GENERAL

MODEL IDENTIFICATION

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

SERIAL NUMBERS AND IDENTIFICATION

ONLY BASIC DESIGNATION SHOWN

VEHICLE IDENTIFICATION NUMBER

Vehicle Designation Interpretation

1 X 27 D 6 W 100001

- 100001 — Sequential Number
- W — Assembly Plant (*)
- 6 — Model Year 1976
- D — Engine Type (**)
- 27 — Body Style (last two digits of model Number)
- X — Car line and Series (***)
- 1 — Make ("1" for Chevrolet)

*W – Willow Run–GMAD
L – Van Nuys–GMAD
K – Leeds–GMAD
T – Tarrytown–GMAD
**D – L6-250 (105 H.P.)
L – V8-350 (165 H.P.)
Q – V8-305 (140 H.P.)

***X – Chevy Nova

EXAMPLE: The twenty-fifth Chevrolet vehicle built at Chevrolet–Willow Run if it were a 1XX27 model (Nova Coupe) with a L6-250 (105 H.P.) engine would bear VIN Number 1X27D6W100025.

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

TRANSMISSION IDENTIFICATION

Example: S6E01

Type Designation	Source Designation	Model Year 1976	Production° Month & Date
UX	S (Muncie)	6	E01D*

UX	3-Speed	L-6 and V-8 engine	S - Muncie
UF	4-Speed	V-8 engine	P - Muncie
TK	Turbo Hydra-matic	L-6 engine	D - Parma
XE	Turbo Hydra-matic	V-8 engine	Y - Toledo

Location:

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

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

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

o-Month: E denotes May; (see below) 01 denotes 1st day
Alpha Characters used in identifying the calendar Month

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

*-The letter "D" or "N" following the date numerals indicates day or night shift on automatic only.

ENGINE IDENTIFICATION

Example: F1210CCD

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

250 Cubic Inch L-6 Base Engine

CCD - Regular engine, 3-speed
CCF - Regular engine, Turbo Hydra-matic (Chevrolet)

305 Cubic Inch V-8 (RPO LG3)

CPA - Optional engine, 3-speed
CPB - Optional engine, Turbo Hydra-matic (Chevrolet)

350 Cubic Inch V-8 (RPO LM1)

CHT - Optional engine, 4-speed, 4-bbl. carb.
CHU - Optional engine, Turbo Hydra-matic (Chevrolet)

Location:

6-cylinder engine . . . . . Stamped on pad on right side of cylinder block to rear of distributor

8-cylinder engine . . . . . Stamped on pad at front right side of cylinder block

*-Month: December, 12; 10th day of December, 10.

REAR AXLE IDENTIFICATION

FK – 2.73 Axle
– 3.08 Axle

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

See Power Train Section for additional information.

EXTERIOR EQUIPMENT

	Standard 1XX00 (17, 27, 69)	Concours 1XY00 (17, 27, 69)	Ext. Decor RPO ZJ5 1XX00 (17, 27, 69)	"SS" RPO Z26 1XX00 (17, 27)
FRONT				
Bumper Filler Panel, Body Colored (C)	X	X	X	X
Bumper Face Bar, Bright Chrome Plated (C)	X	X	X	X
Grille, Plastic, Chrome Plated (C)	X-N	X-N	X	
Parking Lamps, Grille Mounted, Vertical, Amber Lens With Chevrolet Emblem (C)	X-N		X-N	
Headlamp Bezels, Dark Argent With Bright Trim Molding (C)	X		X	
Nameplate, "Nova", on Grille L.H. Lower Corner (C)	X-N	X-N	X-N	
Parking Lamps, Grille Mounted, Vertical, Clear Lens With "NC" Insignia (C)		X-N		
Headlamp Bezels, Chrome Plated (C)		X-N		
Fender Extensions, Front, Specific (C)		X-N		
Moldings, Bright, Horizontal Along Hood Front Lower Edge and Fender Extensions (C)		X-N		
Hood Ornament, "NC", Upright Mounted (C)		X-N		
Bumper Guards, Front (C)		X		
Bumper Impact Strips, Black (C)		X		
Grille, Plastic With Black Paint Treatment and Bright Trim (C)				O-N
Parking Lamps, Grille Mounted, Horizontal, Clear Lens (C)				O-N
Headlamp Bezels, Black Paint Treatment With Bright Trim Molding (C)				O
Emblem, "Nova SS", Grille Mounted (C)				O
SIDE				
Glass Styling, Full Front Door (F)	X	X	X	X
Door Handles, Push-Button, Bright Chrome (F)	X	X	X	X
Marker Lamps, Front, Bright Bezel and Amber Lens (C)	X	X	X	X
Marker Lamps, Rear, Bright Bezel and Red Lens (F)	X	X	X	X
Mirror, Outside Rear View, Rectangular, L.H. (C)	X	X	X	
Nameplate "Nova" or "Concours" Script, on Front Fender (C)	X-N	X-N	X-N	
Hub Caps (C)	X		X	
Glass Separation, Rear Door, Black (69 Only) (F)	X	X		
Molding, Side Window Frame, Bright (Same as RPO B90) (F)		X	O	
Nameplate, "Hatchback", on Sail Panel (17 Only) (F)	X	X	X	X
Molding, Roof Drip, Bright (F)		X		X
Molding, Wheel Opening (Same as RPO B96) (F & C)		X		
Wheel Covers (Same as RPO P01) With "NC" Emblem In Place of Bow Tie (C)		X-N		
Molding, Fender and Rocker Lower (F & C)		X		
Body Side Louvers, Dark Argent Accented (17 & 27 Only) (C)		X		
Decal, "Nova SS", Large, on Front Fenders (C)				O
Rally Wheel, With Specific Hub and Trim Ring (C)				O
Side Window Frames, Black Painted (C)				O
Molding, Body Side, with Black Accent (C)			O	
Mirror, Sport, Black Painted, L.H. and R.H. (C)				O
Paint Accent, Wide, on Lower Body with Narrow Companion Stripe (C)				O
REAR				
Molding, Rear Window Reveal, Bright (F)	X	X	X	X
Rear Lamps (In Rear End Panel), Rectangular, Two-Section With Back-Up Lamp Integral With Inboard Lamp (F & C)	X	X	X	X
Bumper Face Bar, Bright Chrome Plated (C)	X	X	X	X
Bumper Filler Panel, Body Colored, Pliable (C)	X	X	X	X
Nameplate, "Chevrolet", Centered on Deck Lid Above R.H. Outboard Tail Lamp (F)	X	X	X	X
Nameplate, "Nova", on Rear End Panel at Right of License (F)	X		X	
Trim, Tail Lamp, Argent, Hot Stamped (F)		X		
Emblem, "NC", on Rear End Panel at Right of License (F)		X-N		
Bumper Impact Strips, Black (C)		X		
Bumper Guards, Rear (C)		X		
Molding, Bright, at Lower Edge of Deck Lid and Quarter Panel (F)		X		
Decal, "Nova SS", on Rear End Panel at Right of License (C)				O

NOTES: "O" indicates specific feature of optional package.
"N" indicates new for 1976.
(C) = Chevrolet item, (F) = Fisher item.

INTERIOR EQUIPMENT

SEATS AND FLOOR COVERING	Standard 1XX00 17, 27, 69	Custom Interior RPO ZJ1 1XX00 27, 69	Concours 1XY00 17, 27, 69
Front Seat Cushion with Full Foam Pad (F)	X	X	
Rear Seat Cushion with Full Foam Pad (F)	X	X	
Bench Type Front and Rear Seats with Custom Vinyl or Cloth Covering (F)		O	
Rear Seat Cushion and Back, Specific with Tie-Downs (F)			X
Full-Foam Front Bucket Seats with Integral Head Restraint and Shoulder Belt Guide (RPO) (F)		O	
Front Bench Seat With Vinyl Trim and Folding Arm Rest Having Soft Foam Sewn Trim, Specific Buns and Seat Back Panels (F)			X-N
Black Front Seat Adjuster Handle (F)	X	X	X
Black Front Seat Back Release Latch (F)	X	X	X
Folding Rear Seat with New Single-Point Hinge, Hatchback Coupe Only (F)	X		X
Bright Rear Seat Back Release Latch, Hatchback Coupe Only (F)	X		X
Front Bench Seat Head Restraints with Shoulder Belt Guide (F)	X	X	
Front and Rear Seat Belts (Base), Black, with Black Die-Cast Metal Buckles, Locking Retractors (F)	X	X	X
Front and Rear Seat Belts (RPO), Color-Coordinated Belts with Color-Keyed Die-Cast Metal Buckles, Locking Retainers (F)	X	X	X
Vinyl-On-Felt Treatment for Storage Compartment Under Load Floor – Hatchback Coupe Only (F)	X		X
Trim Color Seat Hinge Arm Cover (F) (Base-Black Paint)		X	X
High Level Acoustic Package (F & C)		O	X
One-Piece Hood Insulator (C)		O	X
Cut-Pile Carpet in Passenger Compartment (F)	X	X	X
Luggage Compartment Mat (Foam-Back Vinyl) (F)	X	X	X
Luggage Compartment, Mat-Full Width, Foam-Backed Vinyl (F)			X
Carpet Load Floor Covering – Hatchback Coupe Only (F)	X		X

NOTES: (C) Chevrolet Item, (F) Fisher Item
"O" indicates specific feature of optional package
"N" indicates new for 1976.

INTERIOR EQUIPMENT

INSTRUMENT PANEL AND STEERING WHEEL	Standard 1XX00 17, 27, 69	Custom Interior RPO ZJ1 1XX00 27, 69	Concours 1XY00 17, 27, 69
Soft Black Turn Signal and Transmission Shift Lever Knobs (C)	X	X	X
Steering Column Ignition Switch with Integral Steering Wheel and Transmission Lock (C)	X	X	X
Black T-Handle Parking Brake Release (C)	X	X	X
Blended Air Heater (C)	X	X	X
Two-Speed Windshield Wiper/Washer Illuminated Control (C)	X	X	X
Ash Tray (C)	X	X	X
Speedometer, Odometer and Fuel Gage (C)	X	X	X-M
Instrument Panel Pad, Color Coordinated (C)	X	X	X
Clock Hole Cover Plate (C)	X	X	X
Radio Hole Cover Plate and Light Switch/Windshield Wiper Panel (Black) (C)	X		
Radio Hole Cover Plate and Light Switch/Windshield Wiper Panel (Woodgrain) (C)		O-N	X-N
Glove Compartment Door Lock (C)	X	X	X
Black, Soft Vinyl Steering Wheel (C)	X	X	
Colored Steering Wheel, Soft Vinyl with Bright Insert (C)			X-M
Soft Black Steering Wheel Shroud, Black Insert with "Nova" Nameplate ("SS" Replaces "Chevrolet" with RPO Z26 Equipment)	X	X	
"Concours" Insert and Woodgrain Accent on Steering Wheel Shroud (C)			X-N
Heater Control Panel Light (C)	X	X	X
Temperature, Generator, Oil Pressure and Brake Warning Lights (C)	X	X	X
High-Beam and Turn Signal Indicators (C)	X	X	X
Black Cowl Vent Control Knobs (F)	X	X	X
Bright finish Instrument Panel Light Control Knob (C)	X-N	X-N	
Bright finish Radio Control Knobs – RPO (C)	X-N	X-N	
Bright Radio and Light Switch Control Knobs with Wood Grain Applique (C)			X-N
Black Steering Column and Hazard Flasher Knob (C)	X	X	
Color-Coordinated Steering Column (C)			X
"Fasten Seat Belt" Lamp in Instrument Cluster Carrier (C)	X	X	X
Glove Compartment Light (C)		O	X
Additional Bright Framing on Instrument Cluster Carrier (C)		O	
Instrument Cluster with Wood Grain Accents (C)		O-N	X-N
Smoked Instrument Cluster Lens with Wood Grain Trim (C)			X-N
Cigar Lighter (C)		O	X

NOTES: (C) Chevrolet Item, (F) Fisher Item
"O" indicates specific feature of optional package
"N" indicates new for 1976
"M" indicates modified for 1976

INTERIOR EQUIPMENT

ROOF AND PILLARS	Standard 1XX00 17, 27, 69	Custom Interior RPO ZJ1 1XX00 27, 69	Concours 1XY00 17, 27, 69
Hardboard Formed Headlining, Perforated (F)	X		
Folded Foam Core with Non-Perforated Cloth Covered Headlining (F)		X	X-N
Trim Color Windshield, Roof Rail and Rear Window Moldings (F)	X	X	X
Black Rear View Mirror Support (F)	X	X	X
Padded Sunshades with Vinyl Covering (F)	X-N		
Padded Sunshades with Cloth Covering (F)		O-N	X-N
Trim Color Plastic Coat Hooks (F)	X	X	X
Left Front Door Jamb Switch (F)	X	X	X
Right Front Door Jamb Switch (F)		O	X
Front Seat Shoulder Belt Motion Sensing Retractor Reels with Color Coordinated Covers (F)	X	X	X
Front Shoulder Belts (base), Black, Non-Detachable (F)	X	X	X
Front Shoulder Belts (RPO), Color-Coordinated, Non-Detachable (F)	X	X	X
Center Dome Lamp with Bright Bezel (F)	X	X	X
Black, Textured, Vinyl-Clad 8-Inch Rear View Mirror Bonded to Windshield-Std. Type (F)	X		
Black, Smooth, Vinyl Clad 10-Inch Day-Night Rear View Mirror with Black Padded Edge, Bonded to Windshield (F)		O	X
DOOR AND QUARTER PANEL			
Color-Coordinated Door Pull Strap attached to Rear Door Trim Panel – 69 Only (F)	X	X	
Front Door Padded Armrest with Integral Door Pull Handle (F)	X	X	X
Flush Mounted Door Opening Handles, in an Upper, Forward Location (F)	X	X	X
High Profile Window Regulators with Clear, Blue Tinted Plastic Control Knobs (F)	X	X	X
Bright Door Lock Buttons (F)	X	X	X
Rear Door Padded Armrest with Ash Tray and Integral Door Pull Handle (F)			X
Deluxe Door Trim Panel with Horizontal Simulated Wood Grain Strip (F)		O	
Sewn Cloth and Vinyl Front and Rear Door Trim Pad with Map Pockets on Front Door, Carpeted Lower Portion and Woodgrain Inserts (F)			X
Rear Quarter Arm Rest with Ash Tray (F)		O	X
Plastic Quarter Panel Trim (Coupes) (F)	X	X	
Soft-Covered Quarter Panel Trim (Coupes) (F)			X
Rear Door Hold Open Linkage (F)			X

NOTES: (C) Chevrolet Item, (F) Fisher Item
"O" indicates specific feature of optional package
"N" indicates new for 1976

EXTRA COST EQUIPMENT

EQUIPMENT	RPO	ACC
Air conditioning, Four-Season: (See page 14 for content)	C60	
Battery, heavy duty	UA1	
Deluxe Carpeting	B49	
Belts, seat and shoulder: in addition to or replacing standard belts.		
Deluxe seat belts and front seat shoulder harness	AK1	
6 Seat and 2 shoulder belts (bench front seat) or		
5 Seat and 2 shoulder belts (RPO A51 or AR5 bucket front seats), color keyed to interior. Not available with black interior.		
Shoulder belts – 2 rear (Black only)		ACC
Console, floor – (RPO A51 required) (Requires AR5 Seats with 1XY00 models)	D55	
Front Bucket Seats – Standard or Custom Trim – 1XX27 Coupes Only	A51	
Glass, Soft-Ray tinted: all windows	A01	
Individual, wide back front seats (1XY00 models only)	AR5	
Horns, Dual	U05	
Instrumentation, special: V-8 Coupe Only (RPO A51 or AR5 and D55 required)	U17	
Lighting, auxiliary:	ZJ9	
Courtesy lights		
Glove compartment light		ACC
Luggage compartment light		ACC
Ash tray light		
Underhood light		ACC
Headlamp Reminder Buzzer		
Automatic Rear Compartment Lamp Switch (1XX-1XY17 only)		
• Mirror, Vanity Visor Lighted		ACC
Molding, wheel opening (1XX00 models only)	B96	
Moldings, body side (Not available with RPO Z26 or 1XY00 models)	B84	
Moldings, wide, body side (Not available with 1XX00 models)	BW2	
Radiator, heavy duty	V01	
Radio equipment: Radios, Pushbutton – Includes concealed w/s antenna		
AM Radio	U63	ACC
AM/FM Radio	U69	ACC
AM Radio and Stereo Tape Player	UM1	
AM/FM Stereo Radio and Tape Player	UM2	
Speaker, rear seat	U80	ACC
Windshield antenna (When no radio is ordered)	U76	
Roof cover, vinyl (Padded type)	C09	
Two-Tone Paint (Not available with RPO Z26)	D99	
Pin Striping	D85	
Shift lever, floor mounted-base 3-speed transmission only	M11	
Steering wheel, Comfortilt (Available for all except steering column mounted 3-speed manual transmission)	N33	
Suspension, heavy duty front and rear	F40	
Suspension, sports, front and rear	F41	
Tire, Space Saver Spare (E78-14 or F78-14 B/W on specific 14 x 5 wheel) Std. equipment on hatchback model	N65	
Wheel covers, full:	P01	
Wheel Trim Ring	P06	
Wheels, rally (14 x 6 or 14 x 7 depending on tire size) (Not available on Concours)	ZJ7	
Wheels, rally (14 x 7) body colored, available on Concours only	ZN5	
Wheels, Custom Styled (14 x 7)	PE1	

FACTORY-INSTALLED REGULAR PRODUCTION TIRES		
FR78 x 14-Steel Belted – Radial Ply, White Lettered	QBT	
FR78 x 14-Steel Belted – Radial Ply, Blackwall	QDV	
FR78 x 14-Steel Belted – Radial Ply, White Stripe	QDW	
E78 x 14B-Bias Belted – Highway Blackwall	QEG	
E78 x 14B-Bias Belted – Whitewall, Single Stripe	QEH	

EQUIPMENT	RPO	ACC
FEATURE ITEMS		
Deluxe Bumpers, Front and Rear Impact Strips, Front and Rear Bumper Guards (Available on 1XX models only)	VE5	
Color-keyed floor mats – 2 Front, 2 Rear	B37	ACC
Door edge guards	B93	ACC
Electric clock	U35	ACC
L.H. outside remote-control rear view mirror	D33	
Sport outside rear view mirrors, LH remote control and RH manual	D35	
Rear Window Defogger (Forced Air)	C50	ACC
Sport outside rear view mirrors, LH & RH remote control	D68	
MODEL OPTIONS		
Nova "SS" – Coupe only (See page 10 for content)	Z26	
Custom Interior Equipment (See page 11 for content)	ZJ1	
Interior Decor and Convenience Group (See page 11 for content)	ZJ3	
Exterior Decor Package (See page 12 for content)	ZJ5	
Custom Appearance Group (See page 12 for content)	BW6	
Cabriolet Formal Roof Coupe Equipment (See page 13 for content)	AB8	
POWER TEAMS		
Axle, Positraction	G80	
5.0 Litre 305 V8	LG3	
Turbo-Fire 350 V8	LM1	
4-Speed manual transmission – wide ratio (LM1 only)	M20	
● Turbo Hydra-matic automatic transmission (Used with 350 V8 LM1 engine)	M38	
● Turbo Hydra-matic automatic transmission (Used with 250 L6 & 305 V8 engine)	M29	
POWER ASSISTS		
Brakes, power	J50	
Steering, power: variable ratio	N41	
Power door lock system	AU3	

SUPER SPORT RPO Z26

Z26 SUPER SPORT PACKAGE

MODEL AVAILABILITY

Standard Nova (1XX17, 27)

POWER TRAIN AVAILABILITY

(Same as standard models)

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

EXTERIOR

Lower body dual stripes – available in 5 colors* (one narrow and one wide stripe except, only the narrow stripe goes over the wheel openings)
"Nova SS" decals on front fenders and rear end panel
Black paint treatment on side window frame moldings and "B" pillar louvers (painting of underside of roof drip molding and beltline deleted)
"Nova SS" nameplate in center of grille
Diamond pattern, black painted grille with bright trim on perimeter and around specific, horizontal parking lamps
Black – finished headlamp bezels with bright perimeter molding
Bright roof drip moldings
Black painted sport mirrors

INTERIOR

4-spoke sport steering wheel with "SS" emblem on shroud

CHASSIS

Heavy duty suspension (F40)
14 x 6 Rally wheels (Argent) with specific center hub and added P06 trim ring
(14 x 7 used when F41 suspension or radial ply tires are also selected)

* NOTE: RPO Z26 striping available in 5-colors, Silver, Firethorn, Gold, Black and White

ZJ1 CUSTOM INTERIOR EQUIPMENT

MODEL AVAILABILITY

Nova (1XX27-69)

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

INTERIOR

Custom seats and door trim panels
Woodgrain applique on instrument panel
RPO ZJ3 interior decor and convenience equipment
Additional bright framing on instrument cluster carrier
Additional hood and body insulation
Non-perforated cloth covered headlining

ZJ3 INTERIOR DECOR AND CONVENIENCE GROUP

MODEL AVAILABILITY

Nova 1XX17-27-69), (Included with Concours models)

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

INTERIOR

Right front door jamb switch, for dome lamp operation
Glove box lamp
Mirror 10" prismatic inside rear view
Cigarette lighter
Bright framing on instrument cluster carrier

RPO ZJ5 AND BW6

ZJ5 EXTERIOR DECOR PACKAGE *

MODEL AVAILABILITY

Nova (1XX17-27-69)

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

EXTERIOR

Body side moldings (RPO B84)
Bright side window and door frame moldings (RPO B90)

* Not available on Concours models or with Z26 super sport equipment.

BW6 CUSTOM APPEARANCE GROUP

MODEL AVAILABILITY

Nova (1XY17-27-69)

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

EXTERIOR

Bright center pillar molding (4-door sedan only)
Wide body side molding with color keyed vinyl insert
Bright wide lower body moldings forward of front wheel opening and rearward of rear wheel opening

AB8 CABRIOLET FORMAL ROOF, COUPE EQUIPMENT

MODEL AVAILABILITY

Nova (1XX27 or 1XY27 Coupe Models Only)

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

EXTERIOR

Plastic exterior filler panel insert forming formal side window opening.
Specific quarter window glass.
Landau style, fully padded vinyl top.
Landau molding treatment around periphery of vinyl Landau cover (bright center section with bead at outer edges color keyed to vinyl top).
Bright rear window reveal molding (same as base).
"Cabriolet" script. Nameplate on sail panel.

INTERIOR

Quarter upper trim finishing panel above belt.
Air exhaust system in body lock pillar.

AIR CONDITIONING

FOUR SEASON (RPO C60)

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

BASIC COMPONENTS

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

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

CHASSIS

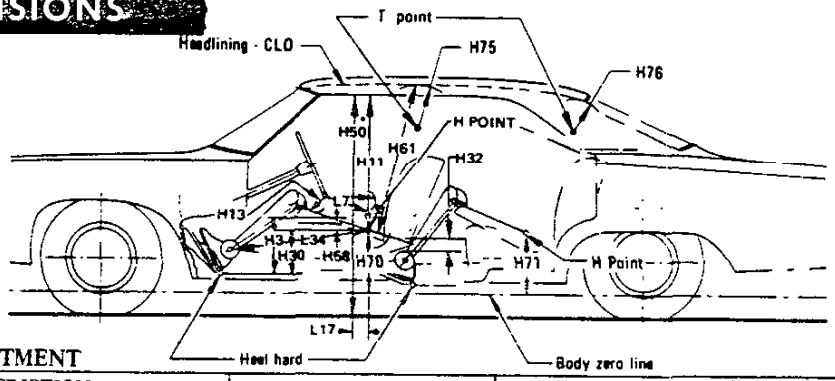
Front and Rear Springs	Heavy duty
Rear Axle Ratio - Refer Power Trains Section	

POWER TRAINS

Fan Blade	7 blade
Fan Clutch	Thermomodulated fluid coupling
Crankshaft Pulley	Single three groove pulley
Water Pump & Fan Pulley	Single
Compressor & Crankshaft Belt	One
Generator	55 Ampere
Radiator	Heavier duty

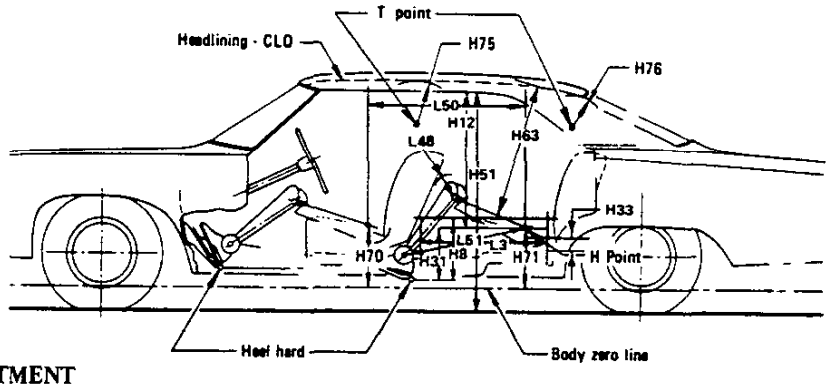
DIMENSIONS AND WEIGHTS

INTERIOR DIMENSIONS



FRONT COMPARTMENT

CODE	DESCRIPTION	2-DOOR HATCHBACK COUPE	2-DOOR COUPE	4-DOOR SEDAN
H-3	Seat cushion height	10.2		
H11	Entrance height	30.4		31.3
• H13	Steering wheel thigh clearance	3.5		
H30	H point to heel point	7.8		
H32	Seat cushion deflection	3.3		
H50	Upper body opening to ground	48.2		49.1
H58	H point rise	0.7		
H61	Effective headroom	38.3		39.3
H70	H point to body O line	12.8		
H75	Effective 'T' point headroom	38.5		39.5
W3	Shoulder room	56.6		
W5	Hip room	53.3		
L7	Steering wheel torso clearance	13.0		
L17	H point travel	4.7		
• L34	Effective leg room	41.3		



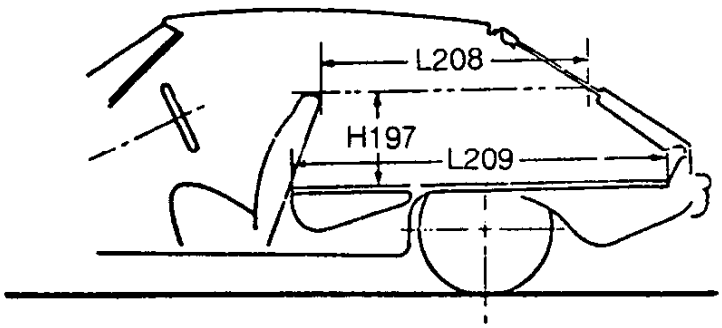
REAR COMPARTMENT

H8	Seat cushion height	13.3		14.1
H12	Entrance height	–		30.3
H31	H point to heel point	10.5		11.6
H33	Seat cushion deflection	5.2		4.9
H51	Upper body opening to ground	–		48.1
H63	Effective headroom	36.6		
H71	H point to body O line	12.6		13.7
H76	Effective 'T' point headroom	36.3		36.5
W4	Shoulder room	55.3		56.7
• W6	Hip room	52.8		53.6
L3	Rear compartment room	24.0		25.4
L50	H point couple distance	30.8		32.7
L51	Effective leg room	33.1		35.1

LUGGAGE COMPARTMENT

CODE	DESCRIPTION	2-DOOR HATCHBACK COUPE	2-DOOR COUPE	4-DOOR SEDAN
H195	Liftover height		27.4	
V1	Usable luggage capacity (cu.ft.) (a)	—	13.4	13.0

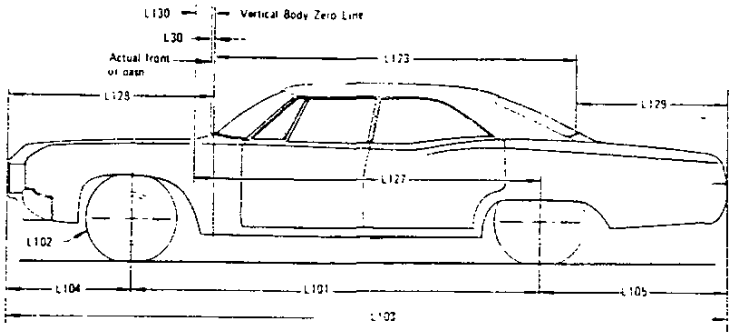
(a) Corporation "H" (shoe box) method of measurement is used.



HATCHBACK CARGO SPACE

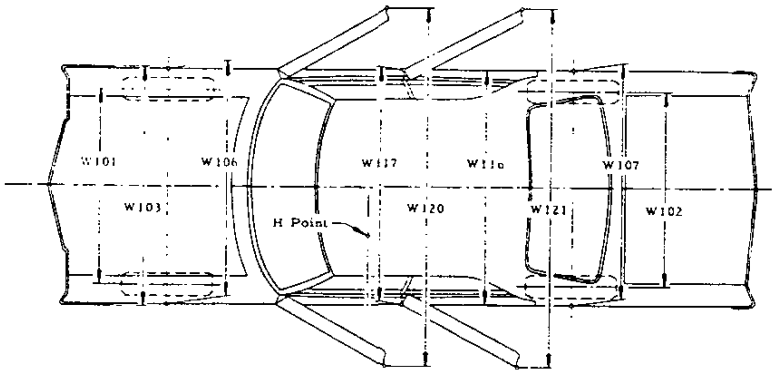
W4	Shoulder room – Rear	55.3
H197	Front seat back to load floor height	14.4
L208	Cargo length at - Front seat back height	49.7
• L209	Cargo length at floor - Front seat	76.6
• V3	Total Hatchback - cargo index Volume (cu. ft.)	29.2

EXTERIOR DIMENSIONS



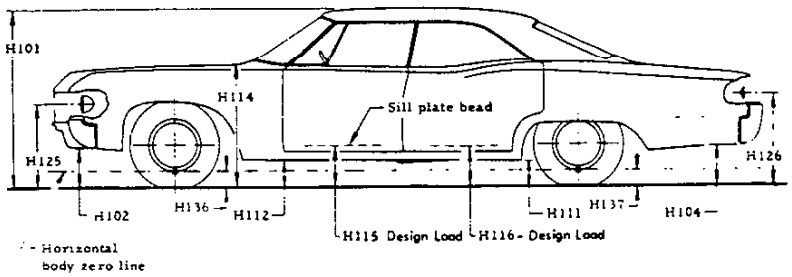
LENGTHS

CODE	DESCRIPTION	2-DOOR HATCHBACK COUPE	2-DOOR COUPE	4-DOOR SEDAN
L101	Wheelbase	111.0		
L102	Tire size (standard)	Standard E78-14, Concours FR78-14		
L103	Overall length	196.7 (Custom models with I/strips 197.7)		
L104	Overhang, front	33.9 (Custom model with I/strips 34.4)		
L105	Overhang, rear	51.8 (Custom models with I/strips 52.3)		
–	Overall length – less bumpers	186.7		
L123	Body upper structure length at car center line	101.0		96.8
L127	Body O line to C/L of rear wheels	93.0		
L128	Front end length at center line	56.4		
L129	Rear end length at center line	28.1		32.3
L130	Body zero plane to windshield cowl point	10.0		
L30	Body O line to actual front of dash	0.5		



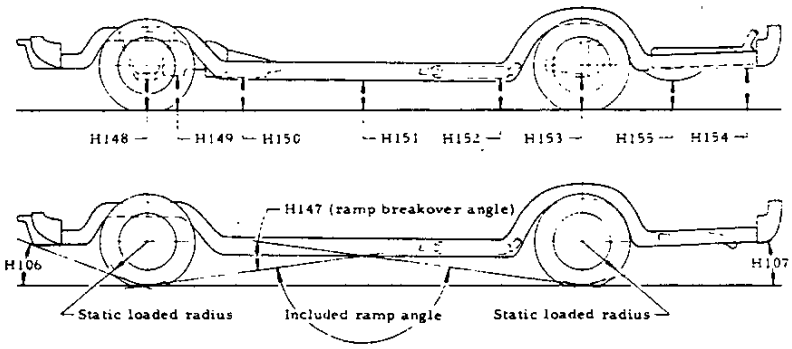
WIDTHS

W101	Tread-Front	61.3	
W102	Tread-rear	59.0	
W103	Maximum overall width of car	72.2	
W106	Front fender overall width	72.2	
W107	Rear fender overall width	70.5	
W116	Maximum overall width of body	72.2	
W117	Maximum body width at number 2 pillar	–	70.7
W120	Overall car width, front doors open	144.8	127.7
W121	Overall car width, rear doors open	–	126.5



HEIGHTS

CODE	DESCRIPTION	2-DOOR HATCHBACK COUPE	2-DOOR COUPE	4-DOOR SEDAN
H101	Overall height (design)	52.7		53.6
H102	Front bumper to ground	12.1		
H104	Rear bumper to ground	11.1		
H111	Rocker panel to ground - rear	7.3		
H112	Rocker panel to ground - front	8.1		
H114	Hood at rear to ground	36.2		
H115	Step height - front (design)	12.6		
H116	Step height - rear (design)	12.3		
H125	Headlamp to ground	25.3		
H126	Tail lamp to ground	23.8		
H136	Body O line to ground - front	5.0		
H137	Body O line to ground - rear	4.2		



CLEARANCES

H106	Angle of approach (degrees)	25°46'
H107	Angle of departure (degrees)	16°31'
H147	Ramp breakover angle (degrees)	13°58'
H148	Front suspension to ground	5.7
H149	Oil pan to ground	4.8
H150	Flywheel housing to ground	5.1
H151	Frame to ground	4.6
H152	Exhaust system to ground	4.8
H153	Rear axle to ground	6.6
H154	Fuel tank to ground	7.1
H155	Tire well to ground	14.7
H156	Minimum ground clearance	4.8 (a)

(a) Catalytic converter

VEHICLE WEIGHTS

NOVA

MODEL DESIGNATION	BASE ENGINE	VEHICLE TYPE	SHIPPING WEIGHT			CURB WEIGHT		
MODEL TYPE			Front	Rear	Total	Front	Rear	Total
1XX17	250 Cu.In. L6	2-Door Hatchback Coupe	1774	1537	3311	1756	1665	3421
1XX27	250 Cu.In. L6	2-Door Coupe	1776	1412	3188	1758	1540	3298
1XX69	250 Cu.In. L6	4-Door Sedan	1781	1440	3221	1763	1568	3331
1XY17	250 Cu.In. L6	2-Door Hatchback Coupe	1816	1585	3401	1798	1713	3511
1XY27	250 Cu.In. L6	2-Door Coupe	1856	1468	3324	1838	1596	3434
1XY69	250 Cu.In. L6	4-Door Sedan	1865	1502	3367	1847	1630	3477

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

CURB WEIGHT: Shipping weight plus gasoline to capacity.

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

OPTIONAL EQUIPMENT

RPO	OPTION	WITH	WEIGHT
AU3	Electric Door Locks	2-Door Models	+ 7
		4-Door Models	+ 15
B37	Floor Mats, Front and Rear		+ 10
C09	Exterior Soft Roof Cover		+ 6
C50	Defogger, Rear Window		+ 4
60	Air Conditioning	With L6 Engine	+ 66
		With V8 Engines	+ 87
D55	Floor Console	3-Speed Transmission	+ 4
		4-Speed Transmission	+ 4
		Automatic Transmission	+ 9
F41	Spec. Perf. Front and Rear Suspension		+ 12
F40	Heavy Duty Front and Rear Suspension		+ 2
J50	Power Brakes		+ 9
N41	Power Steering	L6 Engine	+ 32
		V8 Engine	+ 30
PE1	Turbine I Wheel (Special Styled Urethane Steel)		+ 25
UA1	Heavy Duty Battery	With L6 Engine	+ 10
		With V8 Engine	+ 1
UM1	Radio AM Pushbutton and Stereo Tape		+ 20
UM2	Radio AM/FM Pushbutton and Stereo Tape		+ 21
U58	Radio AM/FM Stereo		+ 11
U63	Radio AM Pushbutton		+ 7
U69	Radio AM/FM Pushbutton		+ 8
Z37	Special Wheel, Hub Cap and Trim Ring	With 1XX-1XY17	+ 14
		With 1XX-1XY27-69	+ 18
Base	250 Cu. In. 6 Cyl. Engine	Turbo Hydra-Matic Trans.	+ 27
LG3	305 Cu. In. V8 Engine	With 3-Speed Trans.	+ 84
		With Turbo Hydra-matic Trans.	+111
LM1	350 Cu. In. V8 Engine	With 3-Speed Trans.	+120
		With 4-Speed Trans.	+134
		With Turbo Hydra-matic Trans.	+147

BODY

EXTERIOR PAINT PROCESS

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

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

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

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

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

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

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

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

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

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

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

EXTERIOR COLORS – VINYL ROOF COMBINATIONS

VINYL TOP COVER (Material - Levant Grain)	EXTERIOR COLOR AVAILABILITY	
Silver Metallic	White	11
	Silver Metallic	13
	Black	19
	Dark Blue	35
	Firethorn	36
	Mahogany	37
Black	All Available Colors	
White	All Available Colors	
Dark Blue Metallic	White	11
	Silver Metallic	13
	Light Blue	28
	Dark Blue	35
Light Buckskin	White	11
	Black	19
	Dark Blue	35
	Firethorn	36
	Mahogany	37
	Cream	50
	Saddle Brown	67
	Red (Orange)	78
	Dark Green	49
	Buckskin	65
Mahogany Metallic	White	11
	Silver Metallic	13
	Firethorn	36
	Mahogany	37
	Cream	50
	Buckskin	65
Firethorn Metallic	White	11
	Silver Metallic	13
	Firethorn	36
	Mahogany	37
	Buckskin	65

1976 CHEVROLET NOVA 'X' INTERIOR – EXTERIOR COLOR COMBINATIONS

MODEL	Seat Type	INTERIOR TRIM									
		Black			Dark Blue			Light Buckskin			
		Cloth	Knit Cloth	Vinyl	Cloth	Knit Cloth	Vinyl	Cloth	Sport Cloth	Vinyl	Knit Cloth
Standard – 1XX00											
Coupe (27)	Bench	19B					26M	64B		64M	
Hatchback (17)	Bench						26M			64M	
Sedan (69)	Bench	19B					26M	64B		64M	
Custom – Interior (ZJ-1)											
Coupe (27)	Bench			19N		26C			64D		
	Bucket			19N							
Sedan (69)	Bench			19N		26C			64D		
Concours – 1XY00											
Coupe (27)	Bench		19E							64V	64E
	Bucket		19E								64E
Hatchback (17)	Bench		19E							64V	64E
	Bucket		19E								64E
Sedan (69)	Bench		19E							64V	64E
	Bucket		19E								64E
EXTERIOR COLOR	Color Code										
White C/O	11	X			X			X			
Silver Metallic C/O	13	X			X			X			
Black	19	X			X			X			
Light Blue Metallic	28	X			X			–			
Dark Blue Metallic	35	X			X			X			
Firethorn Metallic	36	X			–			X			
Mahogany Metallic	37	X			–			X			
Lime Metallic	40	X			–			X			
Dark Green Metallic C/O	49	X			–			X			
Cream	50	X			–			X			
Bright Yellow	51	X			–			X			
Buckskin	65	X			–			X			
Saddle Brown Metallic	67	X			–			X			
Red-Orange	78	X			–			X			

1976 CHEVROLET NOVA 'X' INTERIOR–EXTERIOR COLOR COMBINATIONS

MODEL	Seat Type	INTERIOR TRIM						
		Dark Firethorn			White			
		Cloth	Knit Cloth	Vinyl	† Vinyl /Black	† Vinyl /Dark Lime	† Vinyl /Dark Firethorn	† Vinyl /Dark Blue
Standard – 1XX00								
Coupe (27)	Bench	71B		71M				
Hatchback (17)	Bench			71M				
Sedan (69)	Bench	71B		71M				
Custom – Interior (ZJ1)	Bench		71C	71N	11N	03N	07N	02N
Coupe (27)	Bucket			71N	11N	03N	07N	02N
Sedan (69)	Bench		71C	71N				
Concours – 1XY00								
Coupe (27)	Bench		71E	71V	11V	03V	07V	02V
	Bucket		71E					
Hatchback (17)	Bench		71E	71V	11V	03V	07V	02V
	Bucket		71E					
Sedan (69)	Bench		71E	71V				
	Bucket		71E					
EXTERIOR COLOR	Color Code							
White C/O	11		X		X	X	X	X
Silver Metallic C/O	13		X		X	–	X	X
Black	19		X		X	–	X	X
Light Blue Metallic	28		–		X	–	–	X
Dark Blue Metallic	35		–		X	–	–	X
Firethorn Metallic	36		X		X	–	X	–
Mahogany Metallic	37		X		X	–	X	–
Lime Metallic	40		–		X	X	–	–
Dark Green Metallic C/O	49		–		X	X	–	–
Cream	50		X		X	–	X	–
Bright Yellow	51		–		X	–	–	–
Buckskin	65		X		X	–	X	–
Saddle Brown Metallic	67		–		X	–	–	–
Red-Orange	78		–		X	–	X	–

NOTES: 11N/11V † – White vinyl interior with Black Instrument Panel upper and lower, Carpet, Cowl Kick Panel, and Package Shelf.

02N/02V † – White vinyl interior with Dark Blue Instrument Panel upper and lower, Carpet, Cowl Kick Panel, and Package Shelf.

03N/03V † – White vinyl interior with Midnight Lime Instrument Panel upper, Dark Lime lower, Dark Lime Carpet, Cowl Kick Panel and Package Shelf.

07N/07V † – White vinyl interior with Dark Firethorn Instrument Panel upper and lower, Carpet, Cowl Kick Panel, and Package Shelf.

1976 NOVA (1XA00)

TWO-TONE COLOR COMBINATIONS (RPO D99)

EXTERIOR COLORS			
LOWER		UPPER	
Black (WA 848)	19	Silver Met. (WA 4322)	13
Dk. Blue Met. (WA 4758)	35	Lt. Blue Met. (WA 4743)	28
Firethorn Met. (WA 4748)	36	Mahogany Met. (WA 4759)	37
Mahogany Met. (WA 4759)	37	Firethorn Met. (WA 4748)	36
Lime Met. (WA 4798)	40	White (WA 3967)	11
Dk. Green Met. (WA 4634)	49	Buckskin (WA 4866)	65
Bright Yellow (WA 3893)	51	White (WA 3967)	11
Buckskin (WA 4866)	65	Cream (WA 4765)	50
Saddle Brown Met. (WA 4836)	67	Buckskin (WA 4866)	65
Red-Orange (WA 3958)	78	White (WA 3967)	11

1976 NOVA SS – 1XX17-27 (RPO Z26)

**** RECOMMENDED EXTERIOR COLOR – VINYL TOP – BODY STRIPE COMBINATIONS**
(Not available with RPO D99 Two-Tone Paint)

EXTERIOR COLOR		WITHOUT VINYL TOP	VINYL TOP COLORS						
			White	Black	Dark Blue Met.	Mahogany Met.	Lt. Buckskin	Dk. Firethorn Met.	Silver Metallic
White	11	Firethorn (36A)	Firethorn (36A)	Black (19A)	Black (19A)	Black (19A)	Black (19A)	Firethorn (36A)	Firethorn (36A)
Silver Metallic	13	Firethorn (36A)	Firethorn (36A)	Black (19A)	Black (19A)	Black (19A)	–	Firethorn (36A)	Firethorn (36A)
Black	19	Gold (52A)	White (11A)	Gold (52A)	–	–	Gold (52A)	–	Silver (13A)
Light Blue Metallic	28	White (11A)	White (11A)	Black (19A)	Black (19A)	–	–	–	–
Dark Blue Metallic	35	White (11A)	White (11A)	Silver (13A)	White (11A)	–	Gold (52A)	–	Silver (13A)
Firethorn Metallic	36	White (11A)	White (11A)	Black (19A)	–	White (11A)	Gold (52A)	White (11A)	Silver (13A)
Mahogany Metallic	37	Gold (52A)	White (11A)	Silver (13A)	–	Gold (52A)	Gold (52A)	Gold (52A)	Silver (13A)
Lime Metallic	40	White (11A)	White (11A)	Black (19A)	–	–	–	–	–
Dark Green Metallic	49	Gold (52A)	White (11A)	Gold (52A)	–	–	Gold (52A)	–	–
Cream	50	Black (19A)	White (11A)	Black (19A)	–	Firethorn (36A)	Gold (52A)	–	–
Bright Yellow	51	Black (19A)	Black (19A)	Black (19A)	–	–	–	–	–
Buckskin	65	Black (19A)	White (11A)	Black (19A)	–	Firethorn (36A)	Black (19A)	Firethorn (36A)	–
Saddle Brown Metallic	67	Black (19A)	White (11A)	Black (19A)	–	–	Gold (52A)	–	–
Red - Orange	78	Black (19A)	White (11A)	Black (19A)	–	–	Black (19A)	–	–

PAINT STRIPE IDENTIFICATION			'NOVA SS' DECAL
WA 3967	(11A)	White	WHM 3967
WA 4322	(13A)	Silver	WMH 4322
WA 848	(19A)	Black	WMH 848
WA 4748	(36A)	Firethorn	WMH 4748
WA 4817	(52A)	Gold	WMH 4817

** NOTE: RPO ZP2 override will provide for any available color stripe selection.

1976 NOVA – 1XA00 RPO D85 (DUAL PIN STRIPE)

RECOMMENDED EXTERIOR COLOR – VINYL TOP – PIN STRIPE COMBINATIONS**

EXTERIOR COLOR		WITHOUT VINYL TOP	VINYL TOP COLORS						
			White	Black	Dark Blue Met.	●Mahogany Met.	Lt. Buckskin	Dk. Firethorn Met.	Silver Metallic
White	11	Red (78A)	Red (78A)	Black (19A)	Brt. Blue (26A)	Red (78A)	Yel/Org (51A)	Red (78A)	Black (19A)
Black	19	Red (78A)	White (11A)	Red (78A)	–	–	Yel/Org (51A)	–	White (11A)
Silver Metallic	13	Red (78A)	White (11A)	Black (19A)	Brt. Blue (26A)	White (11A)	–	Red (78A)	Red (78A)
Light Blue Metallic	28	Brt. Blue (26A)	White (11A)	Black (19A)	Brt. Blue (26A)	–	–	–	–
Dark Blue Metallic	35	Brt. Blue (26A)	White (11A)	Brt. Blue (26A)	Brt. Blue (26A)	–	Yel/Org (51A)	–	Brt. Blue (26A)
Firethorn Metallic	36	Red (78A)	White (11A)	Red (78A)	–	Red (78A)	Yel/Org (51A)	Red (78A)	Red (78A)
Mahogany Metallic	37	Red (78A)	White (11A)	Red (78A)	–	Red (78A)	Yel/Org (51A)	Red (78A)	Red (78A)
Lime Metallic	40	White (11A)	White (11A)	Black (19A)	–	–	–	–	–
Dark Green Metallic	49	White (11A)	White (11A)	White (11A)	–	–	Yel/Org (51A)	–	–
Cream	50	Yel/Org (51A)	Black (19A)	Black (19A)	–	Red (78A)	Yel/Org (51A)	–	–
Bright Yellow	51	White (11A)	White (11A)	Black (19A)	–	–	–	–	–
Buckskin	65	Yel/Org (51A)	White (11A)	Black (19A)	–	Red (78A)	Yel/Org (51A)	Red (78A)	–
Saddle Brown Metallic	67	Yel/Org (51A)	White (11A)	Black (19A)	–	–	Yel/Org (51A)	–	–
Red-Orange	78	White (11A)	White (11A)	Black (19A)	–	–	White (11A)	–	–

DUAL PIN STRIPE APPLICATION WITH TWO TONE PAINT RPO

LOWER PAINT		UPPER PAINT		STRIPE I.D.	
Black	19L	Silver	13U	White	(11A)
Dk. Blue Metallic	35L	Lt. Blue Metallic	28U	Bright Blue	(26A)
Firethorn Metallic	36L	Mahogany Metallic	37U	Red	(78A)
Mahogany Metallic	37L	Firethorn Metallic	36U	Red	(78A)
Lime Metallic	40L	White	11U	White	(11A)
Dark Green Metallic	49L	Buckskin	65U	Yel/Org	(51A)
Bright Yellow	51L	White	11U	White	(11A)
Buckskin	65L	Cream	50U	Yel/Org	(51A)
Saddle Brown Metallic	67L	Buckskin	65U	Yel/Org	(51A)
Red-Orange	78L	White	11U	White	(11A)

STRIPE IDENTIFICATION

11A	White	WSA 3967
19A	Black	WSA 848
26A	Bright Blue	WSA 4864
51A	Yellow Orange	WSA 4865
78A	Red	WSA 4408

**NOTE: RPO ZP2 override will provide ● any available color stripe selection.

1976 NOVA CONCOURS 1XY00
BODY SIDE MOLDING EQUIPMENT (RPO BW2)

EXTERIOR COLOR	GM CODE	NO VINYL TOP	VINYL TOP COLORS						
			Black	White	Silver Met.	Dk. Blue Met.	Light Buckskin	Mahogany Met.	Dk. Firethorn Met.
White	11	White	Black	White	Black	Dk. Blue Met.	Light Buckskin	Mahogany Met.	Mahogany Met.
Silver Metallic	13	Black	Black	White	Black	Dk. Blue Met.	–	Mahogany Met.	Mahogany Met.
Black	19	Black	Black	White	Black	–	Light Buckskin	–	–
Light Blue Metallic	28	Dk. Blue Met.	Black	White	–	Dk. Blue Met.	–	–	–
Dark Blue Metallic	35	Dk. Blue Met.	Black	White	Black	Dk. Blue Met.	Light Buckskin	–	–
Firethorn Metallic	36	Mahogany Met.	Black	White	Black	–	Light Buckskin	Mahogany Met.	Mahogany Met.
Mahogany Metallic	37	Mahogany Met.	Black	White	Black	–	Light Buckskin	Mahogany Met.	Mahogany Met.
Lime Metallic	40	White	Black	White	–	–	–	–	–
Dark Green Metallic	49	Black	Black	White	–	–	Light Buckskin	–	–
Cream	50	Light Buckskin	Black	White	–	–	Light Buckskin	Mahogany Met.	–
Bright Yellow	51	Black	Black	White	–	–	–	–	–
Buckskin	65	Light Buckskin	Black	White	–	–	Light Buckskin	Mahogany Met.	Mahogany Met.
Saddle Brown Metallic	67	Light Buckskin	Black	White	–	–	Light Buckskin	–	–
Red Orange	78	Black	Black	White	–	–	Light Buckskin	–	–

BODY SIDE MOLDING EQUIPMENT (RPO BW2)
WITH TWO TONE PAINT (RPO D99)

LOWER PAINT		UPPER PAINT		MOLDING COLORS
Black	19L	Silver	13U	Black
Dk. Blue Met.	35L	Lt. Blue Met.	28U	Dk. Blue Met.
Firethorn Met.	36L	Mahogany Met.	37U	Mahogany Met.
Mahogany Met.	37L	Firethorn Met.	36U	Mahogany Met.
Lime Met.	40L	White	11U	White
Dk. Green Met.	49L	Buckskin	65U	Lt. Buckskin
Bright Yellow	51L	White	11U	White
Buckskin	65L	Cream	50U	Lt. Buckskin
Saddle Brown Met.	67L	Buckskin	65U	Lt. Buckskin

MOLDING IDENTIFICATION

White	WPV 3967
Black	WPV 848
Dark Blue Mettalic	WPV 4758
Mahogany Metallic	WPV 4759
Light Buckskin	WPV 4819

BODY CONSTRUCTION AND GLASS AREA

GENERAL

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

DOORS AND LOCKS

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

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

HOOD AND TRUNK LID

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

Hood release . . . . . External

VENTILATION

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

SEAT CONSTRUCTION

Type

All seat cushions and backrests . Formed polyfoam

WINDSHIELD WIPERS AND WASHERS

Type . . . . . Dual 2-speed electric

Linkage . . . . . Parallel acting

HEADLIGHTS

Type . . . . . Single Power Beam units

SPARE TIRE AND TOOLS

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

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

BODY GLASS VISIBILITY AREA

	MODELS		
	17	27	69
Windshield	1209.3		1282.1
Front Door Window	988.9		752.5
Rear Door Window	--		608.8
Rear Quarter Window	564.6		211.6
Back Window	1158.6	1392.1	1092.1
Total Area (Sq. In.)	3921.4	4154.9	3947.1

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

CHASSIS

FRAME AND FRONT SUSPENSION

FRAME
- Description . . . . . Extended rail front partial frame of deep sectioned double-channeled side members joined by three flanged hat-section crossmembers.
- Body Mounting
  - Number and type . . . . 3 each side double cushion

FRONT SUSPENSION
- Description . . . . . Independent, SLA type with coil springs, center mounted shock absorbers and spherical joint steering knuckle pivots
- Wheel travel (design)
  - Total 6.90
  - Jounce 2.34
  - Rebound 4.56
- Wheel to spring travel ratio 2.02:1

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

STEERING KNUCKLES
- Description . . . . . Nodular iron with integral steering knuckle arm.
- Spindle diameters
  - Inner bearing 1.2493-1.2498
  - Outer bearing 7492-.7497
- Spindle thread size . . . . . 3/4-20 NEF-3 (modified)
- Wheel bearings
  - Type . . . . . Taper roller; inner and outer

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

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

STABILIZER BAR
- Type . . . . . Link
- Material . . . . . HR steel
- Diameter . . . . . .875 or .9375 or 1.00 contingent as to how vehicle is equipped

FRONT WHEEL ALIGNMENT (CURB)
- Camber (degrees)
  - Manual steering . . . . . P3/4 ± 3/4
  - Power Steering . . . . . P3/4 ± 3/4
- Caster (degrees)
  - Manual Steering . . . . . N1 ± 1
  - Power Steering . . . . . P1 ± 1
- Toe-in (total) . . . . . 1/16 ± 1/8
- Steering axis inclination (degrees) . 10° @ 75° camber

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

FRONT SPRINGS

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

FRONT SPRING SPECIFICATIONS

Part Number	Assy. Code	Cut-Off Length	Wire Dia.	Total Coils	Deflection Rate (lbs./inch)	HEIGHTS	
						Free	Working (In. @ Lbs.)
334444	KB	118.38	.665	7.79	400	15.10	11.00 @ 1630
334445	KF	118.41	.665	7.79	400	15.30	11.00 @ 1710
334447	KT	128.96	.668	8.49	365	16.23	11.00 @ 1900
334450	KU	132.09	.674	8.69	365	16.44	11.00 @ 1975
334451	KV	133.68	.677	8.79	365	16.64	11.00 @ 2050
346996	HM	116.07	.617	7.70	300	16.46	11.00 @ 1620
354160	ANJ	114.83	.626	7.64	330	16.41	11.00 @ 1775
354161	ANK	114.86	.626	7.64	330	16.61	11.00 @ 1840
354175	ANJ	120.41	.654	7.99	365	15.21	11.00 @ 1525
354176	ANK	120.49	.654	7.99	365	15.41	11.00 @ 1600
354177	ANM	120.52	.654	7.99	365	15.62	11.00 @ 1675
3982348	EP	122.09	.639	8.32	330	15.82	11.00 @ 1580
3982349	ET	122.12	.639	8.32	330	16.01	11.00 @ 1645
3982350	EU	122.15	.639	8.32	330	16.21	11.00 @ 1710
3982351	EV	132.97	.658	7.60	330	16.41	11.00 @ 1775
3982352	HI	133.00	.658	7.60	330	16.60	11.00 @ 1840
3982353	HX	133.03	.658	9.02	330	16.80	11.00 @ 1905
3988109	JT	122.74	.665	8.32	330	15.82	11.00 @ 1750
3988110	JU	122.77	.665	8.32	330	16.03	11.00 @ 1825
3988111	BC	135.03	.680	9.12	365	16.23	11.00 @ 1900
3988112	BD	135.06	.680	9.12	365	16.44	11.00 @ 1975
3988113	BE	135.09	.680	9.12	365	16.64	11.00 @ 2050
3988114	BF	142.91	.693	9.62	365	16.85	11.00 @ 2125
3996361	AE	116.10	.617	7.70	300	16.66	11.00 @ 1680
3996362	AF	116.14	.617	7.70	300	16.86	11.00 @ 1740
3996363	AM	126.79	.633	8.40	300	17.06	11.00 @ 1800
6262425	DH	126.23	.680	8.29	400	15.70	11.00 @ 1870
6262426	DJ	126.26	.680	8.29	400	15.90	11.00 @ 1950
6262427	DK	129.40	.686	8.49	400	16.10	11.00 @ 2030
6262428	DL	130.99	.688	8.59	400	16.30	11.00 @ 2110
6262429	DM	132.58	.691	8.69	400	16.50	11.00 @ 2190
6277862	HW	118.44	.665	7.79	400	15.50	11.00 @ 1790
3988115	BG	142.94	.693	9.62	365	17.06	11.00 @ 2200

STEERING, DRIVELINE, WHEELS AND TIRES

STEERING
- Wheel
  - Type . . . . . Oval with center shroud
  - Diameter . . . . . 15.25 x 14.75
- Column . . . . . Energy absorbing – mast jacket, shifter tube and steering shaft designed to collapse under various front impact conditions.
- Gear – Manual (standard); Power (optional)
  - Gear Type
    - Manual (Standard) . . . . . Recirculating ball nut
    - Power (Optional) . . . . Integral, recirculating ball nut with hydraulic pressure provided from a vane type pump.
  - Ratios, Gear
    - Manual 24.0:1
    - Power . . . . . 16.01 on center to 13.0:1
  - Ratios, Overall
    - Manual 26.41:1
    - Power . . . . . 15.07:1 on center to 11.31:1
  - Number of wheel turns, lock to lock
    - Manual 4.99
    - Power 2.42
- Linkage . . . . . Parallelogram, rear of wheels, 2 tie rods
- Turning diameter
  - Outside front, wall to wall 39.9
  - Outside front, curb to curb 38.1
- Outside wheel angle with inside wheel @ 20°
  - Manual 18.85
  - Power 18.65

DRIVELINE
- Type . . . . . Straight tube
- Number used . . . . . One
- Diameter (OD) 2.75
- Wall Thickness 0.065
- Length (C/L of U-joints) 53.14
- Universal Joints
  - Type . . . . . Cross
  - Number used . . . . . Two
  - Bearings . . . . . Prepacked, anti-friction

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

TIRE, STANDARD EQUIPMENT
- Nova Concours
  - FR78 x 14B steel belted radial
    - Static loaded radius 11.60
    - Loaded rev/mi @ 45 mph 797
    - Capacity @ 24 psi 1280
- Nova
  - E78 x 14 bias belted
    - Static loaded radius 12.04
    - Loaded rev/mi @ 45 mph 796
    - Capacity @ 24 psi 1190

TIRES, OPTIONAL EQUIPMENT
- Nova
  - FR78 x 14 steel belted radial

REAR AXLE

Description . . . . . Three piece housing includes integral cast iron differential carrier and housing with two pressed-in and welded steel tubes. Semi-floating axle shafts. Differential carrier contains hypoid overhung pinion and ring gear. Drive pinion supported by two taper roller bearings.
Drive pinion vertical offset 1.75
Hypoid gear PD 7.50
Pinion bearing adjustment . . . . . Shim
Lubricant
Type . . . . . Military Spec. MIL-L-2105-B
Viscosity SAE80
Capacity (pts) 4.25

AXLE SHAFT

Description . . . . . Forged and hardened steel with integral drive flange
Wheels bearings . . . . . Single row cylindrical roller, one per wheel
Oil seal . . . . . Steel encased, spring loaded synthetic rubber

RING AND PINION GEAR AND TOOTH COMBINATIONS

2.73:1 . . . . . 41.15
3.08:1 40,13

POSITRACTION DIFFERENTIAL (See Power Trains)

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

REAR SUSPENSION

Description . . . . . Hotchkiss; 2 semi-elliptical multiple leaf springs
Wheel travel (design)
Total L.H.-7.84; R.H.-8.24
Jounce 3.02
Rebound L.H.-5.70; R.H.-6.10
Wheel to spring, travel ratio 1:1

SHOCK ABSORBERS

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

REAR SPRINGS

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

REAR SPRING SPECIFICATIONS

Part Number	Number of Leaves	Length	Width	Shackle	Mounting Insulation	Assy. Code	Deflection Rate (Lbs./In.)	Load @ .52 Spring Camber (Lbs.)
354184	Five	56.0	2.50	Compression type	Rubber bushed at shackle and hanger	NAY	126	535
354185	Six					HAU	126	590
354186	Six					NAW	126	665
354187	Six					NAX	126	721
362102	Six					NBA	126	721
362103	Six					NBB	126	665
362104	Six					NBC	103	565
362105	Seven					NBD	101	615
362106	Five					NBF	126	535
362107	Six					NBH	126	590
362109	Six					NBJ	126	771
362169	Seven					NBS	100	665
362170	Seven					NBT	100	708
362172	Seven					NBX	96	515

BRAKES

General	Type		Front – Disc; Rear – Drum	
			Manual – Standard	Power – Optional (*)
	System		Dual circuit hydraulic system with warning light and self-adjusting features - metering and proportioning valves provide balance between front and rear wheels.	
Front Brakes	Type		Disc – single piston floating caliper	
	Material		Cast iron – vented	
	Diameter and Width		11.0 x 1.03	
	Lining material		Compression molded asbestos composition	
	Method of attachment		Riveted	
	Lining size (length x width x thickness)	Inboard	5.40 x 1.92 x 0.46	
		Outboard	5.40 x 1.92 x 0.46	
	Lining area (sq. in.)		38.76	
	Effective area (sq. in.)		36.8	
	Swept area (sq. in.)		210.4	
	Piston diameter		2.94	
Rear Brakes	Type		Drum – Composite, web cast into rim, pinned construction	
	Material		Web – HR steel, Rim – cast alloy iron	
	Diameter and Width		9.5 x 2.0	
	Lining material		Molded asbestos composition	
	Method of attachment		Riveted	
	Lining size (length x width x thickness) ●	Primary	7.30 x 2.00 x 0.23	
		Secondary	9.46 x 2.00 x 0.30	
	Lining area (sq. in.)		67.04	
	Effective area (sq. in.)		63.72	
	Swept area (sq. in.)		116.06	
	Piston diameter		.938	
Apply System	Master cylinder diameter		1.00	1.125
	Piston travel		1.253	1.408
	Pedal travel		7.38	5.44
	Pedal ratio		6.22:1	3.54:1
	Line pressure @ 100 lb. pedal load		550	900
Parking Brake	Type		Mechanical: pull rods and cables operate rear service brakes; parking brake 'ON' warning lamp provided.	
	Control		Pendulum foot pedal; released by "T" handle located on instrument panel to left of steering wheel	
	Total effective area		63.72	

(*) – Standard with V8 Engine Equipped Vehicles.

BULBS AND LAMPS	NUMBER REQUIRED AND TRADE NUMBER	CANDLE POWER PER LAMP
Back-up	2-1156	32
Brake Warning	1-194	2
Console instrument cluster	4-1816	2.5
Courtesy (instrument panel)	2-631	6
Direction signal indicators	2-194	2
Dome	1-561	2
Generator indicator	1-194	2
Glove compartment	1-1891	2
Headlamp	2-6012	High beam 60W Low beam 50W
Headlamp hi-beam indicator	1-194	2
Heater control	1-1895	2
Instrument cluster	5-194	2
License plate	1-194	2
Luggage compartment	1-1003	15
Oil pressure indicator	1-194	2
Parking	2-1157	
Park		3
Turn		32
Radio - AM	1-293	2
Radio – AM/FM	1-1893	2
Seat belt warning	1-194	2
Side Marker - Front	2-194	2
Side Marker - Rear	2-194	2
Tail	2-1157	
Tail		3
Stop and turn		32
Temperature indicator	1-194	2
Underhood lamp	1-93	15
Washer Wiper control	1-194	2

FUSES AND CIRCUIT BREAKERS

CIRCUIT	TYPE OF PROTECTION	LOCATION AND CIRCUIT *
Air conditioning	30 amp fuse	In line
	25 amp fuse	Fuse panel (h)
Auto. trans. quadrant lamp-Column	4 amp fuse	Fuse panel (f)
Back-up lamps	20 amp fuse	Fuse panel (b)
Cigarette lighter	20 amp fuse	Fuse panel (e)
Clock	20 amp fuse	Fuse panel (e)
Courtesy lamps	20 amp fuse	Fuse panel (e)
Defogging unit	10 amp fuse	Fuse panel (c)
Direction signal indicator lamps	20 amp fuse	Fuse panel (b)
Dome lamp	20 amp fuse	Fuse panel (e)
Door Lock	60 amp fuse	Fuse panel (i)
Fuel economy light	10 amp fuse	Fuse panel (c)
Fuel gauge	10 amp fuse	Fuse panel (c)
Generator indicator lamp	10 amp fuse	Fuse panel (c)
Glove compartment lamp	20 amp fuse	Fuse panel (e)
Headlamps	Circuit breaker	Light switch
Headlamp hi-beam indicator lamp	Circuit breaker	Light switch
Headlight buzzer	10 amp fuse	Fuse panel (c)
Heater	25 amp fuse	Fuse panel (h)
Heater controls lamp	4 amp fuse	Fuse panel (f)
Instrument cluster lamps	4 amp fuse	Fuse panel (f)
Key buzzer	20 amp fuse	Fuse panel (e)
License lamp	20 amp fuse	Fuse panel (d)
Luggage compartment lamp	20 amp fuse	Fuse panel (e)
Oil pressure indicator lamp	10 amp fuse	Fuse panel (c)
Parking lamps	20 amp fuse	Fuse panel (d)
Parking brake alarm lamp	10 amp fuse	Fuse panel (c)
Power window motor	60 amp fuse	Fuse panel (i)
Radio	10 amp fuse	Fuse panel (g)
Radio lamp	4 amp fuse	Fuse panel (f)
Seat belt warning buzzer	10 amp fuse	Fuse panel (c)
Seat belt warning lamp	10 amp fuse	Fuse panel (c)
Side Marker lamp - Front & Rear	20 amp fuse	Fuse panel (d)
Speed cruise control	10 amp fuse	Fuse panel (c)
Tail lamps	20 amp fuse	Fuse panel (d)
Idle stop solenoid	10 amp fuse	Fuse panel (g)
Temperature indicator lamp	10 amp fuse	Fuse panel (c)
Temperature gage	10 amp fuse	Fuse panel (c)
Traffic hazard indicator	20 amp fuse	Fuse panel (a)
Stop and turn lamps	20 amp fuse	Fuse panel (a)
Underhood lamp	20 amp fuse	In line
Windshield wiper, two-speed	25 amp fuse	Fuse panel
Windshield washer	4 amp fuse	Fuse panel (f)

* Letter suffix indicates same circuit

POWER TRAINS

POWER TEAM COMBINATIONS

ENGINE	TRANSMISSION	MODEL APPLICATION	AXLE RATIOS* BASE	AXLE RATIOS* HIGH ALTITUDE	AXLE RATIOS* RING GEAR
250 Cubic Inch L-6 (4.1 litre) – (L22) Base – all states	3-Spd. (3.11:1 low) (a)	All Models	2.73:1	3.08:1	7.50
	Turbo Hydra-matic				
305 Cubic Inch V-8 (5.0 litre) – (LG3) Optional – all states	3-Speed (3.11:1 low) (a)	All Models	2.73:1	3.08:1 (a)	7.50
	Turbo Hydra-matic				
350 Cubic Inch V-8 (5.7 litre) – (LM1) Optional – all states	4-Speed (2.85:1 low)	All Models	3.08:1		
	Turbo Hydra-matic		2.73:1	3.08:1	

* Positraction axles available optionally for all ratios shown; same ratios available with Air Conditioning.

(a) Not available in California

MULTIPLICATION FACTORS

WITH MANUAL TRANSMISSIONS

ENGINE	CARBURETION	TRANSMISSION	TOTAL GEAR REDUCTION*					AXLE RATIO
			1st	2nd	3rd	4th	Rev	
250 Cu.In. L-6 Standard	Single Barrel	3-Speed	8.49	5.02	2.73		8.79	2.73
305 Cu.In. V-8 RPO LG3	2-Barrel	3-Speed	8.49	5.02	2.73		8.79	2.73
350 Cu.In. V-8 RPO LM1	4-Barrel	4-Speed	8.78	6.22	4.16	3.08	8.78	3.08

WITH AUTOMATIC TRANSMISSIONS

ENGINE	TRANSMISSION	SELECTOR POSITION	TOTAL TORQUE MULTIPLICATION*	AXLE RATIO
250 Cu.In. L-6 Standard	Turbo Hydra-matic	Drive	13.76:1 - 2.73:1	2.73:1
		Low	13.76:1 - 6.88:1	
		Second	13.76:1 - 4.15:1	
		Reverse	10.59:1 - 5.30:1	
305 Cu.In. V-8 RPO LG3	Turbo Hydra-matic	Drive	17.58:1 - 2.73:1	2.73:1
		Low	17.58:1 - 7.48:1	
		Second	17.58:1 - 4.29:1	
		Reverse	13.28:1 - 5.65:1	
350 Cu.In. V-8 RPO LM1	Turbo Hydra-matic	Drive	17.58:1 - 2.73:1	2.73:1
		Low	17.58:1 - 7.48:1	
		Second	17.58:1 - 4.29:1	
		Reverse	13.28:1 - 5.45:1	

*Axle ratio x transmission ratio.

ENGINE DATA AND RATINGS

GENERAL DATA

Engine Type		L-6 OHV	V-8 OHV	
Piston Displacement (Cu. In.)		250	305	350
Availability		Base	LG3	LM1
Number of Cylinders		Six	Eight	
Bore (nominal)		3.875	3.736	4.00
Stroke (nominal)		3.53	3.48	
Compression Ratio		8.25:1	8.50:1	
Taxable (SAE) Horsepower		36.0	44.7	51.2
Firing Order		1-5-3-6-2-4	1-8-4-3-6-5-7-2	
Idling Speed	Manual (in neutral)	850	800	
	Turbo Hydra-matic (in drive)	550	600	
Compress. Press. (PSI) @ Cranking Speed, Engine Hot		130	160	
Power Plant Mounting	Front	Two, preloaded captive cushion type		
	Rear	One, shear type		
Measurements	Fan to rear of engine block	35.78	31.55	
	Top of air cleaner to bottom of oil pan	27.22	2960	28.52
	Width - including air cleaner (a)	17.76	28.53	

(a) L6 engine - (oil filter to exhaust manifold); V8 engines (across exhaust manifold)

ADVERTISED ENGINE RATING

Engine Designation	L6-250 CU. IN.	V8-305 CU. IN.	V8-350 CU. IN.
Availability	Standard	RPO LG3	RPO LM1
Carburetor	Single Barrel	Two Barrel	Four Barrel
Net Brake HP @ RPM	105 @ 3800	140 @ 3800	165 @ 3800
Net Torque @ RPM (lb-ft)	185 @ 1200	245 @ 2000	260 @ 2400

L-6 250 CU. IN. ENGINE

Transmission		3-Speed	Turbo Hydra-matic
Rear Axle Ratio		2.73:1	
Tire Size		E78 x 14	
Crankshaft Revolutions per Mile		2173.08	
Crankshaft RPM @ 1 MPH	Low	112.6	91.2
	Second	66.6	55.1
	Third	36.2	36.2 (direct)
	Reverse	116.6	69.9
Piston Travel (ft/mile)		1278.5	

V-8 305 CU. IN. ENGINE (RPO LG3)

Transmission		3-Speed	Turbo Hydra-matic
Rear Axle Ratio		2.73:1	
Tire Size		E78 x 14	
Crankshaft Revolutions per Mile		2175.8	
Crankshaft RPM @ 1 MPH	Low	112.6	91.3
	Second	66.6	55.1
	Third	36.2	36.2 (direct)
	Reverse	116.6	69.9
Piston Travel (ft/mile)		1280.1	

V8-350 CU. IN. ENGINE (RPO LM1)

Transmission		3-Speed	4-Speed	Turbo Hydra-matic
Rear Axle Ratio		2.73:1	3.08:1	2.73:1
Tire Size		E78 x 14		
Crankshaft Revolutions per Mile		2173.08	2451.7	2173.08
Crankshaft RPM @ 1 MPH	Low	103.2	116.4	91.3
	Second	60.8	82.5	55.1
	Third	36.2	55.2	36.2 (direct)
	Fourth		40.9	
	Reverse	106.8	116.4	69.9
Piston Travel (ft/mile)		1260.4	1422.0	1260.4

VEHICLE PERFORMANCE FACTORS

ENGINE	250 CU.IN. 105 HP	305 CU.IN. 140 HP	350 CU.IN. 165 HP
MODEL	1XX69	1XX17	1YY27

3-SPEED TRANSMISSION

Performance Weight (pounds)	3931	4105	
Pounds per Net Horsepower	37.44	29.32	
Pounds per Cu.In. Displacement	15.72	13.46	
Net HP per Cu.In. Displacement	.512	.459	
Power Displacement (cu.ft./mile)	157.20	191.78	
Displacement Factor (cu.ft./ton mile)	80.20	93.55	

4-SPEED TRANSMISSION

Performance Weight (pounds)			4168
Pounds per Net Horsepower			25.26
Pounds per Cu.In. Displacement			11.91
Net HP per Cu.In. Displacement			.471
Power Displacement (cu.ft./mile)			248.29
Displacement Factor (cu.ft./ton mile)			119.37

TURBO HYDRA-MATIC

Performance Weight (pounds)	3958	4132	4181
Pounds per Net Horsepower	37.70	29.51	25.34
Pounds per Cu.In. Displacement	15.82	13.55	11.95
Net HP per Cu.In. Displacement	.512	.459	.471
Power Displacement (cu.ft./mile)	157.20	191.78	220.07
Displacement Factor (cu.ft./ton mile)	79.39	96.25	105.30

GLOSSARY

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

CYLINDER BLOCK
- Material . . . . . Cast alloy iron
- Bore Diameter
  - L6-250 Cu. In. 3.8745-3.8775
  - V8-305 Cu.In. 3.7355-3.7385
  - V8-350 Cu. In. 3.9995-4.0025
- Bearing Caps (Number, material and attachment)
  - L6-250 Cu.In. . . . . 7, cast iron, 2-bolt
  - V8-305 & 350 Cu.In. . . . . 5, cast iron, 2-bolt
- Water Jacket . . . . . Full length around each cylinder
- Bore Spacing (Centerline to Centerline) 4.40

CYLINDER HEAD
- Material . . . . . High chrome cast alloy iron
- Bolt No. & Size
  - L6-250 Cu. In. . . . . 14; .500 dia. 13 threads/in.
  - V8-305 & 350 Cu. In. . 34; .4375 dia. 14 threads/in.

COMBUSTION CHAMBER VOLUME
(Total chamber volume of assembled engine with piston at top center)
- L6-250 Cu. In. . . . . 5.77 Cu. In.
- V8-305 Cu.In. . . . . 5.13 Cu. In.
- V8-350 Cu. In. . . . . 6.27 Cu. In.

INLET MANIFOLD
- Material . . . . . Cast alloy iron
- Type
  - L6-250 Cu. In. . . . . Integral with cylinder head
  - V8-305 & 350 Cu. In. . . . . 8 port, double deck

EXHAUST MANIFOLD
- Material . . . . . Cast alloy iron
- Type
  - L6-250 Cu. In. . 4 port, underslung center downtake
  - V8-305 & 350 Cu. In. . . . . Dual, 4 port, center downtake
- Outlet Diameter (Nominal) 2.0

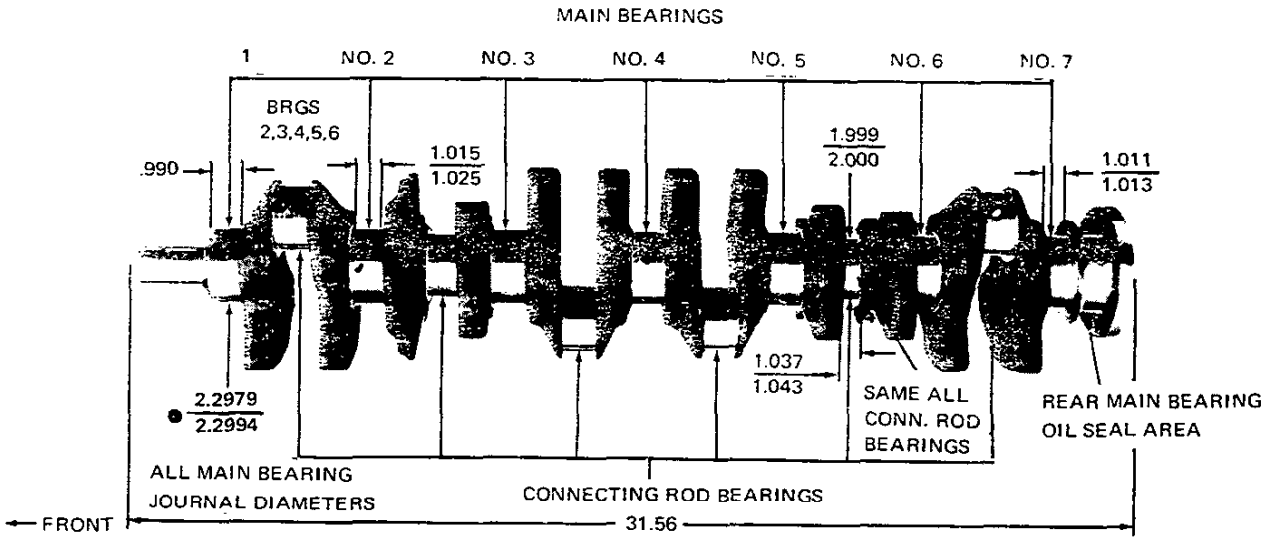
CRANKSHAFT
- Material
  - L6-250 Cu. In. . . . . Cast nodular iron
  - V8-305 & 350 Cu. In. . . . . Cast nodular iron
- End Play
  - L6-250 Cu.In. 002-.006
  - V8-305 & 350 Cu.In. 002-.007
- Counter Weights
  - L6-250 Cu. In. 12
  - V8-305 & 350 Cu. In. 6
- Crank Arm Length
  - L6-250 Cu. In. 1.765
  - V8-305 Cu. In. 1.740
  - V8-350 Cu. In. 1.740
- Torsional Damper . . . . . Rubber mounted inertia
- Timing Gear
  - L6-250 Cu. In. . . . . Steel; helical cut
  - V8-305 & 350 Cu. In. . . . Steel; sprocket & chain
- Pulley Pitch Diameter 6.64

MAIN BEARINGS
- Material . . . . . Steel, backed insert; (copper lead alloy or premium aluminum lining selected for specific engine application)
- Type . . . . . Precision removable
  Thrust Against Bearing No. – No. 5 V8); No. 7(L6)
- Clearance
  - L6-250 Cu. In. 0003-.0029
  - V8-305 & 350 Cu. In.
    - No. 1 . . . . . .0008-.0020
    - No. 2, 3 & 4 . . . . . .0011-.0023
    - No. 5 . . . . . .0017-.0033

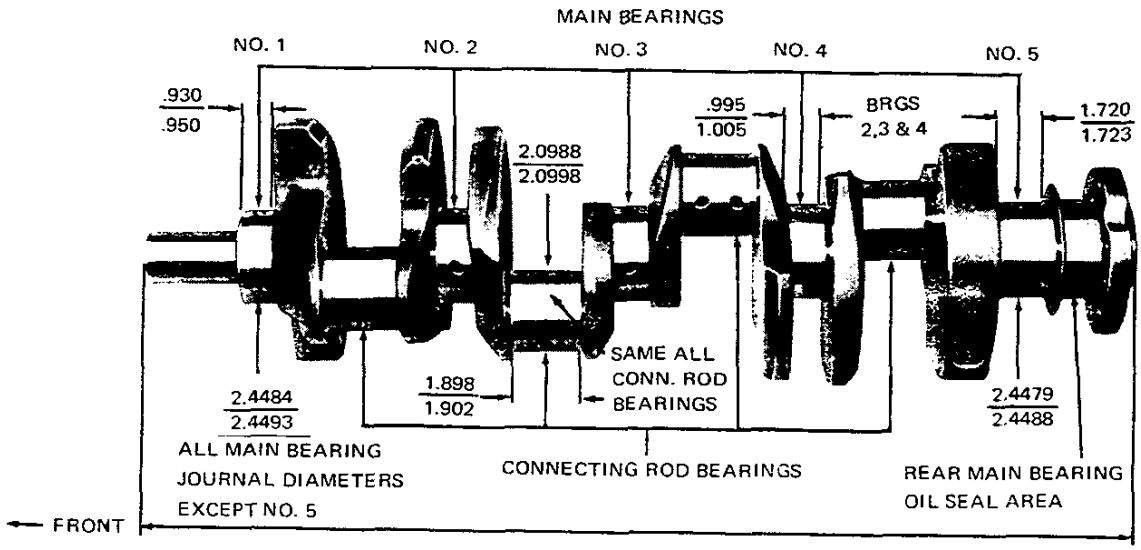
Dimensions	Theoretical Inner Dia.	Effective Length	Projected Area
L6-250 Cu. In.			
Bearing No. 1-6	2.2999	.752	1.7295
Bearing No. 7	2.2999	.760	1.7479
V8-305 & 350 Cu.In.			
Bearing No. 1-4	2.4502	.752	1.8425
Bearing No. 5	2.4508	1.180	2.8919

CRANKSHAFTS AND BEARINGS

250 CUBIC INCH SIX CYLINDER ENGINE



305 AND 350 CUBIC INCH V-8 ENGINES



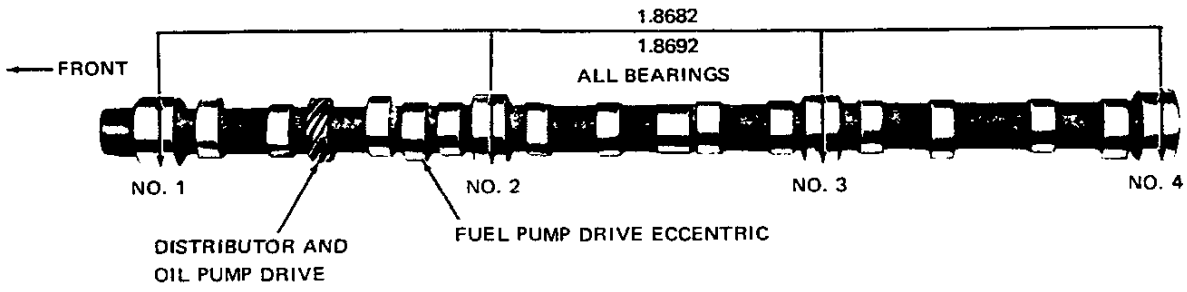
CAMSHAFT
- Material . . . . . Cast alloy iron
- Drive
  - L6-250 Cu. In. . . . . Gear; bakelite and fabric composition with steel hub
  - V8-305 & 350 Cu. In. . . . . Sprocket & chain; steel
- Lobe Lift
  - L6-250 Cu.In. . . . . .2217 Inlet; .2315 Exhaust
  - V8-305 Cu.In. . . . . .2484 Inlet; .2733 Exhaust
  - V8-350 Cu.In. . . . . .2600 Inlet; .2733 Exhaust
- Bearings . . . . . Steel backed babbitt

VALVE TRAIN
- Type . . . . . Individually mounted, overhead rocker arms, push rod actuated
- Lifters . . . . . Hydraulic
- Rocker arms
  - Ratio
    - L6-250 Cu. In. 1.75:1
    - V8-305 & 350 Cu. In. 1.50:1
- Push rods
  - Type . . . . . Hollow steel
  - Ends . . . . . Hardened
- Rotators (V8-305 & 350 Cu.In.) . . . . . Exhaust

VALVE SPRINGS
- Diameter (I.D.)
  - L6-250 Cu. In. 872-.888
  - V8-305 & 350 Cu. In. 868-.884
- Installed length (lb. @ in.)
  - Valves closed
    - L6-250 Cu. In. . . . . 56-64 @ 1.66
    - V8-305 & 350 Cu. In.
      - Inlet . . . . . 76-84 @ 1.70
      - Exhaust . . . . . 76-84 @ 1.61
  - Valves opened
    - L6-250 Cu.In. . . . . 180-192 @ 1.27
    - V8-305 & 350 Cu. In.
      - Inlet . . . . . 194-206 @ 1.25
      - Exhaust . . . . . 194-206 @ 1.16
- Free length
  - L6-250 Cu. In. 1.90
  - V8-305 & 350 Cu. In. 2.03
- Valve spring damper
  - L6-250 Cu. In. . . . . None
  - V8-305 & 350 Cu. In. . . . . Flat steel, 4 coils
- Oil shield . . . . . Steel cup

CAMSHAFT AND BEARINGS

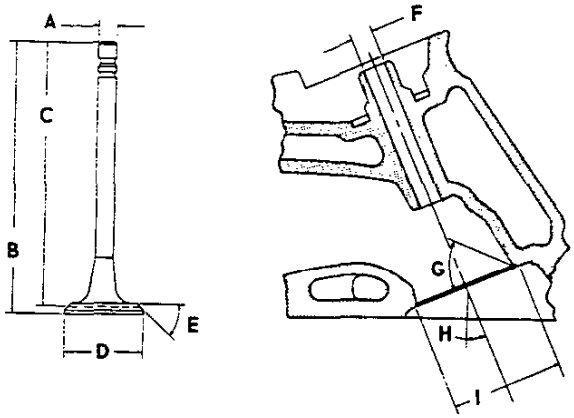
250 CUBIC INCH L-6 ENGINE



PRINCIPAL COMPONENTS

INLET VALVES

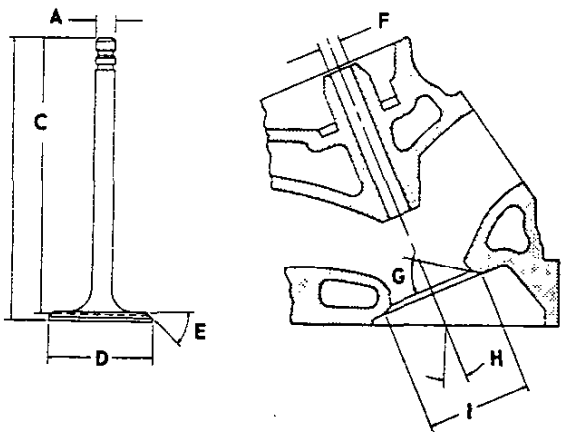
Material	Alloy steel
Coating	
L6-250 & V8-350 Cu.In.	Aluminized face
V8-350 Cu.In.	None
All stems	Chrome flash



A – Stem diameter	.3410-.3417
B – Overall length	
L6-250 Cu. In.	4.902-4.922
V8-305 Cu. In.	4.928-4.953
V8-350 Cu. In.	4.870-4.889
C – Gage length	4.785-4.795
D – Overall head diameter	
L6-250 Cu. In.	1.715-1.725
V8-305 Cu. In.	1.715-1.725
V8-350 Cu. In.	1.935-1.945
E – Angle of face	45°
F – Guide diameter	.3427-.3437
G – Angle of seat	46°
H – Valve angle	
L6-250 Cu. In.	9°
V8-305 & 350 Cu. In.	23°
I – Valve seat diameter	
L6-250 Cu. In.	1.591-1.597
V8-305 Cu. In.	1.823-1.829
V8-350 Cu. In.	1.823-1.829

EXHAUST VALVES

Material	High alloy steel
Coating	
L6-250 Cu. In.	Aluminized face
V8-305 & 350 Cu. In.	Aluminized face
All stems	Chrome flash



A – Stem diameter	.3410-.3417
B – Over length	
L6-250 Cu. In.	4.913-4.933
V8-305 Cu. In.	4.913-4.933
V8-350 Cu. In.	4.910-4.930
C – Gage length	4.781-4.791
D – Overall head diameter	
L6-250 Cu. In.	1.495-1.505
V8-305 Cu. In.	1.495-1.505
V8-350 Cu. In.	1.495-1.505
E – Angle of face	45°
F – Guide diameter	.3427-.3437
G – Angle of seat	46°
H – Valve angle	
L6-250 Cu. In.	9°
V8-305 & 350 Cu. In.	23°
I – Valve seat diameter	
L6-250 Cu. In.	1.321-1.327
V8-305 Cu. In.	1.321-1.327
V8-350 Cu. In.	1.321-1.327

VALVE LIFT

L6-250 Cu.In.	.3880 Inlet; .4051 Exhaust
V8-305 Cu.In.	.3727 Inlet; .4100 Exhaust
V8-350 Cu.In.	.3900 Inlet; .4100 Exhaust

VALVE TIMING (Crankshaft Degrees - Excluding Ramps)

L6-250 Cu.In.	
Inlet Valve	
Opens – BTC	16°
Closes - ABC	48°
Duration	244°
Exhaust Valve	
Opens - BBC	64°
Closes - ATC	50°
Duration	294°
V8-305 Cu.In.	
Inlet Valve	
Opens - BTC	26°
Closes - ABC	64°
Duration	272°
Exhaust Valve	
Opens - BBC	78°
Closes - ATC	30°
Duration	288°
V8-350 Cu.In.	
Inlet Valve	
Opens - BTC	28°
Closes - ABC	72°
Duration	280°
Exhaust Valve	
Opens - BBC	78°
Closes - ATC	30°
Duration	288°

PISTONS

Material	Cast aluminum alloy
Head type	
L6-250 Cu. In.	Flat head
V8-305 & 350 Cu. In.	Sump head
Skirt type	Slipper
Top land clearance	
L6-250 Cu. In.	.0245-.0335
V8-305 Cu. In.	.0245-.0335
V8-350 Cu.In.	.0235-.0325
Skirt clearance	
L6-250 Cu. In.	.0005-.0015
V8-305 Cu. In.	.0017-.0042
V8-350 Cu. In.	.0007-.0017
Compression ring groove depth	
L6-250 Cu. In.	.2153-.2218
V8-305 Cu. In.	.2003-.2073
V8-350 Cu. In.	.2218-.2308
Oil ring groove depth	
L6-250 Cu. In.	.2093-.2158
V8-305 Cu. In.	.2103-.2193
V8-350 Cu. In.	.2038-.2103
Pin bore offset	.055-.065
Compression height	
L6-250 Cu. In.	1.658-1.662
V8-305 Cu. In.	1.538-1.562
V8-350 Cu. In.	1.558-1.562

PISTON PINS

Material	Chromium steel
Length	
L6-250 Cu. In.	2.990-3.010
V8-305 & 350 Cu. In.	2.990-3.010
Diameter	
L6-250 Cu. In.	.9270-.9273
V8-305 & 350 Cu. In.	.9270-.9273
Clearance in Piston	
L6-250 Cu. In.	.00015-.00025
V8-305 & 350 Cu. In.	.00025-.00035
Pin Mounting	Locked in rod by shrink fit

PRINCIPAL COMPONENTS

COMPRESSION RINGS – UPPER

Material	Cast alloy iron
Type	Straight edge inside of ring
Face	Barrel
Coating	
L6-250 Cu. In.	Wear resistant coating molybdenum iniay, graphite impregnated
V8-305 & 350 Cu. In.	Chrome plate
Width	
L6-250 Cu. In.	.0775-.0780
V8-305 Cu. In.	.0770-.0780
V8-350 Cu. In.	.0775-.0780
Wall Thickness	
L6-250 Cu. In.	.184-.194
V8-305 Cu. In.	.167-.177
V8-350 Cu. In.	.190-.200
Gap	.010-.020

COMPRESSION RINGS – LOWER

Type	Inside bevel (top of ring 30 degrees to piston vertical axis)
Face	Tapered
Coating	Wear resistant
Width	
L6-250 Cu. In.	.0770-.0780
V8-305 Cu.In.	.0770-.0775
V8-350 Cu. In.	.0770-.0775
Wall Thickness	
L6-250 Cu. In.	.184-.194
V8-305 Cu. In.	.167-.177
V8-350 Cu. In.	.190-.200
Gap	
L6-250 Cu. In.	.010-.020
V8-305 Cu. In.	.010-.020
V8-350 Cu. In.	.013-.025

OIL CONTROL RINGS

Type	Multi-piece (two rails and one spacer)
Material	
Rails	Steel
Spacer	Alloy steel
Width (assembled)	
L6-250 Cu.In.	.1850-.1870
V8-305 Cu.In.	.1859-.1879
V8-350 Cu.In.	.1850-.1870
Wall Thickness	
L6-250 Cu. In.	.152-.158
V8-305 Cu. In.	.138-.143
V8-350 Cu. In.	.150-.156
Gap	
L6-250 Cu. In.	.015-.055
V8-305 Cu. In.	.010-.035
V8-350 Cu. In.	.015-.055
Rail Coatings	Chrome plated

CONNECTING RODS

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

CONNECTING ROD BEARINGS

Material	
L6-250 Cu. In.	Copper lead alloy or sintered copper nickel backed babbitt on steel
V8-305 & 350 Cu. In.	Premium aluminum
Type	Precision removable
Clearance	
L6-250 Cu. In.	.0007-.0027
V8-305 & 350 Cu. In.	.0013-.0035
Theoretical I. D.	
L6-250 Cu. In.	2.0017
V8-305 & 350 Cu. In.	2.1019
Effective Length	
L6-250 Cu. In.	.807
V8-305 & 350 Cu. In.	.797
End Play	
L6-250 Cu. In.	.007-.016
V8-305 Cu. In.	.006-.016
V8-350 Cu. In.	.006-.016

FUEL TANK
- Capacity (Gal) . . . . . 21 (approximately)
- Fuel tank location . . . . . Attached to underbody behind rear axle
- *Filler location* . . . . . *Behind hinged rear license plate*

FUEL FILTERS
- In Fuel Tank . . . . . Mesh strainer
- In Carburetor Inlet . . . . . Paper

FUEL PUMP ASSEMBLY
- Type . . . . . Mechanical; diaphragm
- Drive . . . . . Camshaft, eccentric
- Location . . . . . Right side front of engine
- Pressure range (shut off pressure at 1800 rpm)
  - L6-250 Cu. In. . . . . 4.00-5.00 psi at pump outlet
  - V8-305 Cu. In. . . . . 7.50-9.00 psi at pump outlet
  - V8-350 Cu.In. . . . . 7.50-9.00 psi at pump outlet

AIR CLEANER
- Type . . . . . Cylindrical with air horn attached to ducted air inlet
- Diameter
  - L6-250 Cu.In. 12.62
  - *V8-305 & 350 Cu.In.* *15.48*
- Filter element . . . . . Oil-wetted paper

CARBURETORS
- Make and type
  - L6-250 Cu.In. . . . . 1-barrel, Monojet
  - V8-305 Cu. In. 2-barrel
  - *V8-350 Cu.In.* *4-barrel*
- SAE flange type
  - L6-250 Cu.In. 1.50
  - V8-305 & 350 Cu.In. 1.50
- Throttle bore
  - *L6-250 Cu.In.* 1.69
  - V8-305 Cu.In. 1.69
  - V8-350 Cu.In.
    - Primary 1.38
    - Secondary 2.25
- *Secondary throttle actuation* . . . . . *By linkage* approximately when primary valves are opened halfway between closed and open
- Venturi diameter
  - L6-250 Cu.In. 1.31
  - V8-305 Cu.In. 1.19
  - V8-350 Cu.In.
    - Primary 1.09
    - Secondary . . . . . Air valve

CHOKE
- Type . . . . . Automatic

EXHAUST SYSTEMS

TYPE
- L6-250 Cu.In. . . . . Single exhaust, single converter with crossover
- V8-305 & 350 Cu.In. . . . . Single exhaust, single converter with crossover and dual tail pipes

MUFFLERS
- Type . . . . . Oval, reverse flow
- Construction . . . . . Heads and body joined by rolled lock seam construction
- Heads
  - L6-250 Cu.In. . . . . .054 sheet steel, aluminized
  - V8-305 Cu.In. . . . . .054 sheet steel, aluminized
  - V8-350 Cu.In. . . . . .054 sheet steel, aluminized
- Shell
  - L6-250 Cu.In. . . . . .031 sheet steel, aluminized
  - V8-305 & 350 Cu.In. . . .031 sheet steel, aluminized
- Wrap . . . . . .060 indented asbestos sheet
- Cover . . . . . .017 sheet steel, aluminized
- Length, Body 24.00
- Width (I.D.) 10.75
- Height (I.D.) 4.06

EXHAUST CROSSOVER PIPE TO CONVERTER
- Dimensions (O.D.) & Wall Thickness
  - L6-250 Cu.In. . . . . 2.25 x .078 laminated
  - V8-305 & 350 Cu.In.
    - Crossover . . . . . 2.00 x .078 laminated
    - To Converter . . . . . 2.50 x .078 laminated

EXHAUST PIPE – CONVERTER TO MUFFLER
- Dimensions (O.D.)
  - L6-250 Cu.In. 2.25
  - V8-305 & 350 Cu.In. 2.25
- Wall Thickness
  - L6-250 Cu.In. . . . . .073 laminated
  - V8-305 & 350 Cu.In. . . . . .073 laminated

TAIL PIPES
- Dimensions (O.D.)
  - L6-250 Cu.In. 2.00
  - V8-305 & 350 Cu.In. 2.00
- Wall Thickness
  - L6-250 Cu.In. 056
  - V8-305 & 350 Cu.In. 056

SYSTEM APPLICATION

System Type	Engine Adaptation		
	L6-250 L22	V8-305 LG3	V8-350 LM1
PCV – Positive Crankcase Ventilation	***	***	***
EGR – Exhaust Gas Recirculation	***	***	***
CHA – Carburetor Hot Air	***	***	***
CAI – Converter Air Injection	**		**
FEC – Fuel Evaporation Control System	***	***	***
CCS – Controlled Combustion System	*	***	*
UFC – Under Floor Converter	***	***	***
EFE – Early Fuel Evaporation	***	***	**

*–Not available in California
**–California only.
***–Available – all states

BASIC FUNCTION OF SYSTEMS

POSITIVE CRANKCASE VENTILATION

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

EXHAUST GAS RECIRCULATION SYSTEM

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

CARBURETOR HOT AIR

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

CONVERTER AIR INJECTION

Compresses, regulates and distributes quantities of air to the exhaust pipe in front of the converter more completely burn carbon monoxide and hydrocarbon emissions.

FUEL EVAPORATION CONTROL SYSTEM

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

CONTROLLED COMBUSTION SYSTEM

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

UNDER FLOOR CONVERTER

The flow of exhaust gases down through the catalyst within the converter, effectively controls the hydrocarbon and carbon monoxide to a more desirable emission.

EARLY FUEL EVAPORATION

System is designed to produce a very short engine warm-up cycle to improve vehicle driveability and reduce exhaust emission.

LUBRICATION SYSTEM

GENERAL
- Type . . . . . Controlled full pressure
- Main Bearings . . . . . Pressure
- Connecting Rods . . . . . Pressure
- Piston Pins . . . . . Splash
- Cylinder Walls
  - L6-250 Cu. In. . . . . Main and connecting rod bearing throw off
  - V8-305 & 350 Cu.In. . . . Pressure, jet cross sprayed
- Camshaft Bearings . . . . . Pressure
- Valve Lifters . . . . . Pressure
- Rocker Arms . . . . . Pressure
- Timing Gears
  - L6-250 Cu.In. . . . . Nozzle sprayed
  - V8-305 & 350 Cu.In. . . . . Centrifugally oiled from camshaft bearing
- Oil Pressure Sending Unit
  - Type . . . . . Electric
  - Actuation . . . . Opens or closes circuit @ 2 to 6 PSI
- Oil Filler
  - Cap . . . . . Positive seal
  - Location
    - L6-250 Cu.In. . . . . Forward end of rocker cover
    - V8-305 & 350 Cu.In. Rearward on left rocker cover

OIL PAN CAPACITIES (Quarts)
- Refill
  - L6-250 Cu. In. 4
  - V8-305 & 350 Cu.In. 4
- Refill with Filter Change
  - L6-250 Cu.In. 4.5
  - V8-305 & 350 Cu.In. 4.5

LUBRICANT GRADES AND TEMPERATURES
- 20° and Above 10W-30, 10W-40, 20W-20 20W-40, 20W-50
- 0° to 60° above 10W, 5W-30, 10W-30, 10W-40
- Below 20°F 5W, 5W-20, 5W-30

OIL PUMP
- Type . . . . . Gear
- Regulator Valve . . . . . Opens between 40-45 lbs,
- Oil Pressure
  - L6-250 Cu.In. . . . . 36-41 PSI @ 2000 RPM
  - V8-305 & 350 Cu. In. . . . . 32-40 PSI @ 2000 RPM
- Intake Type . . . . . Fixed pickup with screen
- Capacity (GPM @ Engine RPM)
  - L6-250 Cu.In. . . . . 4.3 @ 2000
  - V8-305 & 350 Cu.In. . . . . 4.3 @ 2000

OIL FILTER
- Type . . . . . Full flow, throw away canister
- Location
  - L6-250 Cu.In. . . . . Right side front of engine
  - V8-305 & 350 Cu.In. . . . . Left rear side of engine
- Capacity . . . . . One pint
- Bypass Valve . . . . . Opens between 9 to 11 PSI

OIL PAN DRAIN PLUG
- Type . . . . . Hex head
- Location
  - L6-250 Cu.In. . . . . Front lower face of oil pan sump
  - V8-305 & 350 Cu.In. . . . . Left lower face of oil pan sump
- Size of Hex Head 860-.875
- Thread . . . . . 1/2-20 UNF 2A
- Length 0.81
- Diameter 410-.430

OIL DIPSTICK - LOCATION
- L6-250 Cu.In. . . . . Right side rear of engine block
- V8-305 & 350 Cu.In. . . . . Left side center rear of engine block

GENERAL
- Type . . Pressure, vented thru coolant recovery system
- Capacity with Heater
  - L6-250 Cu.In. . . . . 14.6 qts
  - V8-305 Cu.In. . . . . 17.2 qts
  - V8-350 Cu.In. . . . . 17.3 qts

RADIATOR
- Make and Type . . . . . Harrison, tube and center
- Core constant
  - Distance between fins
    - L6-250 Cu.In. 20
    - V8-305 Cu.In. . . . . .18 Syn., .16 Auto.
    - V8-350 Cu.In. 16
  - Distance between tubes 55
- Thickness of core
  - L6-250 Cu.In. 1.24
  - V8-305 Cu.In. 1.24
  - V8-350 Cu.In. 1.24
- Frontal Areas
  - L6-250 Cu.In. 353
  - V8-305 & 350 Cu.In. 353
- Overflow . . . . . Separate coolant bottle

RADIATOR HEAVY DUTY (RPO V01)
- Core constant
  - Distance between fins
    - L6-250 Cu.In. 18
    - V8-305 Cu.In. 16
    - V8-350 Cu.In. . . . . .16 Syn., .20 Auto.
  - Distance between tubes 55
- Thickness of core
  - L6-250 Cu.In. 1.24
  - V8-305 Cu.In. 1.24
  - V8-350 Cu.In. 1.96
- Frontal area (sq. in.)
  - L6-250 Cu.In. 446
  - V8-305 & 350 Cu.In. 446
- Overflow . . . . . Separate coolant bottle

THERMOSTAT
- Type . . . . . Pellet
- Begins to Open at . . . . . 192^{o}-198^{o}
- Fully Opened at . . . . . 227^{o}

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

RADIATOR HOSE
- Outlet, lower (radiator to water pump) . . . . 1.75 ID
- Inlet, upper (thermostat housing to radiator) . 1.50 ID

FAN
- Number of blades 4
- Diameter
  - L6-250 Cu.In. 17.62
  - V8-305 & 350 Cu.In. 18.00
- Fan pulley pitch diameter 7.00

BELTS, CRANKSHAFT, FAN AND GENERATOR
- Number used . . . . . One
- Angle of "V" . . . . . 34^{o}-38^{o}
- Pitch line
  - L6-250 Cu.In. 38.00
  - V8-305 Cu.In. (Except California) 44.50
  - V8-350 Cu.In. (Except California) 47.00
  - V8-305 Cu.In. (California) 48.00
  - V8-350 Cu.In. (California) 48.00
- Width 380

WATER PUMP
- Type . . . . . Centrifugal
- Capacity
  - L6-250 Cu.In. . . . . 24.4 GPM @ 2000 engine RPM
  - V8-305 & 350 Cu.In. 21.6 GPM @ 2000 engine RPM
- Bearing . . . . . Permanently lubricated double row ball
- Drive . . . . . Fan belt
- Ratio (pump to engine rpm)
  - L6-250 Cu.In. 1.165:1
  - V8-305 & 350 Cu.In. 949:1

DRAIN LOCATIONS AND TYPE
- Engine block; Plug
  - L6-250 Cu.In. . . . . Left side rear
  - V8-305 & 350 Cu.In. . . . . Right and left side
- Radiator-Petcock
  - All Types . . . . . Lower left rear face

ELECTRICAL SYSTEM

SUPPLY SYSTEM
- BATTERY
  - Voltage Rating and Watts
    - L6-250 Cu.In. 12-2500
    - V8-305 & 350 Cu.In. 12-3200
  - Number of Cells and Plates
    - L6-250 Cu.In. 6-54
    - V8-305 & 350 Cu.In. 6-66
  - Cold Cranking Rating
    - L6-250 Cu.In. . . . . 0° @ 275 amps; − 20° @ 210 amps. @ 60 minutes reserve capacity
    - V8-305 & 350 Cu.In. . . . . 0° @ 350 amps; − 20° @ 270 amps. @ 100 minutes reserve capacity
  - Terminal Grounded . . . . . Negative
  - Location . . . Engine compartment, right side front

GENERATOR
- Type . . . . . Diode rectified
- Rating
  - Amps 37
  - Volts 12
- Drive . . . . . By fan belt
- Pulley Pitch Diameter 2.43
- Ratio (Gen. to Engine Speed) 2.73:1

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

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

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

COIL
- Type
  - L6-250 Cu.In. . . . . Seperate from distributor
  - V8-305 & 350 Cu.In. . . . . Integral with distributor

SPARK PLUGS
- Type
  - L6-250 Cu.In. ACR46TS
  - V8-305 & 350 Cu.In. ACR45TS
- Thread Size (mm) 14
- Gap . . . . . .035 (L6-250); .045 (V8-305 & 350)
- Torque . . . . . 25 lb. ft.

STARTING SYSTEM
- STARTING MOTOR
  - Rotation (Drive End View) . . . . . Clockwise
  - Test Conditions . . . . . Engine at operating temp.
    - No Load Test
      - Amps
        - L6-250 Cu.In. 49-87
        - V8-305 & 350 Cu.In. 70-99
      - Volts 10.6
      - RPM
        - L6-250 Cu.In. 5200-10700
        - V8-305 & 350 Cu.In. 7800-12000
    - Motor Drive
      - Engagement . . . . . Solenoid
      - Pinion Meshes at . . . . . Rear
      - Pinion Tooth No. 153
      - Mounting . . . . . Bolted to cylinder block flange

DISTRIBUTORS	Transmission	L6-250 Cu. In.		V8-305 Cu.In.	V8-350 Cu.In.	
Model	Manual	1110666		1112977	1112888	
	Automatic	1112863	1110650 *	1112977	1112888	1112959 *
Type	High Energy Ignition					
Centrifugal advance begins @ RPM	Manual	0° @ 1000		0° @ 1000	0° @ 1000	
	Automatic	0° @ 1100	0° @ 1000			0° @ 1200
Maximum degrees @ RPM	Manual	20° @ 4200		20° @ 3800	22° @ 4600	
	Automatic	15° @ 4200	15° @ 4200			20° @ 4200
Vacuum advance begins @ In. Hg.	Manual	0° @ 4		0° @ 3	0° @ 4	
	Automatic	0° @ 4	0° @ 4			0° @ 6
Maximum degrees @ In. Hg.	Manual	23° @ 15		15° @ 7	17° @ 11.5	
	Automatic	18° @ 12	15° @ 13			14° @ 12
Timing (initial design setting) Crankshaft degrees @ RPM with vacuum line disconnected	Manual	6° BTC @ 800		8° BTC @ 800	6° BTC @ 800	
	Automatic	10° BTC @ 550	10° BTC @ 550	8° BTC @ 600	8° BTC @ 600	6° BTC @ 600
Timing mark location	Torsional damper					

*–Specific to engine used in California.

CLUTCHES

Engine	Type - Cubic Inch		L6-250	V8-305	V8-350
	Availability		Standard	RPO LG3	RPO LM1
Type			Single dry disc	Single dry disc centrifugal	
Clutch cover & pressure plate	Eff. plate load, lb.		1650-1900	2100-2300	
	Press. plate matl.		Cast iron	Nodular iron	
	Clutch spring type		Diaphragm	Diaphragm bent finger	
	Clutch spring matl.		Heat treated spring steel		
Driven plate	Type		Single disc with two friction discs		
	Cushions		Flat spring steel between friction rings		
	Dampers		(a)	10 coil springs (5 sets of two)	
	Friction rings	OD	9.12	10.34	
		ID	6.12	6.50	
		Total area sq. in.	71.82	101.54	
		Material	Woven type asbestos		
Flywheel & Ring Gear	Flywheel Material		Nodular iron		
	Ring Gear	Material	Heat treated HR steel		
		No. of teeth	153	168	
		PD	12.75	14.0	
		Attachment	Shrink fit		
Bearings	Release	Type	Single row ball		
		Lubrication	None, prepacked		
	Pilot	Type	Bronze bushing		
		Lubrication	None, sintered and oil impregnated		
Control	Clutch fork		Drop forged steel, pivot mounted on ball		
	Pedal mounting		Pendant from brace on dash		
	Lubrication		Crossover shaft		
Clutch housing material			Aluminum alloy		

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

3 and 4-SPEED TRANSMISSIONS

Transmission				3-Speed	4-Speed
Engine Application	Type - Cubic Inch		L6-250	V8-305	V8-350
	Availability		Standard	LG3	LM1
Case Material			Cast iron		
Gear Shift	Type		Remote		
	Control		Lever		
	Location		Steering column		Floor
Gears	Type		Helical		
	Material		Forged steel hardened		
	Synchronization		All forward gears		
	Constant mesh gear		All gears		All forward gears
	Sliding		None		Reverse
	Ratios	First	3.11:1		2.85:1
		Second	1.84:1		2.02:1
		Third	1.00:1		1.35:1
		Fourth			1.00:1
		Reverse	3.22:1		2.85:1
Lubricant	Type		Meeting Military Spec. MIL-L-2105B		
	Capacity (pts)		3		
Extension	Material		Cast iron		
	Oil		Steel encased seat of spring loaded silicone		

TURBO HYDRA-MATIC TRANSMISSION

Engine	Displacement		L6-250 & V8-305 Cu.In.	V8-350 Cu.In.
General Data	Type		Automatic hydraulic torque converter with compound planetary gear system - three forward speeds and reverse.	
	Selector lever	Location	Steering column (a)	
		Operation	Actuates controls by a hydraulic system from pressurized gear type pump	
		Quadrant pattern	P-R-N-D-L2-L1	
	Parking Lock	Type	Locking pawl	
		Operation	Applied by selector lever through manual linkage	
	Method of cooling		Water	
	Flywheel assembly		Steel stamping with welded on ring gear	
Hydraulic System	Oil pressure pump		Supplies hydraulic pressure from an engine driven gear type pump	
	Type		Steel spool valve	
	Valves	Manual	Establishes range of transmission operation	
		Pressure regulator	Provides main line pressure	
		Shift (1-2)	Controls oil pressure for transmission shift from 1-2 or 2-1	
		Shift (2-3)	Controls oil pressure for transmission shift from 2-3 or 3-2	
	Modulator		Regulates line pressure with modulator oil pressure which varies with torque to transmission	
	Accumulator		Provides greater flexibility in attaining desired shift quality for various engine requirements	
	Pressure @ Idle (b)	Drive	55	60
		L2	80	87
		L1	80	87
		Reverse	84	91
Converter Assembly	Pump (Drive member)		Multivane type, sheet metal blade spot welded to steel pump housing that is an integral part of the converter housing	
	Turbine (Driven member) Stator assembly		Steel axial flow blades assembled between inner & outer steel shells Aluminum multivane type blades mounted on a one way (overrunning) roller clutch	
	Stall ratio		2.35	2.00
	Stall speed (RPM)		2110	
	Diameter (nominal)		11.75	
Planetary Gear Set	Reaction carrier assembly		4 steel pinion gears	
	Output carrier assembly		4 steel pinion gears	
	Intermediate band		Circular steel with organic lining	
	Range	D (Drive)	2.74:1 - 1.57:1 - 1.00:1	2.52:1 - 1.52:1 - 1.00:1
		L2 (Low two)	2.74:1 - 1.57:1	2.52:1 - 1.52:1
		L1 (Low one)	2.74:1	2.52:1
		R (Reverse)	2.07:1	1.94:1
	Servo Unit		Piston with release spring and inner cushion spring	
Case	Material		Aluminum	
Clutches	Type		Three, multiple disk	Four, multiple disk
	Material	Drive plates	Steel with bonded organic facings	
		Driven plates	Flat steel	
	Forward clutch		4 each drive & driven plates	5 each drive & driven plates
	Direct clutch		3 each drive & driven plates	4 each drive & driven plates
	Intermediate clutch			3 each drive & driven plates
	Low & Reverse clutch		4 each drive & driven plates	5 each drive & driven plates
	Release spring		Radial row steel coil	
Torque Multiplication	Drive (maximum)		6.44:1 to 1.00	5.04:1 to 1.00
	Low 2		6.44:1 to 2.74	5.04:1 to 1.52
	Low 1		6.44:1 to 1.57	5.04:1 to 2.52
	Reverse		4.86:1 to 2.07	3.88:1 to 1.94
Governor	Type		Cross-axis centrifugal	
	Operation		Regulates a pressure proportional to car speed which acts upon the (1-2) (2-3) shift and modulator valves	
Lubricant	Type		Dexron II	
	Capacity (pints)	Dry	20	
		Refill	7	8

(a) Floor mounted available when bucket seats are used; quadrant changes to P-R-N-3-2-1.
(b) Conditions: 600 RPM input

ALPHABETICAL OPTION INDEX

(Not for Ordering Purposes)

Option Number	Description
AB8	ROOF COVER: Cabriolet
AK1	BELTS, DELUXE: Color-Keyed Seat and Shoulder
AU3	DOOR LOCK SYSTEM, POWER
A01	GLASS, SOFT-RAY TINTED: All Windows
A20	WINDOWS: Swing-Out Rear Side
A31	WINDOWS: Power
B37	FLOOR COVERING: Mats, Color-Keyed Floor
B49	FLOOR COVERING: Carpet, Deluxe Front and Rear
B80	MOLDINGS: Roof Drip
B84	MOLDINGS: Body Side
B93	MOLDINGS: Door Edge Guard
B96	MOLDINGS: Wheel Opening
CD4	WINDSHIELD WIPER SYSTEM: Intermittent
C50	DEFOGGER, REAR WINDOW: Forced Air
C60	AIR CONDITIONING: Four-Season
D31	MIRROR: Inside Rearview, Day-Night
D33	MIRROR: Outside Rearview, LH Remote-Control
D35	MIRRORS: Sport, LH Remote-Control and RH Manual
D55	CONSOLE
D68	MIRRORS: Sport, Twin Remote
D85	PIN STRIPING, BODY SIDE
F40	SUSPENSION: Heavy-Duty Front and Rear
F41	SUSPENSION: Sport
G80	AXLE, REAR: Positraction
G92	AXLE, REAR: High Altitude Ratio
J50	BRAKES, POWER
K30	SPEED CONTROL: Cruise-Master
LG3	ENGINE: 305-2 BBL V8
LM1	ENGINE: 350-4 BBL V8
L22	ENGINE: 250-1 BBL L6
M11	SHIFT LEVER, FLOOR-MOUNTED
M15	TRANSMISSION: 3-Speed Manual
M20	TRANSMISSION: 4-Speed Wide-Range Manual
M40	TRANSMISSION: Turbo Hydra-matic
N31	STEERING WHEEL: Sport
N33	STEERING WHEEL: Comfortilt
N41	STEERING, POWER: Variable Ratio
N65	STOWAWAY SPARE
PE1	WHEEL TRIM: Wheels, Custom Styled
P01	WHEEL TRIM: Wheel Covers, Full
P06	WHEEL TRIM: Trim Rings
QBT	TIRES: FR78-14/B White Lettered (Radial)
QDV	TIRES: FR78-14/B Blackwall (Radial)
QDW	TIRES: FR78-14/B White Stripe (Radial)
QEG	TIRES: E78-14/B Blackwall (Bias Belted)
QEH	TIRES: E78-14/B White Stripe (Bias Belted)
UA1	BATTERY, HEAVY-DUTY
UM1	RADIO EQUIPMENT: Stereo Tape System w/AM Radio
UM2	RADIO EQUIPMENT: Stereo Tape System w/AM/FM Stereo Radio
UR3	INSTRUMENTATION: Econominder Light
U05	HORNS, DUAL
U17	INSTRUMENTATION: Special
U35	CLOCK, ELECTRIC
U58	RADIO EQUIPMENT: AM/FM Stereo Radio
U63	RADIO EQUIPMENT: AM Radio
U69	RADIO EQUIPMENT: AM/FM Radio
U76	RADIO EQUIPMENT: Windshield Antenna
U80	RADIO EQUIPMENT: Speaker, Rear Seat
V01	RADIATOR, HEAVY-DUTY
V30	BUMPER EQUIPMENT: Deluxe Bumpers and Guards
YF5	CALIFORNIA EMISSION CERTIFICATION
ZJ3	INTERIOR DECOR PACKAGE
ZJ5	EXTERIOR DECOR PACKAGE
ZJ7	WHEEL TRIM: Wheels, Rally
ZJ9	LIGHTING, AUXILIARY
Z26	SS EQUIPMENT
11A	SS STRIPING: White
13A	SS STRIPING: Silver
19A	SS STRIPING: Black
36A	SS STRIPING: Firethorn
52A	SS STRIPING: Gold

VINYL ROOF SELECTION (NO SUBSTITUTES ALLOWED)

Vinyl Roof	Code	Exterior Color Availability	Pin Stripe Color (Requires D85)
Black	BB	49 only	White
		35 only	Blue, Bright
		19, 36 or 37 only	Red
		All except 19, 35, 36, 37 or 49	Black
Blue, Dark (Met)	DD	11, 13, 28 or 35 only	Blue, Bright
Buckskin, Light	UU	11, 19, 35, 36, 37, 49, 50, 65 or 67 only	Yellow-Orange
		78 only	White
Firethorn, Dark (Met)	FF	11, 13, 36, 37 or 65 only	Red
Mahogany (Met)	YY	11, 36, 37 or 50 only	Red
		13 only	White
Silver (Met)	QQ	19 only	White
		11 only	Black
		35 only	Blue, Bright
		13, 36 or 37 only	Red
White	WW	11 only	Red
		50 only	Black
		All except 11 or 50	White

√COLOR AND TRIM SELECTION

PLEASE NOTE: The exterior and interior combinations shown in the chart below and designated as recommended (R), represent the ideal combinations. Those that are shown as acceptable (A), are attractive, but less desirable than the recommended combinations. Orders for additional combinations may be submitted, provided the dealer initials the appropriate order form box (ZP2), as verification that the requested combination is definitely desired. CAUTION: Please utilize available color samples when ordering, especially when adding a third color element (Vinyl Top, Exterior Color, Interior Trim) in order to avoid undesirable combinations.

Seat, Headliner and Door Trim Color	Black	Blue Dark	Buck-skin Light	Fire-thorn Dark	White	White	White	White
Instrument Panel Pad Color	Black	Blue Dark	Sdle Dark	Fire-thorn Dark	Black	Blue Dark	Lime Mid-night	Fire-thorn Dark
Carpet Color	Black	Blue Dark	Sdle Dark	Fire-thorn Dark	Black	Blue Dark	Lime Dark	Fire-thorn Dark

Model — Seat Type

STANDARD INTERIORS

1XX27 - 1XX69	Cloth Bench	CBB1		CUS1	CFF1				
	Vinyl Bench		VDD1	VUS1	VFF1				
1XX17	Vinyl Bench		VDD1	VUS1	VFF1				

CUSTOM INTERIORS

(THE FOLLOWING TRIMS CONTAIN DELUXE SEATS, DOOR TRIM PANELS, HEADLINER, ACOUSTIC MATERIALS AND ZJ3 INTERIOR DECOR)

1XX27	Knit Cloth Bench		PDD1		PFF1				
	Sport Cloth Bench			JUS1					
	Custom Vinyl Bench	XBB1			XFF1	XWB1	XWD1	XWZ1	XWF1
	Custom Vinyl Bucket	XBB2			XFF2	XWB2	XWD2	XWZ2	XWF2
1XX69	Knit Cloth Bench		PDD1		PFF1				
	Sport Cloth Bench			JUS1					
	Custom Vinyl Bench	XBB1			XFF1				

Exterior Paint Color	Color Code L	U	T									Pin Stripe Color (Requires D85)
Black	19	19	13	R	A	R	R	R	A		R	Red
Blue, Dark (Met)	35	35	28	A	R	A		A	R			Blue, Bright
Blue, Light (Met)	28	28	-	R	R			R	R			Blue, Bright
Buckskin	65	65	50	R		R	R	R	R		R	Yellow-Orange
Cream	50	50	-	R	A	R	A	R	A		A	Yellow-Orange
Firethorn (Met)	36	36	37	A		R	R	A			R	Red
Green, Dark (Met)	49	49	69	A		R		A		R		White
Green, Lime (Met)	40	40	11	A		A		A		A		White
Mahogany (Met)	37	37	36	A		R	R	A			R	Red
Orange, Medium	78	78	11	R		R		R				White
Saddle, Medium (Met.)	67	67	65	A		R		A				Yellow-Orange
Silver	13	13	-	R	A	A	R	R	A		R	Red
White, Antique	11	11	-	R	R	R	R	R	R	R	R	Red
Yellow, Bright	51	51	11	R		A		R				White

POWER TEAMS

(Refer to next page for option availability and application)

ENGINE	OPTION CONDITION	AXLE 2.73	RATIO 3.08
L22	w/o YF5	Std	G92
	w/YF5	-	Std
LG3	w/o YF5	Std	G92
	w/YF5	Std	-
LM1	M20	-	Std
	M40	Std	G92

NOVA

REFER STOPS UPDATE

Model

1XX17 Nova Hatchback Coupe
1XX27 Nova Coupe
1XX69 Nova 4-Door Sedan

← COLOR AND TRIM SELECTION

MUST ORDER ONE: ENGINES

ALL EXCEPT CALIFORNIA REGISTRATION (N/A YF5)

___ L22 250-1 BBL L6
___ LG3 305-2 BBL V8 (Incls J50 Brakes)
___ LM1 350-4 BBL V8 (N/A M15 Trans)(Incls J50 Brakes)

CALIFORNIA REGISTRATION ONLY (REQS YF5)

___ L22 250-1 BBL L6 (Reqs M40 Trans)
___ LG3 305-2 BBL V8 (Reqs M40 Trans)(Incls J50 Brakes)
✓ ___ LM1 350-4 BBL V8 (N/A M15 Trans)(Incls J50 Brakes)

QUICK-SPEC

IF TIRE IN QUICK-SPEC IS NOT DESIRED YOU MUST "PLUS" ANOTHER TIRE OPTION.

		4 8 5 A	4 8 6 B	4 8 7 B	4 8 8 B	4 8 9 B
Transmission, Turbo Hydra-matic	M40	X	X	X	X	X
Steering, Power	M41	X	X	X	X	X
Radio, AM	U63	X	X	X	N/INCL	
Moldings, Body Side	B84	X	X	X	X	X
Tires, FR78-14/B White Stripe	QDW	X	X	X	X	X
Console (w/Bucket Seats only)	D55	X	X	X	X	X
Wheel Covers, Full	P01	X	X	N/INCL		
Brakes, Power	J50	X	X	X	X	X
Glass, Soft-Ray Tinted	A01	X	X	X	X	X
Air Conditioning, Four-Season	C60	X	X	X	X	X
Exterior Decor Package	ZJ5	X	X	X	X	X
Interior Decor Package	ZJ3	X	X	X	X	X
Belts, Deluxe	AK1		X	X	X	X
Defogger, Rear Window	C50		X	X	X	X
Mats, Color-Keyed Floor	B37		X	X	X	X
Mirrors, LH Remote-Control and RH Manual Sport	D35		X	X	X	X
Wheels, Rally	ZJ7		X	X	X	X
Bumpers and Guards, Deluxe	V30		X	X	X	X
Moldings, Wheel Opening	B96			X	X	X
Moldings, Door Edge Guard	B93			X	X	X
Speaker, Rear Seat	U80			X	X	X
Clock, Electric	U35			X	X	X
Moldings, Roof Drip	B80			X	X	X
Radio, AM/FM	U69			X	X	X
Horns, Dual	U05			X	X	X
Windows, Swing-Out Rear Side	A20					X
Steering Wheel, Sport	N31					X
Lighting, Auxiliary	ZJ9					X
Door Lock System, Power	AU3					X
Steering Wheel, Comfortilt	N33					X

PLEASE REVIEW OPTION RESTRICTIONS BEFORE ORDERING

O-S OPTION

496 C60 AIR CONDITIONING: Four-Season (Incls V01 Rad w/L22 Eng)
AXLES, REAR: (See Power Teams Chart)
___ G92 --High Altitude Ratio
___ G80 --Positraction
___ UA1 BATTERY, HEAVY-DUTY
487 AK1 BELTS, DELUXE: Color-Keyed Seat and Shoulder (N/A Black Interior Trim)
486 J50 BRAKES, POWER: (Incl w/V8 Eng)
487 V30 BUMPER EQUIPMENT: Deluxe Bumpers and Guards, Front and Rear
YF5 CALIFORNIA EMISSION CERTIFICATION
488 U35 CLOCK, ELECTRIC: (Incl w/U17 Inst)
485 D55 CONSOLE: (1XX27 only)(Reqs Bucket Seats)(Incls M11 Shift Lever w/M15 Trans) (Incl w/U17 Inst)
487 C50 DEFOGGER, REAR WINDOW: Forced Air
489 AU3 DOOR LOCK SYSTEM, POWER
486 ZJ5 EXTERIOR DECOR PACKAGE: (N/A Z26 SS) (Incls B84 Mldg)

FLOOR COVERING:
B49 --Carpet, Deluxe Front and Rear
487 B37 --Mats, Color-Keyed Floor
486 A01 GLASS, SOFT-RAY TINTED: All Windows
488 U05 HORNS, DUAL
INSTRUMENTATION:
___ UR3 --Econominder Light (N/A U17 Inst)
___ U17 --Special (1XX27 and V8 Eng only)(Reqs Bucket Seats)(Incls U35 Clock and D55 Console)
486 ZJ3 INTERIOR DECOR PACKAGE: (Incls D31 Mir) (Incl w/Custom, Knit or Sport Trims)
489 ZJ9 LIGHTING, AUXILIARY
MIRRORS:
___ D31 --Inside Rearview, Day-Night (Incl w/ZJ3 Int Decor)
___ D33 --Outside Rearview, LH Remote-Control (N/A Z26 SS)
487 D35 --Sport, LH Remote-Control and RH Manual (Incl w/Z26 SS)
___ D68 --Sport, Twin Remote
MOLDINGS:
485 B84 --Body Side (N/A Z26 SS)(Incl w/ZJ5 Ext Decor)
488 B93 --Door Edge Guard
488 B80 --Roof Drip (Incl w/Z26 SS or Vinyl Roof)
488 B96 --Wheel Opening (N/A Z26 SS)
___ D85 PIN STRIPING, BODY SIDE: (N/A Z26 SS)
___ V01 RADIATOR, HEAVY-DUTY: (Incl w/C60 Air w/L22 Eng)
RADIO EQUIPMENT:
485 U63 --AM Radio
488 U69 --AM/FM Radio
___ U58 --AM/FM Stereo Radio
___ UM1 --Stereo Tape System w/AM Radio
___ UM2 --Stereo Tape System w/AM/FM Stereo Radio
488 U80 --Speaker, Rear Seat (Reqs U63 or U69 Radio)
___ U76 --Windshield Antenna (Incl w/above Radio Equip)
ROOF COVER: (See Color and Trim Chart)
... --Vinyl
___ AB8 --Cabriolet (1XX27 only)(Reqs Vinyl Roof Color Code)(N/A A20 Windows)
___ Z26 SS EQUIPMENT: (N/A Two-Tone Paint or 1XX69) (Incls D35 Mir, N31 Strg Wheel, F40 Susp and P06 Trim Rings)(F41 Susp Optional)
___ M11 SHIFT LEVER, FLOOR-MOUNTED: (Reqs M15 Trans)(Incl w/D55 Console)
___ K30 SPEED CONTROL: Cruise-Master (Reqs V8 Eng and M40 Trans)
485 N41 STEERING, POWER: Variable Ratio
STEERING WHEELS:
489 N33 --Comfortilt (w/M15 Trans Reqs M11 Shift Lever)
489 N31 --Sport (Incl w/Z26 SS)
SS STRIPING, OPTIONAL: (Reqs Z26 SS and ZP2 *Dealer Verification*) (*Refer to page 4 for* standard stripe colors)
___ 19A --Black
___ 36A --Firethorn
___ 52A --Gold
___ 13A --Silver
___ 11A --White
___ NG5 STOWAWAY SPARE: (Sto on 1XX17)
SUSPENSION:
___ F40 --Heavy-Duty Front and Rear (Incl w/Z26 SS)
___ F41 --Sport (Reqs Radial Tires)(N/A L22 Eng or F40 Susp)
TIRES: (B/W: Blackwall, W/S: White Stripe, W/L: White Lettered)
--Bias Belted Ply (14/B)
___ QEG ---E78 B/W (Base)
___ QEH ---E78 W/S
--Steel Belted Radial Ply (14/B)
QDV ---FR78 B/W
485 QDW ---FR78 W/S
___ QBT ---FR78 W/L
TRANSMISSIONS:
___ M15 --3-Speed Manual
M20 --4-Speed Wide-Range Manual (Reqs LM1 Eng)
485 M40 --Turbo Hydra-matic
WHEEL TRIM:
487 ZJ7 --Wheels, Rally (N/A Z26 SS)(Incls P06 Trim Rings)
___ P06 --Trim Rings (N/A P01 Wheel Covers)(Incl w/Z26 SS)
___ PE1 --Wheels, Custom Styled (Reqs Radial Tires)(N/A Z26 SS)
485 P01 --Wheel Covers, Full (N/A Z26 SS or PE1 Wheels)
WINDOWS:
A31 --Power
489 A20 --Swing-Out Rear Side (N/A 1XX69)
___ CD4 WINDSHIELD WIPER SYSTEM: Intermittent

NOVA SS STRIPING

PLEASE NOTE: The exterior striping combinations shown below are the standard combinations. However, if a combination other than the standard combination is desired, the dealer MUST initial the ZP2 override option on the order form for verification that the requested combination is definitely desired.

RPO Z26 (MUST BE SPECIFIED)

VINYL TOP APPLICATION

Exterior Paint Color and Code		Vinyl Roof Color						
		Black BB	Blue Dark (Met) DD	Buck-skin Light UU	Fire-thorn Dark (Met) FF	Maho-gany (Met) YY	Silver (Met) QQ	White WW
Black	19	Gold	-	Gold	-	-	Silver	White
Blue, Dark (Met)	35	Silver	White	Gold	-	-	Silver	White
Blue, Light (Met)	28	Black	Black	-	-	-	-	White
Buckskin	65	Black	-	Black	Firethorn	Firethorn	-	White
Cream	50	Black	-	Gold	-	Firethorn	-	White
Firethorn (Met)	36	Black	-	Gold	White	White	Silver	White
Green, Dark (Met)	49	Gold	-	Gold	-	-	-	White
Green, Lime (Met)	40	Black	-	-	-	-	-	White
Mahogany (Met)	37	Silver	-	Gold	Gold	Gold	Silver	White
Orange, Medium	78	Black	-	Black	-	-	-	White
Saddle, Medium (Met)	67	Black	-	Gold	-	-	-	White
Silver	13	Black	Black	-	Firethorn	Black	Firethorn	Firethorn
White, Antique	11	Black	Black	Black	Firethorn	Black	Firethorn	Firethorn
Yellow, Bright	51	Black	-	-	-	-	-	Black

SOLID PAINT APPLICATION

Exterior Paint Color	Color Code L	Color Code U	Stripe Color
Black	19	19	Gold
Blue, Dark (Met)	35	35	White
Blue, Light (Met)	28	28	White
Buckskin	65	65	Black
Cream	50	50	Black
Firethorn (Met)	36	36	White
Green, Dark (Met)	49	49	Gold
Green, Lime (Met)	40	40	White
Mahogany (Met)	37	37	Gold
Orange, Medium	78	78	Black
Saddle, Medium (Met)	67	67	Black
Silver	13	13	Firethorn
White, Antique	11	11	Firethorn
Yellow, Bright	51	51	Black

NOVA STANDARD

REFER STOPS UPDATE

Model

1XX17 Nova Standard Hatchback Coupe
1XX27 Nova Standard Coupe
1XX69 Nova Standard 4-Door Sedan

← COLOR AND TRIM SELECTION

MUST ORDER ONE: ENGINES

ALL EXCEPT CALIFORNIA REGISTRATION (N/A YF5)
___ L22 250-1 BBL L6
___ LG3 305-2 BBL V8 (Incls J50 Brakes)
___ LM1 350-4 BBL V8 (N/A M15 Trans)(Incls J50 Brakes)

✓ CALIFORNIA REGISTRATION ONLY (REQS YF5)
___ L22 250-1 BBL L6 (Reqs M40 Trans)
___ LG3 305-2 BBL V8 (Reqs M40 Trans)(Incls J50 Brakes)
___ LM1 350-4 BBL V8 (Reqs M40 Trans)(Incls J50 Brakes)

QUICK-SPEC

IF TIRE IN QUICK-SPEC IS NOT DESIRED YOU MUST "PLUS" ANOTHER TIRE OPTION.

		4 8 5 A	4 8 6 A	4 8 7 A	4 8 9 A
Transmission, Turbo Hydra-matic	M40	X	X	X	X
Steering, Power	N41	X	X	X	X
Radio, AM	U63	X	X	X	
Moldings, Body Side	B84	X	X	X	X
Tires, FR78-14/B White Stripe	QDW	X	X	X	X
Console (w/Bucket Seats only)	D55	X	X	X	X
Wheel Trim: Wheel Covers, Full	P01	X	X	X	W/INCL
Brakes, Power	J50		X	X	X
Glass, Soft-Ray Tinted	A01		X	X	X
Air Conditioning, Four-Season	C60		X	X	X
Belts, Deluxe	AK1		X	X	X
Exterior Decor Package	ZJ5		X	X	X
Defogger, Rear Window	C50			X	X
Floor Covering: Mats, Color-Keyed Floor	B37			X	X
Interior Decor Package	ZJ3			X	X
Mirrors, LH Remote-Control and RH Manual Sport	D35			X	X
Bumper Equipment: Bumpers and Guards, Deluxe	V30			X	X
Moldings, Wheel Opening	B96			X	X
Moldings, Door Edge Guard	B93				X
Wheel Trim: Wheels, Rally	ZJ7				X
Speaker, Rear Seat	U80				X
Windows, Swing-Out Rear Side	A20				X
Clock, Electric	U35				X
Steering Wheel, Sport	N31				X
Radio, AM/FM	U69				X
Lighting, Auxiliary	ZJ9				X
Door Lock System, Power	AU3				X
Steering Wheel, Comfortlit	N33				X
Horns, Dual	U05				X

PLEASE REVIEW OPTION RESTRICTIONS BEFORE ORDERING

Q-S OPTION
486 C60 AIR CONDITIONING: Four-Season (Incls V01 Rad w/L22 Eng)
AXLES, REAR: (See Power Teams Chart)
___ G92 --High Altitude Ratio
___ G80 --Positraction
___ UA1 BATTERY, HEAVY-DUTY
486 AK1 BELTS, DELUXE: Color-Keyed Seat and Shoulder (N/A Black Interior Trim)
486 J50 BRAKES, POWER: (Incl w/V8 Eng)
487 V30 BUMPER EQUIPMENT: Deluxe Bumpers and Guards, Front and Rear
YF5 CALIFORNIA EMISSION CERTIFICATION
488 U35 CLOCK, ELECTRIC: (Incl w/U17 Inst)
485 D55 CONSOLE: (1XX27 only)(Reqs Bucket Seats)(Incls M11 Shift Lever w/M15 Trans) (Incl w/U17 Inst)
487 C50 DEFOGGER, REAR WINDOW: Forced Air
489 AU3 DOOR LOCK SYSTEM, POWER
486 ZJ5 EXTERIOR DECOR PACKAGE: (N/A Z26 SS) (Incls B84 Mldg)
FLOOR COVERING:
B49 --Carpet, Deluxe Front and Rear
487 B37 --Mats, Color-Keyed Floor
486 A01 GLASS, SOFT-RAY-TINTED: All Windows
489 U05 HORNS, DUAL
INSTRUMENTATION:
___ UR3 --Econominder Light (N/A U17 Inst)
___ ✓ U17 --Special (1XX27 and V8 Eng only)(Reqs Bucket Seats)(Incls U35 Clock and D55 Console)
487 ✓ ZJ3 INTERIOR DECOR PACKAGE: (Incls D31 Mir) (Incl w/Custom, Knit or Sport Trims)
489 ZJ9 LIGHTING, AUXILIARY
MIRRORS:
___ D31 --Inside Rearview, Day-Night (Incl w/ZJ3 Int Decor)
___ D33 --Outside Rearview, LH Remote-Control (N/A Z26 SS)
487 D35 --Sport, LH Remote-Control and RH Manual (Incl w/Z26 SS)
___ D68 --Sport, Twin Remote
MOLDINGS:
485 B84 --Body Side (N/A Z26 SS)(Incl w/ZJ5 Ext Decor)
488 B93 --Door Edge Guard
B80 --Roof Drip (Incl w/Z26 SS or Vinyl Roof)
487 B96 --Wheel Opening (N/A Z26 SS)
___ D85 PIN STRIPING, BODY SIDE: (N/A Z26 SS)
___ V01 RADIATOR, HEAVY-DUTY: (Incl w/C60 Air w/L22 Eng)
RADIO EQUIPMENT:
485 U63 --AM Radio
489 U69 --AM/FM Radio
___ U58 --AM/FM Stereo Radio
___ UM1 --Stereo Tape System w/AM Radio
___ UM2 --Stereo Tape System w/AM/FM Stereo Radio
488 U80 --Speaker, Rear Seat (Reqs U63 or U69 Radio)
___ ✓ U76 --Windshield Antenna (Incl w/above Radio Equip)
ROOF COVER: (See Color and Trim Chart)
___ ... --Vinyl
___ AB8 --Cabriolet (1XX27 only)(Reqs Vinyl Roof Color Code)(N/A A20 Windows)
___ Z26 SS EQUIPMENT: (N/A Two-Tone Paint or 1XX69) (Incls D35 Mir, N31 Strg Wheel, F40 Susp and P06 Trim Rings)(F41 Susp Optional)
___ M11 SHIFT LEVER, FLOOR-MOUNTED: (Reqs M15 Trans)(Incl w/D55 Console)
___ K30 SPEED CONTROL: Cruise-Master (Reqs V8 Eng and M40 Trans)
485 N41 STEERING, POWER: Variable Ratio
STEERING WHEELS:
489 N33 --Comfortlit (w/M15 Trans Reqs M11 Shift Lever)
489 N31 --Sport (Incl w/Z26 SS)
SS STRIPING, OPTIONAL: (Reqs Z26 SS and ZP2 Dealer Verification) (Refer to page 6 for standard stripe colors)
___ 19A --Black
___ 36A --Firethorn
___ 52A --Gold
___ 13A --Silver
___ 11A --White
___ N65 STOWAWAY SPARE: (Std on 1XX17)
SUSPENSION:
___ F40 --Heavy-Duty Front and Rear (Incl w/Z26 SS)
___ F41 --Sport (Reqs Radial Tires)(N/A L22 Eng or F40 Susp)
TIRES: (B/W: Blackwall, W/S: White Stripe, W/L: White Lettered)
--Bias Belted Ply (14/B)
___ QEG ---E78 B/W (Base)
___ QEH ---E78 W/S
--Steel Belted Radial Ply (14/B)
QDV ---FR78 B/W
485 QDW ---FR78 W/S
___ QBT ---FR78 W/L
TRANSMISSIONS:
___ M15 --3-Speed Manual
M20 --4-Speed Wide-Range Manual (Reqs LM1 Eng)
485 M40 --Turbo Hydra-matic
WHEEL TRIM:
488 ZJ7 --Wheels, Rally (N/A Z26 SS)(Incls P06 Trim Rings)
___ P06 --Trim Rings (N/A P01 Wheel Covers)(Incl w/Z26 SS)
PE1 --Wheels, Custom Styled (Reqs Radial Tires)
485 P01 --Wheel Covers, Full (N/A Z26 SS or PE1 Wheels)
WINDOWS:
A31 --Power
488 A20 --Swing-Out Rear Side (N/A 1XX69)
___ C04 WINDSHIELD WIPER SYSTEM: Intermittent

NOVA SS STRIPING

PLEASE NOTE: The exterior striping combinations shown below are the standard combinations. However, if a combination other than the standard combination is desired, the dealer MUST initial the ZP2 override option on the order form for verification that the requested combination is definitely desired.

RPO Z26 (MUST BE SPECIFIED)

VINYL TOP APPLICATION

				Vinyl	Roof	Color		
			Black	Blue Dark (Met)	Buck-skin Light	Fire-thorn Dark (Met)	Maho-gany (Met)	Silver (Met)	White
			BB	DD	UU	FF	YY	QQ	WW
	Exterior Paint Color and Code								
√	Black	19	Gold	-	Gold	-	-	Silver	White
	Blue, Dark (Met)	35	Silver	White	Gold	-	-	Silver	White
	Blue, Light (Met)	28	Black	Black	-	-	-	-	White
√	Buckskin	65	Black	-	Black	Firethorn	Firethorn	-	White
	Cream	50	Black	-	Gold	-	Firethorn	-	White
	Firethorn (Met)	36	Black	-	Gold	White	White	Silver	White
√	Green, Dark (Met)	49	Gold	-	Gold	-	-	-	White
	Green, Lime (Met)	40	Black	-	-	-	-	-	White
	Mahogany (Met)	37	Silver	-	Gold	Gold	Gold	Silver	White
	Orange, Medium	78	Black	-	Black	-	-	-	White
√	Saddle, Medium (Met)	67	Black	-	Gold	-	-	-	White
	Silver	13	Black	Black	-	Firethorn	Black	Firethorn	Firethorn
	White, Antique	11	Black	Black	Black	Firethorn	Black	Firethorn	Firethorn
	Yellow, Bright	51	Black	-	-	-	-	-	Black

SOLID PAINT APPLICATION

	Exterior Paint Color	Color Code		Stripe Color
		L	U	
√	Black	19	19	Gold
	Blue, Dark (Met)	35	35	White
	Blue, Light (Met)	28	28	White
√	Buckskin	65	65	Black
	Cream	50	50	Black
	Firethorn (Met)	36	36	White
√	Green, Dark (Met)	49	49	Gold
	Green, Lime (Met)	40	40	White
	Mahogany (Met)	37	37	Gold
	Orange, Medium	78	78	Black
√	Saddle, Medium (Met)	67	67	Black
	Silver	13	13	Firethorn
	White, Antique	11	11	Firethorn
	Yellow, Bright	51	51	Black

NOVA

1976 VEHICLES WITH STANDARD EQUIPMENT

Prices shown are effective with initial shipments of 1976 Vehicles

Description	Model Number	Body Code	Wheelbase	Dealer Invoice Amount*	Dealer Price	Factory D&H§	List Price	Mfr's Sgt'd Retail Price★	Destination Charge & Group Number	Total
◆ *6-Cylinder Engine*										
Hatchback Coupe—6-Passenger	1XX17	—	111"					3416.71	7.....	———
2-Door Coupe—6-Passenger	1XX27	—	111"					3247.60	7.....	———
4-Door Sedan—6-Passenger	1XX69	—	111"					3282.60	7.....	———
◆ **8-Cylinder Engine**										
Hatchback Coupe—*6-Passenger*	1XX17	—	111"					3578.71	7.....	———
2-Door Coupe—6-Passenger	1XX27	—	111"					3412.60	7.....	———
4-Door Sedan—6-Passenger	1XX69	—	111"					3447.60	7.....	———

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

OPTIONS AND ACCESSORIES WHEN INSTALLED BY CHEVROLET

Prices shown are effective with initial shipments of 1976 Vehicles

Description	Option Number	Dealer Invoice Amount*	Dealer Price	Factory D&H§	List Price	Mfr's Suggested Retail Price◇
REFER TO DEALER ORDER GUIDE FOR OPTION AVAILABILITY AND APPLICATION						
Air Conditioning: *Four-Season.* Includes 55-amp generator and increased cooling.						
With 6-cylinder engine. Also includes V01 radiator	C60					479.00
With 8-cylinder engine	C60					452.00
Axles, Rear:						
High Altitude Ratio	G92					13.00
Positraction	G80					51.00
Battery, Heavy-Duty: 15-plate, 80-amp-hr	UA1					16.00
Belts, Deluxe: *Color-Keyed Seat and Shoulder.* Includes plastic buckles. (Standard belts and plastic buckles are black). Replacing standard number of belts.						
Coupes and Sedans with bench seat—6 seat and 2 front shoulder	AK1					17.00
Coupes with bucket seats—5 seat and 2 front shoulder	AK1					14.00
Brakes, Power. Standard with V8 engine	J50					58.00
Bumper Equipment: *Bumpers and Guards, Deluxe.* Front and Rear. Includes black resilient impact strips	V30					63.00
California Emission Certification: Includes all testing, equipment and /or certification necessary for registration in the State of California	YF5					50.00
Clock, Electric: Included with U17 special instrumentation	U35					18.00
Console: Included with U17 special instrumentation. Includes M11 floor-mounted shift lever with M15 3-speed transmission	D55					71.00
Defogger, Rear Window: Forced-Air	C50					43.00
Door Lock System, Power:						
Coupe	AU3					82.00
Sedan	AU3					89.00
Engines: (Refer to Dealer Order Guide for California Requirements)						
250-1 BBL L6	L22			*NO ADDITIONAL CHARGE*		
305-2 BBL V8	LG3			*NO ADDITIONAL CHARGE*		
350-4 BBL V8	LM1					85.00
Exterior Decor Package: Includes bright side window, door frame and B84 body side moldings.						
Coupes	ZJ5					73.00
Sedans	ZJ5					73.00

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

NOVA

OPTIONS AND ACCESSORIES WHEN INSTALLED BY CHEVROLET

Prices shown are effective with initial shipments of 1976 Vehicles

Description	Option Number	Dealer Invoice Amount*	Dealer Price	Factory D&H§	List Price	Mfr's Suggested Retail Price◇
REFER TO DEALER ORDER GUIDE FOR OPTION AVAILABILITY AND APPLICATION						
Floor Covering:						
Carpet, Deluxe. Front and Rear	B49					32.00
Mats, Color-Keyed Floor: 2 front and 2 rear	B37					15.00
Glass, Soft-Ray Tinted: All Windows	A01					46.00
Horns, Dual	U05					6.00
Instrumentation:						
Econominder Light.	UR3					16.00
Special. Includes U35 clock located in instrument panel; tachometer, fuel, ammeter, temperature and oil pressure gauges located on floor console plus D55 console	U17					160.00
√ **Interior Decor Package:** Includes D31 mirror, cigarette lighter, glove compartment light, right front door jamb dome light switch and additional bright framing on instrument cluster. Included with custom, knit and sport trims.	ZJ3					25.00
Lighting, Auxiliary:						
(A) Ashtray Light						
(B) Courtesy Lights						
(C) Glove Compartment Light						
(D) Luggage Compartment Light						
(E) Underhood Light						
(F) Headlight Warning Buzzer						
(G) Front Door Jamb Switch						
(H) Rear Door Jamb Switches						
Hatchback Coupe without ZJ3 interior decor package or custom knit and sport trims. Includes A, B, C, E, F & G	ZJ9					33.00
Hatchback Coupe with ZJ3 interior decor package or custom knit and sport trims. Includes A, B, E & F	ZJ9					26.00
2-Door Coupe without ZJ3 interior decor package or custom knit and sport trims. Includes A, B, C, D, E, F & G	ZJ9					33.00
2-Door Coupe with ZJ3 interior decor package or custom knit and sport trims. Includes A, B, D, E & F	ZJ9					26.00
4-Door Sedan without ZJ3 interior decor package or custom knit and sport trims. Includes A, B, C, D, E, F, G & H	ZJ9					38.00
4-Door Sedan with ZJ3 interior decor package or custom knit and sport trims. Includes A, B, D, E, F & H	ZJ9					31.00
Mirrors:						
Inside Rearview, Day-Night. Included with ZJ3 Interior Decor	D31					7.00
Outside Rearview, LH Remote-Control.	D33					14.00
Sport, LH Remote-Control and RH Manual. Included with Z26 Nova SS	D35					27.00
Sport, Twin-Remote. Body-colored.						
Without Z26 Nova SS	D68					46.00
With Z26 Nova SS	D68					20.00
Moldings:						
Body Side. Included with ZJ5 Exterior Decor Package	B84					38.00
Door Edge Guard.						
Coupes	B93					7.00
Sedans	B93					11.00
Roof Drip. Included with Z26 Nova SS or vinyl roof	B80					16.00
Wheel Opening	B96					19.00
Pin Striping, Body Side	D85					26.00
Paints, Exterior:						
Solid.	...			*NO ADDITIONAL CHARGE*		
Two-Tone. Includes bright metal outline moldings	...					40.00
Radiator, Heavy-Duty: Included with C60 air conditioning with L22 250-1 BBL engine	V01					27.00
Radio Equipment:						
AM Radio. Pushbutton	U63					75.00
AM/FM Radio. Pushbutton	U69					137.00
AM/FM Stereo Radio. Pushbutton	U58					226.00
Stereo Tape System with AM Radio. Pushbutton	UM1					209.00
Stereo Tape System with AM/FM Stereo Radio. Pushbutton	UM2					324.00
Speaker, Rear Seat	U80					21.00
Windshield Antenna. Included with radios	U76					16.00

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

NOVA

OPTIONS AND ACCESSORIES WHEN INSTALLED BY CHEVROLET

Prices shown are effective with initial shipments of 1976 Vehicles

Description	Option Number	Dealer Invoice Amount*	Dealer Price	Factory D&H§	List Price	Mfr's Suggested Retail Price◇
REFER TO DEALER ORDER GUIDE FOR OPTION AVAILABILITY AND APPLICATION						
√ **Roof Cover:**						
Vinyl. Includes bright roof drip moldings	...					96.00
Cabriolet. Includes roof and rear window moldings; Cabriolet nameplate on rear quarter panel plus Landau styled vinyl top	AB8					150.00
√ **SS Equipment:** Includes black painted diamond pattern grille with bright trim; black accented window frames; B80 roof drip moldings; D35 LH remote-control and RH manual sport mirrors; rally type wheels with special center caps and P06 trim rings; F40 special front and rear suspension; N31 sport steering wheel; Nova SS decals on fender and deck lid plus SS emblems on grille and steering wheel. Also includes choice of lower body side striping.						
Hatchback Coupe	Z26					187.00
2-Door Coupe	Z26					187.00
Shift Lever, Floor-Mounted: Includes rubber boot on shift lever. Included with D55 console	M11					29.00
Speed Control: *Cruise-Master*	K30					73.00
Steering, Power: Variable Ratio	N41					136.00
Steering Wheel:						
Comfortilt	N33					52.00
Sport. Included with Z26 Nova SS	N31					16.00
SS Striping, Optional:						
Black	19A			*NO ADDITIONAL CHARGE*		
Firethorn	36A			*NO ADDITIONAL CHARGE*		
Gold	52A			*NO ADDITIONAL CHARGE*		
Silver	13A			*NO ADDITIONAL CHARGE*		
White	11A			*NO ADDITIONAL CHARGE*		
Stowaway Spare: Standard on Hatchback Coupe						
With E78-14 /B bias belted ply tires	N65					15.11
With FR78-14 /B steel belted ply tires	N65					(-0.78)
√ **Suspensions:**						
Heavy-Duty Front and Rear. Included with Z26 Nova SS. Includes special front stabilizer, front and rear springs and matching rear shock absorbers						
√ 6-cylinder						
Without N41 steering or bias belted tires	F40					6.00
With N41 steering without bias belted tires	F40					6.00
With bias belted tires without N41 steering	F40					29.00
With N41 steering and bias belted tires	F40					6.00
8-cylinder	F40					6.00
Sport. Includes rear stabilizer, special front stabilizer plus special front and rear shock absorbers and 14" x 7" wheels.						
Without Z26 Nova SS	F41					32.00
With Z26 Nova SS	F41					25.00
Tires:						
E78-14 /B Bias Belted Ply Blackwall. (Standard)	QEG			*NO ADDITIONAL CHARGE*		
E78-14 /B Bias Belted Ply White Stripe.						
2-Door Coupe and Sedan.						
Without N65 stowaway spare	QEH					33.00
With N65 stowaway spare	QEH					26.00
Hatchback Coupes	QEH					26.00
FR78-14 /B Steel Belted Radial Ply Blackwall						
2-Door Coupe or Sedan						
Without N65 stowaway spare	QDV					105.75
With N65 stowaway spare	QDV					84.40
Hatchback Coupe	QDV					84.40
FR78-14 /B Steel Belted Radial Ply White Stripe.						
2-Door Coupe and Sedan						
Without N65 stowaway spare	QDW					140.75
With N65 stowaway spare	QDW					112.40
Hatchback Coupe	QDW					112.40
FR78-14 /B Steel Belted Radial Ply White Lettered.						
2-Door Coupe and Sedan						
Without N65 stowaway spare	QBT					154.75
With N65 stowaway spare	QBT					123.40
Hatchback Coupe	QBT					123.40

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

NOVA

OPTIONS AND ACCESSORIES WHEN INSTALLED BY CHEVROLET

Prices shown are effective with initial shipments of 1976 Vehicles

Description	Option Number	Dealer Invoice Amount*	Dealer Price	Factory D&H§	List Price	Mfr's Suggested Retail Price◇
REFER TO DEALER ORDER GUIDE FOR OPTION AVAILABILITY AND APPLICATION						
Transmissions:						
3-Speed Manual	M15			*NO ADDITIONAL CHARGE*		
4-Speed Wide-Range Manual	M20					242.00
Turbo Hydra-matic	M40					260.00
Trim, Interior:						
Seats:						
Bench						
Without Custom Interior	...			*NO ADDITIONAL CHARGE*		
With Custom Interior. Includes deluxe seat, door trim panels, headliner, accoustic materials and ZJ3 interior decor	...					180.00
Bucket Seats. Includes deluxe seats, door trim panels, headliner, accoustic materials and ZJ3 interior decor	...					255.00
-----ADDITIONAL CHARGES:						
Cloth	...					20.00
Knit or Sport Cloth	...					20.00
Custom Vinyl	...			*NO ADDITIONAL CHARGE*		
Wheel Trim:						
Trim Rings. Included with Z26 Nova SS and ZJ7 rally wheels	P06					33.00
Wheel Covers. Full	P01					30.00
Wheels, Custom Styled	PE1					116.00
Wheels, Rally Includes special wheels and center caps, bright lug nuts and P06 trim rings	ZJ7					60.00
Windows:						
Power. Electric						
Coupes	A31					99.00
Sedan	A31					140.00
Swing-Out Rear Side	A20					48.00
Windshield Wiper System: *Intermittent*	CD4					28.00

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

1976
MVMA
Specifications Form

Passenger Car

Manufacturer	Car Line	
CHEVROLET MOTOR DIVISION GENERAL MOTORS CORPORATION	NOVA	
Mailing Address Chevrolet Engineering Center 30003 Van Dyke Warren, Michigan 48090	Model Year 1976	Issued: September, 1975 Revised (•) January, 1976

•Revised pages - 3-4-5-13-16-19

MVMA Specifications Form
Passenger Car

Table Of Contents

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

MVMA Specifications Form
Passenger Car

Car Line NOVA
Model Year 1976 Issued 9/75 Revised (●) _____

Car Models

Model Description	Make, Car line, Series, Body Type (Mfgr's Model Code)	Max. Number of Passengers (Front/Rear)	
	Model Number	Front	Rear
NOVA			
2-Door Hatchback Coupe	1XX17	3	3
2-Door Coupe	1XX27	3	3
4-Door Sedan	1XX69	3	3
NOVA CONCOURS			
2-Door Hatchback Coupe	1XY17	3	3
2-Door Coupe	1XY27	3	3
4-Door Sedan	1XY69	3	3

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

MVMA Specifications Form
Passenger Car

Car Line NOVA
Model Year 1976 Issued 9/75 Revised (●)

Car and Body Dimensions See Key Sheets, Pgs. 30-33

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

	SAE Ref. No.	Body Type: Hatchback Coupe / 2-Door Coupe	4-Door Sedan
Width			
Tread - Front	W101	61.3	
Tread - Rear	W102	59.0	
Maximum overall car width	W103	72.2	
Body width at No. 2 pillar	W117	- -	70.7
Max. front doors open	W120	144.8	127.7
Max. rear doors open	W121	- -	126.5
Length			
Body "O" to front of dash	L 30	0.5	
Wheelbase	L101	111.0	
Overall car length (a)	L103	196.7	
Overhang - front (b)	L104	33.9	
Overhang - rear (c)	L105	51.8	
Body upper structure length	L123	101.0	96.8
Body "O" line to C/L of rear wheel	L127	93.0	
Body "O" line to w/s cowl point	L130	10.0	
Height			
Passenger Distribution (front & rear)	*	2-3	
Trunk/Cargo load (lbs.)	*	0	
Overall height	H101	53.6	
Cowl height	H114	36.2	
Deck height	H138		
Rocker panel - front: To ground	H112'	8.1	
Rocker panel - front: From front wheel C/L	H112'	- -	
Bottom of front door to ground	H133	11.2	11.3
Rocker panel - rear: To ground	H111	7.3	
Rocker panel - rear: From rear wheel C/L	H111	- -	
Bottom of rear door to ground	H135	- -	10.3
Windshield slope angle	H122	53.5°	
Ground Clearance			
Bumper to ground - front	H102	12.1	
Bumper to ground - rear	H104	11.1	
Angle of approach	H106	25.46	
Angle of departure	H107	16.31	
Ramp breakover angle	H147	13.58	
Rear axle differential to ground	H153	6.6	
Min running clearance (Specify)	H156	4.8 (d)	

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

(d) Catalytic Converter.

NOVA CONCOURS
With Impact Strips
COUPES & SEDANS

(a) L103 - 197.7
(b) L104 - 34.4
(c) L105 - 52.3

MVMA Specifications Form
Passenger Car

Car Line NOVA
Model Year 1976 Issued 9/75 Revised (●)

Car And Body Dimensions See Key Sheets, Pgs. 30-33

	SAE Ref. No.	Body Type: 2-Door Hatchback Coupe	2-Door Coupe	4-Door Sedan
Front Compartment				
H Point to body "O" line	L31		42.6	
Effective head room	H61		38.3	39.3
Effective T Point head room	H75		38.5	39.5
Max. eff. leg room - accelerator	L34		41.7	
H Point to Heel point	H30		7.8	
H Point travel	L17		4.7	
Shoulder room	W3		56.6	
Hip room	W5		53.3	
Upper body opening to ground	H50		48.2	49.1
Steering Wheel Angle Vertical	H-18		22°	
Back Angle Front	L-40		26.5°	
Rear Compartment				
H Point couple distance	L50		30.8	32.7
Effective head room	H63		36.6	
Effective T Point head room	H76		36.3	36.5
Min. effective leg room	L51		33.1	35.1
H Point to Heel point	H31		10.5	11.6
Min. knee room	L48		-0.6	0.4
Rear Compartment room	L3		24.0	25.4
Shoulder room	W4		55.3	56.7
Hip room	W6	44.8	47.7	46.4
Upper body opening to ground	H51		- -	48.1
Luggage Compartment				
Usable luggage capacity (cu. ft.) (a)	V1	- -	13.4	13.0
Liftover height	H195			
Position of spare tire storage		Horizontal-Center forward area of trunk floor (b)		
Method of holding lid open		Torsion rods (c)		

(a) Corporation "H" (shoe box) Method of measurement is used.
(b) Hatchback Coupe, Horizontal-under cargo floor.
(c) Hatchback Coupe, Hydropneumatic telescopic tubes

MVMA Specifications Form
Passenger Car

Car Line NOVA
Model Year 1976 Issued 9/75 Revised (●)

Car And Body Dimensions See Key Sheets, Pgs. 30-33

	SAE Ref. No.	Body Type: 2-Door Hatchback Coupe

Station Wagon — Third Seat

Shoulder Room	W85	
Hip room	W86	
Effective leg room	L86	
Effective head room	H86	Not Applicable
Effective T Point head room	H89	
Seat facing direction		

Station Wagon — Cargo Space

Cargo length at floor - front seat	L202	
Cargo length at belt - front seat	L204	
Cargo width - Wheelhouse	W201	
Opening width at belt	W204	Not Applicable
Maximum cargo height	H201	
Rear opening height	H202	
Cargo volume index (cu. ft.) $\frac{W4 \times L204 \times H201}{1728}$	V2	

Hatchback — Cargo Space

Front Seat Back to Load Floor Height	H197	14.4
Cargo Length at Front Seat Back Height	L208	49.7
Cargo Length at Floor - Front Seat	L209	76.2
Cargo volume index (cu. ft.) $\frac{\frac{L208 + L209}{2} \times W4 \times H197}{1728}$	V3	28.4

MVMA Specifications Form
Passenger Car

Car Line NOVA
Model Year 1976 Issued 9/75 Revised (●) 1/76

Car And Body Dimensions See Key Sheets, Pgs. 30-33

	SAE Ref. No.	Body Type: 2-Door Hatchback Coupe	2-Door Coupe	4-Door Sedan
Front Compartment				
H Point to body "O" line	L31	42.6		
Effective head room	H61	38.3		39.3
Effective T Point head room	H75	38.5		39.5
Max. eff. leg room - accelerator ●	L34	41.3		
H Point to Heel point	H30	7.8		
H Point travel	L17	4.7		
Shoulder room	W3	56.6		
Hip room	W5	53.3		
Upper body opening to ground	H50	48.2		49.1
Steering Wheel Angle Vertical	H-18	22°		
Back Angle Front	L-40	26.5°		
Rear Compartment				
H Point couple distance	L50	30.8		32.7
Effective head room	H63	36.6		
Effective T Point head room	H76	36.3		36.5
Min. effective leg room	L51	33.1		35.1
H Point to Heel point	H31	10.5		11.6
Min knee room	L48	-0.6		0.4
Rear Compartment room	L3	24.0		25.4
Shoulder room	W4	55.3		56.7
Hip room ●	W6	52.8		53.6
Upper body opening to ground	H51	- -		48.1
Luggage Compartment				
Usable luggage capacity (cu. ft.) (a)	V1	- -	13.4	13.0
Liftover height	H195			
Position of spare tire storage		Horizontal-Center forward area of trunk floor (b)		
Method of holding lid open (c)		Torsion rods (c)		

(a) Corporation "H" (shoe box) Method of measurement is used.
(b) Hatchback Coupe, Horizontal-under cargo floor.
(c) Hatchback Coupe, Hydropneumatic telescopic tubes

MVMA Specifications Form
Passenger Car

Car Line NOVA
Model Year 1976 Issued 9/75 Revised (●) 1/76

Car And Body Dimensions See Key Sheets, Pgs. 30-33

	SAE Ref. No.	Body Type: 2-Door Hatchback Coupe
Station Wagon — Third Seat		
Shoulder Room	W85	
Hip room	W86	
Effective leg room	L86	
Effective head room	H86	Not Applicable
Effective T Point head room	H89	
Seat facing direction		
Station Wagon — Cargo Space		
Cargo length at floor - front seat	L202	
Cargo length at belt - front seat	L204	
Cargo width - Wheelhouse	W201	
Opening width at belt	W204	Not Applicable
Maximum cargo height	H201	
Rear opening height	H202	
Cargo volume index (cu. ft.) $\frac{W4 \times L204 \times H201}{1728}$	V2	
Hatchback — Cargo Space		
Front Seat Back to Load Floor Height	H197	14.4
Cargo Length at Front Seat Back Height	L208	49.7
Cargo Length at Floor - Front Seat ●	L209	76.6
● Cargo volume index (cu. ft.) $\frac{\frac{L208 + L209}{2} \times W4 \times H197}{1728}$	V3	29.2

MVMA Specifications Form
Passenger Car

Car Line NOVA
Model Year 1976 Issued 9/75 Revised (●) 1/76

Power Teams (Indicate whether standard or optional)

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

SERIES AVAILABILITY #	ENGINE						TRANSMISSION	AXLE RATIO * (Std. first) (Indicate A/C ratio) **	
	Displ. cu. in.	Carb.	Compr. Ratio	SAE Net @ RPM BHP	SAE Net @ RPM Torque	Exhaust System*		A	B
● All Models Base-all states	250L6 (4.1 ℓ)	1-bbl	8.25:1	105 @ 3800	185 @ 1200	S	3-Spd. Manual (3.11:1 low) (not available in California)	2.73	3.08
	(L22)						3-Spd. Automatic (optional)		
All Models Optional - all states	305V8 (5.0 ℓ) (LG3)	2-bbl	8.5:1	140 @ 3800	245 @ 2000	S	3-Spd. Manual (3.11:1 low) (not available in California)	2.73	3.08 (NA in Calif.)
							3-Spd. Automatic (optional)		
All models Optional - all States ●	350V8 (5.7 ℓ) (LM1)	4-bbl.	8.5:1	165 @ 3800	260 @ 2400	S			
							4-Spd. Manual (2.85:1 low)	3.08	-
							3-Spd. Automatic (optional)	2.73	3.08

\# "Base" and "Optional" refer to engine
* Positraction available optionally for all ratios
** Same ratios available with Air Conditioning
A Base
B High altitude option

*S — Single D — Dual

MVMA Specifications Form
Passenger Car

Car Line NOVA
Model Year 1976 Issued 9/75 Revised (●) _____

Engine Displacement		
L-6 250 C.I. L22	V8 305 C.I. LG3	V8 350 C.I. LM1

Engine — General

Type, no. cyls., valve arr.		In-line 6 OHV	90° V8 OHV	
Bore and stroke (nominal)		3.875 X 3.53	3.736 X 3.48	4.00 X 3.48
Piston displacement, cu. in.		250	305	350
Bore spacing (C/L to C/L)			4.40	
No. system (front to rear)	L. Bank	1-2-3-4-5-6	1-3-5-7	
	R. Bank	In-line	2-4-6-8	
Firing Order		1-5-3-6-2-4	1-8-4-3-6-5-7-2	
Cylinder Head Material			Cast alloy iron	
Cylinder Block Material			Cast alloy iron	
Cyl. Sleeve-Wet, dry, none			None	
Number of mtg. points	Front		Two	
	Rear		One	
Engine installation angle			3° 16'	
Recommended fuel regular — premium			Unleaded	
Cylinder Head Volume (cc)		71.28	60.52	75.47
Head Gasket Thickness (Compressed)		.033	.021	.021
Head Gasket Volume (cc)		7.08	3.98	4.58
Deck Clearance (minimum) (above or below block)		.025 below	.025 below	.025 below
Minimum Combustion Chamber Volume (cc)		68.00	59.52	74.47

Engine — Pistons

Material				Cast aluminum alloy	
Description and finish			Flat head; closed, slipper skirt	Sump head; closed slipper skirt	
Weight (piston only) oz.			20.24	20.80	21.33
Clearance (limits)	Top land		.0245 - .0335	.0245 - .0335	.0235 - .0325
	Skirt	Top	.0005 - .0015 (a)	.0017 - .0042 (b)	.0007 - .0017 (b)
		Bottom			
Ring groove diameter	No. 1 ring		3.434 - 3.444	.2003 - .2073	3.541 - 3.556
	No. 2 ring		3.434 - 3.444	.2003 - .2073	3.541 - 3.556
	No 3 ring		3.446 - 3.456	.2103 - .2193	3.577 - 3.592

(a) Measured 1.66 from top of piston
(b) Measured 1.56 from top of piston

MVMA Specifications Form
Passenger Car

Car Line NOVA
Model Year 1976 Issued 9/75 Revised (●) ____

Engine Displacement		
L6 250 C.I. L-22	V-8 305 C.I. LG3	V8 350 C.I. LM1

Engine - Piston Rings

Function (top to bottom)	No. 1, oil or comp.		Compression		
	No. 2, oil or comp.		Compression		
	No. 3, oil or comp.		Oil		
Compression	Description - material, coating, etc.	Upper	Cast alloy iron, barrel face (a)		
		Lower	Cast alloy iron, inside bevel, tapered face (b)		
	Width		(c)	(d)	(e)
	Gap		.010 - .020	Upper .010 - .020; lower .010 - .025	
Oil	Description - material, coating, etc.		Multipiece (2 rails and one space expander) Rails - steel, chrome plated O.D., expander-stainless steel		
	Width		.1850 - .1879	.1859 - .1879	.1850 - .1870
	Gap		.015 - .055	.010 - .035	.015 - .055
Expanders			In oil ring assembly		

Engine - Piston Pins

Material			Chromium steel	
Length			2.990 - 3.010	
Diameter			.9270 - .9273	
Type	Locked in rod, in piston, floating, etc.		Locked in rod	
	Bushing	In rod or piston	None	
		Material	---	
Clearance	In piston		.00015 - .00025	.00025 - .00035
	In rod			
Direction & amount offset in piston			Major thrust side .060	

Engine - Connecting Rods

Material		Drop forged steel	
Weight (oz.)		14.24	13.70
Length (center to center)		5.695 - 5.705	
Bearing	Material & Type	Copper lead alloy (sintered) steel bkd.	Premium aluminum
	Overall length	.807	.797
	Clearance (limits)	.0007 - .0027	.0013 - .0025
	End Play	.007 - .016	.006 - .016

(a) Wear resistant coating, molybdenum inlay and graphite impregnated on L6-250, chrome plating on V8-305 and V8-350
(b) Wear resistant coating
(c) Upper .0775 - .0780; lower .0770 - .0780
(d) Upper .0770 - .0780; lower .0770 - .0775
(e) Upper .0775 - .0780; lower .0770 - .0775

MVMA Specifications Form
Passenger Car

Car Line NOVA
Model Year 1976 Issued 9/75 Revised (●) _____

	Engine Displacement		
	L6 250 C.I. L22	V8 305 C.I. LG3	V8 350 C.I. LM1

Engine—Crankshaft

Material			Cast nodular iron	
Vibration damper type			Rubber mounted inertia	
End thrust taken by bearing (No.)			7	5
Crankshaft end play			.002 - .006	.002 - .007
Main bearing	Material & type		Steel backed insert with copper lead alloy premium aluminum lining selected for specific application	
	Clearance		.0003 - .0029	(a)
	Journal dia. and bearing overall length	No. 1	2.2999 X .752	2.4502 X .752
		No. 2	2.2999 X .752	2.4502 X .752
		No. 3	2.2999 X .752	2.4502 X .752
		No. 4	2.2999 X .752	2.4502 X .752
		No. 5	2.2999 X .752	2.4508 X 1.180
		No. 6	2.2999 X .752	None
		No. 7	2.2999 X .760	None
	Dir. & amt. cyl. offset		None	
	No. bolts/main brg. cap		14 bolts/7 caps	10 bolts/5 caps
Crankpin journal diameter			1.999 - 2.000	2.099 - 2.100

Engine—Camshaft

Location			(b)	In block above crankshaft
Material			Cast alloy iron	
Bearings	Material		Steel backed babbitt	
	Number		4	5
Type of Drive	Gear or chain		Gear	Chain
	Crankshaft gear or sprocket material		Steel	Steel Sprocket
	Camshaft gear or sprocket material		(c)	Nylon teeth with aluminum head
	Timing chain	No. of links	None	46
		Width	None	.625
		Pitch	None	.500

(a) No. 1 = .0008 - .0020
No. 2, 3, 4 = .0011 - .0023
No. 5 = .0017 - .0032

(b) Above and to right of crankshaft

(c) Bakelite and fabric composition with steel hub

MVMA Specifications Form
Passenger Car

Car Line NOVA
Model Year 1976 Issued 9/75 Revised (●)

Engine Displacement

L6 250 C.I. L-22	V8 305 C.I. LG3	V8 350 C.I. LM1

Engine—Valve System

Hydraulic lifters (Std., opt., NA)			Standard		
Valve rotator, type (intake, exhaust)			None	Exhaust	
Push rods (dia., length, material) (a)			.3125 X 9.612	.3125 X 7.724	
Rocker ratio			1.75:1	1.50:1	
Operating tappet clearance (indicate hot or cold)	Intake		Zero		
	Exhaust		Zero		
Timing (based on top of ramp points)	Intake	Opens (°BTC)	16°	28°	28°
		Closes (°ABC)	48°	64°	72°
		Duration (deg.)	244°	272°	280°
	Exhaust	Opens (°BBC)	64°	78°	78°
		Closes (°ATC)	50°	30°	30°
		Duration (deg.)	294°	288°	288°
	Valve open overlap (deg.)		66°	58°	58°
Intake	Material		Alloy steel aluminized face for L6 250 V8 305		
	Overall length		4.902-4.922	4.928-4.953	4.870-4.889
	Actual overall head dia		1.715-1.725	1.715-1.725	1.935-1.945
	Angle of seat & face (deg.)		46° seat; 45° face		
	Seat insert material		None		
	Stem diameter		.3410 - .3417		
	Stem to guide clearance		.0010 - .0027		
	Lift (@ zero lash)		.3880	.3727	.3900
	Outer spring press. & length	Valve closed (lb @ in.)	78 - 86 @ 1.66	76 - 84 X 1.70	
		Valve open (lb @ in.)	170 - 180 @ 1.26	194 - 206 @ 1.25	
	Inner spring press. & length	Valve closed (lb. @ in.)	None	Spring damper	
		Valve open (lb @ in.)	None	Spring damper	
Exhaust	Material		High alloy steel, aluminized face		
	Overall length		4.913 - 4.933	4.910 - 4.930	
	Actual overall head dia		1.495 - 1.505	1.495 - 1.505	
	Angle of seat & face (deg.)		46° seat; 45° face		
	Seat insert material		None		
	Stem diameter		.3410 - .3417		
	Stem to guide clearance		.0010 - .0027		
	Lift (@ zero lash)		.4051	.4100	.4100
	Outer spring press. & length	Valve closed (lb @ in.)	76 - 86 @ 1.66	76 - 84 @ 1.61	
		Valve open (lb @ in.)	170 - 180 @ 1.26	194 - 206 @ 1.16	
	Inner spring press & length	Valve closed (lb @ in.)	None	Spring damper	
		Valve open (lb @ in.)	None	Spring damper	

(a) Welded steel tubing

MVMA Specifications Form
Passenger Car

Car Line NOVA
Model Year 1976 Issued 9/75 Revised (●) _____

Engine Displacement		
L6 250 C.I. L22	V8 305 C.I. LG3	V8 350 C.I. LM1

Engine — Lubrication System

Type of lubrication (splash, pressure nozzle)	Main bearings	Pressure	
	Connecting rods	Pressure	
	Piston pins	Splash	
	Camshaft bearings	Pressure	
	Tappets	Pressure	
	Timing gear or chain	Nozzle	Centrifugally oiled from camshaft bearing
	Cylinder walls	Splash	Pressure jet cross sprayed
Oil pump type		Gear	
Normal oil pressure (lb. @ engine rpm)		36 - 41 PSI @ 2000	32 - 40 PSI @ 2000
Oil press. sending unit (elect. or mech.)		Electric	
Type oil intake (floating, stationary)		Stationary	
Oil filter system (full flow, part., other)		Full flow	
Filter replacement (element, complete)		Complete	
Capacity of c'case less filter-refill (qt.)		4	
Oil grade recommended (SAE viscosity and temperature range)		20° F and above - 20W-20, 10W-30, 10W - 40, 20W-40, 20W-50 0° to 60°F - 10W, 5W-30, 10W-40, 10W-30 Below 20°F - 5W-20, 5W-30	
Engine service reqmt. (SD, SE, etc.)		SE	

Engine — Exhaust system

Type (single, single with cross-over, dual, other)		Single with Converter	Single with crossover and converter
Muffler No. & type (reverse flow, straight thru, separate resonator)		One; reverse flow	
Resonator No. & type		None	
Exhaust Pipe	Branch O. D., wall thickness	2.25 X .078* (a)	2.50 X .078* (a) 2.00 X .078 (b)*
	Main O. D., wall thickness	2.25 X .071 (c)	
	Material	Welded or seamless steel tubing	
Tail Pipe	O. D. & wall thickness	2.00 X .056 (d)	
	Material	Welded or seamless steel tubing	

*Laminated
(a) Exhaust pipe to converter
(b) Crossover
(c) Converter to muffler
(d) Dual tail pipes for LG3 & LM1

MVMA Specifications Form
Passenger Car

Car Line NOVA
Model Year 1976 Issued 9/75 Revised (●)

Engine Displacement		
L6 250 C.I. L22	V8 305 C.I. LG3	V8 350 LM1

Engine — Fuel System

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

Induction type: Carburetor, fuel injection, supercharger.			Carburetor		
Fuel Tank	Refill capacity (U. S. gals.)		Approximately 21		
	Filler location		Behind hinged rear license plate		
Fuel Pump	Type (elec. or mech.)		Mechanical		
	Locations		Lower right front of engine		
	Pressure range (a)		4.00 - 5.00	7.50 - 9.00	
Vacuum booster (std., optional, none)			None		
Fuel Filter	Type		Fine mesh plastic strainer in gas tank and		
	Locations		paper filter element in carburetor inlet		
Carburetor	Choke type		Automatic		
	Intake manifold heat control (exhaust or water)		Exhaust		
	Air cleaner type	Standard	Thermostatically controlled, oil wetted paper element		
		Optional			
	Idle speed (spec. neutral or drive)	Manual	850	800	800
		Automatic	550 (600 Calif.)	600	600
	Idle A/F mix.		Not specified		

Carburetor Supplementary Information

Model Usage	Piston Displ.	Transmission	Carburetors Make	Carburetors Model	No. Used and Type	Barrel Size
ALL	250 L22	Manual	Rochester	17056013	One; 1-bbl	1.69
		Automatic		17056012 (17056314)[3]		
	305 LG3	Manual	Rochester	17056113	One; 2-bbl	1.69
		Automatic		17056112		
	350 LM1	Manual	Rochester	17056207	One; 4-bbl.	1.38 Prim. 2.25 Sec.
		Automatic		17056206 (17056506)		

S(a) 1800 RPM at pump outlet

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

MVMA Specifications Form
Passenger Car

Car Line NOVA
Model Year 1976 Issued 9/75 Revised (●) _____

	Engine Displacement		
	L6 250 C.I. L22	V8 305 C.I. LG3	V8 350 C.I. LM1

Engine — Cooling System

Type system (pressure, pressure vented, atmospheric, other)		Pressure vented thru coolant recovery system		
Radiator cap relief valve pressure		15 PSI		
Circulation thermostat	Type (choke, bypass)	Choke		
	Starts to open at (°F)	192° - 198°		
Water pump	Type (centrifugal, other)			
	GPM 2000 pump rpm	21.0	22.7	22.7
	Number of pumps	One		
	Drive (V-belt, other)	V-belt		
	Bearing type	Permanently lubricated double row ball		
By-pass recirculation type (inter., ext.)		Internal		
Radiator core type (cross-flow, vertical cellular, tube and fin, other)		Cross flow lube and center		
Cooling system capacity	With heater (qt.)	14.6	17.2	17.3
	Without heater (qt.)			
	Opt. equipment-specify (qt.)	15.0	17.9	18.0
Water jackets full length of cyl. (yes, no)		Yes		
Water all around cylinder (yes, no)		Yes		
Radiator hose — Lower	Number and type (molded, straight)	One, molded		
	Inside diameter	1.75		
Radiator hose — Upper	Number and type (molded, straight)	One, molded		
	Inside diameter	1.50		
Radiator hose — By-pass	Number and type (molded, straight)	None		
	Inside diameter	None		
Fan	Number of blades & spacing	4-blade, staggered		
	Diameter	17.62	18.00	
	Ratio-fan to crankshaft rev	1.165:1	.949:1	
	Fan cutout type	None		
	Bearing type	Double row ball		
*Drive belts (indicate belt used by letter)	Fan	A	B (E)	C (E)
	Generator or alternator	A	B (E)	C (E)
	Water Pump	A	B (E)	C (E)
	Power Steering	F	H	H
	Air Conditioning	G	I	I
	Air injection	D	(E)	(E)

Note: Items bracketed () are specific to California engines.

*Drive Belt Dimensions	A	B	C	D	E	F	G	H	I	J	K
Angle of V	← 34° - 38° →										
Nominal length (SAE)	38.00	44.50	47.00	38.00	48.00	49.00	52.50	36.00	54.50		
Width	.440	.380	.380	.380	.380	.380	.440	.380	.380		

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Car Line NOVA
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	Engine Displacement	
●	L6-250; V8 305 (a) V8 350 (LM1) - all states except Calif.	L6-250; V8 350 (LM1) California only

Vehicle Emission Control

Exhaust Emission Control	Type (Air injection, engine modifications, other)		Engine modifications	Air Injection
	Air Injection Pump	Type		Semi-articulated vane type
		Displacement		19.3 cubic inch
		Drive ratio		1.15:1 (L6) 1.33:1 (V8)
		Drive type		Crankshaft pulley
		Relief valve (type)		Diverter Valve
		Filter (describe)		Centrifugal air cleaner
	Air Injection System	Air distribution (head, manifold, etc.)		Exhaust pipe
		Point of entry		Exhaust pipe
		Injection tube i.d.		.2700
		Check valve type		Pressure plate system
		Backfire protection (type)		Diverter valve
	Exhaust Gas Recirculation System	Type (controlled flow, open orifice, other)	Controlled flow	
		Valve type	Vacuum modulated shut-off and metering valve	
		Valve location	L6-250 left front V8 350 right rear of manifold	
		Control energy source	Carburetor vacuum	
		Exhaust source	Manifold exhaust crossover	
		Exhaust cooler type	None	
		Orifice no. and size	One, .030	
		Point of exhaust injection (spacer, carburetor, manifold, other)	Inlet manifold	
	Catalytic Converter System	Catalyst Type	Platinum - palladium	
		Catalyst Volume	260 cu. in.	
		Substrate type	Alumina	
		Container location	Beneath right front underbody	
	Other	Carburetor Hot Air	Thermostatically controlled air cleaner regulates and mixes heated air with incoming cold air to reduce hydrocarbon emission.	

Controlled Combustion System

(a) Same system used in California on V8-305 engine.

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Engine Displacement		
L6 250 C.I.	V8 305 C.I.	V8 350 C.I.

Vehicle Emission Control (Continued)

Crankcase Emission Control	Type (ventilates to atmos., induction system, other)		Standard	Induction system
			Optional	
	Control Unit	Make and model		A.C. Spark Plug 6487935 (L6); 6487728 (V8)
		Location		Rocker cover-top rear L6 and left front V8
		Energy source (manifold vacuum, carburetor, other)		Manifold vacuum
		Control method (variable orifice, fixed orifice, other)		Variable orifice
	Complete System	Discharges (to intake manifold, other)		Intake Manifold
		Air inlet (breather cap, other)		Carburetor air cleaner
		Flame arrestor (screen, other)		Screen
Evaporative Emission Control	Fuel Tank	Thermal expansion volume (cu. ft.)		Approximately 10% of refill capacity
		Relief pressure (psi) and location		1.1 PSI
		Vacuum relief (psi) and location		.7 PSI
		Vapor-liquid separator type		Integral with fuel tank
		Vapor vented to (crankcase, canister, other)		Canister
	Carburetor	Vapor vented to (crankcase, canister, other)		Atmosphere L6 engines Internally vented V-8 engines
	Vapor Storage	Storage provision (crankcase, canister, other)		Canister
		Volume (cu ft.) or capacity (grams)		Approximately 50 grams storage capacity
		Control valve type		Controlled by orifice and carburetor throttle body and throttle blade position.

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	Engine Displacement	
	L6 250 C.I.	V8 305 & V8 350 C.I.

Electrical — Supply System

Battery	Make and Model		Delco Remy 1980291	Delco Remy 1980204
	Voltage Rtg. & Total Plates		12V (2500 watts) 54 plates	12V (3200 watts) 66 plates
	SAE Designation No. and/or capacity (a)		0°-275 amps; -20 - 210 amps 60 minutes reserve capacity	0° 350 amps; -20° - 270 amps 80 minutes reserve capacity
	Location		Right side of engine compartment	
	Terminal grounded		Negative	
Generator or Alternator	Make		Delco Remy	
	Model		1102941	1102394
	Type and rating		Diode rectified 37 amps	
	Output at engine idle (neutral)		12-20 amps	
	Ratio—Gen to Crk's rev		2.73:1	
Regulator	Make		Delco Remy	
	Model			
	Type		Micro circuit unit, integral with alternator	
	Cutout relay	Closing voltage @ generator rpm	None	
		Reverse current to open	None	
	Regulated	Voltage	13.8 - 14.8 @ 85°F	
		Current		
	Voltage test conditions	Temperature	Operating	
		Load	3 - 8 amperes	
		Other	None	

Electrical — Starting System

Starting Motor	Make			Delco Remy	
	Model			1108778	1108776
	Rotation (drive end view)			Clockwise	
Motor Drive	Engagement type			Positive shift solenoid	
	Pinion engages from (front, rear)			Rear	
	Number of teeth	Pinion		9	9
		Flywheel	Manual	153	---
			Auto.	153	168
	Flywheel tooth face width		Manual	.4010 - .4130	---
			Auto.	.4010 - .4130	.4100 - .4220

(a) Cold cranking rating

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Engine Displacement		
L6 250 C . I.	V8 305 C. I.	V8 350 C. I.

Electrical — Ignition System — Distributor

Breaker gap (in.)		Not Applicable		
Cam angle (deg.)		Not Applicable		
Brkr. arm tension (oz.)		Not Applicable		
Distributor	Manual	1110666	1112977	1112888
	Automatic	1112863	1112977 (1112999)	1112888 (1112905)
Timing	Manual	6° @850	6° @800	8° @800
	Automatic	10° @550 (10° @600)	8° @600	8° @600 (6° @600)

Distributor Model	CENTRIFUGAL ADVANCE Crankshaft Degrees at Engine RPM			VACUUM ADVANCE Crankshaft Deg. at In. of Mercury	
	Start	Intermediate	Maximum	Start	Maximum
1110666	0° @ 1000	7 @ 1600	20 @ 4200	0° @ 4	23° @15
1112863	0° @ 1100	11 @ 2300	20 @ 4200	0° @ 4	18° @ 12
1112888	0° @ 1000	12 @ 1800	22 @ 4600	0° @ 4	17° @ 11.5
1112905	0° @ 1200	12@ 2000	22 @ 4200	0° @ 6	15° @ 12
1112977	0° @ 1000	10 @ 1700	20 @ 3800	0° @ 3	15° @ 7
1112999	0° @ 1000	10 @ 1700	20 @ 3800	0° @ 4	9° @ 7

Note: Items bracketed ( ) are specific to California engines.

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	Engine Displacement	
	L6 250 C.I.	V8 305 & 350 C.I.

Electrical—Ignition System

Type	Conventional - Std., Opt., N.A.		---	
	Transistorized - Std., Opt., N. A.		---	
	Other (specify)		High Energy Ignition System	
Coil	Make		Delco Remy	
	Model		Separate Coil	Integral with distributor
	Current	Engine stopped	---	
		Engine idling	---	
Spark Plug	Make		AC Spark Plug	
	Model		R46TS	R45TS
	Thread (mm)		14	
	Tightening torque (lb. ft.)		25 (original)	15 (replacement)
	Gap		.035	.045
Cable	Conductor type		Fiberglass core impregnated with electrical conducting material	
	Insulation type		Rubber with silicone jacket	
	Spark plug protector		Silicone rubber	

Electrical—Suppression

Locations & type	Non-metallic high tension ignition cables

Electrical—Instruments and Equipment

Speedometer	Type	In line with pointer
	Trip odometer (std opt. N. A.)	NA
EGR maintenance indicator		NA
Charge Indicator	Type	Tell-Tale
	Warning divice	NA
Temperature indicator	Type	Tell-Tale
	Warning device	NA
Oil pressure Indicator	Type	Tell-Tale
	Warning device	NA
Fuel Indicator	Type	Electric gauge
	Warning device	NA
Windshield Wiper	Type - standard	Electric two-speed
	Type - optional	Intermittent
	Blade length	15.9"
	Swept area (Sq. In.)	680.5
Windshield Washer	Type - standard	Push-button
	Type - optional	NA
	Fluid level indicator	NA
Horn	Type	Vibrator
	Number used	One
	Current draw (A) per horn	4.5-6@ 12.5V (low note)
Other		Restraint system warning light and buzzer. Brake failure warning light and parking brake light.

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Engine Displacement	
L6 250 Cu. In.	V8 305 - 350 C.I.

Drive Units—Clutch (Manual Transmission)

Make & type		Chevrolet single dry disc	Chevrolet - single dry disc, centrifugal
Type pressure plate springs		Diaphragm	Diaphragm bent finger design
Total spring load (lb.)		1650 - 1900	2100 - 2300
No. of clutch driven discs		One	
Clutch facing	Material	Woven type asbestos	
	Manufacturer	Chevrolet	
	Part Number	3828054	6262868
	Rivets/Plate	36	36
	Rivet size	.143 X .213	.184 X .208
	Outside & inside dia.	9.12 X 6.12	10.34 X 6.50
	Total eff. area (sq. in.)	71.82	101.5
	Thickness	.135	
	Engagement cushioning method	Flat spring steel between facings	
Release bearing	Type & method of lubrication	Single row ball, packed and sealed	
Torsional damping	Methods springs friction material	Coil springs	

Drive Units—Transmissions

Manual 3-speed (std., opt., N.A.)	Standard
Manual 4-speed (std., opt., N.A.)	Optional with V8 350 engine only
Automatic (std., opt., N.A.)	Optional

Drive Units — Manual Trans.

		L6 250 -V8 305 C.I.	V8 350 C.I.	
Number of forward speeds		3	3	4
Transmission ratios	In first	3.11	2.85	2.85
	In second	1.84	1.68	2.02
	In third	1.00	1.00	1.35
	In fourth	-	-	1.00
	In reverse	3.22	2.95	2.85
Synchronous meshing, specify gears		All forward gears		
Shift lever location		Floor mounted 3 or 4 speed		
Lubricant	Capacity (pt.)	3		
	Type recommended	Meeting Military Specs MIL-L-2105B		
	SAE viscosity number — Summer	SAE 80		
	SAE viscosity number — Winter	SAE 80		
	SAE viscosity number — Extreme cold	SAE 80		

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	Engine Displacement	
	L6 250 C.I., V8-305 C.I.	V8- 350 C.I.

Drive Units—Automatic Transmission

Trade name		Turbo Hydra-matic	
Type (describe)		Torque Converter with planetary gears	
Selector location		Steering column, floor mounted when used with floor console with bucket seats	
Gear Ratios	P	Park	Park
	R	2.07	1.94
	N	Neutral	Neutral
	D	2.73-1.57-1.00	2.52x1.52-1.00
	L2	2.74x1.57	2.52-1.52
	L1	2.74	2.52
Max. upshift speed - drive range		53	85
Max. kickdown speed - drive range		51	81
Torque Converter	Number of elements	3	3
	Max. ratio at stall	2.35	2.00
	Type of cooling (air, liquid)	Water	Water
	Nominal diameter	11.75	11.75
Lubricant	Capacity - refill (pt.)	7	8
	Type recommended	Dexron II	
Special transmission features			

Drive Units—Axle

Type (front, rear)		Rear	
Description		Semi-floating axle shaft overhung drive pinion and ring gear	
Limited Slip differential, type		Disc clutches	
Drive Pinion Offset		1.75 vertical	
No. of differential pinions		Two	
Pinion adjustment (shim, other)		Shim	
Pinion bearing adj. (shim, other)		Collapsible sleeve	
Wheel bearing type		Direct or single row cylindrical roller	
Lubricant	Capacity (pt.)	4.25	
	Type recommended	Meeting military specs. MIL-L-2105B	
	SAE viscosity number — Summer	SAE 80 - 90	
	SAE viscosity number — Winter	SAE 80 - 90	
	SAE viscosity number — Extreme cold	SAE 80 - 90	

Axle Ratio Tooth Combinations (See "Power Teams" for axle ratio usage)

Axle ratio		2.73	3.08
No. of teeth	Pinion	15	13
	Ring gear	41	40
Ring Gear O. D.		7.50	

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Engine Displacement

Drive Units—Propeller Shaft

Number used			One
Type (straight tube, tube-in-tube, internal-external damper, etc.)			Straight tube
Outer diam. x length* x wall thickness	Manual 3-speed trans.		2.75 X 53.14 X 0.065
	Manual 4-speed trans.		Same as 3-Speed
	Automatic transmission		Same as 3-Speed
Intermediate bearing	Type (plain, anti-friction)		None
	Lubrication (fitting, prepack)		--
Slip Yoke	Type		Yoke
	Number of teeth		27
	Spline O. D.		1.502 - 1.503
Universal joints	Make and Mfg. No.		Chevrolet 1285 & 544
	Number used		Two
	Type (ball and trunnion, cross)		Cross
	Rear attach. (u-bolt, clamp, etc.)		Strap and bolt
	Bearing	Type (plain, anti-friction)	Anti-friction
		Lubric. (fitting, prepack)	Pre-pack
Drive taken through (torque tube or arms, springs)			Leaf springs
Torque taken through (torque tube or arms, springs)			Leaf springs

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

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Body Type And/Or Engine Displacement, Etc.		
Nova Standard	Nova Concours	Nova 'SS'

Drive Units — Tires And Wheels (Standard)

TIRES	Size, load range, ply		E78 X 14	FR 78 X 14	E 78 X 14
	Type (bias, radial, etc.)		Bias belted	St. belt radial	Bias belted
	Inflation pressure (cold) for recommended max. vehicle load	Front	24	24	24
		Rear	28 -	28	28
	Rev /mile @ 45 mph		796	797	796
WHEELS	Type & material		Short spoke disc; steel		Rally type; steel
	Rim (size & flange type)		14 X 6		14 X 6
	Wheel offset		.50		.50
	Attachment	Type (bolt or stud)	Stud		
		Circle diameter	4.75		
		Number & size	5 Hex nuts 7/16 - 20 UNF-2B		
	Spare wheel (same or other)		Same		

Drive Units — Tires And Wheels (Optional)

Size, load range, ply	FR78 X 14B	
Type (bias, radial, etc.)	Steel belted radial	
Wheel type & material	Rally type steel	Rally type; steel
Rim (size, flange type, and offset)	14 X 6	14 X 7
Size, load range, ply		
Type (bias, radial, etc.)		
Wheel type & material	Styled steel	Styled steel
Rim (size, flange type, and offset)	14 X 7	14 X 7
Size, load range, ply		
Type (bias, radial, etc.)		
Wheel type & material		
Rim (size, flange type, and offset)		
Size, load range, ply		
Type (bias, radial, etc.)		
Wheel type & material		
Rim (size, flange type, and offset)		
Size, load range, ply		
Type (bias, radial, etc.)		
Wheel type & material		
Rim (size, flange type, and offset)		

Brakes — Parking

Type of control		Foot pedal apply; 'T' handle release
Location of control		Left of steering column under instrument panel
Operates on		Rear service brakes
If separate from service brakes	Type (internal or external)	---
	Drum diameter	---
	Lining size (length x width x thickness)	---

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

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Body Type And/Or Engine Displacement

Brakes — Service

Brake Type (std., opt., N.A.)	Drum	Front	--
		Rear	Standard
	Disc	Front	Standard
		Rear	--
Self adjusting (std., opt., N.A.)			Standard
Special Valving	Type (proportion, delay, metering, other)		Metering & proportioning
Power Brake (std., opt., N.A.)			Standard with V8 engines; optional with L6 engine
Booster Type (remote, integral, etc.)			Integral
Effective area (sq. in.)*			112.0
Gross lining area (sq. in.) **			115.6
Swept area (sq. in.) ***			326.4
Drum	Diameter (nominal)	Front	
		Rear	9.5
	Type and material		Composite, finned, cast iron
Rotor	Outer working diameter		11.0
	Inner working diameter		7.18
	Thickness		1.03
	Material & type (vented solid)		Cast iron vented
Wheel cylinder bore	Front		2.9375
	Rear		.938
Master Cylinder	Bore		Manaul 1.00; Power 1.125
	Stroke		Manual 1.253; Power 1.408
Pedal arc ratio			Manual 6.22:1; Power 3.54:1
Line pressure at 100 lb. pedal load			
Shoe Clearance	Front		Self adjusting
	Rear		Self adjusting
Anti-skid device type (std., opt., N.A.)			N.A.
Brake lining	Bonded or riveted, rivets/seg		Riveted
	Rivet size		Front .210 X .379. Rear .143 X .250
	Manufacturer		Delco Moraine
	Part number		Front 18000750; Rear 5474999
	Front Wheel — Material		Inbrd.-molded asbestos; Otbrd.-mettalic impregnated asbestos
	Front Wheel — Size (length x width x thickness)	Prim. or outboard	5.40 X 1.92 X 0.465
		Second. or inboard	5.40 X 1.92 X 0.465
	Front Wheel — Segments per shoe		One
	Front Wheel — Shoe thickness		.540
	Rear Wheel — Material		Molded asbestos
	Rear Wheel — Size (length x width x thickness)	Prim. or outboard	7.30 X 2.0 X 0.23
		Second or inboard	9.46 X 2.0 X 0.23
	Rear Wheel — Segments per shoe		One
	Rear Wheel — Shoe thickness		Primary .275; Secondary .305

* Excludes rivet holes, grooves, chamfers, etc.

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

*** Total swept area for four brakes. (Drum brake: Widest lining contact width for each brake x its contact circumference.) (Disc brake: Square of Outer Working Dia. minus square of Inner Working Dia. multiplied by π/2 for each brake.)

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Steering

Manual (std., opt., NA)				Standard, energy absorbing steering column
Power (std., opt., NA)				Optional
Adjustable steering wheel (tilt, swing, other).			Type and description	Tilt type
			(std., opt., NA)	Optional
Wheel diameter			Manual	Oval 15.25 X 14.75
			Power	Same as manual
Turning diameter (feet)	Outside front		Wall to wall (l. & r.)	39.9
			Curb to curb (l. & r.)	38.1
	Inside rear		Wall to wall (l. & r.)	--
			Curb to curb (l. & r.)	--
Manual	Gear		Type	Semi-reversible, recirculating ball stud
			Make	Saginaw Steering
		Ratios	Gear	24.0:1
			Overall	26.41:1
	No. wheel turns (stop to stop)			4.99
Power	Type (coaxial, linkage, etc.)			Integral gear and power piston with vane type pump
	Make			Saginaw Steering
	Gear		Type	Same as manual
		Ratios	Gear	16.0:1 on center to 13.0:1
			Overall	15.07:1 on center to 11.31:1
	Pump driven by			Crankshaft pulley
	No. wheel turns (stop to stop)			2.42
Linkage	Type			Parallelogram
	Location (front or rear of wheels, other)			Rear
	Drag link (trans. or longit.)			None
	Tie rods (one or two)			Two
Steering Axis	Inclination at camber (deg.)			10° @ .75° camber
	Bearings (type)		Upper	Ball stud with non-metallic bearings
			Lower	Ball stud with non-metallic and sintered iron bearings
			Thrust	None
Whl Align. (range at curb wt & preferred)	Caster (deg.)			Manual N1 ± 1 Power 1 ± 1
	Camber (deg.)			Manual P 3/4 ± 3/4 Power P3/4 ± 3/4
	Toe-in (outside track inches)			1/16 ± 1/8
Steering spindle & joint type				Steering knuckle
Wheel Spindle	Diameter		Inner bearing	1.2493 - 1.2498
			Outer bearing	.7492 - .7497
	Thread size			3/4 - 20 NEF (modified)
	Bearing type			Taper roller

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Body Type And/Or Engine Displacement

Suspension — General

(See Supplement page for details on Air Suspension)

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

Suspension — Front

Type and description		Independent SLA type with coil springs
Travel	Full Jounce	2.34
	Full Rebound	4.56
Spring	Type (coil, leaf, other)	Coil
	Material	Steel alloy
	Size (coil design height & I.D., bar length x dia.)	11.00 x 4.05; 116.07 x .617 (a)
	Spring rate (lb. per in.)	300 (a)
	Rate at wheel (lb. per in.)	92.5
Stabilizer	Type (link, linkless, frameless)	Link
	Material & bar diameter	Steel 0.875 (with base tires, base suspension & V8 engine)

Suspension — Rear

Type and description		Salisbury rear axle with multiple leaf springs
Drive and torque taken through		Leaf springs
Travel	Full Jounce	3.02
	Full Rebound	5.70 LH; 6.10 RH
Spring	Type (coil, leaf, other)	Multiple leaf
	Material	Chrome carbon steel
	Size (length x width, coil design height & I.D., bar length & dia.)	56.0 x 2.50
	Spring rate (lb. per in.)	102 (a)
	Rate at wheel (lb. per in.)	113
	Mounting insulation type	Rubber bushed at shackle and hanger
	If leaf: No. of leaves	Five
	If leaf: Shackle (comp. or tens.)	Compression
Stabilizer	Type (link, linkless, frameless)	Link (Used only with optional sport suspension
	Material & bar diameter	Steel .5626 (b)
Track bar type		None

(a) Ratings for base equipped model only. Springs for all models Computer selected by size and rate according to vehicle weight including optional equipment.

(b) Used only with sport suspension

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Body Type		
2-Door Hatchback Coupe	2-Door Coupe	4-Door Sedan

Frame

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

Body — Miscellaneous Information

Type of finish (lacquer, enamel, other)		Acrylic lacquer		
Hood counterbalanced (yes, no)		Yes		
Hood release control (internal, external)		External		
Vehicle Indent No. location		Top left hand of instrument panel pad.		
Theft protection - type		Lock, mounted on steering column; locks steering wheel, transmission, shift levers and ignition.		
Vent window control method (crank, friction pivot, power)	Front	None		
	Rear	None		
Seat cushion type	Front	Formed foam pad		
	Rear	Formed foam pad		
	3rd seat	None		
Seat back type	Front	Formed foam pad		
	Rear	Formed foam pad		
	3rd seat	None		
Windshield glass type		Curved - laminated plate		
Side glass type		Curved - tempered plate		
Backlight glass type		Curved - tempered plate		
Windshield glass exposed surface area		1209.3		1282.1
Side glass exposed surface area		1553.5		1572.9
Backlight glass exposed surface area		1158.6	1392.1	1092.1
Total glass exposed surface area		3921.4	4154.9	3947.1

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Body Type		
2-Door Hatchback Coupe	2-Door Coupe	4-Door Sedan

Convenience Equipment

Power windows	Side windows	Optional
	Vent windows	N.A.
	Backlight or tailgate	--
Power seats (specify type as well as availability)		N.A.
Reclining front seat back (R-L or both)		NA 1XX models - optional 1XY models
Radios (specify type as well as availability)		Optional - AM Push-Button, AM-FM Push-Button, AM-FM Stereophonic
Rear seat speaker		Optional
Power antenna		N.A.
Clock		Optional
Air conditioner (specify type and availability)		Optional - Four Seasons with manual controls
Speed warning device		N.A.
Speed control device		Optional - with V8 Engines and Automatic Transmissions only.
Ignition lock lamp		N.A.
Dome lamp		Standard
Glove compartment lamp		Standard 1XY models - optional 1XX models
Luggage compartment lamp		Optional - not available on 17 models
Underhood lamp		Optional
Courtesy lamp		Optional (a) - Standard (b)
Map lamp		N.A.
Cornering light lamp		N.A.
Rear window defroster electrically heated		N.A.
Rear window defogger		Optional
Power door lock system		Optional
Cigarette Lighter		Standard 1XY models - optional 1XX models
Windshield antenna		Available with factory installed radio

(a) Instrument panel courtesy lamps.
(b) Cargo area courtesy lamp for Hatchback coupe.

Lamp Height And Spacing*

Height above ground to center of bulb or marker	Headlamp (H125)	Highest**	25.3
		Lowest	--
	Tail (H126)	Highest	23.8
		Lowest	--
	Sidemarker	Front	25.1
		Rear	20.5
Distance from C L of car to center of bulb	Headlamp	Inside	--
		Outside**	26.6
	Tail	Inside	--
		Outside	25.7
	Directional	Front	18.5
		Rear	25.7

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

**If single headlamps are used enter here.

MVMA Specifications Form
Passenger Car

Car Line NOVA
Model Year 1976 Issued 9/75 Revised (●)

Model	Vehicle Weights							
	CURB WEIGHT* (Pounds)			% PASS. WEIGHT DISTRIBUTION				SHIPPING WEIGHT** (Pounds)
				Pass. In Front		Pass. In Rear		
	Front	Rear	Total	Front	Rear	Front	Rear	
NOVA STANDARD								
2-Door Hatchback Coupe - 1XX17	1756	1665	3421	46.0	54.0	18.6	81.4	3311
2-Door Coupe 1XX27	1758	1540	3298	46.0	54.0	18.6	81.4	3188
4-Door Sedan 1XX69	1763	1568	3331	46.0	54.0	18.6	81.4	3221
NOVA CONCOURS								
2-Door Hatchback Coupe - 1XY17	1798	1713	3511	46.0	54.0	18.6	81.4	3401
2-Door Coupe 1XY27	1838	1596	3434	46.0	54.0	18.6	81.4	3324
4-Door Sedan 1XY69	1847	1630	3477	46.0	54.0	18.6	81.4	3367

* Reference - SAE J1100, Passenger Car Dimension Definitions, Pg. 1, Base Curb Weight.

** Shipping weight definition - Weight of basic vehicle with regular equipment, including grease, oil and (3) gallons of gasoline and engine coolant to capacity.

MVMA Specifications Form
Passenger Car

Car Line NOVA
Model Year 1976 Issued 9/75 Revised (●)

Optional Equipment Weights

Equipment Differential Weights	WEIGHT (Pounds) Front	Rear	Total	Remarks
Air conditioning	+ 63	+ 3	+ 66	with L6 engine
	+ 84	+ 3	+ 87	with V8 engine
Front Bucket Seat - Special Contour	- 5	- 5	- 10	1XX27 model only
Power Steering	+ 32	0	+ 32	with L6 engine
	+ 30	0	+ 30	with V8 engine
Power Brakes	+ 8	+ 1	+ 9	
Electric Door Locks	+ 4	+ 3	+ 7	Used with 2-Door models
	+ 7	+ 8	+ 15	Used with 4-Door models
Exterior soft trim Roof Cover	+ 2	+ 4	+ 6	
Padded vinyl roof-Landau	+ 3	+ 5	+ 8	1XX & 1XY27
Floor compartment	+ 3	+ 1	+ 4	with 3-speed transmission
console	+ 3	+ 1	+ 4	with 4-speed transmission
	+ 7	+ 2	+ 9	with automatic transmission
Sports suspension - Front & Rear	+ 2	+ 10	+ 12	with V8 Engine
Heavy Duty Suspension Front & Rear	+ 1	+ 1	+ 2	
Front & Rear Floor Mats	+ 4	+ 6	+ 10	
Heavy-Duty Battery	+ 11	- 1	+ 10	with L6 Engine
Special Styled Urethane Steel Polycast Wheel, 14 X 7	+ 10	+ 15	+ 25	
Rally wheel hub cap & trim ring 14 X 6 wheel	+ 7	+ 7	+ 14	1XA17 Hatchback Coupes
	+ 7	+ 11	+ 18	1XA27-69 Coupes & Sedans
Combined Interior Decor/ Convenience group	+ 18	+ 12	+ 30	
Radio AM push-button	+ 6	+ 1	+ 7	
Radio AM-FM push-button	+ 7	+ 1	+ 8	
Radio AM-FM Stereo	+ 8	+ 3	+ 11	
Radio am & stereo tape	+ 14	+ 6	+ 20	
Radio am-fm & stereo tp.	+ 15	+ 6	+ 21	
305 cu. in. -LG3	+ 65	+ 19	+ 84	
350 cu. in. -LM1	+ 96	+ 24	+ 120	
4-speed transmission	+ 10	+ 4	+ 14	
Automatic transmission	+ 19	+ 8	+ 27	

MVMA Specifications Form
Passenger Car

Car Line NOVA
Model Year 1976 Issued 9/75 Revised (●)

Body Type

Vehicle Fiducial Marks

Fiducial Mark Number *

Define Coordinate Location

Front

X - Fiducial Mark to Centerline of Car - Front,
Width measurement made from centerline of car to fiducial mark located on top of the front seat adjuster mounting bolt.

Y - Fiducial Mark to Vertical Body Zero Line - Front,
Measured horizontally from the body zero line to the front fiducial mark located on top of the front seat adjuster mounting bolt.

Z - Fiducial Mark to Horizontal Body Zero Line - Front,
Measured vertically from body zero line to the front fiducial mark located on top of the front seat adjuster mounting bolt.

Rear

X - Fiducial Mark to Centerline of Car - Rear,
Width measurement made from centerline of car to fiducial mark located on the rear underbody longitudinal bar.

Y - Fiducial Mark to Vertical Body Zero Line - Rear,
Measured horizontally from body zero line to the rear fiducial mark located on rear underbody longitudinal bar.

Z - Fiducial Mark to Horizontal Body Zero Line - Rear,
Measured vertically from body zero line to the rear fiducial mark located on the rear underbody longitudinal bar.

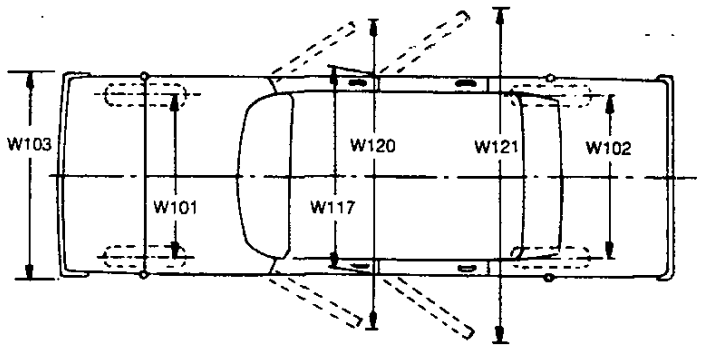
Fiducial Mark Number	Coordinate Location of Fiducial Mark			Fiducial Mark to Ground at Curb
	X	Y	Z	
Front	22.70	29.88	6.94	Coupes & Sedans 11.8
	X	Y	Z	
Rear	22.50	131.12	9.14	Coupes & Sedans 13.4

* Reference — SAE Recommended Practice, J182

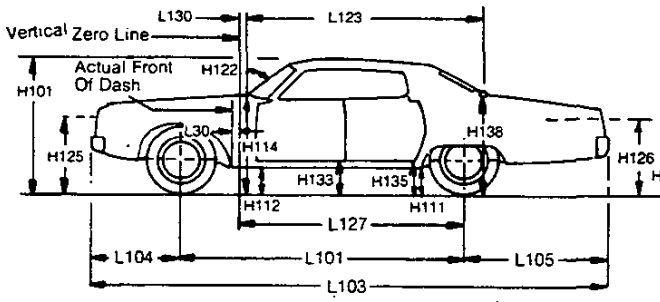
MVMA Specifications Form
Passenger Car

Exterior Car And Body Dimensions — Key Sheet

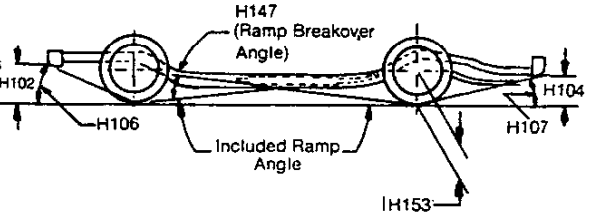
Width



Length & Height

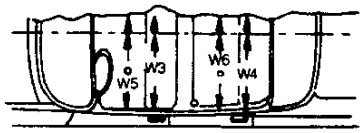


Ground Clearance

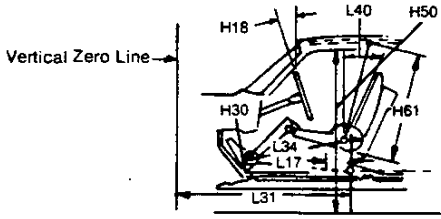


Interior Car And Body Dimensions — Key Sheet

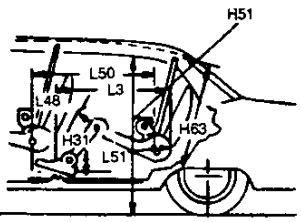
Width



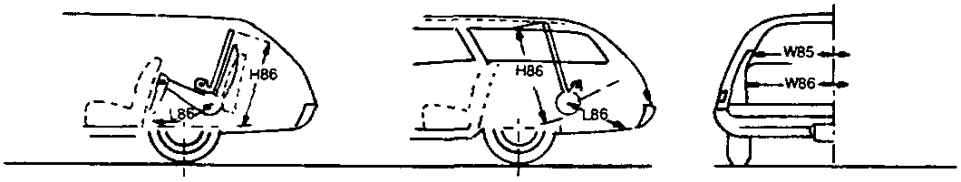
Front Compt.



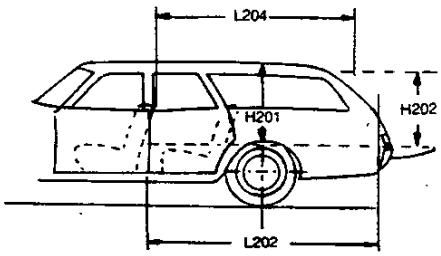
Rear Compt.

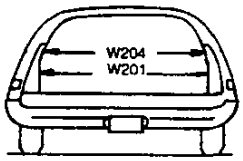


Third Seat

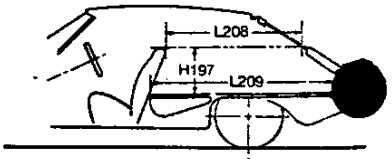


Cargo Space





Station Wagon



Hatchback

MVMA Specifications Form
Passenger Car

Exterior Car And Body Dimensions — Key Sheet
Dimension Definitions

Width Dimensions

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

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

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

W117 MAXIMUM BODY WIDTH AT NO. 2 PILLAR. Measured across body at No. 2 pillar, excluding hardware and applied moldings.

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

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

Length Dimensions

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

L101 WHEELBASE.

L103 OVERALL LENGTH. Include bumper guards if standard equipment.

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

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

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

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

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

Height Dimensions

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

H114 COWL POINT TO GROUND. Measured at vehicle centerline.

H138 DECK POINT TO GROUND. Measured at vehicle centerline.

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

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

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

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

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

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

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

Ground Clearance Dimensions

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

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

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

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

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

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

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

MVMA Specifications Form
Passenger Car

Interior Car And Body Dimensions — Key Sheet
Dimension Definitions

Front Compartment Dimensions

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

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

H75 EFFECTIVE T POINT HEADROOM — FRONT. The arc dimension from the T Point to the headlining plus 30 inches.

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

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

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

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

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

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

H18 STEERING WHEEL ANGLE — VERTICAL. The angle measured from a vertical to the surface plane of the steering wheel.

L40 BACK ANGLE — FRONT. The angle measured between a vertical line through the H-Point-Front and the torso line.

Rear Compartment Dimensions

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

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

H76 EFFECTIVE T POINT HEADROOM — REAR. Measured in the same manner as H75.

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

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

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

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

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

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

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

Luggage Compartment Dimensions

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

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

Station Wagon — Third Seat Dimensions

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

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

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

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

H89 EFFECTIVE T POINT HEADROOM — THIRD SEAT. Measured in the same manner as H75.

MVMA Specifications Form
Passenger Car

Interior Car And Body Dimensions — Key Sheet
Dimension Definitions

Station Wagon — Cargo Space Dimensions

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

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

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

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

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

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

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

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

Hatch Back — Cargo Space Dimensions

All hatch back cargo dimensions are to be taken with the front seat in full down and rear position, and the rear seat folded down. The hatch back door is in the closed position (For electrically adjusted seats, see manufacturer's specifications for Design 'H' Point).

H197 FRONT SEAT BACK TO LOAD FLOOR HEIGHT. The dimension measured vertically from the horizontal tangent to the top of the seat back to the undepressed floor covering.

L208 CARGO LENGTH AT FRONT SEAT BACK HEIGHT. The horizontal dimension measured from the top rear of front seat back to the inside limiting interference of the hatch back door on the car centerline.

L209 CARGO LENGTH AT FLOOR — FRONT SEAT. The horizontal dimension measured at floor level from the rear of the front seat back to the normal limiting interference of the hatch back door on the car centerline.

V3 HATCH BACK — CARGO INDEX VOLUME. Hatch back cargo index volume is to be determined by the following formula, and expressed in terms of cubic feet.

$$\frac{\frac{L208 + L209}{2} \times W4 \times H197}{1728}$$

MVMA Specifications Form
Passenger Car

Index

CHAPTER TEN

New Novas, Old Themes 1968–1976

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

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

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

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

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

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

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

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

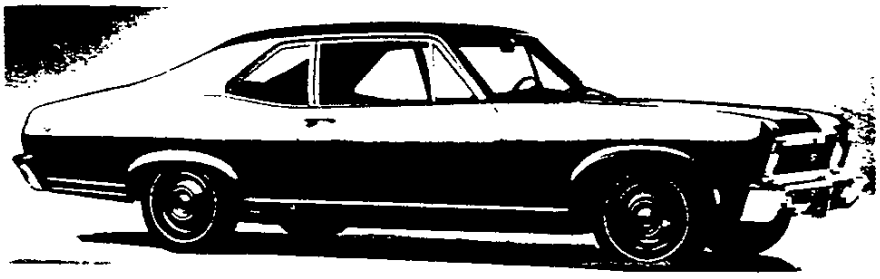
Attending to the exterior first, you would probably choose the Custom Exterior (RPO ZJ2), which included roof drip moldings, ribbed body-sill and rear lower fender bright strips, side-window moldings and a wide black accent band along the lower body.

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

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

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

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



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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

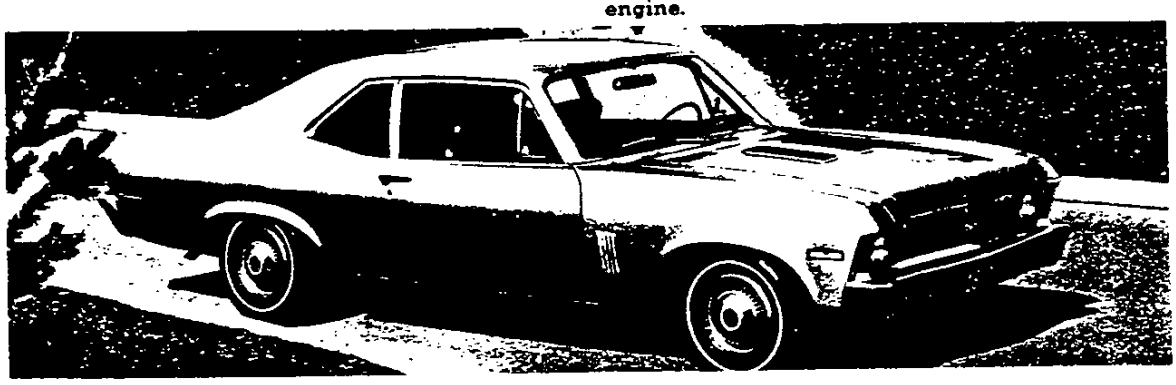
Many Nova Super Sports had either the RPO ZJ5 Exterior Decor or RPO ZJ2 Custom Exterior option package. The Custom Exterior group included body accent stripes and accented lower body moldings, while the less expensive Exterior Decor group used full-length mid-body moldings with vinyl inserts. Both options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

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

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

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

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



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

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

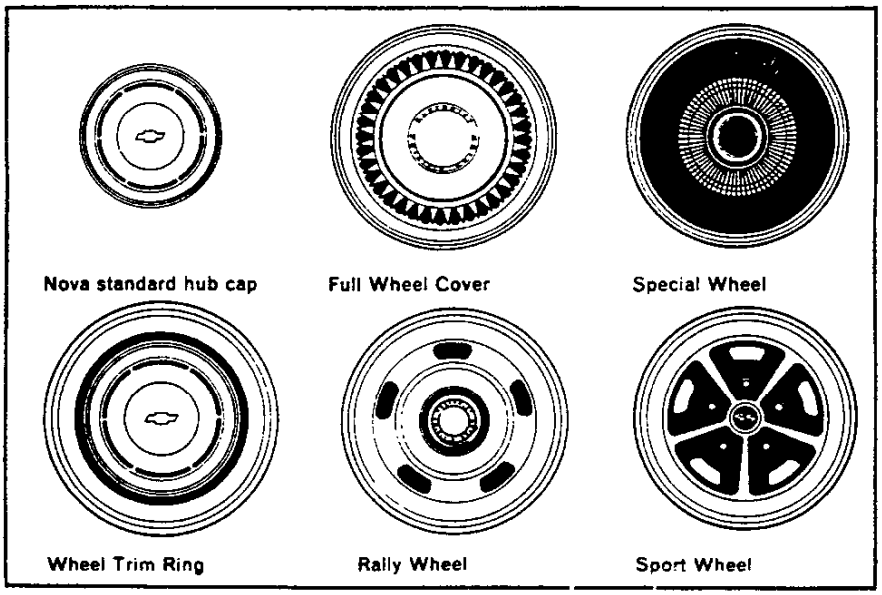
Popular options for the SS continued to include bucket seats, tachometer, gauges and other performance items.

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

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

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

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



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

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

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

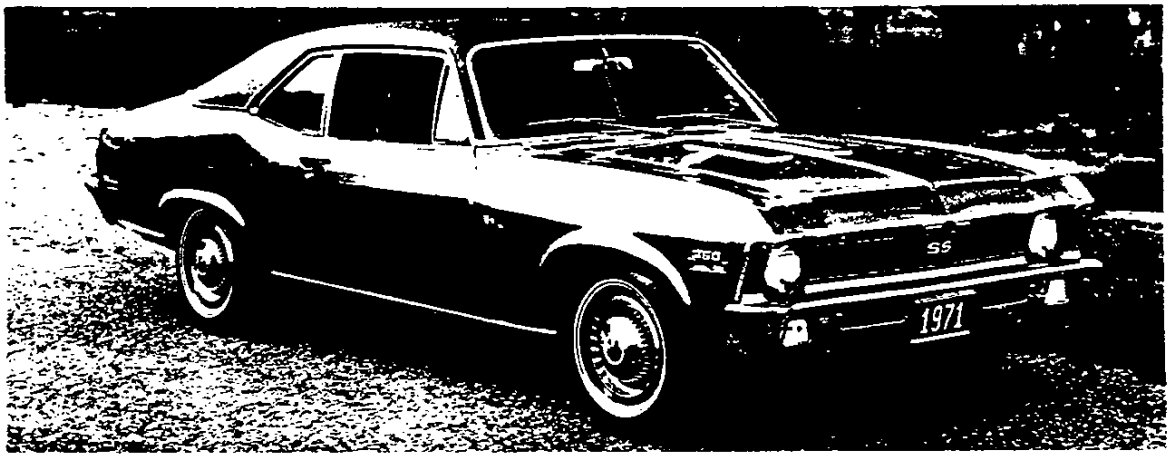
The popular 350 V-8 appeared in a new regular-fuel version to power the 1971 SS 350 Nova. Gross rated horsepower went down to 270. Using the Society of Automotive Engineers net rating being phased-in during 1971, the engine was a 210-hp unit.

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

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

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

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



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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

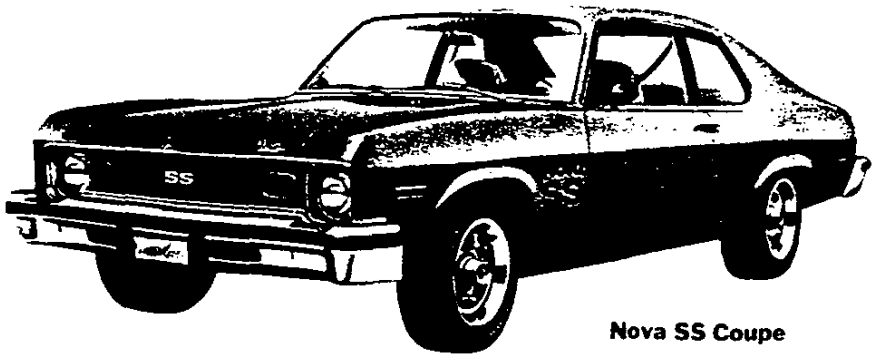
Gone from the 1974 option list was the mid-1972 and 1973 sliding sunroof. Variable power steering, with special SS ratios (14.2:1 to 10.2:1 for the SS compared to 18.9:1 to 13.5:1 for regular Novas) was an increasingly popular option. A full traditional SS interior could still be ordered by purchasing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

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

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

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

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



Nova SS Coupe

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

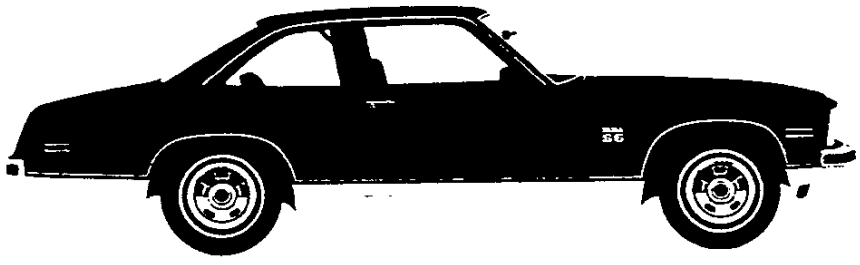
The SS package was offered with any engine. Standard Nova power plant for 1975 was the 250 six, with three V-8's; the new 4.3-liter engine and two- and four-barrel versions of the 350. The top V-8 was now the LM1 with catalytic converter and unleaded-fuel capability. The very word horsepower was stricken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

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

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

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

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



Foreign Super Sports

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

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

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

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

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