see POWER TRAINS)
Type Military Spec. MIL-L-2105-B	Type 2 pinion with dual disc clutches
Viscosity SAE 80	ayr.
Filler plug 5/8 sq. hd., 3/4-14 PTF SAE short	
Capacity (pts) 8.125 hypoid gear 3.5	
8.875 hypoid gear 4.0	REAR SUSPENSION
Ratios (standard)	Description Hotchkiss; 2 semi-elliptical
L-6 engines, 327 V-8	single leaf springs support rear beam. Drive
3 & 4-speed 3.08	and torque taken through rear leaf springs
Powerglide	Wheel travel (design)
Base 2.73S	Total 7.85
Rally sport 3.08	Jounce 2.32
350 V-8	Rebound 5.43
3 & 4-speed, Powerglide 3.31	Wheel to spring, travel ratio 1:1
● 396 V-8	
3 & 4-speed 3.07	
Turbo Hydra-Matic	
Base 2.73L	SHOCK ABSORBERS
Rally sport 3.07	Type Direct, double acting, hydraulic
	Piston diameter 1.00
AXLE SHAFT	
Description Forged and hardened steel	
with integral drive flange	
Wheel bearings Single row cylindrical	• RADIUS ROD (a)
roller, one per wheel	Material Steel
Oil seal Steel encased, spring	Dimensions082 x .98 dia. x 20.62
loaded synthetic rubber	Bushing material Rubber

REAR SPRINGS

Part Number	Ref.	Туре	Material	Material Eve centers of axie		Design load @ C/L of axle	Deflection rate (lb per inch)		
				2,0 00111013	or axic	(lb@ camber)	@ Spring	@ Wheel	
390139 5	Α			56.0	2.25	535 @ 1.50	115	121	
3901397	В	Cin ala	AISI	56.0	2,25	530 @ 1.50	125	131	
3909940	С	Single leaf	A-5160	56.0	2.25	575 @ 1.50	115	121	
3909941	D	lear	W-2100	56.0	2.25	595 @ 1.50	125	131	
3909942	E			56.0	2.25	595 @ 1.50	100	106	

ENGINE	230 and 2 L-6 E				In. RPO 8 Engine					
MODELS	12:	12400								
MODELS	37	67	37	67	37	67	37	67	37	67
Ref.	A	E	A	С	A	D	В	D	В	D

• (a) Used only on models equipped with 327 Cu.In. V-8 Engine with 4-speed transmission and on all 350 & 396 Cu.In. V-8 Engines. RPO L35 with Turbo Hydra-matic transmission uses a rectangular steel bar 1.00 x 1.25 x 20.62.

SERVICE BRAKES (Standard)	SERVICE BRAKES, METALLIC (RPO J65)
• Type Dual-circuit;	(Same as standard production SERVICE BRAKES except
brake system warning and parking brake	as follows)
light, and reverse self-adjusting brakes.	Line pressure, psi @ 100 lb pedal load 1031
Line pressure, psi, 3 100 lb pedal load 790	Braking ratios
Braking ratios	Pedal 6,20
Pedal 6.20	Hydraulic 4.63
Hydraulic 4.06	Overall 28.7
Overall 25.2	Brake lining
Distribution of braking effort	Material Sintered iron segments
Front wheels (theoretical, percent) 62	• Size
Brake drum	
Diameter, front & rear 9.5	Front wheel segments
	Primary 1.64 x 2.50 x .150
Construction Composite, web cast into rim	Secondary
Material	Rear wheel segments
Web HR steel	Primary 1.64 x 2.00 x .150
Rim Cast iron alloy	Secondary1.64 x 2.00 x .265
Swept drum area(sq.in.) 268.6	Segments per shoe, front & rear
Brake lining	Primary 3
Material Full molded asbestos composition	Secondary 5
Length	Method of attachment Welded
Primary shoe, front & rear 9.01	Total effective area (sq.in.) 118.1
Secondary shoe, front & rear 9.75	Master cylinder
Width	Piston diameter875
Front wheels, primary & secondary 2.50	riston diameter875
71	
Thickness, minimum @ centerline	
Primary17	
Secondary	
Method of attachment Bonded	
Total effective area (sq.in.) 168.9	
Gross lining area (sq.in.) 168.9	
Master cylinder	
Piston diameter 1.00	
Piston travel (available pedal travel) 1.00	
Wheel cylinders	
Piston diameter	FRONT DISC BRAKES (RPO J52)
Front 1.125	(Same as standard production SERVICE BRAKES on
Rear875	
Foot pedal travel 6.5	rear only)
	Type Hub mounted front discs,
PARKING BRAKE	with self-adjusting caliper units mounted on the
Type Mechanical; pull rods	steering knuckle. A metering valve is provided
	for balance between front and rear brakes.
and cables operate two rear service brakes	Line pressure, psi @ 100 lb pedal load Manual 790
Total effective area (sq.in.) 75.0	
Control Pendulum foot	
pedal; release by T handle located below	Braking ratios (manual)
	Pedal 6.20
instrument panel to left of steering column	Pedal 6.20 Hydraulic 29.7
instrument panel to left of steering column	Pedal 6.20 Hydraulic 29.7
instrument panel to left of steering column POWER BRAKES (RPO J50)	Pedal 6.20 Hydraulic 29.7 Overall 184.0
instrument panel to left of steering column POWER BRAKES (RPO J50) (Same as standard SERVICE BRAKES except as follows)	Pedal 6.20 Hydraulic 29.7 Overall 184.0 Brake disc
instrument panel to left of steering column POWER BRAKES (RPO J50) (Same as standard SERVICE BRAKES except as follows)	Pedal 6.20 Hydraulic 29.7 Overall 184.0 Brake disc Construction Caliper type
instrument panel to left of steering column POWER BRAKES (RPO J50) (Same as standard SERVICE BRAKES except as follows) Type	Pedal 6.20 Hydraulic 29.7 Overall 184.0 Brake disc Construction Caliper type with radial cavities for heat dissipation
instrument panel to left of steering column POWER BRAKES (RPO J50) (Same as standard SERVICE BRAKES except as follows)	Pedal
instrument panel to left of steering column POWER BRAKES (RPO J50) (Same as standard SERVICE BRAKES except as follows) Type	Pedal 6.20 Hydraulic 29.7 Overall 184.0 Brake disc Construction Caliper type with radial cavities for heat dissipation Material / Cast iron Diameter 11.00
instrument panel to left of steering column POWER BRAKES (RPO J50) (Same as standard SERVICE BRAKES except as follows) Type	Pedal 6.20 Hydraulic 29.7 Overall 184.0 Brake disc Construction Caliper type with radial cavities for heat dissipation Material / Cast iron Diameter 11.00 Swept disc & drum area 332.4
instrument panel to left of steering column POWER BRAKES (RPO J50) (Same as standard SERVICE BRAKES except as follows) Type	Pedal 6.20 Hydraulic 29.7 Overall 184.0 Brake disc Construction Caliper type with radial cavities for heat dissipation Material / Cast iron Diameter 11.00 Swept disc & drum area 332.4 Brake lining
instrument panel to left of steering column POWER BRAKES (RPO J50) (Same as standard SERVICE BRAKES except as follows) Type	Pedal 6.20 Hydraulic 29.7 Overall 184.0 Brake disc Construction Caliper type with radial cavities for hear dissipation Material / Cast iron Diameter 11.00 Swept disc & drum area 332.4 Brake lining Molded asbestos
instrument panel to left of steering column POWER BRAKES (RPO J50) (Same as standard SERVICE BRAKES except as follows) Type	Pedal 6.20 Hydraulic 29.7 Overall 184.0 Brake disc Construction Caliper type with radial cavities for hear dissipation Material / Cast iron Diameter 11.00 Swept disc & drum area 332.4 Brake lining Material Molded asbestos Size, disc segment 5.96 x 2.21 x .41
instrument panel to left of steering column POWER BRAKES (RPO J50) (Same as standard SERVICE BRAKES except as follows) Type	Pedal 6.20 Hydraulic 29.7 Overall 184.0 Brake disc Construction Caliper type with radial cavities for heat dissipation Material / Cast iron Diameter 11.00 Swept disc & drum area 332.4 Brake lining Material Molded asbestos Size, disc segment 5.96 x 2.21 x .41 Method of attachment Riveted
instrument panel to left of steering column POWER BRAKES (RPO J50) (Same as standard SERVICE BRAKES except as follows) Type	Pedal 6.20 Hydraulic 29.7 Overall 184.0 Brake disc Construction Caliper type with radial cavities for heat dissipation Material / Cast iron Diameter 11.00 Swept disc & drum area 332.4 Brake lining Material Molded asbestos Size, disc segment 5.96 x 2.21 x .41 Method of attachment Riveted
instrument panel to left of steering column POWER BRAKES (RPO J50) (Same as standard SERVICE BRAKES except as follows) Type	Pedal 6.20 Hydraulic 29.7 Overall 184.0 Brake disc Construction Caliper type with radial cavities for heat dissipation Material / Cast iron Diameter 11.00 Swept disc & drum area 332.4 Brake lining Material Molded asbestos Size, disc segment 5.96 x 2.21 x .41 Method of attachment Riveted Total effective area (sq.in.) 114.0
instrument panel to left of steering column POWER BRAKES (RPO J50) (Same as standard SERVICE BRAKES except as follows) Type	Pedal 6.20 Hydraulic 29.7 Overall 184.0 Brake disc Construction Caliper type with radial cavities for hear dissipation Marerial Cast iron Diameter 11.00 Swept disc & drum area 332.4 Brake lining Material Molded asbestos Size, disc segment 5.96 x 2.21 x.41 Method of attachment Riveted Total effective area (sq.in.) 114.0 Gross lining area (sq.in.) 118.1
instrument panel to left of steering column POWER BRAKES (RPO J50) (Same as standard SERVICE BRAKES except as follows) Type	Pedal 6.20 Hydraulic 29.7 Overall 184.0 Brake disc Construction Caliper type with radial cavities for hear dissipation Material Cast iron Diameter 11.00 Swept disc & drum area 332.4 Brake lining Material Molded asbestos Size, disc segment 5.96 x 2.21 x .41 Method of attachment Riveted Total effective area (sq.in.) 114.0 Gross lining area (sq.in.) 118.1 Master cylinder
instrument panel to left of steering column POWER BRAKES (RPO J50) (Same as standard SERVICE BRAKES except as follows) Type	Pedal 6.20 Hydraulic 29.7 Overall 184.0 Brake disc Construction Caliper type with radial cavities for heat dissipation Material Cast iron Diameter 11.00 Swept disc & drum area 332.4 Brake lining Molded asbestos Size, disc segment 5.96 x 2.21 x .41 Method of attachment Riveted Total effective area (sq.in.) 114.0 Gross lining area (sq.in.) 118.1 Master cylinder 1.00
instrument panel to left of steering column POWER BRAKES (RPO J50) (Same as standard SERVICE BRAKES except as follows) Type	Pedal 6.20 Hydraulic 29.7 Overall 184.0 Brake disc Construction Caliper type with radial cavities for hear dissipation Material Cast iron Diameter 11.00 Swept disc & drum area 332.4 Brake lining Material Molded asbestos Size, disc segment 5.96 x 2.21 x .41 Method of attachment Riveted Total effective area (sq.in.) 114.0 Gross lining area (sq.in.) 118.1 Master cylinder 1.00 Piston diameter 1.00 Piston travel 1.16
instrument panel to left of steering column POWER BRAKES (RPO J50) (Same as standard SERVICE BRAKES except as follows) Type	Pedal 6.20 Hydraulic 29.7 Overall 184.0 Brake disc Construction Caliper type with radial cavities for heat dissipation Material Cast iron Diameter 11.00 Swept disc & drum area 332.4 Brake lining Molded asbestos Size, disc segment 5.96 x 2.21 x.41 Method of attachment Riveted Total effective area (sq.in.) 114.0 Gross lining area (sq.in.) 118.1 Master cylinder Piston diameter 1.00 Piston travel 1.16 Wheel cylinders (front)
instrument panel to left of steering column POWER BRAKES (RPO J50) (Same as standard SERVICE BRAKES except as follows) Type	Pedal 6.20 Hydraulic 29.7 Overall 184.0 Brake disc Construction Caliper type with radial cavities for heat dissipation Material Cast iron Diameter 11.00 Swept disc & drum area 332.4 Brake lining Molded asbestos Size, disc segment 5.96 x 2.21 x.41 Method of attachment Riveted Total effective area (sq.in.) 114.0 Gross lining area (sq.in.) 118.1 Master cylinder Piston diameter 1.00 Piston travel 1.00 Piston travel 1.16 Wheel cylinders (front) Number 4 per wheel
instrument panel to left of steering column POWER BRAKES (RPO J50) (Same as standard SERVICE BRAKES except as follows) Type	Pedal 6.20 Hydraulic 29.7 Overall 184.0 Brake disc Construction Caliper type with radial cavities for heat dissipation Material Cast iron Diameter 11.00 Swept disc & drum area 332.4 Brake lining Molded asbestos Size, disc segment 5.96 x 2.21 x .41 Method of attachment Riveted Total effective area (sq.in.) 114.0 Gross lining area (sq.in.) 118.1 Master cylinder 1.00 Piston diameter 1.00 Piston travel 1.16 Wheel cylinders (front) 4 per wheel Piston diameter 4 per wheel Piston diameter 1.7/8
instrument panel to left of steering column POWER BRAKES (RPO J50) (Same as standard SERVICE BRAKES except as follows) Type	Pedal 6.20 Hydraulic 29.7 Overall 184.0 Brake disc Construction Caliper type with radial cavities for heat dissipation Material Cast iron Diameter 11.00 Swept disc & drum area 332.4 Brake lining Molded asbestos Size, disc segment 5.96 x 2.21 x.41 Method of attachment Riveted Total effective area (sq.in.) 114.0 Gross lining area (sq.in.) 118.1 Master cylinder Piston diameter 1.00 Piston travel 1.00 Piston travel 1.16 Wheel cylinders (front) Number 4 per wheel

BULBS AND LAMPS

BULBS AND LAMPS	NUMBER REQUIRED AND TRADE NUMBER	CANDLE POWER PER LAMP
Ash tray	1-1445	.7
Automatic transmission position pattern	Column, 1-1445 Floor console, 2-1445	.7
Back-up	2-1156	32
Brake warning	1-194	2
Clock	1-1895	2
Courtesy		
Instrument panel	2-631	6
Rear seat separator	1-212	6
Direction signal indicators	2-1895	2
Dome		
Center	1-211	12
Side rail	2-211	12
Generator indicator	1-1895	2
Glove compartment	1-1895	2
II	2-6012	High beam 50W
Headlamp		Low beam 45W
Headlamp hi-beam indicator	1-1445	.7
Heater control	1-1895	2
Instrument cluster		
Dash panel	4-1895	2
Floor console	4-1895	2
License plate	1-67	4
Luggage compartment	1-1003	15
Oil pressure indicator	1-1895	2
Parking		
Park	. 2-1157	4
Turn		32
Radio	1-1893	2
Spot lamp		
Inside operated	1-4405	30W
Portable	1-4416	
Tail		
Tail	2-1157	4
Stop and turn	2-113/	32
Temperature indicator	1-1895	2
Underhood lamp	1-93	15

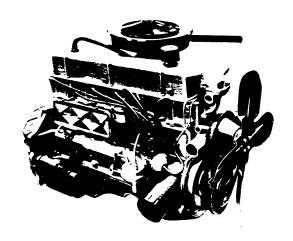
6 - CHASSIS SEPTEMBER 1966 1967 CAMARO

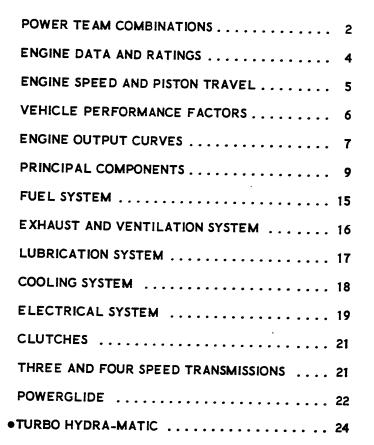
FUSES, AND CIRCUIT BREAKERS

Air conditioning Air conditio					
Air conditioning Air conditio	CIRCUIT	TYPE OF	LOCATION		
Ash tray lamp AGC 25 fuse Ash tray lamp AGC 4 fuse Fuse panel (c) Back-up lamps AGC 10 fuse Back-up lamps AGC 20 fuse Fuse panel (b) Clock AGC 20 fuse Fuse panel (b) Clock lamp AGC 4 fuse Fuse panel (b) Clock lamp AGC 20 fuse Fuse panel (b) Courtesy lamps AGC 10 fuse Fuse panel (b) Defogging unit AGC 10 fuse Fuse panel (c) Direction signal indicator lamps AGC 20 fuse Fuse panel (d) Direction signal indicator lamps AGC 20 fuse Fuse panel (d) Folding top motor Folding top motor Fuse panel (d) Glove compartment lamp AGC 10 fuse Fuse panel (d) Glove compartment lamp AGC 20 fuse Fuse panel (d) Fuse panel (d) Glove compartment lamp AGC 20 fuse Fuse panel (d) Fuse panel (d) Fuse panel (d) Glove compartment lamp AGC 20 fuse Fuse panel (d) Fuse panel (d) Glove compartment lamp AGC 20 fuse Fuse panel (d) Glove compartment lamp AGC 20 fuse Fuse panel (d) Fuse panel (b) Fuse panel (d) Fuse panel (b)	CIRCUIT	PROTECTION	AND CIRCUIT*		
Ash tray lamp AGC 4 fuse Fuse panel (c) Auto. trans. position pattern lamp AGC 4 fuse Fuse panel (c) Back-up lamps AGC 10 fuse Fuse panel (d) Cigarette lighter AGC 20 fuse Fuse panel (d) Clock AGC 20 fuse Fuse panel (b) Clock lamp AGC 4 fuse Fuse panel (b) Clock lamp AGC 20 fuse Fuse panel (c) Courtesy lamps AGC 20 fuse Fuse panel (d) Defogging unit AGC 10 fuse Direction signal indicator lamps AGC 20 fuse Fuse panel (d) Direction signal indicator lamps AGC 20 fuse Fuse panel (d) Folding top motor AGC 20 fuse Fuse panel (d) Folding top motor Fuel gage AGC 10 fuse Generator indicator lamp AGC 20 fuse Fuse panel (d) Glove compartment lamp AGC 20 fuse Fuse panel (d) Glove compartment lamp AGC 20 fuse Fuse panel (d) Fuse panel (d) Fuse panel (d) Clock fuse Fuse panel (d) Conservation fuse Conservation fuse Conservation fuse Conservation fuse Conservat	A distantant	ĀGC 25 fuse	In line		
Auto, trans. position pattern lamp AGC 4 fuse Back-up lamps Cigarette lighter AGC 20 fuse Clock AGC 20 fuse Fuse panel (b) Clock lamp AGC 4 fuse Fuse panel (c) Clock lamp AGC 20 fuse Fuse panel (b) Clock lamp AGC 20 fuse Fuse panel (c) Courtesy lamps AGC 20 fuse Defogging unit AGC 10 fuse Fuse panel (d) Direction signal indicator lamps AGC 20 fuse Fuse panel (c) Dome lamp AGC 20 fuse Fuse panel (c) Dome lamp AGC 20 fuse Fuse panel (d) Folding top motor AGC 20 fuse Fuse panel (d) Fuse panel (d) Folding top motor AGC 10 fuse Fuse panel (d) Generator indicator lamp AGC 10 fuse Generator indicator lamp AGC 20 fuse Fuse panel (d) Fuse panel (e) Fuse panel (b) Speed varning device AGC 20 fuse Fuse panel (b) Speed varning device AGC 20 fuse Fuse panel (b) Fuse panel (c) Fuse panel	Air conditioning	AGC 25 fuse	Fuse panel (f)		
Back-up lamps	Ash tray lamp	AGC 4 fuse	Fuse panel (c)		
Cigarette lighter AGC 20 fuse Fuse panel (b) Clock AGC 20 fuse Fuse panel (c) Clock lamp AGC 4 fuse Fuse panel (c) Courtesy lamps AGC 20 fuse Fuse panel (b) Defogging unit AGC 10 fuse Fuse panel (d) Direction signal indicator lamps AGC 4 fuse Fuse panel (c) Dome lamp AGC 20 fuse Fuse panel (b) Folding top motor 40 amp CB Hinge pillar Fuel gage AGC 10 fuse Fuse panel (d) Generator indicator lamp AGC 10 fuse Fuse panel (d) Glove compartment lamp AGC 20 fuse Fuse panel (d) Headlamps 15 amp CB Light switch Headlamp hi-beam indicator lamp 15 amp CB Light switch Heater AGC 25 fuse Fuse panel (f) Instrument cluster lamps AGC 25 fuse Fuse panel (f) Instrument cluster lamp AGC 20 fuse Fuse panel (a) License lamp AGC 20 fuse Fuse panel (a) License lamp AGC 20 fuse Fuse panel (b)	Auto. trans. position pattern lamp	AGC 4 fuse	Fuse panel (c)		
Clock lamp Clock AGC 20 fuse Fuse panel (b) Clock lamp AGC 4 fuse Fuse panel (c) Courtesy lamps AGC 20 fuse Fuse panel (b) Defogging unit AGC 10 fuse Fuse panel (b) Direction signal indicator lamps AGC 10 fuse Fuse panel (d) Direction signal indicator lamps AGC 20 fuse Fuse panel (c) Dome lamp AGC 20 fuse Fuse panel (b) Folding top motor 40 amp CB Hinge pillar Fuel gage AGC 10 fuse Fuse panel (d) Generator indicator lamp AGC 10 fuse Fuse panel (d) Glove compartment lamp AGC 20 fuse Fuse panel (d) Glove compartment lamp AGC 20 fuse Fuse panel (b) Headlamps 15 amp CB Light switch Headlamp hi-beam indicator lamp 15 amp CB Light switch Headlamp cover motors 10 AMP CB Left front fender Heater AGC 25 fuse Fuse panel (f) Instrument cluster lamps AGC 4 fuse Fuse panel (f) Instrument cluster lamp AGC 20 fuse Fuse panel (a) Cil pressure indicator lamp AGC 20 fuse Fuse panel (a) Oil pressure indicator lamp AGC 10 fuse Fuse panel (a) Oil pressure indicator lamp AGC 10 fuse Fuse panel (d) Parking lamps 15 amp CB Light switch Brake warning lamp AGC 10 fuse Fuse panel (d) Radio and radio lamp AGC 20 fuse Fuse panel (d) Radio and radio lamp AGC 20 fuse Fuse panel (b) Speed cruise control AGC 20 fuse Fuse panel (b) Speed warning device AGC 20 fuse Fuse panel (b) Tachometer AGC 20 fuse Fuse panel (d) Tail, stop and turn lamps AGC 20 fuse Fuse panel (d) Tail, stop and turn lamps AGC 20 fuse Fuse panel (d)	Back-up lamps	AGC 10 fuse	Fuse panel (d)		
Clock lamp Courtesy lamps AGC 20 fuse Fuse panel (c) Courtesy lamps AGC 20 fuse Fuse panel (d) Direction signal indicator lamps AGC 20 fuse Fuse panel (d) Direction signal indicator lamps AGC 20 fuse Fuse panel (d) Direction signal indicator lamps AGC 20 fuse Fuse panel (c) Dome lamp AGC 20 fuse Fuse panel (d) Folding top motor 40 amp CB Hinge pillar Fuel gage AGC 10 fuse Fuse panel (d) Generator indicator lamp AGC 10 fuse Fuse panel (d) Glove compartment lamp AGC 20 fuse Fuse panel (d) Glove compartment lamp AGC 20 fuse Fuse panel (b) Headlamps 15 amp CB Light switch Headlamp cover motors 10 AMP CB Left front fender Heater AGC 25 fuse Fuse panel (f) Instrument cluster lamps AGC 25 fuse Fuse panel (c) License lamp AGC 20 fuse Fuse panel (a) Cil pressure indicator lamp AGC 20 fuse Fuse panel (a) Parking lamps 15 amp CB Light switch Brake warning lamp AGC 10 fuse Fuse panel (d) Radio and radio lamp AGC 20 fuse Fuse panel (d) Radio and radio lamp AGC 20 fuse Fuse panel (b) Speed cruise control AGC 20 fuse Fuse panel (b) Speed warning device AGC 20 fuse Fuse panel (b) Fuse panel (b) Fuse panel (b) Fuse panel (c) Fuse panel (c)	Cigarette lighter	AGC 20 fuse	Fuse panel (b)		
Courtesy lamps AGC 20 fuse Fuse panel (b) Defogging unit AGC 10 fuse Fuse panel (d) Direction signal indicator lamps AGC 20 fuse Fuse panel (c) Dome lamp AGC 20 fuse Fuse panel (c) Dome lamp AGC 20 fuse Fuse panel (c) Folding top motor Folding top motor Fuse gage AGC 10 fuse Fuse panel (d) Generator indicator lamp AGC 10 fuse Fuse panel (d) Glove compartment lamp AGC 20 fuse Fuse panel (d) Glove compartment lamp AGC 20 fuse Fuse panel (b) Headlamps Fuse panel (b) Headlamps Fuse panel (c) Light switch Headlamp cover motors ID AMP CB Left front fender Heater AGC 25 fuse Fuse panel (f) Instrument cluster lamps AGC 26 fuse Fuse panel (c) License lamp AGC 20 fuse Fuse panel (a) Luggage compartment lamp AGC 20 fuse Fuse panel (a) Oil pressure indicator lamp AGC 10 fuse Fuse panel (d) Parking lamps AGC 10 fuse Fuse panel (d) Radio and radio lamp AGC 10 fuse Fuse panel (d) Radio and radio lamp AGC 20 fuse Fuse panel (e) Seat separator compartment lamp AGC 20 fuse Fuse panel (b) Speed cruise control AGC 20 fuse Fuse panel (b) Speed warning device AGC 20 fuse Fuse panel (b) Tachometer AGC 10 fuse Fuse panel (d) Fuse panel (b) Fuse panel (b) Fuse panel (b) Fuse panel (c) Fuse panel (d) Fuse panel (d) Fuse panel (d) Fuse panel (d) Fuse panel (b) Fuse panel (c) Fuse panel (d) Fuse panel (b) Fuse panel (b) Fuse panel (b) Fuse panel (c) Fuse panel (d)	Clock	AGC 20 fuse	Fuse panel (b)		
Defogging unit Defogging unit Direction signal indicator lamps AGC 4 fuse Fuse panel (c) Dome lamp Folding top motor Fuel gage AGC 20 fuse Fuse panel (d) Fuse panel (c) Folding top motor AGC 20 fuse Fuse panel (b) Fuse panel (c) Fuse panel (c) Fuse panel (c) Fuse panel (c) Fuse panel (d) Fuse panel (d) Generator indicator lamp AGC 10 fuse Fuse panel (d) Glove compartment lamp AGC 20 fuse Fuse panel (d) Glove compartment lamp AGC 20 fuse Fuse panel (b) Headlamps Is amp CB Light switch Headlamp cover motors Io AMP CB Left front fender Heater AGC 25 fuse Fuse panel (f) Instrument cluster lamps AGC 4 fuse Fuse panel (c) License lamp AGC 20 fuse Fuse panel (a) Luggage compartment lamp AGC 20 fuse Fuse panel (a) Parking lamps AGC 10 fuse Fuse panel (d) Parking lamp AGC 10 fuse Fuse panel (d) Radio and radio lamp AGC 20 fuse Fuse panel (e) Seat separator compartment lamp AGC 20 fuse Fuse panel (d) Radio and radio lamp AGC 20 fuse Fuse panel (b) Speed cruise control AGC 20 fuse Fuse panel (b) Speed warning device AGC 20 fuse Fuse panel (b) Fuse panel (b) Tachometer AGC 20 fuse Fuse panel (d) Fuse panel (b) Fuse panel (d) Fuse panel (b) Fuse panel (d) Fuse panel (d) Fuse panel (d) Fuse panel (b) Fuse panel (d)	Clock lamp	AGC 4 fuse	Fuse panel (c)		
Direction signal indicator lamps AGC 4 fuse Fuse panel (c) Dome lamp AGC 20 fuse Fuse panel (b) Folding top motor 40 amp CB Hinge pillar Fuel gage AGC 10 fuse Fuse panel (d) Generator indicator lamp AGC 20 fuse Fuse panel (d) Glove compartment lamp AGC 20 fuse Fuse panel (b) Headlamps 15 amp CB Light switch Headlamp hi-beam indicator lamp 15 amp CB Light switch Headlamp cover motors 10 AMP CB Left front fender Heater AGC 25 fuse Fuse panel (f) Instrument cluster lamps AGC 4 fuse Fuse panel (c) License lamp AGC 20 fuse Fuse panel (a) Luggage compartment lamp AGC 20 fuse Fuse panel (a) Oil pressure indicator lamp AGC 10 fuse Fuse panel (d) Parking lamps 15 amp CB Light switch Brake warning lamp AGC 10 fuse Fuse panel (d) Radio and radio lamp AGC 20 fuse Fuse panel (e) Seat separator compartment lamp AGC 20 fuse Fuse panel (b) Speed cruise control AGC 20 fuse Fuse panel (b) Speed warning device AGC 20 fuse Fuse panel (b) Tachometer AGC 20 fuse Fuse panel (b) Tachometer AGC 20 fuse Fuse panel (b) Tachometer AGC 20 fuse Fuse panel (d) Tail, stop and turn lamps AGC 20 fuse Fuse panel (d)	Courtesy lamps	AGC 20 fuse	Fuse panel (b)		
Dome lamp Folding top motor Folding top motor Fuel gage Generator indicator lamp AGC 10 fuse Fuse panel (d) Generator indicator lamp AGC 10 fuse Fuse panel (d) Glove compartment lamp AGC 20 fuse Headlamps 15 amp CB Light switch Headlamp hi-beam indicator lamp 15 amp CB Light switch Headlamp cover motors 10 AMP CB Left front fender Heater AGC 25 fuse Fuse panel (f) Instrument cluster lamps AGC 20 fuse Fuse panel (c) License lamp AGC 20 fuse Fuse panel (a) Luggage compartment lamp AGC 20 fuse Fuse panel (a) Oil pressure indicator lamp AGC 10 fuse Fuse panel (d) Parking lamps 15 amp CB Light switch Fuse panel (d) Fuse panel (d) Radio and radio lamp AGC 10 fuse Fuse panel (d) Radio and radio lamp AGC 20 fuse Fuse panel (b) Speed cruise control AGC 20 fuse Fuse panel (b) Speed warning device AGC 20 fuse Fuse panel (b) Tachometer AGC 10 fuse Fuse panel (d) Fuse panel (b) Fuse panel (c) Fuse panel (b) Fuse panel (b) Fuse panel (b) Fuse panel (c) Fuse panel (d)	Defogging unit	AGC 10 fuse	Fuse panel (d)		
Folding top motor Fuel gage Generator indicator lamp Generator indicator lamp Generator indicator lamp Glove compartment lamp Headlamps Headlamps Headlamp in-beam indicator lamp Headlamp cover motors IOAMP CB Heater Heater Heater Heater Heater AGC 25 fuse Fuse panel (b) Light switch Heater Heater AGC 25 fuse Fuse panel (f) Instrument cluster lamps AGC 26 fuse Fuse panel (c) License lamp AGC 20 fuse Fuse panel (a) Luggage compartment lamp AGC 20 fuse Fuse panel (a) Oil pressure indicator lamp AGC 10 fuse Fuse panel (d) Parking lamps AGC 10 fuse Fuse panel (d) Radio and radio lamp AGC 20 fuse Fuse panel (e) Seat separator compartment lamp AGC 20 fuse Fuse panel (e) Seat separator compartment lamp AGC 20 fuse Fuse panel (b) Speed cruise control AGC 20 fuse Fuse panel (b) Fuse panel (b) Tachometer AGC 20 fuse Fuse panel (b) Fuse panel (c) Fuse panel (c) Fuse panel (d) Fuse panel (d) Fuse panel (d) Fuse panel (b) Fuse panel (c)		AGC 4 fuse	Fuse panel (c)		
Fuel gage Generator indicator lamp Generator indicator lamp Glove compartment lamp Headlamps Headlamps Headlamp in-beam indicator lamp Headlamp cover motors Heater Heater Heater Heater Heater Heater Heater Heater Heater AGC 25 fuse Fuse panel (b) Heater Heater Heater Heater Heater Heater AGC 25 fuse Hese panel (c) License lamp AGC 20 fuse Hese panel (a) Luggage compartment lamp AGC 20 fuse Fuse panel (a) Cil pressure indicator lamp AGC 10 fuse Fuse panel (d) Parking lamps AGC 10 fuse Fuse panel (d) Radio and radio lamp AGC 20 fuse Fuse panel (d) Radio and radio lamp AGC 20 fuse Fuse panel (e) Seat separator compartment lamp AGC 20 fuse Fuse panel (b) Speed cruise control AGC 20 fuse Fuse panel (b) Fuse panel (b) Fuse panel (b) Tachometer AGC 20 fuse Fuse panel (c) Fuse panel (d) Fuse panel (d) Fuse panel (d) Fuse panel (e) Fuse panel (b) Fuse panel (c) Fuse panel (b) Fuse panel (b) Fuse panel (b) Fuse panel (b) Fuse panel (c)	Dome lamp	AGC 20 fuse	Fuse panel (b)		
Generator indicator lamp Glove compartment lamp AGC 20 fuse Fuse panel (d) Glove compartment lamp AGC 20 fuse Fuse panel (b) Headlamps Fuse panel (b) Headlamps Fuse panel (b) Headlamp hi-beam indicator lamp Fuse panel (b) Headlamp cover motors Fuse panel (c) Heater AGC 25 fuse Fuse panel (f) Instrument cluster lamps AGC 26 fuse Fuse panel (c) License lamp AGC 20 fuse Fuse panel (a) Cil pressure indicator lamp AGC 20 fuse Fuse panel (a) Fuse panel (d) Parking lamps Fuse panel (d) Fuse panel (d) Radio and radio lamp AGC 10 fuse Fuse panel (d) Radio and radio lamp AGC 20 fuse Fuse panel (e) Seat separator compartment lamp AGC 20 fuse Fuse panel (b) Speed cruise control AGC 20 fuse Fuse panel (b) Fuse panel (c) Fuse panel (c) Fuse panel (c) Fuse panel (d) Fuse panel (d) Fuse panel (b) Fuse panel (c) Fuse panel (b) Fuse panel (b) Fuse panel (c) Fuse panel (b) Fuse panel (b) Fuse panel (c) Fuse panel (b) Fuse panel (c) Fuse panel (b) Fuse panel (c)	Folding top motor	40 amp CB	Hinge pillar		
Glove compartment lamp AGC 20 fuse Fuse panel (b) Headlamps 15 amp CB Light switch Headlamp hi-beam indicator lamp 15 amp CB Light switch Headlamp cover motors 10 AMP CB Left front fender Heater AGC 25 fuse Fuse panel (f) Instrument cluster lamps AGC 4 fuse Fuse panel (c) License lamp AGC 20 fuse Fuse panel (a) Luggage compartment lamp AGC 20 fuse Fuse panel (d) Parking lamps 15 amp CB Light switch Brake warning lamp AGC 10 fuse Fuse panel (d) Radio and radio lamp AGC 20 fuse Fuse panel (d) Radio and radio lamp AGC 20 fuse Fuse panel (e) Seat separator compartment lamp AGC 20 fuse Fuse panel (b) Speed cruise control AGC 20 fuse Fuse panel (b) Speed warning device AGC 20 fuse Fuse panel (b) Tachometer AGC 10 fuse Fuse panel (b) Fuse panel (c) Fuse panel (d) Fuse panel (b) Fuse panel (c)	Fuel gage	AGC 10 fuse	Fuse panel (d)		
Headlamps 15 amp CB Light switch Headlamp hi-beam indicator lamp 15 amp CB Light switch Headlamp cover motors 10 AMP CB Left front fender Heater AGC 25 fuse Fuse panel (f) Instrument cluster lamps AGC 4 fuse Fuse panel (c) License lamp AGC 20 fuse Fuse panel (a) Luggage compartment lamp AGC 20 fuse Fuse panel (a) Oil pressure indicator lamp AGC 20 fuse Fuse panel (d) Parking lamps 15 amp CB Light switch Brake warning lamp AGC 10 fuse Fuse panel (d) Radio and radio lamp AGC 20 fuse Fuse panel (e) Seat separator compartment lamp AGC 20 fuse Fuse panel (b) Speed cruise control AGC 20 fuse Fuse panel (b) Speed warning device AGC 20 fuse Fuse panel (b) Tachometer AGC 10 fuse Fuse panel (b) Tachometer AGC 10 fuse Fuse panel (d) Tail, stop and turn lamps AGC 20 fuse Fuse panel (d)	Generator indicator lamp	AGC 10 fuse	Fuse panel (d)		
Headlamp hi-beam indicator lamp Headlamp cover motors 10 AMP CB Left front fender Heater AGC 25 fuse Instrument cluster lamps AGC 4 fuse Fuse panel (f) License lamp AGC 20 fuse Fuse panel (a) Luggage compartment lamp AGC 20 fuse Fuse panel (d) Parking lamps 15 amp CB Light switch Fuse panel (d) Fuse panel (d) Parking lamps AGC 10 fuse Fuse panel (d) Radio and radio lamp AGC 10 fuse Fuse panel (d) Radio and radio lamp AGC 20 fuse Fuse panel (e) Seat separator compartment lamp AGC 20 fuse Fuse panel (b) Speed cruise control AGC 20 fuse Fuse panel (b) Speed warning device AGC 20 fuse Fuse panel (b) Tachometer AGC 10 fuse Fuse panel (b) Fuse panel (c)	Glove compartment lamp	AGC 20 fuse	Fuse panel (b)		
Headlamp cover motors 10 AMP CB Left front fender Heater AGC 25 fuse Fuse panel (f) Instrument cluster lamps AGC 4 fuse License lamp AGC 20 fuse Fuse panel (a) Luggage compartment lamp AGC 20 fuse Fuse panel (a) Oil pressure indicator lamp AGC 10 fuse Fuse panel (d) Parking lamps 15 amp CB Light switch Brake warning lamp AGC 10 fuse Fuse panel (d) Radio and radio lamp AGC 20 fuse Fuse panel (e) Seat separator compartment lamp AGC 20 fuse Fuse panel (b) Speed cruise control AGC 20 fuse Fuse panel (b) Speed warning device AGC 20 fuse Fuse panel (b) Speed warning device AGC 20 fuse Fuse panel (b) Tachometer AGC 20 fuse Fuse panel (b) Tachometer AGC 10 fuse Fuse panel (d) Fuse panel (b) Fuse panel (c)	Headlamps	15 amp CB	Light switch		
Heater Heater AGC 25 fuse Fuse panel (f) Instrument cluster lamps AGC 4 fuse Fuse panel (c) License lamp AGC 20 fuse Fuse panel (a) Luggage compartment lamp AGC 20 fuse Fuse panel (a) Fuse panel (a) Fuse panel (a) AGC 20 fuse Fuse panel (a) Fuse panel (d) Fuse panel (d) Parking lamps 15 amp CB Light switch Brake warning lamp AGC 10 fuse Fuse panel (d) Radio and radio lamp AGC 20 fuse Fuse panel (e) Seat separator compartment lamp AGC 20 fuse Fuse panel (b) Speed cruise control AGC 20 fuse Fuse panel (b) Speed warning device AGC 20 fuse Fuse panel (b) Tachometer AGC 10 fuse Fuse panel (c) Fuse panel (d) Fuse panel (b) Fuse panel (b) Fuse panel (c) Fuse panel (d)	Headlamp hi-beam indicator lamp	15 am cB	Light switch		
Instrument cluster lamps AGC 4 fuse Fuse panel (c) License lamp AGC 20 fuse Fuse panel (a) Luggage compartment lamp AGC 20 fuse Fuse panel (a) Oil pressure indicator lamp AGC 10 fuse Fuse panel (d) Parking lamps 15 amp CB Light switch Brake warning lamp AGC 10 fuse Fuse panel (d) Radio and radio lamp AGC 20 fuse Fuse panel (e) Seat separator compartment lamp AGC 20 fuse Fuse panel (b) Speed cruise control AGC 20 fuse Fuse panel (b) Speed warning device AGC 20 fuse Fuse panel (b) Speed warning device AGC 20 fuse Fuse panel (b) Tachometer AGC 10 fuse Fuse panel (b) Tachometer AGC 20 fuse Fuse panel (d) Tail, stop and turn lamps AGC 20 fuse Fuse panel (a)	Headlamp cover motors	10 AMP CB	Left front fender		
License lamp Luggage compartment lamp AGC 20 fuse Fuse panel (a) Luggage compartment lamp AGC 20 fuse Fuse panel (a) Oil pressure indicator lamp AGC 10 fuse Fuse panel (d) Parking lamps 15 amp CB Light switch Brake warning lamp AGC 10 fuse Fuse panel (d) Radio and radio lamp AGC 20 fuse Fuse panel (e) Seat separator compartment lamp AGC 20 fuse Fuse panel (b) Speed cruise control AGC 20 fuse Fuse panel (b) Speed warning device AGC 20 fuse Fuse panel (b) Speed warning device AGC 20 fuse Fuse panel (b) Tachometer AGC 20 fuse Fuse panel (b) Tachometer AGC 20 fuse Fuse panel (c) Fuse panel (d) Tail, stop and turn lamps AGC 20 fuse Fuse panel (d)	Heater	AGC 25 fuse	Fuse panel (f)		
Luggage compartment lamp AGC 20 fuse Fuse panel (a) Oil pressure indicator lamp AGC 10 fuse Fuse panel (d) Parking lamps 15 amp CB Light switch Brake warning lamp AGC 10 fuse Fuse panel (d) Radio and radio lamp AGC 20 fuse Fuse panel (e) Seat separator compartment lamp AGC 20 fuse Fuse panel (b) Speed cruise control AGC 20 fuse Fuse panel (b) Speed warning device AGC 20 fuse Fuse panel (b) Speed warning device AGC 20 fuse Fuse panel (b) Spot lamp Inside operated AGC 20 fuse Fuse panel (b) Tachometer AGC 20 fuse Fuse panel (d) Tachometer AGC 10 fuse Fuse panel (d) Tail, stop and turn lamps AGC 20 fuse Fuse panel (a)	Instrument cluster lamps	AGC 4 fuse	Fuse panel (c)		
Oil pressure indicator lamp AGC 10 fuse Fuse panel (d) Parking lamps 15 amp CB Light switch Brake warning lamp AGC 10 fuse Fuse panel (d) Radio and radio lamp AGC 20 fuse Seat separator compartment lamp AGC 20 fuse Fuse panel (e) Speed cruise control AGC 20 fuse Fuse panel (b) Speed warning device AGC 20 fuse Fuse panel (b) Speed warning device AGC 20 fuse Fuse panel (b) AGC 20 fuse Fuse panel (b) Tachometer AGC 20 fuse Fuse panel (d) Tail, stop and turn lamps AGC 20 fuse Fuse panel (d) Fuse panel (d)	License lamp	AGC 20 fuse			
Parking lamps 15 amp CB Light switch Brake warning lamp AGC 10 fuse Fuse panel (d) Radio and radio lamp AGC 20 fuse Fuse panel (e) Seat separator compartment lamp AGC 20 fuse Fuse panel (b) Speed cruise control AGC 20 fuse Fuse panel (b) Speed warning device AGC 20 fuse Fuse panel (b) Speed warning device AGC 20 fuse Fuse panel (b) Spot lamp Inside operated AGC 20 fuse In line Portable AGC 20 fuse Fuse panel (b) Tachometer AGC 10 fuse Fuse panel (d) Tail, stop and turn lamps AGC 20 fuse Fuse panel (a)	Luggage compartment lamp	AGC 20 fuse			
Brake warning lamp Radio and radio lamp AGC 20 fuse Fuse panel (d) Radio and radio lamp AGC 20 fuse Fuse panel (e) Seat separator compartment lamp AGC 20 fuse Fuse panel (b) Speed cruise control AGC 20 fuse Fuse panel (b) Speed warning device AGC 20 fuse Fuse panel (b) Speed warning device AGC 20 fuse Fuse panel (b) Fuse panel (b) AGC 20 fuse Fuse panel (b) AGC 20 fuse Fuse panel (d) Tachometer AGC 10 fuse Fuse panel (d) Tail, stop and turn lamps AGC 20 fuse Fuse panel (a)	Oil pressure indicator lamp	AGC 10 fuse	Fuse panel (d)		
Radio and radio lamp AGC 20 fuse Fuse panel (e) Seat separator compartment lamp AGC 20 fuse Fuse panel (b) Speed cruise control AGC 20 fuse Fuse panel (b) Speed warning device AGC 20 fuse Fuse panel (b) Speed warning device AGC 20 fuse Fuse panel (b) Spot lamp Inside operated AGC 20 fuse In line Portable AGC 20 fuse Fuse panel (b) Tachometer AGC 10 fuse Fuse panel (d) Tail, stop and turn lamps AGC 20 fuse Fuse panel (a)	Parking lamps	15 amp CB	Light switch		
Seat separator compartment lamp AGC 20 fuse Fuse panel (b) Speed cruise control AGC 20 fuse Fuse panel (b) Speed warning device AGC 20 fuse Fuse panel (b) Spot lamp Inside operated AGC 20 fuse In line Portable AGC 20 fuse Fuse panel (b) Tachometer AGC 10 fuse Fuse panel (d) Tail, stop and turn lamps AGC 20 fuse Fuse panel (a)	Brake warning lamp	AGC 10 fuse	Fuse panel (d)		
Speed cruise control AGC 20 fuse Fuse panel (b) Speed warning device AGC 20 fuse Fuse panel (b) Spot lamp Inside operated Portable AGC 20 fuse AGC 20 fuse In line Fuse panel (b) Tachometer AGC 10 fuse Fuse panel (d) Fuse panel (d) Tail, stop and turn lamps AGC 20 fuse Fuse panel (a)	Radio and radio lamp	AGC 20 fuse	Fuse panel (e)		
Speed warning device AGC 20 fuse Fuse panel (b) Spot lamp Inside operated Portable AGC 20 fuse AGC 20 fuse In line Fuse panel (b) Tachometer AGC 10 fuse Fuse panel (d) Tail, stop and turn lamps AGC 20 fuse Fuse panel (a)	Seat separator compartment lamp	AGC 20 fuse	Fuse panel (b)		
Spot lamp Inside operated AGC 20 fuse In line Portable AGC 20 fuse Fuse panel (b) Tachometer AGC 10 fuse Fuse panel (d) Tail, stop and turn lamps AGC 20 fuse Fuse panel (a)		AGC 20 fuse			
Spot lamp Portable AGC 20 fuse Fuse panel (b) Tachometer AGC 10 fuse Fuse panel (d) Tail, stop and turn lamps AGC 20 fuse Fuse panel (a)	Speed warning device	AGC 20 fuse	Fuse panel (b)		
Tachometer AGC 20 fuse Fuse panel (d) Tail, stop and turn lamps AGC 20 fuse Fuse panel (a)	Inside operated	AGC 20 fuse	In line		
Tail, stop and turn lamps AGC 20 fuse Fuse panel (a)	Portable	AGC 20 fuse			
	Tachometer				
Traffic hazard indicator AGC 20 fuse Fuse panel (b)	Traffic hazard indicator	AGC 20 fuse	Fuse panel (b)		
Underhood lamp SAE 4 fuse In line	Underhood lamp	SAE 4 fuse			
Windshield wiper, two-speed SAE 20 fuse Fuse panel (g)	Windshield winer two-speed		Fuse panel (g)		
windshield wiper, two-speed 14 amp CB Switch	"Indianterd wiper, two-speed	14 amp CB			

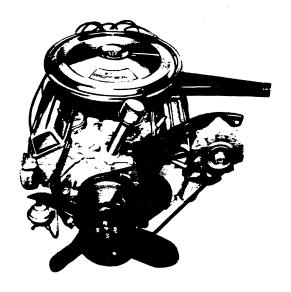
^{*} Letter suffix indicates same circuit

POWER TRAINS









POWER TEAM COMBINATIONS

		MODEL	AXLE RATIOS*									
ENGINE	TRANSMISSION	APPLICATION	2.73:1	3.07:1	3.08:1	3.31:1	3.55:1	3.73:1	4.10:1	4.56:1	4.88:1	
230 Cubic Inch L-6	3-Spd (2.85:1 low) &	All Models	Econ.		Std.		Perf.					
Turbo-Thrift 230	4-Spd (3.11:1 low)	With Air Conditioning		() (W.)	Std.		Perf.				***	
140 HP Standard	Powerglide	All Models	Std.(a)		Market Marie		Perf.		A-35,370	2008W.5.H	20 ⁴² 2.2.	
		With Air Conditioning			Std.		Perf.					

(a) - 3.08:1 when Rally Sport option offered

250 Cubic Inch L-6	3-Spd (2.85:1 low) &	All Models	Econ.	Std.	Perf.			
Turbo-Thrift 250	4-Spd (3.11:1 low)	With Air Conditioning		Std.	Perf.	100 m	82.700 S	0,000
155 HP RPO L22	Powerglide	All Models •	Std.(a)		Peri.		 86 B 8 B	1,64
	_	With Air Conditioning		Std.	Perf.			

(a) - 3.08:1 when Rally Sport option offered

327 Cubic Inch V-8	3-Spd (2.54:1 low) &	All Models	Econ.	*128XX*****	Std.	Perf.	
Turbo-Fire 327	4-Spd (2.54:1 low)	With Air Conditioning			Std.	Perf.	
210 HP Standard	Powerglide	All Models	Std.(a)			Perf.	
	-	With Air Conditioning			Std.	Perf.	

(a) - 3.08:1 when Rally Sport option offered

327 Cubic Inch V-8	3-Spd (2.54:1 low) &	All Models	Econ.		Std.	Perf.		3 . 7 / · 1
Turbo-Fire 327	4-Spd (2.54:1 low)	With Air Conditioning			Std.	Perf.		
275 HP RPO L30	Powerglide	All Models •	Std.(a)	8700		Perf.		
	-	With Air Conditioning		92.2	Std.	Perf.		

(a) - 3.08:1 when Rally Sport option offered

350 Cubic Inch V-8	3-Spd (2.54:1 low)	All Models		Econ.		Std.	Perf.				
Turbo-Fire 350		With Air Conditioning		Econ.	7	Std.	Perf.	0.000			36
295 HP RPO L48	●H.D. 3-Spd (2.41:1 low)	All Models		Econ.		Std.	Perf.	Spcl.			10 m
		With Air Conditioning		Econ.		Std.	Perf.				- V
	●Powerglide	All Models	Econ.	Std.	5.0000000	Perf.	Spcl.	Spcl.			Ç8 · ·
		With Air Conditioning	Econ.	Std.		Perf.					, j., j. ; s
	4 -Spd (2.52:1 low)	All Models		Econ.		Std.	Perf.	Spcl.	Spcl.	Spcl.	Spcl.
	_	With Air Conditioning		Econ.		Std.	Perf.				

396 Cubic Inch V-8	H.D. 3-Spd (2.41:1 low)	All Models	Econ.	Std.	e de la Companya de l	Perf.			
Turbo-Jet 396	4-Spd (2.52:1 low)	All Models	Econ.	Std.		Perf.			49 / H
325 HP RPO L35	Turbo Hydra-Matic	All Models	Std.(a)	Perf.			 2.12.8		

(a) - 3.07:1 when Rally Sport option offered

* Positraction required for 4.10:1, 4.56:1, and 4.88:1, optional for all other ratios.

Std. - Standard

Econ. - Economy (optional)
Perf. - Performance (optional)

Spcl. - Special (optional)

MULTIPLICATION FACTORS

WITH MANUAL TRANSMISSIONS

ENGRIE				TOTAL	GEAR REI	OUCTION*		AXLE
ENGINE	CARBURETION	TRANSMISSION	lst	2nd	3rd	4th	Rev	RATIC
140 HP L-6 Turbo-Thrift	Single Barrel	3-Speed	8.78	5.17	3.08		9.08	3.08
Standard		4-Speed	9.58	6.78	4.53	3.08	9.58	3.08
155 HP L-6 Turbo-Thrift	Single Barrel	3-Speed	8.78	5.17	3.08		9.08	3.08
RPO L22	January Darror	4-Speed	9.58	6.78	4.53	3.08	9.58	3.08
210 HP V-8 Turbo-Fire	2-Barrel	3-Speed	7.82	4.62	3.08		8.10	3.08
Standard	2 Dairei	4-Speed	7.82	5.54	4.44	3.08	7.82	3.08
275 HP V-8 Turbo-Fire	4-Barrel	3-Speed	7.82	4.62	3.08		8.10	3.08
RPO L30	4-barrer	4-Speed	7.82	5.54	4.44	3.08	7.82	3.08
295 HP V-8		3-Speed	8.41	4.96	3.31		8.71	3.31
Turbo-Fire	4-Barrel	H.D. 3-Speed	8.41	4.96	3.31		8.71	3.31
RPO L48		4-Speed	8.34	6.22	4.86	3.31	8.57	3.31
325 HP V-8 Turbo-Jet	4-Barrel	H.D.3-Speed	7.4 0	4.82	3.07		7.40	3.07
RPO L35	l - Sarrei	4-Speed	7.74	5.77	4.51	3.07	7.95	3.07

WITH AUTOMATIC TRANSMISSIONS

ENGINE	TRANSMISSION	SELECTOR POSITION	TOTAL TORQUE MULTIPLICATION*	AXLE RATIO
140 HP L-6 Turbo-Thrift Standard	Powerglide -	Drive Low & Reverse	10.43:1 - 2.73:1 10.43:1 - 4.97:1	2.73:1
155 HP L-6 Turbo-Thrift RPO L22	Powerglide -	Drive Low & Reverse	10.43:1 - 2.73:1 10.43:1 - 4.97:1	2.73:1
210 HP V-8 Turbo-Fire Standard	Powerglide -	Drive Low & Reverse	10.10:1 - 2.73:1 10.10:1 - 4.81:1	2.73:1
275 HP V-8 Turbo-Fire RPO L30	· Powerglide -	Drive Low & Reverse	10.10:1 - 2.73:1 10.10:1 - 4.81:1	2.73:1
295 HP V-8 Turbo-Fire RPO L48	Powerglide •	Drive Low & Reverse	11.36:1 - 3.07:1 11.36:1 - 5.40:1	3.07:1
325 HP V-8 Turbo-Jet RPO L35	Turbo Hydra-Matic	Drive Low Second Reverse	13.81:1 - 2.73:1 13.81:1 - 6.77:1 13.81:1 - 4.04:1 11.58:1 - 5.68:1	2.73:1

^{*} Axle ratio x transmission ratio.

ENGINE DATA AND RATINGS

GENERAL DATA

		INLKAL D	717				
Engine Type		L-6	OHV		V-8	OHV	_
Piston Displace	ment	230 Cu.In.	250 Cu.In.	327 Cu.In.	327 Cu.In.	350 Cu.In.	396 Cu.In.
Availability		Standard	RPO L22	Standard	RPO L30	RPO L48	RPO L35
Number of Cylin	nders	S	ix			ght	
Bore (nominal)		3.	375		4.00	9	4,094
Stroke (nominal)	3.25	3.53	3.	25	3.48	3.76
Compression Ra	atio	8.	5:1	8.75:1	10.0:1	10.2	
Taxable (SAE) I	Horsepower	30	5.0		51.2		53.6
Firing Order		1-5-3	-6-2-4		1-8-4-3-	6-5-7-2	
Idling Speed	Synchromesh (in neutral)			50	00		
	Automatic (in drive)			50	00		
Comp. Press. (1	PSI) @ Cranking Speed, Engine Hot	1	40		150		160
Power Plant	Front		Two; combi	nation comp	ression and	shear type	L
Mountings	Rear	One; full shear type					
	Fan to rear of engine block	32.67	34.96		30.64		32.59
Measurements	Top of a/clnr to bottom of oil pan	26.67	26.67		29.96		29.73
	Width - including generator	28	.37		28.92		30.71

ADVERTISED ENGINE RATING

	,		Ţ			
Engine Designation	L-6, 140 HP 230 Cu.In.	L-6, 155 HP 250 Cu.In.	V-8, 210 HP 327 Cu.In.	V-8, 275 HP 327 Cu.In.	V-8, 295 HP 350 Cu.In.	V-8, 325 HP 396 Cu.In.
Availability	Standard	RPO L22	Standard	RPO L30	RPO LAS	RPO L35
Carburetor	Single Barrel	Single Barrel	Two Barrel	Four Barrel	Four Barrel	Four Barrel
Gross Brake HP @ RPM	140@4400	155 @ 4200	210 @ 4600	275 @ 4800	295 @ 4800	325 @ 4800
Gross Torque @ RPM (lb-ft)	220@ 1600	235 @ 1600	320 @ 2400	355 @ 3200	380 @ 3200	410 @ 3200

ENGINE SPEED AND PISTON TRAVEL

230 CUBIC INCH L-6 ENGINE

Transmission		3-Speed	4-Speed	Powerglide				
Rear Axle Ratio		3.08:1	3.08:1					
Tire Size			3.08:1 2.73:1 7.35 x 14					
Crankshaft Revolutions per	Mile	2436.3	2159.4					
	Low	115.7	126.3	65.5				
	Second	68.2	89.3					
Crankshaft RPM @ 1 MPH	Third	40.6	59.7	36.0 (direct)				
	Fourth		40.6					
	Reverse	119.8	126.3	65.5				
Piston Travel (ft/mile)	Piston Travel (ft/mile)		1319.7					

250 CUBIC INCH L-6 ENGINE

Transmission		3-Speed	4-Speed	Powerglide	
Rear Axle Ratio		3.08:		2.73:1	
Tire Size	7.35 x 14				
Crankshaft Revolutions per	Mile	2436.	3	2159.4	
	Low	115.7	126.3	65.5	
	Second	68.2	89.3		
Crankshaft RPM @ 1 MPH	Third	40.6	59.7	36.0 (direct)	
	Fourth		40.6		
	Reverse	119.8	126.3	65.5	
Piston Travel (ft/mile)		1433.	1433.3		

327 CUBIC INCH V-8 ENGINE

Transmission		3-Speed	4-Speed	Powerglide					
Rear Axle Ratio		3.08:1	3.08:1						
Tire Size			3.08:1 2.73:1 · 7.35 x 14						
Crankshaft Revolutions per	Mile	2436.3		2159.4					
	Low	103.1	103.1	63.4					
	Second	60.9	73.1						
Crankshaft RPM@1 MPH	Third	40.6	58.5	36,0 (direct)					
	Fourth		40.6						
	Reverse	106.8	103.1	63.4					
Piston Travel (ft/mile)		1319.6	5	1169.7					

350 CUBIC INCH V-8 ENGINE

Transmission		3-Speed	3-Speed H.D. 3-Speed 4-Speed				
Rear Axle Ratio			3.31:1				
Tire Size			D70-	-14	3.07		
Crankshaft Revolutions per	Mile		2697.7				
	Low	114.2	108.4	113.3	73.4		
Crankshaft RPM @ 1 MPH	Second	67. 4	70.6	84.5			
	Third	45.0	45.0	66.1	41.7 (direct)		
	Fourth			45.0			
	Reverse	70.9	108.4	116.4	73.4		
Piston Travel (ft/mile)			1798	.4	1668.0		

• 396 CUBIC INCH V-8 ENGINE

Transmission		H.D. 3-Speed 4-Speed		Turbo Hydra-Matic	
Rear Axle Ratio		3.07	3.07:1		
Tire Size			3.07:1 2.73		
Crankshaft Revolutions per	Mile	2502	2225.0		
	Low	100.5	105.1	92.0	
Crankshaft RPM @ 1 MPH	Second	65.5	78.4	54.9	
	Third	41.7	61.3	37.1 (direct)	
Fourth			41.7		
	Reverse	100.5 108.0		77.1	
Piston Travel (ft/mile)		1567	'. 9	1394.3	

VEHICLE PERFORMANCE FACTORS

	BASE	RPO L22	BASE	RPO L30	RPO L48	RPO L35
ENGINE	230 CU.IN.	250 CU.IN.	327 CU.IN.	327 CU.IN.	350 CU.IN.	396 CU.IN.
	140 HP	155 HP	210 HP	275 HP	295 HP	325 HP
MODEL	12337	12337	12437	12437	12437	12437

3-SPEED TRANSMISSI	M	

Performance Weight (pounds)	3508	3518	3670	3709	3744	3950
Pounds per Gross Horsepower	25.06	22.70	17.48	13.49	12.69	12.15
Pounds per Cu.In. Displacement	15.25	14.07	11.22	11.34	10.70	9.97
Gross HP per Cu.In. Displacement	.609	.620	.642	.841	.843	.821
Power Displacement (cu.ft./mile)	162.14	176.23	230.52	230,52	273,20	286.69
Displacement Factor (cu.ft./ton mile)	92.44	100.79	125.62	124.33	145.94	145.16

4-SPEED TRANSMISSION

Performance Weight (pounds)	3515	3525	3677	3716	3746	39 35
Pounds per Gross Horsepower	25.11	22.74	17.51	13.51	12.68	12.11
Pounds per Cu.In. Displacement	15.50	14.10	11.24	11.36	10.69	9.94
Gross HP per Cu.In. Displacement	.609	.620	.642	.841	.843	.821
Power Displacement (cu.ft./mile)	162.14	176.23	230.52	230.52	273.20	286.36
Displacement Factor (cu.ft./ton mile)	92.28	100.02	125.35	124.07	146.10	145.58

POWERGLIDE* Performance Weight (pounds)	3518	3528	3684	3723	3758	
Pounds per Gross Horsepower	25.13	22.76	17.54	13.54	12.74	
Pounds per Cu.In. Displacement	15.30	14.11	11.27	11.39	10.74	
Gross HP per Cu.In. Displacement	.609	.620	.642	.841	.843	
Power Displacement (cu.ft./mile)	143.71	156.21	204.32	204.32	253,40	
Displacement Factor (cu.ft./ton mile)	81.70	88.75	110.92	109.79	134.86	

^{*} Data computed assuming zero slippage in torque converter.

TURBO HYDRA-MATIC

TORDO ILIDIAI IMILIA	
Performance Weight (pounds)	39 84
Pounds per Gross Horsepower	12.26
Pounds per Cu.In. Displacement	10,06
Gross HP per Cu.In. Displacement	.821
Power Displacement (cu.ft./mile)	254.94
Displacement Factor (cu.ft./ton mile)	129.61

GLOSSARY

Curb Weight plus 600 Lb Performance Weight

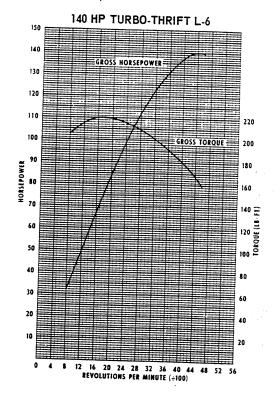
(weight of four 150 lb passengers)

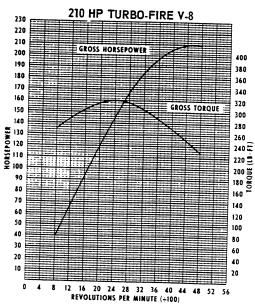
Power Displacement

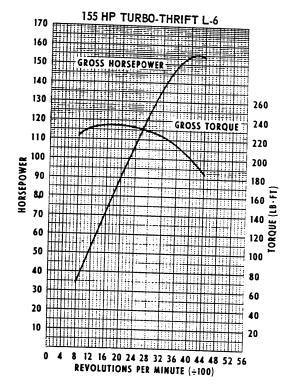
Crankshaft Revs/Mi x Piston Displacement 2x1728

Displacement Factor

Power Displacement Performance Wt (tons)







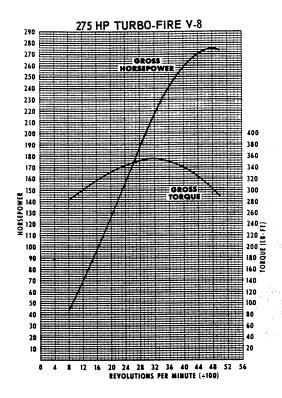
The engine output curves represent full throttle performance as obtained from dynamometer test data corrected to standard barometric pressure 29.92 inches of mercury and standard temperature of 60 degrees F.

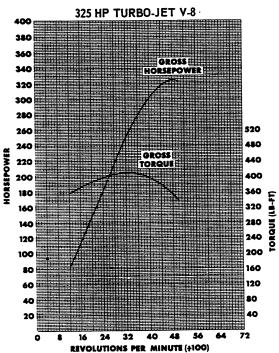
GROSS POWER and TORQUE were obtained in a regular dynamometer test with the dynamometer exhaust system,

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

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

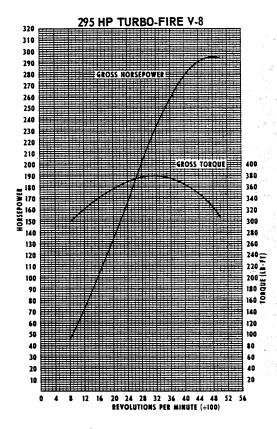
ENGINE OUTPUT CURVES—Cont'd.





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

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



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

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

PRINCIPAL COMPONENTS

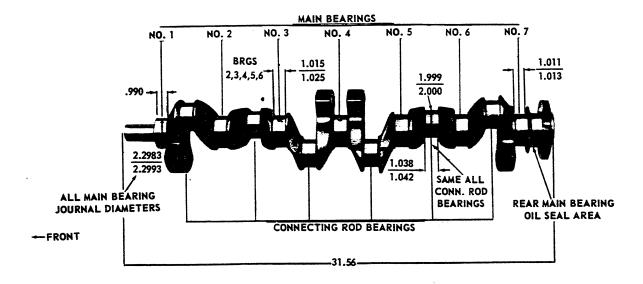
CYLINDER BLOCK
Material Cast alloy iron
Bore Diameter
L6-230 & 250 Cu, In 3.8745-3.8775
V8-327 Cu.In 3.9995-4.0025
V8-350 Cu.In 3.9995-4 0025
V8-396 Cu.In 4.0925-4.0955
No. of Bulkheads
L6 7
V8 5
Water Jacket Full length around each cylinder
Cylinder Numbering Arrangement
L6 1-2-3-4-5-6
V8 Left bank 1-3-5-7
Right bank 2-4-6-8
Bore Spacing (Centerline to Centerline)
L6-230 & 250 Cu. In 4.4
V8-327 Cu. In 4.4
V8-350 Cu.In 4.4
V8-396 Cu. In 4.84
4.84
CYLINDER HEAD
Motoriol IV.
Material High chrome cast alloy iron Bolt No. & Size
I 6 220 t or o c
L6-230 & 250 Cu.In 10; .500 dia.
13 threads/in.
V8-327 Cu.In 34; .4375 dia. 14 threads/in.
V8-350 Cu.In 34; .4375 dia. 14 threads/in.
V8-396 Cu.In 32; .4375 dia. 14 threads/in.
COMPLICTION CHANDED WOLLDE
COMBUSTION CHAMBER VOLUME
(Total chamber volume of assembled engine with piston
(Total chamber volume of assembled engine with piston
(Total chamber volume of assembled engine with piston at top center) L6-230 Cu.In 5.37 Cu.In.
(Total chamber volume of assembled engine with piston at top center) L6-230 Cu.In
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(Total chamber volume of assembled engine with piston at top center) L6-230 Cu.In
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(Total chamber volume of assembled engine with piston at top center) L6-230 Cu.In
(Total chamber volume of assembled engine with piston at top center) L6-230 Cu.In
(Total chamber volume of assembled engine with piston at top center) L6-230 Cu.In. 5.37 Cu.In. L6-250 Cu.In. 5.72 Cu.In. V8-327 Cu.In. (Base) 5.38 Cu.In. V8-327 Cu.In. (RPO L30) 4.69 Cu.In. V8-350 Cu.In. 4.79 Cu.In. V8-396 Cu.In. 5.46 Cu.In. INLET MANIFOLD Material Cast alloy iron Type
(Total chamber volume of assembled engine with piston at top center) L6-230 Cu.In. 5.37 Cu.In. L6-250 Cu.In. 5.72 Cu.In. V8-327 Cu.In. (Base) 5.38 Cu.In. V8-327 Cu.In. (RPO L30) 4.69 Cu.In. V8-350 Cu.In. 4.79 Cu.In. V8-396 Cu.In. 5.46 Cu.In. INLET MANIFOLD Material Cast alloy iron Type
(Total chamber volume of assembled engine with piston at top center) L6-230 Cu.In
(Total chamber volume of assembled engine with piston at top center) L6-230 Cu.In
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Cotal chamber volume of assembled engine with piston at top center) L6-230 Cu.In.
Cotal chamber volume of assembled engine with piston at top center) L6-230 Cu.In.
Cotal chamber volume of assembled engine with piston at top center) L6-230 Cu.In.

CRANKSHAFT			
Material			
L6-230 & 250 Cu.In.		Cast	nodular iron
V0-32/ (L30) & 350 (Cu.In.	1	Introd cteal
V8-327 (Base) & 396	Cu.In.	Cast 1	odular iron
End Play			- 002-006
Counter Weights			.002000
L6-230 Cu.In			4
L6-250 Cu.In			12
V8-327, 350 & 396 C	u.In		6
Crank Arm Length			-
L6-230 Cu.In			1.625
L6-250 Cu.In			1 765
V8-327 Cu.In			1.625
V8-396 Cu.In			1 88
Torsional Damper	F	Rubber mou	nted inertia
Timing Gear			
L6		Steel	· helical cur
V8	(Steel: sprod	ket & chain
Pulley Pitch Diameter			6 64
MAIN BEARINGS Material		- Steel; ba	cked insert
Material		 Steel: ba 	cked insert
			one a mout
1)	earing mate	rial - coppe	r lead allov
0:	r premium a	rial - coppe luminum - f	r lead alloy or intended
o. e:	r premium a ngine opera	rial - coppe luminum - i tion and	r lead alloy for intended
0: e: Type	r premium a ngine opera	rial - coppe luminum - i tion and Precision	or lead alloy for intended application)
TypeThrust Against Bearing	r premium a ngine opera	rial - coppe luminum - i tion and Precision	or lead alloy for intended application)
Type Thrust Against Bearing	r premium a ngine opera g No	rial - copper luminum - fition and Precision L6 - No. 7;	or lead alloy for intended application) removable V8 - No. 5
Type Thrust Against Bearing Clearance L6-230 & 250 Cu.In.	r premium a ngine opera g No	rial - coppe luminum - i tion and Precision L6 - No. 7;	or lead alloy for intended application) removable V8 - No. 5
Type	r premium a ngine opera g No	rial - coppe luminum - f tion and Precision L6 - No. 7;	er lead alloy for intended application) removable V8 - No. 5 .00030029
Type	r premium a ngine opera g No	rial - coppe luminum - i tion and Precision L6 - No. 7; (#1).	er lead alloy for intended application) a removable a V8 - No. 5 .00030029 .00080020; .00150031
Type	r premium a ngine opera	rial - coppe luminum - i tion and Precision L6 - No. 7; (#1) 0024; (#5)	er lead alloy for intended application) a removable V8 - No. 5 .00030029 00080020; .00150031
Type	r premium a ngine opera g No	rial - coppe luminum - i tion and Precision L6 - No. 7; (#1) 0024; (#5)	er lead alloy for intended application) a removable V8 - No. 5 .00030029 00080020; .00150031
Type	g No #2-4).0008	rial - coppe luminum - f tion and Precision L6 - No. 7; (#1) . 0024; (#5) . - (#1 & 2) . 0025; (#5) .	r lead alloy for intended application) removable V8 - No. 5 .00030029 00080020; .00150031 00100022; .00150031
Type	g No #2-4) .0008 3 & 4) .0013	rial - coppe luminum - f tion and Precision L6 - No. 7; (#1) . 0024; (#5) . - (#1 & 2) . 0025; (#5) .	r lead alloy for intended application) a removable V8 - No. 5
Type	g No #2-4).0008	rial - coppe luminum - f tion and Precision L6 - No. 7; (#1) . 0024; (#5) . - (#1 & 2) . 0025; (#5) .	r lead alloy for intended application) removable V8 - No. 5 .00030029 00080020; .00150031 00100022; .00150031
Type	r premium a ngine opera g No g No #2-4) .0008 3 & 4) .0013 Theoretical Inner Dia.	rial - coppe luminum - fi tion and . Precision L6 - No. 7; (#1) . 0024; (#5) . - (#1 & 2) . 0025; (#5) . Effective Length	r lead alloy for intended application) removable V8 - No. 5 .00030029 .00080020; .00150031 .00100022; .00150031 Projected Area
Type	r premium a ngine opera g No g No #2-4) .0008 3 & 4) .0013 Theoretical Inner Dia.	rial - coppe luminum - fi tion and . Precision L6 - No. 7; (#1) . 0024; (#5) . - (#1 & 2) . 0025; (#5) . Effective Length	r lead alloy for intended application) removable V8 - No. 5 .00030029 .00080020; .00150031 .00100022; .00150031 .00100021 .00150031
Original Control of the Control of t	r premium a ngine opera g No g No #2-4) .0008 3 & 4) .0013 Theoretical Inner Dia.	rial - coppe luminum - fi tion and . Precision L6 - No. 7; (#1) . 0024; (#5) . - (#1 & 2) . 0025; (#5) . Effective Length	r lead alloy for intended application) removable V8 - No. 5 .00030029 .00080020; .00150031 .00100022; .00150031 Projected Area
Original Control of the Control of t	r premium a ngine opera g No g No 3 & 4) .0013 Theoretical Inner Dia. 2.3004 2.3004	rial - coppe luminum - fi tion and Precision L6 - No. 7; (#1) 0024; (#5) (#1 & 2) 0025; (#5) Effective Length 	r lead alloy for intended application) a removable V8 - No. 5
Type	r premium a ngine opera g No g No 3& 4) .0008 Theoretical Inner Dia. 2.3004 2.3004	rial - coppe luminum - f tion and Precision L6 - No. 7; (#1) 0024; (#5) (#1 & 2) 0025; (#5) Effective Length 	r lead alloy for intended application) a removable V8 - No. 5
Dimensions L6-230 & -250 Cu.In. V8-396 Cu.In.	r premium a ngine opera g No g No 3& 4) .0008 Theoretical Inner Dia. 2.3004 2.3004	rial - coppe iuminum - fitton and Precision L6 - No. 7; (#1) .0024; (#5) (#1 & 2) .0025; (#5) . Effective Length .752 .760 .752 .752	r lead alloy for intended application) a removable V8 - No. 5
Dimensions L6-230 & -250 Cu. In. V8-396 Cu. In. V8-396 Cu. In. Dimensions L6-230 & -250 Cu. In. Bearing #1-6 Bearing #7 V8-327 Cu. In. Bearing #1 Bearing #1 Bearing #2-4 Bearing #5	r premium a ngine opera g No g No 3& 4) .0008 Theoretical Inner Dia. 2.3004 2.3004	rial - coppe luminum - f tion and Precision L6 - No. 7; (#1) 0024; (#5) (#1 & 2) 0025; (#5) Effective Length 	r lead alloy for intended application) a removable V8 - No. 5
Dimensions L6-230 & -250 Cu. In. V8-396 Cu. In. V8-396 Cu. In. (#3 Dimensions L6-230 & -250 Cu. In. Bearing #1-6 Bearing #7 V8-327 Cu. In. Bearing #1 Bearing #1 Bearing #2-4 Bearing #5 V8-350 Cu. In.	r premium a ngine opera g No g No 3&4) .0008 Theoretical Inner Dia. 2.3004 2.3004 2.3009	rial - coppe luminum - fitting and Precision L6 - No. 7;	r lead alloy for intended application) are movable V8 - No. 5
Dimensions L6-230 & -250 Cu. In. V8-396 Cu. In. V8-396 Cu. In. (#3 Dimensions L6-230 & -250 Cu. In. Bearing #1-6 Bearing #7 V8-327 Cu. In. Bearing #1 Bearing #1 Bearing #5 V8-350 Cu. In. Bearing #1	r premium a ngine opera g No	rial - coppe luminum - fi tion and Precision L6 - No. 7; (#1) 0024; (#5) 0025; (#5) Effective Length 	r lead alloy for intended application) a removable V8 - No. 5
Dimensions L6-230 & -250 Cu. In. V8-396 Cu. In	r premium a ngine opera g No	rial - coppe luminum - fi tion and Precision L6 - No. 7; (#1) 0024; (#5) (0025; (#5) Effective Length .752 .760 .752 .752 1.177	r lead alloy for intended application) a removable V8 - No. 5
Dimensions L6-230 & -250 Cu. In. V8-396 Cu. In.	r premium a ngine opera g No	rial - coppe luminum - fi tion and Precision L6 - No. 7; (#1) 0024; (#5) 0025; (#5) Effective Length 	r lead alloy for intended application) a removable V8 - No. 5
Dimensions L6-230 & -250 Cu. In. V8-396 Cu. In.	r premium a ngine opera g No	rial - coppe luminum - fiton and Precision L6 - No. 7; (#1) 0024; (#5) (#1 & 2) 0025; (#5) Effective Length 752 760 752 75	r lead alloy for intended application) a removable V8 - No. 5
Dimensions L6-230 & -250 Cu. In. V8-396 Cu. In.	r premium a ngine opera g No	rial - coppe luminum - fi tion and Precision L6 - No. 7; (#1) 0024; (#5) (#1 & 2) 0025; (#5) Effective Length 752 750 752 752 1.177 752 752 752 1.177	r lead alloy for intended application) are movable V8 - No. 5
Dimensions L6-230 & -250 Cu. In. V8-396 Cu. In.	r premium a ngine opera g No	rial - coppe luminum - fiton and Precision L6 - No. 7; (#1) 0024; (#5) (#1 & 2) 0025; (#5) Effective Length 752 760 752 75	r lead alloy for intended application) a removable V8 - No. 5

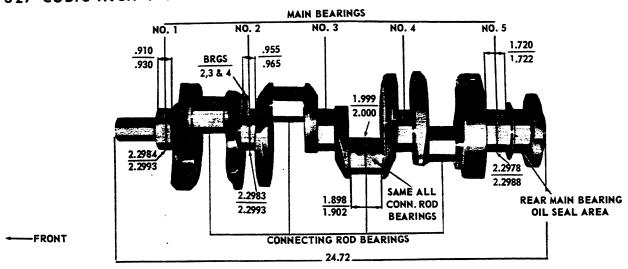
PRINCIPAL COMPONENTS—Cont'd.

CRANKSHAFTS AND BEARINGS

230 CUBIC INCH SIX CYLINDER ENGINE



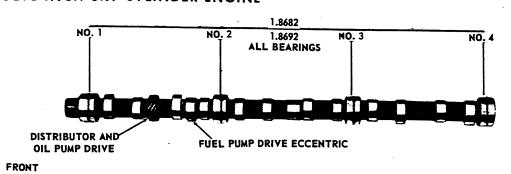
327 CUBIC INCH V-8 ENGINES



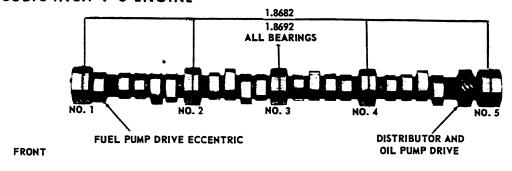
CAMSHAFT	VALVE SPRINGS
Material Cast alloy iron	Diameter
Drive	
L6 Gear; bakelite and fabric composition	L6-230 & 250 Cu.In872888
V8 Sprocket & chain; steel	V8-327 & 350 Cu.In868884
Lobe Lift	V8-396 Cu.In 1.082-1.098
L6-230 & 250 Cu.In2217 Inlet & Exhaust	Installed Length (in.@ lb.)
V8-327 & 350 Cu.In2600 Inlet; .2733 Exhaust	Valves closed
V8 306 Cu. In2000 Inlet; .2/33 Exhaust	L6-230 & 250 Cu.In 1.66 @ 56-64
V8-396 Cu.In2343 Inlet & Exhaust	V8-327 & 350 Cu.In 1.70 @ 76-84
Camshaft Bearings Steel backed babbitt	V8-396 Cu.In 1.88 @ 94-106
TAY ITO MO. D.	Valves opened
VALVE TRAIN	L6-230 & 250 Cu.In 1.27 @ 180-192
Type Individually mounted,	V8-327 & 350 Cu.In 1.25 @ 194-206
overhead rocker arms, push rod actuated	V8-396 Cu.In 1.38 @ 303-327
Lifters Hydraulic	Free Length
Rocker Arms Stamped steel	L6-230 & 250 Cu. In 1.90
Ratio	V8-327 & 350 Cu.In 2.03
L6-230 & 250 Cu.In 1.75:1	V8-396 Cu. In 2.09
V8-327 & 350 Cu. In 1.50:1	Volvo Chrise Doman
V8-396 Cu.In 1.70:1	Valve Spring Damper «
Push Rods	L6-230 & 250 C u.In None
Type Hollow steel	V8-327 & 350 Cu. In Flat steel, 4 coils
Ends Hardened	V8-396 Cu.In Flat steel, 3.62 coils
Linus Hardened	Oil Shield Steel cup

CAMSHAFT AND BEARINGS

230 CUBIC INCH SIX CYLINDER ENGINE

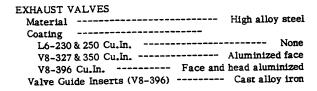


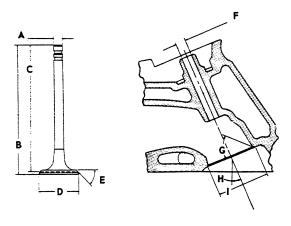
327 CUBIC INCH V-8 ENGINE

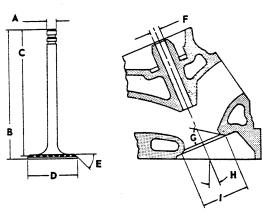


PRINCIPAL COMPONENTS—Cont'd.

INLET VALVES	
Material	Alloy steel
Coating	
L6, V8-327 & 350 Cu.In	None
V8-396 Cu.In Face and hea	d aluminized
Valve Guide Inserts (V8-396) Ca	ast alloy iron







A - Stem Diameter	
L6-230 & 250 Cu.In	
V8-327 & 350 Cu.In	.34103417
V8-396 Cu.In	.37153722
B - Overall Length	
L6-230 & 250 Cu.In	4.902-4.922
V8-327 Cu.In.(Base)	4.902-4.922
V8-327 (RPO L30) & 350 Cu.In	4.870-4.889
V8-396 Cu.In	5.215-5.235
C - Gage Length	
L6-230 & 250 Cu.In	4.785-4.795
V8-327 & 350 Cu.In	
V8-396 Cu.In	5.115-5.125
D - Overall Head Diameter	
L6-230 & 250 Cu.In	
V8-327 Cu.In.(Base)	
V8-327 (RPO L30) & 350 Cu.In	
V8-396 Cu.In	
E - Angle of Face	45°
F - Guide Diameter	
L6-230 & 250 Cu.In	
V8-327 & 350 Cu.In	
V8-396 Cu.In	
G - Angle of Seat	46°
H - Valve Angle	
L6-230 & 250 Cu.In	
V8-327 & 350 Cu.In	
V8-396 Cu.In.	4°
I - Valve Seat (Cutter) Diameter	
L6-230 & 250 Cu.In	
V8-327 Cu.In.(Base)	
V8-327 (RPO L30) & 350 Cu.In	
V8-396 Cu.In	2.150

A - Stem Diameter	
L6-230 & 250 Cu.In	.34103417
V8-327 & 350 Cu.In	.34103417
V8-396 Cu.In	.37133720
B - Overall Length	
L6-230 & 250 Cu.In	4.913-4.933
V8-327 & 350 Cu.In	4.913-4.933
V8-396 Cu.In	5.345-5.365
C - Gage Length	
L6-230 & 250 Cu.In	4.781-4.791
V8-327 & 350 Cu.In	4.781-4.791
V8-396 Cu.In	5,235-5,245
D - Overall Head Diameter	
L6-230 & 250 Cu.In	20270 21000
V8-327 & 350 Cu.In	1.495-1.505
V8-396 Cu.In	1.715-1.725
E - Angle of Face	45°
F - Guide Diameter	
L6-230 & 250 Cu.In	
V8-327 & 350 Cu.In	
V8-396 Cu.In	•
G - Angle of Seat	46°
H - Valve Angle	
L6-230 & 250 Cu.In	9°
V8-327 & 350 Cu.In	
V8-396 Cu.In	4°
I - Valve Seat (Cutter) Diameter	
L6-230 & 250 Cu.In	1.550-1.570
V8-327 & 350 Cu.In	
V8-396 Cu.In	1.625

VALVE LIFT			
L6-230 & 250 Cu.Ir	n	.3880 Inlet &	Exhaust
V8-327 Cu.In	.390	00 Inlet; .4100	Exhaust
V8-350 Cu.In	.390	00 Inlet; .4100	Exhaust
V8-396 Cu.In		.3983 Inlet &	Exhaust

VALVE TIMING (Crankshaft degrees)

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

	Excluding	Including
V8-327 Cu.In.	Ramps '	Ramps
Inlet Valve (Zero lash)		
Opens - BTC	28°	38°
Closes - ABC	72°	92°
Duration	280°	310°
Exhaust Valve (Zero lash)		
Opens - BBC	78°	88°
Closes - ATC	30°	52°
Duration	288°	320°

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

	Excluding	Including
V8-396 Cu.In.	Ramps	Ramps
Inlet Valve (Zero lash)		
Opens - BTC	28 °	40°
Closes - ABC	78 °	102°
Duration	286 °	322°
Exhaust Valve (Zero lash)		
Opens - BBC	75 °	87 °
Closes - ATC	31°	55°
Duration	286 °	322°

PISTONS
Material
L6-230 & 250 Cu.In Cast aluminum alloy
V8-327 & 350 Cu.ln Cast aluminum alloy
V8-396 Cu.In Cast aluminum alloy
Head Type
L6-230 & 250 Cu.In Flat, notched
V8-327 & 350 Cu.ln Flat, notched
V8-396 Cu.In Domed head, valve cutout
Skirt Type Slipper Top Land Clearance
V8-327 Cu.In
V8-396 Cu.In03050375
Skirt Clearance
7.6 4444 444
770 070 \$ 000 5
10001 10020
Compression Ring Groove Depth L6-230 & 250 Cu.In21532218
V8-327 Cu.In22172283
V8-350 Cu.In22172288
.2200
Oil Ring Groove Depth L6-230 & 250 Cu.In 2003 - 2158
L6-230 & 250 Cu.in20932158 V8-327 Cu.in20382103
V8-396 Cu.In20982168 Pin Bore Offset055065
Compression Height L6-230 Cu.In 1.799-1.801
1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1
11000-11002
770 050 0
1.000 1.007
V8-396 Cu.In 1.953-1.957
PISTON PINS
Material Chromium steel
Length
L6, V8-327 & 350 Cu. In 2.990-3.010
V8-396 Cu.In 2.930-2.950
Diameter 2.930-2.950
**** *** *
V8-390 Cu.in98959898 Clearance in Piston
V8-327 Cu.In0001500025
V8-350 Cu.In0004500055
V8-396 Cu. In0002500035
Pin Mounting Locked in rod by shrink fit
Locked in rod by silrink in

PRINCIPAL COMPONENTS—Cont'd.

COMPRESSION RINGS - UPPER	OIL CONTROL RINGS
Material Cast alloy iron	
Type Inside bevel	Type Multi-piece (two rails and one spacer Material
(bottom of ring 30 degrees to piston vertical	Rails Stee
axis). No inside bevel on L6-250, V8-350 & V8-396	Spacer Stee
Face	Spacer Alloy stee Width (assembled)
L6-230 & V8-327 Cu.In Tapered	Vidin (assembled)
L6-250, V8-350 & 396 Cu.In Barrel	L6-230 & 250 Cu.In18701890
Coating Chrome plate face	V8-327 & 350 Cu.In18701890
V8-350 & 396 Cu.In Molybdenum inlay	V8-396 Cu.In18201890
Width	Wall Thickness
L6-230 & V8-327 Cu.In07750780	L6-230 Cu.In150150
L6-250 Cu.In06280633	L6-250 Cu.In152158
V8-350 & 396 Cu.In07700775	V8-327 & 350 Cu.In150150
Wall Thickness	V8-396 Cu.In137143
L6-230 Cu.In179194	Gap
L6-250 Cu.In184194	L6-230 & 250 Cu.In015055
V8-327 Cu.In190200	V8-327 & 350 Cu.In015055
V8-350 Cu.In190200	V8-396 Cu.In010030
V8-396 Cu.In194204	Rail Coatings Chrome plated
Gap	
L6-230 & 250 Cu.In010020	
V8-327 Cu.In013023	
V8-350 & 396 Cu.In010020	
.010=.020	CONTRACTOR
	CONNECTING RODS
	Material Drop forged steel
COMPRESSION RINGS - LOWER	Length (center to center)
Material Cast alloy iron	L6-230, 250 & V8-327 Cu.In 5.699-5.701
Type Inside bevel (top of	V8-350 Cu.In 5.695-5.705
ring 30 degrees to piston vertical axis for	V8-396 Cu.In 6.130-6.140
L6-230 & 250; 50 degrees for V8-327, 350 & 396	
Face Tapered	
Coaring Wear resistant	
V8-350 & 396 Cu.In Chrome plated	CONDUCTOR OF THE CONTRACT
Width	CONNECTING ROD BEARINGS
L6-230 Cu.In07700780	Material
L6-250 Cu.In06230625	L6-230, 250 & V8-327 Cu.In. (Base) Copper
V8-327 (Base) & 396 Cu.In07750780	lead alloy or sintered copper
V8-327 Cu.In. (RPO L30)07700775	nickel backed babbitt on steel
V8-350 Cu.In07750780	V8-327 (L30), 350 & 396 Cu.In Premium aluminum
Wall Thickness	Type Precision removable
L6-230 & 250 Cu.In184194	Clearance
V8-327 Cu.In. (Base)184194	L6-230 & 250 Cu.In00070027
V8-327 Cu.In. (RPO L30)	V8-327 & 350 Cu.In00070028
V8-350 Cu.In190200	V8-396 Cu.In00090029
V8-396 Cu.In194204	Theoretical I.D.
Gap	L6-230 & 250 Cu.In 2.0016
L6-230 & 250 Cu.In010020	V8-327 Cu.In 2.0017
V8-327 Cu.In013025	V8-350 Cu.In 2.1002
V8-350 Cu.In013025	V8-396 Cu.In 2.2014
V8-396 Cu.in013033 V8-396 Cu.in010020	Effective Length
Expander (used with V8-327 only)	L6, V8-327 & 350 Cu.In
	V8-396 Cu.In857
Material Steel	End Play
Width068074	L6, V8-327 & 350 Cu.In009013
Wall Thickness0180	V8-396 Cu.In016020

FUEL TANK Capacity	CARBURETORS Make & Type
Fuel Tank Location Behind rear axle Filler Location Center of rear end panel	L6-230 & 250 Cu.In Rochester
riner Location Center of rear end panel	single barrel, downdraft
	V8-327 Cu.In. (Base) Rochester
	2-barrel, downdraft
●FUEL FILTERS, DUAL	V8-327 Cu. In. (RPO L30) Rochester, Quadrajet
In Fuel Tank Mesh strainer	V8-350 & 396 Cu. In Rochester, Quadrajet
In Carburetor Inlet	SAE Flange Type
L6-230, 250 & V8-327 (Base) Cu.In Sintered bronze	L6-230 & 250 Cu.In 1.50
V8-327 (L30), 350 & 396 Cu.In Paper	V8-327 Cu.In. (Base) 1.25
raper	V8-327 Cu.In. (RPO L30) 1.50
	V8-350 & 396 Cu.In 1.50
	Throttle Bore
	L6-230 & 250 Cu.In 1.56
ELIET DUMAN ACCOMENTA	V8-327 Cu.In. (Base) 1.44
FUEL PUMP ASSEMBLY	V8-327 (RPO L30)
Type Mechanical; diaphragm	Primary 1.38
Drive Camshaft, eccentric	Secondary 2.25
Location Right side front of engine	V8-350 & 396 Cu.In.
Pressure Range (at Carburetor)	Primary 1.38
L6-230 & 250 Cu.In 3.50-4.50 PSI	Secondary 2.25
V8-327 & 350 Cu. In 5.00-6.50 PSI	Secondary Throttle Actuation By
V8-396 Cu.In 5.00-6.50 PSI	linkage approximately when primary valves
	are opened half way between closed and open
	Venturi Dizmeter
	L6-230 & 250 Cu. In 1.34
·	V8-327 Cu.In. (Base) 1.09
AIR CLEANER	V8-327 (RPO L30)
L6-230 & 250 Cu.In Cylindrical, single air horn	Primary 1.09
V8-327 Cu.In Cylindrical, single air horn	Secondary Air valve
V8-350 & 396 Cu.In Cylindrical, single air	V8-350 & 396 Cu.In.
horn, chrome plated cover	Primary 1.09
Diameter	Secondary Air valve
L6-230 & 250 Cu.In 13.00	
V8-327 Cu.In. (Base) 13.00	
V8-327 Cu.In. (RPO L30) 16.78	
V8-350 & 396 Cu.In 14.16	CHOKE
Filter Element Oil-wetted paper	Type Automatic

EXHAUST AND VENTILATION SYSTEM

TYPE L6-230 & 250 Cu.In Single V8-327 Cu.In Single with crossover pipes V8-350 & 396 Cu.In Dual exhaust and resonators; single muffler	EXHAUST PIPE Dimensions (O.D.) L6-230 & 250 Cu.In
MUFFLERS Type Oval, reverse flow Construction Heads and body joined by rolled lock seam construction Head048 sheet steel, aluminized	Front073091 laminated Rear075091
Shell	TAIL PIPES Dimensions (O.D.) L6-230 & 250 Cu.In
Width (I.D.) 4.00 Height (I.D.) 9.75	ENGINE VENTILATION Type
RESONATORS (350 & 396 Cu.In.) Type	AIR INJECTION REACTOR (California vehicles only) Injection System Point of Entry Exhaust ports Check Valve Pressure (plane type) Backfire Protection Vacuum
EXHAUST CROSSOVER PIPE (V8-327 Cu.In.) Dimension (O.D.)	Air Injection Pump Type

LUBRICATION SYSTEM

GENERAL	OIL PUMP
Type Controlled full pressure	Type Gear
Main Bearings Pressure	Regulator Valve Opens between 40-45 lbs.
Connecting Rods Pressure	Oil Pressure (No Flow Conditions)
Piston Pins Splash	L6-230 & 250 Cu.In 30-45 PSI @ 1500 RPM
Cylinder Walls	V8-327 & 350 Cu.In 30-45 PSI @ 1500 RPM
L6 Main and connecting	V8-396 Cu.In 50-75 PSI @ 1500 RPM
rod bearing throw off	Intake Type Fixed pickup with screen
V8 Pressure, jet cross sprayed	Capacity (GPM @ Engine RPM)
Camshaft Bearings Pressure	L6-230 & 250 Cu.In 4.3 @ 2000
Valve Lifters Pressure	V8-327 & 350 Cu.in 4.3 @ 2000
Rocker Arms Pressure	V8-396 Cu.In 6.0 @ 2000
Timing Gears	70-090 Gu.n.; 6.0 @ 2000
L6 Nozzle sprayed	
V8 Centrifugally	
oiled from camshaft bearing	
Oil Pressure Sending Unit	OIL FILTER
Type Electric	Type
Actuation Opens or	
closes circuit @ 2 to 6 PSI	L6 Full flow, throw away canister
Oil Filler	V8 Full flow, replaceable element Location
Cap Oil wetted crimped aluminum breather	
V8-396 Positive seal	L6 Right side front of engine
Location	V8 Left rear side of engine Capacity
L6 Forward end of rocker cover	L6 One quart
V8-283 & 327 Cu.In Left front	V8 One quart
of intake manifold	Bypass Valve Opens between
V8-396 Cu.In Top center of right rocker cover	
	9 to 11 PSI drop in pressure
CRANKCASE CAPACITIES (Quarts)	
Refill	OIL PAN DRAIN PLUG
L6-230 & 250 Cu. In 4	Type Hex head
V8-327 & 350 Cu.In 4	•Location
V8-396 Cu.In 4	L6 Front lower face of oil pan
Refill with Filter Change	V8 Left lower face of oil pan
L6-230 & 250 Cu.In 5	Size of Hex Head860875
V8-327 & 350 Cu. In 5	Thread 1/2-20 UNF 2A
V8-396 Cu.In 5	Length 0.81
•	Diameter410430
●LUBRICANT GRADES AND TEMPERATURES	
32° F and Above SAE20W or SAE10W-30	
0°F to 32°F SAE10W or SAE10W-30	OIL DIPSTICK - LOCATION
Below 0°F SAE5W or SAE5W-20	L6-230 & 250 Cu.In Right side rear of engine block
Alternate SAE5W-30 may be used	V8-327 & 350 Cu.In Left side, rear of engine block
at temperatures below freezing	V8-396 Cu.In Right side, center, direct to oil pan
_	pan same, series, across to our pan

COOLING SYSTEM

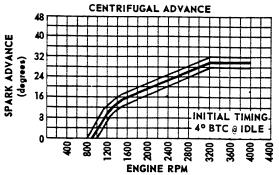
GENERAL	RADIATOR HOSE
Type Liquid, pressurized	Outlet, Lower (Radiator to Water Pump)
Capacity with Heater (Standard Equipment)	L6-230 & 250 Cu.In 1.75 ID
L6-230 Cu.In 13 qts	V8-327 & 350 Cu.In 1.75 ID
L6-250 Cu.In 13 qts	V8-396 Cu.In 1.88 ID
V8-327 Cu.In 16 qts	Inlet, Upper (Thermostat Housing to Radiator)
V8-350 Cu.In 16 qts	L6-230 & 250 Cu.In 1.50 ID
V8-396 Cu.In 23 qts	V8-327, 350 & 396 Cu.In 1.50 ID
RADIATOR	FAN
Make and Type Harrison, tube and center	Number of Blades 4
Core Constant and Thickness	Diameter 17.62
Distance between Fins	Fan Pulley Pitch Diameter 7.00
L6-230 Cu.In28 Syn., .25 P/Gld	,
L6-250 Cu.In22 Syn., .25 P/Gld	
V8-327 Cu.In20 Syn., .16 P/Gld	
V8-350 Cu.In20 Syn., .16 P/Gld	BELTS, CRANKSHAFT, FAN AND GENERATOR
V8-396 Cu.In16 Syn. & Auto.	Number Used One
Distance between Tubes55	Angle of "V" 38°-42°
Thickness of Core 1.26	Pitch Line
Frontal Area (Sq.In.) 353; (V8-396) 390	L6-230 Cu.in 39.00
	L6-250 Cu.In 39.00
	V8-327 Cu.In 53.50
	V8-350 Cu.In 53.50
PADIATOR HEAVY DUTY (PRO VOI)	V8-396 Cu.In 56.20
RADIATOR HEAVY DUTY (RPO V01) Core Constant and Thickness	Width
Distance between Fins	
L6-230 & 250 Cu.In 16 Syn. & P/Gld	
V8-327 Cu.In. (Base)16 Syn. & P/Gld	WATER PUMP
V8-327 Cu.In. (RPO L30)18 Syn., .16 P/Gld	Type Centrifugal
V8-350 Cu.In18 Syn., .16 P/Gld	Capacity
Distance between Tubes	L6-230 Cu.In 60 GPM @ 4400 Engine RPM
Thickness of Core	L6-250 Cu.In 60 GPM @ 4400 Engine RPM
L6-230 & 250 Cu. In 1.26	V8-327 Cu.In 57 GPM @ 4400 Engine RPM
V8-327 & 350 Cu.In 1.98	V8-350 Cu.In 57 GPM @ 4400 Engine RPM
Frontal Area (Sq.In.)	V8-396 Cu.In 82 GPM @ 5200 Engine RPM
L6-230 & 250 Cu. In 353	Bearing Permanently
V8-327 & 350 Cu.In 391	lubricated double row ball
	Drive Fan belt
	Ratio (Pump to Engine RPM)949:1
RADIATOR CAP RELIEF VALVE	
Opens at Approximately 15 PSI	
•	DRAIN LOCATIONS AND TYPE
	Radiator - Plug Bottom left side,
	rear of radiator tank
THERMOSTAT	Engine Block - Plug
Type Pellet	L6-230 Cu.In Left side rear
Begins to Open at 192° -198° for L6	L6-250 Cu.In Left side rear
177° -183° for V8	V8-327 Cu.In Right and left center
Fully Opened at 227° for L6	V8-350 Cu. In Right and left center
212° for V8	V8-396 Cu.In Left side - rear of block
	KIONT SIDE - CENTER OF NICCE

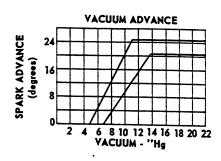
SUPPLY SYSTEM BATTERY Voltage Rating 12	●Test Conditions Engine at operating temp. No Load Test Amps
Capacity (SAE)	L6-230,250 & V8-327 (Base) Cu, In 58-87
L6-230 & 250 Cu. In 45 Amp hr @ 20 hr rate	V8-327 (L30) & 350 Cu.In 65-100
V8-327, 350 & 396 Cu.In 61 Amp hr @ 20 hr rate	V8-396 Cu.In 70-99
Heavy Duty (RPO T60) 70 Amp hr @ 20 hr rate	Volts 10.6
Total Number of Plates	RPM
L6-230 & 250 Cu.In 54	
V8-327, 350 & 396 & Hvy. Dty 66	L6-230,250 & V8-327(Base)Cu.In 8450-10700
Number of Cells 6	V8-327 (L30) & 350 Cu. In 3600-5100 V8-396 Cu. In 7800-12000
Terminal Grounded Negative	Motor Drive
Location Right from engine compartment	Engagement Solenoid
Location Right from engine compartment	Pinion Meshes at Rear
	=
	Pinion Tooth No 9
•	Flywheel Tooth No 153; V8-396 168
GENERATOR	Mounting Bolted to cylinder block flange
Type Diode rectified	
7.1	ICHITICHI CUCTEM
Rating Amps 9-37	IGNITION SYSTEM
Volts 12-15	DISTRIBUTORS Refer to chart below
Drive By fan belt	
Pulley Pitch Diameter 2.70	COT
	COIL
Ratio (Gen. to Engine Speed) 2.46:1	Type 12-Volt
	Amperes Drawn
	Engine Stopped 4.0
RECULATOR	Engine Idling 1.8
REGULATOR Type Two unit, vibrator	
Voltage Regulator	SPARK PLUGS
Voltage 13.8-14.8 @ 85 degrees F	
Field Relay (Combination Light and Field Relay)	Type . Ló-230 & 250 Cu.in AC46N (long reach)
• • • • • • • • • • • • • • • • • • • •	
Closing Voltage 1-3 volts @ 80 degrees F	V8-327 & 350 Cu.In AC44 V8-396 Cu.In AC43N
Location Left side from engine compartment	Thread Size (mm) 14
	Gap033038
	•
	Torque 25 lb ft
CTAD TRIC CVCTEM	
STARTING SYSTEM STARTING MOTOR	CARLE
Rotation (Drive End View) Clockwise	CABLE Linen core impregnated
MOTATION (DILIAG ENG A IGM) Clockwise	with electrical conducting material and
	insulation of rubber with neoprene jacket

DISTRIBUTORS	L-6 230 Cu.In. 140 HP	L-6 250 Cu.In. 155 HP	V-8 327 Cu.In. 210 HP	V-8 327 Cu.In. 275 HP	V-8 350 Cu. In. 295 HP	V-8 396 Cu.In. 325 HP			
Model	1110362	1110351	1111101	1111249	1111168	1111169			
Type			Single 1	Breaker					
Cam angle	31°	31° -34° 28 ° -32 °							
Breaker gap	.019 (new)								
Breaker arm tension	19-23 oz								
Centrifugal advance begins (RPM)			9	00					
Max degrees @ RPM	30@ 3200	28 @ 2800	32 @ 3950	26 @ 4100	26 @ 4700	32 @ 5000			
Vacuum advance begins (In. Hg)	6.00	6.00	8.00	8.00	10.00	8.00			
Max degrees @ In. Hg	21 @ 14.5	21 @ 14.5	15 @ 15.5	15 @ 15.5	15 @ 17	15 @ 15.5			
Timing (inital design setting) Crankshaft degrees at RPM (with vacuum line disconnected)	4° BTDC @ 500	4° BTDC @ 500	2° BTDC @ 500	8° BTDC @ 500	4° BTDC @ 500	4° BTDC @ 500			
Timing mark location			On harmon	ic balancer					

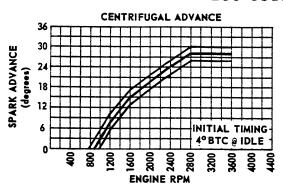
ELECTRICAL SYSTEM-Cont'd.

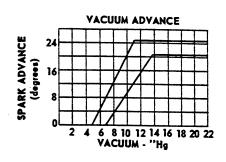
230 CUBIC INCH L-6 ENGINE



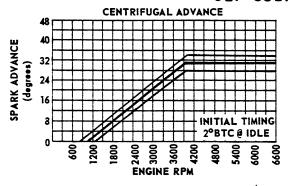


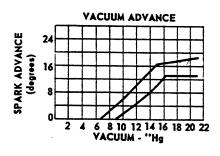
250 CUBIC INCH L-6 ENGINE



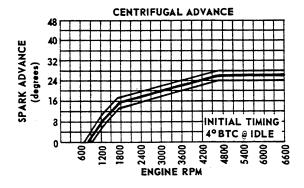


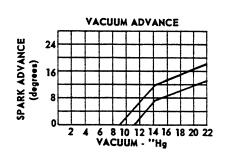
327 CUBIC INCH V-8 ENGINE





350 CUBIC INCH V-8 ENGINE





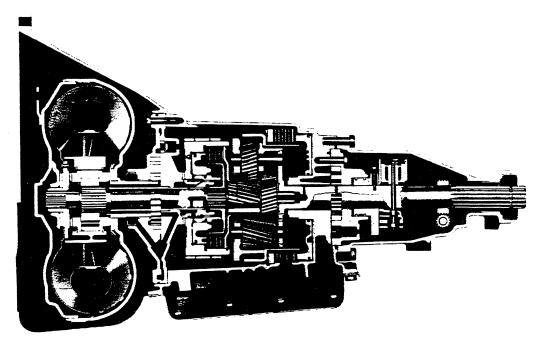
CLUTCHES

				CLUIC	1.6			•		
Engine	Туре		L6-230	L6-250	V8	-327	V8-350	V8-396		
Engine	Availabili	ty	Standard	RPO L22	Standard	RPO L30	RPO L48	RPO L35		
Clutch for				•	3-Speed	& 4-Speed				
Туре			Single	tle dry disc Single dry disc, centr			sc, centrifugal			
Clutch	Eff. plate load, lbs.		tch Eff. plate		1650-1850		2100	-2300	2300-2600	2450-2750
cover &	Press. pla	ite matl.	Cast	iron		Nodul	ar iron	L		
pressure	Clutch spi	ring type	Diapi	nragm	D	liaphragm, bent	nt finger design			
plate	Clutch spi	ring matl.			Heat treated	d spring steel	el			
	Туре			Sing	le disc with tw	with two friction surfaces				
	Cushions					etween friction :	rings	·		
_	Dampers			springs and 3 inner as equally spaced		10 coil springs (5 sets of two)				
Driven		OD		.12	10	0.40	11	.00		
plate	 	ID	6.12		6	5.50		50		
	Friction	Total area		^^						
	rings	sq.in.	71.	.82		3.53	123.	.70		
		Material				pe asbestos				
	Flywheel	Material				t iron				
Flywheel		Material				ed HR steel				
& Ring	Ring	No. of teeth			153			168		
Gear	gear	PD			12.75			14,00		
		Attachment				ink fit				
	Release	Type				row ball				
Bearings	11020450	Lubrication				repacked				
2000100	Pilot	Туре				bushing				
		Lubrication			one, sintered and oil impregnated					
	Clutch for					n ball				
Controls	Pedal mo				Pendant from brace on dash					
	Lubrication		 			er shaft				
Clutch hous	ing materia	1	İ		Aluminu	ım allo y				

3-SPEED AND 4-SPEED TRANSMISSIONS

		<u> </u>	<i>71</i>	<u> </u>	10 7-31		11771	10111						
Transmissio	on Type				3-Speed		HD 3	-Spd.			4-S	peed		
Engine	Туре		1.6 230	L6 250	V8-327	V8 350	V8 350	V8 _● 396	L6 L6 V8-327 V8 350					V8 396
Application	Availabi	lity	Std.	L22	Std. L30	LA8	L48	L35	Std. L22 Std. L30 L48 L35					L35
Case materi	al							Cast iron Aluminu				inum		
C	Туре			Remote										
Gear	Control		1					Leve	er					
Shift	Location	1	Steering column (a) Floor											
	Туре	e Helical												
	Materia		Forged steel, hardened											
Synchronization Constant mesh	Synchron	nization	All forward gears											
	mesh gear	All gears					All forward gears							
Gears	Sliding g	ears	None						Reverse					
Gears		First		2.85	2.	54	2.	41	3.	11	2,	54	2,	52
	1	Second		1.68	1.	50	1.	57	2.	20	1.	.80	ı,	88
	Ratios	Third		1.00	1.	00	1.	00	1.	47	1.	44	1.	4 7
		Fourth							1.	00	1,	.00	1.	00
		Reverse		2.95	2.	63	2.	41	3.	11	2.	54	2.	59
Lubricant	Туре		1		Me	eting N	lilitary	Specif	ication	MIL-L-	2105B			
Laibi icant	Capacity	(pts)			3		3	.5				3		
Extension	Materia			Cast iron								Alum	inum	
EXICUSION	Oil seal				Steel enc	ased de	ouble se	eal of s	pring le	oaded n	ibber o	r felt		

⁽a) Floor controls optional.



AUTOMATIC TRANSMISSION (RPO M35)

Availability Type Type Coation Steering	stem for loving column (I in hydrauli R-N-D-L ear (on planer thru spr	w and reverse b)								
Availability	tandard ic torque co stem for lov ng column (I in hydrauli R-N-D-L ear (on plan er thru spr	RPO L30 onverter with w and reverse b)	RPO L48							
Type Location Steering	ic torque co stem for lov ng column (l in hydrauli R-N-D-L ear (on plan er thru spr	onverter with w and reverse b)								
Converter assembly Statil torque ratio Statil speed (RPM) Diameter (nominal) Type Componing Componin	stem for loving column (I in hydrauli R-N-D-L ear (on planer thru spr	w and reverse b)								
Location Steering	ng column(i in hydrauli R-N-D-L ear (on plan er thru spr	b)								
General data Selector Quadrant P-I	in hydrauli R-N-D-L ear (on plan er thru spr		em							
General data lever	R-N-D-L ear (on plan	ic control syst	em							
data Parking Type Pawl and ge lock Operation Applied by selector level Method of cooling Flywheel assembly Steel stamping with manual valve type Press. regulator valve type	ear (on plan er thru spr									
Parking Type Pawl and ge lock Operation Applied by selector leve Method of cooling Flywheel assembly Steel stamping we Manual valve type	ear (on plan er thru spr	pattern P-R-N-D-L Parking Type Pawl and gear (on planetary)								
Iock Operation Applied by selector leve Method of cooling Flywheel assembly Steel stamping with Manual valve type Press. regulator valve type Pressure © Idle (a) Drive 51 51 51	er thru spr									
Method of cooling Flywheel assembly Manual valve type Press. regulator valve type Pressure © Idle (a) Type Turbine Turbine Stall torque ratio Stall speed (RPM) Diameter (nominal) Type Manual valve type Press. regulator valve type Install speed (RPM) Diameter (nominal) Type Steel stamping with steel stamping with steel stamping with state type Turbine Turbine Stall torque ratio Stall speed (RPM) Diameter (nominal) Type Composition Stall torque ratio Stall torque ratio Stall speed (RPM) Diameter (nominal) Type Composition Type Composition Turbine Stall torque ratio Stall speed (RPM) Diameter (nominal) Type Composition Type Type Composition Type Type Composition Type T										
Flywheel assembly Steel stamping with Manual valve type Press. regulator valve type Pressure @ Idle (a)	Water	ing loaded link	cage							
Manual valve type Press. regulator valve type Pressure @ Idle (a) Drive 132 112	Water Steel stamping with welded on ring gear									
Press. regulator valve type	ith welded	on ring gear								
Pressure	Spool									
Pressure	Spool									
Converter assembly Converter assembly Stator Stall torque ratio Stall speed (RPM) Diameter (nominal) Type Component Comp	51	51	51							
Type	122	132	132							
Pump Inner and outer sheet steel sheet Outer shell is pump housing with the converter assembly Inner and outer shell is pump housing with the converter assembly Inner and outer shells soon assembly support	85	85	85							
Converter assembly Converter assembly Converter	ee element									
Turbine Inner and outer shells some sasembly Inner and outer shells some sasembly Inner and outer shells some sasembly Operation independent Aluminum air foil support Stator Aluminum air foil support Stall torque ratio Stall speed (RPM) 1560 1620	ells separa	ted by sheet st	eel vanes.							
Converter assembly Stator	hich is wel	ded to convert	er housing.							
Assembly support Stator Aluminum air foil support	eparated by	y sheet steel v	anes.							
Stator	ted in conv	erter cover.								
by an over-running clut Stall torque ratio Stall speed (RPM) 1560 1620 Diameter (nominal) 11.0 Type Composite Drive 1.82 to 1.00	of cover ar	nd pump housis	ng.							
Stall torque ratio Stall speed (RPM) 1560 1620 Diameter (nominal) 11.0 Type Composite Drive 1.82 to 1.00	orted on a	stationary slee	eve							
Stall speed (RPM) 1560 1620 Diameter (nominal) 11.0 Type Composite Drive 1.82 to 1.00	ch of cam a	and roller desi	ign.							
Diameter (nominal) 11.0	2.10									
Type Compoi	1610	1680	1810							
Drive 1.82 to 1.00	,	11.75								
	und planeta	ry								
		1.76 to 1.00								
Planetary Range Low 1.82	1.82									
gear set Reverse 1.82		1.76								
Low band Three linked		egments								
Low band servo Piston with release sp	circular s	ner cushion sp	ring							
Case Material Alumini		ece)								

- (a) Conditions: 450 RPM input $\ensuremath{\mathfrak{G}}$ 25 inches Hg vacuum (b) Floor mounted when used with optional console

AUTOMATIC TRANSMISSION (RPO M35) -CONTINUED

Туре		L-6	_					
		1	L-6	V-8	V-8	V-8		
		230 Cu.In.	250 Cu.In.	327 Cu.In.	327 Cu.In.	350 Cu.In.		
Availability		Standard	RPO L22	Standard	RPO L30	RPO L48		
N/V factor				36.7	36.7	44.9		
			650(18)	646(18)	661(18)	661(15)		
Upshift		1970(54)	1970(54)	2195(60)	2341(64)	2340(52)		
		2284(62)	2284(62)	2577(70)	2742(75)	2742(61)		
		604(17)	604(17)	604(16)	614(17)	614(14)		
Downshift		1198(33)	1216(33)	1420(39)		893(20)		
-	Full throttle	2124(58)	2134(59)	2448(67)		2600(58)		
Туре				Multi-disk		2000(00)		
Drive	Description	7	Waved steel w	ith bonded or	ganic facings			
plates	Number				4			
Driven	Description			Flat steel	 -			
plates	Number	4			5			
Туре				Multi-disk				
Drive	Description		Flat steel wi		anic facings			
plates	Number	4			and incings	6		
Reaction	Description			Flat steel		- 6		
plates	Number	4			5	6		
Maximum ov	erall ratio					0		
Low and rev	erse							
Туре					70.1 10 1.70.1	<u> </u>		
Capacity	Dry	17	,		10			
(pts)	Refill							
Type			<u></u>	Centrifuml				
Operation		Regulates t	nump oil pres	GUTE to suton	actic shift com	emal males		
Drive			Moims	ed on output	shoft	troi vaive		
Location								
Гуре					rear			
lumber					,- <u></u>			
Function			To s		re			
Orive				nverter pump				
	Orive plates Driven plates Pype Drive plates Reaction plates Maximum ov Low and rev Pype Lapacity pts) Pype Depration Prive Location Locat	Upshift Closed throttle Throttle at detent Full throttle Closed throttle Throttle at detent Full throttle Throttle at detent Throttle at detent Throttle at detent Throttle at detent Throttle Throttle at detent Throttle	Social State	Solution Solution	Solution Solution	Simple S		

TRANSMISSIONS—Cont'd.

TURBO HYDRA-MATIC TRANSMISSION (RPO M40)

(Available with 396 Cu.In. Engine only)

GENERAL DATA
Type Three element automatic hydraulic torque converter with a compound planetary gear set that produces three forward speeds and reverse
Selector Lever
Location Steering column; floor mounted on models using bucket seats
Operation Actuates automatic controls by a hydraulic system from a pressurized gear type pump Quadrant Pattern Six positions: P-R-N-D-L2-L1
External Control Connections Manual Linkage
Parking Lock Type Locking pawl Operation Applied by selector lever through manual linkage Method of Cooling Water

TORQUE CONVERTER
Driving Member (Pump) Multivane type, sheet metal blade, spot welded to steel pump housing that is an integral part of the converter housing
Driven Member (Turbine) Steel axial
flowblades assembled between inner and outer steel shells
Stator Assembly Aluminum multivane type
blades mounted on a one way roller clutch
Stall Ratio 2.04
Stall Speed (RPM) 2100
Diameter (Nominal) 12.83
CLUTCHES Type Three, multiple disk Material
Drive plates Waved steel
with bonded organic facings
Driven plates Flat steel
Forward clutch Five each
drive and driven plates
Direct clutch Five each
drive and driven plates
Intermediate clutch Three each
drive and driven plates

(Available with 396 Cu.In. Engine only)

PLANETARY GEAR	UNIT	HYDRAULIC SYSTEM
Front Read	tion carrier assy Four	Oil pressure pump Supplies
	steel pinion gears	hydraulic pressure by gear type
Rear Outp	ut carrier assy Four	pump which is engine driven
_	steel pinion gears	Pump pressure (450 RPM input @ 25 in. Hg vacuum)
Gear Ratios		Park 70 PSI
D(Drive)	2.48:1, 1.48:1, 1.00:1	Neutral 70 PSI
L2 (Low two)	2.48:1, 1.48:1	Drive (First, second, third) 70 PSI
LI (Low one) -	2.48:1	
R (Reverse)	2.48:1	L2 (First, second) 150 PSI L1 150 PSI
Front Band	2.00:1	Demonstration 150 PSI
	One, circular steel with organic lining	Reverse 107.5 PSI
Function	Provides	Valves
- 4.00.01.		Type Steel spool
	engine braking in 2nd gear with	Manual Establishes range
Rear Band	selector lever in L2 and L1 range	at transmission operation
		Pressure regulator Controls
TAbe	Double wrap	main line pressure
Banasia.	circular steel with organic lining	Shift (1-2) Controls oil pressure
runction	Provides engine braking	for trans. shift from 1-2 or 2-1
	Lo range ist gear; also in reverse	Shift (2-3) Controls oil pressure
	range the band holds the reaction	for trans. shift from 2-3 or 3-2
	carrier to apply reverse gear ratio	Modulator, Regulates line pressure
Servo units	Piston with	with modulator oil pressure that
	release spring and inner cushion	varies with torque to transmission
	spring that activates the bands	Accumulator To obtain greater flexibility
		in attaining desired shift curve
		for various engine requirements
		Governor
		Type Cross-axis centrifugal
		Operation Regulates a pressure
		proportional to car speed which acts upon the
		(1-2)(2-3) shift valves and modulator valve
		(1-3)/2-0) pure series and moderator series
LUBRICANT		
Туре	A suffix A	
Capacity	22 pts	TORQUE MULTIPLICATION
Refill	8 pts	Drive (maximum) 5.06:1 to 1.00
Oil cooler	Integral with	Low 2 5.06:1 to 1.48
	radiator assembly and connected to	Low 1 5.06:1 to 2.48
	transmission by inlet and outlet pipes	Reverse 4.24:1 to 2.08
		VEAET 96

1967 MODELS WITH STANDARD EQUIPMENT (108" Wheelbase)

	Model Description	List Price Less Invoice Discount (19%)4	List Price Less Base Discount (21%)	Factory D & H	List Price	Mfr's Sgt'd Dealer D&H	Mfr's Sgt'd Retail Price *	Desti- nation Charge	Total
	linder Models								
140-hp	Turbo-Thrift 230 Engine								
12337 12367	Sport Coupe—4-Passenger Convertible—4-Passenger	\$1867.05 2049.30	\$1820.95 1998.70	\$136.00 149.00	\$2305.00 2530.00	\$25.00 25.00	\$2466.00 2704.00	***************************************	***********************
8-Cv	linder Models								
210-hn	Turbo-Fire 327 Engine								
12437	Sport Coupe—4-Passenger	1040.00							
12467	Convertible—4-Passenger	1948.05 21 30.3 0	18 99.95 20 77.7 0	142.00 154.00	2405.00 2630.00	25.00 25.00	25 72.0 0 28 09.0 0	***************************************	***********************

[♣] Base discount is 21% with the 2% difference retained for dealers account in accordance with Terms of Sale Bulletin.

Description	Ordering Col-Code	Option Number	Dealer Net	Factory D&H	List Price	Mfr's Suggested Retail Delivered Price≎
Custom Interior: Includes color-keyed accent bands on seats, molded front door armrests with recessed door handles, glove compartment light, molded luggage compartment mat, and deluxe-styled steering wheel. Also includes roof sail panel larges	ODEL OF					
rear armrests with ashtray on Sport Coupe model	29-2	287	\$ 68.40	\$ 4.80	\$ 90.00	\$ 94.80
295-hp Turbo-Fire 350 engine 325-hp Turbo-Jet 396 engine 375-hp Turbo-Jet 396 engine	30-3 30-4 30-L	L48 L35 L78	152.00 190.00 361.00	10.65 13.30 25.30	200.00 250.00 475.00	210.65 263.30 500.30
Rally Sport: Includes front valance-mounted parking lights, electrically operated headlight doors, body lower side moldings, body side paint stripes, front and rear wheel opening moldings, roof drip gutter moldings (Sport Coupe only), black painted taillight bezels, rear valance-mounted back-up lights, special grille styling and "RS" emblems on radiator grille, fender and gas filler cap.	29-3	Z22	76.00	5.35	100.00	105.35
Style Trim Group: Included with rally sport option. Includes body side paint stripes, front and rear wheel opening moldings			10.00	0.00	100.00	103.33
Convertible	29-6	Z2 1	21.28	1.50	28.00	29.50
Sport Coupe; also includes bright roof drip gutter moldings	29-6	Z21	28.88	2.05	38.00	40.05
Special Interior Group: Includes bright trimmed pedal pads and bright windshield pillar moldings					2 2/2/2/20	
Convertible	30-5 30-5	Z23 Z23	3.80 7.60	.30 .55	5.00 10.00	5.30 10.55
Special Performance Package: Model 12437 only. Includes 302-cuin. V8 engine, closed positive ventilation, dual exhaust with deep-tone mufflers, special front and rear suspension, heavy-duty radiator and temperature-controlled fan, quick ratio steering, 15 x 6.00 wheels, 7.35 x 15 NF nylon red stripe tires, 3.73 ratio axle and special paint stripes on hood and rear deck. Available only when 4-speed close-ratio transmission, power brakes, front disc brakes or heavy-duty front disc brakes with metallic rear brakes are ordered. Positraction rear axle recommended.	48-3	Z28	258.40	18.10	340.00	358.10
Special Performance Package Plus Plenum Air Intobe-						
Includes special air cleaner and duct system, furnished loose. Special Performance Package Plus Exhaust Headers:	48-4	Z28	315.40	22.10	415.00	437.10
includes special tuned exhaust headers, furnished loose	48-5	Z28	562.40	39.40	740.00	779.40
Special Performance Package Plus Plenum Air Intake and Exhaust Headers	40.6	700	610.40		015.00	
A State and legal terms not in the deal	48-6	Z28	619.40	43.40	815.00	858.40

 $[\]diamondsuit$ State and local taxes not included.

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

Description	Ordering Col-Code	Option Number	Dealer Net	Factory D & H	List Price	Mfr's Suggestee Retail Delivered Price∜
	TURE GR	OUPS				
Appearance Guard Group: Includes color-keyed (2) front & (2) rear floor mats, front and rear bumper guards, door edge guards and deluxe seat belts.	69-1		\$30.4 0	\$ 2.25	\$40.00	\$42.25
Auxiliary Lighting Group: Includes three or more of the following items (1) Courtesy lights (2) Underhood light (3) Ashtray light (4) Luggage light (5) Glove compartment light						
Convertible: With custom interior, includes items (2), (3) & (4)	70-1	• • • •	4.94	.40	6 .5 0	6.90
Without custom interior, includes items (2), (3), (4) & (5) Sport Coupe: With custom interior, includes items (1), (2), (3), (4)	70-1	•••	6.84	.55	9.00	9.55
With custom interior, includes items (1), (2), (3) & (4)	70-1 70-1	•••	7.98 9.88	.65 .80	10.50 13.00	11.15 13.80
Foundation Group: Includes pushbutton radio and electric clock	67-1		52.82	3.70	69.50	73.20
control rearview mirror and rear window defroster Sport Coupe models only All items contained in the above groups may be	68-1		22.04	1.60	29.00	30.60
			ina are snov	wn in the fol	lowing opti	ons list.
Engines: See Power Teams chart for complete engine specifica-	OWER T	EAMS				
tions, model and transmission availability 155-hp Turbo-Thrift 250 6-cyl. 275-hp Turbo-Fire 327 V8	30-1 30-2	L22 L30	19.00 66.88	1.35 4.70	25.00 88.00	26.35 92.70
 295-hp Turbo-Fire 350 V8 (See Camaro SS model option for price and ordering information) 325-hp Turbo-Jet 396 V8 (See Camaro SS model option for price and ordering information) 375-hp Turbo-Jet 396 V8 (See Camaro SS model option for price and ordering information) 						-
Transmission: See Power Teams chart for availability						
Special fully synchronized 3-speed	33-6 33-3 33-5	M13 M20 M21	57.00 133.00 133.00	4.00 9.35 9.35	75.00 175.00 175.00	79.00 184.35 184.35
6-cyl models	33-1	M35	133.00	9.35	175.00	184.35
V8 models	33-1 33-7	M35 M40	140.60 163.40	9.85 11 .4 5	185.00 215.00	194.85 226.45
Axle, Positraction Rear	31 -B	G80	30.40	2.15	40.00	42.15
Axle Ratios: See Power Teams chart for available combinations						
Economy Performance Special (If axle ratio other than standard, economy or per-	32-1 32-2	•••	1.52 1.52	.15 .15	2.00 2.00	2.15 2.15
formance is desired, refer to Power Teams chart for availability —then list ratio on order form in box under "Special Ratio")			1.52	.15	2.00	2.15
Be	OWER A	CCICTC				
Brukes: Vacuum power	39-2	J 5 13	30.40	2.15	40.00	42.15
Steering, Power		N40	60.80	4.30	80.00	84.3 0
Windows, Power	58-1	A31	72.20	5.10	95.00	100.10
Antenna, Rear: Manual; not available with AM-FM radio		EATURES	22:	20		. ==
Band, Front-End Accent: Included when 295-hp, 325-hp, or 375-hp engines are ordered	47-1 64-2	U73 D91	6.84 10.64	.50 .75	9.00 14.00	9. 5 0 1 4.7 5
Gnards: Front bumper. Rear bumper.	60-1 60-2	V3 1	9.12	.65 .50	12.00	12.65
Door edge	58-4	V32 B93	6.84 2.28	.50 .20	9.00 3.00	9.50 3.20

 $[\]diamond$ State and local taxes not included.

Description	Ordering Col-Code	Option Number	Dealer Net	Factory D & H	List Price	Mfr's Suggested Retail Delivered Price∻
EXTERIOR	FEATURE	S (Contin	rued)			
Mirror: LH outside remote-control	45-2	D33	\$ 6.84	\$.50	\$ 9.00	\$ 9.50
Paint, Exterior: Solid colors			N.C.	N.C.	N.C.	N.C.
Roof Cover, Vinyl: Sport Coupe models only						
Black	55-2	C08	53.20	3.75	70.00	73.75
Beige	55-6	C08	53.20	3.75	70.00	73.75
Tops, Convertible:						
Manual: White	55-1	C05	N.C.	N.C.	N.C.	N.C.
Black	55-2	C05	N.C.	N.C.	N.C.	N.C.
Blue	55-4	C05	N.C.	N.C.	N.C.	N.C.
Power:						
White	55-1/56-2	C05/C06	38.00	2.70	50.00	52. 7 0
Black		C05/C06	38.00	2.70	50. 0 0	52.70
Blue	55-4/56-2	C05/C06	38.00	2.70	50.00	52.70
Wheel Covers: (4) Bright metal. Not available when disc	F1 1	701	15.00	1 10	20.00	21.10
brakes are ordered.	51-1	P01	15.20	1.10	20.00	21.10
Wheel Covers: (4) Simulated wire. Not available when disc brakes are ordered	51-2	P02	53.20	3.75	70.00	73.75
Wheel Covers: (4) Mag-style. Not available when disc brakes		102		5.20		10.10
are ordered	51 -3	N96	53.20	3.75	70.00	73.75
-Air Conditioning: (Not available when 325-hp or 375-hp engine is ordered) Includes 61-amp Delcotron, heavy-duty radi- ator and temperature-controlled radiator fan. Power steering	• !			10.00		272.22
recommended (See Power Teams chart for rear axles)		C60	256.88	18.00	338.00	356.00
Belts, Seat: Custom deluxe front & rear	53-2	A39	4.56	.35	6.00	6.35
Belts, Front Shoulder: (Driver and passenger)	45.4	***	10.50	1.00	22.00	22.20
Standard Type—For use with standard seat belts		AS1	16.72	1.20	22.00	23.20
or appearance guard group is ordered		A85	19.00	1.35	25.00	26.35
Glock, Electric: Floor mounted (included when special instru- mentation is ordered). Not available when stereo tape system is ordered.	1	U 3 5	11.40	.80	15.00	15.80
Console: Includes floor-mounted shift lever, compariment and		033	11.40	.60	13.00	13.60
ashtray. Not available on 295-hp engine with standard trans-						
mission	49-1	D55	34.20	2.40	45.00	47.40
Defroster, Rear Window: Sport Coupe models only	59-1	C50	15.20	1.10	20.00	21.10
Glass, Soft Ray Tinted:						
All windows.	50-1	A01	22.04	1.55	29.00	30.55
Windshield only		A02	15.20	1.10	20.00	21.10
-Head Restraints: Driver and passenger		AS2	38.00	2.70	50.00	52.70
Instrumentation, Special: 8-cylinder models only. Available only when console is ordered. Includes ammeter, temperature, oil pressure, fuel gauges and electric clock mounted on console fuel level indicator light and tachometer mounted in instrument	, ,					
panel cluster. Not available when stereo tape system is ordered	49-2	U17	57.00	4.00	75.00	79.00
Lights: Ashtray	66-2	U28	1.14	.10	1.50	1.60
Courtesy; Sport Coupe models only.		U28	3.04	.10 .25	4.00	4.25
Glove compartment; included when custom interior is ordered		U27	1.90	.15	2.50	2.65
Luggage	65-2	U25	1.90	.15	2.50	2.65
Underhood	. 65-4	U26	1.90	.15	2.50	2.65
Mats, Floer: Color-keyed; (2) front & (2) rear	. 59-3	B37	7.60	.55	10.00	10.55
Radios: Includes front antenna. Rear antenna must be ordered separately (See Exterior Features)	ì					
Pushbutton control	. 46-3	U 63	41.42	2.90	54.50	57.40
Pushbutton control and rear seat speaker.		U 63/U 80	50.92	3.60	67.00	70.60
AM-FM pushbutton control		U69	96.52	6.80	127.00	133.80
AM-FM pushbutton control and rear seat speaker	. 46-6	U69/U80	106.02	7.50	139.50	147.00

[♦] State and local taxes not included.

CAMARO

Description	Ordering Col-Code	Option Number	Dealer Net	Factory D & H	List Price	Mfr's Suggester Retail Delivered Price
INTERIOR	FEATURE	S (Contin	nued)			
Seats: Folding rear	61-2	A67	\$22.80	\$ 1.60	\$ 30.00	\$ 31.60
→Strato-back front. Sport Coupe models only. Not available when center console is ordered	62-5	XT 4	10.00	1.05	07.00	
Shift Lever, Floor Mounted: Available only with standard 3-speed transmission with 6 cylinder or 327 V8 engines		AL4	19.00	1.35	25.00	26.35
Included when center console is ordered.	49-4	M11	7.60	.55	10.00	10.55
Speaker, Rear Seat: For use with foundation group	46-1	U80	9.50	.70	12.50	13.20
Speed Warning Indicator Speed and Cruise Control: (Cruise-Master) V8 engines only.	43-2	U15	7.60	.55	10.00	10.55
Available only when automatic transmission is ordered Steering Wheel, Comfortilt: Available only when optional	43-4	K30	36.10	2.55	47.50	50.05
transmission of console is ordered	52-2	N33	30.40	2.15	40.00	42.15
Steering Wheel: Sports-styled, walnut-grained plastic ring	52-1	N34	22.80	1.60	30.00	31.60
Steering Wheel, Deluxe:				2.00	33.03	31.00
With custom interior	52-4	N30	3.04	.25	4.00	4.25
Without custom interior	52-4	N30	5.32	.40	7.00	7.40
Steree Tape System: Mounted below heater controls. Includes						
4 speakers. Not available when air conditioning or radio with rear speaker is ordered	47-3	U57	92.72	6.50	122.00	128.50
HEAVY-DUTY	AND O	THER EQI	UIPMENT	······································		
Battery, Heavy-Duty	36-1	T60	5.32	.40	7.00	77.40
Brakes, Front Disc: Not available when metallic brakes are ordered; includes special hub caps and trim rings.					7.00	7.40
Brakes, Special Metallic Facing: Available only when		J52	57.00	4.00	75.00	79.00
295-hp, 325-hp or 375-hp engines are ordered	43-1	J65	26.60	1.90	35.00	36.90
Brakes, HD Front Disc With Metallic Rear Brakes: Available only when Special Performance Package is ordered	37-9	120 /126	76.00	E 2E	100.00	105.05
-Exhaust System: Dual; available only with 327 engine		J52/J56	76.00	5.35	100.00	105.35
Dual; with deep-tone mufflers	41-2	N10	15.20	1.10	20.00	21.10
With 210-hp or 275-hp engines only. With 295-hp, 325-hp or 375-hp engines only.	41-3 41-3	N61 N61	15.20 N.C.	1.10 N.C.	20.00 N.C.	21.10 N.C.
Fan, Temperature-Controlled: 210-hp, 275-hp, 295-hp, 325-hp or 375-hp engines only. Included when air conditioning is		1.01	11.0.	11.0.	11.0.	11.0.
ordered	44-1	K02	11.40	.80	15.00	15.80
GM Air Injection Reactor: Approved by the State of California for vehicle registration. Available only when						
closed engine positive ventilation is ordered	40-2	K19	32. 3 0	2.25	42.50	44.75
42-amp Delcotron. Not available when air conditioning is ordered	42-1	K79	7.60	.55	10.00	10.55
61-amp Delcotron. Included when air conditioning is ordered	42-2	K76	15.20	1.10	20.00	21.10
Heater and Defroster Deletion: Not available when air con-			10.20	2.20	20.00	21.10
ditioning is ordered	5 4-4	C48	23.70 CR	1.65 CR	30.00 CR	31.65 C
Horn, Tri-Volume: Sport Coupe models only	63-3	U03	9.88	.70	13.00	13.70
-Radiator, Heavy-Duty: Included when air conditioning is	-	•=	- 			
ordered. Not available when 325-hp or 375-hp engine is ordered. Steering, Special: Includes quick-response steering: requires.	36-2	V01	7.60	.55	10.00	10.55
power steering when air conditioning or 325-hp engine is						
ordered	38-4	N44	11.40	.80	15.00	15.80
Suspension, Special Purpose Front & Rear: Available only with 210-hp, 275-hp, 295-hp, 325-hp or 375-hp engines. Includes						
special front and rear springs and matching shock absorbers.	37-2	F41	7.60	.55	10.00	10.55
Ventilation, Closed Engine Positive	40-1	K24	3.80	.25	5.00	5.25
•Wheels: (5) 14 x 6JK. Included when 295-hp, 325-hp or 375-hp engines, PQ2 or PW6 tires are ordered	48-2	P12	3.80	.30	5.00	5.30
FACTORY INSTALLE	D REGUL	AR PROF	DUCTION 1	TIRES		
Replaces (5) 7.35-14/2-ply (4-ply rating) Original Equipm	ent Blackwa					
(5) 7.35-14/2-ply (4-ply rating) Original Equipment Whitewall	34/35-21	P58	22.80	1.35	30.00	31.35
(5) 7.35-14/2-ply (4-ply rating) Special Nylon White Strine	34/35-20	PQ2	38.00	2.00	50.00	52.00
(5) D70-14/2-ply (4-ply rating) Special Nylon Red Stripe	34/35-10	PW6	45.60	2.50	60.00	62.50
Replaces (5) D70-14/2-ply (4-ply rating) Special Nylon Re	ed Stripe (29	5-hp engine	, 325 -hp or 375	hp engine)		
(5) 7.35-14/2-ply (4-ply rating) Special Nylon White Stripe	3 4/3 5-20	PQ2	N.C.	N.C.	N.C.	N.C.

CAMARO POWER TEAMS

ENGINE, TRANSMISSION AND REAR AXLE COMBINATIONS

	ENGINES					RE	AR AX	LE RAT	rios*		
	ENGINES	TRANSMISSION	MODEL	Witho	ut Air (Conditi	oning	Wit	a Air C	ondition	ning
Option Number	Description		APPLICATION	Std	(Ptiona	1	Std	Optional		
Muniber	-				Econ	Perf Spec			Econ	Perf	Spe
Std on Models 12337	140-hp Turbo-Thrift 230 6-Cylinder 230-cu-in displacement Single-barrel carburetor	Std 3-Speed Full-Synchro 4-Speed Wide-Range	All Models	3.08:1	2.73:1	3.55:1	_	3.08:1		3.55:1	_
12367	8.5:1 compression ratio Hydraulic valve lifters	Powerglide	All Models	♦2.73 :1		3.55:1	_	3.08:1		3.55:1	_
L22 on Models 12337	155-hp Turbo-Thrift 250 6-Cylinder 250-cu-in displacement Single-barrel carburetor	Std 3-Speed Full-Synchro 4-Speed Wide-Range	All Models	3.08:1	2.73:1	3.55:1		3.08:1		3.55:1	
12367	8.5:1 compression ratio Hydraulic valve lifters	Powerglide	All Models	2.73 :1	_	3.55:1	_	3.08:1	_	3.55:1	_
Std on Models 12437 12467	210-hp Turbo-Fire 327 8-Cylinder 327-cu-in displacement Two-barrel carburetor 8.75:1 compression ratio	Std 3-Speed Full-Synchro 4-Speed Wide-Range	All Models	3.08:1	2.73:1			3.08:1	_	3.55:1	_
	Hydraulic valve lifters Single exhaust	Powerglide	All Models	♦2.7 3:1	_	3.55:1	_	3.08:1	-	3.55:1	-
- L30 on Models 12437	275-hp Turbo-Fire 327 8-Cylinder 327-cu-in displacement Four-barrel carburetor	Std 3-Speed Full-Synchro	All Models	3.08:1	2.73:1	3.55:1	_	3.08:1	_	3.55:1	
12457 12467	10.0:1 compression ratio	4-Speed Wide-Range	All Models	3.31:1	2.73:1	3.55:1		3.31:1		3.55:1	_
	Hydraulic valve lifters Single exhaust	Powerglide	All Models	2.73 :1	-	3.55:1	-	3.08:1	_	3.55:1	-
-Camaro SS	295-hp Turbo-Fire 350 8-Cylinder	Std 3-Speed Full-Synchro	All Models	3.31:1	3.07:1	3.55:1	_	3.31:1	3.07:1	3.55:1	_
Option L48 on Models 12437	Four-barrel carburetor 10.25:1 compression ratio	4-Speed Wide-Range	All Models	3.31:1	3.07:1	3.55:1	3.73:1 4.10:1 4.56:1 4.88:1	3.31:1	3.07:1	3.55:1	
12467		Powerglide & Special 3-Speed Full-Synchro	All Models	3.31:1	307:1	3.55:1	3.73:1	3.31:1	3.07:1	3.55:1	3.73
Camaro SS Option L35	325-hp Turbo-Jet 396 8-Cylinder 396-cu-in displacement	Special 3-Speed Full-Synchro & 4-Speed Wide-Range	All Models	3.07:1	2.73:1	3.31:1					
on Models 12437 12467	Four-barrel carburetor 10.25:1 compression ratio Hydraulic valve lifters Dual exhaust	Turbo Hydra-Matic	All Models	●2.7 3:1	_	3.07:1				ma.	
≻Camaro SS	•	Special 3-Speed Full-Synchro	All Models	3.07:1	_	_	2.73:1 3.31:1 3.55:1 3.73:1	Air Co	ditionin	a not a	zailal
Option L78 12437 12467	396 cu. in. displacement Large four-barrel carb. 11.0:1 compression ratio Mechanical valve lifters Dual exhausts	4-Speed Close-ratio	All Models	3.07:1	_	_	2.73:1 3.31:1 3.55:1 3.73:1 4.11:1 4.56:1 4.88:1				
≻Z28 on Model 12437	302-cu-in engine (RPO Z28 Special Performance Package)	4-Speed close-ratio	Model 12437 only	3.73:1		_	3.07:1 3.31:1 3.55:1 4.10:1 4.56:1 4.88:1				

[★] All ratios available as positraction (4.10:1, 4.11:1, 4.56:1 and 4.88:1 available as positraction only) See ordering information on page 26.
♦ 3.08:1 when (RPO Z22) Rally Sport Option is ordered. ● 3.07:1 when (RPO Z22) Rally Sport Option is ordered.

April 1, 1967

CHEVROLET MOTOR VEHICLE PRICE SCHEDULE

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CAMARO

IMPORTANT

Dealer Note: Exterior and interior combinations shown in chart below are those recommended by Chevrolet; however, any solid exterior color may be ordered with any available interior color if the particular combination is desired by a customer.

To protect against ordering errors with the resultant production of undesirable color combinations, procedures have been established to reject any exterior-interior color not in the recommended category until such orders are verified with the dealer involved. We wish to eliminate this potential delaying factor and ask your cooperation in circling the color code on the order form when a non-recommended combination is desired. This will permit processing the order for production without further verification.

INVOICE INTERIOR TRIM IDENTIFICATION					
Black	756	760	765	767	
Blue	717	739			
Bright Blue	716	732			
Gold	709	711	712	796	
Parch./Black	79 7				
Red	741	742			
Turquoise	779				
Yellow	707				

EXTERIOR SELECTION CHART

EXTERIOR		(SEI	ORS MODEL A	VAILABIL	ITY)				
COLOR AVAILABILITY	Code	Black	Blue	Bright Blue	Gold	Parch- ment/ Black	Red	Tur- quoise	Yellow
SOLID					· · · · · · · · · · · · · · · · · · ·	· · · · · · · · · · · · · · · · · · ·			1
Tuxedo Black	AA	X	х	X	X	X	х	X	х
Ermine White	CC	X	Х	Х	Х	Х	X	X	x
Nantucket Blue (Med)	DD	X	Х	Х		X			
Deepwater Blue (Dk)	EE	X	X	X		Х			
Marina Blue (Brt)	FF	X	Х	X		X			
Granada Gold	GG	X			Х	X			X
Mountain Green (Med)	НН	X				Х			
Emerald Turquoise (Med)	KK	X				Х		X	
Tahoe Turquoise (Dk)	LL	X				X		Х	
Royal Plum	ММ	X				X			
Madeira Maroon	NN	X			X	X	X		
Bolero Red	RR	х				X	х		
Sierra Fawn	SS	X			X	X			X
Capri Cream	TT	X			х	X			X
Butternut Yellow	YY	X				X		X	X

INTERIOR SELECTION CHART

										
					INTERI	OR TRE	M AVAILAE	ILITY		
TYPE OF SEAT	Mate- rial	Extra Cost	Black	Blue	Bright Blue	Gold	Parch- ment/ Black	Red	Tur- quoise	Yellow
			SPORT (OUPE AN	D CONVE	RTIBLE			· 	L
Strato-Bucket	Vinyl	No	E	В		G		D		
Strato-Bucket & Optional Custom Interior (RPO Z87)	Vinyl	Yes	E		R	G	K	D	т	Y
			Si	PORT COL	PE ONLY		·*·····		1	L
Optional Strato- Back (RPO AL4)	Vinyl	Yes	E	В		G				
Optional Strato- Back (RPO AL4) & Optional Custom Interior (RPO 287)	Vinyl	Yes	E		R	G				

Black - Carpet, Instrument Panel & Steering Wheel only

Camaro Factory-Installed Optional* Equipment for all Camaro models except as otherwise specified

MODEL OPTIONS	RPO	TRANSMISSIONS: Powerglide—Available with all engines	RPO
RALLY SPORT — Includes special black grid grille with center "RS" emblem, concealed head-		4-Speed Fully Synchronized — Available with all engines	
lights, wide lower body side molding, color-keyed body side accent stripes, roof drip cap molding (Sport Coupe), wheel opening moldings, "RS" emblem on front fenders, steering wheel, and fuel		Special 3-Speed Fully Synchronized—SS 350 only. If AXLE, POSITRACTION REAR—Available in same ratios as regular axle plus special ratios for SS 350, see Power Teams chart	
filler cap, black-accented taillight bezels, parking lights and direction signals located below front bumper, and back-up lights mounted below rear bumper	Z 22	AXLE RATIOS—For availability of optional Economy, Performance, or Special axle ratios consult Power Teams chart.	
		POWER ASSISTS	
\$\$ 350-Includes 295-hp Turbo-Fire 350 V8 engine, special hood, special wide paint bands, red		BRAKES, POWER	J50
stripe wide oval nylon tires and 6JK wheels and		STEERING, POWER	N40
SS identification on grille, front fenders, steering	T 40	WINDOWS, POWER	A31
wheel, and fuel filler cap	LA8	FEATURE GROUPS	
STYLE TRIM GROUP (included with Rally Sport		(All items in Groups may be ordered separately.)	
option)—Front and rear wheel opening moldings		APPEARANCE GUARD GROUP—Includes the follow-	
and color-keyed body side accent stripes. Also includes roof drip cap molding on Sport Coupe	Z21	ing items: Front and Rear Floor Mats, Door Edge Guards, Front and Rear Bumper Guards, and Cus-	
custom interior—Includes color-keyed accent bands on seats, molded vinyl door panels with		tom Deluxe Seat Belts.	
integral armrests and carpeted lower panel, deluxe-styled steering wheel, molded luggage compartment mat, glove compartment light, un-		AUXILIARY LIGHTING GROUP—Includes three or more of the following items: 1. Courtesy Lights 2. Underhood Light 3. Ashtray Light 4. Luggage Compartment Light 5. Glove Compartment Light.	
derhood insulation, plus rear quarter roof lights, and rear armrests with ashtrays on Sport Coupe	Z 87	Sport Coupe	
SPECIAL INTERIOR GROUP—Bright trimmed ped-		Convertible	
als, bright windshield pillar moldings and bright		Convertible with Custom Interior(2, 3, 4)	
roof rail moldings on Sport Coupe	Z23	FOUNDATION GROUP—Includes Pushbutton Radio and Electric Clock.	
POWER TEAMS		OPERATING CONVENIENCE GROUP-Includes Out-	
ENGINES:		side Remote Control Rearview Mirror and Rear Window Defroster. Sport Coupes only.	
155-hp Tarbo-Thrift 250 S-cyl	L22	EXTERIOR FEATURES	
275-hp Turbo-Fire 327 V8 - Includes heavier		GUARDS, DOOR EDGE	B93
springs, heavier duty clutch, 61-ampere-hour bat- tery and higher performance starting motor	T.30	QUARDS, FRONT BUMPER	V31
-	100	GUARDS, REAR BUMPER	V32
295-hp Turbo-Fire 350 V8—Available only as part of SS 350 model option. Includes heavier springs,		MIRROR, OUTSIDE REMOTE CONTROL	D33
dual exhausts, special rear shock absorbers for		ROOF COVER, VINYL—Sport Coupe only. Black or	
coupes; heavier duty clutch, 61-ampere-hour bat- tery and higher performance starting motor	L48	beige with any exterior color. Includes roof drip	C08 cost

Camaro Factory-Installed Optional* Equipment (Cont.) for all Camaro models except as otherwise specified

2	RPO	-	RPO
TIRES: Note: 7.35×14 2-ply (4-ply rating) tires standard. For additional information, see Tires in Feature Details section.		INSTRUMENTATION, SPECIAL – Available for V8 models with optional center console. Includes ammeter, temperature, oil pressure and fuel gauges plus electric clock mounted on console.	
7.35 x 14—Whitewall, original equipment 2-ply tubeless	P58	Also includes instrument panel mounted tachometer and fuel level indicator light. Not available with Stereo Tape System	1117
7.35 x 14-White Stripe, special nylon 2-ply tube-		was belee Tape bystem	017
less	PQ2	LIGHTS	
D70 x 14—Red Stripe, special nylon 2-ply tubeless	DWC	Ashtray	
TOP, CONVERTIBLE—Choice of white, black or	1 110	Courtesy—Sport Coupe only	
blue. See Sales Album, Colors and Fabrics section	C05	Glove Compartment	
TOP, POWER-OPERATED CONVERTIBLECOS	5/C06	Luggage Compartment	
WHEEL COVERS-Set of four. Not available with		Underhood	
Disc Brakes	P01	MATS, FLOOR—Color-keyed front (2) and rear (2)	B37
WHEEL COVERS, MAG-STYLE—Set of four. Not		RADIO EQUIPMENT	
available with Disc Brakes	N96	Radios, Pushbutton-With front antenna:	
WHEEL COVERS, SIMULATED WIRE — Set of four. Not available with Disc Brakes	P02	AM Radio	/U80 U69
INTERIOR FEATURES		Antenna, Rear-For AM Radio only	U73
AIR CONDITIONING, FOUR-SEASON — Includes Heavy-Duty Radiator, Temperature-Controlled Fan, and 61-ampere Delcotron Generator	C60	Speaker, Rear Seat-For use with Foundation Group. Not available with Stereo Tape System.	U80
BELTS, SEAT — Custom Deluxe. Front (2) and		SEATS	٠
rear (2)	A39	Fold-Down Rear	A67
BELTS, FRONT SHOULDER		Strate-Back—Requires Custom Interior. Not available with Console	
Standard Type-For use with standard seat belts.	AS1	able with Console	ALA
Custom Deluxe (color-matched)—Requires RPO A39	A85	SPEED CONTROL, CRUISE-MASTER—Available on V8 models when Powerglide is ordered	K30
clock, Electric - Floor mounted on transmission tunnel without console, or at rear of optional center console. Not available with Stereo Tape		SPEED WARNING INDICATOR	U15
System	U35	STEERING WHEEL, COMFORTILT-Available with	
console-Not available with SS 350 equipped with standard 3-Speed Transmission. Includes	•	Console or any optional transmission	N33
shift lever, locking compartment, ash tray and rear seat courtesy light	D55	STEERING WHEEL, DELUXE	N30
DEFROSTER, REAR WINDOW—Sport Coupe only	C50	STEERING WHEEL, SPORTS-STYLED	N34
GLASS, SOFT-RAY TINTED—All Windows		PTEDER TARE SYSTEM To 1 1 /	
Windshield only		STEREO TAPE SYSTEM-Includes four speakers. Not available when Radio with Rear Speaker is	
HEADRESTS, STRATO-EASE-Front seat only	AS2	ordered	U57
		*Fetm	coct

Camaro Factory-Installed Optional* Equipment (Cont.) for all Camaro models except as otherwise specified

	RPO	•	RPO
HEAVY-DUTY AND OTHER EQUIPMENT BATTERY, HEAVY-DUTY-70-ampere-hour rating.		GM AIR INJECTION REACTOR — Requires Closed Engine Positive Ventilation. California registered vehicles only	K19
BRAKE LININGS, SINTERED METALLIC—Available only with SS 350 model option	J65	HEATER AND DEFROSTER DELETION—Credit option. Not available with Air Conditioning	C48
BRAKES, FRONT DISC-Not available with Sin-		HORN, TRI-VOLUME	U03
tered-Metallic Brake Linings. Includes special hub caps and trim rings	J52	RADIATOR, HEAVY-DUTY—Included when Air Conditioning is ordered	V01
ENGINE VENTILATION, CLOSED POSITIVE-TYPE	K24	-	V 01
EXHAUST, DUAL—For 327 V8 engine models	N10	STEERING, SPECIAL – Quick response steering ratio. Requires Power Steering when Air Con-	
EXHAUST, DUAL-Deep tone. For all V8 models.	N61	ditioning also ordered	N44
FAN, TEMPERATURE-CONTROLLED — $V8 $ models only. Included when Air Conditioning is ordered	K02	SUSPENSION, SPECIAL-PURPOSE FRONT AND REAR Includes special front and rear springs	F41
GENERATORS, DELCOTRON — 12-42-Ampere. Included with Air Conditioning	K79	WHEELS, 14 x 6JK-Included with SS 350 option. *Extra	

Camaro Dealer-Installed Custom Feature Accessories* for all Camaro models except as indicated

Part No.	Part No.
AIR CONDITIONING, COMFORT-CAR 6-cylinder .987016 327-cuin. V8 .987017	FAN, TEMPERATURE-CONTROLLED 6-cylinder .986067 327-cuin. V8 .985355
AIR CONDITIONING ADAPTER For use with 987017 and GM Air Injection Reactor	FLOOR MAT, CONTOUR RUBBER—Front Turquoise 986987 Black 986986 Gold 986989 Blue 986988 Red 986985 Maroon 986990
BRAKES, POWER	FLOOR MAT, CONTOUR RUBBER—Rear Turquoise
CARRIER, DECK LID	Gold
COMPASS	Maroon .986996 GUARDS, FRONT BUMPER .986806
EMERGENCY ROAD KIT	GUARDS, REAR BUMPER
EXTINGUISHER, REFILL CARTRIDGE985593	HORN, TRI-VOLUME986966 *Extra cost

Camaro Dealer-Installed Custom Feature Accessories* (Cont.) for all Camaro models except as indicated

Part No Lights	Part No.
Ashtray	SPOTLIGHT, HAND PORTABLE987112
Glove Compartment	STEREO MULTIPLEX SYSTEM Multiplex
LITTER CONTAINER—Instrument Panel Mounted 986670	Convertible speaker housings (2)
LOCK, SPARE WHEEL	installed 097079
RACK, SKI-Requires Deck Lid Carrier987066	STEREO TAPE SYSTEM Tape player
RADIO Manual AM, Front Antenna	Rear speakers (2)
Pushbutton AM, Front Antenna	
Pushbutton AM-FM, Front Antenna986821	TISSUE DISPENSER986965
SPEAKER, REAR SEAT-Except Convertible986931	WHEEL COVERS—Set of four 986878
SPEED CONTROL, CRUISE-MASTER With Powerglide	WHEEL COVERS, MAG-STYLE Set of four
SPEED CONTROL ADAPTER For use with 987060 and 3- or 4-Speed transmission	WHEEL COVERS, SIMULATED WIRE Set of four

CAMARO HEADLAMP DOORS

The material presented here supplements the coverage given in the 1967 Chassis Service Manual on Camaro headlamp doors. The Camaro headlamp door system consists of the following components (Fig. 6):

- 1. The Main Light Switch turns the headlamps on and actuates the door opening motor circuit.
- 2. The Ignition Switch actuates the door closing circuit. The doors will not close with the ignition switch off.
- 3. A One-Way Diode in the ignition switch door relay actuating circuit, limits current flow to one direction.
- 4. A Circuit Breaker to protect the motor circuits is located on a panel under the left front fender.
- 5. Three Identical Relays to reverse the direction of door motor circuit as needed for opening or closing, are mounted on a panel under the left front fender.
- Two Reversible Motors that operate each door.
 Each motor is equipped with an integral circuit breaker.
- 7. Limit Switches to turn off the motors as the doors reach full travel in either direction. Two switches are mounted at each door location.

The operation of the headlamp doors is as follows:

IN GENERAL

The doors open anytime the main light switch is pulled on headlamp position. The doors will close only when the ignition switch is in the "ON" or "ACC" position and the main light switch is "OFF."

THEORY OF OPERATION

Two separate electrical circuits are used to operate the headlamp doors. The two circuits are:

The headlamp door motor Operating Circuit which consists of:

- 1. Power source at horn relay junction block.
- 2. A 10 amp circuit breaker.
- 3. Three switching relays.
- 4. Two limit switches at each door.
- 5. A motor at each door.
- 6. A harness connecting the above.

The Control Circuit, used to switch the operating relays, which consists of:

- 1. Main light switch.
- 2. Ignition switch.
- 3. The energizing coils of the three relays.
- 4. The harness between the above.
- 5. A one-way diode in the ignition switch side of the harness.
- 6. The headlamp filaments to ground.

- A. The doors open as follows:
 - 1. The Control Circuit is energized when the headlamps are turned on (through the light blue wire). Relay coil R1 is energized to ground at headlamp ground wire. Relay coils R2 and R3 are not energized because the one-way diode prevents a complete ground path.
 - 2. The motor Operating Circuit is as follows:
 - a. From power source at horn relay junction to
 - b. Circuit breaker on mounting plate, to
 - c. Relay R1 lower contacts (relay energized) to
 - d. Limit switches on radiator support, to
 - e. Door motor, to
 - f. Limit switches on door assemblies, to
 - g. Relay R3 upper contacts (relay not energized), to
 - h. Ground at radiator support.
 - 3. The doors move from closed to open and bottom against the limit switches on the radiator support. The limit switch movement breaks the circuit and the door motors stop in the open position.
- B. The doors close as follows:
 - 1. The Control Circuit is energized when the headlamp switch is "OFF" and the ignition switch is "ON." Relay R1 is not energized. Relays R2 and R3 are energized from the ignition switch, through the one-way diode, the relay coils, the headlamp switch terminal, the dimmer switch, and finally through the sealed beam filaments to ground.
 - 2. The motor Operating Circuit is as follows:
 - a. Power from source at horn relay junction to
 - b. Circuit breaker on mounting plate, to
 - c. Relay R1 upper contacts (relay not energized), to
 - d. Relay R2 lower contacts (relay energized), to
 - e. Limit switches at door assemblies, to
 - f. Door motors, to
 - g. Limit switches at radiator support, to
 - h. Relay R3 lower contacts (relay energized), to
 - i. Ground at radiator support.
 - 3. When doors move to closed position they bottom against the limit switches on the lamp assemblies. This limit switch movement breaks the circuit and the door motor stops in the closed position.

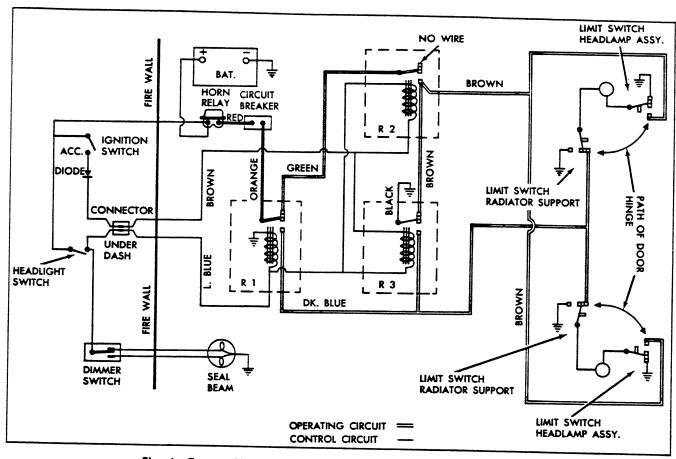


Fig. 6—Camaro Headlamp Door Wiring—System in "Closed" Position

HEADLAMP DOOR DIAGNOSIS

FUNCTIONAL TEST

The following three steps should be performed during new car preparation or before any detailed diagnosis is performed.

- I. Start with ignition switch and headlamp switch both "OFF."
- II. Pull headlamp switch to headlamp position and check to see that:
 - A. Headlamps come on. This circuit is needed to close the doors.
 - B. Headlamp doors open-
 - 1. If they open, one-half of the control circuit is okay—go to step III.
 - 2. If they don't open, the add-on harness for this option may not be connected at: a. Double connector under dash.
 - b. Main light switch (light blue wire).
 - 3. If they don't open (and step (2) is okay) turn the ignition key to "ON" and observe the doors.
 - a. If they open, the one-way diode is shorted or,
 - b. There may be a short in the brown wire to the ignition switch or,

- c. The circuit breaker may be defective (possibly caused by shorted diode or low relay voltage).
- III. Start the engine and operate the light switch a number of times to test the lamp and door operation. This eliminates a possible marginal voltage condition at the relays if the battery is slightly low. Listen for relay click noise as the headlamp switch is operated from on to off. Also listen for circuit breaker click if the doors fail to function in either direction. A circuit breaker click noise indicates a short in the system.

DETAILED DIAGNOSIS

If the above mentioned steps do not pinpoint the problem, continue diagnosis as follows:

If neither door opens; look for a defect in an area common to both motors:

- A. Check black ground wire from relay R3 to ground at radiator support. This is the motor ground path.
- B. Check to see that Relay R1 is energized by unplugging the two-wire connector. The relay should click as connector contact is broken and made. If not, use a test lamp between the two terminals of the two-wire

- connector. The lamps should light up if wiring is okay and headlamp switch is on. If it does, replace relay R1.
- C. Check to see that relay R3 is not energized by unplugging the two-wire connector. The relay should not click when connector contact is broken and made. If the relay does click, there is a possible short in the brown wire to the ignition switch in combination with a broken wire such as might occur in a pinch condition. Check with a test light between ground and each terminal of the two-wire connector. The test light should light both times.
- D. Use a test light and check from ground to the following terminals (test light should light up):

Terminal _	Problem if test light does not light.
Horn relay junction	Open circuit between battery and horn relay.
Circuit breaker red wire terminal	Bad red wire or connector.
Circuit breaker orange wire terminal	Bad circuit breaker.
Relay R1 orange wire	Bad orange wire.

If neither door closes when lights are turned off, check for voltage at the green wire terminal on relay R1 (use test lamp to ground). Note: Ignition switch must be "ON" to energize system and the engine should be running during checking operation.

- A. If there is voltage at green terminal, check for voltage further along the harness towards the motors. If there is no voltage at the brown wire terminal of relay R2, then R2 and R3 (they are wired in parallel) are not actuated. Check for 12 volts across the two-terminal connectors of both relays (use one test light lead at each terminal of connector).
 - 1. If voltage is present, replace R2.
 - 2. If no voltage, check wiring back to the ignition switch making sure that the diode is not open or in backwards.
- B. If voltage is pulsating, due to action of circuit breaker, then R2 has pulled in but R3 has not. Check for 12 volts across the two-terminal connector of R3 (one test light lead at each terminal of connector). If voltage is present, replace R3. If no voltage, check wiring.
- C. If there is no voltage at green wire terminal of relay R1 (use test light to ground), check for voltage at orange wire terminal of R1.

 a. If voltage is present, replace R1.

b. If voltage is not present, check for open circuit breaker or wiring.

If one door does not operate the same as the other, look for a malfunction in that particular door's motor, switches, or wiring.

Door does not open

- A. Check for a mechanical binding. If motor is being prevented from turning, a flashing blue light in its terminal housing will indicate that the motor's thermal overload switch is operating.
- B. Check for voltage between limit switch (on radiator support) and motor. Use test light from top limit switch terminal to ground.
 - 1. If no voltage is present:
 - a. Check connections at top and bottom of limit switch.
 - b. Check wiring from relay R1 to bottom of limit switch using test light at bottom terminal of limit switch. Test light should light.
 - c. Replace limit switch if bad.
 - 2. If there is voltage present, check for voltage between motor and limit switch on headlamp assembly. If voltage is present:
 - a. Check connections at top and bottom of limit switch.
 - b. Check wiring between bottom of limit switch and ground at relay R3.
 - c. Replace limit switch on headlamp assembly if bad.

Door does not close

- A. Check for mechanical binding.
- B. Check for voltage between limit switch at headlamp assembly and motor:
 - 1. If no voltage is present:
 - a. Check limit switch connections top and bottom.
 - b. Check wiring from relay R2 to bottom of limit switch. Use test lamp from terminal to ground.
 - c. Replace switch if bad.
 - 2. If there is voltage present, check for voltage between motor and limit switch at radiator support. If voltage is present:
 - a. Check limit switch connections—top and bottom.
 - b. Check wiring from bottom of limit switch to ground at relay R3.
 - c. Replace limit switch if bad.

Motor does not stop running at end of door travel.

After a few seconds of stall, the motor's thermal overload will start flashing in the terminal housing of the motor. Check for sufficient contact between

the door mechanism and the appropriate limit switch for proper switch operation. Push in the switch button to insure operation; if motor continues to flash (operate) replace switch.

Door moves jerkily.

- A. Check for loose connection in circuit.
- B. Check for mechanical bind in the door mechanism (the motor's thermal overload will probably be flashing).

HEADLIGHT DOOR ADJUSTMENT

The headlight door adjustment is proper when:

- A. There is clearance all the way around the door in the closed position.
- B. The limit switch is actuated to shut off the door motor.
- C. The door is flush in the opening.

Normal Operation of Accessories on 1967 Vehicles

There have been several questions raised as to the proper operation of various accessories on the 1967 vehicles. In order to answer some of these questions and to curtail unneeded replacement, the following summary will describe proper operation of the accessories in question.

Headlamp Switch—The headlamp switch has been redesigned for 1967 so that an effort of six to eight pounds is required to depress the knob. This feature was incorporated to insure that an accidental bump would not turn the lights off, or so that the owner would not mistake the light switch for the windshield washer and wiper switch.

Air Conditioner—The All-Weather and Four Season Air Conditioning blower motor will operate continously on low speed until the temperature lever is through the detent in the "OFF" direction. The detent is in the last 1/8 to 1/4 inch of lever travel.

Hazard Flasher—The hazard flasher will operate with the ignition switch in any position as long as the brakes are not applied (actuating stop lamps).

Power Windows—Power windows will operate only with the ignition switch "ON".

Power Tail Gate Window—The power tail gate "dash" switch operates the window only with the ignition switch "ON". The tail gate "key operated" switch operates the window any time.

Rear Window Defroster—The rear window defroster operates with ignition switch in "ON" or "ACC" position.

Front Fender Lights—The Chevrolet front fender lights operate with the light switch in parking or headlamp position.

Luggage Compartment Lamp—The luggage compartment lamp on Camaro, Chevelle, and Chevy II

Adjustment can be made as follows:

- A. The door cover is retained by 4 screws threaded into caged nuts. These nuts have up to .090" movement for door cover adjustment when the screws are loosened. Use this adjustment to square the door in the opening by measuring clearance (.025"—.050") all the way around.
- B. If the door assembly is cocked at an angle (down or up) in the opening, shim the assembly at its radiator support mounting screws.
- C. Adjustment of the limit switch, if needed, can be obtained by slotting the mounting bracket holes with a round file. This should be used only when the other adjustments fail to provide better than marginal clearance around the door.

operates only when the headlamp switch is in the ON (parking or headlamp) position and the luggage compartment lid is raised. On Chevrolet and Corvair, the lamp is operative whenever the luggage compartment lid is raised.

Turn Signal—Hazard Flasher System

The turn signal and hazard flasher systems have been integrated in 1967 vehicles. The system is composed of:

1. Two Flashers-

a. Turn signal flasher which is clip mounted on the lower lip of dash.

b. Hazard flasher which is plugged into the fuse panel.

2. Four feed wires to the switch area (top of steering column). The feeds are:

a. White wire—from the stop light switch.
This wire is energized only when the brakes are applied.

b. Purple wire—from the turn signal flasher. This wire is energized when the ignition switch is in the "ON" or "ACC" position.

c. Brown wire – from the hazard flasher switch. This wire is energized at all times.

d. Black wire—from the horn relay. This wire is energized at all times.

3. Four (4) wires to the stop and parking lamps. These same four wires are also used when the turn signals are actuated.

The Hazard Flasher portion of the switch has three outputs or signal terminals. One of the output wires (white) leads to the stop lamp switch terminal. The remaining two, lead to each of the front parking lamp signal terminals.

Diagnosis of problems in the Turn Signal-Hazard Flasher system is aided as follows:

1. Wiring from turn signal switch to the rear of the vehicle is probably "ok" if the stop, turn and/or hazard system works.

1967 Z-28 CAMARO OPTION

Z-28 Option Package includes 302 cu. in. V-8 engine; closed positive ventilation; dual exhaust with deep tone mufflers; special front and rear suspension; heavy duty radiator and temperature controlled fan; quick ratio steering; 15 X 6.00 wheels; 7.35 X 15 NF nylon red stripe tires; 3.73 ratio axle; and special paint stripes on hood and rear deck.

Z-28 Option Package with Plenum Air Intake includes the Z-28 Option Package plus special air cleaner and duct system, furnished loose.

Z-28 Option Package with Exhaust Headers includes the Z-28 Option Package plus special tuned exhaust, furnished loose.

Z-28 Option Package with Plenum Air Intake and Exhaust Headers includes the Z-28 Option Package plus special air cleaner and duct system and special tuned exhaust headers, furnished loose.

The following additional equipment is required when the Z-28 Option is ordered:

M-21 - Four Speed Transmission, Close Ratio

J-50 - Power Brakes

J-52 - Disc Brakes or

J-56 - Heavy Duty Front Discs with Metallic Lining Drum Rear

SUBJECT: CAMARO OPTION Z28 TUNE-UP CHART

	Engine	302 Z-28
	Horsepower	290
	Compression	190
Spark	Make Standard	AC43
Plug	Number Colder Gap	AC42-1 Comm. .035
	Point Dwell	28°-32°
	Point Gap	.016 (Used) .019 (New)
Distri-	Arm Spring Tension	28-32 Ounces
butor	Condenser	.1823 Microfarad
	Timing Nominal (BTDC) Part No.	6 ⁰ 1111266
	Fan Belt	75# (Used) 125# (New)
	Air Cleaner	Paper Element
Valve Lash	Inlet Exhaust	.030 .030
Idle RPM	Synchronized Automatic	750 None
Fuel Pump	Pressure Lbs. Volume	5-6 1/2 One pint in 30-45 Sec.
	Compression Ratio	11.0:1
	e Positive ion Closed Positive	None 12,000 Miles

SUBJECT: CAMARO OPTION Z28 WITH 2X4 CAMARO CONVERSION

TUNE-UP CHART

	Engine	Reference 327 L-79	302 Z-28	302 Service Opts.	302 2X4 bbl Manifold
	Horsepower	350	290	Not Avail.	NA
	Compression	150	190	Not Avail.	NA
Spark	Make Standard	AC44	AC43	AC 43	AC42
Plug	Number Colder Gap	AC43 .035	AC42-1 Coπ	m. AC42-1 Comm. .035	AC41 .030
	Point Dwell	28°- 32°	28 °- 32 °	Transistorized	Transister ized
	Point Gap		i).016 (Used .019 (New)	•	Ignition
Distri- butor	Arm Spring Tensi	on 19-23 Ou	nces 28-32		
	Condenser		1823 crofarad		·
	Timing Nominal (BTDC) Part No.	10 ° 1111196	6 ° 1111266	12° Initial 1111267	16 Initial 1111345
	Fan Belt		75#(Used) 125#(New)	75#(Used) 125#(New)	75#(Used) 125#(New)
	Air Cleaner	Paper Elem	ent Paper E	lement Paper Element	Paper Element
Valve Lash	Inlet Exhaust	Hydr. 1 Tu Hydr. 1 Tu		.022 (AM #3927140) .024	.022 .024
Idle RPM	Synchronized Automatic	700 None	750 None	1000 None	1000-1200 None
Fuel Pump	Pressure Lbs. Volume C	5-6 ½ One pint in sec.	5-6 \\ 30-45 \\ one pint i \\ 30-45 Sec.		5-6 ½ One pint in 30-45 Sec.
	Compression Rati	.011.0;1	11.0:1	11.0:1	11.0:1
	se Positive Lion Closed	None	None	None	None
	Positive	12,000 Mil	es 12,000 M	iles, 12,000 Miles	NA

1965-67 CHEVROLET PROTECT-O-PLATE

The Chevrolet Protect-O-Plate furnished with all vehicles is imprinted at the plant with identifying information covering the majority of standard and RPO equipment. The exact type of engine, transmission, and rear axle with which a vehicle is equipped may be obtained from the plate, as well as exterior color, month of vehicle production and basic vehicle identification. All passenger cars have interior trim information and all passenger models except Corvette include information on major extra cost RPO equipment.

Information is stamped on the plate in two forms;

- 1. Production identification numbers, such as engine production code number.
- 2. RPO numbers which are coded with a single digit (passenger except Corvette).

The type of information available on the plate furnished with a given vehicle is shown in the following chart.

1965

INFORMATION AVAILABILITY CHART

Location	Description	Location	Description
A	Interior Trim	J	Seat Equipment
В	Body Exterior Paint	K	Engine Number
Ç	Power Steering and/or Power Brakes	L	Rear Axle Number
D	Generator	M	Carburetor Source Code
Ē	Vehicle Identification Number	N	Vehicle Build Month Code
F	Radio	0	Transmission Number
G	Windshield Wiper	P	Chevrolet Trade Mark
Н	Air Conditioning	Q	Dealer Supplied Owner Information as Shown
i	Power Window	•	in Dealer Policy and Procedures Manual

LOCATION A

Interior Trim

	Passeng	er Except Corve	ette		Q	orvette	
Code	Color	Code	Color	Code	Color	Code	Color
A B C D E F G	Aqua Blue Saddle Red Black Fawn Green	H L S V W	White-Aqua Black-Vinyl White/Black Fawn-Vinyl Slate Slate/Gun Metal	BCDEFHJKLM	Blue-Vinyl Saddle-Vinyl Red-Vinyl Black-Vinyl White/Black-Vinyl White/Black-Vinyl Saddle-Leather Black-Leather Green-Leather Red-Leather	N P Q S T U V X Y Z	Blue-Leather Silver & Black-Leather White/Red-Vinyl White & Black-Leather White & Red-Leather White & Blue-Leather Maroon-Leather Green-Vinyl Silver & Black-Vinyl Maroon-Vinyl

1965-67 CHEVROLET PROTECT-O-PLATE (Continued)

	-	•	•	-	_		-
L	u	L	Δ		u	N	B

LOCATION H

Prior	

Air Conditioning

All Passenger Models will have RPO designation stamped in this location. See Paint Combination Chart in	<u>Vehicle</u>	Code	RPO
supplementary Section of Catalog.	Chevroiet, Cheveile & Chevy II	1 5	.C60 C60 & C50
		2	C64
LOCATION C	Corvair	5	C64 & C48

Power Brakes and/or Steering

Option	Code	<u>RPO</u>			
Power Steering Only	1	N40	L	OCATION I	
Power Brakes Only Both Power Steering and	2	J 50	Power V	Vindow Equipment	
Brakes	3	N40 & J50	Vehicle	Code	RPO
LOCATION	N D		Chevrolet	1	A31
Generator (Option			2 3	A33 A31 & A33
Vehicle	Code	RPO	Chevelle	1 2	A31 A33
Chevrolet, Chevelle & Chevy II	1	K79		3	A31 & A33
	2	K77 K81	Chevy II	5 2	A31 & C06 A33
Corvair	í	K84	Olicity 11	•	.03

LOCATION E

Vehicle Identification Number

LOCATION J

See	Location	С	of	the	1966 -	1967	Protect-0-Plate
Iden	tification.						

• .	-			
Seat	Ła	מוע	m	ent

				<u>Vehicle</u>	Code	RPO
	LOCATIO	N F		Chevroiet	1	A42
	D. 4: 0.	••			2	A66
	Radio Op	tion			3	A42 & A66
Vahiala		Codo	0.00		4	B50
Vehicle		Code	<u>RPO</u>	•	6	A66 & B50
Chevrolet, Chevelle,	Chevy II	2	U 60	Chevelle	1	A41
& Corvair	•	3	U 63		2	A66
		4	U63 & U80		3	A41 & A66
		5	U 69	Chevy II	2	A66
		6	U69 & U80	Corvair	7	A67

LOCATION G

Windshield Wiper Option

LOCATION K & L

<u>Vehicle</u>	Code	<u>RPO</u>	K Engine Production Code Number Explanation
Chevrolet	1 2	Z01 Z13	L Rear Axle Number
Chevelle, Chevy 11 & Corvair	3	C14 Z01	See location E & F of the 1966 - 1967 Protect-0-Plate
onevene, onevy if a convair	2	Z13	Identification.

1965-67 CHEVROLET PROTECT-O-PLATE (Continued)

LOCATION M

Carburetor Source

LOCATION N

Month of Vehicle Build

November

December

Code	<u>Plant</u>	Code	Month	Code	Month
В	Bay City	Z	January	S	July
С	Carter	Y	February	R	August
Н	Holley	X	March	Р	September
R	Rochester	W	April	N	October

T

May

June

LOCATION O

Transmission Production Code Number Explanation

Chevrolet - 3 Speed, 4-Speed and Powerglide transmissions built at Chevrolet Plants will carry a production code number consisting of a prefix letter, production date and a snift suffix letter where day and night shifts are in operation.

		EXAMPLE	: M701			
(M) 3-Speed Muncie		ed Month -		(01) Day - 1st		
		EXAMPLE:	C1116N			
(C) Powergli Clevelan		(11) Month - November		(16) Day -]		
Prefix	Plant	Description	Prefix	Plant	Description	
С	Cleveland	Powerglide - 230" L-6 and 283" V-8	T	Toledo	Powerglide (Incl. Corvair)	
P	Muncie	4-Speed Chevrolet, Chevelle, Chevy II and Corvette			164" HO-6, 194" and 230" L-6, 283" - 327" - 409" V-8	
		,	S R	Saginaw	3-Speed - All 4-Speed - Corvair	

Turbo Hydra-Matic

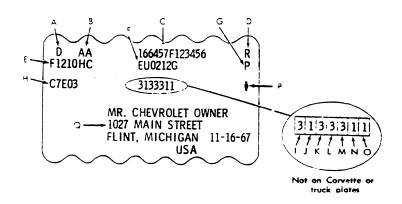
Production code number contains model year, model identification and production date. Below the production code is the source serial number.

EXAMP	Lt:	OΣA	312

(65) M**odei** Year (A) Model Identification

(372)
Date code unique for date represented.

1966-68 CHEVROLET PROTECT-O-PLATE



INFORMATION AVAILABILITY CHART

Location	Description	Location	Description
Α	Interior Trim	K	Radio Code
В	Body Exterior Paint	L	Windshield Wiper (1966)
С	Vehicle Identification Number	ī	Disc Brake Code (1967-68)
D	Carburetor Source Code	M	Air Conditioning
Ε	Engine Number	N	Power Window Code
F	Rear Axle Number	0	Power Seat Code
G	Vehicle Build Month Code	P	Chevrolet Trade Mark
Н	Transmission Number	0	Dealer Supplied Owner Information as Shown
1	Power Steering and/or Power Brakes	`	in Dealer Policy and Procedures Manual
j	Generator (1966)	R	Carburetor Usage on certain Engines
J	Radio - Clock Group (1967-68)		(1966 Only)

The following charts explain codes used on Chevrolet plates instead of RPO numbers. Note that general option headings are also related to the location of that option on the Protect-O-Plate.

1966 LOCATION A

Interior Trim

	Passenge	r Except Corvette				Corvette	. •
Code	Color	Code	Color	Cor Leather			Color
B C D E F G	Blue Saddie Red Black Fawn Green	L R S T V Z	Black Vinyl Bright Blue White/Black Turquoise Fawn Vinyl Bronze	J K L M N P T V	C E X D B Y R Z W		Saddle Black Dark Green Red Dark Blue Silver Bright Blue Maroon Blue/White

1966-68 CHEVROLET PROTECT-O-PLATE (Continued)

1967 LOCATION A

Passenger Except Corvette				Corvette			
Code	Color	Code	Co lor	Code	Color	Code	<u>Color</u>
A B	Red Vinyl Blue	M	Maroon Black Cloth	В	Dark Teal Blue- Vi nvi	N	Dark Teal Blue- Leather
č	Black Vinyl	P	Plum	С	Saddle-Vinyl	R	Bright Blue Vinyl
Ď	Red	Ŕ	Bright Blue	Ď	Red-Vinyl	S	White/Black Vinyl
Ē	Black	S	Blue Cloth	Ē	Black-Vinvi	T	Bright Blue
Ē	Fawn	Ť	Turquoise	Ī	Saddle-Leather		Leather
Ġ	Golf	Ù	Blue Vinyl (Opt.)	K	Black-Leather	W	White/Blue Vinyl
Ĥ	Blue Vinyl	v	Fawn Vinvl	M	Red Leather	X	Dark Green-Vinyl
ĸ	Parchment Black	w	Gold Cloth				,
i`	Black Vinyl (Ont.)	Ÿ	Vallau				

1968 LOCATION A

	Passenger	(Except	Corvette)		<u>C</u>	orvette	·
Code	Color	Code	Color	Code	Color	Code	Color
В	Blue - Cloth & Vinyl	0	Black & White Vinyl	В	Dark Blue Vinyi	R	Bright Blue Vinyl
Ď	Red - Cloth & Vinyl	Ř	Gray Green - Cloth & Vinvl	D	Red Vinyl	T	Bright Blue Leather
Ĕ	Black - Cloth & Vinyl	Ť	Turquoise - Cloth & Vinyl	Ε	Black Vinyl	W	Dark Orange Vinyl
Ğ	Gold - Cloth & Vinyi	Ú	Blue Vinyl (Opt.)	G	Gun Metal Vinyl	Χ	Dark Orange Leather
Ĭ	Saddle Vinyl	X	Teal Vinvi	K	Black Leather	Υ	Tobacco Vinyl
P	Gold Vinyl (Opt.)			M	Red Leather	Ζ	Tobacco Leather

LOCATION B

Exterior Colors

All Passenger models will have RPO letter designation stamped in this location. On two tone combinations, the first letter indicates the lower color, second letter the upper color. See Paint Combination Chart in supplementary section of catalog.

LOCATION C

Passenger Car Identification Number Explanation

A five digit numbering system will be used on all 1967-69 passenger cars. The basic number groups are:

	•	-	
10000 Series - Corvair	12000 Series - Camaro 13000 Series - Chevelle	15000 Series - Chevrolet	19000 Series - Corvette

The first two digits denote the vehicle series. The third indicates base engine equipment, and the two remaining numbers identify the body style. When the third digit is odd (1, 3, 5, 7), the base engine is an L-4 or L-6. When the third number is even (2, 4, 6, 8), the base engine is a Y-8.

The complete serial number consists of the above model identification, year of manufacture, plant designation, and sequence number.

	EXAMPLE:	164397F100500	
(16439)	(7)	(F)	(100500)
Impala V-8 4-Dr.	1967	Flint	500th 1967 Chevrolet
Sport Sedan	Model	Built	built at Flint

Each passenger vehicle will have a build sequence number.

ASSEMBLY PLANT DESIGNATIONS:

B C D F	Atlanta - Chevelle Baltimore - Chevelle Southgate - Chevrolet Doraville - Chevrolet Flint - Chevrolet	J Janesville - Chevrolet K Kansas City - Chevelle* L Los Angeles - Chevrolet, Camaro N Norwood - Camaro R Arlington - Chevrolet	T Tarrytown - Chevrolet U Lordstown - Chevrolet W Willow Run - Corvair, Chevy II Y Wilmington - Chevrolet Z Fremont - Chevelle*
Ġ	Framingham - Chevelle	S St. Louis - Chevrolet, Corvette	2 St. Therese - Chevrolet

*Includes El Camino

1966-1968 CHEVROLET PROTECT-O-PLATE (Continued)

LOCATION D

Carburetor Source

Code	<u> Plant</u>	Code	<u>Plant</u>
В	Bay City	Н	Holley
С	Carter	R	Rochéster

LOCATION E

Engine Production Code Number Explanation

EXAMPLE: F1210FA

(F) (12) (10) (FA)

Flint Motor Month Day - 10th 153-155-163-16500 Series

December "230" 6-Cyl.

(F) Flint Motor (T) Tonawanda Engine Plant (K) McKinnon Industries (V) Flint Engine (S) Saginaw Service Engine plants, will stamp a source, production date and engine suffix on all engines.

Assembly plants will stamp assembly plant designation and continuous sequence number portion of the vehicle identification number on all 327, 350, 396, 409, and 427 cubic inch engines, except Corvette. Since all Corvettes are built at St. Louis, the assembly plant designation is not required. Here, only the continuous sequence number will be used.

Engine Production Code Number Locations

PASSENGER 4 or 6-Cyl. - Stamped on pad right side of engine at rear of distributor.

CORVAIR - Stamped on top of engine block immediately forward of generator - oil filter adapter.

PASSENGER V-8 - Stamped on pad immediately forward of right hand cylinder head.

LOCATION F

Rear Axle Number

Number will contain prefix letters, production date numbers and suffix letter.

EXAMPLE: BH0212G

(BH) (02) (12) (G)
Chevy II Month Day - 12th Axle Plant*
February

*G - Chevrolet Gear & Axle W - Warren B - Buffalo K - McKinnon Industries

LOCATION G

Month of Vehicle Build

	19	766			196	57	
Code H B M E J G	Month January February March April May June	<u>Code</u> A D U F Q C	Month July August September October November December	Code V L R K Z S	Month August, 1966 September, 1966 October, 1966 November, 1966 December, 1966 January, 1967	Code P W N Y T	Month February, 1967 March, 1967 April, 1967 May, 1967 June, 1967 July, 1967
1968							
		Code 8	Month August, 1967	Code 2	Month February, 1968		

1966-68 CHEVROLET PROTECT-O-PLATE (Continued)

LOCATION H

Transmission Number

Code number identifies the source, model year, month and day produced.

EXAMPLE: P7E03

(P) 4-Speed Muncie

(7) Model Year

(E) Month - May

(03) Day - 3rd

C - Cleveland (Exc. Corvair)

Source Designations

- Saginaw - Overdrive (1966) - Saginaw (3 Speed w/Overdrive - Saginaw (3 Speed w/Overdrive (1968)

M - Muncie K - McKinnon Industries H - Muncie - Heavy Duty 4-Speed K - McKinnon Industries R - Saginaw P - Muncie (Exc Corvair)

Torque Drive A - Cleveland

T - Toledo E - McKinnon Industries Turbo Hydra-Matic 350 X - Cleveland°

B - Cleveland Y - Toledo °Prior to 8/12/68

Poweralide

Calendar Month

Calendar month produced are as follows:

A - January B - February C - March

D - April E - May H - June

K - July M - August P - September

R - October

S - November T - December

1966

Turbo Hydra-Matic - Production Code number contains model year, model identification, and production date. Below the production code is the source serial number.

EXAMPLE: 66 CA 372

(66)Model Year

(CA) Model Identification

(372)Date code unique for day represented

CA - 396 Cu. In. Engine.

CB - 427 Cu. In. Engine.

1967-68

Turbo Hydra-matic - code number contains model year, model identification, and production date. Below the production code is the source serial number.

> **EXAMPLE:** Moriel Year

Engine OF Vehicle

Build Date Code

The engine or vehicle designations are as follows:

A - 396 cu. in. engine B - 427 cu. in. engine C.- 396 cu. in. engine (Cheveile & Camaro D - 327 cu. in. engine

H - 396 cu. in. (1968)

E - 396 cu. in. (High Per.) (1958)

K - 327 cu. in. (Corvette) (1968) L - 327 cu. in. (Corvette) (1968)

The build date code for the 1967 model year starts with the first day of the calendar year 1966 and continues through the 1967 calendar year.

The build date code for the 1968 model year starts with the first day of the calendar year 1967 and continues through the 1968 calendar year.

Example: Build date code 234 is for August 22, (August 22 is the 234th day of the year). Build date code 367 is january 2.

1966-68 CHEVROLET PROTECT-O-PLATE (Continued)

LOCATION I			1966 LOCATION L			1 966-67 LC	CATIC	ON N
Power Brakes and	d/or S	iteering	Windshield Wiper Option			Power Window Equipment		
Option	Code	RPO	Nor	ne		<u>Vehicle</u>	<u>Code</u>	RPO
Power Steering Only Power Brakes Only	1 2	N 40 J5 0	1967 LOC	ATION	L	Chevrolet, Chevell	e 1	A31
Both Power Steering and Power Brakes	3	N 40 & J50	Disc Brake	e Opti	on		3	A33 A31/A33
			Vehicle	Code	RPO	Chan H	5 6	A31/B93 A33/B93
1966 LOCA	NOIT	j	Chevrolet, Chevelle,	3	J 52	Chevy 11	7	A31/A33 B93
Generator (Option	n	Chevy II & Camaro Chevrolet, Chevelle	4	F 40/J52	Corvette	2 6	A33 A33/B93
Vehicle	Code	R PO	& Chevy I I Corvette Chevrolet, Camaro	5 5	F41/K56 F41/J52	Camaro	1 1 5	A31 A31 A31/B93
Chevrolet	1	K 79						71341373
Chevelle and Chevy II	4	K 76	1968 LOC	A TION				
Corvair	3 1	K81 K 84			. •	1968 LOC	AOITA	N
	•	7.0-7	Disc Brake	Optio	n	Power Windo	w Eau	ipment
1967 LOCA	TION	J	Vehicle	Code	<u>RPO</u>			· F ····
Radio-Clock	Grou	p	Chevrolet, Chevelle, Chevy II & Camaro		J52	Vehicle	Code	RPO
Vehicle	Code		Chevrolet, Chevelle, & Chevy II	4	F 40/J52	Chevrolet, Cheveil Corvette & Camaro	-, -	A31
			Chevrolet, Camaro Corvette, Camaro	5 6	F 41/J52 J 56	Chevrolet & Cheve		A33
Chevrolet, Chevelle, Chevy II, Corvair & Camaro	1		Corvette, Camaro Camaro	8	F41/J56 J52/J56	Camaro	5	A31/N65
			1 966- 67 LO	CATIO	N M			
1966-67 LOC	ADITA	ı K	Air Cond	itionin	_	LOCATI	ON O)
Radio Op	tion				•	Power Seat	Equip	ment
Vehicle	Code	R PO	Vehcile	Code	<u>RPO</u>			
Chevrolet, Chevelle,			Chevrolet	1	C60 C 60/C7 5	<u>Vehicle</u>	Code	RPO
Chevy II, Corvair &	_		Chevelle, Chevy II	4 1	C48 C60	Chevrolet	1	A 42
Camaro	3 4	U63 U63/U80	& Camaro	1	C 60	0 5	2	A46
	5 6	U69 U69/U80	Corvair	4 1	C48 C64	Chevelle	2	A41
Chevrolet Only	Ž 7	U 79		4	C48			
	,	U69/U79	(C48 is heat	er delet	e)			
1968 LOCA1	ION	K				LOCATI	ON R	
Radia Option		1968 LOC	ATION	M	Carburetor U	iage (1966)	
·			Air Condi	tioning	;			
Vehicle	Code	<u>RPO</u>	Vehicle	Code	R PO	Code Pla	<u>ent</u>	
Chevrolet, Chevelle, Chevy II, Corvair &	1	U 80 U 63	Chevrolet, Chevelle,	1	C 60		chester	
Camaro Chevrolet, Chevelle,	4	U63/U80	Chevy II, Corvair, & Camaro			H Ho	lley or	Carter
& Camaro	2 7	U79 U69/U79	Chevrolet All (Except Corvette)	3 4	C60/C75 C48			
All (Except Chevy) All (Except Chevy)	5 6	U69 U69/U80	(C48 is Heate	-				

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SOCIETY OF AUTOMOTIVE ENGINEERS, INC. 485 Lexington Avenue, New York, N. Y. 10017

THE CHEVROLET CAMARO

CHARLES M. RUBLY
VICTOR D. VALADE

CHEVROLET MOTOR DIVISION GENERAL MOTORS CORPORATION

SOCIETY OF AUTOMOTIVE ENGINEERS

Automotive Engineering Congress Detroit, Mich. January 9-13, 1967

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THE CHEVROLET CAMARO



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Until recent years, the concept of a personalized car has been associated with expensive vehicles. The very late Fifties and early Sixties saw the introduction of the American "small" car with utilitarian orientation. Preferences in these vehicles quickly evolved for higher performance capability with sports flair styling at a modest price.

In the Corvair "Monza" versions, first of the sports flair vehicles in the lower price bracket, power potential became the limiting factor. The 2-passenger limit and the necessary high cost of the Corvette, a true sports car, restricts the number of buyers. The Camaro then was developed to provide a 4-passenger package with sports flair styling, adaptability to a range of available power trains, and sports feeling roadability.

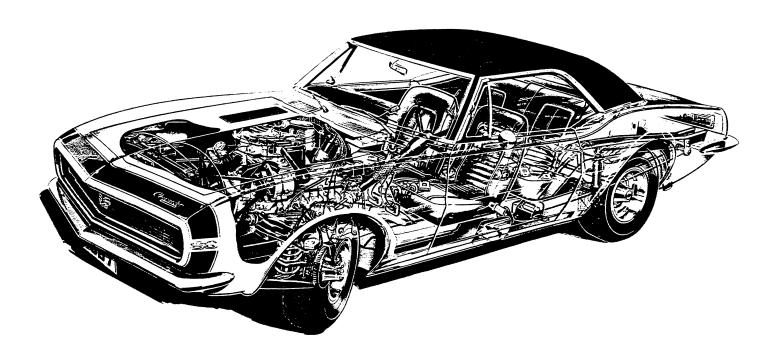
THE CONCEPT

The Chevrolet Camaro is a relatively small, sports-like car designed to be highly personalized transportation of its owner-driver. As a definition, this description fits a wide range of vehicles, and it becomes necessary to be much more specific to appreciate what a Camaro is, what it will do and why there is such a new car at all.

A personal car, one that reflects the tastes, preferences, attitudes, and other personality facets of its owner, has always been a part of the American automobile scene. Until recent years however, such a car has been closely associated with very expensive luxury vehicles, smaller all-out road machines, or elaborate hand customizing. Significantly, each of these types or a combination of them enjoyed an enthusiastic following consisting of relatively few owners and a great many "sure-would-like-to-have" observers.

In the 1950's, the industry greatly expanded the availability of models and equipment, colors, trim and ornamentation, giving the auto buyer a wider range of selection from which to choose or tailor his car. At the same time, mechanical advancements resulted in better ride, easier steering, and more comfort. With the then "state-of-the-art" and the developing styling theme, American cars generally became longer, lower, wider and heavier; all contributing to more and more motoring mobility for an ever increasing, very large segment of the population. These years also saw the large expansion of the suburbs, a population explosion, and increased numbers of cars on an expanding road system. Short frequent car trips over busy streets became the rule of the day, a circumstance contradictory to the traditional characteristics of regular size passenger cars.

To satisfy customer demand, the very late fifties and early sixties saw the introduction of the American "small" car with a distinct utilitarian orientation. With the increasing standard of living, emerging multiple car families and the growing "sports car" interests, these "basic transportation" vehicles quickly acquired more luxurious and higher performing versions. Preferences evolved for sports feeling roadability and higher performance capability, packaged in sports-flair interior and exterior styling, all at a relatively modest price.



This attitude or feeling of a large portion of the car buying public in 1964-65 continues today and can be translated into the following, more specific terms:

- •Distinctively modern aerodynamic styling for a clean functional appearance
- •Small, highly maneuverable size with packaging for four passengers
- •A very broad range of available performance capability
- Quick, sharply defined roadability with a firm, yet comfortable ride
- •"Cockpit-type" interiors for close driver identification
- •An evolutionary, rather than revolutionary, basic design approach to maintain maximum value to the customer
- •Wide selection of mechanical and appearance equipment to allow customer tailoring to his needs and desires.

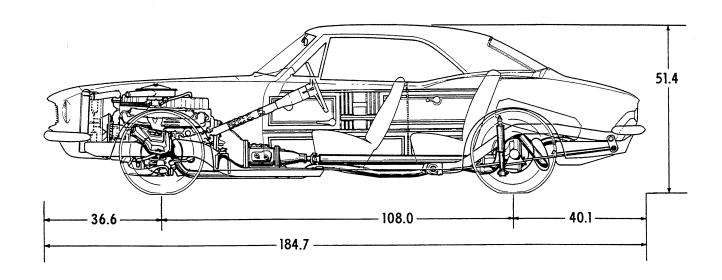
These terms define the Camaro specifically and were the baselines from which Chevrolet started the car's final design in late 1964.

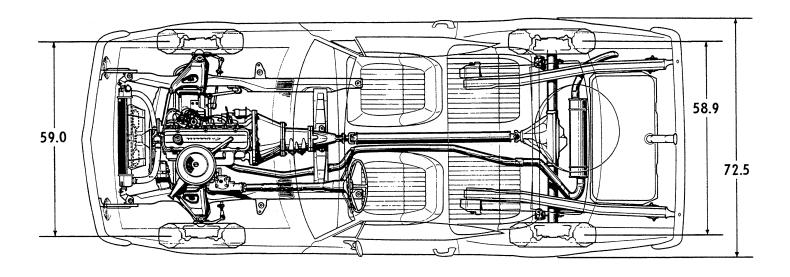
How does the Camaro fit into the other hevrolet passenger car lines? Doesn't e definition also describe the Corvair and Corvette? The Corvair was introduced as a basic transportation vehicle with powerplant requirements designed accordingly. The car, of the "Monza" versions, soon became the first of the sports-flair vehicles in the lower price bracket. It reached significant acceptance as its design evolved, but power potential became the limiting factor, to be changed only at an unrealistic cost. The car continues in a more selective market, one in which limited power potential is less important than economy and design individuality.

The Corvette is an entirely different matter. While it is the "dreamed of" car of many Americans, the Corvette is a true sports car and built to be a road machine. Its two passenger limit, its size and its necessary higher cost obviously restricts buyers.

Translating the broad definitive guidelines into specific design parameters became the next step:

- 1. Four passenger packaging in a low silhouette where tunnel requirements do not impose severe spatial restrictions.
- 2. Long hood-short deck styling on a short wheelbase with the passenger envelope placed more to the rear.
- 3. Use of conventionally arranged and readily available powerplants and drivelines to include the following:
 - •A full range of engines from currently used engine families
 - Standardized manual and automatic transmissions with column and floor shift controls





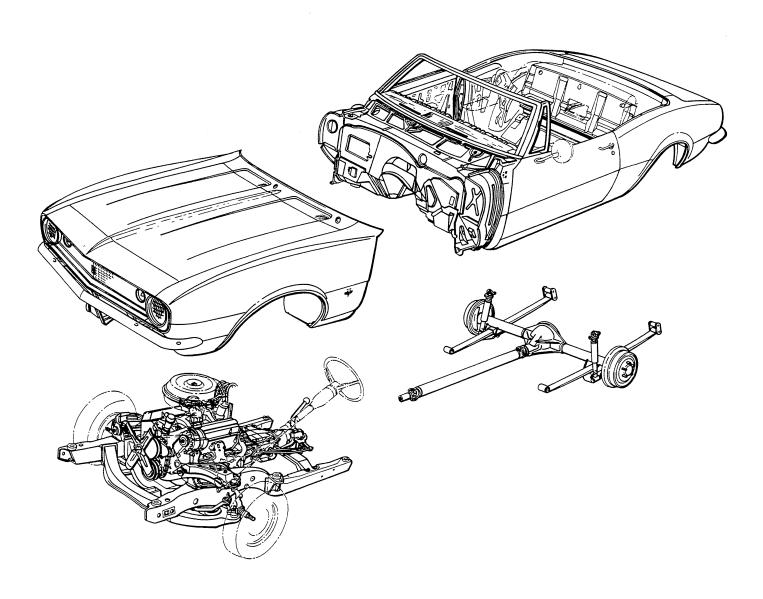
INTERIOR DIMENSIONS Sport Coupe (Inches)

	Front	37.7
Head Room, Effective	Rear	36.5
L. B. Effective	Front	42.5
Leg Room, Effective	Rear	29.9
et II D	Front	56.7
Shoulder Room	Rear	53.8
Entrance Height		29.3
Luggage Capacity	Total	19.6
(Cubic Feet)	Usable	8.3

- •Solid driving rear axle with full complement of ratios from economy to performance combinations
- 4. Conventional but compatible chassis design that would:
 - •have sharply defined, sports feeling roadability and maneuverability
 - •have superior ride quality for a vehicle of this type with improved road, engine and driveline isolation
- 5. Full complement of optional comfort and convenience equipment to be available
- 6. Full range of "dress-up" interior and exterior packages to allow the customer to tailor the appearance as well as the performance of his Camaro
- 7. The complete car design to embody all traditional Chevrolet safety, convenience, maintenance and serviceability features
- 8. To be offered at competitive prices

THE CAR

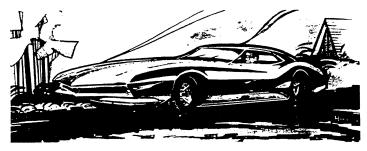
The sixth distinctively different car line for Chevrolet is specifically designed to meet the special needs and preferences of American buyers. A 2-door Sport Coupe and a 2-door Convertible make up the Camaro Line. With front bucket seats and bench type rear seat as standard equipment, both models are rated as 4-passenger vehicles. The overall length is 184.7 inches on a wheelbase of 108 inches, placing the Camaro in the general Corvair class. This new car, however, is slightly lower than the Corvair, and is proportioned in a long low silhouette featuring a long hood line and relatively short rear deck. These proportions are attained by shifting the wheelbase to give a long 36.6 inch front overhang and a relatively short rear projection. In a similar manner, the instrument panel, cowl, and front seats are positioned more to the rear than in the other Chevrolet car lines, except Corvette.

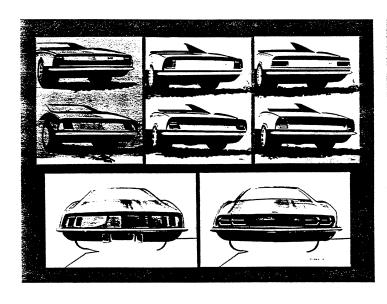


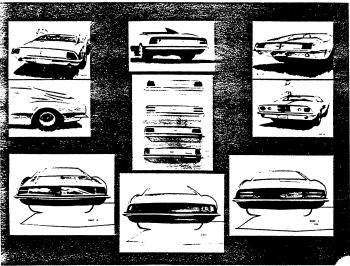
The mechanical equipment of the car is conventionally arranged with front mounted engine and rear wheel drive. Body-frame and isolated separate frame construction are combined in a practical new approach for a car of this size, to give the stipulated ride quality and manufacturing flexibility. The Camaro is, in effect, divided into four major construction groups:

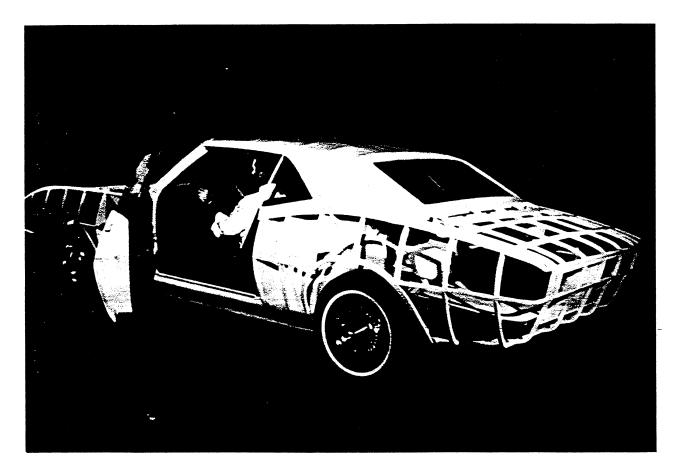
- •Bolted-on front end sheetmetal
- •Unitized body construction with the rear framing elements incorporated into the underbody
- •Driveline, solid driving rear axle and single leaf rear suspension combined into a simple and efficient Hotchkiss drive system
- •A front chassis unit consisting of the engine, transmission, front suspension, front brakes, and steering gear and linkage mounted on a separate, extended rail partial front frame.







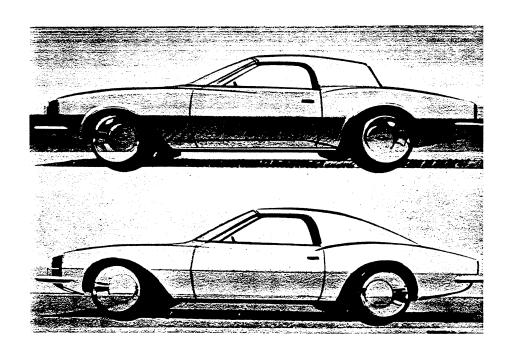




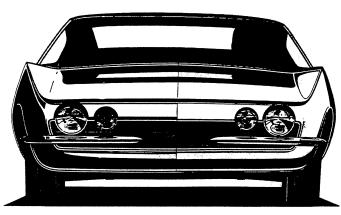
STYLING

Camaro styling began, as it does for all new cars, with dreaming and sketching; a great deal of ceiling gazing and a great many artist's drawings. Ideas from everywhere, from past and current cars to the "way-out" futuristic were considered, mulled over, and drawn from every angle by Styling. However, before commitment to a firm styling approach, a more practical design determination was made — that of the passenger envelope. Since the basic specification of the Camaro prescribed a four passenger vehicle, the dimensions of such a seating package were developed to meet anthropometric, comfort and operational standards.

Essential spatial requirements of the primary passenger carrying function were worked out, first on paper and then in a full size buck. As the three dimensional passenger package took a definite firm direction, it was married with the developing styling theme. A full size clay model of the more promising ideas was sculptured. Many approaches to the front, side, rear, and green house areas were tried, then rejected or tentatively approved. As the general beauty surfaces were developed and approved, more and more attention was focused on details. Various front grille and headlamp treatments were tried along with similar rear lamp details. As the more promising considerations were accepted, the clay model began to appear more and more as it would be offered to the customer. This process continued through consultation after consultation with design, production, and research engineers; manufacturing specialists; and sales representatives, until the model acquired a polish and detail that would deceive the uninformed eye as to how much of a real car it is.

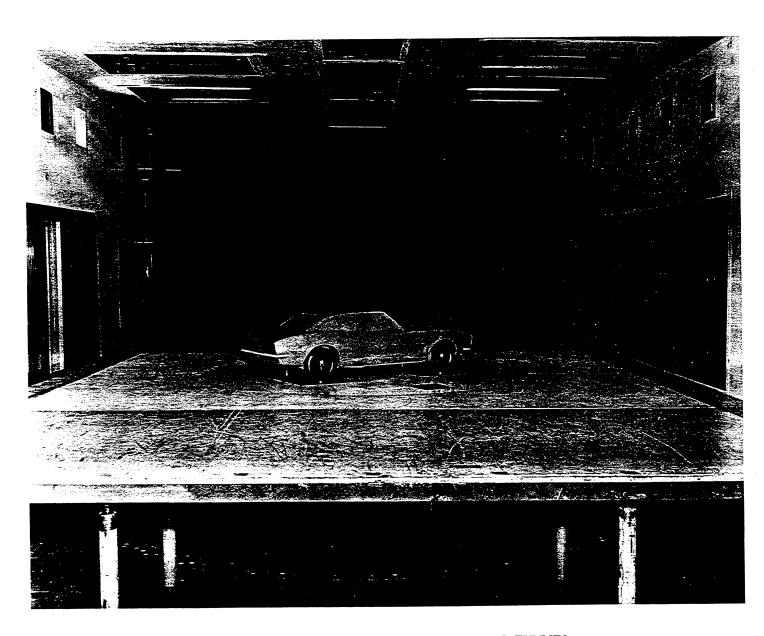








The long hood-short deck initial requirement is very evident in the side view. Just as important is the turn under of the sides, front and rear, which give the car a flattened cylindrical cross section. A similar theme is carried throughout the front and rear views by the proportionally greater overall width, extra wide tire tread and curved contours of the body sides. One interesting styling aspect of these rounded beauty surfaces is the feeling of motion achieved by light reflections while the car is stationary as well as moving. This characterizes the basic theme of the Camaro: smooth, horizontally accented surfaces blended together into an aerodynamically functional shape, a clean, straight-forward piece of sculpture.



ONE QUARTER SCALE CLAY MODEL IN WIND TUNNEL

As the Camaro styling studies progressed, aerodynamic qualities were considered analytically in consultation with research engineers. A detailed check and test of aerodynamic properties was made in early 1965 as the final shape of the exterior surfaces became well defined. An accurate 1/4 scale clay model of the Camaro was subjected to intensive and detailed wind tunnel testing in a modern, fully instrumented tunnel facility at Dallas, Texas. Directional stability as well as power requirements and flow characteristics were given a great deal of attention by the stylists and research engineers of the Corporation and design engineers from Chevrolet.

The model was tested in the presence of a ground plane mounted on a turntable which permitted a variable yaw angle from right to left through the straight ahead position during a single test.

The model was pitched at various attack angles from run to run, as was the height in relation to the ground plane. Through instrumentation in the turntable, six forces and moments acting on the model were measured during each test run. Lift, drag, and side forces as well as pitching, rolling, and yawing moments were recorded instantaneously and continuously as the yaw angle was varied.

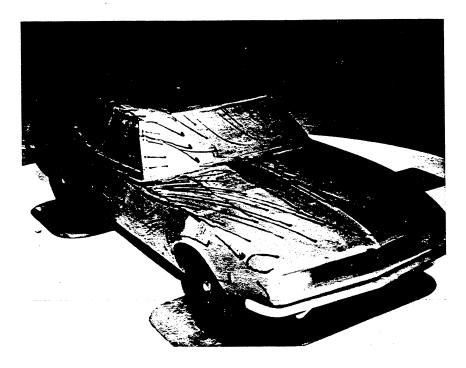
Over a total time of 78 hours in the tunnel, 76 data runs were made, consisting of yaw runs through 60 degrees right to 18 degrees left. A fixed pitch angle was used during each, but was varied as much as three degrees up and down from run torun.

Raw force and moment data were automatically recorded during each run. Rapid data reduction techniques, through the use of computers, transferred the data from the balance resolving center of the test equipment to the more meaningful reference axis of the model.

In addition to the balance data, model pressures were recorded during the test sequence using a multi-tube water manometer. Pressure taps were located in the front grille area, at various positions in the body including the side glass, and in the rear deck area just aft of the rear window.



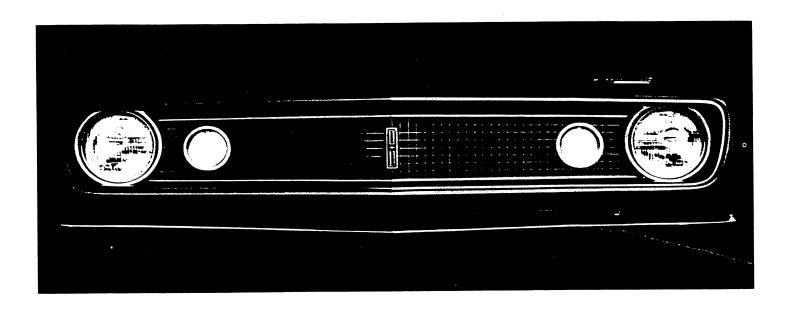
WIND TUNNEL TESTING

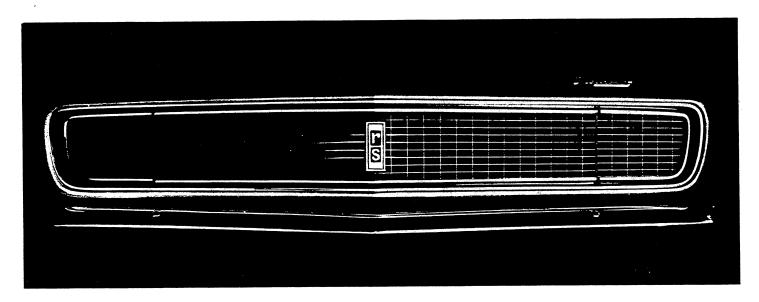


Flow visualization studies were also conducted, using the ink stain method. After the flow pattern was established in the tunnel, photographic records of the results were made.

The test model was sculptured in clay on a wood frame, to an accurate quarter size representation of the Sport Coupe model. Model weight was added and distributed front to rear to simulate a Camaro equipped with a V-8 engine and two passenger load. A major advantage of clay for the test model was the ease with which variations and changes could be made in the tunnel and tested immediately. A modeler accompanied the Chevrolet and Staff stylists, engineers, and test observers just for this purpose.

Final aerodynamic coefficient data and the flow visualization studies confirmed the basic functional aspect of the Camaro styling, and allowed perfecting of the approach in several particulars. Revised fairing of the front fender leading surfaces and a reduction in the front valance rake were two changes resulting from the wind tunnel tests.





Two distinctively different front end treatments are available to the Camaro buyer as part of the opportunity to tailor the vehicle to his preferences. In the standard car, single exposed circular headlights are located at the extremes of a "jet engine" nose opening, accented by the sharp definition and depth of the full-width black grille. Circular parking lights, positioned just inboard of the headlights, contribute to the very "business-like" shape.

A completely different second radiator grille features concealed headlights. Here the black deeply sectioned rectangular lattice extends the full width of the opening, uninterrupted by lights.

The headlights are concealed behind electrically operated doors that fully integrate with the grille in the closed position. Rectangular parking signal lights are located in the valance panel.

The concealed headlights are part of an optional "RS" or Rally Sport package, which also includes a distinctive side treatment make up of paint stripes and bright moldings and specific rear lamp treatment. "RS" emblems throughout the car further identify the option.

Both the standard and "RS" grilles are black painted plastic which could have been made with equal facility, in most respects, from a metal stamping. However, a metal stamping would not have given the depth and shar definition considered essential to the character of the car.

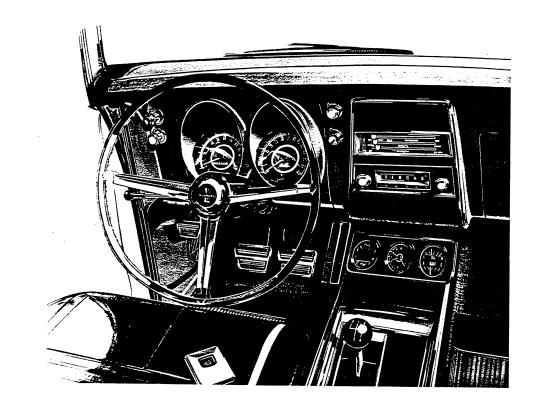
SS signifies a third Camaro variation, the performance machine of the line combining distinguishing appearance and extra-duty chassis components with either a 350 cubic inch V-8 engine available exclusively for the car or a recently introduced 396 cubic inch V-8 engine.

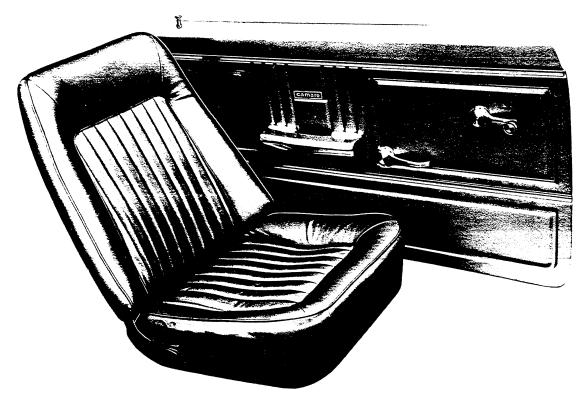
At the front of the car, a special hood with raised central area and simulated louvers, an "SS" grille emblem, and a "bumblebee" paint band around the front panel and fender and identify the engine options. "SS" letters on the front fender and an "SS" emblem on a special gas filler cap provide side and rear identification. An "SS" horn button cap is added to the interior.

In addition to the larger displacement engine, and specific chassis equipment, wide oval nylon red stripe tires are part of the package.

The "RS" and "SS" options can be combined for still another appearance.







The interior styling of the car was developed with the exterior, and carries the sports theme also.

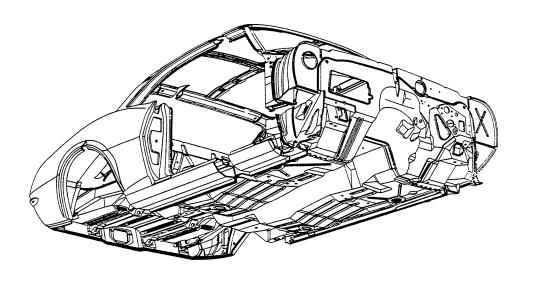
Vinyl trimmed bucket front seats, in a choice of four colors, are standard with the rear bench unit simulating the front bucket appearance.

The Camaro instrument panel recesses instruments and tell-tale lights in two elliptical bezels. The high beam indicator is located between the bezels. Control knobs, located high on the instrument cluster, feature new "mushroom" type styling. Heater controls, radio provision and ash tray are centrally located on the instrument panel, and are mounted in a black finished trim plate that is framed by a bright metal molding. Heater controls are the horizontal sliding type. A stowage compartment is located at the right side of the instrument panel.

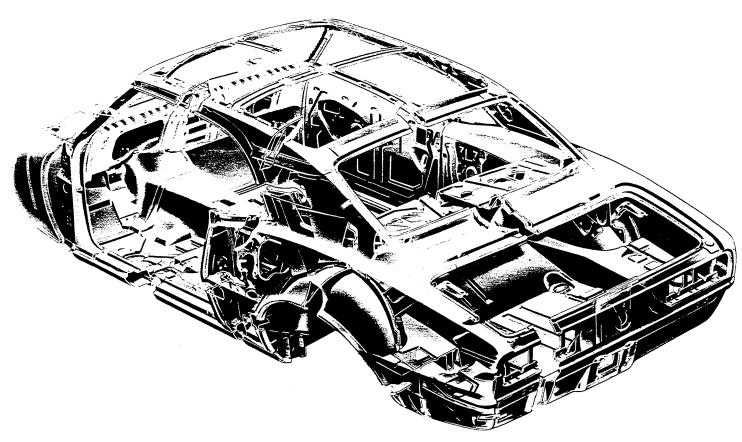
The Custom Interior Option provides seven all-vinyl deluxe interiors and special trim appointments at extra cost for the Camaro. The Strato-Bucket front seats have a two-tone treatment effected by a band of color framing embossed seat and backrest panels. The rear bench seat continues the front seat pattern, giving a bucket seat appearance.

Door trim panels leature a molded vinyl panel with integral armrests and a carpet kick panel. Door handles are mounted in a depression in the armrest and door lock buttons are bright. Circular lights mounted in the "sail" panel, or roof rear quarter, provide interior lighting for the sport Coupe. For the Convertible, lights are mounted under the instrument panel. In addition, the Sport Coupe receives rear seat armrests with ash trays. A special deluxe styled oval steering wheel, molded luggage compartment mat and hood sound insulation complete the deluxe option.

An optional front bench featuring bucket styled backrests and a fold down center armrest is also available. A fold down rear seat back, which provides an additional carpeted stowage area, is available as optional equipment for both the Camaro Sport Coupe and Convertible.



TWO-DOOR SPORT COUPE BODY



BODY AND SHEET METAL

Employing all of the traditional features found in Chevrolet passenger cars, plus many improvements introduced in 1967, this new body attests to the completeness of the Camaro as a fully equipped, fully designed American automobile.

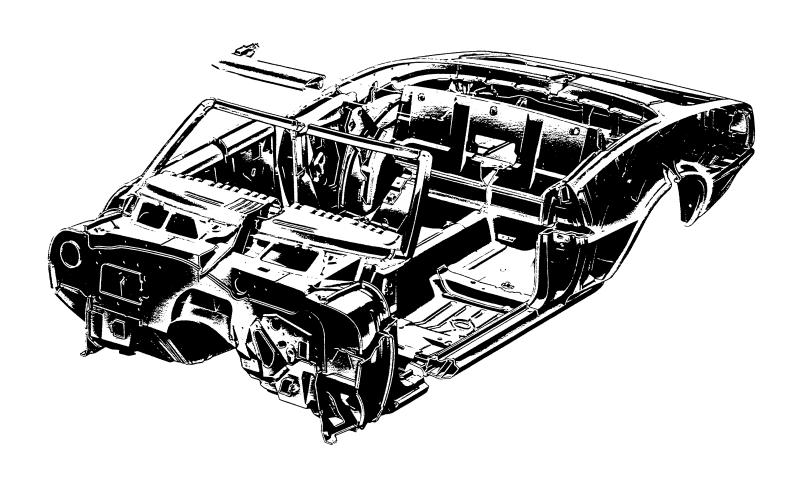
In the Camaro, proven structural elements of Chevrolet separate frame and integrated body-frame construction are combined to produce an all new low silhouette body.

A heavily ribbed reinforced underbody forms a sturdy foundation platform for the all-steel body structure. At the rear, framing elements are integrated into the underbody to provide firm mounting for the rear suspension and axle. With this approach, efficient use of metal members is achieved, while attaining good ride and road isolation.

Door pillars, quarter, rear end, and dash panels, including the "saddle bag" ventilation plenum chamber, are conventionally welded to each other and to the underbody. "Crossbow" roof design is used and headers and roof side rails are welded to the lower body through box-section front and rear pillars. Rocker panels for the coupe model are galvanized for maximum corrosion resistance, while rocker panels for convertibles are of heavier gauge sheet to provide the added stiffness required by the open top structure. With the heavier gauge sheet metal, galvanizing of the convertible rocker panels is not required.

Provisions are made in the toe pan area and under the front seat to attach the partial frame with rubber biscuit type body mounts, providing improved isolation of the front running gear from the body proper. Side plenum chambers of the high-level ventilation system direct air and water to each rocker section, similar to the washed-dried rocker arrangement of other Chevrolet car lines.

Curved side window glass complements styling, contributing to the rear silhouette contour look. Windshield and rear window glass are cemented in the body openings to give an excellent seal.



TWO-DOOR CONVERTIBLE BODY

Double panel construction is used for doors, hood and deck lid to give maximum strength. Hood and deck lid are counterbalanced for minimum opening effort. The spare wheel is located at the right hand side of the trunk compartment.

The heater is similar to that used in other Chevrolet lines, but has specific distribution ducts and controls tailored to the Camaro body. Body ventilation is conventional, with air entering the outside opening at the base of the windshield and moving through side plenum chambers, where it can be metered to the interior with separate controls.

Chassis wiring is similar to other product lines, and fusible links are used to protect electrical wiring harnesses from overload. A brake warning light and a hazard warning switch are also standard equipment. A new freeway lane changer is activated by moving the directional signal lever to a position short of detent.

An instrument cluster printed circuit, similar to that of the regular Chevrolet, is used for reliability, bulb accessibility, and serviceability.

Door locks are of the free-wheeling type, while front seat backrests have latches to prevent unintentional forward movement. The energy absorbing instrument panel uses slotted panel construction covered by the thick leading edge of the standard instrument panel pad. Provisions are built into all models for optional front seat shoulder harnesses.

Bolt-on front end sheet metal is similar to that of the Chevrolet and Chevelle, including inverted "bathtub" type fender skirts which give corrosion protection to outer fender inner surfaces. Fenders and fender skirts are bolted together, and, in combination, are bolted to the body at the dash and to the radiator support panel. Rubber biscuit mounts are used to attach the support panel.

	ONE-PASSENGER	FOUR-PASSENGER
	LOAD	LOAD
TOTAL WEIGHT	2866 LBS.	3316 LBS.
UNSPRUNG WEIGHT - FRONT	179 LBS.	SAME
- REAR	265 LBS.	SAME
C.G. LOCATION AFT FRONT WHEELS	49.3 IN.	53.5 IN.
WHEELBASE	108.0 IN.	SAME
TREAD - FRONT	57.0 IN.	SAME
- REAR	56.7 IN.	SAME
ROLL CENTER HEIGHT - FRONT	1.3 IN.	1.3 IN.
- REAR	10.3 IN.	9.3 IN.
REAR SPRING SPAN	42.4 IN.	SAME
ROLL RATE (Range) - FRONT	213 TO 443 FT. # DEG.	SAME
- REAR	214 TO 243 $\frac{\text{FT. }\#}{\text{DEG.}}$	SAME
ROLL STEER (Range) - FRONT	5% OV. TO 10% UN.	SAME
– REAR	5% OV. TO 10% UN.	SAME
DEFLECTION STEER - FRONT (Due to Aligning Torque)	195 FT. #/DEG.	SAME
ROLL CAMBER COEFFICIENT - FRONT	0.8 TO 1.0	SAME

Table 1. Initial design parameter specifications (As given by Chevrolet Engineering).

One basic stipulation of the Camaro concept was sharply defined, sports-like roadability with superior ride quality and improvements in road, engine and driveline isolation for a vehicle of this size and type. These requirements led to design and development investigations of unusual scope and magnitude. One such investigation made use of modern computer techniques as an invaluable tool in analyzing and predicting complex interrelated vehicle characteristics.

DIRECTIONAL CONTROL CHARACTERISTICS

A complete analysis of the handling characteristics of the Camaro was made in conjunction with the Engineering Mechanics Department of General Motors Research Laboratories before any hard design lines of the final car were put on paper. Through analog computer simulation techniques, engineers from Research Laboratories and Chevrolet investigated, studied and predicted the directional control characteristics of this new car analytically, to an extent never possible by older traditional methods. In a relatively short period of time, as opposed to years by conventional means, the extreme speed and accuracy of the computer enabled these engineers to study the complex interrelationship of factors affecting vehicle handling behavior, over a wide range of conditions.

Before starting the handling characteristics analysis, basic car definitions had been made and target specifications determined. The specifications of Table 1 supplied to General Motors Research included parameters fixed by the initial design concept as well as those required to be within an allowable range due to design factors. With this information, the investigators were asked to predict and analyze the results and offer design direction to provide the best handling vehicle obtainable, using average tires.

	ONE-PASSENGER LOAD	FOUR-PASSENGER LOAD
YAW INERTIA	1527 SLUG-FT ²	1634
ROLL INERTIA	383 SLUG-FT ²	397
YAW-ROLL PRODUCT OF INERTIA	–20 SLUG–FT ²	-20
C.G. HEIGHT ABOVE GROUND	20.0 IN.	18.9

Table 2. Inertia parameters

To most enthusiasts, a sports oriented vehicle means a "flat cornering" vehicle, which more precisely means it has a low roll angle. Specifically, the total roll rate to produce these low angles was determined to be six degrees per "g" of lateral acceleration.

The deflection steer specification of Table 1 is the result of experience with the Chevy II. This data indicated that the only significant deflection steer effect was in the front suspension, and was due to aligning torque acting on the steering linkage compliance; an effect that was included in the analysis.

Inertia parameters were also required for the handling analysis. Since pretest vehicles were still to be built, estimates of inertia parameters were taken from a vehicle having approximately the same weight, weight distribution and center of gravity height. These values are shown in Table 2.

In the first evaluation, still other adjustments were necessary. The absence at this time of complete data for the specified tire sizes required the use of modified 6.50×13 tire data.

Later, when the first pretest vehicle became available, directional control response measurements were made using both 6.50 x 13 tires and 6.95 x 14 tires for correlation with the predicted responses.

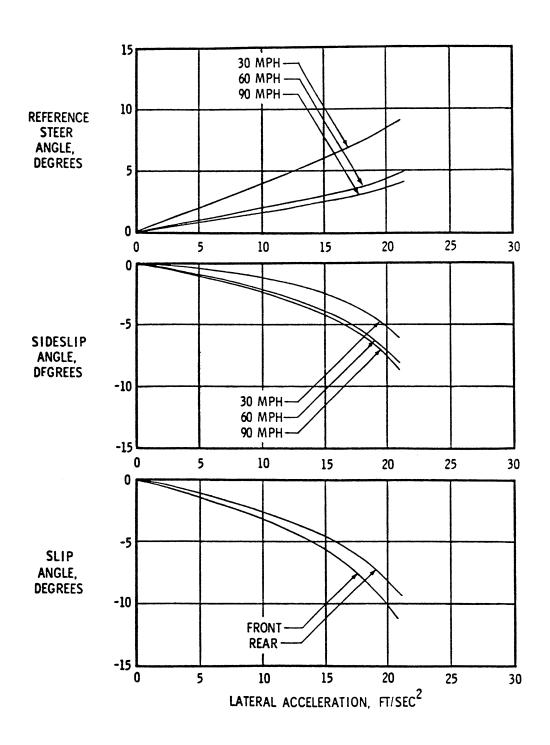


Figure 1. Steady state characteristics - (Camaro standard Configuration with 4 passenger load.)

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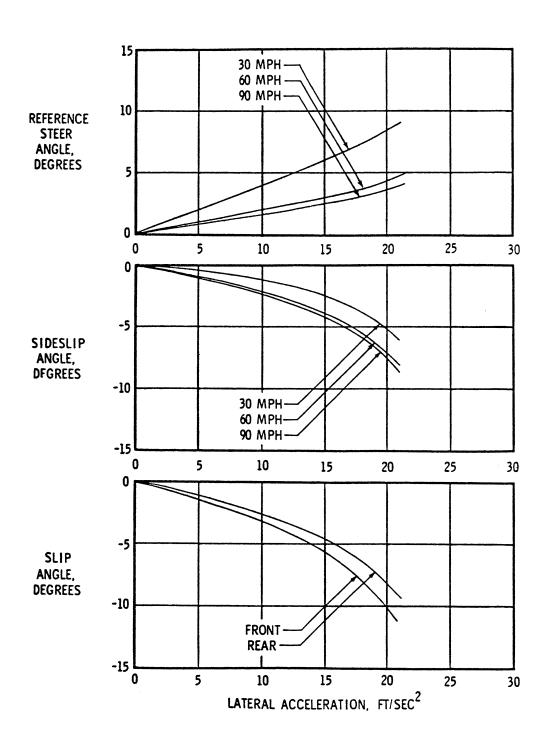


Figure 1. Steady state characteristics - (Camaro standard Configuration with 4 passenger load.)

The basic suspension design analysis was with the six-cylinder engine at the four-passenger load configuration, and was performed with the GMR analog computer simulation of vehicle directional control characteristics. This configuration is most important because the weight distribution is more to the rear than with any other Camaro loading due to the lighter engine and rearward passenger loading.

Since only slight typical understeer quality, due to weight distribution, was available and roll angles were kept at a low 6 degree per "g" value, it was desirable to use the maximum available roll understeer properties. Accordingly, the front and rear roll understeer and front roll camber coefficient were set at the highest values of the allowable design limits. This resulted in a Characteristic Speed of 43 mph.

The specification of the allowable roll angles and the roll center heights dictated the sum of the front and rear roll rates. The roll rate distribution was then set through use of the computer model, so as to provide stability at high lateral accelerations without introduction of a tendency for the front suspension to "wash out" or "plow." The resulting steady state characteristics are shown in Figure 1 where front wheel steer angle is plotted against lateral acceleration. In addition, sideslip angle and tire slip angles are shown.

		ONE-PASSENGER LOAD	FOUR-PASSENGER LOAD
ROLL STEER	- FRONT	0	10% UN.
	- REAR	3% OV.	10% UN.
ROLL CAMBE	R COEFFICIENT		
	- FRONT	0.9	1.0
ROLL RATE	- FRONT	443 FT-#/DEG.	SAME
	- REAR	214 FT-#/DEG.	SAME

Table 3. Suspension design parameter specifications

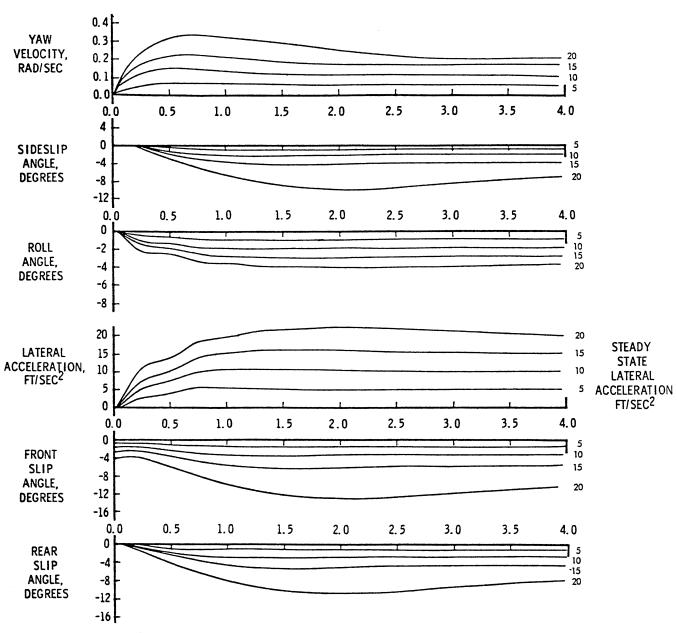


Figure 2. Transient response for step inputs of steer angle (Camaro standard configuration - 4 passenger load - 60 mph).

This completed the specifications of all the suspension design parameters for the four-passenger load configuration. They are listed in Table 3, with values for a one-passenger load configuration.

The transient responses of the vehicle motions are shown in Figure 2. Particular attention may be given to the yaw velocity response, which for a 10 ft/sec 2 lateral acceleration maneuver has a 0.18 second rise time, and to the lateral acceleration response which has a 0.63 second rise time. In Figure 3, the path response data indicates a final course angle error of 1.38 degrees for a 10 ft/sec 2 maneuver. The course angle error peak values in the transient portions of the curves occur at time delays of approximately 0.8 seconds.

	DESIGN	TEST
4 PASSENGER LOAD	3316	3515
WEIGHT DISTRIBUTION	50.5% F	51% F
ROLL CENTERS -		
FRONT	1.5"	-1.8"
REAR	9.3''	9.3''
ROLL STEER		
FRONT	10% UN.	9.5% UN.
REAR	10% UN.	8.5% UN.
ROLL CAMBER COEFF.		
FRONT	1.0	.68
REAR	0	0
ROLL RATE		
TOTAL	657 FT-#/DEG.	595 FT-#/DEG.
DISTRIBUTION	67.4% F	69.4% F

Table 4. Comparison of design parameters and test data.

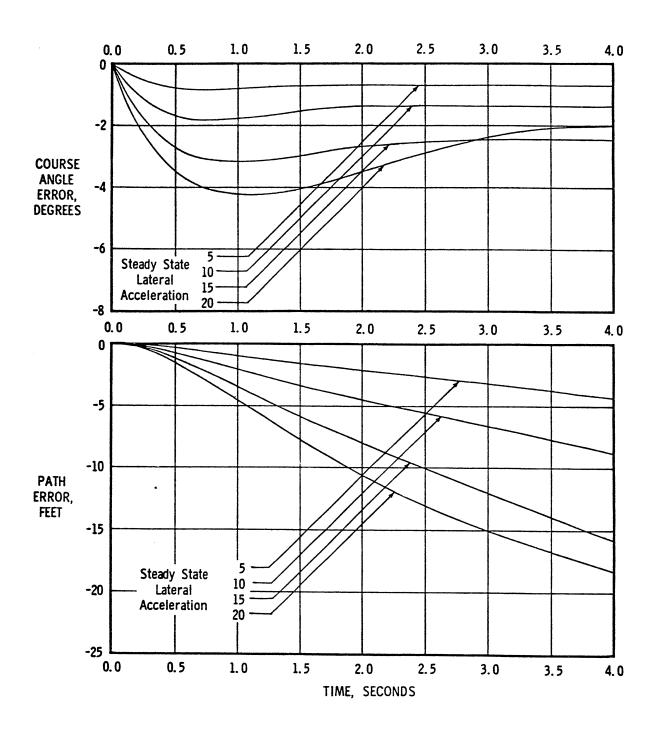


Figure 3. Path transient response for step inputs of steer angle (Camaro standard configuration - 4 passenger load - 60 mph).

It should be pointed out that the computer simulation techniques can only predict the handling that can be expected with the constraints set up by design parameters.

However, with use of the computer model, suggestions can be made to change handling and arrive at what is considered to be a good handling car. The phrase "a car has good or poor handling" is, of course, very much a subjective reaction based on personal preferences.

The judgement of good, poor or acceptable handling was determined by GMR experience, where recognized excellent drivers and many other less skilled personnel were exposed to driving maneuvers using different vehicles which incorporated many different response characteristics.

Upon completion of the first Camaro pretest vehicle, directional control response measurements were made at the Milford Proving Grounds. These tests provided steady state and transient response data for correlation with the predicted responses obtained in the design stage computer study.

Test results showed that the pretest vehicle directional control performance characteristics were very similar to those of the computer model in the low lateral acceleration range, but at high lateral accelerations the pretest vehicle had more understeer quality with faster and smoother transient responses.

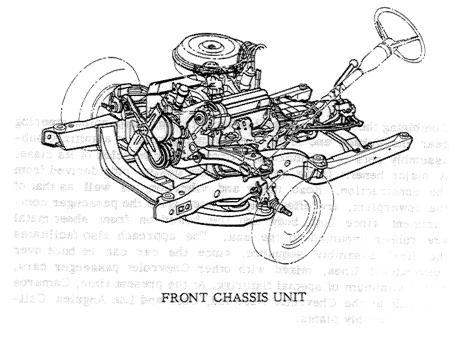
The pretest vehicle design parameters were close to specifications. The major difference was in the total roll rate which was 10 percent low, indicating that roll angles would be greater than expected.

Steady state test data indicated that the expected understeer quality was obtained in the pretest vehicle for low lateral accelerations, but that higher understeer quality was obtained for high lateral accelerations. The measured characteristic speed was 40 mph with the 6.50×13 tires and 38 mph with 6.95×14 units, which compares favorably with the predicted values.

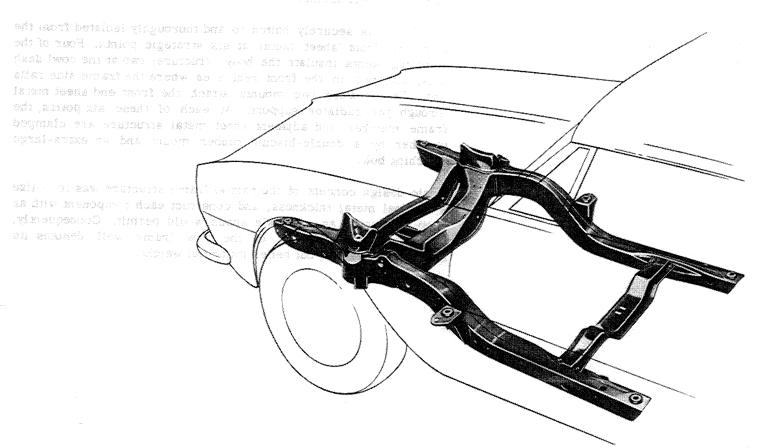
In a similar vein, transient response test data showed expected yaw velocity responses and lateral acceleration responses at low lateral acceleration, and similar responses at high lateral accelerations modified by the increased understeer.

CHARLES STRUCTURE

Date of the more discinguishing enterestical and control of increases of the Camero is the use of the foot that the control of



of the same area. The elevated area law, consisting of side



EXTENDED RAIL FRONT PARTIAL FRAME

CHASSIS STRUCTURE

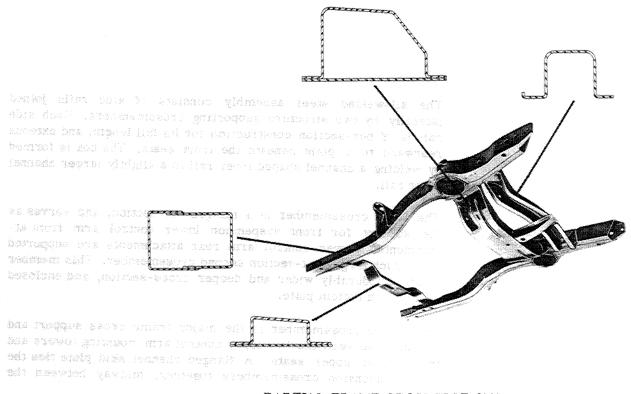
One of the more distinguishing mechanical features of the Camaro is the use of the front chassis unit with its separate, rubber-isolated front partial frame.

Combining the engine-transmission unit, front suspension, steering gear and linkage and front wheel running gear in a unitized sub-assembly sets the Camaro apart from other vehicles of its class. A major benefit is the quieter, higher quality ride derived from the construction. Road noise and vibration, as well as that of the powerplant, are effectively isolated from the passenger compartment since both body and the bolted-on front sheet metal are rubber mounted to the unit. The approach also facilitates the final assembly sequence, since the car can be built over conventional lines, mixed with other Chevrolet passenger cars, with a minimum of special fixturing. At the present time, Camaros are built at the Chevrolet Norwood, Ohio and Los Angeles, California assembly plants.

The separate, front partial frame extends forward from under the front seat area. The all-welded steel unit, consisting of side rails and crossmembers, resembles the forward half of a conventional ladder frame.

The frame is securely bolted to and thoroughly isolated from the body and front sheet metal at six strategic points. Four of the mounting points insulate the body structure; two at the cowl dash legs, and two in the front seat area where the frame side rails end. The forward two mounts attach the front end sheet metal through the radiator support. At each of these six points, the frame member and adjacent sheet metal structure are clamped together by a double-biscuit rubber mount and an extra-large attaching bolt.

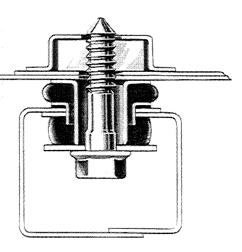
Basic design concept of the partial frame structure was to utilize a nominal metal thickness, and construct each component with as deep a section as available space would permit. Consequently, the massive appearance of the new frame well denotes its structural capacity, but belies its actual weight.



PARTIAL FRAME CROSS SECTIONS

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DOUBLE-BISCUIT RUBBER MOUNT

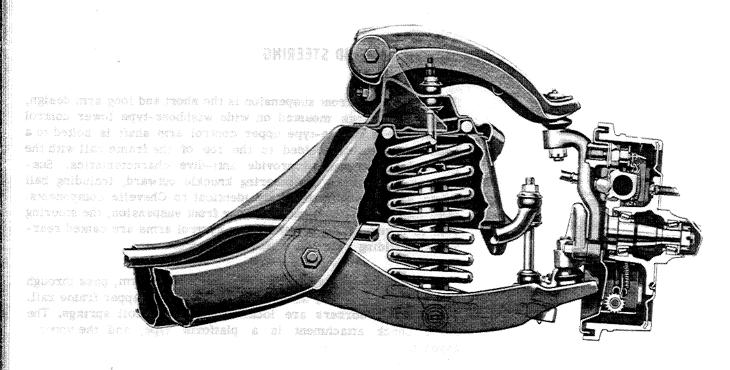
The all-welded steel assembly consists of side rails joined laterally by two structure supporting crossmembers. Each side rail is of box-section construction for its full length, and extends rearward to a point beneath the front seats. The box is formed by welding a channel shaped inner rail to a slightly larger channel outer rail.

The front crossmember is a flanged hat-section, and serves as the support for front suspension lower control arm front attachments. Lower control arm rear attachments are supported by a much larger hat-section second crossmember. This member is of considerably wider and deeper cross-section, and enclosed by a welded bottom plate.

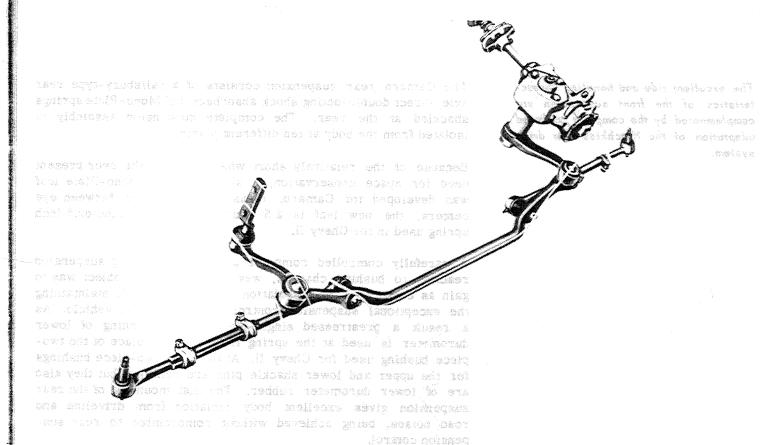
The second crossmember is the major frame cross support and is placed between the two upper control arm mounting towers and front spring upper seats. A flanged channel skid plate ties the front suspension crossmembers together, midway between the side rails.

The dual suspension crossmembers provide a wide mounting base for the lower control arm pivot shafts. This permits the use of more rigid lower control arms, and provides greater frame torsional strength with less weight than a single large member.

Mounted near the rear of the side rails is a third transverse member. Supporting the transmission and attaching drive components, this member is bolted to the frame side rails for ease of removal. Although adding very little to overall frame structure, the transmission support crossmember is a closed hat-section designed to withstand torque forces imposed by the drive train.



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.mile INDEPENDENT FRONT SUSPENSION



RELAY TYPE STEERING LINKAGE

SUSPENSION AND STEERING

The independent front suspension is the short and long arm design, with coil springs mounted on wide wishbone-type lower control arms. The wishbone-type upper control arm shaft is bolted to a bracket which is welded to the top of the frame rail with the forward end raised to provide anti-dive characteristics. Suspension parts from the steering knuckle outward, including ball joints and brakes, are nearly identical to Chevelle components. With the steering linkage behind the front suspension, the steering arm is reversed. Upper and lower control arms are canted rearward, providing a trailing wheel arrangement.

The coil springs nest in the lower control arm, pass through the lower frame rail, and nest in a seat in the upper frame rail. The shock absorbers are located inside the coil springs. The lower shock attachment is a platform type, and the upper a bayonet.

The steering linkage is a parallel relay design, mounted to the MONTAGE TEACH TO THE STEER OF TH

The excellent ride and handling characteristics of the front suspension are complemented by the computer analyzed adaptation of the Hotchkiss rear drive system. The Camaro rear suspension consists of a Salisbury-type rear axle, direct double-acting shock absorbers and Mono-Plate springs shackled at the rear. The complete suspension assembly is isolated from the body at ten different points.

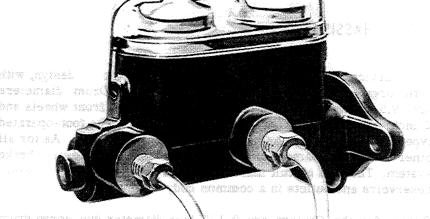
Because of the relatively short wheelbase and the ever present need for space conservation, a shorter length Mono-Plate leaf was developed for Camaro. Measuring 56 inches between eye centers, the new leaf is 2.5 pounds lighter than the 62.5 inch spring used in the Chevy II.

A carefully controlled computer program, analyzing suspension reaction to bushing changes, was conducted. The object was to gain as complete a body isolation as possible, while maintaining the exceptional suspension control planned for this vehicle. As a result a prestressed single-piece rubber bushing of lower durometer is used at the spring front eyes, in place of the two-piece bushing used for Chevy II. At the rear, two-piece bushings for the upper and lower shackle pins are retained, but they also are of lower durometer rubber. The soft mounting of the rear suspension gives excellent body isolation from driveline and road noises, being achieved without compromise to rear suspension control.

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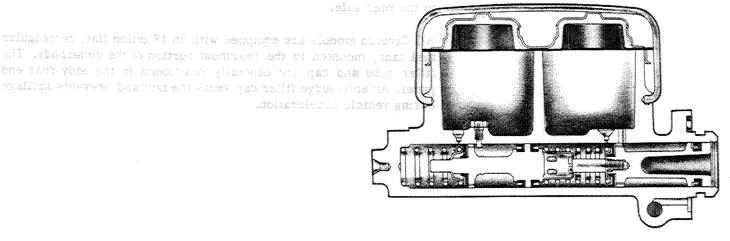
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DUAL BRAKE CYLINDER



Further computer analysis indicated that changes in the traditional shock absorber arrangement would improve rear suspension action. By moving the shock absorbers outboard of the springs and mounting them nearly vertical, instead of the usual diagonal arrangement, the ability of the wheels to more closely follow and maintain contact with washboard road surfaces and during cornering was much improved.

To ensure the correct amount of rear suspension steer geometry, spring mounting pad locations were very carefully computer screened.

It was deemed desirable to have a fairly large fuel tank for the Camaro line. However, with the short rear overhang and the need for a muffler location behind the rear axle, space was at a premium. Through the institution of another computer program it was determined that the rear springs could be splayed a sufficient amount to allow the necessary space with, once again, preservation of the high standards of suspension control set for the Camaro line.

OTHER CHASSIS EQUIPMENT

The service brakes on Camaro are of conventional design, with both organic and metallic linings available. Drum diameters are 9.5 inches with 2.5 inch lining width for front wheels and 2 inch width for the rear. The parking brake is the foot-operated type, similar to that used on the full size Chevrolet. As for all other lines, the Camaro features a separate front and rear brake system. The dual circuit master cylinder has two entirely separate reservoirs and outlets in a common body casting.

Brakes for the Camaro are 9-1/2 inch diameter duo-servo drum units, and include a self-adjusting feature. Standard equipment tires are 7.35×14 inch units mounted on 5-inch wide rims. A single-piece tubular propeller shaft connects the transmission to the rear axle.

All Camaro models are equipped with an 18 gallon flat, rectangular fuel tank, mounted to the rearmost portion of the underbody. The filler tube and cap are centrally positioned in the body rear end panel. An anti-surge filler cap vents the tank and prevents spillage during vehicle acceleration.

WIDE OVAL TIRE

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Fig. Charact Convertible everyoses, these objections by acrohistograph and mode recolly used rechriques of yeldstroomers and aprim and shock tomorbur edication with the arms dampers.

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REST LAVO BOY

Single exhaust systems are used for base and optional 6-cylinder, and base and optional 327 cubic inch V-8 engines. The 350 and 396 cubic inch V-8's, used only in the SS package, are equipped with a dual system, including dual resonators. In all systems the long exhaust pipes lead to a single transverse mounted muffler, located between the rear axle and fuel tank.

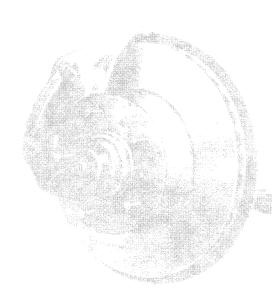
The base dual system for the SS option is available as an extracost option for the 327 cubic inch engines. A "deep tone" dual system, without resonators, is available optionally for all three V-8 engines. Extensive corrosion resistant materials and coatings are used throughout the various Camaro exhaust systems.

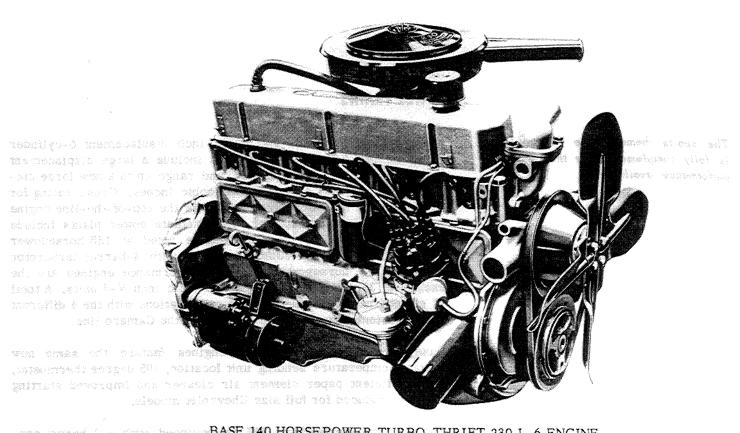
Base equipment tires for all Camaro models are 7.35 x 14-4 ply rating with a wheel rim width of five inches. When the optional SS package is specified a new wide-oval type tire is used. The new units are high-performance type red stripe tires, designated D70 x 14-4 ply rating, and come with 14 inch wheels having a 6.0 inch rim width. White stripe tires for the SS 350 package may not be ordered in the new wide oval design. The red striped D70 x 14-4 ply rating tire can be ordered as an option for regular Camaro models. A high-performance white striped tire is also available as an option for all models in the 7.35 x 14-4 ply rating. The front wheel disc brake option is available with or without power brakes.

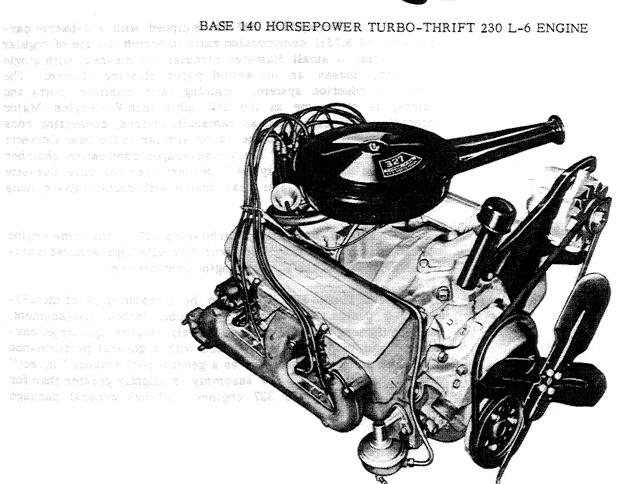
Camaro convertible models additionally include four hydraulic dampers, one at each corner of the car. Absence of a hard roof panel imposes particular structural requirements on other portions of the body and chassis unit. To satisfy these requirements, major structural elements of the body or chassis, or both, are reinforced. However, a too rigid design becomes uncomfortably hard riding and sensitive to shake. The more flexible or compliant approach introduces still other undesirable influences, usually vibration, causing harshness or "jitter" over certain road surfaces.

The Camaro Convertible overcomes these objections by combining the more readily used techniques of reinforcement and spring and shock absorber selection with dynamic dampers.

Located out-of-sight in the engine and luggage compartment, the four units are sealed, barrel shaped steel housings containing weights suspended between coil springs. The steel housings are filled with oil of special controlled viscosity. They function, as the need is encountered on some types of road surfaces, to control and dampen possible cyclic movement of the suspended portion of the car.







BASE 210 HORSEPOWER TURBO-FIRE V-8 ENGINE

POWER TRAINS

The sports theme of the Camaro line is fully complemented by the range of performance available.

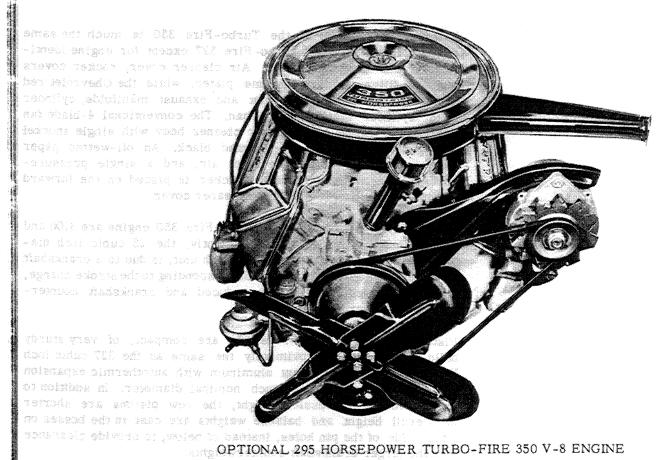
Starting with the base 230 cubic inch displacement 6-cylinder rated at 140 horsepower, engines include a large displacement base V-8 of 327 cubic inches and range up to a new large displacement optional engine of 396 cubic inches. Gross rating for the base V-8 is 210 horsepower while the top-of-the-line engine is rated at 295 horsepower. Intermediate power plants include the 250 cubic inch 6-cylinder engine rated at 155 horsepower and the optional 327 cubic inch V-8 with 4-barrel carburetor rated at 275 horsepower. Higher performance engines are the exclusive 350 cubic inch and 396 cubic inch V-8 units. A total of six engines, in 18 power team combinations with the 4 different transmissions offered, are available for the Camaro line.

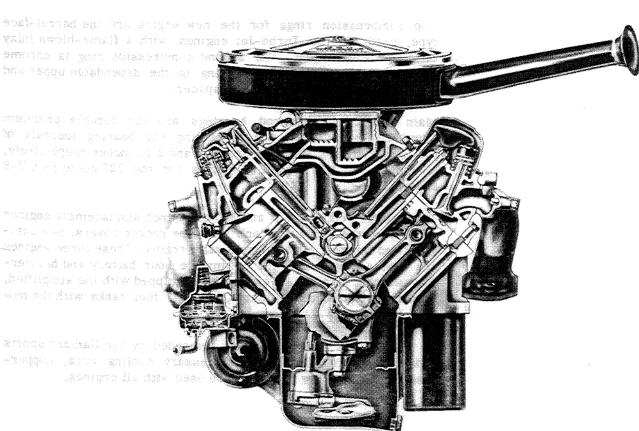
Base and optional 6-cylinder engines feature the same new coolant temperature sending unit location, 195 degree thermostat, more efficient paper element air cleaner and improved starting motor introduced for full size Chevrolet models.

The Camaro Turbo-Fire 327 is equipped with a 2-barrel carburetor and 8.75:1 compression ratio to permit the use of regular grade fuels. A small diameter circular air cleaner, with single air horn, houses an oil-wetted paper cleaning element. The complete induction system, including inlet manifold, ports and valves, is the same as the 283 cubic inch V-8 engine. Major internal components such as camshaft, pistons, connecting rods and crankshaft are the same as or similar to the base Corvette Turbo-Fire 327 engine. The wedge-shaped combustion chamber is enlarged approximately 14.7 percent over the base Corvette engine and the same flat head piston with double valve cutouts used.

The optional 275 horsepower Turbo-Fire 327 is the same engine offered for other vehicle lines with Chevelle type exhaust manifolds revised to fit the Camaro engine compartment.

The newest Turbo-Fire engine to be introduced is of the 283-327 V-8 design and features 350 cubic inches displacement. Such equipment as a single snorkel air cleaner, quadrajet carburetor and hydraulic valve lifters with a general performance camshaft, mark this assembly as a general performance "street" engine. Weight for the new assembly is slightly greater than for comparable Turbo-Fire 327 engines, although general package size is the same.





TURBO-FIRE 350 V-8 ENGINE SECTION

Exterior appearance of the Turbo-Fire 350 is much the same as the 275 horsepower Turbo-Fire 327 except for engine identification and chrome accents. Air cleaner cover, rocker covers and oil filler cap are chrome plated, while the Chevrolet red engine paint is used for inlet and exhaust manifolds, cylinder head, cylinder block and oil pan. The conventional 4-blade fan and pulley, large circular air cleaner body with single snorkel and generator brace are painted black. An oil-wetted paper element filters induction system air, and a single pressure-sensitive engine identification sticker is placed on the forward portion of the chrome-plated air cleaner cover.

Bore and stroke of the new Turbo-Fire 350 engine are 4.00 and 3.48 inches respectively. Consequently, the 23 cubic inch displacement gain, over the 327 cubic inch unit, is due to a crankshaft stroke increase of 0.23 inches. Corresponding to the stroke change, piston compression height is reduced and crankshaft counterweights made larger.

Pistons for the Turbo-Fire 350 are compact, of very sturdy build, and weigh approximately the same as the 327 cubic inch V-8 piston. They are cast aluminum with autothermic expansion control, and have a four-inch nominal diameter. In addition to the reduced compression height, the new pistons are shorter in overall height and balance weights are cast in the bosses on either side of the pin holes, instead of below, to provide clearance with the larger crankshaft counterweights.

Top compression rings for the new engine are the barrel-face type, used for the Turbo-Jet engines, with a flame-blown inlay of molybdenum alloy. The second compression ring is chrome plated, while the oil control ring is the dependable upper and lower rail type with an expander-spacer.

Main and connecting rod bearings are the durable premium aluminum type. Main and connecting rod bearing journals of the forged steel crankshaft are 2.45 and 2.10 inches respectively, compared to 2.30 and 2.00 inches for the 327 cubic inch V-8 engine.

The base and optional 327 and 350 cubic inch displacement engines all feature the 283 cubic inch V-8 type rocker covers, new camshaft and quieter, more durable valve trains. These three engines are also equipped with the 61 ampere hour battery and heavierduty starting motor. All engines are equipped with the simplified, permanently sealed fuel pump, and all fuel tanks with the new finer fuel filter.

To provide the lower hood line demanded by the Camaro sports styling and still furnish the necessary cooling area, copper-brass core crossflow radiators are used with all engines.

Power Trains

Sase equipment with all 6-cylloder and 7-8 engines up to 350 cuts inches is the 3-speed manual unit, fully synchronized in all forward speeds, as unreduced across the Chyproles passenger	e she Camero include scot, d-space marcus as Forbe fredera-Marie	om borqui 😺
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risha eqq, oni 327qCubicdnch oct the shiderones doted onestad konigitation force supplied by a dispersym spring to bereaming the fireman contents the supplement that the charge agrees are	Powerglide	2.73-to-1
Turbo-Fire 350 diaw , that and 295 HP V-8 challed a status 25-to-100 to 20 4 Barrel Carburetor 350 Cubic Inch - 1220 Assusyrate to know the content of the	3-Speed Heavy-Duty 3-Speed 4-Speed (2.52:1 low) Powerglide	3.31-to-l
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396 Cubic Inch	Turbo Hydra-Matic	2.73-to-1

Transmissions for the Camaro include the 3-speed manual, 4-speed manual and Powerglide and Turbo Hydra-Matic automatics.

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Power Trains

Base equipment with all 6-cylinder and V-8 engines up to 350 cubic inches is the 3-speed manual unit, fully synchronized in all forward speeds, as introduced across the Chevrolet passenger car line in the 1966 model year. The 2.85:1 low gear ratio is used with 6-cylinder engines. For the 327 and 350 cubic inch V-8's, the closer ratio 2.54:1 low gear transmission is standard equipment. A heavy-duty 3-speed manual transmission is available as an option for use with the 350 and 396 cubic inch V-8 engines. For greater power train diversity, the 4-speed manual transmission is available, at extra cost, for 6-cylinder models as well as for V-8's. A heavier duty transmission is offered for the 396 and the new 350 cubic inch V-8 engines. The Powerglide automatic transmission is available optionally with all engines up to 350 cubic inches. Turbo Hydra-Matic is available exclusively with the 396 Turbo Jet V-8.

Shift controls for the standard 3-speed manual and automatic transmissions are located on the steering column. An option providing floor mounted controls and a console is available, except when the 3-speed manual unit is teamed with the 350 cubic inch V-8. Controls are floor mounted for the heavy duty 3-speed and all 4-speed manual transmissions, with the console an option. For all manual transmissions with floor-mounted controls, the control assembly is attached to the partial frame rear crossmember, through an "L" shaped bracket, rather than the conventional transmission extension housing attachment, for improved isolation from engine movement.

Camaro clutch assemblies are the single dry-disc type with application force supplied by a diaphragm spring. Conventional rod linkage connects the suspended pedal to the clutch actuating fork.

The Camaro features a one-piece balanced propeller shaft, with yoke and trunnion universal joints.

The Camaro rear axle is similar to those of the Chevrolet, Chevelle and Chevy II, with separate axle shaft tubes pressed and welded into a central cast differential carrier housing. Standard gear ratios are designed for general purpose use, with optional economy, performance and special purpose ratios available.

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

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NOTES: 1. The Specifications 2. UNLESS OTHERW	herein are those in effect at a	late of compilation and are subje	ct to change wit	hout notice by the mo	nufocturer.
	s apply to standard models wit gn dimensions are used throug	hout optional equipment. Signifi	cant devictions o	are noted.	
b. Nominal Cost		nour mese specimications.		570 (%) 184 %	
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		Body type, r	number of passen	ger & style names; us	se manufacturer's
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	ananganan na ananan sa 2000 da 1900 da	L6-155 HP		275 HP	V8-295 HP
		Optional (L2	(2) Opti	onal (L30)	Optional (L4
2 - Door Sov	ort Coupe, 4-Pass	12337		124	37
	ont Coupe, as -1 as -			Verme i. Service	
2-Door Co	nvertible, 4-Pass			124	67
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AMA Specifications—Passenger Car

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MAKE OF CAR Camaro MODEL YEAR 1967 DATE ISSUED 10-7-66 REVISED 4"

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		(Al	GENERAL SPECIFIC I dimensions in inches unless oth	AIIONS erwise indicated)		
MODEL	Info	itional rmation e No.:	12300 250 Cu, In. L-6 155 HP Opt (L22)	# to 0 1 4 2 7 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	2400 350 Cu. In. V-8 295 HP Opt (L48	
Wheelbase (L)	ion) - Sample because		wifikadi , heresilaa ingsises o s	108.0 www. a ex 150,00 cm	मा के क्षेत्र अवस्थे _{हैं} अह	
Trock	Front (W101)			59.0	n gert gjennere i List	
**OCK	Rear (W102)			58.9		
Length (L103)			entre a su en en en en en en en en en en en en en	184. 7		
Maximum Qyprall	Width (W103)	. :		72.5		
Dimensions	Height (H101)	: : :		51.4	·	
	Manual - 3 speed j	15		Standard	and the second s	
Transmission (Specify trade	Manual - 4 speed 0	<u></u> 15		Optional		
name - opt., not available)	Overdrive	15				
	Automatic	16	16.00m(表 2 - 3.40)(2) (p. 1.40)	Not available	and a survival and a	
	Manual - 3 speed	17	2.00.1	Powerglide		
Axle ratio	Monual - 4 speed 17		3, 08:1 3, 08:1	The control of the second con-	3, 31:1 3, 31:1	
See page 4 for	Overdrive	17	J. 00.1	Not available		
optional ratios)	Automatic	17	2, 73:1	·	• 3.07:1	
Tire size		18	7. 35×1			
	Type, no. cyl., valve arr.	3	In-line 6 OHV	·	D70×14 -8 OHV	
	Fuel system (Carb., other) 10	in-line 6 OAV		-o URV	
Engine	Bore and stroke	3	3, 875x3, 53	Carburetor	1 4 00-3 40	
	Piston displ., cv. in. 3		250	4, 00×3, 25	4. 00×3. 48	
*	Std. compression ratio		8,5:1	10, 0:1	350	
*	Max. bhp at engine rpm	3	155@4200	275 @ 4800	10, 25:1	
	Max. torque at rpm	3	235 @ 1600	355 @ 3200	295 @ 4800 380 @ 3200	

Page 2

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		SPECIFICATI dimensions in Inches un (Supplemental data av	ONS—DIMEI	
ODEL	SAE Ref.	12337		12367
	No.	12437 C	oupe	12467 Convertible
FRONT COMPA	RTMENT	32 Ca	- delinai ai ai (ii)	
Shoulder room	W3		56.7	
Hip room	W5		56.3	\$8549.45 _ 256225.847
Max. eff. leg room - accelerator	L34		42.5	and the second second second second second second second second second second second second second second second
Effective head room	H61	37.1		Andrew Benefit School of the section
f Point to Heel point	H30		7.6	Alaskinned adapta ken galati
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Shoulder room	W4	53.8		47.3
Hip room	W6	54.5		47.5
Minimum effective leg room	L51	29.9		29.6
Effective head room	H63	36.7		36.8
LUGGAGE CON	APARTMEI	Tellatin dinata da Soniono		
Usable luggage capacity	VI	8.3		
Liftover height	H195		30.0	The state of the s
Position of spare tire storage		Horz. ove	r axle	Horz, right RR quarter
Method of holding lid open		11. 14. 15. 14. 14. 15. 14. 15. 14. 15. 15. 15. 15. 15. 15. 15. 15. 15. 15		
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Hip room	W86	N S FA 1	· · · · · · · · · · · · · · · · · · ·	BLE CARREST PROBLEMS
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Hip room Effective leg room Effective head room Seat facing direction STATION WAG	W86 L86 H96			
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Hip room Effective leg room Effective head room Seat facing direction STATION WAG	W86 L86 H96	RGO SPACE	NOT AVAIL	ABLE Section
Hip room Effective leg room Effective head room Seat facing direction	W86 L86 H96	RGO SPACE	NOT AVAIL	ABLE CONTROL OF THE PROPERTY O
Effective leg room Effective head room Seat facing direction STATION WAG MODEL Minimum distance between wheel	W86 L86 H96	RGO SPACE SAE Ref. No.	NOT AVAIL	ABLE Section
Effective leg room Effective head room Seat facing direction STATION WAG MODEL Minimum distance between wheelhouses at floor level	L86 H86 H86 H86 H86 H86 H86 H86 H86 H86 H	RGO SPACE SAE ROS W201	NOT AVAIL	ABLE Section
Effective leg room Effective head room Seat facing direction STATION WAG MODEL Minimum distance between wheel houses at floor level Rear end opening width at belt Floor length from back of front sea	L86 L86 CON—CAI THE CONTROL OF TH	RGO SPACE SAE Ref: W201	NOT AVAIL	ABLE ABLE
Effective leg room Effective lead room Seat facing direction STATION WAG MODEL Minimum distance between wheel houses at floor level Floor length from back of front seafloor level to inside of closed tail Minimum harizontal distance from t	L86 H86 H86 H86 H86 H86 H86 H86 H86 H86 H	SAE RNO. W201 W204 1 202 1	NOT AVAIL	ABLE ABLE
Effective leg room Effective head room Seat facing direction STATION WAG MODEL Minimum distance between wheel houses at floor level Rear end opening width at belt Floor length from back of front seat floor level to inside of closed tail Minimum horizontal distance from t front seat back to inside of tail gat Maximum height - floor covering to	L86 L86 W86 W86 W86 W86 W86 W86	SAE RSI W201 W204 W204 W204 W204 W204 W204 W204 W204 W205 W205 W206 W20	NOT AVAIL	ABLE ABLE

(a) Measored 2. 44 from top of piston (b) Measored 2. 44 from top of piston (c) Measored 1. 56 from ton of piston

AMA Specifications—Passenger Car

Camaro DATE ISSUED 10-7-66 REVISED (*) MODEL YEAR 1967 MAKE OF CAR_ 12300 12400 327 Cu. In. V-8 250 Cu. In. L-6 350 Cu. In. V-8 295 HP Opt (L48) 155 HP Opt (L22) 275 HP Opt (L30) MODEL ENGINE-GENERAL 90° OHV V-8 Type, no. cyls., valve arr. In-line 6 OHV Bore and stroke (nominal) 4.00x3.250 4.00×3.48 3.875x3.53 Piston displacement, cu. in. 250 327 Bore spacing (C/L to C/L) 4.40 No. system L. Bank 1-2-3-4-5-6 1-3-5-7 (front to rear) R. Bank In-line 2-4-6-8 Firing order 1-5-3-6-2-4 1-8-4-3-6-5-7-2 Compres. ratio (nominal) 10.0:1 Cylinder Head Material Cast alloy iron Cylinder Block Material Cast alloy iron Cylinder Sleeve-Wet, dry, none None Number of Twomounting points Rear One Engine installation angle 30 351 Taxoble Dia²xNo.Cyl. horsepower" 36.0 51.2 Publishing max. bhp* @ eng. RPM 295 @ 4800 275 @ 4800 155 @ 4200 Publishing max. torque* (lb. fr. @ RPM) 235 @ 1600 355 @ 3200 380 @ 3200 Recommended fuel Premium Regular regular - premium Idle speed(spec, Manual <u>500 in neutra</u>

ENGINE—PISTONS

neutral or drive) Automatic

Page 3

				0 2000.00	
Material				Cast aluminum allov	
			. Ag was week	•	ted is dides givens les mell
Description and finish			an ng anganggan reasong anganggang na sananan a re-rina ana ana eg sa angan manga mananggangan an	Flat head, notched; slipper skirt	e and he space and strong and
Weight (piston	only) oz			21.60	20 91
	Top land		.03450435	. 0365 0455	.01750285
Clearance (limits)	61	Тор	.00050011 (a)	. 0005-, 0011 (ы)	.00070013 (c)
/	Skirt	Bottom	•		gelseces mall - mgant gaatandi
ar mana sangatan kalangsa San	No. 1	ring	.21532218	. 2217 2283	. 2218-, 2288
Ring groove	No. 2	ring	. 2153 2218	. 2217-, 2283	2218-, 2288
depth	No. 3	ring	.20932158	. 2038 2103	2038-, 2103
	No. 4	ring			E. J. J. James and St. St. St. St. St. St. St. St. St. St.

500 in drive

- (a) Measured 2.44 from top of piston
- (b) Measured 2. 24 from top of piston
- (c) Measured 1.56 from top of piston

Sold and James

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

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CapaS

MAKE OF CAR Camaro

MODEL YEAR 1967

DATE ISSUED 10-7-66REVISED 0.7-67

POWER TEAMS

	*		*.*	(Indicate	whether s	andard or optional)	"A" "B" "C"	"D"	
MODEL			ENGINE			TRANSMISSION	AXLE RATIO ** (Std. first) (Indicate A/C ratio)		
AVAILABILITY	Displ. cu. in.	Carburetor	Compr. Ratio	BHP @ RPM	Torque @ RPM				
	250	1-Bbl				3-Spd (2.85:1 low) 4-Spd* (2.54:1 low	3.08 2.73 3.55		
' (Omt1)	Down- draft	8.5:1	 Control of the control /li>	1600	Powerglide* Air/Cond*all trans	2.73(a) 3.55			
	327	4-Bbl		275@	355@	3-Spd (2.54:1 low) 4-Spd* (2.54:1 low	2 00 2 72 2 55	A SAME OF STREET	
san san pasa y Kabatan	(Opt)	Down- draft	10.0:1		3200	Powerglide* Air/Cond*all trans	2.73(a) 3.55		
·						3-Spd (2.54:1 low)	3.31 3.07 3.55	***************************************	
Service and the service and th	4			 		3-Spd (2.41:1 low)	Control of the second	3.73 3.73 4.10	
1363 3 8 4 LC	350	4-Bbl Down-	10,25	295@ 4800	380@ 3200	4-Spd* (2.52:1 low	3.31 3.07 3.55	4:56 4:88	
	(Opt)	draft		4000	3200	Powerglide •	3.07 2.73 3.31	3.55 3.73	
intermentalis Balangan pengangan pengangan pengangan pengangan pengangan pengangan pengan pengan pengan pengan Balangan pengangan		a como o como acomo				Air Conditioning*	Available in sam as combinations in columns A, B	shown	
* - Option	11								
** - Positr A - Standa B - Econor	action and the state of the sta	ptional		for 4.	10:1, 4	.56:1 and 4.88:1;	optional for all ot	her rati	
C - Perfor D - Specia	mance	- Option ional				and the second s	ation of the second second second second second second second second second second second second second second		
(a) - 3,08 u	sed wit	h Rally	Sport	Option			THE ST. OF THE PROPERTY AS A STREET OF THE PROPERTY OF THE PRO		
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AMA Specifications—Passenger Car

Page 5

	CAR Camar			0-7-66 REVISED (*)				
	Tag Basa	12300 250 Cu. In. L-6	327 Cu. In. V-8	400 1 350 Cn In V-8				
	Caroli Jacob Di Alimano Andi	155 HP Opt (L22)	275 HP Opt (L30)	295 HP Opt (L48)				
and EE.	ENGINE—RING	5 701,1:38,5)	ti Galai Marina tamininga tersingan kara-manantapa nama manana sa semana sa semana sa semana sa semana sa sema Semanan sa semanan sa semanan sa semanan sa semanan sa semanan sa semanan sa semana sa semana sa semanan sa se					
	No. 1, oil or comp.		ompression					
Functon (top to	No. 2, oil or comp.	Market State of the Control of the C	ompression					
bottom)	No. 3, oil or comp.	Company of the Compan						
	No. 4, oil or comp.	waitaka Kanasimpi - N	one					
Compression	Description - Upper material, coating per etc. Lower	Cast alloy iron-chrome plt on 250 & 327 cu in; moly inlay on 35 Cast alloy iron-wear resistant ctg. on 250 & 327; chrome plt on						
	Width	(c)	(d)	(e)				
	Gap	.010020	<u>(2)</u>	(g)				
Oil	Description material, coating, etc.	· · · · · · · · · · · · · · · · · · ·	(2 rails and one spaceme plated OD; Expand	er expander)				
	Width	.18701890 (assembled)						
	Gap		015055					
Expenders			oil ring assembly	9.				
Material Length	4 17233222	2	hromium steel .990-3.010					
Diameter			92709273					
T Yaile	Locked in rod, in	1:88.4 bas 1:27 \$,146	he we bear size	e do Podárkovi – **				
Type	piston, floating, etc.	4		*				
Гуре	Bushing In rod or piston		one					
Гуре	11	N N	one .					
	Bushing In rod or piston Material		one .					
Llearance	Bushing In rod or piston Material In piston In rod	.000150003	ione ione 25	.000450005				
Llearance	Bushing In rod or piston Material	.000150003	ione Ione 25	.000450005				
	Bushing In rod or piston Material In piston In rod amount offset in piston	.000150003	ione ione 25	.000450005				
Clearance Direction & c	Bushing In rod or piston Material In piston In rod amount offset in piston	N. 000150003 N. NECTING RODS	ione ione 25	.000450005				
Clearance Direction & c	Bushing In rod or piston Material In piston In rod amount offset in piston	N. 000150002 N. NECTING RODS	one lone 25 lone lajor thrust side . 060	000450005				
Clearance Direction & c	Bushing In rod or piston Material In piston In rod amount offset in piston ENGINE—CON	N. 000150003 NECTING RODS	ione ione 25 ione iajor thrust side .060 rop forged steel	000450005				
Clearance Direction & c Material Weight (oz.) Length (cent	Bushing In rod or piston Material In piston In rod amount offset in piston ENGINE—CON	N. 000150002 N. NECTING RODS	one lone 25 lone lajor thrust side . 060 rop forged steel . 14.56	12.91				
Clearance Direction & c Material Weight (oz.) Length (cent	Bushing In rod or piston Material In piston In rod Impount offset in piston ENGINE—CONI	NECTING RODS D 12.50 5.699-5.701 Copper lead alloy or sintered copper nickel	one lone 25 lone lajor thrust side . 060 rop forged steel . 14.56	12.91 5.695-5.705				
Clearance Direction & c	Bushing In rod or piston Material In piston In rod Immount offset in piston ENGINE—CONI er to center) Material & Type	NECTING RODS D 12.50 5.699-5.701 Copper lead alloy or sintered copper nickel	one lone 25 lone lajor thrust side .060 rop forged steel . 14.56 Prer 807	12.91 5.695-5.705				

- (a) Inside bevel, tapered face on 327Cu.In; no bevel and barrel face on 250 and 350.
- (b) Inside bevel, tapered face; 327 Cu.In. is two piece iron ring and steel expander.
- (c) .0628-.0633 upper; .0623-.0633 lower
- (d) .0775-.0780 upper; .0770-.0775 lower
- (e) .0770-.0775 upper; .0775-.0780 lower
- (f) .013-.023 upper; .013-.025 lower
- (g) .010-.020 upper; .013-.023 lower

DATE ISSUED 10-7-66 REVISED 63 1967 MODEL YEAR MAKEOFCAR Camaro 12300 327 Cu. In. V-8 350 Cu. In. V-8 250 Cu. In. L-6 295 HP Opt (L48) 275 HP Opt (L30) 155 HP Opt (L22) MODEL ENGINE-CRANKSHAFT ZSP7DYOUV LAV....UKSMMR Forged steel Material Cast nodular iron Vibration damper type Rubber mounted inertia End thrust taken by bearing (No.) 002-.006 Crankshaft end play Steel, backed insert bearing material-copper lead alloy or Material & type premium aluminum - for intended engine operation and application (a) Clearance 0003-.0029 2.3003x.752 2.4502x.752 2.3004x.752 No. 1 2.4504x.752 2.3004x.752 No. 2 2.3004x.752 Main Journal begring 2.3004x.752 2.4504x.752No. 3 2.3004x.752 dia. and 2.4504x.752 bearing No. 4 2.3004x.752 2.3004x.752overall 2.4506×1.177 2.3009x1.177No. 5 2.3004x.752length 2.3004x.752 None No. 6 2.3004x.760None No. 7 Dir. & amt. cyl. offset None 2.099-2.100 999-2.000 Crankpin journal diameter ENGINE-CAMSHAFT Above and to In block above crankshaft right of crankshaf Location Material Cast alloy iron Steel backed babbitt Material Bearings 5 Number Chain Gear or chain Gear Crankshaft gear or Steel sprocket sprocket material Steel Type of Camshaft gear or Bakelite and fabric Drive sprocket material Cast allov iron comp. with stee! hub • 46 No. of links None Timing • .740 Width None chain 500 Pitch None ENGINE-VALVESYSTEM Standard Hydraulic lifters (Std, opt, NA) Valve rotator, type (intake, exhaust) 50:1 75:1 Rocker ratio Operating tappet Intake Zero clearance (indicate hot or cold) Exhaust Zero Timing marks on flywheel. damper, other Torsional damper 1.00 (Continued) (a) #1-(.0008-.0020) #2, 3 & 4-(.0008-.0024) #5-(.0015-.0031)

S-17	9 Cu. 1:	8 (3.5	12300	R 1967 DATE ISSUED 10-7-66 REVISED (**)					
	SHP O		250 Cu. In. L-6	327 Cu. In. V-8 350 Cu. In. V-8					
MODE	•		155 HP Opt (L22)	1 275 HP Opt (L30) 295 HP Opt (L48					
e same di managa	en gir	E-VALVE	SYSTEM (cont.)						
		Opens (PBTC)	62°	and the control of the state of					
***************************************	Intake Exhaust	Closes (°ABC)	94°	92 वे स्थाप क्षाप्त मानामानी ह					
		Duration-deg.	336°						
Timing		Opens (°BBC)	92°30'	ran inga rimamatan ri rimara arran arran arangan 👸 👸 😘 maara na aranga bibiya na na ananda ana aranga kata aranga anganan angan					
20 T		Closes (PATC)	63°30'	tion prominent in the contract of the contract					
		Duration-deg.	3368	320°					
	Valve oper	ning overlop	125° 30'						
	Material			Allov steel					
	Overall length		4.902-4.922	4.870-4.889					
	Actual ove	rall head dia.	1.715-1.725	1.935-1.945					
	Angle of seat & face			46° (seat) 45° (face)					
	Seat insert	*******		None (1ace)					
	Stem diame			.34103417					
	Stem to guide clearance			.00100027					
	Lift (@zero lash)		.3880						
Intake	Outer	Valve closed		.3900					
	spring	(lb.@ in.)	56-64 @ 1.66	76.94 6 1 20					
	press. and	Valve open		76-84 @ 1.70					
	length	(lb.@in.)	180-192 @ 1.27	194-206 @ 1.25					
	Inner	Valve closed		Company to the state of the sta					
	spring	(b.@in.)	None	Spring damper					
-	press, and	Valve open							
******************	length	(lb.@ in.)	None	Spring damper					
	Material			- aluminized face on 327 and 350 cu. in.					
	Overall length			4.913-4.933					
	Actual overall head dia.			1.495-1.505					
	Angle of seat & face			46° (seat) 45° (face)					
	Seat insert material			None					
	Stem diameter		3410 - 3417						
Barrier Control of American Control	Stem to guide clearance			.00100027					
	Lift (@ sero losh)		. 3880	The section conserves as a supplied to the section of the section					
Exhaust	Outer	Valve closed							
#::74: et.a ~: :000.00 ^~	spring	(lb.@ in.)	56-64 @ 1.66	76-84@1.70					
and the second second second second	press, and length	Valve open (lb.@in.)							
	_		180-192 @ 1.27	194-206 @ 1.25					
fanke Ampean ee caalaa	Inner	Valve closed (lb.@ in.)		(Approximation of the Company of the					
Strongstannen ann skrive	spring press. and		None	Spring damper					
	length	Valve open (lb.@ in.)		et former in the second of the control of the second of th					
			None	Spring damper					
***************************************	ENGIN	E-LUBRIC	ATION SYSTEM	and the state of t					
Type of	Main bearings			Pressure					
	Connecting rods		Pressure Pressure						
ubrication!	Piston oins								
splash,	Camshaft bearings		trendicos (2)	Pressure					
ressure, ozzle)	Toppets		600 - 2160 B. 226 1250						
	Timing gear or chain		Nozzle	Centrifugally oiled from camshaft beari					
	Cylinder wo	.11.	Connecting rod	Pressure jet cross sprayed					

MODEL		12300 250 Cu. In. L-6 155 HP Opt (L22)	327 Cu. In. V-8 275 HP Opt (L30)	-7-66 REVISED (*) 400 350 Cu. In. V-8 295 HP Opt (L48)					
Q32F/3	ENGINE-LUBRICAT	ION SYSTEM (cont.)	namanana waxay ya makada baba baba baba waxay	AADRORBAA					
Oil pump	I yP A.		iear						
	l pressure (lb. @ engine rpm)		<u>0-45 psi @ 1500 rpn</u>	↑					
Oil press	ure sending unit (elect. or mech.)		Clectric						
	intake (floating, stationary)		tationary						
	system (full-flow, partial, other)		ull flow	ent mont determine to the contratement of the second power.					
********************	lacement (element, complete)	Complete	Element						
Capacity	of crankcase, less filter-refill (qt.)	gramma a Santanita sa salah jaki di kamata sa kata ka mana 🗸							
Oil grade and tempi	recommended (SAE viscosity, strature range)			30 ° ;					
Engine Si	rvice Requirement (MM, MS, etc.)		AS or DG						
	Engine—Exhaust	SYSIEM							
Type (sin other)	gle, single with cross-over, dual,	Single	Single w/crossovr	Dual exhaust & rettors; single muff					
Muffler N straight t	o. & type (reverse flow, aru, separate resonator)	One, reve		One, w/two reson					
Exhaust (frt.2.00x.057071	frt.2.00x.057071	frt.2.25x.073091					
	II thickness) Main	rr.2.00x.062076	rr. 2.25x.075091	rr. 2.25x.071091					
lail pipe	diameter (O.D. & wall thickness)	1.875×.062076	2.00x.062076	2.00x.062076					
	ENGINE - CRANKC	Seventilation sy							
	ntilates to atmos., Standard	Vent	lates to induction sy	rstem					
ind	oction system, other) Optional	NA (** 0.2)		**************************************					
en en en en en en en en en en en en en e	Make and model								
er entre i de l'entre en el malaire, eac	Location	Topriofrocker cvr.	Rear of c	arburetor					
0011	Energy source (manifold	a al desarra		i de la companya di managaran di managaran di managaran di managaran di managaran di managaran di managaran di Managaran di managaran di managar					
	vocuum, corburetor air stream, other)			recogalo per 1994 - Saltadonal C					
Control Unit		Manifold vacuum							
	Control method (variable	The state of the s							
	orifice, fixed orifice, other)	noki	*	**************************************					
***************************************	<u> </u>		ariable orifice						
	Discharges (to intake manifold, carb. air intake, air cleaner								
	intake, other)	The state of the control of the cont							
Complete #ystem			ntake manifold						
	Air inlet (breather cap, carburetor air cleaner,	9 * 1		chartocy? and local? Administration colors with					
	*****	laskostradk (201 - B	reather cap	· · · · · · · · · · · · · · · · · · ·					
	Flame arrestor (screen,								
	check valve, other)		ment yê desensi B Na membo odêkçiyê (A.)						
		Check valve							

colvelupeant pitametra driv beek natw DCTE '01 '4 (5)

Page 9

Pope, AMA Specifications—Passenger Car

Page

MAKEOF	CAR	Camaro	MODEL YEAR 1967 DATE ISSUED10-7-66 REVISED (6)									
en en en en en en en en en en en en en e	andria valoria de la composition de la composition de la composition de la composition de la composition de la Composition de la composition de la co	gan, a mada menintan menintan ai pamaintan da mada menintan da mada menintan da menintan da menintan da menint Menintan menintan da menintan da menintan da menintan da menintan da menintan da menintan da menintan da menin	12400 250 Cu. In. L-6 327 Cu. In. V-8 (L30) 350 Cu. In. V-8 (L48 Man. trans Auto Man. trans Auto Auto Man. trans Auto Man. trans Auto Auto Man. trans Auto Auto Man. trans Auto Man. trans Auto									
a and a superior of the superi	NGINE	EXHAU!	ST EMISSIC	N CONTR	OL'							
	njection, eng ications, oth						961 200 000 1860 1					
11001	Type		Air injection Semi-articulated vane type									
	Displaceme		Wes 19.3 cubic inch									
Air	Drive ratio		1.25:4 0 1 2 1 2 1 2 1 2 1 2 1 2 1 2 1 2 1 2 1									
Injection	Drive type	20. 27 Sec. 9 20 1			Z4							
Pump	Relief valv	- (*://\a)			oft pulley colate two	~ \						
Bundent wel	Filter (desc											
				None icr	an air dra	wn irom a	ir cieanei					
	Air distribu (head, mani		**		. W	***************************************	36273					
Air			Head	Thelenand		Manifold						
Injection	Point of en		Exhaust ports									
System			.2565									
	Check valv		Pressure (plate type) Vacuum actuated anti-backfire valve									
	Make	otection (type)	_	*								
			Carter	1200505/	Rochest	er 7037212	Roches 7037213	7037212				
	Model or Barrel size						<u> </u>					
Carburetor			1.56			1.44 (primary and secondary)						
	idle speed	Drive Neutral		500		600		500				
	Aux. Adv. Systems (type)		700	! • • • • · · · · · · · · · · · · · · ·	700	***	700					
	Make		None Delco-Remy									
	Model		1110351		1111150		111116					
	***************************************					,	900	3				
a de Perendente de la companya de la companya de la companya de la companya de la companya de la companya de l La companya de la companya de	Cent'fgal adv. in crank degrees @	Start (rpm)	900 15 @ 1600		900		700					
		points deg. @ rpm			15 @ 2000		15 @ 1700					
				······································								
Distributor	eng. rpm.	Max. deg@rpm.	28 @ 2800		28 @ 42	<u>V</u>	26 @ 4700					
artarinteen – metajas, ee järasineessa siineen van midde	Vacuum adv. in. crank degrees@	Start (in Ha)	6		8		10					
		Intermed. points deg.@ in. Hg	lesinay.		None	(4.25°C)	ands paratitives Executes					
	eng. rpm	Max. deg.€ in.	21 @ 14.5		15 @ 15.5		15 @ 17					
	Vacuum So				Carburetor							
Timing - C	Timing - Crank degrees @ rpm 100 100 100			C @ Idle (a)	6 BTDC	@ Idle(b)		C @ Idle (c)				
Cooling Sy (describe o	Cooling System (describe changes)			195° the	rmostat on	i diservi.	a satesataa 🗀	V-8				
Exhaust Sy (describe o				3	None	, a i s to a i - m i						

⁽a) 6°-11° BTDC when premium fuel is used with automatic transmission (a)

⁽b) 6° 10° BTDC when used with automatic transmission

⁽c) 4° 10° BTDC when used with automatic transmission

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1-27-67 MAKEOFCAR DATE ISSUED 10-7-66 REVISED (*) Camaro MODEL YEAR 1967 12300 12400 250 Cu. In. L-6 327 Cu. In. V-8 350 Cu. In. V-8 295 HP Opt (L48) MODEL____ 155 HP Opt (L22) 275 HP Opt (L30) (See supplemental page for Details of Fuel Injection, **ENGINE—FUEL SYSTEM** Supercharger, etc. if used) Induction type: Carburetor, fuel injection, supercharger. Carburetor Fuel Refill capacity (gals.) 18 (approximately) Tenk Filler location Center of rear end panel Type (elec. or mech.) Mechanical Fuel Locations Right side front of engine Pump Pressure range 3.50-4.50 psi 5.25-6.50 psi Vacuum booster (std., optional, none) None Fuel Type Plastic mesh strainer in gasoline tank Filter Locations and sintered bronze filter in carburetor inlet (a) Choke type Automatic Intake manifold heat control Carburetas (exhaust or water) Exhaust Standard Oil-wetted paper Air cleaner type Optional CARBURETOR SUPPLEMENTARY INFORMATION Carburetors Engine No. Used Barrel Mode! Usage Transmission Displ. and Type Make Model Sizo One; 3-Speed 7026027 single 4-Speed 12300 250 Rochester barrel 1.56 Powerglide 7026028 downdraft One: 3-Speed 7027213 4-barrel 1.38 pri 327 4-Speed Rochester Quad-2.25 sec Powerglide 7027212 iet 12400 3-Speed One; HD 3-Speed 4-barrel 7027213 1.38 pri 350 Rochester 4-Speed Quad-2.25 sec Powerglide jet 7027212 (a) Paper filter with 327 & 350 Cu. In.

Cores Naces 6-65

MODEL THE PER 1 SAY AT THE WORLD THE PER 1 SAY AT THE PER				250 C 155 H	12300 u. In. P Opt	L-6 (L22)			In. V- Opt (L.		350 Cu 295 HF			
	ENGIN	IE-COOL	INGS	YSTE	M									
Type system (pressure, pressure vented, atmospheric, other)				Pressure										
Radiator c	ap relief vo	ve pressure						5 ± 1						
Circulation Type (choke, bypass)					sa saggerije vergener en rimerte i		hoke				en en en en en en en en en en en en en e			
thermostat	Starts to open at (°F)			1	92°-1	98 °					77°-18	3 °		
		rrifugal, other)						entri	fugal	or salasa a salasa a salasa a salasa a salasa a salasa a salasa a salasa a salasa a salasa a salasa a salasa a			######################################	
Water	\$)) pump rpm	and the second	6	0@44	-00			andrews of the second		7 @ 44	00		
pump	Number of			and the second s										
	Drive (V-b	***************************************					V	-belt		order orderen geroorge	versional and services and services of the ser	eri) Lesó	96 (FF	
	Bearing ty			Permanently lubricated double row ball										
	***************************************	ype (internal,ext	ernal)				Ľ	nterna	1					
Radiator c				1202	erisciii -		/ ///			1979	- with an anathray		45	
***************************************	ube and fin,			Tube and center										
Cooling	With heate			<u> </u>										
system capacity	***************************************	ater (qt.)		***************************************	2					***************************************	15	5 . LSPW	***************************************	
	Opt. equipment-specify (qt.)			16										
Water jack	<u>ets tuli lena</u>	<u>th of cylinder (ve</u> ler (yes, no)	s, no					<u>es</u>						
murer un c	ACCITO CYTTER	<u> </u>					X	<u>es</u>					-	
	Lower	Number and typ (molded, straigl	rt))	One, molded										
àë.i		Inside diamete		w 3.4:	s a dos.		1	.75	1.4.2		Qae:			
Radiator		Number and typ (molded, straig					· · · · · · · · · · · · · · · · · · ·	ne. n	nolded	Š.				
hose	Upper	Inside diameter												
80.1 80.2		Number and typ (molded, straig		resessions people 188										
	By-pass	Inside diameter									0083	SI		
***************************************	Number of	blades & specie	_	None										
8 C E E	Number of blades & spacing Diameter			4-staggered 17.62										
Fan		o crankshaft rev												
	Fan cutout	***************************************		A Secretary and a second 940 € 1800. NOO € Secretary and a second an										
en anglina i na arrena i nagaji	Bearing type			Double row ball										
	Fan			A	×			D D	FOW D		D			
**	Generator	or alternator		A				Ď			Ď			
*Drive belts	Water Pum	>		A D							D			
(indicate	Power Stee	Power Steering			3						£			
belt used	Air Conditioning			B							Ġ			
by letter)														
						<u> </u>								
* Drive Be	It Dimension	<u> </u>	-	8	C	b	Ε	F	l _G	Н	1	J		
Angle of					- 4			•	1	**	*	· ·		
Nominal length (SAE)		1			38°-42									

AODEL_	20 03E 30 03E 30 08E		12300 250 Cu. In. L-6 155 HP Opt (L22)	12400 327 Cu. In. V-8 350 Cu. In. V-8 275 HP Opt (L30) 295 HP Opt (L48			
	ELECTR	ICAL-SUPPLY	SYSTEM (SOL) METEL	fe obtitantallosto			
	Make and M	odel	Delco #1980032	Delco #1980030			
	Voltage Rts	. & Total Plates	12 volts - 54 plates 12 volts - 66 plates				
Sattery		ation & Amp Hr. Rtg.	45 amp/hr@20 hr rate				
	Location		tigetiment de de la transportiment de la company de la com				
and or construction of a construction of the c		in in the second second second second second second second second second second second second second second se	Right side	front engine compartment			
	Terminal gr	ounded		Pative was supposed to the sup			
	Make		De	lco-Remvission and the second			
enerator	Model		**** #1	100693: 5:55 2.2 5 2 5 25 55 55 25			
Of .	Type and re	ting	Di	ode rectified-37 amps			
İternator	Output at el	ngine idle (neutral)	II .	amps			
	Ratio-Gen.	to Cr/s rev.	<u> 2.</u>	46:1			
	Make (2002 11 18		gos De	lco-Remy			
	Model		#1119515				
on a same a same a same a same a same a same a same a same a same a same a same a same a same a same a same a	Туре		Vibrator				
Cutout		Closing voltage	None				
egulator	Reverse current to open		No.				
I R	Reau-	Voltage	13.8-14.8 @ 85°F				
00114	lated	Current	Operating Operating				
001-1	Valtage	Temperature					
	test	Load	•	8 amps			
agenciano en escribir en en el Salado	conditions	Other	None None Assessment Assessment				
	ELECTR	ICAL-STARTI		The second secon			
	Make			lco-Remy			
	Model		1107399	1107496 1108338			
and the second second	Rotation (di end view)		same grander and a contract of the same and a state of	ockwise			
itarting	Engine crar	sking speed					
otor	Test condit		Engine at,	operating temperatures			
	No	Amps	58-87				
	load	Volts	10.6.	College Colleg			
	test	RPM (min)	8450-10700	3600-5100			
	Switch (sol	enoid, manual)		lenoid			
Starting procedure control			clutch to floor. Powerglide - Pla Initial Start - Dep	ce gearshift lever in neutral, depressed control lever in N or P position. press accelerator pedal to floor, the ignition to START and release as so			

Page

	0 350 Ca.			12300 250 Cu. In. L-6	124 327 Cu. In. V-8	00 350 Cu. In. V-8			
MODEL				155 HP Opt (L22)		295 HP Opt (L4)			
	ELECTR	ICAL—S	TARTIN	G SYSTEM (cont.)	rayagazadi	RYDDAS - CYR			
	Engageme	nt type		l Po	sitive shift solencie				
	Pinion me	shes (front, red	r)	A CONTRACTOR OF THE CONTRACTOR	arti				
		Pinion			<u> </u>	744 (March 2003) - 7 (March 2003) - 7			
Motor Drive	Number of teeth	Flywheel	Monuel	~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	153				
		i rywnee.	Auto.	And well in the second of the					
to consider a decidar a particular Alle			Manual						
	Flywheel	ooth face widt	Auto.		0104130				
***************************************						Mark and and			
erroren eta erroren (h. 1.284)	ELECTR	ICAL—IC	MINO	V SYSTEM	e an esta esta esta esta esta esta esta esta	2 1278 BRO 7			
***************************************	Transistori	zed - Std., Op	., N.A.	Landa de a No	t available				
	Make			### 300 p. C. C. C. C. C. C. C. C. C. C. C. C. C.	lco-Remy	74.5 A. S. S. S. T.			
Coil	Model			#1115208	#1115	N30			
and the second second second second		Engine stopp	d	27 6 6 8 8 6 4 . (~~			
	Amps	Engine idling		3 - S - S - S - S - S - S - S - S - S -					
	Make	4			lco-Remv	****			
	Model		······································	1110351 T	1111249 T	1111168			
	Cent'fgal	Stort (rpm)	(a) (a) (a) (a) (a) (a) (a) (a) (a) (a)	900		222200			
	adv. in			<u> </u>	4				
	crankshaft.	Intermediate				ene standarden en kand			
	degrees @	points deg. @	rpm.			15 6 1700			
***************************************	engine rpm (nominal)	Max. deg. @ r		15 @ 1600	11 @ 1500	15 @ 1700			
Distributor	Vecuum	Start (in. Hg.		28 @ 2800	26 @ 4100	26 @ 4700			
	odv. in	Statt (in, ng.)	6	8				
	crankshaft	Intermediate							
*	degrees @	points, deg. (in. Hg.		1 6 5 6 7 8 A 7 7 3 - 1 A 3 1	40 C 10 G 10 G			
	in. Hg.	Mox. deg. in.	La La como Catalana de Versano de Catalana	No.	112				
	L	1	119.	21 @ 14.5	15 @ 15.5	15 @ 17			
37.5	Breaker ga	·····		<u> </u>					
	Cam angle		***************************************	31°-34°	28 °3	2°			
****	~ ~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	n tension (oz.)			19-23 oz				
Timing	30000000000000000000000000000000000000	deg. @ rpm.		4 BTDC @ 500	8 BTDC @ 500	4 BTDC @ 50			
	Mark locati	<u>on</u>			<u>rsional damper</u>				
	***************************************			A.C	Spark Plug				
Spark	Mode!			AC 46N (long reach)	AC 44				
Plug	Thread (mm			14					
eronderigenous (Logorithus en en e	3,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	torque (lb. ft.)			1,000,000				
	Gap				33038				
***************************************	Conductor 1			Linen core impr	egnated with condu	cting material			
Cable	1	уре	\$255 BY A		bber with neoprene				
	Spark plug	protector		**	oprene				

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Indtal Rest - Depress accelerator podal to Moor, then

COCA E L CARSION DE A TRANS ES PORTES LA EXTLEMBRACACIÓ

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AMA Specifications—Passenger Car

AODEL_	CAR Camaro	250 Cu. In. L-6 155 HP Opt (L22)	1967 DATE ISSUED 1 327 Cu. In. V-8 275 HP Opt (L30)	350 Cu. In. V-8 295 HP Opt (L48		
	ELECTRICAL—SU	PPRESSION	and the second of the second o			
		andring de la collection de la collection de la collection de la collection de la collection de la collection La collection de la collection d	man, en concrete en management, en en écono differencemente en el communication de la	a agrificant a communication of the second o		
Locations &		Non-n	netallic high tension c			
	ELECTRICAL—IN	Struments and Ec	UIPMENT	sa na ana ana ana ana ana ana ana ana an		
ioeed-	Make	ing and a surface of the surface of	municipal Commanda o	age in great a service of the analysis and the service of the serv		
meter	Trip adometer (yes, no)		Not available			
Charge Indi	cator—type		Tell-tale			
Temporature	indicator—type	li juurissa kiin toi 1 oo kan tolki kunaniigaanii 10 innis oo ka oo kaleenii oo oo	Tell-tale			
	Indicator-type		<u>Tell-tale</u>			
Fuel indica	lor=type		Electric gauge			
Other	ing pagagang ang ang ang ang ang ang ang ang	timethineth seid i said of the three destructions and the three th	Refer to page 23			
	Make		Delco-Products			
	Type-Standard	Electric 2-speed				
Vindshield	Type-Optional	None				
wiper	Vacuum booster	Marine Company (1997) And Annual Company (1997) Annual Company (19				
	provision	unice and the state of the second second second second second second second second second second second second	None			
	Washer provision		Pushbutton-standa:			
er egert er tiger 1775 in til til til til til til	Туре		Vibrator			
Hom	Number used		Two	2 6 2612 EV		
	Amp drow (each)	(Low note) 4.5-6.	5@12,5V. (Hi note) 4	. 2-0. 2@12.5V.		
oo oo oo oo oo oo oo oo oo oo oo oo oo	DRIVE UNITS—C	LUTCH (Manual Tra	nsmission)	Section of the sectio		
Make & typ		3 and 4-speed	3 and 4-speed	3 and 4-speed		
a 1yp	** ***********************************	Single dry disc	Single dry disc.	semi-centrifugal		
	ure plate springs	Diaphragm	Diaphragm-ben	t finger design		
	g load (Ib.)	1650-1850	2100-2300	2300-2600		
No. of clute	:h driven discs		Опе			
n ha chagainthachasan ann bhainnigh ng	Material	Woven asbestos		-woven asbestos		
Microsopt 1970	Outside & inside dia.	9.12 & 6.12	10.40 & 6.50	11.00 & 6.50		
Clotch	Total eff. area (sq. in.)	71.82	103.53	1 123.70		
facing	Thickness		1350 each			
	Engagement cushion- ing method	Flat	spring steel between f	acings		
Release bearing	Type & method of lubrication	Single	e row ball, packed and	d sealed		
Torsional Methods: springs,				*		

MAKE (OF CAR	Camaro	MOD	EL YEAR_1	967 DAT	E ISSUED ¹	-7-66 R	EVISED (•)
-iv .ar	.s0 Ca.	COBSI E i 8-V jai	250 Cu.	300 In. L-6 Opt (L22)	327 Cu.	In. V-8	2400 350 C	u. In. P Opt (V-8
	10.00	EUNITS-TRAP		•					
Manual 3-	peed (std.	or opt.)	Stan	dard-HD 3	-sneed on	ional mid	. 250		
	ipeed (std.			**************************************	Optional	<u> </u>	<u> </u>		***
Manual wi	h overdrive	(std. or opt.)			Not availa	ble			
Automatic	(std. or opt	S idaa notenat d	126 0118398	T\$ XX X	Powerglid				
	DRIV	EUNITS - MAI	UUAL TRAI	NSMISSIO					
Number of	forward spi		3-Spd	4-Spd	3-Spd	4-Spd	3-Spd	HP.J.	C
	orwara Spi		3	4	3	† 4 ~~		4	
	In first		2.85:1	3.11:1	2.54:1	2.54:1		2.41:1 2	
Transmis.	In secon		1.68:1	2.20:1	1.50:1	1.80:1	~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	1.57:11 î	
sion retios	In third		1.00:1	1,47:1	1.00:1	1.44:1			,47;
ir min oʻlda oʻlab oʻlab oʻlab oʻlab oʻlab oʻlab oʻlab oʻlab oʻlab oʻlab oʻlab oʻlab oʻlab oʻlab oʻlab oʻlab o	In fourth	:		1.00:1	****	1.00:1		····	.00:
	In revers		2,95:1	3.11:1	2.63:1	2.54:1	2.63.1	$2.41:1$ $\hat{2}$	
		specify gears			All forwar				
Shift lever	···	120.7%		3-Spd-col	umn: HD 3	-Spd and	4-Spd-fi	೧೧۳	***************************************
	Copacity				3: 3.5 on				·····
	Type recommended		Military Spec. MIL-L-2105B						
Lubricant	SAE vis-	Summer			SAE 80				
20.5.20.20.40.40.00.00.200.200.200.000.000.0	cosity	Vinter			SAE 80			250000000000000000000000000000000000000	····
	number	Extreme cold			SAE 80				·····
For transm	DRIVE	UNITS—MAN see manual transmission	UALTRAN			VERDRIN			
Type (plan	etary or oth	er)	A 44 1 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4	· · · · · · · · · · · · · · · · · · ·	**************************************				
Manual lac	cout (yes, r	o)					Construction of the Constr		
Downshift	celerator c	ontrol (yes, no)							-
Minimum cu	t-in speed								» ************************************
Gear ratio								2004 - 2006 - 2004 - 2004 - 2004	••••••••••••••••••••••••••••••••••••••
	Capacity	(pt.) (Overdrive only)		2920	Not availa	hla -	*		
	Separate	filler (yes, no)			<u> </u>				···
	Type reco	mmended		· · · · · · · · · · · · · · · · · · ·					
Lubricant	SAE vis-	Summer			San San San San San San San San San San				···
· Armon graph control of control	cosity	Winter							·
	number	Extreme cold							***************************************

		** - ** - L * 9 197-12 cours 5 (95)) - Anggeri			2.2.2		or No issue	Mary (C)	
Mary 1 am Mary 1 am 1 am 1 am 1 am 1 am 1 am 1 am 1 a			a. 02.51					\$Klasi	
						j roldnes	100/100/03/25		
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						1 6	dan Geografi	nender)	
en authority, in larger a conservation accessory						· · · · · · · · · · · · · · · · · · ·		grétové	
						404	wa sabishidi	installer of F	
			44. 262					gri ands	

AAKEO	FCAR_Cama	12	DEL YEAR 1 300		JED <u>10-7-66</u> REVISED ** 12400
AODEL,		250 Cu. 155 HP C	in. L-6 7pt (L22)	327 Cu. In. V- 275 HP Opt (L	-8 350 Cu. In. V 30) 295 HP Opt (I
DR	IVE UNITS—A	UTOMATIC TR	ansmissio		34.2
Trade nom	e (100%)			Powerglide	
Type desc			Torque con	nverter with pla	anetary gears
Method of (Lever, Pu	Selection ash Button or other)		Steering co	olumn; floor mo ailable optional	ounted with
Selector P	attern			P-R-N-D-L	
	atios Selector Pattern a hich are used in each sition	Drive 1.8. Low & rev	2 and 1.00 erse 1.82		e 1.76 and 1.00 & reverse 1.76
Max, upshi	ft speeds-drive range			79	
	own speeds—drive range	······································		74	64
	Number of elements				
Torque convertor	Max. ratio at stall	2.4	40		2.10
CONTENTO	Type of cooling (air, I	iquid)		Water	A ANGEL CONTRACTOR OF THE STATE
Lubricant	Capacity—refill (ps.)			6	Description of the state of the
Special tra	Type recommended			A suffix A	
Di	RIVE UNITS—F	ROPELLER SHA	\\[\begin{align*} \[\sqrt{1} \\ \\ \\ \\ \\ \\ \\ \\ \\ \\ \\ \\ \\		
Number use	·d			One	
Type (expo	sed, torque tube)		S.J.	Tubular, expo)sed
	Manual 3-speed transm	essenia significación de acolonidade en ser esta la rest. Les a como como de la rest.			
Outer Liameter X length* X	Manual 4-speed transm	ission.		2.75×49.96×.	965 (1982) 18 1 18 1 18 1 18 1 18 1 18 1 18 1 1
hickness	Overdrive transmission		and Salambal ball, be a series over the season over the season of the se	Not available	
	Automatic transmission			2.75×49.96×.	an anna an Calantina an ann an an an an an an an an an an
Center to	center of universal join	ts, or to centerline of rear	attachment.	(Continued)	entana. Ang apagangan manakan manakan kang ang apagangan kanan manakan manakan manakan manakan manakan manakan B
	80.8	<u> </u>			SESSE WILLIAM CONTRACTOR OF THE CONTRACTOR OF TH
\$ 3 m					
chest to come		. A			e a sana an an an an an an an an an an an an
- 14 (2000) (Makes 14.10 (14.00)	ana and an an an an an an an an an an an an an			en granden er och er granden de kallen er er er er er er er er er er er er er	
		. The second sec	I h .		. To an sucist down

(a) Radice rode are gaed with 4-apead transmirefour.

Page

MAKEO	FCAR_	Camaro			-7-66 REVISED (*)
MODEL,		ar verter en semen men trans en de distributio	12300 250 Cu. In. L-6 155 HP Opt (L22)	327 Cu. In. V-8 275 HP Opt (L30)	2400 350 Cu. In. V-8 295 HP Opt (L48)
	DRIVE	UNITS-PRO	PELLER SHAFT (cont		estepolo d'ha badiolik La aces 2 da A. pana d
Inter- mediate Type (plain, anti-friction)			None		Setaperas Patricin
bearing	Lubrication prepack)	on (fitting,			
	Make of a systal		£2. Chevro	let same l	and grade and the state of the
	Number u	sed	Two		
Universal joints	Type (bal cross, oth	l and trunnion, er)	Cross		
ar various de la composition della composition d		Type (plain, anti-friction)	Summer was represented to the production of the summer summer and summer	iction	
	Bearing	Lubric. (fitting, prepack)	Pre-pa		5 4 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5
Drive taken		que tube	Mono-Leaf	(a)Mono-Leaf	(b)
Torque taken through (torque tube or arms, springs)		orque tube	Rear Spring Mono-Leaf Rear Spring	Rear Spring (a)Mono-Leaf Rear Spring	notes to (b) segment

DRIVE UNITS-REAR AXLE

Description				Semi-floating, overhung pi	
Limited Slip differential, type				Dual disc clutches	
Drive Pinion Offset					
No. of diffe	rential pinic	ns		Two	
Ring gear C	.D. (std. rat	io) .			8.875
Pinion adju	stment (shin	n, other)		None	
Pinion bear	ing adj. (shi	m, other)		Snm	
Wheel beari	ng type			Single row cylindrical rolle	
	Capacity (pt.)	83 195 . EV	3.5	4.0
Service of the servic	Type reco	mmended		Military Specs MIL-L-210	5-B
Lubricant'	SAE vis-	Summer		SAR RO	
	cosity	Winter	15. 1 48 30	SAE 80	· · · · · · · · · · · · · · · · · · ·
madejana o osobjan to sassati	number	Extreme cold		SAE 80	

REAR AXLERATIO TOOTH COMBINATIONS

(See page 4 for axle ratio usage)

Axle ratio		2.73	3.08			2 02	
No. of	Pinion	15	12 is	3.55 11	***************************************	3.07 14	3.31 13
teeth	Ring gear	41	37	39		43	43 .
Axle ra			3.73	4.10	4.56	4.88	
INo. of	Pinion		11	10	9	8	
INo. of teeth	Ring gear		41	41	41	30	

⁽a) Radius rods are used with 4-speed transmissions.

⁽b) Drive and Torque taken through radius rod and Mono-Leaf rear springs.

MAKEOF	CAR	Camaro	MODEL YE	AR 1967	DATE ISSUED 10	1-27-6 -7-66 REVISED (6)
*		00921-0041				
MODEL_					12300-12400	
	DRIVE	JNITS-WHEE	İS			
Type & mater	ial			Short an	oke spider	
		Std.			SS350 14 x 6.0	
Rim (size an	d flange type)	Opt.			I sa mas et	
44.564				14×6.0		
	Type (bolt			Stud		New Years (March 1997)
Attachment				4.75		
	Number and	size		5 Hex nu	its 7/16-20 UN	F 2-B
	DRIVE	UNITS_TIRES				
Standard	Size & ply		7. 35 x	14022		
(List option	Type - Nyl		1, 33 X	Market 100 (400 CM) (100 CM) (100 CM)		S 350, D70 x 14
Rev/mile at			7.		equipment	815
Inflation	Front		2.4	·······		24 (a)
press. (cold)			24	······································		24 (a)
	BRAKE	S_SERVICE	Standard		Metallic (Opt)	Front Disc (Opt)
Type (duo-se	ırvo, disc, bal	anced. etc.)			l hydraulic 🧢	Disc
	g (std., opt., l		***		Standard	
		gle, dual, etc.)			Dual	
Power brake (remote, inte					Moraine vacuun aster cylinder;	
Effective are	ia (sq. in.) *		168.9		118. 1	114. 0
	area (sq. in.)		168.9		118,1	118, 1
***************************************	rea (sq. in.) *			268.6		332.4
Percent brak	<u>e effectivenes</u>		• • •	62.3		58.9
	Diameter	Front		9.5		1 11.00
Drum or	7	Rear			9 5	
Rotor	Type and m Rotor (vent		<u>Composite; s</u>	teel web.	cast iron rim	Cast iron
		per caliper	a de Jorna	*******		Vented
Wheel cyl-	Front			1.125		1.875
Inder bare	Rear				. 875	
Master cyline	der bore		1.00		. 875	1.00
Available pe	dal travel			6.5		A A Company
Line pressur	e at 100 lb. p	edal load	790		1031	790
Shoe clearan	ce adjustment		5	elf-adjust	ing the second	
* Excludes	s rivet holes,	grooves, chamfers, etc.	and the second s		(Continued)	
	rivet holes, g vept area for f	rooves, chamfers, etc.			200 to Norther site	and the esque hade did to
		act width for each brake	x its drum circumferer	1 00.		o de la composição de la composição de la composição de la composição de la composição de la composição de la c La composição de la composição de la composição de la composição de la composição de la composição de la compo
(a) Con	vertibles	s carry 26 psi:	front and rea			
		ana, nama mang mandaksa 19. B.B. T				
William of the control of the contro	Talis	**************************************		S Bod	Throd: 6 K	
		1361-01-1961	0.2			

rage

MODEL_					12300-12400	contracting proving a contracting of the contractin		
I	BRAKES	-SERV	ICE (c	ont.) Standard	Metallic (Opt)	• Front Disc (Opt		
***************************************	Drum or Di	sc .				Disc		
******************************	Bonded or i	iveted		Bonded	Welded	Riveted		
		Material		Molded asbestos	Sintered iron	Molded asbesto		
	Front	Size (length x	Prim. or out- board	9.01x2.50x.17	1.64x2.50x.150	5, 96x2, 21x, 41		
	Wheel	width x thickness)	Second. or in- board	9, 75x2, 50x, 20	1.64x2.50x.265	5.96x2, 21x, 41		
Brake		Segments p	er shoe	One	Pri 3. Sec 5	One		
lining		Material		Molded asbestos	Sintered iron	Molded asbesto		
*********			Prim. or					
	Rear Wheel	Size (length x width x	out- board Second.	9.01x2.00x.17	1.64x2.00x.150	9.01x2.00x.17		
Marie de Constante	2.75	thickness)	or in- board	9.75x2.00x.20	1,64x2,00x,265	9.75x2.00x.20		
		Segments p		9. 75x2,00x,20 One	Pri 3. Sec 5	One		
•		Į.			rrij, deco			
1	BRAKES	-PARI	(ING	and and the second second second second second second second second second second second second second second	and the community of the Conference of the Confe			
Type of cor	ntrol			Pullev-cable lir	nkage-foot pedal app	lv-hand release		
Location of	f control		- 23.		nent panel, left of s			
Operates or					Rear service brakes			
If sepa-	Type (intern	al or externa	il)					
rate from	Drum diamet	er			25 2			
service	Lining size	(length x			. C	- 1,500 (1300-907-0), 1500-0		
brakes	width x thic					Solf adjusting into a set. 2.		
	FRAME			S 2 C 3 A -		agains mer research and and and		
Type and d	lescription (S	enarate from						
unitized fro	me, partially	- unitized fr	ame)		tion body-frame inte	ogral with		
				Combination body-frame integral with separate forward portion ladder frame				
				separate	torward portion lac	der Irame		
	STEERIN	IG		andre de montre, comprendente de la comprendente de la comprendente de la comprendente de la comprendente de l El Comprendente de la comprendente del comprendente de la comprendente de la comprendente de la comprendente de la comprendente del comprenden				
Manual (sto	opt NA)			a-breheet?	nermy shearhing ste	aring column		
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	., opt., NA) ., opt., NA)			<u>Standard-e</u>	nergy absorbing ster	27 Section (1996) - 1996 - 1997 - 1997		
Power (std. Adjustable	., opt., NA)	Type and		Standard-e	Optional			
Power (std. Adjustable steering wh	., opt., NA) neel	description			Optional Tilt type	THE ROLL WILL STATE COMES		
Power (std. Adjustable	., opt., NA) neel	description (std., opt.,		Standard-e	Optional Tilt type Optional			
Power (std. Adjustable steering wh (tilt, swing	eel , other)	description (std., opt., Manual		Standard-e	Optional Tilt type Optional 16.25	THE ROLL WILL STATE COMES		
Power (std. Adjustable steering wh	eel , other)	description (std., opt., Manual Power		Standard-e	Tilt type Optional 16.25			
Power (std. Adjustable steering wh (tilt, swing, Wheel diam	opt, NA) reel other Outside	description (std., opt., Manual Power Wall to wal	(l. & r.)	Standard-e	Optional Tilt type Optional 16.25			
Power (std. Adjustable steering wh (tilt, swing, Wheel diam	, opt, NA)	description (std., opt., Manual Power Wall to wal Curb to cur	(l. & r.) 5 (l. & r.)	Standard-e	Optional Tilt type Optional 16.25 16.25 39.7			
Power (std. Adjustable steering wh (tilt, swing, Wheel diam	opti, NA) neel , other) neter Outside front Inside	description (std., opt., Manual Power Wall to wal Curb to cur Wall to wal	(l. & r.) 5 (l. & r.) (l. & r.)	Standard-e	Optional Tilt type Optional 16.25 16.25 39.7 37.0 20.6			
Power (std. Adjustable steering wh (tilt, swing, Wheel diam	opt, NA) reel , other) reter Outside front	description (std., opt., Manual Power Wall to wal Curb to cur	(l. & r.) 5 (l. & r.) (l. & r.)	Standard-e	Optional Tilt type Optional 16.25 16.25 39.7 37.0 20.6 21.1			
Power (std. Adjustable steering wh (tilt, swing, Wheel diam Turning diameter	opti, NA) neel , other) neter Outside front Inside	description (std., opt., Manual Power Wall to wal Curb to cur Wall to wal Curb to cur	(1. & r.) b (1. & r.) (1. & r.) b (1. & r.)	Standard-e	Optional Tilt type Optional 16.25 16.25 39.7 37.0 20.6 21.1			
Power (std. Adjustable steering wh (tilt, swing, Wheel diam Turning diameter	opt, NA) neel , other) neter Outside front Inside rear	description (std., opt., Manual Power Wall to wal Curb to cur Wall to wal Curb to cur	(1. & r.) b (1. & r.) (1. & r.) b (1. & r.)	Standard-e	Optional Tilt type Optional 16.25 16.25 39.7 37.0 20.6 21.1			
Power (std. Adjustable steering wh (tilt, swing, Wheel diam Turning diameter	opt, NA) neel , other) neter Outside front Inside rear	description (std., opt., Manual Power Wall to wal Curb to cur Wall to wal Curb to cur	(1. & r.) b (1. & r.) (1. & r.) b (1. & r.)		Optional Tilt type Optional 16.25 39.70 20.66 21.1			
Power (std. Adjustable steering wh (tilt, swing, Wheel diam Turning diameter	opt, NA) neel , other) neter Outside front Inside rear	description (std., opt., Manual Power Wall to wal Curb to cur Wall to wal Curb to cur	(1. & r.) b (1. & r.) (1. & r.) b (1. & r.)		Optional Tilt type Optional 16. 25 16. 25 39. 7 37. 0 20. 6 21. 1			
Power (std. Adjustable steering wh (tilt, swing) Wheel diam Turning diameter Outside wh	opt, NA) reel , other) reter Outside front Inside rear	description (std., opt., Manual Power Wall to wal Curb to cur Wall to wal Curb to cur h inside whe	(1. & r.) b (1. & r.) (1. & r.) b (1. & r.)		Tilt type Optional 16.25 16.25 39.7 37.0 20.6 21.1 18.5 rsible recirculating Saginaw			

Page 20

				A				
MODEL				assa A.L. spart	1	2300-1240	O.	ne make
	STEERI	NG (co	nt.)	**				
	Type (coax	cial, linkage	, etc.).	nami S200 mamm	Coaxial		xasi eale	
	Make	0.000			Saginaw	, 🦹		
		Туре		*				>
Power	Gear				Same as	manual		1000
		Ratios	Gear		17, 5:1	100	14.7% (2.14.27) (2.17)	
			Overall	Std.	17.5:1		Fast 15.6:1	
gerioù san On no 100	Pump drive					aft pulley		
	Number wh				3, 0 lock	to lock		1988 og 1893 som er sentemborenskripper
Augustania majamin (sila sil	Туре	. Zeroka karan					THE THE SECOND S	
		96 Y96.			Parallel	ogram	TOPE PERMIT	
_Inkage	Location (front or rear of wheels, other)							
				Rear of	wheels			
	£	trans. or lor	rgit.)		None	*		de red
	Tie rods (c				Two	************************************	······································	/
	Inclination	at comber (deg.)					
iteoring		I 11			8-1/4 to			***************************************
\xis	Bearings	Upper	228				bearing surface	2
(type)	Lower Thrust		Ball stud with metallic bearing surface					
		<u> </u>			None	***************************************		
hool	Caster (de	,)	oa bria	eđuosda žbud-				
Vignment ange at					0 to P1	······································		·····
inge of ith weight	Camber (de	9.)			v			
nd pre-					N1/4 to	P3/4	According to the contract of t	***************************************
erred)	Toe-in (out inches)	side track	and the second s	remaining the the second second second second second second second second second second second second second s				
	<u> </u>				1/8 to 1	/4	The state of the second second	
reering spi	indle & joint			Forging with pa	d for mo	ounted bral	<u>ke cylinder-sphe</u>	rical
		Inner bearing	2.3 Marchine Commission of Marchine (Marchine)		and the state of t			
Vheel spindle	Diameter	Control of the Contro			1.2493-	1. 2498		
prikte		Outer bearing		et verbit	5400		(Amberre)	remiliare)
nginang men sa ang ini ang ini ang ini	Thread siz	<u> </u>			<u>. 7493</u>			
nii prosoni	Bearing ty					NEF-3 (Mo		
	Decinity 171	/X			Taper r	<u>oner </u>		
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				an en en en en en en en en en en en en en	Land to the second of the seco	and a second constitution of the second	o in a maria and a management and a management of the second of the seco	
r kondin - casa a akazar iki								

e (b) Drive and torque is taken through radius rode and rear springs.

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MODEL VEAT DOCK TEACH STAGE TOTAL BASY ISOOM AMA Specifications—Passenger Car Page 21 DATE ISSUED 10-7-66 REVISED (6) MAKEOFCAR Camaro MODEL YEAR_ 1967 12300-12400 MODEL_ SUSPENSION—GENERAL (See Supplemental page for details on Air Suspension)* Provision for car leveling Front stabilizer bar Provision for brake dip control Front suspension geometry Provision for acc. squat control Rear suspension geometry Special provisions for Front: 3-3/4 in. inboard of bumper bolt car jacking Rear: 2-1/2 in. inboard of bumper bolt Shock Type Direct, double acting hydraulic absorber Make Delco front & Piston dia. rear 1.00 Other special features Single leaf rear springs SUSPENSION—FRONT 250 Cu. In. 327 Cu. In. 350 Cu. In. Type and description Independent: SLA type with coil spring and concentric shock absorber and spherically-joined steering knuckle for each wheel. Type Coil, right hand helix Material Steel alloy Size (coil design height & I.D.; 11.09x3.63 11.09×3.63 Spring bor length x dia.) 108, 25x, 604 $121.79 \times .615$ Spring rate (lb. per in.) 345 320 Rate at wheel (lb. per in.) 124 Type (link, linkless, Stabilizer frameless) Link Material & bar diameter HR steel 6875 SUSPENSION—REAR Type and description Salisbury rear axle with two single leaf springs Drive and torque taken through Rear springs (a) Type Single-leaf Material Chrome carbon steel Size (length x width, coil design height & I.D.; bar length & dia. 56.0x2.25

• (a) 327 cu.in. RPO L30 V-8 engine with 4-speed transmission use radius rods.

115

121

One

None

None

Rubber bushed at shackle and hanger

Compression

125

• (b) Drive and torque is taken through radius rods and rear springs.

Spring rate (lb. per in.)

Rate at wheel (lb. per in.)

No. of leaves

Type (link, linkless, frameless)

Shackle (comp. or tens)

Mounting insulation type

Material

Spring

Stabilizer

Track bar type

Page

1-27-6 MODEL YEAR 1967 DATE ISSUED 10-7-66 REVISED (6) MAKE OF CAR_ Camaro 12367-12467 12337-12437 MODEL BODY-MISCELLANEOUS INFORMATION Front Drs. hinged Front doors (front, rear) Rear doors Not available Type of finish (lacquer, enamel, other) Acrylic lacquer Hood counterbalanced (yes, no) Hood release control (internal, external) External Vehicle Indent. No. location Left front body hinge pillar 6-Cyl-on crankcase RH side of engine, rear of distributor Engine No. location 8-Cyl-on top front of RH bank of cylinder and case Shielded ignition lock terminals Theft protection - type Key removable in "OFF" position Vent window control method Front Friction pivot (crank, friction pivot) Regr None Front Formed wire and foam pad Rear Formed wire and cotton Seat cushion type 3rd sect None Front Formed wire and foam pad Rear Formed wire and cotton Seat back type 3rd seat None Windshield glass type (i.e., single curved - laminated plate) Curved-laminated Side glass type (i.e., curved -Curved tempered plate) Backlight glass type (i.e., compound curved - tempered plate, three Curved Plastic piece) 990.5 Windshield glass exposed surface area 1032.6 1083.7 Side glass exposed surface area 1093.8 819.2 834.0 Backlight glass exposed surface area Total glass exposed surface area 2935.5 2918.3 COUPE CONVERTIBLE LAMP HEIGHT AND SPACING Highest 25.5 Headlamp Height above Lowest ground to 24.3 Highest center of bulb Tail Lowest ----24.3 Inside Headlamp Outside * 24.4 Distance from Inside 20.0 20.0 C/L of car to Tail Outside 23.3 center of bulb Front 17.0 23.6 17.0 23.6 Directional Rear 23.

^{*} If single headlamps are used enter here.

. 18861-18261	MODEL YEAR 1967 DATE ISSUED 10-7-66 REVISED (*)
MODEL	12337-12437
CONVENIENCE EQ	UIPMENT (Indicate whether standard, optional or NA on each series)
Power Side Windows	Optional
windows Vent Windows	Not available
Backlight or tailgate	Not available
Power seats (specify type as well as availability)	resource management and the second comment of the second comment o
Reclining front seat back	Not available
Front seat headrest	Not available
Radios (specify type as well as availability)	Optional Service Servi
Rear seat speaker	Optional-AM-Manual, AM-Push-button, AM-FM Push-bu
Power Antenno	Optional restrictions and the second restriction of the second restric
God:	Not available
Air Conditioner (specify type and availability)	Optional
Speed warning device	Optional - Four season and custom (recirculating)
Speed control device	Optional
Ignition lock lamp	Optional
Back up lamp	Not available
Done long	Standard Not available
Glove compartment lamp	
Prkg. brake signal lamp	Optional Standard
Luggage compartment lamp	
Underhood Jamp	The state of the s
Courtesy lamp	Optional Optional Optional 123-12467 Standard 123-12467
Map lamp	Optional 123-12437 Standard 123-12467 Not available
Auto, trans, quad, lamp	Not available (wash)
Emergency flasher lamp. Four-way	Standard
Cornering light lamp	Not available
Freeway lane change signal	Standard
instrument panel pad	Standard
Lefthand outside mirror	Standard
Padded sun shades	Standard
Brake system warning and	
parking brake light	Standard Carana
Steering column energy absorbing	Standard
	第二十二十二十二十二十二十二十二十二十二十二十二十二十二十二十二十二十二十二十

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Kanasa:

MAKEOFCAR Camaro

AMA Specifications—Passenger Car

MODEL YEAR 1967 DATE ISSUED 10-7-66 REVISED (6)

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	CURB	WEIGHT -	POUNDS			T DISTRIBU		cuis	PING
	Front	Rear	Total		In Front	. 	In Rear	WEI	
				Front	Rear	Front	Recr		
Model			ngine	275		get Lessacos	in banda	Base	<u>engin</u> g
	2000	L-6	V-8					L-6	<u> </u>
12337 2 Dr Coupe		2910		31			69	2770	
12437 2 Dr Coupe			3070	31	<u> </u>		69		2920
						<u> </u>	7.		
12367 2 Dr Conv		3165		31	1		69	3025	
12467 2 Dr Conv	Satelia		3325	31			69	<u> </u>	3181
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				1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1					······································
Accessories & Equipment Differential Weig	<u>.</u>						Remarks		
Accessores & Equipment Direction very	L-6	V-8	V-8			1 4 4 4 4 4 4 4 4			
	250	327	350						
Air conditioning	+86	+86	+86						·
Air injection and the season of the season	+19	1+19	+19		······································			***************************************	***************************************
Heater delete	-24	-24	-24				. noiseasym	***************************************	*
Battery, heavy duty	+15	+15	+15	5 8 5 9 5 7 4	N * * * * * * * * *	0000		- Java	· · · · · · · · · · · · · · · · · · ·
Brakes, front disc	+33	+33	+33						
Brakes, vacuum power	+ 9	+ 9	+ 9		* * * * * * * *				
Dual exhaust	+	+38	+38			*		, 6 . 831	
Radio, push-button	+ 8	+ 8	+ 8	* * * * * * * *					
Radio, AM-FM push-butto		+ 9	+ 9		g with vita a and	* 6 / 1 / 4 / 4 / 1	. Donada - i		
Seat, folding rear	+20	+20	+20	នគម័ន្ទ, ខ្ទ	.				
Steering, power	+29	+32	+32		5 3 3 4 2 4 4 8 8		TV ACCES TO THE TAXABLE PROPERTY.	15.4.17.17.1	
Transmission, Powerglide	+10	+14	+14	2 2 2,5 5 2 2					
Transmission, HD 3-Spd			+22						
Transmission, 4-Spd	+ 7	+ 7	+ 7			2.1			
Engine, 250 Cu. In.	+10				`		V 48 8 4 8	4 X	
Engine, 327 Cu. In.		+39							
Engine, 350 Cu. In.			+72						
			o vivi sing ki so						

Form Rev. 4-65

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INDEX

TRANSPORT SUBJECT:	PAGE NO.	SUBJECT STEELS STEELS SAN ROBERT PA
Automatic Transmission	1, 16	Linings - Clutch, Broke
Axis, Steering		Lubrication
Axle, Rear		Luggage Capacity
Barrery		Motor, Starting
Bearings, Engine		Mulfler
Belts - Fan, Generator, Water Pump	<u>.</u>	an the Control of the
Body - General Information, types	Title, 1, 2, 22	
Exterior Dimensions		Piston Pins & Rings
Brakes - Parking, Service, Power		Pistons. Power Brakes
Comber		Power Steering
Camber		Fower Teams
		Propeller Shaft, Universal Joints
Cooling System		Pumps - Oil, Euel
Foel Tank		Waters,
Lubricants	a a a a a a a a a a a a a a a a a a a	Radiator, Hoses
Engine Crankcase		Ratios - Axle
Transmission and Overdrive		Compression
Carburetor		Steering
Caster		
Choke, Automatic		Rear Axle
Clutch - Pedal Operated		Regulator - Generator
Coil, Ignition		Rims
Connecting Rods		Rods - Connecting.
Convienience Equipment		
Cooling System	***************************************	Shock Absorbers, Front & Rear.
Crankshaft		Spark Plugs
Cylinders and Cylinder Head	*******	Springs - Front & Rear Suspension
Distributor - Ignition		Valve, Engine
Electrical System	12, 13, 14	Starting Motor
Bore, Stroke, Displacement, Type	<u> </u>	Suppression Ignition, Radio.
Compression Ratio	1. 3	Suspension - Front & Rear
Firing Order, Cylinder Numbering	3	Tailpipe
General Information, H.P. & Torque		Thermostat, Cooling.
Lubrication	7, 8	Timing Engine & Value
Power Teams Exhaust Emission Control	• • • • • • • • • • • • • • • • • • • •	
Exhaust System		Local Control of the
Equipment Availability	22	Torque Converter
Fan, Cooling		Torque - Engine, Rated
Filters - Engine Oil, Fuel System.	· · · · · · · · · · · · · · · · · · ·	Transmission Types
Frame.		Manual & Overdrive
Front Suspension		Ratios
Fuel, Fuel Pump, Fuel System	1, 3, 10	
Fuel Injection		Trunk Luggage Capacity
Generator and Regulator		Turning Diameter
Glass		
Height (Lamps)	ER * Corto a Fr att	Unitized Construction
Headroom - Body		Universal Joints, Propeller Shaft
Heights - Overall	1	Valves - Intake & Exhaust
Horns		Vibration Damper
Horsepower - Brake		Voltage Regulator
Ignition System		Weter Pump
Inflation - Tires		Weights - Shipping, Curb
Instruments		Wheel Alignment
Kingpin (Steering Axis)		Wheels & Tires
Lamp Height & Spacing		Wheel Spindle
*		Widths • Car & Body
Legroom	• • • • • • • • • • • • • • • • • • • •	
Lengths - Overall		Windshield

NATIONAL HOT ROD ASSOCIATION TECHNICAL INFORMATION FORM

Moke	Model Year - 1967
Power Team or Option No. Turbo-Fire 350 I-48	Date Released to Public 9-27-65
ENGINE:	PISTONS:
Type & No. of Cyl. V-S	Description (Flat, Dished, Dome Head, etc.)
Valve Arr.	Flat, Notched
Bore 4.00 Stroke 3.48	Displacement of Dish or Domec.c.'s
Displacement 350	CYLINDER HEAD:
Compression Ratio Nominal 10.25:1 Maximum 11.0:1	Part No. 3890462
- Max. BHP 295 @ 4800	3890462 Cost. No
Max. Torque 380 @ 3200	INDUCTION:
Cylinder Head Vol. 63.28 c.c.	Number & Type 1 x 4 BBL. D.D.
Head Gasket Thickness & Vol018 - 4.83 c.c.	Make Rochester
Deck Cl. and Block Vol002 3.61 c.c.	Model w/S.M. Trans. 0-Jet
Total Comb. Chamber Vol. 71.72 c.c. Minimum Combustion Chamber Volume may not ex-	Model w/Auto. Trans. Q-Jet (1988) 1913
ceed the Maximum Compression Ratio.	Part No. w/S.M. Trans. 7027213, or 7037213
Min. Deck Clearance .002	Part No. w/Auto. Trans
(Specify above or below block) Below Block	
Give engine identification numbers and location F-1210-MS. MV	Intoke man. casting no.
On block, RF top.	Part #3905393
An experience of the second se	

NATIONAL HOT ROD ASSOCIATION TECHNICAL INFORMATION FORM

tower team of Obiton Kor	irbo-Fire 350, L-48	Model Year	
Camshaft Part No. 3896	1310 at bosseless etc. 230	Camshaft Cas	ting No. 3896930 Belief to Meal 1894
Lifter Type: Moch	Hyd X	Rocker Arm F	Ratio
TIMING: (See NOTE below)	TAI Seedalla (Flat. 1	AKE	EXHAUST
Checking Clearance	O = include	s ramps	0 - includes ramps
Opens (BTC) (BBC)	3893		88
Closes (ABC) (ATC)	calingzign stj		52°
Overlap			e de la companya de l
ESS CA	8 E 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100		320° 360 960 466
Duration -			
VALVES:		A community or annual consequence of the second	1.505 lev back unberly
Head Diameter (Max.)			46 & 45
Angle of Seat & Face	46° & 45°		
Lift (Max.)	. <u> </u>		.4100
### 12020 ### ##########################	Part No. w. Will. Front	n magazaran na masana na masana na masana na masana na masana na masana na masana na masana na masana na masan Masana masana na masana na masana na masana na masana na masana na masana na masana na masana na masana na mas	Total Could Charming 701. Aboling a Combot theo Charber 120 one in cased the this direct, Company stop Rolls.
- SIRTRAT - A CISTRAT			· · · · · · · · · · · · · · · · · · ·
Outer Valve Closed (Max		<u>€ 1:70</u>	84 - Topic in press princes
Outer Valve Open (Max.)		_e_ <u>1.25</u>	206 15018 wais 1.25
Inner Valve Closed (Max.	eviteos ma e unidad	· (The second of the second secon
dualities which industry construction and the Construction of the	10000000000000000000000000000000000000	• •	and the state of t

NOTE: Timing and lift specifications must be those found at the valve when checking alecrances are set as specified above.

Approximate weight of complete engine, as installed, with all

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

MANUFACTURER Chevrolet	Motor Division	CAR NAME	
MANDLACIOKEK OHEALOTER	. MOTOL DIALPION		
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		MODEL YEAR	S. C. S. S. S. S. LEGILED . P. S. S. S. S. S. S. S. S. S. S. S. S. S.
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NO

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

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Electrical 12	Steering 19	Index	25

BODY-TYPES AND STYLE NAMES-

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

302 Cu.In. V8-290 HP RPO (Z28)

2-Door Sport Coupe, 4-Passenger 12437

2-Door Convertible, 4-Passenger 12467

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The information contained breath is presented, distributed by, that is each to the necessariality of the parametrial density secured by the parametrial density specially and the parametrial density specially and the parametrial density of the parametrial of the parametrial density of the parametrial of the density of th

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Page 1

AMA Specifications—Passenger Car

Page

MAKEOFCAR

Camaro

MODEL YEAR 1967

DATE ISSUED.

REVISED 188-1-

GENERAL SPECIFICATIONS

(All dimensions in inches unless otherwise indicated

MODEL	Additional Information Page No.:	12400 302 Cu. In. V-8 Option (Z28)
Wheelbase (L1	ON particular appropriate construction and the construction of the	
	Front (V10)	Service and the service of the servi
Trock	Recr (VIII)	ti separat na mangang panggapang na panggapa
	Length (L100)	184.7
Maximum Overall Dimensions	Width (W103) province was the contraction and and another the	72.5
	Height (H101)	
	Manual - 3 speed j 15	Not available
Transmission (Specify trade	Manual • 4 speed	Optional was a commence of the
name - opt., not available)	Overdrive	Not available
	Automatic	Not available
	Manual - 3 speed	Not available
Axle ratio	Manual - 4 speed	
		The state of the control of the cont
	Automatic 1	Not available
Tire size		7-35×15
	Type, no. cyl., valve arr.	
	Fuel system (Carb., ather) 1	Carburetor and to see any figure with
Engine	Bore and stroke	4.002 x 3.005
	Piston displ., cu. in.	302 Jane 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
	Std. compression ratio	
	Max.bhp at engine rpm	290 @ 5800
	Max. torque at rpm	290 @ 580 0 <i>4200</i>

	GENERA	L SPECIFICATIONS—DI dimensions in inches unless affecturies (Supplemental data available on reque	ndicated)
	SAE Ref. No.	12437 Coupe	12467 Convertible
FRONT COMPA	RTMENT		
Shoulder room	W3		56.7
Hip room	W5	and the state of the state of the state of the state of the state of the state of the state of the state of the	- 56.3 in Abrican
Max. eff. leg room - accelerator	L34		42.5
Effective head room	H61	8	37.5
H.Paint to Heel point	H30		7.6
REAR COMPA	?TMENT	teritaria de trata en la constitución de la constit	
Shoulder room	W4	53.8	2,000 L. J. J. J. J. J. J. J. J. J. J. J. J. J.
Hip room	W6	54.5	
Minimum effective leg room	L51	29.9	`29.6
Effective head room	H63	36.7	36.8
LUGGAGE CON	1PARTME		
Usable luggage capacity	I VI I		5.6
Liftover height	H195		30.0 2
Position of spare tire storage		Horz. over axle	Horz. right RR quarter
Method of holding lid open			orsion bars
STATION WAG	ON-TH	RD SEAT , NOT	AVAILABLE
Hip room	W86	ati kangalah mangalah kangan kangan kangan kangan kangan kangan kangan kangan kangan kangan kangan kangan kang	
Effective leg room	L86		
Effective head room	H86	All and a superior of the superior and t	
Seat facing direction			
			-
STATION WAS	ON-CA	RGO SPACE NOT	AVAILABLE
STATION WAS	SON—CA Line Son Son Son Son Son Son Son Son Son Son	RGO SPACE NOT	AVAILABLE AVAILABLE
		SAE Ref.	
MODEL Minimum distance between wheel		SAE Ref.	
MODEL Minimum distance between wheel houses at floor level	A STATE OF THE STA	SAE Ref. No. 10 10 10 10 10 10 10 10 10 10 10 10 10	
MODEL Minimum distance between wheel houses at floor level Rear end opening width at belt Floor length from back of front sea floor level to inside of closed tail Minimum horizontal distance from a front seat back to inside of tail gar	and the control of th	SAE Ref. who was a constraint of management and an appropriate and a constraint of the constraint of	
MODEL Minimum distance between wheel houses at floor level Rear end opening width at belt Floor length from back of front sea floor level to inside of closed tail Minimum horizontal distance from the sea floor level to inside of closed tail	and the control of th	SAE Ref. and the control of the con	
MODEL Minimum distance between wheel houses at floor level Rear end opening width at belt Floor length from back of front sea floor level to inside of closed tail Minimum horizontal distance from the front seat back to inside of tail gas Maximum height - floor covering to	and belt meaning the best of the collining and t	SAE Ref. W201 W203 L202 L204 Texture of the second of	

Page

MAKEOFO	AR Camaro	
		12400
NODEL		302 Cu.In. V-8 Option (Z28)
	ENGINE-G	ENERAL
Type, no. cyls	., valve arr.	90° OHV V-8
Bore and strak	e (nominal)	4.002 x 3.005
Piston displac	ement, cu. in.	302
Bore spacing (4.40
No. system	L. Bank	
(front to rear)	R. Bank	
Firing order		4 - 3 - 4 - 4 - 3 - 4 - 3 - 4 - 3 - 4 - 3 - 4 - 5 - 7 - 2 - 1 - 1 - 1 - 1 - 2 - 4 - 1 - 1 - 1 - 1 - 1
Compres. ratio	(nominal)	
Cylinder Head	Material	Cast alloy iron
Cylinder Block	Material	Cast alloy iron
Cylinder Sleev	e-Wet, dry, none	None None
Number of	Front	Two
mounting point	Rear	One One
Engine installa		3°35!
Taxable D horsepower	ia ² xNo.Cyl. 2.5	51.2
Publishing max @ eng. RPM	c. bhp*	290 @ 5800
Publishing max (lb. fr.@ RPM)	. torque*	290 @ 4200
Recommended I regular - premit	10 m	Premium
Idle speed(spec	Manuel	<u> </u>
neutral or drive		Not available
	ENGINE-PI	
Material	1	Aluminum impact extruded
Description an	d finish	Domed head, slipper skirt
Weight (piston	only) oz.	22.05
~1	Top land	.03450435
Clearance (limits)	Skirt Top Bottom	.00240030 (a)
	No. 1 ring	.22172283
Ring groove	No. 2 ring	.22172283
depth	No. 3 ring	
	No. 4 ring	.20382103

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

(a) Measured 2.20 from top of piston

Page 4

MAKEOFCAR Camaro

MODEL YEAR 1967 DATE ISSUED

REVISED 1013-1-67

POWER TEAMS

(Indicate whether standard or optional) "A" "B" "C" "I

MODEL			ENGINE			TRANSMISSION		AXLE RATI	50 W
AVAILABILITY	Oiaş!. cu. in.	Carburetor	Compr. Ratio	BHP @ RPM	Torque @ RPM			(Std. first) (Indicate A/C t	atio)
	1			KPW.					3.31
kityaatuugu tima kita usta, 18 kun mittiin oli		4-Bbl		290	290				4 10
12437	302	Down-	11.0:1	0	0	4-Spd(2.20:1 low	* 3.73	3.07 3.	55 4.56
12467	(Opt)	draft		5800					4.88
									4.00
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garen ing a kanana ina manini na manini na manini na manini							*		
* - Option	dal .								
		le in pos	itracti	ibu 101	comi	inations shown			
A - Stand	1								
B - Econo									and the state of t
C - Perfo								.4%.	
D - Speci	al - op	tional (av	ailabl	e in p	dsitra	tion only)			un palasina
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			18720						eriores e Nadaugi
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a filoso a grana esta de calabida en en ence				ili Sucia Religi		etalline de la latine e como en fanto de free esperie, la latin contençó esperado por esperi			
teriori, i presidenti processori, en pro pre e e este em		at ar maanasi meen harrimma	1855			and the conservation and an arrange of the conservation and an arrange of the conservation and are conservation are conservation and are conservation and are conservation and are conservation and are conservation and are conservation and are conservation and are conservation and are conservation and are conservation and are conservation and are conservation and are conservation and are conservation and are conservation and are conservation and are conservation and are conservation and are conservation are conservation are conservation and are conservation and are conservation are conservati	a da marakat 🎆 kanda akija da wasii ji ka da kali		
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San sayatta a san san san san san san san san san			10.5			and provide a source of the side of the source of the sour			
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								\$ 5 5 5 6 5 6	66936 (6

	12400	* : : : : : : : : : : : : : : : : : : :	
	302 Cu. In. V-8 Option (Z28)		
	在 1000 mm 100	ENGINE—RINGS	MODEL_
	Compression	No. 1, ail or comp.	
	Compression	No. 2, oil or comp.	Function
	Oil	No. 3, oil or comp.	(top to
and the second s	None	No. 4. oil or comp.	pottom)
filled groove	lloy iron, No bevel, barrel face; Mol	Description - Upper	
hrome plate	lloy iron; Inside bevel, tapered face;	material, coating, etc. Lower	Compression
	.07700775	Width	
	.013025	Gap	
	Multi-piece (2 rails and 1 spacer ils-steel, chrome plated OD; Expande	Description - material, coating,	
led)	.18701890 (assem	Width	Oil
	.015055	Goo	
	In oil ring assembly	- Control	Expanders
The second secon		ENGINE—PISTO	
	Chromium steel	28. T. T. T. T. T. T. T. T. T. T. T. T. T.	Material
	2.990-3.010		Length
4,0745 (0.00)	.92709273		Diameter
	Locked in rod	Locked in rod, in piston, floating, etc.	* · · · · · · · · · · · · · · · · · · ·
	None	Bushing In rod or piston	Туре
	None	Material	
	.0001500025	In piston	-
	None	In rod	Clearance
	.055065	amount offset in piston	Direction &
Charles de la company de la co	RODS	ENGINE—CONN	
	Drop forged steel	tti Si sittetti tilataitatavasi sain en ovannen en en en en en en en en en en en en	Material
	500 C 10 10 10 10 10 10 10 10 10 10 10 10 10		Weight (oz.)
· · · · · · · · · · · · · · · · · · ·	5.699-5.701		Length (cent
	Premium aluminum	Material & Type	
	.807	Overall length	Bearing
		Clearance (limits)	
	.009013	End play	
adami (Tresport provincia)		· · · · · · · · · · · · · · · · · · ·	
	tan an antitat tatun sipukan kujusta parta satu sutus sututus kuju ka satu sutus a sandatan manangan an sangun sututus utus su	and the second second second second second second second second second second second second second second second	
territoria (Maria del			
	.807 .00070027 .009013	Overall length Clearance (limits)	Bearing Bearing Management of the second o

Page 6

MAKEO	FCAR_	Camaro	MODEL YEAR 1967 DATE ISSUED REVISED ** 3-1-6
			12400
MODEL			302 Cu. In. V-8 Option (Z28)
		IE—CRAN	KSHAFT ASSETS ASSETS
Material		1	Forged steel
Vibration	Samper type		The state of the s
End thrust	taken by be	oring No.3	5
Crankshaf	***************************************		
	Material &	L type	Steel, backed insert bearing material-copper lead alloy or premium aluminum-for intended engine operation and application
	Clearance		#1-(.00080020) #2, 3 & 4 (.00080024) #5-(.00150031)
eri karin dan perangan karangan karangan karangan karangan karangan karangan karangan karangan karangan karang Perangan karangan ka		No. 1	2.3003×.752
Main	Journal	No. 2	2.3004 x . 752
bearing	dia. and	No. 3	2.3004 x .752
	bearing overall	No. 4	2.3004 x -752
and the same of the same	length	No. 5	2.3009×1.177
		No. 6	None None
	Dir 8	t. cyl. offset	
Cambaia	oumal diam		1.999-2.000
Location Material			In block above crankshaft Cast alloy iron
	Material		Steel backed babbitt
Bearings	Number		
	Gear or c		Chain
	Cranksha sprocket		Steel sprocket
Type of Drive	Camshaft sprocket r		Cast alloy iron
	T	No. of links	and the second s
See proceedings and appropriate	Timing chain	Width	.875
		Pitch	.500° and an an an an an an an an an an an an an
	ENGI	VE-VALV	ESYSTEM
Hydraulic	lifters (Std.	opt, NA)	Not available
Valve rate (intake, e	stor, type xhaust)		None None and the second of th
Rocker ro	tio		
Operating clearance	L Int	ske ***	-025
(indicate l or cold)		noust	.025
Timing mi	orks on flyw ther	heel,	Torsional damper

Continued)

Point Start 6-65

		(2533) mai		3000	12400	
AODEL_		*		302	Cu.In. V-8 Option (Z	281
	17.7	EVAIVE	SYSTEM (cor			
	*	Opens (°BTC)			60° 50¹	
	littiske	Closes (*ABC)			105°23'	Marketi Sasta Aurak Sila arawa Sila
Timing		Duration-deg.			346°13'	
		Opens (°BBC)			108°50'	
	Exhaust	Closes (PATC)			57°23'	Section of the second section of the section of the second section of the s
		Duration - deg.		*(*)	346°131	
·····	Valve opening overlap				118°13'	
	Material				Alloy steel	
	Overall len				4.870-4.889	
		all head dia.			2.017-2.023	
	Angle of se	at & face		46		
	Seat insert	material			None	
	Stem diame	ler	<u> </u>		.34103417	
	Stem to gui	de clearance		<u>. An an an an an an an an an an an an an an</u>	.00100027	
	Lift (@zero	losh)			.4850	
Intake	Outer spring	Valve closed (lb.@in.)		anganina dan Panjaran Sanjaran Sanjaran Sanjaran Sanjaran Sanjaran Sanjaran Sanjaran Sanjaran Sanjaran Sanjara Sanjaran Sanjaran Sa	76-84@1.7 0	
	press. and length	Valve open (lb.@ in.)			194-206 @ 1-2 5	
	Inner spring	Valve clased (lb.@ in.)			Spring damper	
	press. and length	Valve open (lb.@ in.)			Spring dammer	
	Material	save incitio	ination and and in	High a	llov steel-alumninized	face
	Overall len	g#h			4.891-4.910	- Andre Comment Declaration III
	Actual over	all head dia.	i. www.i. Will		1.595-1.605	and the second section of the section of the section
	Angle of se	at & face	3		46° (seat) 45° (face	
	Seat insert	material	1		None	
	Stem diame	ter			.34103417	
	Stem to gui	de clearance	The state of the s		.00100027	
	Lift (@zero	lash)			.4850	
Exhaust	Outer spring	Valve clased (lb.@ in.)			76-84@1 .70	
	press. and length	Valve open (lb. @ in.)			194-206@1 .2 5	
	Inner spring	Valve closed (lb.@ in.)			Spring damper	name o vis patricis
	press. and length	Valve open (lb.@in.)			Spring damper	
o Principal de Maria de Caractería de Caractería de Caractería de Caractería de Caractería de Caractería de Car	ENGIN	E-LUBRIC	ATION SYST	rem		
	Main bearir	198		.	Pressure	
Type of	Connecting	roás			Pressure	
type ci lubrication	Piston pin				Splash	
(splash,	Camshaft b					
pressure, nozzle)	Tappets			4.23	Pressure	480.180 . 200.100.110.110.
and the second s	Tappets Timing gear or chain		1 3 3 4 4 5 5 5			haff bearing

a the control of the same of	CAR Camaro	MODEL YEAR 1967 DATE ISSUED REVISED 63-1-6
		12400
ODEL_	and the second	302 Cu. In. V-8 Option (Z28)
	ENGINE_I HEDICAT	ION SYSTEM (conf.)
		Gear
il pump ty		30-45 PSI @ 1500 RPM
	pressure (lb. @ engine rpm) re sending unit (elect. or mech.)	Electric Control of the Control of t
	itake (floating, stationary)	Stationary
	ystem (full flow, partial, other)	Full-flow
	gcement (element, complete)	Element (374)
	f crankcase, less filter-refill (qt.)	
Oil grade r	ecommended (SAE viscosity and control of the contro	32° and above - SAE 20W or SAE 10W-30 0°F to 32°F* - SAE 10W or SAE 10W-30 Below 0°F - SAE 5W or SAE 5W-20 *(SAE 5W-30 may be used at temperatures below freezi
Engine Ser	vice Requirement (MM, MS, etc.)	MS or DG
	ENGINE-EXHAUST	
	le, single with cross-over, dual,	Dual (a)
Muffler No	& type (reverse flow, ru, separate resonator)	Reverse flow
Exhaust pi	pe dia. Branch	2.00 x .057071
	l thickness) Main	2.25 x .075091
Tail pipe	diameter (O.D. & wall thickness)	2.25 x .062076
	ENGINE CRANKO	ASE VENTILATION SYSTEM
	tilates to atmos., Standard	Ventilates to induction system
	ction system, other) Optional	
	Make and model	
	Location	Rear of carburetor
Control	Energy source (manifold vacuum, carburetor air stream, other)	Manifold vacuum
Control	vocuum, carburetor air	The state of the s
	vacuum, carburetor air stream, other) Cantrol method (variable orifice, fixed orifice,	Manifold vacuum stantis too too too too too too too too too to
	vacuum, carburetor air stream, other) Control method (variable orifice, fixed orifice, other) Discharges (to intake manifold, carb. air intake, air cleaner	Manifold vacuum September 1998 Variable orifice September 1998 Intake manifold September 1998 September

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AMA Specifications—Passenger Car

Page 9

Type (Air in a constant of the	njection, engications, other Type Displacement Drive ratio Drive type Relief valve Filter (desc		ST EMISSION CONTR	Manual trans- Manual trans- Air injection Semi-articulated vane type	
Type (Air in the control of the cont	njection, engications, other Type Displacement Drive ratio Drive type Relief valve Filter (desc			Air injection	
Type (Air in the control of the cont	njection, engications, other Type Displacement Drive ratio Drive type Relief valve Filter (desc			Air injection	
Type (Air in a constant of the	njection, engications, other Type Displacement Drive ratio Drive type Relief valve Filter (desc			Air injection	
Air continue and according to the co	Type Displaceme Drive ratio Drive type Relief valve			-	
Air Injection Air Injection Air Injection System Only State O	Displaceme Drive ratio Drive type Relief valve Filter (desc			Semi-articulated vane type	W 2
Air Injection Air Injection Air Injection System Only State O	Drive ratio Drive type Relief valve Filter (desc				
Injection Pump	Drive type Relief valve Filter (desc	· (type)	The second secon	19.3 cubic inch	
Pump	Relief valve Filter (desc	(tvoe)		1.25:1	
which the broad and an account of the second	Filter (desc	(type)		Crankshaft pulley	*.3 . ·
Air Injection System				Pressure (plate type)	in Cityana
Air Injection System	A	ribe)	None (clean	air drawn from air cleaner) 🦠 🦠	is los
Injection System	Air distribu (head, mani			Manifold	
System _	Point of ent	ry		Exhaust ports	Š
	Injection tu			. 2565	
	Check valve	type		Pressure (plate type)	
	Backfire pro	itection (type)	Vacuum act	uated anti-backfire valve	
	Make			Hollev Market Control	· /
Accessor significant	Model			3916379	
Carburetor	Barrel size			1.56	
		Drive			
	Idle speed	Neutral		750	
	Aux. Adv. S	ystems (typa)		None have the second se	
	Make			Delco-Remy	
	Model			1111266	*
	Cent'igal	Start (rpm)		1000 10 15 2 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	
. ^ ,	adv. in crank	Intermed. points deg. @ rpm		24@1950	
Distributor	degrees @	deg. ∉ rpm Max. deg.@rpm.			
				32@4150	
	Vacuum adv. in.	Start (in Hg) Intermed.			*
	crank	points			
**	degrees@	deg.@ in. Hg		None	
	eng. rpm	Max. deg.@ in.		15 @ 17	
	Vacuum Sou	rce		Carburetor	Water to the
Timing - Cr	ank degrees			6 BTDC @ Idle	2000
		w	The second of th		
Cooling Sys (describe ch	stem	-ranabija e	a 1584 (1564) 150 (1664)	195° thermostat	20. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1.
facacine ci	wordes,				

Exhaust Sys (describe cl				None	

The contribution of the con-				1	2400				
				302 Cu.In.	V-8 Ontion	(728)			
ODEL.	ENGINE—FUEL SYSTEM ion type: Carburetar, fuel an, supercharger. Refill capacity (gals.) Filler location Type (elec. or mech.) Locations Pressure range m booster (std., optional, nane) Type Locations Choke type Intake manifold heat control (exhaust or water) Air cleaner type (a.) Standard Optional Model Usage Engine Displi. Transc	(See supplemen							
	en type: Carburetor, fuel n, supercharger. Refill capacity (gals.) Filler location Type (elec. or mech.) Locations Pressure range booster (std., optional, nane) Type Locations Choke type Intake manifold heat control (exhaust or water) Air cleaner type (a.) CARBURI Model Usage Engine Displ.		M (See supplemental page for Details of Fuel Injection, Supercharger, etc. if used)						
			an ang mananan ang mananan ng mga mga mga mga mga mga mga mga mga mg	Carburet	or				
vel	Refill capacity (gals	.)		18 (appro	oximately)				
ank	Filler location	Same and S		Center of	f rear end p	anel			
uel	Type (elec. or mech.)		<u>Mechanic</u>					
ump	<u> </u>				le front of e	<u>ngine</u>			
				5.00-6.5	<u>,0 </u>				
		one)		None		•			
ue!									
ilter			and sin			<u>buretor in</u>	<u>let </u>		
a er er er er er er er er er er er er er		· · · · · · · · · · · · · · · · · · ·		Automati					
arburetor		control		Exhaust					
UI	(exhaust or water)				verige to the second second second second second second second second second second second second second second				
	Air cleaner type (a.)			<u> Ou-wette</u>	ist retted paper	e gy in a management			
		CARBU	IRETOR SUPPLEA	MENTARY INF	ORMATIO	N			
	4.1911	Engine		Carbureta	OIS KK WALLEY OF THE	No. Used	Barrel		
	nuaei Usage		Transmission	Make	Model	and Type	Size		
	Air cleaner type (a.)	. ,		tandrapaka kapan series series series series series series series series series series series series series se		The same of the sa			
O i deinin vertregeriya etatiya	er sagar er telegis farinan er sagar sagar sagar er er er er er er er er er er er er er			Assignment and a second and a s		One;			
	12400	302	4-Speed	Holley	3916377	four	1.56		
e e e e e e e e e e e e e e e e e e e				and the same of th		barrel			
enini-dai-metropera				a manakan samusi madalakan samusi barata da Albania da Manakan da Albania da Manakan da Albania da Albania da M Manakan da Albania da Manakan da Manakan da Manakan da Manakan da Manakan da Manakan da Manakan da Manakan da M			vi rise		
						aw. c.V			
	en en er en en en en en en en en en en en en en		ng mga santangga manangga mga bantangga tangga tangga tangga tangga tangga tangga tangga tangga tangga tangga Tangga tangga	a material production of construction of the second					
							Section 1		
-							od veden i Obekoja ivo i -		
						4 a 3 a 4 f 3.			
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	national desiration of the second of the sec								
Ethiotopic - Sommer - W. V	di .			an ganaman a samunin mingris de Samu	and the control of th	(20492)			
and a second second		~		wantang in the second s					
	(a) Plenum	l Air &	vstem (consistin	o of Air clean	er and air c	leaner du	t ascembi		
						7			
	evallati	7 6 63 6							
							Figure System		
							Cisyana alka		
trocoredicajos:		1,000,000							
				A Committee of the Comm	4 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	. 1	1		
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*									
*									

MAKEO	rcar_	Camaro	I		ODELY	YEAR	1967	DATE 124	ISSUE 00	D	RE	EVISED_	<u>'3-1-6</u>
MODEL						302 C	u.In.			(ZZ8)			
	ENGI	NE-COOL	ING S	YSTE	V								
Type syste	m (pressur c, other)	c, pressure venter	•				P	ressur	8				
		alve pressure			*		7.5	ΞIP	CT				
	***************************************	oke, bypass)					***************************************	oke	<i>7</i> 1		V.V		
thermostat	Starts to	open at (°F)			en en s		***************************************	7°-183	•		Assemble reservoyo		diga gaga s
		ntrifugal, other)						ntrifu		000 (C) - C (C) (C) (C) - C (C) (C) (C) (C) (C) (C) (C) (C) (C) (200
Water	}	000 pump rpm					57	@ 440	0		eng of separation in region	on a second seco	
pump	Number of			200			Or	~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~			Attacher Comme		
mercen and an experience of the second	Bearing 1	belt, other)				* * *	***************************************	belt					o breww
By-nors se	***************************************	ntype (internal, ext				rmane				ouble ro	<u>ow ba</u>	11	
Radiator c		···ype (Internat, ext	emu,				101	ternal	s- 1			The Adda.	
Cellular, to		, other)					~ Cr	oss flo	w wc				
Cooling	With heat	er (qt.)				ering de la companya de la companya de la companya de la companya de la companya de la companya de la companya	* 16	in inginetyinga E			***************************************	· · · · · · · · · · · · · · · · · · ·	
system		eater (qt.)			- 100 m	ži se jedž	15		***************************************	- KS - 5 2 1 - 5 1		8 - 2 - 194 - 1 1 - 112 - 213	***************************************
capacity		pment-specify (at.		3.5					Sa tata		×		n in yi civ
Water jacks	ets full ler	<u>iath of cylinder (ve</u> nder (yes, no)	(s, no			×	Ye						• .
######################################	Conc Cyn	Number and type					Ye	S		****			
	Lower	(molded, straigh	11))				On	e, mo	lded	2015 2016 - 2016 2016 - 2016	. 70 (7) (1) 978 (7) (1)		
er del deserci describbilità della consequencia							1.	75					
Radiator	Upper	Number and typ (molded, straigl		*	trojen je ogresij P		On	e, mo	lded	172j.			
hose		Inside diameter						Carrier and the second			•		8
		Number and typ (molded, straigl					On	e, mo	lded		axasi.		
entre reconstruction of the second of the se	By-pass	Inside diameter			7* 2	*;	.7	25-:76	5		23,323		
	Number o	l blades & spacin	g T	81800				stagge		ope .	1	**	
	Diameter				Cara:		***************************************	.00		and the state of t		· «.	
Fan		to crankshaft rev	•	2 - 2 - 2 - 2 - 2 - 2 - 2 - 2 - 2 - 2 -				49:1		,		* 400	- C - S
	Fan cuto				The	ermo r				fan			
	Bearing t	ype :						uble r	ow bal		4	S. Carlotte	
ota il la	Fon	or alternator					<u>A</u>			*	inerijesetra tarajes P		
*Drive belts	Water Pur	***************************************		7 () () () () () () () () () (<u> </u>	***			400 40		
(indicate	Power Ste						<u>А</u> В			3,744			
belt used	Air Condi							and the second		¥:			
by letter)													
						(*	W.						
* Drive Be	t Dimensi	ons	Α	В	c	D	. E		G	н		J	** K
Angle of	V		. •	88°-42	•		eisek, •j				4		
Nominal	ength (SA	E)	53.50	37.50									
Width			.38	0±.005									*

MAKEO	FCAR	Camaro	MODEL YEAR 1967 DATE ISSUED	REVISED ***3-1-67
			302 Cu.In. V-8 Optio	
MODEL			302 Сц. ш. ү-о Орцо	п (228)
	ELECTE	CICAL-SUPPLY	SYSTEM	nderson de la Colombia del Colombia del Colombia de la Colombia del Colombia del Colombia de la
	Make and I	Vera A	Delco #198003	
		g. & Tete! Plates	12 volts 54 pla	
Battery		nation & Amp Hr. Rtg.	45 amp/hr @ 20 hr ra	
wuc.,	Location			
			Right front engine con	mpartment
e giras proceedinalis.	Terminal g	rounded	Negative	
	Make		Delco-Remv	
Generator	Model		#1100693	
or	Type and	rating	Diode rectified - 3	7 amps
Alternator	Output at a	engine idle (neutral)	magazini di amps	
	Ratio-Ger	i, to Cr/s rev.	2.46:1	
	Make		Delco-Remy	
	Model		#1119515	
	Туре		Wibrator Vibrator	
		Closing voltage	Mone None	
	Cutout	@ generator rpm	angle on process and analysis and the residence of the control of the control of the control of the control of	
Regulator	ulator relay	Reverse current	None	
		to open	gangagaganin kalang 12 dan galagi kalang gangang pangang ana ana balang balang balang balang balang balang bal	
	Regu-	Voltage		
and the second of the second o	lated	Current		
	Voltage	Temperature	Operating	
	test	Load	3-8 amps	
	conditions	Other	None	
	ELECT	RICAL-STARTI	NGSYSTEM	
	Make		yterit Chamainann, sin yn diwngo wyddinau yn arthiffedd dai'n o renn y byffey, yn ei yn ernod yn roenddyn ac saffyd ar yr ei britain a byf y chamai by a by ar yn ar y byf y by ar yn ar y by ar yn ar y by ar yn ar y by ar yn ar y by ar yn ar y by ar yn ar y by ar yn ar y by ar yn ar y by ar yn ar y by ar yn ar y	
	Model		Delco-Remy #1107496	
er er egge er og det som er er er er er er er er er er er er er	Ratation (i i i i i i i i i i i i i i i i i i i	Antiqui in initial angular parameter analogic programming the straining transport from the straining transport and	
	end view)		Clockwise	toparete Janishatel III.
Starting	Enning of	onking speed		
motor	Test cond			
	1031 0010		Engine at operating t	emperatures
- South Association (Control	No	Amps	65-100	
	locd	Volts	where $10 imes 6$ and $10 imes 6$	
	test	RPM (min)	3600-5100	
	Switch (so	lenaid, manual)	Solenoid	
	Starting		4-speed - Place gear shift lever in	The section of the contract
	procedure		to floor.	i neurai, depress cluic
Motor control				
			Initial Start - Depress accelerator	pedal to Hoor then re-
www.chanberren.com			lease, turn ignition to S	TART and release as
Character consection			soon as engine starts.	and the contraction of the contr
			(Continued)	
		an and second and second and second and second and second		gana na na mahan na 1990 sa sa sa sa sa sa sa sa sa sa sa sa na na na na na na na na na na na na na
				State State State State State State State State State State State State State State State State State State St State State
			4 ,	
			ggeringen (v. 1994), et state de la Septembrie (v. 1994), et service (v. 1994), et servi	a an an ann ainm an an an an an an an an an an an an an
			akundur krimining program banang krimin mengandapan banah patenah dari krimining mengang bana sami dipenah pan	kumana ayan karan da aran ayan karan ayan karan karan karan karan karan karan karan karan karan karan karan ka
				Form Rev. 4-65

				12400
				302 Cu.In. V-8 Option (Z28)
AODEL.	FIECTO	ICAL_ST	ADTIN	G SYSTEM (cont.)
	Engogeme		^^\\	Positive shift solenoid
		sines (front, rear		Rear
		Pinion		9 1 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2
Motor Drive	Number		Manual	. 153
Jive	of teeth	Flywheel	Auto.	
			Manual	.40104130
	Flywheelt	ooth face width	Auto.	.40104130
	ELECTR	ICAL—IG	NITION	- The Company Company (Section 2015年 日本の Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual - The Company Company (Section 2015年 日本の Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual
		zed • Std., Opt.		Not available
	Make			Delco-Remy
Coil	Model			#1115039
		Engine stopped		4.0
	Amps	Engine idling		
1.5	Make			Delco-Remy
	Model			#1111266
	Cent'igal	Start (rpm)		
	odv. in			
	crankshaft degrees@	Intermediate		24 @ 1950
	engine rpm	points deg.@r	pm.	\$ \$1.00 miles \$1.00 miles
)istributor	(nominal)	Max. deg. @ rp	n.	4150
ASTRIBUTOR	Vacuum	Start (in. Hg.)		10
	adv. in crankshaft	Intermediate		
	degrees@	points, deg.@	in. Hg.	None *
	in. Hg.			
	(nominal)	Max. deg. in. h	g.	15.0 17
errana o accidence	Breaker ga			· Survey contract and control of \$0000 and a section in a section in a section of the section of
	Cam angle		*	28°-32°
		n tension (oz.)		19-23 oz
iming	Mark locati	deg, @ rpm.		6 BTDC @ 750
	Make	on .	* -	Torsional damper
in and the second	Model			AC spark plug AC43
ipark .	Thread (mn			A043
Plug		torque (lb. ft.)		25 Last Services 1861 Services
	Gap			.033038
	Conductor	lype		Linen core impregnated with conducting materia
able	Insulation			Rubber with peoprene jacket
Troning satisfaction	Spark plug			Neoprene

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AAKE OI	CAR Camaro	MODEL YEAR 1967 DATE ISSUED REVISED 93-1-67
MODEL_	ELECTRICAL—SU	PPRESSION LIBERT BUILDING BUIL
Lacations &	en frances en en en en en en en en en en en en en	Non-metallic high tension cables When the state of the s
	ELECTRICAL—IN	STRUMENTS AND EQUIPMENT
Speed-	Make I	AC TO SECURE A SECURITION OF THE SECURITION OF T
ometer	Trip odometer (yes, no)	Not available
Charge indi		Tell-tale
	indicator—type	Tell-tale
	indicator—type	Tell-tale
Fuel indica		Electric gauge
Other		Refer to page 23
	Make	Delco Anna Maria M
	Type-Standard	Electric, 2-speed
Vindshield	Type-Optional	None -
wiper	Vacuum booster provision	managa ana managa ana ana ana ana ana ana ana ana an
	Washer provision	Electric, 2-speed
	Туре	Vibrator
Horn	Number used	Two
	Amp draw (each)	(Low note) 4.5-6.5 @ 12.5V. (Hi note) 4.2-6.2 @ 12.5V.
	DRIVE UNITS—C	LUTCH (Manual Transmission)
Make & typ	and the second many administration of the more applied to	4-Speed Single dry disc; semi-centrifugal
Type press	ure plate springs	Diaphragm-bent finger design
Total sprin	g load (lb.)	2450-2750
No. of clute	h driven discs	One
	Material	Premium grade-woven asbestos
	Outside & inside dia.	11.0 & 6.5
Clutch	Total eff. area (sq. in.)	TAX SEE 123.70 CHARLES CONTROL OF A SECOND
facing	Thickness	.1400 each
	Engagement cushion- ing 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

Pone 1

	FCAR_		MODEL YEAR 1967 DATE ISSUED REVISED *3-1-
MODEL		tanin katamatan di kacamatan di k	302 Cu. In. V-8 Option (Z28)
	DRIVE	UNITS-TRAN	
Manual 3-s	peed (std. o	r opt.)	Not available
Asnual 4-s	peed (std. o	r (()).	and the contract of the contra
Aanual wit	n overdrive	(std. or opt.)	Not available
wtomatic	(std. or opt.	ann a na marainn ann aireann ann an ann an ann ann ann ann ann a	Not available
	DRIVE	UNITS-MAN	UALTRANSMISSION
Number of			4-Speed
			2.20
ronsmis-	In first In second In third In fourth In reverse Pronous meshing, sp lever location Capacity (p Type recom SAE vis- cosity number		1.64
ion ratios			1.27
			1.00
vachrooou	1		All forward gears
************************			Floor
	Capacity	(pt.)	experimental control of the control
			Military spec MIL-L-2105B
abricant .	1	Summer	SAE 80
	************************************	Winter	SAE 80
`	number	Extreme cold	SAE 80
For transm Type (plan	DRIVE ission data etary or oth cout (yes, n	see manual transmission er)	UAL TRANSMISSION WITH OVERDRIVE
*************************		control (yes, no)	
***************************************	ıt-in speed	<u> </u>	
Sear ratio			
	Capacity	(pt.) (Overdrive only)	Not available
	-	filler (yes, no)	
*		ommended	GALLEYE TOUR CONTRACTOR OF THE PRINCIPLE
ubricant	SAE vis-	Summer	
	cosity	Winter	
	number	Extreme cold	The Control of the Co
- V			<u> </u>

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AMA Specifications—Passenger Car

Page 16

AKEO	CAR Camaro	MODEL YEAR 1967 DATE ISSUED REVISED 88-1-6
)		12400
		302 Cu.In. V-8 Option (Z28)
NODEL_		
		MATICTRANSMISSION - NOT AVAILABLE
Trade name		
Type descr		
Method of S (Lever, Pu	selection sh Button or other)	
Selector Po		
	atios Selector Pattern and	
	ich are used in each	
selector pa	Company of the Compan	
		mentioned white the contract and with the contract and with the contract and the contract a
Max. upshi	ft speeds-drive range	
Max. kickd	own speeds-drive range	
	Number of elements	
Torque	Max. ratio at stall	
convertor	Type of cooling (air, liquid)	
Lubricant	Capacity-refill (pt.)	
	Type recommended	
'pecial tra reatures	nsmission	BEVO HYPE POLICE CONTROL OF THE CONT
1001UF05	struccusty instrumentorium in interest particular	and the state of t
kan manang menang	tettaivata taritai tai tarana maana tinda taa tiin oo miin in ay maana ah	
ום	RIVE UNITS—PROP	PELLER SHAFT
Number us		One
Type (expo	sed, torque tube)	Tubular, exposed
		angine and the control of the contro
	Manual 3-speed transmission	Not available
Outer diameter x		2.75 x 49.96 x .065
length* x	Manual 4-speed transmission	
wall		
thickness	Overdrive transmission	Not available
	- Venurive transmission	
	Automatic transmission	Not available
		를 보면 있는 사람들이 많아보는 전에 유럽을 받는 경험에 화가를 보면 하는 것이 되었다. 그는 사람들이 되는 사람들이 되었다.

Page 1

<i>y</i>	FCAR_			DEL YEA		DATE ISSU 12400	/EV	XEVIS	ED <u> (*)3 -] :</u>
					202.0-				
MODEL,			<u> </u>			In. V-8 O	ption (2	.28)	
	DRIVE	UNITS-PR	OPELLER SI	IAFT (c	ont.)				
Inter-	Type (plai anti-friction					None			
mediate bearing	Lubrication prepack)	on (fitting,							
	Make				er a ser produce de la proposición de la company de la company de la company de la company de la company de la	Chevrole	1888		
	Number us	ed				Two			
Universal joints						Cross			
in and advanced to the second	Bearing anti-friction) Lubric. (fitting,		a de la composición del composición de la composición de la composición de la composición de la composición de la composición de la composición de la composición de la composición de la composición de la composición de la composición de la composición de la composición de la composición de la composición de la composición de la composición de la composición de la compos			Anti-fric	tion		
**************************************	Bearing					Prepack			
		que tube			Mono-l	eaf rear	spring 8	& radius	rods .
or arms, springs) Farque taken through (torque tube									
	rings)	UNITS—REA	AR AXLE		Mono-l	eaf rear	spring {	k radius	rods
Or arms, sp	PRIVE	UNITS_RE	AR AXLE			eaf rear			
Pescription	DRIVE	UNITS_RE	AR AXLE			loating, o	verhung	; pinion g	
Drive Pinio	DRIVE	UNITS—RE	AR AXIE			loating, o	verhung	; pinion g	
nescription Cimited Slip Drive Pinio	PRIVE	UNIIS—RE	AR AXLE			loating, o Dual disc 1.5 Two	verhung	; pinion g	
Pescription Limited Sli Drive Pinio No. of diffe	p differentian Offset prential pinio	UNITS—RE	AR AXLE			loating, o Dual disc 1.5 Two 8.875	verhung	; pinion g	
Pescription Climited Sli Drive Pinio No. of diffe Ring gear C	p differentian Offset rential pinio D.D. (std. rot stment (shim	UNITS—RE/	AR AXIE			Dual disc 1.5 Two 8.875 None	verhung	; pinion g	
Pescription Cimited Sli Drive Pinio No. of diffe Ring gear C Pinion adju Pinion bear	p differentia in Offset rential pinio D.D. (std. rat stment (shin ing adj. (shi	UNITS—RE/	AR AXIE Continue		Semi-f	loating, o Dual disc 1.5 Two 8.875 None Shim	verhung clutch	pinion g	
escription Limited Sli Drive Pinio No. of diffe Ring gear C Pinion adju Pinion bear	p differentian Offset rential pinio D.D. (std. rat stment (shirm ing adj. (shirm g type	UNITS—RE			Semi-f	loating, o Dual disc 1.5 Two 8.875 None Shim row cyline	verhung clutch	pinion g	ear
escription Limited Sli Drive Pinio No. of diffe Ring gear C Pinion adju Pinion bear	p differentian Offset rential pinion D.D. (std. rat stment (shinting adj. (shing type Capacity (street)	UNITS—RE	AR AXIE		Semi-f	Dual disc 1.5 Two 8.875 None Shim row cyline 4.0	verhung clutch	g pinion g	ear
Pescription Limited Slip Drive Pinio No. of diffe Ring gear C Pinion adju Pinion bear	p differentian Offset rential pinio D.D. (std. rat stment (shirm ing adj. (shirm g type	UNITS—RE/			Semi-f	loating, of Dual disconness. Secondary Columns of Spines	verhung clutch	g pinion g	ear
Pescription Cimited Slip Drive Pinio No. of diffe Ring gear C Pinion adju Pinion bear	p differentian Offset rential pinion D.D. (std. rat stment (shiring adj. (shiring type Capacity (garage)	UNITS—RE/	AR AXIE		Semi-f	Dual disc 1.5 Two 8.875 None Shim row cyline 4.0 y specs M	verhung clutch	g pinion g es oller 2105-B	ear
Pescription Cimited Slip Drive Pinion No. of diffe Ring gear C Pinion adju Pinion bear Wheel beari	p differentian Offset rential pinion D.D. (std. ratistment (shiring adj. (shiring type Capacity (judge) SAE vis-	UNITS—RE/			Semi-f	Dual disc 1.5 Two 8.875 None Shim row cyline 4.0 v specs M SAE 80 SAE 80	verhung clutch	g pinion g es oller 2105-B	ear
Pescription Limited Slip Drive Pinio No. of diffe Ring gear C Pinion adju Pinion bear	p differentian Offset rential pinion D.D. (std. rat stment (shiming adj. (shiming type Capacity (strong type records SAE viscosity	UNITS—RE/ , type ns io) , other) m, other) of.) nmended Summer Winter Extreme cold	AXIERAT		Semi-f	loating, of Dual disconding of 1.5 Two 8.875 None Shim row cyling 4.0 y specs None SAE 80 SAE 80 SAE 80	verhung clutche lricaler	g pinion g es oller 2105-B	ear
Pescription Limited Sli Drive Pinio No. of diffe Ring gear C Pinion adju Pinion bear Wheel beari	p differentian Offset rential pinion D.D. (std. rat stment (shiming adj. (shiming type Capacity (strong type records SAE viscosity	UNITS—RE/ , type ns io) , other) m, other) of.) nmended Summer Winter Extreme cold	AXIERAT	page 4 for	Semi-f	loating, of Dual disconding of 1.5 Two 8.875 None Shim row cyling 4.0 y specs None SAE 80 SAE 80 SAE 80	verhung clutche lricaler	g pinion g es oller 2105-B	ear
escription Limited Sli Drive Pinio No. of diffe Ring gear C Pinion adju	p differentian Offset rential pinion D.D. (std. rat stment (shiming adj. (shiming type Capacity (strong type records SAE viscosity	UNITS—RE/ , type ns io) , other) m, other) of.) nmended Summer Winter Extreme cold	AXIERAS	page 4 for	Semi-f. Single: Militar OTH CON	loating, of Dual disconding of 1.5 Two 8.875 None Shim row cyline 4.0 v specs None SAE 80 SAE 80 SAE 80 SAE 80	rerhung clutch	es oller	

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and the state of t		

7.35 x 15 Original equipment		
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DUTY (OPT)		
'VO		
power tegral		
1,5		
5.6		
68.6		
n (a) Terres de la companya del companya del companya de la compan		
- P 止		

^{**} Includes rivet holes, grooves, chamfers, etc.

35-8: 25-98 cool\$

Widest lining contact width for each brake x its drum circumference.

^{***} Total swept area for four brakes:

		N.							
MODEL				124	:00				
	BRAKE	S-SERV	/ICE (c	ont.) Base	Heavy Duty (Opt)				
	Drum or I	*****			Rear-Drum				
Exception - 14-100 (14-100)	Bonded o	r riveted		FrtRiveted; Rear-Bonded	FrtRiveted: Rear-Welde				
		Material		Molded asbestos	Molded asbestos	<u> </u>			
	Front	Size (length x width x	Prim. or out- board Second.	$5.96 \times 2.21 \times .41$	5.96 x 2.21 x .41	ww.X			
	Wheel	thickness)	or in-	$5.96 \times 2.21 \times .41$	$5.96 \times 2.21 \times .41$				
Brake		Segments p		One	One				
lining		Material		Molded asbestos	Sintered Iron				
	Rear	Size (length x	Prim. or out- board	9.01 x 2.00 x .17	1.64 x 2.00 x .150	9			
	Wheel	width x thickness)	Second. or in- board	9.75 x 2.00 x .20	1.64 x 2.00 x .265				
		Segments p	er shoe	One	3 Primary; 5 secondary				
	BRAKE	S-PARI	CING	e of Alixa					
Type of co	ontrol			Pulley-cable linkage-footp	adal apply bandla release	and the second			
Location (Below instrument panel,					
Operates o	on.			Rear servi		,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,			
If sepa_	Type (inte	rnal or externa	al)			1			
rate from	Drum diam	eter				section 1			
service brakes	Lining siz width x th	e (length x ickness)		i ot fil be	* **				
	FRAME			AV Cos Sys	And the state of t	(Section)			
Type and	description	(Separate fram		Combination body-f	ag aparta da da agama agama agama agama agama agama agama agama agama agama agama agama agama agama agama agam	vioene id			
		ly - unitized fr		separate forward po	— ************************************				
eren er er er er er er er er er er er er er				some contract to twenty per some contract to the contract per some		lood#			
				<u> </u>					
Om a statute of original expensions of	STEERI	NG		and the second s	enter de la companya de la companya de la companya de la companya de la companya de la companya de la companya La companya de la companya de la companya de la companya de la companya de la companya de la companya de la co				
Manual (st	d., opt., NA				rbing steering column	***************************************			
***************************************	., opt., NA)	***************************************		Optio	onal				
Adjustable steering w		Type and description		Tilt	*				
(tilt, swing	g, other)	(std., opt.,	NA)	Optio	mal				
Wheel dia	2010	Manual		16.25					
wheel old	neier	Power			25				
	Outside	Wall to wal		39.					
Turning	front	Curb to cur		 					
diameter	Inside	Wall to wal		20.					
	rear	Curb to cur	o (i. & r.)	21.		*			
Outside w	heel angle w	ith inside whe	el at 20°	18.	.5				
	,	Туре		Semi-reversible; reci	culating ball nut	٠			
Manual	Gear	Make		Sagir	law	······································			
		Ratios	Gear	Std. 24:1	Fast 20:1				
			Overall	Std. 21:5	Fast 17:8				
	No. wheel	turns		4.0 lock	to lock				

:AKEO	FCAR	Cam	aro	MODELY	/EAR 1967	DATEIS	SUED	REVISED	<u> 1°13-1-6</u>		
MODEL.						12	400				
The second second second second	STEERII	NG (co	nt.)								
	Type (coax	ial, linkage	:, etc.).		# (Coaxial					
	Make	N 80 22 2 4 4 4 4				Saginaw					
		Туре				Same as m	anual				
Power	Gear		Gear			17.5:1					
Kanandan Sadahad Sa		Ratios	Overall		***************************************	7.5:1	Fast 1	.6:1			
	Pump drive	***************************************	* 00.			Crankshaft	pulley				
	Number wh	eel turns				3.0 lock to	lock				
	Туре					Parallelog:	ram				
Linkage	Location (f					Rear of wh	cels				
. Z	Drag link (trans. or la	ngit.)	1 1 2 2 2 2 2 2		None					
Tie rods (one or two)				Two		***	N. W				
	Inclination at camber (deg.)		(deg.)			8-1/4 to 9-	-1/4				
Steering Axis		Upper		Ba	11 stud wit	th non-met	allic bearing	surface	e 13.11.11.11		
~~	Bearings (type)	Lower		Ball stud with metallic bearing surface							
		Thrust			July May Lover Com-	None					
Wheel gnment	Caster (de	.				0 to Pl					
unge at curb weight and pre-	ght			N 1/4 to P 3/4							
ferred)	Toe-in (out inches)				2,113	1/8 to 1/4	iniminimi kana kana kana kana kana kana kana kan				
Steering sp	indle & joint			Forging w	<u>rith pad for</u>	r mounting	<u>brake cylin</u>	der, spi	<u>nerical</u>		
Wheel		Inner bearing				1.2493-1.	2498				
spindle	Diameter	Outer bearing				.749374	98				
	Thread size				3/4-2	0 NEF-3 (modified)				
reviewe in the second s	Bearing ty	pe	sand to face the			Taper roll	er				
						y de la companya de l	a umamuniana mamuniana kanana mana mamuniana	0.74 J1(6)	and the second of the second o		
							Tree out T		eldstelvjáA Appendence		
Angling the transfer and conserved				Santan arab santan da karaningan sa sa sag							
a janga palakana da karina Ma			anaria e e e e e e e e e e e e e e e e e e e								
	and references in making a	and and make a growth		andrialis, sindana and a santa and a santa and a santa and a santa and a santa and a santa and a santa and a s Santa and a santa							
And the second							(3.3.3) Novi et NoV.	4.470			
						and a second contract of the c			Tuestee		
				. Andrew San San San San		profession of the second second	C. A. S. Dae et 1955				
and the state of t				and a statistical property and a second consistency and the							
alikai finantajita sami				y San der Sale stage i de Legis de la grande			OS 96. Paradir district Lance Commencia		erior est desse.		
		fugical flat	: Szizáli	sommed le tti l							
		a malla e n 1945 e se inco									
								or person of			

YAKE C)FCAR	Camaro	MODEL YEAR 1967 DATE ISSUED REVISED 03-1-					
MODEL			12400					
	SUSP	ENSION-GENE	RAL (See Supplemental page for details on Air Suspension)*					
Provision	for car lev	eling	Front stabilizer bar					
Provision	for brake d	lip contro	Front suspension geometry					
Provision	for acc. sc	juat control	Rear suspension geometry					
Special pro			Front: 3-3/4 in. inboard of bumper bolt					
car jacking	_		Rear: 2-1/2 in. inboard of bumper bolt					
hock	Туре		Direct, double acting hydraulic					
absorber Front &	Make		Delco					
rear	Piston c	lia.	an annung mengandah di mengang di menggan penggan penggan menggan menggan 🗪 🗪 penggan pe					
Other special features			Single leaf rear springs					
	SUSP	ENSION—FRON						
Type and	lescription		Independent: SLA type with coil spring and concentric shock absorber and spherically-jointed steering knuckle for each wheel					
	Туре		Coll of the control o					
	Material		Steel alloy					
pring		il design height & I.D.; th x dia.)	11.09 x 3.63 122.18 x .629					
\	Spring rate (lb. per in.)		Table 1 and the same of the sa					
<i>j</i>	3	wheel (lb. per in.)						
itabilizer	Type (lin	nk, linkless,	Link 1997 1994 1995 1995 1995 1995 1995 1995 1995					
	-	& bar diameter	HR steel .6875					
	5USP	ENSION-REAR						
Type and o	description		Salisbury rear axle with two single leaf springs					
Drive and	torque tak	en through	Rear springs & radius rods					
	Туре		Single-leat					
	Material		Chrome carbon steel					
420c/3.	Size (ler height &	ngth x width, coil design I.D.; bar length & dia.	56.0 x 2-25					
	Spring n	ate (lb. per in.)	and and the control of the control o					
Spring	Rate at	wheel (lb. per in.)						
	Mounting	insulation type	Rubber bushed at shackle and hanger					
	IF	No. of leaves	or of the reasonable for a transfer of the state of the s					
mana and a	leaf	Shackle (comp. or tens)	Compression					
Stabiliare	Type (li	nk, linkless, frameless)	None					
Stabilizer Material Material								
Track bar type								

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🎉 gran steathirth									
			12437						
AODEL	V MIC	CELL ANIEC	OUS INFORM.	ATION -					
		VELLAIVL	, o						
Ors. hinged Front				<u>Front</u> Not ava	31-316				
(front, rear) Rear doors Type of finish (lacquer, enamel, other)									
i ype at rinish (lac Hood counterbalan		omer)	Acrylic lacquer Yes						
				Extern					
Hood release control (internal, external) Vehicle Indent, No. location				201 - 100 - 100	ody hinge pilla				
					E Same of C	vlinder and case			
Engine No. location	, 1		8 cyl-on top, front of R.H. bank of cylinder and case						
Theft protection •	tune		S	nielded igniti	on lock termin	nais			
			K		in "OFF" po	SITION CONTRACTOR			
Vent window contr	and the second s	Front		Frictio					
(crank, friction piv	rof)	Rear	None						
	Ligotyszig	Front	Formed wire and foam pad						
Seat cushion type		Rear	Formed wire and cotton						
		3rd seat	None						
		Front	Formed wire and foam pad						
Seat back type		Regr			re and cotton				
		3rd seat		None					
Windshield glass t -ingle curved - lar	ype (i.e., ninated plate)		Curved-laminated						
de glass type (i. tempered plate)	e., curved -			Curved					
Backlight glass ty	rpe (i.e., comp	ound			Lilian marka di kacamatan da kacamatan da kacamatan da kacamatan da kacamatan da kacamatan da kacamatan da kac Kacamatan da kacamatan lastic				
curved - tempered			- Cu	rved	en en en de la companión de la companión de la companión de la companión de la companión de la companión de la	gas en des igas : A de vera se se de la fina a mandamentalistic de la relativa de la composición dela composición dela composición dela composición dela composición de la composición dela composición dela composición del composición dela composición dela composición dela composición dela composición dela composición dela composición dela composición dela composición dela composición dela			
piece)						<u> </u>			
Windshield glass	~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	e Greg		32.6					
Side glass expose			<u> </u>	33.7		1093.8			
Backlight glass e	xposed surface	area .		19.2		834.0			
Total glass expos	ed surface are			35.5		2918.3			
LA	MP HEI	HT AND	SPACING CO	UPE Rallev Spo	rt Standar	NVERTIBLE d Ralley Spor			
		Highest *			25.5				
Height above	Headlamp	Lowest							
ground to center of bulb		Highest:			24.3				
Canna Cr. Dolo	Tail	Lowes!		24.3		24.3			
		Inside							
	Headlamp	Outside *			24.4				
Oistance from C/L of car to		Inside		20.0		20.0			
center of bulb	Tail	Outside		interior at pull marketing and constraint	23.3				
		Front	17.0	23.6	17.0	23.6			
	Directional								

^{*} If single headlamps are used enter here.

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AKEO	FCAR <u>Camaro</u>		MODEL II	L^K	7DATE	JJUE) <u>**8-1-6</u>
			17	2437			12467	
MODEL.			Q1+					
	CONVENIENCE EQ	UIPME	IVI		**	optional	ar NA on each series)	
Power	Side Windows			***	<u>Optional</u>			*
windows	Vent Windows				<u>Not availa</u>			
	Backlight or tailgate		and the same of the same of	***	Not availa	<u>ble</u>		
Power seal	s (specify type as silability)				Not availa			
Reclining	ront seat back				<u>Not availa</u>	ble		
Front seat	headrest	13 x 2 12 12 1			Optional	Y., 12 v		•
Radios (sp well as av	ecify type as allability)	Option	nal-AM-	Manual,	AM-Push	ı-buti	bon, AM-FM Pus	h-buttor
Rear seat	pecker				Optional			
Power Anti	······································				Not availa	ble	*	
Clock			- Light in the Commence		Optional	, 40°		14 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
Air Conditi and availal	oner (specify type				Not availa	ble	***	
Speed warr	ing device				Optional			
Speed cont	rol device				Optional			
Ignition la	k long was a second an outside an accompany			Santa Santa Santa Santa Santa Santa Santa Santa Santa Santa Santa Santa Santa Santa Santa Santa Santa Santa Sa	Not availa	ble	A Commence of the Commence of	
Back up la			ndra Britania del del co		Standard	1		
Dome lamp			Standar	rd 12437			Not available	
Glove com	Partment lamp			Barrier .	Optional			
kg. brak	signal lamp	aga, san an an an an	alah karangan baran	a Alexandra	Standard		· · · · · · · · · · · · · · · · · · ·	
Luggage co	ompartment lamp		a san an san an an an an an an an an an an an an a	all Carlotte and Same	Optional	1	A Commence of the Commence of	talanga da san ing Kalabanan
Underhood	lamp www.commonweather.com	alanin Kasissa	and the second second		Optional			and the state of t
Courtesy Id	snp		Optiona	al 12437		ومدومة أجمعهم أأفكون	Standard 12467	(maries Chia
Map lamp			an an the second and the second	and the same of the same of the same of the same of the same of the same of the same of the same of the same of	Not availa	ble		
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	flasher lamp, four-way				Standard			
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AMA Specifications—Passenger Car

MAKE OF CAR Camaro MODEL YEAR 1967 DATE ISSUED REVISED 63-1-67

WEIGHTS

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Model			V-8					V-8
			327					327
- 30400 0 1			3070	31		9	69	2920
12437 - 2 door Coupe			3070	31				2720
12467 - 2 door Conv.			3325	31		2	69	3180
12407 - 2 door Conv.			3363			the profit of the second con-		
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Accessories & Equipment Differential Weig	INS.		1+19		······································			
Air injection Battery, heavy duty			+15	0.54500 - 10				
			+33					
Brakes, front disc			+ 9		ner taur atmospharis et en en en en en en en en en en en en en			
Brakes, vacuum power			1-24	in the second se	Contracting the constitution of these			
Heater, delete			+ 8		C. 11. A. 220 A. 200 C. D. A. 200 C. C. A. 200 C. A. 200 C. C. A. 200 C. C. A. 200 C. C. A. 200 C. C. A. 200 C. C. 200 C. C. A. 200 C. C. A. 200 C. C. A. 200 C. C. A. 200 C. C. A. 200 C. C. A. 200 C. C. A. 200 C. C. A. 200 C. C. A. 200 C. C. A. 200 C. C. A. 200 C. C. A. 200 C. C. A. 200 C. C. A. 200 C. A. 20			
Radio, push-button			1 + 9			**************************************	363833	
Radio, AM-FM push-button			+20				and the second and the second and the second and the second	
Seat, folding rear			+ 7				·	
Transmission.4-spd(M21)								· · · · · · · · · · · · · · · · · · ·
Power windows			+21					
Power steering	1	1	+32					
Engine 302 cu.in. (Z28)		-	+38				· · · · · · · · · · · · · · · · · · ·	
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	SUBJECT PAGE NO. Automatic Transmission	S	UBJECT	NO.
	Automatic Transmission	L	Inings - Clutch, Broke	R. 19
	Axis. Steering	·I	ubrication	Ž 17
	Axle, Regr	ī	uggage Capacity	. 2
4	Battery		Nator, Starting	
	Searings, Engine	M	Miller	
	Belts - Fan, Generator. Water Pump			
	Body - General Information, types	0	verdrive	. 15
C.	Exterior Dimensions.			
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. 13	Convienience Equipment	***	ods - Connecting	. >
4	Looling System.	Sh	nock Absorbers, Front & Recor.	21
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	Trankshaft	Sp	peedometer	14
``	Cylinders and Cylinder Head	So	prings - Front & Rear Suspension	23
1	Distributor - Ignition		Valve, Engine.	* 44
•		St	abilizer (Sway Bar) - Front & Rear	- 0
1	Electrical System	St	arting Motor,	* 41
1	Engine	St	eering	. 12
	Core, Strake, Displacement, Type	- Su	appression - Ignition, Radio	, ZU
	Compression Ratio	Su	spension - Front & Regr	- 14
	Firing Order, Cylinder Numbering			- 21
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	Lubrication		Nermostat, Cooling	11
	Power Teams	. Ti	iming, Engine & Valve	7 13
- 1	Exhaust Emission Control		(*****************	12
1	xhaust System	10		20
1	quipment Availability	10	arque Converter.	7.2
		To	prque - Engine, Rated	3 4
	an, Cooling	Tr	ransmission - Types	71.
	ilters - Engine Oil, Fuel System	444	Automotical Laurence 1 / 10 10	11
1	Tome	(Manual & Overdrive	31 1
	ront Suspension		Ratios	1, 1, 2
٠.	'uel, Fuel Pump, Fuel System	Tr		1
	'uel Injection	Tr	unk Luggage Capacity.	* * * *
1	enerator and Regulator.	1.11	ming Digmeter	***
ì	ilass		nitized Construction.	7
	22	300		112
1	leight (Lamps).	Un	hifized Construction	. 19
	Teadraam - Body			
	leichts - Overall	V.	sives - Intake & Exhaust	
		Vi	bration Damper	0, /
	lorsepower - Brake	V.	utana Danutaia	
	gnition System		itage Regulator	. 12
	gnition System	Wa	ster Pump	11
	MIGNON * Lires	. ज द	ngars • Salpbing, Curb	2/
*	nstruments	11 11	lee! Alignment	20
	(ingpin (Steering Axis)	98 h	melhere	*
		Wh	icels & Tires	10
*	.cmp Height & Spacing	Wh	reel Spindle	* *0
	agroom	W:	dths - Car & Body	. 20
. 4	.engins - Overall	3021		. 1
1	iliters, Valve	π:: •	ndshield	. 22
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Suspensions

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AMA Specifications—Passenger Car

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

200724517/5502 34/32/35

General Motors Corporation	Camaro		P. Statement & Color Statement of Sign
MAILING ADDRESS Chevrolet Engineering Center 30003 Van Dyke, Warren, Michigan 48090	MODEL YEAR 1967	ISSUED: 12-22-66 REVISED (*)	
NOTES: 1. The Specifications herein are those in effect at date of compilation 2. UNLESS OTHERWISE INDICATED:	and are subject to change without not		
a. Specifications apply to standard models without optional equip	ment. Significant deviations are noted		. 4
b. Nominal design dimensions are used throughout these specific	iterrenante en al maria de la composition de la composition de la composition de la composition de la composit La composition de la composition de la composition de la composition de la composition de la composition de la		es de la compania de la compania de la compania de la compania de la compania de la compania de la compania de La compania de la compania de la compania de la compania de la compania de la compania de la compania de la co

Drive Units

Brakes 18

BODY-TYPES AND STYLE NAMES-	Body type, number of passenger & style names; use manufacturer's code for series & body style.
elistieve sulf	396 Cu.In.
e Galleya 168	V8-375 HP Optional (L78)
2-Door Sport Coupe, 4-Pass.	12437 bear C. leaning
2-Door Convertible, 4-Pass.	12467
THE CONTRACTOR OF THE CONTRACTOR	10 to 2016 0 12 Constant and the constan
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MAKE OF CAR

Camaro

MODEL YEAR 1967

DATE ISSUED 12-22-6 REVISED (*)

GENERAL SPECIFICATIONS

	a de la companya de la companya de la companya de la companya de la companya de la companya de la companya de	ll dimensions in inches unless otherwise indicated) # 이 # # # # # # # # # # # # # # # # #
MODEL	Additional Information Page No.:	12400 Cu.In.V-8 1 1 2400 Cu.A 2000 C
Wheelbase (L1	Mainan eir yr poises karitus r	. 24 Tibli partis att taukika una licu nectrolimuno la etak 108 de la condiciona de ancittuditandi mel .? .?
	A.: A.:	to statement in the statement of the sta
Track	Rear (W102)	• และเดิดเก็บการแก้ง เก็บการแก้ง และ เก็บการแก้ง เก็บการแก้ง เก็บการแก้ง เก็บการแก้ง เก็บการแก้ง เก็บการแก้ง เ 58.9
-	Length (L103)	184.7
Maximum Overall Dimensions	Width (W103)	72.5 (1.5)
Office stone	Height (H101)	51.4
	Manual + 3 speed j 15	3-Spd. Heavy Duty optional
Transmission (Specify trade	Manual - 4 speed 15°	Optional
name • opt., not available)	Overdrive	Not available
	Automatic (87.1) 16.00	Not available
	Manual - 3 speed できからす	3.07:1
Axle ratio	Manual - 4 speed 17	3.07:1
ee page 4 r optiona cles)		Not available .
	Automatic 17	Not available
Tire size	18	D70×14
	Type, no. cyl., valve arr. 3	90° V-8 OHV
₹ *	Fuel system (Carb., other) 10	Carburetor
Engine	Bore and stroke 3	4.094 x 3.76
	Piston displ., cu. in. 3	396
	Std. compression ratio 3	11.0:1
	Max. bhp at engine rpm 3	375@5600
	Max. torque at rpm 3	415@3600

MAKEOFCAR Ca	GENERAL (All	MODEL YEAL SPECIFICA dimensions in inches	TIONS of	DIMENS	IONS AA TO BAAA
		(Supplemental data		on request)	
MODEL	SAE Ref.				12467 Convertible
	No.	12437	Coupe		12467 Convertible
FRONT COMPA	RTMENT			. 3.44.3	TERBANAYA
Shoulder room	W3			56.7	
Hip room	W5			56.3	
Max. eff. leg room - accelerator	L34			42.5	·
Effective head room	H61	37	. 1		37.5
H.Paint to Heel point	H30			7.6	
REAR COMPA	RTMENT			- Bal ie Hermanian de Maria	
Shoulder room	W4	53	. 8		47.3
Hip room	W6		. 5		47.5
Minimum effective leg room	L51		. 9		29.6
Effective head room	H63		. 7		36.8
					to the second of
LUGGAGE CO	MPARTME	NI		}	
Usable luggage capacity	VI	8	. 3		5.6
Liftover height	H195			30.0	· · · · · · · · · · · · · · · · · · ·
Position of spare tire storage		Horz.over	axle		Horz.right RR quarte
Method of holding lid open				Torsion b	ars
STATION WA	GON-THI	RD SEAT	1	NOT AVAIL	ABLE
Hip room	.W86				
Effective leg room	L86				<u> </u>
Effective head room	H86			Andrysy'i Al-c	
Seat facing direction		. (
STATION WA	GON-CA	RGO SPACE		NOT AVAIL	ABLE
		SAE		fankiro	C - Pariérmande -
MODEL		Ref.			origo – Ligandia G
	*	No.			
Minimum distance between wheel houses at floor level		W201		•	
Rear end opening width at belt		W204	,	-	
Floor length from back of front se floor level to inside of closed tai	eaf at il gate	L202			d d debber
Minimum horizontal distance from					
front seat back to inside of tail g	top rear of gate at belt	L204		** **	
Maximum height - floor covering at centerline of rear axle	jate at belt	L204 H201			
Maximum height - floor covering	gate at belt to headlining		•		

AMA Specifications—Passenger Car

Page

MAKE OF CAR Camaro MODEL YEAR 1967 DATE ISSUED 12-22-66 REVISED 1967

MODEL AVAILABILITY Displ. cu. in. Carburetor Compr. BHP Torque Q	skiriamko	raari					TEAMS	"A" "B" "C"	117	
# - Optional * - Optional * - Optional * - Span Optional * - Performance - Optional C	MODEL			NGINE	***************************************					
3-Spd (2.41:11ow) 3.07 2.73 3.31 12400 (Opt) Down- draft 11.0:1 @ @ & 4-Spd (2.20:11ow) draft 25600 3600 4-Spd Hvy. Dty* * - Optional ** - Positraction axle required for 1.10:1 4.56:1 and 4.88:1; optional for all of ratios. A - Standard B - Economy - Optional C - Performance - Optional C - Performance - Optional (AYAILABILITY		Carburetor			0 1		(Indicate A/C ratio)	
12400 124000 124000 124000 124000 124000 124000 124000 124000 1	ata kentatan kan ang mata sa magangan, sigangganggan kengkulak bahar bahar Kentat manasan sa kata tatah mendatan kentatan kentatan kentatan kentat sa kentat sa kentat sa kentat sa kentat Kentat manasan sa kentat sa kentat sa kentat sa kentat sa kentat sa kentat sa kentat sa kentat sa kentat sa ke		and and a second and a second and a second and a second and a second and a second and a second and a second an				* 3-Spd (2.41:1 low)	3.07 2.73 3.31	3 3	
* - Optional ** - Positraction axle required for 1.10:1 4.56:1 and 4.88:1; optional for all of ratios. A - Standard B - Economy - Optional C - Performance - Optional D - Special - Optional (1000) 1000 1			Down-	11.0:1	@	@				
* - Optional ** - Optional ** - Positraction axle required for 4.10:1 4.56:1 and 4.88:1; optional for all of ratios. A - Standard B - Economy - Optional C - Performance - Optional D - Special - Optional ** Optional ** Op	orania amerika araba araba araba araba araba araba araba araba araba araba araba araba araba araba araba araba Araba araba								4	
* - Optional ** - Positraction axle required for 4.10:1. 4.56:1 and 4.88:1; optional for all of ratios. A - Standard B - Economy - Optional C - Performance - Optional D - Special - Optional In the standard required for 4.10:1. 4.56:1 and 4.88:1; optional for all of ratios of several formation of the standard required for all of the standard required for all of the standard formation of the standard		9 (3) Leggard (100°s,			and the second s			The second of th		
B - Economy - Optional C - Performance - Optional D - Special - Optional MSS The Performance - Optional The Per	** - Pos	onal itractio						i; optional for all separate seasons and seasons are seasons as a season and seasons are seasons as a season are seasons as a season are seasons as a season are seasons as a season are season as a season are season as a season are season are season as a season are season are season as a season are season are season are season as a season are season are season as a season are season are season are season as a season are season a	ot	
D - Special - Optional ACT Commence of access a manifold lead to the commence of access a manifold lead to the commence of access and access and access and access and access and access and access and access access and access access and access acc	B - Ecor	bmy -	Optional de - Opti	onal						
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	for the Cartalana Assalana (Alabasa and Assara) and a second a second and a second and a second and a second and a second and a second and a second and a second and a second and a second	······································			·	700				
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	properties and the second second	ang 🛊 Pataura ang Kanasanan pang		1	1	T .			444.	
	e talah setapa da karangan sebagai karangan karangan karangan karangan karangan karangan karangan karangan kar Barangan karangan ka			***************************************						

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AODEL_		0 37 AS AN ARC 975 TID AL /T 70	▲ 1
Had be to the same and a second	X.	8-V.dl. 03 248 375 HP Opt (L78	<u> </u>
	ENGINE-RINGS		in and the second secon
·	No. 1, oil or comp.	Compression	
uncton	No. 2, oil or comp.	Compression	La constant
top to lattom)	No. 3, oil or camp.	Oil	
	No. 4, oil or comp.	None None	
	Description - Upper material, coating, etc. Lower	Cast alloy iron-barrel face, no bevel Cast alloy iron-inside bevel tapered fa	
Compression	Width	.07700775 upper & lo	
11/36		.010030	
	Geo		
	Description - material, coating, etc.	Multi-piece (2 rails and one s Rails-steel, chrome plated OD; Ex	
	w.a.	.18701890 (assemb)	led)
	Gap	.010030	
Expanders		In oil ring assemb	lv
	ENGINE-PISTO	IN PINS	
Material		Chromium ste	el assessants
Length		2.930-2.950	
Diameter		.98959898	
Туре	Locked in rod, in piston, floating, etc.	Locked in rod	AND THE PROPERTY OF THE PROPER
. 175	Bushing In rod or piston	None	
	Material	None None	
Clearance	In piston	.0002500035	
(A.)	In rod	None	
Direction &	amount offset in piston	On center	
,	ENGINE-CONN	IECTING RODS	
Material	e notan e description est de servicio de la companya de la companya de la companya de la companya de la compan En la companya de la companya de la companya de la companya de la companya de la companya de la companya de la	Drop forged s	teel
Weight (oz.)			
	iter to center)	6.130-6.140	
	Material & Type		ninum
Bearing	Overall length	the second state of the second	(AM. 1985 D. B. Scott); reinserinste
	Clearance (limits)	.00090029	Value 1912000 Color
	End ploy	1016020	
*	n de servicio de en establica en promonografica de la constancia de la constancia de la constancia de la const La constancia de la constancia de la constancia de la constancia de la constancia de la constancia de la const	anterior como de se se se se como en como en como en començo, començo e em se como en como en como en començo e Estados e en como en como en como en como en como en como en como en como en como en como en como en como en c	ASSET TO STATE OF THE STATE OF
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ODEL_			375 HP Opt (L78)					
	ENGIN	IE—CRA	NKSHAFT englemmen in international and an anticological and anticological and an anticological and an anticological and an anticological and an anticological and an anticological and anticological anticological anticological and anticological anticologic					
Vaterial			Forged steel					
Vibration d	amper type		Rubber mounted inertia					
yayar maddan a saddii sa		· (A)	Bridge to and larger against the control of the con					
<u>Crankshaft</u>		aring (No.)	.006010					
Cranksnon	Material 8		Steel, backed insert bearing material-copper lead alloy or					
	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	, 17Pc	premium aluminum - for intended engine operation and applica					
	Clearance	·	#1-2-(.00100022) 3 & 4-(.00130025) #5-(.0015 .0031)					
		No. 1	2.7505x.992					
Main	Journal	No. 2	2.7505x.992					
bearing	dia. and	No. 3	2.7505x.992					
	bearing	No. 4	2.5705x.992					
	overall	No. 5	2.7506x1.252					
	length	No. 6	None					
		No. 7	None					
	Dir. & am	t. cyl. offset	None					
Constain is	ournal diam		2.199 x 2.200					
Material	***************************************		Cast alloy iron on an analy and and another					
	Material		Steel backed babbitt					
Bearings	Number							
	Gear or c		Angle And Angle An					
ence consistent from encourage free	ند تد المسوال		The state of the s					
	Cranksha sprocket		Steel sprocket will be an A rule and					
Type of Drive		material gear or	Steel sprocket Cast alloy iron					
	Sprocket Camshaft Sprocket s	material gear or	Cast alloy iron					
	sprocket Camshaft sprocket i	material gear or material	Cast alloy iron 50 880					
	Sprocket Camshaft Sprocket s	material gear or material No. of link	Cast alloy iron					
	sprocket Camshaft sprocket i Timing chain	gear or material No. of link Width Pitch	Cast alloy iron 50 880					
	sprocket Camshaft sprocket i Timing chain	material gear or material No. of link Width Pitch	Cast alloy iron 50 880 500 LVESYSTEM Not available					
	Sprocket Camshaft Sprocket i Timing chain ENGII lifters (Std.	material gear or material No. of link Width Pitch	Cast alloy iron 50 8880 500 LVESYSTEM					
Hydraulic Valve roto	Sprocket Camshaft sprocket: Timing chain ENGII lifters (Std. stor, type shaust)	material gear or material No. of link Width Pitch	Cast alloy iron 50 880 500 IVESYSTEM Not available None					
Hydraulic Valve rote (intake, e: Rocker rat Operating clearance	ENGII lifters (Std. stor, type xhaust) tio	material gear or material No. of link Width Pitch	Cast alloy iron 50 880 Not available Not available None None None					
Hydraulic Valve rote (intake, e: Rocker rat	Timing chain ENGII lifters (Std. ator, type chaust) tio tappet intent	material gear or material No. of link Width Pitch NE—VA	Cast alloy iron 880 880 -500 Not available None None 1.70:1					

			396 Cu. In. V-8
MODEL,			
	ENGIN	E-VALVE	SYSTEM (cont.)
		Opens (°BTC)	
	Intake	Closes (°ABC)	
***************************************		Duration - deg.	
Timing		Opens (°BBC)	
	Exhaust	Closes (PATC)	The control of the co
		Duration - deg.	and the contract of the contra
	Valve open		and of the control of
-	Material		Alloy steel, face & head aluminized
	Overall len	gth	(本) 18명 () 18 원교 (北西) 이 이 12 13 5 . 204 - 5년 224 - 의 10 0 () 이 13 전 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
	Actual over	all head dia.	4A4 79 , 80 4A6 - 2 185-2.195.
gaiseerl	Angle of se		and is bask ad year 46° (seat) 45° (face)
	Seat insert	~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	None None
	Stem diame	ler	.37153722
	Stem to gui	de clearance	.0010=.0027
	Lift (@zero		.5197
Intoke	Outer	Valve closed	94-106 @ 1.88
	sp ring	(lb.@ in.)	
	press. and length	Valve open (lb.@in.)	303-327 @ 1.38
	Inner spring	Valve closed (lb.@ in.)	Spring damper
	press. and length	Valve open (lb.@ in.)	Spring damper
* *	Material	eren ha raza kere i ez	High alloy steel-aluminized face and head
and the second s	Overall len	gth	5.345-5.365
	Actual ove	rall head dia.	The control of the co
	Angle of se	eat & face	46° (seat) 45° (face)
	Seat insert	material	None
	Stem diame	ter	37133720
	Stem to gui	de clearance	.00100027
Exhaust	Lift (@zero	o lash)	and the statement of the contract of the contr
EXNGUST	Outer spring	Valve closed (lb.@ in.)	94-106 @ 1.88
	press. and length	Valve open (lb.@ in.)	303-327 @ 1.38
	Inner spring	Valve closed (lb.@in.)	Spring damper
	press. and length	Valve open (lb.@in.)	Spring damper
	ENGIN	E-LUBRIC	ATIONS YSTEM
·	Main beari	ngs	Pressure destrict and the second
T	Connecting		Pressure Pressure
Type of lubrication	Piston pin		Splash
(splash,	Camshaft b		Pressure
pressure,	Tappets		Pressure
nozzle)	Timing geo	or or chain	Centrifugally oiled from camshaft bearing
	Cylinder w	······	Pressure jet cross sprayed

AMA Specifications—Passenger Car

AODEL_		396 Cu. In. V-8 375 HP Opt (L78)
	ENGINE-LUBRICAT	ION SYSTEM (cont.)
Oil pump ty		Cear
	pressure (lb.@ engine rpm)	50-75 psi @ 2000
	e sending unit (elect. or mech.)	Electric On the second
Type oil in	take (floating, stationary)	Stationary
Oil filter s	ystem (full flow, partial, other)	Full flow
Filter repla	cement (element, complete)	Element
Capacity o	f crankcase, less filter-refill (qt.)	
	ecommended (SAE viscosity sture range)	32° and above - SAE 20W, or SAE 10W-30 0°F to 32°F* - SAE 10W, or SAE 10W-30 Below 0°F - SAE 5W, or SAE 5W-20 *(SAE 5W-30 may be used at temperatures below freezing
E: C	vice Requirement (MM, MS, etc.)	MS or DG
	ENGINE—EXHAUST	
Type (sing other)	le, single with cross-over, dual,	Dual exhaust & resonators; single muffler
	. & type (reverse flow, ru, separate resonator)	One, w/two resonators
Exhaust pi	pe dia. Branch	Front 2.25 x .073091 laminated
	l thickness) Main	Rear 2.25 x .071091
Tail pipe	diameter (O.D. & wall thickness)	2.00 x .062076
	ENGINE- CRANKO	ASE VENTILATION SYSTEM
	tilates to atmos., Standard	Ventilates to induction system
	ction system, other) Optional	
	Make and model	
	Location	Rear of carburetor
	Energy source (manifold	Manifold vacuum
	vacuum, carburetor air	Page 1 To the Second Control of the Second C
Control	stream, other)	The Committee of the co
	Control method (variable	Variable orifice
Unit	orifice, fixed orifice,	
	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	
	other)	
	other) Discharges (to intake	
	Discharges (to intake Manualifold, carb. air	Intake manifold
	other) Discharges (to intake	Intake manifold
	Discharges (to intake manifold, carb. air imake, air cleaner imake, other)	Intake manifold
	Discharges (to intake manifold, carb. air intake, air cleaner intake, other) Air inlet (breather cap,	Intake manifold
Complete	Discharges (to intake manifold, carb. air imake, air cleaner imake, other)	Intake manifold
Complete	other) Discharges (to intake manifold, carb. air intake, air cleaner intake, other) Air inlet (breather cap, carburetor air cleaner, other)	Intake manifold Breather cap
Complete	other) Discharges (to intake manifold, carb. air intake, air cleaner intake, other) Air inlet (breather cap, carburetor air cleaner, other) Flame arrestor (screen,	Intake manifold Breather cap Check valve
Complete	other) Discharges (to intake manifold, carb. air intake, air cleaner intake, other) Air inlet (breather cap, carburetor air cleaner, other)	Intake manifold Breather cap

ODEL_			12400 396 Cu.In.V-8 375 HP Opt (L78)			
	NGINE	EXHAU:	ST EMISSION CONTROL Manual Transmission			
	njection, eng ications, oth		Air injection			
	Туре	face of the same	Semi-articulated vane type			
	Displaceme	- 	19.3 cubic inch			
Air	Drive ratio	4443234	La Company of the control of the con			
njection Pump	Drive type		Crankshaft pulley			
	Relief valv	e (type)	Pressure (plate type)			
	Filter (desc	ribe)	None (clean air drawn from air cleaner)			
***************************************	Air distribu (head, mani	and the sale advantage of the sale of the	THE COURSE DESCRIPTION Manifold			
Nir.	Point of ent	ity	Exhaust ports			
njection System	Injection to	be I.D.	.2565			
	Check valve	type 😁	Pressure (plate type)			
	Backfire pro	otection (type)	Vacuum actuated anti-backfire valve			
	Make		Holley			
	Model	# C 357 x C 4	1 3 2 3 2 3 2 3 3 3 3 3 3 3 3 3 3 3 3 3			
Carburetor	Barrel size		1.561 (primary and secondary)			
	Idle speed	Drive				
	inic sheen	Neutral	750			
	Aux. Adv. S	ystems (type)	None			
3	Make		Delco-Remy			
	Model		1111170			
	Cent'igal	Start (rpm)	900			
	adv. in crank degrees@	Intermed. points deg. © rpm	17 @ 2000			
Distributor	eng. rpm.	Max. deg@rpm.	32 @ 5000			
	Vacuum	Start (in Ha)	7			
	adv. in. crank	Intermed.				
	degrees@	dea.@ in. Ha				
**	eng. rpm	Max. deg.⊕ in.	. 12 @ 12			
\$.	Vacuum Soi	исе	Carburetor			
Timing · C	rank degrees	·····	4 BTDC @ Idle			
Cooling Sy (describe o	stem hanges)		195° thermostat			
Exhaust Sy (describe o			None			

: Page 10

MAKEO	FCARC	Camaro	MODEL YE	AR 1967 I	PATE ISSUED 12	<u>-22-66</u> REVI	SED (*)
MODEL.				396 Cu. 375 HP C	In.V-8		er Den geben in spek ^k fillegen
	ENGINE—FL	UEL SYS			of Fuel Injection,		
	rpe: Carburetor, fuel upercharger.		dalozadorii, Abedi	Carbu	retor		
Fuel	Refill capacity (go	ols.)		18 (ap)	oroximately)	(magnetic special)	
Tank	Filler location			Center	of rear end	panel	
Fuel	Type (elec. or med	ch.)		<u>Mecha</u>			Sacros S
Pump	Locations				side front of	engine	
_	Pressure range			**************************************	.50 psi		
***************************************	ster (std., optional,	, none)		None	•	Coccide avisor 6	8-3-37 <u> </u>
-uel	Туре				rainer in gas		
Filter	Locations		and si	***************************************	e filter in ca	<u>rburetor i</u>	nlet
	Choke type			Autom	atic		· []
Carburetor	Intake manifold he (exhaust or water)	A		Exhau	st .		
	Air cleaner type	Standard		Oil-we	tted paper	1 10 , 2	
	Air cleaner type	Optional				i udi sampre u	
		CARBL	RETOR SUPPLE	MENTARY II	VFORMATIO	N	
		Engine		Carbu	retors	No. Used	Barrel
	lodel Usage	Displ.	Transmission	Make	Model	and Type	Size
	12400	396	3-Speed & 4-Speed	Holley	3916143	One; 4-Bbl	1.562 Prim.
					1 20		Sec.
	g in hermiting transport on makes a to hard a real of the communication		on tentra en muse en la transmissione de la companya de la companya de la companya de la companya de la compan La companya de la companya de la companya de la companya de la companya de la companya de la companya de la co	the feature of the fe	1980 - 19		
Na inversage varior su zuestrachsgess	Distribution of the second and the last give the second of the second of the second of the second of the second		entre et symmeter en ettere en ettere en ettere en ettere en ettere ette	testera ann presidente suos sudiren per suo sele suo sudden elettivardo.	matura paturu vi u umumu , <u> </u>		

AAKE OI		Camaro			DEL YE		1	2400 u.In.		;	<u>-66</u> REV		
MODEL_	KAROTSOLIODO	rangemikar (180)					375 HI	Opt	(L78)				13007
	ENGIN	IE-COOLI	NGS	YSTEN	1								
Type system	m (pressure	, pressure vented,					Pr	essur	^	**************************************	T 3 . 3 . 3 . 3 . 3 . 3		***************************************
atmospheric Radiator ca		lve pressure				Armeron seksemesekse	····	± 1 ps					
		ke, bypass)		wee ja	ari eb			<u>I i Pi</u> oke	7		**************************************		
	Starts to c							7°-183	, •				
	Type (cen	trifugal, other)						ntrifu					
Nater		00 pump rpm		100 2 40 30 5			82	@5200)			marine in the	
pump	Number of					7.00 1.000 m	<u>On</u>						THE SECTION AS
	}	oelt, other)			elleri ere tre Magratie e eri egi			<u>belt</u>		- * .			
	Bearing ty		20 (1000)		P	ermar			ated d	<u>ouble</u>	row b	<u>all</u>	
By-pass red Radiator co	***************************************	type (internal,exte	rmal)				**************************************	<u>ernal</u>			KALLING OF THE STATE OF THE STA		
Radiator ca (cellular, tu		, other)					Cr	oss fl	ow				
Cooling	With heate					***************************************	23						
	Without he			2260			22						
		oment-specify (qt.)		**************************************			<u>24</u> Ye	~					
		ath of cylinder (ver ider (yes, no)	<u>s, no)</u>				<u>ie</u> Ye	************************************	i de la companya della companya della companya della companya de la companya dell				
		Number and type (molded, straight				veres		e, mo	lded	22/3			
	Lower	Inside diameter			<u> </u>	************	1.						
Radiator		Number and type (molded, straigh					On	e, mo	lded		4 3 8 4 8		22.70277.69.92
hose	Upper	Inside diameter			<u> </u>			50					Margani salipida ar salah san san s
en transport og ere framsverkingsstationer		Number and type (molded, straigh		india.		\$0.00 mm 2 125 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5	On	e, mo	lded		**************************************		
	By-pass	Inside diameter						2576	5	25423			g554 7083
·	*************************************	f blades & spacing	9	eco da	927432	<u> </u>		stagge	red		\$ 1000 PM 5000		
	Diameter							.00	<u> </u>				
Fan	}	to crankshaft rev.	•				***************************************	49:1					
igniga a canada da marina marina marina.	Fan cutou Bearing to	***************************************				Ineri			V.2	2.00.00.00	ouplin	g	
	Fan	, y					<u>Do</u> AE	uble r	ow Da	<u> </u>			
Takana a		or alternator		1.50 %		- 11-(412)	A A	2					
*Drive belts	Water Pur		33 a 1 33	1.5 6.83	rtigak		AE	3					. 1983
(indicate	Power Ste	:ering	372.9£ 5	36 225		. je	C				*		7473 (1996)
belt used by letter)	Air Condi	tioning					*					•	
										,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,			
			·		,				3	*	Ţ	*	
* Drive Be	It Dimensi	ons	A	В	С	D	Ε	F	G	н	1	J	K
Angle of	V			38°-42	0								
Nominal	length (SA	Ε)	55.50	34.40	37.30								
Width				80±.0	٨								

MAKEO					Approximation and the second	12400 396 Cu.In.V-8			
		*	8			375 HP Opt (L78)			
AODEL,									
	ELECTR	ICAL-SU	PPLY	SYSTEM					
	Make and N	lodel				Delco #1980030			
		g. & Total Plate	s		*	12 Volts-66 plate	s contract the confidential at		
attery		nation & Amp H				61 amp/hr@20 h			
***************************************	Location				Right e	ide front engine comp	erosaeri avjor teiror quo galeido		
	Terminal g	minded							
	Make					Negative Delco-Remy			
enerator	Model					#1100693			
energior Of	Type and r				4	Diode rectified-37 am			
Iternator		ngine idle (neut							
	I	to Cr/s rev.				- Samps			
		. 10 Cr/s rev.				2.46:1			
	Make		-			Delco-Remy			
	Model			13% 88991D.		#1119515			
	Туре	T				Vibrator			
	Cutout	Closing valta @ generator rp		;;;;;;;;;;;;;;;;;;;;;;;;;;;;;;;;;;;;;;		None			
egulator	relay	Reverse curre				None	1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 -		
	Regue	Voltage			Caraca Ca	13.8-14.8@85°F			
	lated	_							
	l ranea	Current	From Si	an come and a section of		*** **** ****			
······································		Current Temperature	6-,256			Operating			
	Voltage test					Operating 3-8 amps			
	Voltage test conditions	Temperature Load Other				3-8 amps None			
American estado procede por estado en estado en estado en estado en estado en estado en estado en estado en es Estado en estado Voltage test conditions ELECTR	Temperature Load	ARTII	YG SYSTE		3-8 amps None Delco-Remy				
Annuagen i mendidi gandirilda 	Voltage test conditions ELECTR Make Model	Temperature Load Other				3-8 amps None Delco-Remy 1107365			
	Voltage test conditions ELECTR	Temperature Load Other		YGSYSI		3-8 amps None Delco-Remy 1107365			
and an angle of the second of	Voltage test conditions ELECTR Make Model Rotation (deend view)	Temperature Load Other SICAL—ST				3-8 amps None Delco-Remy 1107365 Clockwise	The Control of the Co		
	Voltage test conditions ELECTR Make Model Rotation (deend view)	Temperature Load Other SICAL—ST				3-8 amps None Delco-Remy 1107365 Clockwise	The second secon		
	Voltage test conditions ELECTR Make Model Rotation (dend view) Engine cra Test condi	Temperature Load Other SICAL—ST Irive Inking speed tions				3-8 amps None Delco-Remy 1107365 Clockwise	The second secon		
	Voltage test conditions ELECTR Make Model Rotation (dend-view) Engine cra Test conditions	Temperature Load Other SICAL—ST Irive Inking speed tions Amps				3-8 amps None Delco-Remy 1107365 Clockwise Ingine at operating ter 70-99	Processing the second s		
	Voltage test conditions ELECTR Make Model Rotation (dend view) Engine cra Test conditions	Temperature Load Other SICAL—ST Irive Inking speed tions Amps Volts				3-8 amps None Delco-Remy 1107365 Clockwise ingine at operating ter 70-99 10.6	Processing the second s		
	Voltage test conditions ELECTR Make Model Rotation (dend view) Engine cra Test condition No load test	Temperature Load Other SICAL—ST Irive Inking speed tions Amps Volts RPM (min)				3-8 amps None Delco-Remy 1107365 Clockwise ingine at operating ter 70-99 10.6 7800-12000	Processing the second s		
	Voltage test conditions ELECTR Make Model Rotation (dend view) Engine cra Test conditions No load test Switch (so	Temperature Load Other SICAL—ST Irive Inking speed tions Amps Volts				3-8 amps None Delco-Remy 1107365 Clockwise ingine at operating ter 70-99 10.6	Processing the second s		
the control of the co	Voltage test conditions ELECTR Make Model Rotation (dend view) Engine cra Test condition No load test	Temperature Load Other SICAL—ST Irive Inking speed tions Amps Volts RPM (min)				3-8 amps None Delco-Remy 1107365 Clockwise ingine at operating ter 70-99 10.6 7800-12000 Solenoid Place gearshift leve	The second secon		
	Voltage test conditions ELECTR Make Model Rotation (dend view) Engine cra Test conditions No load test Switch (so Starting	Temperature Load Other SICAL—ST Irive Inking speed tions Amps Volts RPM (min)		3 and		3-8 amps None Delco-Remy 1107365 Clockwise Ingine at operating ter 70-99 10.6 7800-12000 Solenoid Place gearshift leve depress clutch to flo	mperatures movement of the control		
	Voltage test conditions ELECTR Make Model Rotation (dend view) Engine cra Test conditions No load test Switch (so Starting	Temperature Load Other SICAL—ST Irive Inking speed tions Amps Volts RPM (min)				3-8 amps None Delco-Remy 1107365 Clockwise Ingine at operating ter 70-99 10.6 7800-12000 Solenoid Place gearshift leve depress clutch to flo	mperatures rin neutral or pedal to floor, the		
	Voltage test conditions ELECTR Make Model Rotation (dend view) Engine cra Test conditions No load test Switch (so Starting	Temperature Load Other SICAL—ST Irive Inking speed tions Amps Volts RPM (min)		3 and		3-8 amps None Delco-Remy 1107365 Clockwise Ingine at operating ter 70-99 10.6 7800-12000 Solenoid Place gearshift leve depress clutch to flo	mperatures in neutral or peda to floor, the		
	Voltage test conditions ELECTR Make Model Rotation (dend view) Engine cra Test conditions No load test Switch (so Starting	Temperature Load Other SICAL—ST Irive Inking speed tions Amps Volts RPM (min)		3 and		Jelco-Remy 1107365 Clockwise ingine at operating ter 70-99 10.6 7800-12000 Solenoid Place gearshift leve depress clutch to flo	peratures in neutral, or. pedal to floor, the ion to START and		
	Voltage test conditions ELECTR Make Model Rotation (dend view) Engine cra Test conditions No load test Switch (so Starting	Temperature Load Other SICAL—ST Irive Inking speed tions Amps Volts RPM (min)		3 and		3-8 amps None Delco-Remy 1107365 Clockwise Ingine at operating ter 70-99 10.6 7800-12000 Solenoid Place gearshift leve depress clutch to flo	pedal to floor, the ion to START and		
	Voltage test conditions ELECTR Make Model Rotation (dend view) Engine cra Test conditions No load test Switch (so Starting	Temperature Load Other SICAL—ST Irive Inking speed tions Amps Volts RPM (min)		3 and		3-8 amps None Delco-Remy 1107365 Clockwise Ingine at operating ter 70-99 10.6 7800-12000 Solenoid Place gearshift leve depress clutch to flo	pedal to floor, the ion to START and		
	Voltage test conditions ELECTR Make Model Rotation (dend view) Engine cra Test conditions No load test Switch (so Starting	Temperature Load Other SICAL—ST Irive Inking speed tions Amps Volts RPM (min)		and 2		3-8 amps None Delco-Remy 1107365 Clockwise ingine at operating ter 70-99 10.6 7800-12000 Solenoid Place gearshift leve depress clutch to flo Depress accelerator release. Turn ignit release as soon as e	peratures in neutral, oor. pedal to floor, the ion to START and engine starts		
	Voltage test conditions ELECTR Make Model Rotation (dend view) Engine cra Test conditions No load test Switch (so Starting	Temperature Load Other SICAL—ST Irive Inking speed tions Amps Volts RPM (min)		and 2		3-8 amps None Delco-Remy 1107365 Clockwise Ingine at operating ter 70-99 10.6 7800-12000 Solenoid Place gearshift leve depress clutch to flo Depress accelerator release. Turn ignit release as soon as e	mperatures mperatures rin neutral, oor. pedal to floor, the ion to START and engine starts		

AODEI		· •			12400 396 Cu.In. V- 375 HP Opt (L	
	ELECTR	ICAL-ST	ARTIN	G SYSTEM (cont.)	HORRAGE.	R-342197223
	Engageme	nt type			Positive shift sol	enoid
	Pinion me	shes (front, rear	>		Rear	
		Pinion			9	
Motor Orive	Number of teeth	Flywheel	Manual	ann eathern artificial and an a	168	
		· · · ywileel	Auto.		168	•
	E		Manual		.41004220	
	riywneei	ooth face width	Auto.			
	ELECTR	ICAL—IG	NITION	VSYSTEM		
· · · · · · · · · · · · · · · · · · ·		zed - Std., Opt.		Takka kata	Not available	
	Make		<u> </u>		Delco-Remy	
Coil	Model				#1115039	
•		Engine stoppe	a	Target and the Control	4.0	
	Amps	Engine idling			1.8	
	Make				Delco-Remy	
	Model				1111170	
* *	Cent'fgal	Start (rpm)	a franci		900	
	odv. in	Sierr (rpin)			700	
Antice States in the court of the	crankshaft	Intermediate				
	degrees@	points deg.@	rpm.	the state of the contract of the state of th	17 @ 2000	
	engine rpm (nominal)	Max. deg. @ rp			32 @ 5000	To the period of the second of
istribute		Start (in. Hg.)	***************************************		<u> </u>	
	adv. in	<u> </u>				
redictorring and decoding a consisting	crankshaft	Intermediate			The state of the s	
and and Commen	degrees @	points, deg.@	in. Fig.		None	
	in. Hg. (nominal)	Max. deg. in. I	1a.		12 @ 12	
	Breaker go	<u> </u>	₩ ⁻		.019	
	Com angle		0.8			
	3	m tension (oz.)			28°-32° 19-23 oz	
······································		deg. @ rpm.	e and a second		4 BTDC @ 550	
Timing	Mark locat				***************************************	
	Make	******	***************************************		Torsional dam	
	Model	a is seen also	28 - 50 SEC - 1 - 1 - 1 - 1		AC Spark Plus	
Spark	Thread (mr		6 2357698 A		AC 43N	
Plug		torque (lb. ft.)			14	
ana in minana	Gap	inaque (ib. 11.)	***************************************	VILLE AND A	25	
	Conductor	****	* .		.033038	
	Insulation	* · · · · · · · · · · · · · · · · · · ·	, ar ar es a coma.			conducting material
Cable	Spark plug		3 .	Ru	<u>bber with neopre</u> Neoprene	ne jacket

AMA Specifications—Passenger Car

AKE O		ro MODEL YEAR 1967 DATE ISSUED 12-22-66 REVISED 12400 396 Cu. In. V-8 375 HP Opt (L78)	
•	ELECTRICAL—S	UPPRESSION (APO) METETZ OPITEATS - JACIETOLIS	
	antanaman kan an an an an an an an an an an an an a		
Locations 8	and the state of t	Non-metallic high tension cables	· versid versid
			`
400000000000000000000000000000000000000	ELECTRICAL-II	USTRUMENTS AND EQUIPMENT	name (nameniario)
Speed-	Make .	A Comment of the comm	
ometer	Trip odometer (yes, no)	Not available	
Charge indi	cator—type	Tell-tale	
Temperature	e indicator—type	Tell-tale	
Oil pressum	e indicator—type	Tell-tale	·
Fuel indica	for—type	Electric gauge	
Other	ingipalaining and proposition and a second and a second and a second and a second and a second and a second and	Refer to page 23	
	Make	Delco-Products resident to the Products	
	Type—Standard	Electric 2-speed	
Windshield	Type-Optional	None	
wiper	Vacuum booster provision	None None	
	Washer provision	Pushbutton-standard	
	Туре	Vibrator	***************************************
Horn	Number used	SSEM Two with the season is	
	Amp draw (each)	(Low note) 4.5-6.5 @ 12.5V. (Hi note) 4.2-6.2@12.5V.	
	DRIVE UNITS—	CLUTCH (Manual Transmission)	
Make & typ		3 and 4-speed Single dry disc, semi-centrifugal	
Type press	ure plate springs	053 00178 4 Diaphragm-bent finger design and the manual of the control of the con	
***************************************	g load (lb.)	Tab (anciend) 2450-2750 (anti-olimbia)	
***************************************	ch driven discs	en 17 Az sod OA One and and and and and and and and and and	
-	Material	Premium grade-woven asbestos	
	Outside & inside dia.	11.00 & 6.50 LANG TRANSPORT	7-7-50
Clutch	Total eff. area (sq. in.)	123.70	
fo cing	Thickness	.1400 each	····
	Engagement cushion- ing method	Flat spring steel between facings	440
Release bearing	Type & method of lubrication	Single row ball, packed and sealed	
Torsional damping	Methods: springs, friction material	Coil springs	

		**************************************	MODEL YEAR		400 .In.V-8	
MODEL			ACCOMPANY OF THE		Opt (L78)	3.79-348-248
MODEL		UNITS-TRAN	NSMISSIONS CIT		MAMON	
Manual 3-s	peed (std. o				eed optiona	
/////////////////////////////////////	peed (std. o			Optional	•	
Manual wit	overdrive	(std. or opt.)	*			VO 10 346 649
Automatic	(std. or opt.			Not avail	able	The Control of the September of the Sept
	DRIVE	UNITS-MAI	NUAL TRANSMISS	ION HD		discrete Paraca
Number of	forward spe	ed s		3-Spd 3	4-Spd 4	and the grant of the second se
****	In first	*		2.41:1	2.20:1	
	In second			1.57:1	1.64:1	
Transmis-	In third			1.00:1	1.27:1	
sion ratios	In fourth				1.00:1	
	In reverse	;		2.41:1	2.26:1	
Synchronou	s meshing,	specify gears		All forwa	ard gears	
Shift lever	location			Fl	······································	
	Capacity	(pt.)		3.5	3	
	Type reco	mmended		Military S	oec. MIL-I	2105B
Lubricant	SAE vis-	Summer		SAE	80	A STATE OF THE STA
***************************************	cosity	Winter		SAE		
`	number	Extreme cold		SAE	80	
·	DRIVE	UNITS- MAN	UAL TRANSMISS	ION WITH	OVERDRIV	X 7 72.2%
For transm	ission data	see manual transmission	~ ~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~			
	etary or oth	see manual transmission er)				
Type (plan	~~~~~	er)		m manager files of the control of th		
Type (plan Manual loc	etary or oth kout (yes, n	er)				
Type (plan Manual loc	etary or oth kout (yes, n acelerator c	o)				
Type (plan Manual loc Downshift	etary or oth kout (yes, n acelerator c	o)				
Type (plan Manual loc Downshift Minimum cu	etary or oth kout (yes, n acelerator o ut-in speed	o)		Not ava		
Type (plan Manual loc Downshift Minimum cu	etary or oth cout (yes, n acelerator o ut-in speed Capacity	er) o) ontrol (yes, no)				
Type (plan Manual loci Downshift Minimum cu Gear ratio	ctary or oth kout (yes, no acclerator of the country of the countr	ontrol (yes, no) (pt.) (Overdrive only) filler (yes, no)				
Type (plan Manual loc Downshift Minimum cu	ctary or oth kout (yes, no acclerator of the country of the countr	ontrol (yes, no) (pt.) (Overdrive only) filler (yes, no)				
Type (plan Manual loci Downshift Minimum cu Gear ratio	ctary or oth kout (yes, n acelerator c ut-in speed Capacity Separate Type reco SAE vis- cosity	ontrol (yes, no) (pt.) (Overdrive only) filler (yes, no)				
Type (plan Manual loci Downshift Minimum cu Gear ratio	cetary or oth cout (yes, n accelerator c pt-in speed Capacity Separate Type reco	(pt.) (Overdrive only) filler (yes, no) ommended Summer				
Type (plan Manual loci Downshift Minimum cu Gear ratio	ctary or oth kout (yes, n acelerator c ut-in speed Capacity Separate Type reco SAE vis- cosity	(pt.) (Overdrive only) filler (yes, no) mmended Summer Winter				
Type (plan Manual loci Downshift Minimum cu Gear ratio	ctary or oth kout (yes, n acelerator c ut-in speed Capacity Separate Type reco SAE vis- cosity	(pt.) (Overdrive only) filler (yes, no) mmended Summer Winter				

	CAR Camaro		R 1967 DATE ISSUED 12 12400 396 Cu.In.V-8 375 HP Opt (L78)	
MODEL_ DRI	VE UNITS—AUTO	MATIC TRANSMIS		BLE
Trade name				Lange we that believe C love
Type descri	agricus (15,12) situat de la geleta de la granica de la granica de la geleta de la granica de la gra	en produces and a construction of the state		(1975 to 1876 British
Method of S (Lever, Pus	election h Button or other)	elfallave tett		্ ই সমূত মাত্র ক্রিকেট্র ক্রটনার জন্ম
Selector Pa	ltern .	i ga 40	eralial transferen	
***************************************				. Stands Samerak to case
	tios Selector Pattern and ich are used in each iition			\$\frac{1}{2} supplies of the control of the c
May anakid	t speeds—drive range			
	wn speeds-drive range			ing energy with the company of the c
	Number of elements		3	leitenik ekselii
Torque	Max. ratio at stall			
convertor	Type of cooling (air, liquid)			the state of the s
	Capacity—refill (pt.)			ry by J. Laya Sail (1986) sa
Lubricont	Type recommended			rainist ja milaan j
ecial tran				
DR	IVE UNITS-PRO	PELLER SHAFT		esse technos (yet, tel washir technosor cortas (yet, 60)
Number use	<u> </u>		One	bergs elieba espeie
Type (expo	sed, tarque tube)		Tubular, exposed	e in the second
	Manual 3-speed transmission		2.75 x 50.46 x . 065	Control (1967) (
Outer diameter × length* x wall	Manual 4-speed transmission	e generalis e e e e e e e e e e e e e e e e e e e	2.75 x 50.46 x . 065	Simple Control of the Sales
thickness	Overdrive transmission	,	Not available	and the contract and applications of the contraction of the contractio
	Automatic transmission		Not available	

AMA Specifications—Passenger Car

	FCAR		MODE			JED <u>12-22-6</u>	
*****************					6 Cu. In. V-		
MODEL_		v v		375	HP Opt (L	78)	
	DRIVE	UNITS-PRO	PELLER SHA	FT (cont.)		and the second s	andrine in the properties with the second second second second second second second second second second second Second second
Inter-	Type (plai anti-frictio		otti siin vatta, sii ollaseet tassillissillissi	No.	ne		fest specifies entry a
mediate bearing	Lubrication prepack)	on (fitting, was ware and a will	and and insured an entrance of the second second second second second second second second second second second	a Talahan mengangkan pengangkan pengangkan pengangkan pengangkan pengangkan pengangkan pengangkan pengangkan p Referensi pengangkan pengangkan pengangkan pengangkan pengangkan pengangkan pengangkan pengangkan pengangkan pe	en franskriver i state fra	erre di cui conservante est conservante en esta de la conservante en esta de la conservante en esta de la cons Esta de la conservante en esta de	and the second s
	Make		reservante de la companya de la companya de la companya de la companya de la companya de la companya de la comp	ch	evrolet		erie en en en en en en en en en en en en en
Number	Number us	ed		Tν	70		
Universal joints	Type (ball cross, oth	and trunnion,	amananan manan manan menjarah salah salah salah salah salah salah salah salah salah salah salah salah salah sa	samuella samuella samuella samuella samuella samuella samuella samuella samuella samuella samuella samuella sa Samuella samuella sa	oss	77 7 YAMAA AMAA	
		Type (plain, anti-friction)			ti-friction		
	Bearing	Lubric. (fitting, prepack)			e-pack	*	
	through (tor	que tube			eaf rear sp		
or orms, sp					<u>de radius r</u>	······	
Tarque taken through (tarque tube or arms, springs)				eaf rear sp de radius r			
	DRIVE	UNITS-REA					
- scription	DRIVE	targer, com tra est est est est est est est est est est	RAXLE	Semi-f	loating, ove	erhung pinio	on gear parts the light of the
- scription	DRIVE	targer, com tra est est est est est est est est est est		Semi-f			on gear productions
scription wited Sli Drive Pinic	DRIVE	terregue com tra est a consequence que en esta consequence de la companya de la companya de la companya de la c en en esta en esta en esta en esta en esta en esta en esta en esta en esta en esta en esta en esta en esta en la companya del companya del companya de la companya del companya del la companya del company		Semi-f Dual di	loating, ove		on gear and the same and the sa
scription Limited Sli Drive Pinic No. of diffe	DRIVE	Lype and the second sec		Semi-f Dual di 1.5	loating, ove		on gear and the second of the
scription Limited Sli Drive Pinic No. of diffe Ring gear (Pinion adju	p differentia on Offset erential pinic O.D. (std. rai	i, type ons iio		Semi-fi Dual di 1.5 Two 8.875 None	loating, ove		on gear and the second of the
scription Limited Sli Drive Pinic No. of diffe Ring gear (Pinion adju	p differentia on Offset erential pinic O.D. (std. rai estment (shir ring adj. (sh	i, type ons iio		Semi-fi Dual di 1.5 Two 8.875 None Shim	loating, ove		on gear land, be a second of the second of t
scription Limited Sli Drive Pinic No. of diffe Ring gear (Pinion adju	p differentia on Offset erential pinic D.D. (std. rai estment (shir ring adj. (shi	i, type i, type in, other)		Semi-fi Dual di 1.5 Two 8.875 None Shim Single	loating, ove		on gear party and a general section of the section
scription imited Sli Drive Pinic No. of diffe Ring gear C Pinion adju Pinion bear	p differential on Offset erential pinic D.D. (std. raisstment (shirring adj. (shiring type Capacity (il, type ons tio) n, other) im, other)		Semi-fine Dual di 1.5 Two 8.875 None Shim Single 4.0	loating, ove	ical roller	
scription Limited Sli Drive Pinic No. of diffe Ring gear C Pinion adju Pinion bear	p differential prince on Offset erential pinice of the prince of the pri	i, type ons tio) n, other) im, other) pmmended		Semi-fi Dual di 1.5 Two 8.875 None Shim Single 4.0 Militar	loating, ove sc clutches row cylindr		
scription imited Sli Drive Pinic No. of diffe Ring gear C Pinion adju Pinion bear	p differential on Offset erential pinics D.D. (std. raistment (shirring adj. (shiring type Capacity (Type reco	i, type ons tio n, other) im, other) pt.) ommended Summer		Semi-fi Dual di 1.5 Two 8.875 None Shim Single 4.0 Militar SAE 80	loating, ove sc clutches row cylindr y Specs MI	ical roller	
scription Limited Sli Drive Pinic No. of diffe Ring gear (Pinion adju Pinion bear Wheel bear	p differential prince on Offset erential pinice of the prince of the pri	i, type ons tio) n, other) im, other) pmmended		Semi-fi Dual di 1.5 Two 8.875 None Shim Single 4.0 Militar SAE 80 SAE 80	loating, ove sc clutches row cylindry y Specs MI	ical roller	
scription Limited Sli Drive Pinic No. of diffe Ring gear (Pinion adju Pinion bear Wheel bear	p differential on Offset erential pinics D.D. (std. raisstment (shirting adj. (sh	i, type ons tio n, other) im, other) pt.) smmended Summer Winter Extreme cold	AXLE RATU	Semi-fi Dual di 1.5 Two 8.875 None Shim Single 4.0 Militar SAE 80 SAE 80 SAE 80 SAE 80	loating, over sc clutches row cylindry Specs MI	ical roller Color of the color	
scription Limited Sli Drive Pinic No. of diffe Ring gear (Pinion adju Pinion bear Wheel bear Lubricant'	p differential on Offset erential pinics (D.D. (std. raisstment (shiring adj. (shiring type Capacity (Type reco	i, type ons tio n, other) im, other) pt.) smmended Summer Winter Extreme cold	AXIE RATU	Semi-fi Dual di 1.5 Two 8.875 None Shim Single 4.0 Militar SAE 80 SAE 80 SAE 80	loating, over sc clutches row cylindry Specs MI	ical roller	
scription Limited Sli Drive Pinic No. of diffe Ring gear (Pinion adju Pinion bear Wheel bear Lubricant' Axle ratio No. of	p differential on Offset erential pinics of D.D. (std. raises raises of the property of the pr	in, other) im, other) im, other Summer Winter Extreme cold	AXLE RATIONS (See p. 2.73	Semi-fi Dual di 1.5 Two 8.875 None Shim Single 4.0 Militar SAE 80 SAE 80 SAE 80 SAE 80 SAE 80	loating, over sc clutches row cylindry Specs MI	ical roller L-I-2105- 20 Taple 10 Tap	
scription Limited Sli Drive Pinic No. of diffe Ring gear C Pinion adju Pinion bear Wheel bear Lubricant' Axle ratio No. of teeth	p differential on Offset erential pinion of sate in part of the properties of the pr	in, other) im, other) im, other Summer Winter Extreme cold	AXLERATION (See por 2.73	Semi-fi Dual di 1.5 Two 8.875 None Shim Single 4.0 Militar SAE 80 SAE 80 SAE 80 SAE 80 3.07 14 43	loating, over sc clutches row cylindry Specs MI	ical roller L-L-2105- Solver of the second	Bellevier of the second of the
Scription Limited Sli Drive Pinic No. of diffe Ring gear C Pinion adju Pinion bear Wheel bear Lubricant' Axle ratio No. of teeth Axle ra	p differential pinics on Offset erential pinics of D.D. (std. raisstment (shirting adj. (shirtin	in, other) pt.) mmended Summer Winter Extreme cold REAR	AXIERATI 2.773 2.773 3.73	Semi-fi Dual di 1.5 Two 8.875 None Shim Single 4.0 Militar SAE 80 SAE 80 SAE 80 SAE 80 TOOTH CO age 4 for axle ratio us 3.07	loating, over sc clutches row cylindry y Specs MI	ical roller L-L-2105- DONS SECONS	Business of the second
Scription Limited Sli Drive Pinic No. of diffe Ring gear C Pinion adju Pinion bear Wheel bear Lubricant Axle ratio No. of teeth	p differential pinics on Offset erential pinics of D.D. (std. raisstment (shirting adj. (shirtin	in, other) pt.) mmended Summer Winter Extreme cold REAR	AXLERATION (See por 2.73	Semi-fi Dual di 1.5 Two 8.875 None Shim Single 4.0 Militar SAE 80 SAE 80 SAE 80 SAE 80 3.07 14 43	loating, over sc clutches row cylindry Specs MI	ical roller L-L-2105- Solver of the second	Bellevier of the second of the

2.30	CARC	***************************************	MODEL YEAR 196		
				12400	
ODEL					
	DRIVELL	NITS-WHE	FISOSON		
ype & mater	***************************************			Short spoke spid	
ype a marec	101	Tsia.		14 x 6.0 JK	
im (size an	d flange type)	710-			
		Opt.		a aan Saara Baaraa ah ah ah ah ah ah ah ah ah ah ah ah a	
	Type (bolt or	r stud)		Stud .	
ttachment	Circle diame	ter	g fallet ville ville ville ville ville ville ville ville ville ville ville ville ville ville ville ville ville	4.75	
	Number and :	size -		5 Hex nuts 7/16-	20 UNF 2-B
	DRIVEU	INITS-TIRE	kantan eri eri eri eri eri eri eri eri eri eri	aderfiliere dans verse generalistische der die der der der state verstaum einem der der der der der versene ver Etherholderfiliere verse werden der verse verse werde verse der verse verse verse der der verse verse verse vers	ta de estra actividade en la capación de la capación de la constante de la companya de la companya de la compa Esta de la capación de la capa
tandard	Size & ply	······································	1. 2.3.2% D	D70 x 14	
tandard List option elow)	Type - Nylon	ı, etc.		Original equipme	ent
ev/mile at	50 mph.		10685241-1862	855	
nflation .	Front			28	
ress. (cold)	Rear	· · ·	idana-erf4	28	
		and the second s	Trace Table Option		
		2 1 0179	· II	** **	and the second of the second o
ptional tire:	s - size and ply				
		A Quiv	tes is is in a comment		
	BRAKES	_SERVICE	Standard	Metallic (Opt)	Front Disc (Opt
		Carrie & San Carrier		Samuel and the same and the sam	<u> </u>
vpe (duo-se	rvo, disc, balar	ype (duo-servo, disc, balanced, etc.)		wheel hydraulic	Disc
	***************************************		Juo-Servo 4-	wheel hydraulic Standard	<u> Lisc</u>
- If adjustin	g (std., opt., N	A.)	0 2000 1000c	Standard	
- <mark>If adjustin</mark> ydraulic sy	g (std., opt., N stem type (sing	A.)		Standard Dual	
- If adjusting ydraulic sy Power brake	g (std., opt., N stem type (sing make & type	A.)	Bendix De	Standard Dual lco-Moraine vacuu	m power unit
If adjusting ydraulic sy ower brake remote, inter	g (std., opt., N stem type (sing make & type gral, etc.)	A.)	Bendix De	Standard Dual cloo-Moraine vacuu s master cylinder;	m power unit integral
If adjusting ydraulic sy lower brake remote, integer fective are	g (std., opt., N stem type (sing make & type gral, etc.) to (sq. in.) *	(A.) and grant of the system o	Bendix De Assist	Standard Dual cloo-Moraine vacuu s master cylinder;	m power unit integral 114.0
If adjusting ydraulic sy lower brake emote, integ ffective are tross lining	g (std., opt., N. stem type (sing make & type gral, etc.) ea (sq. in.) * area (sq. in.) *	A.) of the second secon	Bendix De Assist	Standard Dual lco-Moraine vacuu s master cylinder; 118.1	m power unit integral 114.0
If adjusting ydraulic sy lower brake remote, integ iffective are tross lining wept drum a	g (std., opt., N stem type (sing make & type gral, etc.) to (sq. in.) *	A.) of the second of the seco	Bendix De Assist 168.9 168.9	Standard Dual cloo-Moraine vacuu s master cylinder; 118.1 118.1	m power unit integral 114.0 118.1 332.4
If adjusting ydraulic sy lower brake remote, integ iffective are tross lining wept drum a	g (std., opt., N. stem type (sing make & type gral, etc.) sa (sq. in.) * area (sq. in.) * irea (sq. in.) ** e effectiveness	A.) of the second of the seco	Bendix De Assist 168.9 168.9	Standard Dual lco-Moraine vacuu s master cylinder; 118.1	m power unit integral 114.0 118.1 332.4 58.9
If adjusting ydraulic sy ower brake emote, integer fective are ross lining wept drum a ercent brak	g (std., opt., N. stem type (sing make & type gral, etc.) da (sq. in.) * area (sq. in.) * urea (sq. in.) **	A) by the second of the second	Bendix De Assist 168.9 168.9	Standard Dual cloo-Moraine vacuu cs master cylinder; 118.1 118.1 18.6	m power unit integral 114.0 118.1 332.4
If adjusting ydraulic sy ower brake emote, integ ffective are ross lining wept drum a ercent brakerum or	g (std., opt., N. stem type (sing make & type gral, etc.) sa (sq. in.) * area (sq. in.) * irea (sq. in.) ** e effectiveness	A) dec.)	Bendix De Assist 168.9 168.9	Standard Dual cloo-Moraine vacuu s master cylinder; 118.1 118.1 08.6 02.3 9.5	m power unit integral 114.0 118.1 332.4 58.9 11.0
If adjusting ydraulic sy lower brake emote, integ iffective are cross lining wept drum a lercent brake	g (std., opt., N. stem type (sing make & type gral, etc.) ea (sq. in.) * area (sq. in.) * area (sq. in.) * area (sq. in.) * brea (sq. in.) * area (sq. in.) *	A) dec.) Ne, dual, etc.) Front Front Rear	Bendix De Assist 168.9 168.9 Composite: steel w	Standard Dual cloo-Moraine vacuu s master cylinder; 118.1 118.1 08.6 02.3 9.5	m power unit integral 114.0 118.1 332.4 58.9 11.0 Cast iron
If adjusting ydraulic sy lower brake emote, integ iffective are cross lining wept drum a lercent brake	g (std., opt., N. stem type (sing make & type gral, etc.) ea (sq. in.) * area (sq. in.) * area (sq. in.) * area (sq. in.) * area (sq. in.) * Type and mo	A) de de la companya	Bendix De Assist 168.9 168.9 Composite: steel w	Standard Dual cloo-Moraine vacuu s master cylinder; 118.1 118.1 18.6 22.3 9.5 9.5 eb, cast iron rim	m power unit integral 114.0 118.1 332.4 58.9 11.0
If adjusting ydraulic sy lower brake emote, interesting frective are bross lining wept drum a lercent brake brum or lotor	g (std., opt., N. stem type (sing make & type gral, etc.) ia (sq. in.) * area (sq. in.) * irea (sq. in.) * e effectiveness Diameter Type and ma Rotor (vente	A) de de la companya	Bendix De Assist 168.9 168.9 Composite: steel w	Standard Dual cloo-Moraine vacuu s master cylinder; 118.1 118.1 18.6 22.3 9.5 9.5 eb, cast iron rim	m power unit integral 114.0 118.1 332.4 58.9 11.0 Cast iron Vented
If adjusting ydraulic sy ower brake emote, interested are tross lining wept drum a ercent brake from or otor	g (std., opt., N. stem type (sing make & type gral, etc.) da (sq. in.) * area (sq. in.) * irea (sq. in.) ** e effectiveness Diameter Type and mo Rotor (vente) No. pistons	A) de de la companya	Bendix De Assist 168.9 168.9 Composite: steel w	Standard Dual cloo-Moraine vacuu ts master cylinder; 118.1 118.1 18.6 2.3 9.5 9.5 eb, cast iron rim	m power unit integral 114.0 118.1 332.4 58.9 11.0 Cast iron Vented 4
If adjusting ydraulic sy ower brake emote, interested fective are ross lining wept drum a fercent brake from or otor.	g (std., opt., N. stem type (sing make & type gral, etc.) ca (sq. in.) * area (sq. in.) * area (sq. in.) ** rea (sq. in.) ** rea ffectiveness Diameter Type and ma Rotor (vente No. pistons Front Rear	A) de de la companya	Bendix De Assist 168.9 168.9 Composite: steel w	Standard Dual cloo-Moraine vacuu ts master cylinder; 118.1 118.1 08.6 02.3 9.5 9.5 eb, cast iron rim	m power unit integral 114.0 118.1 332.4 58.9 11.0 Cast iron Vented 4
If adjusting ydraulic sy ower brake emote, interested fective are ross lining wept drum a fercent brake from or otor.	g (std., opt., N stem type (sing make & type gral, etc.) ca (sq. in.) * area (sq. in.) * area (sq. in.) * area (sq. in.) * area (sq. in.) * area (sq. in.) * brace (sq. in.) * area (sq. in.) * area (sq. in.) * area (sq. in.) * brace (sq. in.) * area (sq. in.) * brace (sq. in.) * area (sq. in.) * brace (sq. in.) * brac	A) de de la companya	Bendix De Assist 168.9 168.9 Composite: steel w	Standard Dual cloo-Moraine vacuu ts master cylinder; 118.1 118.1 08.6 02.3 9.5 9.5 eb, cast iron rim 125	m power unit integral 114.0 118.1 332.4 58.9 11.0 Cast iron Vented 4.1.875
If adjusting ydraulic sy ower brake emote, interesting fective are cross lining wept drum a cercent brake. Orum or cotor Cheel cylinder bore daster cyline per cyline cy	g (std., opt., N stem type (sing make & type gral, etc.) ca (sq. in.) * area (sq. in.) * area (sq. in.) * area (sq. in.) * area (sq. in.) * area (sq. in.) * brace (sq. in.) * area (sq. in.) * area (sq. in.) * area (sq. in.) * brace (sq. in.) * area (sq. in.) * brace (sq. in.) * area (sq. in.) * brace (sq. in.) * brac	Front Front Rear d or solid) per caliper	Bendix De Assist 168.9 168.9 Composite: steel w	Standard Dual cloo-Moraine vacuu s master cylinder; 118.1 118.1 08.6 02.3 9.5 9.5 eb, cast iron rim 125 125 1875	m power unit integral 114.0 118.1 332.4 58.9 11.0 Cast iron Vented 4 1.875
If adjusting ydraulic sy ower brake emote, interested fective are ross lining wept drum a fercent brake from or otor. Theel cylinder bore laster cylina wailable perssure sydraulic sydraulic fercested from the fercested fr	g (std., opt., N. stem type (sing make & type gral, etc.) d (sq. in.) * area (sq. in.) * area (sq. in.) * e effectiveness Diameter Type and ma Rotor (vente) No. pistons Front Rear der bore dal travel	Front Front Rear d or solid) per caliper	Bendix De Assist 168.9 168.9 26	Standard Dual Ploo-Moraine vacuu s master cylinder; 118.1 118.1 08.6 02.3 9.5 9.5 eb, cast iron rim 125 875 875 875 875	m power unit integral 114.0 118.1 332.4 58.9 11.0 Cast iron Vented 4 1.875
If adjusting year brake remote, integer fective are pross lining wept drum a vercent brake remote cotor. Theel cylinate bore faster cyline waster cyline ressuratione cheer and pressuration of the cyline ressuration of the cyline pressuration of the cyline ressuration of the cy	g (std., opt., N. stem type (sing make & type gral, etc.) ca (sq. in.) * area (sq. in.) * area (sq. in.) ** rea (sq. in.) ** rea ffectiveness Diameter Type and ma Rotor (vente No. pistons Front Rear der bore dal travel reat 100 lb. per ce adjustment	Front Front Rear	Bendix De Assist 168.9 168.9 Composite: steel w	Standard Dual cloo-Moraine vacuus master cylinder; 118.1 118.1 18.6 22.3 9.5 9.5 eb. cast iron rim 125 875 1 .875 6.5 1 1031 Self-adjusting	m power unit integral 114.0 118.1 332.4 58.9 11.0 Cast iron Vented 4.875
If adjusting year brake remote, interesting are pressured to the color of the color	g (std., opt., N. stem type (sing make & type gral, etc.) ca (sq. in.) * area (sq. in.) * trea) Ite, dual, etc.) Font Front Rear Iterial d or solid) per caliper dol load	Bendix De Assist 168.9 168.9 Composite: steel w 1.00	Standard Dual cloo-Moraine vacuu s master cylinder; 118.1 118.1 08.6 02.3 9.5 9.5 eb, cast iron rim	m power unit integral 114.0 118.1 332.4 58.9 11.0 Cast iron Vented 4 1.875	
If adjusting year and the second of the seco	g (std., opt., N. stem type (sing make & type gral, etc.) d (sq. in.) * area (sq. in.) * rea (sq. in.) * e effectiveness Diameter Type and ma Rotor (vente) No. pistons Front Rear der bore dal travel e at 100 lb. pec ce adjustment s rivet holes, g	A) Ite, dual, etc.) Ite, dual, etc.) Front Front Rear Iterial d or solid) per caliper dal load rooves, chamiers, etcoves, chamiers, etcoves, chamiers, etc.	Bendix De Assist 168.9 168.9 Composite: steel w 1.00	Standard Dual cloo-Moraine vacuus master cylinder; 118.1 118.1 18.6 22.3 9.5 9.5 eb. cast iron rim 125 875 1 .875 6.5 1 1031 Self-adjusting	m power unit integral 114.0 118.1 332.4 58.9 11.0 Cast iron Vented 4.875
If adjusting year brake remote, interesting are bross lining wept drum a Percent brake remote of the line pressure bross lining wept drum or lotter with the line pressure bross lining wept drum or lotter with the line pressure bross clearant excludes a line line section of line pressure bross line line pressure bross line line line sections are line line sections.	g (std., opt., N. stem type (sing make & type gral, etc.) d (sq. in.) * area (sq. in.) * rea (sq. in.) * e effectiveness Diameter Type and ma Rotor (vente) No. pistons Front Rear der bore dal travel e at 100 lb. pecice adjustment s rivet holes, gr wept area for fo	Front Front Front Rear Iterial d or solid Per caliper Pe	Bendix De Assist 168.9 168.9 Composite: steel w 1.00	Standard Dual cloo-Moraine vacuus master cylinder; 118.1 118.1 18.6 22.3 9.5 9.5 eb. cast iron rim 125 875 1 .875 6.5 1 1031 Self-adjusting	m power unit integral 114.0 118.1 332.4 58.9 11.0 Cast iron Vented 4.875

AODEL				12400					
VODEL			· /						
·····			/ICE (c	ont.) Standard	Front Disc (Opt				
2,000,000,000,000	Drum or Di			and an annual and an analysis of the state of the state of the state of the state of the state of the state of	Disc				
	Bonded or			Bonded	Riveted				
· . · · · · · · · · · · · · · · · · · ·		Material		Molded asbestos	Sintered iron	Molded asbesto			
* *	Front	Size (length x	Prim. or out- board	9.01 X 2.50 x .17	1.64 x 2.50 x.150	5.96 x 2.21 x .41			
	Wheel	width x thickness)	Second. or in- board	$9.75 \times 2.50 \times .20$	1.64 x2.50 x.265	· 5.96 x 2.21 x .41			
Brake		Segments p	er shoe	One	Pri 3, Sec 5	One			
lining		Material		Molded asbestos	Sintered iron	Molded asbesto			
andrometicus goves	Rear	Size (length x	Prim. or out- board	9.01 x 2.00 x .17	1.64 x 2.00 x .150	9.01 x 2.00 x .17			
	Wheel	width x thickness)	Second. or in- board	9.75×2.00×.20	1.64 x 2.00 x .265	9.75 x 2.00 x .20			
***************************************		Segments p	er shoe	one and the	Pri 3, Sec 5	One			
	BRAKES	-PARI	(ING	ausans, no ambanda Amarika ang kalangan ang kalang ang kalang ang kalang ang kalang ang kalang ang kalang ang San Pro-Opto San San San San San San San San San San	2 C				
Type of c				Pulley-cable 1:	nkage-foot pedal app	ly-handle release			
Location	of control			Below instrument panel, left of steering column					
Operates				Bank Bank Bank Bank Bank Bank Bank Bank	Rear service brakes				
lf sepo-		nal or extern	:1)	And the state of t					
· ** from	Drum diame			THE ST OF THE PERSON &					
ice brakes	Lining size (length x width x thickness)								
**	FRAME								
	description (S rame, partially				n body-frame integra rward portion ladder				
275.000.000.000.000.00	STEERIN	\G				privati i i i i i i i i i i i i i i i i i i			
Manual (s	td., opt., NA)			Standard-ener	gy absorbing steering	ig column			
Power (st	d., opt., NA)				Optional				
Power (std., opt., NA)		Type and							
Adjustable		description			Tilt type				
Adjustable steering w	, other) (std., opt., NA)		NA)	Optional					
Adjustable steering w	· · · · · · · · · · · · · · · · · · ·	Manual		16.25					
Adjustable steering w tilt, swin	meter	n		16.25					
Adjustable steering w tilt, swin		Power							
Adjustable steering w tilt, swin	Outside	Wall to wal			39.7	***************************************			
Adjustable steering w tilt, swin Wheel dia Furning	Outside front	Wall to wal Curb to cur	b (l. & r.)		39.7 37.0				
Adjustable steering w tilt, swin Wheel dia Furning	Outside	Wall to wal Curb to cur Wall to wal	b (l. & r.) l (l. & r.)		39.7 37.0 20.6				
Adjustable steering w (tilt, swin Wheel dia Turning diameter	Outside front Inside	Wall to wal Curb to cur Wall to wal Curb to cur	b (l. & r.) l (l. & r.) b (l. & r.)		39.7 37.0				
Adjustable steering w (tilt, swin Wheel dia Turning diameter	Outside front Inside rear	Wall to wal Curb to cur Wall to wal Curb to cur	b (l. & r.) l (l. & r.) b (l. & r.)	Semi-rever	39.7 37.0 20.6 21.1 18.5	ball nut			
Adjustable steering w (tilt, swin Wheel dia Turning diameter	Outside front Inside rear	Wall to wal Curb to cur Wall to wal Curb to cur h inside whe	b (l. & r.) l (l. & r.) b (l. & r.)	Semi-rever	39.7 37.0 20.6 21.1 18.5	ball nut			
Adjustable steering w (tilt, swin Wheel dia Turning diameter	Outside front Inside rear	Wall to wal Curb to cur Wall to wal Curb to cur h inside whe Type	b (l. & r.) l (l. & r.) b (l. & r.)		39.7 37.0 20.6 21.1 18.5 sible, recirculating				
Adjustable steering w (tilt, swin Wheel dia Turning diameter	Outside front Inside rear	Wall to wal Curb to cur Wall to wal Curb to cur h inside whe	b (i. & r.) i (i. & r.) b (i. & r.) rel at 20°	Semi-rever	39.7 37.0 20.6 21.1 18.5 sible, recirculating Saginaw:1 Fast 2	4:1			

AMA Specifications—Passenger Car

				**				ED_(*)			
				00883	12400				.1300)		
MODEL,	STEERI	NG (cor	nt.)		i brahari i-			277.2			
		ial, linkage,	· ·		Coaxia	1					
	Make			Saginaw Saginaw							
Type		Туре			Same as	manual	. 25/2	· · · · · · · · · · · · · · · · · · ·			
Power	Gear		Gear								
		Ratios	Overall	**************************************	Std. 17.5:1		st 15.6:1				
1200/00000 2000 000000000000000000000000	Pump drive			Grankshaft pulley 3.0 lock to lock							
	Number wh Type	eel turns			······································	to lock					
ξ¢.	**	2187	l axi		Parallelo	gram		* :	,		
_inkage	}	ront or rear		ante arrecativamente arrecano.	Rear of w	heels		2.			
, montant of the	Drag link (trans, or long	git.)		None			1			
*000000000	Tie rods (c	~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~			oni agama i sa sa sa sa sa sa sa sa sa sa sa sa sa	. 9		an an an an			
	Inclination	at camber (d	leg.)		8-1/4 to	9-1/4	3235 <u>- 2</u> 5				
Steering Rantens		Upper		Ва	Ball stud with non-metallic bearing surface						
`	Bearings (type)	Lower		Ball stud with metallic bearing surface							
		Thrust		None							
heel ament	Caster (de			O to Pl							
ge at arb weight	Camber (de	·g.)		N1/4 to P3/4							
and pre+ ferred)	Toe-in (out	side track	······································	1/8 to 1/4							
Steering spi	indle & joint	type		Forging v	vith pad for mounted	brake c	ylinder-s	pheric	al		
Whee!		Inner bearing	zobba.	raid portion	rod odćimą 1.2493-1	. 2498	-				
spindle	Diameter	Outer bearing		.74937498							
	Thread siz	***************************************		3/4-20 NEF-3 (Modified)							
immoners, page	Bearing ty)e			Taper ro	ller					
					in the control of the			. løge			
		***********************	and the second					1,707,770	grima (Å)		
Langua en sancia Langua en sancia	and and an arranged to the control of the control o		e anno es anniverso de la compositione		a gana Sanganana magangan nganan na magan pangan na magan na magan na magan na magan na magan na magan na maga Maganan Sangan na magangan na magan na			an organization is removed to			
Santagaan soo qaraa Santagaan soo qaraa Santaan soo qaraa	and the second s	man same en en en en en en en en en en en en en	en en en en en en en en en en en en en e		- de alors o most Labor de Labora de most de calenta espesia espesia en destro e vendamente del propose, en est Sucha o gradiente a calenta de destructura de vela ou productiva que del devendo esta electrica de mesta por co				ioit, legal		
an angana seringan sering and angan bersarah seringan gan samunin sering angan samunin bersarah	estados representan en conservador en entre en conservador en conservador en entre en conservador en entre en La conservaçõe dos conservador en entre			and a law and a state of the Constitution of t	general des productions and the production of the second second second second second second second second second Control of the second second second second second second second second second second second second second second Control second						
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and registrate or recognition of the company of the											
and any state of the contract											
patragistan one yyunna qatragistan olimin olimin yyunnada olimin ya qatra yan galilimene atragista yan galilimene atragista yan galilimene atragistan olimin ya Yan galilimene atragistan olimin ya yan yang wang katragistan olimin ya											
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and amplitude from a property of the control of the		e de estado e e estado en estado e en electrono.									

MODEL			12437	12467						
	***************************************	ENSION-GEN	ERAL (See Supplemental page for deta	ils on Air Suspension)*						
Provision	or car lev	eling	Front stabili	zer bar						
Provision	or brake o	lip control	Front suspension							
Provision .	or acc. so	juat control	Rear suspensio							
Special provisions for car jacking			Front: 3-3/4 in. inbo Rear: 2-1/2 in. inbo							
shock sbsorber	Туре		Direct, double acting hydraulic							
ront &	Make		Delco							
ear	Piston c	lia.	1.00							
Other spec	ial feature		Single leaf	rear springs						
	SUSP	ENSION—FROI	State Control of the							
ype and c	escription	para terminat til at sist av en en en en en en en en en en en en en		oil spring and concentric and spherically-joined e for each wheel.						
	Туре		Coil, right hand helix							
erie e a Sei anas prog	Material		Steel alloy							
pring		il design height & I.D.; th × dia.)	11.09 x 3.63 123.04 x .659	11.09 x 3.63 122.77 x .650						
	Spring ro	ste (lb. per in.)	410	3.90 Services and the services are the services and the services are the services and the services are the services and the services are the services and the services are the services and the services are the services and the services are the services and the services are the s						
	Rate at	wheel (lb. per in.)	136	13 proves worth east castly						
tabilizer	fromeles		and the second of the second or energy, and a type or any and assembly upon your second or the secon	Link Recognics and and and right						
•	Material	& bar diameter	HR steel .6875							
	SUSP	ENSION—REA		cens sacher travers early blooms						
Type and			Salisbury rear axle w	ith two single leaf springs						
Orive and	torque tak	en through	Rear spring	s & radius rods						
De Comprescues	Туре			le-leaf						
	Material		ಿ Chrome	carbon steel - carbon steel						
	height 8	ngth x width, coil design (I.D.; bar length & dia.	그 얼마나 아이는 그 그 그 그 그 그 그 그 그 그 그 그 그 그 그 그 그 그 그) x 2.25						
www.comercia		ote (lb. per in.)	VA 12: 28							
Spring	Rate at	wheel (lb. per in.)								
diameter of the same	Mountin	g insulation type	Rubber bushed	at shackle and hanger						
	Mariagerican	No. of leaves								
4-37-3-87-3-48-3-1898	lecf	Shackle (comp. ortens)		npression						
Stabilizer	3	nk, linkless, frameless)		None · · · · · · · · · · · · · · · · · · ·						
	Material	·								

AODEL			12437	12467					
PROPERTY AND DESCRIPTION OF	DY-MIS	CELLANE	OUS INFORMATION						
Ors. hinged Fron	it doors		potenti protesta de conseque protesta de como a contra contra contra con protesta de contra c						
front, rear) Rea			Not available						
Type of finish (la	cquer, enamel, o	ther)	Acrylic l	acquer					
dood counterbala	nced (yes, no)	x 35,000 20 0 0 0 0 0	April 19 to 10 to	anne ann an Aireann ann an Aireann ann ann ann ann ann ann ann ann ann					
lood release control (internal, external)			Exteri	nal	angi kingi				
Vehicle Indent. N	lo. location		Left front	body hinge pillar					
Ingine No. location			8-Cyl-on top front of RH	bank of cylinder and cas	se				
			Shielded ignit	ion lock terminals					
Theft protection - type			1	e in "OFF" position					
Vent window cont	rol method	Front	Friction						
crank, friction pi		Rear	None	The state of the s	1 7 38 10 1				
		Front	Formed wire	and foam pad					
eat cushion type	ly-joined,	Rear	Formed wire and cotton						
	.ies	3rd seat	not elitainot viile None						
		Front	Formed wire	and foam pad	y				
eat back type	(grammagings), soint con engles is yenrather soin	Rear	Formed wire	and cotton	······································				
	23.2 × 90	3rd seat	None None						
Windshield glass Tigle curved - la	type (i.e., minated plate)		Curved-laminated						
e glass type (i tempered plate)	.e., curved •	alle de la company de la compa	Curved September 1997						
Backlight glass t curved - tempered piece)		und Mariante de la companya de la co	Curved	Plastic Constitution of the constitution of th	nesi . n				
Windshield glass	exposed surface	area	1032.6	990.5					
Side glass expos	ed surface area		1083.7	1093.8	da Barria d				
Backlight glass e	exposed surface	orea	819.2	834.0	1 2000				
Total glass expo	sed surface area	3 20	2935.5	2918.3					
	MD HEIG	HTAND	SPACING Coupe	Convertible					
	VIVIL LIFIC		Sto. Latery Store	Std. Rally S	port				
	Headlamp	Highest *		5.5					
Height above ground to		Lowest							
center of bulb	Tail	Highest		4.31 (.a. 194 Al Leade 10 1948)					
		Lowest	4	 24.3					
	Headlamp	Inside	T						
Distance from		Outside *		4.4 Source of the second secon					
C/L of car to	Tail	Inside	20.0	20.0					
center of bulb		Outside		3.3. Sections					
	N:1	Front	23.6	17.0 23.6					
	Directional	Rear		Same in the second seco					
	***************************************	·····							

^{*} If single headlamps are used enter here.

- KEOFCAR Cama	ro MOE	EL YEAR 1967	DATE,ISSU	IED12-22-66REVISED (*)
MODEL	* * * * * * * * * * * * * * * * * * * *	12437		12467
CONVENIEN	CE EQUIPMENT	(Indicate wheth	er standard, option	of NA on each series)
Side Windows			Optional	
Power Vent Windows			Not availa	
Backlight or tailgate			Not avail:	177
Power seats (specify type as well as ovailability)	and the second state of the second second second second second second second second second second second second	en e primira de la companya de la companya de la companya de la companya de la companya de la companya de la c La companya de la companya de la companya de la companya de la companya de la companya de la companya de la co	Not avail:	Bullet en commence and the commence of the com
Reclining front seat back		anayanii Kallan ee magaa aanaan aanaan in haa	Not availa	ble we wint a hand hand a god a little
Front seat headrest			Optional	
Radios (specify type as well as availability)	Optional-	AM-Manual, A	M-Push-bu	tton, AM-FM Push-butto
Rear seat speaker			Optional	en en en en en en en en en en en en en e
Power Antenna			Not availa	ble ····
Clock	and the control of th		Optional	Company of the control of the contro
Air Conditioner (specify type and availability)	erin digiri o sama aman madi kanan di kanan di kanan di kanan di kanan di kanan di kanan di kanan di kanan di Sama kanan di kanan di kanan di kanan di kanan di kanan di kanan di kanan di kanan di kanan di kanan di kanan	tarian and the same and the same and the same and the same and the same and the same and the same and the same	Not avail	ible
Speed warning device		·	Optional	
opeed control device		· · · · · · · · · · · · · · · · · · ·	Optional	er en en en en en en en en en en en en en
gnition lock lamp			Not availa	Able
Back up lamp			Standard	en de la companie de
Dome lamp		andard 12437		Not available
Slove compartment lamp			Optional	The control of the state of the state of the control of the contro
.j. brake signal lamp			Standard	
gage compartment lamp			Optional	
Jnderhood lamp	teriore actualization for a figure construction and a construction		Optional_	
ourtesy lamp .		Optional 124		Standard 12467
Map lamp		in a a a a a a a a a a a a a a a a a a a	Not availa	ble
Auto, trans, quad, lamp Emergency flasher lamp, Four			Standard	
Comering light lamp	-way		Standard	
Free-way lane change			Not availa	lDie
200 - 1 - 20 - 20 - 20 - 20 - 20 - 20 -			Standard	
<u>Instrument panel pad</u> Left hand outside mi:			Standard Standard	
Padded sun shades	<u>* </u>		Standard	
Brake system warnin			DIAMUATU	
parking brake light		r mann na agus na maragaile agus na na na na na na na na na na na na na	Standard	
Steering column ener absorbing	rgy	aratik istoria erre errenigi erren errenigianan	Standard	
				baad-dane ME Baaa Le Baai
er var andrege reger on or sammer.			re vere e de representation de la companya de la companya de la companya de la companya de la companya de la c La companya de la companya del companya de la companya del companya de la companya del la companya de la	rasional de la company de la company de la company de la company de la company de la company de la company de l La company de la company de la company de la company de la company de la company de la company de la company d
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	Marine and the second and the second and the second and the second and the second and the second and the second			
and the second second second second second second second second second second second second second second second				
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Camaro

MODEL YEAR 1967 DATE ISSUED12-22-66REVISED (*)

WEIGHTS

and a second second second second second second second second second second second second second second second	CUKB	WEIGHT -	TUUNUS		ASS, WEIGH n Front	Pace	In Rear	SHIPPING
	Front	Rear	Total	Front	Rear	Front	Rear	WEIGHT
		Base	angine	11011				Base engine
ode -		V-8	7.15.1.0					V-8
		V = 0		31			69	
2337 2-Dr Coupe				***************************************			69	2920
2437 2-Dr Coupe		3070		31				1
				31			69	
2367 2-Dr Conv		3325	E accessor	31	Francisco Salerae		69	3180
2467 2-Dr Conv		13363		3.1			<u> </u>	
	erreside de la company							
				Connection of the second				
						ingrand and		57
		V 20 Y						
								20 (20 % 2.35 25) 27 (2.56 25 25) 44 (4.56 25) 27 (4.56 25) 28 (4.56 25) 28 (4.56 25)
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		500000000000000000000000000000000000000						
		- Alie S. A						
		1						
				00000000000000000000000000000000000000				
	o con modern							
				en description				
Accessories & Equipment Differential Weigh				ESSE (2003) WARE ON ESSE, \$1,195 MA			Remar	ks.
		V-8						
		396						
Air injection		+19						
Heater delete		1-24						
Battery, heavy duty		+15			:			
Brakes, front disc		+33						
Brakes, vacuum power		+ 9			. '			
Radio, push-button		+ 8						
Radio, AM-FM push-butto		+ 9					EST. 2004 2007 - 119 gar-100 800 40	•
Seat, folding rear		+20				, () () () () () () () ()		· · · · · · · · · · · · · · · · · · ·
Steering, power		+32			······································	**************************************		
Transmission, HD 3-Spd		+22						
Transmission, 4-Spd		+ 7	1			······································		*
Engine, 396 cu.in.		1,				1. 1.		
Dual exhaust		+243						
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