



# GENERAL

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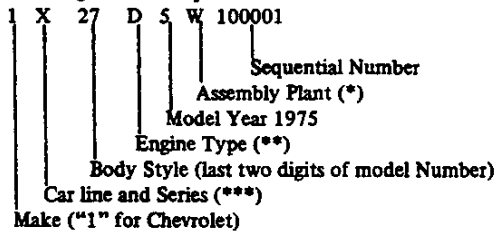


# SERIAL NUMBERS AND IDENTIFICATION

ONLY BASIC DESIGNATION SHOWN

## VEHICLE IDENTIFICATION NUMBER

Vehicle Designation Interpretation



\*W - Willow Run-GMAD    L - Van Nuys-GMAD  
 K - Leeds-GMAD        T - Tarrytown-GMAD  
 \*\*D - L6-250 (105 H.P.)    H - V8-350 (145 H.P.)  
 G - V8-262 (110 H.P.)    L - V8-350 (155 H.P.)

\*\*\*X - Chevy Nova

EXAMPLE: The twenty-fifth Chevrolet vehicle built at Chevrolet-Willow Run if it were a 1XX27 model (Nova Coupe) with a L6-250 (100 H.P.) engine would bear VIN Number 1X27D5W100025.

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

## TRANSMISSION IDENTIFICATION

Example: S5E01

Type Designation	Source Designation	Model Year 1975	Production <sup>o</sup> Month & Date
CH	S (Muncie)	5	E01D*

Type	Source	Model Year	Production <sup>o</sup>
CH	3-Speed	L-6 and V-8 engine	S - Muncie
WC	4-Speed	V-8 engine	P - Muncie
TZ	Turbo Hydra-matic	L-6 engine	B - Cleveland
YA	Turbo Hydra-matic	V-8 engine	Y - Toledo

Location:  
 3-Speed ..... Stamped on left side just below cover.  
 4-Speed ..... Stamped on the right side of the case at adapter.  
 Turbo Hydra-matic (Chevrolet) ..... Stamped on left hand side of pan.

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

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

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

## ENGINE IDENTIFICATION

Example: F1210CJU

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

Turbo-Thrift 250, 250 Cubic Inch L-6 Base Engine

CJU - Regular engine, 3-speed  
 CJT - Regular engine, Turbo Hydra-matic (Chevrolet)

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

CZF - Optional engine, 3-speed  
 CZH - Optional engine, Turbo Hydra-matic (Chevrolet)

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

CMU - Optional engine, 3-speed, 2-bbl. carb.  
 CRX - Optional engine, Turbo Hydra-matic (Chevrolet)

Turbo-Fire 350, 350 Cubic Inch V-8 (RPO LM1)

CRC - Optional engine, 4-speed, 4-bbl. carb.  
 CHW - Optional engine, Turbo Hydra-matic (Chevrolet)

Location:

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

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

## REAR AXLE IDENTIFICATION

JU - 2.56 Axle  
 JV - 2.73 Axle  
 JX - 3.08 Axle

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

See Power Train Section for additional information.



# EXTERIOR EQUIPMENT

## EXTERIOR EQUIPMENT

	Standard 1XX00 17, 27, 69	Custom 1XY00 17, 27, 69	Ext. Decor RPO ZJ5 17, 27, 69	"SS" RPO Z26 17, 27	"LN" RPO Z11 27, 69
<b>FRONT</b>					
Grille Mounted Parking Lamps, Amber Lens (C)	X	X	X	X	O
Grille Mounted Parking Lamps, Clear Lens (C)	X				
Headlamp Bezel, Argent (C)	X				
Headlamp Bezel as Above, With Bright Edge Molding (C)		X	O		O
Headlamp Bezel, Dark Argent Paint with Bright Edge Molding (C)				O	O
Headlamp Bezel, Black (C)				O	X
Body Colored Bumper Filler Panel (C)	X	X	X	X	X
Bumper Face Bar, Bright Chrome Plated (C)	X	X	X	X	X
Front Bumper Guards (C)		X			X
Bright Molding along front of Hood (C)					X
Grille Mounted Bow Tie Emblem (C)	X	X	X		
"Nova" Grille Nameplate (C)	X		X		
"Nova Custom" Grille Nameplate (C)		X	X		
Hood Mounted "LN" Emblem (C)					O
Grille Mounted "Nova SS" Emblem (C)				O	
Grille (Plastic) with Argent Paint Treatment (C)	X		X		
Grille (Plastic) with Argent Paint Treatment and Bright Trim (C)		X			
Grille (Plastic) with Argent Paint Treatment and Additional Bright Trim (C)					O
Grille (Plastic) with Black Paint Treatment and Bright Trim (C)				O	
Bumper Impact Strips, Black (C)		X			X
<b>SIDE</b>					
Full Front Door Glass Styling (F)	X	X	X	X	X
Bright Chrome Push-Button Door Handles (F)	X	X	X	X	X
Front Marker Lamp with Bright Bezel, Amber Lens (C)	X	X	X	X	X
Rear Marker Lamp with Bright Bezel, Red Lens (F)	X	X	X	X	X
"Hatchback" Nameplate on Sail Panel, 17 Only (F)	X	X	X	X	
Front Fender Nameplate "Nova" script (C)	X		X		
Front Fender Nameplate "LN" (C)					O
Front Fender Engine Displacement Decal (4.1 Litre, 4.3 Litre, or 5.7 Litre)					O
Front Fender "Nova Custom" Nameplate (C)		X	X		
Large "Nova SS" Decal on Front Fender (C)				O	
Outside Rear View Mirror, Rectangular, LH (C)	X	X	X		X
Hub Caps (C)	X	X	X		
Rally Wheel with Specific Hub and Trim Ring (C)				O	
Wheel Cover with Body Color Paint and "LN" Emblem (C)					O
Rear Door Glass Separation, Bright, 69 Only (F)	X	X	X		X
Door and Window Frames, Body Color (F)	X	X			
Black Painted Window Frame Moldings (C)				O	
Roof Drip Molding, Bright (F)		X		X	X
Fender and Rocker Lower Molding (F & C)		X			X
Bright Side Window and Door Frame Moldings (F)			O		O
Body Side Molding with Black Accent (C)			O		
Sport Mirrors, Black Painted, LH & RH (C)				O	
Wide Paint Accent on Lower Body with Narrow Companion Stripe (C)				O	
Side Window Emblem (F)					O
Dual Pinstriping Along Body Side (C & F)					O
<b>REAR</b>					
Bright Rear Window Reveal Molding (F)	X	X	X	X	X
Rectangular, Two-Section Rear Lamps in Rear End Panel; Back-Up Lamp Integral with Inboard Lamp (F & C)	X	X	X	X	X
Argent, Hot Stamped Tail Lamp Trim (F)					O
Bumper Face Bar, Bright Chrome Plated (C)	X	X	X	X	X
Body Colored Bumper Filler Panel, Pliable (C)	X	X	X	X	X
Rear End Panel Nameplate ("Nova" or "Nova Custom") at Right of License (F)	X	X	X		
Rear End Panel "LN" Nameplate in Above Location (F)					O
Rear End Panel "Nova SS" Decal (C)				O	
Deck Lid Nameplate ("Chevrolet") Centered above RH Outboard Tail Lamp (F)	X	X	X	X	X
Bumper Impact Strips, Black (C)		X			X
Moldings, Bright, on Lower Part of Deck Lid and Sides of Rear End Panel (F)					O
Rear Bumper Guards (C)		X			X

NOTE: "O" indicates specific feature of optional package.  
(C) = Chevrolet item, (F) = Fisher item.

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# INTERIOR EQUIPMENT

SEATS AND FLOOR COVERING	Standard 1XX00 17, 27, 69	Custom 1XY00 17, 27, 69	Interior Decor/Quiet Sound Group RPO Z54 17, 27, 69	- "LN" RPO Z11 27, 69
Front Seat Cushion with Full Foam Pad (F) . . . . .	X	X	X	
Rear Seat Cushion with Full Foam Pad (F) . . . . .	X	X	X	
Rear Seat Cushion and Back, Specific with Tie-Downs (F) . . . . .				O
Full-Foam Front Bucket Seats with integral head restraint and shoulder belt guide (RPO) (F) . . . . .	X	X	X	
Full-Foam Front Bucket Seats with integral head restraint and shoulder belt guide, specific seat back with reclining feature (F) . . . . .				O
Black Front Seat Adjuster Handle (F) . . . . .	X	X	X	X
Black Front Seat Back Release Latch (F) . . . . .	X	X	X	X
Folding Rear Seat with New Single-Point Hinge, Hatchback coupe only (F) . . . . .	X	X	X	
Bright Rear Seat Back Release Latch, Hatchback coupe only (F) . . . . .	X	X	X	
Front Bench Seat Head Restraints with Shoulder Belt Guide (F) . . . . .	X	X	X	
Front and Rear Seat Belts (Base), Black, with Black Die-Cast Metal Buckles, Locking Retractors (F) . . . . .	X	X	X	X
Front and Rear Seat Belts (RPO), Color-Coordinated Belts with Color-Keyed Die-Cast Metal Buckles, Locking Retractors (F) . . . . .	X	X	X	X
Vinyl-On-Felt Treatment for Storage Compartment under load floor - hatchback coupe only (F) . . . . .	X	X	X	
Trim Color Seat Hinge Arm Cover (F) . . . . .	X	X	X	X
Luggage Compartment Spatter Paint (F) . . . . .	X		X	
Special Floor Insulation (F) . . . . .		X	O	
High Level Acoustical Package (F & C) . . . . .				O
One-Piece Hood Insulator (C) . . . . .		X	O	X
Cut-Pile Carpet in Passenger Compartment (F) . . . . .	X	X	X	X
Luggage Compartment Mat (foam-back vinyl) (F) . . . . .		X		
Luggage Compartment, Mat-full width, foam-backed vinyl (F) . . . . .				O
Carpet Load Floor Covering - Hatchback Coupe only (F) . . . . .	X	X	X	

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



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# INTERIOR EQUIPMENT

INSTRUMENT PANEL AND STEERING WHEEL	Standard 1XX00 17, 27, 69	Custom 1XY00 17, 27, 69	Interior Decor/Quiet Sound Group RPO Z54 17, 27, 69	"LN" RPO Z11 27, 69
Soft Black Turn Signal and Transmission Shift Lever Knobs (C) . . . . .	X	X	X	X
Steering Column Ignition Switch with Integral Steering Wheel & Transmission Lock (C) . . . . .	X	X	X	X
Black T-Handle Parking Brake Release (C) . . . . .	X	X	X	X
Blended Air Heater (C) . . . . .	X	X	X	X
Two-Speed Windshield Wiper/Washer Illuminated Control (C) . . . . .	X	X	X	X
Ash Tray (C) . . . . .	X	X	X	X
Speedometer, Odometer and Fuel Gage (C) . . . . .	X	X	X	X
New Instrument Panel Pad, Color Coordinated (C) . . . . .	X	X	X	X
Clock Hole Cover Plate (C) . . . . .	X	X	X	
Electric Clock (C) . . . . .				O
Radio Hole Cover Plate (Charcoal Gray) (C) . . . . .	X	X	X	
Radio Hole Cover Plate (Black) (C) . . . . .				O
Glove Compartment Door Lock (C) . . . . .	X	X	X	X
Black, Soft Vinyl Steering Wheel (C) . . . . .	X	X	X	
Colored Steering Wheel, Soft Vinyl (C) . . . . .				O
Soft Black Steering Wheel Shroud, Black Insert with "Chevrolet" Nameplate ("SS" replaces "Chevrolet" with RPO Z26 equipment . . . . .	X	X	X	
"LN" Insert in Steering Wheel Shroud (C) . . . . .				O
Heater Control Panel Light (C) . . . . .	X	X	X	X
Temperature, Generator, Oil Pressure and Brake Warning Lights (C) . . . . .	X	X	X	X
High-Beam and Turn Signal Indicators (C) . . . . .	X	X	X	X
Black Color Cowl Vent Control Knobs (F) . . . . .	X	X	X	X
Soft, Black Instrument Panel Light Control Knob with Symbol Insert (C) . . . . .	X	X	X	X
Soft, Black Radio Control Knobs with Symbol Inserts - RPO (C) . . . . .	X	X	X	X
Black Steering Column and Hazard Flasher Knob (C) . . . . .	X	X	X	
Color-Coordinated Steering Column (C) . . . . .				O
"Fasten Seat Belt" Lamp in Instrument Cluster Carrier (C) . . . . .	X	X	X	X
Cigarette Lighter (C) . . . . .		X	O	X
Glove Compartment Light (C) . . . . .		X	O	X
Additional Bright Framing on Instrument Cluster Carrier (C) . . . . .		X	O	
Smoked Instrument Cluster Lens (C) . . . . .		X		
Smoked Instrument Cluster Lens with light beige colored Nextel Faceplate (C) . . . . .				O
Auxiliary Lighting Group (C) . . . . .				O

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



# INTERIOR EQUIPMENT

	Standard 1XX00 17, 27, 69	Custom 1XY00 17, 27, 69	Interior Decor/Quiet Sound Group RPO Z54 17, 27, 69	"LN" RPO Z11 27, 69
<b>ROOF AND PILLARS</b>				
Hardboard Formed Headlining (F) . . . . .	X			
Hardboard/Foam/Perforated, Soft Vinyl Covered Headlining with grained finish (F) . . . . .		X	O	X
Trim Color Windshield, Roof Rail and Rear Window Moldings (F) . . . . .	X	X	X	X
Black Rear View Mirror Support (F) . . . . .	X	X	X	X
Padded Sunshades (F) . . . . .	X	X	X	X
Trim Color Plastic Coat Hooks (F) . . . . .	X	X	X	X
Left Front Door Jamb Switch (F) . . . . .	X	X	X	X
Right Front Door Jamb Switch (F) . . . . .		X	O	X
Left and Right Rear Door Jamb Switches (F) . . . . .				O
Front Seat Shoulder Belt Motion Sensing Re- tractor Reels with Color-Coordinated Covers (F) . . . . .	X	X	X	X
Front Shoulder Belts (base), Black, non- detachable (F) . . . . .	X	X	X	X
Front Shoulder Belts (RPO), Color-Coordinated, non-detachable (F) . . . . .	X	X	X	X
Center Dome Lamp with Bright Bezel (F) . . . . .	X	X	X	X
Courtesy Lamp on LH Sidewall of Cargo Area, with Hatch Lid Actuated Switch, 17 only (F) . . . . .	X	X	X	
Black, Textured, Vinyl-Clad 8 Inch Rear View Mirror bonded to windshield-Std. type (F) . . . . .	X			
Black, Smooth, Vinyl-Clad 10 Inch Day-Night Rear View Mirror with black padded edge, bonded to windshield (F) . . . . .		X	O	X
<b>DOOR AND QUARTER PANEL</b>				
Color-Coordinated Door Pull Strap attached to Rear Door Trim Panel - 69 only (F) . . . . .	X		X	
Front Door Padded Armrest with Integral Door Pull Handle (F) . . . . .	X	X	X	X
Flush-Mounted Door Opening Handles, in an upper, forward location (F) . . . . .	X	X	X	X
High Profile Window Regulators with clear, blue tinted Plastic Control Knobs (F) . . . . .	X	X	X	X
Bright Door Lock Buttons (F) . . . . .	X	X	X	X
Door and Quarter Sidewall with Bright Molding Permold Built-Up (F) . . . . .	X			
Deluxe Front Door Sidewall with "Custom" Emblems (F) . . . . .		X		
Rear Door Padded Armrest with Ash Tray and Integral Door Pull Handle (F) . . . . .		X		X
Sewn Cloth and Vinyl Front & Rear Door Trim Pad with Map Pockets on Front Door (F) . . . . .				O
Rear Quarter Arm Rest with Ash Tray (F) . . . . .		X		X
Rear Door Hold-Open Linkage (F) . . . . .				O

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



# EXTRA COST EQUIPMENT

EQUIPMENT	RPO	ACC
Air conditioning, Four-Season: (See page 10 for content)	C60	
Battery, heavy duty	UA1	
Belts, seat and shoulder: in addition to or replacing standard belts.		
Deluxe seat belts and front seat shoulder harness	AK1	
6 Seat and 2 shoulder belts (bench front seat) or		
5 Seat and 2 shoulder belts (RPO A51 bucket front seats), color keyed to interior. Not available with black interior.		
Shoulder belts - 2 rear (Black only)		ACC
Console, floor - (RPO A51 required) (except with LN Models RPO Z11)	D55	
Front Bucket Seats - Standard or Custom Trim - Coupes Only	A51	
Glass, Soft-Ray tinted: all windows	A01	
Horns, Dual	U05	
Instrumentation, special: V-8 Coupe Only (RPO A51 and D55 required)	U17	
Lighting, auxiliary:	Z39	
Courtesy lights		
Glove compartment light		ACC
Luggage compartment light		ACC
Ash tray light		ACC
Underhood light		ACC
Headlamp Reminder Buzzer		ACC
Automatic Rear Compartment Lamp Switch (1XX17 only)		ACC
Moldings, body side (Not available with RPO Z26)	B84	
Radiator, heavy duty	V01	
Radio equipment: Radios, Pushbutton - Includes concealed w/s antenna		
AM Radio	U63	ACC
AM/FM Radio	U69	ACC
Speaker, rear seat	U80	ACC
Windshield antenna (When no radio is ordered)	U76	
Roof cover, vinyl (not available with LN RPO Z11)	C08	
Roof cover, vinyl (New padded type - available only with LN RPO Z11)	C09	
Two-Tone Paint (Not available with RPO Z26 or RPO Z11)	D99	
Shift lever, floor mounted-base 3-speed transmission only	M11	
Steering wheel, Comfortilt (Available for all except steering column mounted 3-speed manual transmission)	N33	
Suspension, heavy duty front and rear	F40	
Suspension, sports, front and rear	F41	
Tire, Space Saver Spare (E78-14 or F78-14 B/W on specific 14 x 5 wheel) Std. equipment on hatchback model	N65	
Wheel covers, full:	P01	
Wheel Trim Ring	P06	
Wheels, rally (14 x 6 or 14 x 7 depending on tire size) (Not available with RPO Z11)	Z37	
<b>FACTORY-INSTALLED REGULAR PRODUCTION TIRES</b>		
FR78 x 14-Steel Belted - Radial Ply, White Lettered	QBT	
FR78 x 14-Steel Belted - Radial Ply, Blackwall	QDV	
FR78 x 14-Steel Belted - Radial Ply, White Stripe	QDW	
E78 x 14B-Bias Belted - Highway Blackwall	QEG	
E78 x 14B-Bias Belted - Whitewall, Single Stripe	QEH	



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# EXTRA COST EQUIPMENT

<u>EQUIPMENT</u>	<u>RPO</u>	<u>ACC</u>
<u>FEATURE ITEMS</u>		
Deluxe Bumpers, Front and Rear Impact Strips, Front and Rear Bumper Guards (Available on 1XX models only) . . . . .	VE5	
Color-keyed floor mats - 2 Front, 2 Rear . . . . .	B37	ACC
Door edge guards . . . . .	B93	ACC
Electric clock . . . . .	U35	ACC
L.H. outside remote-control rear view mirror . . . . .	D33	
Sport outside rear view mirrors, LH remote control and RH manual . . . . .	D35	
Rear Window Defogger (Forced Air) . . . . .	C50	ACC
<u>MODEL OPTIONS</u>		
Nova "LN" Option (See page 10 for content) . . . . .	Z11	
Nova "SS" - Coupe Only (See page 11 for content) . . . . .	Z26	
Interior Decor/Quiet Sound Group (See page 12 for content) . . . . .	Z54	
Exterior Decor Package (See page 12 for content) . . . . .	ZJ5	
<u>POWER TEAMS</u>		
Axle, Positraction . . . . .	G80	
4.3 Litre 262 V8 . . . . .	LV1	
Turbo-Fire 350 V8 . . . . .	L65	
Turbo-Fire 350 V8 . . . . .	LM1	
4-Speed manual transmission - wide ratio LM1 only . . . . .	M20	
Turbo Hydra-matic automatic transmission . . . . .	M38	
<u>POWER ASSISTS</u>		
Brakes, power . . . . .	J50	
Steering, power: variable ratio . . . . .	N41	
Power door lock system . . . . .	AJ3	





# NOVA-LN RPO Z11

## MODEL AVAILABILITY

Custom Nova (1XY27, 69)

## Z11 - NEW LUXURY NOVA SEDAN AND COUPE OPTION

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

### EXTERIOR FEATURES:

Limited exterior colors, selected for optimum match with interior colors\*  
Bright horizontal grille bars  
Dark argent colored headlamp bezels  
Distinctive emblems on center of hood, front fenders and rear end panel  
Bright horizontal molding along hood front lower edge  
Bright side window frame moldings (same as RPO ZJ5)  
Silver accented body side louvers on coupe model  
Bright moldings at rear of deck lid and quarter panel  
Wheel covers RPO P01 with body color paint treatment and "LN" emblem in place of bow tie  
Body side pin striping - dual stripes on body side and around wheel openings  
(available in gold, white or oxblood)  
Clear parking lamp lens with amber bulb  
White "LN" silk screen emblem on rear side window  
Hot-stamped argent tail lamp trim  
Metric engine displacement decals on front fenders

### INTERIOR FEATURES:

Modified "H" bucket front seats, simulated 40/40 appearance with reclining features, soft foam sewn trim, new buns and revised seat back panel  
New rear seat buns and tie down  
Brushed knit cloth fabric in 4-colors  
Sewn cloth door trim construction with map pockets (coupe and sedan front doors only) and carpeted lower portion  
New light beige colored nextel instrument cluster face plate with round fuel gauge and clock openings  
Single basic color for cluster and carrier  
Color-coordinated steering wheel and column with specific horn shroud insert  
Dome lamp jamb switch for rear doors on sedan model  
Door checks for rear doors on sedan model  
Electric clock  
Auxiliary lighting (same as RPO ZJ9)  
Upgraded acoustic package  
Luggage compartment mat (specific, full-width design)

### CHASSIS:

14 x 7" wheels

### POWER TRAIN:

Base L6 engine (standard)  
V8 engines (extra cost)  
3-Speed manual transmission (standard)  
CBC automatic or 4-speed manual transmissions (extra cost)

\*Available exterior colors includes: White, Dark Sandstone Metallic, Dark Blue Metallic, Medium Blue, Silver Metallic, Cream Beige, Sandstone, Dark Green Metallic, Graystone and Red Metallic

Interior colors includes, Sandstone, Blue, Graystone and Oxblood



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## MODEL AVAILABILITY

Standard Nova (1XX17, 27)  
Custom Nova (1XY17, 27)

## Z26 SUPER SPORT PACKAGE \*\*

## POWER TRAIN AVAILABILITY

(Same as standard models)

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

### EXTERIOR

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

### INTERIOR

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

### CHASSIS

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

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

\*\*Not available on Z11 Luxury Nova

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# RPO Z54 AND ZJ5

## MODEL AVAILABILITY

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

## Z54 INTERIOR DECOR/QUIET SOUND GROUP

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

### INTERIOR

Right front door jamb switch, for dome lamp operation  
Glove box lamp  
Mirror 10" prismatic inside rear view  
Cigarette lighter  
Bright framing on instrument cluster carrier  
Special floor insulation  
One piece hood insulator (New, similar to 1974 "F" car)  
Hardboard, foam and perforated vinyl headlining (New)

## MODEL AVAILABILITY

Nova (1XX-1XY17-27-69)

## ZJ5 EXTERIOR DECOR PACKAGE \*

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

### EXTERIOR

Body side molding (RPO B84)  
Bright side window and door frame moldings (RPO B90)  
Bright molding on headlamp bezel (New)

\*Not available on Z11 Luxury Nova or with Z26 Super Sport Equipment



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## FOUR SEASON (RPO C60)

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

## BASIC COMPONENTS

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

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

### CHASSIS

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

### POWER TRAINS

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





# EXTERIOR PAINT PROCESS

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



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# EXTERIOR-INTERIOR COLORS

## 1975 CHEVROLET NOVA 'X' INTERIOR-EXTERIOR COLOR COMBINATIONS

MODEL	Seat Type	INTERIOR TRIM										Med. Green		
		Black					Medium Sandstone							
		Vinyl /Red	Perf. Vinyl	* Vinyl /Red	* Cloth /Red	* Sport Cloth /Red	Vinyl	Perf. Vinyl	Cloth	Knit Cloth	Knit Cloth			
Standard - IXX00 Coupe (27)	Bench	19V	19V	19V	19C	19C	19C	19E	19E	55V	55V	55C		
	Bucket	19V	19V	19V	19C	19C	19C	19E	19E	55V	55V	55C		
Hatchback (17)	Bench	19V	19V	19V	19C	19C	19C	19E	19E	55V	55V	55C		
	Bucket	19V	19V	19V	19C	19C	19C	19E	19E	55V	55V	55C		
Sedan (69)	Bench	19V	19V	19V	19C	19C	19C	19E	19E	55V	55V	55C		
	Bucket	19V	19V	19V	19C	19C	19C	19E	19E	55V	55V	55C		
Custom - IXY00 Coupe (27)	Bench	19V	19V	19V	19C	19C	19C	19E	19E	55V	55V	55C		
	Bucket	19V	19V	19V	19C	19C	19C	19E	19E	55V	55V	55C		
Hatchback (17)	Bench	19V	19V	19V	19C	19C	19C	19E	19E	55V	55V	55C		
	Bucket	19V	19V	19V	19C	19C	19C	19E	19E	55V	55V	55C		
Sedan (69)	Bench	19V	19V	19V	19C	19C	19C	19E	19E	55V	55V	55C		
	Bucket	19V	19V	19V	19C	19C	19C	19E	19E	55V	55V	55C		
Luxury - IXY00 Coupe (27)	Bench	19V	19V	19V	19C	19C	19C	19E	19E	55V	55V	55C		
	Bucket	19V	19V	19V	19C	19C	19C	19E	19E	55V	55V	55C		
Sedan (69)	Bench	19V	19V	19V	19C	19C	19C	19E	19E	55V	55V	55C		
	Bucket	19V	19V	19V	19C	19C	19C	19E	19E	55V	55V	55C		
EXTERIOR COLOR		Color Code												
White C/O	+11	X	X	X	X	X	X	X	X	X	X	X	X	X
Silver Metallic	+13	X	X	X	X	X	X	X	X	X	X	X	X	X
Light Graystone	+15	X	X	X	X	X	X	X	X	X	X	X	X	X
Medium Blue	+24	X	X	X	X	X	X	X	X	X	X	X	X	X
Bright Blue Metallic	26	X	X	X	X	X	X	X	X	X	X	X	X	X
Dark Blue Metallic	+29	X	X	X	X	X	X	X	X	X	X	X	X	X
Medium Green C/O	44	X	X	X	X	X	X	X	X	X	X	X	X	X
Dark Green Metallic	+49	X	X	X	X	X	X	X	X	X	X	X	X	X
Cream-Beige C/O	+50	X	X	X	X	X	X	X	X	X	X	X	X	X
Bright Yellow C/O	51	X	X	X	X	X	X	X	X	X	X	X	X	X
Sandstone	+55	X	X	X	X	X	X	X	X	X	X	X	X	X
Dark Sandstone Met.	+58	X	X	X	X	X	X	X	X	X	X	X	X	X
Light Saddle Met.	63	X	X	X	X	X	X	X	X	X	X	X	X	X
Persimmon Met.	64	X	X	X	X	X	X	X	X	X	X	X	X	X
Red Metallic C/O	+74	X	X	X	X	X	X	X	X	X	X	X	X	X
Red C/O	75	X	X	X	X	X	X	X	X	X	X	X	X	X
TWO TONE		Color Code												
Lower	Upper													
Medium Blue	White	24-11	X	X	X	X	X	X	X	X	X	X	X	X
Bright Blue Met.	White	26-11	X	X	X	X	X	X	X	X	X	X	X	X
Dark Blue Met.	White	29-11	X	X	X	X	X	X	X	X	X	X	X	X
Medium Green C/O	White	44-11	X	X	X	X	X	X	X	X	X	X	X	X
Dark Green Met.	White	49-11	X	X	X	X	X	X	X	X	X	X	X	X
Sandstone	Cream-Beige	55-50	X	X	X	X	X	X	X	X	X	X	X	X
Dark Sandstone Met.	Cream-Beige	58-50	X	X	X	X	X	X	X	X	X	X	X	X
Persimmon Met.	White	64-11	X	X	X	X	X	X	X	X	X	X	X	X
Red Metallic C/O	White	74-11	X	X	X	X	X	X	X	X	X	X	X	X
Red C/O	White	75-11	X	X	X	X	X	X	X	X	X	X	X	X

NOTE: Solid exterior color combinations (except vinyl top) may be obtained with non-recommended interior combinations when ZP 2 override is specified.

+ The Nova LN is available in ten of the 16 exterior colors released for the Nova.

\* - Carpet Selection: Accent Red - 75F.



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# BODY

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# EXTERIOR-INTERIOR COLORS

## EXTERIOR COLORS – VINYL ROOF COMBINATIONS

VINYL TOP COVER	EXTERIOR COLOR AVAILABILITY	MODEL AVAILABILITY	
		1XX 1XY	LNK
Silver Metallic	Silver Metallic	X	X
	Black	-	-
	Bright Blue Metallic	X	-
	Dark Blue Metallic	X	-
	Red Metallic	X	X
Black C/O	Light Graystone	-	X
	Red Metallic	-	X
	All available colors	X	-
White C/O	White	-	X
	Light Graystone	-	X
	Dark Blue Metallic	-	X
	Dark Green Metallic	-	X
	Sandstone	-	X
	Medium Blue	-	X
	Dark Sandstone Metallic	-	X
	Red Metallic	-	X
	All available colors	X	-
Dark Blue	White	X	X
	Silver Metallic	X	X
	Medium Blue	-	X
	Bright Blue Metallic	X	-
	Dark Blue Metallic	X	X
Medium Green C/O	White	X	-
	Medium Green	X	-
	Dark Green Metallic	X	-
Sandstone	White	X	X
	Dark Green Metallic	X	X
	Cream-Beige	X	X
	Sandstone	X	X
	Dark Sandstone Metallic	X	X
	Dark Brown Metallic	-	-
	Russet Orange Metallic	-	-
Cordovan – Production Name  Dark Brown – Sales Name	White	X	-
	Sandstone	-	-
	Dark Sandstone Metallic	-	-
	Light Saddle Metallic	X	-
	Persimmon Metallic	X	-
	Russet Orange Metallic	-	-
Maroon – Production Name Dark Red – Sales Name	Orange Metallic	-	-
	White	X	X
	Silver Metallic	X	X
	Light Graystone	X	X
Red	Red Metallic	X	X
	Black	-	-
	White	X	-
	Red	X	-

C/O Levant Grain will be used for "X" models.





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1975 CHEVROLET NOVA 'X' INTERIOR - EXTERIOR COLOR COMBINATIONS

MODEL	Seat Type	INTERIOR TRIM															
		Dark Blue				Dark Saddle		Med. Gray-stone		Dark Oxblood				White			
		Vinyl 26V	Cloth 26C	Knit Cloth 63V	Vinyl 63V	Sport Cloth 63E	Perf. Vinyl 63W	Knit Cloth 63W	Perf. Vinyl 63W	Perf. Vinyl /Black 11W	Perf. Vinyl /Dk. Blue 02W	Perf. Vinyl /Dk. Green 04W	Perf. Vinyl /Dk. Oxblood 07W	Perf. Vinyl /Red			
Standard - 1XX00 Coupe (27)	Bench	26V	26C														
Hatchback (17) Sedan (69) Custom - 1XXY00 Coupe (27)	Bench	26V	26C														
	Bench	26V	26C														
	Bench	26V	26C	26D		63E	63W	63W	11W	02W	04W	07W	11W	11W	07W	11W	
	Bench	26V	26C	26D		63E	63W	63W	11W	02W	04W	07W	11W	11W	07W	11W	
Hatchback (17) Sedan (69) Luxury - 1XXY00 Coupe (27)	Bench			26D													
	Bench			26G				16G									
EXTERIOR COLOR Color Code	+1																
	+3			X		X	X	X	X	X	X	X	X	X	X	X	X
	+13		X	X		X	X	X	X	X	X	X	X	X	X	X	X
	+15		X			X	X	X	X	X	X	X	X	X	X	X	X
	+24		X	X													
	+26		X	X													
	+29		X	X													
	+44																
	+44																
	+49																
	+50																
	+51																
	+53																
	+58																
	+63																
	+64																
	+74																
	+74																
	+75																
Color Code																	
Upper																	
Lower																	
White																	
Bright Blue Met.			X														
Dark Blue Met.			X														
White			X														
Medium Green C/O																	
White																	
Dark Green Met.																	
Cream-Beige					X	X	X	X	X	X	X	X	X	X	X	X	X
Cream-Beige					X	X	X	X	X	X	X	X	X	X	X	X	X
Sandstone Met.					X	X	X	X	X	X	X	X	X	X	X	X	X
Perlimmon Met.					X	X	X	X	X	X	X	X	X	X	X	X	X
White																	
Red C/O					X	X	X	X	X	X	X	X	X	X	X	X	X

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

\* - The Nova LN is available in ten of the 16 exterior colors released for the Nova. The Nova LN colors are identified by the symbol +.

\* - Carpet Selection: Accent Red - 75F is available by specifying RPO number 11W + 75F.

NOTES: 11W + - White Perforated Vinyl interior with Black Instrument Panel upper and lower, carpet, Cowl Kick Pad, and Package Shelf.  
 02W + - White Perforated Vinyl interior with Dark Blue Instrument Panel upper and lower, Cowl Kick pad, Carpet, and Package Shelf.  
 07W + - White Perforated Vinyl interior with Dark Oxblood Instrument Panel upper and lower, Cowl Kick pad, Carpet and Package Shelf.  
 04W + - White Perforated Vinyl interior with Dark Green Instrument Panel upper and lower, Carpet, Cowl Kick Pad, and Package Shelf.

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# EXTERIOR-INTERIOR COLORS

## 1975 NOVA 'SS' 1XA17-27 (RPO Z26) COLOR/STRIPE AVAILABILITY BODY SIDE STRIPE COLOR RECOMMENDATIONS\*

EXTERIOR BODY COLOR	VINYL TOP COLOR									
	None	Black	White	Silver	Dk. Blue	Green	Sandstone	Cordovan	Maroon	Red
White	Red (75A)	Black (19A)	Red (75A)	Black (19A)	Black (19A)	Black (19A)	Gold (52A)	Black (19A)	Black (19A)	Red (75A)
Silver	Red (75A)	Black (19A)	Red (75A)	Red (75A)	Black (19A)			Black (19A)	Black (19A)	Red (75A)
Lt. Graystone	White (11A)	White (11A)	White (11A)					White (11A)	White (11A)	
Med. Blue	White (11A)	White (11A)	White (11A)	Silver (13A)	White (11A)					
Brt. Blue Met.	White (11A)	White (11A)	White (11A)	Silver (13A)	White (11A)					
Dk. Blue Met.	White (11A)	White (11A)	White (11A)							
Med. Green	White (11A)	White (11A)	White (11A)		White (11A)					
Dk. Green Met.	Gold (52A)	Gold (52A)	White (11A)		White (11A)	Gold (52A)				
Cream Beige	Gold (52A)	Gold (52A)	White (11A)			Gold (52A)				
Brt. Yellow	Black (19A)	Black (19A)	Black (19A)							
Sandstone	White (11A)	White (11A)	White (11A)			White (11A)				
Dk. Sandstone Met.	Gold (52A)	Gold (52A)	White (11A)			White (11A)				
Lt. Saddle Met.	White (11A)	White (11A)	White (11A)			Gold (52A)				
Persimmon Met.	White (11A)	White (11A)	White (11A)				White (11A)			
Red Met.	White (11A)	White (11A)	White (11A)	Silver (13A)			White (11A)			
Red	White (11A)	Black (19A)	White (11A)	Silver (13A)			White (11A)	White (11A)	White (11A)	White (11A)

TWO-TONE EXTERIOR COLORS		Stripe	
Lower	Upper		
Med. Blue	White	11	White (11A)
Brt. Blue Met.	White	11	White (11A)
Dk. Blue Met.	White	11	White (11A)
Med. Green	White	11	White (11A)
Dk. Green Met.	White	11	White (11A)
Sandstone	Cream-Beige	50	White (11A)
Dk. Sandstone Met.	Cream-Beige	50	Gold (52A)
Persimmon Met.	White	11	White (11A)
Red Met.	White	11	White (11A)
Red	White	11	White (11A)

STRIPE I.D.	
11A	White
13A	Silver
19A	Black
52A	Gold
75A	Red

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



# EXTERIOR-INTERIOR COLORS

**1975 NOVA LN – COLOR/STRIPE/INTERIOR USAGE CHART  
WITH AND WITHOUT VINYL TOP APPLICATION  
(RPO Z11 – 1XY69 OR 1XY27)**

EXTERIOR BODY COLOR	BODY SIDE DUAL PIN STRIPE COLOR	WITH VINYL TOP RPO C09	WITHOUT VINYL TOP	INTERIOR TRIM – CLOTH			
				Medium Sandstone 55G	Dark Blue 26G	Medium Graystone 16G	Dark Oxblood 73G
White (WA 3967)	Oxblood	–	X	–	–	X	X
		White	–	–	–	X	X
		Maroon	–	–	–	X	X
	Gold	–	X	X	X	–	–
		White	–	X	X	–	–
		Blue	–	–	X	–	–
Silver Metallic (WA 4322)	Oxblood	–	X	–	–	–	X
		Silver Metallic	–	–	–	–	X
		Maroon	–	–	–	–	X
	White	–	X	–	X	–	–
		Silver Metallic	–	–	X	–	–
	Gold	Blue	–	–	X	–	–
–		X	X	–	–	–	
Light Graystone (WA 4630)	Oxblood	–	X	–	–	–	X
		Maroon	–	–	–	X	X
		–	X	–	–	X	–
	White	Black	–	–	–	X	–
		White	–	–	–	X	–
		–	X	–	X	–	–
Dark Blue Metallic (WA 4633)	White	White	–	–	X	X	–
		Blue	–	–	X	X	–
		–	X	–	–	X	–
Dark Green Metallic (WA 4634)	White	White	–	–	–	X	–
		Black	–	–	–	X	–
	Gold	–	X	X	–	–	–
		Sandstone	–	X	–	–	–
Sandstone (WA 4635)	White	–	X	X	–	–	
		White	–	X	–	–	
		Sandstone	–	X	–	–	
Red Metallic (WA 4533)	White	–	X	–	–	X	X
		Silver Metallic	–	–	–	–	X
		Black	–	–	–	–	X
		Maroon	–	–	–	X	X
		White	–	–	–	X	–
Medium Blue (WA 4631)	White	–	X	–	X	X	–
		White	–	–	X	X	–
		Blue	–	–	X	X	–
Cream Biege (WA 4527)	Gold	–	X	X	–	–	
		Sandstone	–	X	–	–	
Dark Sandstone Metallic (WA 4648)	Gold	–	X	X	–	–	
		Sandstone	–	X	–	–	

**NOTES:**

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|---|--|
| <p>(1) <b>TOTALS</b><br/>10 Exterior Body Colors<br/>6 Vinyl Top Colors<br/>3 Body Stripe Colors<br/>4 Interior Colors</p> <p>(2) <b>Stripe I.D. – Paint</b><br/>11A White (WA 3967)<br/>52A Gold (WA 4624)<br/>73A Oxblood (WA 3595)</p> | <p>(3) <b>No Two Tones available</b></p> <p>(4) <b>The combinations shown are the only combinations available.</b></p> |
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# BODY CONSTRUCTION AND GLASS AREA

## GENERAL

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

## DOORS AND LOCKS

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

## HOOD AND TRUNK LID

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

## VENTILATION

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

## SEAT CONSTRUCTION

Type  
 All seat cushions and backrests . . . . . Formed polyfoam

## WINDSHIELD WIPERS AND WASHERS

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

## HEADLIGHTS

Type . . . . . Single Power Beam units

## SPRE TIRE AND TOOLS

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

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

## BODY GLASS VISIBILITY AREA

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

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





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# CHASSIS

FRAME AND FRONT SUSPENSION . . . . .	2-3
STEERING, DRIVELINE, WHEELS AND TIRES . . . . .	4
REAR AXLE AND SUSPENSION . . . . .	5
BRAKES . . . . .	6
BULBS AND LAMPS . . . . .	7
FUSES AND CIRCUIT BREAKERS . . . . .	8



# FRAME AND FRONT SUSPENSION

## FRAME

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

### Body Mounting

Number and type ..... 3 each side double cushion

## FRONT SUSPENSION

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

### Wheel travel (design)

Total ..... 6.90  
 Jounce ..... 2.92  
 Rebound ..... 3.98  
 Wheel to spring travel ratio ..... 2.02:1

## CONTROL ARMS

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

## STEERING KNUCKLES

Description ..... Nodular iron with integral steering knuckle arm.

### Spindle diameters

Inner bearing ..... 1.2793-1.2498  
 Outer bearing ..... .7492-.7497  
 Spindle thread size ..... 3/4-20 NEF-3 (modified)

### Wheel bearings

Type ..... Taper roller; inner and outer

## SPHERICAL JOINTS

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

## SHOCK ABSORBERS

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

## STABILIZER BAR

Type ..... Link  
 Material ..... HR steel  
 Diameter ..... 1.00

## FRONT WHEEL ALIGNMENT (CURB)

Camber (degrees)  
 Manual steering .....  $P3/4 \pm 1$   
 Power Steering .....  $P3/4 \pm 3/4$   
 Caster (degrees)  
 Manual Steering .....  $N1 \pm 3/4$   
 Power Steering .....  $0 \pm 3/4$   
 Toe-in (total) .....  $1/16 \pm 1/16$   
 Steering axis inclination (degrees) .  $10^{\circ} @ 75^{\circ}$  camber

## GENERAL SUSPENSION PROVISIONS

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



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# FRAME AND FRONT SUSPENSION

## FRONT SPRINGS

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

### FRONT SPRING SPECIFICATIONS

Part Number	Assy. Code	Cut-Off Length	Wire Dia.	Total Coils	Deflection Rate (lbs./inch)	HEIGHTS	
						Free	Working (In. @ Lbs.)
334445	KF	118.41	.665	7.79	400	15.30	11.00 @ 1710
334447	KT	128.96	.668	8.49	365	16.23	11.00 @ 1900
334450	KU	132.09	.674	8.69	365	16.44	11.00 @ 1975
334451	KV	133.68	.677	8.79	365	16.64	11.00 @ 2050
346996	HM	116.07	.617	7.70	300	16.46	11.00 @ 1620
354160	ANJ	114.83	.626	7.64	330	16.41	11.00 @ 1775
354161	ANK	114.86	.626	7.64	330	16.61	11.00 @ 1840
3982351	EV	132.97	.658	7.60	330	16.41	11.00 @ 1775
3982352	HI	133.00	.658	7.60	330	16.60	11.00 @ 1840
3996361	AE	116.10	.617	7.70	300	16.66	11.00 @ 1680
6262425	DH	126.23	.680	8.29	400	15.70	11.00 @ 1870
6262466	DJ	126.26	.680	8.29	400	15.90	11.00 @ 1950
6262427	DK	129.40	.686	8.49	400	16.10	11.00 @ 2030
6262428	DL	130.99	.688	8.59	400	16.30	11.00 @ 2110
6262429	DM	132.58	.691	8.69	400	16.50	11.00 @ 2190
6277862	HW	118.44	.665	7.79	400	15.50	11.00 @ 1790



# STEERING, DRIVELINE, WHEELS AND TIRES

## STEERING

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

## DRIVELINE

Type	Straight tube
Number used	One
Diameter (OD)	2.75
Wall Thickness	0.065
Length (C/L of U-joints)	51.78
<b>Universal Joints</b>	
Type	Cross
Number used	Two
Bearings	Prepacked, anti-friction

## WHEELS

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

## TIRE, STANDARD EQUIPMENT

<b>Size</b>	
FR78 x 14B steel belted radial	
Static loaded radius	11.60
Loaded rev/mi @ 45 mph	797
Capacity @ 24 psi	1280

## TIRES, OPTIONAL EQUIPMENT

E78 x 14 (2 + 2) Bias belted	
Static loaded radius	12.04
Loaded rev/mi @ 45 mph	796
Capacity @ 24 psi	1190



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# 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 . . . . . 1.75  
 Hypoid gear PD . . . . . 8.50  
 Pinion bearing adjustment . . . . . Shim  
 Lubricant  
 Type . . . . . Military Spec. MIL-L-2105-B  
 Viscosity . . . . . SAE80  
 Capacity (pts) . . . . . 4.25

## AXLE SHAFT

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

## RING AND PINION GEAR AND TOOTH COMBINATIONS

2.56:1 . . . . . 41, 16  
 2.73:1 . . . . . 41, 15  
 3.08:1 . . . . . 40, 13

## POSITION DIFFERENTIAL (See Power Trains)

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

## REAR SUSPENSION

Description . . . . . Hotchkiss;  
 2 semi-elliptical multiple leaf springs  
 Wheel travel (design)  
 Total . . . . . L.H.-7.92; R.H.-8.46  
 Jounce . . . . . 3.02  
 Rebound . . . . . L.H.-4.90; R.H.-5.44  
 Wheel to spring, travel ratio . . . . . 1:1

## SHOCK ABSORBERS

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

## REAR SPRINGS

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

## REAR SPRING SPECIFICATIONS

Part Number	Number of Leaves	Length	Width	Shackle	Mounting Insulation	Assy. Code	Deflection Rate (Lbs./In.)	Load @ .52 Spring Camber (Lbs.)
340507	Six	56.0	2.50	Compression type	Rubber bushed at shackle and hanger	RZ	126	721
340508	Six					DA	126	665
340509	Six					DB	103	565
340510	Six					DC	101	615
340511	Six					DD	126	535
340512	Six					DJ	126	590
344592	Six					ZN	126	774



# BRAKES

General	Type	Front - Disc; Rear - Drum		
	System	Manual - Standard	Power - Optional (*)	
		Dual circuit hydraulic system with warning light and self-adjusting features - metering and proportioning valves provide balance between front and rear wheels.		
Front Brakes	Type	Disc - single piston floating caliper		
	Material	Cast iron - vented		
	Diameter and Width	11.0 x 1.03		
	Lining material	Compression molded asbestos composition		
	Method of attachment	Riveted		
	Lining size (length x width x thickness)	Inboard	5.40 x 1.92 x 0.46	
		Outboard	5.40 x 1.92 x 0.46	
	Lining area (sq. in.)	41.47		
	Effective area (sq. in.)	36.8		
	Swept area (sq. in.)	210.4		
Piston diameter	2.94			
Rear Brakes	Type	Drum - Composite, web cast into rim		
	Material	Web - HR steel, Rim - cast alloy iron		
	Diameter and Width	9.5 x 2.0		
	Lining material	Molded asbestos composition		
	Method of attachment	Bonded		
	Lining size (length x width x thickness)	Primary	9.0 x 2.00 x 0.20	
		Secondary	9.75 x 2.00 x 0.20	
	Lining area (sq. in.)	75.04		
	Effective area (sq. in.)	66.71		
Swept area (sq. in.)	116.06			
Piston diameter	.875			
Apply System	Master cylinder diameter	1.00	1.125	
	Piston travel	1.253	1.408	
	Pedal travel	7.38	5.44	
	Pedal ratio	5.83:1	3.54:1	
	Line pressure @ 100 lb. pedal load	550	900	
Parking Brake	Type	Mechanical: pull rods and cables operate rear service brakes; parking brake 'ON' warning lamp provided.		
	Control	Pendulum foot pedal; released by "T" handle located on instrument panel to left of steering wheel		
	Total effective area	66.71		

(\*) - Standard with V8 Engine Equipped Vehicles.



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# BULBS AND LAMPS

BULBS AND LAMPS	NUMBER REQUIRED AND TRADE NUMBER	CANDLE POWER PER LAMP
Automatic transmission position pattern	Floor console, 2-1445	1.5
Back-up	2-1156	32
Brake Warning	1-194	2
Console instrument cluster	4-1816	2.5
Courtesy (instrument panel)	2-631	6
Direction signal indicators	2-194	2
Dome	1-561	2
Generator indicator	1-194	2
Glove compartment	1-1891	2
Headlamp	2-6012	High beam 60W Low beam 50W
Headlamp hi-beam indicator	1-194	2
Heater control	1-1895	2
Instrument cluster	5-168	3
License plate	1-194	2
Luggage compartment	1-1003	15
Oil pressure indicator	1-194	2
Parking		
Park		3
Turn	2-1157	32
Radio - AM	1-293	2
Radio - AM/FM	1-1893	2
Seat belt warning	1-194	2
Side Marker - Front	2-194	2
Side Marker - Rear	2-194	2
Tail		
Tail		3
Stop and turn	2-1157	32
Temperature indicator	1-194	2
Underhood lamp	1-93	15
Washer Wiper control	1-194	2



# FUSES AND CIRCUIT BREAKERS

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

\* Letter suffix indicates same circuit





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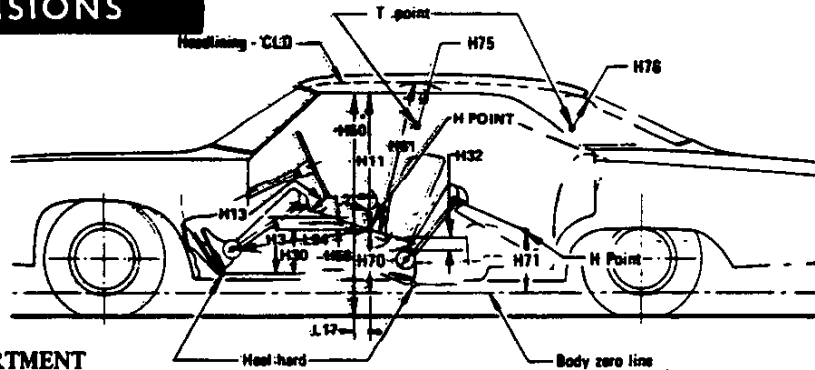


# **DIMENSIONS AND WEIGHTS**

<b>INTERIOR DIMENSIONS</b> . . . . .	<b>2, 3</b>
<b>LUGGAGE CAPACITY</b> . . . . .	<b>3</b>
<b>EXTERIOR DIMENSIONS</b> . . . . .	<b>4, 5</b>
<b>VEHICLE WEIGHTS</b> . . . . .	<b>6</b>
<b>OPTIONAL EQUIPMENT WEIGHTS</b> . . . . .	<b>6</b>

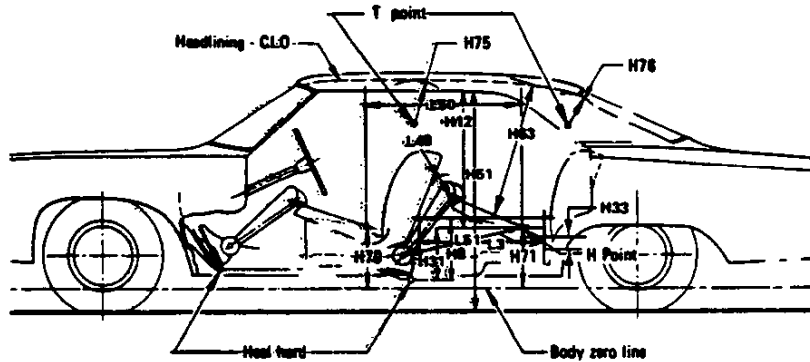


# INTERIOR DIMENSIONS



## FRONT COMPARTMENT

CODE	DESCRIPTION	2-DOOR	2-DOOR COUPE	4-DOOR SEDAN
		HATCHBACK COUPE		
H-3	Seat cushion height		10.2	
H11	Entrance height	30.4		31.3
H13	Steering wheel thigh clearance		3.8	
H30	H point to heel point		7.8	
H32	Seat cushion deflection		3.3	
H50	Upper body opening to ground	48.2		49.1
H58	H point rise		0.7	
H61	Effective headroom	38.3		39.3
H70	H point to body O line		12.8	
H75	Effective "T" point headroom	38.5		39.5
W3	Shoulder room		56.6	
W5	Hip room	55.3		55.9
L7	Steering wheel torso clearance		13.0	
L17	H point travel		4.7	
L34	Effective leg room		41.7	



## REAR COMPARTMENT

H8	Seat cushion height	13.3		14.1
H12	Entrance height	-		30.3
H31	H point to heel point	10.7		11.8
H33	Seat cushion deflection	5.2		4.9
H51	Upper body opening to ground	-		48.1
H63	Effective headroom		36.6	
H71	H point to body O line	12.6		13.7
H76	Effective "T" point headroom	36.3		36.5
W4	Shoulder room		55.3	56.7
W6	Hip room	44.8	47.7	46.4
L3	Rear compartment room		24.0	25.4
L50	H point couple distance		30.8	32.7
L51	Effective leg room		33.4	35.3

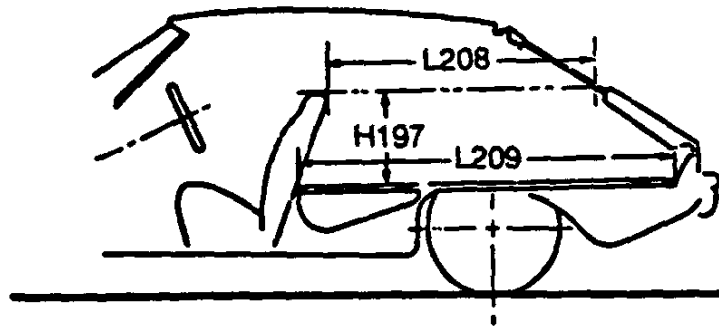


# INTERIOR DIMENSIONS

## LUGGAGE COMPARTMENT

CODE	DESCRIPTION	2-DOOR HATCHBACK COUPE	2-DOOR COUPE	4-DOOR SEDAN
H195	Liftover height		27.4	
V1	Usable luggage capacity (cu.ft.) (a)	--	14.2	13.0

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



## HATCHBACK CARGO SPACE

W4	Shoulder room - Rear	55.3
H197	Front seat back to load floor height	14.4
L208	Cargo length at - Front seat back height	49.7
L209	Cargo length at floor - Front seat	76.2
V3	Total Hatchback - cargo index Volume (cu. ft.)	28.4



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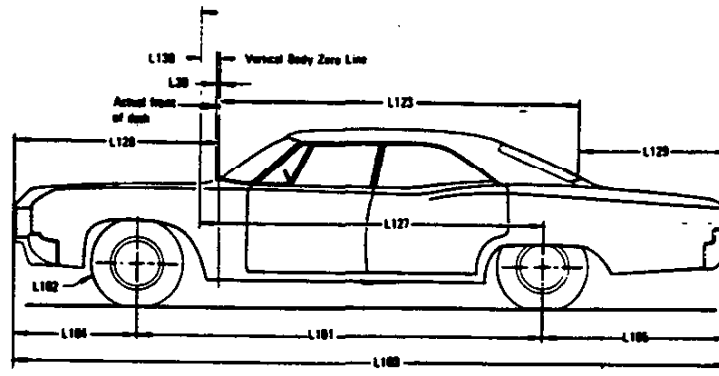
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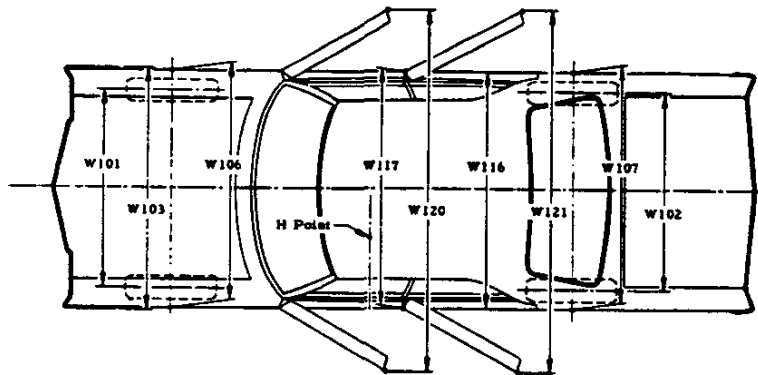


# EXTERIOR DIMENSIONS



## LENGTHS

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



## WIDTHS

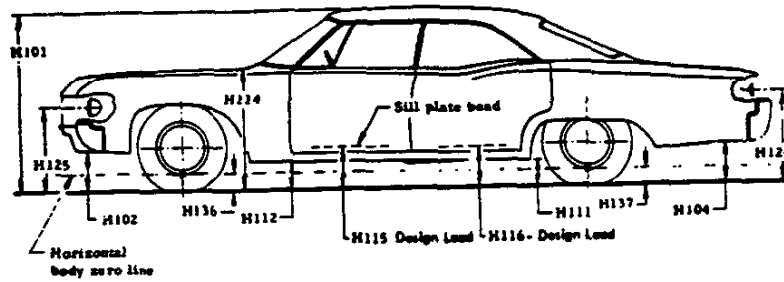
W101	Tread-Front		61.3
W102	Tread-rear		59.0
W103	Maximum overall width of car		72.2
W106	Front fender overall width		72.2
W107	Rear fender overall width		70.5
W116	Maximum overall width of body		72.2
W117	Maximum body width at number 2 pillar	-	70.7
W120	Overall car width, front doors open	144.8	127.7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



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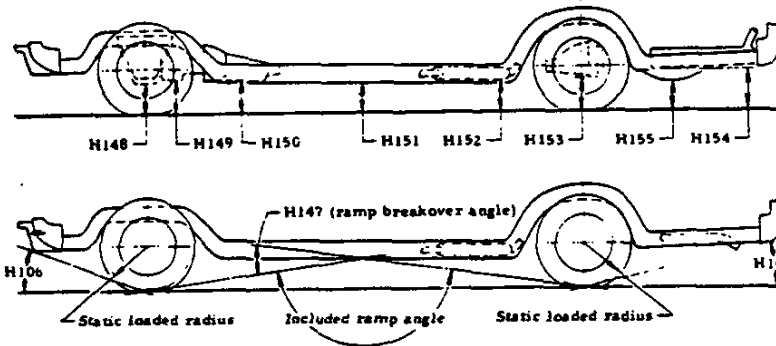
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# EXTERIOR DIMENSIONS



## HEIGHTS

CODE	DESCRIPTION	2-DOOR	2-DOOR COUPE	4-DOOR SEDAN
		HATCHBACK COUPE		
H101	Overall height (design)	52.7		53.6
H102	Front bumper to ground		12.1	
H104	Rear bumper to ground		11.1	
H111	Rocker panel to ground - rear		7.2	
H112	Rocker panel to ground - front		8.1	
H114	Hood at rear to ground		36.2	
H115	Step height - front (design)		12.6	
H116	Step height - rear (design)		12.3	
H125	Headlamp to ground		25.3	
H126	Tail lamp to ground		23.8	
H136	Body O line to ground - front		5.0	
H137	Body O line to ground - rear		4.2	



## CLEARANCES

H106	Angle of approach (degrees)	25°38'
H107	Angle of departure (degrees)	16°21'
H147	Ramp breakover angle (degrees)	13°50'
H148	Front suspension to ground	5.7
H149	Oil pan to ground	4.8
H150	Flywheel housing to ground	5.0
H151	Frame to ground	4.6
H152	Exhaust system to ground	4.8
H153	Rear axle to ground	6.1
H154	Fuel tank to ground	7.0
H155	Tire well to ground	14.4
H156	Minimum ground clearance	4.8 (a)

(a) Catalytic converter



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# VEHICLE WEIGHTS

## NOVA

MODEL TYPE								
MODEL DESIGNATION	BASE ENGINE	VEHICLE TYPE	SHIPPING WEIGHT			CURB WEIGHT		
			Front	Rear	Total	Front	Rear	Total
1XX17	250 Cu.In. L6	2-Door Hatchback Coupe	1818	1573	3391	1800	1701	3501
1XX27	250 Cu.In. L6	2-Door Coupe	1825	1451	3276	1807	1579	3386
1XX69	250 Cu.In. L6	4-Door Sedan	1828	1478	3306	1810	1606	3416
1XY17	250 Cu.In. L6	2-Door Hatchback Coupe	1824	1597	3421	1806	1725	3531
1XY27	250 Cu.In. L6	2-Door Coupe	1858	1477	3335	1840	1605	3445
1XY69	250 Cu.In. L6	4-Door Sedan	1862	1505	3367	1844	1633	3477

**SHIPPING WEIGHT:** Weight of basic vehicle with regular equipment, including grease, oil and (4) gallons of gasoline, and engine coolant to capacity.

**CURB WEIGHT:** Shipping weight plus gasoline to capacity.

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

### OPTIONAL EQUIPMENT

RPO	OPTION	WITH	WEIGHT
AU3	Electric Door Locks	2-Door Models	+ 7
		4-Door Models	+ 15
B37	Floor Mats, Front and Rear		+ 10
C08	Exterior Soft Roof Cover		+ 4
C09	Exterior Padded Roof Cover	"LN" Models Only	+ 4
C50	Defogger, Rear Window		+ 4
60	Air Conditioning	With L6 Engine	+ 80
		With V8 Engines	+ 95
D55	Floor Console	3-Speed Transmission	+ 13
		4-Speed Transmission	+ 3
		Automatic Transmission	+ 9
F41	Spec. Perf. Front and Rear Suspension		+ 12
F40	Heavy Duty Front and Rear Suspension		+ 2
J50	Power Brakes		+ 9
N41	Power Steering	L6 Engine	+ 32
		V8 Engine	+ 30
PE1	Turbine I Wheel (Special Styled Urethane Steel)		+ 25
UA1	Heavy Duty Battery	With L6 Engine	+ 12
		With V8 Engine	+ 2
U58	Radio AM/FM Stereo		+ 11
U63	Radio AM Pushbutton		+ 7
U69	Radio AM/FM Pushbutton		+ 8
ZJ7	Special Wheel, Hub Cap and Trim Ring	With 1XX-1XY17	+ 28
		With 1XX-1XY27-69	+ 34
Base	250 Cu. In. 6 Cyl. Engine	Turbo Hydra-Matic Trans.	+ 27
LV1	262 Cu. In. V8 Engine	With 3-Speed Transmission	+102
		Turbo Hydra-Matic Trans.	+129
L65	350 Cu. In. V8 Engine	With 3-Speed Transmission	+112
		Turbo Hydra-Matic Trans.	+139
LM1	350 Cu. In. V8 Engine	With 4-Speed Transmission	+132
		Turbo Hydra-Matic Trans.	+147



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# VEHICLE WEIGHTS

## NOVA

MODEL TYPE								
MODEL DESIGNATION	BASE ENGINE	VEHICLE TYPE	SHIPPING WEIGHT			CURB WEIGHT		
			Front	Rear	Total	Front	Rear	Total
1XX17	250 Cu.In. L6	2-Door Hatchback Coupe	1818	1573	3391	1800	1701	3501
1XX27	250 Cu.In. L6	2-Door Coupe	1825	1451	3276	1807	1579	3386
1XX69	250 Cu.In. L6	4-Door Sedan	1828	1478	3306	1810	1606	3416
1XY17	250 Cu.In. L6	2-Door Hatchback Coupe	1824	1597	3421	1806	1725	3531
1XY27	250 Cu.In. L6	2-Door Coupe	1858	1477	3335	1840	1605	3445
1XY69	250 Cu.In. L6	4-Door Sedan	1862	1505	3367	1844	1633	3477

**SHIPPING WEIGHT:** Weight of basic vehicle with regular equipment, including grease, oil and (4) gallons of gasoline, and engine coolant to capacity.

**CURB WEIGHT:** Shipping weight plus gasoline to capacity.

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

### OPTIONAL EQUIPMENT

RPO	OPTION	WITH	WEIGHT
AU3	Electric Door Locks	2-Door Models	+ 7
		4-Door Models	+ 15
B37	Floor Mats, Front and Rear		+ 10
C08	Exterior Soft Roof Cover		+ 4
C09	Exterior Padded Roof Cover	"LN" Models Only	+ 4
C50	Defogger, Rear Window		+ 4
60	Air Conditioning	With L6 Engine	+ 80
		With V8 Engines	+ 95
D55	Floor Console	3-Speed Transmission	+ 13
		4-Speed Transmission	+ 3
		Automatic Transmission	+ 9
F41	Spec. Perf. Front and Rear Suspension		+ 12
F40	Heavy Duty Front and Rear Suspension		+ 2
J50	Power Brakes		+ 9
N41	Power Steering	L6 Engine	+ 32
		V8 Engine	+ 30
PE1	Turbine I Wheel (Special Styled Urethane Steel)		+ 25
UA1	Heavy Duty Battery	With L6 Engine	+ 12
		With V8 Engine	+ 2
U58	Radio AM/FM Stereo		+ 11
U63	Radio AM Pushbutton		+ 7
U69	Radio AM/FM Pushbutton		+ 8
ZJ7	Special Wheel, Hub Cap and Trim Ring	With 1XX-1XY17	+ 28
		With 1XX-1XY27-69	+ 34
Base	250 Cu. In. 6 Cyl. Engine	Turbo Hydra-Matic Trans.	+ 27
LV1	262 Cu. In. V8 Engine	With 3-Speed Transmission	+102
		Turbo Hydra-Matic Trans.	+129
L65	350 Cu. In. V8 Engine	With 3-Speed Transmission	+112
		Turbo Hydra-Matic Trans.	+139
LM1	350 Cu. In. V8 Engine	With 4-Speed Transmission	+132
		Turbo Hydra-Matic Trans.	+147

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# POWER TRAINS

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# POWER TEAM COMBINATIONS

ENGINE	TRANSMISSION	MODEL APPLICATION	AXLE RATIOS*			RING GEAR
			BASE	HIGH -WAY	HIGH ALTI-TUDE	
250 Cubic Inch L-6 Standard - All States	3-Spd. (3.11:1 low)(a)	All Models	3.08:1		—	8.50
	Turbo Hydra-matic		2.73:1		3.08:1	
262 Cubic Inch V-8 RPO LV1 - Not Avail. in California	3-Speed (3.11:1 low)	All Models	2.73:1		3.08:1	8.50
	Turbo Hydra-matic					
350 Cubic Inch V-8 RPO L65 Not Avail. in California	3-Speed (2.85:1 low)	All Models	2.73:1	2.56:1		8.50
	Turbo Hydra-matic					
350 Cubic Inch V-8 RPO LM1 - All States	4-Speed (2.54:1 low)(a)	All Models	3.08:1			8.50
	Turbo Hydra-matic					

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

(a) Not available in California.



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## MULTIPLICATION FACTORS

### WITH MANUAL TRANSMISSIONS

ENGINE	CARBURETION	TRANSMISSION	TOTAL GEAR REDUCTION*					AXLE RATIO
			1st	2nd	3rd	4th	Rev	
250 Cu.In. L-6 Standard	Single Barrel	3-Speed	9.58	5.66	3.08		9.92	3.08
262 Cu.In. V-8 RPO LV1	2-Barrel	3-Speed	8.49	5.02	2.73		8.79	2.73
350 Cu.In. V-8 RPO L65	2-Barrel	3-Speed	7.78	4.59	2.73		8.05	2.73
350 Cu.In. V-8 RPO LM1	4-Barrel	4-Speed	7.82	5.54	4.43	3.08	7.82	3.08

### WITH AUTOMATIC TRANSMISSIONS

ENGINE	TRANSMISSION	SELECTOR POSITION	TOTAL TORQUE MULTIPLICATION*	AXLE RATIO
250 Cu.In. L-6 Standard	Turbo Hydra-matic	Drive	13.76:1 - 2.73:1	2.73:1
		Low	13.76:1 - 6.88:1	
		Second	13.76:1 - 4.15:1	
		Reverse	10.54:1 - 5.26:1	
262 Cu.In. V-8 RPO LV1	Turbo Hydra-matic	Drive	13.76:1 - 2.73:1	2.73:1
		Low	13.76:1 - 6.88:1	
		Second	13.76:1 - 4.15:1	
		Reverse	10.54:1 - 5.26:1	
350 Cu.In. V-8 RPO L65	Turbo Hydra-matic	Drive	13.76:1 - 2.73:1	2.73:1
		Low	13.76:1 - 6.88:1	
		Second	13.76:1 - 4.15:1	
		Reverse	10.54:1 - 5.26:1	
350 Cu.In. V-8 RPO LM1	Turbo Hydra-matic	Drive	15.52:1 - 3.08:1	3.08:1
		Low	15.52:1 - 7.76:1	
		Second	15.52:1 - 4.68:1	
		Reverse	15.52:1 - 5.94:1	

\*Axle ratio x transmission ratio.



# ENGINE DATA AND RATINGS

## GENERAL DATA

Engine Type	L-6 OHV	V-8 OHV			
Piston Displacement (Cu.In.)	250	262	350	350	
Availability	Base	RPO LV1	RPO L65	RPO LM1	
Number of Cylinders	Six	Eight			
Bore (nominal)	3.875	3.671	4.00		
Stroke (nominal)	3.53	3.10	3.48		
Compression Ratio	8.25:1	8.5:1			
Taxable (SAE) Horsepower	36.0	43.1	51.2		
Firing Order	1-5-3-6-2-4	1-8-4-3-6-5-7-2			
Idling Speed	Manual (in neutral)	800			
	Turbo Hydra-matic (in drive)	600			
Compress. Press. (PSI) @ Cranking Speed, Engine Hot	130	160			
Power Plant Mounting	Front	Two, preloaded captive cushion type			
	Rear	One, shear type			
Measurements	Fan to rear of engine block	33.99	29.76	31.55	
	Top of air cleaner to bottom of oil pan	27.76	27.80	29.60	28.52
	Width - including air cleaner	30.68	28.29	28.53	

## ADVERTISED ENGINE RATING

Engine Designation	L6-250 CU. IN.	V8-262 CU. IN.	V8-350 CU. IN.	V8-350 CU. IN.
Availability	Standard	RPO LV1	RPO L65	RPO LM1
Carburetor	Single Barrel	Two Barrel	Two Barrel	Four Barrel
Net Brake HP @ RPM	105 @ 3800	110 @ 3600	145 @ 3800	155 @ 3800
Net Torque @ RPM (lb-ft)	185 @ 1200	200 @ 2000	250 @ 2200	250 @ 2400



# ENGINE SPEED AND PISTON TRAVEL

## L-6 250 CU. IN. ENGINE

Transmission		3-Speed	Turbo Hydra-matic
Rear Axle Ratio		3.08:1	2.73:1
Tire Size		FR 78 x 14B	
Crankshaft Revolutions per Mile		2434.8	2175.8
Crankshaft RPM @ 1 MPH	Low	127.2	91.4
	Second	75.3	55.1
	Third	40.9	36.3 (direct)
	Reverse	131.7	70.0
Piston Travel (ft/mile)		1444.2	1280.1

## V-8 262 CU. IN. ENGINE (RPO LV1)

Transmission		3-Speed	Turbo Hydra-matic
Rear Axle Ratio			2.73:1
Tire Size		FR 78 x 14B	
Crankshaft Revolutions per Mile		2175.8	
Crankshaft RPM @ 1 MPH	Low	112.8	91.4
	Second	66.7	55.1
	Third	36.3	36.6
	Reverse	116.8	70.0
Piston Travel (ft/mile)		1280.1	

## V-8 350 CU. IN. ENGINE (RPO L65)

Transmission		3-Speed	Turbo Hydra-matic
Rear Axle Ratio			2.73:1
Tire Size		FR 78 x 14B	
Crankshaft Revolutions per Mile		2175.8	
Crankshaft RPM @ 1 MPH	Low	103.3	91.4
	Second	60.9	55.1
	Third	36.3	36.3 (direct)
	Reverse	107.0	70.0
Piston Travel (ft/mile)		1262.0	

## V-8 350 CU. IN. ENGINE (RPO LM1)

Transmission		4-Speed	Turbo Hydra-matic
Rear Axle Ratio			3.08:1
Tire Size		FR 78 x 14B	
Crankshaft Revolutions per Mile		2454.8	
Crankshaft RPM @ 1 MPH	Low	103.9	103.1
	Second	73.6	50.5
	Third	59.0	40.9 (direct)
	Fourth	40.9	
	Reverse	103.9	103.9
Piston Travel (ft/mile)		1423.8	





# VEHICLE PERFORMANCE FACTORS

ENGINE	250 CU.IN. 105 HP	262 CU.IN. 110 HP	350 CU.IN. 145 HP	350 CU.IN. 155 HP
MODEL	1XX69	1XX27	1XY27	1XY17

## 3-SPEED TRANSMISSION

Performance Weight (pounds)	4016	4116	4166	
Pounds per Net Horsepower	38.25	37.42	28.73	
Pounds per Cu.In. Displacement	16.06	15.71	11.90	
Net HP per Cu.In. Displacement	.420	.420	.414	
Power Displacement (cu.ft./mile)	157.39	164.95	220.35	
Displacement Factor (cu.ft./ton mile)	78.30	80.46	105.94	

## 4-SPEED TRANSMISSION

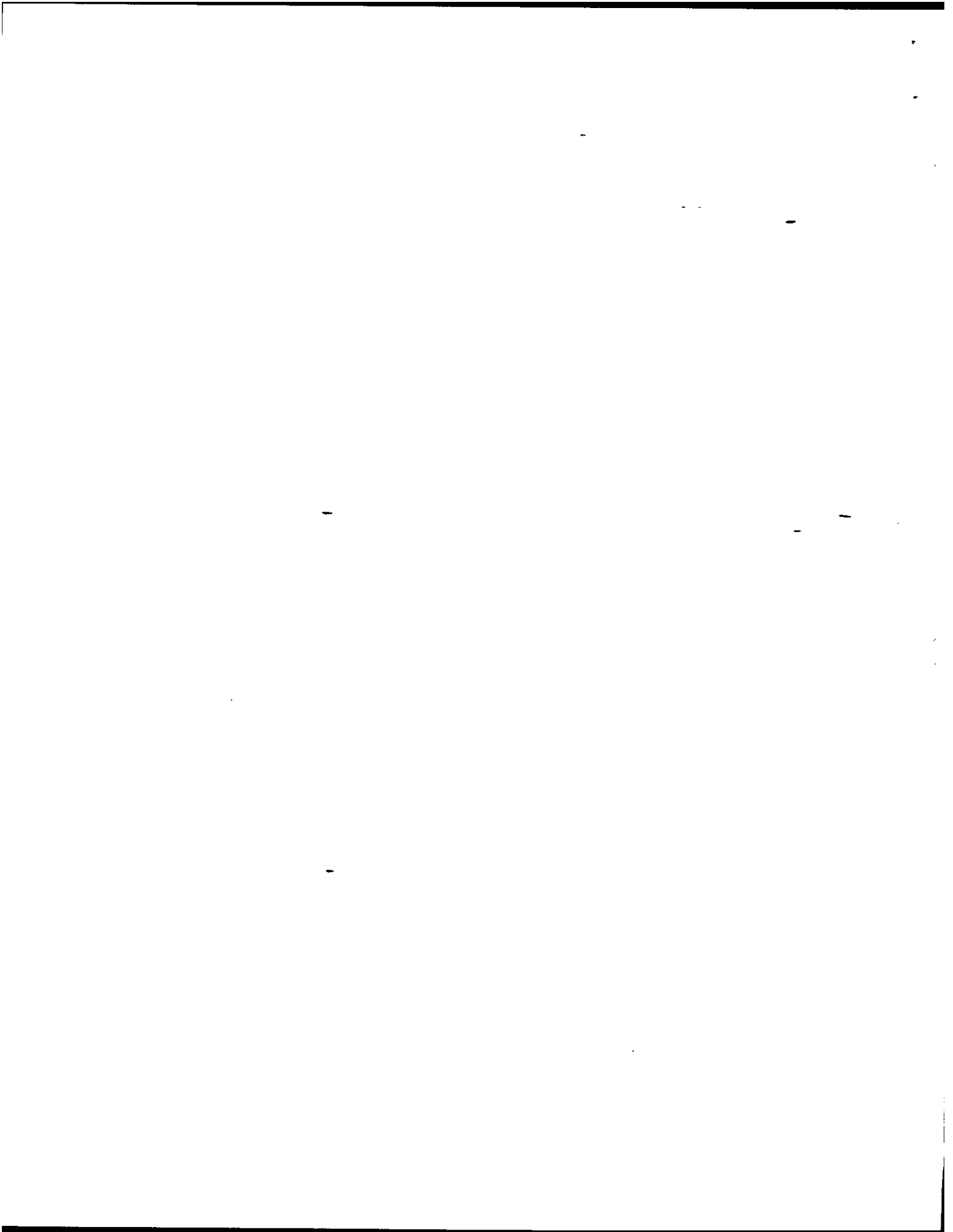
Performance Weight (pounds)				4264
Pounds per Net Horsepower				27.51
Pounds per Cu.In. Displacement				12.18
Net HP per Cu.In. Displacement				.443
Power Displacement (cu.ft./mile)				248.60
Displacement Factor (cu.ft./ton mile)				116.71

## TURBO HYDRA-MATIC

Performance Weight (pounds)	4043	4143	4193	4291
Pounds per Net Horsepower	38.50	37.66	28.92	27.68
Pounds per Cu.In. Displacement	16.17	15.82	11.98	12.26
Net HP per Cu.In. Displacement	.420	.420	.414	.443
Power Displacement (cu.ft./mile)	157.39	164.95	220.35	248.60
Displacement Factor (cu.ft./ton mile)	77.92	79.68	105.43	115.63

## 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 . . . . . Cast alloy iron  
 Bore Diameter  
 L6-250 Cu. In. . . . . 3.8745-3.8775  
 V8-262 Cu. In. . . . . 3.6705-3.6735  
 V8-350 Cu. In. . . . . 3.9995-4.0025  
 Bearing Caps (Number, material and attachment)  
 L6-250 Cu. In. . . . . 7, cast iron, 2-bolt  
 V8-262 & 350 Cu. In. . . . . 5, cast iron, 2-bolt  
 Water Jacket . . . . . Full length around each cylinder  
 Bore Spacing (Centerline to Centerline) . . . . . 4.40

## CYLINDER HEAD

Material . . . . . High chrome cast alloy iron  
 Bolt No. & Size  
 L6-250 Cu. In. . . . . 14; .500 dia. 13 threads/in.  
 V8-262 & 350 Cu. In. . . . . 34; .4375 dia. 14 threads/in.

## COMBUSTION CHAMBER VOLUME

(Total chamber volume of assembled engine with piston at top center)  
 L6-250 Cu. In. . . . . 5.77 Cu. In.  
 V8-262 Cu. In. . . . . 4.40 Cu. In.  
 V8-350 Cu. In. . . . . 6.27 Cu. In.

## INLET MANIFOLD

Material . . . . . Cast alloy iron  
 Type  
 L6-250 Cu. In. . . . . Integral with cylinder head  
 V8-262 & 350 Cu. In. . . . . 8 port, double deck

## EXHAUST MANIFOLD

Material . . . . . Cast alloy iron  
 Type  
 L6-250 Cu. In. . . . . 4 port, undershung center downtake  
 V8-262 & 350 Cu. In. . . . . Dual, 4 port, center downtake  
 Outlet Diameter (Nominal) . . . . . 2.0

## CRANKSHAFT

Material  
 L6-250 Cu. In. . . . . Cast nodular iron  
 V8-262 & 350 Cu. In. . . . . Cast nodular iron  
 End Play  
 L6-250 Cu. In. . . . . .002-.006  
 V8-262 & 350 Cu. In. . . . . .002-.007  
 Counter Weights  
 L6-250 Cu. In. . . . . 12  
 V8-262 & 350 Cu. In. . . . . 6  
 Crank Arm Length  
 L6-250 Cu. In. . . . . 1.765  
 V8-350 Cu. In. . . . . 1.740  
 V8-262 Cu. In. . . . . 1.550  
 Torsional Damper . . . . . Rubber mounted inertia  
 Timing Gear  
 L6-250 Cu. In. . . . . Steel; helical cut  
 V8-262 & 350 Cu. In. . . . . Steel; sprocket & chain  
 Pulley Pitch Diameter . . . . . 6.64

## MAIN BEARINGS

Material . . . . . Steel, backed insert;  
 (copper lead alloy or  
 premium aluminum lining selected for  
 specific engine application)  
 Type . . . . . Precision removable  
 Thrust Against Bearing No. - No. 5 (V8); No. 7 (L6)  
 Clearance  
 L6-250 Cu. In. . . . . .0003-.0029  
 V8-262 & 350 Cu. In.  
 No. 1 . . . . . .0008-.0020  
 No. 2, 3 & 4 . . . . . .0011-.0023  
 No. 5 . . . . . .0017-.0033

## Dimensions

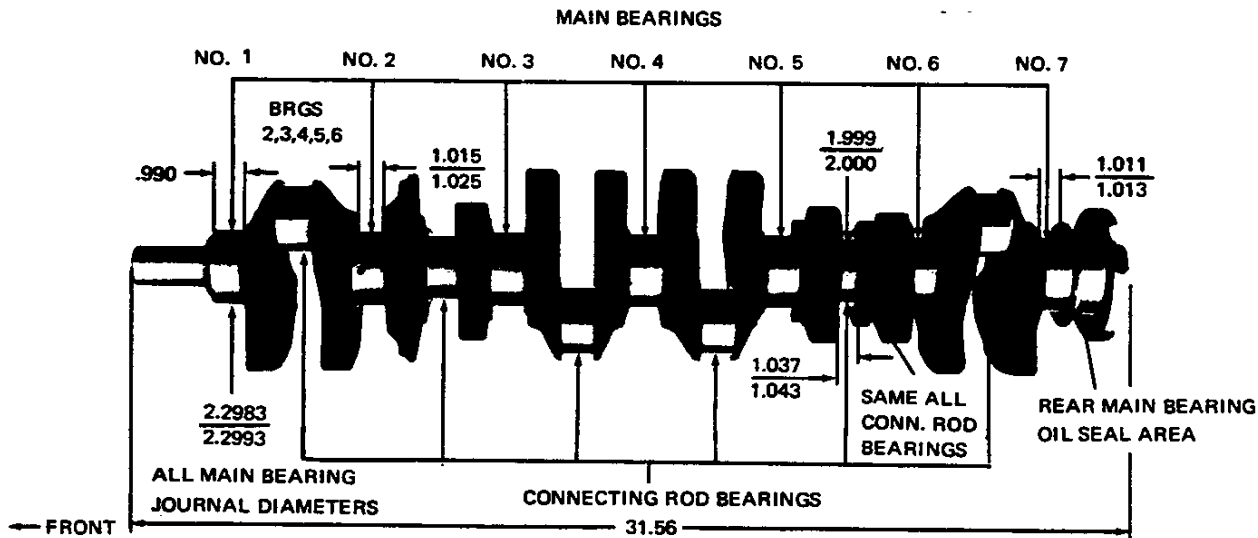
	Theoretical Inner Dia.	Effective Length	Projected Area
L6-250 Cu. In.			
Bearing No. 1-6	2.3004	.752	1.7299
Bearing No. 7	2.3004	.760	1.7483
V8-262 & 350 Cu. In.			
Bearing No. 1-4	2.4502	.752	1.8425
Bearing No. 5	2.4508	1.180	2.8919



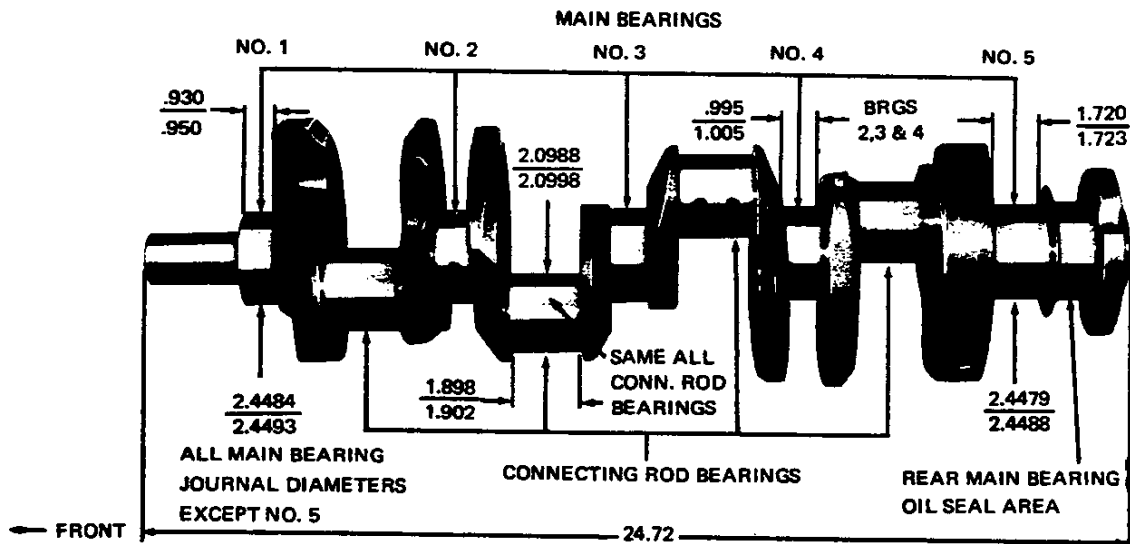
# PRINCIPAL COMPONENTS

## CRANKSHAFTS AND BEARINGS

### 250 CUBIC INCH SIX CYLINDER ENGINE



### 350 CUBIC INCH V-8 ENGINES



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# PRINCIPAL COMPONENTS

## CAMSHAFT

Material	Cast alloy iron
Drive	
L6-250 Cu. In.	Gear; bakelite and fabric composition with steel hub
V8-262 & 350 Cu. In.	Sprocket & chain; steel
Lobe Lift	
L6-250 Cu.In.	.2217 Inlet; .2315 Exhaust
V8-262 Cu.In.	.2485 Inlet; .2600 Exhaust
V8-350 Cu.In.	.2600 Inlet; .2733 Exhaust
Bearings	Steel backed babbitt

## VALVE TRAIN

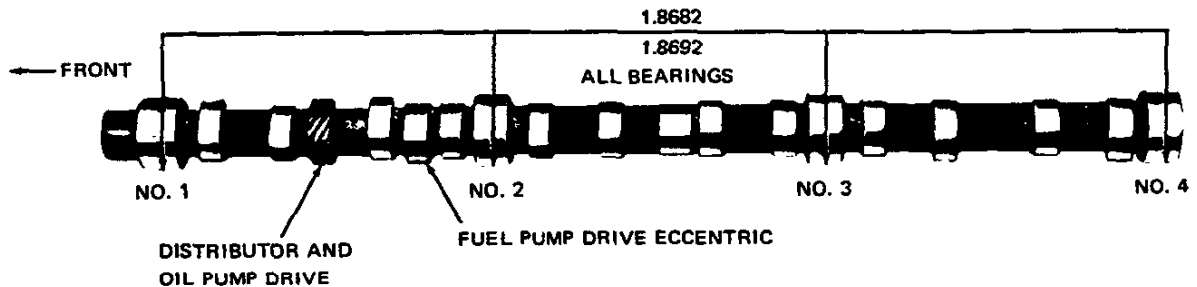
Type	Individually mounted, overhead rocker arms, push rod actuated
Lifters	Hydraulic
Rocker arms	
Ratio	
L6-250 Cu. In.	1.75:1
V8-262 & 350 Cu. In.	1.50:1
Push rods	
Type	Hollow steel
Ends	Hardened
Rotators (V8-262 & 350 Cu.In.)	Exhaust

## VALVE SPRINGS

Diameter (I.D.)	
L6-250 Cu. In.	.872-.888
V8-262 & 350 Cu. In.	.868-.884
Installed length (lb. @ in.)	
Valves closed	
L6-250 Cu. In.	56-64 @ 1.66
V8-262 & 350 Cu. In.	
Inlet	76-84 @ 1.70
Exhaust	76-84 @ 1.61
Valves opened	
L6-250 Cu.In.	180-192 @ 1.27
V8-262 & 350 Cu. In.	
Inlet	194-206 @ 1.25
Exhaust	194-206 @ 1.16
Free length	
L6-250 Cu. In.	1.90
V8-262 & 350 Cu. In.	2.03
Valve spring damper	
L6-250 Cu. In.	None
V8-262 & 350 Cu. In.	Flat steel, 4 coils
Oil shield	Steel cup

## CAMSHAFT AND BEARINGS

### 250 CUBIC INCH L-6 ENGINE







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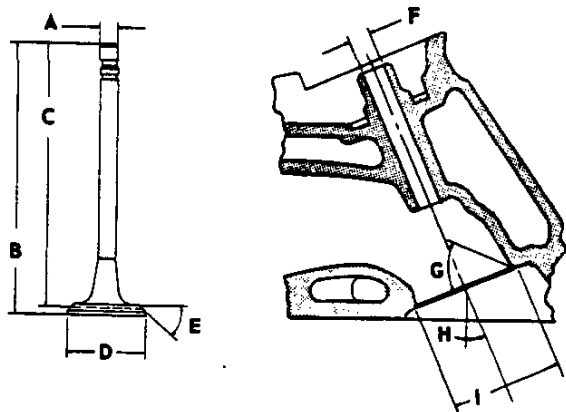
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# PRINCIPAL COMPONENTS

## INLET VALVES

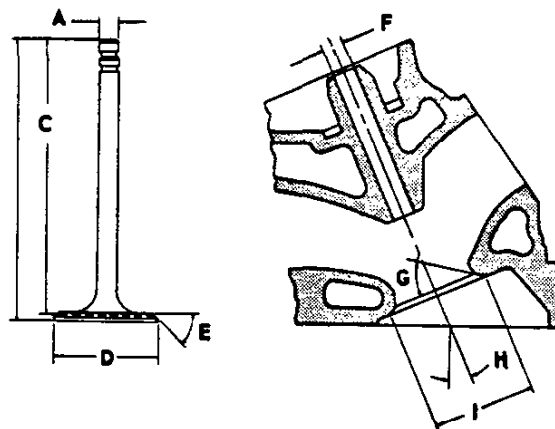
Material	Alloy steel
Coating	
L6-250 Cu. In.	Aluminized face
V8-262 & 350 Cu. In.	None
All stems	Chrome flash



A - Stem diameter	.3410-.3417
B - Overall length	
L6-250 Cu. In.	4.902-4.922
V8-262 Cu. In.	4.902-4.922
V8-350 Cu. In.	4.870-4.889
C - Gage length	4.785-4.795
D - Overall head diameter	
L6-250 Cu. In.	1.715-1.725
V8-262 Cu. In.	1.715-1.725
V8-350 Cu. In.	1.935-1.945
E - Angle of face	45°
F - Guide diameter	.3427-.3437
G - Angle of seat	46°
H - Valve angle	
L6-250 Cu. In.	9°
V8-262 & 350 Cu. In.	23°
I - Valve seat diameter	
L6-250 Cu. In.	1.591-1.597
V8-262 Cu. In.	1.591-1.597
V8-350 Cu. In.	1.823-1.829

## EXHAUST VALVES

Material	High alloy steel
Coating	
L6-250 Cu. In.	Aluminized face
V8-262 & 350 Cu. In.	Aluminized face
All stems	Chrome flash



A - Stem diameter	.3410-.3417
B - Over length	
L6-250 Cu. In.	4.913-4.933
V8-262 Cu. In.	4.913-4.933
V8-350 Cu. In.	4.910-4.930
C - Gage length	4.781-4.791
D - Overall head diameter	
L6-250 Cu. In.	1.495-1.505
V8-262 Cu. In.	1.495-1.505
V8-350 Cu. In.	1.495-1.505
E - Angle of face	45°
F - Guide diameter	.3427-.3437
G - Angle of seat	46°
H - Valve angle	
L6-250 Cu. In.	9°
V8-262 & 350 Cu. In.	23°
I - Valve seat diameter	
L6-250 Cu. In.	1.321-1.327
V8-262 Cu. In.	1.321-1.327
V8-350 Cu. In.	1.321-1.327



# PRINCIPAL COMPONENTS

## VALVE LIFT

L6-250 Cu.In.	.3880 Inlet; .4051 Exhaust
V8-262 Cu.In.	.3727 Inlet; .3900 Exhaust
V8-350 Cu.In.	.3900 Inlet; .4100 Exhaust

## VALVE TIMING (Crankshaft Degrees - Excluding Ramps)

### L6-250 Cu.In.

Inlet Valve	
Opens - BTC	16°
Closes - ABC	48°
Duration	244°
Exhaust Valve	
Opens - BBC	64°
Closes - ATC	50°
Duration	294°

### V8-262 Cu.In.

Inlet Valve	
Opens - BTC	26°
Closes - ABC	66°
Duration	212°
Exhaust Valve	
Opens - BBC	74°
Closes - ATC	26°
Duration	280°

### V8-350 Cu.In.

Inlet Valve	
Opens - BTC	28°
Closes - ABC	72°
Duration	280°
Exhaust Valve	
Opens - BBC	78°
Closes - ATC	30°
Duration	288°

## PISTONS

Material	Cast aluminum alloy
Head type	
L6-250 Cu. In.	Sump head
V8-350 Cu. In.	Sump head
Skirt type	
	Slipper
Top land clearance	
L6-250 Cu. In.	.0245-.0335
V8-262 & 350 Cu. In.	.0235-.0325
Skirt clearance	
L6-250 Cu. In.	.0005-.0015
V8-262 Cu. In.	.0008-.0018
V8-350 Cu. In.	.0007-.0017
Compression ring groove depth	
L6-250 Cu. In.	.2153-.2218
V8-262 Cu. In.	.1978-.2118
V8-350 Cu. In.	.2218-.2308
Oil ring groove depth	
L6-250 Cu. In.	.2093-.2158
V8-262 Cu. In.	.2078-.2168
V8-350 Cu. In.	.2218-.2308
Pin bore offset	.055-.065
Compression height	
L6-250 Cu. In.	1.658-1.662
V8-350 Cu. In.	1.558-1.562
V8-262 Cu. In.	1.748-1.752

## PISTON PINS

Material	Chromium steel
Length	
L6-250 Cu. In.	2.990-3.010
V8-262 & 350 Cu. In.	2.990-3.010
Diameter	
L6-250 Cu. In.	.9270-.9273
V8-262 & 350 Cu. In.	.9270-.9273
Clearance in Piston	
L6-250 Cu. In.	.00015-.00025
V8-262 & 350 Cu. In.	.00025-.00035
Pin Mounting	Locked in rod by shrink fit



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# PRINCIPAL COMPONENTS

## COMPRESSION RINGS – UPPER

Material	Cast alloy iron
Type	Straight edge inside of ring
Face	Barrel
Coating	
L6-250 Cu. In.	Wear resistant coating molybdenum inlay, graphite impregnated
V8-262 & 350 Cu. In.	Chrome plate
Width	
L6-250 Cu. In.	.0775-.0780
V8-262 & 350 Cu. In.	.0775-.0780
Wall Thickness	
L6-250 Cu. In.	.184-.194
V8-262 Cu. In.	.165-.175
V8-350 Cu. In.	.190-.200
Gap	.010-.020

## COMPRESSION RINGS – LOWER

Type	Inside bevel (top of ring 30 degrees to piston vertical axis)
Face	Tapered
Coating	Wear resistant
Width	
L6-250 Cu. In.	.0770-.0780
V8-262 Cu. In.	.0770-.0780
V8-350 Cu. In.	.0770-.0775
Wall Thickness	
L6-250 Cu. In.	.184-.194
V8-262 Cu. In.	.165-.175
V8-350 Cu. In.	.190-.200
Gap	
L6-250 Cu. In.	.010-.020
V8-262 Cu. In.	.010-.020
V8-350 Cu. In.	.013-.025

## OIL CONTROL RINGS

Type	Multi-piece (two rails and one spacer)
Material	
Rails	Steel
Spacer	Alloy steel
Width (assembled)	
L6-250 Cu. In.	.1850-.1870
V8-262 Cu. In.	.1845-.1865
V8-350 Cu. In.	.1850-.1870
Wall Thickness	
L6-250 Cu. In.	.152-.158
V8-262 Cu. In.	.138-.143
V8-350 Cu. In.	.150-.156
Gap	
L6-250 Cu. In.	.015-.055
V8-262 Cu. In.	.010-.025
V8-350 Cu. In.	.015-.055
Rail Coatings	Chrome plated

## CONNECTING RODS

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

## CONNECTING ROD BEARINGS

Material	
L6-250 Cu. In.	Copper lead alloy or sintered copper nickel backed babbitt on steel
V8-350 Cu. In.	Premium aluminum
Type	Precision removable
Clearance	
L6-250 Cu. In.	.0007-.0027
V8-262 & 350 Cu. In.	.0013-.0035
Theoretical I. D.	
L6-250 Cu. In.	2.0017
V8-262 & 350 Cu. In.	2.1019
Effective Length	
L6-250 Cu. In.	.807
V8-262 & 350 Cu. In.	.797
End Play	
L6-250 Cu. In.	.007-.016
V8-262 Cu. In.	.008-.014
V8-350 Cu. In.	.006-.014



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## FUEL TANK

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

## FUEL FILTERS

In Fuel Tank . . . . .	Mesh strainer
In Carburetor Inlet . . . . .	Paper

## FUEL PUMP ASSEMBLY

Type . . . . .	Mechanical; diaphragm
Drive . . . . .	Camshaft, eccentric
Location . . . . .	Right side front of engine
Pressure range (shut off pressure at 1800 rpm)	
L6-250 Cu. In. . . . .	4.00-5.00 psi at pump outlet
V8-262 Cu. In. . . . .	7.50-9.00 psi at pump outlet
V8-350 Cu.In. . . . .	7.50-9.00 psi at pump outlet

## AIR CLEANER

Type . . . . .	Cylindrical with air horn attached to ducted air inlet
Diameter	
L6-250 Cu.In. . . . .	12.62
V8-262 & 350 Cu.In. . . . .	15.48
Filter element . . . . .	Oil-wetted paper

## CARBURETORS

Make and type	
L6-250 Cu.In. . . . .	1-barrel, Monojet
V8-262 Cu. In. . . . .	2-barrel
V8-350 Cu.In. (L65) . . . . .	2-barrel
V8-350 Cu.In. (LM1) . . . . .	4-barrel
SAE flange type	
L6-250 Cu.In. . . . .	1.50
V8-262 & 350 Cu.In. . . . .	1.50
Throttle bore	
L6-250 Cu.In. . . . .	1.69
V8-262 Cu.In. . . . .	1.69
V8-350 Cu.In. (L65) . . . . .	1.69
V8-350 Cu.In. (LM1)	
Primary . . . . .	1.38
Secondary . . . . .	2.25
Secondary throttle actuation . . . . .	By linkage
	approximately when primary valves are opened halfway between closed and open
Venturi diameter	
L6-250 Cu.In. . . . .	1.31
V8-262 Cu.In. . . . .	1.09
V8-350 Cu.In. (L65) . . . . .	1.25
V8-350 Cu.In. (LM1)	
Primary . . . . .	1.09
Secondary . . . . .	Air valve

## CHOKE

Type . . . . .	Automatic
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# EXHAUST SYSTEMS

## TYPE

L6-250 Cu.In. ....	Single exhaust, single converter with crossover
V8-262 & 350 Cu.In. ....	Single exhaust, single converter with crossover and dual tail pipes

## MUFFLERS

Type .....	Oval, reverse flow
Construction .....	Heads and body joined by rolled lock seam construction
<b>Heads</b>	
L6-250 Cu.In. ....	.054 sheet steel, aluminized
V8-262 Cu.In. ....	.048 sheet steel, aluminized
V8-350 Cu.In. ....	.054 sheet steel, aluminized
<b>Shell</b>	
L6-250 Cu.In. ....	.031 sheet steel, aluminized
V8-262 & 350 Cu.In. . .	.031 sheet steel, aluminized
Wrap .....	.060 indented asbestos sheet
Cover .....	.017 sheet steel, aluminized
Length, Body .....	24.00
Width (I.D.) .....	9.75
Height (I.D.) .....	4.00

## EXHAUST CROSSOVER PIPE TO CONVERTER

### Dimensions (O.D.) & Wall Thickness

L6-250 Cu.In. ....	2.25 x .078 laminated
V8-262 & 350 Cu.In. ....	2.00 x .078 laminated

## EXHAUST PIPE - CONVERTER TO MUFFLER

### Dimensions (O.D.)

L6-250 Cu.In. ....	2.25
V8-262 & 350 Cu.In. ....	2.25

### Wall Thickness

L6-250 Cu.In. ....	.073 laminated
V8-262 & 350 Cu.In. ....	.073 laminated

## TAIL PIPES

### Dimensions (O.D.)

L6-250 Cu.In. ....	2.25
V8-262 & 350 Cu.In. ....	2.25

### Wall Thickness

L6-250 Cu.In. ....	.056
V8-262 & 350 Cu.In. ....	.056



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## SYSTEM APPLICATION

System Type	Engine Adaptation			
	L6-250	V8-262	V8-350	
	L22	LT1	L65	LM1
PCV - Positive Crankcase Ventilation	***	*	*	***
EGR - Exhaust Gas Recirculation	***	*	*	***
CHA - Carburetor Hot Air	***	*	*	***
CAI - Converter Air Injection	**			***
FEC - Fuel Evaporation Control System	***	*	*	***
OCS - Controlled Combustion System	*		*	
UFC - Under Floor Converter	***	*	*	***
EFE - Early Fuel Evaporation	***	*	*	***
MAI - Manifold Air Injection		*		

\*-Not available in California

\*\* -California only.

\*\*\* - Available - all states

## BASIC FUNCTION OF SYSTEMS

### POSITIVE CRANKCASE VENTILATION

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

### EXHAUST GAS RECIRCULATION SYSTEM

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

### CARBURETOR HOT AIR

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

### CONVERTER AIR INJECTION

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

### FUEL EVAPORATION CONTROL SYSTEM

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

### CONTROLLED COMBUSTION SYSTEM

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

### 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.



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# LUBRICATION SYSTEM

## GENERAL

Type	Controlled full pressure
Main Bearings	Pressure
Connecting Rods	Pressure
Piston Pins	Splash
Cylinder Walls	
L6-250 Cu. In.	Main and connecting rod bearing throw off
V8-262 & 350 Cu.In.	Pressure, jet cross sprayed
Camshaft Bearings	Pressure
Valve Lifters	Pressure
Rocker Arms	Pressure
Timing Gears	
L6-250 Cu.In.	Nozzle sprayed
V8-262 & 350 Cu.In.	Centrifugally oiled from camshaft bearing
Oil Pressure Sending Unit	-
Type	Electric
Actuation	Opens or closes circuit @ 2 to 6 PSI
Oil Filler	
Cap	Positive seal
Location	
L6-250 Cu.In.	Forward end of rocker cover
V8-262 & 350 Cu.In.	Rearward on left rocker cover

## OIL PAN CAPACITIES (Quarts)

Refill	
L6-250 Cu. In.	4
V8-262 & 350 Cu.In.	4
Refill with Filter Change	
L6-250 Cu.In.	4.5
V8-262 & 350 Cu.In.	4.5

## LUBRICANT GRADES AND TEMPERATURES

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

## OIL PUMP

Type	Gear
Regulator Valve	Opens between 40-45 lbs. Oil Pressure
L6-250 Cu.In.	36-41 PSI @ 2000 RPM
V8-262 & 350 Cu. In.	32-40 PSI @ 2000 RPM
Intake Type	Fixed pickup with screen
Capacity (GPM @ Engine RPM)	
L6-250 Cu.In.	4.3 @ 2000
V8-262 & 350 Cu.In.	4.3 @ 2000

## OIL FILTER

Type	Full flow, throw away canister
Location	
L6-250 Cu.In.	Right side front of engine
V8-262 & 350 Cu.In.	Left rear side of engine
Capacity	One pint
Bypass Valve	Opens between 9 to 11 PSI

## OIL PAN DRAIN PLUG

Type	Hex head
Location	
L6-250 Cu.In.	Front lower face of oil pan sump
V8-262 & 350 Cu.In.	Left lower face of oil pan sump
Size of Hex Head	.860-.875
Thread	1/2-20 UNF 2A
Length	0.81
Diameter	.410-.430

## OIL DIPSTICK - LOCATION

L6-250 Cu.In.	Right side rear of engine block
V8-262 & 350 Cu.In.	Left side center rear of engine block

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# COOLING SYSTEM

## GENERAL

Type . . . Pressure, vented thru coolant recovery system  
 Capacity with Heater  
 L6-250 Cu.In. . . . . 15 qts  
 V8-262 Cu.In. . . . . 17 qts  
 V8-350 Cu.In. . . . . 17 qts

## RADIATOR

Make and Type . . . . . Harrison, tube and center  
 Core constant  
 Distance between fins  
 L6-250 Cu.In. . . . . .20 Syn., .18 Auto.  
 V8-262 Cu.In. . . . . .18 Syn., .16 Auto.  
 V8-350 Cu.In. (L65 & LM1) . .16 Syn., .16 Auto.  
 Distance between tubes . . . . . .55  
 Thickness of core  
 L6-250 Cu.In. . . . . . 1.24  
 V8-262 Cu.In. . . . . . 1.24  
 V8-350 Cu.In. (L65 & LM1) . . . . . 1.24  
 Frontal Areas  
 L6-250 Cu.In. . . . . . 353  
 V8-262 & 350 Cu.In. . . . . . 353  
 Overflow . . . . . Separate coolant bottle

## RADIATOR HEAVY DUTY (RPO V01)

Core constant  
 Distance between fins  
 L6-250 Cu.In. . . . . .18 Syn. & Auto.  
 V8-262 Cu.In. . . . . .18 Syn. & Auto.  
 V8-350 Cu.In. (L65 & LM1) . .16 Syn., .20 Auto.  
 Distance between tubes . . . . . .55  
 Thickness of core  
 L6-250 Cu.In. . . . . . 1.24  
 V8-262 Cu.In. . . . . . 1.24  
 V8-350 Cu.In. (L65 & LM1) . . . . . 1.96  
 Frontal area (sq. in.)  
 L6-250 Cu.In. . . . . . 446  
 V8-262 350 Cu.In. . . . . . 446  
 Overflow . . . . . Separate coolant bottle

## THERMOSTAT

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

## RADIATOR CAP RELIEF VALVE

Opens at . . . . . Approximately 15 PSI

## RADIATOR HOSE

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

## FAN

Number of blades . . . . . 4  
 Diameter  
 L6-250 Cu.In. . . . . 17.62  
 V8-262 & 350 Cu.In. . . . . 18.00  
 Fan pulley pitch diameter . . . . . 7.00

## BELTS, CRANKSHAFT, FAN AND GENERATOR

Number used . . . . . One  
 Angle of "V" . . . . . 34°-38°  
 Pitch line  
 L6-250 Cu.In. . . . . 38.00  
 V8-262 & 350 Cu.In.  
 (Used in all states except California) . . . . . 44.50  
 V8-262 Cu.In. (California) . . . . . 47.50  
 V8-350 Cu.In. (California) . . . . . 48.00  
 Width . . . . . .380

## WATER PUMP

Type . . . . . Centrifugal  
 Capacity  
 L6-250 Cu.In. . . . . 24.4 GPM @ 2000 engine RPM  
 V8-262 & 350 Cu.In. 21.6 GPM @ 2000 engine RPM  
 Bearing . . . . . Permanently lubricated double row ball  
 Drive . . . . . Fan belt  
 Ratio (pump to engine rpm)  
 L6-250 Cu.In. . . . . 1.165:1  
 V8-262 & 350 Cu.In. . . . . .949:1

## DRAIN LOCATIONS AND TYPE

Engine block; Plug  
 L6-250 Cu.In. . . . . Left side rear  
 V8-262 & 350 Cu.In. . . . . Right and left side  
 Radiator-Petcock  
 All Types . . . . . Lower left rear face





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# ELECTRICAL SYSTEM

## SUPPLY SYSTEM

### BATTERY

Voltage Rating and Watts	
L6-250 Cu.In. ....	12-2300
V8-262 & 350 Cu.In. ....	12-2800
Number of Cells and Plates	
L6-250 Cu.In. ....	6-54
V8-262 & 350 Cu.In. ....	6-66
Cold Cranking Rating	
L6-250 Cu.In. ....	0° @ 275 amps;
- 20° @ 210 amps. @ 60 minutes reserve capacity	
V8-262 & 350 Cu.In. ....	0° @ 350 amps;
- 20° @ 270 amps. @ 100 minutes reserve capacity	
Terminal Grounded .....	Negative
Location ...	Engine compartment, right side front

### GENERATOR

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

### REGULATOR

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

### IGNITION SYSTEM

DISTRIBUTORS ..... Refer to chart below

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

### COIL

Type .....	12-Volt
Ampere Drawn	
Engine Stopped .....	4.0
Engine Idling .....	1.8

### SPARK PLUGS

Type	
L6-250 Cu.In. ....	ACR46TX
V8-350 Cu.In. ....	ACR44TX
Thread Size (mm) .....	14
Gap .....	.060
Torque .....	25 lb. ft.

### STARTING SYSTEM

#### STARTING MOTOR

Rotation (Drive End View) .....	Clockwise
Test Conditions .....	Engine at operating temp.
No Load Test	
Amps	
L6-250 Cu.In. ....	49-87
V8-350 Cu.In. ....	70-99
Volts .....	10.6
RPM	
L6-250 Cu.In. ....	6200-10700
V8-350 Cu.In. ....	7800-12000
Motor Drive	
Engagement .....	Solenoid
Pinion Meshes at .....	Rear
Pinion Tooth No. ....	153
Mounting .....	Bolted to cylinder block flange

DISTRIBUTORS Model	Transmission	L6-250 Cu. In.		V8-262 Cu.In.	V8-350 (L65)	V8-350 (LM1)
	Manual	1112863		-	1112880	1112880
Automatic	1112863	1110650 *		1112880	1112880	1112880
Type		High Energy Ignition				
Centrifugal advance begins @ RPM		0° @ 1100	0° @ 1200		0° @ 1200	
Maximum degrees @ RPM		20° @ 4200	14° @ 4200		22° @ 4200	
Vacuum advance begins @ In. Hg.		0° @ 4	0° @ 4		0° @ 4	
Maximum degrees @ In. Hg.		16° @ 15	16° @ 15		18° @ 12	
Timing (initial design setting) Crankshaft degrees @ RPM with vacuum line disconnected	Manual	10° BTC @ 800	--	8° BTC @ 800	6° BTC @ 800	
	Automatic	10° BTC @ 600	10° BTC @ 600	8° BTC @ 600	6° BTC @ 600	6° BTC @ 600
Timing mark location		Torsional damper				

\*-Specific to California only.



# CLUTCHES AND TRANSMISSIONS

## CLUTCHES

Engine	Type - Cubic Inch	L6-250	V8-262	V8-350	
	Availability	Standard	RPO LV1	RPO L65 & LM1	
Type		Single dry disc	Single dry disc centrifugal		
Clutch cover & pressure plate	Eff. plate load, lb.	1650-1900	2100-2300		
	Press. plate matl.	Cast iron	Nodular iron		
	Clutch spring type	Diaphragm	Diaphragm bent finger		
	Clutch spring matl.	Heat treated spring steel			
Driven plate	Type	Single disc with two friction discs			
	Cushions	Flat spring steel between friction rings			
	Dampers	(a)	10 coil springs (5 sets of two)		
	Friction rings	OD	9.12	10.34	
		ID	6.12	6.50	
		Total area sq. in.	71.82	101.54	
	Material	Woven type asbestos			
Flywheel & Ring Gear	Flywheel Material	Nodular iron			
	Ring Material	Heat treated HR steel			
	Gear	No. of teeth	153	168	
		PD	12.75	14.0	
	Attachment	Shrink fit			
Bearings	Release	Type	Single row ball		
		Lubrication	None, prepacked		
	Pilot	Type	Bronze bushing		
		Lubrication	None, sintered and oil impregnated		
Control	Clutch fork	Drop forged steel, pivot mounted on ball			
	Pedal mounting	Pendant from brace on dash			
	Lubrication	Crossover shaft			
Clutch housing material	Aluminum alloy				

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

## 3 and 4-SPEED TRANSMISSIONS

Transmission Type		3-Speed		4-Speed	
Engine	Type - Cubic Inch	L6-250	V8-262	V8-350	
Application	Availability	Standard	LV1	L65 & LM1	
Case Material		Cast iron			
Gear Shift	Type	Remote			
	Control	Lever			
	Location	Steering column		Floor	
Gears	Type	Helical			
	Material	Forged steel hardened			
	Synchronization	All forward gears			
	Constant mesh gear	All gears		All forward gears	
	Sliding Gears	None			
	Ratios	First	3.11:1	2.85:1	2.54:1
		Second	1.84:1	1.68:1	1.80:1
		Third	1.00:1	1.00:1	1.44:1
Fourth				1.00:1	
Reverse		3.22:1	2.95:1	2.54:1	
Lubricant	Type	Meeting Military Spec. MIL-L-2105B			
	Capacity (pts)	3			
Extension	Material	Cast iron			
	Oil	Steel encased seat of spring loaded silicone			



# TRANSMISSIONS

## TURBO HYDRA-MATIC TRANSMISSION

Engine	Displacement (Cu.In.)	L6-250	V8-262 & 350	
General Data	Type	Automatic hydraulic torque converter with compound planetary gear system - three forward speeds and reverse.		
	Selector lever	Location	Steering column (a)	
		Operation	Actuates controls by a hydraulic system from pressurized gear type pump	
		Quadrant pattern	P-R-N-D-L2-L1	
	Parking Lock	Type	Locking pawl	
		Operation	Applied by selector lever through manual linkage	
	Method of cooling	Water		
Hydraulic System	Flywheel assembly	Steel stamping with welded on ring gear		
	Oil pressure pump	Supplies hydraulic pressure from an engine driven gear type pump		
	Type	Steel spool valve		
	Valves	Manual	Establishes range of transmission operation	
		Pressure regulator	Provides main line pressure	
		Shift (1-2)	Controls oil pressure for transmission shift from 1-2 or 2-1	
		Shift (2-3)	Controls oil pressure for transmission shift from 2-3 or 3-2	
	Modulator	Regulates line pressure with modulator oil pressure which varies with torque to transmission		
	Accumulator	Provides greater flexibility in attaining desired shift quality for various engine requirements		
	Pressure @ Idle (b)	Drive	55	60
		L2	80	87
L1		80	87	
Reverse		84	91	
Converter Assembly	Pump (Drive member)	Multivane type, sheet metal blade spot welded to steel pump housing that is an integral part of the converter housing		
	Turbine (Driven member)	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	2.00		
	Stall speed (RPM)	2110		
	Diameter (nominal)	11.75		
Planetary Gear Set	Reaction carrier assembly	4 steel pinion gears		
	Output carrier assembly	4 steel pinion gears		
	Intermediate band	Circular steel with organic lining		
	Range	D (Drive)	2.52:1 - 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	Aluminum			
Clutches	Type	Three, multiple disk	Four, multiple disk	
	Material	Drive plates	Steel with bonded organic facings	
		Driven plates	Flat steel	
	Forward clutch	4 each drive & driven plates	5 each drive & driven plates	
	Direct clutch	3 each drive & driven plates	4 each drive & driven plates	
	Intermediate clutch	3 each drive & driven plates	3 each drive & driven plates	
	Low & Reverse clutch	4 each drive & driven plates	5 each drive & driven plates	
Release spring	Radial row steel coil			
Torque Multiplication	Drive (maximum)	3.04:1 to 1.00		
	Low 2	5.04:1 to 1.52		
	Low 1	5.04:1 to 2.52		
	Reverse	5.04:1 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 available as an option, quadrant changes to P-R-N-3-2-1.

(b) Conditions: 600 RPM input



# 1975 MVMA Specifications Form Passenger Car

<b>Manufacturer</b> Chevrolet Motor Division General Motors Corporation	<b>Car Line</b> NOVA	
<b>Mailing Address</b> Chevrolet Engineering Center 30003 Van Dyke Warren, Michigan 48090	<b>Model Year</b> 1975	<b>Issued:</b> September, 1974 <b>Revised (e)</b>

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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 NOVA  
 Model Year 1975 Issued 9/74 Revised (e) \_\_\_\_\_

**Car Models**

Model Description	Make, Car line, Series, Body Type (Mfr's Model Code)	Max. Number of Passengers (Front/Rear)	
	<u>Model Number</u>	<u>Front</u>	<u>Rear</u>
<u>NOVA</u>			
2-Door Hatchback Coupe	1XX17	3	3
2-Door Coupe	1XX27	3	3
4-Door Sedan	1XX69	3	3
<u>NOVA CUSTOM</u>			
2-Door Hatchback Coupe	1XY17	3	3
2-Door Coupe	1XY27	3	3
4-Door Sedan	1XY69	3	3
<p><b>NOTE: <u>ANY SPECIFICATIONS ON THE FOLLOWING PAGES THAT ARE            SPECIFIC TO CALIFORNIA REQUIREMENTS ARE INDICATED            ACCORDINGLY.</u></b></p>			

# MVMA Specifications Form Passenger Car

Car Line NOVA  
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		
	Hatchback Coupe	2-Door Coupe	4-Door Sedan

### Width

Tread - Front	W101		61.3
Tread - Rear	W102		59.0
Maximum overall car width	W103		72.2
Body width at No. 2 pillar	W117	--	70.7
Max. front doors open	W120	144.8	127.7
Max. rear doors open	W121	--	126.5

### Length

Body "O" to front of dash	L 30		0.5
Wheelbase	L101		111.0
Overall car length (a)	L103		196.7
Overhang - front (b)	L104		33.9
Overhang - rear (c)	L105		51.8
Body upper structure length	L123	101.0	96.8
Body "O" line to C/L of rear wheel	L127		93.0
Body "O" line to w/s cowl point	L130		10.0

### Height

Passenger Distribution (front & rear)	*		2-3
Trunk/Cargo load (lbs.)	*		0
Overall height	H101	52.7	53.6
Cowl height	H114		36.2
Deck height	H138		8.1
Rocker panel - front	H112'		--
Bottom of front door to ground	H133	11.2	11.3
Rocker panel - rear	H111		7.2
Bottom of rear door to ground	H135	--	10.3
Windshield slope angle	H122		53.5

### Ground Clearance

Bumper to ground - front	H102		12.1
Bumper to ground - rear	H104		11.1
Angle of approach	H106		25° 38'
Angle of departure	H107		16° 21'
Ramp breakover angle	H147		13° 50'
Rear axle differential to ground	H153		6.1
Min. running clearance (Specify)	H156		4.8(d)

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

Custom Models with Impact Strips -  
Coupes & Sedans.

(a) L103-197.7

(b) L104- 34.4

(c) L105- 52.3

(d) Catalytic Converter

# MVMA Specifications Form Passenger Car

Car Line NOVA  
Model Year 1975 Issued 9/74 Revised (e) \_\_\_\_\_

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

SAE Ref. No.	Body Type		
	2-Door Hatchback Coupe	2-Door Coupe	4-Door Sedan

### Front Compartment

H Point to body "O" line	L31	42.6	
Effective head room	H61	38.3	39.3
Effective T Point head room	H75	38.5	39.5
Max. eff. leg room - accelerator	L34	41.7	
H Point to Heel point	H30	7.8	
H Point travel	L17	4.7	
Shoulder room	W3	56.6	
Hip room	W5	55.3	55.9
Upper body opening to ground	H50	48.2	49.1
Steering Wheel Angle Vertical	H-18	22°	
Back Angle Front	L-40	26.5°	

### Rear Compartment

H Point couple distance	L50	30.8	32.7
Effective head room	H63	36.6	
Effective T Point head room	H76	36.3	36.5
Min. effective leg room	L51	33.4	35.3
H Point to Heel point	H31	10.7	11.8
Min. knee room	L48	-0.7	0.4
Rear Compartment room	L3	24.0	25.4
Shoulder room	W4	55.3	56.7
Hip room	W6	44.8	46.4
Upper body opening to ground	H51	--	48.1

### Luggage Compartment

Usable luggage capacity (cu. ft.) (a) V1	--	14.2	13.0
Liftover height	H195	27.4	
Position of spare tire storage	Horizontal-Center forward area of trunk floor (b)		
Method of holding lid open	Torsion rods (c)		

- (a) Corporation "H" (Shoe Box) Method of measurement is used.  
 (b) Hatchback coupe, horizontal - under cargo floor.  
 (c) Hatchback coupe

# MVMA Specifications Form Passenger Car

Car Line NOVA  
 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	<i>No F Applicable</i>
Effective head room	H86	
Effective T Point head room	H89	
Seat facing direction		

### Station Wagon — Cargo Space

Cargo length at floor - front seat	L202	
Cargo length at belt - front seat	L204	
Cargo width - Wheelhouse	W201	
Opening width at belt	W204	<i>No F Applicable</i>
Maximum cargo height	H201	
Rear opening height	H202	
Cargo volume index (cu. ft.) $\frac{W4 \times L204 \times H201}{1728}$	V2	

### Hatchback — Cargo Space

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

# MVMA Specifications Form

## Passenger Car

Car Line NOVA  
 Model Year 1975 Issued 9/74 Revised (e) \_\_\_\_\_

### Power Teams (Indicate whether standard or optional)

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

SERIES AVAILABILITY	ENGINE					TRANSMISSION	AXLE RATIO ** (Std. first) (Indicate A/C ratio)			
	Displ. cu. in.	Carb.	Compr. Ratio	SAE Net @ RPM			Exhaust System*	A	B	C#
				BHP	Torque					
All Models (Standard) (All states)	250L6 (L22)	One; 1-bbl	8.25:1	105 @ 3800	185 @ 1200	S-225	3-Spd. manual (3.11:1 low) (Not available in California)	3.08	--	--
							3-Spd. auto-matic*	2.73	--	3.08
All Models (Optional) (Not available in California)	262V8 4.3 Litre (LV1)	One; 2-bbl	8.5:1	110 @ 3600	200 @ 2000	S-200	3-Spd. manual (3.11:1 low)	2.73	--	3.08
							3-Spd. auto-matic*			
All Models (Optional) (Not available in California)	350V8 L65	One; 2-bbl	8.5:1	145 @ 3800	250 @ 2200	S-200	3-Spd. manual (2.85:1 low)	2.73	2.56	--
							3-Spd. auto-matic*			
All Models (Optional) (All states)	350V8 (LM1)	One; 4-bbl	8.5:1	155 @ 3800	250 @ 2400	S-200	(4-Spd. manual (2.54:1 low))*	3.08		
							3-Spd. auto-matic*	3.08	2.56	--
* - Optional ** - Positraction available for all ratios # - Same ratios available for Air Conditioning  A - Standard B - Highway Option C - High Altitude Option										

\*S - Single D - Dual

# MVMA Specifications Form Passenger Car

Car Line NOVA  
 Model Year 1975 Issued 9/74 Revised (•) \_\_\_\_\_

Engine Displacement			
L6-250 C.I. L22	V8-262 C.I. 4.3 Litres LV1	V8-350 C.I. L65 LM1	

## Engine — General

Type, no. cyls., valve arr	Inline 6 OHV		90° V8 OHV	
Bore and stroke (nominal)	3.875 X 3.53		3.671 X 3.10 4.00 X 3.48	
Piston displacement, cu. in.	250		262 350	
Bore spacing (C/L to C/L)	4.40			
No. system (front to rear)	L. Bank	1-2-3-4-5-6		1-3-5-7
	R. Bank	In-line		2-4-6-8
Firing Order	1-5-3-6-2-4		1-8-4-3-6-5-7-2	
Cylinder Head Material	Cast alloy iron			
Cylinder Block Material	Cast alloy iron			
Cyl. Sleeve-Wet, dry, none	None			
Number of mtg. points	Front	Two		
	Rear	One		
Engine installation angle	3°55'			
Taxable horsepower	Dia. 2 x No. Cyl.	36.0	43.1	51.2
Recommended fuel regular — premium	Unleaded			
Cylinder Head Volume (cc)	72.75		60.39 75.47	
Head Gasket Thickness (Compressed)	.032		.021 .021	
Head Gasket Volume (cc)	6.86		3.93 4.58	
Deck Clearance (minimum) (above or below block)	.008 (below)		.025 (below) .025 (below)	
Minimum Combustion Chamber Volume (cc)	71.71		59.39 74.47	

## Engine — Pistons

Material	Cast aluminum alloy				
Description and finish	Sump head Slipper Skirt		Flat head Slipper Skirt Sump head, slipper skirt		
Weight (piston only) oz.					
Clearance (limits)	Top land	.0245 - .0335 .0235 - .0325		.0235 - .0325	
	Skirt	Top	.0005 - .0015 (a) 0008 - .0018 (b)		.0007 - .0017 (c)
		Bottom			
Ring groove diameter	No. 1 ring	3.434 - 3.444 3.250 - 3.275		3.541 - 3.556	
	No. 2 ring	3.434 - 3.444 3.250 - 3.275		3.541 - 3.556	
	No. 3 ring	3.446 - 3.456 3.240 - 3.255		3.577 - 3.592	

- (a) Measured 1.66 from top of piston  
 (b) Measured 1.75 from top of piston  
 (c) Measured 1.56 from top of piston

**MVMA Specifications Form  
Passenger Car**

Car Line NOVA  
Model Year 1975 Issued 9/74 Revised (e) \_\_\_\_\_

Engine Displacement			
L6-250 Cu. In. L22	V8-262 C.I. LV1	V8-350 C.I. L65   LM1	

**Engine - Piston Rings**

Function (top to bottom)	No. 1. oil or comp.	Compression		
	No. 2. oil or comp.	Compression		
	No. 3. oil or comp.	Oil		
Compression	Description - Upper material. coating, etc.	Cast alloy iron, barrel face (a)		
	Description - Lower	Cast alloy iron, inside bevel, tapered face (b)		
	Width	(c)		(d)
	Gap	Upper & lower .010 - .020		Upper .010-.020, Lower .013-.025
Oil	Description - material. coating, etc.	Multi-piece (2 rails & 1 spacer expander) Rails-steel, chrome plated OD; expander-stainless Steel		
	Width (assembled)	.1850 - .1870	.1845 - .1865	.1850 - .1870
	Gap	.015 - .055	.010 - .025	.015 - .055
	Expanders	Oil ring assembly		

**Engine - Piston Pins**

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

**Engine - Connecting Rods**

Material	Drop Forged Steel		
Weight (oz.)			
Length (center to center)	5.695 - 5.705	5.695 - 5.705	
Bearing	Material & Type	Copper lead alloy (sintered) steel backed	Premium aluminum
	Overall length	.807	.797
	Clearance (limits)	.0007 - .0027	.0013 - .0035
	End Play	.007 - .016	.008 - .014   .006 - .0016

- (a) L6-250 Wear resistant coating, molybdenum inlay, graphite impregnated  
V8-262 & v8-350 Chrome plated  
(b) Wear resistant coating  
(c) Upper .0775 - .0780; Lower .0770 - .0780  
(d) Upper .0775 - .0780; Lower .0770 - .0775



**MVMA Specifications Form  
Passenger Car**

Car Line NOVA  
Model Year 1975 Issued 9/74 Revised (e) \_\_\_\_\_

Engine Displacement		
1.6-250 C.I. L22	V8-262 C.I. LV1	V8-350 C.I. L65   LM1

**Engine—Crankshaft**

Material	Cast Modular Iron		
Vibration damper type	Rubber mounted inertia		
End thrust taken by bearing (No.)	7	5	
Crankshaft end play	.002 - .006	.002 - .007	
Main bearing	Material & type	Steel backed insert copper lead alloy or premium aluminum lining selected for specific application	
	Clearance	.0003 - .0029 (a)	
	Journal dia. and bearing overall length	No. 1	2.2999 x .752   2.4502 x .752
		No. 2	2.2999 x .752   2.4502 x .752
		No. 3	2.2999 x .752   2.4502 x .752
		No. 4	2.2999 x .752   2.4502 x .752
		No. 5	2.2999 x .752   2.4508 x 1.180
		No. 6	2.2999 x .752   None
No. 7		2.2999 x .752   None	
Dir. & amt. cyl. offset	None		
No bolts/main brg. cap	14 bolts/7 caps	10 bolts/5 caps	
Crankpin journal diameter	1.999 - 2.000	2.098-2.099   2.099 - 2.100	

**Engine—Camshaft**

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

- (a) No. 1 - .0008 - .0020  
No. 1, 3 & 4 - .0011 - .0023  
No. 5 - .0017 - .0033
- (b) Above and to right of crankshaft
- (c) Bakelite and fabric composition with steel hub

# MVMA Specifications Form Passenger Car

Car Line NOVA  
Model Year 1975 Issued 9/74 Revised (e) \_\_\_\_\_

### Engine Displacement

<b>L6-250 C.I.</b> L22	<b>V8-262 C.I.</b> LV1	<b>V8-350 C.I.</b> L65   LM1	
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## Engine—Valve System

Hydraulic lifters (Std., opt., NA)		Standard			
Valve rotator, type (intake, exhaust)		None	Exhaust		
Push rods (dia., length, material) (a)		.3125 x 9.612	.3125 x 7.724		
Rocker ratio		1.75:1	1.50:1		
Operating tappet clearance (indicate hot or cold)	Intake	Zero			
	Exhaust	Zero			
Timing (based on top of ramp points)	Intake	Opens (*BTC)	16°	26°	28°
		Closes (*ABC)	48°	66°	72°
		Duration (deg.)	244°	212°	280°
	Exhaust	Opens (*BBC)	64°	74°	78°
		Closes (*ATC)	50°	26°	30°
		Duration (deg.)	294°	280°	288°
	Valve open overlap (deg.)		66°	72°	58°
Intake	Material Alloy steel aluminized face on L6-250				
	Overall length		4.902 - 4.922	4.870 - 4.889	
	Actual overall head dia.		1.715 - 1.725	1.935 - 1.945	
	Angle of seat & face (deg.)		46° seat, 45° face		
	Seat insert material		None		
	Stem diameter		.3410 - .3417		
	Stem to guide clearance		.0010 - .0027		
	Lift (@ zero lash)		.3880	.3727	.3900
	Outer spring press. & length	Valve closed (lb. @ in.)	50-64 @ 1.66	76 - 84 @ 1.70	
		Valve open (lb. @ in.)	180-192 @ 1.27	194 - 206 @ 1.25	
	Inner spring press. & length	Valve closed (lb. @ in.)	None	Spring damper	
		Valve open (lb. @ in.)	None	Spring damper	
	Exhaust	Material High alloy steel aluminized face			
Overall length		4.913 - 4.933	4.910 - 4.930		
Actual overall head dia.		1.495 - 1.505			
Angle of seat & face (deg.)		46° seat, 45° face			
Seat insert material		None			
Stem diameter		.3410 - .3417			
Stem to guide clearance		.0010 - .0020			
Lift (@ zero lash)		.4051	.3900	.4100	
Outer spring press. & length		Valve closed (lb. @ in.)	50 - 64 @ 1.66	76 - 84 @ 1.61	
		Valve open (lb. @ in.)	180 - 192 @ 1.27	194 - 206 @ 1.16	
Inner spring press. & length		Valve closed (lb. @ in.)	None	Spring damper	
		Valve open (lb. @ in.)	None	Spring damper	

(a) Welded steel tubing

**MVMA Specifications Form  
Passenger Car**

Car Line NOVA  
Model Year 1975 Issued 9/74 Revised (•) \_\_\_\_\_

Engine Displacement			
L6-250 C.I.	V8-262 C.I.	V8-350 C.I.	
L22	LV1	L65	LM1

**Engine — Lubrication System**

Type of lubrication (splash, pressure, nozzle)	Main bearings	Pressure		
	Connecting rods	Pressure		
	Piston pins	Splash		
	Camshaft bearings	Pressure		
	Tappets	Pressure		
	Timing gear or chain	Nozzle	Centrifugally oiled from crankshaft bearings	
	Cylinder walls	Splash	Pressure jet cross sprayed	ings
Oil pump type	Gear			
Normal oil pressure (lb. @ engine rpm)	36-41 @ 2000 RPM	32-40 @ 2000 RPM		
Oil press. sending unit (elect. or mech.)	Electric			
Type oil intake (floating, stationary)	Stationary			
Oil filter system (full flow, part., other)	Full Flow			
Filter replacement (element, complete)	Complete			
Capacity of c/case, less filter-refill (qt.)	4			
Oil grade recommended (SAE viscosity and temperature range)	20° F and above - 20W-20, 10W-30, 10W-40, 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 single converter	Single with crossover and single converter	
Muffler No. & type (reverse flow, straight thru, separate resonator)	One reverse flow		
Exhaust pipe dia. (O.D. wall thick.)	Branch (a)	2.25 x .078 (b)	200 x .078 (b)
	Main (c)	2.25 x .073 (b)	
Tail pipe dia. (O.D. & wall thickness)	2.25 x .056		

- (a) From exhaust manifold/s to converter
- (b) Laminated
- (c) From converter to muffler

# MVMA Specifications Form Passenger Car

Car Line NOVA  
 Model Year 1975 Issued 9/74 Revised (a) \_\_\_\_\_

Engine Displacement			
L6-250 C.I. L22		V8-262 C.I. LV1	
		V8-350 C.I. L65      LM1	

## Engine — Fuel System

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

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

## Carburetor Supplementary Information

Model Usage	Engine Displ.	Transmission	Carburetors		No. Used and Type	Barrel Size	
			Make	Model			
A L L M O D E L S	250 L22	Manual	Rochester	7045017	One; 1-bb1	1.69	
		Automatic		7045016 (7045314)			
	350 L65	Manual	Rochester	7045111	One; 2-bb1	1.69	
		Automatic		7041112			
	350 LM1	Manual	Rochester	7045207	One; 4-bb1	1.38 Pri 2.25 Sec	
		Automatic		7045206 (7045506)			
	262 LV1	Manual	Rochester	7045105	One; 2-bb1	1.69	
		Automatic		7045106			
	NOTE: Data bracketed ( ) pertains to engine application specific to California.						
	(a) 1800 RPM at pump outlet						

# MVMA Specifications Form Passenger Car

Car Line NOVA  
 Model Year 1975 Issued 9/74 Revised (e) \_\_\_\_\_

**Engine Displacement**

<b>L6-250 C.I.</b> L22	<b>V8-262 C.I.</b> LV1	<b>V8-350 C.I.</b> L65	<b>LM1</b>
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## Engine — Cooling System

Type system (pressure, pressure vented, atmospheric, other)	<b>Pressure-vented thru coolant recovery system</b>			
Radiator cap relief valve pressure	<b>15PSI</b>			
Circulation thermostat	Type (choke, bypass)	<b>Choke</b>		
	Starts to open at (°F)	<b>192° - 198°</b>		
	Type (centrifugal, other)	<b>Centrifugal</b>		
Water pump	GPM @ 2000 rpm	<b>21.0</b>	<b>22.7</b>	
	Number of pumps	<b>One</b>		
	Drive (V-belt, other)	<b>V-belt</b>		
	Bearing type	<b>Permanently lubricated double row ball</b>		
By-pass recirculation type (inter., ext.)	<b>Internal</b>			
Radiator core type (cross-flow, vertical, cellular, tube and fin, other)	<b>Cross flow; tube and center</b>			
Cooling system capacity	With heater (qt.)	<b>15</b>	<b>17</b>	
	Without heater (qt.)	<b>--</b>	<b>--</b>	
	Opt. equipment-specify (qt.)	<b>15</b>	<b>17</b>	
Water jackets full length of cyl. (yes, no)	<b>Yes</b>			
Water all around cylinder (yes, no)	<b>Yes</b>			
Radiator hose	Lower	Number and type (molded, straight)	<b>One, molded</b>	
		Inside diameter	<b>1.75</b>	
	Upper	Number and type (molded, straight)	<b>One, molded</b>	
		Inside diameter	<b>1.50</b>	
	By-pass	Number and type (molded, straight)	<b>None</b>	
		Inside diameter		
Fan	Number of blades & spacing	<b>4-blade staggered</b>		
	Diameter	<b>17.62</b>	<b>18.00</b>	
	Ratio-fan to crankshaft rev.	<b>1.165:1</b>	<b>.949:1</b>	
	Fan cutout type	<b>None</b>		
	Bearing type	<b>Double row ball</b>		
*Drive belts (indicate belt used by letter)	Fan	<b>A</b>	<b>F</b>	<b>E (G)</b>
	Generator or alternator	<b>A</b>	<b>E</b>	<b>E (G)</b>
	Water Pump	<b>A</b>	<b>E</b>	<b>E (G)</b>
	Power Steering	<b>B</b>	<b>H</b>	<b>H</b>
	Air Conditioning	<b>C</b>	<b>I</b>	<b>I</b>
	<b>Air Injection</b>	<b>(D)</b>		<b>(G)</b>

NOTE: Data bracketed ( ) pertains to engine, specific to California

*Drive Belt Dimensions	A	B	C	D	E	F	G	H	I	J	K
Angle of V	←			<b>34° - 38°</b>	→						
Nominal length (SAE)	<b>38.00</b>	<b>48.50</b>	<b>54.00</b>	<b>39.00</b>	<b>44.50</b>		<b>48.00</b>	<b>36.00</b>	<b>54.50</b>		
Width	<b>.440</b>	<b>.380</b>	<b>.440</b>	<b>.380</b>	<b>.380</b>		<b>.380</b>				

**MVMA Specifications Form  
Passenger Car**

Car Line NOVA  
 Model Year 1975 Issued 9/74 Revised (e) \_\_\_\_\_

**Engine Displacement**

<b>L6-250(L22)</b>	L6-250 California only
<b>V8-350(L65)</b>	V8-262 Not available in Calif.
<b>All States</b>	V8-350 (LMI) California only

**Vehicle Emission Control**

**Except California**

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	<b>Controlled</b>	<b>1.15:1</b>
	Drive type		<b>Crankshaft pulley</b>
	Relief valve (type)		<b>Diverter valve</b>
	Filter (describe)	<b>Combustion</b>	<b>Centrifugal air cleaner</b>
Air Injection System	Air distribution (head, manifold, etc.)		<b>Manifold</b>
	Point of entry	<b>System</b>	<b>Exh. mn'fld.(L6)Exh.ports(V8)</b>
	Injection tube i.d.		<b>.88(L6) .2700 (V8)</b>
	Check valve type		<b>Pressure plate type</b>
	Backfire protection (type)		<b>Diverter valve</b>
Exhaust Emission Control Exhaust Gas Recirculation System	Type (controlled flow, open orifice, other)		<b>Controlled flow</b>
	Valve type	<b>Vacuum modulated shut off and metering valve</b>	
	Valve location	<b>L6-250 left front &amp; V8-350 right rear of inlet</b>	
	Control energy source	<b>Carburetor vacuum manifold</b>	
	Exhaust source	<b>Manifold heat passage L6; Manifold exhaust cross-over</b>	
	Exhaust cooler type	<b>None</b>	
	Orifice no. and size	<b>One, .030</b>	
	Point of exhaust injection (spacer, carburetor, manifold, other)	<b>Inlet manifold</b>	
Other	<b>Carburetor Heated air</b>	<b>Thermostatically controlled air cleaner regulates and mixes heated air with incoming cold air to reduce hydrocarbon emission</b>	
	<b>Under floor Converter</b>	<b>Catalyst encased in a structural steel shell with an aluminized steel cover and a felt insulating blanket between. Exhaust gas flows down through the catalyst that effectively controls the hydrocarbon and carbon monoxide to a more desirable emission.</b>	

**MVMA Specifications Form  
Passenger Car**

Car Line NOVA  
 Model Year 1975 Issued 9/74 Revised (•) \_\_\_\_\_

**Engine Displacement**

L6-250 C.I.; V8-262 C.I.; V8-350 C.I. (L65, LM1)

**Vehicle Emission Control (Continued)**

		Type (ventilates to atmos., induction system, other)	Standard	Optional
			<b>Induction system</b>	
			--	
Crankcase Emission Control	Control Unit	Make and model	<b>AC Spark Plug - 6487935 (L6) 6X87778 (V8)</b>	
		Location	<b>Rocker cover top rear L6 and left front V8</b>	
		Energy source (manifold vacuum, carburetor, other)	<b>Manifold vacuum</b>	
		Control method (variable orifice, fixed orifice, other)	<b>Variable orifice</b>	
	Complete System	Discharges (to intake manifold, other)	<b>Intake manifold</b>	
		Air inlet (breather cap, other)	<b>Carburetor air cleaner</b>	
		Flame arrestor (screen, other)	<b>Screen</b>	
Evaporative Emission Control	Fuel Tank	Thermal expansion volume (cu. ft.)	<b>Approximately 10% of refill capacity</b>	
		Relief pressure (psi) and location	<b>1.1 PSI</b>	
		Vacuum relief (psi) and location	<b>.7 PSI</b>	
		Vapor-liquid separator type	<b>Integral with fuel tank</b>	
		Vapor vented to (crankcase, canister, other)	<b>Canister</b>	
			--	
	Carburetor	Vapor vented to (crankcase, canister, other)	<b>Atmospheric-L6 Engine Internally vented-V8 Engines</b>	
				--
	Vapor Storage	Storage provision (crankcase, canister, other)	<b>Canister</b>	
			--	
Volume (cu. ft.) or capacity (grams)		<b>Approximately 50 grams storage capacity</b>		
	Control valve type	<b>Controlled by orifice and carburetor throttle body and throttle blade position</b>		

# MVMA Specifications Form Passenger Car

Car Line NOVA  
 Model Year 1975 Issued 9/74 Revised (•) \_\_\_\_\_

### Engine Displacement

L6-250 C.I. L22	V8-262 C.I. LV1 V8-350 C.I. L65/LM1
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### Electrical — Supply System

Battery	Make and Model	Delco Remy 1980199	1980200	
	Voltage Rtg. & Total Plates	12 Volts (2300 watts)	12 volts (2900 watts) 66 plates	
	SAE Designation No. and/or capacity	54 plates 'A'	Cold cranking 0°-350 amps.-20-270 amps. 100 min. reserve capac	
	Location	Right side of engine compartment		
	Terminal grounded	Negative		
Generator or Alternator	Make	Delco Remy		
	Model	1100497	1102397	
	Type and rating	Diode rectified 37 amps		
	Output at engine idle (neutral)	12-20 amps		
	Ratio—Gen. to Cr/s rev.	2.73:1		
Regulator	Make	Delco Remy		
	Model	--		
	Type	Micro circuit unit; integral with alternator		
	Cutout relay	Closing voltage @ generator rpm	None	
		Reverse current to open	None	
	Regulated	Voltage	13.8-14.8 @ 85°F	
		Current	--	
Voltage test conditions	Temperature	Operating		
	Load	3-8 amperes		
	Other	None		

### Electrical — Starting System

Starting Motor	Make	Delco Remy		
	Model	1108365	1108418	
	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		

A - Cold cranking 0°-275 amps; - 20°-210 amps @ 60 minutes reserve capacity.



**MVMA Specifications Form  
Passenger Car**

Car Line NOVA  
Model Year 1975 Issued 9/74 Revised (•) \_\_\_\_\_

**Engine Displacement**

L6-250 C.I. L22	V8-262 C.I. LV1	V8-350 C.I. L65      LM1	
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**Electrical — Ignition System — Distributor**

Breaker gap (in.)		Not applicable			
Cam angle (deg.)		Not applicable			
Brkr arm tension (oz.)		Not applicable			
Distributor	Manual	1112863	1112880		1112880
	Automatic	1112863 (1110650)	1112880		
Timing	Manual	10° BTC @ 800	8° BTC @ 800	6° BTC @ 800	
	Automatic	10° BTC @ 600	8° BTC @ 600	6° BTC @ 600	6° BTC @ 600

Distributor Model	CENTRIFUGAL ADVANCE Crankshaft Degrees at Engine RPM			VACUUM ADVANCE Crankshaft Deg. at In. of Mercury	
	Start	Intermediate	Maximum	Start	Maximum
1110650	0° @ 1200	--	14 @ 4200	0° @ 4	16° @ 15
1112863	0° @ 1100	11° @ 2300	20 @ 4200	0° @ 4	16° @ 15
1112880	0° @ 1200	12° @ 2000	22 @ 4200	0° @ 4	18° @ 12

**NOTE:** Items bracketed ( ) are specific to engines used in California

# MVMA Specifications Form Passenger Car

Car Line NOVA  
 Model Year 1975 Issued 9/74 Revised (e) \_\_\_\_\_

Engine Displacement			
L6-250 C.I.	V8-262 C.I.	V8-350 C.I.	
L22	LV1	L65	LM1

## Electrical—Ignition System

Type	Conventional - Std., Opt., N.A.	--		
	Transistorized - Std., Opt., N.A.	--		
	Other (specify) <b>Standard</b>	<b>High energy ignition system (H.E.I.)</b>		
Coil	Make	<b>Delco Remy</b>		
	Model	<b>1115444</b>	<b>1115293</b>	
	Amps	Engine stopped	<b>4.0</b>	
		Engine idling	<b>1.8</b>	
Spark Plug	Make	<b>AC Spark Plug</b>		
	Model	<b>ACR 46TX</b>	<b>ACR 44TX</b>	
	Thread (mm)	<b>14</b>		
	Tightening torque (lb. ft.)	<b>25 (original) 15 (replacement)</b>		
	Gap	<b>.060</b>		
Cable	Conductor type	<b>Fiberglass core impregnated with electrical conducting</b>		
	Insulation type	<b>Rubber with silicone jacket</b>	<b>material</b>	
	Spark plug protector	<b>Silicone</b>		

## Electrical—Suppression

Locations & type	<b>Non-metallic high tension ignition cables</b>
------------------	--

## Electrical—Instruments and Equipment

Speedometer	Type	<b>In-line with pointer</b>
	Trip odometer (std. opt., N.A.)	<b>NA</b>
Charge indicator - type		<b>Tell-tale</b>
Temperature indicator - type		<b>Tell-tale</b>
Oil pressure indicator - type		<b>Tell-tale</b>
Fuel indicator - type		<b>Electric gauge</b>
Windshield wiper	Type - Standard	<b>Electric two-speed</b>
	Type - Optional	<b>None</b>
Windshield washer	Type - Standard	<b>Push-button</b>
	Type - Optional	<b>Intermittent</b>
Horn	Type	<b>Vibrator</b>
	Number used	<b>One</b>
	Amp draw (each)	<b>4.5-6 @ 12.5V (low note)</b>
Other	<b>Restraint system warning light and buzzer. Brake failure warning light and parking brake light.</b>	

**MVMA Specifications Form  
Passenger Car**

Car Line NOVA  
Model Year 1975 Issued 9/74 Revised (e) \_\_\_\_\_

Engine Displacement			
L6-250 C.I. L22	V8-262 C.I. LV1	V8-350 C.I. L65	V8-350 C.I. LM1

**Drive Units—Clutch (Manual Transmission)**

Make & type	Chevrolet Single dry disc		Chevrolet Single dry disc centrifugal	
Type pressure plate springs	Diaphragm		Diaphragm, bent finger design	
Total spring load (lb.)	1650 - 1900		2100 - 2300	
No. of clutch driven discs	One			
Clutch facing	Material	Woven type asbestos		
	Manufacturer	Chevrolet		
	Part Number	3828054	6262868	3927129
	Rivets/Plate	36	36	40
	Rivet size	.143 x .213	.184 x .208	.183 x .218
	Outside & inside dia.	9.12X6.12	10.34X6.50	
	Total eff. area (sq. in.)	71.82	101.54	
	Thickness	.135		
Release bearing	Engagement cushioning method	Flat spring steel between facings		
	Type & method of lubrication	Single row ball, packed and sealed		
Torsional damping	Methods: springs, friction material	Coil springs		

**Drive Units—Transmissions**

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

**Drive Units — Manual Trans.**

Number of forward speeds	3		3		3		4	
Transmission ratios	In first	3.11	3.11	2.85			2.54	
	In second	1.84	1.84	1.68			1.80	
	In third	1.00	1.00	1.00			1.44	
	In fourth	--	--	--			1.00	
	In reverse	3.22	3.22	2.95			2.54	
Synchronous meshing, specify gears	All forward speed							
Shift lever location	Steering column or optional floor mount							
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						

# MVMA Specifications Form Passenger Car

Car Line NOVA  
 Model Year 1975 Issued 9/74 Revised (e) \_\_\_\_\_

### Engine Displacement

L6-250 C.I.	V8-262 C.I. LV1	V8-350 C.I. L65   LM1
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### Drive Units—Automatic Transmission

Trade name		Turbo Hydra-Matic			
Type (describe)		3-speed torque converter			
Selector location		Steering column; floor mounted when used with floor console with bucket seats			
Gear Ratios	P	Park			
	R	1.93			
	N	Neutral			
	D	2.52-1.52-1.00			
	L2	2.52-1.52			
	L1	2.52			
Max. upshift speed - drive range		82	85	85	75
Max. kickdown speed - drive range		87	82	81	72
Torque converter	Number of elements	3			
	Max. ratio at stall	2.00			
	Type of cooling (air, liquid)	Water			
	Nominal diameter	11.75			
Lubricant	Capacity - refill (pt.)	8			
	Type recommended	A Suffix A			
Special transmission features					

### Drive Units—Axle

Type (front, rear)		Rear			
Description		Semi-floating axle shaft Overhung drive pinion and ring gear			
Limited Slip differential, type		Disc. clutches			
Drive Pinion Offset		1.75 vertical			
No. of differential pinions		Two			
Pinion adjustment (shim, other)		Shim			
Pinion bearing adj. (shim, other)		Collapsible Sleeve			
Wheel bearing type		Direct or single row cylindrical roller			
Lubricant	Capacity (pt.)	4.25			
	Type recommended	Open Diff. Meeting Military Specs. MIL-L-2105B			
	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	2.73	3.08
No. of teeth	Pinion	16	15	13
	Ring gear	41	41	40
Ring Gear O. D.		8.50		

# MVMA Specifications Form Passenger Car

Car Line NOVA  
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Engine Displacement

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## Drive Units—Propeller Shaft

Number used		<b>One</b>
Type (straight tube, tube-in-tube, internal-external damper, etc.)		<b>Straight Tube</b>
Outer diam. x length* x wall thickness.	Manual 3-speed trans.	<b>2.75 x 51.78 x 0.065</b>
	Manual 4-speed trans.	<b>Same as 3-speed</b>
	Automatic transmission	<b>Same as 3-speed</b>
Inter-mediate bearing	Type (plain, anti-friction)	<b>None</b>
	Lubrication (fitting, prepack)	<b>--</b>
Slip Yoke	Type	<b>Yoke</b>
	Number of teeth	<b>27</b>
	Spline O. D.	<b>1.502-1.503</b>
Universal joints	Make and Mfg. No.	<b>Chevrolet 1285 &amp; 1315</b>
	Number used	<b>Two</b>
	Type (ball and trunnion, cross)	<b>Cross</b>
	Rear attach. (u-bolt, clamp, etc.)	<b>Strap and bolt</b>
	Bearing	Type (plain, anti-friction)
Lubric. (fitting, prepack)		<b>Pre-pack</b>
Drive taken through (torque tube or arms, springs)		<b>Leaf springs</b>
Torque taken through (torque tube or arms, springs)		<b>Leaf springs</b>

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

# MVMA Specifications Form Passenger Car

Car Line NOVA  
 Model Year 1975 Issued 9/74 Revised (e) \_\_\_\_\_

Body Type And/Or Engine Displacement, Etc.

NOVA - Standard	NOVA 'SS'
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## Drive Units — Tires And Wheels (Standard)

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

## Drive Units — Tires And Wheels (Optional)

Size, load range, ply		E78 x 14B	
Type (bias, radial, etc.)		Bias belted	
Wheel type & material		Rally type; steel	Rally type; steel
Rim (size, flange type, and offset)		14 X 6	14 X 7
Size, load range, ply			
Type (bias, radial, etc.)			
Wheel type & material		Turbine; steel	Turbine; steel
Rim (size, flange type, and offset)		14 X 7	14 X 7
Size, load range, ply			
Type (bias, radial, etc.)			
Wheel type & material			
Rim (size, flange type, and offset)			
Size, load range, ply			
Type (bias, radial, etc.)			
Wheel type & material			
Rim (size, flange type, and offset)			

## Brakes — Parking

Type of control		Apply - foot - pedal; Release handle	
Location of control		Left of steering column under instrument panel	
Operates on		--	
If separate from service brakes	Type (internal or external)	--	
	Drum diameter	--	
	Lining size (length x width x thickness)	--	

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

# MVMA Specifications Form Passenger Car

Car Line NOVA  
 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 & proportioning				
Power Brake (std., opt., N.A.)			Optional	
Booster Type (remote, integral, etc.)			Integral	
Effective area (sq. in.)*			103.5	
Gross lining area (sq. in.)**			116.5	
Swept area (sq. in.)***			326.5	
Drum	Diameter (nominal)	Front	--	
		Rear	9.5	
Type and material		Composite, cast iron, finned		
Rotor	Outer working diameter		11.0	
	Inner working diameter		7.12	
	Thickness		1.00	
	Material & type (vented/solid)		Cast iron, vented	
Wheel cyl-inder bore	Front		2.9375	
	Rear		0.875	
Master Cylinder	Bore			
	Stroke			
Pedal arc ratio			Manual 1.00; Power 1.125	
Line pressure at 100 lb. pedal load			Manual 1.253; Power 1.408	
Line pressure at 100 lb. pedal load			Manual 5.83:1, Power 3.54:1	
Shoe Clearance	Front			
	Rear			
Anti-skid device type (std., opt., N.A.)			Self-adjusting	
Anti-skid device type (std., opt., N.A.)			Self-adjusting	
Anti-skid device type (std., opt., N.A.)			NA	
Brake Lining	Bonded or riveted, rivets/seg.		Front-Riveted-16; Rear-Bonded	
	Rivet size		.206 x .312	
	Manufacturer		Delco Moraine	
	Part number		5468646	
	Front Wheel	Material		Molded asbestos
		Size (length x width x thickness)	Prim. or out-board	5.40 X 1.92 X 0.465
			Second. or in-board	5.40 X 1.92 X 0.465
		Segments per shoe		One
		Shoe thickness		.630
		Material		Molded asbestos
	Rear Wheel	Size (length x width x thickness)	Prim. or out-board	9.01 X 2.0 X 0.20
			Second. or in-board	9.75 X 2.0 X 0.20
		Segments per shoe		One
		Shoe thickness		Primary .275; Secondary .305

\* Excludes rivet holes, grooves, chamfers, etc.  
 \*\* Includes rivet holes, grooves, chamfers, etc.  
 \*\*\* Total swept area for four brakes. (Drum brake: Widest lining contact width for each brake x its contact circumference.) (Disc brake: Square of Outer Working Dia. minus square of Inner Working Dia. multiplied by 7/2 for each brake.)

# MVMA Specifications Form Passenger Car

Car Line NOVA  
 Model Year 1975 Issued 9/74 Revised (e) \_\_\_\_\_



## Steering

Manual (std., opt., NA)		Standard, energy absorbing steering column	
Power (std., opt., NA)		Optional	
Adjustable steering wheel (tilt, swing, other)	Type and description	Tilt type	
	(std., opt., NA)	Optional	
Wheel diameter	Manual	Oval 15.25 X 14.75	
	Power	Same as manual	
Turning diameter (feet)	Outside front	Wall to wall (l. & r.)	39.9
		Curb to curb (l. & r.)	38.1
	Inside rear	Wall to wall (l. & r.)	--
		Curb to curb (l. & r.)	--
Manual	Gear	Type	Semi-reversible, recirculating ball stud
		Make	Saginaw Steering
		Ratios	Gear 24.0:1 Overall 26.41:1
	No. wheel turns (stop to stop)	4.99	
	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 15.07:1 on center to 11.31:1
	Pump driven by	Crankshaft pulley	
	No. wheel turns (stop to stop)	2.42	
Linkage	Type	Parallelogram	
	Location (front or rear of wheels, other)	Rear	
	Drag link (trans. or longit.)	None	
	Tie rods (one or two)	Two	
Steering Axis	Inclination at camber (deg.)	10° @ 75° camber	
	Bearings (type)	Upper	Ball stud with non-metallic bearings
		Lower	Ball stud with non-metallic and sintered iron bearings
Thrust		None	
Whl Align (range at curb wt. & preferred)	Caster (deg.)	Manual N1 ± 3/4 Power 0 ± 3/4	
	Camber (deg.)	Manual P 3/4 + 1 Power P3/4 ± 3/4	
	Toe-in (outside track inches)	1/16 ± 1/16	
Steering spindle & joint type		Steering knuckle	
Wheel Spindle	Diameter	Inner bearing	1.2493 - 1.2498
		Outer bearing	.7492 - .7497
	Thread size	3/4 - 20 NEF (modified)	
	Bearing type	Taper roller	



# MVMA Specifications Form Passenger Car

Car Line NOVA  
 Model Year 1975 Issued 9/74 Revised (e) \_\_\_\_\_

Body Type And/Or Engine Displacement

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## Suspension — General

(See Supplement page for details on Air Suspension)

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

## Suspension — Front

Type and description	Independent SLA type with coil springs	
Travel	Full Jounce	2.92
	Full Rebound	3.98
Spring	Type (coil, leaf, other)	Coil
	Material	Steel alloy
	Size (coil design height & I.D., bar length x dia.)	11.00 x 4.05; 116.07 x .617 (a)
	Spring rate (lb. per in.)	300 (a)
	Rate at wheel (lb. per in.)	
Stabilizer	Type (link, linkless, frameless)	Link
	Material & bar diameter	Steel 0.6875

## Suspension — Rear

Type and description	Salisbury rear axle with multiple leaf springs	
Drive and torque taken through	Leaf springs	
Travel	Full Jounce	3.02
	Full Rebound	4.90 LH; 5.44 RH
Spring	Type (coil, leaf, other)	Multiple leaf
	Material	Chrome carbon steel
	Size (length x width, coil design height & I.D., bar length & dia.)	56.0 x 2.50
	Spring rate (lb. per in.)	102 (a)
	Rate at wheel (lb. per in.)	
	Mounting insulation type	Rubber bushed at shackle and hanger
If leaf	No. of leaves	Five
	Shackle (comp. or tens.)	Compression
Stabilizer	Type (link, linkless, frameless)	Link (b)
	Material & bar diameter	Steel .5626 (b)
Track bar type	None	

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

(b) Used only with sport or radial tuned suspension

# MVMA Specifications Form Passenger Car

Car Line NDVA  
 Model Year 1975 Issued 9/74 Revised (e) \_\_\_\_\_

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

## Frame

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

Body frame integral with separate partial frame

## Body — Miscellaneous Information

Drs. hinged (front, r.r.)	Front doors	Front	
	Rear doors		Front
Type of finish (lacquer, enamel, other)	Acrylic lacquer		
Hood counterbalanced (yes, no)	Yes		
Hood release control (internal, external)	External		
Vehicle indent. No. location	Top left hand of instrument panel pad.		
Engine No. location	6-Cyl-right side of cylinder block, rear of distributor. 8-Cyl-front right side of cylinder block.		
Theft protection - type	Lock, mounted on steering column; locks steering wheel, transmission, shift levers and ignition.		
Vent window control method (crank, friction pivot)	Front	None	
	Rear	None	
Seat cushion type	Front	Formed foam pad	
	Rear	Formed foam pad	
	3rd seat	None	
Seat back type	Front	Formed foam pad	
	Rear	Formed foam pad	
	3rd seat	None	
Windshield glass type (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	1209.3		1282.1
Side glass exposed surface area	1553.5		1572.9
Backlight glass exposed surface area	1158.6	1392.1	1092.1
Total glass exposed surface area	3921.4	4154.9	3947.1

# MVMA Specifications Form

## Passenger Car

Car Line NOVA  
 Model Year 1975 Issued 9/74 Revised (e) \_\_\_\_\_

Body Type

### Convenience Equipment

Power windows	Side windows	NA
	Vent windows	NA
	Backlight or tailgate	--
Power seats (specify type as well as availability)		NA
Reclining front seat back (R-L or both)		NA
Radios (specify type as well as availability)		Optional AM push-button; AM-FM push-button AM-FM Stereophonic
Rear seat speaker		Optional
Power antenna		NA
Clock		Optional
Air conditioner (specify type and availability)		Optional - Four seasons, with manual control
Speed warning device		NA
Speed control device		NA
Ignition lock lamp		NA
Dome lamp		Standard
Glove compartment lamp		Standard IXY models - optional IXX models
Luggage compartment lamp		Optional - not available on 17 models
Underhood lamp		Optional
Courtesy lamp		Optional (a) Standard (b)
Map lamp		NA
Cornering light lamp		NA
Rear window defroster electrically heated		NA
Rear window defogger		Optional
Power door lock system		Optional
Cigarette lighter		Standard IXY models - Optional IXX models
Windshield antenna		Available with factory installed radio also with tinted windshield glass

### Lamp Height And Spacing\*

Height above ground to center of bulb or marker	Headlamp (H125)	Highest**	25.3
		Lowest	--
	Tail (H126)	Highest	23.8
		Lowest	--
	Sidemarker	Front	25.0
		Rear	20.4
Distance from C L of car to center of bulb	Headlamp	Inside	--
		Outside**	26.6
	Tail	Inside	--
		Outside	25.7
	Directional	Front	18.5
		Rear	25.7

\*Measured with passenger load and trunk/cargo load specified in Car and Body Dimension section. (a) Instrument panel courtesy lamps.  
 \*\*If single headlamps are used enter here. (b) Cargo area courtesy lamp for Hatchback coupe.

**MVMA Specifications Form**  
**Passenger Car**

Car Line NOVA

Model Year 1975

Issued 9/74

Revised (e) \_\_\_\_\_

Model NOVA STANDARD	Vehicle Weights							SHIPPING WEIGHT ** (Pounds)
	CURB WEIGHT * (Pounds)			% PASS. WEIGHT DISTRIBUTION				
	Front	Rear	Total	Pass. In Front		Pass. In Rear		
			Front	Rear	Front	Rear		
<b>2-door Hatchback Coupe 1XX17</b>	1800	1701	3501	46.0	54.0	18.6	81.4	3391
<b>2-Door Coupe 1XX27</b>	1807	1579	3386	46.0	54.0	18.6	81.4	3276
<b>4-Door Sedan 1XX69</b>	1810	1606	3416	46.0	54.0	18.6	81.4	3306
<b>NOVA CUSTOM</b>								
<b>2-Door Hatchback Coupe 1XY17</b>	1806	1725	3531	46.0	54.0	18.6	81.4	3421
<b>2-Door Coupe 1XY27</b>	1840	1605	3445	46.0	54.0	18.6	81.4	3335
<b>4-Door Sedan 1XY69</b>	1844	1633	3477	46.0	54.0	18.6	81.4	3367

\* Reference - SAE Aerospace-Automotive drawing standards, Section E 1.02 (d).  
 \*\* Shipping weight definition - Weight of basic vehicle with regular equipment, including grease, oil and (4) gallons of gasoline and engine coolant to capacity.

**MVMA Specifications Form**  
**Passenger Car**

Car Line NOVA  
Model Year 1975 Issued 9/74 Revised (•) \_\_\_\_\_

**Optional Equipment Weights**

Equipment Differential Weights	WEIGHT (Pounds)			Remarks
	+ Front	+ Rear	+ Total	
Air Conditioning	+ 73		+ 80	With L6 engine
	+ 88	+ 7	+ 95	With V8 engine
Front Bucket Seat - special contour	- 6	- 7	- 13	17,27 models only
Power Steering	+ 32	0	+ 32	With L6 engine
	+ 30	0	+ 30	With V8 engine
Power Brakes	+ 8	+ 1	+ 9	
Electric Door Locks	+ 4	+ 3	+ 7	Used with 2-Door models
	+ 7	+ 8	+ 15	Used with 4-Door models
Exterior Soft Trim Roof Cover	+ 1	+ 3	+ 4	
Front Compartment Console	+ 9	+ 4	+ 13	With 3-speed transmission
	+ 2	+ 1	+ 3	With 4-speed transmission
	+ 7	+ 2	+ 9	With automatic transmission
Spec.perf.frt.&rr.susp.	+ 2	+ 10	+ 12	
Hvy-dty frt.&rr. susp.	+ 1	- 1	+ 2	
Front & rear floor mats	+ 4	+ 6	+ 10	
Heavy-duty battery	+ 13	- 1	+ 12	
Turbine I wheel 14X7 (Urethane styled steel)	+ 10	+ 15	+ 25	
Rally wheel hub cap & trim ring				
14 X 6 wheel	+ 14	+ 14	+ 28	
14 x 7 wheel	+ 14	+ 20	+ 34	
Combined interior decor/quiet sound group	+ 18	+ 12	+ 30	
Radio AM push-button	+ 6	+ 1	+ 7	
Radio AM/FM push-button	+ 7	+ 1	+ 8	
Radio AM/FM Stereo	+ 8	+ 3	+ 11	
4.3 Litre (262 Cu.In.)	+ 82	+ 20	+102	
350 Cu.In. L65	+ 92	+ 20	+112	
350 Cu.In. LM1	+ 96	+ 24	+120	
4-speed Transmission	+ 8	+ .4	+ 12	Used with LM1
Turbo hydra-matic trans.	+19	+ 8	+ 27	Used with L6-250,V8-262,V8-350-L65,LM1
LN-Package	+ 12	+ 17	+ 29	1XY27 coupe
	+ 15	+ 23	+ 28	1XY69 sedan

**MVMA Specifications Form  
Passenger Car**

Car Line NOVA  
Model Year 1975 Issued 9/74 Revised (e) \_\_\_\_\_

Body Type

**Vehicle Fiducial Marks**

Fiducial Mark  
Number \*

Define Coordinate Location

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

Fiducial Mark  
Number

Coordinate Location of  
Fiducial Mark

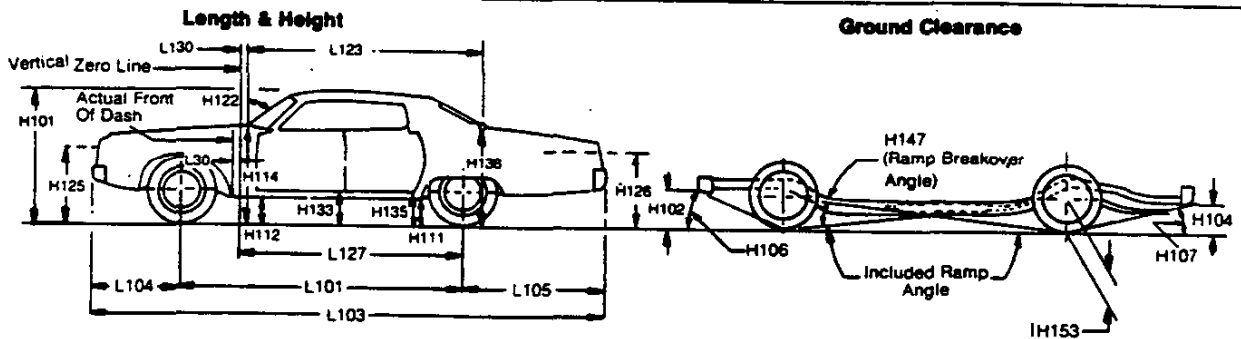
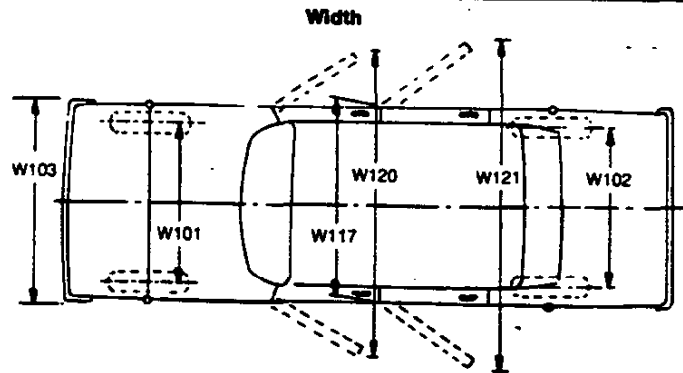
Fiducial Mark  
to Ground  
at Curb

Front	X 22.70	Y 29.88	Z 6.94	Coupes & Sedans 11.7
Rear	X 22.50	Y 131.12	Z 9.14	Coupes & Sedans 13.3

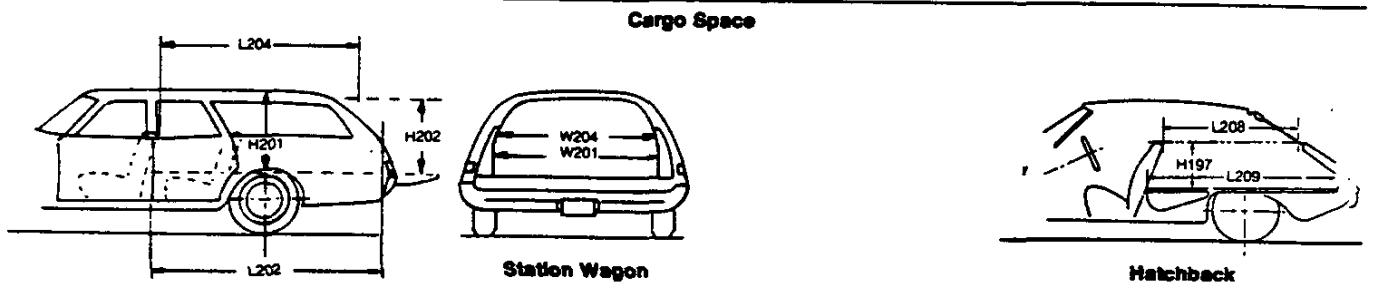
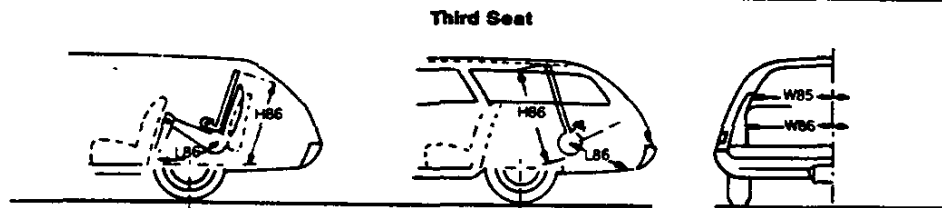
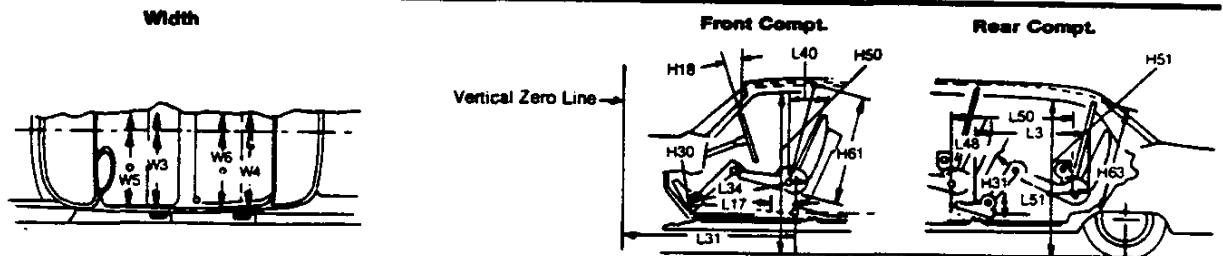
\* Reference - SAE Recommended Practice, J182

# 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.
- H18 STEERING WHEEL ANGLE — VERTICAL. The angle measured from a vertical to the surface plane of the steering wheel.
- L40 BACK ANGLE — FRONT. The angle measured between a vertical line through the H-Point-Front and the torso line.

### Rear Compartment Dimensions

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

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

- H31 H POINT TO HEEL POINT — REAR. The vertical dimension from the H Point to the Manikin Heel Point on the depressed floor covering.
- L48 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.

# MYMA 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

# MVMA Specifications Form Passenger Car

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**NOVA**  
**1975 VEHICLES WITH STANDARD EQUIPMENT**  
 Prices shown are effective with production on or after April 1, 1975

Description	Model Number	Body Code	Wheel-base	Dealer Invoice Amount*	Dealer Price	Factory D&H <sup>§</sup>	List Price	Mfr's Sg't'd Retail Price★	Desti-nation Charge & Group Number	Total
<b>◆ 6-Cylinder Engine</b>										
<b>Nova S</b>										
2-Door Coupe— 5-Passenger	1XX27	YH8	111"					3098.60	8	
<b>Nova</b>										
Hatchback Coupe— 6-Passenger	1XX17	—	111"					3346.78	9	
2-Door Coupe— 6-Passenger	1XX27	—	111"					3205.05	8	
4-Door Sedan— 5-Passenger	1XX69	—	111"					3209.05	9	
<b>Nova Custom</b>										
Hatchback Coupe— 5-Passenger	1XY17	—	111"					3540.78	9	
2-Door Coupe— 5-Passenger	1XY27	—	111"					3402.05	8	
4-Door Sedan— 5-Passenger	1XY69	—	111"					3415.05	9	
<b>Nova LN</b>										
Coupe—5-Passenger	1XY27	Z11	111"					3782.05	8	
4-Door Sedan— 5-Passenger	1XY69	Z11	111"					3795.05	9	
<b>◆ 8-Cylinder Engine</b>										
<b>Nova S</b>										
2-Door Coupe— 6-Passenger	1XX27	YH8	111"					3173.60	8	
<b>Nova</b>										
Hatchback Coupe— 6-Passenger	1XX17	—	111"					3421.78	9	
2-Door Coupe— 6-Passenger	1XX27	—	111"					3280.05	8	
4-Door Sedan— 6-Passenger	1XX69	—	111"					3284.05	9	
<b>Nova Custom</b>										
Hatchback Coupe— 6-Passenger	1XY17	—	111"					3615.78	9	
2-Door Coupe— 6-Passenger	1XY27	—	111"					3477.05	8	
4-Door Sedan— 6-Passenger	1XY69	—	111"					3490.05	9	
<b>Nova LN</b>										
Coupe—5-Passenger	1XY27	Z11	111"					3857.05	8	
4-Door Sedan— 5-Passenger	1XY69	Z11	111"					3870.05	9	

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

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\* Dealer Invoice Amount includes Holdback Amount retained for dealer's account in accordance with Vehicle Terms of Sale Bulletin.  
 † D&H amounts reflect provision for pass through of tire weight tax imposed on manufacturer or importer of tires.

# NOVA

## OPTIONS AND ACCESSORIES WHEN INSTALLED BY CHEVROLET

Prices shown are effective with production on or after April 1, 1975

Description	Option Number	Dealer Invoice Amount*	Dealer Price	Factory D&H <sup>†</sup>	List Price	Mfr's Suggested Retail Price <sup>◇</sup>
<b>REFER TO DEALER ORDER GUIDE FOR OPTION AVAILABILITY AND APPLICATION</b>						
<b>Air Conditioning:</b> <i>Four-Season.</i> Includes 55-amp generator and increased cooling.						
With 6-cylinder engine.....	C60					435.00
With 8-cylinder engine. Also includes J50 brakes.....	C60					490.00
<b>Axle, Positraction Rear</b> .....	G80					49.00
<b>Axle Ratios:</b>						
<i>Highway</i> .....	G95					12.00
<i>High Altitude</i> .....	G92					12.00
<b>Battery, Heavy-Duty:</b> 15-plate, 80-amp-hr. ....	UA1					15.00
<b>Belts, Custom Deluxe:</b> Includes color-keyed belts and plastic buckles. (Standard belts and plastic buckles are black). <i>REPLACING STANDARD NUMBER OF BELTS:</i>						
Coupes and Sedans with bench seat—6 seat and 2 front shoulder.....	AK1					16.25
Coupes with bucket seats—5 seat and 2 front shoulder.....	AK1					13.75
<b>Brakes, Power</b> .....	J50					55.00
<b>Bumper Equipment:</b> <i>Bumpers and Guards, Deluxe</i> Front and Rear. Standard on Nova Custom and Nova LN. Includes black resilient impact strips.....	V30					59.00
<b>California Emission Certification:</b> Includes all testing, equipment and /or certification necessary for registration in the State of California.....	YF5					45.00
<b>Carrier, Roof</b> .....	V55					60.00
<b>Clock, Electric:</b> Standard on Nova LN. Included with U17 special instrumentation.....	U35					17.00
<b>Console:</b> Included with U17 special instrumentation. Includes M11 floor-mounted shift lever.....	D55					68.00
<b>Defogger, Rear Window:</b> Forced-Air.....	C50					41.00
<b>Door Lock System, Power:</b>						
Coupe.....	AU3					56.00
Sedan.....	AU3					82.00
<b>Engines:</b> (Refer to Dealer Order Guide for California Requirements)						
250-1 BBL L6.....	L22					
4.3 Litre 2 BBL V8.....	LV1					NO ADDITIONAL CHARGE
350-2 BBL V8.....	L65					50.00
350-4 BBL V8.....	LM1					104.00
<b>Exterior Decor Package:</b> Includes bright side window, door frame and B84 body side moldings.....	ZJ5					73.00
<b>Glass, Soft-Ray Tinted:</b> All Windows.....	A01					45.00
<b>Grille and Taillights, Deluxe</b> .....	Z13					30.00
<b>Horns, Dual</b> .....	U05					4.00
<b>Instrumentation, Special:</b> Includes tachometer, fuel, ammeter, temperature and oil pressure gauges located on floor console plus D55 console.						
Without Nova LN. Also includes U35 clock located in instrument panel.....	U17					152.00
With Nova LN.....	U17					135.00
<b>Interior Decor /Quiet Sound Group:</b> Standard on Nova Custom and LN. Includes bright accent on instrument cluster; door jamb switch; glove compartment light; day-night inside rearview mirror; cigarette lighter and special floor and hood insulation.....	Z54					39.00
<b>Light, Econominder</b> .....	UR3					15.00

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

† D&H amounts reflect provision for pass through of tire weight tax imposed on manufacturer or importer of tires.

◇ State and local taxes not included.

# NOVA

## OPTIONS AND ACCESSORIES WHEN INSTALLED BY CHEVROLET

Prices shown are effective with production on or after April 1, 1975

Description	Option Number	Dealer Invoice Amount*	Dealer Price	Factory D&H†	List Price	Mfr's Suggested Retail Price‡
<b>REFER TO DEALER ORDER GUIDE FOR OPTION AVAILABILITY AND APPLICATION</b>						
<b>Lighting, Auxiliary:</b> Standard on Nova LN.						
<i>(A) Asntay Light</i>						
<i>(B) Courtesy Lights</i>						
<i>(C) Glove Compartment Light</i>						
<i>(D) Luggage Compartment Light</i>						
<i>(E) Underhood Light</i>						
<i>(F) Headlight Warning Buzzer</i>						
2-Door Coupes and 4-Door Sedans without Z54 Interior Decor Quiet Sound Group. Includes A, B, C, D, E & F	ZJ9					22.50
Hatchback Coupe without Z54 Interior Decor / Quiet Sound Group. Includes A, B, C, E & F	ZJ9					22.50
2-Door Coupe and 4-Door Sedan with Z54 Interior Decor / Quiet Sound Group and Nova Custom 2-Door Coupe and 4-Door Sedan. Includes A, B, D, E & F	ZJ9					20.00
Hatchback Coupe with Z54 Interior Decor / Quiet Sound Group. Includes A, B, E & F	ZJ9					20.00
Nova Custom Hatchback Coupe. Includes A, B, E & F	ZJ9					17.50
<b>Mats, Color-Keyed Floor:</b> 2 front and 2 rear	B37					14.00
<b>Mirrors:</b>						
<i>Inside Rearview, Day-Night.</i> Standard on Nova LN. Included with Z54 Interior Decor / Quiet Sound Group	D31					6.00
<i>Outside Rearview, LH Remote-Control.</i>	D33					14.00
<i>Sport.</i> LH remote-control and RH manual. Included with Z26 Nova SS	D35					27.00
<i>Sport, Twin-Remote.</i> Body-colored.						
Without Z26 Nova SS	D68					46.00
With Z26 Nova SS	D68					19.00
<b>Moldings:</b>						
<i>Body Side.</i> Included with ZJ5 Exterior Decor Package	B84					38.00
<i>Door Edge Guard.</i>						
Coupes	B93					7.00
Sedans	B93					11.00
<i>Roof Drip</i>	B80					15.00
<i>Wheel Opening</i>	B96					18.00
<b>Nova SS Equipment:</b> Includes black accented grille and window frames; black LH remote-control and RH manual sport mirrors; rally type wheels with special center caps and P06 trim rings; F40 special front and rear suspension; N31 sport steering wheel; Nova SS decals on fender and deck lid plus SS emblems on grille and steering wheel. Also includes choice of lower body side striping.						
Nova Custom	Z26					162.00
Nova. Also includes roof drip moldings	Z26					178.00
<b>Paints, Exterior:</b>						
<i>Solid.</i>					NO ADDITIONAL CHARGE	
<i>Two-Tone.</i> Includes bright metal outline moldings						31.00
<b>Radiator, Heavy-Duty:</b> Included with C60 air conditioning with L22 250-1 BBL engine						
	V01					17.00
<b>Radio Equipment:</b> Pushbutton.						
<i>AM Radio.</i>	U63					69.00
<i>AM /FM Radio.</i>	U69					135.00
<i>AM /FM Stereo Radio.</i>	U58					233.00
<i>Stereo Tape System with AM Radio.</i>	UM1					199.00
<i>Stereo Tape System with AM /FM Stereo Radio.</i>	UM2					363.00
<i>Speaker, Rear Seat.</i>	U80					19.00
<b>Roof Cover:</b>						
<i>Vinyl.</i> Includes bright roof drip molding						87.00
<i>Cabriolet</i>	AB8					150.00
<b>Shift Lever, Floor-Mounted:</b> Included with D55 console with M15 3-speed transmission. Includes rubber boot on shift lever						
	M11					27.00
<b>Spare Tire, Space Saver:</b> Standard on Hatchback Coupe						
With E78-14 /B bias belted ply tires	N65					14.10
With FR78-14 /B steel belted ply tires	N65					(-1.27)

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

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# NOVA

## OPTIONS AND ACCESSORIES WHEN INSTALLED BY CHEVROLET

Prices shown are effective with production on or after April 1, 1975

Description	Option Number	Dealer Invoice Amount*	Dealer Price	Factory D&H <sup>†</sup>	List Price	Mfr's Suggested Retail Price <sup>‡</sup>
<b>REFER TO DEALER ORDER GUIDE FOR OPTION AVAILABILITY AND APPLICATION</b>						
<b>Speed Control:</b> Cruise-Master	K30					69.00
<b>Steering, Power:</b> Variable-Ratio	N41					129.00
<b>Steering Wheel:</b>						
Comfortilt	N33					49.00
Sport. Included with Z26 Nova SS	N31					15.00
<b>Suspension Equipment:</b>						
Suspension, Radial Tuned. Includes rear stabilizer	FE8					29.00
Suspension, Special. Front and Rear. Included with Z26 Nova SS. Includes special front and rear springs.						
6-Cylinder	F40					2.00
8-Cylinder. Also includes matching rear shock absorbers.	F40					6.00
Suspension, Sport. Includes rear stabilizer, special front stabilizer plus special front and rear shock absorbers and 14" x 7" wheels.						
Without Z26 Nova SS	F41					30.00
With Z26 Nova SS	F41					24.00
<b>Tires:</b>						
<i>E78-14 /B Bias Belted Ply Blackwall.</i>						
Nova S Coupe (Standard)	QEG				NO ADDITIONAL CHARGE	
Nova and Nova Custom 2-Door Coupes and Sedans						
Without N65 space saver spare tire	QEG					(-105.90)
With N65 space saver spare tire	QEG					(-105.42)
Nova and Nova Custom Hatchback Coupe	QEG					(-105.42)
<i>E78-14 /B Bias Belted Ply White Stripe.</i>						
Nova S Coupe	QEH					31.00
Nova and Nova Custom 2-Door Coupes and Sedans						
Without N65 space saver spare tire	QEH					(-74.90)
With N65 space saver spare tire	QEH					(-74.42)
Nova and Nova Custom Hatchback Coupes	QEH					(-74.42)
<i>FR78-14 /B Steel Belted Radial Ply Blackwall</i>						
Nova S Coupe						
Without N65 space saver spare tire	QDV					105.90
With N65 space saver spare tire	QDV					105.42
Nova and Nova Custom (Standard)	QDV				NO ADDITIONAL CHARGE	
<i>FR78-14 /B Steel Belted Radial Ply White Stripe.</i>						
Nova S Coupe						
Without N65 space saver spare tire	QDW					138.90
With N65 space saver spare tire	QDW					138.42
Nova and Nova Custom	QDW					33.00
<i>FR78-14 /B Steel Belted Radial Ply White Lettered.</i>						
Nova S Coupe						
Without N65 space saver spare tire	QBT					151.90
With N65 space saver spare tire	QBT					151.42
Nova and Nova Custom	QBT					46.00
<b>Transmissions:</b>						
3-Speed Manual	M15				NO ADDITIONAL CHARGE	
Turbo Hydra-matic	M40					235.00
4-Speed Wide-Range	M20					219.00
<b>Trim, Interior:</b>						
Cloth Bench Seat. Nova and Nova Custom						19.00
Strato-bucket Front Seats. Coupes						75.00
Wide Back Reclining Bucket. Nova LN					NO ADDITIONAL CHARGE	
<b>Wheel Trim:</b>						
Rally Wheels. Color-Keyed	ZN5					
Full Wheel Covers. Included with Nova LN	P01					30.00
Rally Wheels. Includes special wheels and center caps, bright lug nuts and P06 trim rings	ZJ7					46.00
Trim Rings. Included with Z26 Nova SS and ZJ7 rally wheels	P06					32.50
<i>Turbine I Wheels.</i>						
Without Nova LN	PE1					110.50
With Nova LN	PE1					80.50
<b>Windows, Power: Electric.</b>						
Coupe	A31					91.00
Sedan	A31					132.00
<b>Windows, Swing-Out: Rear Side</b>	A20					44.00
<b>Windshield Wiper System: Intermittent</b>	CD4					26.00

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## CHAPTER TEN



# New Novas, Old Themes 1968-1976

**T**he Chevy II Nova for 1968 might be called the first passenger car of the seventies. It represented a clean break with the past, and its new basic body would last for eleven model years (and would eventually be shared with Buick, Oldsmobile and Pontiac models). In standard form the Nova would be the most unlikely car in the country to attract a car enthusiast's attention. Dull, drab, available only in two- or four-door body styles, the basic Nova was strictly transportation. That there was a Nova Super Sport was remarkable in itself; that Nova Super Sports were truly satisfying performance cars was more an accident of chance.

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

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



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

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

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

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

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

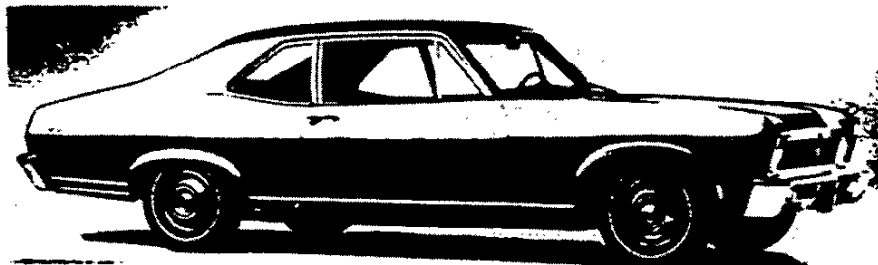
Attending to the exterior first, you would probably choose the Custom Exterior (RPO ZJ2), which included roof drip moldings, ribbed body-sill and rear lower fender bright strips, side-window moldings and a wide black accent band along the lower body.

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

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

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

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



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

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

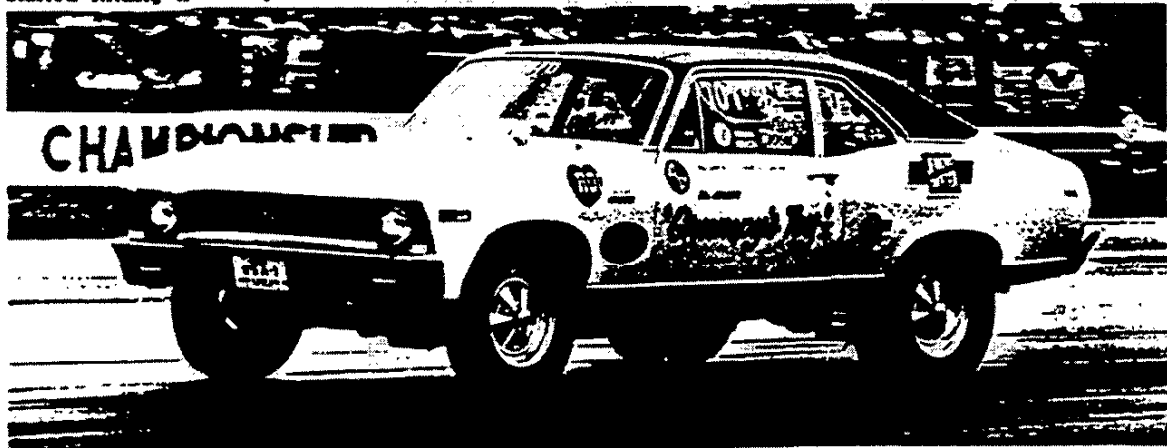
Late in the 1968 model run, Chevrolet released a few hundred of the decade's greatest sleepers. These little giant-killers were Nova SS Coupes equipped with the RPO L78, solid-lifter cam, 375-hp 396. For just \$500.30 you could have this fearsome engine installed in a Nova. Other extras of the performance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

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

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

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

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



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

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

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

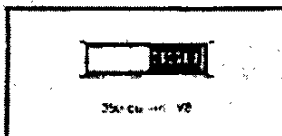
To handle the new 350's torque, all Novas so equipped used at least the Special three-speed manual box with floor shift (and console, if bucket seats had been specified). All three four-speeds were available on order, along with Powerglide, and, for the first time in Nova history, Turbo Hydramatic. Sales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

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

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

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

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



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

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

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

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

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

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

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

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



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

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

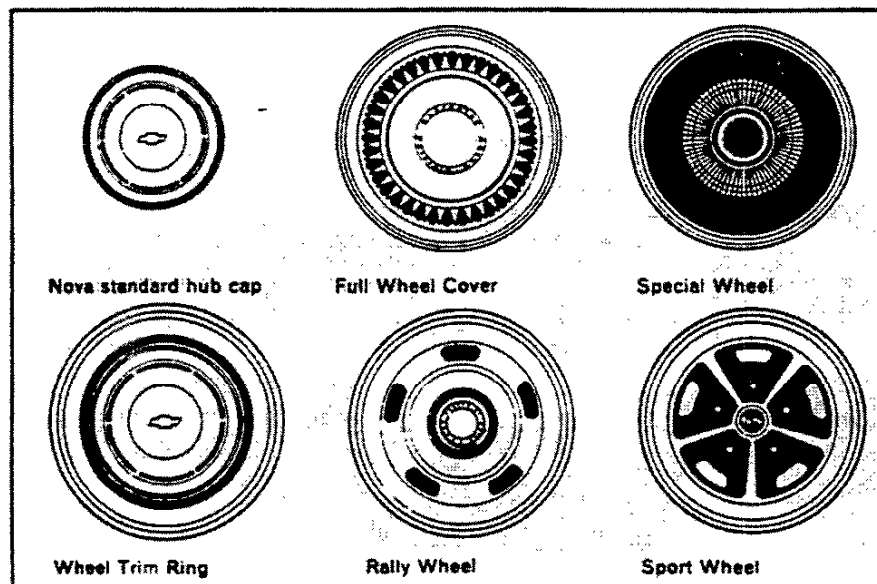
Popular options for the SS continued to include bucket seats, tachometer, gauges and other performance items.

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

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

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

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



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

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

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

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

Some of 1970's extra mechanical and suspension features were gone for 1971, including heavy-duty front springs and even the chrome engine garnishes. Transmission choices were simply the standard manual three-speed, optional M-20 four-speed (3.950 built) or Turbo Hydra-matic. Gone forever was the potent 396 V-8.

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

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

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



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

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

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

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

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

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

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

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

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

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

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

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

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

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

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





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

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

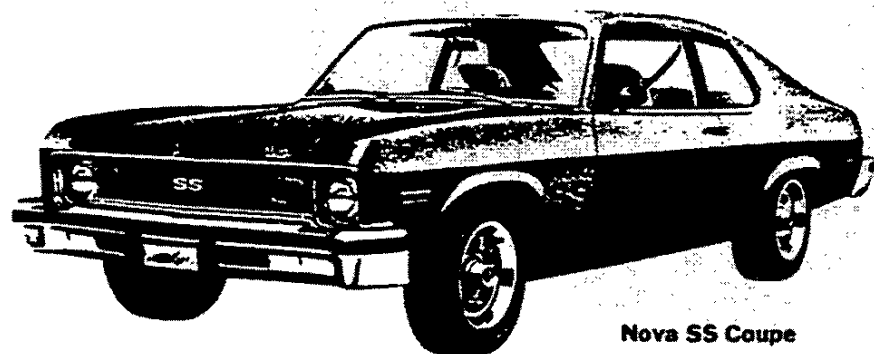
Gone from the 1974 option list was the mid-1972 and 1973 sliding sunroof. Variable power steering, with special SS ratios (14.2:1 to 10.2:1 for the SS compared to 18.9:1 to 13.5:1 for regular Novas) was an increasingly popular option. A full traditional SS interior could still be ordered by purchasing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

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

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

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

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



Nova SS Coupe

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

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

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

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

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

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



## Foreign Super Sports

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

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

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

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

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



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

