



GENERAL

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SERIAL NUMBERS AND IDENTIFICATION

ONLY BASIC DESIGNATION SHOWN

VEHICLE SERIAL NUMBER

6-Cylinder Example:

Model	1969	Assembly Plant (Willow Run)	Unit Number (25th unit)
11369	9	W	300025

Thus: The 25th model built at Willow Run would be serial number 113699W300025

8-Cylinder Example:

Model	1969	Assembly Plant (Willow Run)	Unit Number (25th unit)
11469	9	W	300026

Thus: The 26th model built at Willow Run would be serial number 114699W300026

ASSEMBLY PLANTS

W - Willow Run

Starting unit number ----- 300001 and up at
each assembly plant regardless of series
Location ----- Stamped on plate attached
to top left hand of instrument panel

TRANSMISSION IDENTIFICATION

Example: QPS9E01D

Type Designation	Source Designation	Model Year 1969	Production* Month & Date
QP	S (Saginaw)	9	E01D*
QP	3-Speed	L-4 engine	S - Saginaw
QB	3-Speed	L-6 & V-8 engines	S - Saginaw
HU	4-Speed	V-8 engine	P - Muncie R - Saginaw
IE	Torque Drive	L-4 engine	A - Cleveland
IC	Torque Drive	L-6 engine	A - Cleveland
YT	Powerglide	L-4 engine	C - Cleveland T - Toledo
VE	Powerglide	L-6 engine	C - Cleveland T - Toledo
UE	Powerglide	V-8 engine	C - Cleveland T - Toledo
IS	Turbo Hydra-Matic	L-6 engine	X - Cleveland Y - Toledo
IT	Turbo Hydra-Matic	V-8 engine	X - Cleveland Y - Toledo

Location:
3-Speed & 4-speed ----- Stamped on
right hand side of the case in the upper forward corner.
4-Speed ----- Stamped on
the top right side of the case.
Powerglide, Torque Drive, ----- Stamped on
Turbo Hydra-Matic (Chevrolet) right hand side of pan.

*-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.

ENGINE IDENTIFICATION

Example: F1210AM

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

153 Cubic Inch 4-Cylinder

AA - Regular engine, 3-speed
AB - Regular engine, Powerglide, Torque-Drive

230 Cubic Inch 6-Cylinder

AM - Regular engine, 3-speed
AN - Regular engine, Powerglide, Torque-Drive
AO - Regular engine, Turbo Hydra-Matic (Chevrolet)

250 Cubic Inch 6-Cylinder (RPO-L22)

BE - Optional engine, 3-speed
BB - Optional engine, Powerglide, Torque-Drive
BD - Optional engine, Turbo Hydra-Matic (Chevrolet)

307 Cubic Inch 8-Cylinder

DA - Regular engine, 3-speed
DE - Regular engine, 4-speed
DC - Regular engine, Powerglide
DD - Regular engine, Turbo Hydra-Matic (Chevrolet)

350 Cubic Inch 8-Cylinder (RPO-L48)

HA - Optional engine, 3-speed, 4-bbl. carb.
HE - Optional engine, Powerglide, 4-bbl. carb.
HB - Optional engine, Turbo Hydra-Matic (Chevrolet)

Location:
6-cylinder engine ----- Stamped on pad on right side
of cylinder block to rear of distributor
8-cylinder engine ----- Stamped on pad at front
right side of cylinder block

*-Month: December, -2; 10th day of December, 10.

REAR AXLE IDENTIFICATION

TO BE PROVIDED

REGULAR EQUIPMENT—EXTERIOR

STANDARD EXTERIOR EQUIPMENT

		CHEVY NOVA 111-113-11400
FRONT	Radiator Grille Bow Tie Emblem	X
	Bright Windshield Reveal Molding	X
	Bumper-Mounted Parking Lamps (Amber Lens)	X
	Black Painted Headlamp Bezel with Bright Border	X
	Bright Aluminum Grille	X
SIDE	Front and Rear Marker Lamps (F-Amber, R-Red)	X
	Engine Displacement (Except L-4 and Base L-6) Included in Front Marker Lamp Bezel	X
	"Nova" Front Fender Nameplate	X
	Bright Ventipane Frame	X
	Outside Rear View Mirror	X
	Bright Rear Door Glass Separation	69
	Hub Caps	X
REAR	"Nova By Chevrolet" Deck Lid Nameplate	X
	Bright Rear Window Reveal Molding	X
	Bright Bezeled Tail Lamps	X
	Backup Lamp in Tail Lamp Bezels	X

REGULAR EQUIPMENT—INTERIOR

STANDARD INTERIOR EQUIPMENT

		CHEVY NOVA 111-113-11400
ROOF AND PILLARS	Prismatic 10-Inch Wide Rear View Mirror (Includes Gray Padded Edges)	X
	Silver Painted Rear View Mirror Support	X
	Plastic, Trim-Colored Rear View Mirror Support Cover	X
	Padded Sunshades	X
	Trim-Colored, Padded Windshield Pillars	X
	Plastic, Trim-Colored Coat Hooks	X
	Gray-Bezeled Center Dome Light	X
	Left Front Door Jamb Switch	X
	Trim-Colored Front Seat Shoulder Belt Anchor Cover	X
	Bright Front Seat Shoulder Belt Roof Rail Clip Retainers	X
SEATS AND FLOOR COVERING	All Vinyl or Cloth and Vinyl Front and Rear Bench Seats	X
	Bright Seat Adjuster Handle	X
	Bright Folding Front Seat Back Latches	27
	Seat Belts	X
	Front Seat Shoulder Belts	X
	Luggage Compartment Spatter Paint	X
	Spatter-Colored Passenger Compartment Rubber Mat	X
DOOR AND QUARTER PANEL	All Vinyl Front Seat Head Restraints	X
	Vinyl Coated Door and Quarter Panel Trim	X
	Padded Front Door Armrests	X
	Silver-Accented, Clear Plastic Window Regulator Knob	X
	Bright Door Lock Buttons	X
INSTRUMENT PANEL	"Nova" Door Nameplate	X
	Blended Air Heater with Lighted Controls	X
	Ash Tray-Mounted Cigarette Lighter	X
	Clock Hole Cover	X
	Temperature, Generator, Oil Pressure and Brake Warning Lights	X
	"Nova" Nameplate (Right Side)	X
	Trim-Colored Instrument Panel Pad	X
	Bright, Black-Accented Light Switch Knob	X
	Two-Speed Windshield Wiper with Washer	X
	Slide-Type Windshield Wiper Control (Depress for Washer)	X
	Trim-Colored Cowl Vent Control Knobs	X
	High Beam and Turn Signal Indicators	X
	Molded-In Radio Hole Cover with "Nova"	X
Positive-Type Glove Compartment Door Lock	X	
STEERING	Steering Column Ignition Switch with Integral Steering Wheel and Transmission Lock	X
	Trim-Colored Turn Signal Lever Knob	X
	Trim-Colored Transmission Shift Lever Knob	X
	Plastic, Oval, Two-Spoke, Shrouded Steering Wheel with Horn Blowing Tabs	X
	Bow Tie Steering Wheel Emblem	X
Bright Hazard Flasher Knob	X	

MAJOR APPEARANCE AND PERFORMANCE OPTIONS

MAJOR APPEARANCE AND PERFORMANCE OPTIONS

	RPO ZJ1 Custom Interior (Blue, Green, Dark Green and Black)	RPO A51 Bucket Front Seats (Black, Blue, Red) Available for Coupe Only	RPO ZJ3 Special Interior Group	RPO C08 Vinyl Roof (Black, Parchment, Midnight Green, Dark Blue and Dark Brown)	RPO B90 Bright Scalp Moldings Available for Sedan Only	RPO ZJ5 Exterior Decor Package		RPO ZJ2 Custom Exterior		RPO Z26 Super Sport with 350 CID V-8 (RPO L48) or 306 CID V-8 (RPO L34, L78) Available for Coupe Only
						Sedan	Coupe	Sedan	Coupe	
Deluxe Bench Front Seat w/Vinyl Trim & 1.75'' Poly & Cotton Padding	X									
Deluxe Rear Seat w/Vinyl Trim & 1.0'' Poly Padding	X	X								
Bucket Front Seats		X								
Deluxe Sidewall Trim	X	X								
Front Fender Side Louver Ornament (Bright Edge)								X	X	X
Front Fender Side Louver Ornament (Edge Body Color)						X	X			
Armrest and Ash Tray for Rear Door or Quarter	X	X								
Carpet Floor Covering	X	X								
Luggage Compartment Mat	X	X								
Additional Bright Framing on Instrument Cluster	X	X	X							
Door Sidewall Emblem (Die Cast "Nova")	X	X								
Satin Finish Rear View Mirror and Bright Dome Lamp Bezel	X	X	X							
Right Front Door Jamb Light Switch	X	X	X							
Glove Box Lamp	X	X	X							
Bright Pedal Pad Trim	X	X	X							
Special Floor Insulation	X	X								
Full Molded Hood Insulator	X	X								
Vinyl Top Material				X						
Roof, Sail and Tulip Panel Outline Molding				X						
Bright Drip Molding				X		X				

MAJOR APPEARANCE AND PERFORMANCE OPTIONS —Cont'd

MAJOR APPEARANCE AND PERFORMANCE OPTIONS

	RPO ZJ1 Custom Interior (Blue, Green, Dark Green and Black)	RPO A51 Bucket Front Seats (Black, Blue, Red) Available for Coupe Only	RPO ZJ3 Special Interior Group	RPO C08 Vinyl Roof (Black, Parchment, Midnight Green, Dark Blue and Dark Brown)	RPO B90 Bright Scalp Moldings Available for Sedan Only	RPO ZJ5 Exterior Decor Package		RPO ZJ2 Custom Exterior		RPO Z26 Super Sport with 350 CID V-8 (RPO L48) or 396 CID V-8 (RPO L34, L74) Available for Coupe Only
						Sedan	Coupe	Sedan	Coupe	
Body Side Lower Molding									X	
Black Steering Wheel, Shroud and Column										X
Rocker and Rear Quarter Lower Molding with Black Paint Below								X	X	
Black Paint (Between Body Side Lower Molding, and Rocker and Rear Quarter Lower Molding)									X	
Rear End Panel Trim Plate								X	X	
Bright Door and Quarter Window Frame Scalp Molding							X		X	
Bright Front and Rear Door Frame Scalp Molding					X					
Body Side Paint Stripe									X	
Body Side Molding w/Black Vinyl Insert						X	X	X		
Bright Pillar Scalp Molding					X					
350 or 396 Cubic Inch V-8 Engine										X
Special Hood Ornaments										X
Black Painted Radiator Grille and Rear End Panel Trim Plate										X
Hood Insulator (Three Piece)										X%
"SS" Steering Wheel Emblem @										X
"SS" Radiator Grille and Rear Panel Emblems										X
E70-14-4 PR Red Stripe Wide Oval Tires on 14 x 7 Wheels										X
Engine Dress Items										X
Special Front and Rear Springs										X
Special Rear Shock Absorbers										X
Front Disc Brakes With Power Assist										X

@ - The "SS" steering wheel emblem replaces the bow-tie emblem when the Custom Interior (RPO ZJ1), Bucket Front Seats (RPO A51), or Special Interior Group (RPO ZJ3) are ordered in combination with any of the Super Sport options.

% - The full molded hood insulator replaces the three-piece hood insulator when any of the Super Sport options are ordered in combination with the Custom Interior (RPO ZJ1), or the Bucket Front Seats (RPO A51).

REGULAR PRODUCTION OPTIONS AND DEALER INSTALLED ACCESSORIES

Equipment	RPO/ACC	Models
Air conditioner, Four-Season	C60	113-11400
Air conditioner, GM Chevrolet	ACC	113-11400
Appearance Guard Group (Items available as a group or as separate options)		
Door edge guards (RPO B93)		11000
Front bumper guards (RPO V31)		11000
Rear bumper guards (RPO V32)		11000
Twin front and rear floor mats (RPO B37)		11000
Visor vanity mirror (RPO D34)		11000
Auxiliary Lighting (Items available as a group) -- RPO ZJ9		
Ash tray light		11000
Courtesy lights		11000
Glove box light		11000
Luggage light		11000
Underhood light		11000
Axle ratios		
2.56 ratio	GT1	11000
2.73 ratio	G97	11000
3.07 ratio	H01	11000
3.08 ratio	G92	11000
3.31 ratio	G94	11000
3.36 ratio	G76	11000
3.55 ratio	G96	11000
Positraction (all ratios)	G80	11000
Battery, heavy duty	T60	11000
Belts and harnesses		
Deluxe rear seat shoulder harnesses	AS4	11000
Deluxe seat belts and front seat shoulder harnesses	ZK3	11000
Seat belt retractor	ACC	11000
Standard rear seat shoulder harnesses	AS5	11000
Brakes, front disc	J52	113-11400
Brakes, power	J50	ACC 113-11400
Carrier, deck lid luggage		ACC 11000
Carrier, ski (clamp-on type)		ACC 11000
Clock	U35	ACC 11000
Clutch, heavy duty	MA6	11400
Compass		ACC 11000
Console, front compartment floor	D55	113-11427
Defroster, rear window	C50	ACC 11000
Emergency road kit		ACC 11000
Engines		
155 hp Turbo-Thrift 250 cu.in. L-6	L22	11000
300 hp Turbo-Jet 350 cu.in. V-8	L48	11000
235 hp Turbo-Fire 350 cu.in. V-8	LM1	11000
Engine block heater	K05	113-11400
Engine ventilation, heavy duty closed positive	KD5	11000
Exhaust, dual	N10	11400
Exhaust, dual - deep tone muffler	NF2	11427
Fire extinguisher		ACC 11000
Fire extinguisher refill cartridge		ACC 11000
Floor mats, clear vinyl twin front and rear		ACC 11000
Floor mats, twin front and rear	B37	ACC 11000
Generator, Delcotron (42 amp)	K79	11000
Generator, Delcotron (63 amp)	K85	11000
Glass, tinted window	A01	11000
Glass, tinted windshield (fleet use only)	A02	11000
Guards		
Door edge guards	B93	ACC 11000
Front bumper guards	V31	ACC 11000
Rear bumper guards	V32	ACC 11000
Headlamp washer	CE1	11000
Horn, dual	U05	11000
Instrumentation gauge package	UI7	11427
Lights		
Ash tray light		ACC 11000
Courtesy lights		ACC 11000
Glove box light		ACC 11000
Hand portable spotlight		ACC 11000
Luggage light		ACC 11000
Underhood light		ACC 11000

REGULAR PRODUCTION OPTIONS AND DEALER INSTALLED ACCESSORIES

Equipment	RPO /ACC	Models
Litter container, saddle type	ACC	11000
Locks		
Gas cap lock	ACC	11000
Rear door safety lock	ACC	11000
Spare wheel lock	ACC	11000
Mirror, remote control outside	D33	11000
Mirror, outside rearview	ACC	11000
Mirror, visor vanity	D34 ACC	11000
Model Options		
Custom exterior	ZJ2	113-11400
Custom interior	ZJ1	113-11400
Exterior decor package	ZJ5	113-11400
Interior convenience package	ZJ3	113-11400
Nova Super Sport	L48	11427
Molding, body side	B84	11000
Molding, door and window frame	B90	113-11469
Operating Convenience Group (Items available as a group or as separate options)		
Clock (RPO U35)		11000
Rear window defroster (RPO C50)		11000
Remote control outside mirror (RPO D33)		11000
Radiator, heavy duty	V01	11000
Radio		
Front manual antenna	ACC	11000
Pushbutton AM radio with front antenna	U63 ACC	11000
Pushbutton AM-FM radio	U69 ACC	11000
AM-FM stereo radio	U79 ACC	11000
Rear speaker	U80 ACC	11000
Roof covering, vinyl	C08	113-11400
Seats		
Child restraint seat	ACC	11000
Front Strato-bucket seat	A51	113-11427
Speed warning indicator	U15	11000
Steering		
Power steering	N40	113-11400
Stereo tape player	U57 ACC	11000
Suspension		
Heavy duty front and rear suspension	F40	11000
Special performance front and rear suspension	F41	11427
Tires		
7.35-14-4 pr	P57	11000
7.35-14-4 pr-whitewall	P58	11000
E70-14-4 pr-red stripe	PK6	11000
E70-14-4 pr-red stripe	PK9	11000
E70-14-4 pr-white stripe	PL1	11000
E70-14-4 pr-white stripe	PX7	11000
Transmissions		
Floor shift transmission control	M11	11000
3-speed, heavy duty	M13	11400
4-speed	M20	11400
4-speed, close ratio	M21	11400
Powerglide	M35	11000
Heavy duty 4-speed transmission	M22	11427
3-speed automatic—Chevrolet-built Turbo Hydra-Matic	M38*	11000
3-speed automatic—Turbo Hydra-Matic	M40	11400
2-speed transmission—Torque-Drive	MB1	113-11400
Heavy duty 3-speed—Chevrolet	MC1	11400
Wheel covers		
Mag-style wheel covers-5 spoke	ACC	11000
Mag-style wheel covers-6 spoke	PA2 ACC	11000
Simulated wire wheel covers	ACC	11000
Wheel trim ring (14" and 15" wheels)	P06	11000
Wheel covers	P01 ACC	11000
Wheels—"rally wheel," hub cap, trim ring	ZJ7	11000
14 x 7 sport wheel with special hub cap and trim ring	N66	Nova SS

*Merchandised as RPO M40.

AIR CONDITIONING EQUIPMENT

FOUR SEASON (RPO C60)

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

BASIC COMPONENTS

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

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

CHASSIS

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

POWER TRAINS

Fan Blade ----- 7 blade
Fan Clutch ----- Thermomodulated fluid coupling
Crankshaft Pulley ----- Dual
Water Pump & Fan Pulley ----- Dual
Compressor & Crankshaft Belt ----- One
Generator ----- 61 Ampere
Radiator ----- Heavy duty

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

CHASSIS

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

FRAME AND FRONT SUSPENSION

FRAME

Description ----- Extended rail
front partial frame of deep sectioned
double-channelled side members joined by
three flanged hat-section cross members

FRONT SUSPENSION

Description ----- Independent, SLA type
with coil springs, center mounted shock ab-
sorbers and spherical joint steering knuckle
pivots

Wheel travel (M/M @ design load)
Total ----- 7.40
Jounce ----- 2.77
Rebound ----- 4.63
Wheel to spring travel ratio ----- 1.84

CONTROL ARMS

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

STEERING KNUCKLES

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

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

SPHERICAL JOINTS

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

SHOCK ABSORBERS

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

STABILIZER BAR (Only with V-8)

Type ----- Link
Material ----- HR steel
Diameter ----- .6875

FRONT WHEEL ALIGNMENT (CURB)

Camber (degrees) ----- N1/4 to P3/4
Caster (degrees) ----- 0 to P1
Toe-in (total) ----- 1/8 to 1/4
Steering axis inclination (degrees) ----- 8-1/4 to 9-1/4

GENERAL SUSPENSION PROVISIONS

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

FRONT SPRINGS

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

TO BE PROVIDED

STEERING, DRIVELINE, WHEELS AND TIRES

MANUAL STEERING (Standard)

Description ----- Semi-reversible, recirculating bearing ball nut steering gear, energy absorbing steering column.

Ratios ----- Gear 24:1, overall 28.3:1

Turning diameters (ft)

 Outside front, wall to wall ----- 40.9

 Outside front, curb to curb ----- NA

Number of turns, lock to lock ----- 4.8

Outside wheel angle vs. inside wheel angle

 28.9 degrees ----- 34.1 degrees

Linkage ----- Parallelogram, rear of wheels, 2 tie rods

Steering wheel

Type ----- Elliptical

Diameter ----- 15.5 x 16.25

POWER STEERING, RPO N40

(Same as standard Manual Steering except as shown)

Type ----- Integral power piston and steering gear, with vane type pump driven by crankshaft pulley.

Ratios ----- Gear 17.5:1, overall 20.7:1

Number of turns, lock to lock ----- 3.5

DRIVELINE

Type ----- Tubular

Number used ----- One

Diameter (OD) ----- 2.75

Wall thickness ----- .065

Length (C/L of U-joints) ----- 53.00

Universal joints

Type ----- Cross

Number used ----- Two

Bearings ----- Prepacked, anti-friction

WHEELS

Attachment to hub ----- 5 hex nuts, 7/16-20 UNF2-B, on 4.75 diameter bolt circle

Type ----- Short spoke spider

Rim Size - Offset

 Standard only ----- 14 x 5 - 0.56

 Included with disc brakes or wide oval tires ----- 14 x 6 - 0.50

 Included with SS equipment ----- 14 x 7 - 0.40

Type -- Rally wheel, RPO ZJ7 ----- Short spoke spider with large ventilation slots

Rim Size - Offset

 In combination with SS equipment ----- 14 x 7 - 0.40

 With all except SS equipment ----- 14 x 6 - 0.50

TIRES

Construction ----- 2 ply

Rating ----- 4 ply

Size

 Base except RPO L48 ----- 7.35 x 14

 RPO L48 ----- E70 x 14

TIRE SPECIFICATIONS

		7.35 x 14	E70 x 14
Static loaded radius		12.0	11.9
Loaded rev/mi @ 45 MPH		786	811
Capacity (lbs @ PSI)		1160 @ 24	1190 @ 24
Recommended pressure (cold)	Front	TO BE PROVIDED	
	Rear		

REAR AXLE AND SUSPENSION

REAR AXLE

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

Drive pinion vertical offset ----- 1.50

Pinion bearing adjustment ----- Shim

Lubricant

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

Viscosity ----- SAE 80

Filler plug ----- 5/8 sq. hd., 3/4-14 PTF SAE short

Capacity (pts) ----- 8.125 hypoid gear ----- 3.5

8.875 hypoid gear ----- 4.0

Ratios (standard)

L-6 engines, 327 V-8

3 & 4-speed ----- 3.08

Powerglide

Base ----- 2.735

Rally sport ----- 3.08

350 V-8

3 & 4-speed, Powerglide ----- 3.31

AXLE SHAFT

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

Wheel bearings ----- Single row cylindrical roller, one per wheel

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

RING AND PINION GEARS

Axle Ratio	Ring Gear Diameter	Tooth Combination
2.56:1	8.125 in.	41,16
2.73:1	8.125 in.	41,15
3.08:1	8.125 in.	37,12
3.36:1	8.125 in.	37,11
3.55:1	8.125 in.	39,11
2.73:1	8.875 in.	41,15
3.07:1	8.875 in.	43,14
3.31:1	8.875 in.	43,13
3.55:1	8.875 in.	39,11
3.73:1	8.875 in.	41,11
4.10:1	8.875 in.	41,10
4.56:1	8.875 in.	41,9
4.88:1	8.875 in.	39,8

POSITRACTION DIFFERENTIAL (see POWER TRAINS)

Type ----- 2 pinion with single disc clutch

REAR SUSPENSION

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

Wheel travel (design)

Total ----- 7.16

Jounce ----- 2.49

Rebound ----- 4.67

Wheel to spring, travel ratio ----- 1:1

SHOCK ABSORBERS

Type ----- Direct, double acting, hydraulic

Piston diameter ----- 1.00

REAR SPRINGS

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

TO BE PROVIDED

BRAKES

SERVICE BRAKES (Standard)

Type	Dual-circuit
brake system, pressure differential and parking brake warning light, self-adjusting brake shoes.	
Line pressure, psi, @ 100 lb pedal load	790
Braking ratios	
Pedal	6.20
Hydraulic	4.06
Overall	25.2
Distribution of braking effort	
Front wheels (percent)	64
Brake drum	
Diameter, front & rear	9.5
Construction	Composite, web cast into rim
Material	
Web	HR steel
Rim	Cast iron alloy
Swept drum area (sq.in.)	268.8
Brake lining	
Material	Asbestos composition
Length	
Primary shoe, front & rear	9.01
Secondary shoe, front & rear	9.75
Width	
Front wheels, primary & secondary	2.50
Rear wheels, primary & secondary	2.00
Thickness, minimum @ centerline	
Primary	.17
Secondary	.20
Method of attachment	Bonded
Total effective area (sq.in.)	155.2
Gross lining area (sq.in.)	168.9
Master cylinder	
Piston diameter	1.00
Piston travel	1.16
Wheel cylinders	
Piston diameter	
Front	1.125
Rear	.875
Foot pedal travel	7.18

PARKING BRAKE

Type	Mechanical; pull rods and cables operate two rear service brakes
Total effective area (sq.in.)	68.2
Control	Pendulum foot pedal; release by T handle located below instrument panel to left of steering column
Ratio, overall	29.5:1

POWER BRAKES (RPO J50)

(Same as standard service brakes except as follows)	
Type	Vacuum power unit added to assist standard master cylinder; integral
Braking ratios	
With standard production service brake linings	
Pedal	3.60
Hydraulic	4.06
Overall	14.6
With front disc brakes	
Pedal	3.60
Hydraulic	23.5
Overall	84.5
Master cylinder	
Piston diameter	1.00
Piston travel	1.24
Foot pedal travel	4.78

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

(Rear - standard production service brakes)

Type	Hub mounted front discs, with self-adjusting caliper units mounted on steering knuckle. Metering valve between front and rear systems for braking balance.
Braking ratios	
Pedal	6.20
Hydraulic	29.7
Overall	184.0
Brake disc	
Construction	Double faced disc spaced by integrally cast radial cooling passages
Material	
Diameter	Cast iron
Swept disc & drum area	11.00
Brake lining	
Material	Molded asbestos
Size, disc segment	5.96 x 2.21 x .41
Method of attachment	Riveted
Total effective area (sq.in.)	114.0
Gross lining area (sq.in.)	118.1
Master cylinder	
Piston diameter	1.125
Piston travel	1.24
Wheel cylinders (front)	
Number per wheel	1
Piston diameter	2.9375
Foot pedal travel	4.72

BULBS AND LAMPS

BULBS AND LAMPS	NUMBER REQUIRED AND TRADE NUMBER	CANDLE POWER PER LAMP
Ash tray	1-1445	.7
Automatic transmission position pattern	Floor console, 2-1445	.7
Back-up	2-1156	32
Brake warning	1-194	2
Clock (with tachometer option)	1-1895	2
Courtesy (instrument panel)	2-631	6
Direction signal indicators	2-194	2
Dome	1-211	12
Generator indicator	1-194	2
Glove compartment	1-1895	2
Headlamp	2-6012	High beam 50W
		Low beam 45W
Headlamp hi-beam indicator	1-194	2
Heater control	1-1895	2
Instrument cluster	5-168	3
License plate	1-67	4
Luggage compartment	1-1003	15
Oil pressure indicator	1-194	2
Parking		
Park	2-1157	3
Turn		32
Radio	1-1893	2
Side Marker - Front	2-194	2
Side Marker - Rear	2-194	2
Spot lamp		
Inside operated	1-4405	30W
Portable	1-4416	
Tail		
Tail	2-1157	3
Stop and turn		32
Temperature indicator	1-194	2
Underhood lamp	1-93	15

FUSES AND CIRCUIT BREAKERS

CIRCUIT	TYPE OF PROTECTION	LOCATION AND CIRCUIT*
Air conditioning	SAE 25 fuse	In line
Ash tray lamp	SAE 25 fuse	Fuse panel (f)
Auto, trans, position pattern lamp	AGC 4 fuse	Fuse panel (c)
Back-up lamps	AGC 4 fuse	Fuse panel (c)
Cigarette lighter	AGC 20 fuse	Fuse panel (d)
Clock	AGC 20 fuse	Fuse panel (b)
Clock lamp	AGC 4 fuse	Fuse panel (c)
Courtesy lamps	AGC 20 fuse	Fuse panel (b)
Defogging unit	AGC 10 fuse	Fuse panel (d)
Direction signal indicator lamps	AGC 20 fuse	Fuse panel (c)
Dome lamp	AGC 20 fuse	Fuse panel (b)
Fuel gauge	AGC 10 fuse	Fuse panel (d)
Generator indicator lamp	AGC 10 fuse	Fuse panel (d)
Glove compartment lamp	AGC 20 fuse	Fuse panel (b)
Headlamps	15 amp CB	Light switch
Headlamp hi-beam indicator lamp	15 amp CB	Light switch
Heater	AGC 25 fuse	Fuse panel (f)
Heater controls lamp	AGC 4 fuse	Fuse panel (c)
Instrument cluster lamps	AGC 4 fuse	Fuse panel (c)
License lamp	AGC 20 fuse	Fuse panel (b)
Luggage compartment lamp	AGC 20 fuse	Fuse panel (b)
Oil pressure indicator lamp	AGC 10 fuse	Fuse panel (d)
Parking lamps	15 amp CB	Light switch
Parking brake alarm lamp	AGC 10 fuse	Fuse panel (d)
Radio and radio lamp	AGC 10 fuse	Fuse panel (g)
Side Marker lamp - Front	AGC 20 fuse	Light switch
Side Marker lamp - Rear	AGC 20 fuse	Light switch
Speed warning device	AGC 20 fuse	Fuse panel (b)
Spot lamp	AGC 20 fuse	In line
	AGC 20 fuse	Fuse panel (b)
Tachometer	AGC 10 fuse	Fuse panel (d)
Tail, stop and turn lamps	AGC 20 fuse	Fuse panel (b)
Temperature indicator	AGC 10 fuse	Fuse panel (d)
Traffic hazard indicator	AGC 20 fuse	Fuse panel (b)
Underhood lamp	SAE 4 fuse	In line
Windshield wiper, two-speed	SAE 20 fuse	Fuse panel (g)
	14 amp CB	Switch

* Letter suffix indicates same circuit



POWER TRAINS

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POWER TEAM COMBINATIONS

ENGINE	TRANSMISSION	MODEL APPLICATION	AXLE RATIOS*						
			2.56:1	2.73:1	3.07:1	3.08:1	3.31:1	3.36:1	3.55:1
153 Cubic Inch L-4 Super Thrift 153 90 HP Standard	3-Spd (2.85:1 low) & Powerglide	All Models (A)		Econ.		Std.		Perf.	
	Torque-Drive					Std.			
230 Cubic Inch L-6 Turbo-Thrift 230 140 HP Standard	3-Spd (2.85:1 low)	All Models		Econ.		Std.		Perf.	
		With Air Conditioning		Econ.		Std.		Perf.	
	Powerglide & Turbo Hydra-Matic	All Models	Econ.	Std.		Perf.		Spcl.	
		With Air Conditioning		Econ.		Std.		Perf.	
Torque-Drive	All Models		Std.						
	With Air Conditioning				Std.				
250 Cubic Inch L-6 Turbo-Thrift 250 155 HP RPO L22	3-Spd (2.85:1 low)	All Models		Econ.		Std.		Perf.	
		With Air Conditioning		Econ.		Std.		Perf.	
	Powerglide & Turbo Hydra-Matic	All Models	Econ.	Std.		Perf.		Spcl.	
		With Air Conditioning		Econ.		Std.		Perf.	
Torque-Drive	All Models		Std.						
	With Air Conditioning				Std.				
307 Cubic Inch V-8 Turbo-Fire 307 200 HP Standard	3-Spd (2.85:1 low) & 4-Spd (2.85:1 low)	All Models		Econ.		Std.		Perf.	
		With Air Conditioning		Econ.		Std.		Perf.	
	Powerglide & Turbo Hydra-Matic	All Models	Econ.	Std.		Perf.		Spcl.	
		With Air Conditioning		Econ.		Std.		Perf.	
350 Cubic Inch V-8 Turbo-Fire 350 255 HP RPO LM1	Heavy Duty 3-Spd (2.42:1 low)	All Models			Econ.		Std.		Perf.
		With Air Conditioning			Econ.		Std.		Perf.
	4-Spd (2.52:1 low)	All Models			Econ.		Std.		Perf.
		With Air Conditioning			Econ.		Std.		Perf.
Powerglide & Turbo Hydra-Matic	All Models		Econ.		Std.		Perf.	Spcl.	
	With Air Conditioning		Econ.		Std.		Perf.	Spcl.	
350 Cubic Inch V-8 Turbo-Fire 350 300 HP RPO L48	Heavy Duty 3-Spd (2.42:1 low)	2-Door Coupe Only			Econ.		Std.		Perf.
		With Air Conditioning			Econ.		Std.		Perf.
	4-Spd (2.52:1 low)	2-Door Coupe Only			Econ.		Std.		Perf.
		With Air Conditioning			Econ.		Std.		Perf.
Powerglide & Turbo Hydra-Matic	2-Door Coupe Only		Econ.		Std.		Perf.	Spcl.	
	With Air Conditioning		Econ.		Std.		Perf.	Spcl.	

*-Positraction axles available optionally for all ratios shown.
(A)-Air Conditioning not available.

Std. - Standard
Econ. - Economy (optional)
Perf. - Performance (optional)
Spcl. - Special (optional)

MULTIPLICATION FACTORS

WITH MANUAL TRANSMISSIONS

ENGINE	CARBURETION	TRANSMISSION	TOTAL GEAR REDUCTION*					AXLE RATIO
			1st	2nd	3rd	4th	Rev	
153 Cu.In. L-4 90 HP Standard	Single Barrel	3-Speed	8.78	5.17	3.08		9.09	3.08
230 Cu.In. L-6 140 HP Standard	Single Barrel	3-Speed	8.78	5.17	3.08		9.09	3.08
250 Cu.In. L-6 155 HP RPO L22	Single Barrel	3-Speed	8.78	5.17	3.08		9.09	3.08
307 Cu.In. V-8 200 HP Standard	2-Barrel	3-Speed	8.78	5.17	3.08		9.09	3.08
		4-Speed	8.78	6.22	4.16	3.08	8.78	3.08
350 Cu.In. V-8 255 HP RPO LM1	4-Barrel	H.D. 3-Speed	8.01	5.23	3.31		7.98	3.31
		4-Speed	8.34	6.22	4.84	3.31	8.57	3.31
350 Cu.In. V-8 300 HP RPO L48	4-Barrel	H.D. 3-Speed	8.01	5.23	3.31		7.98	3.31
		4-Speed	8.34	6.22	4.84	3.31	8.57	3.31

WITH AUTOMATIC TRANSMISSIONS

ENGINE	TRANSMISSION	SELECTOR POSITION	TOTAL TORQUE MULTIPLICATION*	AXLE RATIO
153 Cu.In. L-4 90 HP Standard	Powerglide and Torque-Drive	Drive	13.46:1 - 3.08:1	3.08:1
		Low & Reverse	13.46:1 - 5.61:1	
230 Cu.In. L-6 140 HP Standard	Powerglide and Torque-Drive	Drive	10.43:1 - 2.73:1	2.73:1
		Low & Reverse	10.43:1 - 4.97:1	
250 Cu.In. L-6 155 HP RPO L22	3-Speed Automatic	Drive	14.44:1 - 2.73:1	2.73:1
		Low	14.44:1 - 6.88:1	
		Second	14.44:1 - 4.15:1	
		Reverse	11.06:1 - 5.27:1	
307 Cu.In. V-8 200 HP Standard	Powerglide	Drive	10.43:1 - 2.73:1	2.73:1
		Low & Reverse	10.43:1 - 4.97:1	
	3-Speed Automatic	Drive	14.44:1 - 2.73:1	2.73:1
		Low	14.44:1 - 6.88:1	
		Second	14.44:1 - 4.15:1	
		Reverse	11.06:1 - 5.27:1	
350 Cu.In. V-8 255 HP Opt. LM1 and 300 HP Opt. L48	Powerglide	Drive	11.40:1 - 3.08:1	3.08:1
		Low & Reverse	11.40:1 - 5.43:1	
	3-Speed Automatic	Drive	16.29:1 - 3.08:1	3.08:1
		Low	16.29:1 - 7.76:1	
		Second	16.29:1 - 4.68:1	
		Reverse	12.47:1 - 5.94:1	

* Axle ratio x transmission ratio.

ENGINE DATA AND RATINGS

GENERAL DATA

Engine Type	L-4 OHV.	L-6 OHV		V-8 OHV	
Piston Displacement (Cu.In.)	153	230	250	307	350
Availability	Base	RPO L22		Base	RPO LM1 RPO L48
Number of Cylinders	Four	Six		Eight	
Bore (nominal)		3.875			4.001
Stroke (nominal)		3.25	3.53	3.25	3.48
Compression Ratio		8.5:1		9.00:1	10.25:1
Taxable (SAE) Horsepower	24.0	36.0		48.0	51.2
Firing Order	1-3-4-2	1-5-3-6-2-4		1-8-4-3-6-5-7-2	
Idling Speed	Manual (in Neutral)	750		700	
	Powerglide (in Drive)	600	550		600
	Torque-Drive (in Drive)	600	550		
	Turbo Hydra-Matic (in Drive)		550		600
Compress. Press. (PSI) @ Cranking Speed, Engine Hot		140			150
Power Plant Mounting	Front	Two, combination compression and shear type			
	Rear	One, shear type			
Measurements	Fan to rear of engine block	25.41	33.11		29.85
	Top of air cleaner to bottom of oil pan		27.19		27.77
	Width - including air cleaner		25.25		27.98

ADVERTISED ENGINE RATING

Engine Designation	L-4, 90 HP Super-Thrift 153 Cu.In.	L-6, 140 HP Turbo-Thrift 230 Cu.In.	L-6, 155 HP Turbo-Thrift 250 Cu.In.	V-8, 200 HP Turbo-Fire 307 Cu.In.	V-8, 255 HP Turbo-Fire 350 Cu.In.	V-8, 300 HP Turbo-Fire 350 Cu.In.
Availability	Base	Base	RPO L22	Base	RPO LM1	RPO L48
Carburetor	Single Barrel	Single Barrel	Single Barrel	Two Barrel	Four Barrel	Four Barrel
Gross Brake HP @ RPM	90 @ 4000	140 @ 4400	155 @ 4200	200 @ 4600	255 @ 4800	300 @ 4800
Gross Torque @ RPM (lb-ft)	152 @ 2400	220 @ 1600	235 @ 1600	300 @ 2400	365 @ 3200	380 @ 3200

ENGINE SPEED AND PISTON TRAVEL

153 CUBIC INCH FOUR CYLINDER ENGINE

Transmission	3-Speed		Powerglide	Torque-Drive
Rear Axle Ratio			3.08:1	
Tire Size	7.35x14			
Crankshaft Revolutions per Mile	2436.3			
Crankshaft RPM @ 1 MPH	Low	115.7	73.9	
	Second	68.2		
	Third	40.6	40.6 (direct)	
	Reverse	119.8	73.9	
Piston Travel (ft/mile)	1319.6			

230 and 250 CUBIC INCH SIX CYLINDER ENGINES

Transmission	3-Speed	Powerglide	Torque-Drive	Turbo Hydra-Matic
Rear Axle Ratio	3.08:1	2.73:1		
Tire Size	7.35x14			
Crankshaft Revolutions per Mile	2436.3	2159.4		
Crankshaft RPM @ 1 MPH	Low	115.7	65.5	90.7
	Second	68.2	54.7	
	Third	40.6	36.0 (direct)	
	Reverse	119.8	65.5	69.5
Piston Travel (ft/mile) - 230 Cu. In.	1319.6	1169.7		
Piston Travel (ft/mile) - 250 Cu. In.	1433.3	1270.5		

307 CUBIC INCH V-8 ENGINE

Transmission	3-Speed	4-Speed	Powerglide	Turbo Hydra-Matic	
Rear Axle Ratio	3.08:1		2.73:1		
Tire Size	7.35x14				
Crankshaft Revolutions per Mile	2436.3		2159.4		
Crankshaft RPM @ 1 MPH	Low	115.7	115.7	65.5	90.7
	Second	68.2	82.0	54.7	
	Third	40.6	54.8	36.0 (direct)	
	Fourth		40.6		
	Reverse	119.8	115.7	65.5	69.5
Piston Travel (ft/mile)	1319.6		1169.7		

350 CUBIC INCH V-8 ENGINE (RPO LM1)

Transmission	H.D. 3-Speed	4-Speed	Powerglide	Turbo Hydra-Matic	
Rear Axle Ratio	3.31		3.08		
Tire Size	7.35x14				
Crankshaft Revolutions per Mile	2618.2		2436.3		
Crankshaft RPM @ 1 MPH	Low	105.6	110.0	71.5	102.3
	Second	68.9	82.0	61.7	
	Third	43.6	63.7	40.6 (direct)	
	Fourth		43.6		
	Reverse	105.2	113.0	71.5	78.4
Piston Travel (ft/mile)	1518.6		1589.7		

350 CUBIC INCH V-8 ENGINE (RPO L48)

Transmission	H.D. 3-Speed	4-Speed	Powerglide	Turbo Hydra-Matic	
Rear Axle Ratio	3.31		3.08		
Tire Size	E70-14				
Crankshaft Revolutions per Mile	2664.5		2479.4		
Crankshaft RPM @ 1 MPH	Low	107.5	111.9	72.7	104.1
	Second	70.2	83.5	62.8	
	Third	44.5	64.8	41.3 (direct)	
	Fourth		44.4		
	Reverse	107.0	115.0	72.7	79.7
Piston Travel (ft/mile)	1545.4		1438.0		

VEHICLE PERFORMANCE FACTORS

ENGINE	BASE 153 CU.IN. 90 HP	BASE 230 CU.IN. 140 HP	RPO L22 250 CU.IN. 155 HP	BASE 307 CU.IN. 200 HP	RPO LMI 350 CU.IN. 255 HP	RPO L48 350 CU.IN. 300 HP
MODEL	11169	11369	11369	11469	11469	11427

3-SPEED TRANSMISSION

Performance Weight (pounds)	3540	3650	3667	3790	3893	3868
Pounds per Gross Horsepower	39.33	26.07	23.66	18.95	15.27	12.89
Pounds per Cu.In. Displacement	23.14	15.87	14.67	12.35	11.12	11.05
Gross HP per Cu.In. Displacement	.588	.609	.620	.651	.728	.857
Power Displacement (cu.ft./mile)	107.86	162.14	176.23	216.42	265.15	269.85
Displacement Factor (cu.ft./ton mile)	60.94	88.84	96.15	114.20	136.19	139.53

4-SPEED TRANSMISSION

Performance Weight (pounds)				3809	3912	3887
Pounds per Gross Horsepower				19.05	15.34	12.96
Pounds per Cu.In. Displacement				12.41	11.18	11.11
Gross HP per Cu.In. Displacement				.651	.728	.857
Power Displacement (cu.ft./mile)				216.42	265.15	269.85
Displacement Factor (cu.ft./ton mile)				113.60	135.56	138.81

POWERGLIDE

Performance Weight (pounds)	3547	3635	3652	3781	3889	3864
Pounds per Gross Horsepower	39.41	25.96	23.56	18.91	15.26	12.88
Pounds per Cu.In. Displacement	23.18	15.80	14.61	12.32	11.11	11.04
Gross HP per Cu.In. Displacement	.588	.609	.620	.651	.728	.857
Power Displacement (cu.ft./mile)	107.86	143.71	156.21	191.32	246.73	247.94
Displacement Factor (cu.ft./ton mile)	60.83	79.09	85.55	101.49	126.92	128.33

TORQUE-DRIVE

Performance Weight (pounds)	3547	3630	3647			
Pounds per Gross Horsepower	39.41	25.93	23.53			
Pounds per Cu.In. Displacement	23.18	15.78	14.59			
Gross HP per Cu.In. Displacement	.588	.609	.620			
Power Displacement (cu.ft./mile)	107.86	143.71	156.21			
Displacement Factor (cu.ft./ton mile)	60.83	79.18	85.69			

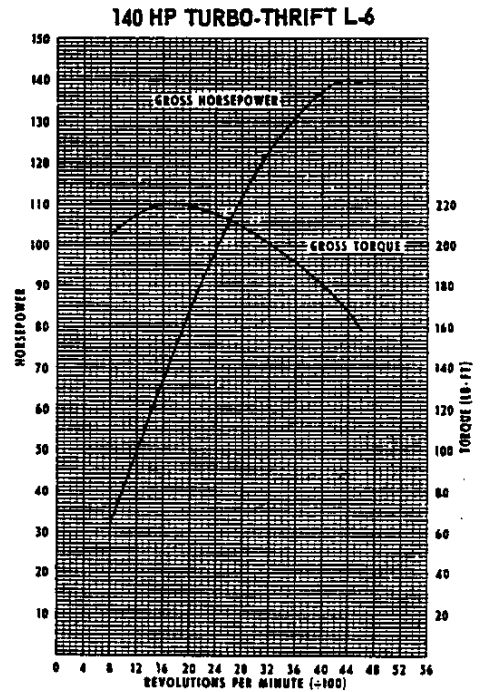
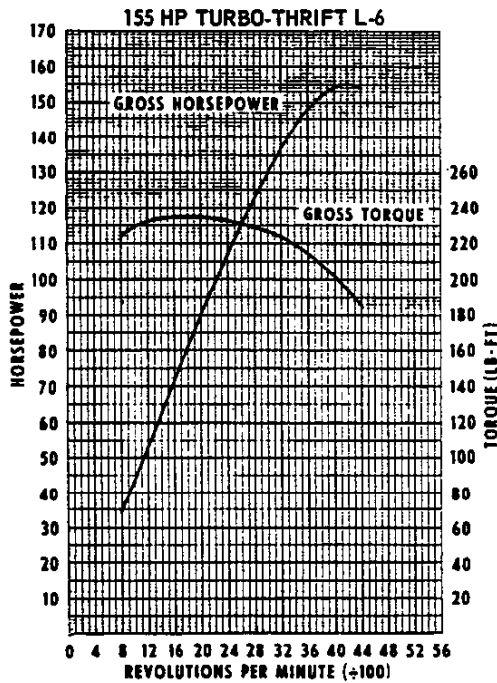
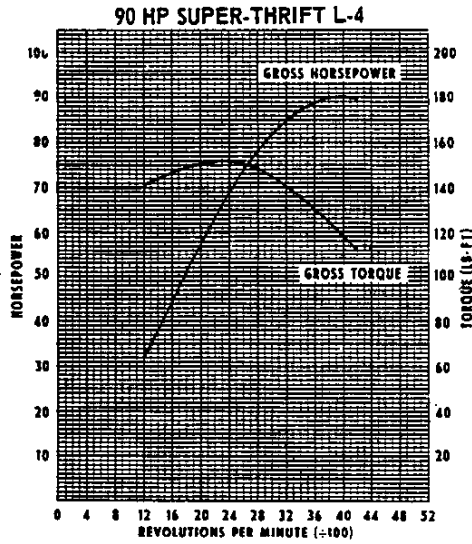
TURBO HYDRA-MATIC

Performance Weight (pounds)		3674	3691	3818	3921	3896
Pounds per Gross Horsepower		26.24	23.81	19.09	15.38	13.99
Pounds per Cu.In. Displacement		15.97	14.76	12.44	11.20	11.13
Gross HP per Cu.In. Displacement		.609	.620	.651	.728	.857
Power Displacement (cu.ft./mile)		143.71	156.21	191.82	246.73	247.94
Displacement Factor (cu.ft./ton mile)		78.23	84.62	100.48	125.88	127.28

GLOSSARY

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

ENGINE OUTPUT CURVES



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

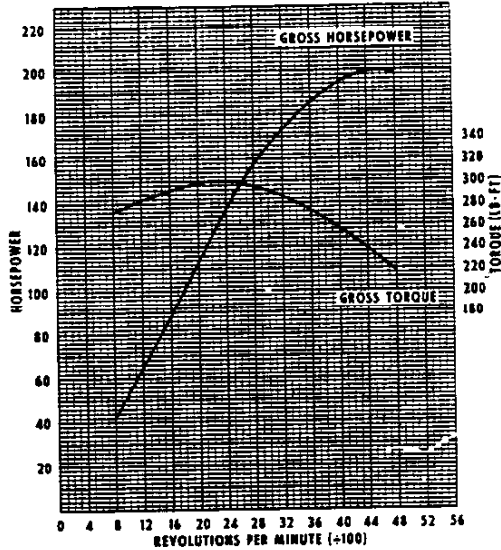
GROSS POWER and TORQUE were obtained in a regular dynamometer test with the dynamometer exhaust system,

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

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

ENGINE OUTPUT CURVES—Cont'd.

200 HP TURBO-FIRE V-8



255 HP TURBO-FIRE V-8

TO BE PROVIDED

300 HP TURBO-FIRE V-8

TO BE PROVIDED

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

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

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

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

PRINCIPAL COMPONENTS

CYLINDER BLOCK

Material	-----	Cast alloy iron
Bore Diameter		
L4-153 Cu.In.	-----	3.8745-3.8775
L6-230 & 250 Cu.In.	-----	3.8745-3.8775
V8-307 Cu.In.	-----	3.8745-3.8775
V8-350 Cu.In.	-----	3.9995-4.0025
No. of Bulkheads		
L4-153 Cu.In.	-----	5
L6-230 & 250 Cu.In.	-----	7
V8-307 & 350 Cu.In.	-----	5
Water Jacket	-----	Full length around each cylinder
Cylinder Numbering Arrangement		
L4-153 Cu.In.	-----	1-2-3-4
L6-230 & 250 Cu.In.	-----	1-2-3-4-5-6
V8-307 & 350 Cu.In.	-----	Left Bank 1-3-5-7 Right Bank 2-4-6-8
Bore Spacing (Centerline to Centerline)	-----	4.40

CYLINDER HEAD

Material	-----	High chrome cast alloy iron
Bolt No. & Size		
L4-153 Cu.In.	-----	10; .500 dia. 13 threads/in.
L6-230 & 250 Cu.In.	-----	10; .500 dia. 13 threads/in.
V8-307 & 350 Cu.In.	-----	34; .4375 dia. threads/in.

COMBUSTION CHAMBER VOLUME

(Total chamber volume of assembled engine with piston at top center)		
L4-153 Cu.In.	-----	5.37 Cu.In.
L6-230 Cu.In.	-----	5.37 Cu.In.
L6-250 Cu.In.	-----	5.73 Cu.In.
V8-307 Cu.In.	-----	5.02 Cu.In.
V8-350 Cu.In. (RPO LM1)	-----	5.58 Cu.In.
V8-350 Cu.In. (RPO L48)	-----	4.83 Cu.In.

INLET MANIFOLD

Material	-----	Cast alloy iron
Type		
L4-153 Cu.In.	-----	2 port, rectangular section
L6-230 & 250 Cu.In.	-----	3 port, rectangular section
V8-307 & 350 Cu.In.	-----	8 port, double deck

EXHAUST MANIFOLD

Material	-----	Cast alloy iron
Type		
L4-153 Cu.In.	-----	3 port, center downtake
L6-230 & 250 Cu.In.	-----	4 port, center downtake
V8-307 & 350 Cu.In.	-----	Dual, 4 port, center downtake
Outlet Diameter (Nominal)	-----	2.0

CRANKSHAFT

Material		
L4-153 Cu.In.	-----	Cast nodular iron
L6-230 & 250 Cu.In.	-----	Cast nodular iron
V8-307 & 350 Cu.In.	-----	Cast nodular iron
End Play	-----	.002-.006
Counter Weights		
L4-153 & L6-230	-----	4
L6-250 Cu.In.	-----	12
V8-307 & 350 Cu.In.	-----	6
Crank Arm Length		
L4-153 & L6-230 Cu.In.	-----	1.625
L6-250 Cu.In.	-----	1.765
V8-307 Cu.In.	-----	1.625
V8-350 Cu.In.	-----	1.740
Torsional Damper		
L4	-----	None
L6 & V8	-----	Rubber mounted inertia
Timing Gear		
L4 & L6	-----	Steel; helical cut
V8	-----	Steel; sprocket & chain
Pulley Pitch Diameter	-----	6.64

MAIN BEARINGS

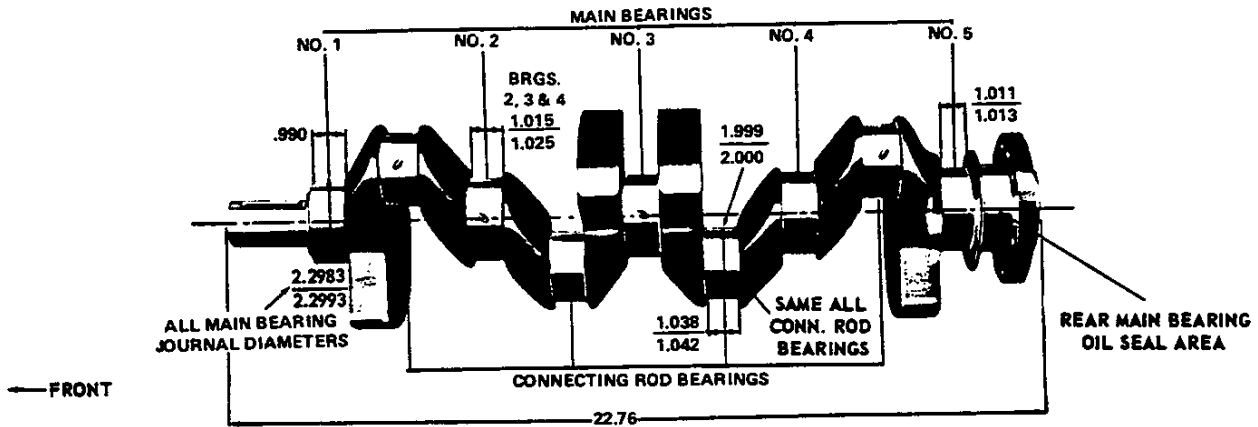
Material	-----	Steel, backed insert (selected bearing material - copper lead alloy or premium aluminum - for intended engine operation & application)
Type	-----	Precision removable
Thrust Against Bearing No.		No. 5(L4 & V8); No. 7(L6)
Clearance		
L4 & L6	-----	.0003-.0029
V8-307 & 350 Cu.In.		
No. 1	-----	.0008-.0020
No. 2, 3 & 4	-----	.0008-.0024
No. 5	-----	.0015-.0031

Dimensions	Theoretical	Effective	Projected
	Inner Dia.	Length	Area
L4-153 Cu.In.			
Bearing #1-4	2.3004	.752	1.7299
Bearing #5	2.3004	.760	1.7483
L6-230 & 250 Cu.In.			
Bearing #1-6	2.3004	.752	1.7299
Bearing #7	2.3004	.760	1.7483
V8-307 & 350 Cu.In.			
Bearing #1	2.4502	.752	1.8425
Bearing #2-4	2.4505	.752	1.8428
Bearing #5	2.4507	1.177	2.8844

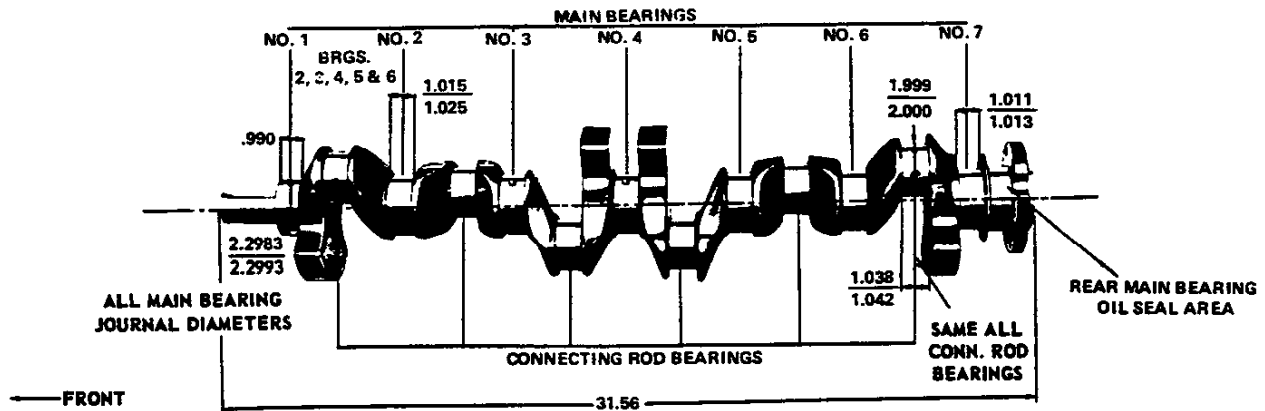
PRINCIPAL COMPONENTS—Cont'd.

CRANKSHAFTS AND BEARINGS

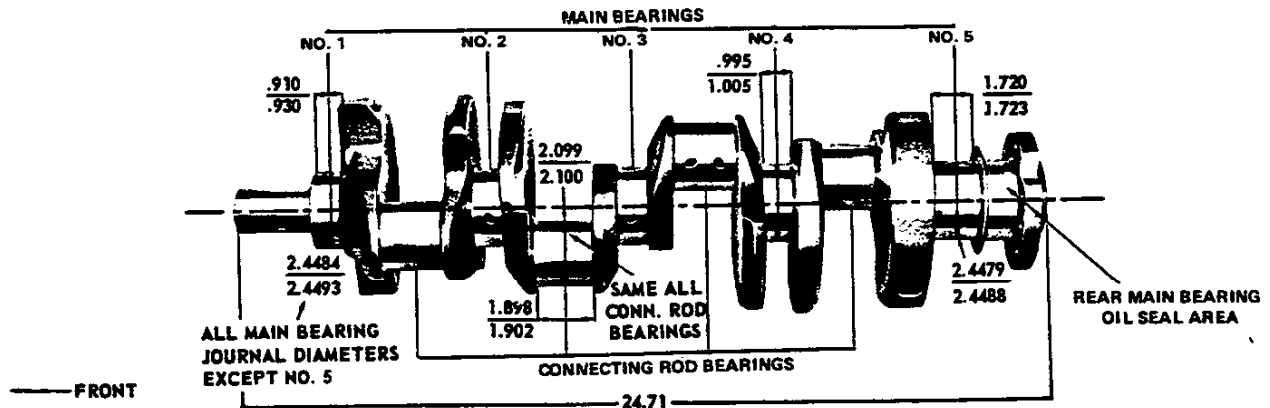
153 CUBIC INCH FOUR CYLINDER ENGINE



230 CUBIC INCH SIX CYLINDER ENGINE



307 and 350 CUBIC INCH V-8 ENGINES



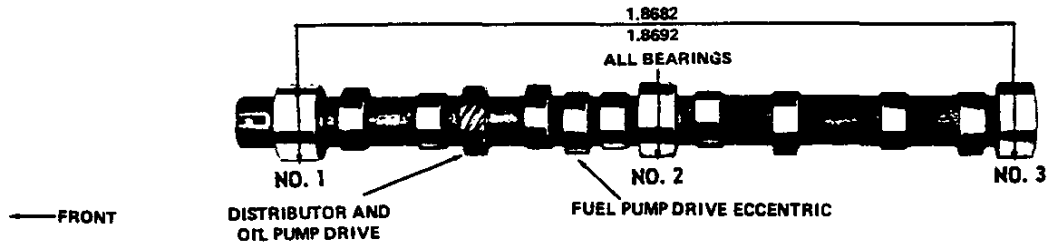
CAMSHAFT	
Material	Cast alloy iron
Drive	
L4 & L6	Gear; bakelite and fabric composition with steel hub
V8	Sprocket & chain; steel
Lobe lift	
L4-153 Cu.In.	.2270 Inlet & Exhaust
L6-230 Cu.In.	.1896 Inlet & Exhaust
L6-250 Cu.In.	.2217 Inlet & Exhaust
V8-307 & 350 Cu.In.	.2600 Inlet; .2733 Exhaust
Bearings	Steel backed babbit

VALVE TRAIN	
Type	Individually mounted, overhead rocker arms, push rod actuated
Lifters	Hydraulic
Rocker arms	
Ratio	
L4 & L6	1.75:1
V8	1.50:1
Push rods	
Type	Hollow steel
Ends	Hardened

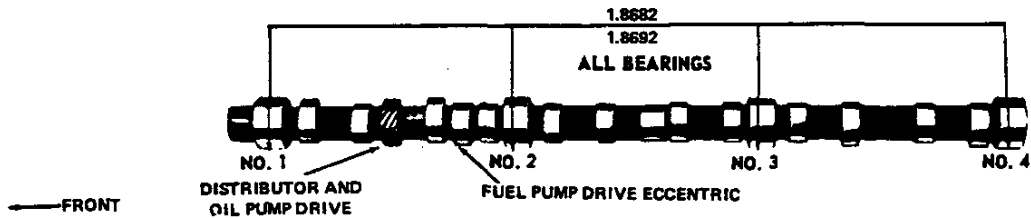
VALVE SPRINGS	
Diameter (I.D.)	.868-.884
Installed length (lb. @ in.)	
Valves closed	
L4-153 Cu.In.	78-86 @ 1.66
L6-230 & 250 Cu.In.	56-64 @ 1.66
V8-307 Cu.In.	76-84 @ 1.70
V8-350 Cu.In.	76-84 @ 1.70
Valves opened	
L4-153 Cu.In.	170-180 @ 1.26
L6-230 & 250 Cu.In.	180-192 @ 1.27
V8-307 Cu.In.	194-206 @ 1.25
V8-350 Cu.In.	194-206 @ 1.25
Free length	
L4-153 Cu.In.	2.08
L6-230 & 250 Cu.In.	1.90
V8-307 & 327 Cu.In.	2.03
V8-350 Cu.In.	2.03
Valve spring damper	
L4-153 Cu.In.	Flat steel, 4 coils
L6-230 Cu.In.	None
L6-250 Cu.In.	None
V8-307 Cu.In.	Flat steel, 4 coils
V8-350 Cu.In.	Flat steel, 4 coils
Oil shield	Steel cup

CAMSHAFT AND BEARINGS

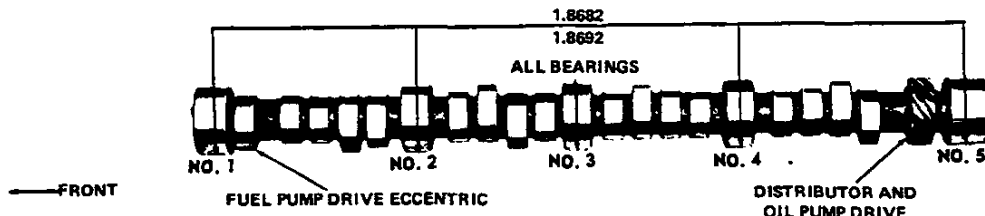
153 CUBIC INCH L-4 ENGINE



230 and 250 CUBIC INCH V-8 ENGINES



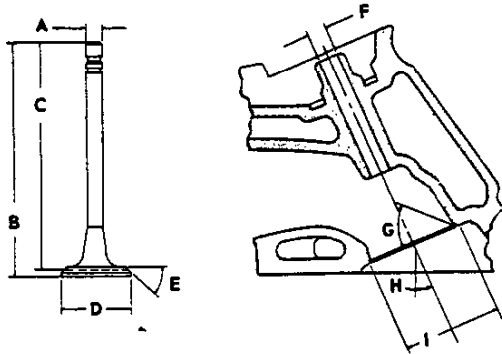
307 and 327 CUBIC INCH V-8 ENGINES



PRINCIPAL COMPONENTS—Cont'd.

INLET VALVES

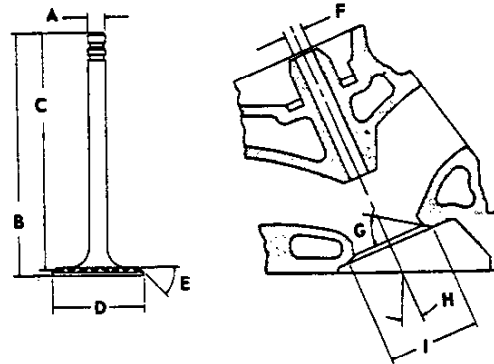
Material ----- Alloy steel
 Coating ----- Aluminized face on L-6-230 & 250 Cu.In.



A - Stem diameter	-----	.3410-.3417
B - Overall length	-----	
L4-153 Cu.In.	-----	4.902-4.922
L6-230 & 250 Cu.In.	-----	4.902-4.922
V8-307 Cu.In.	-----	4.902-4.922
V8-350 Cu.In.	-----	4.870-4.889
C - Gage length	-----	4.785-4.795
D - Overall head diameter	-----	
L4-153 Cu.In.	-----	1.715-1.725
L6-230 & 250 Cu.In.	-----	1.715-1.725
V8-307 Cu.In.	-----	1.715-1.725
V8-350 Cu.In.	-----	1.935-1.945
E - Angle of face	-----	45°
F - Guide diameter	-----	.3427-.3437
G - Angle of seat	-----	46°
H - Valve angle	-----	
L4-153 Cu.In.	-----	9°
L6-230 & 250 Cu.In.	-----	9°
V8-307 Cu.In.	-----	23°
V8-350 Cu.In.	-----	23°
I - Valve seat (cutter) diameter	-----	
L4-153 Cu.In.	-----	1.770-1.790
L6-230 & 250 Cu.In.	-----	1.770-1.790
V8-307 Cu.In.	-----	1.770-1.790
V8-350 Cu.In.	-----	1.990-2.010

EXHAUST VALVES

Material ----- High alloy steel
 Coating ----- Aluminized face



A - Stem diameter	-----	.3410-.3417
B - Over length	-----	
L4-153 Cu.In.	-----	4.913-4.933
L6-230 & 250 Cu.In.	-----	4.913-4.933
V8-307 Cu.In.	-----	4.913-4.933
V8-350 Cu.In.	-----	4.913-4.933
C - Gage length	-----	4.781-4.791
D - Overall head diameter	-----	
L4-153 Cu.In.	-----	1.495-1.505
L6-230 & 250 Cu.In.	-----	1.495-1.505
V8-307 Cu.In.	-----	1.495-1.505
V8-350 Cu.In.	-----	1.495-1.505
E - Angle of face	-----	45°
F - Guide diameter	-----	.3427-.3437
G - Angle of seat	-----	46°
H - Valve angle	-----	
L4-153 Cu.In.	-----	9°
L6-230 & 250 Cu.In.	-----	9°
V8-307 Cu.In.	-----	23°
V8-350 Cu.In.	-----	23°
I - Valve seat (cutter) diameter	-----	
L4-153 Cu.In.	-----	1.550-1.570
L6-230 & 250 Cu.In.	-----	1.550-1.570
V8-307 Cu.In.	-----	1.550-1.570
V8-350 Cu.In.	-----	1.550-1.570

PRINCIPAL COMPONENTS—Cont'd.

COMPRESSION RINGS - UPPER

Material	-----	Cast alloy iron
Type	-----	Inside bevel on L4-153 & L6-230 (bottom of ring 30 degrees to piston vertical axis); No inside bevel on L6-250, V8-307 & 350
Face	-----	
L4-153 & L6-230 Cu.In.	-----	Tapered
L6-250, V8-307 & 350 Cu.In.	-----	Barrel
Coating	-----	Chrome plate
Width	-----	
L4-153 & L6-230 Cu.In.	-----	.0775-.0780
L6-250 Cu.In.	-----	.0628-.0633
V8-307 Cu.In.	-----	.0775-.0780
V8-350 Cu.In.	-----	.0775-.0780
Wall Thickness	-----	
L4-153 Cu.In.	-----	.179-.194
L6-230 Cu.In.	-----	.179-.194
L6-250 Cu.In.	-----	.184-.194
V8-307 Cu.In.	-----	.184-.194
V8-350 Cu.In.	-----	.190-.200
Gap	-----	.010-.020

COMPRESSION RINGS - LOWER

Type	-----	Inside bevel (top of ring 30 degrees to piston vertical axis)
Face	-----	Tapered
Coating	-----	Wear resistant
Width	-----	
L4-153 & L6-230 Cu.In.	-----	.0770-.0780
L6-250 Cu.In.	-----	.0623-.0633
V8-307 Cu.In.	-----	.0770-.0780
V8-350 Cu.In.	-----	.0770-.0775
Wall Thickness	-----	
L4-153 Cu.In.	-----	.184-.194
L6-230 & 250 Cu.In.	-----	.184-.194
V8-307 Cu.In.	-----	.184-.194
V8-350 Cu.In.	-----	.190-.200
Gap	-----	
L4-153; L6-230 & 250 Cu.In.	-----	.010-.020
V8-307 Cu.In.	-----	.010-.020
V8-350 Cu.In.	-----	.013-.025

OIL CONTROL RINGS

Type	-----	Multi-piece (two rails and one spacer)
Material	-----	
Rails	-----	Steel
Spacer	-----	Alloy steel
Width (assembled)	-----	.1870-.1890
Wall Thickness	-----	
L4-153 Cu.In.	-----	.150-.156
L6-230 Cu.In.	-----	.150-.156
L6-250 Cu.In.	-----	.152-.158
V8-307 & 350 Cu.In.	-----	.150-.156
Gap	-----	.015-.055
Rail Coatings	-----	Chrome plated

PISTON PINS

Material	-----	Chromium steel
Length	-----	2.990-3.010
Diameter	-----	.9270-.9273
Clearance in Piston	-----	
L4-153; L6-230 & 250 Cu.In.	-----	.00015-.00025
V8-307 Cu.In.	-----	.00015-.00025
V8-350 Cu.In.	-----	.00025-.00035
Pin Mounting	-----	Locked in rod by shrink fit

CONNECTING RODS

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

CONNECTING ROD BEARINGS

Material	-----	
L4, L6 & V8-307 Cu.In.	-----	Copper lead alloy or sintered copper nickel backed babbit on steel
V8-350 Cu.In.	-----	Premium aluminum
Type	-----	Precision removable
Clearance	-----	
L4 & L6	-----	.0007-.0027
V8-307 Cu.In.	-----	.0007-.0027
V8-350 Cu.In.	-----	.0007-.0027
Theoretical L.D.	-----	
L4 & L6	-----	2.0017
V8-307 Cu.In.	-----	2.1017
V8-350 Cu.In.	-----	2.1017
Effective Length	-----	.807
End Play	-----	.009-.013

VALVE LIFT

L4-153 Cu.In. -----	.3973 Inlet & Exhaust
L6-230 Cu.In. -----	.3317 Inlet & Exhaust
L6-250 Cu.In. -----	.3880 Inlet & Exhaust
V8-307 Cu.In. -----	.3900 Inlet; .4100 Exhaust
V8-350 Cu.In. -----	.3900 Inlet; .4100 Exhaust

VALVE TRAIN LASH

Inlet -----	Zero
Exhaust -----	Zero

VALVE TIMING (Crankshaft Degrees)

L4-153 Cu.In.	Excluding Ramps	Including Ramps
Inlet Valve		
Opens - BTC	17°30'	33°30'
Closes - ABC	54°30'	86°30'
Duration	252°	300°
Exhaust Valve		
Opens - BBC	57°	73°
Closes - ATC	15°	47°
Duration	252°	300°

L6-230 & 250 Cu.In.

	Excluding Ramps	Including Ramps
Inlet Valve		
Opens - BTC	16°	62°
Closes - ABC	48°	94°
Duration	244°	336°
Exhaust Valve		
Opens - BBC	46°30'	92°30'
Closes - ATC	17°30'	63°30'
Duration	244°	336°

V8-307 & 350 Cu.In.

	Excluding Ramps	Including Ramps
Inlet Valve		
Opens - BTC	28°	38°
Closes - ABC	72°	92°
Duration	280°	310°
Exhaust Valve		
Opens - BBC	78°	88°
Closes - ABC	30°	52°
Duration	288°	320°

PISTONS

Material -----	Cast aluminum alloy
Head type -----	Flat, notched head
Skirt type -----	Slipper
Top land clearance	
L4-153 Cu.In. -----	.0345-.0435
L6-230 Cu.In. -----	.0345-.0435
L6-250 Cu.In. -----	.0245-.0335
V8-307 Cu.In. -----	.0235-.0325
V8-350 Cu.In. -----	.0235-.0325
Skirt clearance	
L4-153 Cu.In. -----	.0005-.0011
L6-230 & 250 Cu.In. -----	.0005-.0011
V8-307 Cu.In. -----	.0005-.0011
V8-350 Cu.In. -----	.0007-.0013
Compression ring groove depth	
L4-153 Cu.In. -----	.2153-.2218
L6-230 & 250 Cu.In. -----	.2153-.2218
V8-307 Cu.In. -----	.2113-.2178
V8-350 Cu.In. -----	.2218-.2283
Oil ring groove depth	
L4-153 Cu.In. -----	.2093-.2158
L6-230 & 250 Cu.In. -----	.2093-.2158
V8-307 Cu.In. -----	.2053-.2118
V8-350 Cu.In. -----	.2038-.2103
Pin bore offset	
L4 & L6 -----	.055-.065
V8-307 & 350 Cu.In. -----	.055-.065
Compression height	
L4-153 Cu.In. -----	1.799-1.801
L6-230 Cu.In. -----	1.799-1.801
L6-250 Cu.In. -----	1.658-1.662
V8-307 Cu.In. -----	1.673-1.677
V8-350 Cu.In. -----	1.563-1.567

FUEL SYSTEM

FUEL TANK

Capacity (Gal) ----- 18 (approximately)
 Fuel tank location ----- Attached to
 underbody behind rear axle
 Filler location ----- Behind hinged rear license plate

FUEL FILTERS

All engines ----- Mesh strainer in fuel tank
 All engines ----- Paper element in carburetor inlet
 V8-350 Cu.In. ----- In line paper element
 with vacuum return fuel line

FUEL PUMP ASSEMBLY

Type ----- Mechanical; diaphragm
 Drive ----- Camshaft, eccentric
 Location ----- Right side front of engine
 Pressure range (shut off pressure at 1800 rpm)
 L4-153 Cu.In. ----- 4.00-5.00 psi at pump outlet
 L6-230 & 250 Cu.In. ----- 4.00-5.00 psi at pump outlet
 V8-307 Cu.In. ----- 5.50-7.50 psi at pump outlet
 V8-350 Cu.In. ----- 7.50-9.00 psi at pump outlet

AIR CLEANER

Type ----- Cylindrical, single air horn
 chrome cover on V8-350 Cu.In.
 Diameter
 L-153 Cu.In. ----- 13.00
 L6-230 & 250 Cu.In. ----- 13.00
 V8-307 Cu.In. ----- 13.00
 V8-350 Cu.In. ----- 15.48
 Filter element ----- Oil-wetted paper

CARBURETORS

Make and type
 L4-153 Cu.In. ----- Rochester, 1-barrel, Monojet
 L6-230 & 250 Cu.In. ----- Rochester, 1-barrel, Monojet
 V8-307 Cu.In. ----- Rochester, 2-barrel, downdraft
 V8-350 Cu.In. ----- Rochester, 4-barrel, Quadrajet
 SAE flange type
 L4-153 Cu.In. ----- 1.50
 L6-230 & 250 Cu.In. ----- 1.50
 V8-307 Cu.In. ----- 1.25
 V8-350 Cu.In. ----- 1.50
 Throttle bore
 L4-153 Cu.In. ----- 1.69
 L6-230 & 250 Cu.In. ----- 1.69
 V8-307 Cu.In. ----- 1.44
 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
 L4-153 Cu.In. ----- 1.312
 L6-230 & 250 Cu.In. ----- 1.312
 V8-307 Cu.In. ----- 1.09
 V8-350 Cu.In.
 Primary ----- 1.09
 Secondary ----- Air valve

CHOKE

Type ----- Automatic
 Manual with 153 Cu.In. Engine

EXHAUST AND VENTILATION SYSTEM

TYPE

L4-153 Cu.In.	-----	Single
L6-230 & 250 Cu.In.	-----	Single
V8-307 Cu.In.	-----	Single with crossover pipes
V8-350 Cu.In. (LM1)	-----	Single with crossover pipes
V8-350 Cu.In. (L48)	-----	Dual exhaust with resonators, single muffler

MUFFLERS

Type	-----	Oval, reverse flow
Construction	-----	Heads and body joined by rolled lock seam construction

Heads

L4-153 Cu.In.	-----	.048 sheet steel, aluminized
L6-230 & 250 Cu.In.	-----	.048 sheet steel, aluminized
V8-307 Cu.In.	-----	.048 sheet steel, aluminized
V8-350 Cu.In. (LM1)	-----	.048 sheet steel, aluminized
V8-350 Cu.In. (L48)	-----	.060 sheet steel, aluminized

Shell

-----	-----	.036 sheet steel, aluminized
-------	-------	------------------------------

Wrap

-----	-----	.030 indented asbestos sheer
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Cover

-----	-----	.018 sheet steel, aluminized
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Baffles

-----	-----	4; .036 sheet steel, aluminized
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Length, Body

L4-153 Cu.In.	-----	24.00
L6-230 & 250 Cu.In.	-----	24.00
V8-307 Cu.In.	-----	24.00
V8-350 Cu.In.	-----	24.00
Width (I.D.)	-----	9.75
Height (I.D.)	-----	4.00

EXHAUST CROSSOVER PIPE (V8-307 & 350 LM1)

Dimensions (O.D.)	-----	2.00
Wall Thickness	-----	.072-.092 laminated

EXHAUST PIPE

Dimensions (O.D.)

L4-153 Cu.In.	-----	2.00
L6-230 & 250 Cu.In.	-----	2.00
V8-307 Cu.In.	-----	2.00
V8-350 Cu.In. (LM1)	-----	2.00
V8-350 Cu.In. (L48)	-----	2.25

Wall Thickness

L4-153 Cu.In.	-----	.057-.071
L6-230 & 250 Cu.In.	-----	.057-.071
V8-307 Cu.In.	-----	.072-.092 laminated
V8-350 Cu.In. (LM1)	-----	.072-.092 laminated
V8-350 Cu.In. (L48)	-----	.073-.091 laminated
From	-----	.073-.091 laminated
Rear	-----	.075-.091

TAIL PIPES

Dimension (O.D.)

L4-153 Cu.In.	-----	1.875
L6-230 & 250 Cu.In.	-----	1.875
V8-307 Cu.In.	-----	2.00
V8-350 Cu.In. (LM1)	-----	2.00
V8-350 Cu.In. (L48)	-----	2.25
Wall Thickness	-----	.062-.076

ENGINE VENTILATION

All Engines	-----	Closed-positive
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EXHAUST EMISSION CONTROL

All Manual Transmissions	-----	Air Injection
	-----	Reactor Equipment
All Automatic Transmission	-----	Controlled
	-----	Combustion System

LUBRICATION SYSTEM

GENERAL

Type	Controlled full pressure
Main Bearings	Pressure
Connecting Rods	Pressure
Piston Pins	Splash
Cylinder Walls	
L4-153 Cu.In.	Main and connecting rod bearing throw off
L6-230 & 250 Cu.In.	Main and connecting rod bearing throw off
V8-307 & 350 Cu.In.	Pressure, jet cross sprayed
Camshaft Bearings	Pressure
Valve Lifters	Pressure
Rocker Arms	Pressure
Timing Gears	
L4-153 Cu.In.	Nozzle metered
L6-230 & 250 Cu.In.	Nozzle sprayed
V8-307 & 350 Cu.In.	Centrifugally oiled from camshaft bearing
Oil Pressure Sending Unit	
Type	Electric
Actuation	Opens or closes circuit @ 2 to 6 PSI
Oil Filler	
Cap	Positive seal
Location	
L4-153 Cu.In.	Forward end of rocker cover
L6-230 & 250 Cu.In. --	Forward end of rocker cover
V8-307 Cu.In.	Rearward on left rocker cover
V8-350 Cu.In.	Rearward on left rocker cover

OIL PAN CAPACITIES (Quarts)

Refill	
L4-153 Cu.In.	3.5
L6-230 & 250 Cu.In.	4
V8-307 & 350 Cu.In.	4
Refill with Filter Change	
L4-153 Cu.In.	4
L6-230 & 250 Cu.In.	5
V8-307 & 350 Cu.In.	5

LUBRICANT GRADES AND TEMPERATURES

32° F and Above	SAE20W or SAE10W-30
0° F to 32° F	SAE10W or SAE10W-30
Below 0° F	SAE5W or SAE5W-20
Alternate	SAE5W-30 can be used at temperatures below freezing

OIL PUMP

Type	Gear
Regulator Valve	Opens between 40-45 lbs.
Oil Pressure (bench test - no flow conditions)	
L4-153 Cu.In.	50-65 PSI @ 2000 RPM
L6-230 & 250 Cu.In.	50-65 PSI @ 2000 RPM
V8-307 & 350 Cu.In.	50-65 PSI @ 2000 RPM
Intake Type	Fixed pickup with screen
Capacity (GPM @ Engine RPM)	
L4-153 Cu.In.	4.3 @ 2000
L6-230 & 250 Cu.In.	4.3 @ 2000
V8-307 & 350 Cu.In.	4.3 @ 2000

OIL FILTER

Type	
L4-153 Cu.In.	Full flow, throw away canister
L6-230 & 250 Cu.In. ---	Full flow, throw away canister
V8-307 Cu.In.	Full flow, throw away canister
V8-350 Cu.In.	Full flow, throw away canister
Location	
L4-153 Cu.In.	Right side front of engine
L6-230 & 250 Cu.In.	Right side front of engine
V8-307 & 350 Cu.In.	Left rear side of engine
Capacity	One quart
Bypass Valve	Opens between 9 to 11 PSI drop in pressure

OIL PAN DRAIN PLUG

Type	Hex head
Location	
L4-153 Cu.In.	Front lower face of oil pan sump
L6-230 & 250 Cu.In.	Front lower face of oil pan sump
V8-307 & 350 Cu.In.	Left lower face of oil pan sump
Size of Hex Head .....	.860-.875
Thread	1/2-20 UNF 2A
Length	0.81
Diameter .....	.410-.430

OIL DIPSTICK - LOCATION

L4-153 Cu.In.	Right side rear of engine block
L6-230 & 250 Cu.In.	Right side rear of engine block
V8-307 & 350 Cu.In.	Left side center rear of engine block

COOLING SYSTEM

GENERAL

Type	Liquid, pressurized
Capacity with Heater (Standard Equipment)	
L4-153 Cu.In.	9 qts
L6-230 & 250 Cu.In.	13 qts
V8-307 Cu.In.	17 qts
V8-350 Cu.In.	16 qts

RADIATOR

Make and type	Harrison, tube and center
Core constant	
Distance between fins	
L4-153 Cu.In.	.28 Syn. & Auto.
L6-230 Cu.In.	.28 Syn., .25 Auto.
L6-250 Cu.In.	.28 Syn., .22 Auto.
V8-307 Cu.In.	.20 Syn., .18 Auto.
V8-350 Cu.In. (LM1)	.18 Syn., .16 Auto.
V8-350 Cu.In. (L48)	.22 Syn., .18 Auto.
Distance between tubes	.55
Thickness of core	1.26
Frontal area (sq.in.)	
L4-153 Cu.In.	229
L6-230 Cu.In.	353
L6-250 Cu.In.	353
V8-307 Cu.In.	353
V8-350 Cu.In.	353

RADIATOR HEAVY DUTY (RPO V01)

Core constant	
Distance between fins	
L4-153 Cu.In.	.16 Syn. & Auto.
L6-230 & 250 Cu.In.	.16 Syn. & Auto.
V8-307 Cu.In.	.16 Syn. & Auto.
V8-350 Cu.In.	.16 Syn. & Auto.
Distance between tubes	.55
Thickness of core	
L4-153 Cu.In.	1.26
L6-230 & 250 Cu.In.	1.26
V8-307 Cu.In.	1.98
V8-350 Cu.In.	1.98
Frontal area (sq.in.)	
L4-153 Cu.In.	229
L6-230 Cu.In.	353
L6-250 Cu.In.	353
V8-307 Cu.In.	353
V8-350 Cu.In.	353

THERMOSTAT

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

RADIATOR CAP RELIEF VALVE

Opens at ----- Approximately 15 PSI

RADIATOR HOSE

Outlet, lower (radiator to water pump)	1.75 ID
Inlet, upper (thermostat housing to radiator)	
L4-153 Cu.In.	1.28 ID
L6-230 & 250 Cu.In.	1.50 ID
V8-307 & 350 Cu.In.	1.50 ID

FAN

Number of blades	4
Diameter	
L4-153 Cu.In.	16.00
L6-230 & 250 Cu.In.	17.62
V8-307 & 350 Cu.In.	17.62
Fan pulley pitch diameter	7.00

BELTS, CRANKSHAFT, FAN AND GENERATOR

Number used	
L4 & L6 Engines (Manual trans.)	Two
L4 & L6 Engines (Auto. trans.)	One
All V-8 engines (Manual & Auto.)	One
Angle of "V"	38°-42°
Pitch line	
L4 & L6 Engines	39.00 Manual & Auto.
L4 & L6 Engines (A.I.R. belt for Manual)	50.00
V8-307 Cu.In.	47.50 (Manual); 44.25 (Auto.)
V8-350 Cu.In.	47.50 (Manual); 44.25 (Auto.)
Width	.380

WATER PUMP

Type	Centrifugal
Capacity	
L4-153 Cu.In.	60 GPM @ 4400 Engine RPM
L6-230 Cu.In.	60 GPM @ 4400 Engine RPM
L6-250 Cu.In.	60 GPM @ 4400 Engine RPM
V8-307 Cu.In.	54 GPM @ 4400 Engine RPM
V8-350 Cu.In.	54 GPM @ 4400 Engine RPM
Bearing	Permanently lubricated double row ball
Drive	Fan belt
Ratio (pump to engine rpm)	.949:1

DRAIN LOCATIONS AND TYPE

Radiator; Petcock	Left hand, lower rear face
Engine block; Plug	
L4-153; L6-230 & Cu.In.	Left side rear
V8-307 & 350 Cu.In.	Right and left side

ELECTRICAL SYSTEM

SUPPLY SYSTEM

BATTERY

Voltage Rating	-----	12
Cranking Power @ 0° F		
L4-153; L6-230 & 250 Cu.In.	-----	2300 watts
V8-307 Cu.In.	-----	2300 watts
V8-350 Cu.In.	-----	2900 watts
Heavy Duty (RPO T60)	-----	3150 watts
Total Number of Plates		
L4-153; L6-230 & 250 Cu.In.	-----	54
V8-307 Cu.In.	-----	54
V8-350 Cu.In. & Heavy Duty	-----	66
Number of Cells	-----	6
Terminal Grounded	-----	Negative
Location	-----	Right front engine compartment

COIL

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

SPARK PLUGS

Type		
L4-153; L6-230 & 250 Cu.In.	-----	ACR46N
V8-307 Cu.In.	-----	ACR45S
V8-350 Cu.In.	-----	ACR44S
Thread Size (mm)	-----	14
Gap	-----	.033-.038
Torque	-----	25 lb. ft.

GENERATOR

Type	-----	Diode rectified
Rating		
Amps	-----	37
Volts	-----	12-15
Drive	-----	By fan belt
Pulley Pitch Diameter	-----	2.70
Ratio (Gen. to Engine Speed)	-----	2.46:1

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

STARTING SYSTEM

STARTING MOTOR

Rotation (Drive End View)	-----	Clockwise
Test Conditions	-----	Engine at operating temp.
No Load Test		
Amps		
L4-153 Cu.In.	-----	58-87
L6-230 & 250 Cu.In.	-----	49-87
V8-307 Cu.In.	-----	44-87
V8-327 & 350 Cu.In.	-----	65-100
Volts	-----	10.6
RPM		
L4; L6-230 & 250 Cu.In.	-----	6200-10700
V8-307 Cu.In.	-----	6200-10700
V8-350 Cu.In.	-----	3600-5100
Motor Drive		
Engagement	-----	Solenoid
Pinion Meshes at	-----	Rear
Pinion Tooth No.	-----	9
Flywheel Tooth No.	-----	153
Mounting	-----	Bolted to cylinder block flange

REGULATOR

Type	-----	Two unit, vibrator
Voltage Regulator		
Voltage	-----	13.8-14.8 @ 85 degrees F
Field Relay (Combination Light and Field Relay)		
Closing Voltage	-----	1-3 volts @ 80 degrees F
Location	-----	Left side front engine compartment

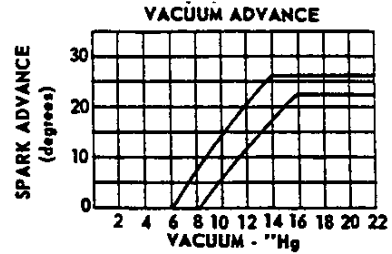
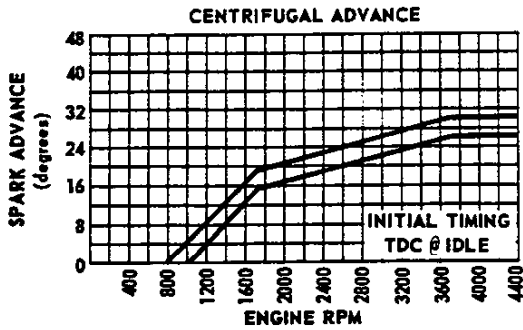
IGNITION SYSTEM

DISTRIBUTORS ----- Refer to chart below

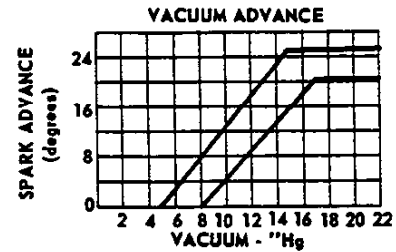
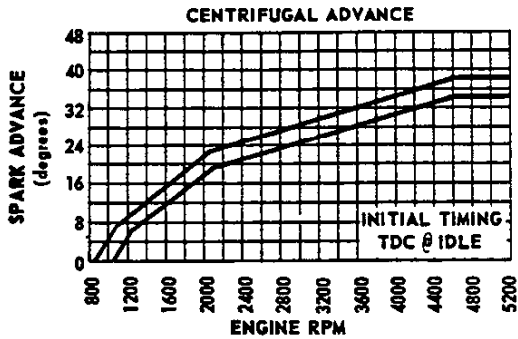
DISTRIBUTORS	Trans- mission	153 Cu.In.	230 Cu.In.	250 Cu.In.	307 Cu.In.	350 Cu.In.		
		L4- 90 HP	L6-140 HP	L6-155 HP	V8-200 HP	V8-255 HP	V8-300 HP	
Model	Manual	1110457	1110459	1110463	1111481	1111956	1111488	
	Automatic	1110458	1110460	1110464	1111481	1111955	1111489	
Type		Single breaker						
Cam angle		31° - 34°			29° - 31°			
Breaker gap		.019 (new)						
Breaker arm tension		19-23 oz.						
Centrifugal advance begins @ RPM	Manual	900	1000	900	1000	1100	950	
	Automatic	900	1000	900	1000	1130	900	
Maximum degrees @ RPM	Manual	28 @ 3700	36 @ 4200	32 @ 4200	28 @ 4300	32 @ 4400	30 @ 4700	
	Automatic	24 @ 3600	32 @ 4600	28 @ 4200	28 @ 4300	28 @ 4300	26 @ 4700	
Vacuum advance begins @ In. Hg.	Manual	7.00	7.00		6.00	7.00	8.00	
	Automatic	7.00	7.00		6.00	7.00	8.00	
Maximum degrees @ In. Hg.	Manual	24 @ 15	23 @ 16		15 @ 12	24 @ 17.5	20 @ 17	
	Automatic	24 @ 15	23 @ 16		15 @ 12	24 @ 17.5	20 @ 17	
Timing (initial design setting) Crankshaft degrees @ RPM with vacuum line disconnected	Manual	TDC @ 750		TDC @ 700 @ 700		TDC @ 700		
	Automatic	4 BTC @ 600		4 BTC @ 550 @ 600		4 BTC @ 600		
Timing mark location		Torsional damper						

ELECTRICAL SYSTEM—Cont'd.

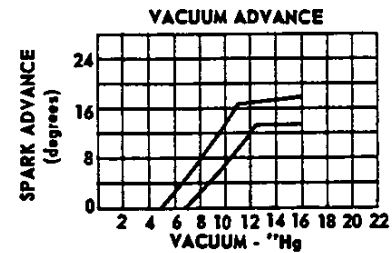
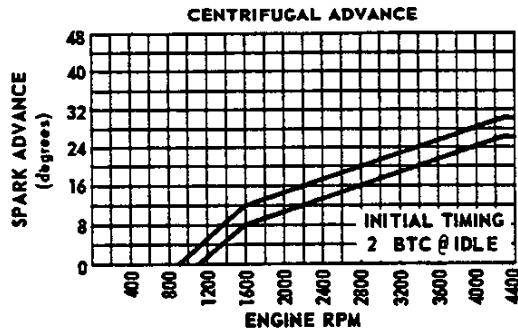
153 CUBIC INCH L-4 ENGINE



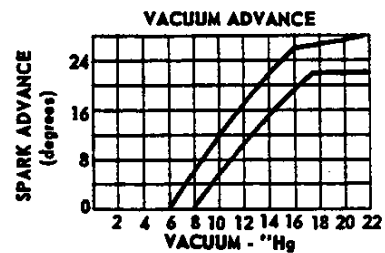
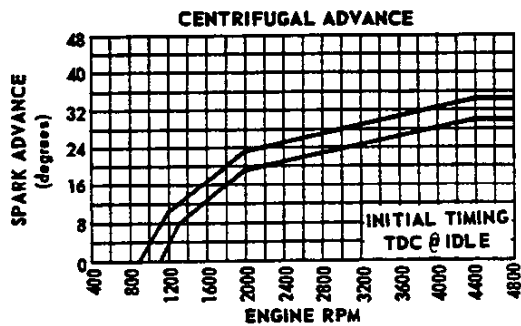
230 CUBIC INCH L-6 ENGINE



307 CUBIC INCH V-8 ENGINE



350 CUBIC INCH V-8 ENGINE (RPO LM1)



CLUTCHES AND TRANSMISSIONS

CLUTCHES

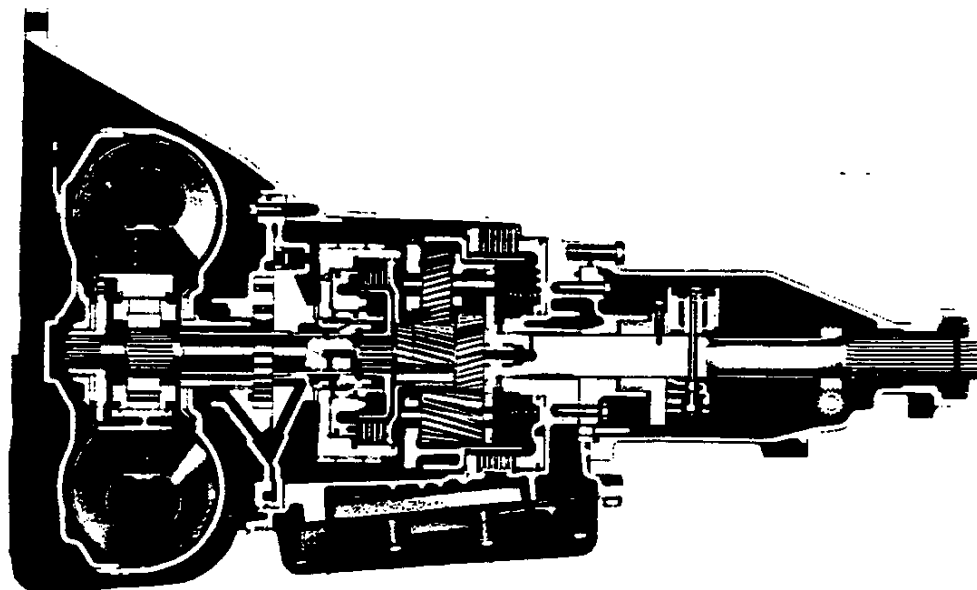
Engine	Type - Cubic Inch	L4-153	L6-230	L6-250	V8-307	V8-350			
	Availability	Base	Base	RPO L22	Base	RPO LM1	RPO L48		
Clutch for		3-Speed			3-Speed	4-Speed	3-Speed & 4-Speed		
Type		Single dry disc			Single dry disc centrifugal				
Clutch cover & pressure plate	Eff. plate load, lb.	1350-1450	1650-1850		1900-2200	2100-2300		2450-2750	
	Press. plate matl.		Cast iron			Nodular iron			
	Clutch spring type		Diaphragm			Diaphragm, bent finger			
	Clutch spring matl.		Heat treated spring steel						
Driven plate	Type	Single disc with two friction surfaces							
	Cushions	Flat spring steel between friction rings							
	Dampers	(a)	(b)	10 coil springs (5 sets of two)					
	Friction rings	OD	9.12	9.12		10.34		11.00	
		ID	6.12	6.12		6.50		6.50	
		Total area sq. in.	71.82	71.82		101.54		123.70	
Material	Woven type asbestos								
Flywheel & Ring Gear	Flywheel Material	Cast iron							
	Material	Heat treated HR steel							
	Ring gear	No. of teeth	153						
		PD	12.75						
		Attachment	Shrink fit						
Bearings	Release	Type	Single row ball						
		Lubrication	None, prepacked						
	Pilot	Type	Bronze bushing						
		Lubrication	None, sintered and oil impregnated						
Controls	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) 8 coil springs (4 sets of two)

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

3-SPEED AND 4-SPEED TRANSMISSIONS

Transmission Type		3-Speed				Heavy Duty 3-Speed	4-Speed				
Engine	Type - Cubic Inch	L4 153	L6 230	L6 250	V8 307	V8-350	V8 307	V8-350			
Application	Availability	Base	Base	L22	Base	LM1	L48	Base	LM1	L48	
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 gears	None									
	Ratios	First	2.85:1			2.42:1		2.85:1		2.52:1	
		Second	1.68:1			1.58:1		2.02:1		1.88:1	
		Third	1.00:1			1.00:1		1.35:1		1.46:1	
Fourth							1.00:1		1.00:1		
Reverse		2.95:1			2.41:1		2.85:1		2.59:1		
Lubricant	Type	Meeting Military Spec. MIL-L-2105B									
	Capacity (pts)	3			3.5		3				
Extension	Material	Cast iron									
	Oil seal	Aluminum									
		Steel encased double seal of spring loaded rubber or felt									



POWERGLIDE TRANSMISSION

Engine	Type	L-4 153 Cu.In.	L-6 230 Cu.In.	V-8 307 Cu.In.	L-6 250 Cu.In.	V-8 350 Cu.In.	
	Availability	Base			RPO L22	RPO LM1	RPO L48
General data	Type	Automatic hydraulic torque converter with planetary gear system for low and reverse					
	Selector lever	Location		Steering column (a)			
		Operation		Actuates manual valve in hydraulic control system			
		Quadrant pattern		P-R-N-D-L			
	Parking lock	Type		Pawl and gear (on planetary)			
		Operation		Applied by selector lever thru spring loaded linkage			
	Method of cooling	Air	Water				
	Flywheel assembly	Steel stamping with welded on ring gear					
Hydraulic	Manual valve type		Spool				
	Press. regulator valve type		Spool				
	Pressure @ Idle (b)	Drive	51	51	51	51	51
		Low	112	132	122	112	132
Reverse		91	90	93	91	90	
Converter assembly	Type	Three element					
	Pump	Inner and outer sheet steel shells separated by sheet steel vanes. Outer shell is pump housing which is welded to converter housing.					
	Turbine	Inner and outer shells separated by sheet steel vanes. Assembly supported in converter cover.					
	Stator	Operation independent of cover and pump housing. Aluminum air foil supported on a stationary sleeve by an over-running clutch of cam and roller design.					
	Stall torque ratio	2.40	2.10				
	Stall speed (RPM)	1580	1790	1530	1620	1680	1810
	Diameter (nominal)	11.0	11.75				
Planetary gear set	Type	Compound planetary					
	Range	Drive	1.82 to 1.00			1.76 to 1.00	
		Low	1.82			1.76	
		Reverse	1.82			1.76	
	Low band	Three linked circular segments					
	Low band servo	Piston with release spring and inner cushion spring					
Case	Material	Aluminum (one piece)					

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

POWERGLIDE -CONTINUED

Engine	Type	L-4	L-6	V-8	L-6	V8-350 Cu.In.		
		153 Cu.In.	230 Cu.In.	307 Cu.In.	250 Cu.In.	RPO LM1	RPO L48	
	Availability	Base				RPO L22		
	N/V factor	41.0		36.4			41.7	
Output shaft RPM and vehicle speed (MPH)	Upshift	Closed throttle	650(16)	650(18)	650(18)	650(18)	658(16)	667(16)
		Throttle at detent	1890(46)	1975(55)	2150(59)	1975(54)	2340(56)	2510(61)
		Full throttle	2200(54)	2285(63)	2485(68)	2285 (63)	2735(66)	2950(71)
	Downshift	Closed throttle	603(15)	605(17)	605(17)	605(17)	610(15)	622(15)
		Throttle at detent	1195(29)	1440(40)	1385(38)	1455(40)	1480(36)	1495(36)
		Full throttle	2060(51)	2125(59)	2345(65)	2125(50)	2585(62)	2780(67)
High clutch	Type	Multi-disk						
	Drive plates	Description	Waved steel with bonded organic facings					
		Number	3	4	3	4		
	Driven plates	Description	Flat steel					
	Number	4	5	4	5			
Reverse clutch	Type	Multi-disk						
	Drive plates	Description	Flat steel with bonded organic facings					
		Number	4	5	4	6		
	Reaction plates	Description	Flat steel					
	Number	4	5	4	6			
Torque multiplication	Maximum overall ratio	4.37		3.82:1			3.70:1	
	Low and reverse	4.37 to 1.82		3.82:1 to 1.82:1			3.70:1 to 1.76:1	
Lubricant	Type	A suffix A						
	Capacity (pts)	Dry		17			19	
		Refill		6			6.5	
Governor	Type	Centrifugal						
	Operation	Regulates pump oil pressure to automatic shift control valve						
	Drive	Mounted on output shaft						
Oil pump	Location	In extension						
	Type	Internal-external gear						
	Number	One, front						
Function		To supply pressure						
	Drive	Converter pump						

TRANSMISSIONS -Cont'd.

TORQUE-DRIVE TRANSMISSION

Engine	Type	L-4 153 Cu.In.	L-6 230 Cu.In.	L-6 250 Cu.In.	
	Availability	Standard	Standard	RPO L22	
General data	Type	Automatic hydraulic torque converter with planetary gear system for low and reverse			
	Selector lever	Location	Steering column		
		Operation	Actuates manual valve in hydraulic control system		
		Quadram pattern	Park-R-N-Hi-1st		
	Parking lock	Type	Pawl and gear (on planetary)		
		Operation	Applied by selector lever thru spring loaded linkage		
	Method of cooling	Water			
	Flywheel assembly	Steel stamping with welded on ring gear			
Hydraulic controls	Manual valve type	Spool			
	Pressure regulator valve type	Spool			
	Pressure @ Idle (b)	Drive	51	51	51
		Low	112	132	112
Reverse		91	90	91	
Converter-assembly	Type	Three element			
	Pump	Inner and outer sheet steel shells separated by sheet steel vanes. Outer shell is pump housing which is welded to converter housing.			
	Turbine	Inner and outer shells separated by sheet steel vanes. Assembly supported in converter cover. Operation independent of cover and pump housing.			
	Stator	Aluminum air foil supported on a stationary sleeve by an over-running clutch of cam and roller design.			
	Stall torque ratio	2.40	2.10		
	Stall speed (RPM)	1580	1790	1620	
	Diameter (nominal)	11.0		11.75	
Planetary gear set	Type	Compound planetary			
	Range	Drive	1.82:1		
		Low	1.82		
		Reverse	1.82		
	Low band	Three linked circular segments			
Low band servo	Piston with release spring and inner cushion spring				
Case	Material	Aluminum (one piece)			
High clutch	Type	Multi-disk			
	Drive plates	Description	Waved steel with bonded organic facings		
		Number	3		
	Driven plates	Description	Flat steel		
Number		4			
Reverse clutch	Type	Multi-disk			
	Drive plates	Description	Flat steel with bonded organic facings		
		Number	4		
	Reaction plates	Description	Flat steel		
Number		4			
Torque Multi- plication	Maximum overall ratio	4.37	3.70		
	Low and reverse	4.37:1 to 1.82:1	3.70 to 1.76		
Lubricant	Type	A suffix A			
	Capacity (pts)	Dry	17		
		Refill	6		
Oil pump	Type	Internal-external gear			
	Number	One: front			
	Function	To supply pressure			
	Drive	Converter pump			

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

TURBO HYDRA-MATIC TRANSMISSION

GENERAL DATA

Type ----- Automatic hydraulic torque converter with compound planetary gear system—three forward speeds & reverse

Selector Lever
 Location ----- Steering column, floor mounted optional on models using bucket seats

Operation ----- Actuates automatic controls by a hydraulic system from pressurized gear type pump

Quadrant Pattern - Steering column P-R-N-D-L2-L1
 Floor mounted P-R-N-3-2-1

Parking Lock
 Type ----- Locking pawl

Operation ----- Applied by selector lever through manual linkage

Method of Cooling ----- Water

CONVERTER ASSEMBLY

Driving Member (Pump) ----- Multivane type, sheet metal blade spot welded to steel pump housing that is an integral part of the converter housing

Driven Member (Turbine) ----- Steel axial flowblades assembled between inner & outer steel shells

Stator Assembly ----- Aluminum multivane type blades mounted on a one way (overrunning) roller clutch

Stall Ratio ----- 2.10

Diameter (Nominal) ----- 11.75

CLUTCHES

Type ----- Four, multiple disk

Material
 Drive Plates ----- Steel with bonded organic facing

Driven Plates ----- Flat steel

Forward Clutch ----- 4 drive & 4 driven plates

Direct Clutch ----- 4 drive & 4 driven plates

Intermediate Clutch ----- 2 drive & 2 driven plates

Low & Reverse Clutch ----- 4 drive & 4 driven plates

Release Spring ----- Radial row steel coil

TORQUE MULTIPLICATION

Drive ----- 5.29:1 to 1.00

Low 2 ----- 5.29:1 to 1.48

Low 1 ----- 5.29:1 to 2.48

Reverse ----- 4.05:1 to 2.08

PLANETARY GEAR UNIT

Front (Output Carrier) ----- Four steel pinion gears

Rear (Reaction Carrier) ----- Four steel pinion gears

Gear Ratios
 D (Drive) ----- 2.52:1, 1.52:1, 1.00:1

L2 (Low Two) ----- 2.52:1, 1.52:1

L1 (Low One) ----- 2.52:1

R (Reverse) ----- 1.93:1

Front Band
 Type ----- One, circular steel with organic lining

Function ----- Provides engine braking in 2nd gear with selector lever in L2 & L1 range

Servo Unit ----- Piston with release spring and inner cushion spring that activates band

HYDRAULIC SYSTEM

Oil Pressure Pump ----- Supplied hydraulic pressure from an engine driven gear type pump

Pump Pressure (450 RPM input @ 25 in. Hg vacuum)
 Park ----- L-6 Eng. - 50 PSI; V-8 Eng. - 55 PSI

Neutral ----- L-6 Eng. - 50 PSI; V-8 Eng. - 55 PSI

Drive ----- L-6 Eng. - 50 PSI; V-8 Eng. - 55 PSI

L2 ----- L-6 Eng. - 75 PSI; V-8 Eng. - 80 PSI

L1 ----- L-6 Eng. - 75 PSI; V-8 Eng. - 80 PSI

Reverse ----- L-6 Eng. - 79 PSI; V-8 Eng. - 84 PSI

Valves
 Type ----- Steel spool

Manual ----- Establishes range at transmission operation

Pressure Regulator ----- Controls mainline pressure

Shift (1-2) ----- Controls oil pressure for trans. shift from 1-2 or 2-1

Shift (2-3) ----- Controls oil pressure for trans. shift from 2-3 or 3-2

Modulator ----- Regulates line pressure with modulator oil pressure that varies with torque to transmission

Accumulator ----- To obtain greater flexibility in attaining desired shift curve for various engine requirements

Governor
 Type ----- Cross-axis centrifugal

Operation -- Regulates a pressure proportional to car speed which acts upon the (1-2) (2-3) shift valves and modulator valve

LUBRICANT

Type ----- A suffix A

Capacity ----- 20 pints

Refill ----- 5 pints



BODY

EXTERIOR PAINT PROCESS	2
EXTERIOR-INTERIOR COLORS	3
BODY CONSTRUCTION AND GLASS AREA	4

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.** Marks, 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-INTERIOR COLORS

CHEVY NOVA 111-113-11400 SERIES

APPLICATION	MODEL		TRIM	INTERIOR COLORS AND RPO NUMBERS				
	27	69		Black	Med. Green	Med. Blue	Dark Green	Med. Red
Standard	X	X	Cloth		742	735		
	X	X	Vinyl	731				
RPO ZJ1 (Custom Interior)	X	X	Cloth		743	736	744	
			Vinyl	732			745	
RPO A51 (Bucket Seats)	X		Vinyl	733		737		746

RPO EXTERIOR COLOR

10	Tuxedo Black	X	X	X	X	X
50	Dover White	X	X	X	X	X
69	Cortez Silver	X		X	X	X
52	Garnet Red	X				X
67	Burgundy Maroon	X				X
65	Olympic Gold	X			X	
40	Butternut Yellow	X			X	
63	Champagne (a)	X			X	
61	Burnished Brown	X				
59	Frost Lime	X	X		X	
57	Fathom Green	X	X		X	
55	Azure Turquoise	X				
53	Glacier Blue	X		X		
51	Dusk Blue	X		X		
71	Le Mans Blue	X				
79	Rallye Green	X				

TWO-TONE (Lower/Upper)

53-50	Glacier Blue/Dover White	X		X		
53-51	Glacier Blue/Dusk Blue	X		X		
51-53	Dusk Blue/Glacier Blue	X		X		
65-50	Olympic Gold/Dover White	X			X	
61-63	Burnished Brown/Champagne (a)	X				
55-50	Azure Turquoise/Dover White	X				

(a) - Special Order Color.

RPO C08 Vinyl Roof Colors:

- Black - Available with all exterior colors.
- Parchment - Available with all exterior colors.
- Dark Blue - Available with White, Silver, Blue and Dark Blue exterior colors.
- Dark Brown - Available with Gold, Yellow, Champagne and Dark Brown exterior colors.
- Midnight Green - Available with Black, White, Dark Green and Lime exteriors.

BODY CONSTRUCTION AND GLASS AREA

GENERAL

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

DOORS AND LOCKS

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

HOOD AND TRUNK LID

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

VENTILATION

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

SEAT CONSTRUCTION

Type ---- Front seat cushion
 1,25 poly foam ----- 111-113-11400
 Rear seat cushion
 Jute and cotton ----- 113-11400

WINDSHIELD WIPERS

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

SPARE TIRE AND TOOLS

Location ----- Sedan and coupe, horizontal - center forward area of trunk floor. Tools consist of bumper jack and socket type "L" wrench stored beneath tire.

BODY GLASS VISIBILITY AREA

LOCATION	MODELS	
	27	69
Windshield	1050.8	1111.9
Front door	Ventipane	77.6
	Window	768.0
Rear door	Window	498.5
	Fixed glass	79.2
Rear quarter window	341.6	
Back window	1144.2	1005.7
Total area (sq.in.)	3382.2	3360.2

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

DIMENSIONS AND WEIGHTS

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

INTERIOR DIMENSIONS

FRONT COMPARTMENT

CODE	DESCRIPTION	2-DOOR COUPE	4-DOOR SEDAN
H3	Seat cushion height		11.3
H11	Entrance height	28.7	29.8
H13	Steering wheel thigh clearance		4.5
H30	H point to heel point		8.4
H32	Seat cushion deflection		4.1
H50	Upper body opening to ground	47.2	48.3
H58	H point rise		0.6
H61	Effective headroom	37.6	38.8
H70	H point to body O line		13.4
H75	Effective 'T' point headroom	37.7	39.0
W3	Shoulder room		56.5
W5	Hip room		56.2
L7	Steering wheel torso clearance	12.0	12.1
L17	H point travel		4.0
L34	Effective leg room		41.6

REAR COMPARTMENT

H8	Seat cushion height	12.9	14.1
H12	Entrance height	---	29.0
H31	H point to heel point	11.0	12.2
H33	Seat cushion deflection	4.4	4.9
H51	Upper body opening to ground	---	48.4
H63	Effective headroom	36.6	37.2
H71	H point to body O line	13.3	14.0
H76	Effective 'T' point headroom	36.5	37.3
W4	Shoulder room	55.3	56.6
W6	Hip room		56.1
L3	Rear compartment room	24.4	26.2
L50	H point couple distance	30.2	32.5
L51	Effective leg room	32.6	35.3

LUGGAGE COMPARTMENT

---	Opening width		
---	Interior height		
---	Interior width		
---	Interior length		
H195	Liftover height	27.6	27.7
V1	Usable luggage capacity (cu.ft.)	13.8	12.7
---	Total volume (cu.ft.)		

EXTERIOR DIMENSIONS

LENGTHS

CODE	DESCRIPTION	2-DOOR COUPE	4-DOOR SEDAN
L101	Wheelbase	111.0	
L102	Tire size (standard)	7.35 x 14	
L103	Overall length	189.4	
L104	Overhang - front	29.8	
L105	Overhang - rear	48.6	
----	Overall length - less bumpers		
L127	Body O line to C/L of rear wheels	93.0	
L128	Hood length at centerline	56.4	

WIDTHS

CODE	DESCRIPTION	2-DOOR COUPE	4-DOOR SEDAN
W101	Tread - front	59.0	
W102	Tread - rear	58.9	
W103	Maximum overall width of car	72.4	
W106	Front fender overall width	72.4	
W107	Rear fender overall width	70.5	
W120	Overall car width, front doors open	144.8	127.7
W121	Overall car width, rear doors open	---	126.5

HEIGHTS

CODE	DESCRIPTION	2-DOOR COUPE	4-DOOR SEDAN
H101	Overall height (design)	52.4	53.9
----	Overall height (curb)		
H102	Front bumper to ground	18.4	
H104	Rear bumper to ground	16.3	16.6
H111	Rocker panel to ground - rear	7.4	7.5
H112	Rocker panel to ground - front	8.3	
H114	Hood at rear to ground	36.4	36.5
H115	Step height - front (design)	13.0	
H116	Step height - rear (design)	---	12.8
H125	Headlamp to ground	24.6	
H126	Tail lamp to ground	23.3	23.4
H130	Step height - front (curb)		
H131	Step height - rear (curb)		
H136	Body O line to ground - front	5.2	5.3
H137	Body O line to ground - rear	4.6	4.7

CLEARANCES

CODE	DESCRIPTION	2-DOOR COUPE	4-DOOR SEDAN
H106	Angle of approach (degrees)	30.7	30.9
H107	Angle of departure (degrees)	15.3	15.4
H147	Ramp breakover angle (degrees)	12.3	
H148	Front suspension to ground		
H149	Oil pan to ground		
H150	Flywheel housing to ground		
H151	Frame to ground		
H152	Exhaust system to ground		
H153	Rear axle to ground		
H154	Fuel tank to ground		
H155	Tire well to ground		
H156	Minimum ground clearance		

VEHICLE WEIGHTS

MODEL SYMBOL			VEHICLE TYPE Description	SHIPPING WEIGHT			CURB WEIGHT		
4 Cyl	6 Cyl	V8		Front	Rear	Total	Front	Rear	Total
11127			2-Door Coupe	1475	1310	2785	1490	1420	2910
	11327			1590	1305	2895	1610	1410	3020
		11427		1700	1335	3035	1720	1445	3165
11169			4-Door Sedan	1490	1320	2810	1510	1430	2940
	11369			1605	1315	2920	1625	1425	3050
		11469		1715	1350	3065	1735	1455	3190

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

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

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

RPO	Option	Weight	
A51	Front Bucket Seats	+ 15	
C08	Exterior Vinyl Roof	+ 6	
C60	Air Conditioning	+ 98	
J50	Power Brakes	+ 11	
J52	Front Disc Brakes	+ 32	
L22	250 Cu. In. L-6 Engine (155 H.P.)	+ 17	
LM1	350 Cu. In. V-8 Engine (255 H.P.)	+ 103	
U69	AM-FM Radio	10	
L48	350 Cu. In. V-8 Engine (300 H.P.)	+ 103	
M11	Transmission Floor Shift Controls	+ 9	
M20	4-Speed Transmission	+ 19	
M21	4-Speed Transmission (C.R.)	+ 4	
M35	Powerglide Transmission	L-4	+ 7
		L-6	- 15
		V-8	- 9
M38	Turbo Hydra-Matic Transmission	+ 26	
M22	4-Speed Transmission (H.D.)	+ 4	
M40	Turbo Hydra-Matic Transmission	+ 56	
MB1	Torque Drive 2-Spd. Trans.	L-4	+ 6
		L-6	+ 20
MC1	H.D. 3-Spd. Manual Transmission	+ 30	
N40	Power Steering	+ 30	
U57	Tape Player	+ 18	
U63	AM Push Button Radio	+ 9	
U79	Radio Stereo	+ 13	
ZJ1	Custom Interior	+ 12	
ZJ2	Custom Exterior	+ 11	

Nova SS Exterior Features

ORIGINAL COPY

- Black-accented grille with SS emblem
- Amber lenses over parking/direction signal lights
- Simulated air intakes on hood
- Front fender engine emblems
- Simulated front fender louvers with bright accents
- Front fender nameplates
- Windshield molding
- Rectangular outside rearview mirror
- Red stripe wide-oval tires and 14 x 7 wheels
- Hub caps
- Side marker lights—front and rear
- Rear window molding
- Black rear panel and SS emblem
- Unitized taillights with built-in back-up lights and bright frames
- Concealed fuel filler

EXTERIOR DECOR PACKAGE (RPO ZJ5) FOR NOVA SS COUPE INCLUDES . . .

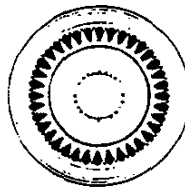
- Body side molding with black vinyl insert
- Bright side window moldings

CUSTOM EXTERIOR (RPO ZJ2) FOR NOVA SS COUPE INCLUDES . . .

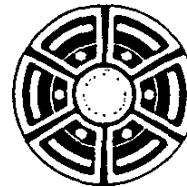
- Accent striping
- Bright side window moldings
- Lower body and rear fender moldings
- Black lower body accent band
- Ribbed rear trim panel



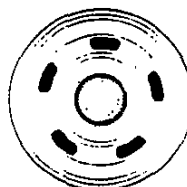
Standard hub cap*



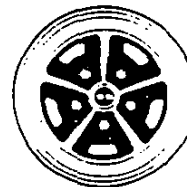
Full wheel cover (RPO PO1)



Mag-Spoke wheel cover (RPO PA2)



Rally Wheel (RPO ZJ7)



Sport Wheel (RPO N66)

*Also available with Wheel Trim Ring (RPO PO6).

Nova SS Interior Features

- Attractive pattern cloth and vinyl interior (all-vinyl available)
- Foam-cushioned front seat
- Front door armrests
- Color-keyed vinyl-coated rubber floor mat
- Glove compartment lock
- Cigarette lighter
- Center dome light

SPECIAL INTERIOR GROUP (RPO ZJ3) FOR NOVA SS INCLUDES . . .

- Bright instrument cluster framing and dome light bezel
- Bright pedal trim
- Automatic interior light switches for both front doors
- Glove compartment light

CUSTOM INTERIOR (RPO ZJ1) FOR NOVA SS INCLUDES . . .

- Luxurious pattern cloth and vinyl interior (all-vinyl available)
 - Foam-cushioned front and rear seats (extra-thick in front)
 - Bucket seats (RPO A51) and center console (RPO D55)
 - Color-keyed deep-twist carpeting
 - Bright instrument cluster framing and dome light bezel
 - Bright pedal trim
 - Automatic interior light switches for both front doors
 - Glove compartment light
 - Rear armrests and ashtrays
 - Luggage compartment mat
 - Special body and hood insulation
- . . . plus all Nova standard convenience and security features.



Center Console (RPO D55) available with Strato-bucket seats. Special Instrumentation (RPO U17) on console also available for V8 models.

Nova Interior Features

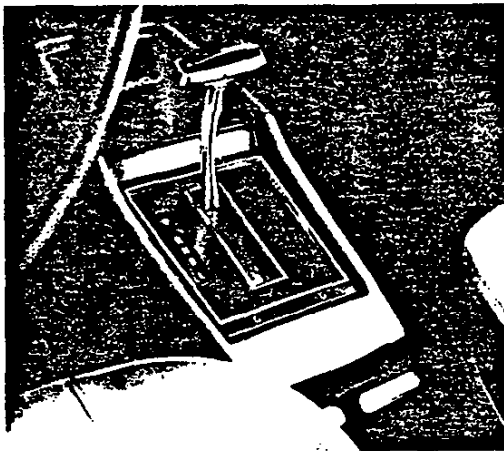
- Smart pattern cloth and vinyl interior (all-vinyl available)
- Foam-cushioned front seat
- Front door armrests
- Color-keyed vinyl-coated rubber floor mat
- Glove compartment lock
- Cigarette lighter
- Center dome light

SPECIAL INTERIOR GROUP (RPO ZJ3) INCLUDES . . .

- Bright instrument cluster framing and dome light bezel
- Bright pedal trim
- Automatic interior light switches for both front doors
- Glove compartment light

CUSTOM INTERIOR (RPO ZJ1) FOR NOVA INCLUDES . . .

- Luxurious pattern cloth and vinyl interior (all-vinyl available)
 - Foam-cushioned front and rear seats (extra-thick in front)
 - Bucket seats (RPO A51) and center console (RPO D55) available for Coupe
 - Color-keyed deep-twist carpeting
 - Bright instrument cluster framing and dome light bezel
 - Bright pedal trim
 - Automatic interior light switches for both front doors
 - Glove compartment light
 - Rear armrests and ashtrays
 - Luggage compartment mat
 - Special body and hood insulation
- . . . plus all Nova standard convenience and security features.



Center Console (RPO D55) available with Strato-bucket seats. Special Instrumentation (RPO U17) on console also available for V8 models.

Nova Exterior Features

- Silver-finish grille
- Amber lenses over parking/direction signal lights
- Front fender engine emblems (except standard six and four)
- Front fender nameplates
- Windshield molding
- Round outside rearview mirror
- Hub caps
- Side marker lights—front and rear
- Rear window molding
- Unitized taillights with built-in back-up lights and bright frames
- Concealed fuel filler

EXTERIOR DECOR PACKAGE (RPO ZJ5) INCLUDES . . .

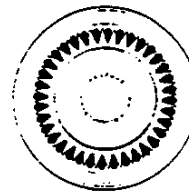
- Simulated front fender louvers
- Body side molding with black vinyl insert
- Bright side window moldings (Coupe only)
- Roof drip molding (Sedan only)

CUSTOM EXTERIOR (RPO ZJ2) INCLUDES . . .

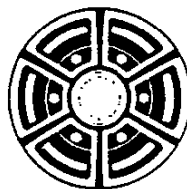
- Simulated front fender louvers with bright accents
- Accent striping (Coupe only)
- Bright side window moldings (Coupe only)
- Lower body and rear fender moldings (Coupe only)
- Black lower body accent band (Coupe only)
- Body side molding with black vinyl insert (Sedan only)
- Ribbed rear trim panel



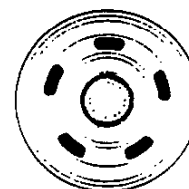
Standard hub cap*



Full wheel cover (RPO PO1)



Mag-Spoke wheel cover
(RPO PA2)



Rally Wheel (RPO ZJ7)

*Also available with Wheel Trim Ring (RPO PO6).

NOVA SAFETY AND SECURITY FEATURES FOR '69 INCLUDE . . .

- Energy-absorbing steering column
- Seat belts with pushbutton buckles for *all* passenger positions
- Shoulder belts with pushbutton buckles and special storage provision for driver and right front passenger
- Two front seat head restraints
- Passenger-guard door locks—with forward-mounted lock buttons
- Four-way hazard warning flasher
- Dual master cylinder brake system with warning light and corrosion-resistant brake lines
- *Folding seat back latches*
- Dual-speed windshield wipers and washer
- Dual-action safety hood latch
- Outside rearview mirror
- Back-up lights
- Side marker lights and parking lights that illuminate with headlights
- Energy-absorbing instrument panel, padded sun visor
- Reduced-glare instrument panel top, inside windshield moldings, horn button, steering wheel hub, and windshield wiper arms and blades
- Wide inside day-night mirror with deflecting base
- Lane-change feature in direction signal control
- Safety armrests
- Thick-laminate windshield
- Soft, low-profile window control knobs, coat hooks, dome light
- *Padded front seat back tops*
- Smooth contoured door and window regulator handle
- Anti-theft ignition key warning buzzer
- Anti-theft ignition, steering and transmission lock
- Starter safety switch on all transmissions
- Tire safety rim
- Safety door latches and hinges
- Uniform shift quadrant
- Snag-resistant steering wheel hardware
- Non-projecting wheel nuts, discs and caps
- Improved fuel tank retention
- Headlight aiming access provision
- Improved glove compartment door latches
- Cargo-guard luggage compartment
- Contoured windshield header

Nova SS

RPO Z26—available for Nova Coupe

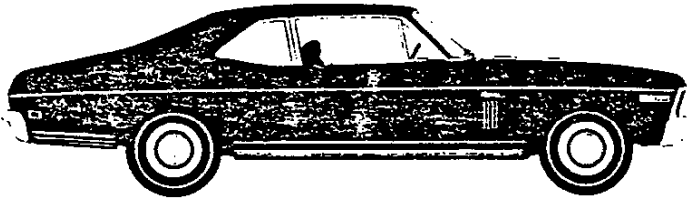
EXTERIOR FEATURES AND IDENTIFICATION



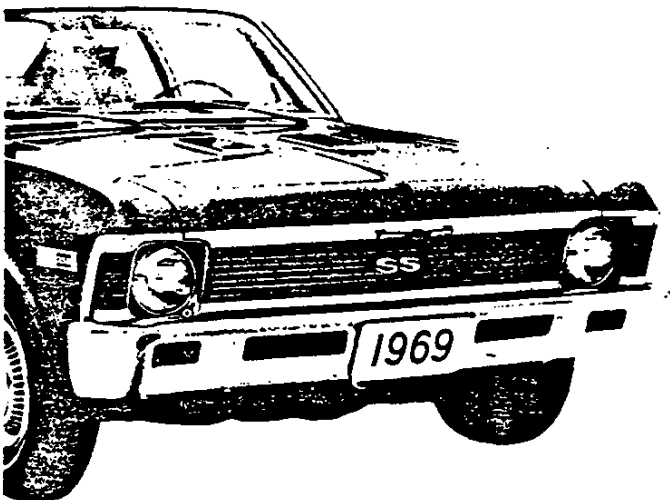
Nova SS Coupe



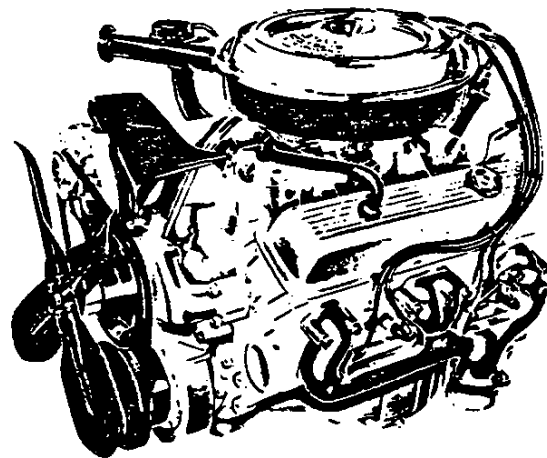
Nova SS Coupe with Exterior Decor Package (RPO ZJ5)



Nova SS Coupe with Custom Exterior (RPO ZJ2)



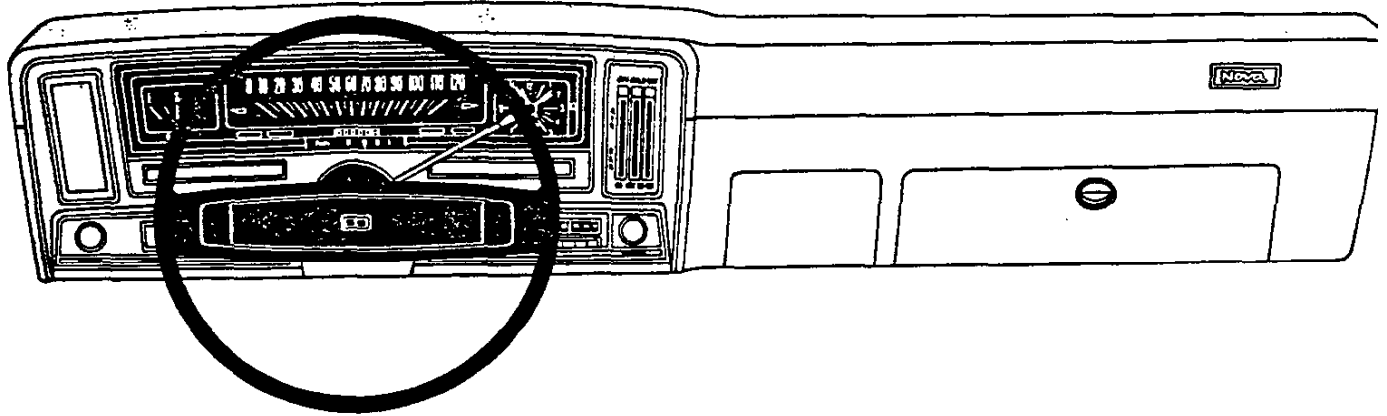
Distinctive Nova SS Coupe features include black-accented grille with SS emblem and simulated air intakes on hood



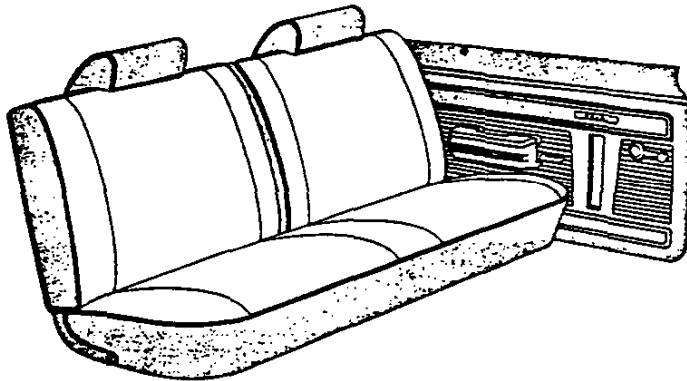
Special bright accents on engine

Nova SS

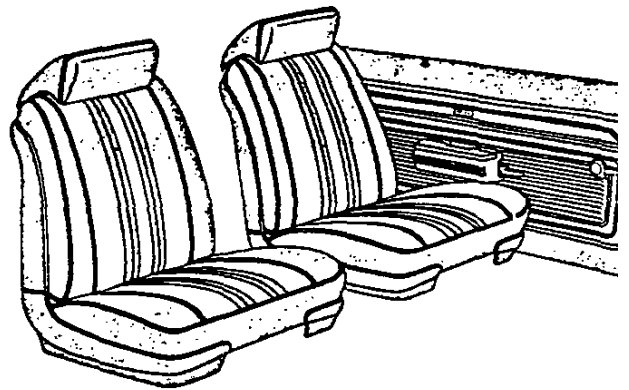
INTERIOR FEATURES AND APPOINTMENTS



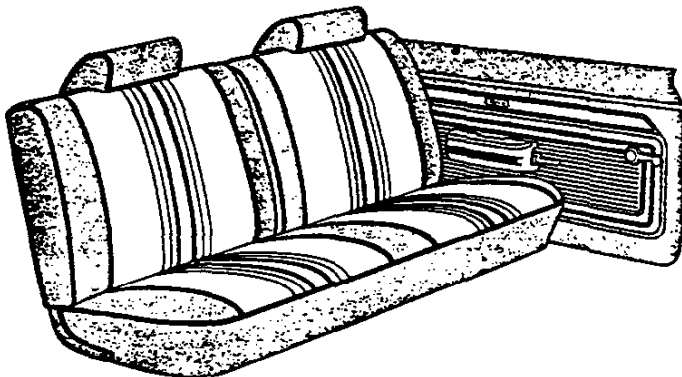
Nova SS instrument panel includes bright accents plus steering wheel with dual horn tabs and SS emblem. Bright instrument cluster framing shown included with Custom Interior (RPO ZJ1)



Nova SS Coupe standard pattern cloth and vinyl or all-vinyl interior



Nova SS Coupe all-vinyl Strato-bucket seat Custom Interior (RPO A5)



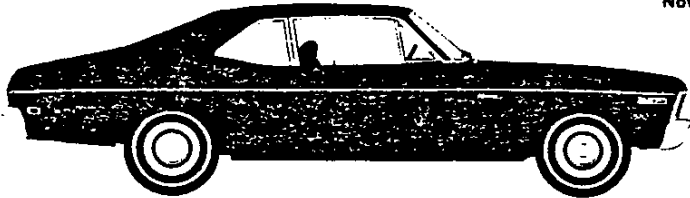
Custom Interior (RPO ZJ1) with conventional seats

Nova

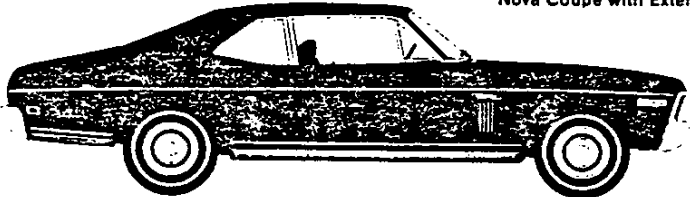
EXTERIOR FEATURES AND IDENTIFICATION



Nova Coupe



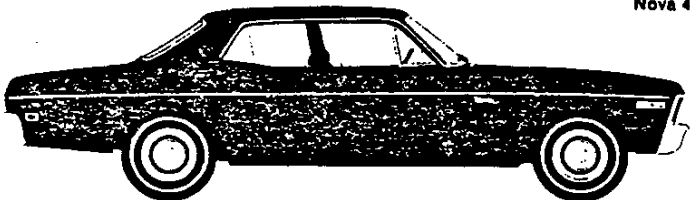
Nova Coupe with Exterior Decor Package (RPO ZJ5)



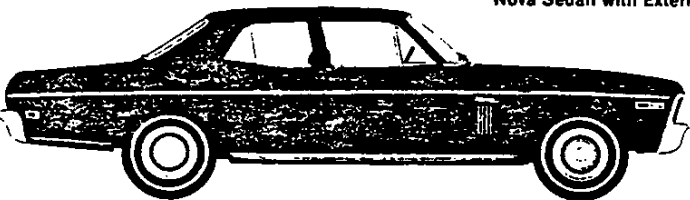
Nova Coupe with Custom Exterior (RPO ZJ2)



Nova 4-Door Sedan



Nova Sedan with Exterior Decor Package (RPO ZJ5)

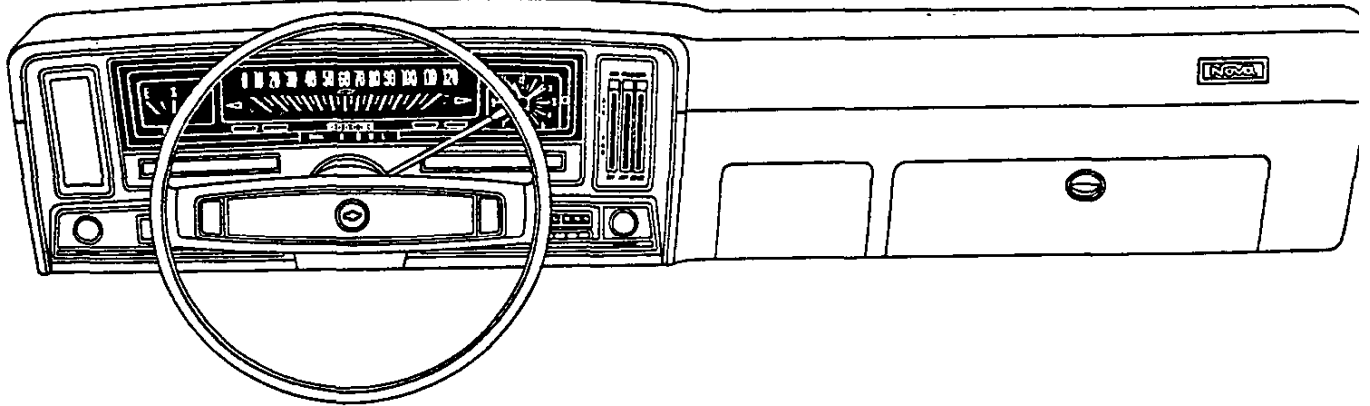


Nova Sedan with Custom Exterior (RPO ZJ2)

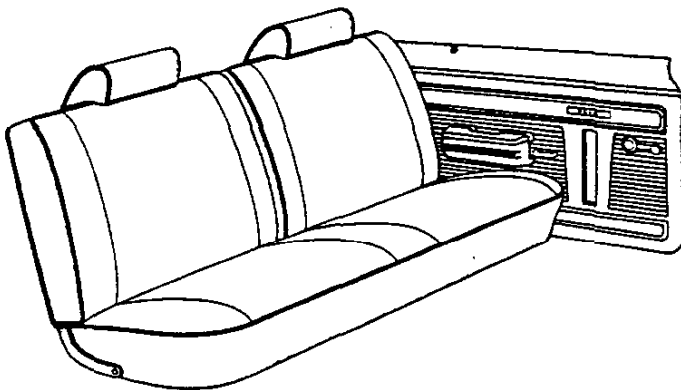


Nova

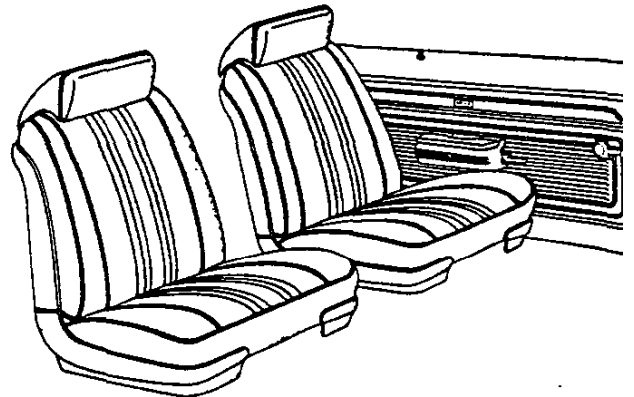
INTERIOR FEATURES AND APPOINTMENTS



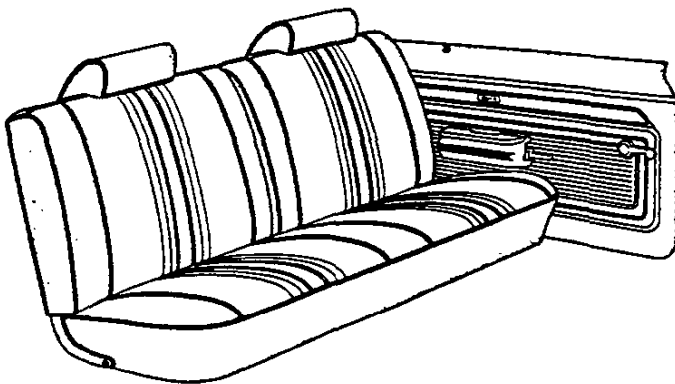
Nova instrument panel includes bright accents plus steering wheel with dual horn tabs. Bright instrument cluster framing shown included with Custom Interior (RPO ZJ1)



Nova Coupe standard pattern cloth and vinyl or all-vinyl interior



Nova Coupe Custom all-vinyl bucket seat interior (RPO A51)



Custom Interior for Nova Coupe (RPO ZJ1)

1969 Nova Color and Trim Choices

	Type of Seat	INTERIOR TRIM COLOR AND CODE						
		Black	Blue		Medium Green	Midnight Green		Red
		Vinyl	Cloth	Vinyl	Cloth	Cloth	Vinyl	Vinyl
Sedan and Coupe With Standard Interior	Std. Bench	731	735		742			
Sedan and Coupe With Custom Interior (RPO ZJ1)	Std. Bench	732	736		743	744	745	
Coupe Only With Custom Interior (RPO A51)	Strato-Bucket	733		737				746

EXTERIOR COLOR	CODE					
SOLID						
Tuxedo Black	10	•	•	•	•	•
Dover White	50	•	•	•	•	•
Glacier Blue	53	•	•			
Dusk Blue	51	•	•			
Le Mans Blue	71	•				
Olympic Gold	65	•			•	
Burnished Brown	61	•				
Azure Turquoise	55	•				
Frost Green	59	•		•	•	
Burgundy	67	•				•
Cortez Silver	69	•	•		•	•
Garnet Red	52	•				•
Champagne†	63	•			•	
Fathom Green	57	•		•	•	
Butternut Yellow	40	•			•	
Rallye Green	79	•				

TWO-TONE*	Lower	Upper				
Glacier Blue (lower) Dover White (upper)	53	50	•	•		
Azure Turquoise (lower) Dover White (upper)	55	50	•			
Glacier Blue (lower) Dusk Blue (upper)	53	51	•	•		
Dusk Blue (lower) Glacier Blue (upper)	51	53	•	•		
Olympic Gold (lower) Dover White (upper)	65	50	•		•	
Burnished Brown (lower)† Champagne (upper)	61	63	•			

†Check availability before ordering. *Two-tone exterior available for both Coupe and Sedan.

Vinyl Roof Cover* Color Choices (RPO C08)

Vinyl Roof Color	Code	Exterior Color Availability
Black	BB	All exterior colors
Parchment	EE	
Dark Brown	FF	Olympic Gold, Butternut Yellow, Champagne, Burnished Brown
Dark Blue	CC	Dover White, Glacier Blue, Dusk Blue, Cortez Silver
Midnight Green	SS	Tuxedo Black, Dover White, Frost Green, Fathom Green

*Available on six or V8 Coupe and Sedan only.

Seat and Shoulder Belt Colors

Interior Trim Color	Standard Style Belts	Custom Deluxe Belts*
Black	Black	Black
Blue	Dark Blue	Dark Blue
Medium Green	Dark Green	Medium Green
Midnight Green	Dark Green	Midnight Green
Red	Black	Red

*Available at extra cost—see Options and Prices section.

Note: Standard seat and shoulder belt buckles color-keyed; Custom Deluxe buckles brush-finished.

Body Side Accent Striping Colors—Included On Nova Coupe With Custom Exterior (RPO ZJ2)

Exterior Color	Without Vinyl Roof Cover	With Vinyl Roof Cover				
		Black	Parchment	Dark Brown	Dark Blue	Midnight Green
Tuxedo Black	White	White	White	—	—	White
Dover White	Black	Black	Black	—	Black	Black
Glacier Blue	Black	Black	White	—	Black	—
Dusk Blue	White	White	White	—	White	—
LeMans Blue	White	Black	White	—	—	—
Olympic Gold	Black	Black	White	Black	—	—
Burnished Brown	White	White	White	White	—	—
Azure Turquoise	Black	Black	White	—	—	—
Frost Green	Black	Black	White	—	—	Black
Burgundy	Red	Red	White	—	—	—
Cortez Silver	Black	Black	Black	—	Black	—
Garnet Red	Black	Black	White	—	—	—
Champagne	Black	Black	White	Black	—	—
Fathom Green	White	White	White	—	—	White
Butternut Yellow	Black	Black	Black	Black	—	—
Rallye Green	White	Black	White	—	—	—

1969 Nova Options and Prices*

Description	PRICE	
	\$	\$
V8 Models (200-hp Turbo-Fire 307 V8)		
11427 Coupe.....		
11469 4-Door Sedan.....		

6-Cylinder Models (140-hp Turbo-Thrift 230 Six)		
11327 Coupe.....		
11369 4-Door Sedan.....		

4-Cylinder Models (90-hp Super-Thrift 153 Four)		
11127 Coupe.....		
11169 4-Door Sedan.....		

* Manufacturer's Suggested Retail Price does not include state and local taxes, license fees, options or accessories.

Description	RPO Number	PRICE	
		\$	\$

MODEL OPTIONS (Six and V8 Models Only)

<p>Nova SS: (Available for Coupe only). Includes 300-hp Turbo-Fire 350 V8, simulated air intakes on hood, simulated front fender louvers with bright accents, black accented grille, black rear panel, SS emblems, red stripe wide-oval E70 x 14 tires and 14 x 7 wheels, special suspension, power disc brakes, Special 3-Speed transmission, bright engine accents, and hood insulation.....</p>	Z26		
<p>Custom Interior: Includes luxury seat and sidewall trim with bright accents, ashtrays in rear armrests, carpet floor covering, deluxe bright rearview mirror support, automatic interior light switches on both front doors, glove compartment light, bright pedal trim, illuminated heater controls, luggage compartment mat, special floor and hood insulation.</p>			
<p style="padding-left: 20px;">With conventional seats (Coupe or Sedan).....</p> <p style="padding-left: 20px;">With Strato-bucket seats (Coupe Only).....</p>	ZJ1 A51		
<p>Special Interior Group: (Included in Custom Interior option). Includes bright instrument cluster, pedal trim and dome light bezel, automatic interior light switch on both front doors, and glove compartment light.....</p>	ZJ3		
<p>Custom Exterior: Includes simulated front fender louvers with bright accents, body sill and rear fender moldings, black body sill and lower rear fender, and ribbed rear trim panel. Additional features are accent striping, bright side window moldings and lower body accent band (Coupe only) and body side molding with black vinyl insert (Sedan only).....</p>	ZJ2		
<p>Exterior Decor Package: Includes simulated front fender louvers and body side molding with black vinyl insert. Additional features are bright side window moldings (Coupe only) and bright drip molding (Sedan only).....</p>	ZJ5		

1969 Nova Options and Prices

Description	RPO Number	PRICE	
		\$	\$
FEATURE GROUPS*			
APPEARANCE GUARD GROUP			
INCLUDES:			
(A) Front Bumper Guards.....	V31	.....	.....
(B) Rear Bumper Guards.....	V32	.....	.....
(C) Door Edge Guards (Coupe Models).....	B93	.....	.....
(Sedan Models).....	B93	.....	.....
(D) Color-Keyed Floor Mats, 2 Front, 2 Rear.....	B37	.....	.....
(E) Visor Vanity Mirror.....	D34	.....	.....
For Coupe Models—Includes A, B, C, D & E.....	ZP5	.....	.....
For Sedan Models—Includes A, B, C, D & E.....	ZP5	.....	.....
OPERATING CONVENIENCE GROUP			
INCLUDES:			
(A) Electric Clock: Included when special instrumentation is ordered.....	U35	.....	.....
(B) L.H. Outside Remote-Control Rearview Mirror.....	D33	.....	.....
(C) Rear Window Defroster.....	C50	.....	.....
For All Models with special instrumentation—Includes B & C.....	ZQ2	.....	.....
For All Models without special instrumentation—Includes A, B & C.....	ZQ2	.....	.....

* Any item contained in feature groups may be ordered separately.

POWER TEAMS

Engines: See Power Teams chart for availability			
155-hp Turbo-Thrift 250 Six.....	L22	.....	.....
255-hp Turbo-Fire 350 V8 (Regular grade fuel).....	LM1	.....	.....
Transmissions: See Power Teams chart for availability			
Torque-Drive (4- and 6-cyl. only).....	MB1	.....	.....
Powerglide; for use with 200-hp, 255-hp or 300-hp engine V8 models.....	M35	.....	.....
Powerglide; 4- and 6-cyl. models.....	M35	.....	.....
Special 3-Speed (Included when Nova SS option is ordered).....	MC1	.....	.....
4-Speed (Wide-range).....	M20	.....	.....
4-Speed (Close-ratio).....	M21	.....	.....
Turbo Hydra-Matic.....	M40	.....	.....
Axle, Positraction Rear: Not available when Torque-Drive is ordered.....	G80	.....	.....
Axle Ratios: See Power Teams chart for availability			
Economy.....	ZQ8	.....	.....
Performance.....	ZQ9	.....	.....
Special Ratio (Other than Standard, Economy or Performance).....	.....	.....	.....

POWER ASSISTS

Brakes, Power: (Six or V8 models only) Drum-type brakes.....	J50	.....	.....
Brakes, Power Disc: (Six or V8 models only) Disc-type front brakes (Included when Nova SS option is ordered)	J50/J52	.....	.....
Steering, Power: (Six or V8 models only) Power brakes recommended.....	N40	.....	.....

1969 Nova Options and Prices

Description	RPO Number	PRICE	
		\$	\$
OTHER OPTIONS			
Air Conditioning, Four-Season: (Six or V8 models only) Includes 42-amp Delcotron, HD radiator and temperature-controlled radiator fan.....	C60		
Battery, Heavy-Duty: 66-plate, 70-amp-hour.....	T60		
Belts, Seat and Shoulder: In addition to or replacing standard belts			
<i>Standard Style Shoulder Belts</i>			
2 rear.....	AS5		
<i>Custom Deluxe Front and Rear Seat Belts & Front Shoulder Belts</i>			
With bucket front seats.....	ZK3		
With conventional front seat.....	ZK3		
<i>Custom Deluxe Shoulder Belts (Requires Option ZK3)</i>			
2 rear.....	AS4		
Clutch, Heavy-Duty: Dual disc. Nova SS only.....	MA6		
Console: (Six or V8 coupe only) Available only when bucket seats are ordered. Includes floor-mounted shift lever. Not available when Torque-Drive transmission is ordered.....	D55		
Exhaust, Dual: V8 models with std or 255-hp engine only.....	N10		
Generators:			
42-amp Delcotron. Included when air conditioning is ordered.....	K79		
63-amp Delcotron; heavy-duty.....	K85		
Glass, Soft-Ray Tinted: All windows.....	A01		
Headlight Washer	CE1		
Heater, Engine Block	K05		
Horns, Dual	U05		
Instrumentation, Special: V8 coupe model with console only. Includes tachometer located in instrument panel plus temperature, fuel, oil pressure & ammeter gauges and clock located on floor console.....	U17		
Lighting, Auxiliary:			
(A) Ashtray Light			
(B) Courtesy Lights			
(C) Glove Compartment Light			
(D) Luggage Compartment Light			
(E) Underhood Light			
For All Models with Custom or Special Interior—Includes A, B, D & E.....	ZJ9		
For All Models without Custom or Special Interior—Includes A, B, C, D & E.....	ZJ9		
Moldings, Body Side: Included in exterior decor package and on sedan with custom exterior. Not available with custom exterior on coupe model.....	B84		
Moldings, Window: Sedan model only.....	B90		
Radiator, Heavy-Duty: Included when air conditioning is ordered.			
4-cyl models.....	V01		
Six and V8 models.....	V01		
Radio Equipment: Includes front antenna			
Pushbutton control AM radio.....	U63		
AM/FM radio.....	U69		
AM/FM radio and stereo.....	U79		
Speaker, rear seat. Not available when stereo is ordered.....	U80		

1969 Nova Options and Prices

Description	RPO Number	PRICE	
		\$	\$
Roof Cover, Vinyl: Six or V8 models only. Solid exterior colors only)			
Black.....	BB	.....	.....
Dark Blue.....	CC	.....	.....
Parchment.....	EE	.....	.....
Midnight Green.....	SS	.....	.....
Dark Brown.....	FF	.....	.....
Seats, Strato-Bucket: See Custom Interior option			
Shift Lever, Floor-Mounted: Available only with standard 3-speed transmission with Six or 307-cu.-in. engines.....			
	M11	.....	.....
Speed Warning Indicator.....			
	U15	.....	.....
Stereo Tape System: Includes 4 speakers.....			
	U57	.....	.....
Suspension, Special-Purpose Front and Rear: Available only when Nova SS is ordered. Includes special front and rear springs and matching shock absorbers.....			
	F41	.....	.....
Suspension, Special Front and Rear: Available on Six and standard V8 models only. Includes front stabilizer (6-cyl. only), special front and rear springs and rear shock absorbers.....			
	F40	.....	.....
Trim, Vinyl Interior: For availability see Color & Trim section			
With custom interior.....	.....	.....	.....
With standard interior.....	.....	.....	.....
Two-Tone Finish.....			
Ventilation, HD Closed Positive Engine.....			
	KD5	.....	.....
Wheel Covers, Full.....			
	P01	.....	.....
Wheel Covers, Mag-Spoke:.....			
	PA2	.....	.....
Wheel Trim Rings: For use with standard hub caps.....			
	P06	.....	.....
Wheels, Rally: Includes special wheel, center cap and trim ring..			
	ZJ7	.....	.....
Wheels, Sport: Available only with Nova SS option.....			
	N66	.....	.....

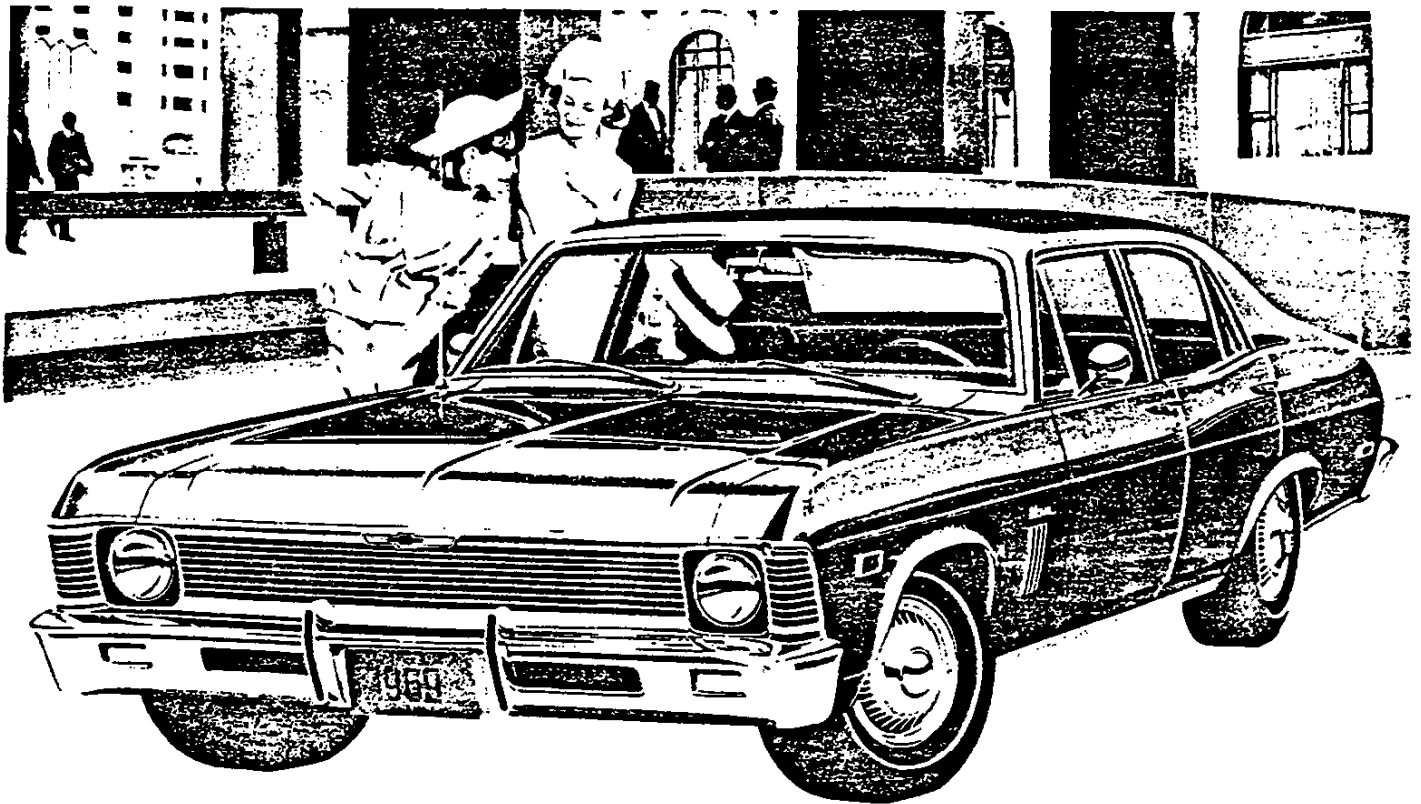
FACTORY-INSTALLED REGULAR PRODUCTION TIRES

Replaces (5) 7.35 x 14 Original Equipment Blackwall

(5) 7.35 x 14 Original Equipment Whitewall.....	P58	.....	.....
(5) E70 x 14 Special White Stripe.....	PX7	.....	.....
(5) E70 x 14 Special Red Stripe.....	PK6	.....	.....
(5) E70 x 14 Special Belted White Stripe.....	PL1	.....	.....
(5) E70 x 14 Special Belted Red Stripe.....	PK9	.....	.....

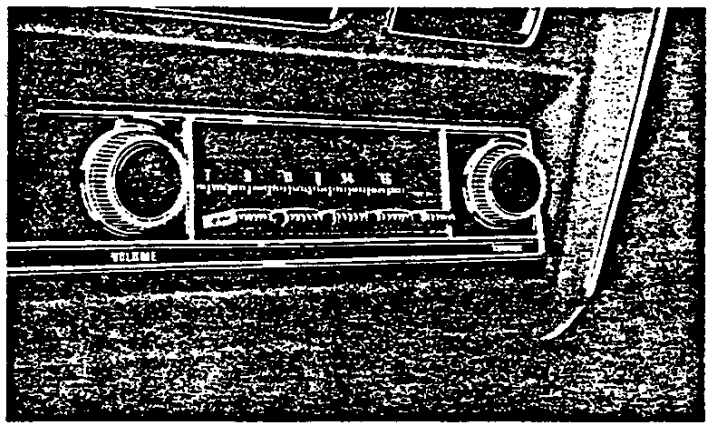
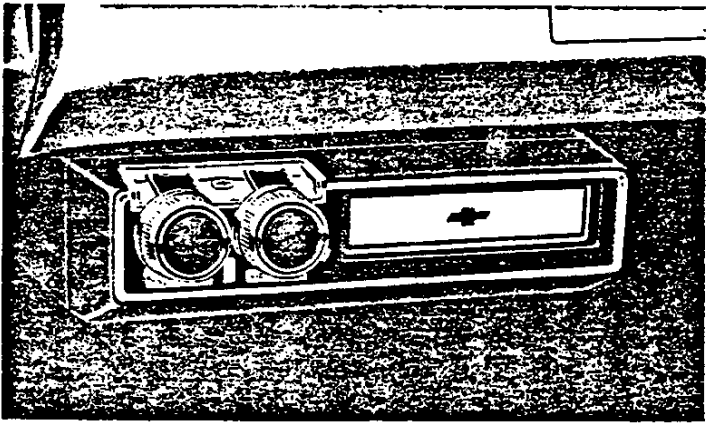
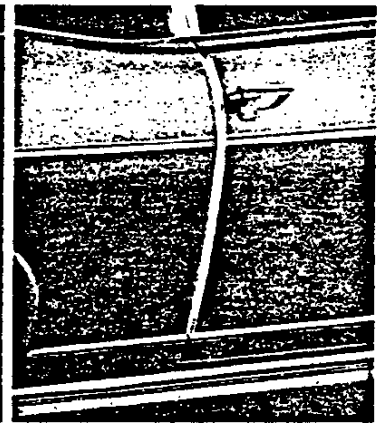
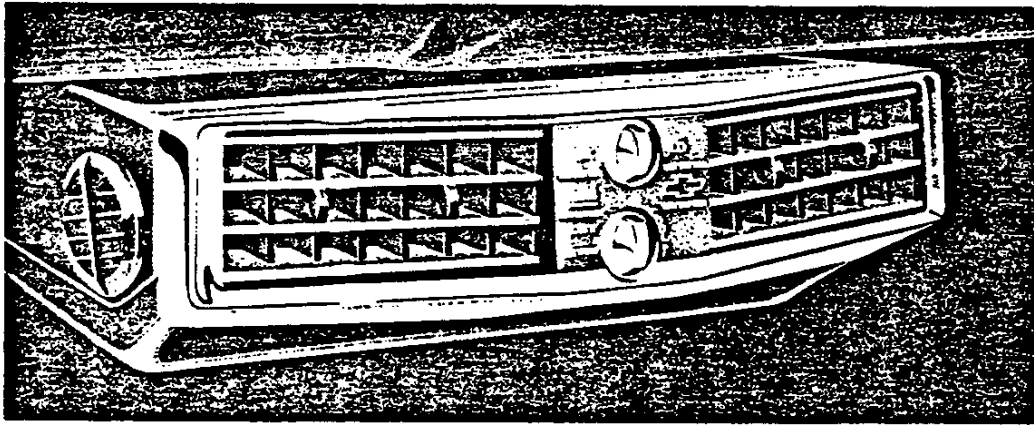
Replaces (5) E70 x 14 Special Red Stripe (Nova SS Option)

(5) E70 x 14 Special White Stripe.....	PX7	.....	.....
(5) E70 x 14 Special Belted White Stripe.....	PL1	.....	.....
(5) E70 x 14 Special Belted Red Stripe.....	PK9	.....	.....



AIR CONDITIONER

DOOR EDGE GUARDS

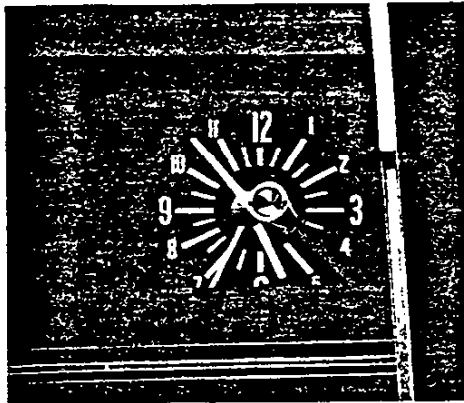


TAPE PLAYER

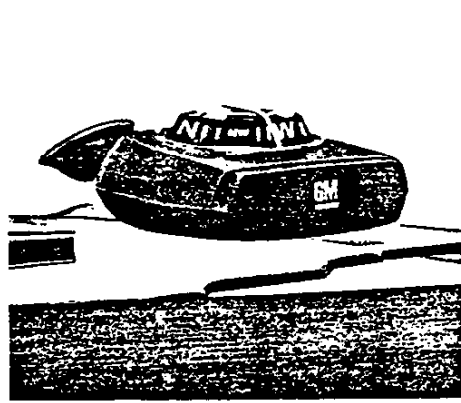
AM RADIO

14-NOVA

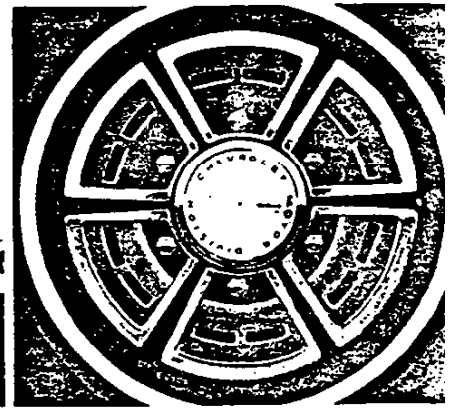
NOVA CUSTOM FEATURES



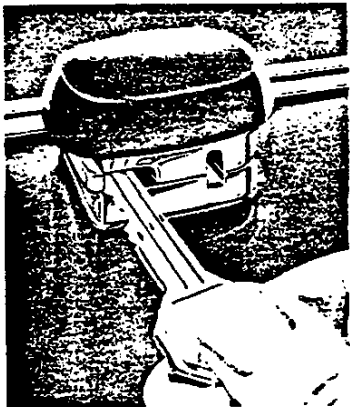
ELECTRIC CLOCK



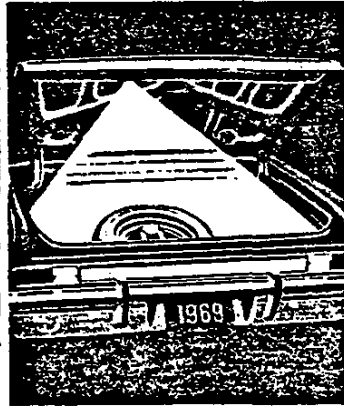
AUTO COMPASS



MAGNESIUM WHEEL COVERS



REAR DOOR LOCKS



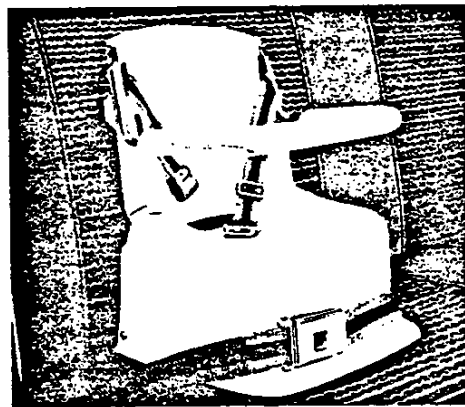
LUGGAGE COMPARTMENT LIGHT



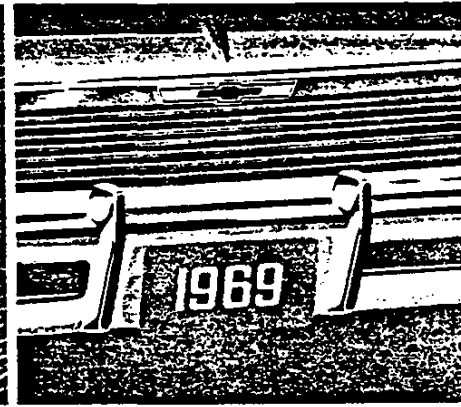
UNDERHOOD LIGHT



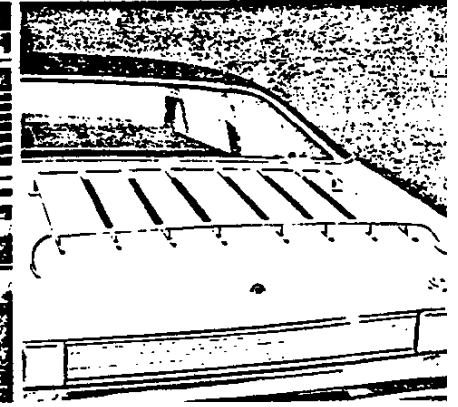
GM VIGILITE



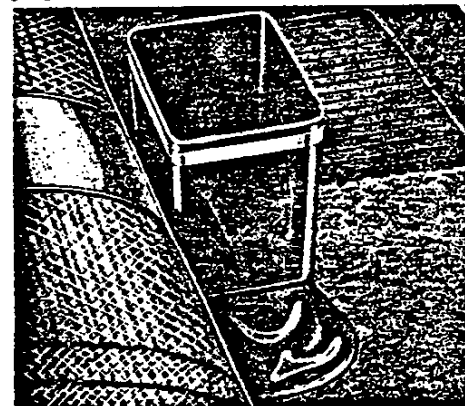
GM CHILD SEAT



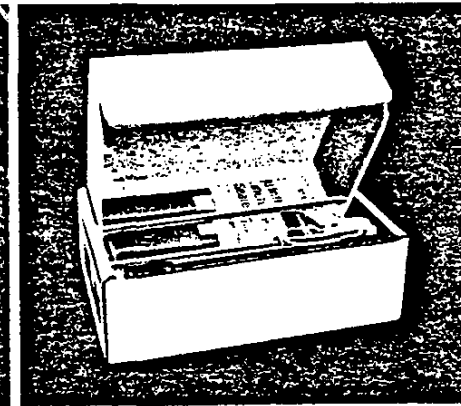
FRT. & REAR BUMPER GUARDS



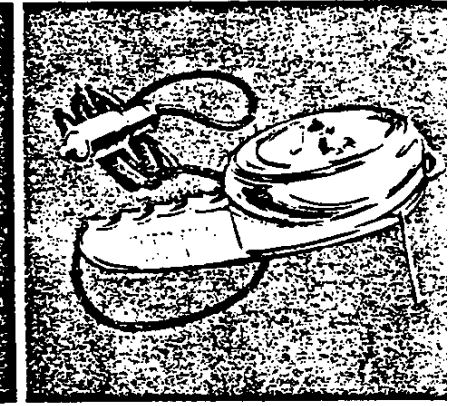
REAR DECK LID LUGGAGE CARRIER



LITTER CONTAINER



HIGHWAY EMERGENCY KIT



HAND PORTABLE SPOTLIGHT

NOVA CUSTOM FEATURES

NOVA-

1969 Nova Power Teams

ENGINES / TRANSMISSIONS / AXLE RATIOS

ENGINE	TRANSMISSION	REAR AXLE RATIO MODEL APPLICATION	REAR AXLE RATIO							
			Without Air Conditioning				With Air Conditioning			
			Standard	Economy†	Performance†	Special†	Standard	Economy†	Performance†	Special†
STANDARD 4 90-HP SUPER-THRIFT 153 153-CU.-IN. FOUR	3-Speed (2.85:1 Low)	All models	3.08:1	2.73:1	3.36:1		AIR CONDITIONING NOT AVAILABLE WITH 4-CYL. MODELS			
	Torque-Drive	All models	3.08:1							
	Powerglide	All models	3.08:1	2.73:1	3.36:1					
STANDARD 6 140-HP TURBO-THRIFT 230 230-CU.-IN. SIX	3-Speed (2.85:1 Low)	All models	3.08:1	2.73:1	3.36:1		3.08:1	2.73:1	3.36:1	
	Torque-Drive	All models	2.73:1				3.08:1			
	Powerglide	All models	2.73:1	2.56:1	3.08:1	3.36:1	3.08:1	2.73:1	3.36:1	
	Turbo Hydra-Matic									
RPO L22 155-HP TURBO-THRIFT 250 250-CU.-IN. SIX	3-Speed (2.85:1 Low)	All models	3.08:1	2.73:1	3.36:1		3.08:1	2.73:1	3.36:1	
	Torque-Drive	All models	2.73:1				3.08:1			
	Powerglide	All models	2.73:1	2.56:1	3.08:1	3.36:1	3.08:1	2.73:1	3.36:1	
	Turbo Hydra-Matic									
STANDARD V8 200-HP TURBO-FIRE 307 307-CU.-IN. V8	3-Speed (2.85:1 Low)	All models	3.08:1	2.73:1	3.36:1		3.08:1	2.73:1	3.36:1	
	4-Speed (2.85:1 Low)									
	Powerglide	All models	2.73:1	2.56:1	3.08:1	3.36:1	3.08:1	2.73:1	3.36:1	
	Turbo Hydra-Matic									
RPO LM1 255-HP TURBO-FIRE 327 327-CU.-IN. V8	Special 3-Speed (2.42:1 Low)	All models	3.31:1	3.07:1	3.55:1		3.31:1	3.07:1	3.55:1	
	4-Speed (2.52:1 Low)									
	Powerglide	All models	3.08:1	2.73:1	3.36:1	3.55:1	3.08:1	2.73:1	3.36:1	3.55:1
	Turbo Hydra-Matic									
300-HP TURBO-FIRE 350 350-CU.-IN. V8 Included with Nova SS Equipment (RPO Z26)	Special 3-Speed (2.42:1 Low)	Coupe only	3.31:1	3.07:1	3.55:1		3.31:1	3.07:1	3.55:1	
	4-Speed (2.52:1 Low)									
	Powerglide	Coupe only	3.08:1	2.73:1	3.36:1	3.55:1	3.08:1	2.73:1	3.36:1	3.55:1
	Turbo Hydra-Matic									

Note: Positraction rear axle available in all axle ratios. †Available at extra cost—see Options and Prices section.

Transmissions

TRANSMISSION	ENGINES	TRANSMISSION GEAR RATIOS (:1)					SHIFT SELECTOR LOCATIONS		
		1	2	3	4	R	Column	Floor	Center
3-SPEED FULLY SYNCHRONIZED (STANDARD)	90-hp 4	2.85	1.68	1.00		2.95	•		
	140-hp 6 155-hp 6 200-hp V8	2.85	1.68	1.00		2.95	•	•†	•
	SPECIAL 3-SPEED FULLY SYNCHRONIZED (RPO MCl)	255-hp V8 300-hp V8	2.42	1.58	1.00		2.41		•
4-SPEED FULLY SYNCHRONIZED (RPO M20)	200-hp V8	2.85	2.02	1.35	1.00	2.85			
	255-hp V8 300-hp V8	2.52	1.88	1.46	1.00	2.59		•	•
	TORQUE-DRIVE (RPO MB1)	90-hp 4	Hi (maximum)—2.4:1 to 1:1 1st and Reverse—4.37:1 to 1.82:1					•	
	140-hp 6 155-hp 6	Hi (maximum)—2.1:1 to 1:1 1st and Reverse—3.82:1 to 1.82:1					•		
POWERGLIDE (RPO M35)	90-hp 4	Drive (max.)—4.37:1 to 1:1 Low and reverse—4.37:1 to 1.82:1					•		
	140-hp 6 155-hp 6 200-hp V8	Drive (max.)—3.82:1 to 1:1 Low and reverse—3.82:1 to 1.82:1					•		•
	255-hp V8 300-hp V8	Drive (max.)—3.70:1 to 1:1 Low and reverse—3.70:1 to 1.76:1					•		•
TURBO HYDRA-MATIC (RPO M40)	140-hp 6 155-hp 6 200-hp V8 255-hp V8 300-hp V8	Drive (max.)—5.29:1 to 1:1 Low 2—5.29:1 to 1.52:1 Low 1—5.29:1 to 2.52:1 Reverse—4.05:1 to 1.93:1					•		•

*Optional at extra cost †Optional Floor-mounted Shift Lever (RPO M11)

Clutches for Nova 3- and 4-Speed Transmission Power Teams

Type	Standard and Heavy-Duty*	90-hp 4	140-hp 6	155-hp 6	200-hp 307 V8	255-hp 350 V8	300-hp 350
		3-Speed	3-Speed	3-Speed	3-Speed 4-Speed	3- & 4-Speed	3- & 4-Speed
Diaphragm spring with single dry disc		Diaphragm spring with single dry disc				Semi-centrifugal bent-finger design diaphragm spring with single dry disc (dual dry discs with heavy-duty clutch)	
Disc Facing Material	Standard - Heavy-Duty*	Woven asbestos				Premium grade woven asbestos	
Disc Facing Outside Diameter	Standard	9.12"			10.34"		11.00"
	Heavy-Duty*	—			—		10.00"
Disc Facing Total Area (sq. in.)	Standard	71.82			101.54		123.70
	Heavy-Duty*	—			—		201.00
Spring Effective Plate Load (lbs.)	Standard	1350-1450	1650-1850		1900-2200	2100-2300	2450-2700
	Heavy-Duty*	—			—		1400-1600

*RPO MA6—Heavy-Duty Clutch (dual disc).

Equipment Included With Optional* V8 Engines

Important equipment is included with optional* 350-cu.-in. V8 engines, supplementing or replacing equipment included with the standard 200-hp 307-cu.-in. V8 engine. Specialized equipment is also available (see Options and Prices section).

	255-hp Turbo-Fire 350	300-hp Turbo-Fire 350
Special front springs	•	•
Special multiple-leaf rear springs	••	•
Heavier-duty drive shaft universal joints	••	••
Rear axle ring gear—8.875" dia.	••	••
Larger capacity radiator	•	•
Dual exhaust (2¼-in. dia.)	•	•
Heavier-duty clutch	•	•
Wide-oval E70 x 14 red stripe tires with 14" x 7" wheels		•
Special underhood insulation		•
Higher performance starting motor	•	•
61-ampere-hour battery	•	•
Finned aluminum valve rocker covers		•
Special chrome accents on engine†		•
Large in-line fuel filter and vapor return line to fuel tank		•

*Optional at extra cost. **With manual transmissions only. †Chrome-finish air cleaner cover and oil filler cap.

1969 Nova Engine Specifications

GENERAL SPECIFICATIONS	90-hp Super-Thrift 153	140-hp Turbo-Thrift 230	155-hp Turbo-Thrift 250	200-hp Turbo-Fire 307	255-hp Turbo-Fire 350	300-hp Turbo-Fire 350
Displacement	153 cu. in.	230 cu. in.	250 cu. in.	307 cu. in.	350 cu. in.	
Bore and Stroke	3.875" x 3.25"		3.875" x 3.53"	3.875" x 3.25"	4.00" x 3.48"	
HP @ RPM	90 @ 4000	140 @ 4400	155 @ 4200	200 @ 4600	255 @ 4800	300 @ 4800
Torque @ RPM (lbs. ft.)	152 @ 2400	220 @ 1600	235 @ 1600	300 @ 2400	365 @ 3200	380 @ 3200
Compression ratio	8.5:1			9.00:1		10.25:1
Carburetion	Single-barrel			2-barrel	4-barrel	
Fuel requirement	Regular			Regular*		Premium
Camshaft type	Economy-contoured			General performance		
Valve lifters	Hydraulic					
Exhaust	Single					Dual

BASIC DESIGN

Engine type	4-cyl.—Valve-in-head	6-cyl.—Valve-in-head	V8—Valve-in-head
Exhaust emission control	Air Injection Reactor System (Controlled Combustion System with automatic transmissions)		
Cylinder block	Cast alloy iron		Cast alloy iron**
Cylinder heads	Cast alloy iron with precision-cast wedge-type combustion chambers		
Crankshaft	Cast nodular iron†		
Main bearings	5—Steel-backed replaceable insert type	7—Steel-backed replaceable insert type	5—Steel-backed replaceable insert type
Pistons	Cast aluminum alloy		
Piston Rings	Top	Chrome-plated	
	Second	Wear-resistant coated	
	Oil control	Three-piece (two rails and one spacer-expander)	
Connecting rods	Forged alloy steel		
Flywheel	Machined cast alloy iron with manual transmissions, pressed steel with automatic transmission		

FUEL SYSTEM

Intake manifold	Cast alloy iron#		
Carburetor type	Single-barrel	2-barrel	4-barrel
Choke	Manual	Automatic	
Air cleaner	Oil-wetted paper element		
Fuel pump	Camshaft-driven mechanical pulsator-type		
Fuel filters	Dual filtration system—paper filter in carburetor, fine-mesh fuel strainer in tank*		

*Regular grade fuel recommended except in areas where octane ratings of regular gasolines are below minimum engine requirements.

*Extra-thick bulkheads for greater strength and more rigid crankshaft support.

†Fully counterweighted on 155-hp six.
#4-cyl.—2-port rectangular section; Sixes—3-port rectangular section;
V8s—8-port double deck.

*Triple filtration system plus vapor return line to fuel tank on 300-hp 350-cu.-in. V8. Includes large in-line fuel filter in addition to carburetor and fuel tank filters.

1969 Nova Engine Specifications

VALVE SYSTEM	90-hp Super-Thrift 153	140-hp Turbo-Thrift 230	155-hp Turbo-Thrift 250	200-hp Turbo-Fire 307	255-hp Turbo-Fire 350	300-hp Turbo-Fire 350
Type	Valve-in-head with independent operating mechanism for each valve					
Valve guides/seats	Machined in cylinder heads					
Inlet valves	Alloy steel					
Exhaust valves	High alloy steel				High alloy steel with aluminized face	
Rocker arms	Pressed steel with ball and socket mounting					
Push rods	Tubular steel with hardened ends					
Camshaft material	Wear-resistant-coated cast alloy iron					
Camshaft bearings	4—steel-backed babbitt			5—steel-backed babbitt		
Camshaft drive	Gear-driven from crankshaft					
EXHAUST SYSTEM						
Type	Single 2.0" system			Single 2.0" system*	Single 2.25" system*	Dual 2.25" system*
Exhaust manifold/s	Cast alloy iron 4-port design: sixes—center downtake; V8s—rear downtake					
Muffler design and construction	Oval reverse-flow type, rolled lock seam construction					
	(A)					(A)(B)
Resonators	None					
ELECTRICAL SYSTEM						
Battery	12-volt, 45-ampere-hour energizer type				12-volt, 61-ampere-hour energizer type	
Generator	37-ampere Delcotron diode-rectifying type					
Starter	Positive-engagement type				Positive-engagement high-torque type	
Distributor	Single-breaker type with combination centrifugal and vacuum advance					
Ignition coil	12-volt, hermetically sealed					
Ignition wiring	Non-metallic high-tension cable, neoprene insulated					
Spark plugs	ACR 46 N			ACR 45 S	ACR 44 S	
COOLING SYSTEM						
Type	Pressurized liquid system with full-length water jackets surrounding cylinder barrels					
Radiator	Tube-and-center type with 15-lb. pressure cap					
Radiator frontal area	229 sq. in.	353 sq. in.				
Water pump	Centrifugal type with sealed double-row bearing					
Water pump capacity	63 gal./min.	60 gal./min.		54 gal./min.	57 gal./min.	
Thermostat	Pellet type					
Fan	4-blade, 17.62" diameter					
Water pump/fan drive	Single-belt drive from crankshaft pulley					
LUBRICATION SYSTEM						
Type	Controlled full-pressure system					
Oil filter	Full-flow throwaway canister type					
Oil pump	Gear type with fixed intake					
Oil pressure (normal)	30-45 p.s.i. @ 1500 r.p.m.					
Refill capacity (qts.)	4 quarts (5 with filter replacement)					
Crankcase ventilation	Closed-positive type					

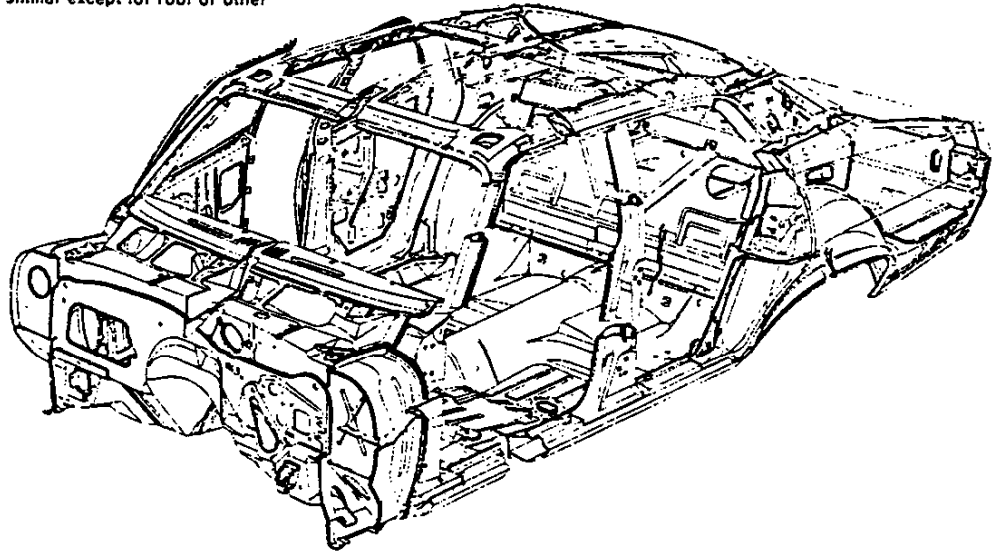
*Dual 2.25" system optional at extra cost.

(A) Extended durability features include: aluminized heads and outer cover, asbestos-wrapped zinc-coated body, zinc-coated interior baffles.

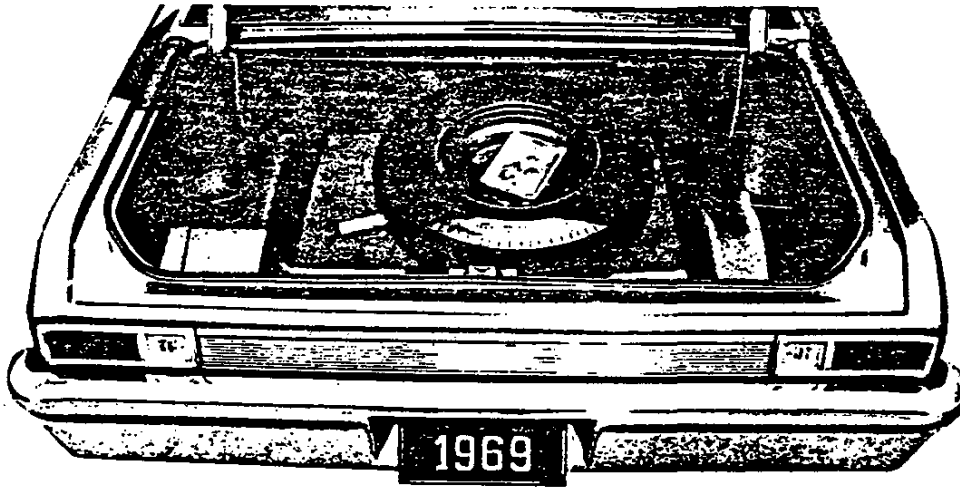
(B) Right side muffler body, heads and interior baffles stainless steel for greater durability.

Nova Body Features

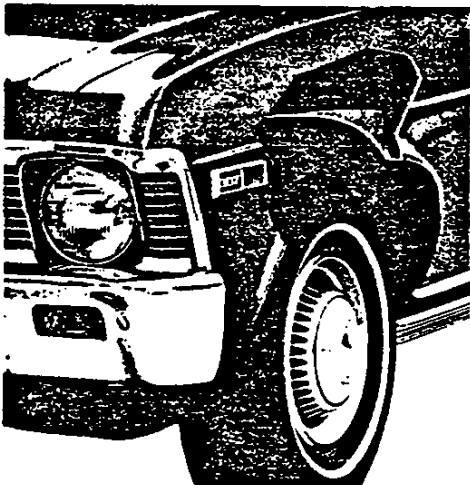
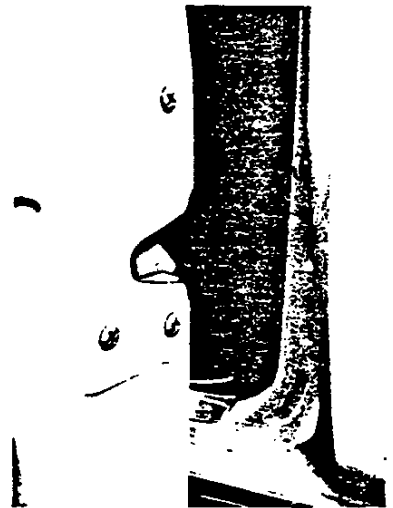
Nova Sedan body illustrated . . . coupe basically similar except for roof or other specific structure.



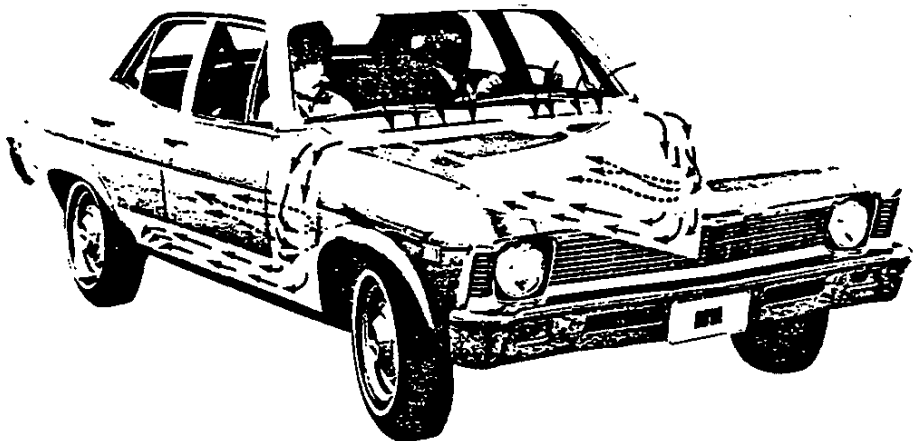
Roomy luggage compartment with conveniently low loading height.



Easy-operating fork-type door latch.



Protective inner panels at both front and rear wheel openings help prevent corrosion damage to front fender and rear quarter sheet metal.



Flush-and-dry rocker panels utilize air and water entering the high-level ventilation system cowl air intake to improve corrosion resistance. Water entering the intake flushes the rocker panels while a constant flow of air removes moisture. Special outlet drains at the rear of the rocker panels allow the free flow of air and water.

Body Structure

Semi-integral construction with unitized all-welded steel body and bolt-on front end sheet metal. Chassis front frame section securely attached to body at four reinforced, rubber-cushioned mounting points. Combined units form an integrated structure of exceptional strength and rigidity. Design features include:

- Rugged box-section design roof rails, channel-type windshield and rear window headers, box-section door and roof pillars.
- Heavy-gauge steel roof panel with single flanged channel lateral reinforcing bow on all models.
- High-strength double-walled cowl unit-welded to instrument panel, dash panel and front pillars.
- Deeply ribbed and contoured floor panel with underbody reinforcing crossmembers.
- Heavy-gauge steel box-section body sills.
- Cargo-guard all-steel luggage compartment bulkhead.
- Flush-and-dry body rocker panels.
- Double-panel hood, door and deck lid.
- Fully counterbalanced hood and deck lid.
- Front and rear inner fender panel construction for improved corrosion protection.
- Contoured windshield header
- Structural components and body panels protected from corrosion by various primer coatings, zinc coatings, and anti-rust

compounds. Selected structural members heavily zinc-coated before assembly. Selected exposed under-surfaces protected by spray-on undercoating.

Sound Insulation

- Thick fiber glass felt hood insulation on all models.
- Asphalt-impregnated felt blanket sidewall, roof and deck lid
- Heavy-fiber and fiber board mat dash panel insulation.
- Fiber board rear bulkhead insulation.
- Jute pad and asphalt-impregnated felt floor insulation.
- Spray-on asphalt-impregnated fiber sound deadener on insides of door outer panels, wheel housings, and selected underbody areas.

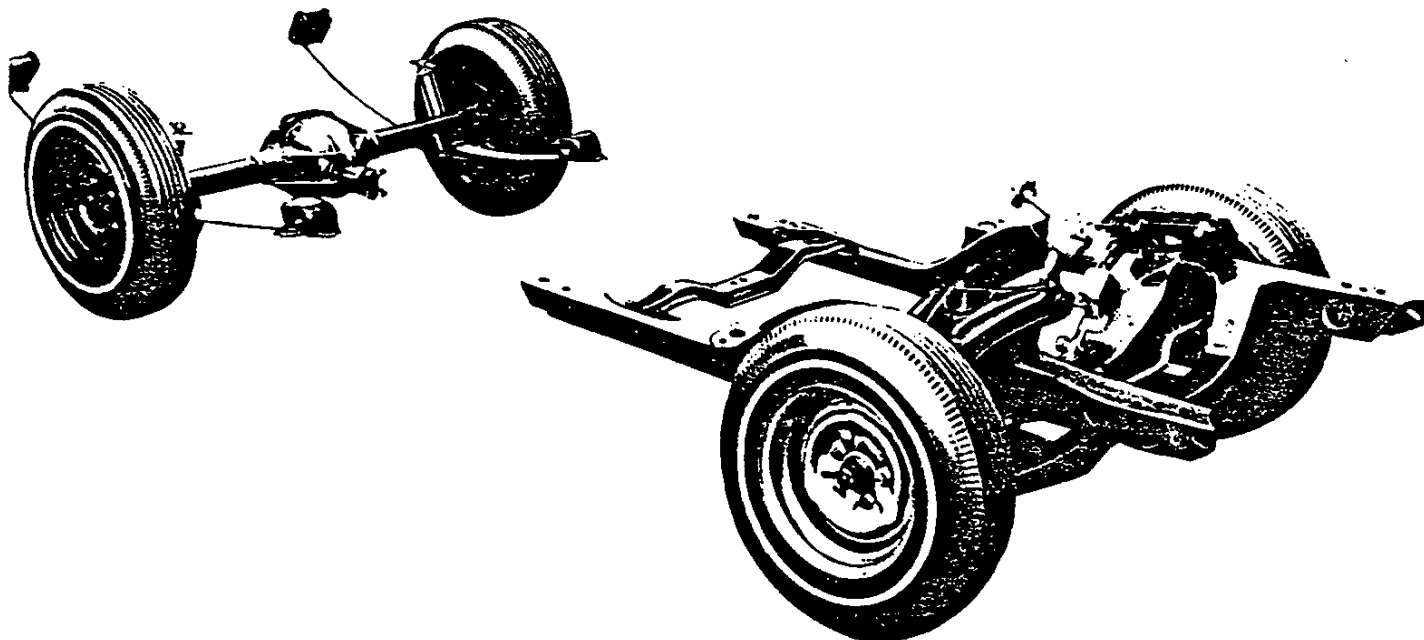
Weathersealing

- Flush-mounted windshield and rear window bonded to body metal for more positive sealing.
- Molded vinyl door windlances.
- Weathertight solid rubber window sill seals.
- Rubber-fabric glass run channels and solid rubber window sill seals.
- Double-sealing door weather seals.
- Formed rubber deck lid seal.
- Special body seam and joint sealing compounds.

Plus all these quality features

- Energy-absorbing instrument panel with padded upper surface
- Padded sun visors
- Thick-laminate windshield
- Outside rearview mirror
- Back-up lights
- Energy-absorbing steering column and wheel
- Two front seat head restraints
- Energy-absorbing front seat backs
- Lane-change feature incorporated in direction signal
- Wide inside day-night mirror with deflecting base
- Side marker lights—front and rear
- Soft, low-profile window control knobs and coat hooks
- Front seat belt retractors
- Passenger-guard door locks—all doors
- Outer front seat shoulder belts
- Rear seat shoulder belt anchors (outboard passenger positions)
- Folding front seat back latches on Coupe
- Door handles shielded by armrests
- Dual-speed electric windshield wipers
- Windshield washer
- Reduced-glare instrument panel and windshield wiper arms and blades
- Safety door latches and hinges
- Four-way hazard warning flasher
- High-level ventilation system
- Built-in blended-air heater and defroster system
- Magic-Mirror acrylic lacquer finish
- Curved solid tempered plate glass side and rear windows
- Two-key lock system with keyless locking of all doors
- Seat belts for all passenger positions
- Pushbutton-type outside door handles
- Weather-shielded key locks
- Scuff-resistant plastic cowl side panels

Nova Chassis Specifications



Nova chassis design with computer-engineered independent coil spring front suspension and Mono-Plate single-leaf spring rear suspension.

Frame

Rugged ladder-type front frame section cushion-mounted to body and front sheet metal at six rubber-insulated points. Heavy-gauge, deep-section steel frame side rails are joined by two welded-in front crossmembers supporting engine and front suspension lower control arm attachment; bolt-on transmission support crossmember completes low weight structure with exceptional strength and torsional rigidity.

Suspension

FRONT: Independent coil spring spherical joint suspension with built-in anti-dive control. Spherical joints protected by special positive-sealing formed-rubber boots. **REAR:** Hotchkiss-type rear suspension with Mono-Plate single-leaf rear springs made from special uniformly stressed chrome carbon steel cushion-mounted to axle by heavy rubber pads and by rubber bushings at front and rear attaching points. Front attachment to fixed hanger, and rear to compression-type shackle for controlled spring movement.

Shock Absorbers

Direct, double-acting sealed-unit hydraulic shock absorbers. Front shock absorbers vertically located within coil springs between frame and lower control arms. Rear shock absorbers are bias-mounted for improved suspension control (curb side unit mounted ahead of axle, other mounted behind).

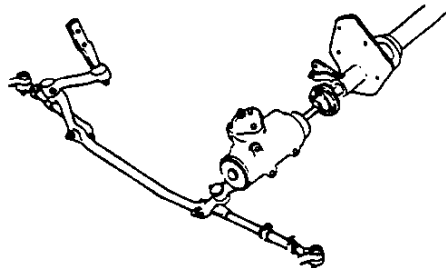
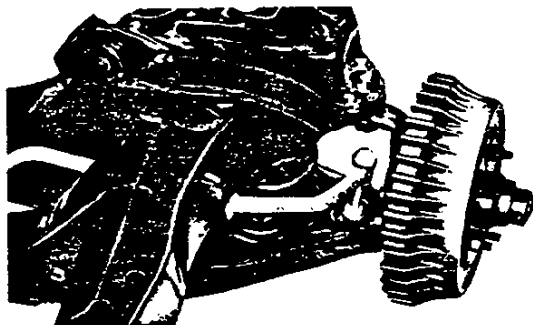
Front Ride Stabilizer

Rubber-mounted stabilizer bar linking front suspension lower control arms contributes to smooth, level cornering. Standard on all V8 models.

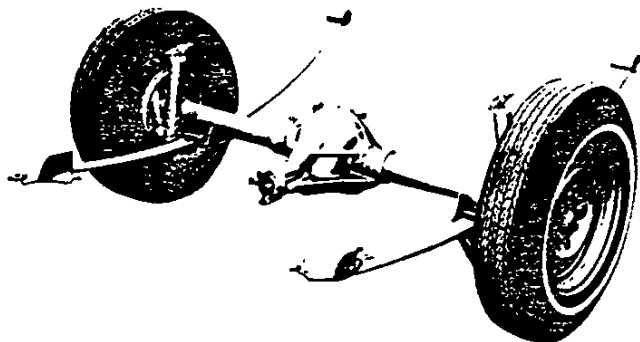
Steering System

Parallel system with relay-type linkage, low-friction Ball-Race steering gear and energy-absorbing steering column design. Overall steering ratio—standard: 28.3:1; power 20.7:1. Steering wheel turns stop to stop—standard: 4.8; power: 3.5.

Independent coil spring spherical joint front suspension.



Relay type steering linkage and low-friction Ball-Race steering gear.



Nova rear suspension with Mono-Plate single-leaf rear springs.

Drive Shaft

Balanced one-piece welded steel tubing with rugged nodular iron yokes. Universal joints with sealed-in lubricant attach the drive shaft to the transmission output shaft and to the rear axle drive pinion.

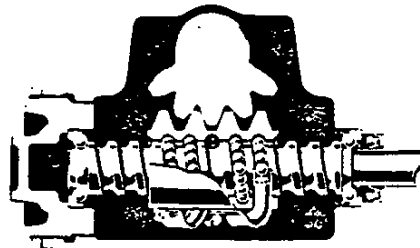
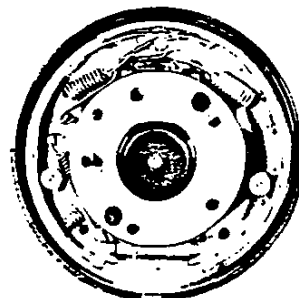
Rear Axle

Semi-floating hypoid gear design with 3-piece integrally welded housing. 8.875" diameter ring gear with 350-cu.-in. V8s and manual transmissions; 8.125" diameter ring gear with all other power teams.

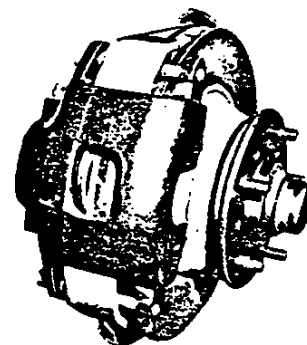
Safety-Master Brakes

Self-adjusting dual master cylinder brake system with warning light on instrument panel that checks on the parking brake and monitors hydraulic pressure balance when brakes are applied. Drum diameter—9.5 inches. Lining width—front: 2.5 inches, rear: 2.0 inches. Total lining area—168.9 sq. in. Molded asbestos compo-

Self-adjusting Safety-Master brake.



Ball-Race steering gear.



Power front disc brakes available for all models; included with Nova SS.

sition linings bonded to brake shoes. Integrally cast steel wheel and alloy iron brake drums with cooling flanges. Front drums finned for rapid heat dissipation. Self-adjusting feature adjusts brakes as necessary when brakes are applied while car is backed up. Convenient foot-operated parking brake.

Power front disc brakes available for special operating requirements; included with Nova SS. Disc size—11.0" x 1.0".

Wheels and Tires

Welded steel short-spoke disc wheels with brake cooling slots. 14" wheels with 5" rims standard; 14" wheels with 7" rims included with power front disc brakes and with Nova SS equipment. 7.35 x 14 tires standard—E70 x 14 red stripe tires included with Nova SS equipment. All wheels and tires statically balanced for smooth, quiet operation and long tire life. See Options and Prices section for other tires available.

SPECIAL CHASSIS EQUIPMENT—For complete list of special options see Options and Prices section.

1969 Nova Specifications

EXTERIOR DIMENSIONS	NOVA COUPE	NOVA SEDAN
Wheelbase	111.0	111.0
Length (overall)	189.4	189.4
Width (overall)	72.4	72.4
Height (loaded)	52.5	53.9
Front Tread	59.0	59.0
Rear Tread	58.9	58.9
INTERIOR ROOMINESS		
Head Room—Front	37.6	38.8
Head Room—Rear	36.6	37.2
Leg Room—Front	41.6	41.6
Leg Room—Rear	32.6	35.3
Hip Room—Front	56.2	56.2
Hip Room—Rear	56.1	56.1
Shoulder Room—Front	56.5	56.5
Shoulder Room—Rear	55.3	56.6
Front Entrance Height	28.7	29.8
Rear Entrance Height	—	29.0
LUGGAGE COMPARTMENT		
Maximum Opening Width	53.0	53.0
Loading Height	28.2	28.2
Interior Length (max.)	47.0	47.0
Interior Width (max.)	68.0	68.0
Interior Height (max.)	18.0	18.0
Usable Luggage Space (cu. ft.)	12.2	12.4
GLASS AREA		
Windshield Glass Area (sq. in.)	1050.8	1111.9
Rear Window Glass Area (sq. in.)	1144.2	1005.7
Total Glass Area (sq. in.)	3382.2	3360.2
TIRE SIZE & STEERING SPECIFICATIONS		
Standard Tire Size	7.35 x 14*	7.35 x 14
Turning Circle—Curb-to-Curb (ft.)	N.A.	N.A.
Turning Circle—Wall-to-Wall (ft.)	N.A.	N.A.
Steering Ratio—Std. (overall)	27.3:1	27.3:1
Steering Ratio—Power (overall)	20.7:1	20.7:1
FUEL CAPACITY & WEIGHT		
Rated Fuel Tank Capacity (gallons)	18	18
Curb Weight—Four (lbs.)	2880	2905
Curb Weight—Six (lbs.)	2990	3015
Curb Weight—V8 (lbs.)	3130	3160
Shipping Weight—Four (lbs.)	2785	2810
Shipping Weight—Six (lbs.)	2895	2920
Shipping Weight—V8 (lbs.)	3035	3065

*E70 x 14 red stripe wide-oval tires and 14" x 7" wheels included with SS equipment. N.A.—Not available.

1969 MODELS WITH STANDARD EQUIPMENT (111" Wheelbase)

Model Description	Dealer Invoice Amount*	Dealer Price	Factory D & H	List Price	Mfr's Spt'd Dealer NVPC-	Mfr's Spt'd Retail Price*	Desti-nation Group No.	Desti-nation Charge	Total
4-Cylinder Models									
➤ 90-hp Super-Thrift 153 Engine									
Nova									
11127 2-Door Coupe—5-Passenger						\$2237.00	9		
11169 4-Door Sedan—6-Passenger						2267.00	9		
6-Cylinder Models									
➤ 140-hp Turbo-Thrift 230 Engine									
Nova									
11327 2-Door Coupe—5-Passenger						2315.00	9		
11369 4-Door Sedan—6-Passenger						2345.00	9		
8-Cylinder Models									
➤ 200-hp Turbo-Fire 307 Engine									
Nova									
11427 2-Door Coupe—5-Passenger						2405.00	9		
11469 4-Door Sedan—6-Passenger						2434.00	9		

* Manufacturer's Suggested Dealer New Vehicle Preparation Charge.

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

OPTIONS AND ACCESSORIES WHEN INSTALLED BY CHEVROLET

Description	Option Number	Dealer Invoice Amount*	Dealer Price	Factory D & H	List Price	Mfr's Suggest Retail Deliver Price
MODEL OPTIONS (6-Cyl. and V8 Models Only)						
Nova SS: (Available for V8 Coupe only). Includes 300-hp Turbo-Fire 350 engine with bright accents, power front disc brakes, floor-mounted special 3-speed transmission, simulated air intake on hood, simulated front fender louvers with bright accents, black accented grille with SS emblem, black rear panel with SS emblem, steering wheel with SS emblem, E70-14 special red stripe tires and 14" x 7" wheels, special suspension and hood insulation.	Z26					\$280.20
THE FOLLOWING ADDITIONAL HORSEPOWER ENGINES MAY BE ORDERED WHEN NOVA SS (OPTION Z26) IS SPECIFIED ON ORDER:						
350-hp Turbo-Jet 396 engine	L34					184.35
375-hp Turbo-Jet 396 engine	L78					316.00
Custom Interior: Includes luxury seat and sidewall trim with bright accents, ashtrays in rear armrests, carpet floor covering, bright rearview mirror support, dome light bezel; right front door light switch, glove compartment light, bright pedal pads, luggage compartment mat and special floor & hood insulation.						
With full-width seat (Coupe or Sedan)	Z11					110.60
With Strato-bucket seats (Coupe Only)	A51					231.75
Special Interior Group: (Included in Custom Interior option). Includes bright instrument cluster, pedal trim, mirror support and dome light bezel, right front door light switch and glove compartment light.	Z13					15.80
Custom Exterior: Includes simulated front fender louvers with bright accents, body sill and rear fender moldings, black body sill and lower rear fender plus ribbed rear panel trim.						
Coupe models; also includes accent striping, bright side window moldings and black lower body accent band	Z12					97.95
Sedan models; also includes body side molding with black vinyl insert	Z12					79.00
Exterior Decor Package: Includes simulated front fender louvers and body side molding with black vinyl insert.						
Coupe models; also includes bright window frame moldings	Z15					52.70
Sedan models; also includes bright roof drip molding	Z15					42.10

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

◇ State and local taxes not included.

➔ Indicates change

NOVA

OPTIONS AND ACCESSORIES WHEN INSTALLED BY CHEVROLET

Description	Option Number	Dealer Invoice Amount	Dealer Price	Factory D & H	List Price	Mfr's Suggested Retail Delivered Price [⊕]
FEATURE GROUPS						
(Any item contained in a feature group may be ordered separately)						
APPEARANCE GUARD GROUP						
INCLUDES						
(A) Front Bumper Guards.....	V31					\$12.65
(B) Rear Bumper Guards.....	V32					12.65
(C) Door Edge Guards (Coupe Models).....	B93					4.25
(C) Door Edge Guards (Sedan Models).....	B93					7.40
(D) Color-Keyed Floor Mats: 2 Front, 2 Rear.....	B37					11.60
(E) Visor Vanity Mirror.....	D34					3.20
For Coupe Models—includes A, B, C, D & E.....	ZP5					44.35
For Sedan Models—includes A, B, C, D & E.....	ZP5					47.50
OPERATING CONVENIENCE GROUP						
INCLUDES						
(A) Electric Clock: Included when special instrumentation is ordered..	U35					15.80
(B) L.H. Outside Remote-Control Rearview Mirror.....	D33					10.55
(C) Rear Window Defroster.....	C50					22.15
For All Models with special instrumentation—includes B & C.....	ZQ2					32.70
For All Models without special instrumentation—includes A, B & C.....	ZQ2					48.50
POWER TEAMS						
Engines: See Power Teams chart for complete engine specifications, model and transmission availability						
155-hp Turbo-Thrift 250 6-Cyl.....	L22					26.35
250-hp Turbo-Fire 350 V8 (Regular grade fuel).....	L65					21.10
Transmissions: See Power Teams chart for availability						
<i>Turbo Hydro-Matic:</i>						
6-Cyl. Models.....	M40					174.25
V8 Models:						
With std., 250-hp or 300-hp engine.....	M40					190.10
With 350-hp Nova SS engine.....	M40					221.80
With 375-hp Nova SS engine.....	M40					290.40
<i>Powerglide:</i>						
4- and 6-Cyl. models.....	M35					147.85
For use with 200-hp, 250-hp or 300-hp V8 engine.....	M35					158.40
<i>Torque-Drive</i> (4- and 6-Cyl. only).....	MB1					68.65
4-Speed (wide-range).....	M20					184.80
4-Speed (close-ratio).....	M21					184.80
HD 4-Speed (close-ratio).....	M22					311.55
Axle, Positraction Rear.....	G80					42.15
Axle Ratios: See Power Teams chart for availability						
Economy.....	ZQ8					2.15
Performance.....	ZQ9					2.15
Special.....						2.15
POWER ASSISTS						
Brakes, Power: (6-Cyl. or V8 models only) With drum-type brakes.....	I50					42.15
Brakes, Power: (6-Cyl. or V8 models only) With disc-type front brakes. Included when Nova SS is ordered.....	I50/I52					64.25
Steering, Power: (6-Cyl. or V8 models only) Power brakes recommended..	N40					89.55
OTHER OPTIONS						
Air Conditioning, Four-Season: (6-Cyl. or V8 models only) Includes 42-amp Delcotron, HD radiator and temperature-controlled radiator fan. Not available with 396 engines.....	C60					363.40
Battery, Heavy-Duty: 66-plate, 70-amp-hr.						
With 350-hp or 375-hp Nova SS engine.....	T60					15.80
Without 350-hp or 375-hp Nova SS engine.....	T60					8.45
Belts, Seat and Shoulder: In addition to or replacing standard belts as shown in chart on page 53						
CUSTOM DELUXE BELTS: (Replacing std. no. of belts)						
Coupes and Sedans with full width seat—6 seat and 2 shoulder.....	YA1					13.70
Coupes with bucket seats—5 seat and 2 shoulder.....	YA1					12.15
SHOULDER BELTS—2 REAR:						
Standard Style—for use when Custom Deluxe Belts are not ordered.....	YA2					23.20
Custom Deluxe—for use when Custom Deluxe Belts are ordered.....	YA2					26.35

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⊕ State and local taxes not included.

OPTIONS AND ACCESSORIES WHEN INSTALLED BY CHEVROLET

NOVA

Description	Option Number	Dealer Invoice Amount*	Dealer Price	Factory D & H	List Price	Mr.'s Suggested Retail Delivered Price
Console: (6-Cyl or V8 coupe model only) Available only when bucket front seats are ordered. Includes floor-mounted shift lever. Not available when Torque-Drive transmission is ordered.	D55					\$ 53.75
Exhaust, Dual: V8 models with std. or 250-hp engine only. Included when Nova SS is ordered.	N10					30.55
→ Generators: Not available when 375-hp engine is ordered						
42-amp Delcotron. Included when air conditioning is ordered	K79					10.55
63-amp Delcotron. Not available when air conditioning is specified with power steering or std transmission on 6-Cyl models.	K85					26.35
Glass, Soft-Ray Tinted: All windows.	A01					32.65
Headlight Washer	CE1					15.80
Heater, Engine Block: Not available on 4-Cyl models.	K05					10.55
Horns, Dual	U05					5.30
Instrumentation, Special: V8 coupe model with console only. Includes tachometer located in instrument panel plus temperature, fuel, oil pressure & ammeter gauges and clock located on floor console. Not available when stereo tape system is ordered.	U17					94.80
Lighting, Auxiliary:						
(A) Ashtray Light						
(B) Courtesy Lights						
(C) Glove Compartment Light						
(D) Luggage Compartment Light						
(E) Underhood Light						
For All Models with Custom or Special Interior—Includes A, B, D & E.	Z19					11.10
For All Models without Custom or Special Interior—Includes A, B, C, D & E.	Z19					13.70
Moldings, Body Side: Included in exterior decor package and on sedan with custom exterior. Not available with custom exterior on coupe model.	B84					29.50
Moldings, Window: 6-Cyl and V8 Sedan models only	B90					26.35
Paint, Exterior:						
Solid colors						N.C.
Two-tone combinations. Includes bright metal outline moldings.						23.20
Radiator, Heavy-Duty: Included when air conditioning is ordered. Not available when 396 engine is ordered						
4-Cyl models; included when Torque-Drive transmission is ordered	V01					5.30
6-Cyl and V8 models	V01					14.75
Radio Equipment: Includes front antenna						
AM Pushbutton radio	U63					61.10
AM/FM Pushbutton radio	U69					133.80
AM/FM stereo pushbutton radio	U79					239.10
Speaker, rear seat. Not available when stereo is ordered.	U80					13.20
Roof Cover, Vinyl: 6-Cyl or V8 models only; Includes bright metal outline moldings (Solid exterior colors only)						
Black	BB					79.00
Blue (Dk)	CC					79.00
Parchment	EE					79.00
Midnight Green	SS					79.00
Brown (Dk)	FF					79.00
Seats, Strato-Bucket: See custom interior option						
Shift Lever, Floor-Mounted: Available only when standard 3-speed transmission with standard, 155-hp or 250-hp engine is ordered.	M11					10.55
Speed Warning Indicator	U15					11.60
Stereo Tape System: Includes 4 speakers.	U57					133.80
Suspension, Special Front & Rear: Not available when Nova SS is ordered. Includes front stabilizer shaft (6-Cyl only), special front & rear springs and rear shock absorbers.	F40					5.30
Suspension, Special Purpose Front & Rear: Available only when Nova SS is ordered. Includes special front and rear springs and matching shock absorbers.	F41					10.55
Tire Chain, Liquid	V75					23.20
Trim, Vinyl Interior: For availability see Color & Trim chart						
For use with custom interior						12.65
For use with standard interior						6.35
Fleet-type (Black only); for use with standard interior	730					6.35
Ventilation, HD Closed Engine Positive: Not available when 4-Cyl, 350-hp or 375-hp engine is ordered.	KD5					6.35
Wheel Covers	F01					21.10
Wheel Covers, Mag-Spoke	PA2					73.75
→ Wheel Trim Rings	PO6					21.10
Wheels, Rally: Includes special wheel, hub cap and trim ring.	Z17					35.85

FACTORY INSTALLED REGULAR PRODUCTION TIRES

→ Replaces (5) 7.35-14/2-ply (4-ply rating) Original Equipment Blackwall						28.35
→ (5) 14" Fiberglass Belt Blackwall	YB1					59.65
→ (5) 14" Fiberglass Belt Whitewall	YB2					31.35
→ (5) 7.35-14/2-ply (4-ply rating) Original Equipment Whitewall	P58					49.00
→ (5) E70-14/2-ply (4-ply rating) Original Equipment White Stripe	PK7					49.00
→ (5) E70-14/2-ply (4-ply rating) Original Equipment Red Stripe	PK6					74.90
→ (5) E70-14/B Fiberglass Belt White Stripe	PL1					74.90
→ (5) E70-14/B Fiberglass Belt Red Stripe	PK9					
→ Replaces (5) E70-14/2-ply (4-ply rating) Original Equipment Red Stripe (Nova SS)						N.C.
→ (5) E70-14/2-ply (4-ply rating) Original Equipment White Stripe	PK7					25.90
→ (5) E70-14/B Fiberglass Belt White Stripe	PL1					25.90
→ (5) E70-14/B Fiberglass Belt Red Stripe	PK9					

* Dealer Invoice Amount includes Holdback Amount retained for dealer's account in accordance with Terms of Sale Bulletin.
 ◇ State and local taxes not included. † Available only when power front disc brakes are ordered. → Indicates change

TRANSMISSION SHIFT AND FLOOR CONSOLE AVAILABILITY

ENGINE	TRANSMISSION	STANDARD SHIFT-LEVER LOCATION	FLOOR CONSOLE RPO D55	OPTIONAL SHIFT-LEVER LOCATION (RPO M11)
90-hp Super-Thrift 153	Std 3-Speed	Column	Not Available	Floor With Boot
	Torque-Drive RPO MB1	Column	Not Available	—
	Powerglide RPO M35	Column	Not Available	—
140-hp Hi-Thrift 230	Std 3-Speed	Column	Console With Floor Shift-Lever	Floor With Boot
	4-Speed RPO M20 (V8 Only)	Floor With Boot	Console	—
155-hp Turbo-Thrift 250	Torque-Drive RPO MB1 (140-hp & 155-hp Only)	Column	Not Available	—
200-hp Turbo-Fire 307	Powerglide RPO M35	Column	Console With Floor Shift-Lever	—
250-hp Turbo-Fire 350	Turbo Hydra-Matic RPO M40	Column	Console With Floor Shift-Lever	—
300-hp Turbo-Fire 350	Special 3-Speed Std	Floor With Boot	Console With Floor Shift-Lever	—
	4-Speed RPO M20	Floor With Boot	Console	—
	Powerglide RPO M35	Column	Console With Floor Shift-Lever	—
	Turbo Hydra-Matic RPO M40	Column	Console With Floor Shift-Lever	—
350-hp Turbo-Jet 396	Special 3-Speed Std	Floor With Boot	Console	—
	4-Speed RPO M20	Floor With Boot	Console	—
375-hp Turbo-Jet 396	4-Speed RPO M21	Floor With Boot	Console	—
	4-Speed HD Close-Ratio M22 (375-hp Only)	Floor With Boot	Console	—
	Turbo Hydra-Matic RPO M40	Column	Console With Floor Shift-Lever	—

NOVA POWER TEAMS (STANDARD ENGINES) ENGINE, TRANSMISSION AND REAR AXLE COMBINATIONS

ENGINES		TRANSMISSION Std or Optional	MODEL APPLICATION	REAR AXLE RATIOS★							
Option Number	Description			Without Air Cond				With Air Conditioning			
				Std	Optional			Std	Optional		
			Econ	Perf	Spec		Econ	Perf	Spec		
Std FOUR- CYLINDER on Models 11127 11169	90-hp Super-Thrift 153 4-Cylinder 153-cu-in displacement Single-barrel carburetor Hydraulic lifters 8.5:1 compression ratio Single exhaust	3-Speed—Std	All	3.08	2.73	3.36	—	Air Conditioning Not Available			
		Torque-Drive—MB1	All	3.08	—	3.36	—				
		Powerglide—M35									
Std SIX- CYLINDER on Models 11327 11369	140-hp Turbo-Thrift 230 6-Cylinder 230-cu-in displacement Single-barrel carburetor Hydraulic lifters 8.5:1 compression ratio Single exhaust	3-Speed—Std	All	3.08	2.73	3.36	—	3.08	2.73	3.36	—
		Torque-Drive—MB1	All	2.73	2.56	3.08	3.36	3.08	2.73	3.36	—
		Powerglide—M35									
		Turbo Hydra-Matic—M40	All	2.56	—	2.73	3.08 or 3.36	2.73	2.56	3.08	3.36
Std EIGHT- CYLINDER on Models 11427 11469	200-hp Turbo-Fire 307 8-Cylinder 307-cu-in displacement 2-barrel carburetor Hydraulic valve lifters 9.00:1 compression ratio Single exhaust	3-Speed—Std	All	3.08	2.73	3.36	—	3.08	2.73	3.36	—
		4-Speed Wide-Range—M20									
		Powerglide—M35	All	2.73	2.56	3.08	3.36	3.08	2.73	3.36	—
		Turbo Hydra-Matic—M40	All	2.56	—	2.73	3.08 or 3.36	2.73	2.56	3.08	3.36

★ All ratios available as Positraction.

NOVA POWER TEAMS (OPTIONAL ENGINES)

ENGINE, TRANSMISSION AND REAR AXLE COMBINATIONS

ENGINES		TRANSMISSION Std or Optional	MODEL APPLICATION	REAR AXLE RATIOS*							
				Without Air Cond				With Air Conditioning			
				Std	Optional			Std	Optional		
Econ	Perf	Spec	Econ		Perf	Spec					
L22 on Models 11327 11369	155-hp Turbo-Thrift 250 6-Cylinder 250-cu-in displacement Single-barrel carburetor 8.5:1 compression ratio Hydraulic valve lifters Single exhaust	3-Speed—Std	All	3.08	2.73	3.36	—	3.08	2.73	3.36	—
		Torque-Drive—MB1	All	2.73	2.56	3.08	3.36	3.08	2.73	3.36	—
		Powerglide—M35									
		Turbo Hydra-Matic—M40	All	2.56	—	2.73	3.08 or 3.36	2.73	2.56	3.08	3.36
L65 on Models 11427 11469	250-hp Turbo-Fire 350 8-Cylinder 350-cu-in displacement Regular camshaft 2-barrel carburetor 9.00:1 compression ratio Hydraulic valve lifters Single exhaust	3-Speed—Std	All	3.08	2.73	3.36	—	3.08	2.73	3.36	—
		4-Speed Wide-Range—M20									
		Powerglide—M35	All	2.56	—	—	3.08	2.56	—	—	3.08
		Turbo Hydra-Matic—M40	All	2.56	—	—	3.08	2.56	—	—	3.08
Nova SS Option Z26 on Model 11427	300-hp Turbo-Fire 350 8-Cylinder 350-cu-in displacement 4-barrel carburetor 10.25:1 compression ratio Hydraulic valve lifters Dual exhaust	Special 3-Speed—Std	Coupe Only	3.31	3.07	3.55	—	3.31	3.07	3.55	—
		4-Speed Wide-Range—M20									
		Powerglide—M35	Coupe Only	3.08	—	3.36	—	3.08	—	3.36	—
		Turbo Hydra-Matic—M40	Coupe Only	3.07	2.73	3.31	3.55	3.07	2.73	3.31	3.55
Nova SS Option Z26/L34 on Model 11427	350-hp Turbo-Jet 396 8-Cylinder 396-cu-in displacement High-lift camshaft 4-barrel carburetor 10.25:1 compression ratio Hydraulic valve lifters Dual exhaust	Special 3-Speed—Std	Coupe Only	3.31	3.07	3.55	—	3.31	3.07	3.55	2.73
		4-Speed Wide-Range—M20									
		4-Speed Close-Ratio—M21	Coupe Only	3.31	—	3.55	—	3.31	—	3.55	—
		Turbo Hydra-Matic—M40	Coupe Only	3.31	3.07	3.55	2.73	3.31	3.07	3.55	2.73
Nova SS Option Z26/L78 on Model 11427	375-hp Turbo-Jet 396 8-Cylinder 396-cu-in displacement Special camshaft 4-barrel carburetor 11.00:1 compression ratio Mechanical valve lifters Dual exhausts	Special 3-Speed—Std	Coupe Only	3.55	3.31	—	—	<i>Air Conditioning Not Available</i>			
		4-Speed Wide-Range—M20	Coupe Only	3.55	3.31	—	3.07				
		4-Speed Close-Ratio—M21									
		HD 4-Speed Close-Ratio—M22	Coupe Only	3.55	3.31	—	—				
		Turbo Hydra-Matic—M40	Coupe Only	3.55	3.31	—	3.07				

*All ratios available as Positraction.

NOVA INTERIOR AND EXTERIOR SELECTION CHART

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

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

VINYL ROOF	EXTERIOR COLOR AVAILABILITY	
BLACK	BB	All Exterior Colors.
BLUE (DK)	CC	White, Silver, Glacier Blue and Dusk Blue Exterior Colors only.
PARCHMENT	EE	All Exterior Colors.
MIDNIGHT GREEN	SS	Black, White and Green Exterior Colors only.
BROWN (DK)	FF	Gold, Yellow and Brown Exterior Colors only.

Type of Seat			INTERIOR TRIM							
			Black		Blue		Medium Green	Midnight Green		Red
			Vinyl	Cloth	Vinyl	Cloth	Cloth	Vinyl	Vinyl	
NOVA	Std. Bench		731	735		742				
Sedan and Coupe With Standard Interior	Std. Bench		731	735		742				
Sedan and Coupe With Custom Interior (RPO ZJ1)	Std. Bench		732	736		743	744	745		
Coupe Only With Custom Interior (RPO A51)	Strato-Bucket		733		737				746	
EXTERIOR COLOR	CODE									
SOLID	Lower	Upper								
Tuxedo Black	10	10	X	X	X	X	X	X		
Dover White	50	50	X	X	X	X	X	X		
Glacier Blue	53	53	X	X						
Dusk Blue (Dk)	51	51	X	X						
LeMans Blue (Brt)	71	71	X							
Olympic Gold	65	65	X				X			
Burnished Brown (Dk)	61	61	X							
Azure Turquoise	55	55	X							
Frost Green	59	59	X			X	X			
Burgundy	67	67	X						X	
Cortez Silver	69	69	X	X			X		X	
Garnet Red	52	52	X						X	
Rallye Green	79	79	X							
Fathom Green (Dk)	57	57	X			X	X			
Butternut Yellow	40	40	X				X			
TWO-TONE	Lower	Upper								
Glacier Blue (Lower) Dover White (Upper)	53	50	X	X						
Azure Turquoise (Lower) Dover White (Upper)	55	50	X							
Glacier Blue (Lower) Dusk Blue (Upper)	53	51	X	X						
Dusk Blue (Lower) Glacier Blue (Upper)	51	53	X	X						
Olympic Gold (Lower) Dover White (Upper)	65	50	X				X			

OPTIONAL EQUIPMENT INDEX

Option Identification System for Nova

Option Number	Description	Option Number	Description	Option Number	Description
A01	Glass, tinted—all windows	K05	Heater, engine block	PK9	Tire, E70 x 14 Special "Belted" Red Stripe
AS1	Custom interior, strato-bucket	K79	Generator, 42-amp	PL1	Tire, E70 x 14 Special "Belted" White Stripe
*B37	Mats, floor	K85	Generator, 63-amp	PK7	Tire, E70 x 14 Original Equipment White Stripe
B84	Molding, body side	KD5	Ventilation, HD closed engine positive	T60	Battery, HD
B90	Moldings, window	L22	Engine, 155-hp Turbo-Thrift 250-cu-in 6-cyl.	U05	Horns, dual
*B93	Guard, door edge	L34	Engine, 350-hp Turbo-Jet 396-cu-in V8 (Nova SS)	U15	Speed warning indicator
C08—BB	Roof cover, vinyl—Black	L65	Engine, 250-hp Turbo-Fire 350	U17	Instrumentation, special
C08—CC	Roof cover, vinyl—Blue (Dk)	L78	Engine, 375-hp Turbo-Jet 396-cu-in V8 (Nova SS)	†U35	Clock, electric
C08—EE	Roof cover, vinyl—Parchment	M11	Shift lever, floor mounted	U57	Stereo tape system
C08—FF	Roof cover, vinyl—Brown (Dk)	M20	Transmission, 4-speed wide-range	U63	Radio, pushbutton AM
C08—SS	Roof cover, vinyl—Midnight green	M21	Transmission, 4-speed close-ratio	U69	Radio, pushbutton AM/FM
†C50	Defroster, rear window	M22	Transmission, 4-speed HD	U79	Radio, AM/FM Stereo
C60	Air conditioning	M35	Transmission, Powerglide	U80	Speaker, rear
CE1	Headlight washer	M40	Transmission, Turbo Hydra-Matic	V01	Radiator, HD
†D33	Mirror, remote control, outside rear	MB1	Transmission, Torque-Drive	*V31	Guard, bumper front
*D34	Mirror, visor vanity	MC1	Transmission, special 3-speed	*V32	Guard, bumper rear
D55	Console	N10	Exhaust, dual	V75	Tire chain, liquid
F40	Suspension, special front & rear	N40	Steering, power	YA1	Belts, Custom Deluxe
F41	Suspension, special purpose front & rear	P01	Wheel cover	YA2	Belts, shoulder rear
G76	Axle, rear 3.36 ratio	P06	Wheel trim rings	Z26	Nova SS
G80	Axle, Positraction	P58	Tire, 7.35 x 14 original equipment whitewall	ZJ1	Custom interior
G92	Axle, rear 3.08 ratio	PA2	Wheel cover, Mag-Spoke	ZJ2	Custom exterior
G94	Axle, rear 3.31 ratio	PK6	Tire, E70 x 14 Original Equipment Red Stripe	ZJ3	Special interior group
G96	Axle, rear 3.55 ratio			ZJ5	Exterior decor package
G97	Axle, rear 2.73 ratio			ZJ7	Wheels, Rally
GT1	Axle, rear 2.56 ratio			ZJ9	Lighting, auxiliary
H01	Axle, rear 3.07 ratio				
J50	Brakes, power				
J52	Brakes, power disc				

*Group ZP5 †Group ZQ2

Seat and shoulder belt arrangements

	Standard Type ♦				Custom Deluxe Type ■			
	Seat		Shoulder		Seat		Shoulder	
	Front	Rear	Front	Rear	Front	Rear	Front	Rear
Sedans	Std (3)	Std (3)	Std (2)	YA2 (2)	YA1 (3)	YA1 (3)	YA1 (2)	YA2 (2)
Coupe w/Bench Seat w/Bucket Seats	Std (3) Std (2)	Std (3) Std (3)	Std (2) Std (2)	YA2 (2) YA2 (2)	YA1 (3) YA1 (2)	YA1 (3) YA1 (3)	YA1 (2) YA1 (2)	YA2 (2) YA2 (2)

Figures in () are number of sets included.

"Std" means included in base price of vehicle.

♦ Standard belts available in Black, Blue and Green to harmonize with interior trim.

■ Deluxe belts available in Black, Blue, Medium Green, Dark Green and Red to match interior trim.

NOTES



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

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

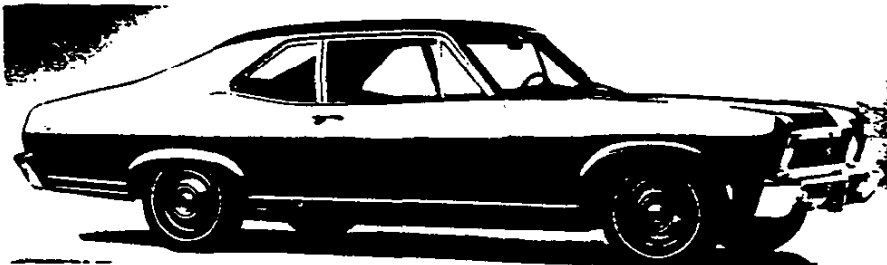
Attending to the exterior first, you would probably choose the Custom Exterior (RPO ZJ2), which included roof drip moldings, ribbed body-sill and rear lower fender bright strips, side-window moldings and a wide black accent band along the lower body.

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

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

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

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



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

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

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

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

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

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

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



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

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

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

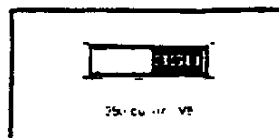
To handle the new 350's torque, all Novas so equipped used at least the Special three-speed manual box with floor shift (and console, if bucket seats had been specified). All three four-speeds were available on order, along with Powerglide, and, for the first time in Nova history, Turbo Hydramatic. Sales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

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

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

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

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



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

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

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

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

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

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

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

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



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

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

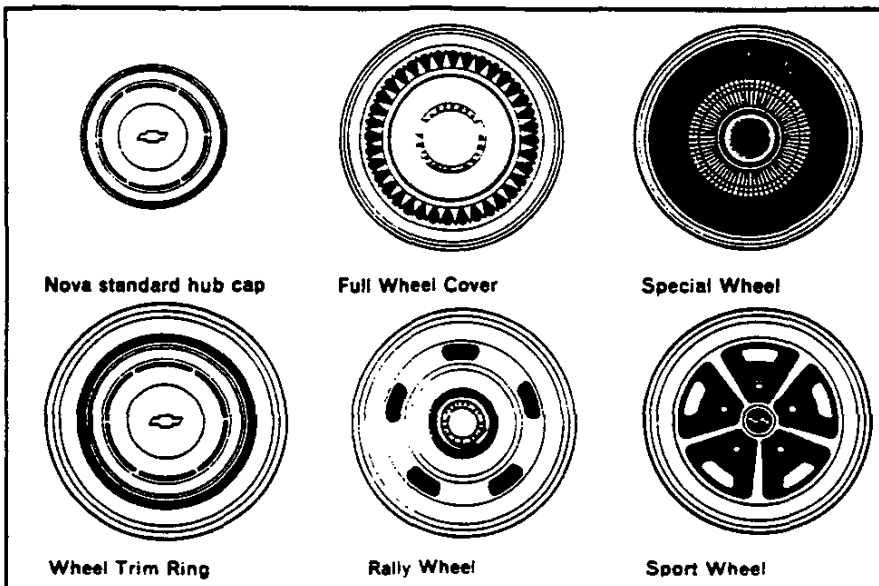
Popular options for the SS continued to include bucket seats, tachometer, gauges and other performance items.

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

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

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

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



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

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

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

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

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

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

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

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



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

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

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

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

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

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

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

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

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

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

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

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

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

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

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



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

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

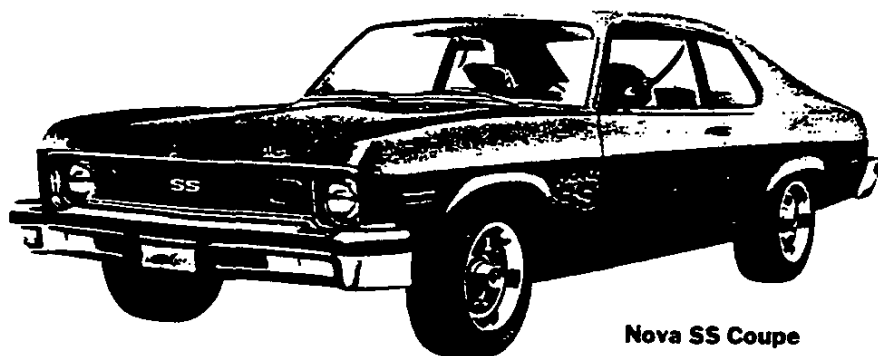
Gone from the 1974 option list was the mid-1972 and 1973 sliding sunroof. Variable power steering, with special SS ratios (14.2:1 to 10.2:1 for the SS compared to 18.9:1 to 13.5:1 for regular Novas) was an increasingly popular option. A full traditional SS interior could still be ordered by purchasing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

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

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

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

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



Nova SS Coupe

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

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

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

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

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

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



Foreign Super Sports

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

Canadian Chevrolet enthusiasts could order Super Sport equipment or models concurrently with Chevrolet customers in the United States. In addition a Super Sport version of the Canadian Acadian, based on the Chevy II, and the similarly-equipped Chevelle-based Beaumont SD (Sport Deluxe) were offered to Canadians exclusively. Pre-1971 Canadian Pontiacs used Chevrolet power trains in most instances, although the sheet metal was virtually identical to U.S. Pontiacs. The Canadian collector might, then, find an occasional, very rare Pontiac equipped with a Chevrolet big-block V-8. Apparently 409-cubic-inch Canadian Pontiacs using the same horsepower ratings as U.S. 409 Chevrolets were built during 1963-65. Most of the 1965 Mark IV big-block engines were used in Canadian

Pontiacs as well, including the 427's of 1966-69 and the 454 of 1970. Acadians and Beaumonts, merchandised by Pontiac dealers, used Chevrolet power-trains as well. The Canadian full-size Pontiac's equivalent of the Chevrolet Super Sport was known as the Parisienne Custom Sport and featured all the hallmarks of the Super Sport, including bucket seats and special trim.

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

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

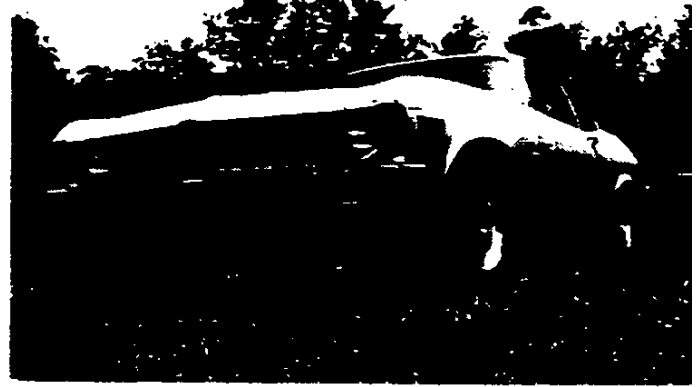


1971 South African 'Chevrolet SS' Sport Coupe resembled Nova, but was true pillar-less hardtop style. 350 V-8, four-speed or automatic, bucket seats, red-stripe tires were among the goodies.



1968-'71 Chevrolet Nova SS

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



The 1969 Chevrolet Nova two-door sedan.

some exciting engine options.

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

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

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

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



AMA Specifications—Passenger Car

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

MANUFACTURER Chevrolet Motor Division General Motors Corporation	CAR NAME CHEVY NOVA	
MAILING ADDRESS Chevrolet Engineering Center 30003 Van Dyke, Warren, Mich 48090	MODEL YEAR 1969	ISSUED 10-15-68 REVISED (•)

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.

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BODY - TYPES AND STYLE NAMES -

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

	<u>L-4</u> <u>Engine</u>	<u>L-6</u> <u>Engine</u>	<u>V-8</u> <u>Engine</u>
NOVA			
2-Door Coupe, 5-Passenger	11127	11327	11427
4-Door Sedan, 6-Passenger	11169	11369	11469



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MAKE OF CAR CHEVY NOVA MODEL YEAR 1969 DATE ISSUED 10-15-68 REVISED ^(a)

CAR AND BODY DIMENSIONS

See Pages 25, 26 for SAE Dimension Definitions

(All dimensions in inches unless otherwise indicated)

All dimensions to ground are for comparative purposes only. Dimensions are to be shown for:

4-Dr. Sedan, 2-Dr. H.T., 4-Dr. H.T., Convertible and Station Wagon.

MODEL	SAE Ref. No.	2-DOOR COUPE	4-DOOR SEDAN
WIDTH			
Track - Front	W101	59.0	
Track - Rear	W102	58.9	
Maximum overall car width	W103	72.4	
Body width at No. 2 pillar	W117	---	70.7
LENGTH			
Body "O" to front of dash	L 30	0.5	
Wheelbase	L101	111.0	
Overall car length	L103	189.4	
Overhang - front	L104	29.8	
Overhang - rear	L105	48.6	
Body upper structure length	L123		
Body "O" line to C of rear wheel	L127	93.0	
Body "O" line to w/s cowl point	L130		
HEIGHT			
Passenger Distribution (front & rear)		2-3	
Trunk/Cargo load (lbs.)		200 lbs.	
Overall height	H101	52.4	53.9
Cowl height	H114	36.4	36.5
Deck height	H138		
Rocker panel - front	To ground	8.2	
	From front wheel C		
Rocker panel - rear	To ground	7.4	7.5
	From rear wheel C		
Windshield slope angle	H122	50.1	
GROUND CLEARANCE			
Bumper to ground - front	H102	18.4	
Bumper to ground - rear	H104	16.3	16.6
Angle of approach	H106	30.7	30.9
Angle of departure	H107	15.3	15.4
Ramp breakover angle	H147	12.3	
Min. running clearance (Specify)	H156 (H152)	5.0	5.1

AMA Specifications—Passenger Car

MAKE OF CAR CHEVY NOVA MODEL YEAR 1969 DATE ISSUED 10-15-68 REVISED (*)

CAR AND BODY DIMENSIONS

See Pages 25, 26 for SAE Dimension Definitions
(All dimensions in inches unless otherwise indicated)

MODEL	SAE Ref. No.	2-DOOR COUPE	4-DOOR SEDAN
FRONT COMPARTMENT			
Effective head room	H61	37.6	38.3
Max. eff. leg room - accelerator	L34		41.6
H Point to Heel point	H30		8.4
H Point travel	L17		4.0
Shoulder room	W 3	56.3	
Hip room	W 5	56.2	
Upper body opening to ground	H50	47.2	48.3
REAR COMPARTMENT			
H Point couple distance	L50	30.2	32.4
Effective head room	H63	36.6	37.2
Min. effective leg room	L51	32.6	35.3
H Point to Heel point	H31	11.0	12.1
Min. knee room	L48	0.5	2.3
Rear Compartment room	L 3	24.3	26.2
Shoulder room	W 4	55.3	56.6
Hip room	W 6		56.1
Upper body opening to ground	H51	---	48.4
LUGGAGE COMPARTMENT			
Usable luggage capacity	V 1	13.8	12.7
Lift-over height	H195	27.6	27.7
Position of spare tire storage		Horizontal - center forward area of trunk floor.	
Method of holding lid open		Strap type hinges actuating torsion rods on lid.	
STATION WAGON - THIRD SEAT			
Shoulder Room	W85	NOT	
Hip room	W86		
Effective leg room	L86	AVAILABLE	
Effective head room	H86		
Seat facing direction			
STATION WAGON - CARGO SPACE			
Cargo length at floor - front seat	L202		
Cargo length at belt - front seat	L204	NOT	
Cargo width - Wheelhouse	W201		
Opening width at belt	W204	AVAILABLE	
Maximum cargo height	H201		
Rear opening height	H202		
Cargo volume index (cu. ft.) *4 x L204 x W201	V2		

AMA Specifications—Passenger Car

MAKE OF CAR CHEVY NOVA MODEL YEAR 1969 DATE ISSUED 10-15-68 REVISED (e)

POWER TEAMS

(Indicate whether standard or optional)

MODEL AVAILABILITY	ENGINE					TRANSMISSION	AXLE RATIO **				
	Displ. cu. in.	Carburetor	Comp. Ratio	BHP RPM	Torque RPM		Base	A	B	C	D
ALL MODELS	153 Standard	One, 1-bbl Down-draft	8.5:1	90 @ 4000	152 @ 2400	3-Speed (2.85:1 low) and	Base	3.08	2.73	3.36	--
						Powerglide* A/C	Not available				
						Torg-Drive* Base	3.08	--	--	--	
	230 Standard	One, 1-bbl Down-draft	8.5:1	140 @ 4400	220 @ 1600	3-Speed (2.85:1 low) and	Base	3.08	2.73	3.36	--
							Torg-Drive* A/C	3.08	2.73	3.36	--
							Powerglide* Base	2.73	--	--	--
							Torg-Drive* A/C	3.08	--	--	--
							Powerglide* and Trb.Hyd-Mtc* Base	2.73	2.56	3.08	3.36
							Trb.Hyd-Mtc* A/C	3.08	2.73	3.36	--
	307 Standard	One, 2-bbl Down-draft	9.00:1	200 @ 4600	300 @ 2400	3-Speed (2.85:1 low) and	Base	3.08	2.73	3.36	--
							4-Speed* A/C	3.08	2.73	3.36	--
							Powerglide* Base	2.73	2.56	3.08	3.36
Powerglide* and Trb.Hyd-Mtc* A/C							3.08	2.73	3.36	--	

* - Optional

** - Positraction optional for all ratios

A - Standard

B - Economy

C - Performance

D - Special

AMA Specifications—Passenger Car

MAKE OF CAR CHEVY NOVA MODEL YEAR 1969 DATE ISSUED 10-15-68 REVISED (*)

POWER TEAMS

(Indicate whether standard or optional)

MODEL AVAILABILITY	ENGINE					TRANSMISSION	AXLE RATIO ** (Std. first) (Indicate A C ratio)				
	Displ. cu. in.	Carburetor	Compr. Ratio	BHP RPM	Torque RPM		A	B	C	D	
All Models	250 Opt. (L22)	One 1-bbl Down-draft	8.5:1	155 @ 4200	235 @ 1600	3 Speed (2.85:1 low)	Base	3.08	2.73	3.36	--
							A/C	3.08	2.73	3.36	--
						Torq-Drive*	Base	2.73	--	--	--
							A/C	3.08	--	--	--
	350 Opt. (LM1)	One, 4-bbl Down-draft	9.00:1	255 @ 4800	365 @ 3200	H. D. 3-Spd (2.42:1 low) and 4-Speed* (2.52:1 low)	Base	3.31	3.07	3.55	--
							A/C	3.31	3.07	3.55	--
						Powerglide* and Trb.Hyd-Mtc*	Base	3.08	2.73	3.36	3.55
							A/C	3.08	2.73	3.36	3.55
Coupe Only	350 Opt. (L48)	One, 4-bbl Down-draft	10.25:1	300 @ 4800	380 @ 3200		Same Transmission and axle application as Option LM1 above				
* - Optional ** - Positraction optional for all ratios							A - Standard B - Economy C - Performance D - Special				

AMA Specifications—Passenger Car

MAKE OF CAR CHEVY NOVA MODEL YEAR 1969 DATE ISSUED 10-15-68 REVISED ^(*)

	L4-153 Cu. In. 90 HP - Std	L6-230 Cu. In. 140 HP - Std	V8-307 Cu. In. 200 HP - Std
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ENGINE - GENERAL

Type, no. cyls., valve arr.	In-Line 4 OHV	In-Line 6 OHV	90° V-8 OHV
Bore and stroke (nominal)	3.875 x 3.25		
Piston displacement, cu. in.	153	230	307
Bore spacing (C to C)	440		
No. system (front to rear)	L. Bank	1-2-3-4	1-2-3-4-5-6
	R. Bank	In-Line	In-Line
Firing order	1-3-4-2	1-5-3-6-2-4	1-8-4-3-6-5-7-2
Compres. ratio (nominal)	8.5:1		9.00:1
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°55'		
Taxable horsepower	24.0	36.0	48.0
Di ² xNo. Cyl. 2.5			
Publishing max. bhp* @ eng. RPM	90 @ 4000	140 @ 4400	200 @ 4600
Publishing max. torque* (lb. ft. @ RPM)	152 @ 2400	220 @ 1600	300 @ 2400
Recommended fuel regular - premium	Regular		

ENGINE - PISTONS

Material	Cast aluminum alloy		
Description and finish	Flat, notched head, slipper skirt		
Weight (piston only) oz.	20.32		26.32
Clearance (limits)	Top land	.0345-.0435	.0235-.0325
	Skirt	Top	.0005-.0011 (a)
		Bottom	.0005-.0011 (b)
Ring groove depth	No. 1 ring	.2153-.2218	.2113-.2178
	No. 2 ring	.2153-.2218	.2113-.2178
	No. 3 ring	.2093-.2158	.2053-.2118
	No. 4 ring	None	

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

(a) - Measured 2.44 from top of piston

(b) - Measured 1.675 from top of piston

AMA Specifications—Passenger Car

MAKE OF CAR CHEVY NOVA MODEL YEAR 1969 DATE ISSUED 10-15-68 REVISED (*)

MODEL	L6-250 Cu. In. 155 HP-Opt L22	350 Cu. In. 255 HP-Opt LM1	300 HP-Opt L48
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ENGINE - GENERAL

Type, no. cyls., valve arr.	In-Line 6 OHV	90° V-8 OHV	
Bore and stroke (nominal):	3.875 x 3.53	4.00 x 3.48	
Piston displacement, cu. in.	250	350	
Bore spacing, C to C:		440	
No. system	L. Bank	1-3-5-7	
(front to rear)	R. Bank	2-4-6-8	
Firing order	1-5-3-6-2-4	1-8-4-3-6-5-7-2	
Compres. ratio (nominal)	8.5:1	9.00:1	10.25:1
Cylinder Head Material		Cast alloy iron	
Cylinder Block Material		Cast alloy iron	
Cyl. Sleeve-Wet, dry, none		None	
Number of	Front	Two	
mtg. points	Rear	One	
Engine installation angle		3°55'	
Taxable horsepower	2.5	36.0	51.2
Publishing max. bhp* eng. RPM		155 @ 4200	255 @ 4800
			300 @ 4800
Publishing max. torque* (lb. ft. @ RPM)		235 @ 1600	365 @ 3200
			380 @ 3200
Recommended fuel regular - premium		Regular	Premium

ENGINE - PISTONS

Material	Cast aluminum alloy		
Description and finish	Flat, notched head, slipper skirt		
Weight (piston only) oz.	24.16		20.91
Clearance (in.)	Top land	.0245-.0335	.0235-.0325
	Skirt	Top	.0005-.0011 (a)
		Bottom	.0007-.0013 (b)
Ring groove depth	No. 1 ring	.2153-.2218	.2218-.2283
	No. 2 ring	.2153-.2218	.2218-.2283
	No. 3 ring	.2093-.2158	.2038-.2103
	No. 4 ring	None	

* Max. bhp, brake horsepower, and max. torque corrected to 60 °F and 29.92 in. Hg atmospheric pressure.

(a) Measured 2.44 from top of piston

(b) Measured 1.56 from top of piston

AMA Specifications—Passenger Car

MAKE OF CAR CHEVY NOVA MODEL YEAR 1969 DATE ISSUED 10-15-68 REVISION (*)

MODEL	L4-153 90 HP	L6-230 140 HP	L6-250 155 HP	V8-307 200 HP	V8-350 255 & 300 HP
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ENGINE - RINGS

Function (top to bottom)	No. 1, oil or comp.	Compression			
	No. 2, oil or comp.	Compression			
	No. 3, oil or comp.	Oil			
	No. 4, oil or comp.	None			
Compression	Description - Upper	(a)	Cast alloy iron, barrel face; chrome plated material, coating.		
	Description - Lower	Cast alloy iron; inside bevel, tapered face; wear resistant ctg.			
	Width	(b)	(c)	(b)	(d)
	Gap	.010-.020			(e)
Oil	Description - material, coating, etc.	Multi-piece (2 rails and 1 spacer expander) Rails-steel, chrome plated OD; Expander-stainless steel			
	Width	.1870-.1890 (assembled)			
	Gap	.015-.055			
Expanders	In oil ring assembly				

ENGINE - PISTON PINS

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

ENGINE - CONNECTING RODS

Material	Drop forged steel	
Weight (oz.)	12.50	20.80
Length, center to center	5.695-.5.705	
Bearings	Material & Type	Copper lead alloy (sintered) steel backed material
	Overall length	.807
End play	Clearance (limits)	.0007-.0027
	End play	.009-.013

- (a) Cast alloy iron; inside bevel and tapered face; chrome plated
- (b) Upper .0775-.0780; lower .0770-.0780
- (c) Upper .0628-.0633; lower .0623-.0633
- (d) Upper .0775-.0780; lower .0770-.0775
- (e) Upper .010-.020; lower .013-.025

AMA Specifications—Passenger Car

MAKE OF CAR CHEVY NOVA MODEL YEAR 1969 DATE ISSUED 10-15-68 REVISED (a)

	L4-153	L6-230	L6-250	V8-307	V8-350
MODEL	90 HP	140 HP	155 HP	200 HP	255 & 300 HP

ENGINE - CRANKSHAFT

Material	Cast nodular iron				
Vibration damper type	Rubber mounted inertia				
End thrust taken by bearing No.	5	7	5		
Crankshaft end play	.002-.006				
Main bearing	Material & type	Steel with backed insert (selected bearing material-copper lead alloy or premium aluminum-for intended operation or application)			
	Clearance	.0003-.0029 (a)			
	Journal dia. and bearing overall length	No. 1	2.3004 x .752	2.4502 x .752	
		No. 2	2.3004 x .752	2.4505 x .752	
		No. 3	2.3004 x .752	2.4505 x .752	
		No. 4	2.3004 x .752	2.4505 x .752	
		No. 5	2.3004 x .760	2.3004 x .752	2.4507 x 1.177
		No. 6	None	2.3004 x .752	None
		No. 7	None	2.3004 x .760	None
	Dir. & amt. cvt. offset	None			
Crankpin journal diameter	1.999 - 2.000	2.099 - 2.100			

ENGINE - CAMSHAFT

Location	Above and to right of crankshaft	In block above crankshaft		
Material	Cast alloy iron			
Bearings	Material	Steel backed babbitt		
	Number	3	4	5
Type of Drive	Gear or chain	Gear	Chain	
	Crankshaft gear or sprocket material	Steel	Steel sprocket	
	Camshaft gear or sprocket material	Bakelite and fabric composition with steel hub	Nylon teeth with aluminum hub	
	Timing chain	No. of links	None	46
		Width	None	.740
Pitch		None	.550	

ENGINE - VALVE SYSTEM

Hydraulic lifters, Std. opt., N.A.	Standard	
Valve rotator, type (intake, exhaust)	None	
Rocker ratio	1.75:1	1.50:1
Operating tappet clearance (indicate hot or cold)	Intake	Zero
	Exhaust	Zero

Continued

- (a) No. 1 - .0008-.0020
- No. 2, 3, & 4 - .0008-.0024
- No. 5 - .0015-.0031

AMA Specifications—Passenger Car

MAKE OF CAR CHEVY NOVA MODEL YEAR 1969 DATE ISSUED 10-15-68 REVISION (*)

MODEL	L4-153 90 HP	L6-230 140 HP	L6-250 155 HP	V8-307 200 HP	V8-350 255 & 300 HP
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ENGINE - VALVE SYSTEM (cont.)

Timing (based on top of ramp points)	Intake	Opens (°BTC)	17°30'	16°	28°	
		Closes (°ABC)	54°30'	48°	72°	
		Duration - deg.	252°	244°	280°	
	Exhaust	Opens (°BBC)	57°	46°30'	78°	
		Closes (°ATC)	15°	17°30'	30°	
		Duration - deg.	252°	244°	288°	
Valve opening overlap			32°30'	33°30'	58°	
Material		Alloy steel-aluminized face on L6 engines				
Overall length		4.902-4.922			4.870-4.889	
Actual overall head dia.		1.715-1.725			1.935-1.945	
Angle of seat & face		46° (seat) 45° (face)				
Seat insert material		None				
Stem diameter		.3410-.3417				
Stem to guide clearance		.0010-.0027				
Intake	Lift (± zero lash)		.3973	.3317	.3880	
	Outer spring press. & length	Valve closed (lb. @ in.)	78-86 @ 1.66	56-64 @ 1.66	76-84 @ 1.70	
		Valve open (lb. @ in.)	170-180 @ 1.26	180-192 @ 1.27	194-206 @ 1.25	
	Inner spring press. & length	Valve closed (lb. @ in.)	None			Spring damper
		Valve open (lb. @ in.)	None			Spring damper
	Material		High alloy steel; aluminized face			
Overall length		4.913-4.933				
Actual overall head dia.		1.495-1.505				
Angle of seat & face		46° (seat) 45° (face)				
Seat insert material		None				
Stem diameter		.3410-.3417				
Stem to guide clearance		.0010-.0027				
Exhaust	Lift (± zero lash)		.3973	.3317	.3880	
	Outer spring press. & length	Valve closed (lb. @ in.)	78-86 @ 1.66	56-64 @ 1.66	76-84 @ 1.70	
		Valve open (lb. @ in.)	170-180 @ 1.26	180-192 @ 1.27	194-206 @ 1.25	
	Inner spring press. & length	Valve closed (lb. @ in.)	None			Spring damper
		Valve open (lb. @ in.)	None			Spring damper

ENGINE - LUBRICATION SYSTEM

Type of lubrica- tion (splash, pressure, nozzle)	Main bearings	Pressure	
	Connecting rods	Pressure	
	Piston pins	Splash	
	Camshaft bearings	Pressure	
	Tappets	Pressure	
	Timing gear or chain	Nozzle	(a)
Cylinder walls	Splash	Pressure jet cross spr	

(Continued)

(a) Centrifugally oiled from camshaft bearing

AMA Specifications—Passenger Car

MAKE OF CAR CHEVY NOVA MODEL YEAR 1969 DATE ISSUED 10-15-68 REVISED (6)

	L4-155	L6-230	L6-250	V8-307	V8-350
MODEL	90 HP	140 HP	155 HP	200 HP	255 HP | 300 HP

ENGINE - EXHAUST EMISSION CONTROL

MANUAL TRANSMISSION

Type (Air injection, engine modifications, other)	Air injection reactor equipment						
Air Injection Pump	Type	Semi-articulated vane type					
	Displacement	17.5					
	Drive ratio	1.775					
	Drive type	Crankshaft pump					
	Relief valve (type)	Diaphragm valve - separate from pump					
	Filter describe	Centrifugal air cleaner					
Air Injection System	Air distribution (head, manifold, etc.)	Cylinder head		Manifold			
	Point of entry	Intake ports					
	Injection tube I.D.	.215					
	Check valve type	Ball-type diaphragm type					
	Backfire protection (type)	Diaphragm valve					
Carburetor	Make	REFER					
	Model						
	Barrel size	70					
	Idle speed	Drive	PAGE				
		Neutral					
Idle A/F mixture	TEN						
Aux. Adv. Systems (type)	None						
Distributor	Make	Delta-Rom					
	Model	1110457	1110459	1110463	1111431	1111956 | 1111488	
	Cent. type	Must rom	900	1000	900	1000	1100 | 950
		Incr. med.					
	crank degrees	180					
		180					
	eng. rom	180	180	180	180	180	180
		180	180	180	180	180	180
	Vacuum	at 1000 rpm	7.00		6.00 | 7.00 | 8.00		
		at 2000 rpm	7.00		6.00 | 7.00 | 8.00		
degrees	100	24@15		25@16 | 15@12 | 24@17.5 | 20@17			
	100	24@15		25@16 | 15@12 | 24@17.5 | 20@17			
Vacuum Source	Carburetor						
Timing - Crank degrees	TDC-75°	TDC-87°	TDC-87°	TDC-87°	TDC-87°		

Cooling System

Exhaust System

AMA Specifications—Passenger Car

MAKE OF CAR CHEVY NOVA MODEL YEAR 1969 DATE ISSUED 10-15-68 REVISED (*)

MODEL	L4-153 90 HP	L6-230 140 HP	L6-250 155 HP	V8-307 200 HP	V8-350 255 HP 300 HP
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ENGINE – EXHAUST EMISSION CONTROL

AUTOMATIC TRANSMISSIONS

Type (Air injection, engine modifications, other)		Engine modifications						
Air Injection Pump	Type							
	Displacement	NOT						
	Drive ratio							
	Drive type	USED						
	Relief valve (type)							
Filter (describe)								
Air Injection System	Air distribution (head, manifold, etc.)	NOT						
	Point of entry							
	Injection tube I.D.							
	Check valve type	USED						
	Backfire protection (type)							
Carburetor	Make	REFER						
	Model							
	Barrel size	TO						
	Idle speed	Drive	PAGE					
		Neutral						
Idle A/F mixture	TEN							
Aux. Adv. Systems (type)	None							
Make	Delco-Remy							
Model	1110458	1110460	1110464	1111481	1111955	1111489		
Centrifugal adv. in crank degrees @ eng. rpm	Start (rpm)	900	1000	900	1000	1130	900	
	Intermed. points deg. @ rpm							
Max. deg. @ rpm	Start (in Hg)	7.00		6.00	7.00	8.00		
	Intermed. points deg. @ in. Hg							
Max. deg. @ in	24@15	23@16	15@12	24@17.5	20@17			
Vacuum Source	Carburetor							
Timing - Crank degrees @ rpm	4 BTC@600	4 BTC @550	2 BTC@600	4 BTC@600				
Cooling System								
Exhaust System								

AMA Specifications—Passenger Car

MAKE OF CAR CHEVY NOVA MODEL YEAR 1969 DATE ISSUED 10-15-68 REVISED (*)

	153 Cu. In.	230 Cu. In.	250 Cu. In.	307 Cu. In.	350 Cu. In.
MODEL	90 HP	140 HP	155 HP	200 HP	255&300HP

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.)	18 (approximately)			
	Filler location	Behind hinged rear license plate			
Fuel Pump	Type (elec. or mech.)	Mechanical			
	Locations	Lower right front of engine			
	Pressure range **	4.00-5.00PSI		5.50-7.50PSI | 7.50-9.00PSI	
Vacuum booster (std., optional, none)		None			
Fuel Filter	Type	Fine mesh plastic strainer in gasoline tank and			
	Locations	plastic filter in carburetor inlet *			
Carburetor	Choke type	Automatic-manual on 4-cyl			
	Intake manifold heat control (exhaust or water)	Exhaust			
	Air cleaner type	Standard	Oil wetted paper element		
		Optional	None		
	Idle speed (spec. neutral or drive)	Manual (N)	750	700	
Automatic (D)		600	550	600	
	Idle A F mix.	Not specified			

CARBURETOR SUPPLEMENTARY INFORMATION

Model Usage	Engine Disol.	Transmission	Carburetors		No. Used and Type	Barrel Size
			Make	Model		
11100	153	Manual Automatic	Rochester	7029008	One, Single Barrel	1.69
11300	230	Manual	Rochester	7029017(a)		
		Automatic		7029014		
	250	Manual	Rochester	7029017(a)	One two-barrel	1.44
		Automatic		7029018		
11400	307	Manual	Rochester	7029101(b)	One four barrel	1.38
		Automatic		7029110(c)		
	350 255hp	Manual	Rochester	7029203		
		Automatic		7029202		
350 300hp	Manual	Rochester	7029203			
	Automatic		7029202			

a - 7029015 with Air Conditioning

b - 7029103

c - 7029112

* - Additional In-Line paper element also with 350 cu. in. engines

** - Shut off pressure-1800 RPM at pump outlet

AMA Specifications—Passenger Car

MAKE OF CAR CHEVY NOVA MODEL YEAR 1969 DATE ISSUED 10-15-68 REVISED (*)

	153 Cu In 90 HP	230 Cu In 140 HP	250 Cu In 155 HP	307 Cu In 200 HP	350 Cu In 255 & 300 HP
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MODEL _____

ENGINE - COOLING SYSTEM

Type system (pressure, pressure vented, atmospheric, other):	Pressure					
Radiator cap relief valve pressure:	15± IPSI					
Circulation Type (choke, bypass):	Choke					
thermostat Starts to open at (°F):	192° - 198°					
Type (centrifugal, other):	Centrifugal					
GPM @ 1000 pump rpm:	60 @ 4400		54 @ 4400			
Water pump Number of pumps:	One					
Drive (V-belt, other):	V-Belt					
Bearing type:	Permanently lubricated double row ball					
Bypass recirculation type (inter., ext.):	Internal					
Radiator core type (cellular, tube and fin, other):	Tube and center					
Cooling system capacity With heater (gall.):	9	13	17	16		
Without heater (gall.):	8	11	16	15		
Cap. equipment-specific (gall.):	9	13	17	16		
Water jackets full length of cyl. (yes, no):	Yes					
Water all around cylinder (yes, no):	Yes					
Radiator nose	Lower	Number and type (molded, straight): One, molded				
		Inside diameter: 1.75				
	Upper	Number and type (molded, straight): One, molded				
		Inside diameter: 1.50				
Bypass		Number and type (molded, straight): None				
		Inside diameter: None				
Fan	Number of blades & spacing: 4-Staggered					
	Diameter:	16			17.62	
	Ratio to crankshaft rev.:	.949:1				
	Fan output type:	None				
Bearing type: Double row ball						
Drive belts indicate belt used by letter	Fan	A	A	E	In In	
	Generator or alternator	A	A	E	In In	
	Water Pump	A	A	E	In In	
	Power Steering	B	B	G		
	Air Conditioning	-	C	H		
Air Injection		D	D	E-Manual Trans. F-Automatic Trans.		

Drive Belt Dimensions	A	B	C	D	E	F	G	H	I	J
Angle of V	← 38°-42° →									
Nominal length (SAE)	39.00	49.50	54.75	50.00	47.50	44.25	36.00	54.33		
Width	← .380 →									

AMA Specifications—Passenger Car

MAKE OF CAR CHEVY NOVA MODEL YEAR 1969 DATE ISSUED 10-15-68 REVISED (a)

	153 Cu In 90 HP	230 Cu In 140 HP	250 Cu In 155 HP	307 Cu In 200 HP	350 Cu In 255 & 300
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ELECTRICAL — SUPPLY SYSTEM

Battery	Make and Model	Delco-Remy 1980032		1980030	
	Voltage Rtg. & Total Plates	12 volt-54 plates			
	SAE Designation & Amp. Hr. Rtg.	45 amp. hr @ 20 hr. rate		61 amp. hr. 20 hr. rate	
	Location	Right side front of engine compartment			
	Terminal grounded	Negative			
Generator or Alternator	Make	Delco-Remy			
	Model	1100836	1100834		
	Type and rating	Diode rectified-37 amps			
	Output at engine idle (neutral)	13 amps			
	Ratio—Gen. to Cr. rev.	2.5:1			
Regulator relays	Make	Delco Remy			
	Model	1119515			
	Type	Vibrator			
	Closing voltage generator from	None			
		Reverse current to open	None		
	Voltage	Operating	13.8-14.3 @ 85°F		
		Load	3.8 amperes		
	Other	None			

ELECTRICAL — STARTING SYSTEM

Starting Motor	Make	Delco Remy		
	Model	1108365(a)	1108367	1108361
	Rotation—drive and view	Clockwise		
Motor control	Switch—solenoid—manual	Solenoid		
	Starting procedure	3-Spd & 4-Spd—Place gearshift lever in neutral & depress clutch		
		AUTOMATIC—Place gearshift lever in N or P position		
	Engagement type	Positive shift solenoid		
Motor Drive	Position	Front	Rear	
		Rear	0	
	Flywheel	Manual	153	
		Auto.	153	
	Flywheel teeth	Manual	4010 - 4130	
Auto.		4010 - 4130		

(a) - 1108366 when used with automatic transmission
and 153 Cu. In. Engine

(b) - 1108368 when used with Powerglide transmission and 300 HP engine
1108420 when used with Turbo Hydra-Matic transmission and 300 HP engine

(c) - On 153 Cu. In. - Pull hand choke knob fully out.

AMA Specifications—Passenger Car

MAKE OF CAR CHEVY NOVA MODEL YEAR 1969 DATE ISSUED 10-15-68 REVISED ^(*)

MODEL	153 Cu In 90 HP	230 Cu In 140 HP	250 Cu In 155 HP	307 Cu In 200 HP	350 Cu In 255 & 300 HP
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ELECTRICAL - IGNITION SYSTEM

Type	Conventional - Std. Otr. N.A.	Standard		
	Transistorized - Std. Otr. N.A.	Not available		
	Other specify:	None		
Coil	Make	Delco-Remy		
	Model	1115208	1115293	
	Amps	Engine stopped	4.0	
	Engine idling	1.8		
Distributor	Make	REFER		
	Model	REFER		
	Centrifugal adv. in a shaft degrees engine rpm nominal:	Start rpm:		
		Intermediate points deg. rpm	TO	
		Max. deg. rpm		
	Vacuum adv. in a shaft degrees in. Hg. nominal:	Start in. Hg.	PAGE	
Intermediate points, deg. in. Hg.		NINE		
Max. deg. in. Hg.		.019		
Breaker gap (in.)			.019	
Cam angle (deg.)	31-34		29-31	
Breaker arm tension (oz.)	19-23			
Timing	Crankshaft deg. rpm	Refer to page nine		
	Mark location	Torsional damper		
Spark Plug	Make	AC Spark Plug		
	Model	ACR46N	ACR45S	ACR44S
	Thread (mm)	14		
	Tightening torque (lb. ft.)	25		
	Gap	.033 - .038		
Cable	Conductor type	Linen core impregnated with electrical conducting material		
	Insulation type	Rubber with neoprene jacket		
	Spark plug protector	Neoprene		

ELECTRICAL - SUPPRESSION

Locations & type	Non-metallic high ignition cables
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AMA Specifications—Passenger Car

MAKE OF CAR CHEVY NOVA MODEL YEAR 1969 DATE ISSUED 10-15-68 REVISED ^(a)

MODEL	L4-153 90 HP	L6-230 140 HP	L6-250 155 HP	V8-307 200 HP	V8-350 255 HP	300 HP
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ELECTRICAL - INSTRUMENTS AND EQUIPMENT

Speedometer	Type	Dial
	Trip odometer miles no.	NA
Charge indicator - type		Tell-Tale
Temperature indicator - type		Tell-Tale
Oil pressure indicator - type		Tell-Tale
Fuel indicator - type		Electric gauge
Other		Refer to page 23
Windshield wiper	Type - Standard	Electric, two-speed
	Type - Optional	None
Windshield washer	Type - Standard	Push-button
	Type - Optional	None
Horn	Type	Vibrator
	Number used	One
	Amps draw (each)	(Low note) 4.5-6 @ 12.5 Volts

DRIVE UNITS - CLUTCH (Manual Transmission)

Make & type	Chevrolet single dry disc	Chevrolet, single dr disc centrifugal	
Type pressure plate springs	Diaphragm (a)		
Total spring load (lb.)	1350-1450	1650-1850 | 1900-2200(b) | 2100-2300 | 2450-275	
No. of clutch driven discs	One		
Clutch facing	Material	Woven type asbestos	
	Outside diameter	9.12 x 6.12	10.34 x 6.50 | 11.0 x 6
	Total eff. area (sq. in.)	71.82	101.54 | 123.7
	Thickness	.135	.140
	Engagement cushioning method	Flat spring steel between facings	
Release bearing	Type & method of lubrication	Single row ball, packed and sealed	
Torsional damping	Methods: springs friction material	Coil springs	

- (a) Diaphragm, bent finger design
- (b) 2100-2300 with 4-speed transmission

AMA Specifications—Passenger Car

MAKE OF CAR CHEVY NOVA MODEL YEAR 1969 DATE ISSUED 10-15-68 REVISED 10-15-68

MODEL	L4-153	V8-307 Cu. In.	V8-350 Cu. In.
	L6-230		
	L6-250		

DRIVE UNITS – TRANSMISSIONS

Manual 3-speed (std. or opt.)	Standard
Manual 4-speed (std. or opt.)	Optional with V-8 engines
Manual with overdrive (std. or opt.)	Not available
Automatic (std. or opt.)	Optional

DRIVE UNITS – MANUAL TRANS.

	3-Spd	3-Spd	4-Spd	HD-3-Spd	4-Spd	
Number of forward speeds	3	3	4	3	4	
Transmission ratios	In first	2.85	2.85	2.42	2.52	
	In second	1.68	1.68	1.58	1.88	
	In third	1.00	1.00	1.00	1.46	
	In fourth	--	--	1.00	--	1.00
	In reverse	2.95	2.95	2.85	2.41	2.59
Synchronous meshing (specify gears)	All forward speeds					
Shift lever location	Steering column 3-Speed Floor Mounted HD 3-Speed and 4-Speed					
Capacity (qt.)	3			3.5	3	
Type recommended	Meeting Military Specs			Mil-L-2105B		
Lubricant	SAE viscosity		SAE 80			
	Summer	SAE 80				
	Winter	SAE 80				
Number	Extreme cold		SAE 80			

DRIVE UNITS – MANUAL TRANS. W/OVERDRIVE

For transmission data see manual transmission section

Type (planetary or other)	
Manual lockout (yes/no)	
Downshift to accelerator control (yes/no)	NOT
Maximum output speed	
Gear ratio	Capacity (qt. Overdrive only)
	Separate filter (yes/no)
	Type recommended
Lubricant	SAE viscosity Summer
	Winter
	Extreme cold

AMA Specifications—Passenger Car

MAKE OF CAR CHEVY NOVA MODEL YEAR 1969 DATE ISSUED 10-15-68 REVISED (*)

MODEL	L6-230		L6-250		L6-230		L6 230 & 250	
	L4-153	V8-307	V8-350	L4-153	L6-250	V8 307 & 350		

DRIVE UNITS – AUTOMATIC TRANSMISSION

Trade name	POWERGLIDE				TORQUE-DRIVE		TURBO HYDRA-MA	
Type describe	Torque converter with planetary gears							
Selector location	Steering column; floor mounted when used with floor console with bucket seats							
List gear ratios Selector Pattern and indicate which are used in each selector position	P-Park R-1.82 N-Neutral D-1.82-1.00 L-1.82	P-Park R-1.76 N-Neutral D-1.76-1.00 L-1.76	P-Park R-1.82 N-Neutral Hi-1.82-1.00 1st-1.82	P-Park R-1.93 N-Neutral D-2.52-1.52-1. L2-2.52-1.52 L1-2.52				
Max. upshift speed—drive range								
Max. kickdown speed—drive range								
Torque converter	Number of elements	3						
	Max. ratio at stall	2.40	2.10	2.40	2.10	2.10		
	Type of cooling/air, liquid	Air	Water	Air & Water		Air		
	Nominal diameter	11.00	11.75	11.00	11.75	11.75		
Lubricant	Capacity—ref fill pt.	6	6.5	6	5			
	Type recommended	A suffix A						
Special transmission features								

DRIVE UNITS – PROPELLER SHAFT

Number used	One	
Type (straight tube, tube-in-tube, internal-external damper, etc.)	Straight tube	
Outer diam. x length x wall thickness	Manual 3-speed trans.	2.75 x 52.50 x .065
	Manual 4-speed trans.	Same as 3-Speed
	Overdrive transmission	Not available
	Automatic transmission	Same as 3-Speed

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

(Continued)

AMA Specifications—Passenger Car

MAKE OF CAR CHEVY NOVA MODEL YEAR 1969 DATE ISSUED 10-15-68 REVISED 10

MODEL _____

DRIVE UNITS — PROPELLER SHAFT (cont.)

Inter-mediate bearing	Type (plain, anti-friction)	None
	Lubrication (fitting, prepack)	--
Slip Yoke	Type	Yoke
	Number of teeth	27
	Spline O.D.	1.502-1.503
Universal joints	Make and Mfg. No.	Chevrolet 3841935
	Number used	Two
	Type (ball and trunnion cross)	Cross
	Rear attachment (U-bolt clamps, etc.)	U-bolt
	Bearing	Type (plain, anti-friction) Lubrication (fitting, prepack)	Anti-friction Prepack
Drive taken through torque tube or arms, springs		Leaf spring
Torque taken through torque tube or arms, springs		Leaf spring

DRIVE UNITS — AXLE

Type (front/rear)	Rear	
Description	Semi-floating, overhung pinion gear	
Limited slip differential type	Dual disc clutches	
Drive Pinion Offset	1.50	
No. of differential pinions	Two	
Pinion adjustment (shim, other)	None	
Pinion bearing adj. (shim, other)	Shim	
Wheel bearing type	Single row cylindrical roller	
Capacity (pinion)	3.5 (8.125 ring gear) 4.0 (8.875 ring gear)	
Type recommended	Meeting Military Specs. MIL-L-2105B	
Lubricant	SAE viscosity Summer	SAE 80
	SAE viscosity Winter	SAE 80
	SAE viscosity Extreme cold	SAE 80

AXLE RATIO TOOTH COMBINATIONS

(See page 3 for axle ratio usage)

Axle ratio	2.56	2.73	3.08	3.36	3.07	3.31	3.55
No. of teeth	Pinion	16	15	12	11	14	13
	Ring gear	41	41	37	37	43	43
Ring Gear O.D.	8.125			8.875			

AMA Specifications—Passenger Car

MAKE OF CAR CHEVY NOVA MODEL YEAR 1969 DATE ISSUED 10-15-68 REVISED (*)

MODEL _____

DRIVE UNITS – WHEELS

Type & material		Short spoke disc, steel	
Rim (size & flange type)	Std.	14 x 5J	
	Opt.	None	
Attachment	Type (bolt or stud)	Stud	
	Circle diameter	4.75	
	Number and size	5 hex nuts 7/16-20 UNF-2B	

MODEL _____

DRIVE UNITS – TIRES

Standard	Size, ply rating, & ply		7.35 x 14-2 ply (4 ply rating)
	Type (bias, radial, etc.)		Bias
	Full rated Inflation Press.	Front	
		Rear	
	Rev. Mile at 50 MPH		791
Optional	Size, ply rating, & ply		E70 x 14-2 ply (4 ply rating) (350 Cu. In. engines only)

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)		

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		STANDARD		FRONT DISC (Opt)		
MODEL						
BRAKES — SERVICE						
Type (drum) or (disc & no. of pistons)		Drum (front-finned)		Disc-iron		
Self adjusting (std., opt., N.A.)		Standard				
Special Valving	Type (proportion, delay, metering, other)	Metering				
Power brake make & type (remote, int., etc.)	Std. Opt.	--	Optional (a)	Standard (a)		
Effective area (sq. in.) *		155.2		114.0		
Gross lining area (sq. in.) **		168.9		118.1		
Swept area (sq. in.) ***		268.8		332.4		
Front to Rear Effectiveness Relationship						
Drum	Diameter (nominal)	Front	9.5	--	--	
		Rear	9.5	9.5	9.5	
	Type and material	Composite, cast iron; steel web		Cast iron		
Rotor	Outer working diameter			11.00		
	Inner working diameter			7.18		
	Working width			1.00		
	Material & type (vented, solid)			Cast iron vented		
Wheel cylinder bore	Front	1.125		2.063		
	Rear	.875		.875		
Master Cylinder displacement	Front	39 cu. in. @ 1500 PSI		46 cu. in. @ 1500 PSI		
	Rear	24 cu. in. @ 1500 PSI		31 cu. in. @ 1500 PSI		
Pedal arc ratio		6.20		3.82		
Line pressure at 100 lb. pedal load						
Shoe Clearance	Front	Self adjusting		Self adjusting		
	Rear	Self adjusting		Self adjusting		
Brake lining	Bonded or riveted		Bonded		Riveted	
	Front Wheel	Material	Molded asbestos			
		Size length x width x thickness	Prim. or out-board	9.01 x 2.5 x .17	5.96 x 2.21 x .41	
			Second. or in-board	9.75 x 2.5 x .20	5.96 x 2.21 x .41	
		Segments per shoe	One			
	Rear Wheel	Material	Molded asbestos			
		Size length x width x thickness	Prim. or out-board	9.01 x 2.0 x .17	9.01 x 2.0 x .17	
			Second. or in-board	9.75 x 2.0 x .20	9.75 x 2.0 x .20	
Segments per shoe		One				

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

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

(a) Delco Moraine vacuum power unit; integral

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MODEL _____

STEERING

Manual (std., opt., NA)		Standard energy absorbing steering column	
Power (std., opt., NA)		Optional with 11300 & 11400 models only	
Adjustable steering wheel (tilt, swing, other)	Type and description	Not available	
	(std., opt., NA)		
Wheel diameter	Manual	Oval 16.25 x 15.50	
	Power	Same as manual	
Turning diameter (feet)	Outside front	Wall to wall (l. & r.)	40.9
		Curb to curb (l. & r.)	NA
	Inside rear	Wall to wall (l. & r.)	NA
		Curb to curb (l. & r.)	NA
Manual	Gear	Type	Semi-reversible, recirculating ball stud
		Make	Saginaw Steering
	Ratios	Gear	24:1
		Overall	28.3:1
	No. wheel turns (stop to stop)		4.8
Power	Type (coaxial, linkage, etc.)		Integral, with vane type pump driven by Crankshaft pulley
	Make		Saginaw Steering
	Gear	Type	Same as manual
		Ratios	Gear	17.5:1
	Overall		20.7:1
	Pump driven by		Crankshaft pulley
	No. wheel turns (stop to stop)		3.5
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.)		8 1/4 to 9 1/4
	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.)	0 to P-1
		Camber (deg.)	N-1/4 to P-3/4
		Toe-in (outside track inches)	1/8 to 1/4
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 - 3 (modified)
	Bearing type		Taper roller

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MAKE OF CAR CHEVY NOVA MODEL YEAR 1969 DATE ISSUED 10-15-68 REVISED (a) MODEL

SUSPENSION – GENERAL

*See Supplement page for details on Air Suspension

Provision for car leveling	Front stabilizer bar with 11400 models only
Provision for brake dip control	Front suspension geometry
Provision for accel. squat control	Rear suspension geometry
Special provisions for car loading	
Shock absorber front & rear	Direct, double acting, hydraulic
Type	Delco
Make	1.00
Standard	
Other special features	

SUSPENSION – FRONT

Type and description	Independent SLA type with coil springs and concentric shock absorber and spherically jointed steering knuckle for each wheel
Type	Coil right hand helix
Material	Steel alloy
Spring	Size (coil design height & I.D. bar length x dia.)
	11.09 x 3.63; 94.77 x .565
	Spring rate (lb. per in.)
	320
	Rate at wheel (lb. per in.)
	105
Stabilizer	Type link linkless
	frameless
	Link
	Material & bar diameter
	Steel .687

SUSPENSION – REAR

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

Multiple leaf springs with 350 cu. in. engines

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MODEL _____

FRAME _____

Type and description: Separate frame, unitized frame, partially unitized frame:

Combination body-frame integral with separate forward ladder frame

BODY - MISCELLANEOUS INFORMATION

COUPE

SEDAN

Dr's. hinged: Front doors (front, rr.) Rear doors

Front

--

Front

Type of finish: lacquer, enamel, other:

Acrylic lacquer

Hood counterbalanced: yes, no:

Yes

Hood release control: internal, external:

External

Vehicle ident. No. location:

Top left hand of instrument panel pad

Engine No. location:

6 Cyl. - Right side of cylinder block, rear of distributor

8 Cyl. - Front right side of cylinder block

Theft protection: type:

Lock, mounted on steering column; locks steering wheel, transmission shift levers and ignition

Vent window control method (crank, friction pivot):

Front

Friction pivot

Rear

None

Seat cushion type:

Front

Formed wire and foam pad

Rear

Formed wire and cotton

3rd seat

None

Seat back type:

Front

Formed wire and cotton

Rear

Formed wire and cotton

3rd seat

None

Windshield glass type (i.e., single curved - laminated plate):

Curved-laminated plate

Side glass type (i.e., curved - tempered plate):

Curved-tempered plate

Backlight glass type (i.e., compound curved - tempered plate - three piece):

Curved-tempered plate

Windshield glass exposed surface area

1050.8

1111.9

Side glass exposed surface area

1187.2

1242.6

Backlight glass exposed surface area

1144.2

1005.7

Total glass exposed surface area

3382.2

3360.2

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WEIGHTS

Model	CURB WEIGHT * POUNDS			PASS. WEIGHT DISTRIBUTION				LIQUID WEIGHT	
	Front	Rear	Total	Pass. In Front		Pass. In Rear		Fuel	Coolant
				Front	Rear	Front	Rear		
153 Cu. In. 4 Cyl. Engine									
2-Door Coupe	1490	1420	2910					110.2	18.3
4-Door Sedan	1510	1430	2940					110.2	18.3
230 Cu. In. 6 Cyl. Engine									
2-Door Coupe	1610	1410	3020					110.2	26.3
4-Door Sedan	1625	1425	3050					110.2	26.3
307 Cu. In. V-8 Engine									
2-Door Coupe	1720	1445	3165					110.2	32.3
4-Door Sedan	1735	1455	3190					110.2	32.3

Accessories & Equipment Differential Weights				Remarks
250 Cu. In. 6 Cyl. Engine	+16	+ 1	+ 17	RPO L22
350 Cu. In. V-8 Engine	+43	+60	+103	RPO LM1
350 Cu. In. V-8 Engine	+43	+60	+103	RPO L48 (Coupe only)
H.D. 3-Spd. Man. Trans.	+23	+ 7	+ 30	RPO MC1
Torque-Drive Trans.	- 5	11	+ 6	4-Cyl.
	-31	11	- 20	6-Cyl.
Powerglide Trans.	3	4	+ 7	4-Cyl.
	-15	0	- 15	6-Cyl.
	-10	1	- 9	307 V-8
	- 5	1	- 4	350 V-8
Turbo Hydra-Matic Trans	20	6	+ 26	Chevrolet built
Air Conditioning	91	7	+ 98	
Power Brakes	9	2	+ 11	
Front Disc Brakes	24	8	+ 32	
4-Speed Transmission	15	4	+ 19	
Power Steering	29	1	+ 30	
Tape Player	13	5	+ 18	
Radio, Push Button	6	2	+ 8	
Radio Stereo	9	4	+ 13	

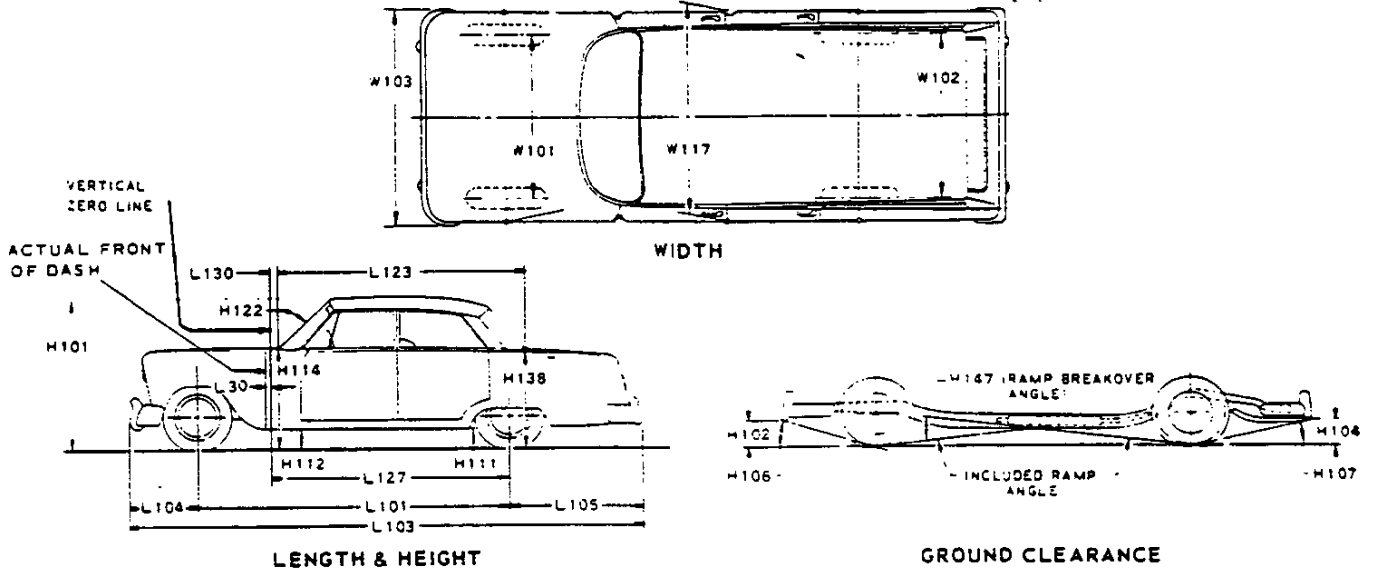
*Reference - SAE Aerospace-Automotive drawing standards, Section E 1.02 (d).

AMA Specifications—Passenger Car

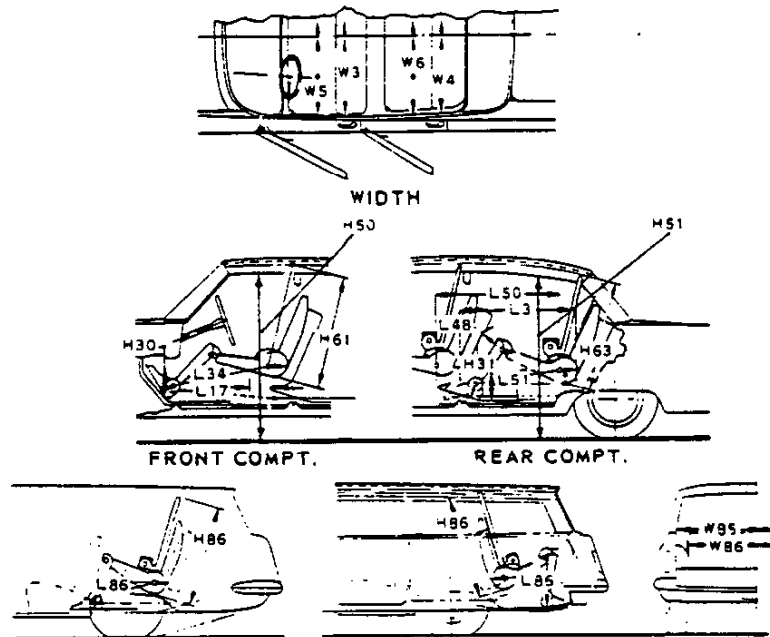
CAR AND BODY DIMENSIONS

KEY SHEET

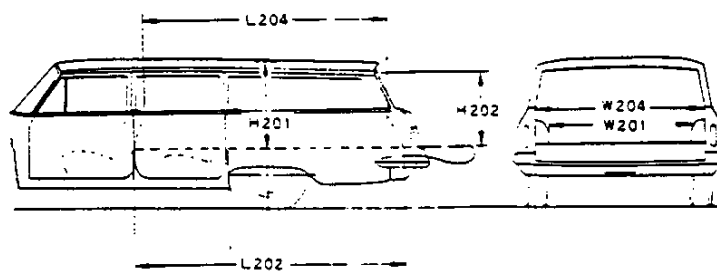
EXTERIOR CAR AND BODY DIMENSIONS



INTERIOR CAR AND BODY DIMENSIONS



THIRD SEAT



CAR AND BODY DIMENSIONS

KEY SHEET

DIMENSION DEFINITIONS

EXTERIOR WIDTH DIMENSIONS

- W101 WHEEL TREAD - FRONT. Measured at centerline of tires, with nominal camber, at ground.
- W102 WHEEL TREAD - REAR. Measured at centerline of tires at ground.
- W103 MAXIMUM OVERALL CAR WIDTH. Include bumpers, moldings, or sheet metal protrusions. Measured to outside of metal.
- W117 MAXIMUM BODY WIDTH AT #2 PILLAR. Measured across body at #2 pillar, excluding hardware and applied moldings.

EXTERIOR LENGTH DIMENSIONS

- L 30 VERTICAL ZERO LINE TO ACTUAL FRONT OF DASH. If actual Front of Dash is to the rear of Body Zero Line, it is identified by a minus (-) sign.
- L101 WHEELBASE.
- L103 OVERALL LENGTH. Include bumper guards if standard equipment.
- L104 OVERHANG - FRONT. Measured from C/L of front wheels to front of car, including bumper guards if standard equipment.
- L105 OVERHANG - REAR. Measured from C/L of rear wheels to rear of car, including bumper guards if standard equipment.
- L123 BODY UPPER STRUCTURE LENGTH AT CAR CENTERLINE. The horizontal dimension from the Cowl Point to the Deck Point.
- L127 VERTICAL ZERO LINE TO CENTERLINE OF REAR WHEELS. A horizontal dimension.
- L130 VERTICAL ZERO LINE TO WINDSHIELD COWL POINT. The horizontal dimension from the vertical zero line to the theoretical intersection of extended windshield glass plane and normal cowl surface.

EXTERIOR HEIGHT DIMENSIONS

- H101 OVERALL HEIGHT - DESIGN. Measured with the vehicle in Manufacturer's Design Weight attitude.
- H114 COWL POINT TO GROUND. Measured at vehicle centerline.
- H138 DECK POINT TO GROUND. Measured at vehicle centerline.
- H112 ROCKER PANEL TO GROUND - FRONT. The vertical dimension from ground to bottom of rocker panel, excluding flanges. Measured to the outside of sheet metal at foremost point of rocker panel.
- H111 ROCKER PANEL TO GROUND - REAR. The vertical dimension from ground to bottom of rocker panel, excluding flanges. Measured to the outside of sheet metal at front of rear wheel opening.
- H122 WINDSHIELD SLOPE ANGLE. The angle between a vertical line and the windshield surface at car centerline. On a compound-curved windshield the chord of the arc is used and limited to that section of the windshield comprehended by an 18-inch chord.

GROUND CLEARANCE DIMENSIONS

- H102 BUMPER TO GROUND - FRONT. Minimum dimension, includes bumper guards.
- H104 BUMPER TO GROUND - REAR. Minimum dimension, includes bumper guards.
- H106 ANGLE OF APPROACH. The angle between ground and a line tangent to the front tire static loaded radius arc and the first point of interference, i.e., bumper, guard, gravel deflector, fender or other component, excluding license plate. This dimension may be determined graphically for reporting purposes.
- H107 ANGLE OF DEPARTURE. The angle between ground and a line tangent to the rear tire static loaded radius arc and the first point of interference, i.e., bumper, guard, gravel deflector, tail pipe, fender or other component, excluding license plate. This dimension may be determined graphically for reporting purposes.
- H147 RAMP BREAKOVER ANGLE. The supplement of included ramp angle (180° minus included ramp angle) over which car can pass without interference; measured with car sitting on a level surface, using lines tangent to arcs of front and rear static loaded radii and intersecting at point on underside of car which defines the smallest angle.
- H156 MINIMUM RUNNING GROUND CLEARANCE. Location of measurement on the car is to be clearly recorded.

FRONT COMPARTMENT DIMENSIONS

- H 61 EFFECTIVE HEAD ROOM - FRONT. The dimension from H Point to the headlining, plus a constant of 4.0 inches, measured along a line 8" to rear of vertical.
- L 34 MAXIMUM EFFECTIVE LEG ROOM - ACCELERATOR. Measured along a diagonal line from the Manikin ankle pivot center to the H Point plus a constant of 10.0 inches. For treadle type accelerator pedals, the leg room is measured with the Manikin's right foot on the accelerator pedal and the Manikin Heel Point at Accelerator Heel Point. All other types of accelerator pedals will be measured with the Manikin foot angle set at 87° and the shoe touching the pedal.
- H 30 H POINT TO HEEL POINT - FRONT. The vertical dimension from the H Point to the Accelerator Heel Point.
- L 17 H POINT TRAVEL. The horizontal dimension between the H Point in the most forward and rearward seat

FRONT COMPARTMENT DIMENSIONS (Cont.)

- W 3 SHOULDER ROOM - FRONT. The minimum lateral dimensions between the door garnish moldings or nearest interference, measured at the H Point station.
- W 5 HIP ROOM - FRONT. The lateral dimension through the H Point to trimmed body surfaces. Depress loose side wall cloth to trim foundation or other obstruction if such construction exists.
- H 50 UPPER BODY OPENING TO GROUND - FRONT. The vertical dimension from a point on the trimmed body opening to the ground, measured at the H Point station.

REAR COMPARTMENT DIMENSIONS

- L 50 H POINT COUPLE DISTANCE. The horizontal dimension from the front seat H Point to the rear seat H Point.
- H 63 EFFECTIVE HEAD ROOM - REAR. The dimension from the H Point to the headlining, plus a constant of 4.0 inches, measured along a line 8" to rear of vertical.
- L 51 MINIMUM EFFECTIVE LEG ROOM - REAR. Measured along a diagonal line from the ankle pivot center to the H Point plus a constant of 10.0 inches, with the foot positioned to the nearest interference between the seat structure and toe, instep or lower leg.
- H 31 H POINT TO HEEL POINT - REAR. The vertical dimension from the H Point to the Manikin Heel Point on the depressed floor covering.
- L 48 MINIMUM KNEE ROOM - REAR. The minimum dimension from the Manikin knee pivot center to the back of the front seat back.
- L 3 REAR COMPARTMENT ROOM. The horizontal dimension from the back of front seat to front of rear seat back at height tangent to the top of rear seat cushion.
- W 4 SHOULDER ROOM - REAR. The minimum lateral dimension between the door garnish molding or nearest interference. Measured at H Point station.
- W 6 HIP ROOM - REAR. The lateral dimension through H Point to trimmed body surfaces. Depress loose side wall cloth to trim foundation or other obstruction when such construction exists.
- H 51 UPPER BODY OPENING TO GROUND - REAR. The vertical dimension from a point on the trimmed body opening to the ground, measured 13.0 inches forward of the H Point.

LUGGAGE COMPARTMENT DIMENSIONS

- V 1 LUGGAGE CAPACITY - USABLE. The total luggage compartment luggage capacity in cubic feet with the tire and tools in place.
- H195 LIFTOVER HEIGHT. Vertical dimension from the highest point on the luggage compartment lower opening to ground, excluding corner radii.

STATION WAGON - THIRD SEAT DIMENSIONS

- W 85 SHOULDER ROOM - THIRD SEAT. The minimum lateral dimension between the door garnish moldings or nearest interference. Measured at H Point station.
- W 86 HIP ROOM - THIRD SEAT. The lateral dimension through H Point to trimmed surfaces.
- L 86 EFFECTIVE LEG ROOM - THIRD SEAT. Measured along a diagonal line from ankle pivot center to H Point plus a constant of 10.0 inches. With rear-facing third seat, foot is positioned in foot well or to nearest interference with rear end or rear closure.
- H 86 EFFECTIVE HEAD ROOM - THIRD SEAT. The dimension from H Point to the headlining, plus a constant of 4.0 inches. Measured along a line 8" to rear of vertical.

STATION WAGON - CARGO SPACE DIMENSIONS

- L202 CARGO LENGTH AT FLOOR - FRONT SEAT. The horizontal dimension, measured at the floor level from the rear of the front seat back to the normal inside limiting interference on the tailgate, on the car centerline.
- L204 CARGO LENGTH AT BELT - FRONT SEAT. The horizontal dimension measured from the top rear of front seat back to a vertical extension line from the normal inside limiting interference at the top of the tailgate, on the car centerline.
- W201 CARGO WIDTH - WHEELHOUSE. The minimum horizontal dimension, measured between wheelhouses at floor level.
- W204 OPENING WIDTH AT BELT. The minimum horizontal dimension, measured between the nearest normal inside limiting interferences of the rear opening at the top of the tailgate.
- H201 MAXIMUM CARGO HEIGHT. The maximum vertical dimension, measured from the top of the floor covering to the headlining, on the car centerline.
- H202 REAR OPENING HEIGHT. The vertical dimension measured from the top of the floor covering to the normal inside limiting interference at the top of the rear opening, on the car centerline, with both tail-and liftgates fully open.
- V 2 CARGO VOLUME INDEX BEHIND FRONT SEAT. The total volume in cubic feet above the normal load floor and behind the front seat with the liftgate and tailgate closed.

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