

[REDACTED]

# GENERAL

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# MODEL IDENTIFICATION

## CHEVY II NOVA COUPE

MODEL 111-113-11427 2-DOOR COUPE, 5-PASSENGER

## CHEVY II NOVA—4-DOOR SEDAN

MODEL 111-113-11469 4-DOOR SEDAN, 6-PASSENGER

# SERIAL NUMBERS AND IDENTIFICATION

## ONLY BASIC DESIGNATION SHOWN

### VEHICLE SERIAL NUMBER

6-Cylinder Example:

Model	Model Year	Assembly Plant (Willow Run)	Unit Number (1st unit)
11369	0	W	100001

Thus: The 1st model built at Willow Run would be serial number 113690W100001

8-Cylinder Example:

Model	Model Year	Assembly Plant (Willow Run)	Unit Number (1st unit)
11469	0	W	100001

Thus: The 1st model built at Willow Run would be serial number 114690W100001

### ASSEMBLY PLANTS

W - Willow Run

Starting unit number . . . . . 100001 and up at each assembly plant regardless of series  
 Location . . . . . Stamped on plate attached to top left hand of instrument panel

### TRANSMISSION IDENTIFICATION

Example: RRM0E01D

Type	Source	Model Year	Production <sup>o</sup> Month & Date
RR	M (Muncie)	0	E01D*

RR	3-Speed	L-4 and L-6 and V-8 engine	M - Muncie
WA	4-Speed	V-8 engine	P - Muncie
UL	Torque Drive	L-4 & L-6 engine	A - Cleveland
VE	Powerglide	L-6 engine	C - Cleveland
			T - Toledo
UE	Powerglide	V-8 engine	C - Cleveland
			T - Toledo
GN	Turbo Hydra-Matic	L-6 engine	X - Cleveland
			Y - Toledo
GS	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, Turbo Hydra-Matic (Chevrolet) . . . . . Stamped on right hand side of pan.

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

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

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

### ENGINE IDENTIFICATION

Example: F1210AM

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

#### Super-Thrift 153, 153 Cubic Inch L-4 Base Engine

CCA - Regular engine, 3-speed  
 CCB - Regular engine, Powerglide, Torque-Drive

#### Turbo-Thrift 230, 230 Cubic Inch L-6 Base Engine

CCC - Regular engine, 3-speed  
 CCD - Regular engine, Powerglide, Torque-Drive  
 - Regular engine, Turbo Hydra-Matic (Chevrolet)

#### Turbo-Thrift 250, 250 Cubic Inch L-6 (RPO-L22)

CCG - Optional engine, 3-speed  
 - Optional engine, Powerglide, Torque-Drive  
 - Optional engine, Turbo Hydra-Matic (Chevrolet)

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

CNC - Regular engine, 3-speed  
 CND - Regular engine, 4-speed  
 CNE - Regular engine, Powerglide  
 CNF - Regular engine, Turbo Hydra-Matic (Chevrolet)

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

CNJ - Optional engine, 3-speed, 4-bbl. carb.  
 CNK - Optional engine, Powerglide, 4-bbl. carb.  
 CRE - Optional engine, Turbo Hydra-Matic (Chevrolet)

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

CNI - Optional engine, 3-speed, 2-bbl. carb.  
 CNM - Optional engine, Powerglide, 2-bbl. carb.  
 CNN - 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

Location, Identification Number

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

See Power Train Section for additional information.

# EXTERIOR EQUIPMENT

## STANDARD AND OPTIONAL APPEARANCE EQUIPMENT

	Standard 27, 69	Exterior Decor RPO ZJ5 27, 69	Optional Custom Exterior RPO ZJ2 27, 69	Super Sport RPO Z26 27
<b>FRONT</b>				
Bright Front-of-Hood Molding With Bow Tie Emblem	X	X	X	X
Bright Windshield Reveal Molding	X	X	X	X
Bumper-Mounted Parking Lamps with White Lens	X	X	X	X
Black-Painted Headlamp Bezels with Upper and Lower Horizontal Bright Borders				O
Black-Painted, Bright-Bordered Headlamp Bezel with Bright Horizontal Bars	X	X	X	
Argent Bumper Filler Panel	X	X	X	X
Black Grille with Bright Upper and Lower Horizontal Bars				O
"SS" Emblem in Center of Grille				O
Bright Hood Louver Ornaments				O
Grille with bright horizontal and vertical bars	X	X	X	

<b>SIDE</b>				
Front Fender Nameplate "Nova" - Script	X	X	X	X
Bright Ventipane Frame	X	X	X	X
Round Outside LH Rear View Mirror	X	X	X	X
Front Marker Lamp with Bright Bezel and Amber Lens	X	X	X	X
Rear Marker with Bright Bezel and Red Lens	X	X	X	X
Hub Caps	X	X	X	X
Front Fender Engine Displacement in Block Numerals (Except L-4 and Base L-6, White Paint Filled)	X	X	X	X
Bright Rear Door Glass Separation	69	69	69	
Body Color Quarter Window Scalp Molding	27	27	27	X

NOTE: "O" Indicates deviation from standard, but is included in the optional package.

Roof, Sail, Tulip panel outline moldings and bright drip moldings included with Vinyl Top option (RPO C08)  
Available on coupe and sedan with L-6 or V-8.

STANDARD AND OPTIONAL APPEARANCE EQUIPMENT

	Standard 27, 69	Exterior Decor RPO ZJ5 27, 69	Optional Custom Exterior RPO ZJ2 27, 69	Super Sport RPO Z26 27
<b>SIDE (Continued)</b>				
Bright Edged Front Fender Side Louver Ornament			O	O
Body Color Edge Front Fender Side Louver Ornament		O		
Bright Drip Molding*		O (69)		
Body Side Lower Molding (Fender, Door and Rear Quarter)			O (27)	
Fender, Rocker and Rear Quarter Lower Molding with Black Paint Below			O*	
Black Paint Between Body Side, and Fender Rocker and Rear Quarter Lower Moldings			O (27)*	
Bright Door and Quarter Window Frame Scalp Molding		O (27)	O (27)	
Body Side Paint Stripe			O (27)	
Body Side Molding with Black Vinyl Insert		O	O (69)	
E70-14-B White Stripe Tire				O

REAR

Deck Lid Nameplate "Nova By Chevrolet" - Script and Block	X	X	X	X
Bright Rear Window Reveal Molding	X	X	X	X
Backup Lamp Integral with Tail Lamp	X	X	X	X
Bright Tail Lamp Bezel	X	X	X	X
Black-Painted Rear End Panel Trim Plate				O
"SS" Emblem in Center of Rear End Panel Trim Plate				O
Bright Rear End Panel Trim Plate			O	

BRIGHT SCALP MOLDINGS RPO B90. Available for 69 style only. Includes bright front and rear door frame and pillar scalp moldings.

\* No Black Paint with Exterior Colors Dark Blue, Maroon, and Dark Green.

NOTE: "O" Indicates deviation from standard, but is included in the optional package.

# INTERIOR EQUIPMENT

## STANDARD AND OPTIONAL APPEARANCE EQUIPMENT

	Standard	Special Interior Group RPO ZJ3	Custom Interior RPO ZJ1	Bucket Seats RPO A51 27 Style Only
<b>SEATS AND FLOOR COVERING</b>				
Front Seat Cushion with 1.25-Inch Foam Pad	X	X		
Rear Seat Cushion with 6-oz. Cotton Pad	X	X		
Bright Front Seat Adjuster Handle	X	X	X	X
Bright Folding Front Seat Back Latch	X	X	X	X
Cloth Seat Cushion and Seat Back	X		X	
Spatter Color, Rubber Passenger Compartment Floor Mat	X	X		
Luggage Compartment Spatter Paint	X	X		
Front Seat Head Restraints	X	X	X	X
Front and Rear Seat Belts	X	X	X	X
Front Seat Shoulder Belts	X	X	X	X
Bench Seats	X	X	X	
Bench Front Seat Cushion With 1.75-Inch Foam Pad			O	
Rear Seat Cushion with 1.0-Inch Foam Pad			O	O
Bucket Front Seats				O
Carpet Passenger Compartment Floor Covering			O	O
Luggage Compartment Mat (Vinyl Coated Cotton on Latex Foam)			O	O
Bright Trim on Brake, Accelerator and Parking Brake Pedals		O	O	O
Special Floor Insulation			O	O
Full Molded Hood Insulator			O	O
Trim Color Seat and Shoulder Belt Stowage Containers				O

<b>INSTRUMENT PANEL AND STEERING WHEEL</b>				
Heater Control Light	X	X	X	X
Temperature, Generator, Oil Pressure and Brake Warning Lights	X	X	X	X
Hi-Beam and Turn Signal Indicators	X	X	X	X
Trim Color Cowl Vent Control Knobs	X	X	X	X
Windshield Wiper and Washer Switch (Slide-Type, Depress to Wash)	X	X	X	X
Bright, Black-Accented Instrument Panel Lighting Control Knob	X	X	X	X
Bright Hazard Flasher Knob	X	X	X	X

NOTE: "O" Indicates deviation from standard, but is included in the optional package.

# INTERIOR EQUIPMENT

## STANDARD AND OPTIONAL APPEARANCE EQUIPMENT

	Standard	Special Interior Group RPO ZJ3	Custom Interior RPO ZJ1	Bucket Seats RPO A51 27 Style Only
<b>INSTRUMENT PANEL AND STEERING WHEEL</b>				
Trim Color Turn Signal and Transmission Shift Lever Knobs	X	X	X	X
Steering Column Ignition Switch with Integral Steering Wheel and Transmission Lock	X	X	X	X
T-Handle Parking Brake Release	X	X	X	X
Blended Air Heater	X	X	X	X
Two-Speed Windshield Wiper and Washer	X	X	X	X
Ash Tray	X	X	X	X
Cigarette Lighter	X	X	X	X
Speedometer, Odometer and Fuel Gage	X	X	X	X
Instrument Panel Pad	X	X	X	X
Clock Hole Cover Plate	X	X	X	X
Molded-In Radio Hole Cover with Bright "Nova"	X	X	X	X
Glove Compartment Door Lock	X	X	X	X
Steering Wheel with Shroud and Horn Buttons	X	X	X	X
Bow Tie Steering Wheel Emblem *	X	X	X	X
Additional Bright Framing on Instrument Cluster		O	O	O
Glove Box Light		O	O	O

\* With SS option, steering wheel and steering column are black.  
An SS emblem replaces steering wheel Bow-Tie emblem.

NOTE: "O" Indicates deviation from standard, but is included in the optional package.



# INTERIOR EQUIPMENT

## STANDARD AND OPTIONAL APPEARANCE EQUIPMENT

	Standard	Special Interior Group RPO ZJ3	Custom Interior RPO ZJ1	Bucket Seats RPO A51 27 Style Only
<b>ROOF AND PILLARS</b>				
Premiere Vinyl Coated Headlining	X	X	X	X
Trim Color Windshield, Roof Rail and Rear Window Trim Lace	X	X	X	X
10-Inch Prismatic Rear View Mirror with Gray Padded Edges	X	X	X	X
Silver Painted Rear View Mirror Support	X			
Trim Color Plastic Rear View Mirror Support Cover	X	X	X	X
Padded Sunshades	X	X	X	X
Air Gap Windshield Pillars	X	X	X	X
Trim Color Plastic Coat Hooks	X	X	X	X
Gray-Bezeled Center Dome Lamp	X			
Left Front Door Jamb Switch	X	X	X	X
Right Front Door Dome Jamb Switch		O	O	O
Trim Color Front Seat Shoulder Belt Anchor Cover	X	X	X	X
Bright Front Seat Shoulder Belt Clip Retainers	X	X	X	X
Satin Finish Rear View Mirror and Bright Dome Lamp Bezel		O	O	O

### DOOR AND QUARTER PANEL

Front Door Padded Armrest	X	X	X	X
Clear, Blue-Tinted Plastic Window Control Handle Knobs	X	X	X	X
Bright Door Lock Buttons	X	X	X	X
All-Vinyl Door and Quarter Panel Trim	X	X		
Bright Mylar Series Nameplate on Front Door Sidewall—"Nova"	X	X		
Die Cast Door Sidewall Nameplate "Nova"			O	O
Deluxe Door Sidewall			O	O
Armrest and Ash Tray for Rear Door or Quarter			O	O

### GLASS

Laminated Safety Plate Glass Windshiel	X	X	X	X
Solid Safety Plate Glass Ventipanes	X	X	X	X
Solid Safety Plate Glass Backlight	X	X	X	X
Solid Safety Plate Glass Door Windows	X	X	X	X
Solid Safety Plate Glass Rear Quarter Windows	27	27	27	27
Solid Safety Plate Glass Rear Door Quarter Windows	69	69	69	

NOTE: "O" Indicates deviation from standard, but is included in the optional package.

# EXTRA COST EQUIPMENT

EQUIPMENT	RPO/ACC	MODELS
<b>Lighting, Auxiliary (1)</b>		
Ash Tray Light	ZJ9	11000
Courtesy Lights (2)		11000
Glove Compartment Light (2)		11000
Luggage Compartment Light (2)		11000
Underhood Light (2)		11000
Windshield Washer Fluid Monitor Light (2)		11000
Liquid Tire Chain	ACC	11000
<b>Locks</b>		
Rear Door Lock Guard	ACC	11000
Spare Wheel Lock	ACC	11000
<b>Luggage Carriers</b>		
Deck Lid Luggage Carrier	ACC	11000
<b>Mats, Floor</b>		
Clear Vinyl Twin Front and Rear Mats	ACC	11000
Twin Front and Rear Mats (3)	B37 ACC	11000
<b>Mirrors</b>		
Remote Control Outside Mirror (4)	D33	11000
Right Hand Outside Mirror	ACC	11000
Visor Vanity Mirror (3)	D34 ACC	11000
<b>Model Options</b>		
Custom Exterior	ZJ2	113-11400
Custom Interior	ZJ1	113-11400
Exterior Decor Package	ZJ5	113-11400
Nova Super Sport	Z26	11427
Special Interior Group	ZJ3	113-11400
<b>Molding</b>		
Body Side Molding	B84	11000
Door and Window Frame Molding	B90	113-11469
<b>Operating Convenience Group (5)</b>		
Electric Clock	U35 ACC	11000
Remote Control Outside Mirror	D33	11000
Forced Air Rear Window Defogger	C50 ACC	11000
<b>Power Assists</b>		
Power Brakes	J50 ACC	113-11400
Power Front Disc Brakes	JL2	113-11400
Power Steering	N40	113-11400
Radiator, Heavy Duty	V01	11000
<b>Radio Equipment</b>		
AM Radio (6)	U63 ACC	11000
AM/FM Radio (6)	U69 ACC	11000
AM/FM Stereo Radio (7)	U79	11000
Stereo Tape System with AM Radio (7)	UM1	11000
Stereo Tape Sys. with AM/FM Stereo Radio (7)	UN2	11000
Stereo Tape Player (8)	ACC	11000
Rear Speaker	U80 ACC	11000
Stereo Tape Cartridge Holder	ACC	11000

- (1) Available from factory as option only.
- (2) Available as separate dealer installation.
- (3) Merchandised as independent option or through ZP5 group.
- (4) Merchandised as independent option or through ZQ2 group.
- (5) Items also available as independent options.
- (6) Concealed antenna for option; front mast for accessory.  
Single front speaker without A/C.  
Dual front speakers on top of instrument panel with A/C.
- (7) Dual front speakers on top of instrument panel.  
Dual front speakers on kick panel.  
Dual rear speakers.
- (8) With or without radio (AM or AM/FM). Two front, two rear speakers.

# EXTRA COST EQUIPMENT

EQUIPMENT	RPO/ACC	MODELS
<b>Air Conditioning</b>		
Four-Season	C60	11400
GM-Chevrolet (1)	ACC	113-11400
<b>Appearance Guard Group (2)</b>		
Door Edge Guards	B93 ACC	11000
Twin Front and Rear Floor Mats	B37 ACC	11000
Front Bumper Guards	V31 ACC	11000
Rear Bumper Guards	V32 ACC	11000
Visor Vanity Mirror	D34 ACC	11000
<b>Axles</b>		
Positraction	G80	11000
Ratios (see Power Train Sections)		
Battery, Heavy Duty	T60	11000
<b>Belts, Seat and Shoulder</b>		
Deluxe Seat Belts and Front Shoulder Belts (3)	AK1	11000
Deluxe Shoulder Belts, Rear	AS4	11000
Seat Belt Retractors, Front	ACC	11000
Child Safety Seat	ACC	11000
Clock, Electric (4)	U35 ACC	11000
Compass, Auto	ACC	11000
<b>Console</b>		
Front Compartment Floor Console	D55	113-11427
Forced Air Rear Window Defogger (5)	C50 ACC	11000
<b>Engines (See Power Train Sections)</b>		
<b>Exhaust Systems</b>		
Dual Exhaust	N10	11400
Evaporative Emission Control (6)	NA9	11000
Fan Drive	ACC	11400
<b>Fire Extinguisher</b>		
Dry Chemical Extinguisher	ACC	11000
Recharge Kit	ACC	11000
<b>Glass, Tinted</b>		
All Windows	A01	11000
Windshield (Fleet Sales)	A02	11000
<b>Guards</b>		
Door Edge Guards (7)	B93 ACC	11000
Front Bumper Guards (7)	V31 ACC	11000
Rear Bumper Guards (7)	V32 ACC	11000
Heater, Engine Block	K05 ACC	113-11400
Highway Emergency Kit	ACC	11000
Infant Safety Carrier	ACC	11000
<b>Instrumentation</b>		
Console Instrument Cluster	U17	11427

- (1) Used with 250 cu. in. L-6 only
- (2) Items also available as independent options
- (3) Merchandised as YAI.
- (4) Merchandised as independent option or through ZQ2 group.
- (5) Not available as accessory for station wagons, convertible, El Camino.
- (6) California requirement.
- (7) Merchandised as independent option or through ZP5 group.

# EXTRA COST EQUIPMENT

EQUIPMENT	RPO/ACC	MODELS
Roof Cover, Vinyl	C08	113-11400
<b>Seats</b>		
Strato-Bucket Seat	A51	113-11427
<b>Ski Racks</b>		
Demountable Ski Rack	ACC	11000
Spotlight, Portable	ACC	11000
<b>Suspension</b>		
Heavy Duty Front and Rear	F40	11000
Special Performance Front and Rear	F41	11427
<b>Tires (See Chassis Sections)</b>		
Tissue Dispenser and Litter Container	ACC	11000
<b>Trailer Equipment</b>		
Trailer Hitch	ACC	11000
Trailer Wiring Harness	ACC	11000
Transmission Control, Floor Shift	M11	113-11400
<b>Transmissions (See Power Train Sections)</b>		
<b>Trim, Interior (See Interior-Exterior Color Combination Sections)</b>		
<b>Two-Tone Finish (See Interior-Exterior Color Combinations Sections)</b>		
<b>Wheel Covers</b>		
Deluxe Wheel Covers	P02 ACC	11000
Full Wheel Covers	P01 ACC	11000
Mag-Style Wheel Covers	ACC	11000
Simulated Wire Wheel Covers	ACC	11000
Wheel Trim Ring	P06	11000
<b>Wheels</b>		
Rally Wheel	ZJ7	11000
Sport Wheel (1)	N66	11427

(1) SS Models Only.

# AIR CONDITIONING

## FOUR SEASON (RPO C60)

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

## BASIC COMPONENTS

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

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

### CHASSIS

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

### POWER TRAINS

Fan Blade . . . . . 7 blade  
Fan Clutch . . . . . Thermomodulated fluid coupling  
Crankshaft Pulley . . . . . Dual  
Water Pump & Fan Pulley . . . . . Single  
Compressor & Crankshaft Belt . . . . . One  
Generator . . . . . 63 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.

## CUSTOM AIR CONDITIONING (ACCESSORY)

Air cooling unit dealer-installed beneath instrument panel. Manually controlled by two knobs: Upper knob for cool air volume, with 3-speed twin centrifugal blower; lower knob for cool/warm temperature control. Two front grille louver outlets, two round side outlets.

## BASIC COMPONENTS

Evaporator and blower, compressor, condenser, receiver-dehydrator.

## EQUIPMENT

It is recommended that heavy duty cooling equipment be used on all vehicles for securing maximum air conditioning performance.

# **DIMENSIONS AND WEIGHTS**

<b>INTERIOR DIMENSIONS</b> .....	<b>2</b>
<b>LUGGAGE CAPACITY</b> .....	<b>2</b>
<b>EXTERIOR DIMENSIONS</b> .....	<b>3</b>
<b>VEHICLE WEIGHTS</b> .....	<b>4</b>

# INTERIOR DIMENSIONS

## FRONT COMPARTMENT

CODE	DESCRIPTION	2-DOOR COUPE	4-DOOR SEDAN
H3	Seat cushion height		10.7
H11	Entrance height	28.7	29.8
H13	Steering wheel thigh clearance		4.0
H30	H point to heel point		8.4
H32	Seat cushion deflection		4.2
H50	Upper body opening to ground	47.1	48.2
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	37.6	38.8
W3	Shoulder room		56.5
W5	Hip room		56.3
L7	Steering wheel torso clearance	12.0	12.0
L17	H point travel		4.0
L34	Effective leg room		41.0

## REAR COMPARTMENT

H8	Seat cushion height	13.0	13.8
H12	Entrance height	--	29.0
H31	H point to heel point	11.0	11.8
H33	Seat cushion deflection	4.4	4.9
H51	Upper body opening to ground	--	48.0
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	56.4
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	35.7

## LUGGAGE COMPARTMENT

--	Opening width		
--	Interior height		
--	Interior width		
--	Interior length		
H195	Liftover height		27.8
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)		E78-14
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
L30	Body O line to actual front of dash		- 0.5

## WIDTHS

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

H101	Overall height (design)	52.5	53.8
---	Overall height (curb)		
H102	Front bumper to ground	18.3	18.2
H104	Rear bumper to ground	16.3	16.6
H111	Rocker panel to ground - rear	7.6	7.5
H112	Rocker panel to ground - front	8.4	8.3
H114	Hood at rear to ground	36.6	36.5
H115	Step height - front (design)	12.8	12.9
H116	Step height - rear (design)	-	12.6
H125	Headlamp to ground	24.7	24.6
H126	Tail lamp to ground	23.5	23.4
H130	Step height - front (curb)	14.5	14.6
H131	Step height - rear (curb)	-	14.6
H136	Body O line to ground - front	5.3	5.3
H137	Body O line to ground - rear	4.8	4.7

## CLEARANCES

H106	Angle of approach (degrees)	30.0	30.0
H107	Angle of departure (degrees)	15.5	15.5
H147	Ramp breakover angle (degrees)		12.5
H148	Front suspension to ground	5.4	5.3
H149	Oil pan to ground	5.4	5.4
H150	Flywheel housing to ground	5.9	5.9
H151	Frame to ground		5.4
H152	Exhaust system to ground	5.2	5.1
H153	Rear axle to ground		
H154	Fuel tank to ground	7.2	7.1
H155	Tire well to ground		
H156	Minimum ground clearance (H152)	5.2	5.1



# VEHICLE WEIGHTS

## CHEVY NOVA

MODEL SYMBOL			VEHICLE TYPE	SHIPPING WEIGHT			CURB WEIGHT		
4-Cyl	6-Cyl	V8	Description	Front	Rear	Total	Front	Rear	Total
11127	---	---	2-Door Coupe	1509	1311	2820	1489	1425	2914
---	11327	---		1620	1299	2919	1600	1413	3013
---	---	11427		1722	1326	3048	1703	1440	3143
11169	---	---	4-Door Sedan	1507	1336	2843	1487	1450	2937
---	11369	---		1618	1324	2942	1599	1438	3037
---	---	11469		1720	1351	3071	1701	1465	3166

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

CURB WEIGHT: Shipping weight plus gasoline to capacity.

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

### OPTIONAL EQUIPMENT

RPO	OPTION	WITH	WEIGHT
A51	Front Bucket Seats		+15
C08	Vinyl Roof Cover		+ 6
C60	Air Conditioning		+98
JL2	Front Power Disc Brakes		+33
J50	Power Brakes		+10
-	153 Cu.In. 4 Cyl. Engine (90 H.P.)	Torque-Drive Transmission	+ 2
-	230 Cu.In. 6 Cyl. Engine (140 H.P.)	Torque-Drive Transmission	- 10
-		Powerglide Transmission	- 5
-		Turbo Hydra-Matic Transmission	+28
-	307 Cu.In. V8 Engine (200 H.P.)	Powerglide Transmission	0
-		Turbo Hydra-Matic Transmission	+31
-		Torque-Drive Transmission	+ 7
L22	250 Cu.In. 6 Cyl. Engine (155 H.P.)	Powerglide Transmission	+12
L22		Turbo Hydra-Matic Transmission	+45
L22		3-Speed Transmission	+38
L65	350 Cu.In. V8 Engine (250 H.P.)	4-Speed Transmission	+57
L65		Powerglide Transmission	+41
L65		Turbo Hydra-Matic Transmission	+69
L48	350 Cu.In. V8 Engine (300 H.P.)*	4-Speed Transmission	+149
L48		Powerglide Transmission	+146
L48		Turbo Hydra-Matic Transmission	+174
N10	Dual Exhaust		+23
N40	Power Steering	L6	+30
N40		V8	+27
PL1	E70-14-4 W.S.W. Tire		+16
P02	Deluxe Wheel Trim Covers		+24
UM1	AM Radio & Tape Player		+24
UM2	AM-FM Radio & Tape Player		+39
U63	AM Pushbutton Radio		+ 8
U69	AM-FM Pushbutton Radio		+ 8
U79	Radio Stereo		+13
ZJ1	Custom Interior		+12
ZJ2	Custom Exterior		+11

\*Available as 'SS' equipment only - weights include additional chassis and body equipment.

# BODY

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## EXTERIOR PAINT PROCESS

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

# EXTERIOR-INTERIOR COLORS

## CHEVY NOVA 111-113-11400 SERIES

APPLICATION	MODEL		TRIM	INTERIOR COLORS AND RPO NUMBERS				
	27	69		Black	Dark Green	Med. Blue	Med. Gold	Sandalwood
	Standard	X		X	Cloth		745	735
Vinyl			731					
RPO Z11 (Custom Interior)	X	X	Cloth		744	736	741	
			Vinyl	732				747
RPO A51 (Bucket Seats)	X		Vinyl	733			742	746

VINYL ROOF COLORS						RPO	EXTERIOR COLORS	Black	Dark Green	Med. Blue	Med. Gold	Sandalwood
Black	White	Dark Blue	Dark Green	Dark Gold								
X	X				19	Tuxedo Black	X	X	X	X	X	X
X	X	X			14	Cortez Silver	X	X	X			X
X	X				34	Misty Turquoise	X					X
X	X	X	X		10	Classic White	X	X	X	X	X	X
X	X	X			28	Fathom Blue	X		X			X
X	X				75	Cranberry Red	X					X
X	X	X			25	Astro Blue	X		X			X
X	X			X	50	Gobi Beige	X	X			X	X
X	X		X		48	Forest Green	X	X			X	X
X	X		X		45	Green Mist	X	X				X
X	X			X	58	Autumn Gold	X	X			X	X
X	X				63	Desert Sand	X					X
X	X			X	55	Champagne Gold	X	X			X	X
X	X				78	Black Cherry	X					X
X					17	Shadow Gray	X	X	X			X

RPO		TWO-TONES	Black	Dark Green	Med. Blue	Med. Gold	Sandalwood
Lwr.	Upr.						
25	10	Astro Blue Classic White	X		X		X
34	10	Misty Turquoise Classic White	X				X
25	28	Astro Blue Fathom Blue	X		X		X
28	25	Fathom Blue Astro Blue	X		X		X
55	10	Champagne Gold Classic White	X	X		X	X
58	10	Autumn Gold Classic White	X	X		X	X
63	10	Desert Sand Classic White	X				X

# EXTERIOR-INTERIOR COLORS

## WINDSHIELD PILLAR MOLDING COLORS

INTERIOR TRIM COLOR	PILLAR MOLDING COLOR
Black	Black
Medium Blue	Dark Blue
Dark Green	Dark Green
Medium Gold	Dark Gold
Medium Sandalwood	Dark Sandalwood

## SEAT BELT AND SHOULDER BELT COLORS

INTERIOR TRIM	STANDARD (a)	DELUXE (b)
	Seat Belts, Shoulder Belts, Roof Rail Retainer, Belt Retractor Colors	
Black	Black	Black
Medium Blue	Dark Blue	Dark Blue
Dark Green	Dark Green	Dark Green
Medium Gold	Medium Gold	Medium Gold
Medium Sandalwood	Black	Medium Sandalwood

(a) Seat Belt and Shoulder Belt Buckles are plastic, same color as belts.

(b) Seat Belt and Shoulder Belt Buckles are brushed finish (include Passenger-Driver Mini-Buckle).

# 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 . . . . . 111-113-11400

## 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	1119.2	1111.9	
Front door	77.6		
	Window	786.2	587.3
Rear door	Window	—	498.5
	Fixed glass	—	79.2
Rear Quarter window	341.6	—	
Back window	1144.2	1005.7	
Total area (sq. in.)	3468.6	3360.2	

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



# CHASSIS

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# FRAME AND FRONT SUSPENSION

## FRAME

Description . . . . . Extended rail front partial frame of deep sectioned double-channeled side members joined by three flanged hat-section crossmembers. Body mounting - 4 biscuits.

## FRONT SUSPENSION

Description . . . . . Independent, SLA type with coil springs, center mounted shock absorbers 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) . . . . . O 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

# FRAME AND FRONT SUSPENSION

## FRONT SPRINGS

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

### FRONT SPRING SPECIFICATIONS

Part Number	Assembly Code	Cut-Off Length	Wire Dia.	Total Coils	Deflection Rate (lbs per inch)	HEIGHTS	
						Free	Working (In. @ lbs.)
3955708	EB	121.76	.592	9.00	280	16.29	11.09 @ 1440
3955709	ED	121.80	.592	9.00	280	16.54	11.09 @ 1510
3955710	EK	121.84	.592	9.00	280	16.79	11.09 @ 1580
3955711	EL	121.87	.592	9.00	280	17.04	11.09 @ 1650
3955712	EM	135.68	.613	10.00	280	17.29	11.09 @ 1720
3955713	EQ	135.71	.613	10.00	280	17.54	11.09 @ 1790
3955714	ER	135.75	.613	10.00	280	17.79	11.09 @ 1860
3932767	ES	94.77	.565	7.00	320	14.96	11.09 @ 1220
3955745	HN	108.51	.591	8.00	320	15.52	11.09 @ 1400
3955746	HO	108.54	.591	8.00	320	15.74	11.09 @ 1470
3955715	EZ	108.58	.591	8.00	320	15.96	11.09 @ 1540
3955716	YA	122.38	.615	9.00	320	16.19	11.09 @ 1615
3955717	YB	122.41	.615	9.00	320	16.43	11.09 @ 1690
3955718	YC	122.45	.615	9.00	320	16.63	11.09 @ 1765
3955719	YD	122.48	.615	9.00	320	16.90	11.09 @ 1840
3955747	HP	95.03	.577	7.00	345	14.97	11.09 @ 1320
3955720	YF	95.08	.577	7.00	345	15.22	11.09 @ 1405
3925814	EY	108.81	.604	8.00	345	15.47	11.09 @ 1490
3955721	YH	108.85	.604	8.00	345	15.71	11.09 @ 1575
3955722	YM	108.89	.604	8.00	345	15.96	11.09 @ 1660
3955723	YP	122.75	.628	9.00	345	16.21	11.09 @ 1745
3955724	HQ	122.78	.628	9.00	345	16.45	11.09 @ 1830
3955725	HR	122.82	.628	9.00	345	16.70	11.09 @ 1915
3955726	HG	122.85	.628	9.00	345	16.95	11.09 @ 2000
3955727	HH	109.42	.630	8.00	400	15.30	11.09 @ 1660
3955728	HW	109.46	.630	8.00	400	15.55	11.09 @ 1760
3955707	HY	109.51	.630	8.00	400	15.92	11.09 @ 1910

# 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	42.5
Outside front, curb to curb	40.5
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	oval
Diameter	15.5 x 16.25

## POWER STEERING, RPO N40

(Same as standard Manual Steering except as shown)

Type	Integral gear and vane-type pump driven by crankshaft pulley providing hydraulic pressure. Variable ratio steering gear for all models.
Ratios	Gear: 16:1 on center to 12.4:1. Overall: 19.3:1.
Number of turns, lock to lock	2.7

## DRIVELINE

Type	straight tube
Number used	One
Diameter (OD)	2.75
Wall thickness	.065
Length (C/L of U-joints)	52.50
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	
All except SS	14 x 5 - 0.60
Included with wide oval tires except SS	14 x 6 - 0.50
Included with SS equipment	14 x 7 - 0.40
Type -- Rally wheel, RPO ZJ7	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
Type -- Sport wheels, RPO N66	
SS only	14 x 7 - 0.34

## TIRES

Construction	Fiberglass bias belted
Load range	B
Size	
E78 x 14 (All Models except SS)	
Static loaded radius	12.2
Loaded Rev/mi @ 45 mph	800
Capacity @ 24 psi	N/A
E70 x 14 (SS Models)	
Static Loaded Radius	12.1
Loaded Rev/mi @ 45 mph	800
Capacity @ 24 psi	N/A

# 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	SAE80
Capacity (pts)	8.125 hypoid gear --- 3.75 8.875 hypoid gear --- 4.25

## 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
3.07:1	8.875 in.	43,14
3.31:1	8.875 in.	43,13

## 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 AXLE AND SUSPENSION

## REAR SPRINGS

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

### REAR SPRING SPECIFICATIONS

ASSEMBLY NUMBER	SPRING NUMBER	ASSEMBLY CODE	DEFLECTION RATE (lbs. per Inch)
3962776	3901396	DF	115
3962777	3901396	DG	115
3962778	3901398	DH	125
3962779	3901398	DI	125
3955740	Multi-Leaf	BK	1.5 in. @ 100
3955742	Multi-Leaf	BG	1.5 in. @ 125

## 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	6.24
Hydraulic	4.06
Overall	25.2
Distribution of braking effort	
Front wheels (percent)	62
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	7.30

## 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	3.76
Hydraulic	4.06
Overall	14.6
Master cylinder	
Piston diameter	1.00
Piston travel	1.27
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	3.76
Hydraulic	29.7
Overall	184.0
Brake disc	
Construction	Double faced disc spaced by integrally cast radial cooling passages
Material	
Diameter	Cast iron 11.00
Swept disc & drum area	332.4
Brake lining	
Material	Molded asbestos
Size, disc segment	5.4x1.93x.46
Method of attachment	Riveted
Total effective area (sq.in.)	106.1
Gross lining area (sq.in.)	118.1
Master cylinder	
Piston diameter	1.125
Piston travel	1.27
Wheel cylinders (front)	
Number per wheel	1
Piston diameter	2.9375
Foot pedal travel	4.68

# BULBS AND LAMPS

BULBS AND LAMPS	NUMBER REQUIRED AND TRADE NUMBER	CANDLE POWER PER LAMP
Automatic transmission position pattern	Floor console, 2-1445	.7
Back-up	2-1156	32
Brake Warning	1-194	2
Clock	1-1895	2
Courtesy (instrument panel)	2-631	6
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		3
Turn	2-1157	32
Radio	1-1893	2
Side Marker - Front	2-194	2
Side Marker - Rear	2-194	2
Spot lamp - Portable	1-4416	30W
Tail		
Tail		3
Stop and turn	2-1157	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
	SAE 25 fuse	Fuse panel (f)
Auto. trans. quadrant lamp—Column	AGC 4 fuse	Fuse panel (c)
Auto. trans. quadrant lamp—Floor console	AGC 4 fuse	Fuse panel (c)
Back-up lamps	AGC 20 fuse	Fuse panel (d)
Cigarette lighter	AGC 20 fuse	Fuse panel (b)
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 - Portable	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 RATIO*	
			STD.	A/C
Super Thrift 153 153 Cubic Inch L-4 90 HP Standard	3-Spd. (2.85:1 low)	All Models	3.08:1	NA
	Torque-Drive		3.08:1	NA
Turbo-Thrift 230 230 Cubic Inch L-6 140 HP Standard	3-Spd. (2.85:1 low)	All Models	3.08:1	NA
	Powerglide		3.08:1	NA
	Torque Drive		2.73:1	NA
	Turbo Hydra-Matic		2.56:1	NA
Turbo-Thrift 250 250 Cubic Inch L-6 155 HP RPO L22	3-Spd. (2.85:1 low)	All Models	3.08:1	NA
	Powerglide		2.73:1	NA
	Torque Drive		2.73:1	NA
	Turbo Hydra-Matic		2.56:1	NA
Turbo-Fire 307 307 Cubic Inch V-8 200 HP Standard	3-Spd. (2.85:1 low)	All Models	3.08:1	3.08:1
	Powerglide		2.73:1	2.73:1
	Turbo Hydra-Matic		2.56:1	2.56:1
Turbo-Fire 350 350 Cubic Inch V-8 250 HP RPO L65	3-Speed (2.54:1 low)	All Models	3.08:1	3.08:1
	4-Speed (2.54:1 low)		3.08:1	3.08:1
	Powerglide		2.56:1	2.56:1
	Turbo Hydra-Matic		2.56:1	2.56:1
Turbo-Fire 350 350 Cubic Inch V-8 300 HP RPO L48	4-Speed (2.52:1 low)	Sport Coupe only	3.31:1	3.31:1
	Powerglide		3.08:1	3.08:1
	Turbo Hydra-Matic		3.07:1	3.07:1

\*-Positraction axles available optionally for all ratios shown.

## 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
350 Cu.In. V-8 250 HP RPO L65	2-Barrel	3-Speed	7.82	4.62	3.08		8.10	3.08
		4-Speed	7.82	5.54	4.44	3.08	7.82	3.08
350 Cu.In. V-8 300 HP RPO L48	4-Barrel	4-Speed	8.34	6.22	4.83	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	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	
	Turbo Hydra-Matic	Drive	13.54:1 - 2.56:1	2.56:1
		Low	13.54:1 - 6.45:1	
		Second	13.54:1 - 3.89:1	
		Reverse	10.37:1 - 4.93:1	
250 Cu. In. L-6 155 HP RPO L22	Torque-Drive	Drive	10.43:1 - 2.73:1	2.73:1
		Low & Reverse	10.43:1 - 4.97:1	
	Powerglide	Drive	9.78:1 - 2.56:1	2.56:1
		Low & Reverse	9.78:1 - 4.66:1	
	Turbo Hydra-Matic	Drive	13.54:1 - 2.56:1	2.56:1
		Low	13.54:1 - 6.45:1	
Second		13.54:1 - 3.89:1		
Reverse		10.37:1 - 4.93:1		
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	
	Turbo Hydra-Matic	Drive	13.54:1 - 2.56:1	2.56:1
		Low	13.54:1 - 6.45:1	
		Second	13.54:1 - 3.89:1	
		Reverse	10.37:1 - 4.94:1	
350 Cu. In. V-8 250 HP Opt. L65	Powerglide	Drive	9.47:1 - 2.56:1	2.56:1
		Low & Reverse	9.47:1 - 4.51:1	
	Turbo Hydra-Matic	Drive	13.54:1 - 2.56:1	2.56:1
		Low	13.54:1 - 6.45:1	
		Second	13.54:1 - 3.89:1	
		Reverse	10.37:1 - 4.94:1	
350 Cu. In. V-8 300 HP Opt. L48	Powerglide	Drive	11.40:1 - 3.08:1	3.08:1
		Low & Reverse	11.40:1 - 5.42:1	
	Turbo Hydra-Matic	Drive	16.24:1 - 3.07:1	3.07:1
		Low	16.24:1 - 7.74:1	
		Second	16.24:1 - 4.67:1	
		Reverse	12.43:1 - 5.93:1	

\* 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 L65	RPO L48	
Number of Cylinders	Four	Six		Eight			
Bore (nominal)	3.875			4.00			
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	750	700
	Powerglide (in drive)	600					
	Torque-Drive (in drive)	650	600				
	Turbo Hydra-matic (in drive)	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	25.31	33.99		31.13	30.69	30.16
	Top of air cleaner to bottom of oil pan	27.21	27.44		29.49	29.29	26.79
	Width - including air cleaner	26.60	30.15		27.34	27.34	27.97

## ADVERTISED ENGINE RATING

Engine Designation	Super-Thrift 153 L-4 90 HP	Turbo-Thrift 230 L-6 140 HP	Turbo-Thrift 250 L-6 155 HP	Turbo-Fire 307 V-8 200 HP	Turbo-Fire 350 V-8 250 HP	Turbo-Fire 350 V-8 300 HP
Availability	Base	Base	RPO L22	Base	RPO L65	RPO L48
Carburetor	Single Barrel	Single Barrel	Single Barrel	Two Barrel	Two Barrel	Four Barrel
Gross Brake HP @ RPM	90 @ 4000	140 @ 4400	155 @ 4200	200 @ 4600	250 @ 4800	300 @ 4800
Gross Torque @ RPM (lb-ft)	152 @ 2400	220 @ 1600	235 @ 1600	300 @ 2400	345 @ 2800	380 @ 3200

# ENGINE SPEED AND PISTON TRAVEL

## SUPER-THRIFT 153 L-4 ENGINE

Transmission	3-Speed		Torque-Drive
Rear Axle Ratio	3.08:1		
Tire Size	F78 x 14		
Crankshaft Revolutions per Mile	2464.0		
Crankshaft RPM @ 1 MPH	Low	117.0	74.7
	Second	69.0	
	Third	41.1	41.1 (direct)
	Reverse	121.2	74.7
Piston Travel (ft/mile)	1334.7		

## TURBO-THRIFT 230 and 250 L-6 ENGINES

Transmission	3-Speed	Powerglide	Torque-Drive	Turbo Hydra-Matic
Rear Axle Ratio	3.08:1	2.73:1		2.56:1
Tire Size	E78 x 14			
Crankshaft Revolutions per Mile	2464.0	2184.0	2048.0	
Crankshaft RPM @ 1 MPH	Low	117.0	66.2	91.7
	Second	69.0		55.3
	Third	41.1	36.4 (direct)	34.1 (direct)
	Reverse	121.2	66.2	70.3
Piston Travel (ft/mile) - 230 Cu.In.	1334.7	1183.0	1109.3	
Piston Travel (ft/mile) - 250 Cu.In.	1449.6	1284.9	1204.9	

## TURBO-FIRE 307 V-8 ENGINE

Transmission	3-Speed	Powerglide	Turbo Hydra-Matic
Rear Axle Ratio	3.08:1	2.73:1	2.56:1
Tire Size	E78 x 14		
Crankshaft Revolutions per Mile	2464.0	2184.0	2048.0
Crankshaft RPM @ 1 MPH	Low	117.0	91.7
	Second	69.0	55.3
	Third	41.1	36.4 (direct)
	Reverse	121.1	66.2
Piston Travel (ft/mile)	1334.7	1183.0	1109.3

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

Transmission	3-Speed	4-Speed	Powerglide	Turbo Hydra-Matic
Rear Axle Ratio	3.08:1		2.56:1	
Tire Size	E78 x 14			
Crankshaft Revolutions per Mile	2646.0		2048.0	
Crankshaft RPM @ 1 MPH	Low	104.3	104.3	91.7
	Second	61.6	73.9	55.3
	Third	41.1	59.1	34.1 (direct)
	Fourth		41.1	
	Reverse	108.0	104.3	60.0
Piston Travel (ft/mile)	1429.1		1187.8	

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

Transmission	4-Speed	Powerglide	Turbo Hydra-Matic
Rear Axle Ratio	3.31:1	3.08:1	3.07:1
Tire Size	E70 - 14		
Crankshaft Revolutions per Mile	2667.9	2482.3	2474.4
Crankshaft RPM @ 1 MPH	Low	112.1	103.9
	Second	83.6	62.7
	Third	64.9	41.4 (direct)
	Fourth	44.5	
	Reverse	115.2	72.8
Piston Travel (ft/mile)	1547.4	1439.7	1435.2

# 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 L65 350 CU.IN. 250 HP	RPO L48 350 CU.IN. 300 HP
MODEL	11169	11369	11369	11469	11469	11427

## 3-SPEED TRANSMISSION

Performance Weight (pounds)	3537	3637	3654	3766	3804	
Pounds per Gross Horsepower	39.30	26.97	23.57	18.83	15.22	
Pounds per Cu.In. Displacement	23.11	15.78	14.62	12.24	10.84	
Gross HP per Cu.In. Displacement	.588	.609	.620	.651	.714	
Power Displacement (cu.ft./mile)	109.08	163.98	178.22	218.88	249.53	
Displacement Factor (cu.ft./ton mile)	61.63	90.09	97.39	116.43	131.33	

## 4-SPEED TRANSMISSION

Performance Weight (pounds)					3823	3847
Pounds per Gross Horsepower					15.29	12.70
Pounds per Cu.In. Displacement					10.90	10.96
Gross HP per Cu.In. Displacement					.714	.857
Power Displacement (cu.ft./mile)					249.53	270.17
Displacement Factor (cu.ft./ton mile)					130.64	140.71

## POWERGLIDE

Performance Weight (pounds)		3632	3649	3766	3807	3844
Pounds per Gross Horsepower		25.93	23.54	18.83	15.23	12.69
Pounds per Cu.In. Displacement		15.76	14.60	12.24	10.85	10.96
Gross HP per Cu.In. Displacement		.609	.620	.651	.714	.857
Power Displacement (cu.ft./mile)		145.35	157.97	194.00	207.40	251.38
Displacement Factor (cu.ft./ton mile)		79.86	86.80	103.20	109.16	130.93

## TORQUE-DRIVE

Performance Weight (pounds)	3539	3627	3644			
Pounds per Gross Horsepower	39.30	25.90	23.50			
Pounds per Cu.In. Displacement	23.11	15.74	14.58			
Gross HP per Cu.In. Displacement	.588	.609	.620			
Power Displacement (cu.ft./mile)	109.08	145.35	157.97			
Displacement Factor (cu.ft./ton mile)	61.63	80.30	86.80			

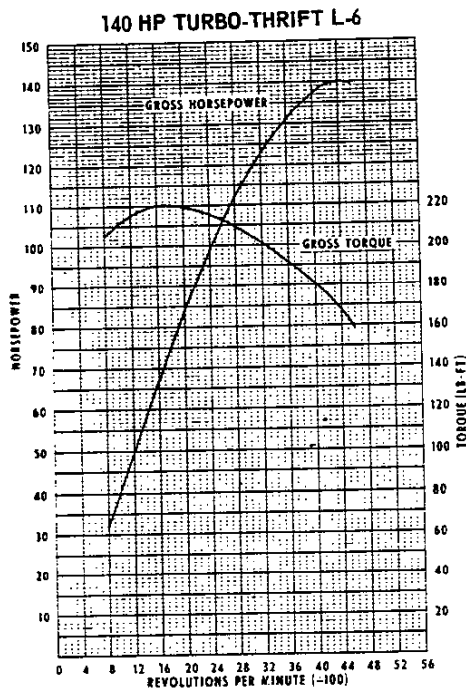
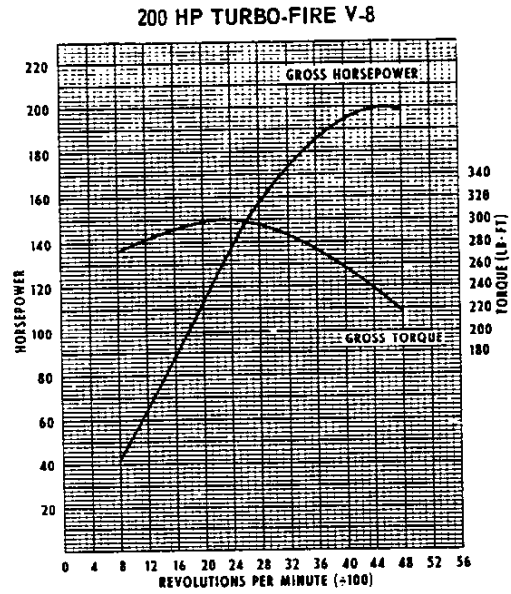
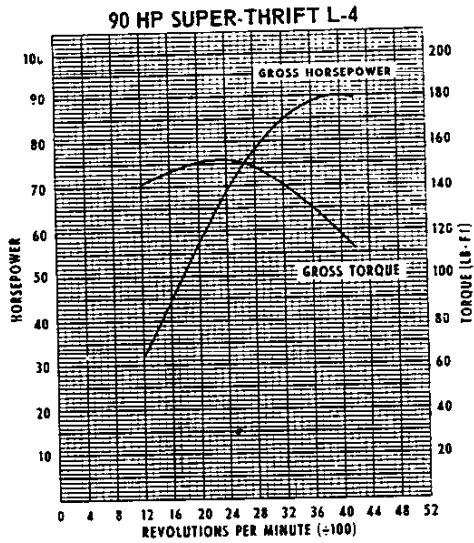
## TURBO HYDRA-MATIC

Performance Weight (pounds)		3665	3682	3797	3835	3872
Pounds per Gross Horsepower		26.17	23.75	18.99	15.34	12.78
Pounds per Cu.In. Displacement		15.91	14.73	12.34	10.93	11.04
Gross HP per Cu.In. Displacement		.609	.620	.651	.714	.857
Power Displacement (cu.ft./mile)		136.29	148.13	181.92	207.40	250.58
Displacement Factor (cu.ft./ton mile)		74.48	80.61	96.25	108.02	129.16

## 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.

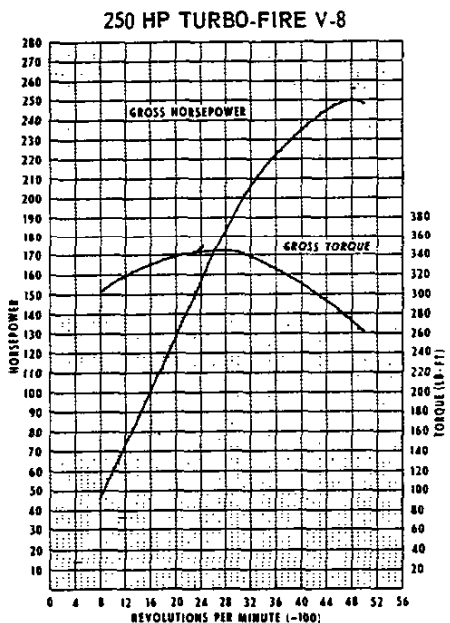
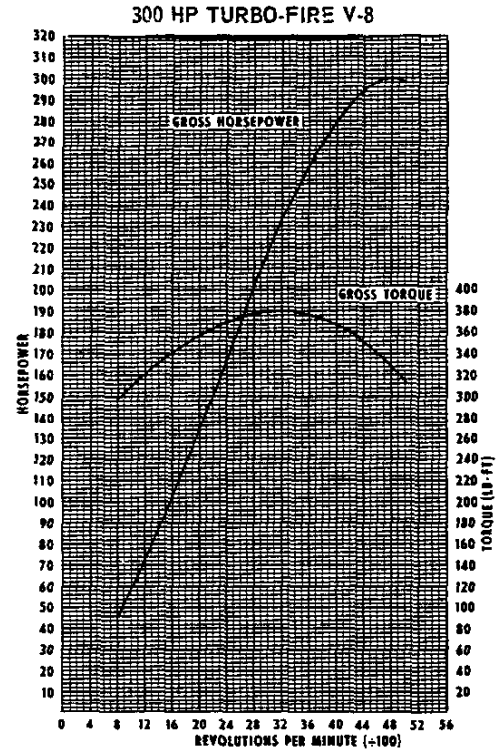
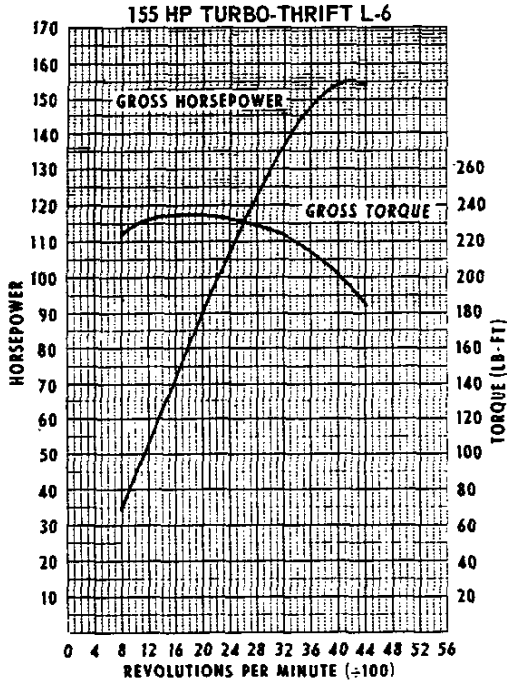
GROSS POWER and TORQUE were obtained in a regular dynamometer test with the dynamometer exhaust system,

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.



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## 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

<i>(Total chamber volume of assembled engine with piston at top center)</i>	
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 L65)	5.62 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

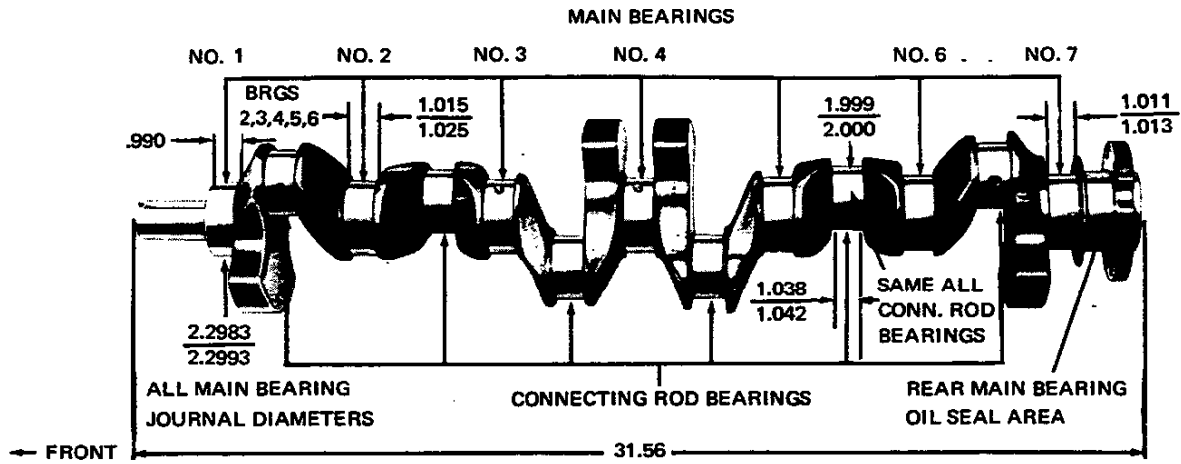
Material	Steel backed insert; (copper lead alloy or premium aluminum lining selected for specific engine application)
Type	Precision removable
Thrust Against Bearing No. -	No. 5 (L4 & V8); No. 7(L6)
Clearance	
L4 & L6	.0003-.0029
V8-307 & 350 Cu. In.	
No. 1	.0008-.0020
No. 2, 3 & 4	.0011-.0023
No. 5	.0017-.0033

Dimensions	Theoretical	Effective	Projected
	Inner Dia.	Length	Area
L4-153 Cu. In.			
Bearing No. 1-4	2.3004	.752	1.7299
Bearing No. 5	2.3004	.760	1.7483
L6-230 & 250 Cu. In.			
Bearing No. 1-6	2.3004	.752	1.7299
Bearing No. 7	2.3004	.760	1.7483
V8-307 & 350 Cu. In.			
Bearing No. 1	2.4502	.752	1.8425
Bearing No. 2-4	2.4505	.752	1.8428
Bearing No. 5	2.4508	1.177	2.8846

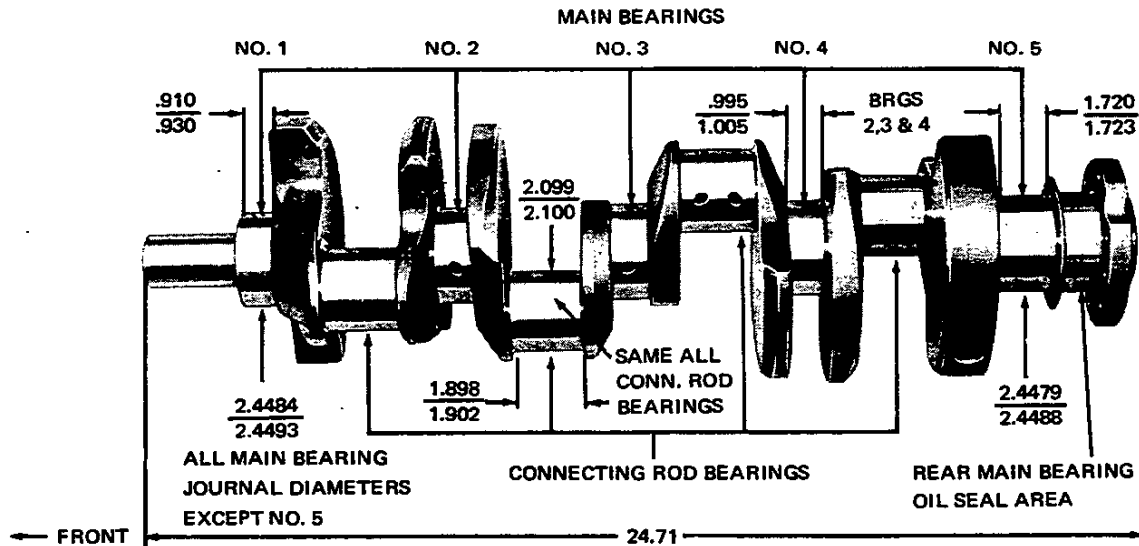
# PRINCIPAL COMPONENTS

## CRANKSHAFTS AND BEARINGS

### 230 CUBIC INCH SIX CYLINDER ENGINE



### 307 and 350 CUBIC INCH V-8 ENGINES



# PRINCIPAL COMPONENTS

## 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 babbitt

## VALVE TRAIN

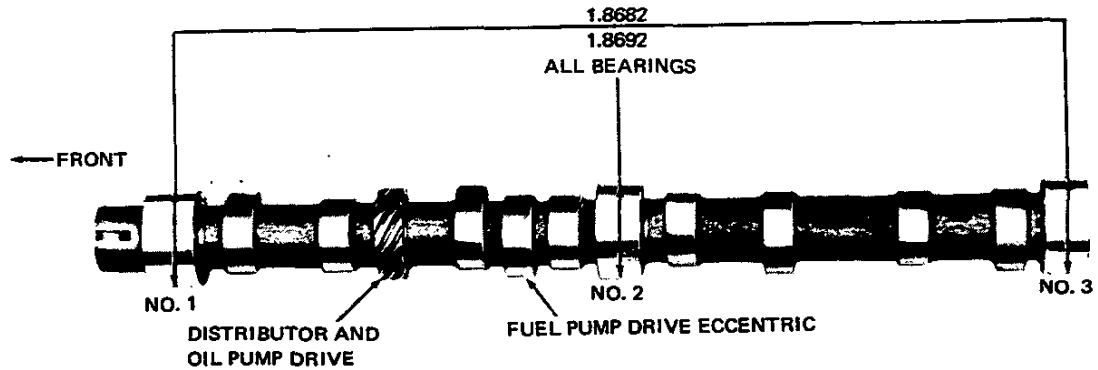
Type	Individually mounted, overhead rocker arms, push rod actuated
Lifters	Hydraulic
Rocker arms	
Ratio	
L4 & L6	1.75:1
V8	1.50:1
Push rods	
Type	Hollow steel
Ends	Hardened

## VALVE SPRINGS

Diameter (I. D.)	
L4 & L6	.872-.888
V8	.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 & 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

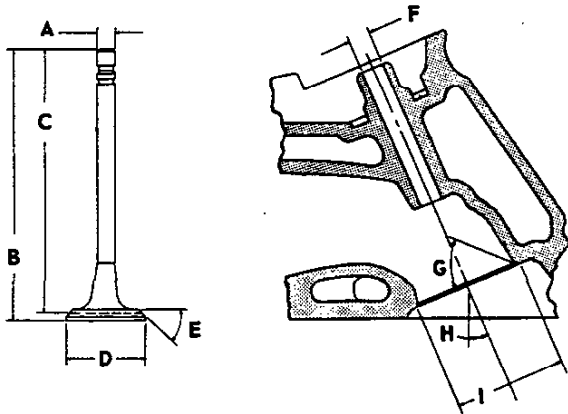
### 153 CUBIC L-4 ENGINE



# PRINCIPAL COMPONENTS

## INLET VALVES

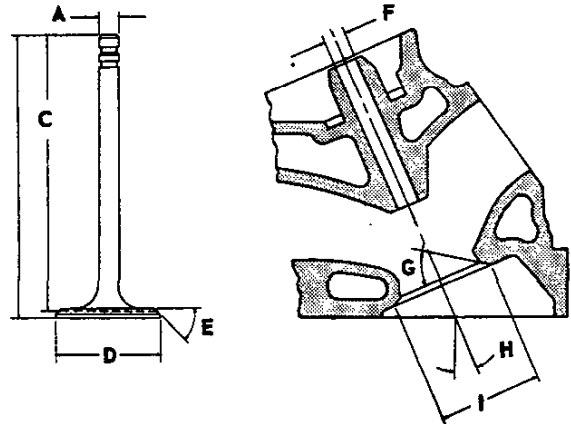
Material ..... Alloy steel  
 Coating . . . . Aluminized face on L6-230 & 250 Cu. In.



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 - Overall 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

## 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 TIMING (Crankshaft Degrees)

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

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

V8-307 & 350 Cu. In.	Excluding Ramps	Including Ramps
<b>Inlet Valve</b>		
Opens - BTC	28°	38°
Closes - ABC	72°	92°
Duration	280°	310°
<b>Exhaust Valve</b>		
Opens - BBC	78°	88°
Closes - ABC	30°	52°
Duration	288°	320°

## VALVE TRAIN LASH

Inlet	Zero
Exhaust	Zero

## PISTONS

Material	Cast aluminum alloy
Head type	Flat, notched head
Skirt type	Slipper
<b>Top land clearance</b>	
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
<b>Skirt clearance</b>	
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
<b>Compression ring groove depth</b>	
L4-153 Cu. In.	.2153-.2218
L6-230 & 250 Cu. In.	.2153-.2218
V8-307 Cu. In.	.2113-.2178
V8-350 Cu. In.	.2218-.2284
<b>Oil ring groove depth</b>	
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
<b>Pin bore offset</b>	
L4 & L6	.055-.065
V8-307 & 350 Cu. In.	.055-.065
<b>Compression height</b>	
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.	1.558-1.562

# PRINCIPAL COMPONENTS

## 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 & 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 babbitt on steel
V8-350 Cu. In.	Premium aluminum
Type	Precision removable
Clearance	
L4 & L6	.0007-.0027
V8-307 & 350 Cu. In.	.0013-.0035
Theoretical I. D.	
L4 & L6	2.0017
V8-307 & 350 Cu. In.	2.1019
Effective Length	
L4 & L6	.807
V8-307 & 350 Cu. In.	.797
End Play	
L4 & L6	.009-.014
V8-307 & 350 Cu. In.	.008-.014

### FUEL TANK

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

### FUEL FILTERS

In Fuel Tank . . . . .	Mesh strainer
In Carburetor Inlet . . . . .	Paper (sintered bronze V8-307)

### FUEL PUMP ASSEMBLY

Type . . . . .	Mechanical; diaphragm
Drive . . . . .	Camshaft, eccentric
Location . . . . .	Right side front of engine
Pressure range (shut off pressure at 1800 rpm)	
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. (RPO L48)
Diameter	
L-153 Cu.In. . . . .	12.62
L6-230 & 250 Cu.In. . . . .	12.62
V8-307 Cu.In. . . . .	12.62
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. (L65) . . . . .	Rochester, 2-barrel, downdraft
V8-350 Cu.In. (L48) . . . . .	Rochester, 4-barrel, Quadrajets
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. (L65) . . . . .	1.69
V8-350 Cu.In. (L48)	
Primary . . . . .	1.38
Secondary . . . . .	2.25
Secondary throttle actuation . . . . .	By linkage approximately when primary valves are opened halfway between closed and open
Venturi diameter	
L4-153 Cu.In. . . . .	1.31
L6-230 & 250 Cu.In. . . . .	1.31
V8-307 Cu.In. . . . .	1.09
V8-350 Cu.In. (L65) . . . . .	1.09
V8-350 Cu.In. (L48)	
Primary . . . . .	1.09
Secondary . . . . .	Air valve

### CHOKE

Type . . . . .	Automatic
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# 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. (L65)	Single with crossover pipes
V8-350 Cu.In. (L48)	Dual exhaust with resonators and 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. (L65)	.048 sheet steel, aluminized
V8-350 Cu.In. (L48)	.060 sheet steel, aluminized

Shell	.036 sheet steel, aluminized
Wrap	.030 indented asbestos sheet
Cover	.018 sheet steel, aluminized
Baffles	4; .036 sheet steel, aluminized

### Length, Body

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 L65)

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. (L65)	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. (L65)	.072-.092 laminated
V8-350 Cu.In. (L48)	.073-.091 laminated

## TAIL PIPES

Dimension (O.D.)	2.00
Wall Thickness	.062-.076

## EXHAUST EMISSION CONTROLS

Positive Crankcase Ventilation	Utilizes manifold vacuum to draw off engine crankcase vapors through a metered PCV valve and ultimately to the intake system for engine reburn
Controlled Combustion System	(except 153 cu.in.) Increases combustion efficiency through leaner carburetor adjustments and revises distributor calibration
Transmission Controlled Spark	(except 153 cu.in.) Actually an expansion of the CCS system and basically retards engine spark advance by eliminating vacuum advance in all forward gears except Hi-gear.
Air Injection Reactor	(153 cu.in. only) Air pump injects air into exhaust manifold which burns unburned portion of exhaust fumes.

## GENERAL

Type	Controlled full pressure
Main Bearings	Pressure
Connecting Rods	Pressure
Piston Pins	Splash
Cylinder Walls	
L4-153, 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
<b>Oil Pressure Sending Unit</b>	
Type	Electric
Actuation	Opens or closes circuit @ 2 to 6 PSI
<b>Oil Filler</b>	
Cap	Positive seal
<b>Location</b>	
L4 & L6	Forward end of rocker cover
V8	Rearward on left rocker cover

## OIL PAN CAPACITIES (Quarts)

<b>Refill</b>	
L4-153 Cu.In.	3.5
L6-230 & 250 Cu.In.	4
V8-307 & 350 Cu.In.	4
<b>Refill with Filter Change</b>	
L4-153 Cu.In.	4
L6-230 & 250 Cu.In.	4.5
V8-307 & 350 Cu.In.	4.5

## LUBRICANT GRADES AND TEMPERATURES

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

## OIL PUMP

Type	Gear
Regulator Valve	Opens between 40-45 lbs, Oil Pressure
L4-153 Cu.In.	40 PSI @ 2000 RPM
L6-230 & 250 Cu.In.	40 PSI @ 2000 RPM
V8-307 & 350 Cu.In.	40 PSI @ 2000 RPM
Intake Type	Fixed pickup with screen
<b>Capacity (GPM @ Engine RPM)</b>	
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	Full flow, throw away canister
<b>Location</b>	
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 pint
Bypass Valve	Opens between 9 to 11 PSI drop in pressure

## OIL PAN DRAIN PLUG

Type	Hex head
<b>Location</b>	
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.	12 qts
V8-307 Cu.In.	15 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., 22 Auto.
L6-250 Cu.In.	.28 Syn., 22 Auto.
V8-307 Cu.In.	.20 Syn., 16 Auto.
V8-350 Cu.In. (L65)	.20 Syn., 16 Auto.
V8-350 Cu.In. (L48)	.16 Syn., 16 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., 14 Auto.
V8-350 Cu.In.	.16 Syn., 14 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 Engine (Manual trans.)	Two
L4 Engine (Auto. trans.)	One
All L6 & V8 engines (Manual & Auto.)	One
Angle of "V"	38°-42°
Pitch line	
L4 Engine	39.00 Manual & Auto.
L4 Engine (A.I.R. belt for Manual)	50.00
L6-230 & 250 Cu.In.	37.30
V8-307 & 350 Cu.In.	44.25
Width	.380

## WATER PUMP

Type	Centrifugal
Capacity	
L4-153 Cu.In.	26 GPM @ 2000 engine RPM
L6-230 Cu.In.	27 GPM @ 2000 engine RPM
L6-250 Cu.In.	27 GPM @ 2000 engine RPM
V8-307 Cu.In.	25 GPM @ 2000 engine RPM
V8-350 Cu.In.	25 GPM @ 2000 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)	3750 watts
Capacity (SAE) @ 20 hr. rate	
L4, L6 & V8-307 Cu.In.	45 amp. hr.
V8-350 Cu.In.	61 amp. hr.
Heavy Duty (RPO T60)	70 amp. hr.
Total Number of Plates	
L4-153; L6-230 & 250 Cu.In.	54
V8-307 Cu.In.	54
V8-350 Cu.In.	66
Heavy Duty (RPO T60)	90
Number of Cells	6
Terminal Grounded	Negative
Location	Engine compartment; right side front

### GENERATOR

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

### REGULATOR

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

### IGNITION SYSTEM

DISTRIBUTORS . . . . . Refer to chart below

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

### COIL

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

### SPARK PLUGS

Type	
L4-153 Cu.In.	ACR46N
L6-230 & 250 Cu.In.	ACR46T
V8-307 Cu.In.	ACR45
V8-350 Cu.In.	ACR44
Thread Size (mm)	14
Gap	.033-.038
Torque	25 lb.ft.

### STARTING SYSTEM

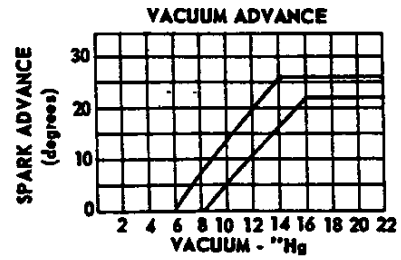
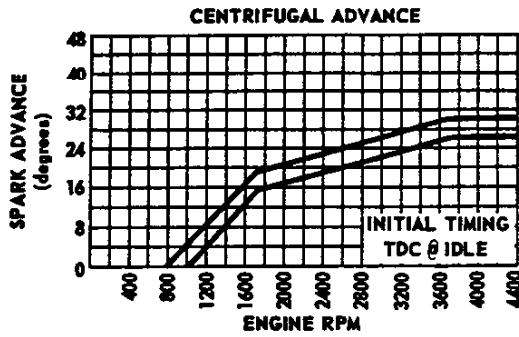
#### STARTING MOTOR

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
V8-350 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

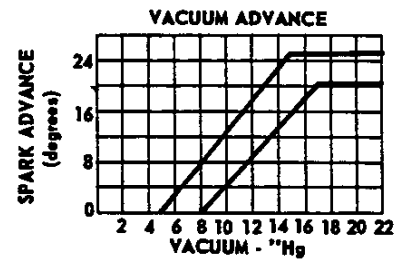
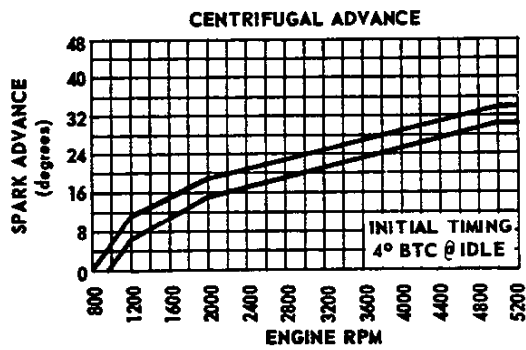
DISTRIBUTORS	Transmission	153 Cu.In.	230 Cu.In.	250 Cu.In.	307 Cu.In.	350 Cu.In.	
		L4-90 HP	L6-140 HP	L6-155 HP	V8-200 HP	V8-250 HP	V8-300 HP
Model	Manual	1110457	1110459	1110463	1111995	1112001	1111996
	Automatic	1110458	1110460	1110464	1112005	1112002	1111997
Type		Single breaker					
Cam angle		31°-34°			29°-31°		
Breaker gap		.019 (new)					
Breaker arm tension		19-23 oz.					
Centrifugal advance begins @ RPM	Manual	900	1000	900	1000	1000	950
	Automatic	900	1000	900	1000	1100	950
Maximum degrees @ RPM	Manual	28 @ 3700	36 @ 4600	32 @ 4200	28 @ 4300	36 @ 4100	30 @ 4700
	Automatic	24 @ 3600	32 @ 4600	28 @ 4200	24 @ 4300	32 @ 4200	30 @ 4700
Vacuum advance begins @ In. Hg.	Manual	7.00	7.00	7.00	6.00	7.00	8.00
	Automatic	7.00	7.00	7.00	8.00	7.00	8.00
Maximum degrees @ In. Hg.	Manual	24 @ 15	23 @ 16	23 @ 16	15 @ 12	24 @ 17.5	20 @ 17
	Automatic	24 @ 15	23 @ 16	23 @ 16	20 @ 17	24 @ 17.5	20 @ 17
Timing (initial design setting) Crankshaft degrees @ RPM with vacuum line disconnected	Manual	TDC @ 750	TDC @ 700	TDC @ 700	2 BTC @ 700	TDC @ 750	TDC @ 700
	Automatic	4 BTC @ 650	4 BTC @ 600	4 BTC @ 600	8 BTC @ 600	4 BTC @ 600	4 BTC @ 600
Timing mark location		Torsional damper					

# ELECTRICAL SYSTEM

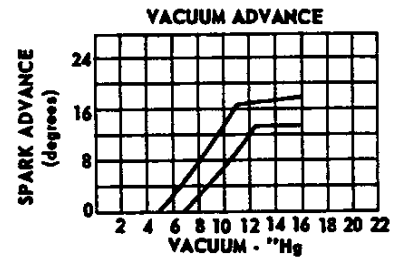
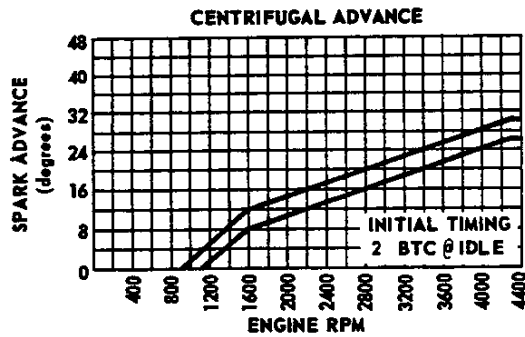
## 153 CUBIC INCH L-4 ENGINE



## 230 CUBIC INCH L-6 ENGINE



## 307 CUBIC INCH V-8 ENGINE



## 350 CUBIC INCH V-8 ENGINE

TO BE  
PROVIDED

# 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 L65	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	165-1850	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								
	Ring Gear	Material Heat treated HR steel								
		No. of teeth	153							
		PD	12.75							
Bearings	Release	Type	Single row ball							
		Lubrication	None, prepacked							
	Pilot	Type	Bronze bushing							
		Lubrication	None, sintered and oil impregnated							
Control	Clutch fork	Drop forged steel, pivot mounted on ball								
	Pedal mounting	Pendant from brace on dash								
	Lubrication	Crossover shaft								
Clutch housing material		Aluminum alloy								

(a) 8 coil springs (4 sets of two)

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

## 3 and 4-SPEED TRANSMISSIONS

Transmission Type		3-Speed					4-Speed		
Engine	Type - Cubic Inch	L4-153	L6-230	L6-250	V8-307	V8-350	V8-350		
Application	Availability	Base	Base	L22	Base	L65	L65	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					Reverse		
	Ratios	First	2.85:1			2.54:1		2.54:1	2.52:1
		Second	1.68:1			1.50:1		1.80:1	1.88:1
Third		1.00:1			1.00:1		1.44:1	1.46:1	
Fourth							1.00:1	1.00:1	
Reverse		2.95:1			2.63:1		2.54:1	2.59:1	
Lubricant	Type	Meeting Military Spec. MIL-L-2105B							
	Capacity (pts)	3							
Extension	Material	Cast iron						Aluminum	
	Oil	Steel encased double seal of spring loaded rubber or felt							

# TRANSMISSIONS

## POWERGLIDE TRANSMISSION

Engines	Type	L-6 230 Cu. In.	V-8 307 Cu. In.	L-6 250 Cu. In.	V8 350 Cu. In.		
	Availability	Base		RPO L22	RPO L65	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	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	
		Low	132	122	112	132	
Reverse		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 snells separated by sheet steel vanes, Assembly supported in converter cover.					
	Stator	Operation independent of cover and pump housing. Aluminum air foil supported on a stationary sleeve by an over-running clutch of cam and roller design.					
	Stall torque ratio	2.10					
	Stall speed (RPM)	1790	1530	1620	1680	1810	
	Diameter (nominal)	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)					
Output Shaft RPM speed (MPH)	N/V factor	36.4			34.2	41.1	
	Upshift	Closed throttle	758 (23)	745 (21)	758 (23)	778 (23)	778 (19)
		Throttle at detent	2105 (55)	2085 (58)	2105 (55)	2353 (65)	2353 (53)
		Full throttle	2298 (64)	2410 (67)	2298 (64)	2750 (81)	2750 (67)
	Downshift	Closed throttle	605 (17)	603 (17)	605 (17)	610 (18)	610 (15)
		Throttle at detent	1323 (37)	1215 (34)	1323 (37)	1390 (41)	1390 (34)
		Full throttle	2015 (56)	2158 (59)	2015 (56)	2260 (68)	2260 (55)
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	3.82:1			3.70:1		
	Low and reverse	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					
	Location	In extension					
Oil Pump	Type	Internal-external gear					
	Number	One, front					
	Function	To supply pressure					
	Drive	Converter pump					

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

**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		
		Quadrant 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	Air and Water	Water		
Flywheel assembly	Steel stamping with welded on ring gear				
Hydraulic controls	Manual valve type	Spool			
	Pressure regulator valve type	Spool			
	Pressure @ Idle (a)	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)	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



# TRANSMISSIONS

## TURBO HYDRA-MATIC TRANSMISSION

### GENERAL DATA

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

Selector Lever  
Location . . . . . Steering column, floor mounted optional on models using floor console

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

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

Parking Lock  
Type . . . . . Locking pawl

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

Method of Cooling . . . . . Water

### CONVERTER ASSEMBLY

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

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

Stator Assembly . . . . . Aluminum multivane type blades mounted on a one way (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 1.52

Low 1 . . . . . 5.29:1 to 2.52

Reverse . . . . . 4.05:1 to 1.93

### PLANETARY GEAR UNIT

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

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

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

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

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

R (Reverse) . . . . . 1.93:1

Front Band  
Type . . . . . One, curcular 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



## **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.

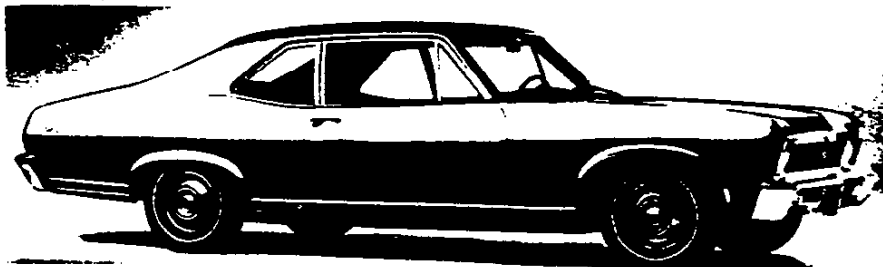
Attending to the exterior first, you would probably choose the Custom Exterior (RPO ZJ2), which included roof drip moldings, ribbed body-sill and rear lower fender bright strips, side-window moldings and a wide black accent band along the lower body.

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.

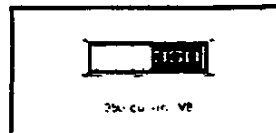
To handle the new 350's torque, all Novas so equipped used at least the Special three-speed manual box with floor shift (and console, if bucket seats had been specified). All three four-speeds were available on order, along with Powerglide, and, for the first time in Nova history, Turbo Hydramatic. Sales 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.

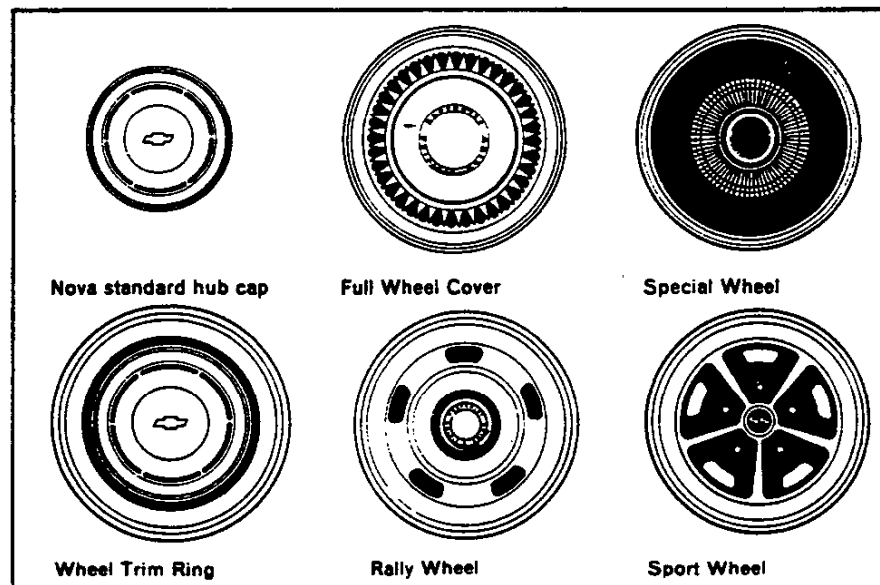
Popular options for the SS continued to include bucket seats, tachometer, gauges and other performance items.

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 CF1), introduced in mid-1972, was offered again for 1973. This was a vinyl roof insert that rolled back to give a view of the sky.

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

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

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



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

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

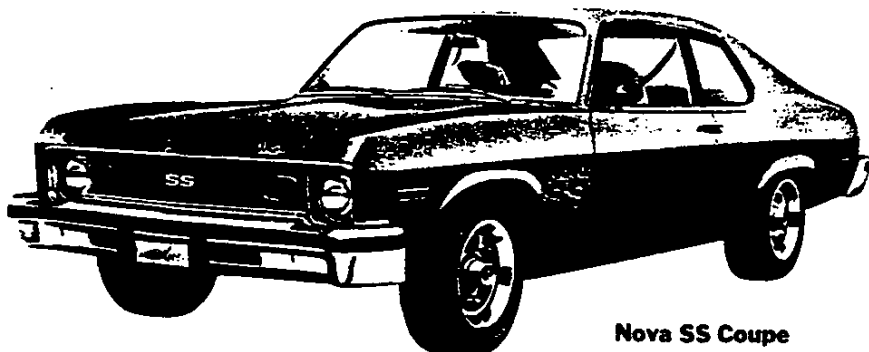
Gone from the 1974 option list was the mid-1972 and 1973 sliding sunroof. Variable power steering, with special SS ratios (14.2:1 to 10.2:1 for the SS compared to 18.9:1 to 13.5:1 for regular Novas) was an increasingly popular option. A full traditional SS interior could still be ordered by purchasing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

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

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

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

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



**Nova SS Coupe**

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

The SS package was offered with any engine. Standard Nova power plant for 1975 was the 250 six, with three V-8's; the new 4.3-liter engine and two- and four-barrel versions of the 350. The top V-8 was now the LM1 with catalytic converter and unleaded-fuel capability. The very word horsepower was stricken from the Chevrolet *Sales Album* this year; the LM1 now had a 'power rating' of 155. The M20 four-speed or Turbo 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.

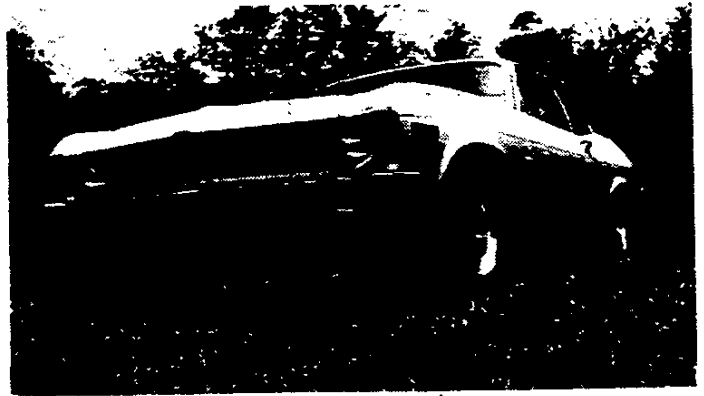


1971 South African 'Chevrolet SS' Sport Coupe resembled Nova, but was true pillar-less hardtop style. 350 V-8, four-speed or automatic, bucket seats, red-stripe tires were among the goodies.



## 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 SSs are the second rarest edition, as only 7,015 were made.

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AMA-40A  
1970

# 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 VanDyke, Warren, Michigan 48090	MODEL YEAR	1970	ISSUED: 9-69
				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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# AMA Specifications—Passenger Car

MAKE OF CAR CHEVY NOVA MODEL YEAR 1970 DATE ISSUED 9-69 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
<b>WIDTH</b>			
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
<b>LENGTH</b>			
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	95.4	95.8
Body "O" line to $\epsilon$ of rear wheel	L127		93.0
Body "O" line to w's cowl point	L130		10.7
<b>HEIGHT</b>			
Passenger Distribution (front & rear)			2 - 3
Trunk/Cargo load (lbs.)			200 lbs.
Overall height	H101	52.5	53.8
Cowl height	H114	36.6	36.5
Deck height	H138		
Rocker panel - front	To ground	8.4	8.3
	From front wheel $\epsilon$		
Rocker panel - rear	To ground	7.6	7.5
	From rear wheel $\epsilon$		
Windshield slope angle	H122		50.1
<b>GROUND CLEARANCE</b>			
Bumper to ground - front	H102	8.3	13.2
Bumper to ground - rear	H104	6.3	13.1
Angle of approach	H106		30.0
Angle of departure	H107		15.5
Ramp breakover angle	H147		12.5
Min. running clearance (Specify)	H156		5.1 (a)

(a) Exhaust system to ground

# AMA Specifications—Passenger Car

MAKE OF CAR CHEVY NOVA MODEL YEAR 1970 DATE ISSUED 9-69 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
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### FRONT COMPARTMENT

Effective head room	H61	37.6	38.8
Max. eff. leg room - accelerator	L34		41.0
H Point to Heel point	H30		8.4
H Point travel	L17		4.0
Shoulder room	W 3		56.5
Hip room	W 5		56.3
Upper body opening to ground	H50	47.1	48.2

### REAR COMPARTMENT

H Point couple distance	L50	30.2	32.5
Effective head room	H63	36.6	37.2
Min. effective leg room	L51	32.6	35.7
H Point to Heel point	H31	11.0	11.8
Min. knee room	L48	0.3	1.9
Rear Compartment room	L 3	24.4	26.2
Shoulder room	W 4	55.3	56.4
Hip room	W 6		56.1
Upper body opening to ground	H51	- - -	48.0

### LUGGAGE COMPARTMENT

Usable luggage capacity	V 1	13.8	12.7
Liftover height	H195		27.8
Position of spare tire storage		Horizontal - center forward area of trunk floor	
Method of holding lid open		Torsion rods	

### STATION WAGON - THIRD SEAT

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

### STATION WAGON - CARGO SPACE

Cargo length at floor - front seat	L202	
Cargo length at belt - front seat	L204	
Cargo width - Wheelhouse	W201	
Opening width at belt	W204	
Maximum cargo height	H201	
Rear opening height	H202	
Cargo volume index (cu. ft.) W4 x L204 x H201	V2	

# AMA Specifications—Passenger Car

MAKE OF CAR CHEVY NOVA MODEL YEAR 1970 DATE ISSUED 9-69 REVISED <sup>(e)</sup>

## 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		Standard	A/C	
ALL MODELS	Super-Thrift 153 L4 (Base)	One; 1-bbl	8.5:1	90 @ 4000	152 @ 2400	3-spd. manual (2.85:1 low) 2-spd. semi-auto*	3.08	NOT AVAILABLE	
	Turbo-Thrift 230 L6 (Base)	One; 1-bbl	8.5:1	140 @ 4400	220 @ 1600	3-spd. manual (2.85:1 low) 2-spd. *semi-auto 2-spd. automatic* 3-spd. automatic*	3.08 2.73 2.56		
	Turbo-Fire 307 V8 (Base)	One; 2-bbl	9.00:1	200 @ 4600	300 @ 2400	3-spd. manual (2.85:1 low) 2-spd. automatic* 3-spd. automatic*	3.08 2.73 2.56	3.08 2.73 2.56	
	Turbo-Thrift 250 L6 (L22)*	One; 1-bbl	8.5:1	155 @ 4200	235 @ 1600	3-spd. manual 2-spd. semi-auto* 2-spd. automatic* 3-spd. automatic*	3.08 2.73 2.56	NOT AVAILABLE	
	Turbo-Fire 350 V8 (L65)*	One; 2-bbl	9.00:1	250 @ 4800	345 @ 2800	3-spd. manual (2.54:1 low) 4-spd. manual (2.54:1 low) 2-spd. automatic* 3-spd. automatic*	3.08 2.56	3.08 2.56	
	Coupe Only	Turbo-Fire 350 V8 (L48)*	One; 4-bbl	10.25:1	300 @ 4800	380 @ 3200	4-spd. manual (2.52:1 low) 2-spd. automatic* 3-spd. automatic*	3.31 3.08 3.07	3.31 3.08 3.07

\* Optional

\*\* Positraction optional for all ratios

## AMA Specifications—Passenger Car

MAKE OF CAR	CHEVY NOVA	MODEL YEAR	1970	DATE ISSUED	9-69	REVISED <sup>(a)</sup>
MODEL	Super-Thrift 153. L-4 90 HP	Turbo - Thrift 230 L-6 140 HP	Turbo - Fire 307 V-8 200 HP			

## 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)	4.40		
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	One
	Rear	One	
Engine installation angle	3° 55'		
Taxable horsepower	24.0	36.0	48.0
Di <sup>2</sup> 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		22.00
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 1970 DATE ISSUED 9-69 REVISED (e)

MODEL Turbo-Thrift 250 L-6 155 HP Turbo-Fire 350 V-8 250 HP V-8 300 HP

## 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)	4.40		
No. system (front to rear)	L. Bank	1-2-3-4-5-6	1-3-5-7
	R. Bank	In-line	2-4-6-8
Firing order	1-5-3-6-2-4	1-8-4-3-6-5-7-2	
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 mtg. points	Front	Two	
	Rear	One	
Engine installation angle	3° 55'		
Taxable horsepower	36.0	51.2	
Publishing max. bhp* @ eng. RPM	155 @ 4200	250 @ 4800	300 @ 4800
Publishing max. torque* (lb. ft. @ RPM)	235 @ 1600	345 @ 2800	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.	20.24	25.76	
Clearance (limits)	Top land	.0245-.0335	.0235-.0325
	Skirt	Top	.0005-.0011 (a)
		Bottom	.0007-.0013 (b)
Ring groove depth	No. 1 ring	.2153-.2218	.2218-.2284
	No. 2 ring	.2153-.2218	.2218-.2284
	No. 3 ring	.2093-.2158	.2038-.2103
	No. 4 ring		

\* 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 1.560 from top of piston

# AMA Specifications—Passenger Car

MAKE OF CAR CHEVY NOVA MODEL YEAR 1970 DATE ISSUED 9-69 REVISED <sup>(e)</sup>

<b>MODEL</b>	L4-153 90 HP	L6-230 140 HP	L6-250 155 HP	V8-307 200 HP	V8-350 250 & 300 HP
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## ENGINE - RINGS

<b>Function (top to bottom)</b>	No. 1, oil or comp.	Compression				
	No. 2, oil or comp.	Compression				
	No. 3, oil or comp.	Oil				
	No. 4, oil or comp.	None				
<b>Compression</b>	Description - upper	(a)	Cast alloy iron, barrel face; chrome plate			
	material, coating, etc. lower	Cast alloy iron; inside bevel & tapered face; wear resistant ctng.				
	Width	(b)	(c)	(b)	(d)	
	Gap	.010-.020				(e)
<b>Oil</b>	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				
	<b>Expanders</b>	In oil ring assembly				

## ENGINE - PISTON PINS

<b>Material</b>	Chromium Steel				
<b>Length</b>	2.990-3.010				
<b>Diameter</b>	.9270-.9273				
<b>Type</b>	Locked in rod, in piston, floating, etc.	Locked in rod			
	Bush- ing	In rod or piston	None		
		Material	None		
<b>Clearance</b>	In piston	.00015-.00025		.00025-.00035	
	In rod	None			
<b>Direction &amp; amount offset in piston</b>	Major thrust side .060				

## ENGINE - CONNECTING RODS

<b>Material</b>	Drop forged steel				
<b>Weight (oz.)</b>	12.50		20.80		
<b>Length (center to center)</b>	5.695 - 5.705				
<b>Bearing</b>	Material & Type	Copper lead alloy (sintered) steel backed material		Premium aluminum	
	Overall length	.807		.797	
	Clearance (limits)	.0007-.0027		.0013-.0035	
	End play	.009-.014		.008-.014	

(a) Cast alloy iron; inside bevel and tapered face; chrome plated

(b) Upper .0775-.0780; lower .0770-.0780

(c) Upper .0628-.0633; lower .023-.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	1970	DATE ISSUED	9-69	REVISED (a)
MODEL	L4-153 90 HP	L6-230 140 HP	L6-250 155 HP	V8-307 200 HP	V8-350 250 & 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 backed insert; copper lead alloy or premium aluminum lining selected for specific application.				
	Clearance	.0003-.0029		(a)		
	Journal dia. and bearing overall length	No. 1	2.3004 x .752	2.4502 x .752		
		No. 2	2.3004 x .752	2.4505 x .752		
		No. 3	2.3004 x .752	2.4505 x .752		
		No. 4	2.3004 x .752	2.4505 x .752		
		No. 5	2.3004x.760	2.3004x.752	2.4508 x1.177	
		No. 6	None	2.3004x.752	None	
No. 7		None	2.3004x.760	None		
Dir. & amt. cyl. 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	
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	.500	

## ENGINE - VALVE SYSTEM

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

- (a) No. 1-.0008-.0020  
 No. 2, 3 & 4-.0011-.0023  
 No. 5-.0017r.0033

(Continued)



# AMA Specifications—Passenger Car

MAKE OF CAR CHEVY NOVA MODEL YEAR 1970 DATE ISSUED 9-69 REVISED <sup>(\*)</sup>

<b>MODEL</b>	L4-153 90 HP	L6-230 140 HP	L6-250 155 HP	V8-307 200 HP	V8-350 250 & 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°	
Intake	Material Alloy steel-aluminized face on L6 engine					
	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			
	Lift (- zero lash)		.3973-	.3317	.3880	.3900
	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.)	Spring damper	None	Spring damper	
		Valve open (lb. & in.)	Spring damper	None	Spring damper	
	Exhaust	Material High alloy steel; aluminized face				
		Overall length		4.913-4.933		
		Actual overall head dia.		1.495-1.505		
Angle of seat & face		46° (seat) 45° (face)				
Seat insert material		None				
Stem diameter		.3410-.3417				
Stem to guide clearance		.0010-.0027				
Lift (- zero lash)		.3973	.3317	.3880	.4100	
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.)	Spring damper	None	Spring damper		
	Valve open (lb. & in.)	Spring damper	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 sprayed

(a) Centrifugally oiled from camshaft bearing (Continued)

# AMA Specifications—Passenger Car

MAKE OF CAR CHEVY NOVA MODEL YEAR 1970 DATE ISSUED 9-69 REVISED <sup>(a)</sup>

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

Oil pump type	Gear	
Normal oil pressure (lb. $\pm$ engine rpm)	40 PSI @ 2000 RPM	
Oil press. sending unit (elect. or mech.)	Electric	
Type oil intake (floating, stationary)	Stationary	
Oil filter system (full flow, part., other)	Full flow	
Filter replacement (element, complete)	Complete	
Capacity of c/case, less filter-refill (qt.)	3.5	4
Oil grade recommended (SAE viscosity and temperature range)	20°F and above - 20W, 10W-30, 10W-40, 20W-40 0° to 60°F - 10W, 5W-30, 10W-30, 10W-40 Below 20°F - 5W, 5W-20, 5W-30	
Engine Service Reqmt. (MM, MS, etc.)	MS or DG	

## ENGINE - EXHAUST SYSTEM

Type (single, single with cross-over, dual, other)	Single	Single with cross over	Dual
Muffler No. & type (reverse flow, straight thru, separate resonator)	One, reverse flow		1 muffler & 2 resonators
Exhaust pipe dia. (O.D., wall thick.)	Branch	None	2.00 x .082 (a)
	Main	2.00 x .064	2.00 x .082 (a)
Tail pipe dia. (O.D. & wall thickness)	2.00 x .069		

## ENGINE - CRANKCASE VENTILATION SYSTEM

Type (ventilates to atmos., induction system, other)	Standard	Ventilates to induction system	
	Optional	None	
Control Unit	Make and model	AC Spark Plug	
	Location	Top rear rocker cover	Left front rocker cover
	Energy source (manifold vacuum, carburetor air stream, other)	Manifold vacuum	
	Control method (variable orifice, fixed orifice, other)	Variable orifice	
Complete system	Discharges (to intake manifold, carb. air intake, air cleaner intake, other)	Intake manifold	
	Air inlet (breather cap, carburetor air cleaner, other)	Carburetor, air cleaner	
	Flame arrester (screen, check valve, other)	Screen	

# AMA Specifications—Passenger Car

MAKE OF CAR CHEVY NOVA MODEL YEAR 1970 DATE ISSUED 9-69 REVISED <sup>(a)</sup>

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

**ENGINE—EXHAUST EMISSION CONTROL** **MANUAL TRANSMISSIONS**

Type (Air injection, engine modifications, other)	L4-153 - Air Injection reactor equipment All other engines - Engine modifications							
Air injection Pump	Type	Semi-articulated vane type						
	Displacement	19.3						
	Drive ratio	1.15:1						
	Drive type	Crankshaft pulley						
	Relief valve (type)	Diverter valve - separate from pump						
Filter (describe)	Centrifugal air cleaner							
Air injection System	Air distribution (head, manifold, etc.)	Cylinder head						
	Point of entry	Exhaust ports						
	Injection tube I.D.	.2565						
	Check valve type	Pressure plate type						
Backfire protection (type)	Diverter valve							
Carburetor	Make	REFER TO PAGE 10A						
	Model							
	Barrel size							
	Idle speed							Drive
Idle A/F mixture								
Distributor	Aux. Adv. Systems (type)	Transmission Controlled Vacuum Spark Advance **						
	Make	Delco - Remy						
	Model	1110457	1110459	1110463	1111995	1112001	1111996	
	Cent'gal adv. in crank degrees @ eng. rpm	Start (rpm)	900	1000	900	1000	1000	950
		Intermed. points deg. @ rpm	14@1700	21@2100	11.5@1300	10@1600	15@1800	20@1800
		Max. deg. @ rpm	28@3700	36@4600	32@4200	28@4300	36@4100	30@4700
	Vacuum adv. in crank degrees @ eng. rpm	Start (in Hg)	7.00	7.00		6.00	7.00	8.00
		Intermed. points deg. @ in. Hg	None					
		Max. deg. @ in.	24@15	23 @ 16		15 @ 12	24 @ 17.5	20 @ 17
	Vacuum Source	Carburetor						
Timing - Crank degrees @ rpm	TDC @ 750			2 BTC@700	TDC@750	TDC@ 700		
Cooling System	-----							
Exhaust System	-----							

Applies to L4-153 Cu. Inch engine only; engine modification all other engines

\* Available all engines except L4-153

# AMA Specifications—Passenger Car

MAKE OF CAR CHEVY NOVA MODEL YEAR 1970 DATE ISSUED 9-69 REVISED (a)

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

**ENGINE - EXHAUST EMISSION CONTROL**      **AUTOMATIC TRANSMISSIONS**

Type (Air injection, engine modifications, other)		L4-153 - Air injection reactor equipment all other engines-Engine modifications						
* Air Injection Pump	Type	Semi-articulated vane type						
	Displacement	19.3						
	Drive ratio	1.15:1						
	Drive type	Crankshaft pulley						
	Relief valve (type)	Diverter valve - seperate from pump						
	Filter (describe)	Centrifugal air cleaner						
* Air Injection System	Air distribution (head, manifold, etc.)	Cylinder head						
	Point of entry	Exhaust ports						
	Injection tube I.D.	.2565						
	Check valve type	Pressure plate type						
	Backfire protection (type)	Diverter valve						
Carburetor	Make	REFER TO PAGE 10A						
	Model							
	Barrel size							
	Idle speed						Drive	Neutral
	Idle A/F mixture							
Distributor	Aux. Adv. Systems (type)	Transmission Controlled Vacuum Spark Advance **						
	Make	Delco-Remy						
	Model	1110458	1110460	1110464	1112005	1112002	1111997	
	Cent'gal adv. in crank degrees @ eng. rpm	Start (rpm)	900	1000	900	1000	1100	950
		Intermed. points deg. @ rpm	14@1700	17@2100	17@1950	12@2200	8@1400	20@1800
		Max. deg. @ rpm	24@3600	32@4600	28@4200	24@4300	32@4400	30@4700
	Vacuum adv. in crank degrees @ eng. rpm	Start (in Hg)	7.00	7.00	8.00	7.00	8.00	
		Intermed. points deg. @ in. Hg	None					
		Max. deg. @ in.	24 @ 15	23 @ 16	20 @ 17	24 @ 17.5	20 @ 17	
		Vacuum Source	Carburetor					
Timing - Crank degrees @ rpm	4BTC@650	4 BTC @ 600	8BTC@600	4 BTC @ 600				
Cooling System (describe changes)	---							
Exhaust System (describe changes)	---							

\* Applies to L4-153 Cu. In. engine only; engine modification all other engine.

\*\* Available all engines except L4-153

# AMA Specifications—Passenger Car

MAKE OF CAR CHEVY NOVA MODEL YEAR 1970 DATE ISSUED 9-69 REVISED (a) 2-70

<b>MODEL</b>	L4-153 90 HP	L6-230 140 HP	L6-250 155 HP	V8-307 200 HP	V8-350 250 HP	V8-350 300 HP
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**ENGINE - FUEL SYSTEM** See Page 10B for California built vehicles (See supplemental page for Details of Fuel Injection, Supercharger, etc. if used)

Induction type: Carburetor, fuel injection, supercharger.		<b>Carburetor</b>				
Fuel Tank	Refill capacity (U.S. gals.)	18 (approximately)				
	Filler location	Behind hinged rear license plate				
Fuel Pump	Type (elec. or mech.)	<b>Mechanical</b>				
	Locations	Lower right front of engine				
	Pressure range * ●	4.00-5.00 PSI	5.50-7.00 PSI	7.50-9.00 PSI		
Vacuum booster (std., optional, none)		None				
Fuel Filter	Type	Fine mesh plastic strainer in gasoline tank and paper filter(sintered bronze V8-307) in carburetor inlet				
	Locations					
Carburetor	Choke type		Automatic			
	Intake manifold heat control (exhaust or water)		Exhaust			
	Air cleaner type	Standard	Thermostatically controlled; Oil wetted paper element			
		Optional	None			
Idle speed (spec. neutral or drive)	Manual	750	700	750	700	
	Automatic	650	600			
	Idle A/F mix.	Not specified				

### CARBURETOR SUPPLEMENTARY INFORMATION

Model Usage	Engine Displ.	Transmission	Carburetors		No. Used and Type	Barrel Size
			Make	Model		
11100	153	Manual	Rochester	7040008	One; 1-bbl.	1.69
		Automatic		7040017(a)		
11300	230	Manual	Rochester	7040014		
		Automatic		7040017(a)		
	250	Manual	Rochester	7040015		
		Automatic		7040015		
11400	307	Manual	Rochester	7040101(b)	One; 2-bbl.	1.44
		Automatic		7040110(c)		
	350	Manual	Rochester	7040113(d)	One; 2-bbl.	1.69
		Automatic		7040114(e)		
	250 hp	Manual	Rochester	7040203	One; 4-bbl.	1.38 Prim
		Automatic		7040202		
300 hp	Manual	Rochester	7040202	4-bbl.	2.25 Sec.	
	Automatic		7040202			
a - 7040015 with Air Conditioning b - 7040103 with Air Conditioning c - 7040112 with Air Conditioning d - 7040115 with Air Conditioning e - 7040116 with Air Conditioning *- Shut off pressure - 1800 RPM at pump outlet.						

# AMA Specifications—Passenger Car

MAKE OF CAR CHEVY NOVA MODEL YEAR 1970 DATE ISSUED 9-69 REVISED (\*)

MODEL Evaporation Emission Control System (California vehicles)

Availability - All engine combinations except L4-153 Cu. In.

Fuel Tank Capacity - 17 gallons (approximately)

Components:-

**Fill Limiter** - Shaped metal pan welded inside of gas tank to reserve space for normal gasoline expansion and contraction.

**Canister** - Canister of activated carbon stores vapors vented from gas tank until removed and burned in the engine.

**Liquid Separator** - Connected in vent lines to canister. Separates and returns liquid fuel to the tank.

**Constant flow purge line** - Incorporates an orifice to regulate flow to manifold under (canister to manifold) all engine operating conditions, including idle.

**Variable Flow Purge Line** - Becomes functional above engine idle speeds to more (canister to air cleaner) completely purge the canister.  
(snorkel)

**Aluminum Heat Dissipator** - Positioned between insulation blocks and intake manifold. Provides optimum heat transfer to surrounding atmosphere.

Carburetor Model No's.

	L6-230		V8-350	
	&250	V8-307	250 HP	300 HP
Manual	Same	7040401	7040413	7040503
Manual with A/C	as	7040403	7040415	7040503
Automatic	base	7040410	7040414	7040502
Automatic with A/C		7040412	7040416	7040502

# AMA Specifications—Passenger Car

MAKE OF CAR CHEVY NOVA MODEL YEAR 1970 DATE ISSUED 9-69 REVISED (e) 2-70

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

## ENGINE—COOLING SYSTEM

Type system (pressure, pressure vented, atmospheric, other)		Pressure				
Radiator cap relief valve pressure		15 ± 1 PSI				
Circulation thermostat	Type (choke, bypass)	Choke				
	Starts to open at (°F)	192°-198°				
Type (centrifugal, other)		Centrifugal				
Water pump	GPM @ 1000 pump rpm	25@2000	26 @ 2000	23 @ 2000		
	Number of pumps	One				
	Drive (V-belt, other)	V-Belt				
	Bearing type	Permanently lubricated double row ball				
By-pass recirculation type (inter., ext.)		Internal				
Radiator core type (cellular, tube and fin, other)		Tube and Center				
Cooling system capacity	With heater (qt.)	9	12	15	16	
	Without heater (qt.)	8	11	14	15	
	Opt. equipment-specify (qt.)	9	13	16	16	
Water jackets full length of cyl. (yes, no)		Yes				
Water all around cylinder (yes, no)		Yes				
Radiator hose	Lower	Number and type (molded, straight)	One, molded			
		Inside diameter	1.75			
	Upper	Number and type (molded, straight)	One, molded			
		Inside diameter	1.50			
	By-pass	Number and type (molded, straight)	None			
		Inside diameter	None			
Fan	Number of blades & spacing		4-staggered			
	Diameter		16	17.62		
	Ratio-fan to crankshaft rev. ●		.949:1	1.165:1	.949:1	
	Fan cutout type		None			
	Bearing type		Double row ball			
* Drive belts (indicate belt used by letter)	Fan	A	C	F		
	Generator or alternator	A	C	F		
	Water Pump	A	C	F		
	Power Steering	--	D	G		
	Air Conditioning	--	E	H		
	Air Injection	B	--	--		

* Drive Belt Dimensions	A	B	C	D	E	F	G	H	I	J	K
Angle of V	38°										
Nominal length (SAE)	39.00	50.00	37.30	49.00	53.75	44.25	36.00	54.33			
Width	.380										

# AMA Specifications—Passenger Car

MAKE OF CAR CHEVY NOVA MODEL YEAR 1970 DATE ISSUED 9-69 REVISED (\*) 2-70

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

## ELECTRICAL - SUPPLY SYSTEM

Battery	Make and Model		Delco-Remy 1980032	1980111
	Voltage Rtg. & Total Plates		12 Volt-54 plates	66 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		1100834	
	Type and rating		Diode rectified - 37 amps.	
	Output at engine idle (neutral)		13 amps.	
	Ratio-Gen. to Cr/s rev.		2.53:1	
Regulator	Make		Delco-Remy	
	Model		1119515	
	Type		Vibrator	
	Cutout relay	Closing voltage generator rpm	None	
		Reverse current to open	None	
	Regu- lated	Voltage	13.8 - 14.8 @ 85° F	
		Current	-----	
	Voltage test conditions	Temperature	Operating	
		Load	3.8 amperes	
Other		None		

## ELECTRICAL - STARTING SYSTEM

Starting Motor	Make		Delco-Remy		
	Model		1108365	1108367	1108338(a)
	Rotation (drive end view)		Clockwise		
Motor control	Switch (solenoid, manual)		Solenoid		
	Starting procedure		<b>Manual-</b> Place gearshift lever in neutral & depress clutch <b>Automatic-</b> Place gearshift in N or P position <b>Initial Start-</b> Press accelerator to floor and release <b>Turn ignition to Start, release as soon as engine starts</b>		
	Engagement type		Positive shift solenoid		
	Pinion meshes (front, rear)		rear		
Motor Drive	Number of teeth	Pinion	9		
		Flywheel	Manual	153	
	Auto.		153		
	Flywheel tooth face width	Manual	.4010-.4130		
		Auto.	.4010-.4130		

(a) 1108427 when used with automatic transmissions



# AMA Specifications—Passenger Car

MAKE OF CAR <u>CHEVY NOVA</u>	MODEL YEAR <u>1970</u>	DATE ISSUED <u>9-69</u>	REVISED <sup>(a)</sup>
MODEL	L4-153 90 HP	L6-230 140 HP	L6-250 155 HP
			V8-307 200 HP
			V8-350 250 & 300 HP

## ELECTRICAL – IGNITION SYSTEM

Type	Conventional – Std., Opt., N.A.	Standard	
	Transistorized – Std., Opt., N.A.	Not Available	
	Other (specify)	None	
Coil	Make	Delco-Remy	
	Model	1115208   1115293	
	Amps	Engine stopped	4.0
		Engine idling	1.8
Distributor	Make		
	Model		
	Cent'gal adv. in c/shaft degrees@ engine rpm (nominal)	Start (rpm)	
		Intermediate points deg.@rpm	
		Max. deg.@rpm	
	Vacuum adv. in c/shaft degrees@ in. Hg. (nominal)	Start (in. Hg.)	
		Intermediate points, deg.@in. Hg.	
Max. deg. in. Hg.			
	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	AC R46N   AC R46T   AC R45   AC R 44	
	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
------------------	-----------------------------------

## AMA Specifications—Passenger Car

MAKE OF CAR CHEVY NOVA MODEL YEAR 1970 DATE ISSUED 9-69 REVISED (\*) 2-70

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

## ELECTRICAL - INSTRUMENTS AND EQUIPMENT

Speedometer	Type	In-line with pointer
	Trip odometer (yes,no)	No
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
	Amp draw (each)	(Low note) 4.5-6 @ 12.5 volts

## DRIVE UNITS - CLUTCH (Manual Transmission)

Make & type	Chevrolet, single-dry disc		Chevrolet, single dry disc, centrifugal
Type pressure plate springs	Diaphragm		(a)
Total spring load (lb.)	● 1350-1450	1650-1850	1900-2200   2100-2300   2450-2750
No. of clutch driven discs	One		
Clutch facing	Material	Woven type asbestos	
	Outside & inside dia.	9.12 x 6.12	10.34 x 6.50   11.00 x 6.50
	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

# AMA Specifications—Passenger Car

MAKE OF CAR CHEVY NOVA MODEL YEAR 1970 DATE ISSUED 9-69 REVISED (e)

MODEL	L4-153	V8-307	250 HP	V8-350	300 HP
	L6-230				
	L6-250				

### DRIVE UNITS – TRANSMISSIONS

Manual 3-speed (std. or opt.)	Standard
Manual 4-speed (std. or opt.)	Optional with V-8 350
Manual with overdrive (std. or opt.)	Not available
Automatic (std. or opt.)	Optional

### DRIVE UNITS – MANUAL TRANS.

Number of forward speeds		3-Speed	3-Speed	3-Speed	4-Speed	4-Speed	
		3	3	3	4	4	
Transmission ratios	In first	2.85	2.85	2.54	2.54	2.52	
	In second	1.68	1.68	1.50	1.80	1.88	
	In third	1.00	1.00	1.00	1.44	1.46	
	In fourth	--	--	--	1.00	1.00	
	In reverse	2.95	2.95	2.63	2.54	2.54	
Synchronous meshing, specify gears		All forward gears					
Shift lever location		Steering column 3-speed Floor mounted 4-speed					
Lubricant	Capacity (pt.)	3					
	Type recommended	Meeting military Specs. MIL-L-2105B					
	SAE viscosity number	Summer	SAE 80				
		Winter	SAE 80				
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 accelerator control (yes, no)			
Minimum cut-in speed			
Gear ratio			
Lubricant	Capacity (pt.) (Overdrive only)	NOT APPLICABLE	
	Separate filler (yes, no)		
	Type recommended		
	SAE viscosity number		Summer
			Winter
Extreme cold			

# AMA Specifications—Passenger Car

MAKE OF CAR CHEVY NOVA MODEL YEAR 1970 DATE ISSUED 9-69 REVISED (\*)

	L6-230 & 250	V8-307	V8-350 250 HP   300 HP	L4-153	L6-230 L6-250	L6-230 & 250 V8-307 & 350
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## DRIVE UNITS—AUTOMATIC TRANSMISSION

Trade name	Powerglide	Torque-Drive	Turbo Hydra-Matic			
Type describe	Torque converter with planetary gears					
Selector location	Steering column; floor mounted when used with floor console with bucket seats					
List gear ratios Selector Pattern and indicate which are used in each selector position	P-Park R-1.82 N-Neutral D-1.82-1.00 L-1.82	P-Park R-1.76 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-2.52-1.52-1.00 L2-2.52-1.52 L1-2.52			
Max. upshift speed—drive range	64	67	81			
Max. kickdown speed—drive range	56	59	66			
			87			
			3			
Torque converter	Number of elements	2.10		2.40	2.10	2.10
	Max. ratio at stall	Water		Air	& Water	Water
	Type of cooling (air, liquid)	11.75		11.00	11.75	11.75
	Nominal diameter	6		6.5	6	5
Lubricant	Capacity—refill (pt.)	A suffix A				
	Type recommended					
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 thick- ness	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)

\*\* Upshift: L6-230 & 250 (1-2 46; 2-3 80); V8-307 (1-2 51; 2-3 84)  
 V8-350 250HP (1-2 51; 2-3 84); V8-350 300HP (1-2 40; 2-3 66)  
 Kickdown: L6-230 & 250 (2-1 36; 3-2 76); V8-307 (2-1 38; 3-2 80)  
 V8-350 250HP (2-1 39; 3-2 81); V8-350 300HP (2-1 29; 3-2 64)

# AMA Specifications—Passenger Car

MAKE OF CAR CHEVY NOVA MODEL YEAR 1970 DATE ISSUED 9-69 REVISED (\*)

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 attach. (u-bolt, clamp, etc.)	U-bolt
	Bearing	Type (plain, anti-friction)
Lubric. (fitting, prepack)		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	Cone clutches or dual disc clutches		
Drive Pinion Offset	1.50		
No. of differential pinions	Two		
Pinion adjustment (shim, other)	Shim		
Pinion bearing adj. (shim, other)	Collapsible Sleeve		
Wheel bearing type	Direct on single row cylindrical roller		
Lubricant	Capacity (pt.)	3.75 (8.125 ring gear) 4.25 (8.875 ring gear)	
	Type recommended	Open Diff: Meeting Military Specs. MIL-L-2105-B	
	SAE viscosity number	Summer	SAE 80
		Winter	SAE 80
		Extreme cold	SAE 80

## AXLE RATIO TOOTH COMBINATIONS

(See page 3 for axle ratio usage)

Axle ratio	2.56	2.73	3.08	3.36	3.07	3.31	
No. of teeth	Pinion	16	15	12	11	14	12
	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 1970 DATE ISSUED 9-69 REVISED (a) 2-70

MODEL \_\_\_\_\_

## DRIVE UNITS - WHEELS

Type & material		Short spoke disc
Rim (size & flange type)	Std.	14 x 5JJ; 14 x 7JJ - "SS" models
	Opt.	14 x 6JJ
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, load range & ply		E78 x 14/B/2 except "SS"; E70 x 14/B/2 base for "SS".
	Type (bias, radial, etc.)		Fiberglass Bias Belted
	Full rated Inflation * Press.	Front	Cold 24; Hot 30
		Rear	Cold 26; Hot 32
Rev./Mile at 30MPH 45		800	
Optional	Size, load range & ply		

## 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)	- - - -

\* Pressures shown are up to base vehicle load limit.

# AMA Specifications—Passenger Car

MAKE OF CAR CHEVY NOVA MODEL YEAR 1970 DATE ISSUED 9-69 REVISED (a)

MODEL STANDARD FRONT DISC (Opt)

### BRAKES—SERVICE

Type (drum) or (disc & no. of pistons)		Drum (front finned) (a)		Disc-front (a)		
Self adjusting (std., opt., N.A.)		Standard				
Special Valving	Type (proportion, delay, metering, other)	None		Metering and proportioning		
Power brake make & type (remote, int., etc.)	Std. Opt.	Optional (a)		Standard (a)		
Effective area (sq. in.) *		155.2		106.1		
Gross lining area (sq. in.) **		168.9		118.1		
Swept area (sq. in.) ***		268.8		332.4		
Front to Rear Effectiveness Relationship		62				
Drum	Diameter (nominal)	Front	9.5	--		
		Rear	9.5	9.5		
Type and material		Composite, cast iron rim & steel web		Cast iron		
Rotor	Outer working diameter				11.00	
	Inner working diameter				7.18	
	Working width				1.00	
	Material & type (vented/solid)				Cast iron vented	
Wheel cylinder bore	Front		1.125	2.9375		
	Rear		.875	.875		
Master Cylinder	Bore		1.00	1.125		
	displacement distribution	Front %	58.5	69		
		Rear %	41.5	31		
Pedal arc ratio		6.24		3.76		
Line pressure at 100 lb. pedal load		790		1040		
Shoe Clearance	Front		Self adjusting			
	Rear		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	5.40 x 1.93 x .46	
			Second. or in-board	9.75 x 2.5 x .20	5.40 x 1.93 x .46	
		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.)

- (b) Delco-Moraine vacuum power unit; integral
- (a) Drum-single piston, duo servo; disc-single piston, floating caliper.

# AMA Specifications—Passenger Car

MAKE OF CAR CHEVY NOVA MODEL YEAR 1970 DATE ISSUED 9-69 REVISED (\*) 2-70

**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.)	42.5
		Curb to curb (l. & r.)	40.5
	Inside rear	Wall to wall (l. & r.)	
		Curb to curb (l. & r.)	
Manual	Gear	Type	Semi-reversible, recirculating ball stud
		Make	Saginaw Steering
	Ratios	Gear	24:1
		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	16:1-12.4:1 variable ratio
	Overall		19.3:1 - 15.5:1 variable ratio
	Pump driven by		Crankshaft pulley
No. wheel turns (stop to stop)		3.1	
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



# AMA Specifications—Passenger Car

MAKE OF CAR CHEVY NOVA MODEL YEAR 1970 DATE ISSUED 9-69 REVISED (\*)2-70

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 acc. squat control	Rear suspension geometry	
Special provisions for car jacking	Position jack under bumper just outboard of bolts on front and rear bumpers	
Shock absorber front & rear	Type	Direct, double acting, hydraulic
	Make	Delco Products
	Piston dia.	1.00
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	
Spring	Type	Coil right hand helix
	Material	Steel alloy
	Size (coil design height & I.D.; bar length x dia.)	11.09 x 3.63; 94.77 x .565
	Spring rate (lb. per in.)	345
	Rate at wheel (lb. per in.)	91.76
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	
Spring	Type	Single leaf (a)
	Material	Chrome carbon steel
	Size (length x width, coil design height & I.D.; bar length & dia.)	56.0 x 2.80 (at center)
	Spring rate (lb. per in.)	115 (single leaf); 100 (Multiple leaf)
	Rate at wheel (lb. per in.)	115
	Mounting insulation type	Rubber bushed at shackle and hanger
	If leaf	No. of leaves Shackle (comp. or tens.)
Stabilizer	Type (link, linkless, frameless)	None
	Material	- -
Track bar type	None	

(a) Multiple leaf springs with 350 cu. in. L48 engine

# AMA Specifications—Passenger Car

MAKE OF CAR CHEVY NOVA MODEL YEAR 1970 DATE ISSUED 9-69 REVISED (e)

**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

Drs. hinged (front, rr.)	Front doors	Front
	Rear doors	Front
Type of finish (lacquer, enamel, other)	Acrylic lacquer	
Hood counterbalanced (yes, no)	Yes	
Hood release control (internal, external)	External	
Vehicle Ident. No. location	Top left hand of instrument panel pad	
Engine No. location	6 Cyl. - Right side of cylinder block, rear of distributor 8 Cyl. - Front right side of cylinder block	
Theft protection - type	Lock, mounted on steering column; locks steering wheel, transmission shift levers and ignition	
Vent window control method (crank, friction pivot)	Front	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	1119.2	1112.0
Side glass exposed surface area	1205.2	1242.6
Backlight glass exposed surface area	1144.2	1005.7
Total glass exposed surface area	3468.6	3360.3

# AMA Specifications—Passenger Car

MAKE OF CAR CHEVY NOVA MODEL YEAR 1970 DATE ISSUED 9-69 REVISED (a)

MODEL \_\_\_\_\_

## CONVENIENCE EQUIPMENT

(Indicate whether standard, optional or NA on each series)

Power windows	Side windows	NA
	Vent windows	NA
	Backlight or tailgate	—
Power seats (specify type as well as availability)		NA
Reclining front seat back (R-L or both)		NA
Front seat head restrainer (R-L or both)		Standard
Radios (specify type as well as availability)		Optional - Push button AM Optional - Push button AM - FM Optional - AM - FM Stereo Radio
Rear seat speaker		Optional
Power antenna		NA
Clock		Optional
Air conditioner (specify type and availability)		Optional - Four - Season; GM - Chevrolet
Speed warning device		NA
Speed control device		NA
Ignition lock lamp		NA
Dome lamp		Standard
Glove compartment lamp		Optional
Luggage compartment lamp		Optional
Underhood lamp		Optional
Courtesy lamp		Optional
Map lamp		NA
Auto. trans. quad. lamp		Standard
Cornering light lamp		NA
Windshield antenna		Available with factory installed radio

## LAMP HEIGHT AND SPACING

Height above ground to center of bulb or marker	Headlamp	Highest *	
		Lowest	
	Tail	Highest	
		Lowest	
Sidemarker	Front		
	Rear		
Distance from C/L of car to center of bulb	Headlamp	Inside	
		Outside *	
	Tail	Inside	
		Outside	
	Directional	Front	
		Rear	

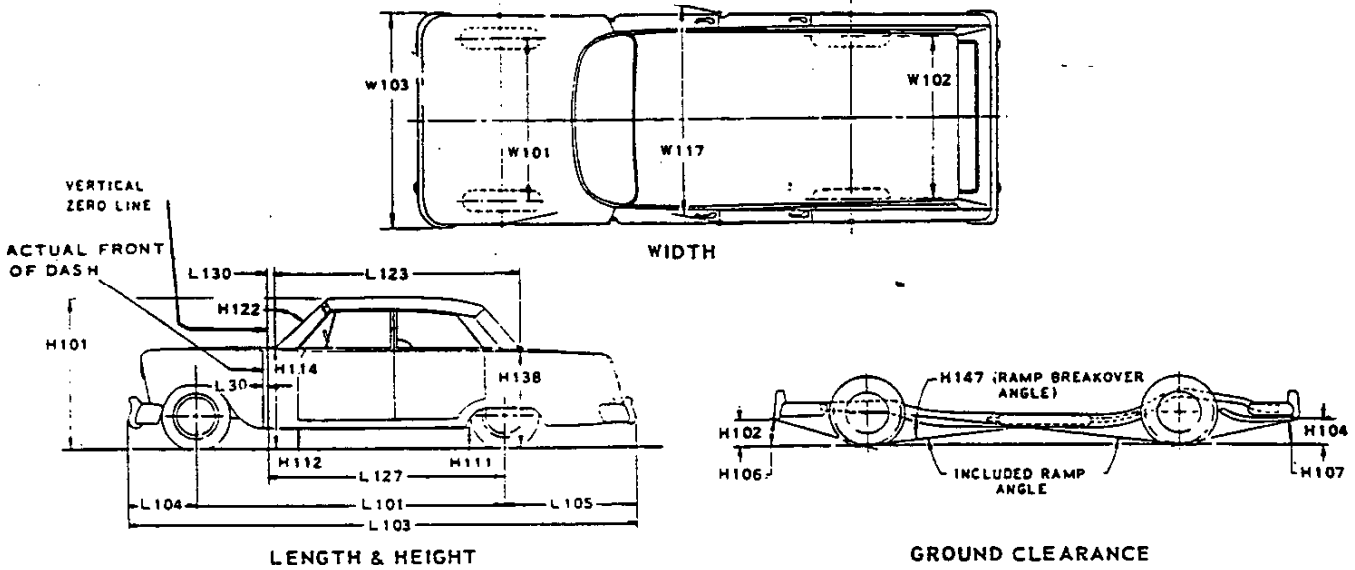
\* If single headlamps are used enter here.



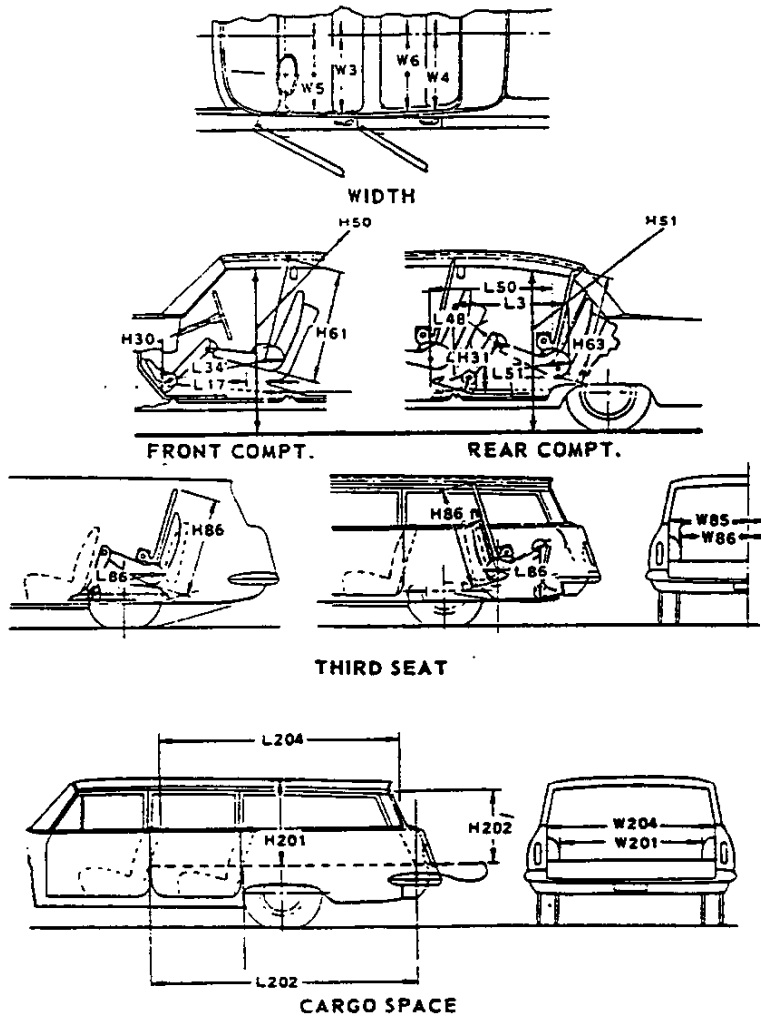
## CAR AND BODY DIMENSIONS

### KEY SHEET

#### EXTERIOR CAR AND BODY DIMENSIONS



#### INTERIOR CAR AND BODY DIMENSIONS



AMA-40A  
1970

# 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 <b>Chevrolet Motor Division General Motors Corporation</b>	CAR NAME <b>Chevy Nova</b>	
MAILING ADDRESS <b>Chevrolet Engineering Center 30003 Van Dyke, Warren, Michigan 48090</b>	MODEL YEAR <b>1970</b>	ISSUED: <b>10-15-69</b> 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.

## TABLE OF CONTENTS

Car & Body Dimensions .....	1,2	Drive Units .....	14	Suspensions .....	21
Engine - Mechanical .....	4	Brakes.....	18, 19	Weights .....	24
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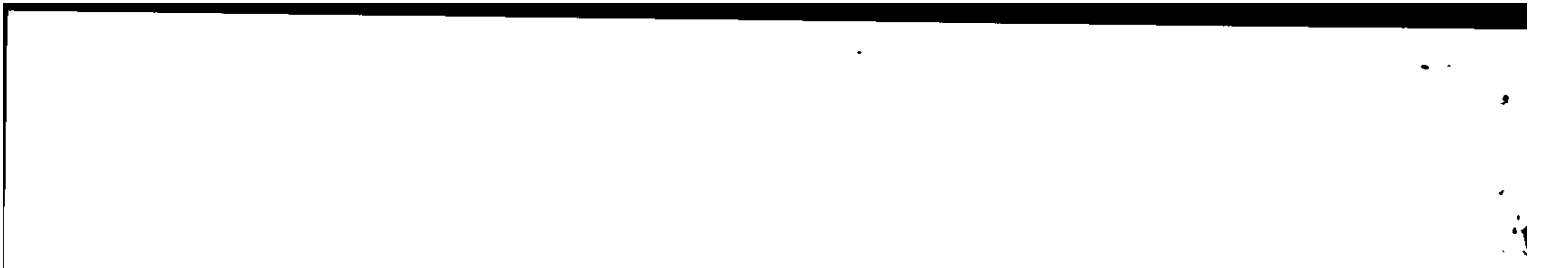
**BODY - TYPES AND STYLE NAMES -** Body type, style names; use manufacturer's code for series & body style.

Nova

2-Door Coupe 5-Passenger

Turbo-Jet 396  
V8-350 & 375 HP  
11427

L34  
L78



# AMA Specifications—Passenger Car

 MAKE OF CAR Chevy Nova MODEL YEAR 1970 DATE ISSUED 10-15-69 REVISED <sup>(\*)</sup>

## 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
<b>WIDTH</b>		
Track - Front	W101	59.0
Track - Rear	W102	58.9
Maximum overall car width	W103	72.4
Body width at No. 2 pillar	W117	- -
<b>LENGTH</b>		
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	95.4
Body "O" line to $\epsilon$ of rear wheel	L127	93.0
Body "O" line to w/s cowl point	L130	10.7
<b>HEIGHT</b>		
Passenger Distribution (front & rear)		2-3
Trunk/Cargo load (lbs.)		200
Overall height	H101	52.5
Cowl height	H114	36.6
Deck height	H138	
Rocker panel - front	To ground From front wheel $\epsilon$	H112 8.4
Rocker panel - rear	To ground From rear wheel $\epsilon$	H111 7.6
Windshield slope angle	H122	50.1
<b>GROUND CLEARANCE</b>		
Bumper to ground - front	H102	18.3
Bumper to ground - rear	H104	16.3
Angle of approach	H106	30.0
Angle of departure	H107	15.5
Ramp breakover angle	H147	12.5
Min. running clearance (Specify)	H156	5.1 (a)

(a) Exhaust system to ground



# AMA Specifications—Passenger Car

MAKE OF CAR Chevy Nova MODEL YEAR 1970 DATE ISSUED 10-15-69 REVISED (0)

## 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

### FRONT COMPARTMENT

Effective head room	H61	37.6
Max. eff. leg room - accelerator	L34	41.0
H Point to Heel point	H30	8.4
H Point travel	L17	4.0
Shoulder room	W 3	56.5
Hip room	W 5	56.3
Upper body opening to ground	H50	47.1

### REAR COMPARTMENT

H Point couple distance	L50	30.2
Effective head room	H63	36.6
Min. effective leg room	L51	32.6
H Point to Heel point	H31	11.0
Min. knee room	L48	0.3
Rear Compartment room	L 3	24.4
Shoulder room	W 4	55.3
Hip room	W 6	56.1
Upper body opening to ground	H51	- -

### LUGGAGE COMPARTMENT

Usable luggage capacity	V 1	13.8
Liftover height	H195	27.8
Position of spare tire storage		Horizontal - center forward area of trunk floor
Method of holding lid open		Torsion rods

### STATION WAGON - THIRD SEAT

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

NOT AVAILABLE

### STATION WAGON - CARGO SPACE

Cargo length at floor - front seat	L202	
Cargo length at belt - front seat	L204	
Cargo width - Wheelhouse	W201	
Opening width at belt	W204	
Maximum cargo height	H201	
Rear opening height	H202	
Cargo volume index (cu. ft.) W4 x L204 x H201 1728	V2	

NOT AVAILABLE

# AMA Specifications—Passenger Car

MAKE OF CAR Chevy Nova MODEL YEAR 1970 DATE ISSUED 10-15-69 REVISED (e)

## 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		
2-Door Coupe 11427	Turbo Jet 396 V8 (402 CI.) Z26/L34	One; 4-bbl.	10.25:1	350 @ 5200	415 @ 3400	4-Spd. manual (2.52:1 low) 4-Spd. manual (2.20:1 low) 3-Spd. automatic	3.31
	Turbo Jet 396 V8 (402 CI.) Z26/L78	One; 4-bbl.	11.00:1	375 @ 5600	415 @ 3600	4-Spd. manual (2.52:1 low) 4-Spd. manual (2.20:1 low) H. D. 4-Spd. man'l (2.20:1 low) 3-Spd. automatic	3.55
	*Air conditioning not available						

# AMA Specifications—Passenger Car

MAKE OF CAR Chevy Nova MODEL YEAR 1970 DATE ISSUED 10-15-69 REVISED <sup>(e)</sup>

MODEL V8 - 350 HP Turbo-Jet 396 V8 - 375 HP

## ENGINE - GENERAL

Type, no. cyls., valve arr.	90° V8 OHV	
Bore and stroke (nominal)	4.126 x 3.76	
Piston displacement, cu. in.	402	
Bore spacing (C to C)	4.84	
No. system (front to rear)	L. Bank	1-3-5-7
	R. Bank	2-4-6-8
Firing order	1-8-4-3-6-5-7-2	
Compres. ratio (nominal)	10.25:1	11.00:1
Cylinder Head Material	Cast iron	
Cylinder Block Material	Cast iron	
Cyl. Sleeve-Wet, dry, none	None	
Number of mtg. points	Front	Two
	Rear	One
Engine installation angle	3° 55'	
Taxable horsepower	Dia <sup>2</sup> xNo. Cyl. 2.5	54.5
Publishing max. bhp* @ eng. RPM	350 @ 5200	375 @ 5600
Publishing max. torque* (lb. ft. @ RPM)	415 @ 3400	415 @ 3600
Recommended fuel regular - premium	Premium	

## ENGINE - PISTONS

Material	Cast aluminum alloy	Aluminum impact extruded	
Description and finish	Domed head, slipper skirt		
Weight (piston only) oz.	24.93	23.12	
Clearance (limits)	Top land	.0306 - .0374	
	Skirt	Top	.0018 - .0026 (a)
		Bottom	.0036 - .0044 (b)
Ring groove depth	No. 1 ring	.2328 - .2392	
	No. 2 ring	.2278 - .2342	
	No. 3 ring	.2278 - .2342	
	No. 4 ring	.2138 - .2139	

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

(a) Measured 1.942 from top of piston

(b) Measured 2.150 from top of piston

# AMA Specifications—Passenger Car

Turbo-Jet 396

 MAKE OF CAR Chevy Nova MODEL YEAR 1970 DATE ISSUED 10-15-69 REVISED (\*)

 MODEL V8 - 350 HP V8 - 375 HP

## 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 material, coating, etc. Lower	Cast alloy iron; barrel face, molybdenum inlay Cast alloy iron; inside bevel, tapered face, chrome plated
	Width	.0770 - .0780
	Gap	.010 - .020
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		2.930 - 2.950	
Diameter		.9895 - .9898	
Type	Locked in rod, in piston, floating, etc.	Locked in rod	
	Bush- ing	In rod or piston	None
		Material	.00025 - .00035
Clearance	In piston	.00025 - .00035	
	In rod		
Direction & amount offset in piston		Major thrust side .060   On center	

## ENGINE - CONNECTING RODS

Material		Drop forged steel
Weight (oz.)		27.84
Length (center to center)		6.130 - 6.140
Bearing	Material & Type	Premium aluminum
	Overall length	.847
	Clearance (limits)	.0009 - .0025
	End play	.015 - .023

## AMA Specifications—Passenger Car

MAKE OF CAR Chevy Nova MODEL YEAR 1970 DATE ISSUED 10-15-69 REVISED (e)MODEL Turbo-Jet 396  
V8 - 350 HP V8 - 375 HP

## ENGINE - CRANKSHAFT

Material		Forged steel	
Vibration damper type		Rubber mounted inertia	
End thrust taken by bearing (No.)		5	
Crankshaft end play		.006 - .010	
Main bearing	Material & type	Steel backed insert; copper lead alloy or premium aluminum lining selected for specific application	
	Clearance	No. 1 (.008-.0020) No. 2, 3 & 4 (.0011-.0023) No. 5 (.0017-.0033)	
	Journal dia. and bearing overall length	No. 1	2.7509 x .992
		No. 2	2.7510 x .992
		No. 3	2.7505 x .992
		No. 4	2.7505 x .992
		No. 5	2.7510 x 1.2525
		No. 6	None
No. 7		None	
Dir. & amt. cyl. offset		None	
Crankpin journal diameter		2.199 - 2.200	

## ENGINE - CAMSHAFT

Location		In block above crankshaft
Material		Cast alloy iron
Bearings	Material	Steel backed babbitt
	Number	5
Type of Drive	Gear or chain	
	Chain	
	Crankshaft gear or sprocket material	
	Steel sprocket	
	Camshaft gear or sprocket material	
Nylon teeth with aluminum hub		
Timing chain	No. of links	50
	Width	.740
	Pitch	.500

## ENGINE - VALVE SYSTEM

Hydraulic lifters (Std., opt., NA)		Standard	Not Available
Valve rotator, type (intake, exhaust)		1.70:1	
Rocker ratio			
Operating tappet clearance (indicate hot or cold)	Intake	Zero	.024
	Exhaust	Zero	.028

(Continued)

# AMA Specifications—Passenger Car

MAKE OF CAR Chevy Nova MODEL YEAR 1970 DATE ISSUED 10-15-69 REVISED <sup>(\*)</sup>

MODEL Turbo-Jet 396  
V8 - 350 HP V8 - 375 HP

## ENGINE - VALVE SYSTEM (cont.)

Timing (based on top of ramp points)	Intake	Opens (°BTC)	56°	44°	
		Closes (°ABC)	114°	92°	
		Duration - deg.	350°	316°	
	Exhaust	Opens (°BBC)	110°	86°	
		Closes (°ATC)	62°	36°	
		Duration - deg.	352°	302°	
Valve opening overlap		118°	80°		
Material		Alloy steel - aluminized face & head			
Overall length		5.215 - 5.235	5.204 - 5.224		
Actual overall head dia.		2.060 - 2.070	2.185 - 2.195		
Angle of seat & face		46° (seat); 45° (face)			
Seat insert material		None			
Stem diameter		.3715 - .3722	.3712 - .3717		
Stem to guide clearance		.0010 - .0027			
Intake	Lift (@ zero lash)		.3983	.5197	
	Outer spring press. & length	Valve closed (lb.@ in.)	69-81 @ 1.88		
		Valve open (lb.@ in.)	228-252 @ 1.38		
	Inner spring press. & length	Valve closed (lb.@ in.)	26-34 @ 1.78		
		Valve open (lb.@ in.)	81-99 @ 1.28		
	Material		High alloy steel - aluminized face & head		
	Overall length		5.345 - 5.365	5.345 - 5.365	
	Actual overall head dia.		1.715 - 1.725	1.875 - 1.885	
	Angle of seat & face		46° (seat); 45° (face)		
	Seat insert material		None		
Stem diameter		.3705 - .3710	.3715 - .3722		
Stem to guide clearance		.0010 - .0027			
Exhaust	Lift (@ zero lash)		.4800	.5197	
	Outer spring press. & length	Valve closed (lb.@ in.)	69-81 @ 1.88		
		Valve open (lb.@ in.)	228-252 @ 1.38		
	Inner spring press. & length	Valve closed (lb.@ in.)	26-34 @ 1.78		
		Valve open (lb.@ in.)	81-99 @ 1.28		

## 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	Centrifugally oiled from camshaft bearing
	Cylinder walls	Pressure jet cross sprayed
		(Continued)

# AMA Specifications—Passenger Car

MAKE OF CAR Chevy Nova MODEL YEAR 1970 DATE ISSUED 10-15-69 REVISED <sup>(\*)</sup>

MODEL Turbo-Jet 396 - 350 & 375 HP

## ENGINE – LUBRICATION SYSTEM (cont.)

Oil pump type	Gear
Normal oil pressure (lb. @ engine rpm)	40 PSI @ 2000 RPM
Oil press. sending unit (elect. or mech.)	Electric
Type oil intake (floating, stationary)	Stationary
Oil filter system (full flow, part., other)	Full flow
Filter replacement (element, complete)	Complete
Capacity of c/case, less filter-refill (qt.)	4
Oil grade recommended (SAE viscosity and temperature range)	20°F and above - 20W, 10W-30, 10W-40, 20W-40 0° to 60°F - 10W, 5W-30, 10W-30, 10W-40 Below 20°F - 5W, 5W-20, 5W-30
Engine Service Reqmt. (MM, MS, etc.)	MS

## ENGINE – EXHAUST SYSTEM

Type (single, single with cross-over, dual, other)	Dual
Muffler No. & type (reverse flow, straight thru, separate resonator)	1 Muffler & 2 Resonators
Exhaust pipe dia. (O.D., wall thick.)	Branch Main
	None 2.25 x .082 laminated
Tail pipe dia. (O.D. & wall thickness)	2.00 x .069

## ENGINE – CRANKCASE VENTILATION SYSTEM

Type (ventilates to atmos., induction system, other)	Standard Optional	Ventilates to induction system None
Control Unit	Make and model	AC Spark Plug
	Location	Left front rocker cover
	Energy source (manifold vacuum, carburetor air stream, other)	Manifold vacuum
Complete system	Control method (variable orifice, fixed orifice, other)	Variable orifice
	Discharges (to intake manifold, carb. air intake, air cleaner intake, other)	Intake manifold
	Air inlet (breather cap, carburetor air cleaner, other)	Carburetor air cleaner
	Flame arrester (screen, check valve, other)	Screen

# AMA Specifications—Passenger Car

MAKE OF CAR Chevy Nova MODEL YEAR 1970 DATE ISSUED 10-15-69 REVISED (e)

MODEL		Turbo-Jet 396		
		V8 - 350 HP	V8 - 375 HP	
ENGINE - EXHAUST EMISSION CONTROL		Manual Transmission	Automatic Transmission	
Type (Air injection, engine modifications, other)		Air injection		
Air Injection Pump	Type	Semi-articulated vane type		
	Displacement	19.3 cubic inch		
	Drive ratio	1.15:1		
	Drive type	Crankshaft pulley		
	Relief valve (type)	Diverter valve - separate from pur		
	Filter (describe)	Centrifugal air cleaner		
Air Injection System	Air distribution (head, manifold, etc.)	Manifold		
	Point of entry	Exhaust ports		
	Injection tube I.D.	.2565		
	Check valve type	Pressure (plate type)		
	Backfire protection (type)	Diverter valve		
Carburetor	Make	Rochester		
	Model	7040205	7040204	
	Barrel size	1.28 primary; 2.25 secondary		
	Idle speed	Drive	600	
		Neutral	700	750
	Idle A/F mixture	Not specified		
	Aux. Adv. Systems (type)	Transmission controlled vacuum spark advance		
Distributor	Make	Delco - Remy		
	Model	1111999	1112000	
	Cent'fgal adv. in crank degrees @ eng. rpm	Start (rpm)	900	1000
		Intermed. points deg. @ rpm	21 @ 2000	15 @ 1800
		Max. deg. @ rpm	36 @ 5000	36 @ 5000
	Vacuum adv. in crank degrees @ eng. rpm	Start (in Hg)	8.00	6.00
		Intermed. points deg. @ in. Hg	None	
Max. deg. @ in.		15 @ 15.5	15 @ 12	
	Vacuum Source	Carburetor		
	Timing - Crank degrees @ rpm	TDC @ 700	4 BTC @ 600   4 BTC @ 750   4 BTC @ 700	
Cooling System				
Exhaust System				

NOT APPLICABLE



# AMA Specifications—Passenger Car

MAKE OF CAR Chevy Nova MODEL YEAR 1970 DATE ISSUED 10-15-69 REVISED (e)

MODEL Turbo-Jet 396  
V8 - 350 HP V8 - 375 HP

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

**CARBURETOR SUPPLEMENTARY INFORMATION**

Model Usage	Engine Displ.	Transmission	Carburetors		No. Used and Type	Barrel Size
			Make	Model		
11427	V8-396 402 C.I. 350 HP	Manual	Rochester	7040205	One; 4-bbl	1.69
		Automatic		7040204		Primary & Secondary
	V8-396 402 C.I. 375 HP	Manual	Holley	3967477	One; 4-bbl	1.38 Primary
		Automatic		3969898		2.25 Secondary
*	Shut off pressure - 1800 RPM at pump outlet					

# AMA Specifications—Passenger Car

MAKE OF CAR CHEVY NOVA MODEL YEAR 1970 DATE ISSUED 10-15-69 REVISED (\*)

MODEL Evaporation Emission Control System (California vehicles)

Fuel Tank Capacity - 17 gallons (approximately)

Components: -

Fill Limiter - Shaped metal pan welded inside of gas tank to reserve space for normal gasoline expansion and contraction.

Canister - Canister of activated carbon stores vapors vented from gas tank until removed and burned in the engine.

Liquid Separator - Connected in vent lines to canister. Separates and returns liquid fuel to the tank.

Constant flow purge line - Incorporates an orifice to regulate flow to manifold under all engine operating conditions, including idle.

Variable Flow Purge Line - Becomes functional above engine idle speeds to more completely purge the canister.  
(canister to air cleaner) (snorkel)

Aluminum Heat Dissipator - Positioned between insulation blocks and intake manifold. Provides optimum heat transfer to surrounding atmosphere.

Carburetor Model No's.

V8 - 396

	<u>350 HP</u>	<u>375 HP</u>
Manual	7040505	3967479
Automatic	7040504	3969894

# AMA Specifications—Passenger Car

MAKE OF CAR Chevy Nova MODEL YEAR 1970 DATE ISSUED 10-15-69 REVISSED (a)

MODEL Turbo-Jet 396  
V8-350 HP | V8-375 HP

### ENGINE - COOLING SYSTEM

Type system (pressure, pressure vented, atmospheric, other)		Pressure		
Radiator cap relief valve pressure		15± 1 PSI		
Circulation thermostat	Type (choke, bypass)	Choke		
	Starts to open at (°F)	177° - 183°		
Water pump	Type (centrifugal, other)	Centrifugal		
	GPM @ 1000 pump rpm	24 @ 2000	27 @ 2000	
	Number of pumps	One		
	Drive (V-belt, other)	V-belt		
	Bearing type	Permanently lubricated double row ball		
By-pass recirculation type (inter., ext.)		External		
Radiator core type (cellular, tube and fin, other)		Tube and center		
Cooling system capacity	With heater (qt.)	23		
	Without heater (qt.)	22		
	Opt. equipment-specify (qt.)	-		
Water jackets full length of cyl. (yes, no)		Yes		
Water all around cylinder (yes, no)		Yes		
Radiator hose	Lower	Number and type (molded, straight)	One, molded	
		Inside diameter	1.88	
	Upper	Number and type (molded, straight)	One, molded	
		Inside diameter	1.50	
	By-pass	Number and type (molded, straight)	One, molded	
		Inside diameter	.745	
	Fan	Number of blades & spacing		5 - staggered
		Diameter		18.00
Ratio-fan to crankshaft rev.		.949:1		
Fan cutout type		None		
Bearing type		Double row ball		
* Drive belts (indicate belt used by letter)	Fan	A	C	
	Generator or alternator	A	C	
	Water Pump	A	C	
	Power Steering	B	D	
	Air Conditioning	-	-	
Air Injection Pump		C		

* Drive Belt Dimensions	A	B	C	D	E	F	G	H	I	J	K
Angle of V		38° - 42°									
Nominal length (SAE)	45.75	41.00	47.50	40.50							
Width		.380									

# AMA Specifications—Passenger Car

MAKE OF CAR Chevy Nova MODEL YEAR 1970 DATE ISSUED 10-15-69 REVISION (a)

MODEL Turbo-Jet 396  
V8 - 350 HP | V8 - 375 HP

## ELECTRICAL – SUPPLY SYSTEM

Battery	Make and Model		Delco - Remy 1980030	
	Voltage Rtg. & Total Plates		12 volts - 66 plates	
	SAE Designation & Amp. Hr. Rtg.		61 amp. hr. @ 20 hr. rate	
	Location		Right side of engine compartment	
Terminal grounded		Negative		
Generator or Alternator	Make		Delco-Remy	
	Model		1100834	
	Type and rating		Diode rectified - 37 amps	
	Output at engine idle (neutral)		13 amps	
Ratio—Gen. to Cr/s rev.		2.46:1		
Regulator	Make		Delco - Remy	
	Model		1119515	
	Type		Vibrator	
	Cutout relay	Closing voltage @ generator rpm	None	
		Reverse current to open	None	
	Regulated	Voltage	13.8 - 14.8 @ 85°F	
		Current	- - -	
	Voltage test conditions	Temperature	Operating	
Load		3-8 amperes		
Other		None		

## ELECTRICAL – STARTING SYSTEM

Starting Motor	Make		Delco - Remy
	Model		1108418
	Rotation (drive end view)		Clockwise
Motor control	Switch (solenoid, manual)		Solenoid
	Starting procedure		Manual-Place gearshift lever in neutral & depress clutch Automatic - Place control lever in N or P position Initial Start - Press accelerator to floor & release. Turn ignition to START, release as soon as engine starts
	Engagement type		Positive shift solenoid
Motor Drive	Pinion meshes (front, rear)		Rear
	Number of teeth	Pinion	9
		Flywheel	Manual Auto.
	Flywheel tooth face width	Manual	.4100 - .4220
		Auto.	.4100 - .4220

# AMA Specifications—Passenger Car

MAKE OF CAR Chevy Nova MODEL YEAR 1970 DATE ISSUED 10-15-69 REVISED <sup>(\*)</sup>

Turbo-Jet 396

MODEL V8-350 HP | V8-375 HP

## ELECTRICAL – IGNITION SYSTEM

Type	Conventional – Std., Opt., N.A.		Standard
	Transistorized – Std., Opt., N.A.		Not available
	Other (specify)		None
Coil	Make		Delco-Remy
	Model		1115293
	Amps	Engine stopped	4.0
Engine idling		1.8	
Distributor	Make		
	Model		
	Cent'gal adv. in c/shaft degrees @ engine rpm (nominal)	Start (rpm)	
		Intermediate points deg. @ rpm	
		Max. deg. @ rpm	
	Vacuum adv. in c/shaft degrees @ in. Hg. (nominal)	Start (in. Hg.)	
Intermediate points, deg. @ in. Hg.			
Max. deg. in. Hg.			
Timing	Breaker gap (in.)	.019	
	Cam angle (deg.)	28-30	
	Breaker arm tension (oz.)	28-32	
	Crankshaft deg. @ rpm	Refer to page nine	
Spark Plug	Mark location		Torsional damper
	Make		AC Spark Plug
	Model		AC R43T
	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

REFER  
TO  
PAGE  
NINE

## ELECTRICAL – SUPPRESSION

Locations & type Non-metallic high ignition cable

# AMA Specifications—Passenger Car

MAKE OF CAR Chevy Nova MODEL YEAR 1970 DATE ISSUED 10-15-69 REVISION (6)

MODEL Turbo-Jet 396 - V8-350 & 375 HP

## ELECTRICAL - INSTRUMENTS AND EQUIPMENT

Speed-ometer	Type	In-line with pointer
	Trip odometer (yes, no)	No
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
Wind-shield wiper	Type - Standard	Electric two-speed
	Type - Optional	None
Wind-shield washer	Type - Standard	Push-button
	Type - Optional	None
Horn	Type	Vibrator
	Number used -	One
	Amp draw (each)	4.5-6 @ 12.5 volts (low note)

## DRIVE UNITS - CLUTCH (Manual Transmission)

Make & type		Chevrolet, single dry disc, centrifugal
Type pressure plate springs		Diaphragm bent finger design
Total spring load (lb.)		2450-2750
No. of clutch driven discs		One
Clutch facing	Material	Woven type asbestos
	Outside & inside dia.	11.00 x 6.50
	Total eff. area (sq. in.)	123.70
	Thickness	.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

# AMA Specifications—Passenger Car

MAKE OF CAR Chevy Nova MODEL YEAR 1970 DATE ISSUED 10-15-69 REVISED (a)

MODEL Turbo-Jet 396 - V8-350 & 375 HP

## DRIVE UNITS – TRANSMISSIONS

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

## DRIVE UNITS – MANUAL TRANS.

Number of forward speeds		Four		
Transmission ratios	In first	2.52	2.20	
	In second	1.88	1.64	
	In third	1.46	1.27	
	In fourth	1.00	1.00	
	In reverse	2.59	2.26	
Synchronous meshing, specify gears		All forward gears		
Shift lever location		Floor mounted		
Lubricant	Capacity (pt.)	3		
	Type recommended	Meeting Military Specs MIL-L-2105B		
	SAE viscosity number	Summer	SAE 80	
		Winter	SAE 80	
Extreme cold		SAE 80		

## DRIVE UNITS – MANUAL TRANS. W/OVERDRIVE

(For transmission data see manual transmission section)

Type (planetary or other)		NOT AVAILABLE
Manual lockout (yes, no)		
Downshift accelerator control (yes, no)		
Minimum cut-in speed		
Gear ratio		
Lubricant	Capacity (pt.) (Overdrive only)	
	Separate filler (yes, no)	
	Type recommended	
	SAE viscosity number	Summer
Winter		
Extreme cold		

# AMA Specifications—Passenger Car

MAKE OF CAR Chevy Nova MODEL YEAR 1970 DATE ISSUED 10-15-69 REVISED <sup>(\*)</sup>

MODEL Turbo-Jet 396  
V8-350 HP | V8-375 HP

## DRIVE UNITS – AUTOMATIC TRANSMISSION

Trade name	Turbo Hydra-Matic	
Type describe	Torque converter with planetary gears	
Selector location	Lever steering column floor mounted when used with console and optional bucket seats	
List gear ratios Selector Pattern and indicate which are used in each selector position	P-Park R-2.08 N-Neutral D 2.48 1.48-1.00 L2-2.88-1.48 L1-2.48	
Max. upshift speed—drive range	1-2 45; 2-3 73	1-2 51; 2-3 90
Max. kickdown speed—drive range	2-1 29; 3-2 68	2-1 34; 3-2 83
Torque converter	Number of elements	3
	Max. ratio at stall	2.10
	Type of cooling (air, liquid)	Water
Lubricant	Nominal diameter	12.20
	Capacity—refill (pt.)	8
	Type recommended	A suffix A
Special transmission features		

## DRIVE UNITS – PROPELLER SHAFT

Number used	One	
Type (straight tube, tube-in-tube, internal-external damper, etc.)	Straight tube	
Outer diam. x length* x wall thick- ness	Manual 3-speed trans.	Not available
	Manual 4-speed trans.	2.75 x 52.50 x .065
	Overdrive transmission	Not available
	Automatic transmission	Same as 4-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 1970 DATE ISSUED 10-15-69 REVISION (a)

MODEL Turbo-Jet 396 - V8-350 & 375 HP

## DRIVE UNITS – PROPELLER SHAFT (cont.)

Intermediate bearing	Type (plain, anti-friction)	None
	Lubrication (fitting, prepack)	- -
Slip Yoke	Type	Yoke
	Number of teeth	27
	Spline O.D.	1.502 - 1.503
Universal joints	Make and Mfg. No.	Chevrolet
	Number used	Two
	Type (ball and trunnion, cross)	Cross
	Rear attach. (u-bolt, clamp, etc.)	U-bolt
	Bearing	Type (plain, anti-friction)
Lubric. (fitting, prepack)		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		Cone clutches or dual disc clutches
Drive Pinion Offset		1.50
No. of differential pinions		Two
Pinion adjustment (shim, other)		Shim
Pinion bearing adj. (shim, other)		Collapsible sleeve
Wheel bearing type		Direct on single row cylindrical roller
Capacity (pt.)		4.25 (8.875 ring gear)
Type recommended		
Lubricant	SAE viscosity number	Summer
		Winter
		Extreme cold

## AXLE RATIO TOOTH COMBINATIONS

(See page 3 for axle ratio usage)

Axle ratio		3.31	3.55
No. of teeth	Pinion	13	11
	Ring gear	43	39
Ring Gear O.D.		8.875	8.875

## AMA Specifications—Passenger Car

MAKE OF CAR CHEVY NOVA MODEL YEAR 1970 DATE ISSUED 10-15-69 REVISION (\*)MODEL Turbo-Jet 396 - V8-350 & 375 HP

## DRIVE UNITS - WHEELS

Type & material		Short spoke disc	
Rim (size & flange type)	Std.	14 x 7JJ	
	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, load range & ply <del>Size, load range &amp; ply</del>		E70 x 14
	Type (bias, radial, etc.)		Fiberglass bias belted
	Full rated Inflation Press. *	Front	Cold 24; Hot 30
		Rear	Cold 26; Hot 32
Rev./Mile at <del>55 MPH</del> 45 MPH		806	
Optional	Size, ply rating, & ply		

## 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)		---

\* Pressures shown are up to base vehicle load limit

# AMA Specifications—Passenger Car

MAKE OF CAR CHEVY NOVA MODEL YEAR 1970 DATE ISSUED 10-15-69 REVISED (a)

MODEL

Turbo Jet 396 - V8-350 & 375 HP

## BRAKES—SERVICE

Type (drum) or (disc & no. of pistons)		Disc-front; Drum-rear (a)		
Self adjusting (std., opt., N.A.)		Standard		
Special Valving	Type (proportion, delay, metering, other)	Metering and proportioning		
Power brake make & type (remote, int., etc.)	Std. Opt.	Delco Moraine power unit; integral		
Effective area (sq. in.) *		106.1		
Gross lining area (sq. in.) **		118.1		
Swept area (sq. in.) ***		332.4		
Front to Rear Effectiveness Relationship				
Drum	Diameter (nominal)	Front	--	
		Rear	9.5	
Type and material		Composite; cast iron rim, steel web		
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		2.9375	
	Rear		.875	
Master Cylinder	Bore		1.125	
	displacement	Front	69	
		Rear	31	
	distribution			
Pedal arc ratio		3.76		
Line pressure at 100 lb. pedal load		1040		
Shoe Clearance	Front		Self adjusting	
	Rear		Self adjusting	
Brake lining	Bonded or riveted		Front - riveted; Rear - bonded	
	Front Wheel	Material		Molded asbestos
		Size (length x width x thickness)	Prim. or out-board	5.40 x 1.93 x .46
			Second. or in-board	5.40 x 1.93 x .46
		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
			Second. or in-board	9.75 x 2.0 x .20
Segments per shoe				

\* Excludes rivet holes, grooves, chamfers, etc. \*\* Includes rivet holes, grooves, chamfers, etc.  
 \*\*\* Total swept area for four brakes. (Widest lining contact width for each brake x its contact circumference.)

# AMA Specifications—Passenger Car

MAKE OF CAR CHEVY NOVA MODEL YEAR 1970 DATE ISSUED 10-15-69 REVISED (\*)

MODEL Turbo-Jet 396 - V8-350 & 375 HP

## STEERING

Manual (std., opt., NA)		Standard, energy absorbing steering column	
Power (std., opt., NA)		Optional	
Adjustable steering wheel (tilt, swing, other)	Type and description (std., opt., NA)	Not available	
	Wheel diameter	Manual	Oval 16.25 x 15.50
Turning diameter (feet)	Outside front	Wall to wall (l. & r.)	42.5
		Curb to curb (l. & r.)	40.5
	Inside rear	Wall to wall (l. & r.)	Same as manual
		Curb to curb (l. & r.)	42.5
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	
	Gear	Make	Saginaw steering
		Type	Same as manual
	Ratios	Gear	16:1 - 12.4:1 variable ratio
		Overall	19.3:1
	Pump driven by	Crankshaft pulley	
No. wheel turns (stop to stop)	2.7		
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.)		O 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

# AMA Specifications—Passenger Car

MAKE OF CAR CHEVY NOVA MODEL YEAR 1970 DATE ISSUED 10-15-69 REVISED (a)

MODEL Turbo-Jet 396 - V8-350 & 375 HP

### SUSPENSION – GENERAL

(See Supplement page for details on Air Suspension)

Provision for car leveling	Front Stabilizer Bar	
Provision for brake dip control	Front Suspension Geometry	
Provision for acc. squat control	Rear Suspension Geometry	
Special provisions for car jacking	Position jack under bumper just outboard of bolts on front and rear bumpers	
Shock absorber front & rear	Type	Direct, double acting, hydraulic
	Make	Delco Products
	Piston dia.	1.00
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	
Spring	Type	Coil right hand helix
	Material	Steel alloy
	Size (coil design height & I.D.; bar length x dia.)	11.9 x 3.63 94.77 x .565
	Spring rate (lb. per in.)	320
	Rate at wheel (lb. per in.)	111.2
Stabilizer	Type (link, linkless, frameless)	Link
	Material & bar diameter	Steel .687

### SUSPENSION – REAR

Type and description	Salisbury rear axle with multiple leaf springs	
Drive and torque taken through	Leaf springs	
Spring	Type	Multiple leaf springs
	Material	Chrome carbon steel
	Size (length x width, coil design height & I.D.; bar length & dia.)	56.0 x 2.50
	Spring rate (lb. per in.)	100
	Rate at wheel (lb. per in.)	110
	Mounting insulation type	Rubber bushed at shackle and hanger
	If leaf	No. of leaves
Shackle (comp. or tens.)		Compression
Stabilizer	Type (link, linkless, frameless)	None
	Material	--
Track bar type	None	

# AMA Specifications—Passenger Car

MAKE OF CAR CHEVY NOVA MODEL YEAR 1970 DATE ISSUED 10-15-69 REVISED <sup>(\*)</sup>

MODEL Turbo-Jet 396 - V8-350 & 375 HP  
 FRAME

Type and description (Separate frame, unitized frame, partially - unitized frame)	Combination; body-frame integral with separate forward ladder frame
---	---

**BODY - MISCELLANEOUS INFORMATION**

Drs. hinged (front, rr.)	Front doors	Front
	Rear doors	---
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		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		1119.2
Side glass exposed surface area		1205.2
Backlight glass exposed surface area		1144.2
Total glass exposed surface area		3468.6

# AMA Specifications—Passenger Car

MAKE OF CAR Chevy Nova MODEL YEAR 1970 DATE ISSUED 10-15-69 REVISID (\*)

MODEL \_\_\_\_\_

**CONVENIENCE EQUIPMENT**

(Indicate whether standard, optional or NA on each series)

Power windows	Side windows	Not available
	Vent windows	Not available
	Backlight or tailgate	-
Power seats (specify type as well as availability)		Not available
Reclining front seat back (R-L or both)		Not available
Front seat head restrainer (R-L or both)		Standard
Radios (specify type as well as availability)		Optional - Push button AM; Push button AM- FM; AM - FM Stereo
Rear-seat speaker		Optional
Power antenna		NA
Clock		Optional
Air conditioner (specify type and availability)		Not available
Speed warning device		Not available
Speed control device		Not available
Ignition lock lamp		Not available
Dome lamp		Standard
Glove compartment lamp		Optional
Luggage compartment lamp		Optional
Underhood lamp		Optional
Courtesy lamp		Optional
Map lamp		NA
Auto. trans. quad. lamp		Standard
Cornering light lamp		Not available
Available with factory installed radio		

**LAMP HEIGHT AND SPACING**

Height above ground to center of bulb or marker	Headlamp	Highest *	Lowest
		Tail	Highest
Lowest			
Sidemarker		Front	
		Rear	
Distance from C/L of car to center of bulb	Headlamp	Inside	
		Outside *	
	Tail	Inside	
		Outside	
	Directional	Front	
		Rear	

\* If single headlamps are used enter here.

# AMA Specifications—Passenger Car

MAKE OF CAR CHEVY NOVA MODEL YEAR 1970 DATE ISSUED 9-69 REVISED (\*)

## 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		
<b>153 cu. in. 4 cyl. engine</b>									
2-door coupe-11127	1489	1425	2914	46.0	54.0	18.6	81.4	110.2	18.8
4-door sedan-11169	1487	1450	2937	46.0	54.0	20.0	80.0	110.2	18.8
<b>230 cu. in. 6 cyl. engine</b>									
2-door coupe-11327	1600	1413	3013	46.0	54.0	18.6	81.4	110.2	26.3
4-door sedan-11369	1599	1438	3037	46.0	54.0	20.0	80.0	110.2	26.3
<b>307 cu. in. V-8 engine</b>									
2-door coupe-11427	1703	1440	3143	46.0	54.0	18.6	81.4	110.2	32.3
4-door sedan-11469	1701	1465	3166	46.0	54.0	20.0	80.0	110.2	32.3
<b>Accessories &amp; Equipment Differential Weights</b>				<b>Remarks</b>					
153 cu. in. 4 Cyl.			+ 2	With Torque-Drive transmission					
230 cu. in. 6 Cyl.			- 10	With Torque-Drive transmission					
230 cu. in. 6 Cyl.			- 5	With Powerglide transmission					
230 cu. in. 6 Cyl.			+ 28	With Turbo Hydra-Matic transmission					
307 cu. in. V8			0	With Powerglide transmission					
307 cu. in. V8			+ 31	With Turbo Hydra-Matic transmission					
250 cu. in. 6 Cyl.			+ 7	With Torque-Drive transmission					
250 cu. in. 6 Cyl.			+ 12	With Powerglide transmission					
250 cu. in. 6 Cyl.			+ 45	With Turbo Hydra-Matic transmission					
350 cu. in. V8 (250 H.P.)			+ 38	With 3-Speed transmission					
350 cu. in. V8 (250 H.P.)			+ 57	With 4-Speed transmission					
350 cu. in. V8 (250 H.P.)			+ 41	With Powerglide transmission					
350 cu. in. V8 (250 H.P.)			+ 69	With Turbo Hydra-Matic transmission					
350 cu. in. V8 (300 H.P.)			+149	With 4-Speed transmission					
350 cu. in. V8 (300 H.P.)			+146	With Powerglide transmission					
350 cu. in. V8 (300 H.P.)			+174	With Turbo Hydra-Matic transmission					
Air Conditioning			+ 98						
Power brakes			+ 10						
Front Disc Brakes			+ 33						
Power steering			+ 30						
Tape player			+ 24	AM Radio; +39 AM/FM Radio					
Radio, push button			+ 8						
Radio, stereo			+ 13						
* Available as 'SS' equipment only - weight includes additional chassis and body equipment.									

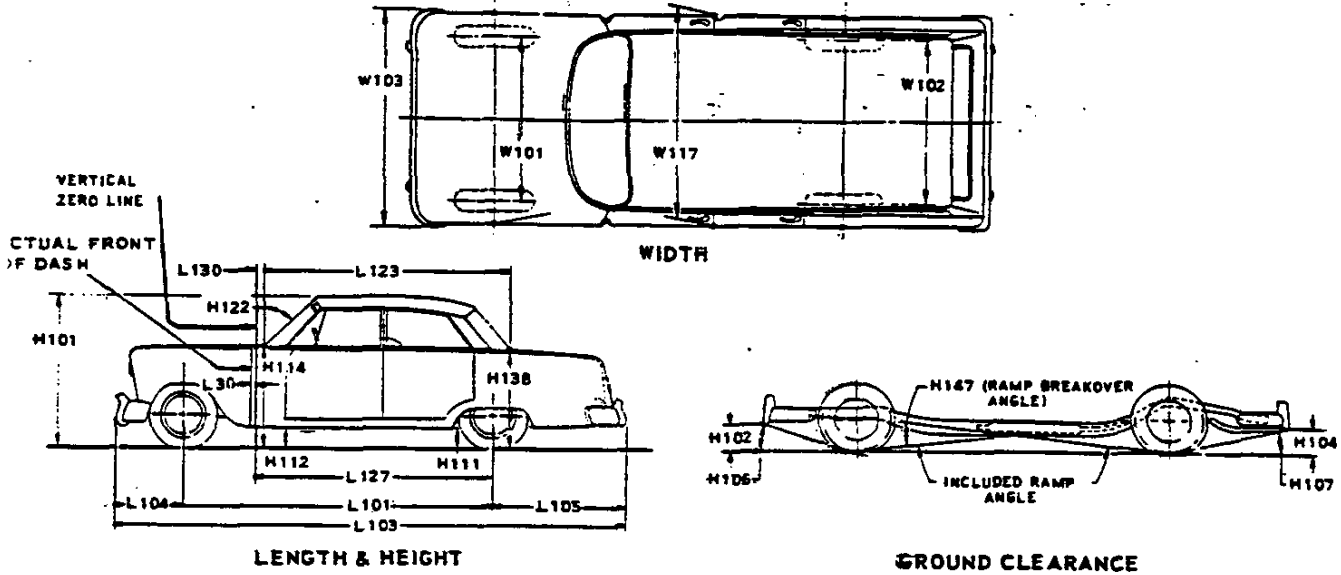


# AMA Specifications—Passenger Car

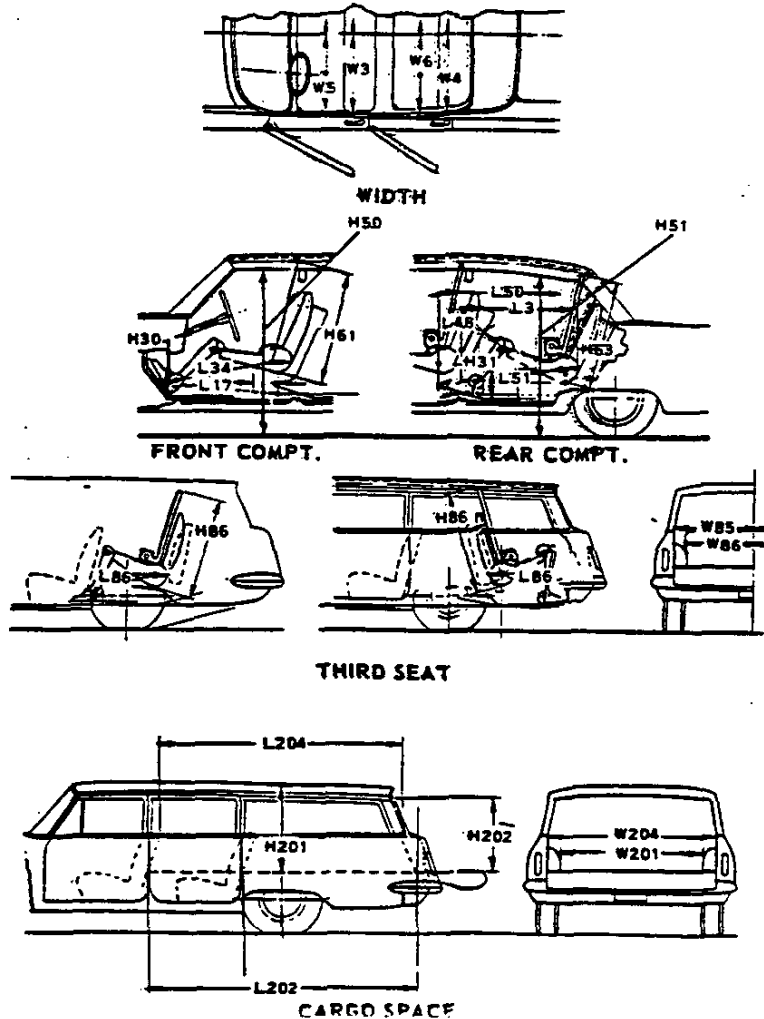
## CAR AND BODY DIMENSIONS

### KEY SHEET

#### EXTERIOR CAR AND BODY DIMENSIONS



#### INTERIOR CAR AND BODY DIMENSIONS



## 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 compound-curved windshields 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

- Y 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-end 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 liftgates and tailgate closed.

W4xL204xH201

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Power - Brake.....	3, 4	Wheel Spindle.....	20
Steering System.....	13	Widths - Car and Body.....	1
Steering - Tires.....	18	Windshield.....	22
Steering.....	14	Windshield Wiper.....	14

# NOVA

## 1971 MODELS WITH STANDARD EQUIPMENT (111" Wheelbase)

Model Number and Description	Dealer Invoice Amount*	Dealer Price	Factory D & H	List Price	Mfr's Spt'd Retail Price+	Destination Group No.	Destination Charge	Total
<b>→ 6-Cylinder Models</b>								
<b>145-hp Turbo-Thrift 250 Engine</b>								
11327 2-Door Coupe—5-Passenger.....					\$2376.00	9		
11369 4-Door Sedan—6-Passenger.....					2405.00	9		

## → 8-Cylinder Models

### 200-hp Turbo-Fire 307 Engine

11427 2-Door Coupe—5-Passenger.....					2471.00	9		
11469 4-Door Sedan—6-Passenger.....					2501.00	9		

\*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 Suggested Retail Delivered Price <sup>o</sup>
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### MODEL OPTIONS

<b>→ Nova SS: V8 Coupe model with 4-speed or automatic transmission only. Not available when Rally Nova is ordered. Includes 270-hp Turbo-Fire 350 engine; dual exhausts; power disc/drum brakes; simulated air intake on hood; black accented grille and rear panel; SS emblems on grille, rear panel and steering wheel; E70-14 bias belted ply white stripe tires; 14" x 7" wheels and hood insulation.</b>						
Without custom interior or special interior group. Also includes interior non-glare rearview mirror.....	Z26					\$327.55
With custom interior or special interior group.....	Z26					327.55
<b>→ Rally Nova: Coupe models only. Not available when Nova SS is ordered. Includes black accented grille and headlight bezels; bright roof drip moldings; tapered body side and rear panel striping; Rally Nova decals on rear fenders; LH remote-control sport mirror; carpet floor covering; special front and rear suspension plus 14" x 6" rally type wheels with bright lug nuts and special center caps. Choice of either black or white stripes available except when vinyl roof cover, black or white painted roof is specified. See Striping Application Chart.....</b>						
	YF1					99.55
<b>Custom Interior: Includes luxury seat and sidewall trim with bright accents; cigarette lighter; ashtrays in rear armrests; carpet floor covering; interior non-glare mirror; bright dome light bezel; right front door light switch; glove compartment light; luggage compartment mat; special floor and hood insulation. See Interior and Exterior Color Selection Chart for availability and ordering information.</b>						
With cloth bench seat.....	ZI1					121.15
With vinyl bench seat. See interior trim options.....						
With vinyl Strato-Bucket seats. Coupe models only.....	AS1					247.55
<b>Special Interior Group: Included in custom interior option. Includes cigarette lighter; bright instrument cluster and dome light bezel; interior non-glare mirror and right front door light switch.....</b>						
	ZI3					26.35
<b>→ Custom Exterior: Not available when Rally Nova is ordered. Includes rear panel trim plate, body sill and rear fender moldings; black body sill and lower rear fender.</b>						
Coupe models. Also includes accent striping and bright side window moldings.....	ZI2					87.45
Sedan models. Also includes body side molding with black accent.....	ZI2					76.90
<b>→ Exterior Decar Package: Not available when Rally Nova or custom exterior is ordered. Includes body side molding with black accent.</b>						
Coupe models. Also includes bright window frame moldings.....	ZI5					52.70
Sedan models. Not available when vinyl roof cover is ordered. Also includes bright roof drip moldings.....	ZI5					42.15

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

<sup>o</sup> 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	Mr.'s Suggested Retail Delivered Price <sup>◇</sup>
<b>FEATURE GROUPS</b>						
(Any item contained in a feature group may be ordered separately)						
<b>APPEARANCE GUARD GROUP</b>						
INCLUDES:						
(A) Guards, Bumper: Front and Rear.....	V30					\$25.30
(B) Guards, Door Edge:						
Coupe models.....	B93					6.35
Sedan models.....	B93					9.50
(C) Mats, Color-Keyed Floor: 2 Front, 2 Rear.....	B37					12.65
(D) Mirror, Visor Vanity.....	D34					3.20
For Coupe models—Includes A, B, C & D.....	ZP5					47.50
For Sedan models—Includes A, B, C & D.....	ZP5					50.65
<b>OPERATING CONVENIENCE GROUP</b>						
INCLUDES:						
(A) Clock, Electric: Included when special instrumentation is ordered...	U35					16.90
(B) Defroster, Rear Window: (Forced-Air).....	CS0					31.60
→(C) Mirror, L.H. Outside Remote-Control Rearview: Not available when Rally Nova is ordered.....	D33					12.65
→For all models without Rally Nova or special instrumentation—Includes A, B & C.....	ZQ2					61.15
→For all models with special instrumentation without Rally Nova—Includes B & C.....	ZQ2					44.25
→For Coupe models with Rally Nova without special instrumentation—Includes A & B.....	ZQ2					48.50
→For Coupe models with Rally Nova and special instrumentation—Includes B.....	ZQ2					31.60

### POWER TEAMS

(See Power Teams Chart for availability and complete engine specifications)

<b>Engine:</b> (Also see Nova SS)						
245-hp Turbo-Fire 350. V8 models only.....	L6S					26.35
<b>Transmissions:</b>						
Torque-Drive. 6-Cyl models only.....	MB1					115.15
Powerglide. Available only when standard engine is ordered.....	M35					174.25
Turbo Hydra-matic. V8 models only.....	M40					205.95
4-Speed Wide-Range. Available only when Nova SS is ordered.....	M20					195.40
<b>Axle, Positraction Rear.....</b>	G80					46.35
<b>Axle Ratio: Trailering.</b> V8 models with 200-hp or 245-hp engine and Turbo Hydra-matic transmission only.....	YD1					12.65

### POWER ASSISTS

<b>Brakes, Power:</b>						
With drum-type brakes. Not available when Nova SS is ordered.....						47.40
With disc drum brakes. Included when Nova SS is ordered.....						69.55
<b>Steering, Power.....</b>						103.25

### OTHER OPTIONS

<b>Air Conditioning: Four-Season.</b> V8 models only. Includes 61-amp generator and HD radiator.....	C60					391.80
<b>Battery, Heavy-Duty:</b> 15-plate, 80-amp-hr.....	T60					15.80
<b>Belts, Custom Deluxe Seat and Shoulder:</b> Includes brushed metal buckles and color-keyed belts. (Standard plastic buckles and belts are black)						
<b>REPLACING STANDARD NUMBER OF BELTS.</b>						
Coupe or Sedan models with bench seat—6 seat and 2 front shoulder....	AK1					22.15
Coupe models with bucket seats—5 seat and 2 front shoulder.....	AK1					20.55
<b>SHOULDER BELTS—2 REAR;</b> For use when Custom Deluxe Belts are ordered.....	AS4					26.35
<b>Console:</b> Coupe models with bucket seats and standard, 4-speed or Turbo Hydra-matic transmission only. Includes floor-mounted shift lever....	D55					59.00

\* Dealer Invoice Amount includes Holdback Amount retained for dealer's account in accordance with Vehicle Terms of Sale Bulletin.  
<sup>◇</sup> 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 <sup>◇</sup>
<b>Glass, Soft-Ray Tinted:</b> All windows.....	A01					\$ 40.05
<b>Instrumentation, Special:</b> V8 Coupe model with bucket seats and console only. Includes tachometer, clock and low fuel indicator located in instrument panel plus temperature, fuel, oil and ammeter gauges located on floor console.	U17					94.80
<b>Lighting, Auxiliary:</b>						
(A) Ashtray Light						
(B) Courtesy Lights						
(C) Glove Compartment Light						
(D) Luggage Compartment Light						
(E) Underhood Light						
For all models with custom interior—Includes A, B, D & E.....	Z19					15.80
For all models without custom interior—Includes A, B, C, D & E.....	Z19					18.45
<b>Moldings:</b>						
<b>Body Side.</b> Not available when Rally Nova or custom exterior is ordered on Coupe models. Included in exterior decor package and on Sedan models with custom exterior.....	B84					33.75
<b>Window.</b> Sedan models only.....	B90					26.35
<b>Paints, Exterior:</b>						
<b>Solid</b> .....						N.C.
<b>Two-Tone.</b> Includes bright metal outline moldings.....						31.60
<b>Radiator, Heavy-Duty:</b> Included when air conditioning is ordered.....	V01					14.75
<b>Radio Equipment:</b>						
<b>Pushbutton.</b> Includes concealed windshield antenna						
AM Radio.....	U63					66.40
AM/FM Radio.....	U69					139.05
<b>Speaker, Rear Seat</b> .....	U80					15.80
<b>Roof Cover, Vinyl:</b> Includes bright metal outline and roof drip moldings. See Color Selection Chart for solid exterior color availability.						
Black.....	BB					84.30
Blue (Dark).....	CC					84.30
Brown (Dark).....	FF					84.30
Green (Dark).....	GG					84.30
White.....	AA					84.30
<b>Shift Lever, Floor-Mounted:</b> Available only when standard 3-speed transmission is ordered. Includes rubber boot on shift lever.....	M11					26.40
<b>Steering Wheels:</b>						
Custom, Black.....	NE2					15.80
Sport (4-Spoke), Black.....	NE4					15.80
<b>Suspensions:</b>						
<b>Special Front and Rear.</b> Not available when Nova SS is ordered. Included when Rally Nova is ordered. Includes front stabilizer shaft on 6-Cyl models only, special front and rear springs and matching shock absorbers.....	F40					6.35
<b>Sport.</b> Available only when Nova SS is ordered. Includes rear stabilizer; special front stabilizer plus special front and rear shock absorbers.....	F41					30.55
<b>Trim, Interior:</b> See Interior and Exterior Color Selection Chart for availability and ordering information.						
Custom interior with cloth bench seat. See Model Options						
Custom interior with vinyl Strato-Bucket seats. See Model Options						
Vinyl bench seat for use with custom interior. Available only when custom interior is ordered.....						19.00
Vinyl bench seat for use with standard interior.....						12.65
<b>Wheel Covers:</b> Not available when Rally Nova is ordered.						
Bright Metal.....	P01					26.35
Custom.....	P02					84.30
<b>Wheels, Rally:</b> Not available when Rally Nova is ordered. Includes special 14" x 6" wheels, special center caps, bright lug nuts and trim rings.....	Z17					45.30
→ <b>Wheel Trim Rings:</b> Available only when Nova SS or Rally Nova is ordered	P06					29.00

### FACTORY INSTALLED REGULAR PRODUCTION TIRES

<b>Replaces (5) E78-14/B Original Equipment Blackwall (Without Nova SS)</b>		28.20
(5) E78-14/B Original Equipment White Stripes.....	PKB	54.45
(5) E78-14/B Bias Belted Fly White Stripes.....	PL3	

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

◇ State and local taxes not included.

→ Indicates Change

# NOVA POWER TEAMS

## Engine, Transmission and Rear Axle Combinations

ENGINES		TRANSMISSIONS	SHIFT LEVER LOCATION		REAR AXLE RATIOS*	
Option Number and Model Application	Description	Type (Std or Optional)	Without Console	With Optional Console	Standard	Optional Trailering

### STANDARD ENGINES

Standard Six-Cylinder on Nova 6-Cyl Models	145-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)—ZW4	Column	In Console w/Floor Shift	3.08	—
		Torque-Drive—MB1	Column	Not Available	3.08	—
		Powerglide—M35	Column	Not Available	3.08	—
Standard Eight-Cylinder on Nova V8 Models	200-hp Turbo-Fire 307 8-Cylinder 307-cu-in displacement Regular camshaft 2-barrel carburetor 8.5:1 compression ratio Hydraulic valve lifters Single exhaust	3-Speed (Std)—ZW4	Column	In Console w/Floor Shift	3.08	—
		Powerglide—M35	Column	Not Available	3.08	—
		Turbo Hydra-matic—M40	Column	In Console w/Floor Shift	2.56	3.36

### OPTIONAL ENGINES

Option L65 on Nova V8 Models	245-hp Turbo-Fire 350 8-Cylinder 350-cu-in displacement Regular camshaft 2-barrel carburetor 8.5:1 compression ratio Hydraulic valve lifters Single exhaust	3-Speed (Std)—ZW4	Column	In Console w/Floor Shift	3.08	—
		Turbo Hydra-matic—M40	Column	In Console w/Floor Shift	2.56	3.31
Nova SS Option Z26 on Nova V8 Coupe Model	270-hp Turbo-Fire 350 8-Cylinder 350-cu-in displacement Regular camshaft 4-barrel carburetor 8.5:1 compression ratio Hydraulic valve lifters Dual exhausts	Turbo Hydra-matic—M40	Column	In Console w/Floor Shift	3.07	—
		4-Speed Wide-Range—M20	Floor With Boot	In Console	3.31	—

\* 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	SOLID EXTERIOR COLOR AVAILABILITY
BLACK	BB All Exterior Colors.
BLUE (Dark)	CC Black, Blue, Silver or White Exterior Colors Only.
BROWN (Dark)	FF Copper, Orange, Rosewood, Sandalwood or White Exterior Colors Only.
GREEN (Dark)	GG Black, Green or White Exterior Colors Only.
WHITE	AA All Exterior Colors.

	INTERIOR TRIM								
	Type of Seat	Black		Blue (Dark)		Jade (Dark)		Saddle (Dark)	Sandalwood
		Cloth	Vinyl	Cloth	Vinyl	Cloth	Vinyl	Vinyl	Vinyl
NOVA Sedan and Coupe With Standard Interior	Bench	750	751	756	757	759	760		763
Sedan and Coupe With Custom Interior (Opt. ZJ1)	Bench	752	753			761			764
Coupe With Custom Interior (Opt. A51)	Strato-Bucket		754					767	

EXTERIOR COLOR	CODE							
	Lower	Upper						
<b>SOLID</b>								
Black, Tuxedo	19	19	X		X		X	X
Blue, Mulsanne	26	26	X		X			X
Blue, Ascot	24	24	X		X			X
Copper, Classic	67	67	X					X
Gold, Placer	53	53	X					X
Green, Lime	43	43	X			X	X	X
Green, Cottonwood	42	42	X			X		X
Green, Antique	49	49	X			X	X	X
Orange, Burnt	62	62	X					X
Red, Cranberry	75	75	X					X
Rosewood Metallic	78	78	X					X
Sandalwood	61	61	X			X	X	X
Silver, Nevada	13	13	X		X			X
White, Antique	11	11	X		X	X	X	X
Yellow, Sunflower	52	52	X			X	X	X
<b>TWO-TONE</b> (With Antique White Upper only)								
Blue, Mulsanne (Lower)	26	11	X		X			X
Gold, Placer (Lower)	53	11	X				X	X
Green, Antique (Lower)	49	11	X			X	X	X
Green, Lime (Lower)	43	11	X			X	X	X
Orange, Burnt (Lower)	62	11	X					X
Sandalwood (Lower)	61	11	X			X	X	X



# NOVA

## →STRIPING COLOR APPLICATION CHART

→The following striping colors are available on vehicles equipped with the Custom Exterior (ZJ2) or Rally Nova (YF1) options. Striping colors are automatically selected for compatibility to exterior paint or vinyl roof cover applications. Vehicles ordered with the Rally Nova (YF1) option, without a vinyl roof cover, automatically receive black stripes on all exterior solid colors except Tuxedo Black.

In the event white stripes are desired on vehicles ordered with the Rally Nova option and a body color painted roof, in any color except black or white, white stripes may be specified by reflecting ordering code ZR8 in the special instruction area of the order form. This procedure does not apply to orders that specify the Custom Exterior option.

EXTERIOR COLOR	CODE		Painted Body Roof Color			Vinyl Roof Cover (Stripe colors automatically selected for compatibility)				
	Lower	Upper	Custom Exterior	Rally Nova		Black Vinyl	White Vinyl	Blue Vinyl	Brown Vinyl	Green Vinyl
			Auto-matically Selected Stripe Color	Auto-matically Selected Stripe Color	Optional White Stripe Color* (Code ZR8)					
Black, Tuxedo	19	19	White	White		White	White	White		White
Blue, Mulanne	26	26	White	Black	White	Black	White	Black		
Blue, Ascot	24	24	Black	Black	White	Black	White	Black		
Copper, Classic	67	67	White	Black	White	Black	White		Black	
Gold, Placer	53	53	Black	Black	White	Black	White			Black
Green, Lime	43	43	Black	Black	White	Black	White			Black
Green, Cottonwood	42	42	Black	Black	White	Black	White			Black
Green, Antique	49	49	White	Black	White	Black	White			Black
Orange, Burnt	62	62	Black	Black	White	Black	White		Black	
Red, Cranberry	75	75	White	Black	White	Black	White		Black	
Rosewood Metallic	78	78	White	Black	White	Black	White		Black	
Sandalwood	61	61	Black	Black	White	Black	White	Black		
Silver, Nevada	13	13	Black	Black	White	Black	White	Black	Black	Black
White, Antique	11	11	Black	Black		Black	Black	Black	Black	Black
Yellow, Sunflower	52	52	Black	Black	White	Black	White			

TWO-TONE (With Antique White Upper only)	Lower	Upper								
Blue, Mulanne (Lower)	26	11	White	White						
Gold, Placer (Lower)	53	11	White	White						
Green, Antique (Lower)	49	11	White	White						
Green, Lime (Lower)	43	11	White	White						
Orange, Burnt (Lower)	62	11	White	White						
Sandalwood (Lower)	61	11	White	White						

\* Available on Rally Nova with body color roof (except black or white) only. Insert code ZR8 in special instruction area on order form.

→ Indicates Change