



GENERAL

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MODEL IDENTIFICATION

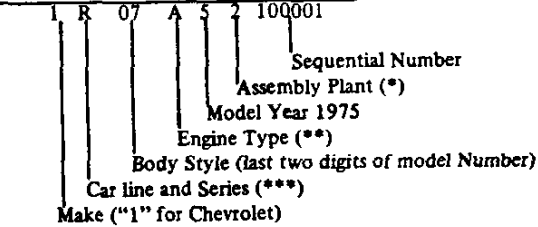
BODY	SERIES NAME	BODY STYLE	MODEL DESIGNATION	PASSENGERS
H-SPECIAL	MONZA 2 + 2	2-Door Hatchback Coupe	1HR07	4

SERIAL NUMBERS AND IDENTIFICATION

ONLY BASIC DESIGNATIONS SHOWN

VEHICLE SERIAL NUMBER

Vehicle Designation Interpretation



Canadian Plant
No. 2 - St. Therese

**A - L4-140 (87 H.P.)
B - V8-262 (110 H.P.)

***-R - Monza 2 + 2

EXAMPLE: The twenty-fifth Chevrolet vehicle built at Chevrolet St. Theresa if it were a 1HR07 model (Monza 2 + 2 Hatchback Coupe) with a L4-140 (87 H.P.) engine would bear VIN Number 1R07A5210025.

Location Stamped on plate attached to left hand windshield pillar.

TRANSMISSION IDENTIFICATION

Example: HMR5OE01D

Type Designation	Source Designation	Model Year 1975	Production ^o Month & Date
HM	(Muncie)	5	E01D*

HM	4-Speed	L-4 engine	R - Muncie
DJ	Turbo Hydra-matic	L-4 engine	B - Cleveland Y - Toledo
BX	4-Speed	V-8 engine	- Muncie
FU	Turbo Hydra-matic	V-8 engine	B - Cleveland Y - Toledo

Location:
4-speed Stamped on lower rear LH side of transmission below cover.
Powerglide and Turbo Hydra-matic Stamped on left hand side of pan.

^o Month: E denotes May; 01 denotes 1st day.

-Alpha Characters used in identifying the Calendar Month

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

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

ENGINE IDENTIFICATION

Example: T1210CAR

Source Designation	Production* Month & Date	Type Designation
T (Tonawanda)	1210	CAR

140 Cubic Inch L-4, Base Engine

CAR - Regular production engine, Turbo Hydra-matic, 2-bbl. carb.

CAM - Regular production engine, 4 speed, 2-bbl. carb.

4.3 Litre, 262 Cubic Inch V-8 (RPO LV1)

CAD - Optional, Turbo Hydra-matic, 2-bbl. carb.

CZC - Optional, 4-speed, 2-bbl. carb.

Location:

4-Cylinder engine Stamped opposite the number three cyl. on the right side of case.

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

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

REAR AXLE IDENTIFICATION

HU - 2.56 Axle
HM - 2.93 Axle
HR - 3.42 Axle

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

See Power Train Section for additional information.

EXTERIOR EQUIPMENT

STANDARD EQUIPMENT EXTERIOR

EXTERIOR

FRONT

1HR07

Bright and Black windshield reveal molding	X
Plastic painted and slotted front end panel	X
Energy absorbing front bumper, integral impact strips and guards	X
Plastic painted slotted lower valance panel, clear lens parking lamps	X
Dual rectangular headlamps	X
Front header panel medallion and bow-tie	X
Front header panel 'CHEVROLET' nameplate	X
Dual black painted windshield wipers	X

SIDE

Front fender amber marker lamp	X
Door, rear quarter and belt bright molding	X
Flush door handles, body color insert	X
Rectangular L.H. outside rear view mirror	X
Black rear quarter pillar louvers, bright chrome edging	X
Finned wheel cover and center hub cap	X
Front fender 'Monza 2+2' nameplate	X
Fixed rear quarter window	X
R.H. rear quarter gas cap	X

REAR

Swing up deck lid and rear window	X
Single wrap-around tail lamp with back-up lamps, bright trim	X
Rear window bright molding	X
Energy absorbing front bumper, integral impact strips and guards	X
Rear end panel key lock medallion and bow-tie cover	X
Rear end panel 'CHEVROLET' nameplate	X

INTERIOR EQUIPMENT

STANDARD EQUIPMENT INTERIOR

INTERIOR

SEATS AND FLOORS

1HR07

High back front bucket seats, built in headrest, full foam	X
Folding rear seat, carpeted back	X
Passenger and load compartment floor, carpeted	X
Painted plastic front seat arm cover	X
Painted metal rear seat linkage	X
Front seat and shoulder belt interlock system	X
Rear seat belts	X
Floor mounted transmission console	X
Front and rear seat back locks, bright	X
Spare tire cover, carpeted	X

ROOF AND PILLARS

Foam core headlining with vinyl coated paper finish	X
Windshield pillar, side and rear quarter window moldings, painted plastic	X
Rear window moldings, painted plastic	X
Dual padded vinyl sunshades	X
Rear view mirror, windshield mounted	X
Roof shoulder harness retractor covers, painted plastic	X
Center dome lamp	X
Front door jamb switch, L.H.	X

CONSOLE

Woodgrain Pocket	X
Bright parking brake lever, black plastic handle	X

INTERIOR EQUIPMENT

STANDARD EQUIPMENT INTERIOR

INTERIOR

DOORS AND QUARTER PANELS

1HR07

Molded soft door trim panel, pleated map pockets, recessed door handles	X
Door armrests, integral bright door lock buttons	X
Form molded rear quarter trim panel integral armrest and quarter pillar	X
Bright remote door handles	X
Bright window regulator handle	X
Bright aluminum sill plates	X
Door upper frame painted interior color	X
Deck lid inner painted interior color	X

INSTRUMENT PANEL AND STEERING WHEEL

Instrument panel knobs, bright beads, black inserts, graphic functions	X
Heater control levers, bright	X
2-Speed electric windshield wipers and washers	X
Vent control knobs, cowl kick pad	X
Instrument gauge cluster (GT)	X
Four-spoke sport steering wheel (GT) wheel and column color keyed	X
Steering column ignition lock	X
Cigarette lighter	X
Instrument cluster trim plate	X

EXTRA COST EQUIPMENT

EQUIPMENT	RPO	ACC
POWER TEAMS		
Axle Rear, Positraction	G80	
Axle Rear, Hi-Altitude	G92	
Axle Rear, Highway	G95	
Engine, V8-4.3 LITRE (262.5 Cu.In.)	LV1	
Transmission, 4-Speed	M20	
Transmission, 3-Speed Automatic	M40	
POWER ASSISTS		
Brakes, Power	J50	
Steering, Power	N41	
FACTORY INSTALLED REGULAR PRODUCTION TIRES		
BR 78 x 13C Radial Ply Blackwall Tire	QBE	
BR 78 x 13B Radial Ply White Stripe Tire	QBY	
BR 78 x 13C Radial Ply White Stripe Tire	QBF	
BR 78 x 13C Radial Ply White Lettered Tire	QBL	
BR 78 x 13B Radial Ply White Lettered Tire	QBV	

EXTRA COST EQUIPMENT

EQUIPMENT	RPO	ACC
OTHER OPTIONS		
Air Conditioner (See page 9 for content)	C60	
Alarm, Auto Theft		ACC
Antenna, Windshield	U76	
Antenna, Radio - Rod and Mast		ACC
Battery, Heavy Duty (3200 Watt)	UA1	
Cap, Gas Tank Filler, Locking		ACC
Compass, Auto		ACC
Container, Tissue/Litter (4-Colors: Black, Beige, Dk. Blue, Dk. Green)		ACC
Defogger, Rear Window Electric	C49	
Glass, Tinted Body	A01	
Guards, Door Edge	B93	ACC
Harness, Rear Seat Shoulder		ACC
Hitch, Trailer		ACC
Lighting, Auxiliary	ZJ9	
Engine Compartment Lamp (RPO U26)		
Glove Box Lamp (RPO U27)		
Headlamp On Buzzer (RPO T63)		
Lamp, Portable Spot		ACC
Lighter, Cigarette		ACC
Mats, Floor, Front and Rear (Color Keyed)	B37	ACC
Mat, Front Floor		ACC
Mat, Rear Floor		ACC
Mirrors, Fender Mounted Trailering (Package contains 2 mirrors)		ACC
Mirrors, Dual Sport, L.H. Remote, R.H. Manual	D35	
Moldings, Body Side Protective	B84	
Moldings, Vinyl Body Side (Adhesive Back)		ACC
Radiator, Heavy Duty	V01	
Radio, AM-FM Stereo (Consists of U76)	U58	
Radio, AM	U63	
Radio, AM-FM	U69	
Seat Belts, Deluxe	AK1	
Seat Back, Adjustable Drivers	AN6	
Speaker, Auxiliary (Requires U63 or U69)	U80	
Spoiler, Rear Deck Lid and Front Air Dam (V8 only)	D80	
Steering, Comfort Tilt	N33	
Tire, Space Saver, B78 x 13 (13 x 5 wheel)	N65	
Warmer, Car Interior		ACC
Wheels, 4-Forged Aluminum, Hub Caps and Wheel Nuts (Includes N65 Space Saver Tire)	N77	

AIR CONDITIONING

FOUR SEASON (RPO C60)

Integral air cooling and heater system. Manually controlled by two horizontal levers on instrument control panel, plus 4-speed fan switch. Upper lever operates compressor and air selector doors; lower lever controls air temperature from instrument panel and side outlets.

BASIC COMPONENTS

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

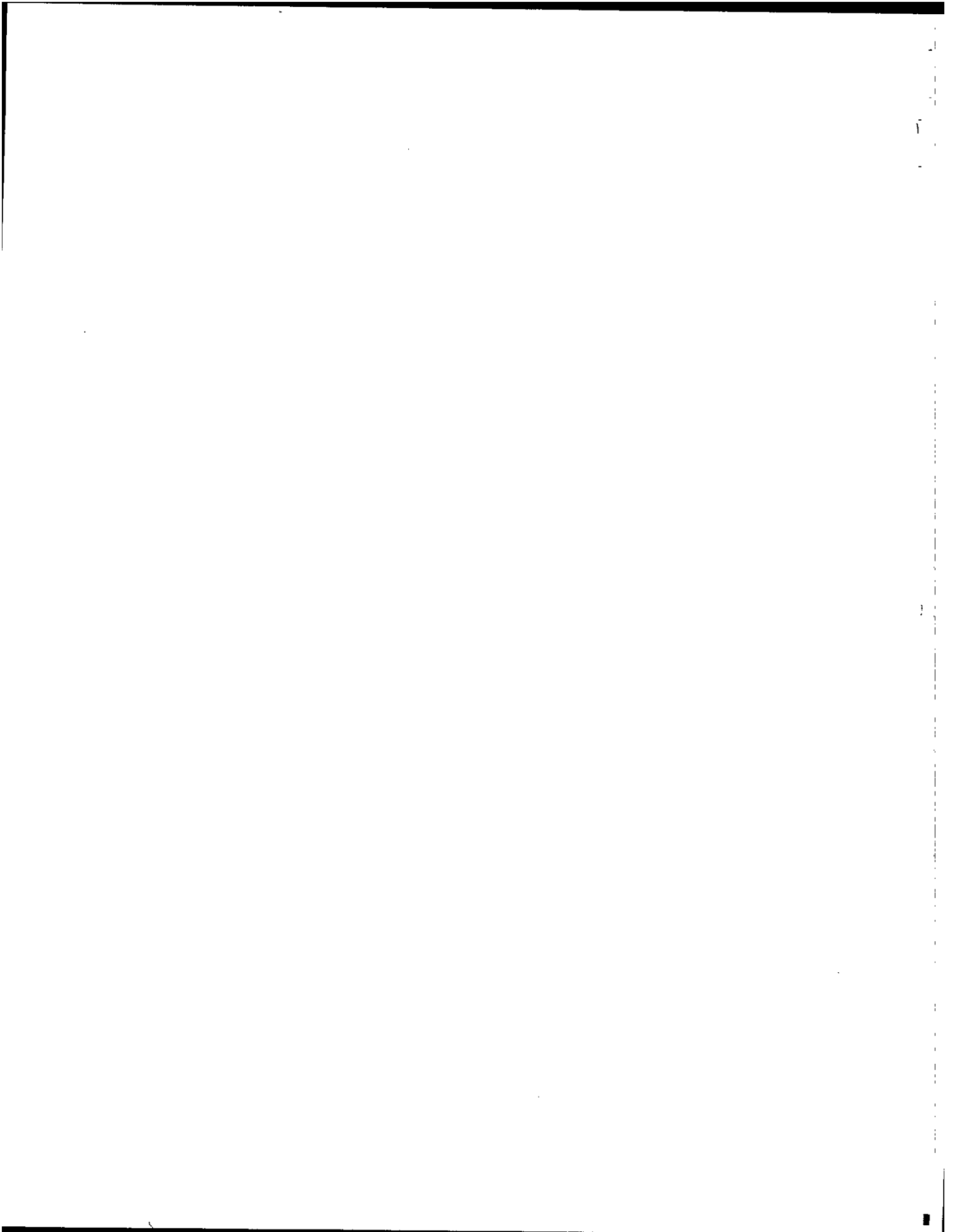
EQUIPMENT (Used in addition to or in place of base equipment)

CHASSIS

Rear Axle Ratio – Refer to Power Trains Section

POWER TRAINS

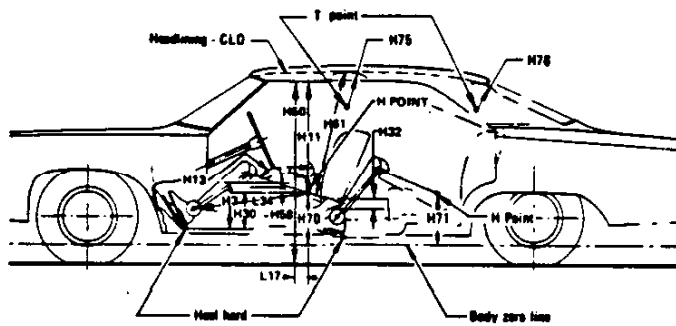
Fan	5 Flex-blade, plastic
Crankshaft Pulley	Single two groove pulley
Compressor & Crankshaft Belt	One
Generator	55 Ampere
Radiator	Heavier duty



DIMENSIONS AND WEIGHTS

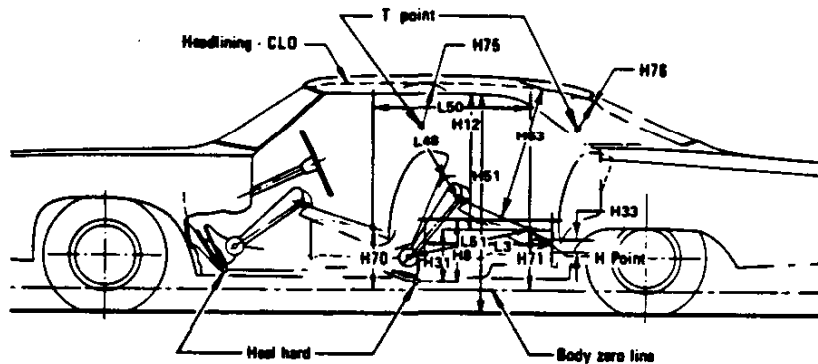
INTERIOR DIMENSIONS	2
HATCHBACK COUPE CARGO SPACE	3
EXTERIOR DIMENSIONS	4, 5
VEHICLE WEIGHTS	6
OPTIONAL EQUIPMENT WEIGHTS	6

INTERIOR DIMENSIONS



FRONT COMPARTMENT

CODE	DESCRIPTION	2-DOOR HATCHBACK COUPE 1HR07
H-3	Seat cushion height	9.9
H11	Entrance height	29.8
H13	Steering wheel thigh clearance	4.8
H30	H point to heel point	7.3
H32	Seat cushion deflection	3.1
H50	Upper body opening to ground	45.6
H58	H point rise	1.1
H61	Effective headroom	37.7
H70	H point to body O line	10.9
H75	Effective 'T' point headroom	37.8
W3	Shoulder room	51.0
W5	Hip room	48.0
L7	Steering wheel torso clearance	14.7
L17	H point travel	6.5
L34	Effective leg room	42.9



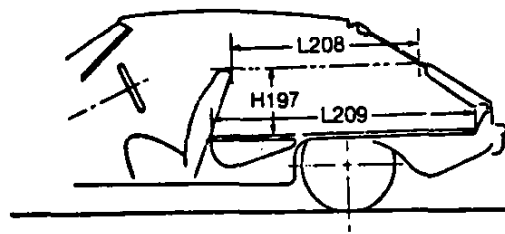
REAR COMPARTMENT

H8	Seat cushion height	9.3
H12	Entrance height	-
H31	H point to heel point	8.6
H33	Seat cushion deflection	2.9
H51	Upper body opening to ground	-
H63	Effective headroom	35.3
H71	H point to body O line	9.4
H76	Effective 'T' point headroom	35.6
W4	Shoulder room	51.2
W6	Hip room	42.0
L3	Rear compartment room	24.6
L50	H point couple distance	27.3
L51	Effective leg room	29.9

INTERIOR DIMENSIONS

LUGGAGE COMPARTMENT

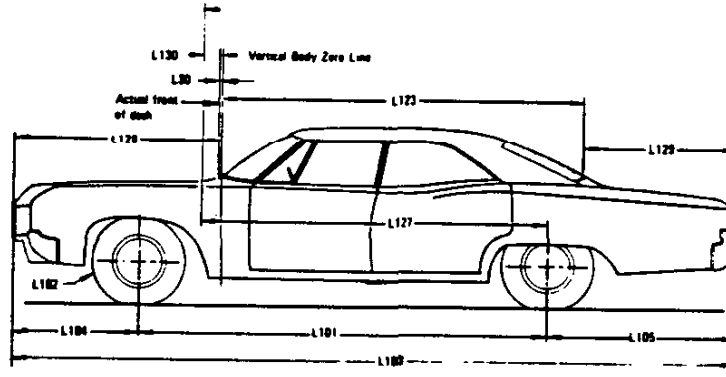
CODE	DESCRIPTION	2-DOOR HATCHBACK COUPE 1HR 07
H195	Liftover height	28.8



HATCHBACK CARGO SPACE

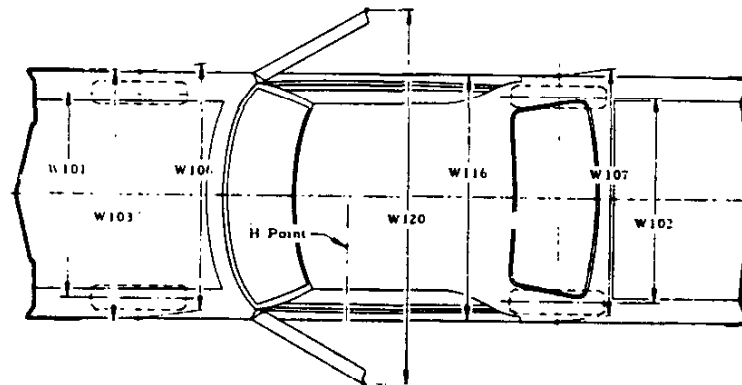
W4	Shoulder room - Rear	51.2
H197	Front seat back to load floor height	18.3
L208	Cargo length at front seat back height	40.7
L209	Cargo length at floor - front seat	63.0
V3	Total hatchback - cargo index volume (cu.ft.)	28.1

EXTERIOR DIMENSIONS



LENGTH

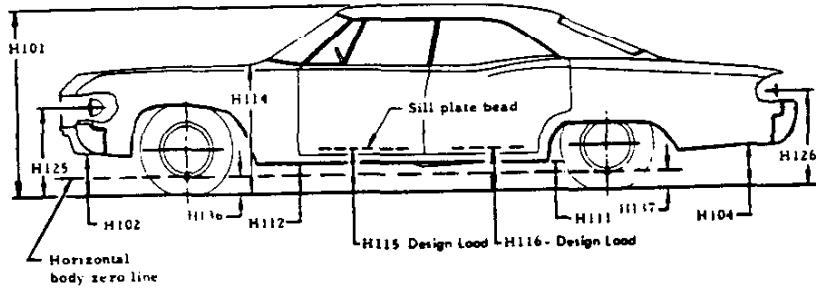
CODE	DESCRIPTION	2-DOOR HATCHBACK COUPE 1HR07
L101	Wheelbase	97.0
L102	Tire size (standard)	BR 78-13
L103	Overall length	179.3
L104	Overhang, front	36.8
L105	Overhang, rear	45.5
-	Overall length - less bumpers	175.2
L123	Body upper structure length at car center line	100.9
L127	Body O line to C/L of rear wheels	86.0
L128	Front end length at center line	57.9
L129	Rear end length at center line	14.8
L130	Body zero plane to windshield cowl point	12.0
L30	Body O line to actual front of dash	- 0.8



WIDTHS

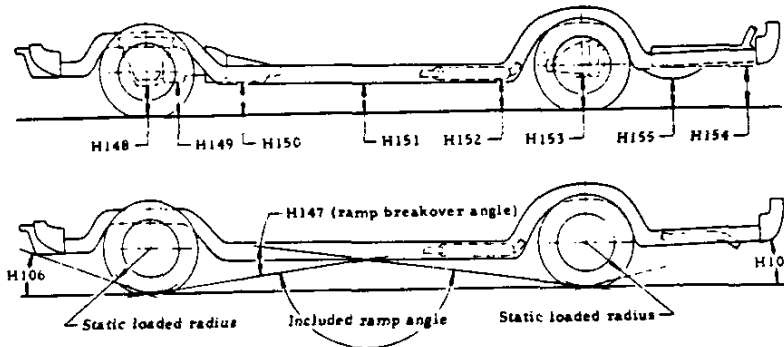
W101	Tread - front	54.8
W102	Tread - rear	53.6
W103	Maximum overall width of car	65.4
W106	Front fender overall width	65.4
W107	Rear fender overall width	65.3
W116	Maximum overall width of body	65.4
W120	Overall car width, front doors open	150.4

EXTERIOR DIMENSIONS



HEIGHTS

CODE	DESCRIPTION	2-DOOR HATCHBACK COUPE 1HR07
H101	Overall height (design)	50.2
H102	Front bumper to ground	9.9
H104	Rear bumper to ground	10.4
H111	Rocker panel to ground - rear	6.2
H112	Rocker panel to ground - front	6.6
H114	Hood at rear to ground	35.1
H115	Step height - front (design)	11.4
H125	Headlamp to ground	26.2
H126	Tail lamp to ground	26.0
H136	Body O line to ground - front	5.1
H137	Body O line to ground - rear	4.9



CLEARANCES

H106	Angle of approach (degrees)	17°28'
H107	Angle of departure (degrees)	17°38'
H147	Ramp breakover angle (degrees)	14°67'
H148	Front suspension to ground	6.1
H149	Oil pan to ground	5.2
H150	Flywheel housing to ground	5.4
H151	Frame to ground	6.4
H152	Exhaust system to ground	4.9
H153	Rear axle to ground	6.1
H154	Fuel tank to ground	9.1
H156	Minimum ground clearance	4.9 (a)

(a) Exhaust pipe at x-member

VEHICLE WEIGHTS

MONZA 2 + 2

MODEL SYMBOL	VEHICLE TYPE Description	SHIPPING WEIGHT			CURB WEIGHT		
		Front	Rear	Total	Front	Rear	Total
4-Cyl 1HR07	2-Door Hatchback (Coupe)	1485	1183	2668	1462	1301	2763

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
B37	Floor Mats Front and Rear		+ 9
C60	Air Conditioning		+ 85
J50	Power Brakes		+ 9
N41	Power Steering		+ 37
U58	Radio AM/FM Stereo		+ 11
U63	Radio AM Pushbutton		+ 6
U69	Radio AM/FM Pushbutton		+ 8
UA1	Battery, Heavy Duty		+ 2
LV1	262 Cu. In. V8 Engine	With 4-Speed Transmission	+280
		With Turbo Hydra-Matic Transmission	+297
L11	140 Cu. In. L-4 Engine	With Turbo Hydra-Matic Transmission	+ 17

BODY

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

ELPO PAINT PROCESS

Major advances in the painting process of Monza 2+2 bodies contribute significantly to elimination of rust and corrosion. This technique, called "Elpo", paints the bodies by electricity. Technically the name is "Electrophoretic Deposition of Polymers". It applies a smooth, even, and continuous prime coat to the entire body including hidden inner surfaces and corners automatically without conventional spraying.

Elpo deposits prime coat to the complete body surface by submerging it into a large tank filled with a solution composed of paint particles suspended in water. The paint primer particles are given a negative electrical charge by the tank which also serves as a cathode, with the body itself receiving a positive electrical charge. As the body is submerged, charged primer particles are attracted to the metal surfaces through a principle known as "Electrophoresis".

A seven-stage zinc phosphate rustproofing process is given the body before it reaches the Elpo installation. A conveyor then transports the bodies downward into a tank for the primer coating. The body is submerged for about two minutes and upon emerging goes through a rocking movement to carry away excess liquid.

The electro-coating process causes even the most remote inner surfaces to be coated with dark brown primer, and all edges and complex shapes coated with the same thickness as exposed flat surfaces.

The new primer paint system replaces the spray gun and paint booth priming operations.

Subsequent stages of the paint process include application of a primer-surfacer baking, wet sanding and sealer coating, ending with a topcoat of long lasting acrylic lacquer which is baked in an oven at 300 degrees.

1975 MONZA 2 + 2 INTERIOR - EXTERIOR COLOR COMBINATIONS

MODEL	Seat Type	INTERIOR TRIM											
		Medium Graystone		Dark Blue		Medium Sandstone		Dark Saddle		Dark Oxblood		Black	
		Knit Cloth	Vinyl	Knit Cloth	Vinyl	Knit Cloth	Vinyl	Knit Cloth	Vinyl	Knit Cloth	Vinyl	Knit Cloth	Vinyl
Monza † + 2 Hatchback - HR07	Bucket	16G	16Z	26G	26Z	55G	55Z	63G	63Z	73G	73Z	19G	19Z
EXTERIOR COLORS	Color Code												
White C/O	11	X		X		X		X		X		X	
Medium Graystone Metallic	16	X				X		X		X		X	
Silver Blue Metallic	21			X									
Bright Blue Metallic	26			X									
Dark Green Metallic	49	X				X		X		X		X	
Cream-Beige C/O	50												
Bright Yellow C/O	51	X				X		X		X		X	
Medium Red C/O	75					X		X		X		X	
Burgundy Metallic	79	X				X		X		X		X	
Orange Metallic	80					X		X		X		X	

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

BODY CONSTRUCTION AND GLASS AREA

GENERAL

Construction Body-frame integral, using large individual body panels welded together forming complete sub-assemblies. All major sub-assemblies are double panel construction except underbody and rear end panel. The full roof panel subassembly is formed to provide front and rear headers and side rails. Exterior front end sheet metal panels are removable with bolt on fenders. Main front end structure is welded to body proper and forms the base for attachment of engine, front suspension, steering and front end sheet metal. The flush-dry rocker panel system, plastic valance inner fender panels and the Elpo paint process provide corrosion protection to the entire body.

DOORS

Type Double panel construction, hinged at front. Side guard beams. Standard spring loaded hold-open feature with two position detent. Welded-on strap type hinges.
 Handles Flush lift bars
 Glass Full, curved ventless

HOOD AND TRUNK LID

Type Double panel construction, rear hinged, pop-up springs over-center, prop rod holds hood open for engine compartment access, on trunk lid telescoping gas springs.
 Release External, lever located under hood lock assembly.

VENTILATION

High Level Air Intake for Passenger
 Compartment Double wall plenum chamber, providing washing and air drying of rocker panels for corrosion resistance.
 High Level Power Ventilation Passenger compartment air is obtained by outside air taken in the cowl, top louvers. The air is then routed through the plenum and channeled through side vents in the kick panels. Air flow is circulated into the rear compartment back, down and up through body center pillar channel. The air is then exhausted at the louvered upper portion of the channeled pillar.

SEATS

Type Bucket seats, high back, built-in head restraints, full foam construction, folding second seat standard equipment.
 Belts Three-point ignition interlock seat belt and shoulder harness system.

WINDSHIELD WIPERS AND WASHERS

Type Dual 2-speed electric with 16" blades
 Linkage Parallel acting
 Washer System Electric, dual spray

HEADLIGHTS

Type Dual, rectangular headlamps mounted in soft plastic front end panel.

SPARE TIRE MOUNT

Location
 Base tire Stowed up-side down on the rear compartment pan on top of the load floor and covered by the floor carpet.
 Optional space saver tire Stored in right rear quarter panel well with a carpeted tire cover.

BODY GLASS VISIBILITY AREA

	MODEL 1HR07
Windshield	1229.9
Front Door	1111.6
Rear Quarter	444.9
Rear Window	1361.9
Total Area (Sq.In.)	4148.3

Type, Windshield Curved thin laminated plate
 Sides and Rear Curved tempered safety plate
 Rear Quarter Windows Curved stationary

CHASSIS

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

FRONT SUSPENSION

FRAME

Description Body-frame integral

FRONT SUSPENSION

Description Independent, SLA type, coil springs with center mounted shock absorbers, spherical joint steering knuckle.

Wheel Travel (design)
 Total 5.63
 Jounce 2.15
 Rebound 3.48
 Wheel to spring travel ratio 1.977

CONTROL ARMS

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

STEERING KNUCKLES

Description Cast nodular iron with pressed-in spindle, integral brake caliper mounting pads and integral steering knuckle arm.

Spindle Diameters
 Inner bearing 1.25
 Outer bearing 0.6875

Spindle Thread Size 11/16-20 NEF-3 (modified)

Wheel Bearings
 Type, inner & outer Taper roller

SPHERICAL JOINTS

Type Ball stud
 Upper Compression
 Lower Tension
 Bearing Surfaces
 Upper & Lower Sintered iron

SHOCK ABSORBERS

Type Direct, double acting, hydraulic
 Piston Diameter 1.00

FRONT WHEEL ALIGNMENT (Design)

Caster (degrees) $N3/4 \pm 1$
 Camber (degrees) $P1/2 \pm 3/4$
 Toe-In (total) 3/16 to 5/16
 Steering axis inclination $8.55 @ 25^\circ$ camber

STABILIZER BAR

Type Link
 Material HR steel
 Diameter
 With L4-140 Cu.In. 0.875
 With V8-262 Cu.In. 1.00
 Bushing Material Rubber

GENERAL SUSPENSION PROVISIONS

Anti-dive control Angle of front upper control arm

FRONT SPRINGS

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

FRONT SPRING SPECIFICATIONS

Part Number	Assy. Code	Cut-Off Length	Wire Dia.	Total Coils	Deflection Rate (Lbs./In.)	HEIGHTS	
						Free	Working (In. @ Lbs.)
346952	DD	107.33	.574	8.50	325	13.51	8.70 @ 1555
346953	FA	107.36	.574	8.50	325	13.71	8.70 @ 1620
346954	FB	107.39	.574	8.50	325	13.91	8.70 @ 1685
346958	HB	107.64	.586	8.50	350	13.50	8.70 @ 1670
346959	HR	107.67	.586	8.50	350	13.70	8.70 @ 1740
346960	AHU	114.40	.599	9.00	350	13.90	8.70 @ 1810
354135	ANA	98.58	.562	7.61	325	12.91	8.70 @ 1360
354136	ANB	98.61	.562	7.61	325	13.11	8.70 @ 1425
354137	ANC	98.63	.562	7.61	325	13.31	8.70 @ 1490
354138	AND	98.88	.573	7.61	350	13.10	8.70 @ 1530
354139	ANF	98.91	.573	7.61	350	13.30	8.70 @ 1600
354147	ANH	114.43	.599	9.00	350	14.10	8.70 @ 1880

STEERING, DRIVELINE, WHEELS AND TIRES

STEERING

Wheel	
Type	Oval, 4-spoke splayed
Diameter	14.25 x 14.75
Column	Energy absorbing - mast jacket, tube and steering shaft designed to collapse under various front impact conditions.
Gear - Type	
Manual (Std.)	Semi-reversible gear with ball-nut driven by recirculating anti-friction bearings
Power (Optional)	Same as manual except also has integral power piston. Hydraulic pressure provided from a vane type pump.
Ratios, Gear	
Manual	20.9:1
Power	16.0:1 on center to 13.0:1
Ratios, Overall	
Manual	22.5:1
Power	16.5:1 on center to 13.5:1
Number of wheel turns, lock to lock	
Manual	4.4
Power	2.82
Linkage	Parallelogram type, ahead of front wheels
Turning Diameters	
Outside front, wall to wall	38.5
Outside front, curb to curb	35.8

DRIVELINE

Propeller Shaft	Tubular
Number Used	One
Diameter (O.D.)	2.75
Wall Thickness	0.065
Length (C/L of U joints)	
With L4-140 Cu.In.	44.06
With V8-262 Cu.In.	44.96
Universal Joints	
Type	Cross
Number Used	Two
Bearings	Prepacked, anti-friction

WHEELS

Type	Short spoke spider
Rim Size	13 x 6
Offset	.45
Attachment to Hub	
Thread Size	7/16-20 UNF 2B
Bolt circle diameter	4.00

TIRES, STANDARD EQUIPMENT

BR78 x 13B Steel Belted Radial	
Static loaded radius	10.61
Loaded rev/mi @ 45 mph	863
Capacity @ 24 psi	980

TIRES, OPTIONAL EQUIPMENT

A 70 x 13B Bias Belted (2+2)	
Static loaded radius	11.00
Loaded rev/mi @ 45 mph	893
Capacity @ 24 psi	900

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

Drive Pinion Bearing Adjustment Shim

Lubricant

Type Military spec. MIL-L-2105B

Viscosity SAE-80

Capacity (pints) 2.8

AXLE SHAFT

Description Forged and hardened steel with integral drive flange

Wheel Bearings Single row cylindrical roller

Oil Seal Steel encased, spring loaded synthetic rubber

RING AND PINION GEAR TOOTH COMBINATIONS

Ring Gear Diameter - Vega 6.50; Cosworth 7.125

Axle Ratio

2.93 38, 13

3.42 41, 12

2.56 16, 41

POSITRACTION DIFFERENTIAL

Type Cone clutches

REAR SUSPENSION

Description Torque arm with track bar, Salisbury rear axle and coil springs; parallel lower control arms

Wheel Travel (Design)

Total 7.39

Jounce 2.75

Rebound 4.64

Wheel to spring, travel ratio 0.96:1

SHOCK ABSORBERS

Type Direct, double acting hydraulic

Diameter 1.00

STABILIZER BAR

Type Link

Material HR Steel

Diameter

With L4-140 Cu.In. Engine 0.750

With V8-262 Cu.In. Engine 0.8125

REAR SPRINGS

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

REAR SPRING SPECIFICATIONS

Part Number	Assy. Code	Cut-Off Length	Wire Dia.	Total Coils	Deflection Rate (Lbs./In.)	HEIGHTS	
						Free	Working (In. @ Lbs.)
336877	RW	98.38	.508	6.79	155	12.71	10.24 @ 380
336878	RX	98.43	.508	6.79	155	13.03	10.24 @ 430
344539	NA	103.12	.516	7.09	155	13.68	10.24 @ 530
346961	OL	91.79	.474	6.39	130	12.57	10.24 @ 300
3988081	HT	107.11	.499	7.39	130	13.34	10.24 @ 400
3988082	HW	107.17	.499	7.39	130	13.72	10.24 @ 450

BRAKES

GENERAL	Type	Front - Disc; Rear - Drum		
		Manual - Standard	Power - Optional	
	System	Dual circuit hydraulic system with warning light and self-adjusting features		
Front Brakes	Type	Disc - single piston floating caliper		
	Material	Cast iron - solid, integral with hub		
	Diameter and Width	9.88 x 0.50		
	Lining Material	Molded asbestos		
	Method of attachment	Integral bonding		
	Lining size (length x width x thickness)	Inboard	4.00 x 1.60 x 0.370	
		Outboard	4.00 x 1.60 x 0.370	
	Lining area (sq. in.)	22.23		
	Effective area (sq. in.)	22.23		
	Swept area (sq. in.)	172.8		
Piston diameter	1.875			
Rear Brakes	Type	Drum - composite web cast into rim		
	Material	Web - HR steel; Rim - Cast alloy iron		
	Diameter and Width	9.0 x 1.25		
	Lining material	Molded asbestos		
	Method of attachment	Bonded		
	Lining size (length x width x thickness)	Primary	9.18 x 1.20 x 0.20	
		Secondary	9.18 x 1.20 x 0.20	
	Lining area (sq. in.)	45.02		
	Effective area (sq. in.)	43.83		
	Swept area (sq. in.)	65.01		
Piston diameter	0.75			
Apply System	Master cylinder diameter	0.75		
	Piston travel	1.59		
	Pedal travel	7.50	5.60	
	Pedal ratio	6.47:1	4.00:1	
	Line pressure @ 100 lb. pedal load	1270		
Parking Brake	Type	Mechanical pull rods and cables operate rear service brakes.		
	Control	'ON' warning lamp provided.		
	Total effective area	Lever, floor mounted in center console 43.83		

BULBS AND LAMPS

BULBS AND LAMPS	NUMBER REQUIRED AND TRADE NUMBER	CANDLE POWER PER LAMP
Automatic transmission quadrant	1-194	2
Back-up	2-1156	32
Brake warning	1-194	2
Coolant warning	1-194	2
Directional signal indicators	2-194	2
Dome	1-561	12
Engine warning	1-194	2
Generator indicator	1-194	2
Glove box	2-1891	1
Headlamp	2-6014	High beam 60W Low beam 50W
Headlamp hi-beam indicator	1-194	2
Instrument cluster	4-194	2
License plate, rear	2-194	2
Parking		
Park		3
Turn	2-1157	32
Radio - RPO U63	1-1816	3
Radio - RPO U64	1-1816	3
Radio - RPO U58	1-1816	3
	1-66	1
Rear window defogger indicator	1-168	3
Seat belt warning	1-194	2
Side marker - front	2-194	2
Side marker - rear	2-194	2
Tail		
Tail		3
Stop & turn	2-1157	32
Underhood lamp	1-93	15

FUSES AND CIRCUIT BREAKERS

CIRCUIT	TYPE OF PROTECTION	LOCATION AND CIRCUIT *
Air conditioning	30 amp fuse	In line
	25 amp fuse	Fuse panel (h)
Back-up lamps	20 amp fuse	Fuse panel (b)
Brake warning lamp	10 amp fuse	Fuse panel (c)
Choke pull off	10 amp fuse	Fuse panel (c)
Choke control reversing relay	10 amp fuse	Fuse panel (c)
Cigarette lighter	20 amp fuse	Fuse panel (e)
Clock	20 amp fuse	Fuse panel (e)
Direction signal indicator lamps	20 amp fuse	Fuse panel (b)
Dome lamp	20 amp fuse	Fuse panel (e)
Electric fuel pump	10 amp fuse	Fuse panel
Fuel gauge	10 amp fuse	Fuse panel (c)
Generator indicator lamp	10 amp fuse	Fuse panel (c)
Glove box	20 amp fuse	Fuse panel (e)
Headlamps	Circuit breaker	Light switch
Headlamp hi-beam indicator lamp	Circuit breaker	Light switch
Heater	25 amp fuse	Fuse panel (h)
Instrument cluster lamps	4 amp fuse	Fuse panel (f)
Key warning buzzer	20 amp fuse	Fuse panel (e)
License plate lamp	20 amp fuse	Fuse panel (d)
Light minder buzzer	20 amp fuse	Fuse panel (e)
Override relay	10 amp fuse	Fuse panel (c)
Oil pressure indicator lamp	10 amp fuse	Fuse panel (c)
Park and turn lamp	20 amp fuse	Fuse panel (d)
Radio	10 amp fuse	Fuse panel (g)
Radio lamp	4 amp fuse	Fuse panel (f)
Rear window defogger	20 amp fuse	Fuse panel (b)
Seat belt warning lamp	10 amp fuse	Fuse panel (c)
Seat belt warning buzzer	10 amp fuse	Fuse panel (c)
Seat separator shift indicator	4 amp fuse	Fuse panel (f)
Side marker lamps	20 amp fuse	Fuse panel (d)
Starter interlock relay	10 amp fuse	Fuse panel (c)
Stop lamps	20 amp fuse	Fuse panel (a)
Tail, turn lamps	20 amp fuse	Fuse panel (d)
Temperature gauge	10 amp fuse	Fuse panel (c)
Temperature indicator lamp	10 amp fuse	Fuse panel (c)
Traffic hazard indicator	20 amp fuse	Fuse panel (a)
Windshield wiper	25 amp fuse	Fuse panel

* Letter suffix indicates same circuit



POWER TRAINS

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POWER TEAM COMBINATIONS

ENGINE	TRANSMISSION	MODEL APPLICATION	AXLE RATIO*			RING GEAR
			BASE	HIGH-WAY	HIGH ALTI-TUDE	
140 Cubic Inch L-4 Standard	4-Speed (3.11:1 low) Turbo Hydra-matic	1HR07	3.42:1	2.93:1		7.50
262 Cubic Inch V-8 RPO LV1 †	4-Speed (3.11:1 low) Turbo Hydra-matic	1HR07	2.56:1		2.93:1	7.50

† Not available in California.

* 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.	
140 Cu.In. L-4 Standard	2-Barrel	4-Speed	10.63	7.52	5.03	3.42	10.63	3.42
262 Cu.In. V-8 RPO LV1	2-Barrel	4-Speed	7.96	5.63	3.76	2.56	7.96	2.56

WITH AUTOMATIC TRANSMISSION

ENGINE	TRANSMISSION	SELECTOR POSITION	TOTAL TORQUE MULTIPLICATION	AXLE RATIO
140 Cu.In. L-4 Standard	Turbo Hydra-matic	Drive	22.23:1 - 3.42:1	3.42:1
		Low	22.23:1 - 8.62:1	
		Second	22.23:1 - 5.20:1	
		Reverse	17.17:1 - 6.60:1	
262 Cu.In. V-8 RPO LV1	Turbo Hydra-matic	Drive	17.54:1 - 2.56:1	2.56:1
		Low	17.54:1 - 7.01:1	
		Second	17.54:1 - 4.02:1	
		Reverse	14.51:1 - 5.30:1	

ENGINE DATA AND RATINGS

GENERAL DATA

Engine Type	L4 In-Line		V8 OHV	
Piston Displacement (Cu.In.)	140		262	
Availability	Standard		RPO LV1	
Number of Cylinders	Four			
Bore and Stroke (nominal)	3.501 x 3.625		3.671 x 3.10	
Compression Ratio	8.00:1		8.50:1	
Taxable (SAE) Horsepower	19.6		43.1	
Firing Order	1-3-4-2		1-8-4-3-6-5-7-2	
Idling Speed	Manual (In Neutral)	700 RPM	800 RPM	
	Automatic (In Drive)	750 RPM	600 RPM	
Compression Press. (PSI) @ Cranking Speed, Engine Hot	150			
Power Plant Mounting	Two front and one rear			
Measurements	Length	27.53	29.76	
	Height	26.14	27.80	
	Width	27.20	28.29	

ADVERTISED ENGINE RATING

Engine	Standard	Option RPO LV1
Net Brake HP @ RPM	87 @ 4400	110 @ 3600
Net Torque HP @ RPM (lb-ft)	122 @ 2800	200 @ 2000

ENGINE SPEED AND PISTON TRAVEL

Engine	L4-140 Base		Option RPO LV1		
Transmission	4-Speed	Turbo Hydra-matic	4-Speed	Turbo Hydra-matic	
Rear Axle Ratio	3.42		2.56		
Tire Size	BR78 x 13				
Crankshaft Revolutions per Mile	2951.5		2209.3		
Crankshaft RPM @ MPH	Low	153.0	124.0	114.5	100.9
	Second	108.2	74.8	81.0	57.8
	Third	72.3	49.2	54.1	36.8
	Fourth	49.2		36.8	
	Reverse	153.0	95.4	114.5	76.2
Piston Travel (Ft/Mile)	1783.2		1141.5		

VEHICLE PERFORMANCE FACTORS

ENGINE	140 CU.IN. 87 HP	262 CU.IN. 110 HP
MODEL	1HR07	1HR07

4-SPEED TRANSMISSION

Performance Weight (pounds)	3363	3043
Pounds per Net Horsepower	38.65	33.12
Pounds per Cu.In. Displacement	24.02	13.90
Net HP per Cu.In. Displacement	.621	.420
Power Displacement (cu.ft./mile)	119.56	167.48
Displacement Factor (cu.ft./ton mile)	71.71	92.02

TURBO HYDRA-MATIC

Performance Weight (pounds)	3380	3660
Pounds per Net horsepower	38.85	33.27
Pounds per Cu.In. Displacement	24.14	13.97
Net HP per Cu.In. Displacement	.621	.420
Power Displacement (cu.ft./mile)	119.56	91.52
Displacement Factor (cu.ft./ton mile)	70.74	91.52

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	$\frac{\text{Power Displacement}}{\text{Performance Wt (tons)}}$

PRINCIPAL COMPONENTS

CYLINDER BLOCK

Material Die cast high-silicon aluminum alloy
 Bore Diameter
 L4-140 Cu.In. 3.500-3.520
 V8-262 Cu.In. 3.6705-3.6735
 Bore Spacing
 L4-140 Cu.In. 4.00
 V8-262 Cu.In. 4.40
 Bearings Caps 5 cast iron, 2-bolt
 Water Jackets Full length around
 each cylinder

CYLINDER HEAD

Material High chrome cast alloy iron
 Construction
 L4-140 Cu.In. Integral valve guide,
 and camshaft support
 V8-262 Cu.In. Valve-in-head
 Bolt No. and Size
 L4-140 Cu.In. 10; .4375 dia.; 14 threads/inch
 V8-262 Cu.In. 34; .4375 dia.; 14 threads/inch

COMBUSTION CHAMBER VOLUME

Total chamber volume of assembled
 engine with piston at top center
 L4-140 Cu.In. 5.04 cu. in.
 V8-262 Cu.In. 4.40 cu.in.

INLET MANIFOLD

Material Cast alloy iron
 Type
 L4-140 Cu.In. 4-port design
 temperature controlled by engine coolant
 V8-262 Cu.In. 8 port, double deck

EXHAUST MANIFOLD

Material Cast alloy iron
 Type
 L4-140 Cu.In. 4-port, center rear takedown
 V8-262 Cu.In. Dual, 4 port rear downtake
 Outlet Diameter
 L4-140 Cu.In. 1.88
 V8-262 Cu.In. 2.00

CRANKSHAFT

Material Cast nodular iron
 Counter Weights
 L4-140 Cu.In. 4
 V8-262 Cu.In. 6
 Crank Arm Length
 L4-140 Cu.In. 1.8125
 V8-262 Cu.In. 1.550
 End Play
 L4-140 Cu.In.002-.008
 V8-262 Cu.In.002-.007
 Drive and/or Timing Gear
 Material
 L4-140 Cu.In. Sintered iron sprocket
 V8-262 Cu.In. Steel; sprocket and chain
 Pitch Diameter
 L4-140 Cu.In. 2.865
 V8-262 Cu.In. 6.64

MAIN BEARINGS

Material Steel, backed insert;
 (copper lead alloy lining)
 Type Precision removable
 Thrust Against Bearing No. - No. 4 (L4-140),
 No. 5 (V8-262)
 Clearance
 L4-140 Cu.In.0003-.0029
 V8-262 Cu.In.
 No. 10008-.0020
 No. 2, 3 & 40011-.0023
 No. 50017-.0033

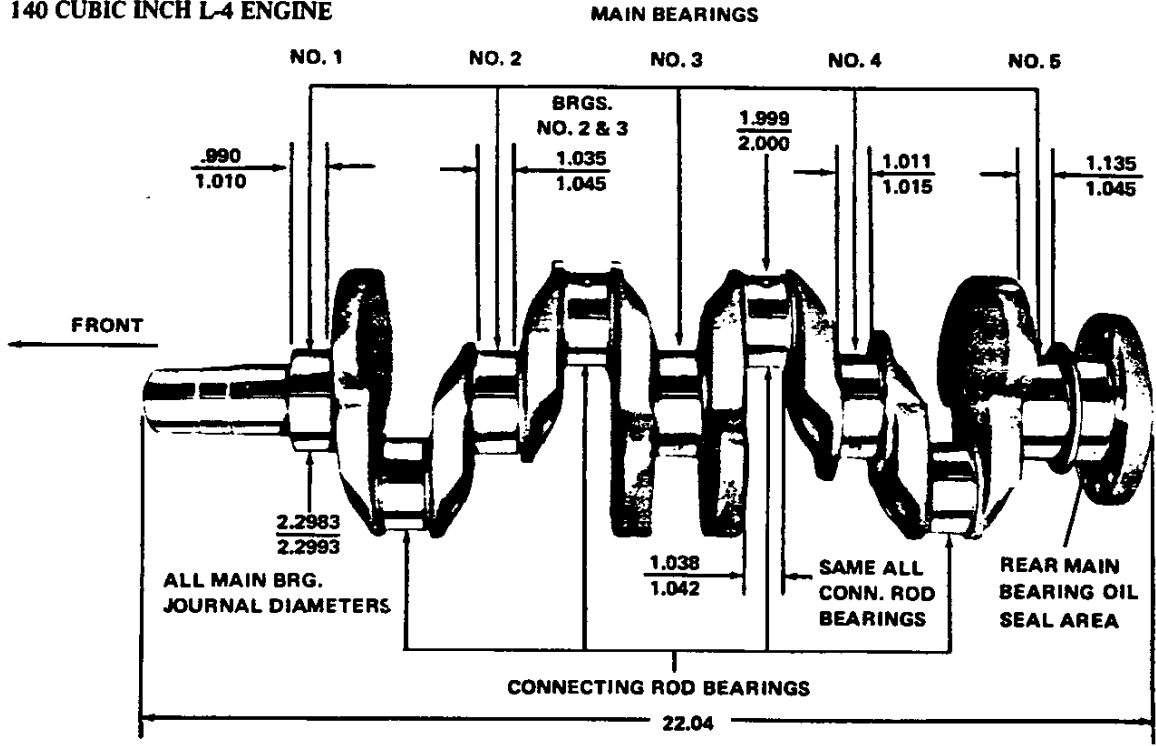
Dimensions

	Theoretical Inner Dia.	Effective Length	Projected Area
L4-140 Cu.In.			
Bearing No. 1,2,3	2.3004	.752	1.7299
Bearing No. 4	2.3004	.760	1.7483
Bearing No. 5	2.3004	.864	1.9875
V8-262 Cu.In.			
Bearing No. 1-4	2.4502	.752	1.8425
Bearing No. 5	2.4508	1.180	2.8919

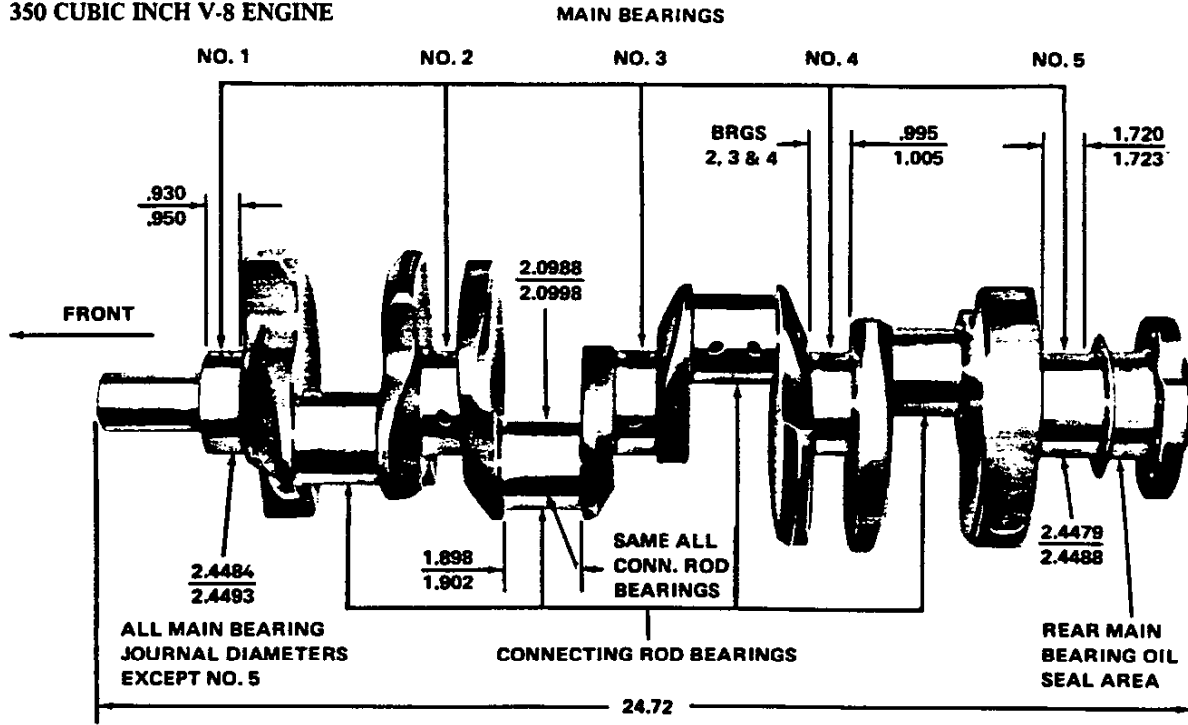
PRINCIPAL COMPONENTS

CRANKSHAFTS AND BEARINGS

140 CUBIC INCH L-4 ENGINE



350 CUBIC INCH V-8 ENGINE



PRINCIPAL COMPONENTS

CAMSHAFT

Material	Cast alloy iron
Location	
L4-140 Cu.In.	In cylinder head
V8-262 Cu.In.	In block above crankshaft
Type of Drive	
L4-140 Cu.In.	Fiberglass reinforced rubber timing belt with sintered iron drive sprockets.
V8-262 Cu.In.	Steel; sprocket and chain
Lobe Lift	
L4-140 Cu.In.	.4199 Inlet; .4302 Exhaust
V8-262 Cu.In.	.2485 Inlet; .2600 Exhaust
Bearings	5; Steel backed babbit

VALVE TRAIN

Type	
L4-140 Cu.In.	Direct action, cam lobes drive tappets that are lash adjusted.
V8-262 Cu.In.	Individually mounted, overhead rocker arms, push rod actuated.
Valve Lifters	
L4-140 Cu.In.	Mechanical with adjusting screw for valve lash
V8-262 Cu.In.	Hydraulic
Rocker Arm Ratio (V8-262 Cu.In.)	1.50:1
Push Rods (V8-262 Cu.In.)	
Type	Hollow steel
Ends	Hardened
Rotators (V8-262 Cu.In.)	Exhaust
Valve Lash (Cold)	
L4-140 Cu.In.	.015 Intake; .030 Exhaust
Valve Lift	
L4-140 Cu.In.	.4199 Inlet; .4302 Exhaust
V8-262 Cu.In.	.3727 Inlet; .3900 Exhaust

VALVE SPRINGS

Diameter (I.D.)	
L4-140 Cu.In.	.842
V8-262 Cu.In.	.868-.884
Free Length	
L4-140 Cu.In.	2.03
V8-262 Cu.In.	2.03
Installed length (lb. @ in.)	
Valve	
L4	71-79 @ 1.746
V8-262 Cu.In.	
(Inlet)	76-84 @ 1.70
(Exhaust)	76-84 @ 1.61
Valves opened	
L4-140 Cu.In.	183-197 @ 1.310
V8-262 Cu.In.	
(Inlet)	194-206 @ 1.25
(Exhaust)	194-206 @ 1.16
Damper	
L4-140 Cu.In.	Flat steel, 4.5 coils
V8-262 Cu.In.	Flat steel, 4 coils

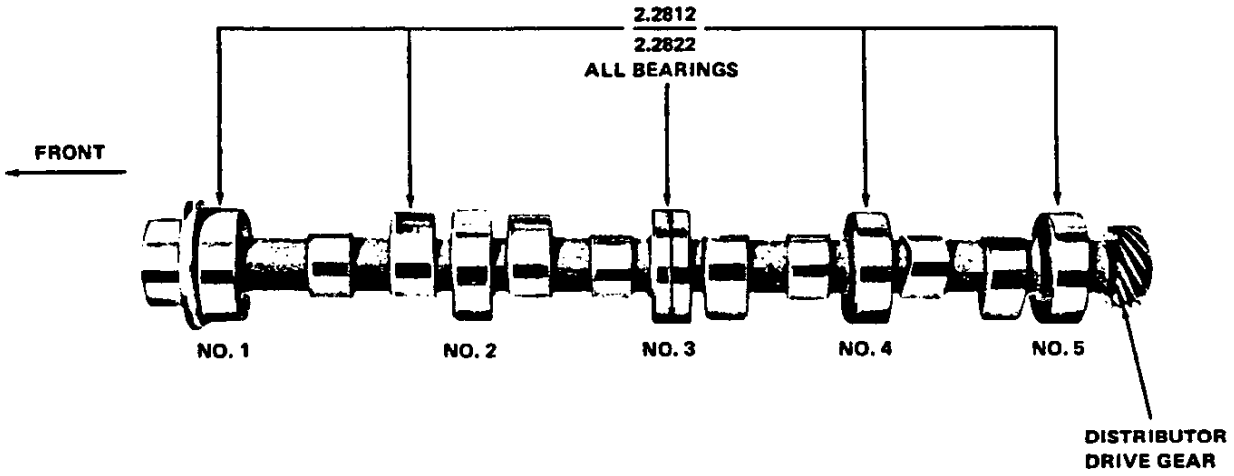
VALVE TIMING (Crankshaft Degrees - Excluding Ramps)

L4-140 Cu.In.	
Inlet Valve (opens with .015 lash)	
Opens - BTC	28°
Closes - ABC	70°
Duration	278°
Exhaust Valve (opens with .030 lash)	
Opens - BBC	91°
Closes - ATC	55°
Duration	326°
V8-262 Cu.In.	
Inlet Valve	
Opens - BTC	26°
Closes - ABC	66°
Duration	272°
Exhaust Valve	
Opens - BBC	74°
Closes - ATC	26°
Duration	280°

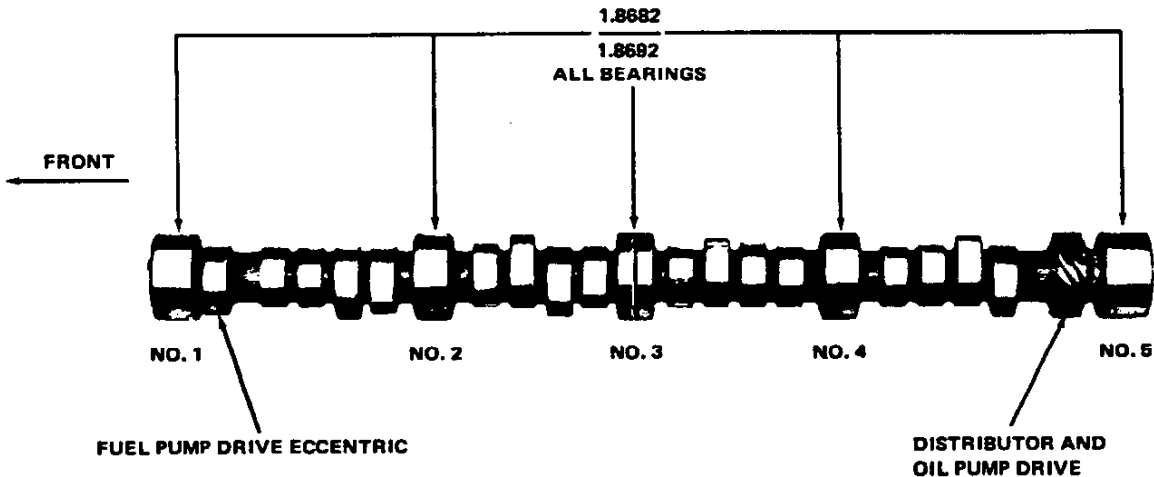
PRINCIPAL COMPONENTS

CAMSHAFT AND BEARINGS

140 CUBIC INCH L-4 ENGINE



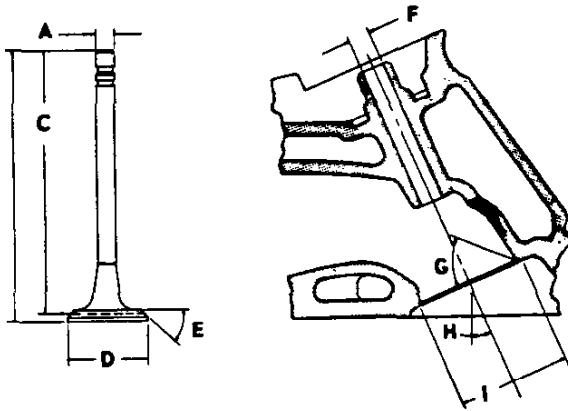
350 CUBIC INCH V-8 ENGINES



PRINCIPAL COMPONENTS

VALVES - INLET

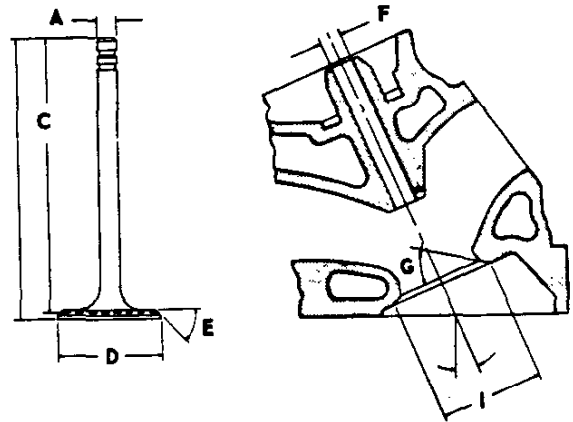
Material
 L4-140 Cu.In. High alloy steel
 with satellite seat
 V8-262 Cu.In. Alloy steel
 All stems Chrome flash



Stem Diameter	
L4-140 Cu.In.3410-.3417
V8-262 Cu.In.3410-.3417
Overall Length	
L4-140 Cu.In.	4.590-4.610
V8-262 Cu.In.	4.902-4.922
Gage Length	
L4-140 Cu.In.	4.503-4.513
V8-262 Cu.In.	4.785-4.795
Overall Head Diameter	
L4-140 Cu.In.	1.615-1.625
V8-262 Cu.In.	1.715-1.725
Angle of Face	45°
Guide Diameter	
L4-140 Cu.In.3427-.3437
V8-262 Cu.In.3427-.3437
Angle of Seat	46°
Valve Angle	
L4-140 Cu.In.	4°
V8-262 Cu.In.	23°
Valve Seat Diameter	
L4-140 Cu.In.	1.575
V8-262 Cu.In.	1.541-1.540

VALVE - EXHAUST

Material
 L4-140 Cu.In. High alloy steel with
 stellite seat.
 V8-262 Cu.In. High alloy steel with
 aluminized face.
 All stems Chrome flash



Stem Diameter	
L4-140 Cu.In.3410-.3417
V8-262 Cu.In.3410-.3417
Overall Length	
L4-140 Cu.In.	4.576-4.596
V8-262 Cu.In.	4.902-4.922
Gage Length	
L4-140 Cu.In.	4.488-4.498
V8-262 Cu.In.	4.781-4.791
Overall Head Diameter	
L4-140 Cu.In.	1.370-1.380
V8-262 Cu.In.	1.495-1.505
Angle of Face	45°
Guide Diameter	
L4-140 Cu.In.3427-.3437
V8-262 Cu.In.3427-.3437
Angle of Seat	46°
Valve Angle	
L4-140 Cu.In.	4°
V8-262 Cu.In.	23°
Valve Seat Diameter	
L4-140 Cu.In.	1.319
V8-262 Cu.In.	1.321-1.327

PRINCIPAL COMPONENTS

PISTONS

Material	
L4-140 Cu.In.	Cast aluminum alloy
V8-262 Cu.In.	Cast aluminum alloy
Head Type	
L4-140 Cu.In.	Flat
V8-262 Cu.In.	Sump
Skirt	
L4-140 Cu.In.	Iron plated open skirt
V8-262 Cu.In.	Slipper
Top land clearance	
L4-140 Cu.In.	.0300-.0360
V8-262 Cu.In.	.0235-.0325
Skirt clearance	
L4-140 Cu.In.	.0018-.0028
V8-262 Cu.In.	.0008-.0018
Compression ring groove depth	
L4-140 Cu.In.	.1800-.1865
V8-262 Cu.In.	.1875-.2118
Oil ring groove depth	
L4-140 Cu.In.	.2050-.2110
V8-262 Cu.In.	.2078-.2168
Pin bore offset	
L4-140 Cu.In.	.055-.065
V8-262 Cu.In.	.055-.065
Compression height	
L4-140 Cu.In.	1.498-1.502
V8-262 Cu.In.	1.748-1.752

PISTON PINS

Material		Chromium steel
Pin mounting		Locked in rod by shrink fit
Length		
L4-140 Cu.In.	2.740-2.760	
V8-262 Cu.In.	2.990-3.010	
Diameter		.9270-.9273
Clearance in piston		
L4-140 Cu.In.	.00030-.00040	
V8-262 Cu.In.	.00025-.00035	

CONNECTING RODS

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

CONNECTING ROD BEARINGS

Material		
L4-140 Cu.In.	Steel backed with copper lead alloy lining	
V8-262 Cu.In.	Premium aluminum	
Type		Precision removable
Clearance		
L4-140 Cu.In.	.0007-.0027	
V8-262 Cu.In.	.0013-.0035	
Theoretical Diameter		
L4-140 Cu.In.	2.0017	
V8-262 Cu.In.	2.1019	
Effective Length		
L4-140 Cu.In.	.807	
V8-262 Cu.In.	.797	
End Play		
L4-140 Cu.In.	.009-.013	
V8-262 Cu.In.	.008-.014	

COMPRESSION RINGS – UPPER

Material		Cast alloy iron
Type		Straight edge inside of ring
Face		Barrel
Coating		Chrome plated
Width		.0775-.0780
Wall Thickness		
L4-140 Cu.In.	.154-.164	
V8-262 Cu.In.	.165-.175	
Gap		
L4-140 Cu.In.	.015-.025	
V8-262 Cu.In.	.010-.020	

COMPRESSION RINGS – LOWER

Material		Cast alloy iron
Type		Inside bevel (top of ring 30 degrees to piston vertical axis)
Face		
L4-140 Cu.In.	Barrel	
V8-262 Cu.In.	Tapered	
Coating		
L4-140 Cu.In.	Chrome flash	
V8-262 Cu.In.	Wear resistant	
Width		
L4-140 Cu.In.	.0775-.0780	
V8-262 Cu.In.	.0770-.0780	
Wall Thickness		
L4-140 Cu.In.	.154-.164	
V8-262 Cu.In.	.165-.175	
Gap		
L4-140 Cu.In.	.009-.019	
V8-262 Cu.In.	.010-.020	

OIL CONTROL RINGS

Type		Multi-piece (two rails and one spacer)
Material		
Rails	Steel	
Spacer	Stainless steel	
Width (assembled)		
L4-140 Cu.In.	.1870-.1890	
V8-262 Cu.In.	.1845-.1865	
Wall Thickness		
L4-140 Cu.In.	.154-.164	
V8-262 Cu.In.	.138-.143	
Gap		
L4-140 Cu.In.	.010-.030	
V8-262 Cu.In.	.010-.025	

FUEL AND EXHAUST SYSTEM

FUEL SYSTEM

FUEL TANK

Capacity (gal.) 18.5 (approximately)
 Location In recessed well of rear underbody
 Filler Location Right rear quarter

FUEL FILTERS - DUAL

In fuel tank Mesh strainer
 In carburetor inlet Paper element

FUEL PUMP

Type
 L4-140 Cu.In. Electric
 V8-262 Cu.In. Mechanical, diaphragm
 Drive (V8-262 Cu.In.) Camshaft, eccentric
 Location
 L4-140 Cu.In. Mounted in fuel tank
 V8-262 Cu.In. Right side front of engine
 Pressure Range
 L4-140 Cu.In. 3-4-1/2 PSI @ 12.5 volts
 V8-262 Cu.In. 7.50-9.00 PSI at pump outlet

CHOKE

Type Automatic

AIR CLEANER

Type
 L4-140 Cu.In. One piece welded unit
 V8-262 Cu.In. Cylindrical, single air horn
 Filter element Oil-wetted paper

CARBURETORS

L4-140 Cu.In. Two barrel; downdraft
 V8-262 Cu.In. Two barrel; downdraft
 SAE Flange Size
 L4-140 Cu.In. 1.25
 V8-262 Cu.In. 1.50
 Throttle bore
 L4-140 Cu.In. Primary 1.24; Secondary 1.40
 V8-262 Cu.In. 1.69
 Venturi Diameter
 L4-140 Cu.In. Primary 1.02, Secondary 1.06
 V8-262 Cu.In. 1.09

EXHAUST SYSTEM

TYPE Single exhaust system
 converter, and resonator transverse muffler

MUFFLERS

Type Oval, reverse flow
 Construction Heads and body joined
 by rolled lock seam construction
 Head054 sheet steel aluminized
 Shell031 sheet steel aluminized
 Wrap060 indented asbestos sheet
 Cover017 sheet steel aluminized
 Length - body 18.00
 Height (I.D.) 5.00
 Width (I.D.) 9.25

EXHAUST PIPE TO CONVERTER

Material Seamless steel tubing
 Dimension (O.D.) 2.00
 Wall thickness084 laminated

EXHAUST PIPE - CONVERTER TO MUFFLER

Dimension (O.D.) 2.25
 Wall thickness071

EXHAUST PIPE - MUFFLER TO RESONATOR

Dimension (O.D.) 2.25
 Wall thickness062

RESONATOR

Type Straight through
 Head054 sheet steel aluminized
 Cover031 sheet steel aluminized

TAIL PIPE

Material Steel tubing aluminum coated
 Dimension (O.D.)
 L4-140 Cu.In. 2.00
 V8-262 Cu.In. 2.50
 Wall thickness062

SYSTEM APPLICATION

System Type	Engine Adaptation	
	L4-140 Cu.In.	V8-262 Cu.In.
PCV - Positive Crankcase Ventilation	***	*
EGR - Exhaust Gas Recirculation	***	*
CHA - Carburetor Hot Air	***	*
FEC - Fuel Evaporation Control System	***	*
CCS - Controlled Combustion System	*	
MAI - Manifold Air Injection	**	*
UFC - Underfloor Converter	***	*

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

BASIC FUNCTION OF SYSTEMS

POSITIVE CRANKCASE VENTILATION

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

EXHAUST GAS RECIRCULATION SYSTEM

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

CARBURETOR HOT AIR

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

MANIFOLD AIR INJECTION

Compresses, regulates and distributes quantities of air to the manifold to more completely burn carbon monoxide and hydrocarbon emissions.

FUEL EVAPORATION CONTROL SYSTEM

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

CONTROLLED COMBUSTION SYSTEM

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

UNDERFLOOR CONVERTER

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

LUBRICATION SYSTEM AND COOLING SYSTEM

LUBRICATION SYSTEM

GENERAL

Type	Controlled full pressure
Main Bearings	Pressure
Piston Pins	Splash
Cylinder walls	
L4-140 Cu. In.	Splash
V8-262 Cu.In.	Pressure jet cross sprayed
Camshaft bearings	Pressure
Tappets	Splash
Connecting Rods	Pressure
Oil pressure sending unit	Electric opens or closes circuit @ 2 to 6 PSI
Oil Filler	
Cap	Positive seal
Location	Top left front of crankshaft cover

OIL PUMP

Type	Eccentric inside-outside gear; driven by crankshaft
Regulator valve	Opens between 40-45 lbs.
Oil Pressure (lbs. @ engine RPM)	
L4-140 Cu. In.	40 PSI @ 1000
V8-262 Cu. In.	32-40 @ 2000
Intake type	Fixed pickup with screen
Capacity (GPM @ engine RPM)	4.5 gals. @ 2000 RPM

OIL FILTER

Type	Full flow throwaway type
Location	Lower front-left side
Capacity	One pint
By pass valve	Opens between 9 to 11 PSI drop in pressure

LUBRICANT GRADES AND TEMPERATURES

20°F and above	10W-30, 10W-40, 20W-20, 20W-40, 20W-50
0° to 60°F	10W, 5W-30, 10W-30, 10W-40
Below 20°F	5W-20, 5W-30

OIL PAN CAPACITIES (Quarts)

Refill	L4-140 Cu.In.—3; V8-262 Cu.In.—4
Refill with filter change	L4-140 Cu.In.—3.5; V8-262 Cu.In.—4

COOLING SYSTEM

GENERAL

Type	Pressure, vented thru coolant recovery system
Capacity	
L4-140 Cu. In.	8 qts.
V8-262 Cu. In.	18 qts.

RADIATOR

Type	Tube and center; cross flow
Distance between fins	
L4-140 Cu.In. engine	.18 Syn. & Auto.
V8-262 Cu.In. engine	.16 Syn. & Auto.
Distance between tubes	.55
Thickness of Core	1.24
Frontal area (sq.in.)	
L4-140 Cu.In.	144
V8-262 Cu.In.	300
Radiator cap relief valve	Opens at approximately 15 PSI
Overflow	Separate coolant bottle

RADIATOR HOSE

Outlet, Lower (Radiator to Water Pump)	
Type	One, molded; 1.75 I.D.
Inlet, Upper (Thermostat Housing)	
Type	One, molded; 1.28 I.D. (140 Cu.In.) 1.50 I.D. (V8-262 Cu.In.)

FAN

Type	
L4-140 Cu.In.	5 blade, staggered
V8-262 Cu.In.	7 blade, flex
Diameter	
L4-140 Cu.In.	12.0
V8-262 Cu.In.	16.0

WATER PUMP

Type	Centrifugal
Capacity	
L4-140 Cu.In.	14.7 GPM @ 2000 engine RPM
V8-262 Cu.In.	22.7 GPM @ 2000 engine RPM
Drive	
L4-140 Cu.In.	Water pump/fan drive multiple 'V' drive in back side of camshaft timing belt.
V8-262 Cu.In.	Fan belt

DRAIN LOCATIONS

Engine Block—Plug	
L4-140 Cu.In.	Left side of engine block
V8-262 Cu.In.	Right and left center
Radiator-Petcock	Lower, left rear face

THERMOSTAT

Type	Pellet
Begins to open	192°-198°
Fully opened	227°

ELECTRICAL SYSTEM

SUPPLY SYSTEM

BATTERY

Voltage Rating	12
Watts	
L4-140 Cu. In.	2500
V8-262 Cu. In.	3200
Number of plates	54
Number of cells	6
Cold Cranking Rating	
L4-140 Cu. In.	0° @ 275 amps;
-20° @ 210 amps @ 60 minute reserve capacity	
V8-262 Cu. In.	0° @ 350 amps;
-20° @ 270 amps @ 60 minute reserve capacity	
Terminal grounded	Negative
Location	Right side front of engine compartment

GENERATOR

Type	Diode rectified with integral regulator
Rating	
Amps	32 (140 Cu.In.), 37 (262 Cu.In.)
Volts	12
Drive	By fan belt
Pulley Pitch Diameter	2.70
Ratio (Gen to Engine Speed)	2.73:1

REGULATOR

Type	Micro-circuit unit, integral with generator Voltage Regulator
Voltage	13.8-14.8 @ 85°F

IGNITION SYSTEM

TYPE	High Energy Ignition (H.E.I.)
DISTRIBUTORS	Refer to chart below

STARTING SYSTEM

STARTING MOTOR

Rotation (Drive End View)	Clockwise
Test Conditions	Engine at operating temperature
No Load Test	
RPM	
L4-140 Cu.In.	6750-10500
V8-262 Cu.In.	7800-12000
Volts	10.6
Amps	
L4-140 Cu.In.	58-80
V8-262 Cu.In.	70-99
Motor Drive	
Engagement	Solenoid
Pinion Meshes at	Rear
Pinion Tooth No.	9
Flywheel Tooth No.	153
Mounting	Bolted to clutch housing

COIL

Type	12 Volt
Amperes Drawn	
Engine Stopped	4.0
Engine Idling	1.8

SPARK PLUGS

Make & Type	
L4-140 Cu.In.	ACR43TSX
V8-262 Cu.In.	ACR44TX
Thread Size (mm)	14
Gap	.060
Torque	25 lb. ft.

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

DISTRIBUTORS	L4-140 Cu.In.		V8-262 Cu.In.	
	Manual Transmission	Automatic Transmission	Manual Transmission	Automatic Transmission
Model	1112862			
Centrifugal Advance Begins (RPM)	0° @ 1620		0° @ 1200	
Max Degrees @ RPM	22° @ 4800		22° @ 4200	
Vacuum Advance Begins (in. Hg.)	0° @ 5		0° @ 4	
Max Degrees @ In. Hg.	24° @ 11		18° @ 20	
Timing (Initial Design Setting)				
Crankshaft Degrees @ RPM (with vacuum spark line disconnected)	10° BTC @ 700	12° BTC @ 750	8° BTC @ 800	8° BTC @ 600
Timing Mark Location	Crankshaft Pulley			

CLUTCHES AND TRANSMISSIONS

CLUTCHES

Engine		L4-140 Cu.In. L13	V8-262 Cu.In. LV1	
Clutch for		4-Speed		
Type		Single dry disc centrifugal		
Clutch cover & pressure plate	Eff. plate load, lbs.	1250-1450	2100-2300	
	Press. plate matl.	Cast iron		
	Clutch spring type	Diaphragm, bent finger design		
	Clutch spring matl.	Heat treated spring steel		
Driven plate	Type	Single disc with two friction surfaces		
	Cushions	Flat spring steel between friction rings		
	Dampers	8 coil springs (4 sets of two)		
	Friction rings	OD	9.12	9.12
		ID	6.12	6.12
		Total area sq. in.	71.82	71.82
Material		Woven type asbestos		
Flywheel	Flywheel Material	Nodular 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	
Controls	Clutch fork	Drop forged steel, pivot mounted on ball		
	Pedal mounting	Pendant, from brace on dash		
	Lubrication	Crossover shaft		
Clutch housing material		Aluminum alloy		

3-SPEED AND 4-SPEED TRANSMISSIONS

Transmission Type		L4-140 Cu.In. & V8-262 Cu.In.	
Case material		Cast iron	
Gear Shift	Type	Remote	
	Control	Lever	
	Location	Floor, mounted between seats	
Gears	Type	Helical	
	Material	Forged steel, hardened	
	Synchronization	All forward gears	
	Constant mesh gear	All forward gears	
	Sliding gears	Reverse	
	Ratios	First	3.11
		Second	2.20
		Third	1.47
Fourth		1.00	
Reverse		3.11	
Lubricant	Type	Meeting Military Specifications MIL-L-2105-B	
	Capacity (pts)	3	
Extension	Material	Aluminum	
	Oil Seal	Steel encased seal of spring loaded silicone	

TRANSMISSIONS

TURBO HYDRA-MATIC TRANSMISSION

Engine	Displacement (Cu.In.)	L4-140 Cu.In.	V8-262 Cu.In.	
General Data	Type	Automatic hydraulic torque converter with compound planetary gear system - three forward speeds and reverse.		
	Selector lever	Location	Floor tunnel (a)	
		Operation	Actuates controls by a hydraulic system from pressurized gear type pump	
		Quadrant pattern	P-R-N-D-L2-L1	
	Parking Lock	Type	Locking pawl	
		Operation	Applied by selector lever through manual linkage	
	Method of cooling	Air		
Flywheel assembly	Steel stamping with welded on ring gear			
Hydraulic System	Oil pressure pump	Supplies hydraulic pressure from an engine driven gear type pump		
	Type	Steel spool valve		
	Valves	Manual	Establishes range at transmission operation	
		Pressure regulator	Provides main line pressure	
		Shift (1-2)	Controls oil pressure for transmission shift from 1-2 or 2-1	
		Shift (2-3)	Controls oil pressure for transmission shift from 2-3 or 3-2	
	Modulator	Regulates line pressure with modulator oil pressure which varies with torque to transmission		
	Accumulator	Provides greater flexibility in attaining desired shift quality for various engine requirements		
	Pressure @ Idle (b)	Drive	55	
		L2	80	
		L1	80	
Reverse		84		
Converter Assembly	Pump (Drive member)	Multivane type, sheet metal blade spot welded to steel pump housing that is an integral part of the converter housing		
	Turbine (Driven member)	Steel axial flow blades assembled between inner & outer steel shells		
	Stator assembly	Aluminum multivane type blades mounted on a one way (overrunning) roller clutch		
	Stall ratio	2.60		
	Stall speed (RPM)	2450		
	Diameter (nominal)	10.00		
Planetary Gear Set	Reaction carrier assembly	4 steel pinion gears		
	Output carrier assembly	4 steel pinion gears		
	Intermediate band	Circular steel with organic lining		
	Range	D (Drive)	2.52:1 - 1.52:1 - 1.00:1	
		L2 (Low two)	2.52:1 - 1.52:1	
		L1 (Low one)	2.52:1	
R (Reverse)		1.93:1		
Servo Unit	Piston with release spring and inner cushion spring			
Case	Material	Aluminum		
Clutches	Type	Three, multiple disk		
	Material	Drive plates	Steel with bonded organic facings	
		Driven plates	Flat steel	
	Forward clutch	3 each drive & driven plates		
	Direct clutch	2 each drive & driven plates		
	Low & Reverse clutch	3 each drive & driven plates		
Release spring	Radial row steel coil			
Torque Multiplication	Drive (maximum)	6.50:1 to 1.00		
	Low 2	6.50:1 to 1.52		
	Low 1	6.50:1 to 2.52		
	Reverse	5.00:1 to 1.93		
Governor	Type	Cross-axis centrifugal		
	Operation	Regulates a pressure proportional to car speed which acts upon the (1-2) (2-3) shift and modulator valves		
Lubricant	Type	A suffix A		
	Capacity (pints)	Dry	20	
		Refill	8	

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

(b) Conditions: 600 RPM input

1975 MVMA Specifications Form

Passenger Car

Manufacturer CHEVROLET MOT OR DIVISION GENERAL MOTORS CORPORATION	Car Line MONZA 2+2	
Mailing Address CHEVROLET ENGINEERING CENTER 30003 VAN DYKE AVENUE WARREN, MICHIGAN 48090	Model Year 1975	Issued: SEPTEMBER 1974 Revised (•)

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MVMA Specifications Form Passenger Car

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NOTES:

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

**MVMA Specifications Form
Passenger Car**

Car Line MONZA 2+2
Model Year 1975 Issued 9/74 Revised (e) _____

Car Models

Model Description	Make, Car line, Series, Body Type (Mfg's Model Code)	Max. Number of Passengers (Front/Rear)	
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	<u>MODELS</u>	<u>FRONT</u>	<u>REAR</u>
2-Door Hatchback Coupe	1HR07	2	2

NOTE: Any specifications on the following pages that are specific to California requirements are indicated accordingly.

MVMA Specifications Form Passenger Car

Car Line MONZA 2+2
 Model Year 1975 Issued 9/74 Revised (e) _____

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

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

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

Width

Tread - Front	W101	54.8
Tread - Rear	W102	53.6
Maximum overall car width	W103	65.4
Body width at No. 2 pillar	W117	64.7
Max. front doors open	W120	150.4
Max. rear doors open	W121	- - -

Length

Body "O" to front of dash	L 30	-0.8
Wheelbase	L101	97.0
Overall car length	L103	179.3
Overhang - front	L104	36.8
Overhang - rear	L105	45.5
Body upper structure length	L123	100.9
Body "O" line to C/L of rear wheel	L127	86.0
Body "O" line to w/s cowl point	L130	12.0

Height

Passenger Distribution (front & rear)	*	2-2
Trunk/Cargo load (lbs.)	*	0
Overall height	H101	50.2
Cowl height	H114	35.1
Deck height	H138	
Rocker panel - front	To ground	6.6
	From front wheel C/L	- -
Bottom of front door to ground	H133	9.1
Rocker panel - rear	To ground	6.2
	From rear wheel C/L	- -
Bottom of rear door to ground	H135	- -
Windshield slope angle	H122	60.0°

Ground Clearance

Bumper to ground - front	H102	9.9
Bumper to ground - rear	H104	10.4
Angle of approach	H106	17°28'
Angle of departure	H107	17°38'
Ramp breakover angle	H147	15°7'
Rear axle differential to ground	H153	6.1
Min. running clearance (Specify)	H156	4.9 (a)

(a) Catalytic Converter

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

MVMA Specifications Form

Passenger Car

Car Line MONZA 2+2
 Model Year 1975 Issued 9/74 Revised (●) _____

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

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

Front Compartment

H Point to body "O" line	L31	43.7
Effective head room	H61	37.7
Effective T Point head room	H75	37.8
Max. eff. leg room - accelerator	L34	42.9
H Point to Heel point	H30	7.3
H Point travel	L17	6.5
Shoulder room	W3	51.0
Hip room	W5	48.0
Upper body opening to ground	H50	45.6
Steering Wheel Angle Vertical	H-18	18.0°
Back Angle Front	L-40	26.0°

Rear Compartment

H Point couple distance	L50	27.3
Effective head room	H63	35.3
Effective T Point head room	H76	35.6
Min. effective leg room	L51	29.9
H Point to Heel point	H31	8.6
Min. knee room	L48	-2.5
Rear Compartment room	L3	24.6
Shoulder room	W4	51.2
Hip room	W6	42.0
Upper body opening to ground	H51	- -

Luggage Compartment

Usable luggage capacity (cu. ft.)	V1	- -
Liftover height	H195	28.8
Position of spare tire storage		Base tire, right corner flat on load floor, space saver tire, rear
Method of holding lid open		Telescoping gas springs (quarter panel wall.

MVMA Specifications Form

Passenger Car

Car Line MONZA 2+2
 Model Year 1975 Issued 9/74 Revised (•)

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

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

Station Wagon — Third Seat

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

Station Wagon — Cargo Space

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

Hatchback — Cargo Space

Front Seat Back to Load Floor Height	H197	18.3
Cargo Length at Front Seat Back Height	L208	40.7
Cargo Length at Floor - Front Seat	L209	63.0
Cargo volume index (cu. ft.) $\frac{L208 + L209}{2} \times W4 \times H197$ 1728	V3	28.1

MVMA Specifications Form Passenger Car

Car Line MONZA 2+2
 Model Year 1975 Issued 9/74 Revised (●) _____

Power Teams (Indicate whether standard or optional)

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

SERIES AVAILABILITY	ENGINE						TRANSMISSION	AXLE RATIO **		
	Displ. cu. in.	Carb.	Compr. Ratio	SAE Net @ RPM		Exhaust System*		(Std. first # (Indicate A/C ratio) #		
				BHP	Torque			A	B	C
1 HR07 (Standard) (All States)	140 L4 (L11)	One, 2-Bbl	8.0:1	87 @ 4400	122 @ 2800	S 2.25	4-Spd. Manual (3.11:1 low) 3-Spd. Auto. *	3.42	2.93	--
1HR07 (Optional) Not available in California	262 V8 4.3 Litre (LV)	One; 2-Bbl	8.5:1	110 @ 3600	200 @ 2000	S 2.25	4-Spd. Manual (3.11:1) low 3-Spd. Auto. *	2.56	--	2.93
	5.7L									
* Optional ** Positraction available with all ratios # Same axle ratios for Air Conditioning A Base B Highway Option C High Altitude Option										

*S - Single D - Dual

MVMA Specifications Form

Passenger Car

Car Line MONZA 2+2
 Model Year 1975 Issued 9/74 Revised (e)

Engine Displacement

L4-140 C. I. L11	V8-262 C. I. 4.3 Litres LVI
---------------------	-----------------------------------

Engine — General

Type, no. cyls., valve arr.	In-line 4 Cylinder Overhead Camshaft	90° V8 OHV
Bore and stroke (nominal)	3.501 x 3.625	3.671 x 3.10
Piston displacement, cu. in.	140	262
Bore spacing (C/L to C/L)	4.00	4.40
No. system (front to rear)	L. Bank	1-2-3-4
	R. Bank	In Line
Firing Order	1-3-4-2	1-8-4-3-6-5-7-2
Cylinder Head Material	High Chrome Cast Alloy Iron	Cast Alloy Iron
Cylinder Block Material	Die Cast High silicon Alum. Alloy	Cast Alloy Iron
Cyl. Sleeve-Wet, dry, none	None	
Number of mtg. points	Front	Two
	Rear	One
Engine installation angle	3° 55'	
Taxable horsepower	Dia. 2 x No. Cyl. 2.5	19.6
Recommended fuel regular — premium	Unleaded	
Cylinder Head Volume (cc)	73.50	60.39
Head Gasket Thickness (Compressed)	.044	.021
Head Gasket Volume (cc)	7.26	3.93
Deck Clearance (minimum) (above or below block)	.01149 (above)	.025 (below)
Minimum Combustion Chamber Volume (cc)	71.1	59.4

Engine — Pistons

Material		Cast Aluminum Alloy	
Description and finish	Flat Head Iron Plated Open Skirt		Flat Head Slipper Skirt
	Weight (piston only) oz.		14.08
Clearance (limits)	Top land	.0300 - .0360	.0235 - .0325
	Skirt	Top	.0018 - .0028 (a)
		Bottom	- - -
Ring groove diameter	No. 1 ring	3.130 - 3.140	3.250 - 3.275
	No. 2 ring	3.130 - 3.140	3.250 - 3.275
	No. 3 ring	3.080 - 3.090	3.250 - 3.275

(a) Measured 1.50 from top of piston

(b) Measured 1.75 from top of piston

**MVMA Specifications Form
Passenger Car**

Car Line MONZA 2+2
 Model Year 1975 Issued 9/74 Revised (•) _____

Engine Displacement

L4-140 C.I. L11	V8-262 C.I. LV1
--------------------	--------------------

Engine - Piston Rings

Function (top to bottom)	No. 1, oil or comp.	Compression	
	No. 2, oil or comp.	Compression	
	No. 3, oil or comp.	Oil	
Compression	Description - <u>Upper</u> material, coating, etc. <u>Lower</u>	Cast Alloy Iron, Barrel Face, Chromeplated	
	Width	.0775 - .0780	Upr. .0775 - .0780 Lwr. .0770 - .0775
	Gap	Upr. .015 - .025 Lwr. .009 - .019	Upper & Lower .010 - .020
	Oil	Multi-piece (2 rails and 1 spacer expander) Rails - steel, chrome plated OD; expander - stainless steel	
Oil	Description - material, coating, etc.	Multi-piece (2 rails and 1 spacer expander) Rails - steel, chrome plated OD; expander - stainless steel	
	Width <u>Assembled</u>	.1870 - .1890	.1845 - .1865
	Gap	.010 - .030	.010 - .025
Expanders	In Oil Ring Assembly		

Engine - Piston Pins

Material	Chromium Steel		
Length	2.740 - 2.760	2.990 - 3.010	
Diameter	.9270 - .9273		
Type	Locked in rod, in piston, floating, etc.	Locked in rod	
	Bushing	In rod or piston	None
Clearance	In piston	.00030 - .00040	.00025 - .00035
	In rod	Major thrust side .060	
Direction & amount offset in piston	Major thrust side .060		

Engine - Connecting Rods

Material	Drop forged steel		
Weight (oz.)	14.24	13.70	
Length (center to center)	5.695 - 5.705		
Bearing	Material & Type	Steel backed with aluminum or copper lead lining equiva.	Premium aluminum
	Overall length	.807	.797
	Clearance (limits)	.0007 - .0027	.0013 - .0035
	End Play	.0009 - .0013	.008 - .014

(a) L4-140 Chrome Flash; V8-262 Wear Resistant Coating

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Car Line MONZA 2+2
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Engine Displacement

L4-140 C.I. L11	V8-262 C.I. LVI
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Engine—Crankshaft

Material	Cast Nodular Iron		
Vibration damper type	None	Rubber mounted inertia	
End thrust taken by bearing (No.)	4	5	
Crankshaft end play	.002-.008	.002-.007	
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 2.4502 x .752
		No. 3	2.3004 x .752 2.4502 x .752
		No. 4	2.3004 x .760 2.4502 x .752
		No. 5	2.3004 x .864 2.4508 x 1.180
		No. 6	None
No. 7		None	
Dir. & amt. cyl. offset	None		
No. bolts/main brg. cap	10 bolts/5 caps		
Crankpin journal diameter	1.999 - 2.000	2.098 - 2.099	

Engine—Camshaft

Location	In Cylinder Head	In block above crankshaft	
Material	Cast Alloy Iron		
Bearings	Material	Steel backed babbitt	
	Number	5	
Type of Drive	Gear or chain	Fiber glass reinforced cog belt Chain	
	Crankshaft gear or sprocket material	Sintered iron sprocket Steel Sprcket	
	Camshaft gear or sprocket material	Sintered iron sprocket Nylon teeth with alum. head	
	Timing chain	No. of links	91 teeth 46
		Width	.954 - 1.031 .625
Pitch		.500 .500	

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

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Car Line MONZA 2+2
 Model Year 1975 Issued 9/74 Revised (e) _____

Engine Displacement

L4-140 C.I. L11	V8-262 C.I. LVI
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Engine—Valve System

Hydraulic lifters (Std., opt., NA)		NA	Standard	
Valve rotator, type (intake, exhaust)		None	Exhaust	
Push rods (dia., length, material)		None	Welded Steel Tubing .3125x7.724	
Rocker ratio		None	1.50:1	
Operating tappet clearance (indicate hot or cold)	Intake	.015 (cold)	Zero	
	Exhaust	.030 (cold)	Zero	
Timing (based on top of ramp points)	Intake	Opens (*BTC)	28°	
		Closes (*ABC)	70°	
		Duration (deg.)	278°	
	Exhaust	Opens (*BBC)	91°	
		Closes (*ATC)	55°	
		Duration (deg.)	326°	
Valve open overlap (deg.)		83°	52°	
Intake	Material		Alloy Steel, coated face	
	Overall length		4.590 - 4.610	
	Actual overall head dia.		1.615 - 1.625	
	Angle of seat & face (deg.)		46° seat; 45° face	
	Seat insert material		None	
	Stem diameter		.3410 - .3417	
	Stem to guide clearance		.0010 - .0027	
	Lift (@ zero lash)		.4367	
	Outer spring press. & length	Valve closed (lb. @ in.)	71-79-1.746	
		Valve open (lb. @ in.)	183-197 @ 1.310	
	Inner spring press & length	Valve closed (lb. @ in.)	Spring Damper	
		Valve open (lb. @ in.)	Spring Damper	
	Exhaust	Material		High Alloy Steel, stellite face
		Overall length		4.576 - 4.596
Actual overall head dia.		1.370 - 1.380		
Angle of seat & face (deg.)		46° seat; 45° face		
Seat insert material		None		
Stem diameter		.3410 - .3417		
Stem to guide clearance		.0010 - .0027		
Lift (@ zero lash)		.4302		
Outer spring press. & length		Valve closed (lb. @ in.)	71-79 @ 1.746	
		Valve open (lb. @ in.)	183-197 @ 1.310	
Inner spring press. & length		Valve closed (lb. @ in.)	Spring Damper	
		Valve open (lb. @ in.)	Spring Damper	
Material		High alloy steel aluminized face		
Overall length		4.913 - 4.933		
Actual overall head dia.		1.495 - 1.505		
Angle of seat & face (deg.)		46° seat; 45° face		
Seat insert material		None		
Stem diameter		.3410 - .3417		
Stem to guide clearance		.0010 - .0027		
Lift (@ zero lash)		.4100		
Outer spring press. & length	Valve closed (lb. @ in.)	71-79 @ 1.746		
	Valve open (lb. @ in.)	183-197 @ 1.310		
Inner spring press. & length	Valve closed (lb. @ in.)	Spring Damper		
	Valve open (lb. @ in.)	Spring Damper		

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Engine Displacement	
L4-140 C.I. L11	V8- 262 C.I. LV1

Engine — Lubrication System

Type of lubrication (splash, pressure, nozzle)	Main bearings	Pressure	
	Connecting rods	Pressure	
	Piston pins	Splash	
	Camshaft bearings	Pressure	
	Tappets	Pressure	
	Timing gear or chain	None	Pressure
	Cylinder walls	Splash	Pressure jet cross sprayed
Oil pump type	Eccentric Inside-Outside Gear	Gear	
Normal oil pressure (lb. @ engine rpm)	40 PSI @ 1000 RPM	32-40 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 - 10W-30, 10W40, 20W-20, 20W-40, 20W-50 0° to 60°F-10W; 5W-30, 10W-30, 10W-40 Below 20°F - 5W-20, 5W-30		
Engine service reqmt. (SD, SE, etc.)	SE		

Engine — Exhaust system

Type (single, single with cross-over, dual, other)	Single with Converter	Single/crossover with Converter
Muffler No. & type (reverse flow, straight thru, separate resonator)	One reverse flow and resonator	
Exhaust pipe dia. (O.D. & wall thick.)	Branch	2.00 x .084 (d)
	Main	2.25 x .071 (b) 2.25 x .062 (c)
Exhaust pipe dia. (O.D. & wall thickness)	2.00 x .062	2.50 x .062

- (a) From exhaust manifold to converter
- (b) From converter to muffler
- (c) From muffler to resonator
- (d) Laminated

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Car Line MONZA 2+2
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Engine Displacement

1.4-140 C. I. L11	V8-262 C. I. LVI
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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.)	18-1/2 Approximately		
	Filler location	Right Rear Quarter Panel		
Fuel Pump	Type (elec. or mech.)	One Electric		
	Locations	Mounted in Fuel Tank		
	Pressure range	3-4-1/2 PSI @ 12.5 volts		
Vacuum booster (std., optional, none)		None		
Fuel Filter	Type	Mesh plastic strainer in gas tank and		
	Locations	paper filter element in carburetor inlet		
Carburetor	Choke type	Automatic		
	Intake manifold heat control (exhaust or water)	Water	Exhaust	
	Air cleaner type	Standard	One piece welded unit	Thermostatically controlled with oil wetted paper element.
		Optional	- - -	
	Idle speed (spec. neutral or drive)	Manual	700	800
Automatic		750	600	
Idle A/F mix.		Not Specified		

Carburetor Supplementary Information

Model Usage	Engine Displ.	Transmission	Carburetors		No. Used and Type	Barrel Size
			Make	Model		
1HR07	140 L11	Manual	Holley	348659	One; 2-Bbl	Prim. 1.24 Sec. 1.40
		Automatic		348660		
	262 LVI	Manual	Rochester	7045105 (7045405)	One; 2-Bbl	1.69
		Automatic		7045106 (7045406)		

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

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Car Line MONZA 2+2
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Engine Displacement

L4-140 C.I. L11	V8- 262 C.I. LVI
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Engine — Cooling System

Type system (pressure, pressure vented, atmospheric, other)	Pressure-vented thru coolant recovery system			
Radiator cap relief valve pressure	15±1 PSI			
Circulation thermostat	Type (choke, bypass)	Choke		
	Starts to open at (°F)	192° - 198°		
Water pump	Type (centrifugal, other)	Centrifugal		
	GPM 2000ump rpm	14.7	22.7	
	Number of pumps	One		
	Drive (V-belt, other)	Multiple "V" back of timing belt	V-Belt	
	Bearing type	Permanently lubricated double row ball		
By-pass recirculation type (inter., ext.)	Internal			
Radiator core type (cross-flow, vertical, cellular, tube and fin, other)	Cross-flow; tube and center			
Cooling system capacity	With heater (qt.)	8	18	
	Without heater (qt.)	-	-	
	Opt. equipment-specify (qt.)	8	18	
Water jackets full length of cyl. (yes, no)	Yes			
Water all around cylinder (yes, no)	Yes			
Radiator hose	Lower	Number and type (molded, straight)	One, Molded	
		Inside diameter	1.75	
	Upper	Number and type (molded, straight)	One, Molded	
		Inside diameter	1.28	1.50
	By-pass	Number and type (molded, straight)	None	
		Inside diameter	---	
	Fan	Number of blades & spacing	5-Blade, Staggered	7-Blade, Flex
		Diameter	12.00	16.00
Ratio-fan to crankshaft rev		1.16 :1	.949:1	
Fan cutout type		None		
Bearing type		Double Row Ball		
*Drive belts (indicate belt used by letter)	Fan	A	F	
	Generator or alternator	B	F	
	Water Pump	A	F	
	Power Steering	C	H	
	Air Conditioning	D	I	
		AB E	--	

*Drive Belt Dimensions	A	B	C	D	E	F	G	H	I	J	K
Angle of V	52°(a)	38°	38°	38°		← 34° - 38° →					
Nominal length (SAE)	45.50	36.00	53.25	36.25		44.50	-	36.00	54.50		
Width	1.031	.380	.380	.380		.380	-	.380	.380		

(a) 6 "V" Groove

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Car Line MONZA 2+2
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Engine Displacement

L4-140 C.I. L11 V8-262 C.I. LV1	L4-140 C.I. L11
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Vehicle Emission Control

All states except California	California Only
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Exhaust Emission Control	Type (Air injection, engine modifications, other)		Engine Modifications	Air Injection
	Air Injection Pump	Type		Semi-articulated vane type
		Displacement		19.3 cubic inch
		Drive ratio	Controlled	1.15:1
		Drive type		Crankshaft Pulley
		Relief valve (type)		Diverter Valve
		Filter (describe)	Combustion	Centrifugal Air Cleaner
	Air Injection System	Air distribution (head, manifold, etc.)		Manifold
		Point of entry		Exhaust Ports
		Injection tube i.d.	System	.2700
		Check valve type		Pressure Plate System
		Backfire protection (type)		Diverter Valve
	Exhaust Gas Recirculation System	Type (controlled flow, open orifice, other)		Controlled Flow
		Valve type		Vacuum modulated shut-off and metering valve
		Valve location		Left front of inlet manifold
		Control energy source		Carburetor vacuum
		Exhaust source		Manifold
		Exhaust cooler type		None
		Orifice no. and size		One: .030
	Other	Point of exhaust injection (spacer, carburetor, manifold, other)		Inlet Manifold
Carburetor Heated Air			Thermostatically controlled air cleaner regulates and mixes heated air with incoming cold air to reduce hydro-carbon emission.	
Under Floor Converter			Catalyst encased in a structural steel shell with an aluminized steel cover and a felt insulating blanket between. Exhaust gas flow down through the catalyst that effectively controls the hydro-carbon and carbon monoxide to a more desirable emission.	

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Engine Displacement

L4-140 C.I. LII	V8-262 C.I. LVI
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Vehicle Emission Control (Continued)

	Type (ventilates to atmos., induction system, other)		Induction System	
	Standard	Optional		
Crankcase Emission Control	Control Unit	Make and model	AC Spark Plug 6486955	AC Spark Plug 6487778
		Location	Front camshaft cover	Left front rocker cover
		Energy source (manifold vacuum, carburetor, other)	Manifold vacuum	
		Control method (variable orifice, fixed orifice, other)	Variable orifice	
	Complete System	Discharges (to intake manifold, other)	Intake manifold	
		Air inlet (breather cap, other)	Carburetor air cleaner	
		Flame arrestor (screen, other)	Screen	
Evaporative Emission Control	Fuel Tank	Thermal expansion volume (cu. ft.)	.0410	
		Relief pressure (psi) and location	Filler cap 25-35" of water	
		Vacuum relief (psi) and location	Filler cap 5-14" of water	
		Vapor-liquid separator type	Integral chamber with fuel tank	
		Vapor vented to (crankcase, canister, other)	Canister ---	
	Carbu- retor	Vapor vented to (crankcase, canister, other)	Canister ---	
		Vapor Storage	Storage provision (crankcase, canister, other)	Canister ---
	Volume (cu. ft.) or capacity (grams)		50-130 grams	
	Control valve type		Vacuum diaphragm controlled - constant orifice	

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Car Line MONZA 2+2

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Engine Displacement

L4-140 C.I. L11	V8-262 C.I. LVI
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Electrical — Supply System

Battery	Make and Model	Delco Remy 1980202		Delco Remy 1980203		
	Voltage Rtg. & Total Plates	12 Volts (2500 Watts)-54 plates		12 Volts (3200 Watts) - 54 plates		
	SAE Designation No. * and/or capacity	0° - 275 amps -20° - 210 amps		0° - 350 amps -20° - 270 amps		
	Location	Right side front of engine compartment				
	Terminal grounded	Negative				
Generator or Alternator	Make	Delco-Remy				
	Model	1100545		1102854		
	Type and rating	Diode rectified - 32 amps		Diode rectified - 37 amps		
	Output at engine idle (neutral)	9-17 amps		12-20 amps		
	Ratio—Gen. to Cr/s rev	2.73:1				
Regulator	Make	Delco-Remy				
	Model	--				
	Type	Micro circuit unit integral with generator				
	Cutout relay	Closing voltage @ generator rpm	None			
		Reverse current to open	None			
	Regu- lated	Voltage	13.8-14.8 @ 85° F			
		Current	--			
	Voltage test condi- tions	Temperature	operating			
		Load	3-8 amperes			
		Other	None			

Electrical — Starting System

Starting Motor	Make	Delco-Remy				
	Model	1108195		1108512		
	Rotation (drive end view)	Clockwise				
Motor Drive	Engagement type	Positive shift solenoid				
	Pinion engages from (front, rear)	Rear				
	Number of teeth	Pinion	9			
		Flywheel	Manual	153		
	Auto		153			
	Flywheel tooth face width	Manual	.4010-.4130			
		Auto	.4010-.4130			

* Cold cranking power @ 60 minutes reserve capacity.

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Engine Displacement

L4-140 C. I. L11	V8-262 C. I. LV1
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Electrical — Ignition System — Distributor

Breaker gap (in.)		Not applicable	
Cam angle (deg.)		Not applicable	
Bkr. arm tension (oz.)		Not applicable	
Distributor	Manual	1112862	1112880
	Automatic	1112862	1112880
Timing	Manual	10°BTC @ 700	8°BTC @ 800
	Automatic	12°BTC @ 750	8°BTC @ 600

Distributor Model	CENTRIFUGAL ADVANCE Crankshaft Degrees at Engine RPM			VACUUM ADVANCE Crankshaft Deg. at In. of Mercury	
	Start	Intermediate	Maximum	Start	Maximum
1112862	0° @ 1620	5 @ 2000	22 @ 4800	0° @ 5	24 @ 11
1112880	0° @ 1200	12 @ 2000	22 @ 4200	0° @ 4	18 @ 20

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Engine Displacement	
L4-140 C. I. L11	V8-262 C. I. LV1

Electrical—Ignition System

Type	Conventional - Std., Opt., N.A.	--
	Transistorized - Std., Opt., N.A.	--
	Other (specify)	High energy ignition system (H. E. I.)
Coil	Make	Delco-Remy
	Model	1115430 1115293
	Amps	Engine stopped 4.0 Engine idling 1.8
Spark Plug	Make	AC Spark Plug
	Model	AC R43TSX AC R44TX
	Thread (mm)	14
	Tightening torque (lb. ft.)	25 (original) 15 (replacement)
	Cap	.060
Cable	Conductor type	Fiberglass core impregnated with electrical conducting material
	Insulation type	Rubber with silicone jacket
	Spark plug protector	Silicone rubber

Electrical—Suppression

Locations & type	Non-metallic high tension ignition cables
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Electrical—Instruments and Equipment

Speedometer	Type	Dial, with pointer
	Trip odometer (std. opt., N.A.)	NA
Charge indicator - type		Ammeter
Temperature indicator - type		Gauge
Oil pressure indicator - type		Gauge
Water level indicator - type		Electric gauge
	Type - Standard	Electric 2-speed
Type - Optional	None	
Type - Standard	Push-button	
Type - Optional	None	
Type	Vibrator	
Number used	One	
Amp draw (each)	4.5-6.0 @ 12.5 Volts	
Other	Parking brake warning light and brake failure warning light. Restraint system warning light and buzzer	

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Engine Displacement	
L4-140 C. I. LII	V8-262 C. I. LVI

Drive Units—Clutch (Manual Transmission)

Make & type	Chevrolet Single dry disc	Chevrolet Single dry disc centri fugal
Type pressure plate springs	Diaphragm	Diaphragm bent finger design
Total spring load (lb.)	1250-1450	2100-2300
No. of clutch driven discs	One	
Clutch facing	Material	Woven type asbestos
	Manufacturer	Chevrolet
	Part Number	6262868
	Rivets/Plate	36
	Rivet size	.184 x .208
	Outside & inside dia.	9.12 X 6.12
	Total eff. area (sq. in.)	71.82
	Thickness	.135
Engagement cushioning method	Flat spring steel between facings	
Release bearing	Type & method of lubrication	Single row ball, packed and sealed
Torsional damping	Methods: springs, friction material	Coil springs

Drive Units—Transmissions

Manual 3-speed (std., opt., N.A.)	Not available
Manual 4-speed (std., opt., N.A.)	Standard
Automatic (std., opt., N.A.)	Optional

Drive Units — Manual Trans.

Number of forward speeds	4		
Transmission ratios	In first	3.11	
	In second	2.20	
	In third	1.47	
	In fourth	1.00	
	In reverse	3.11	
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

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Engine Displacement

L4-140 C. I. L11	V8-262 C. I. LV1
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Drive Units—Automatic Transmission

Trade name	Turbo Hydra-matic	
Type (describe)	3-speed torque converter	
Selector location	Floor mounted	
Gear Ratios	P	Park
	R	1.94
	N	Neutral
	D	2.52-1.52-1.00
	L2	2.52-1.52
	L1	2.52
Max upshift speed - drive range	63	82
Max kickdown speed - drive range	61	79
Torque converter	Number of elements	3
	Max ratio at stall	2.60
	Type of cooling (air, liquid)	Air
	Nominal diameter	10.00
Lubricant	Capacity - refill (pt)	8
	Type recommended	A suffix A
Special transmission features		

Drive Units—Axle

Type (front, rear)	Rear		
Description	Semi-floating with hypoid overhung pinion gear and axle torque arm suspension		
Limited Slip differential, type	Cone clutch		
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	Single row, cylindrical roller		
Lubricant	Capacity (pt)	2.8	
	Type recommended	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 4 for axle ratio usage)

Axle ratio	2.56	2.93	3.42	
No. of teeth	Pinion	16	13	12
	Ring gear	41	38	41
Ring Gear O. D.	7.5			

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Car Line MONZA 2+2
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Engine Displacement

L4-140 C. I. L11	V8-262 C. I. LVI
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Drive Units—Propeller Shaft

Number used		One	
Type (straight tube, tube-in-tube, internal-external damper, etc.)		Straight tube	
Outer diam. x length* x wall thickness	Manual 3-speed trans.	Not available	
	Manual 4-speed trans.	2.75 X 44.06 X .065	2.75 X 41.96 X .065
	Automatic transmission	Same as 4-speed	
Inter-mediate bearing	Type (plain, anti-friction)	None	
	Lubrication (fitting, prepack)	---	
Slip Yoke	Type	Yoke	
	Number of teeth	27	
	Spline O. D.	1.1755 - 1.1765	
Universal joints	Make and Mfg. No.	Chevrolet 1285	
	Number used	Two	
	Type (ball and trunnion, cross)	Cross	
	Rear attach. (u-bolt, clamp, etc.)	Flange type	
	Bearing	Type (plain, anti-friction)	Anti-friction
Lubric. (fitting, prepack)		Pre-pack	
Drive taken through (torque tube or arms, springs)		Rear suspension control arms and torque arm	
Torque taken through (torque tube or arms, springs)		Rear suspension control arms and torque arm	

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

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Body Type And/Or Engine Displacement, Etc.

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Drive Units — Tires And Wheels (Standard)

TIRES	Size, load range, ply	BR 78 - 13 B		
	Type (bias, radial, etc.)	Steel belted radial		
	Inflation pressure (cold) for recommended max. vehicle load	Front *	24	
		Rear *	26	
Rev./mile @ 45 mph		863		
WHEELS	Type & material	Short spoke spider - steel		
	Rim (size & flange type)	13 X 6		
	Wheel offset	.45		
	Attachment	Type (bolt or stud)	Stud	
		Circle diameter	4.00	
		Number & size	4 hex nuts 7/16-20 UNF-2B	
Spare wheel (same or other)				

Drive Units — Tires And Wheels (Optional)

Size, load range, ply	A70-13B	
Type (bias, radial, etc.)	Bias belted	
Wheel type & material	Short spoke spider - steel	
Rim (size, flange type, and offset)	13 X 6	
Size, load range, ply		
Type (bias, radial, etc.)		
Wheel type & material		
Rim (size, flange type, and offset)		
Size, load range, ply		
Type (bias, radial, etc.)		
Wheel type & material		
Rim (size, flange type, and offset)		
Size, load range, ply		
Type (bias, radial, etc.)		
Wheel type & material		
Rim (size, flange type, and offset)		

Brakes — Parking

Type of control	Grip handle	
Location of control	On tunnel between front seats	
Operates on	Rear service brakes	
If separate from service brakes	Type (internal or external)	---
	Drum diameter	---
	Lining size (length x width x thickness)	---

MVMA Specifications Form Passenger Car

Car Line MONZA 2+2
 Model Year 1975 Issued 9/74 Revised (●) _____

Body Type And/Or Engine Displacement

--

Brakes — Service

Brake Type (std., opt., N.A.)	Drum	Front	--	
		Rear	Standard	
	Disc	Front	Standard	
		Rear	--	
Self adjusting (std., opt., N.A.)			Standard	
Special Valving	Type (proportion, delay, metering, other)		Metering and proportioning	
Power Brake (std., opt., N.A.)			Optional	
Booster Type (remote, integral, etc.)			--	
Effective area (sq. in.)*			66.06	
Gross lining area (sq. in.)**			65.9	
Swept area (sq. in.)***			237.8	
Drum	Diameter (nominal)	Front	--	
		Rear	9.0	
Type and material		Composite, cast iron rim and steel web		
Rotor	Outer working diameter		9.88	
	Inner working diameter		6.40	
	Thickness		0.50	
	Material & type (vented/solid)		Cast iron - solid integral with hub	
Wheel cylinder bore	Front	1.875		
	Rear	0.75		
Master Cylinder	Bore	0.75		
	Stroke	1.159		
Pedal arc ratio			Manual 6.47:1, Power 4.00:1	
Line pressure at 100 lb. pedal load			1270	
Shoe Clearance	Front	Self adjusting		
	Rear	Self adjusting		
Anti-skid device type (std., opt., N.A.)			Not available	
Bonded or riveted, rivets/seg.			Bonded	
Rivet size				
Manufacturer				
Part number				
Brake Lining	Front Wheel	Material		Molded asbestos
		Size (length x width x thickness)	Prim. or out-board	4.00 X 1.60 X 0.370
			Second. or in-board	--
		Segments per shoe		4.00 X 1.60 X 0.370
	Shoe thickness		--	
	Rear Wheel	Material		Molded asbestos
		Size (length x width x thickness)	Prim. or out-board	9.18 X 1.20 X 0.20
			Second. or in-board	--
Segments per shoe		9.18 X 1.20 X 0.20		
Shoe thickness		--		
		One		

* Excludes rivet holes, grooves, chamfers, etc.
 ** Includes rivet holes, grooves, chamfers, etc.
 *** Total swept area for four brakes. (Drum brake: Widest lining contact width for each brake x its contact circumference.) (Disc brake: Square of Outer Working Dia. minus square of Inner Working Dia. multiplied by $\pi/2$ for each brake.)

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Steering

Manual (std., opt., NA)		Standard	
Power (std., opt., NA)		Optional	
Adjustable steering wheel (tilt, swing, other)		Type and description	
		Not available	
		(std., opt., NA)	
		--	
Wheel diameter		Manual	
		14.75 X 14.25	
		Power	
		14.75 X 14.25	
Turning diameter (feet)	Outside front	Wall to wall (l. & r.)	38.53 <i>ft</i>
		Curb to curb (l. & r.)	35.81
	Inside rear	Wall to wall (l. & r.)	--
		Curb to curb (l. & r.)	--
Manual	Gear	Type	Semi-reversible, recirculating anti-friction bearings
		Make	Saginaw Steering
		Ratios	Gear 20.9:1 Overall 22.5:1
	No. wheel turns (stop to stop)	4.4	
	Type (coaxial, linkage, etc.)	Integral gear and power piston with vane type pump	
Power	Gear	Make	Saginaw Steering
		Type	Same as manual
		Ratios	Gear 16.0:1 on center to 13.0:1 Overall 16.5:1 on center to 13.5:1
	Pump driven by	Belt from crankshaft pulley	
	No. wheel turns (stop to stop)	2.82	
Linkage	Type	Parallelogram	
	Location (front or rear of wheels, other)	Front	
	Drag link (trans. or longit.)	Transverse	
	Tie rods (one or two)	Two	
Steering Axis	Inclination at camber (deg.)		8.55 @ 24° camber
	Bearings (type)	Upper	Sintered steel spherical
		Lower	Sintered steel spherical
		Thrust	None
	Whl. Align. (range at curb wt & preferred)	Caster (deg.)	
Camber (deg.)		P 1/2 ± 3/4	
Toe-in (outside track inches)		1/4 ± 1/16	
Steering spindle & joint type		Spherical joint steering knuckle pivots	
Wheel Spindle	Diameter	Inner bearing	1.25
		Outer bearing	0.687
	Thread size		11/16 - 20 NEF - 3 (modified)
	Bearing type		Taper roller

**MVMA Specifications Form
Passenger Car**

Car Line MONZA 2+2
 Model Year 1975 Issued 9/74 Revised (•) _____

Body Type And/Or Engine Displacement

--

Suspension — General

(See Supplement page for details on Air Suspension)

Provision for car leveling	None	
Provision for brake dip control	Front suspension geometry	
Provision for acc. squat control	Rear suspension geometry	
Special provisions for car jacking	Position jack in bumper slot in lower face of 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, coil springs	
Travel	Full Jounce	2.15
	Full Rebound	3.48
Spring	Type (coil, leaf, other)	Coil
	Material	Steel alloy
	Size (coil design height & I.D., bar length x dia.)	8.70 X 3.50; 98.58 X .562 (a)
	Spring rate (lb. per in.)	325 (a)
	Rate at wheel (lb. per in.)	116.9
Stabilizer	Type (link, linkless, frameless)	Link
	Material & bar diameter	HR steel 0.875; V8-Eng. 1.00

Suspension — Rear

Type and description	Salisbury rear axle, coil springs, torque arm suspension	
Drive torque taken through	Torque arm system	
Travel	Full Jounce	2.75
	Full Rebound	4.64
Spring	Type (coil, leaf, other)	Coil
	Material	Chrome carbon steel heat treated
	Size (length x width, coil design height & I.D., bar length & dia.)	10.24 X 4.24; 107.22 X .499 (a)
	Spring rate (lb. per in.)	130 (a)
	Rate at wheel (lb. per in.)	139.6
	Mounting/insulation type	Rubber Pad - Top and Bottom
if leaf	No. of leaves	
	Shackle (comp. or tens.)	
Stabilizer	Type (link, linkless, frameless)	Link
	Material & bar diameter	HR steel 0.750; V8-Eng. 0.8125
Track bar type	None	

(a) For base equipped model. Springs for all models are computer selected by size and rate according to vehicle weight including optional equipment.

**MVMA Specifications Form
Passenger Car**

Car Line MONZA 2+2
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Body Type
2-Door
Hatchback
Coupe

Frame

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

Integral Body-Frame

Body — Miscellaneous Information

Drs. hinged (front, rr.)	Front doors	Front
	Rear doors	None
Type of finish (lacquer, enamel, other)		Acrylic Lacquer
Hood counterbalanced (yes, no)		No
Hood release control (internal, external)		External
Vehicle Ident. No. location		Top left hand of instrument panel pad
Engine No. location		4 cyl, Upper left hand corner on right side of cyl. case opposite No. three cyl. V8, Front right side of cylinder block.
Theft protection - type		Lock mounted on steering column; locks steering wheel, and ignition.
Vent window control method (crank, friction pivot)	Front	--
	Rear	--
Seat cushion type	Front	Formed full foam pad
	Rear	Formed full foam pad
	3rd seat	--
Seat back type	Front	Formed full foam pad
	Rear	Formed full foam pad
	3rd seat	--
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		1229.9
Side glass exposed surface area		1556.5
Backlight glass exposed surface area		1361.9
Total glass exposed surface area		4148.3

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Passenger Car

Car Line MONZA 2+2
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Body Type Z-Door Hatchback Coupe

Convenience Equipment

Power windows	Side windows	NA
	Vent windows	NA
	Backlight or tailgate	NA
Power seats (specify type as well as availability)		NA
Reclining front seat back (R-L or both)		2-position included in package option
Radios (specify type as well as availability)		Optional - AM Push-button, AM/FM push-button, AM/FM stereo
Rear seat speaker		Optional
Power antenna		NA
Clock		Standard
Air conditioner (specify type and availability)		Optional - Four season, with manual control
Speed warning device		NA
Speed control device		NA
Ignition lock lamp		NA
Dome lamp		Standard
Glove compartment lamp		Optional
Luggage compartment lamp		NA
Underhood lamp		Optional
Courtesy lamp		NA
Map lamp		NA
Cornering light lamp		NA
Rear window defroster defogger electrically heated		Optional
Rear window defogger		NA
Windshield Antenna		Available with factory installed radio also, with tinted windshield glass.
Tinted body glass		Optional

Lamp Height And Spacing*

Height above ground to center of bulb or marker	Headlamp (H125)	Highest**	26.2
		Lowest	26.1
	Tail (H126)	Highest	26.0
		Lowest	--
	Sidemarker	Front	19.1
		Rear	25.6
Distance from C/L of car to center of bulb	Headlamp	Inside	17.2
		Outside**	24.6
	Tail	Inside	--
		Outside	18.5
	Directional	Front	19.9
		Rear	18.5

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

**If single headlamps are used enter here.

MVMA Specifications Form

Passenger Car

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Optional Equipment Weights

Equipment Differential Weights	WEIGHT (Pounds)			Remarks
	Front	Rear	Total	
Air conditioning	+ 77	+ 8	+ 85	
Power steering	+ 36	+ 1	+ 37	
Power brakes	+ 8	+ 1	+ 9	
Front & rear floor mats	+ 4	+ 5	+ 9	
Radio AM push-button	+ 5	+ 1	+ 6	
Radio AM/FM push-button	+ 6	+ 2	+ 8	
Radio AM/FM stereo	+ 8	+ 3	+ 11	
Battery Heavy duty	+ 2	0	+ 2	
262 Cu. In. LVI Engine	+ 266	+ 14	+ 280	
Turbo Hydra-matic Trans.	+ 12	+ 5	+ 17	Used with I11 & LVI Engines

**MVMA Specifications Form
Passenger Car**

Car Line MONZA 2+2
 Model Year 1975 Issued 9/74 Revised (•) _____

Body Type

Vehicle Fiducial Marks

Fiducial Mark
Number *

Define Coordinate Location

- | | |
|-------|--|
| Front | X - Fiducial Mark to Centerline of Car - Front,
Width measurement made from centerline of car to fiducial mark located on top of the front seat adjuster mounting bolt. |
| | Y - Fiducial Mark to Vertical Body Zero Line - Front,
Measured horizontally from the body zero line to the front fiducial mark located on top of the front seat adjuster mounting bolt. |
| | Z - Fiducial Mark to Horizontal Body Zero Line - Front,
Measured vertically from body zero line to the front fiducial mark located on top of the front seat adjuster mounting bolt. |
| Rear | X - Fiducial Mark to Centerline of Car - Rear,
Width measurement made from centerline of car to fiducial mark located on the rear underbody crossbar. |
| | Y - Fiducial Mark to Vertical Body Zero Line - Rear,
Measured horizontally from body zero line to the rear fiducial mark located on rear underbody crossbar. |
| | Z - Fiducial Mark to Horizontal Body Zero Line - Rear,
Measured vertically from body zero line to the rear fiducial mark located on the rear underbody crossbar. |

Fiducial
Mark
Number

Coordinate Location of
Fiducial Mark

Fiducial Mark
to Ground
at Garb Design

Front

X	Y	Z
19.86	29.40	4.12

9.09

Rear

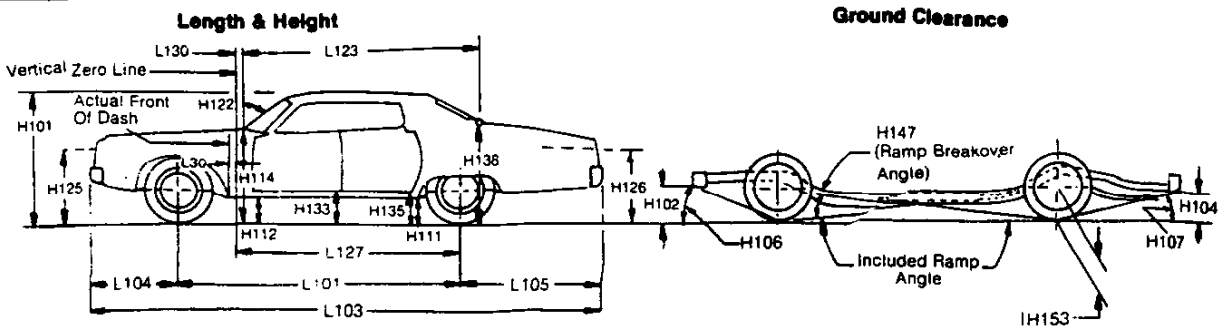
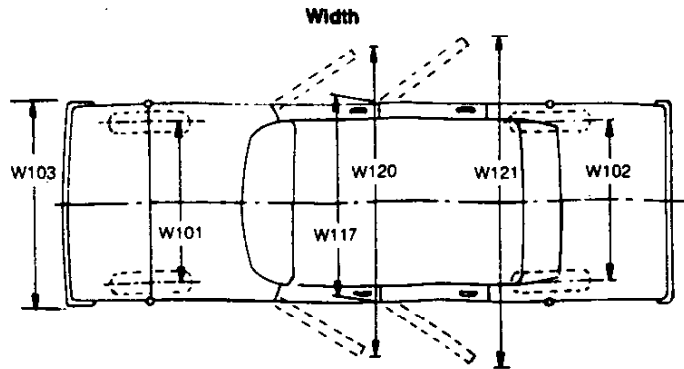
X	Y	Z
12.00	122.00	10.32

15.09

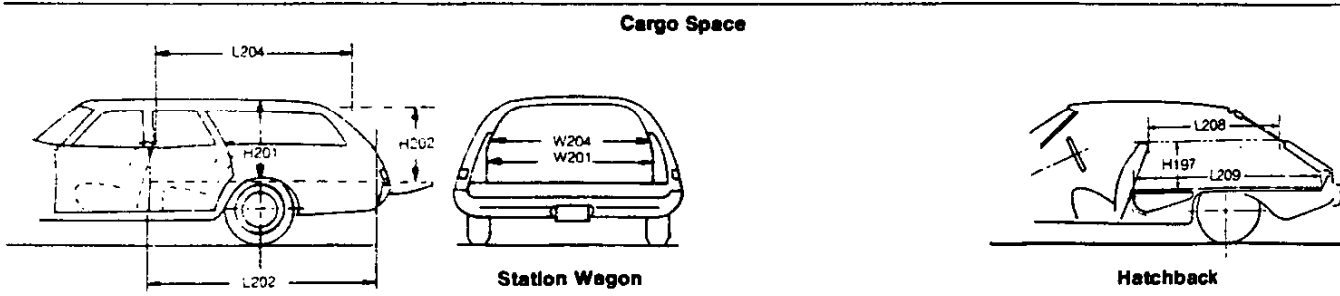
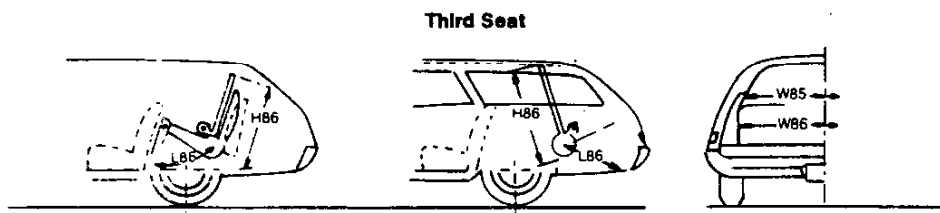
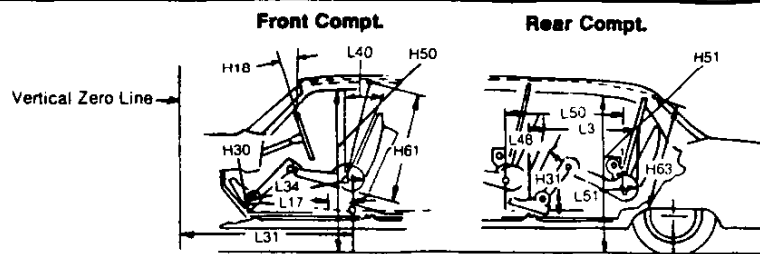
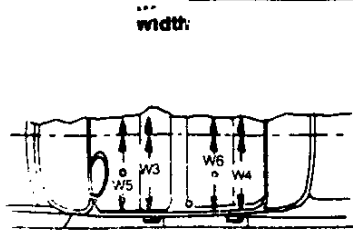
* Reference — SAE Recommended Practice, J182

MVMA Specifications Form Passenger Car

Exterior Car And Body Dimensions — Key Sheet



Interior Car And Body Dimensions — Key Sheet



MVMA Specifications Form Passenger Car

Exterior Car And Body Dimensions — Key Sheet Dimension Definitions

Width Dimensions

- W101 WHEEL TREAD — FRONT. Measured at centerline of tires, with nominal camber, at ground.
- W102 WHEEL TREAD — REAR. Measured at centerline of tires at ground.
- W103 MAXIMUM OVERALL CAR WIDTH. Include bumpers, moldings, or sheet metal protrusions. Measured to outside of metal.
- W117 MAXIMUM BODY WIDTH AT NO. 2 PILLAR. Measured across body at No. 2 pillar, excluding hardware and applied moldings.
- W120 MAXIMUM OVERALL CAR WIDTH, FRONT DOORS OPEN. Is measured to outside of sheet metal with front doors in maximum hold-open position.
- W121 MAXIMUM OVERALL CAR WIDTH, REAR DOORS OPEN. Is measured in same manner as W120.

Length Dimensions

- L30 VERTICAL ZERO LINE TO ACTUAL FRONT OF DASH. If actual front of dash is to the rear of Body Zero Line, it is identified by a minus (—) sign.
- L101 WHEELBASE.
- L103 OVERALL LENGTH. Include bumper guards if standard equipment.
- L104 OVERHANG — FRONT. Measured from C/L of front wheels to front of car, including bumper guards if standard equipment.
- L105 OVERHANG — REAR. Measured from C/L of rear wheels to rear of car, including bumper guards if standard equipment.
- L123 BODY UPPER STRUCTURE LENGTH AT CAR CENTERLINE. The horizontal dimension from the Cowl Point to the Deck Point.
- L127 VERTICAL ZERO LINE TO CENTERLINE OF REAR WHEELS. A horizontal dimension.
- L130 VERTICAL ZERO LINE TO WINDSHIELD COWL POINT. The horizontal dimension from the vertical zero line to the theoretical intersection of extended windshield glass plane and normal cowl surface.

Height Dimensions

- H101 OVERALL HEIGHT — DESIGN. Measured with the vehicle in Manufacturer's Design Weight attitude.
- H114 COWL POINT TO GROUND. Measured at vehicle centerline.
- H138 DECK POINT TO GROUND. Measured at vehicle centerline.

- H112 ROCKER PANEL TO GROUND — FRONT. The vertical dimension from ground to bottom of rocker panel, excluding flanges. Measured to the outside of sheet metal at foremost point of rocker panel.
- H133 BOTTOM OF DOOR TO GROUND, CLOSED — FRONT. Is the same point on the door as H132 dimension, with door closed.
- H111 ROCKER PANEL TO GROUND — REAR. The vertical dimension from ground to bottom of rocker panel, excluding flanges. Measured to the outside of sheet metal at front of rear wheel opening.
- H135 BOTTOM OF DOOR TO GROUND, CLOSED — REAR. Is measured in same manner as H133.
- H122 WINDSHIELD SLOPE ANGLE. The angle between a vertical line and the windshield surface at car centerline. On compound-curved windshields the chord of the arc is used and limited to that section of the windshield comprehended by an 18-inch chord.
- H125 HEADLAMP CENTERLINE TO GROUND. Is measured vertically to the center of the upper lamp.
- H126 TAILLAMP CENTERLINE. Is measured vertically from ground to the centerline of the upper bulb.

Ground Clearance Dimensions

- H102 BUMPER TO GROUND — FRONT. Minimum dimension, includes bumper guards.
- H104 BUMPER TO GROUND — REAR. Minimum dimension, includes bumper guards.
- H106 ANGLE OF APPROACH. The angle between ground and a line tangent to the front tire static loaded radius arc and the first point of interference, i.e., bumper, guard, gravel deflector, fender or other component, excluding license plate. This dimension may be determined graphically for reporting purposes.
- H107 ANGLE OF DEPARTURE. The angle between ground and a line tangent to the rear tire static loaded radius arc and the first point of interference, i.e., bumper, guard, gravel deflector, tail pipe, fender or other component, excluding license plate. This dimension may be determined graphically for reporting purposes.
- H147 RAMP BREAKOVER ANGLE. The supplement of included ramp angle (180° minus included ramp angle) over which car can pass without interference; measured with car sitting on a level surface, using lines tangent to arcs of front and rear static loaded radii and intersecting at point on underside of car which defines the smallest angle.
- H153 REAR AXLE DIFFERENTIAL SYSTEM TO GROUND. Is a minimum clearance.
- H156 MINIMUM RUNNING GROUND CLEARANCE. Location of measurement on the car is to be clearly recorded.

MVMA Specifications Form Passenger Car

Interior Car And Body Dimensions — Key Sheet Dimension Definitions

Front Compartment Dimensions

- L31 H POINT TO VERTICAL ZERO LINE — FRONT is a horizontal dimension.
- H61 EFFECTIVE HEAD ROOM — FRONT. The dimension from H Point to the headlining, plus a constant of 4.0 inches, measured along a line 8° to rear of vertical.
- H75 EFFECTIVE T POINT HEADROOM — FRONT. The arc dimension from the T Point to the headlining plus 30 inches.
- L34 MAXIMUM EFFECTIVE LEG ROOM — ACCELERATOR. Measured along a diagonal line from the Manikin ankle pivot center to the H Point plus a constant of 10.0 inches. For treadle type accelerator pedals, the leg room is measured with the Manikin's right foot on the accelerator pedal and the Manikin Heel Point at Accelerator Heel Point. All other types of accelerator pedals will be measured with the Manikin foot angle set at 87° and the shoe touching the pedal.
- H30 H POINT TO HEEL POINT — FRONT. The vertical dimension from the H Point to the Accelerator Heel Point.
- L17 H POINT TRAVEL. The horizontal dimension between the H Point in the most forward and rearward seat positions.
- W3 SHOULDER ROOM—FRONT. The minimum dimension measured laterally between the trimmed surfaces on the "X" plane through the H-point—front within the belt line to 10 inches above the H-point—front.
- W5 HIP ROOM—FRONT. The minimum dimension measured laterally between the trimmed surfaces on the "X" plane through the H-point—front within 1.0 inches below and 3.0 inches above the H-point height and 3.0 inches fore and aft of the H-point.
- H50 UPPER BODY OPENING TO GROUND — FRONT. The vertical dimension from a point on the trimmed body opening to the ground, measured at the H Point station.
- STEERING WHEEL ANGLE — VERTICAL. The angle measured from a vertical to the surface plane of the steering wheel.
- L40 BACK ANGLE — FRONT. The angle measured between a vertical line through the H-Point-Front and the torso line.

Rear Compartment Dimensions

- L50 H POINT COUPLE DISTANCE. The horizontal dimension from the front seat H Point to the rear seat H Point.
- H63 EFFECTIVE HEAD ROOM — REAR. The dimension from the H Point to the headlining, plus a constant of 4.0 inches, measured along a line 8° to rear of vertical.
- H76 EFFECTIVE T POINT HEADROOM — REAR. Measured in the same manner as H75.
- L51 MINIMUM EFFECTIVE LEG ROOM — REAR. Measured along a diagonal line from the ankle pivot center to the H

Point plus a constant of 10.0 inches, with the foot positioned to the nearest interference between the seat structure and toe, instep or lower leg.

- H31 H POINT TO HEEL POINT — REAR. The vertical dimension from the H Point to the Manikin Heel Point on the depressed floor covering.
- L48 KNEE CLEARANCE. The minimum dimension measured from the knee pivot center to the back of front seatback minus 2.0 inches.
- L3 REAR COMPARTMENT ROOM. The horizontal dimension from the back of front seat to front of rear seat back at height tangent to the top of rear seat cushion.
- W4 SHOULDER ROOM—SECOND. The minimum dimension measured laterally between trimmed surfaces on the "X" plane through the H-point—second within 10.0-16.0 inches above the H-point—second.
- W6 HIP ROOM—SECOND. Measured in the same manner as W5.
- H51 UPPER BODY OPENING TO GROUND — REAR. The vertical dimension from a point on the trimmed body opening to the ground, measured 13.0 inches forward of the H Point.

Luggage Compartment Dimensions

- V1 LUGGAGE CAPACITY — USABLE. The total luggage compartment luggage capacity in cubic feet with the tire and tools in place.
- H195 LIFTOVER HEIGHT. Vertical dimension from the highest point on the luggage compartment lower opening to ground, excluding corner radii.

Station Wagon — Third Seat Dimensions

- W85 SHOULDER ROOM—THIRD. Measured in the same manner as W4.
- W86 HIP ROOM—THIRD. Measured in the same manner as W5.
- L86 EFFECTIVE LEG ROOM — THIRD SEAT. Measured along a diagonal line from ankle pivot center to H Point plus a constant of 10.0 inches. With rear-facing third seat, foot is positioned in foot well or to nearest interference with rear end or rear closure.
- H86 EFFECTIVE HEAD ROOM — THIRD SEAT. The dimension from H Point to the headlining, plus a constant of 4.0 inches. Measured along a line 8° to rear of vertical.
- H89 EFFECTIVE T POINT HEADROOM — THIRD SEAT. Measured in the same manner as H75.

MVMA Specifications Form

Passenger Car

Interior Car And Body Dimensions — Key Sheet

Dimension Definitions

Station Wagon — Cargo Space Dimensions

- L202 CARGO LENGTH AT FLOOR — FRONT SEAT. The horizontal dimension, measured at the floor level from the rear of the front seat back to the normal inside limiting interference on the tailgate, on the car centerline.
- L204 CARGO LENGTH AT BELT — FRONT SEAT. The horizontal dimension measured from the top rear of front seat back to a vertical extension line from the normal inside limiting interference at the top of the tailgate, on the car centerline.
- W201 CARGO WIDTH — WHEELHOUSE. The minimum horizontal dimension, measured between wheelhousings at floor level.
- W204 OPENING WIDTH AT BELT. The minimum horizontal dimension, measured between the nearest normal inside limiting interferences of the rear opening at the top of the tailgate.
- H201 MAXIMUM CARGO HEIGHT. The maximum vertical dimension, measured from the top of the floor covering to the headlining, on the car centerline.
- H202 REAR OPENING HEIGHT. The vertical dimension measured from the top of the floor covering to the normal inside limiting interference at the top of the rear opening, on the car centerline, with both tail and liftgates fully open.
- V2 CARGO VOLUME INDEX BEHIND FRONT SEAT. The total volume in cubic feet above the normal load floor and behind the front seat with the liftgate and tailgate closed.

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

Hatch Back — Cargo Space Dimensions

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

- H197 FRONT SEAT BACK TO LOAD FLOOR HEIGHT. The dimension measured vertically from the horizontal tangent to the top of the seat back to the undepressed floor covering.
- L208 CARGO LENGTH AT FRONT SEAT BACK HEIGHT. The horizontal dimension measured from the top rear of front seat back to the inside limiting interference of the hatch back door on the car centerline.
- L209 CARGO LENGTH AT FLOOR — FRONT SEAT. The horizontal dimension measured at floor level from the rear of the front seat back to the normal limiting interference of the hatch back door on the car centerline.
- V3 HATCH BACK — CARGO INDEX VOLUME. Hatch back cargo index volume is to be determined by the following formula, and expressed in terms of cubic feet.

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

1728

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