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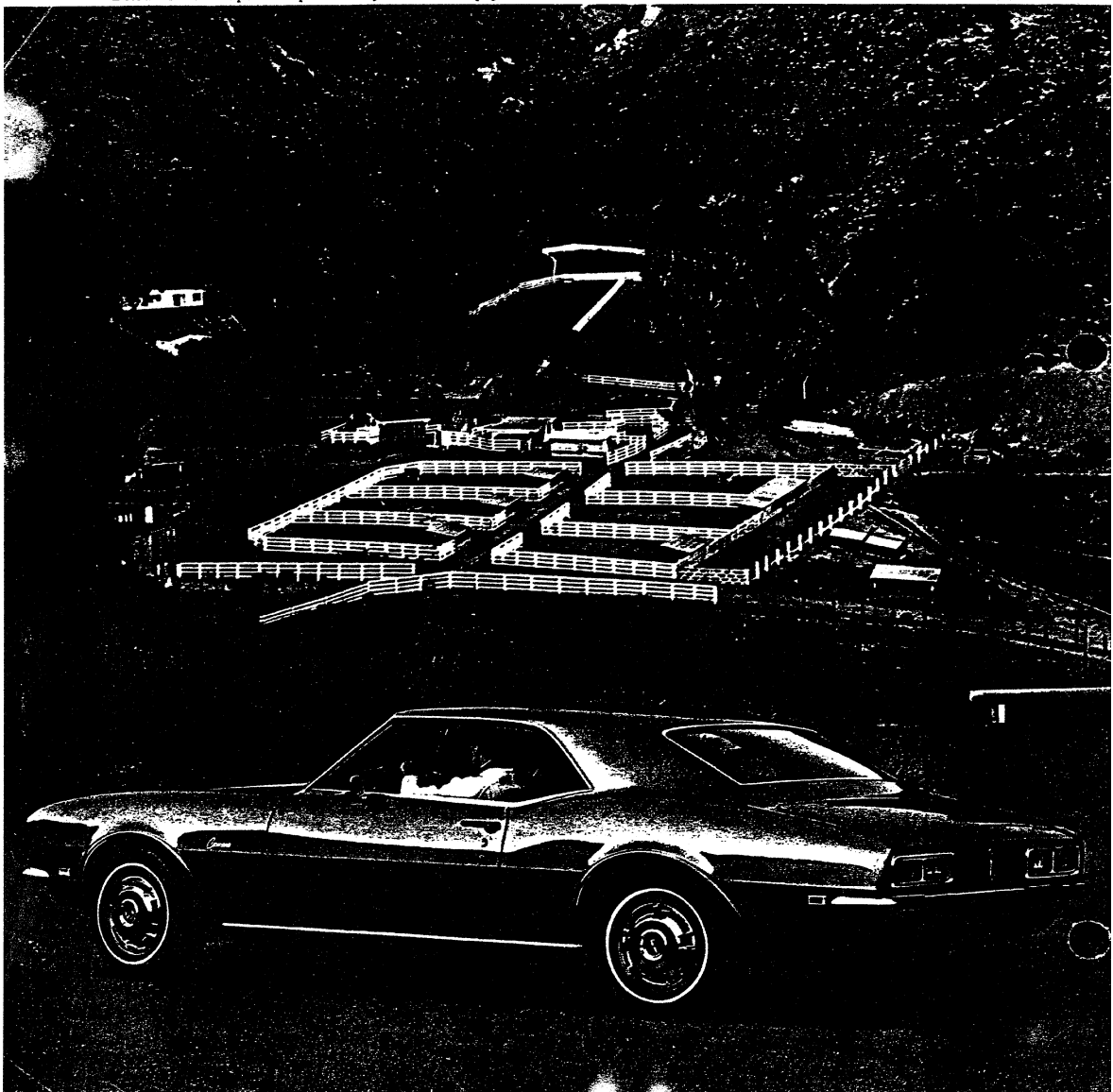
1968 Camaro

the "hugger" from Chevrolet



The new Camaro for 1968 comes in hard-top and convertible models. Both give you many outside and inside appearance changes. Engineering refinements make the new '68 Camaro a finer handling car. All of these

*Cover: Camaro SS Sport Coupe with Rally Sport equipment and vinyl top you can order.
Below: Camaro Sport Coupe with Style Trim Group you can order.*



changes are designed to keep the '68 Camaro the finest car in its field. Inspect it now. Drive it soon. Experience Chevrolet's usual concern for quality and attention to detail. And you'll find the Camaro can be a lot of fun, besides.

*Many extra-cost Options and Custom Features are shown throughout this book. Complete list on Pages 10-11.
Below: Camaro Convertible with Style Trim Group you can order.*



Outside you'll discover much to please.

A cluster of new and handsome touches are bound to make "the hugger" more appealing than ever in 1968. They add to its beauty, its utility and its distinctiveness. Examine a few of the finer points with us and see if you don't agree that Camaro has outdone itself.

Starting at the front, the Camaro grille sports some modest changes: new satin-silver horizontal bars over deep-set black for a wider look; headlights and new rectangular parking lights that are set into the grille (the Rally Sport version has something special in this

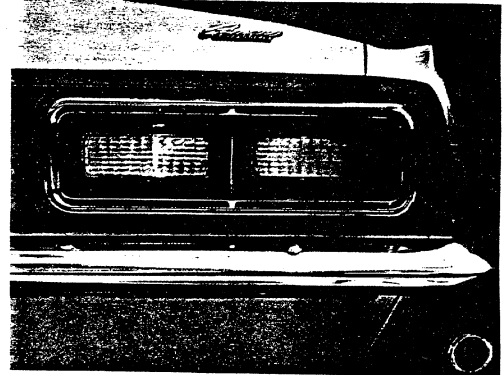
department); new, too, are taillights with integral back-up lights. And how about this? . . . ventipanes have given way to single curved side windows for added style and improved visibility. New side marker lights front and rear help stake out your claim to a parking place on darkened streets and show your position more clearly while under way.

It all adds up to a remarkably appealing new wide-stance Camaro for 1968 that won't be content until it entices you inside.

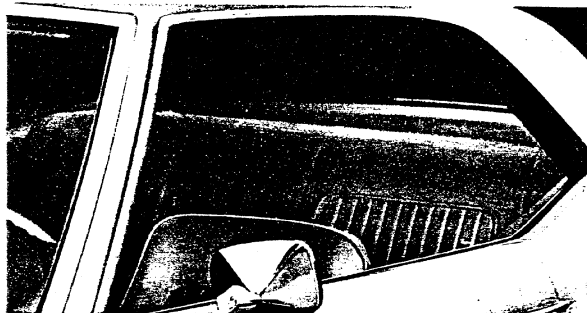
New Camaro grille with inset head and parking lights



New Camaro taillights with integral back-up lights



New one-piece curved side window



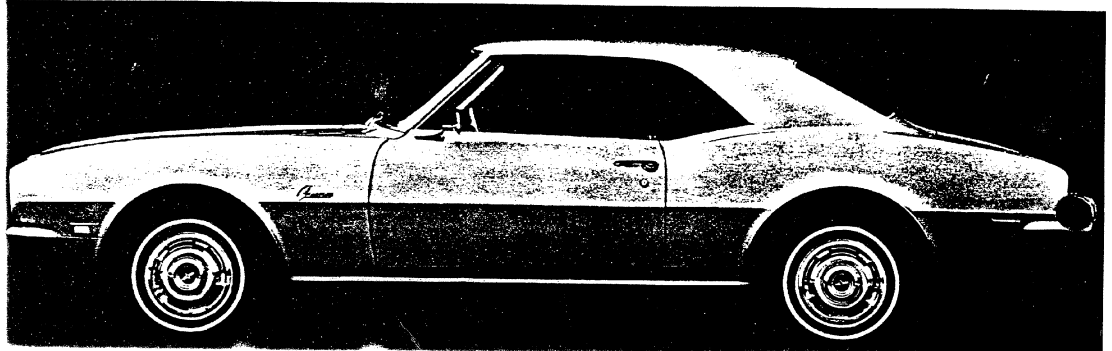
New rear side marker light



New front side marker light



The great profile . . . even more finely sculptured for 1968



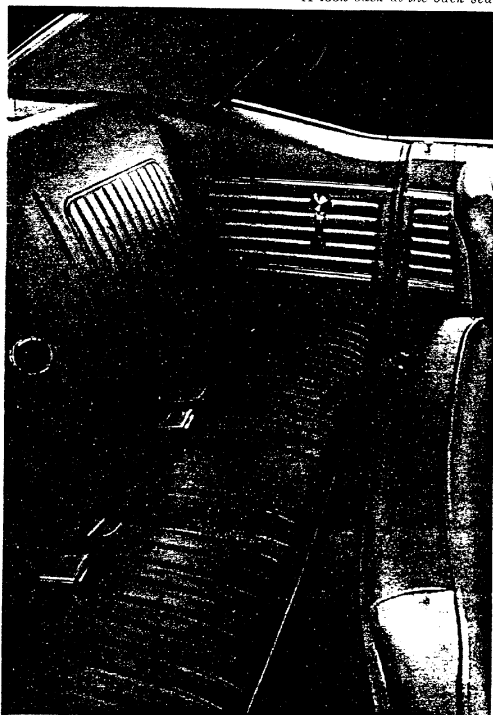
Inside you'll sense a lot of luxury.

Camaro's new exterior refinements are reflected in an extra helping of luxury inside. We put front all-vinyl bucket seats under you just for openers. Seat belts, for all passenger positions, are standard, of course, as are front shoulder belts on the sport coupe. The deep-twist carpeting feels mighty good underfoot. Elegant new door styling with bright metal insets, safety armrests and shielded door handles. Smart new steering wheel that makes your hands itch for it. Now the instrument panel. Beautiful new cluster of dials and gauges—and

so simple to comprehend. Three-speed, column-mounted shift is standard. With ventpanes gone we developed a whole new ventilation system—Astro Ventilation. In addition to the regular cowl side vents two adjustable vent-ports mounted on the instrument panel admit outside air. You get both high and low level ventilation. Sport coupe models feature special pressure relief valves to keep the air flow constant.

Now you take it from here.

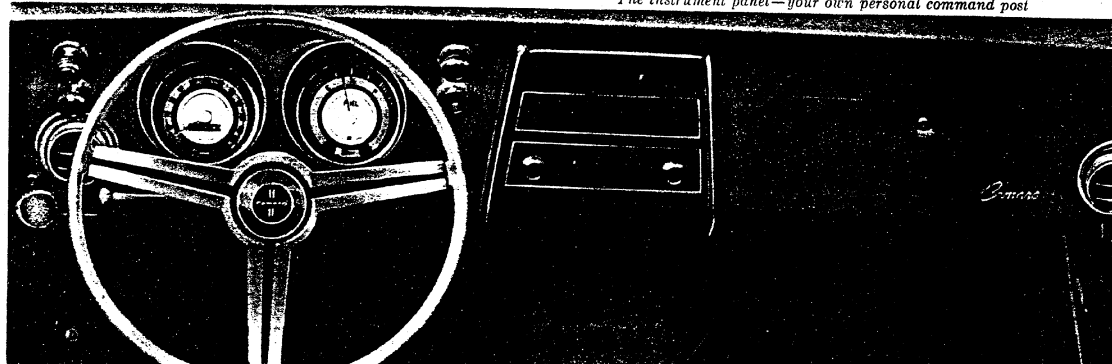
A look back at the back seat



Standard Camaro interior



The instrument panel—your own personal command post



Rally Sport Package

Now that you're acquainted with the 1968 Camaro, you should be properly conditioned to take a look at one of the more glamorous versions you can order . . . the Rally Sport. If you have a weakness for elegance, you'll be a pushover for this one . . . in coupe or convertible.

Take the Rally Sport's concealed headlights, for instance. Where else can you find them at these prices?

Are you performance-minded? So is this one. That solid-going wide stance should give you a clue. Then see its whole impressive array of power team combina-

tions in the chart on Page 15. For now, be informed that even the standard 230-cubic-inch Turbo-Thrift 140-hp Six or the 327-cubic-inch 210-hp V8 is a sprightly performer. But if your power requirements are different, you're sure to find just the engine that pleases you among Camaro's selection of sixes and V8's.

Other Rally Sport features underscore its individuality. Among them, wheel opening moldings and "RS" emblems on grille and fuel filler cap. Can't mistake this car's personality. It's a standout.

Camaro Convertible with Rally Sport equipment you can order



Camaro SS Package

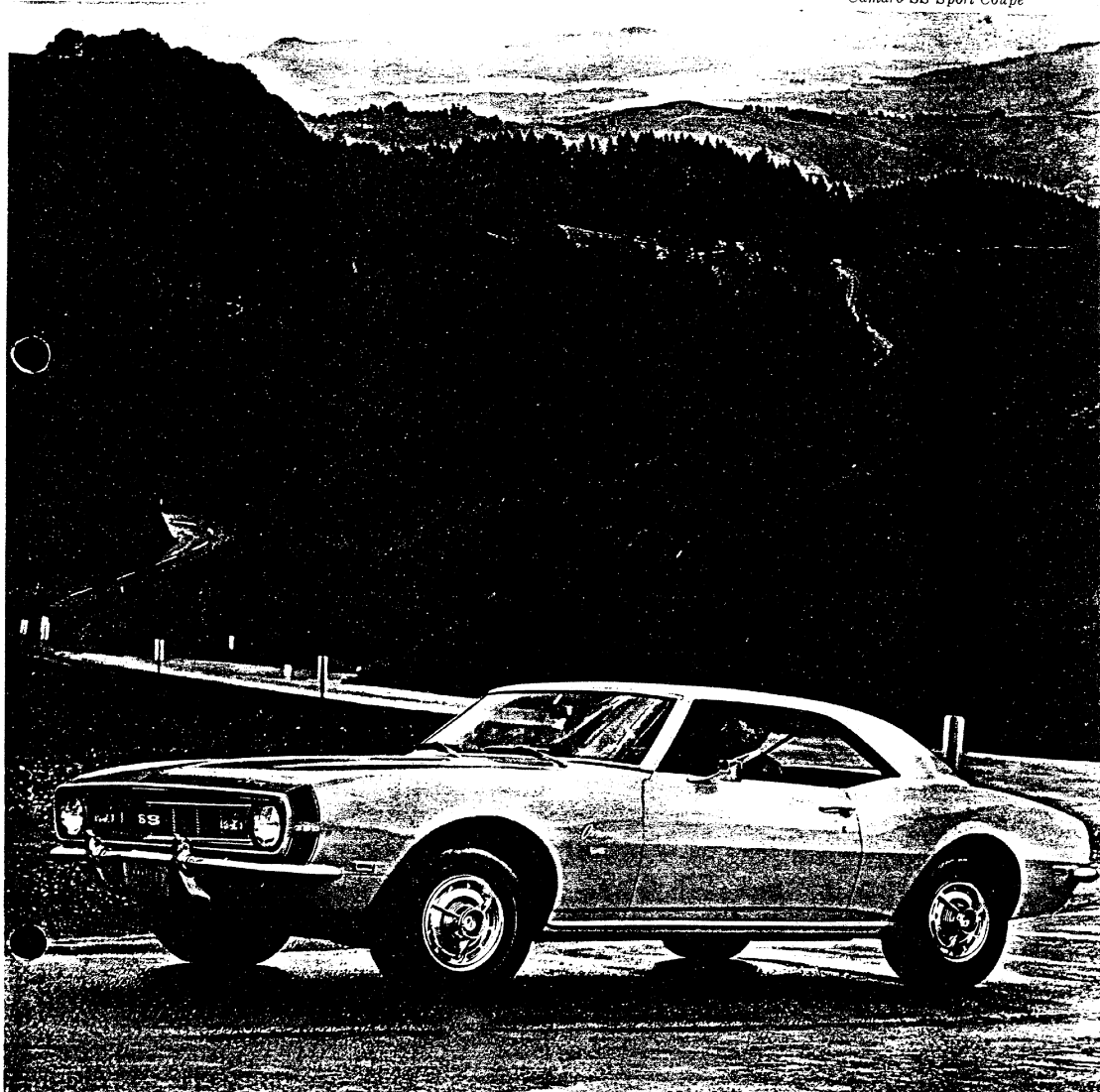
It's to the fun crowd that we dedicate the Camaro SS. A husky performer and looks it. Beefed-up suspension system and 350-cubic-inch V8 engine (you can order a 396-cubic-inch V8, too).

You can spot a Camaro SS by the raised simulated air intake on the hood and distinctive front accent band around the grille. Camaro SS means not only superb performance but roadability to match. Other identifying marks: "SS" emblems front, side and rear; red stripe wide-oval tires. Farther on, we tell you about

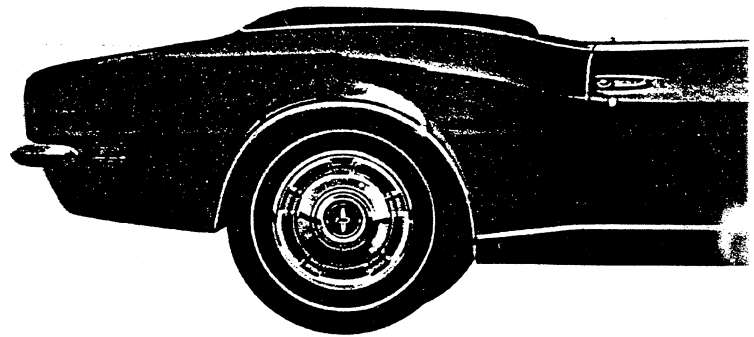
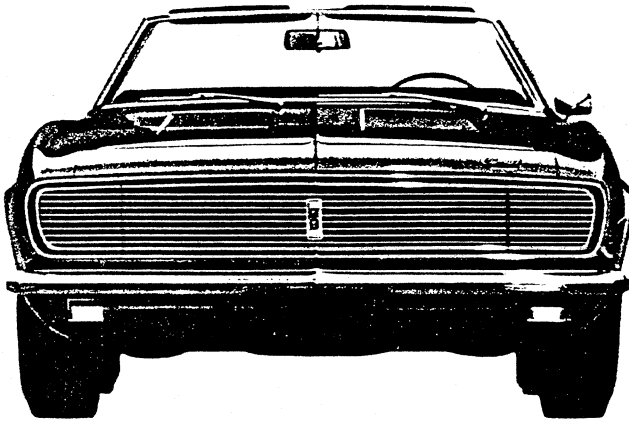
some of the good things underneath. What's that you say? You'd like an SS with all the features that come on a Rally Sport. Easiest thing in the world. Just specify both—and get both on the same car. It's as easy as that.

Unless otherwise specified, your Camaro SS comes with a standard interior like the one you saw on page 5. But on any Camaro you can specify the Special Interior Group with deluxe accents. These accents also are included in Custom Interior.

Camaro SS Sport Coupe

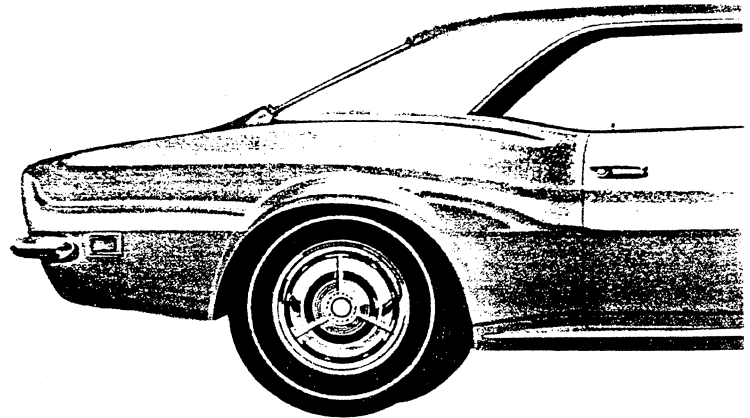


Order your Camaro as a Rally Sport or an SS. Here



Rally Sport Rally Sport features in brief:
• Concealed headlights • Special full-width grille • Parking and direction signal lights mounted below front bumper • “RS” emblem on

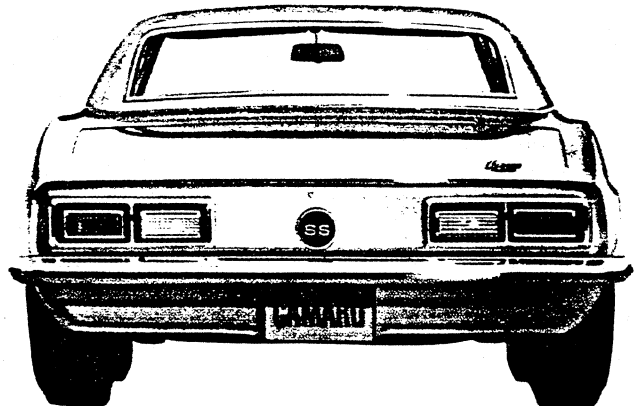
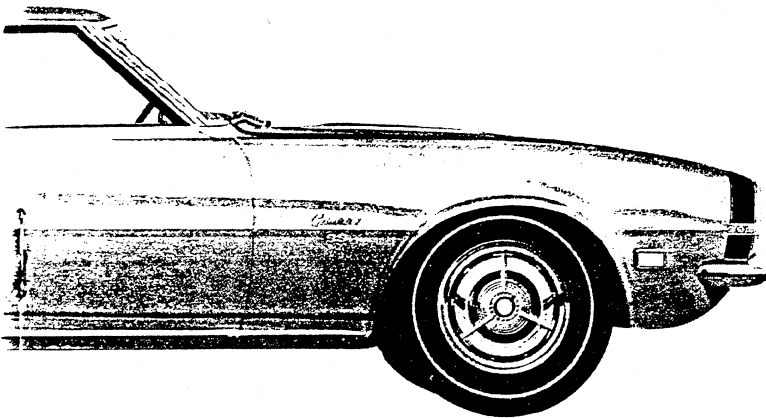
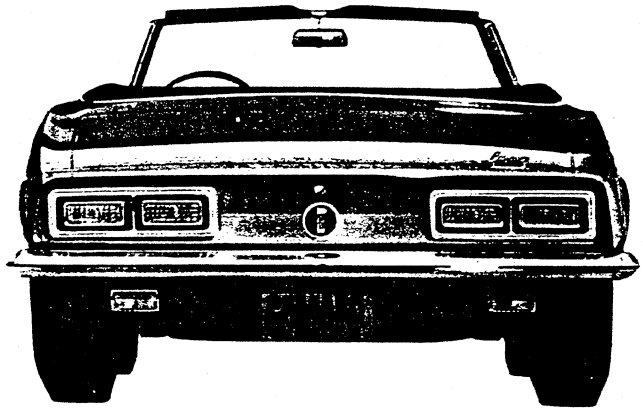
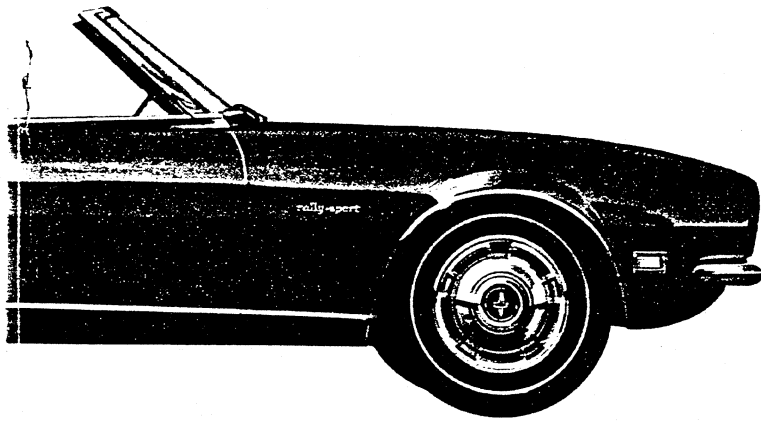
grille • Back-up lights below bumper • “RS” emblem on gas filler cap • Lower body side molding • “Rally Sport” script on front fender • Roof drip molding on sport coupe • Wheel opening moldings • Belt molding.



Camaro SS Camaro SS features in brief:
• Raised simulated air intake on special hood (stack-type with 396-cu.-in. V8) • “SS” grille emblem • Special hood insulation and chassis components • 350- or 396-cubic-inch V8 engine •

Color-keyed front accent band (black with light colors; white with darker colors) • “SS” identification on fender and fuel filler cap • Red (or white) stripe wide-oval tires • Black rear panel with 396-cubic-inch engine • Multi-leaf rear springs.

are the details.



Options and Custom Features*

Custom fabric-and-vinyl seat—A rich houndstooth fabric insert combines with black vinyl trim.

Luggage rack—Mounts on rear deck of either convertible or sport coupe. Finished in bright chrome. Order the ski carrier adapter, if you like.

Floor-mounted sport shift—Available for standard 3-Speed transmission with all 6-cylinder and 327-cu.-in. V8 engines. May be specified with or without optional center console.

Stereo tape system—Enjoy up to 80 minutes of uninterrupted music channeled through a four-speaker stereo system. Available with or without radio. Tape cartridge, "Music of the U.S.A.," featuring Lorne Greene, included.

Rally wheel trim—Available with disc brakes.

Front accent band—Available on all Camaros. Included when you order the Super Sport package.

Deluxe steering wheel—A handsome three-spoke wheel with inset horn tabs. Included with Custom Interior and Special Interior Group. Special hub ornament on SS.

Bumper guards—Inset with live rubber to protect bright metal surfaces. Available front and rear.

Electric clock—Custom styled to match other instruments.

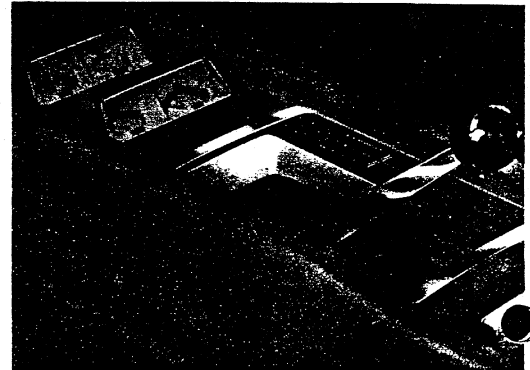
Pushbutton radio—Fully transistorized for instant warmup. Also available: AM-FM and FM stereo multiplex radios.

Vinyl roof cover—A smart way to top off your Camaro Sport Coupe. Available in black or white.

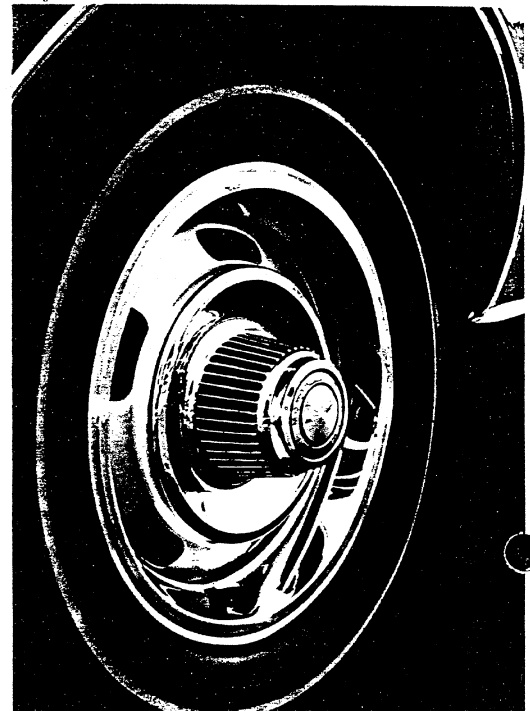
Bucket seat with houndstooth fabric with Custom Interior on coupe



Floor-mounted shift with special instrumentation and console



Rally wheel trim



Rear deck luggage rack

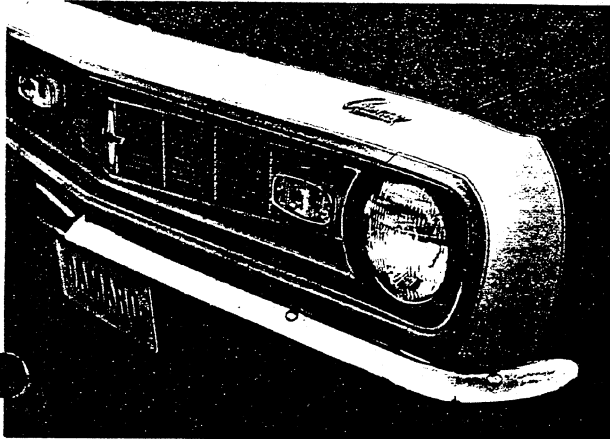


And these other attractions—Four-Season air conditioning, Comfort-Car air conditioning, sports console, special instrumentation (with floor console only: temperature, oil, fuel gauges and ammeter in console; tachometer and clock in instrument panel), fold-down rear seat, red (or white) stripe tires, outside remote control rearview mirror, power windows, cruise control, Soft-Ray tinted glass, door edge guards, Tri-Volume horn, rear manual radio antenna, shoulder belts for outboard rear seats, Comfortilt steering wheel, power-operated convertible top in white, black or blue, simulated wire or mag-style wheel covers, rear seat speaker, front disc brakes, optional engines and transmissions (see Power Team Chart on Page 15), low-ratio steering, low-ratio power steering, special-purpose front and rear suspension, low fuel warning light, dual-exhaust system with 327-cu.-in. V8, deep-tone dual exhaust system with any V8, temperature-

controlled fan, heavy-duty radiator, power steering, power brakes, heavy-duty Delco energizer battery, emergency road kit, 12-42-amp. Delcotron generator; auxiliary lighting (ashtray light, courtesy light, glove compartment light, luggage compartment light and underhood light); Operating Convenience Group** (electric clock, remote-control outside rearview mirror and rear window defroster); Appearance Guard Group** (door edge guards, front bumper guards, rear bumper guards and color-keyed floor mats); SS package; Rally Sport package; Style Trim Group; Special Interior Group; Custom Interior; body side accent striping; Strato-back front seat.

*Check your Chevrolet dealer for these and other extra-cost items, along with their model application and availability with other equipment.
**Any item in this group may be ordered separately.

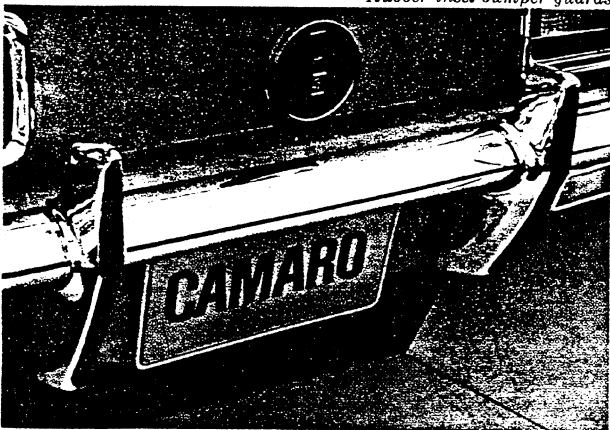
Front accent band



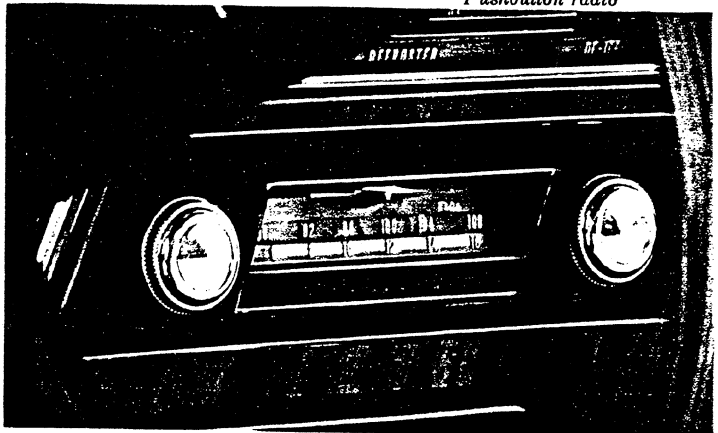
Deluxe steering wheel



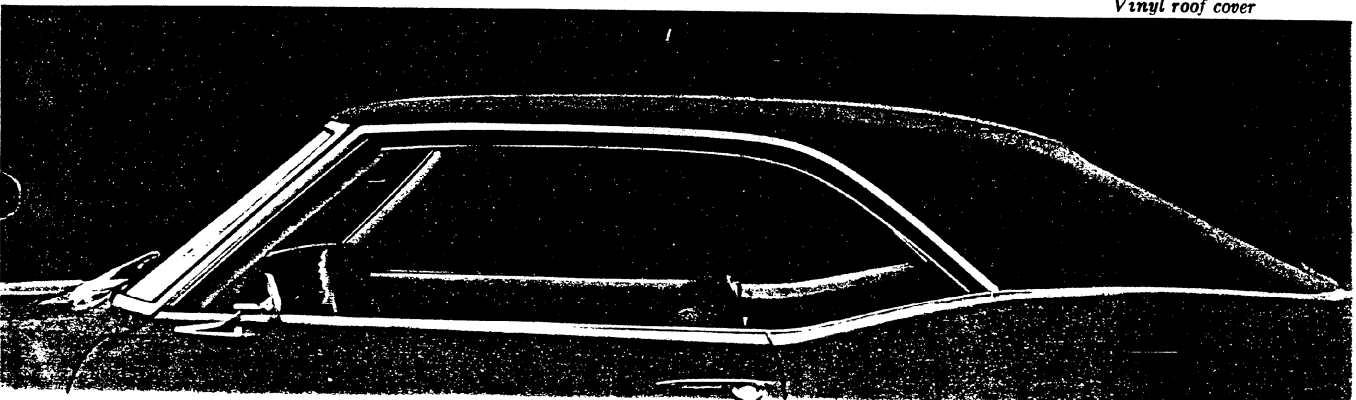
Rubber-inset bumper guards



Pushbutton radio



Vinyl roof cover



Outside and Inside Color Choices

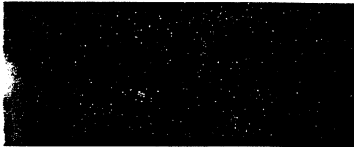
You can deck your Camaro out in any one of 15 Magic-Mirror acrylic lacquer colors, 12 of them new for 1968.

Inside the Camaro Sport Coupe or Convertible, all-vinyl bucket seat interiors in a choice of six colors: black, gold, blue, red, turquoise and parchment/black keyed to the exterior color selection. Or you can order fabric and black vinyl bucket seats on sport coupe only with Custom Interior.

Vinyl roof covers are available in black or white while convertible tops are available in black, white or blue, depending upon your preference.

The picture at right will give you an idea why it's great to be on the inside of a Camaro looking out. It's the Camaro Custom Interior with Strato-bucket front seats. Incidentally, you can specify a Strato-back front seat in any sport coupe interior, if that's your preference. What more can we say about it except that if you stay with bucket seats, we strongly urge you to specify the new wood-grained-look center console (in which you can also order a special instrumentation package). Available in either the Camaro Sport Coupe or the Camaro Convertible.

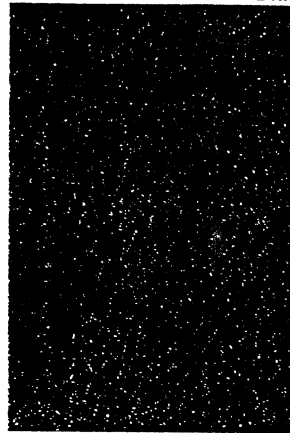
Tuxedo Black



Seafrost Green



Blue



Parchment/Black



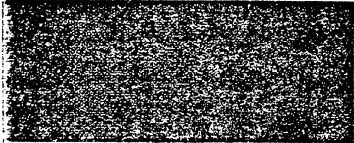
Teal Blue



Ermine White



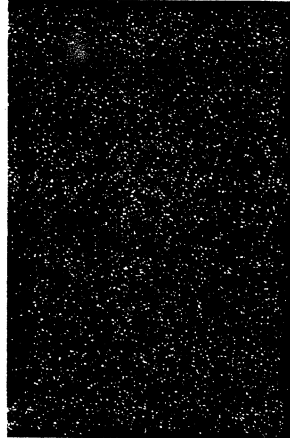
Ash Gold



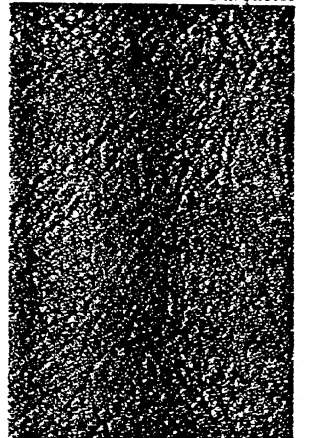
Cordovan Maroon



Red



Turquoise



Grotto Blue



Grecian Green



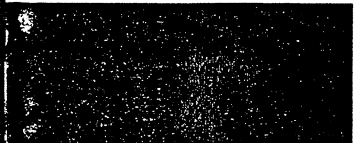
Palomino Ivory



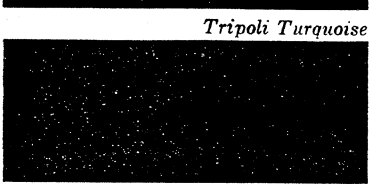
Butternut Yellow



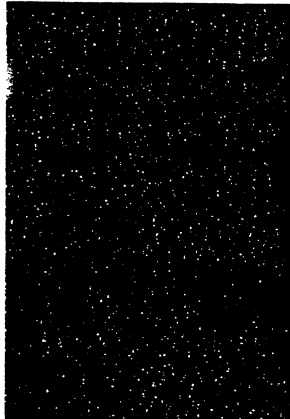
Matador Red



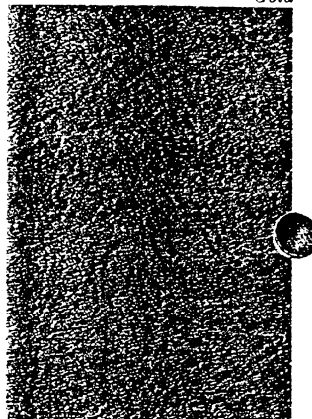
Fathom Blue



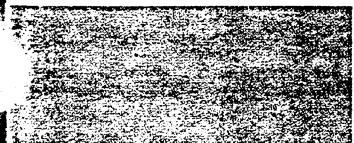
Black



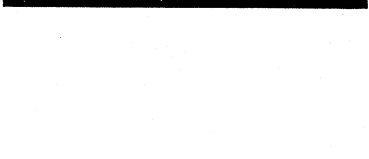
Gold



Island Teal



Tripoli Turquoise



Sequoia Green

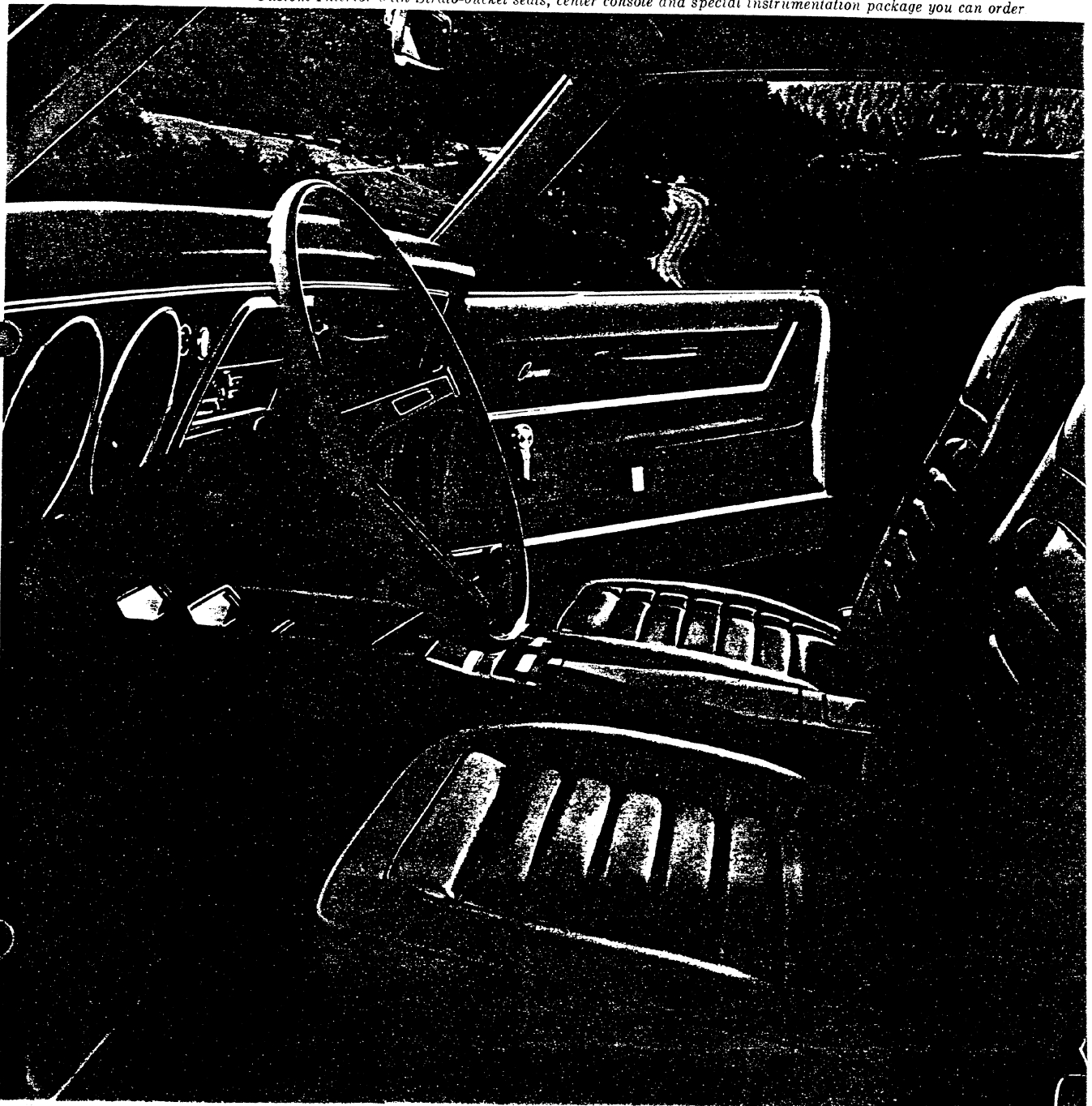


Standard Safety Features for 1968

Energy-absorbing steering column • Seat belts with push-button buckles for *all* passenger positions • Shoulder belts for driver and right front passenger with pushbutton buckles and convenient stowage provision on sport coupe models • Passenger-guard door locks with deflecting lock buttons—all doors • Four-way hazard warning flasher • Dual master cylinder brake system with warning light and corrosion-resistant brake lines • Latches on folding seat backs • Dual-speed windshield wipers and washers • Outside rearview mirror • Back-up lights • New side marker lights and parking lights that illuminate with headlights • Padded instrument panel, sun visors, windshield pillars • Reduced-

glare instrument panel top, inside windshield moldings, horn button, steering wheel hub, and windshield wiper arms and blades • Inside day-night mirror with deflecting base • Lane-change feature in direction signal control • Safety armrests • Thick-laminate windshield • Soft, low-profile window control knobs and coat hooks • Energy-absorbing seat backs • Yielding door and window control handles • Energy-absorbing instrument panel with smooth contoured knobs and levers • Tire safety rim • Safety door latches and hinges • Uniform shift quadrant • Energy-absorbing steering wheel • Snag-resistant steering wheel hardware • Fuel tank and filler pipe security.

Custom Interior with Strato-bucket seats, center console and special instrumentation package you can order



Here are the facts about how and why the Camaro

Chassis and Mechanical Features

Body-frame—Unitized all-welded steel body construction with a separate front rubber-mounted frame section that provides extra strength and support.

Body construction—Rugged body components are used throughout to increase strength and rigidity. Cross-braced bow-like members in the sport coupe roof add firm support, while the convertible has rocker panels of heavier gauge steel to lend extra stiffness to the convertible design.

Body protection—Camaro is built with an eye to long, long life. Galvanized members are used along with other rust preventive materials. We even go so far as to put fenders inside the outer fenders to shield against corrosion from salt, slush, snow and ice. Rocker panels are the flush-and-dry design. Rain and snow water entering the vents at cowl level wash out the rocker panel while incoming air dries it.

Roadability and suspension—Camaro rests on a 108-inch wheelbase with 59.0-inch tread front and 58.9-inch rear—wide stance for flat, level cornering and solid going on the

straightaway. A combination of independent coil spring suspension up front and Mono-Plate single leaf springs at the rear provide just the right balance between smoothness and firmness. Special multi-leaf rear springs with extra-coil V8s (with 4-Speed transmission only with 275-hp 327 V8). Bias-mounted rear shock absorbers offer improved suspension control.

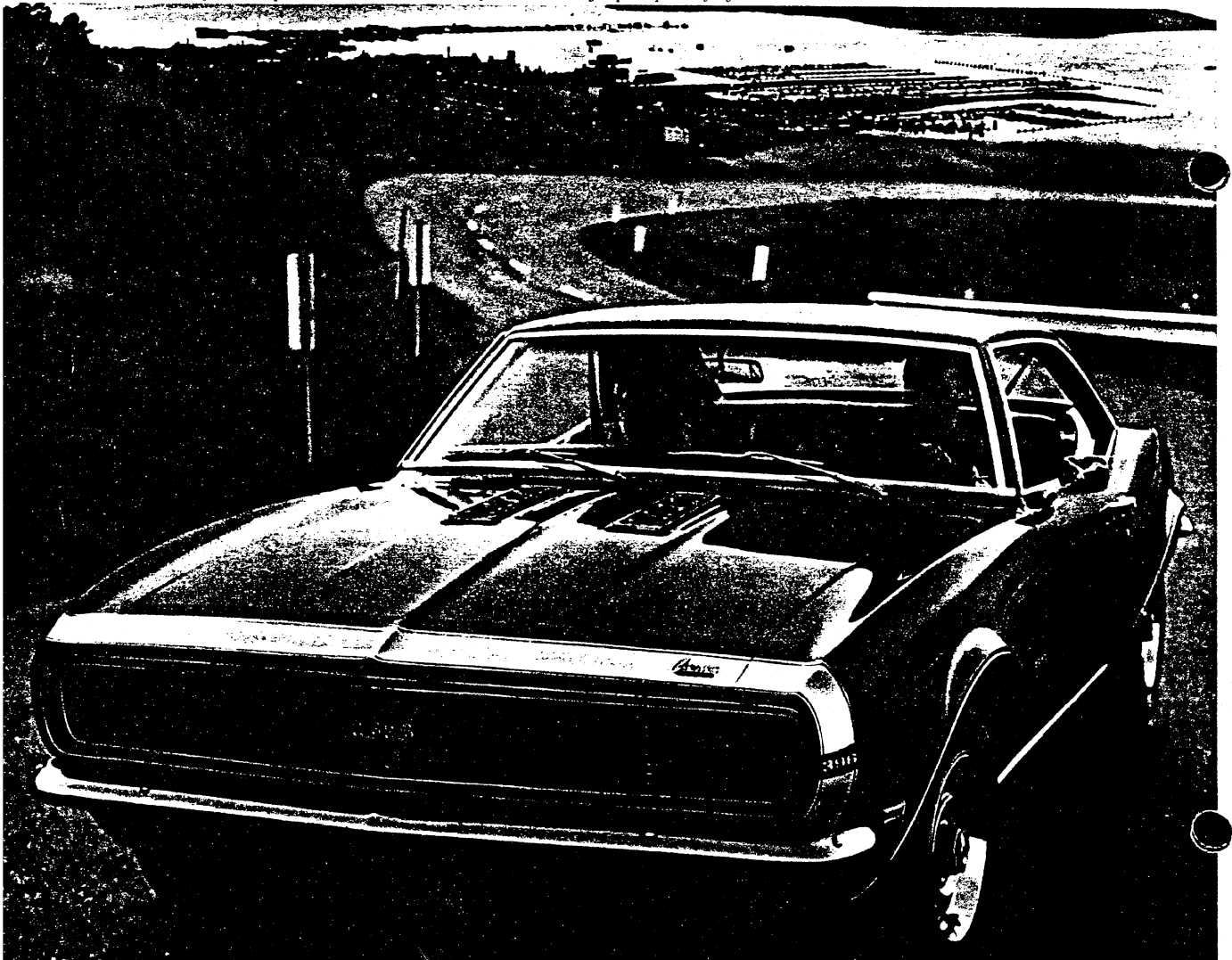
Brakes—Safety-Master self-adjusting brakes give you a full 168.9 square inches of bonded lining area. Brakes have dual master cylinder with warning light on instrument panel. Rayon-reinforced front and rear brake hoses. All brake lines are corrosion-resistant. Parking brake is foot-operated with fingertip release.

Exhaust system—Highly corrosion-resistant for long life. Exhaust emission control system is standard equipment.

Electrical system—12-volt system. Delcotron diode-rectified generator with 9-37-ampere rating is standard.

Steering—Recirculating ball-race steering for easiest handling. Ratios: manual, 28.3:1; power, 17:1. Also available is low-ratio steering: manual, 21.6:1; power, 15.6:1.

Camaro SS Sport Coupe with 396-cubic-inch engine and Rally Sport package you can order



goes the way it goes.

Power Trains

Standard Engines—

● **140-hp Turbo-Thrift 230 Six.** Smooth, effortless performance along with a decidedly modest appetite for regular-grade fuel. Single-barrel carburetor, hydraulic valve lifters and single exhaust system. Seven-main-bearing crankshaft.

210-hp Turbo-Fire 327 V8. A perky V8 that will please you with its economy. Its 327-cubic-inch displacement and two-barrel carburetion give it the stamina for all kinds of duty. Compression ratio, 8.75:1, general performance camshaft and hydraulic lifters. A 61-ampere-hour battery and single exhaust. Uses regular-grade fuel.

Extra-Cost Engines—

155-hp Turbo-Thrift 250 Six. Here's a bigger 6-cylinder engine that's excellent for runabout service. Cubic-inch displacement: 250. Single-barrel carburetor, hydraulic valve lifters and single exhaust. Fully counterbalanced seven-main-bearing crankshaft. Uses regular-grade fuel.

275-hp Turbo-Fire 327 V8. Ideally suited to higher performance requirements. Four-barrel carburetor, 327 cubes and a 10.0:1 compression ratio. Single exhaust standard.

295-hp Turbo-Fire 350 V8. One of two Camaro SS engines available. You can judge its credentials by the fact that it powers the SS. A 350-cubic-inch V8, it checks in with a compression ratio of 10.25:1, 4-barrel carburetor, hydraulic valve lifters, dual exhausts and resonators.

325-hp Turbo-Jet 396 V8. Tops in the Camaro stable. Unique feature: "porcupine" cylinder heads that improve engine breathing and combustion. Four-barrel carburetor, 10.25:1 compression ratio, general performance camshaft, hydraulic valve lifters and dual exhausts with resonators.

Standard Transmission—

3-Speed fully synchronized. Standard with all engines except 325-hp V8 (see below). Fully synchronized in all forward gears. Shift lever is column mounted unless floor-mount shift is specified.

Extra-Cost Transmissions—

Special 3-Speed fully synchronized. (Camaro SS only.) Floor-mounted in a snug rubber boot for real shifting fun. Must be specified with 325-hp Turbo-Jet 396 V8 if you order a 3-Speed manual transmission. Offers closer ratios to take advantage of bigger V8 output. (Available with console.)

4-Speed fully synchronized. Floor-mounted and available with all Camaro engines. Available also with console. Tailor-made for the rear car buff. Shift pattern is debossed on the control knob. Ratios matched to engine.

Powerglide automatic. Available with all engines except 325-hp V8. Consists of a three-element torque converter with hydraulically controlled two-speed planetary gear set. Selector mounted on steering column if the console is not specified. New "stirrup-type" control with floor console.

Turbo Hydra-Matic. Fully automatic 3-speed transmission available only with the 325-hp Turbo-Jet 396. Combines torque converter and geared drive for a magnificent blend of smoothness and responsiveness. Steering column mounted unless floor-mount is specified, with or without console.

Clutch. Single dry disc diaphragm spring type. Conventional rod and linkage connects suspended pedal to actuating fork. Size and capacity matched to engine choice.

Propeller shaft and rear axle. One-piece balanced propeller shaft, attached at transmission and differential through universal joints. Rear axle ratio matched to power teams.

1968 CAMARO POWER TEAMS

Engines Bore & Stroke	Equipment Compression Ratio	Transmission	Rear Axle Ratio						
			Without Air Conditioning*				With Air Conditioning		
			Std.	Econ.	Perform.	Spec.	Std.	Econ.	Perform.
Standard Engines									
140-hp Turbo-Thrift 230 Six 3.875 x 3.25	1-Bbl. Carb. Hyd. Lifters 8.5:1	3-Speed (2.85:1 Low)	3.08:1	2.73:1	3.55:1		3.08:1		3.55:1
		4-Speed (2.85:1 Low)	3.08:1	2.73:1	3.55:1		3.08:1		3.55:1
		Powerglide	2.73:1 †	2.56:1	3.55:1		3.08:1		3.55:1
210-hp Turbo-Fire 327 V8 4.00 x 3.25	2-Bbl. Carb. Hyd. Lifters 8.75:1	3-Speed (2.54:1 Low)	3.08:1	2.73:1	3.55:1		3.08:1		3.55:1
		4-Speed (2.54:1 Low)	3.08:1	2.73:1	3.55:1		3.08:1		3.55:1
		Powerglide	2.73:1 †	2.56:1	3.55:1		3.08:1		3.55:1
Extra-Cost Engines									
155-hp Turbo-Thrift 250 Six 3.875 x 3.53	1-Bbl. Carb. Hyd. Lifters 8.5:1	3-Speed (2.85:1 Low)	3.08:1	2.73:1	3.55:1		3.08:1		3.55:1
		4-Speed (2.85:1 Low)	3.08:1	2.73:1	3.55:1		3.08:1		3.55:1
		Powerglide	2.73:1 †	2.56:1	3.55:1		3.08:1		3.55:1
275-hp Turbo-Fire 327 V8 4.00 x 3.25	4-Bbl. Carb. Hyd. Lifters 10.0:1	3-Speed (2.54:1 Low)	3.08:1	2.73:1	3.55:1		3.08:1		3.55:1
		4-Speed (2.54:1 Low)	3.07:1	2.73:1	3.55:1		3.07:1		3.55:1
		Powerglide	2.73:1 †	2.56:1	3.55:1		3.08:1		3.55:1
295-hp Turbo-Fire 350 V8 4.00 x 3.48	4-Bbl. Carb. Hyd. Lifters 10.25:1	3-Speed (2.54:1 Low)	3.31:1	3.07:1	3.55:1		3.31:1	3.07:1	3.55:1
		Sp. 3-Speed (2.41:1 Low)	3.31:1	3.07:1	3.55:1	3.73:1	3.31:1	3.07:1	3.55:1
		4-Speed (2.52:1 Low)				3.73:1			
						4.10:1			
						4.56:1			
				4.88:1					
		Powerglide	3.07:1	2.73:1	3.31:1	3.55:1	3.07:1	2.73:1	3.31:1
325-hp Turbo-Jet 396 V8 4.094 x 3.76	4-Bbl. Carb. Hyd. Lifters 10.25:1	Sp. 3-Speed (2.41:1 Low)	3.07:1	2.73:1	3.31:1		3.07:1	2.73:1	3.31:1
		4-Speed (2.52:1 Low)	3.07:1	2.73:1	3.31:1		3.07:1	2.73:1	3.31:1
		Turbo Hydra-Matic	2.73:1 †	2.56:1	3.07:1		2.73:1 †		3.07:1

*Positraction required for 4.10:1, 4.56:1, 4.88:1, optional for all other ratios. †3.07:1 when Rally Sport is specified. ‡3.08:1 when Rally Sport is specified.



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Be Smart • Be Sure • Buy Chevrolet!



Camaro SS Convertible

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1968 CAMARO

V8 6

SPORT COUPE	12437	12337
CONVERTIBLE	12467	12367

A wide choice of extra-cost equipment is available to help personalize Camaro models to individual taste. Included are important equipment options that offer a full range of significantly different interior and exterior appearance combinations as shown in the following chart . . .

	STANDARD INTERIOR (Includes Strato-bucket seats)	SPECIAL INTERIOR GROUP (RPO Z23)	CUSTOM INTERIOR (RPO Z87 Includes RPO Z23)	STRATO-BACK SEAT (RPO AL4)†
STANDARD EXTERIOR	•	•	•	•
STYLE TRIM GROUP (RPO Z21)	•	•	•	•
RALLY SPORT OPTION (RPO Z22—INCLUDES RPO Z21)	•	•	•	•
CAMARO SS OPTION (RPO L48 OR L35)	•	•	•	•
CAMARO SS OPTION (RPO L48 OR L35) WITH STYLE TRIM GROUP (RPO Z21)	•	•	•	•
CAMARO SS OPTION (RPO L48 OR L35) WITH RALLY SPORT OPTION (RPO Z22)	•	•	•	•

†Sport Coupe only.

INDEX TO MODEL INFORMATION

EXTERIOR FEATURES & IDENTIFICATION . . .	2-3
INTERIOR FEATURES & APPOINTMENTS . . .	4-5
DIMENSIONAL SPECIFICATIONS & WEIGHTS . . .	5
POWER TEAMS & ENGINE SPECIFICATIONS . . .	6-9
BODY FEATURES	10-11
CHASSIS SPECIFICATIONS	12-13
OPTIONS & ACCESSORIES	14-17
COLOR & TRIM SELECTIONS	18

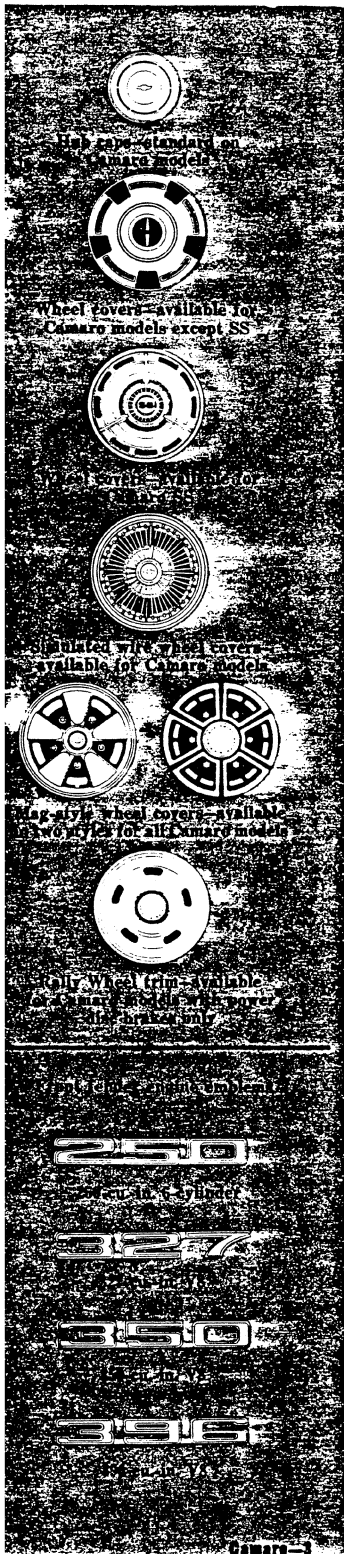
CAMARO EXTERIOR FEATURES & IDENTIFICATION

	Camaro SS RPO L48 or L35)	Rally Sport RPO Z22	Style Trim Group (RPO Z21)	Standard Camaro
Front hood panel nameplate	•	•	•	•
Special full-width grille with concealed headlights		•		
RS or SS grille emblems	•	•		
Rectangular parking, turn signal lights in grille	•		•	•
Parking, turn signal lights mounted below front bumper		•		
Color-keyed front accent band	•	EC	EC	EC
Special domed hood with simulated air intakes	•			
Windshield reveal molding	•	•	•	•
Bright front and rear wheel opening moldings		•	•	
Camaro front fender nameplates	•		•	•
Rally Sport front fender nameplates		•		
SS front fender emblems	•			
Bright roof drip moldings (Sport Coupe only)		•	•	
Full door glass styling without ventipanes	•	•	•	•
Rectangular outside rearview mirror	•	•	•	•
Bright belt moldings		•	•	
Body side striping	EC	EC	EC	EC
Bright lower body side moldings		•		
Black-finished lower body (except with some exterior colors)		•		
Body sill moldings			•	•
Side marker lights—front and rear	•	•	•	•
Hub caps	•	•	•	•
Wheel covers (special for Camaro SS)	EC	EC	EC	EC
Red stripe wide-oval tires (white stripe optional)	•			
Rear window reveal molding (Sport Coupe only)	•	•	•	•
Deck lid nameplate	•	•	•	•
Black-finished rear body panel with accent stripe (optional 396-cu.-in. V8 only)	• (a)			
RS or SS fuel filler cap emblems	•	•		
Dual-unit taillights		•		
Single-unit taillights with built-in back-up lights	•		•	•
Back-up lights mounted below rear bumper		•		

(a) Except with Tuxedo Black exterior

EC—Extra Cost

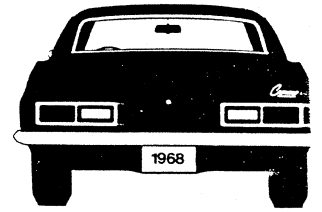
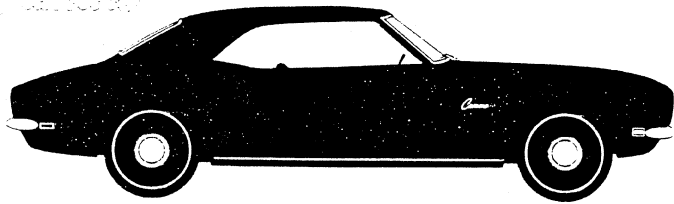
Note: RS emblems replaced with SS identification when Camaro SS and Rally Sport options are combined



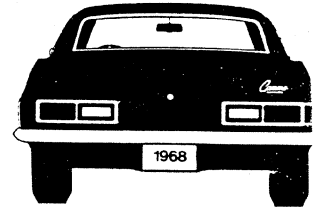
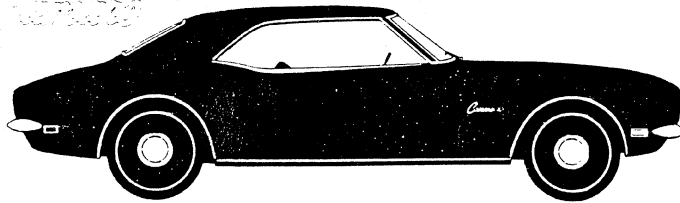
INTERIOR FEATURES & APPOINTMENTS

INSTRUMENT PANEL	Camaro Custom Interior (RPO Z37)	Camaro Special Interior Group (RPO Z23)	Camaro Standard Interior
Deluxe steering wheel with horn tabs	•	•	EC
Steering wheel with horn button			•
Bright outline molding around instrument panel	•		
Special wood-grain accents	•	•	
Black textured-finish trimplate with bright molding	•	•	
Astro Ventilation system with ball-type adjustable air outlets	•	•	•
Bright instrument bezels	•	•	•
Oil pressure, temperature, and generator warning lights	•	•	•
Parking brake and brake system warning light	•	•	•
Color-keyed turn signal and shift lever knobs	•	•	•
Bright control knobs	•	•	•
Padded instrument panel	•	•	•
Cigarette lighter	•	•	•
Electric clock	EC	EC	EC
Glove compartment door nameplate	•	•	•
Glove compartment lock	•	•	•
Glove compartment light	•	EC	EC
Passenger assist grip	•	•	
DOORS & SIDE PANELS			
Molded vinyl door trim with integral armrest and carpeted lower panel	•		
Pull-type door opening handles	•		
Vinyl door and sidewall trim panels		•	•
Scuff-resistant plastic cowl side panels	•	•	•
Bright window regulator handles with color-keyed knobs	•	•	•
Front door armrests	•	•	•
Rear armrests with built-in ashtrays (standard on Convertible only)	•	•	•
SEATS			
Strato-bucket front seats	•	•	•
Strato-back front seat (Sport Coupe only)	EC	EC	EC
Fold-down rear seat back	EC	EC	EC
All-vinyl seat trim (special fabric trim available for bucket seat Sport Coupe)	•	•	•
Foam-cushioned front seat	•	•	•
Folding front seat back latches	•	•	•
Shoulder belts—front (except Convertibles)	•	•	•
Seat belts—front and rear with pushbutton buckles	•	•	•
Front seat belt retractors	•	•	•
HEADLINING, FLOOR COVERING & INTERIOR FEATURES			
Embossed vinyl headlining (Sport Coupe only)	•	•	•
Padded sun visors with center support	•	•	•
Color-keyed deep-twist floor carpeting	•	•	•
Day-night rearview mirror with vinyl edge	•	•	•
Padded windshield pillars	•	•	•
Bright foot pedal trim	•	•	•
Color-keyed coat hooks (Sport Coupe)	•	•	•
LUGGAGE COMPARTMENT			
Molded luggage compartment mat	•		
Spatter-painted luggage compartment	•	•	•
LIGHTS, SWITCHES & POWER EQUIPMENT			
Four-way hazard warning flasher switch on steering column	•	•	•
Interior light switch (in headlight switch)	•	•	•
Automatic front door courtesy dome light switches	•	•	•
Center dome light (Sport Coupe only)	•	•	•
Dual instrument panel courtesy lights (standard on Convertible only)	•	•	•
Convertible power-operated folding top	EC	EC	EC

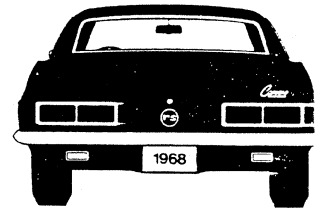
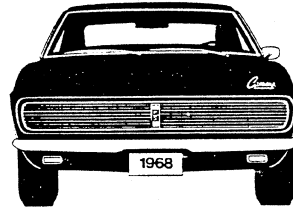
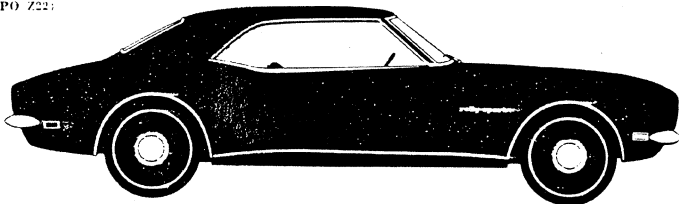
EC—Extra cost. See Options and Accessories section for other interior features and appointments available at extra cost.



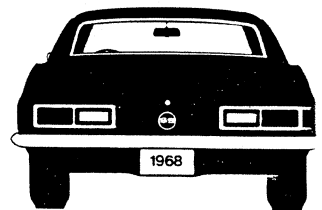
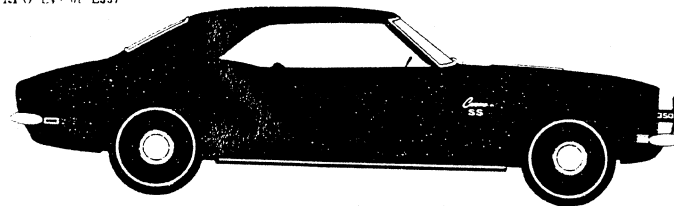
Style Trim Group (RPO Z21)



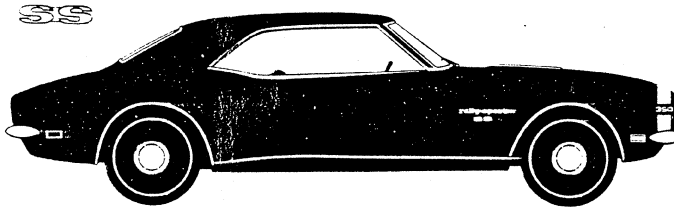
Rally Sport
(RPO Z22)



SS
(RPO L48 or L55)



Rally Sport
SS
(RPO Z22 with L48 or L55)



OPTIONAL* INTERIOR TRIM & APPOINTMENTS

STRATO-BACK FRONT SEAT (RPO AL4)—Full-width front seat with separate backrests and fold-down center armrest. Available for Sport Coupe only with either standard trim or Custom Interior (RPO Z87). Not available with optional center console.

CUSTOM INTERIOR (RPO Z87)—Includes: Special all-vinyl seat trim (luxury fabric option for bucket seat Sport Coupe also available), molded vinyl door panels with built-in armrests and assist grip, carpeted lower door panel, bright pedal trim, glove compartment light, deluxe steering wheel with horn tabs, special wood grain accents and assist grip on instrument panel, bright instrument panel outline molding, and molded luggage compartment mat.

SPECIAL INTERIOR GROUP (RPO Z23)—Deluxe steering wheel with horn tabs, bright pedal trim, and special wood grain accents on instrument panel.

CENTER CONSOLE (RPO D55) — Available with Strato-bucket front seats only. Includes shift lever with all transmissions.

stowage compartment, ash tray and rear seat courtesy light. Not available on 295-hp Camaro SS with standard 3-speed.

SPECIAL INSTRUMENTATION (RPO U17) — Available for V8 models with optional center console only. Includes ammeter, temperature, oil pressure and fuel gauges plus fuel level indicator light mounted on console. Also includes instrument panel mounted tachometer and electric clock.

HEAD RESTRAINTS (RPO AS2)—Front seat only.

DELUXE STEERING WHEEL (RPO N30)—Includes horn tabs. Available with standard interior.

SPORTS-STYLED STEERING WHEEL (RPO N34)—Special steering wheel with horn button and elegant look of walnut plastic rim.

FOLD-DOWN REAR SEAT (RPO A67)—Convenient fold-down rear seatback for increased luggage or cargo capacity.

*Optional at extra cost

See Options & Accessories section for other interior features and appointments available at extra cost

1968 Camaro Specifications

EXTERIOR DIMENSIONS

	Sport Coupe	Convertible
Wheelbase	108.0	108.0
Length (overall)	184.7	184.7
Width (overall)	72.5	72.5
Height (loaded)	51.4	51.4
Front Tread	59.0	59.0
Rear Tread	58.9	58.9
Road Clearance (minimum)	5.5	5.5

INTERIOR ROOMINESS

Head Room—Front	37.6	38.2
Head Room—Rear	36.6	36.7
Leg Room—Front	42.5	42.5
Leg Room—Rear	29.2	29.5
Hip Room—Front	56.3	56.3
Hip Room—Rear	54.6	47.5
Shoulder Room—Front	56.7	56.7
Shoulder Room—Rear	53.6	47.3
Entrance Height	29.2	29.4

LUGGAGE COMPARTMENT

Maximum Opening Width	49.0	49.0
Loading Height	30.0	30.0
Interior Length (max.)	41.5	40.1†
Interior Width (max.)	65.2	65.2
Interior Height (max.)	17.2	17.2
Total Volume (cu. ft.)	19.6	17.4
Usable Luggage Space (cu. ft.)	8.3	6.0

GLASS AREA

Windshield Glass Area (sq. in.)	1032.6	990.5
Rear Window Glass Area (sq. in.)	819.2	834.0
Total Glass Area (sq. in.)	2935.5	2918.3

TIRE SIZE & STEERING SPECIFICATIONS (For additional information, see Tires in Feature Details section.)

Standard Tire Size	7.35 x 14*	7.35 x 14*
Turning Circle—Curb-to-Curb (ft.)	37.4	37.4
Turning Circle—Wall-to-Wall (ft.)	38.8	38.8
Steering Ratio—Std. (overall)	28.0:1	28.0:1
Steering Ratio—Power (overall)	17.5:1	17.5:1

FUEL CAPACITY & WEIGHT

Rated Fuel Tank Capacity (gallons)	18	18
Curb Weight—Six (lbs.)	2940	3240
Curb Weight—V8 (lbs.)	3095	3385
Shipping Weight—Six (lbs.)	2815	3095
Shipping Weight—V8 (lbs.)	2940	3215

†With convertible top up.

*Red stripe wide-oval tires included with Camaro SS equipment.

1968 CAMARO POWER TEAMS

ENGINES TRANSMISSIONS AXLE RATIOS

ENGINE	TRANSMISSION	REAR AXLE RATIO MODEL APPLICATION	REAR AXLE RATIO						
			Without Air Conditioning				With Air Conditioning		
			Standard	Economy†	Perform- ance†	Special†	Standard	Economy†	Perform- ance†
STANDARD 6 140-HP TURBO-THRIFT 230 230-CU.-IN. SIX	3-Speed (2.85:1 Low)	All models	3.08:1	2.73:1	3.55:1		3.08:1		3.55:1
	4-Speed (2.85:1 Low)								
	Powerglide	All models	2.73:1 ♦	2.56:1	3.55:1		3.08:1		3.55:1
RPO L22 155-HP TURBO-THRIFT 250 250-CU.-IN. SIX	3-Speed (2.85:1 Low)	All models	3.08:1	2.73:1	3.55:1		3.08:1		3.55:1
	4-Speed (2.85:1 Low)								
	Powerglide	All models	2.73:1 ♦	2.56:1	3.55:1		3.08:1		3.55:1
STANDARD V8 210-HP TURBO-FIRE 327 327-CU.-IN. V8	3-Speed (2.54:1 Low)	All models	3.08:1	2.73:1	3.55:1		3.08:1		3.55:1
	4-Speed (2.54:1 Low)								
	Powerglide	All models	2.73:1 ♦	2.56:1	3.55:1		3.08:1		3.55:1
RPO L30 275-HP TURBO-FIRE 327 327-CU.-IN. V8	3-Speed (2.54:1 Low)	All models	3.08:1	2.73:1	3.55:1		3.08:1		3.55:1
	4-Speed (2.54:1 Low)	All models	3.07:1	2.73:1	3.55:1		3.07:1		3.55:1
	Powerglide	All models	2.73:1 ♦	2.56:1	3.55:1		3.08:1		3.55:1
RPO L48 295-HP TURBO-FIRE 350 350-CU.-IN. V8	3-Speed (2.54:1 Low)	All models	3.31:1	3.07:1	3.55:1		3.31:1	3.07:1	3.55:1
	Special 3-Speed (2.41:1 Low)	All models	3.31:1	3.07:1	3.55:1	3.73:1	3.31:1	3.07:1	3.55:1
	4-Speed (2.52:1 Low)	All models	3.31:1	3.07:1	3.55:1	3.73:1 4.10:1* 4.56:1* 4.88:1*	3.31:1	3.07:1	3.55:1
	Powerglide	All models	3.07:1	2.73:1	3.31:1	3.55:1 3.73:1	3.07:1	2.73:1	3.31:1
RPO L35 325-HP TURBO-JET 396 396-CU.-IN. V8	Special 3-Speed (2.41:1 Low)	All models	3.07:1	2.73:1	3.31:1		3.07:1	2.73:1	3.31:1
	4-Speed (2.52:1 Low)								
	Turbo Hydra-Matic	All models	2.73:1 ●	2.56:1	3.07:1		2.73:1 ●		3.07:1

Note: Positraction rear axle available in all axle ratios. †Optional. *Available as Positraction axle only.
 ♦3.08:1 with Rally Sport option. ●3.07:1 with Rally Sport option.

TRANSMISSIONS

TRANSMISSION	ENGINES	TRANSMISSION GEAR RATIOS (:1)					SHIFT SELECTOR LOCATIONS		
		1	2	3	4	R	Column	Floor	Console*
3-SPEED FULLY SYNCHRONIZED (STANDARD)	140-hp 6	2.85	1.68	1.00	2.95	•	• ††	• †	
	155-hp 6								
	210-hp V8	2.54	1.50	1.00	2.63				
	275-hp V8								
295-hp V8									
SPECIAL 3-SPEED FULLY SYNCHRONIZED (RPO M13)	295-hp V8 325-hp V8	2.41	1.59	1.00	2.41	•		•	
4-SPEED FULLY SYNCHRONIZED (RPO M20)	140-hp 6	2.85	2.02	1.35	1.00				
	155-hp 6								
	210-hp V8 275-hp V8	2.54	1.80	1.44	1.00				2.54
	295-hp V8 325-hp V8	2.52	1.88	1.46	1.00	2.59			
POWERGLIDE (RPO M35)	140-hp 6 155-hp 6 210-hp V8	Drive (maximum)—3.82:1 to 1:1 Low and reverse—3.82:1 to 1.82:1				•		•	
	275-hp V8 295-hp V8	Drive (maximum)—3.70:1 to 1:1 Low and reverse—3.70:1 to 1.76:1							
TURBO HYDRA-MATIC (RPO M40)	325-hp V8	Drive (maximum)—5.06:1 to 1:1 Low 2— 5.06:1 to 1.48:1 Low 1— 5.06:1 to 2.48:1 Reverse— 4.24:1 to 2.08:1				•	• ††	•	

*Optional at extra cost

†Not available with 295-hp and standard 3-Speed

††Optional Floor-mounted Shift Lever (RPO M11)

CLUTCHES for Camaro 3- and 4-Speed Transmission Power Teams

	140-, 155-hp Six	210-hp V8	275-hp V8	295-hp V8	325-hp V8
	3-, 4-Speed	3-, 4-Speed	3-, 4-Speed	3-, 4-Speed	3-, 4-Speed
Type	Diaphragm spring with single dry disc	Semi-centrifugal bent finger design diaphragm spring with single dry disc			
Spring Effective Plate Load (lbs.)	1650-1850	2100-2300		2300-2600	2450-2750
Disc Facing Material	Woven asbestos		Premium grade woven asbestos		
Disc Facing Outside Diameter	9.12"	10.40"		11.00"	
Disc Facing Total Area (sq. in.)	71.82	103.53		123.70	

EQUIPMENT INCLUDED WITH OPTIONAL* V8 ENGINES

Important equipment is included with optional 327-, 350- and 396-cu.-in. V8 engines, supplementing or replacing equipment included with the standard 210-hp 327-cu.-in. V8 engine. Other specialized equipment is also available (see Options & Accessories Section).

	275-hp Turbo-Fire 327	295-hp Turbo-Fire 350	325-hp Turbo-Jet 396
Special front springs	• †	•	•
Special shock absorbers			•
Special lower ball joints in front suspension			•
Special multiple-leaf rear springs	• **	•	•
Heavier-duty drive shaft universal joints	• **	•	•
Rear axle ring gear—8.875" dia.	• **	•	•
Larger capacity radiator	•	•	•
Heavier-duty engine mounts			•
Dual exhaust (2¼ -in. dia.)		•	•
Heavier duty clutch	•	•	•
Red stripe wide-oval tires with 14" x 6" wheels		•	•
Special hood with simulated louvers (includes special underhood insulation)		•	•
Higher performance starting motor	•	•	•
Special chrome accents on engine ♦		•	•

†Convertible only. *Optional at extra cost. **With 4-Speed transmission only. ♦Chrome-finish air cleaner, valve rocker covers and oil filler cap.

1968 CAMARO ENGINE SPECIFICATIONS

GENERAL SPECIFICATIONS	140-HP Turbo-Thrift 230	155-HP Turbo-Thrift 250	210-HP Turbo-Fire 327	275-HP Turbo-Fire 327	295-HP Turbo-Fire 350	325-HP Turbo-Jet 396
Displacement	230 cu. in.	250 cu. in.	327 cu. in.		350 cu. in.	396 cu. in.
Bore and Stroke	3.875" x 3.25"	3.875" x 3.53"	4.00" x 3.25"		4.0" x 3.48"	4.094" x 3.76"
HP @ RPM	140 @ 4400	155 @ 4200	210 @ 4600	275 @ 4800	295 @ 4800	325 @ 4800
Torque @ RPM (lbs. ft.)	220 @ 1600	235 @ 1600	320 @ 2400	355 @ 3200	380 @ 3200	410 @ 3200
Compression ratio	8.5:1		8.75:1	10.0:1	10.25:1	
Carburetion	Single-barrel		2-barrel	4-barrel		
Fuel requirement	Regular		Regular*	Premium	Premium or special premium	
Camshaft type	Economy-Contoured			General Performance		
Valve lifters	Hydraulic					
Exhaust	Single				Dual	
BASIC DESIGN						
Engine type	6-cylinder—Valve-in-head			V8—Valve-in-head		
Exhaust emission control	Air Injection Reactor System (Controlled Combustion System with automatic transmissions except on 325-hp 396-cu.-in. V8)					
Cylinder block	Cast alloy iron				Cast alloy iron**	
Cylinder heads	Cast alloy iron with precision-cast wedge-type combustion chambers				Cast alloy iron***	
Crankshaft	Cast nodular iron†			Forged alloy steel‡	Cast nodular iron	
Main bearings	7—steel-backed replaceable insert type		5—steel-backed replaceable insert type‡			
Pistons	Cast aluminum alloy					
Piston Rings	Top	Chrome plated			Molybdenum-inlay	
	Second	Wear-resistant coated			Chrome plated	
	Oil control	Three-piece (two rails and one spacer-expander)				
Connecting rods	Forged alloy steel				Forged high-alloy steel	
Flywheel	Machined cast alloy iron with manual transmissions, pressed steel with automatic transmissions					
FUEL SYSTEM						
Intake manifold	Cast alloy iron#					
Carburetor type	Single-barrel	2-barrel		4-barrel		
Choke	Automatic					
Air Cleaner	Oil-wetted paper element					
Fuel pump	Camshaft-driven mechanical pulsator-type					
Fuel filters	Dual filtration system—paper filter in carburetor, fine-mesh fuel strainer in tank					

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

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

***With alternately spaced inlet and exhaust valve ports and precision-formed modified-wedge combustion chambers.

†Fully counterweighted on 155-hp six.

‡Special wide-base main bearing caps on 396-cu.-in. V8.

#Sixes—3-port rectangular section; V8s—8-port double deck.

1968 CAMARO ENGINE SPECIFICATIONS

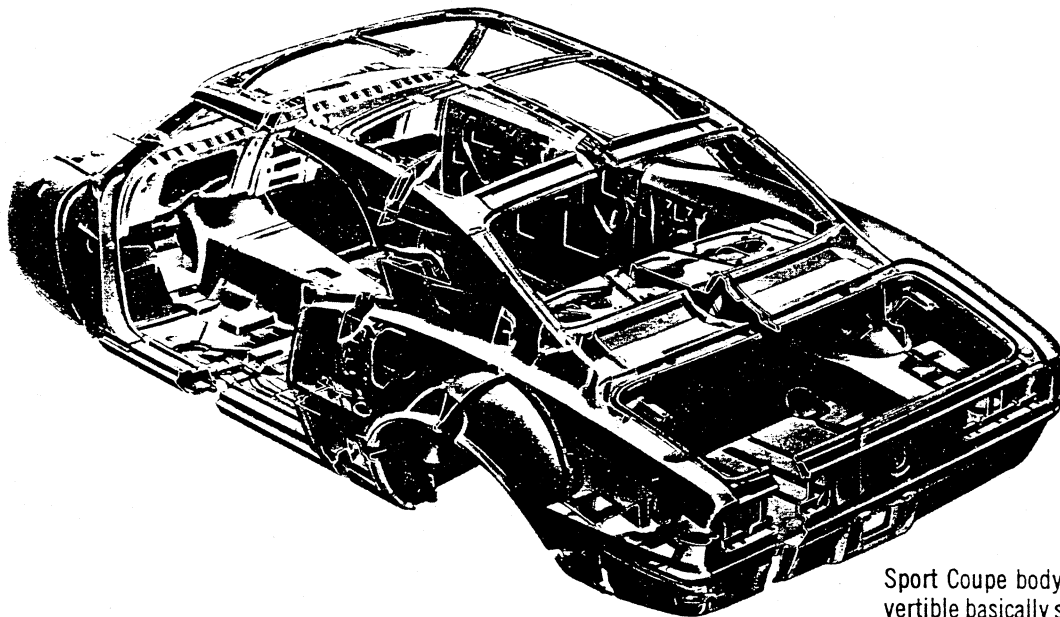
VALVE SYSTEM	140-HP Turbo-Thrift 230	155-HP Turbo-Thrift 250	210-HP Turbo-Fire 327	275-HP Turbo-Fire 327	335-HP Turbo-Fire 350	325-HP Turbo-Jet 396
Type	Valve-in-head with independent operating mechanism for each valve.					
Valve guides/seats	Machined in cylinder heads (cast alloy iron valve guide inserts on 396-cu.-in. V8)					
Inlet valves	Alloy steel					Alloy steel with aluminized face and head
Exhaust valves	High alloy steel	High alloy steel with aluminized face		High alloy steel with aluminized face and head		
Rocker arms	Pressed steel with ball and socket mounting					
Push rods	Tubular steel with hardened ends (hardened steel inserts on 396-cu.-in. V8)					
Camshaft material	Wear-resistant-coated cast alloy iron					
Camshaft bearings	4—steel-backed babbitt			5—steel-backed babbitt		
Camshaft drive	Gear-driven from crankshaft			Chain-driven from crankshaft		
EXHAUST SYSTEM						
Type	Single 2.0" system		Single 2.5" system*		Dual 2.25" system	
Exhaust manifolds	Cast alloy iron 4-port design: sixes—center downtake; V8s—rear downtake (tuned 4-port manifolds on 396-cu.-in. V8)					
Muffler design and construction	Oval reverse-flow type, rolled lock seam construction					
Resonators	(A)			(A) (B)		
Resonators	None			Aluminized		
ELECTRICAL SYSTEM						
Battery	12-volt, 45-ampere-hour energizer type		12-volt, 61-ampere-hour energizer type			
Generator	37-ampere Delcotron diode-rectifying type					
Starter	Positive-engagement type				Positive-engagement high-torque type	
Distributor	Single-breaker type with combination centrifugal and vacuum advance					
Ignition coil	12-volt, hermetically sealed					
Ignition wiring	Non-metallic high-tension cable, neoprene insulated					
Spark plugs	AC 46 N		AC 44		AC 43 N	
COOLING SYSTEM						
Type	Pressurized liquid system with full-length water jackets surrounding cylinder barrels					
Radiator	Tube-and-center type with 15-lb. pressure cap					
Radiator frontal area	353 sq. in.		353 sq. in.		390 sq. in.	
Water pump	Centrifugal type with sealed double-row bearing					
Water pump capacity	60 gal./min.		57 gal./min.		82 gal./min.	
Thermostat	Pellet type					
Fan	4-blade, 17.62" diameter					
Water pump/fan drive	Single-belt drive from crankshaft pulley					
LUBRICATION SYSTEM						
Type	Controlled full-pressure system					
Oil filter	Full-flow throwaway canister type					
Oil pump	Gear-type with fixed intake					
Oil pressure (normal)	30-45 p.s.i. @ 1500 r.p.m.				50-75 p.s.i. @ 2000 r.p.m.	
Refill capacity (qts.)	4 quarts (5 with filter replacement)					
Crankcase ventilation	Closed-positive type					

*Dual 2.25" system optional at extra cost.

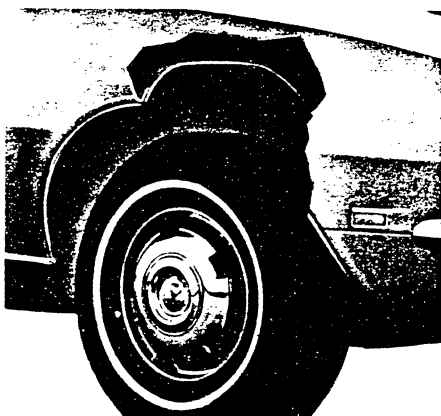
(A) Extended durability features include: aluminized heads and outer cover, asbestos-wrapped zinc-coated body, zinc-coated interior baffles.

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

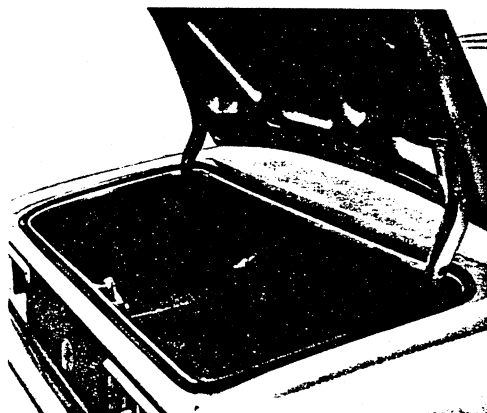
CAMARO BODY FEATURES



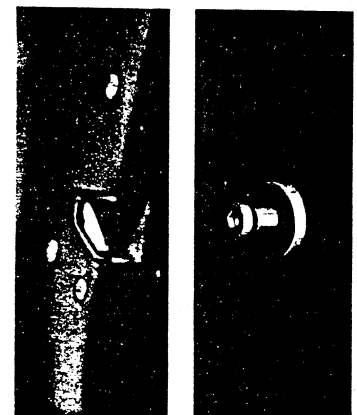
Sport Coupe body illustrated . . . Convertible basically similar except for roof or other specific structure.



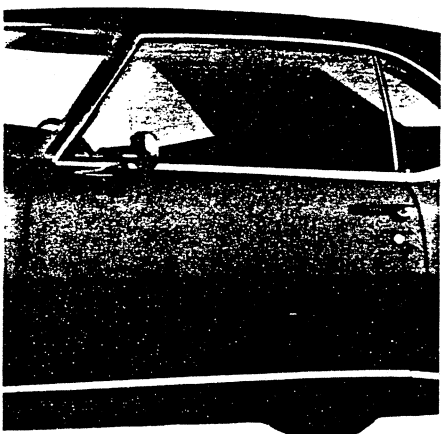
Protective inner panels at both front and rear wheel openings help prevent corrosion damage to front fender and rear quarter sheet metal. Front fender panel illustrated.



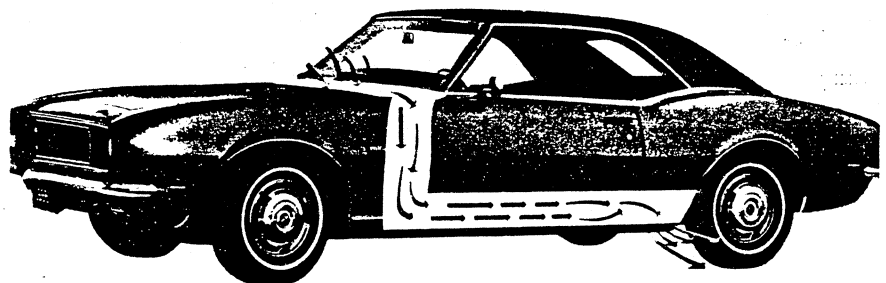
Roomy luggage compartment with conveniently low loading height.



Easy-operating fork-type door latch.



Full door glass styling without ventipanes.



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

Body Structure

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

- Rugged box-section design roof rails, channel-type windshield and rear window headers, box-section door and roof pillars.
- Heavy-gauge steel roof panel with single flanged channel lateral reinforcing bow on Sport Coupe.
- High-strength double-walled cowl unit-welded to instrument panel, dash panel and front pillars.
- Deeply ribbed and contoured floor panel with underbody reinforcing crossmembers.
- Heavy-gauge steel box-section body sills—extra-heavy gauge on Convertible for added rigidity.
- Flush-and-dry body rocker panels.
- Double-panel hood, door, and deck lid construction.
- Fully counterbalanced hood and deck lid.
- Front and rear inner fender panel construction for improved corrosion protection.
- Structural components and body panels protected from corrosion by various primer coatings, zinc coatings, and anti-rust compounds. Selected structural members heavily zinc-coated before assembly. Selected exposed under-surfaces protected by spray-on undercoating.

Sound Insulation

- Asphalt-impregnated felt blanket sidewall, roof, and deck lid insulation.
- Heavy-fiber and fiber board mat dash panel insulation.
- Fiber board rear bulkhead insulation.
- Jute pad and asphalt-impregnated felt floor insulation plus carpeting.
- Spray-on asphalt-impregnated fiber sound deadener on inside surface of door outer panels, wheel housings, and selected underbody areas.
- Thick fiber glass hood insulation on Camaro SS and models equipped with Custom Interior.

Weathersealing

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

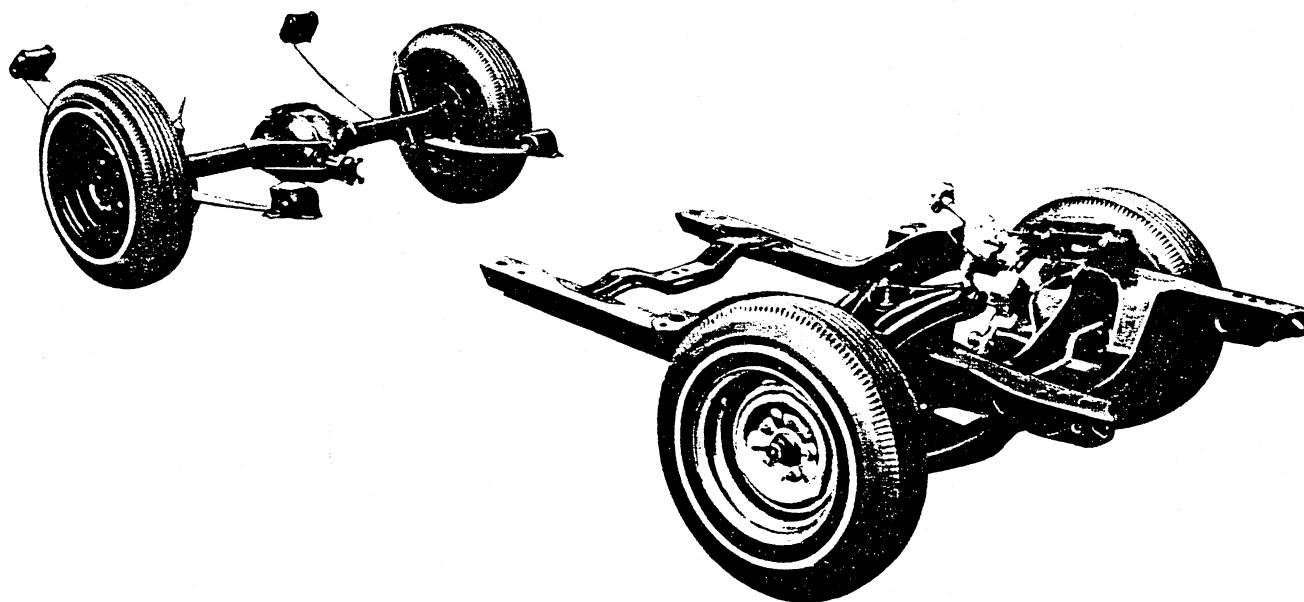
PLUS ALL THESE QUALITY FEATURES

- Padded instrument panel
- Padded sun visors
- Padded windshield pillars
- Energy-absorbing steering column
- Energy-absorbing instrument panel with smooth contoured knobs and levers
- Energy-absorbing front seat backs
- Lane-change feature incorporated in direction signal
- Inside day-night mirror with shatter-resistant vinyl-edged glass and breakaway support
- Soft, low profile window control knobs, and coat hooks
- Seat belts for all passenger positions
- Front seat belt retractors
- Door handles shielded by armrests
- Passenger-guard door locks—all doors
- Folding front seat back latches
- Energy-absorbing steering wheel
- Thick-laminate windshield
- Dual-speed windshield wipers
- Windshield washer
- Reduced-glare instrument panel and windshield wiper arms and blades
- Outer front seat shoulder belts (except Convertible)
- Rear seat shoulder belt anchors (outboard passenger positions)
- Uniform shift quadrant
- Side marker lights—front and rear
- Safety door latches and hinges
- Outside rearview mirror
- Back-up lights
- Four-way hazard warning flasher
- Astro Ventilation system
- Built-in blended-air heater and defroster system
- Magic-Mirror acrylic lacquer finish
- Curved solid tempered plate glass side and rear windows
- Automatic ignition key alarm
- Two-key lock system
- Weather-shielded key locks
- Pushbutton-type outside door handles
- Color-keyed interior trim
- Scuff-resistant plastic cowl side panels
- Quality interior features and appointments
- Full-view instrument panel with instruments and controls, and locking glove compartment

See Feature Details section, under *SAFETY EQUIPMENT*, for complete listing of standard safety features.

CAMARO CHASSIS SPECIFICATIONS

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



Frame

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

Suspension

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

Shock Absorbers

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

Front Ride Stabilizer

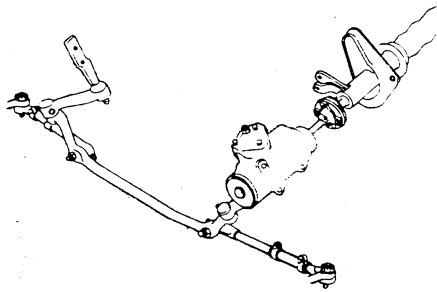
Rubber-mounted stabilizer bar linking front suspension lower control arms contributes to smooth, level cornering. Standard on all models.

Steering

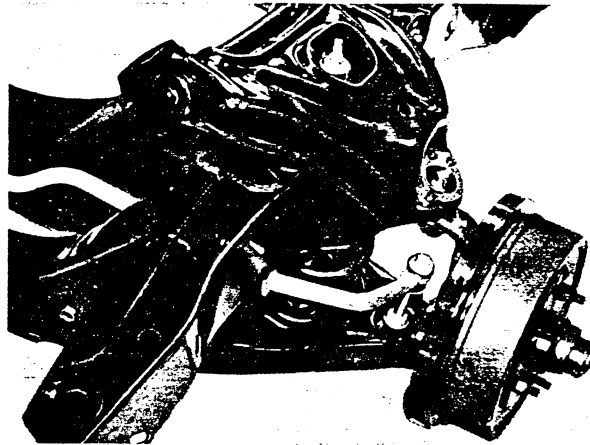
Parallel system with relay-type linkage, low-friction Ball-Race steering gear and energy-absorbing steering column design. Overall ratio: standard steering—28.3:1; power steering—17.0:1. Steering wheel turns (stop to stop): standard steering—4.8; power steering—2.8.

Drive Shaft

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

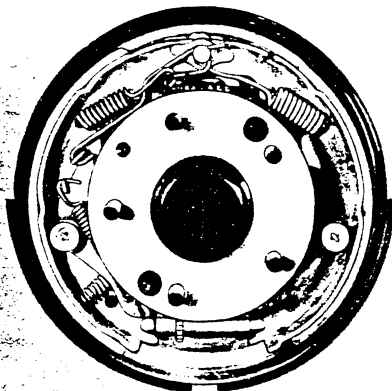


Relay type steering linkage and low-friction Ball-Race steering gear.



Independent coil spring spherical joint front suspension.

Self-adjusting Safety-Master brake.



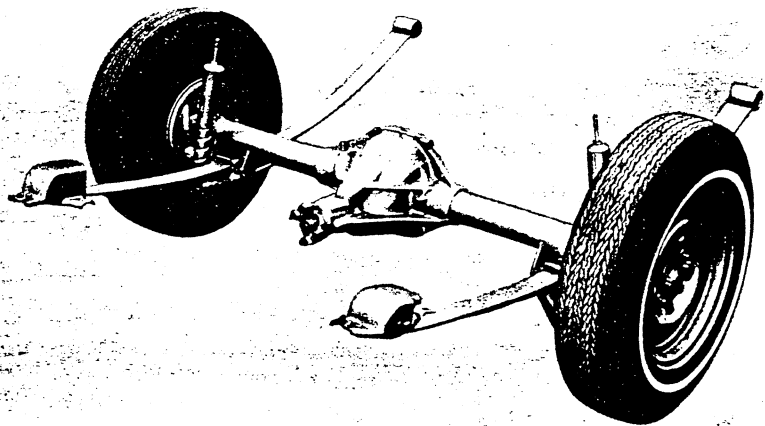
Rear Axle

Semi-floating hypoid gear design with 3-piece integrally welded housing. 8.875" diameter ring gear axle with 275-hp V8 and 4-speed transmission, and Camaro SS power teams. 8.125" diameter ring gear with all other power teams. For specific details see Power Teams or Feature Details section.

Safety-Master Brakes

Self-adjusting dual master cylinder brake system with warning light on instrument panel that checks on the parking brake and monitors hydraulic pressure balance when the brakes are applied. Drum diameter—9.5 inches. Lining width—front: 2.5 inches, rear: 2.0 inches. Total lining area—168.9 sq. in. Braking distribution—front: 62.3%, rear: 37.7%. Molded asbestos composition linings bonded to brake shoes. Integrally cast steel web and alloy iron brake drums with cooling

Rear suspension with Mono-Plate single-leaf springs. Camaro SS—and models with 275-hp V8 and 4-speed transmission—includes multiple-leaf springs for improved suspension control.



flanges for rapid heat dissipation. Self-adjusting feature adjusts brakes as necessary when brakes are applied while car is backing up. Power front wheel disc brakes* are available for special operating requirements. Convenient foot-operated parking brake.

Wheels and Tires

Welded steel short-spoke disc wheels with brake cooling slots: 14" wheels with 6" rims and 7.35 x 14 tires standard; 14" wheels with 6" rims and F70 x 14 red stripe wide-oval tires included with SS equipment. All wheels and tires statically balanced for smooth, quiet operation and longer tire life. For additional information, see Tires in Feature Details section; other tires listed in Options and Accessories section.

*Optional at extra cost.

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

Camaro Factory-Installed Optional* Equipment for all Camaro models except as otherwise specified

RPO

RPO

MODEL OPTIONS

STYLE TRIM GROUP—Included in Rally Sport option. Includes belt reveal molding and front and rear wheel opening moldings. Sport Coupe also includes bright roof drip moldings Z21

RALLY SPORT—Includes special grille, concealed headlights, below-bumper-mounted parking and directional signal lights, lower body side moldings, belt moldings, wheel opening moldings, below-bumper-mounted back-up lights, RS on grille, fenders and fuel filler cap. Sport Coupe also includes roof drip cap molding Z22

CAMARO SS—Includes special hood and ornaments, sport striping, hood insulation, wide-oval red stripe tires, special suspension, bright engine accents, SS identification on fenders, grille and fuel filler cap.
295-hp Turbo-Fire 350 engine L48
325-hp Turbo-Jet 396 engine L35

CUSTOM INTERIOR—Includes special seat and sidewall trim with molded front door armrests, special wood-grain accents and assist grip on instrument panel, bright outline molding around instrument panel, glove compartment light, bright pedal trim, deluxe steering wheel with horn tabs, and molded luggage compartment mat Z87

SPECIAL INTERIOR GROUP—Included with Custom Interior. Includes bright pedal trim, deluxe steering wheel, special wood grain accents on instrument panel and bright outline molding around instrument panel Z23

FEATURE GROUPS

(Items in Feature Groups may be ordered separately.)

APPEARANCE GUARD GROUP—Includes:
(A) Front Bumper Guards V31
(B) Rear Bumper Guards V32
(C) Door Edge Guards B93
(D) Color-Keyed Floor Mats—2 front and 2 rear B37
For all models without heavy-duty rear springs—Includes A, B, C and D GRP1
For all models with heavy-duty rear springs—Includes A, C and D GRP1

OPERATING CONVENIENCE GROUP—Includes:

- (A) Electric Clock—Included when special instrumentation is ordered U35
- (B) L.H. Outside Remote-Control Rearview Mirror D33
- (C) Rear Window Defroster C50

For all models with Special Instrumentation—Includes B and C GRP4

For all models without Special Instrumentation—Includes A, B and C GRP4

POWER TEAMS

ENGINES:

- 155-hp Turbo-Thrift 250 6-cyl. L22
- 275-hp Turbo-Fire 327 V8 L30
- 295-hp Turbo-Fire 350 V8 (See Camaro SS)
- 325-hp Turbo-Jet 396 V8 (See Camaro SS)

TRANSMISSION:

- Special 3-Speed—Camaro SS options only M13
- 4-Speed—Available with all engines M20
- Powerglide—All except 325-hp engine M35
- Turbo Hydra-Matic—325-hp engine only M40

AXLE, POSITRACTION REAR G80

AXLE RATIOS—See Power Teams Chart for availability: Economy, Performance, or Special

POWER ASSISTS

- BRAKES, POWER** J50
- BRAKES, POWER DISC**—Disc type front brakes. J50/J52
- STEERING, POWER**—Power brakes recommended N40
- TOP, POWER**—Convertible models only C06
- WINDOWS, POWER** A31

*Extra cost

Camaro Factory-Installed Optional* Equipment (Cont.)

for all Camaro models except as otherwise specified

OTHER OPTIONS

	RPO
AIR CONDITIONING, Four-Season —Includes 61-amp Delcotron, heavy-duty radiator and temperature-controlled fan	C60
AIR SPOILER EQUIPMENT	D80
APPEARANCE ACCENTS:	
Accent Striping —Not available with Sport Striping or Camaro SS	D96
Front Accent Band —Not available with Camaro SS	D91
Sport Striping —Included with Camaro SS	D90
BATTERY, HEAVY-DUTY	T60
BELTS, SEAT AND SHOULDER —In addition to or replacing standard belts:	
Standard Style Shoulder	
Convertible: 2 front	AS1
2 front and 2 rear	AS1/AS5
Sport Coupe—2 rear	AS5
Custom Deluxe Seat Belts and Shoulder Belts	
Sport Coupe (Bucket seats)—5 seat and 2 shoulder	ZK3
Sport Coupe (Strato-back)—6 seat and 2 shoulder	ZK3
Custom Deluxe Seat Belts	
Convertible—5 seat	A39
Custom Deluxe Shoulder Belts	
Convertible (requires A39): 2 front	A85
2 front and 2 rear	A85/AS4
Sport Coupe (requires option ZK3): 2 rear	AS4
CONSOLE —Includes floor-mounted shift lever, compartment and ashtray. Not available on 295-hp engine with standard transmission	
	D55
EXHAUST, DUAL —210-hp or 275-hp engine	N10
EXHAUST, DUAL —With deep-tone mufflers. All V8 engines	NF2
FAN, TEMPERATURE-CONTROLLED —V8 models only. Included when air conditioning is ordered ..	K02
GENERATOR, DELCOTRON: 42-Ampere —Not available with air conditioning or Turbo Hydra-Matic	
61-Ampere (Heavy-Duty)	K79
	K76
GLASS, SOFT-RAY TINTED —All windows	A01
Windshield only	A02
HEAD RESTRAINTS —Front seat	AS2
HORN, TRI-VOLUME	U03

	RPO
INSTRUMENTATION, SPECIAL —V8 models with console only. Includes ammeter, temperature, oil pressure and fuel gauges mounted on console. Electric clock and tachometer mounted in instrument panel cluster	U17
LIGHT MONITORING SYSTEM	U46
LIGHTING, AUXILIARY —Includes the following items and available only as package	
(A) Ashtray Light (All models)	ZJ9
(B) Courtesy Lights (Sport Coupe models only)	
(C) Glove Compartment Light (Included with Custom Interior)	
(D) Luggage Compartment Light (All models)	
(E) Underhood Light (All models)	
Sport Coupe with Custom Interior—Includes A, B, D and E	
Sport Coupe without Custom Interior—Includes A, B, C, D and E	
Convertible with Custom Interior—Includes A, D and E	
Convertible without Custom Interior—Includes A, C, D and E	
RADIATOR, HEAVY-DUTY —Included when air conditioning is ordered. Not available when 396-cu.-in. engine is ordered	
	V01
RADIO EQUIPMENT:	
Radios, Pushbutton —With front antenna	
AM Radio	U63
AM/FM Radio	U69
AM/FM Radio and Stereo	U69/U79
Antenna, Manual Rear —Not available with AM/FM Radio or auxiliary panel and valance equipment	U73
Speaker, Rear Seat —Not available when stereo is ordered	U80
ROOF COVER, VINYL —Sport Coupe models only	
Black	C082
White	C081
SEAT, FOLD-DOWN REAR	A67

*Extra cost

Camaro Factory-Installed Optional* Equipment (Cont.)

for all Camaro models except as otherwise specified

	RPO		RPO
SEAT, STRATO-BACK FRONT —Sport Coupe models only. Not available with center console	AL4	STEREO TAPE SYSTEM —Includes 4 speakers. Console required with air conditioning	U57
SHIFT LEVER, FLOOR MOUNTED —Available only with standard 3-speed and 6-cylinder or 327 V8 engines. Also with Turbo Hydra-Matic transmission. Included when center console is ordered . . .	M11	SUSPENSION, SPECIAL PURPOSE FRONT & REAR —V8 models only. Includes special front and rear springs and matching shock absorbers	F41
SPEED WARNING INDICATOR	U15	TIRES, TUBELESS: <i>Note: 7.35 x 14 2-ply tires standard.</i>	
SPEED CONTROL, CRUISE-MASTER — V8 models only. Available with automatic transmission	K30	7.35 x 14 2-ply —Whitewall original equipment . . .	P58
SPRINGS, HEAVY-DUTY REAR — Includes rear bumper guards	G31	F70 x 14 2-ply —White stripe original equipment . .	PW7
STEERING, SPECIAL —Requires power steering when air conditioning or 396-cu.-in. engine is ordered . .	N44	TOP, CONVERTIBLE —Choice of white, black or blue. See Sales Album, Color and Fabrics section	C05
STEERING WHEEL, COMFORTILT —Available when automatic or floor-shift lever transmission is ordered	N33	WHEEL COVERS	P01
STEERING WHEEL, SPORTS-STYLED	N34	WHEEL COVERS, SIMULATED WIRE	N95
STEERING WHEEL, DELUXE —Included with Custom or Special Interior	N30	WHEEL COVERS, MAG-SPOKE	PA2
		WHEEL COVERS, MAG-STYLE	N96
		WHEELS, RALLY —Available with Power Disc Brakes. Includes special wheel, hub cap and trim ring	ZJ7

Camaro Dealer-Installed Custom Feature Accessories*

for all Camaro models except as indicated

	Part No.		Part No.
AIR CONDITIONING, COMFORT-CAR —Requires adapter (987155) with all engines:		BRAKES, POWER	987452
6-cylinder engine	987162	CAP, LOCKING GAS FILLER	986970
327- and 350-cu.-in. V8 engines	987163	CARRIER, DECK LID	987254
396-cu.-in. V8 engine	987229	CLOCK, ELECTRIC —Console mounted	987185
AIR CONDITIONING ADAPTER		COMPASS	987457
Power Steering with 6-cyl. and Powerglide or 3-speed transmission	987405	DEFROSTER, REAR WINDOW —Coupe only	987244
396-cu.-in. V8 with Turbo Hydra-Matic	987424	EMERGENCY ROAD KIT	986792
ANTENNAS, MANUAL		EXTINGUISHER, FIRE —2¾-lb. dry chemical	985592
Right Front	987182		
Right Rear	987183		

*Extra cost

Camaro Dealer-Installed Custom Feature Accessories*

for all Camaro models except as indicated

	Part No.		Part No.
EXTINGUISHER, REFILL CARTRIDGE	985593	MIRROR, OUTSIDE —Right hand	987202
FAN, TEMPERATURE-CONTROLLED		MIRROR —Vanity Visor	987255
6-cylinder and 396-cu.-in. engines	986067	RACK, SKI	987196
V8 except 396-cu.-in. engine	985355	RADIOS	
GUARDS, FRONT BUMPER	986806	Pushbutton AM, Front Antenna	987278
GUARDS, REAR BUMPER	986805	Pushbutton AM-FM, Front Antenna	987297
GUARDS, DOOR EDGE	987268	SPEAKER, FRONT	987438
HORN, TRI-VOLUME	987400	SPEAKER, REAR	987302
LIGHT MONITORING SYSTEM		SPEAKER HOUSING, REAR —Convertible	987280
Coupe	987443	SPEED CONTROL, CRUISE-MASTER	
Convertible	987444	With Powerglide	987459
LIGHTS		SPOTLIGHT, HAND PORTABLE	987112
Ashtray	987281	STEREO MULTIPLEX SYSTEM	
Glove Compartment	987188	Multiplex	987429
Luggage Compartment	987242	Front Speaker	987438
Underhood	987225	Rear Speakers (2)	987192
Courtesy	987256	Convertible speaker housings (2)	987280
LITTER CONTAINER —Instrument Panel Mounted	986670	Bracket—Used with Air Conditioning	987064
LITTER CONTAINER —Saddle Type		STEREO TAPE SYSTEM	
Black	986607	Tape player—With Console	987414
Blue	986602	Without Console	987439
Fawn	986603	Front speaker	987438
Red	986608	Rear speakers (2)	987192
LOCK, SPARE WHEEL	987048	Convertible speaker housings (2)	987280
MAT, FLOOR —Contour Rubber, Front		TAPE CARTRIDGE	987118
Turquoise	987355	TACHOMETER	987099
Black	987348	TISSUE DISPENSER —Instrument panel mounted	987403
Gold	987349	WHEEL COVERS —Set of four	987288
Blue	987347	WHEEL COVERS, MAG-STYLE —Set of four	987067
Red	987358	WHEEL COVERS, SIMULATED WIRE —Set of four	987100
Saddle	987357		
Olive Green	987354		
MAT, FLOOR —Contour Rubber, Rear			
Turquoise	987360		
Black	987351		
Gold	987352		
Blue	987350		
Red	987363		
Saddle	987362		
Olive Green	987359		

*Extra cost

1968 CAMARO EXTERIOR COLOR AND INTERIOR TRIM CHOICES

Interior Trim:			INTERIOR COLOR AND CODE																	
Code	Trim Color	Safety Belt Color Std. *Opt.	STANDARD INTERIOR						*CUSTOM INTERIOR (RPO Z87)											
E	Black	Black	SPORT COUPE AND CONVERTIBLE (Strato-bucket)			SPORT COUPE (*Strato-back)			SPORT COUPE AND CONVERTIBLE (Strato-bucket)					SPORT COUPE (*Strato-back) (Strato-bucket)						
B	Blue	Blue	ALL-VINYL						ALL-VINYL										HOUNDS- TOOTH*	
G	Gold	Gold	Black	Blue	Gold	Red	Black	Blue	Gold	Black	Blue	Gold	Red	Turquoise	Ivory**	Black	Blue	Turquoise	Black	Ivory**
D	Red	Black	Black	Blue	Gold	Red	Black	Blue	Gold	Black	Blue	Gold	Red	Turquoise	Ivory**	Black	Blue	Turquoise	Black	Ivory**
T	Turq.	Black	Black	Blue	Gold	Red	Black	Blue	Gold	Black	Blue	Gold	Red	Turquoise	Ivory**	Black	Blue	Turquoise	Black	Ivory**
K	Ivory	Black	Black	Blue	Gold	Red	Black	Blue	Gold	Black	Blue	Gold	Red	Turquoise	Ivory**	Black	Blue	Turquoise	Black	Ivory**
Q	•Black	Black	Black	Blue	Gold	Red	Black	Blue	Gold	Black	Blue	Gold	Red	Turquoise	Ivory**	Black	Blue	Turquoise	Black	Ivory**
V	•Ivory	Black	Black	Blue	Gold	Red	Black	Blue	Gold	Black	Blue	Gold	Red	Turquoise	Ivory**	Black	Blue	Turquoise	Black	Ivory**
EXTERIOR COLOR	CODE	Sport Accents†	Black	Blue	Gold	Red	Black	Blue	Gold	Black	Blue	Gold	Red	Turquoise	Ivory**	Black	Blue	Turquoise	Black	Ivory**
Ermine White	CC	Black	E	B	G	D	E	B	G	E	B	G	D	T	K	E	B	T	Q	V
Grotto Blue	DD	White	E	B			E	B		E	B				K	E	B		Q	V
Island Teal	FF	White	E	B			E	B		E	B				K	E	B		Q	V
Ash Gold	GG	Black	E		G		E		G	E		G			K	E			Q	V
Rallye Green	JJ	White	E				E			E					K	E			Q	V
Tripoli Turquoise	KK	Black	E				E			E				T	K	E		T	Q	V
Teal Blue	LL	White	E	B			E	B		E	B				K	E	B		Q	V
Cordovan Maroon	NN	White	E			D	E			E			D		K	E			Q	V
Corvette Bronze	OO	Black	E				E			E					K	E			Q	V
Seafrost Green	PP	Black	E		G		E		G	E		G			K	E			Q	V
Matador Red	RR	▲White	E			D	E			E			D		K	E			Q	V
LeMans Blue	UU	White	E	B			E	B		E	B				K	E	B		Q	V
Sequoia Green	VV	White	E		G		E		G	E		G			K	E			Q	V
Butternut Yellow	YY	Black	E		G		E		G	E		G			K	E			Q	V
British Green	ZZ	White	E		G		E		G	E		G			K	E			Q	V

†Sport Stripping, Accent Stripping or Band. *Optional at extra cost. **Sidewalls and seat trim; balance of interior black. •Vinyl interior with black and white houndstooth cloth seat panels. ▲Black when black vinyl roof or convertible top is ordered.

Vinyl Roof Cover available in Black or White
Convertible Top available in White, Black, or Blue

1968 MODELS WITH STANDARD EQUIPMENT (108" Wheelbase)

Model Description	List Price Less Invoice Discount (19%) [‡]	List Price Less Base Discount (21%)	Factory D & H	List Price	Mfr's Sgt'd Dealer D & H	Mfr's Sgt'd Retail Price*	Destination Group No.	Destination Charge	Total
6-Cylinder Models									
140-hp Turbo-Thrift 230 Engine									
12337 Sport Coupe—4-Passenger	\$1961.01	\$1912.59	\$142.00	\$2421.00	\$25.00	\$2588.00	12		
12367 Convertible—4-Passenger	2125.44	2072.96	153.00	2624.00	25.00	2802.00	13		
8-Cylinder Models									
210-hp Turbo-Fire 327 Engine									
12437 Sport Coupe—4-Passenger	2042.01	1991.59	148.00	2521.00	25.00	2694.00	12		
12467 Convertible—4-Passenger	2206.44	2151.96	159.00	2724.00	25.00	2908.00	13		

[‡]Base discount is 21% with the 2% difference retained for dealers account in accordance with Terms of Sale Bulletin.
 *Manufacturer's Suggested Retail Prices do not include state and local taxes, license fees, options or accessories.

OPTIONS AND ACCESSORIES WHEN INSTALLED BY CHEVROLET

Description	Option Number	Dealer Net	Factory D & H	List Price	Mfr's Suggested Retail Delivered Price [◇]
MODEL OPTIONS					
Camaro SS: Includes special hood, black accented grille and ornaments, sport striping, hood insulation, special red stripe tires, special suspension, bright engine accents, SS emblems on fenders, grille and fuel filler cap					
295-hp Turbo-Fire 350 engine	L48	\$152.00	\$10.65	\$200.00	\$210.65
◆ 325-hp Turbo-Jet 396 engine	L35	190.00	13.30	250.00	263.30
◆ 350-hp Turbo-Jet 396 engine	L34	266.00	18.65	350.00	368.65
◆ 375-hp Turbo-Jet 396 engine	L78	361.00	25.30	475.00	500.30
◆ 375-hp Turbo-Jet 396 engine plus aluminum cylinder heads	L78/L89	627.00	43.95	825.00	868.95
Custom Interior: Includes special seat and sidewall trim with molded front door armrests, deluxe steering wheel, wood-grained instrument panel trim & molding, glove compartment light, bright pedal pads, instrument panel assist handle and luggage compartment mat					
	Z87	79.80	5.60	105.00	110.60
Special Interior: (Included with Custom Interior) Includes bright pedal pads, deluxe steering wheel, wood-grained instrument panel trim & molding					
	Z23	12.92	.95	17.00	17.95
Rally Sport: Includes special grille with vacuum-operated headlight covers, front valance-mounted parking lights, lower body side moldings, belt reveal molding, wheel opening moldings, rear valance-mounted back-up lights, RS emblems on grille, fenders and fuel filler cap. Sport Coupe also includes bright roof drip molding					
	Z22	76.00	5.35	100.00	105.35
Style Trim: Included with rally sport. Includes belt reveal molding, front and rear wheel opening moldings					
Convertible	Z21	22.80	1.60	30.00	31.60
Sport Coupe; also includes bright roof drip moldings	Z21	30.40	2.15	40.00	42.15
Special Performance Package: Model 12437 only. Includes 302-cu-in V8 engine, dual exhaust with deep-tone mufflers, special front and rear suspension, rear bumper guards, heavy-duty radiator and temperature-controlled fan, quick ratio steering, 15" x 6.00" wheels, E70 x 15 special nylon tires, 3.73 ratio axle and special paint stripes on hood and rear deck. Available only when 4-speed transmission, power brakes and front disc brakes are ordered. Positraction rear axle recommended					
	Z28	288.80	20.25	380.00	400.25

[◇] State and local taxes not included. ◆ Available only when power brakes are ordered.

CAMARO

OPTIONS AND ACCESSORIES WHEN INSTALLED BY CHEVROLET

Description	Option Number	Dealer Net	Factory D & H	List Price	Mfr's Suggested Retail Delivered Price*
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FEATURE GROUPS*

APPEARANCE GUARD GROUP

INCLUDES:

(A) Front Bumper Guards	V31	\$ 9.12	\$.65	\$ 12.00	\$ 12.65
(B) Rear Bumper Guards	V32	9.12	.65	12.00	12.65
(C) Door Edge Guards	B93	3.04	.25	4.00	4.25
(D) Color-Keyed Floor Mats (2 front, 2 rear)	B37	7.60	.55	10.00	10.55
For All Models without special rear springs—includes A, B, C & D	GRP1	28.88	2.10	38.00	40.10
For All Models with special rear springs—includes A, C & D	GRP1	19.76	1.45	26.00	27.45

OPERATING CONVENIENCE GROUP

INCLUDES:

(A) Electric Clock: Included when special instrumentation is ordered	U35	11.40	.80	15.00	15.80
(B) L.H. Outside Remote-Control Rearview Mirror	D33	6.84	.50	9.00	9.50
(C) Rear Window Defroster					
Sport Coupe	C50	15.20	1.10	20.00	21.10
Convertible	C50	22.80	1.60	30.00	31.60
For Sport Coupe with special instrumentation—Includes B & C	GRP4	22.04	1.60	29.00	30.60
For Sport Coupe without special instrumentation—Includes A, B & C	GRP4	33.44	2.40	44.00	46.40
For Convertible with special instrumentation—Includes B & C	GRP4	29.64	2.10	39.00	41.10
For Convertible without special instrumentation—Includes A, B & C	GRP4	41.04	2.90	54.00	56.90

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

POWER TEAMS

Engines: See Power Teams chart for complete engine specifications, model and transmission availability

155-hp Turbo-Thrift 250 6-cyl.	L22	19.00	1.35	25.00	26.35
275-hp Turbo-Fire 327 V8	L30	66.88	4.70	88.00	92.70
295-hp Turbo-Fire 350 V8 (See Camaro SS model option for price and ordering information)					
◆ 325-hp Turbo-Jet 396 V8 (See Camaro SS model option for price and ordering information)					
◆ 350-hp Turbo-Jet 396 V8 (See Camaro SS model option for price and ordering information)					
◆ 375-hp Turbo-Jet 396 V8 (See Camaro SS model option for price and ordering information)					

→ **Transmission:** See Power Teams chart for availability

Powerglide					
6-cyl models	M35	133.00	9.35	175.00	184.35
V8 models	M35	140.60	9.85	185.00	194.85
Turbo Hydra-Matic	M40	171.00	12.00	225.00	237.00
Special 3-speed	M13	57.00	4.00	75.00	79.00
4-speed (wide-range)	M20	133.00	9.35	175.00	184.35
4-speed (close-ratio)	M21	133.00	9.35	175.00	184.35
HD 4-speed (close-ratio)	M22	224.20	15.70	295.00	310.70
Torque-Drive (6-cyl only)	MB1	52.00	3.65	65.00	68.65

→ **Axle, Positraction Rear:** Not available when Torque-Drive transmission is ordered

Axle Ratios: See Power Teams chart for available combinations

Economy	AXL1	1.52	.15	2.00	2.15
Performance	AXL2	1.52	.15	2.00	2.15
Special (If axle ratio other than standard, economy or performance is desired, refer to Power Teams chart for availability—then list ratio on order form in box under "Special Ratio")		1.52	.15	2.00	2.15

POWER ASSISTS

Brakes, Power: With drum-type brakes	J50	30.40	2.15	40.00	42.15
Brakes, Power: With disc-type front brakes	J50/J52	72.20	5.10	95.00	100.10
Steering, Power: (Power brakes recommended)	N40	60.80	4.30	80.00	84.30
Top, Power: Convertible models only	C06	38.00	2.70	50.00	52.70
Windows, Electric	A31	72.20	5.10	95.00	100.10

State and local taxes not included.

→ Indicates change

◆ Available only when power brakes are ordered.

OPTIONS AND ACCESSORIES WHEN INSTALLED BY CHEVROLET

Description	Option Number	Dealer Net	Factory D & H	List Price	Mfr's Suggested Retail Delivered Price
Air Conditioning, Four-Season: Not available when 375-hp or 302-cu-in engine is ordered. Includes 61-amp Delcotron, heavy-duty radiator and temperature-controlled radiator fan. Power steering recommended.	C60	\$259.92	\$18.20	\$342.00	\$360.20
Auxiliary Panel and Valance: (Spoiler)	D80	23.56	1.65	31.00	32.65
Band, Front-End Accent: Not available when Camaro SS or Special Performance Package is ordered	D91	10.64	.75	14.00	14.75
Battery, Heavy-Duty	T60	5.32	.40	7.00	7.40
Belts, Seat and Shoulder: In addition to or replacing standard belts as shown in chart on page 34					
STANDARD STYLE SHOULDER BELTS:					
<i>Convertible Only—</i>					
2 front	AS1	16.72	1.20	22.00	23.20
2 front, 2 rear	AS1/AS5	33.44	2.40	44.00	46.40
<i>Sport Coupe—</i>					
2 rear	AS5	16.72	1.20	22.00	23.20
CUSTOM DELUXE BELTS:					
<i>Seat and Shoulder Belts—</i>					
Sport Coupe with bucket seats—5 seat & 2 shoulder	ZK3	7.98	.60	10.50	11.10
Sport Coupe with Strato-back front seat—6 seat & 2 shoulder	ZK3	9.12	.65	12.00	12.65
<i>Seat Belts Only—</i>					
Convertible with bucket seats—5 seat	A39	5.70	.40	7.50	7.90
<i>Shoulder Belts Only—</i>					
<i>Convertible (Requires Option A39)—</i>					
2 front	A85	19.00	1.35	25.00	26.35
2 front, 2 rear	A85/AS4	38.00	2.70	50.00	52.70
<i>Sport Coupe (Requires Option ZK3)—</i>					
2 rear	AS4	19.00	1.35	25.00	26.35
Console: Includes floor-mounted shift lever, compartment and ashtray. Not available on 295-hp engine with standard transmission or when Torque-Drive transmission is ordered	D55	36.48	2.60	48.00	50.60
→ Exhaust System:					
<i>Dual; with deep-tone mufflers</i>					
With 210-hp or 275-hp engine only	NF2	19.76	1.40	26.00	27.40
With 295-hp, 325-hp, 350-hp or 375-hp engine only	NF2	N.C.	N.C.	N.C.	N.C.
Fan, Temperature-Controlled: V8 models only. Included when air conditioning, 375-hp engine, or Special Performance Package is ordered	K02	11.40	.80	15.00	15.80
Generator:					
<i>42-amp Delcotron. Not available when 375-hp engine, air conditioning or Turbo Hydra-Matic transmission is ordered</i>					
61-amp Delcotron; heavy-duty	K79	7.60	.55	10.00	10.55
<i>With air conditioning</i>					
Without air conditioning	K76	3.80	.30	5.00	5.30
	K76	19.00	1.35	25.00	26.35
→ Glass, Soft-Ray Tinted: All windows					
Head Restraints: Driver and passenger	A01	22.04	1.55	29.00	30.55
Horn, Tri-Volume	AS2	38.00	2.70	50.00	52.70
Instrumentation, Special: V8 models with console only. Includes ammeter, temperature, oil pressure and fuel gauges mounted on console, electric clock and tachometer mounted in instrument panel cluster	U03	9.88	.70	13.00	13.70
Light Monitoring System	U17	68.40	4.80	90.00	94.80
Lighting, Auxiliary:	U46	19.00	1.35	25.00	26.35
(A) Ashtray Light					
(B) Courtesy Lights					
(C) Glove Compartment Light					
(D) Luggage Compartment Light					
(E) Underhood Light					
For Sport Coupe with Custom Interior—Includes A, B, D & E	Z19	7.98	.60	10.50	11.10
For Sport Coupe without Custom Interior—Includes A, B, C, D & E	Z19	9.88	.70	13.00	13.70
For Convertible with Custom Interior—Includes A, D & E	Z19	4.94	.35	6.50	6.85
For Convertible without Custom Interior—Includes A, C, D & E	Z19	6.84	.50	9.00	9.50
Paint, Exterior: Solid colors		N.C.	N.C.	N.C.	N.C.
Radiator, Heavy-Duty: Included when air conditioning is ordered. Not available when 302-cu-in or 396-cu-in engine is ordered	V01	9.88	.70	13.00	13.70
Radio Equipment:					
<i>Radios, Pushbutton—With front antenna</i>					
AM Radio	U63	44.08	3.10	58.00	61.10
AM/FM Radio	U69	96.52	6.80	127.00	133.80
AM/FM Radio and Stereo	U69/U79	172.52	12.15	227.00	239.15
<i>Antenna, Manual Rear—Not available with AM/FM radio or auxiliary panel and valance equipment</i>					
Speaker, Rear Seat—Not available when stereo is ordered	U73	6.84	.50	9.00	9.50
	U80	9.50	.70	12.50	13.20
Roof Cover, Vinyl: Sport Coupe models only					
Black	C082	53.20	3.75	70.00	73.75
White	C081	53.20	3.75	70.00	73.75

⊕ State and local taxes not included.

→ Indicates change

CAMARO

OPTIONS AND ACCESSORIES WHEN INSTALLED BY CHEVROLET

Description	Option Number	Dealer Net	Factory D & H	List Price	Mfr's Suggested Retail Delivered Price [◇]
Seats: Folding rear:	A67	\$30.40	\$ 2.15	\$40.00	\$42.15
<i>Strato-back front. Sport Coupe models only. Not available when center console is ordered.</i>	AL4	23.56	1.65	31.00	32.65
Shift Lever, Floor-Mounted: Available only with standard 3-speed transmission with 6-cylinder or 327 V8 engines or Turbo Hydra-Matic transmission. Included when center console is ordered.....	M11	7.60	.55	10.00	10.55
Speed Warning Indicator	U15	7.60	.55	10.00	10.55
Speed and Cruise Control: (Cruise-Master) V8 models only. Available only when Powerglide transmission is ordered.....	K30	38.00	2.70	50.00	52.70
Springs, Special Rear: Includes rear bumper guards.....	G31	14.44	1.05	19.00	20.05
Steering, Special: Includes quick-response steering; requires power steering when air conditioning or 396-cu-in engine is ordered.....	N44	11.40	.80	15.00	15.80
Steering Wheel, Comfortilt: Available only when automatic or floor-mounted transmission is ordered.....	N33	30.40	2.15	40.00	42.15
Steering Wheel, Deluxe: Included when custom or special interior is ordered.....	N30	3.04	.25	4.00	4.25
Steering Wheel, Sports-Styled: Wood-grained plastic rim.....	N34	22.80	1.60	30.00	31.60
Stereo Tape System: Includes 4 speakers. Not available when electric clock is ordered. Console required when air conditioning is ordered.....	U57	96.52	6.80	127.00	133.80
Striping, Accent: Not available when Camaro SS or sport striping is ordered.....	D96	9.88	.70	13.00	13.70
Striping, Sport: Included when Camaro SS is ordered.....	D90	18.24	1.30	24.00	25.30
Suspension, Special Purpose Front & Rear: V8 models only. Not available when Special Performance Package is ordered. Includes special front and rear springs and matching shock absorbers.....	F41	7.60	.55	10.00	10.55
Tops, Convertibles:					
<i>Manual:</i>					
White.....	C051	N.C.	N.C.	N.C.	N.C.
Black.....	C052	N.C.	N.C.	N.C.	N.C.
Blue.....	C054	N.C.	N.C.	N.C.	N.C.
Ventilation, HD Closed Engine Positive	KD5	4.56	.35	6.00	6.35
Wheel Covers: Bright metal. Not available when Special Performance Package is ordered.....	P01	15.20	1.10	20.00	21.10
Wheel Covers, Simulated Wire: Not available when Special Performance Package is ordered.....	N95	53.20	3.75	70.00	73.75
Wheel Covers, Mag-Style: Not available when Special Performance Package is ordered.....	N96	53.20	3.75	70.00	73.75
Wheel Covers, Mag-Spoke: Not available when Special Performance Package is ordered.....	PA2	53.20	3.75	70.00	73.75
→ Wheels, Rally: Includes special wheel, hub cap and trim ring. Not available when Special Performance Package is ordered.....	Z17	22.80	1.60	30.00	31.60

FACTORY INSTALLED REGULAR PRODUCTION TUBELESS TIRES

Replaces (5) 7.35-14/2-ply (4-ply rating) Original Equipment Blackwall					
(5) 7.35-14/2-ply (4-ply rating) Original Equipment Whitewall.....	P58	22.80	1.35	30.00	31.35
(5) F70-14/2-ply (4-ply rating) Special Red Stripe.....	PW8	45.60	4.75	60.00	64.75
(5) F70-14/2-ply (4-ply rating) Special White Stripe.....	PW7	45.60	4.75	60.00	64.75
→ (5) F70-14/2-ply (4-ply rating) Special "Belted" Red Stripe.....	PY5	64.60	6.45	85.00	91.45
→ (5) F70-14/2-ply (4-ply rating) Special "Belted" White Stripe.....	PY4	64.60	6.45	85.00	91.45
Replaces (5) F70-14/2-ply (4-ply rating) Special Red Stripe (Camaro SS)					
(5) F70-14/2-ply (4-ply rating) Special White Stripe.....	PW7	N.C.	N.C.	N.C.	N.C.
→ (5) F70-14/2-ply (4-ply rating) Special "Belted" Red Stripe.....	PY5	19.00	1.55	25.00	26.55
→ (5) F70-14/2-ply (4-ply rating) Special "Belted" White Stripe.....	PY4	19.00	1.55	25.00	26.55
Space-Saver Spare Tire:					
Replacing 7.35-14 Blackwall Spare.....	N65	14.44	.35	19.00	19.35
Replacing 7.35-14 Whitewall Spare.....	N65	9.88	.10	13.00	13.10
Replacing F70-14 Red or White Stripe Spare.....	N65	4.56	N.C.	6.00	6.00

◇ State and local taxes not included.

NOTES

TRANSMISSION SHIFT AND FLOOR CONSOLE AVAILABILITY

ENGINE	TRANSMISSION	STANDARD SHIFT-LEVER LOCATION	RPO D55 FLOOR CONSOLE	OPTIONAL SHIFT-LEVER LOCATION (RPO M11)
140-hp Turbo-Thrift 230 155-hp Turbo-Thrift 250 210-hp Turbo-Fire 327 275-hp Turbo-Fire 327	Std 3-Speed	Column	Console With Floor Shift	Floor With Boot
	Torque-Drive RPO MB1 (140-hp & 155-hp Only)	Column	Not Available	—
	4-Speed RPO M20	Floor With Boot	Console	—
	Powerglide RPO M35	Column	Console With Floor Shift	—
295-hp Turbo-Fire 350	Std 3-Speed	Column	Not Available	—
	Special 3-Speed RPO M13	Floor With Boot	Console	—
	4-Speed RPO M20	Floor With Boot	Console	—
	Powerglide RPO M35	Column	Console With Floor Shift	—
325-hp Turbo-Jet 396 350-hp Turbo-Jet 396 375-hp Turbo-Jet 396	Special 3-Speed RPO M13	Floor With Boot	Console	—
	4-Speed RPO M20 (325-hp & 350-hp Only)	Floor With Boot	Console	—
	Turbo Hydra-Matic RPO M40 (325-hp & 350-hp Only)	Column	Console With Floor Shift	Floor Shift Indicator With "T" Handle
	4-Speed C.R. RPO M21 (350-hp & 375-hp Only)	Floor With Boot	Console	—
	4-Speed HD C.R. RPO M22 (375-hp Only)	Floor With Boot	Console	—
302-cu-in V8 (RPO Z28)	4-Speed RPO M20 RPO M21 RPO M22	Floor With Boot	Console	—

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

ENGINES		TRANSMISSION Std or Optional	MODEL APPLICATION	REAR AXLE RATIOS*							
				Without Air Cond				With Air Conditioning			
				Std	Optional			Std	Optional		
Econ	Perf	Spec	Econ		Perf	Spec					
Std SIX- CYLINDER	140-hp Turbo-Thrift 230 6-Cylinder 230-cu-in displacement Single-barrel carburetor 8.5:1 compression ratio Hydraulic valve lifters Single exhaust	3-Speed—Std	All	3.08	2.73	3.55	—	3.08	—	3.55	—
		4-Speed Wide-Range—M20	All	3.08	2.73	3.55	—	3.08	—	3.55	—
		Powerglide—M35	All	2.73	2.56	3.55	—	3.08	—	3.55	—
		Torque-Drive—MB1	All	2.73	—	—	—	3.08	—	—	—
Std EIGHT- CYLINDER	210-hp Turbo-Fire 327 8-Cylinder 327-cu-in displacement Two-barrel carburetor 8.75:1 compression ratio Hydraulic valve lifters Single exhaust	3-Speed—Std	All	3.08	2.73	3.55	—	3.08	—	3.55	—
		4-Speed Wide-Range—M20	All	3.08	2.73	3.55	—	3.08	—	3.55	—
		Powerglide—M35	All	2.73	2.56	3.55	—	3.08	—	3.55	—

* All ratios available as Positraction.

◆ 3.08:1 when (RPO Z22) Rally Sport Option is ordered.

CAMARO POWER TEAMS (OPTIONAL ENGINES)

ENGINE, TRANSMISSION AND REAR AXLE COMBINATIONS

ENGINES		TRANSMISSION STD OR OPT	MODEL APPLICATION	REAR AXLE RATIOS*								
				Without Air Cond.					With Air Conditioning			
Option Number	Description			Std	Optional			Std	Optional			
		Econ	Perf		Spec	Econ	Perf		Spec			
L22 on Models 12337 12367	155-hp Turbo-Thrift 250 6-Cylinder 250-cu-in displacement Single-barrel carburetor 8.5:1 compression ratio Hydraulic valve lifters Single exhaust	3-Speed—Std	All	3.08	2.73	3.55	—	3.08	—	3.55	—	
		4-Speed Wide-Range—M20	All	3.08	2.73	3.55	—	3.08	—	3.55	—	
		Powerglide—M35	All	♦2.73	2.56	3.55	—	3.08	—	3.55	—	
		Torque-Drive—MB1	All	2.73	—	—	—	3.08	—	—	—	—
L30 on Models 12437 12467	275-hp Turbo-Fire 327 8-Cylinder 327-cu-in displacement Four-barrel carburetor 10.0:1 compression ratio Hydraulic valve lifters Single exhaust	3-Speed—Std	All	3.08	2.73	3.55	—	3.08	—	3.55	—	
		4-Speed Wide-Range—M20	All	3.07	2.73	3.55	—	3.07	—	3.55	—	
		Powerglide—M35	All	♦2.73	2.56	3.55	—	3.08	—	3.55	—	
Camaro SS Option L48 on Models 12437 12467	295-hp Turbo-Fire 350 8-Cylinder 350-cu-in displacement Four-barrel carburetor 10.25:1 compression ratio Hydraulic valve lifters Dual exhaust	3-Speed—Std	All	3.31	3.07	3.55	—	3.31	3.07	3.55	—	
		Special 3-Speed—M13	All	3.31	3.07	3.55	3.73	3.31	3.07	3.55	—	
		4-Speed Wide-Range—M20	All	3.31	3.07	3.55	3.73 4.10 4.56 4.88	3.31	3.07	3.55	—	
		Powerglide—M35	All	3.07	2.73	3.31	3.55 or 3.73	3.07	2.73	3.31	—	
Camaro SS Option L35 on Models 12437 12467	325-hp Turbo-Jet 396 8-Cylinder 396-cu-in displacement Four-barrel carburetor 10.25:1 compression ratio Hydraulic valve lifters Dual exhaust	Special 3-Speed—M13	All	3.07	2.73	3.31	—	3.07	2.73	3.31	—	
		4-Speed Wide-Range—M20	All	3.07	2.73	3.31	—	3.07	2.73	3.31	—	
		Turbo Hydra-Matic—M40	All	●2.73	2.56	3.07	—	●2.73	—	3.07	—	
Camaro SS Option L34 on Models 12437 12467	350-hp Turbo-Jet 396 8-Cylinder 396-cu-in displacement High-lift camshaft Four-barrel carburetor 10.25:1 compression ratio Hydraulic valve lifters Dual exhaust	Special 3-Speed—M13	All	3.31	3.07	3.55	3.73	3.31	3.07	3.55	—	
		4-Speed Wide-Range—M20	All	3.31	3.07	3.55	3.73	3.31	3.07	3.55	—	
		4-Speed Close-Ratio—M21	All	3.31	3.07	3.55	3.73 4.10 4.56 4.88	3.31	3.07	3.55	—	
		Turbo Hydra-Matic—M40	All	3.07	2.73	3.31	3.55 3.73 4.10 4.56 4.88	3.07	2.73	3.31	—	
Camaro SS Option L78 on Models 12437 12467	375-hp Turbo-Jet 396 8-Cylinder 396-cu-in displacement Special camshaft Four-barrel carburetor 11.0:1 compression ratio Mechanical valve lifters Dual exhausts	Special 3-Speed—M13	All	3.55	3.31	3.73	—	<i>Air Conditioning Not Available</i>				
		4-Speed Wide Range—M20	All	3.55	3.31	3.73	3.07 4.10 4.56 4.88					
		4-Speed Close-Ratio—M21										
		HD 4-Speed Close-Ratio—M22										
Camaro SS Option L78/L89 on Models 12437 12467	375-hp Turbo-Jet 396 8-Cylinder 396-cu-in displacement Special camshaft Aluminum cylinder heads Chrome-plated rocker covers Large four-barrel carb 11.0:1 compression ratio Mechanical valve lifters Dual exhausts	Special 3-Speed—M13	All	3.55	3.31	3.73	—	<i>Air Conditioning Not Available</i>				
		4-Speed Close-Ratio—M21	All	3.55	3.31	3.73	3.07 4.10 4.56 4.88					
		HD 4-Speed Close-Ratio—M22										
Z28 on Model 12437	302-cu-in engine (RPO Z28 Special Performance Package)	4-Speed Wide-Range—M20 4-Speed Close-Ratio—M21 HD 4-Speed Close-Ratio—M22	Model 12437 only	3.73	—	—	3.07 3.31 3.55 4.10 4.56 4.88	<i>Air Conditioning Not Available</i>				

* All ratios available as Positraction (4.10:1, 4.56:1 and 4.88:1 available as Positraction only).
 ♦ 3.08:1 when (RPO Z22) Rally Sport Option is ordered. ● 3.07:1 when (RPO Z22) Rally Sport Option is ordered.

CAMARO

PLEASE NOTE: The exterior and interior combinations shown in the chart below have been approved as the only combinations that would be attractive to the average customer. Orders for combinations other than those approved will be returned to dealers for written confirmation unless the original order carries a notation in the special instruction section to the effect that the color and trim selection has been checked and is definitely desired.

INVOICE INTERIOR TRIM IDENTIFICATION				
Black	712	713	714	715
Blue	717	718	719	720
Black/Houndstooth	749			
Ivory/Houndstooth	716			
Gold	721	722	723	
Ivory/Black	711			
Red	724	725		
Turquoise	726	727		

INTERIOR SELECTION CHART

TYPE OF SEAT	Material	Extra Cost	INTERIOR TRIM AVAILABILITY							
			Black	Blue	Gold	Ivory/Black	Red	Turquoise	Black/Hounds tooth	Ivory/Hounds tooth
SPORT COUPE AND CONVERTIBLE										
Strato-Bucket	Vinyl	No	E	B	G		D			
Strato-Bucket & Optional Custom Interior (RPO Z87)	Vinyl	Yes	E	B	G	K	D	T		
SPORT COUPE ONLY										
Strato-Bucket & Custom Interior (RPO Z87)	Cloth & Vinyl	Yes							*Q	#V
Optional Strato-Back (RPO AL4)	Vinyl	Yes	E	B	G					
Optional Strato-Back (RPO AL4) & Optional Custom Interior (RPO Z87)	Vinyl	Yes	E	B				T		

*Black Vinyl interior with Houndstooth cloth seat panels.

#Ivory Vinyl interior with Houndstooth cloth seat panels.

EXTERIOR SELECTION CHART

INTERIOR TRIM	C O D E	EXTERIOR COLOR AVAILABILITY							
BLACK	E	ALL SOLID COLORS							
IVORY/BLACK	K	ALL SOLID COLORS							
BLACK/HOUNDSTOOTH	Q	ALL SOLID COLORS							
IVORY/HOUNDSTOOTH	V	ALL SOLID COLORS							
BLUE	B	CC	DD		FF	LL		UU	
GOLD	G	CC	GG		PP		VV	YY	ZZ
RED	D	CC	NN	RR					
TURQUOISE	T	CC	KK						

SPORT ACCENT COLOR CHART

EXTERIOR BODY COLOR	EXTERIOR ACCENT COLOR	
	BLACK	WHITE
ERMINE WHITE	X	
GROTTO BLUE (Med)		X
ISLAND TEAL (Med)		X
ASH GOLD	X	
RALLYE GREEN		X
TRIPOLI TURQUOISE	X	
TEAL BLUE (Dk)		X
CORDOVAN MAROON		X
CORVETTE BRONZE	X	
SEAFROST GREEN	X	
MATADOR RED*		X
LEMANS BLUE		X
SEQUOIA GREEN (Dk)		X
BUTTERNUT YELLOW	X	
BRITISH GREEN (Dk)		X

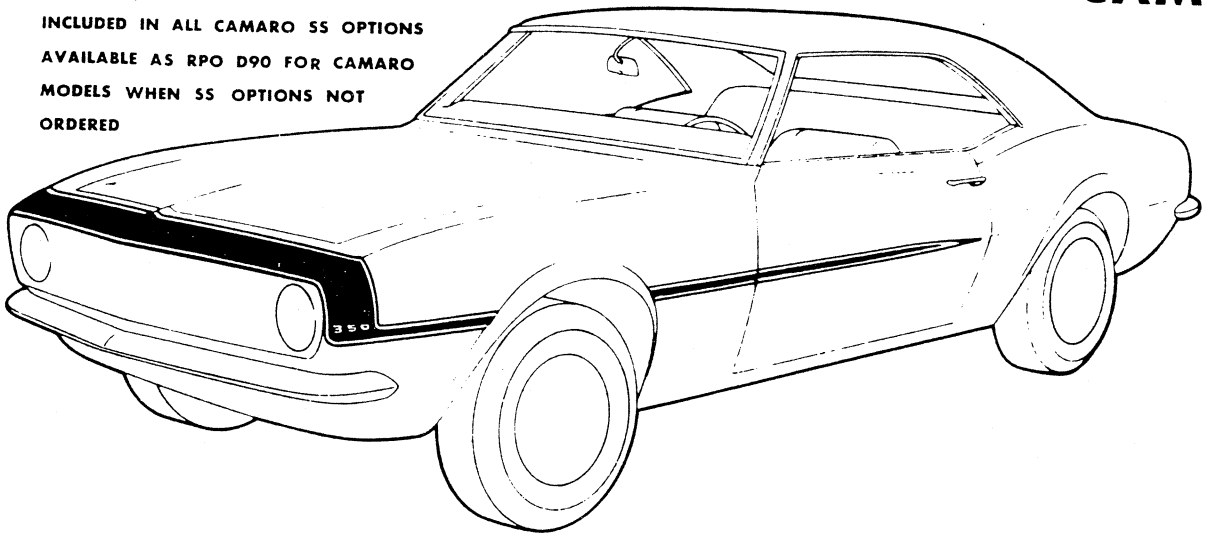
* Accent is black when black convertible top or black vinyl roof cover is ordered.

EXTERIOR COLOR	EXTERIOR CODE	EXTERIOR COLOR	EXTERIOR CODE
ERMINE WHITE	CC	CORVETTE BRONZE	OO
GROTTO BLUE (Med)	DD	SEAFROST GREEN	PP
ISLAND TEAL (Med)	FF	MATADOR RED	RR
ASH GOLD	GG	LE MANS BLUE	UU
RALLYE GREEN	JJ	SEQUOIA GREEN (Dk)	VV
TRIPOLI TURQUOISE	KK	BUTTERNUT YELLOW	YY
TEAL BLUE (Dk)	LL	BRITISH GREEN (Dk)	ZZ
CORDOVAN MAROON	NN		

CAMARO

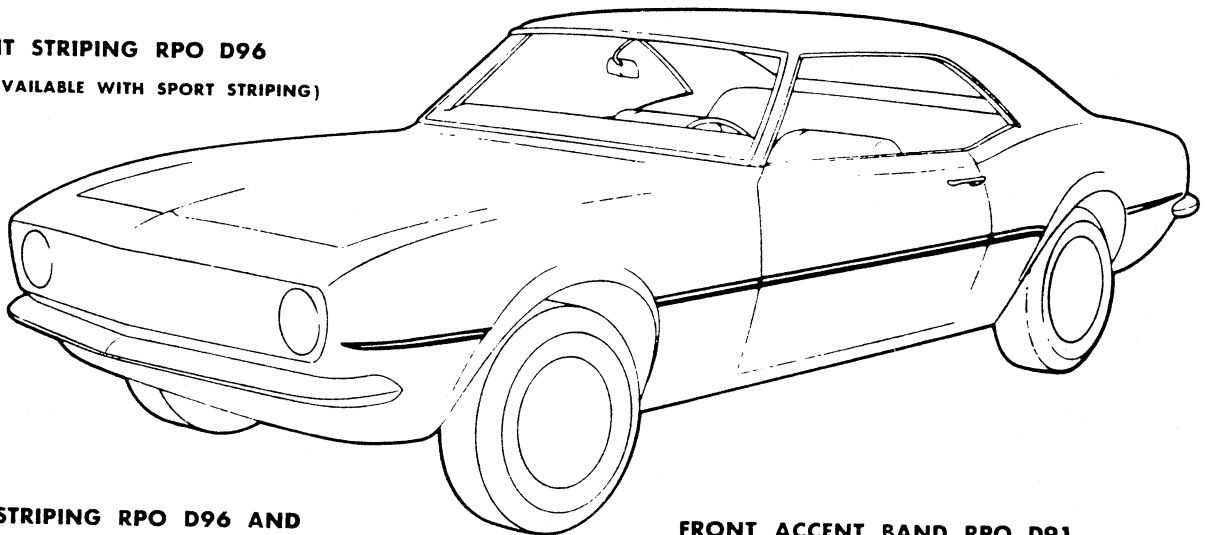
SPORT STRIPING RPO D90

INCLUDED IN ALL CAMARO SS OPTIONS
AVAILABLE AS RPO D90 FOR CAMARO
MODELS WHEN SS OPTIONS NOT
ORDERED

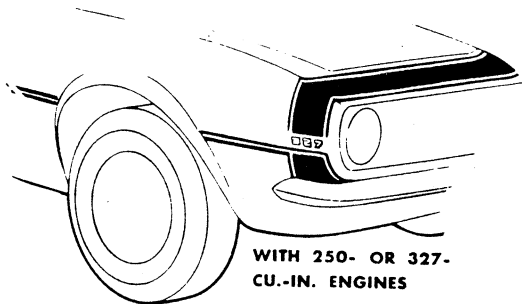


ACCENT STRIPING RPO D96

(NOT AVAILABLE WITH SPORT STRIPING)

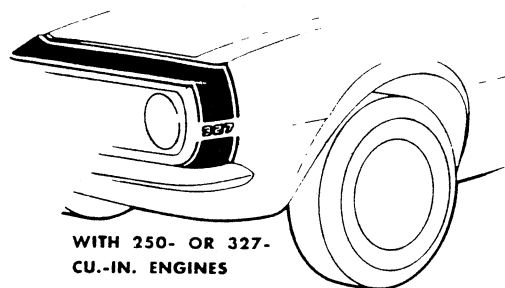


ACCENT STRIPING RPO D96 AND FRONT ACCENT BAND RPO D91 COMBINATION

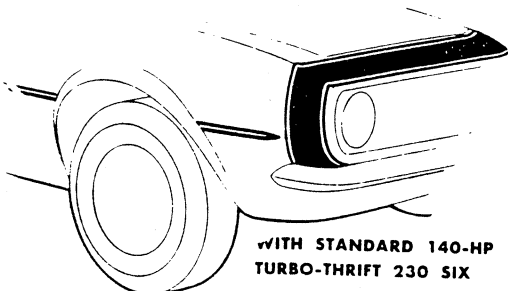


WITH 250- OR 327-
CU.-IN. ENGINES

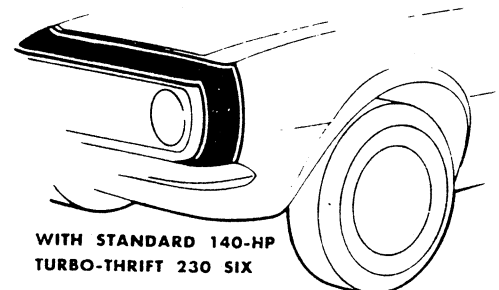
FRONT ACCENT BAND RPO D91 (NOT AVAILABLE WITH SPORT STRIPING)



WITH 250- OR 327-
CU.-IN. ENGINES



WITH STANDARD 140-HP
TURBO-THRIFT 230 SIX



WITH STANDARD 140-HP
TURBO-THRIFT 230 SIX

OPTIONAL EQUIPMENT INDEX

Option Identification System for Camaro

Option Number	Description	Option Number	Description	Option Number	Description
A01	Glass, tinted—all windows	H01	Axle, rear 3.07 ratio	N44	Steering, special
A31	Window, electric	H05	Axle, rear 3.73 ratio	N65	Tire, space-saver spare
A39	Belt, seat, frt & rear, custom deluxe	J50	Brakes, power	N95	Wheel cover, simulated wire
A67	Seat, folding rear	J52	Brakes, power disc	N96	Wheel cover, mag-style
A85	Belt, shoulder, custom deluxe	K02	Fan, radiator	NF2	Exhaust, dual deep tone
AL4	Seat, Strato-back front	K30	Speed & Cruise control	PO1	Wheel cover
AS1	Belt, shoulder, front	K76	Generator, 61-amp heavy-duty	PA2	Wheel cover, mag-spoke
AS2	Head restraint	K79	Generator, 42-amp	P58	Tire, 7.35 x 14 w/w
AS4	Belt, shoulder, rear custom deluxe	KD5	Ventilation, HD closed engine positive	PW7	Tire, F70 x 14 special white stripe
AS5	Belt, shoulder, rear	L22	Engine, 155-hp Turbo-Thrift 250-cu-in L6	PW8	Tire, F70 x 14 special red stripe
*B37	Mats, floor	L30	Engine, 275-hp Turbo-Fire 327-cu-in V8	T60	Battery, HD
*B93	Guard, door edge	L34	Engine, 350-hp Turbo-Jet 396-cu-in V8 (Camaro SS)	U03	Horn, tri-volume
CO51	Top, convertible—white	L35	Engine, 325-hp Turbo-Jet 396-cu-in V8 (Camaro SS)	U15	Speed warning indicator
CO52	Top, convertible—black	L48	Engine, 295-hp Turbo-Fire 350-cu-in V8 (Camaro SS)	U17	Instrumentation, special
CO54	Top, convertible—blue	L78	Engine, 375-hp Turbo-Jet 396-cu-in V8 (Camaro SS)	†U35	Clock, electric
CO6	Top, power convertible	L89	Engine, 375-hp Turbo-Jet 396-cu-in V8 (Camaro SS)	U46	Light monitoring system
CO81	Roof cover, vinyl—white	MB1	Transmission, Torque-Drive	U57	Stereo tape system
CO82	Roof cover, vinyl—black	M11	Shift lever, floor mounted	U63	Radio, pushbutton, AM
†C50	Defroster, rear window	M13	Transmission, special 3-speed	U69	Radio, AM/FM
C60	Air conditioning	M20	Transmission, 4-speed wide-range	U73	Antenna, rear
†D33	Mirror, remote control, rearview	M21	Transmission, 4-speed close-ratio	U79	Radio, stereo
D55	Console	M22	Transmission, 4-speed HD	U80	Speaker, rear seat
D80	Auxiliary panel & valance	M35	Transmission, Powerglide	V01	Radiator, HD
D90	Sport striping	M40	Transmission, Turbo Hydra-Matic	*V31	Guard, bumper front
D91	Band, front end accent	N30	Steering wheel, deluxe	*V32	Guard, bumper rear
D96	Striping, accent	N33	Steering wheel, Comfortilt	Z21	Style Trim Group
F41	Suspension, special purpose	N34	Steering wheel, Sports-styled	Z22	Rally Sport
G31	Spring, special rear	N40	Steering, power	Z23	Special Interior
G80	Axle, Positraction			Z28	Special Performance Package
G94	Axle, rear 3.31 ratio			Z87	Custom Interior
G96	Axle, rear 3.55 ratio			ZJ7	Wheels, Rally
G97	Axle, rear 2.73 ratio			ZJ9	Lighting, auxiliary
G98	Axle, rear 2.56 ratio			ZK3	Custom deluxe front & rear seat & front shoulder belts

*Group 1 †Group 4

Seat and shoulder belt arrangements

	Standard Type				Custom Deluxe Type			
	Seat		Shoulder		Seat		Shoulder	
	Front	Rear	Front	Rear	Front	Rear	Front	Rear
2-Door Hardtops w/Bench Seat w/Bucket Seats	Std (3)	Std (3)	Std (2)	AS5 (2)	ZK3 (3)	ZK3 (3)	ZK3 (2)	AS4 (2)
	Std (2)	Std (3)	Std (2)	AS5 (2)	ZK3 (2)	ZK3 (3)	ZK3 (2)	AS4 (2)
Convertibles w/Bucket Seats	Std (2)	Std (3)	AS1 (2)	AS5 (2)	A39 (2)	A39 (3)	A85 (2)	AS4 (2)

Figures in () are number of sets included.

"Std" means included in base price of vehicle.

Standard Type available in 3 colors to harmonize with Interior Trim.

Custom Deluxe Type available in 5 colors to harmonize with Interior Trim.

CAMARO FEATURES

CAMARO / Sport Coupe / Convertible

Grille opening molding • Single-unit headlights with anodized aluminum bezels • Grille-mounted parking and directional signals • Side marker lights • Windshield reveal molding • Front fender nameplate • Body sill moldings • Front fender engine identification emblem (V8 or extra cost six only) • Bright metal hub caps • Curved side-windows without ventpanels • Rectangular outside rear-view mirror • Bright bezel rear lights with built-in backup light • Rear window reveal molding (sport coupe) • Duck lid nameplate.

CAMARO / Style Trim Group (RPO Z21)

Exterior Moldings available at extra cost for standard Camaro models. Front and rear opening moldings • Rear drip cap moldings (sport coupe only) • Bright bod moldings.

CAMARO / Rally Sport (RPO Z22)

Other the following special features, including Moldings of RPO Z21) in addition to or replacing standard Camaro equipment:

Special full-width grille with headlights concealed behind power-operated doors • Front bumper valance panel mounted parking and directional signal lights • RS emblem grille emblem • Front and rear wheel opening moldings • Lower body side moldings • Black-finished lower body (except with some exterior colors) • Bell reveal molding • Bright roof drip cap molding (coupe only) • P¹ front fender nameplates • Black centered rear light bezels • RS fuel cap emblem • Rear bumper valance panel-mounted backup lights.

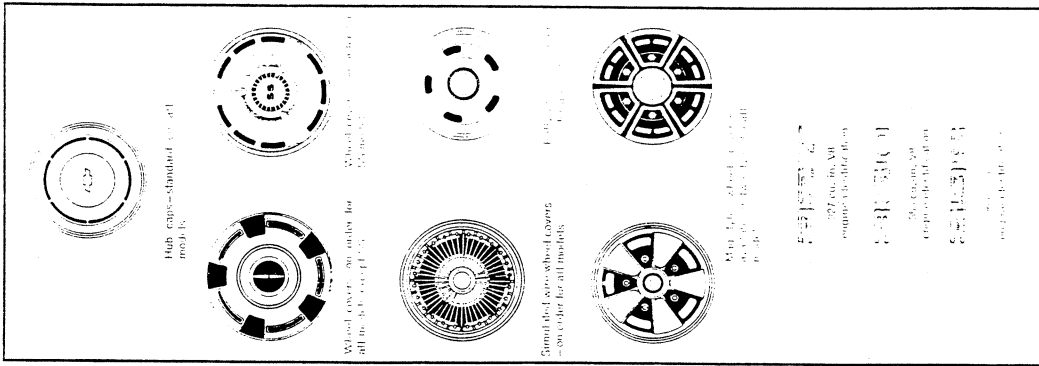
CAMARO / SS (RPO L48 or L35)

Includes 295-hp Turbo-Fire 380 V8 with RPO L48; 305-hp Turbo-Fire 386 V8 with RPO L35 plus the following special features in addition to or replacing standard Camaro equipment:

Special domed hood with simulated air inlets • Color keyed paint band and sloping around grille • SS grille emblem • Black-finished rear body panel with RPO L35 • SS front fender emblems • SS fuel filler cap emblem • Red stripe with oval lines (black stripe optional) plus special engine and chassis components.

Camaro models can also be ordered with the Rally Sport option (RPO Z22) in combination with SS equipment to include all the special features of both, except RS emblems, and replace only V8 or V6 with either.

Chevrolet offers a wide range of factory and Options and Custom Features to help personalize your new car. Many of these are included in our standard price in this Album. Complete details regarding price and availability may be obtained from your Chevrolet dealer.



High engine-standard wheel models

Wheel covers - one order for all models

Standard six-wheel covers - one order for all models

High engine-standard wheel models

P-1
 P-2
 P-3
 P-4
 P-5
 P-6
 P-7
 P-8
 P-9
 P-10
 P-11
 P-12

CAMARO

SPORT COUPE 4-PASSENGER

1977-1981, 1982-1983, 1984-1988, V8

CONVERTIBLE 4-PASSENGER

1977-1981, 1982-1983, 1984-1988, V8

STANDARD EXTERIOR FEATURES

Standard exterior features include:
 - Front and rear wheel covers
 - Side moldings
 - Side door handles
 - Side door locks
 - Side door hinges
 - Side door trim
 - Side door weatherstripping
 - Side door seals
 - Side door gaskets
 - Side door hinges
 - Side door trim
 - Side door weatherstripping
 - Side door seals
 - Side door gaskets

STANDARD INTERIOR FEATURES

Standard interior features include:
 - Front and rear seats
 - Front and rear seat belts
 - Front and rear seat headrests
 - Front and rear seat armrests
 - Front and rear seat side pockets
 - Front and rear seat side panels
 - Front and rear seat side trim
 - Front and rear seat side weatherstripping
 - Front and rear seat side seals
 - Front and rear seat side gaskets

OPTIONAL FEATURES†

Optional features include:
 - Air conditioning
 - Power windows
 - Power door locks
 - Power mirrors
 - Power seats
 - Power windows
 - Power door locks
 - Power mirrors
 - Power seats

MODEL OPTIONS (replacing standard equipment)

Model options include:
 - Camaro SS
 - Camaro RS
 - Camaro LT
 - Camaro Z28
 - Camaro Z27
 - Camaro Z23

Special exterior features include:
 - Special wheel covers
 - Special side moldings
 - Special side door handles
 - Special side door locks
 - Special side door hinges
 - Special side door trim
 - Special side door weatherstripping
 - Special side door seals
 - Special side door gaskets

CAMARO RALLY SPORT

Rally Sport features include:
 - Rally Sport front and rear wheel covers
 - Rally Sport front and rear side moldings
 - Rally Sport front and rear door handles
 - Rally Sport front and rear door locks
 - Rally Sport front and rear door hinges
 - Rally Sport front and rear door trim
 - Rally Sport front and rear door weatherstripping
 - Rally Sport front and rear door seals
 - Rally Sport front and rear door gaskets

POWER ASSISTS

Power assists include:
 - Power windows
 - Power door locks
 - Power mirrors
 - Power seats

FEATURE GROUPS

Feature groups include:
 - Appearance Group
 - Convenience Group
 - Exterior Group
 - Interior Group

EXTERIOR FEATURES

Exterior features include:
 - Wheel covers
 - Side moldings
 - Side door handles
 - Side door locks
 - Side door hinges
 - Side door trim
 - Side door weatherstripping
 - Side door seals
 - Side door gaskets

HEAVY-DUTY AND OTHER EQUIPMENT

Heavy-duty and other equipment include:
 - Heavy-duty front and rear suspension
 - Heavy-duty front and rear brakes
 - Heavy-duty front and rear steering
 - Heavy-duty front and rear wheels
 - Heavy-duty front and rear tires

Special exterior features include:
 - Special wheel covers
 - Special side moldings
 - Special side door handles
 - Special side door locks
 - Special side door hinges
 - Special side door trim
 - Special side door weatherstripping
 - Special side door seals
 - Special side door gaskets

INTERIOR FEATURES

Interior features include:
 - Front and rear seats
 - Front and rear seat belts
 - Front and rear seat headrests
 - Front and rear seat armrests
 - Front and rear seat side pockets
 - Front and rear seat side panels
 - Front and rear seat side trim
 - Front and rear seat side weatherstripping
 - Front and rear seat side seals
 - Front and rear seat side gaskets

POWER TEAMS

Power teams include:
 - Power windows
 - Power door locks
 - Power mirrors
 - Power seats

EXTERIOR FEATURES

Exterior features include:
 - Wheel covers
 - Side moldings
 - Side door handles
 - Side door locks
 - Side door hinges
 - Side door trim
 - Side door weatherstripping
 - Side door seals
 - Side door gaskets

Special exterior features include:
 - Special wheel covers
 - Special side moldings
 - Special side door handles
 - Special side door locks
 - Special side door hinges
 - Special side door trim
 - Special side door weatherstripping
 - Special side door seals
 - Special side door gaskets

POWER TEAMS

Power teams include:
 - Power windows
 - Power door locks
 - Power mirrors
 - Power seats

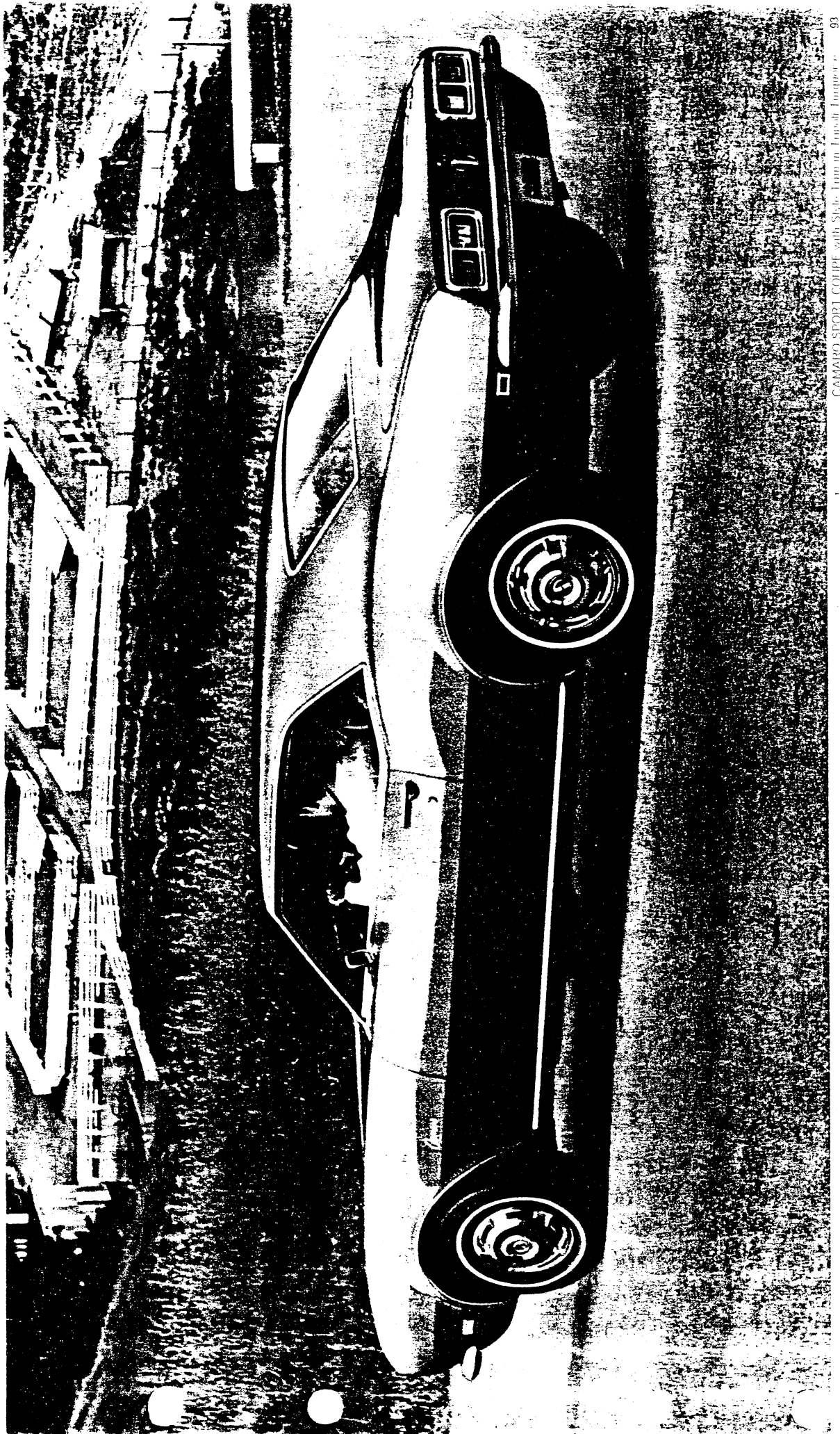
EXTERIOR FEATURES

Exterior features include:
 - Wheel covers
 - Side moldings
 - Side door handles
 - Side door locks
 - Side door hinges
 - Side door trim
 - Side door weatherstripping
 - Side door seals
 - Side door gaskets

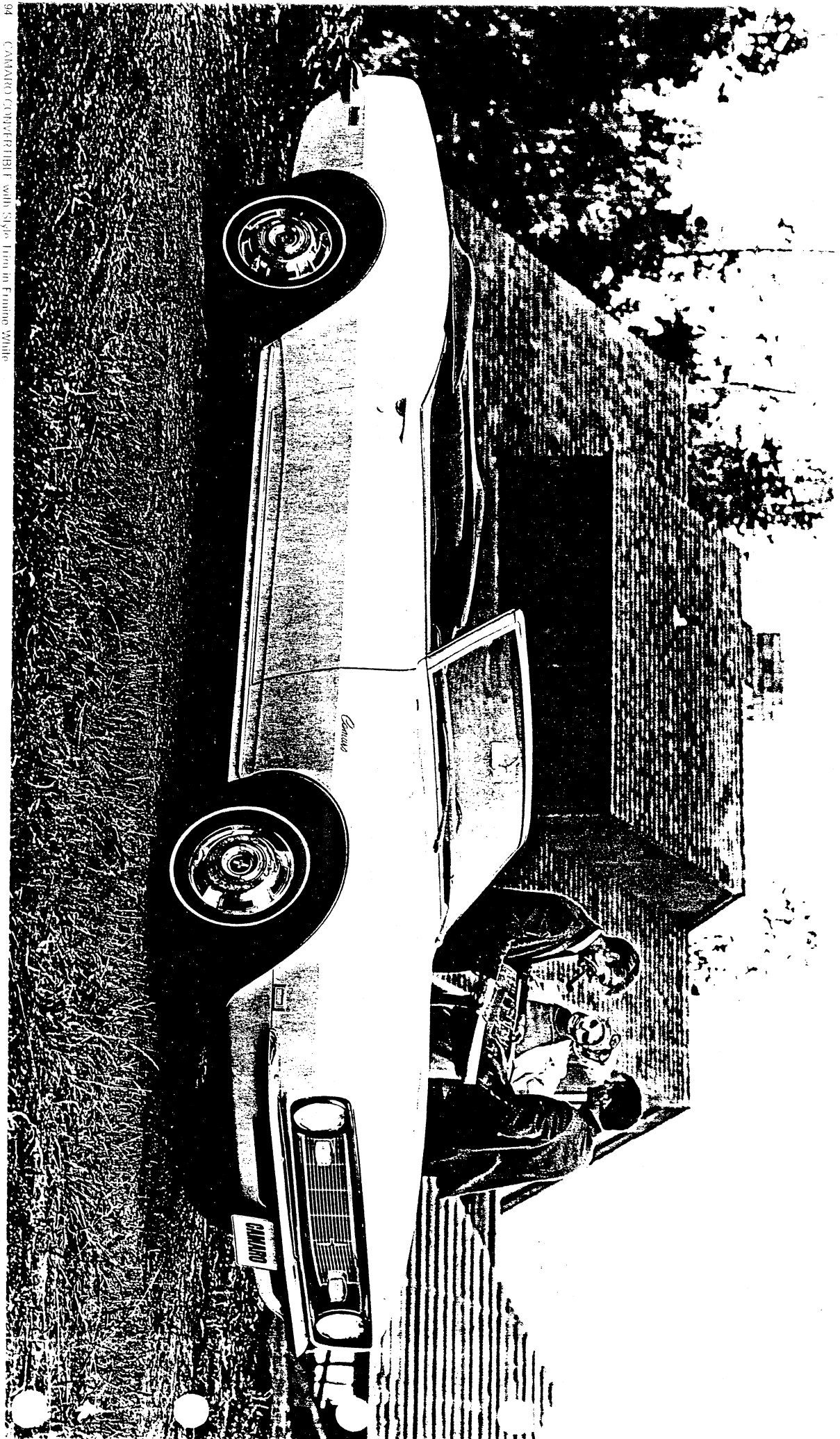
EXTERIOR FEATURES

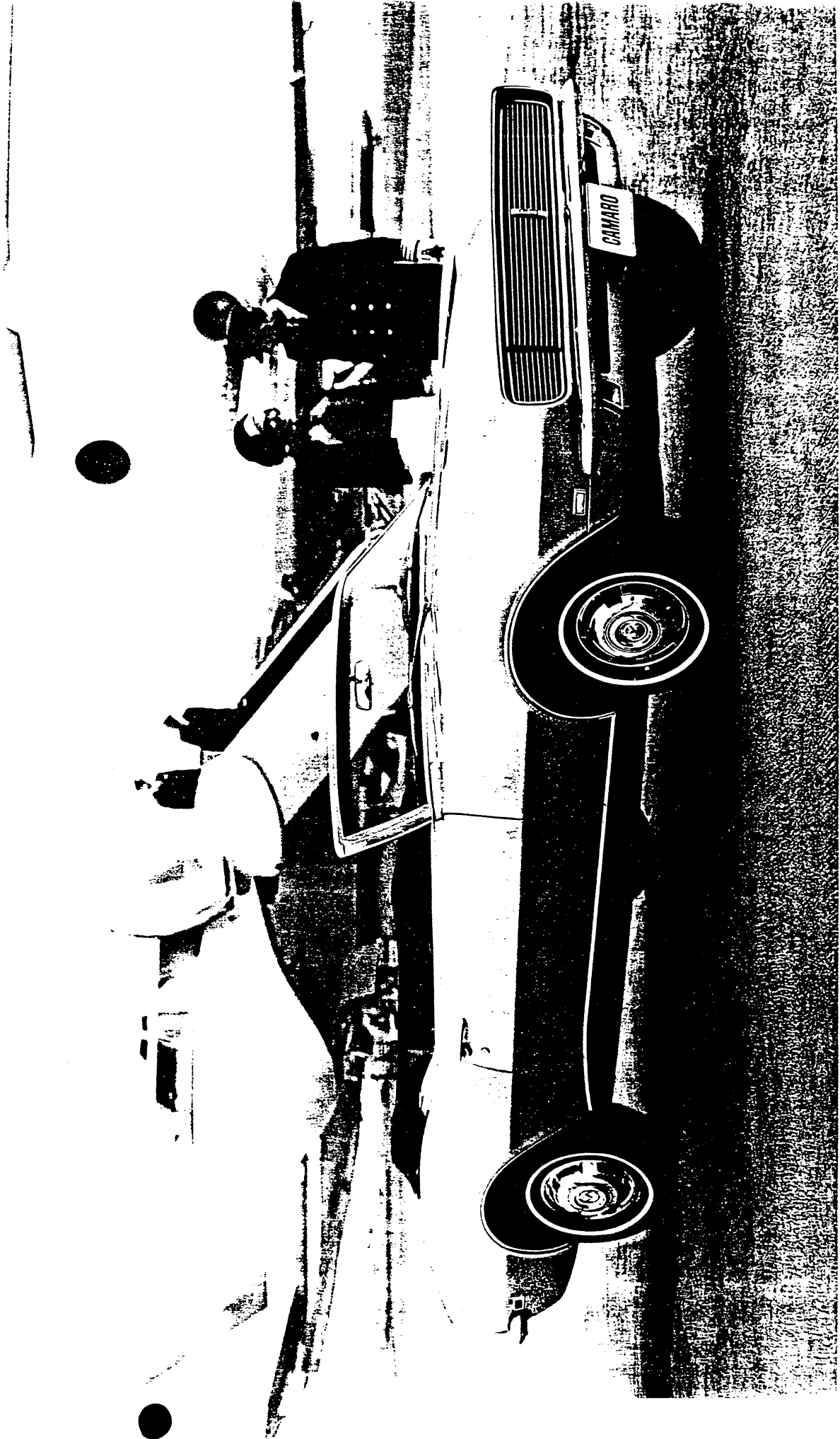
Exterior features include:
 - Wheel covers
 - Side moldings
 - Side door handles
 - Side door locks
 - Side door hinges
 - Side door trim
 - Side door weatherstripping
 - Side door seals
 - Side door gaskets

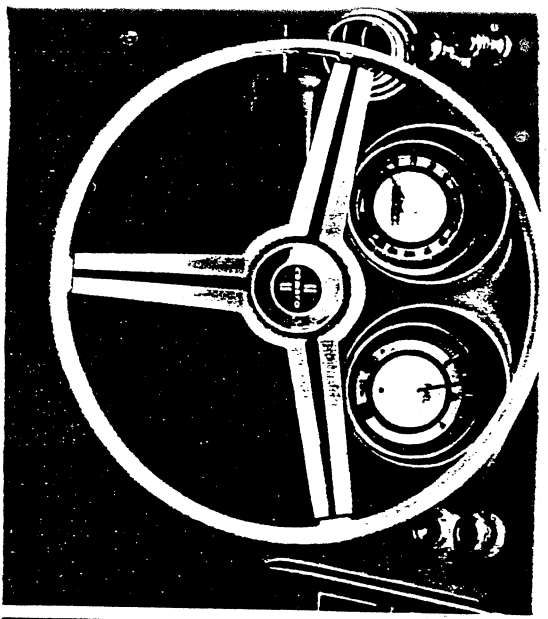
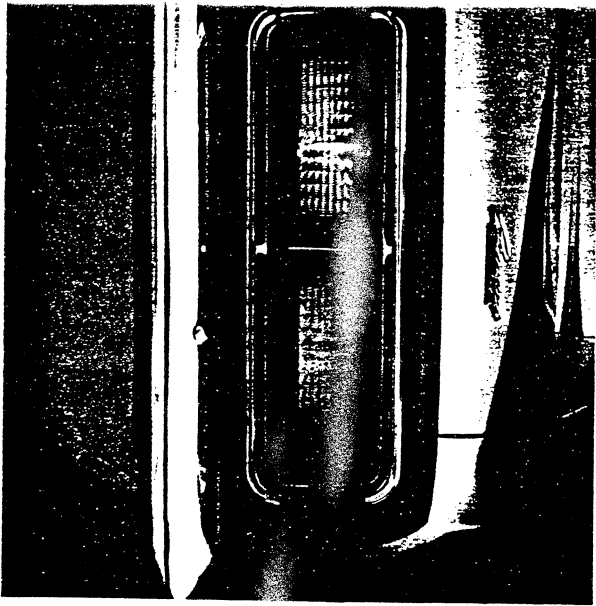
†Available with SS option only. See Power Windows, Power Door Locks, Power Mirrors, Power Seats, and Power Windows sections of this manual for details.



CAMARO SPORT COUPE with Side Trim in Turquoise Turquoise

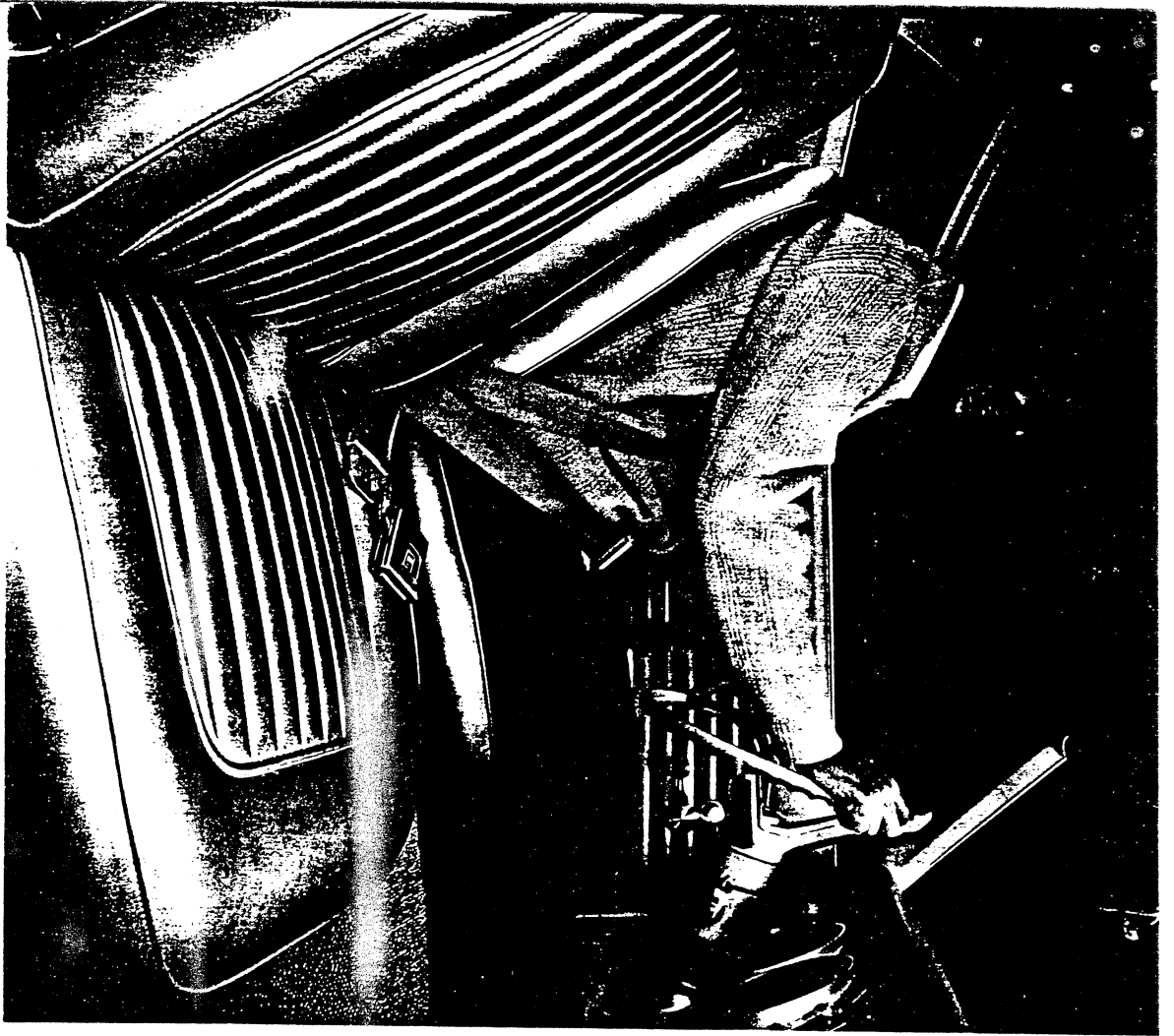




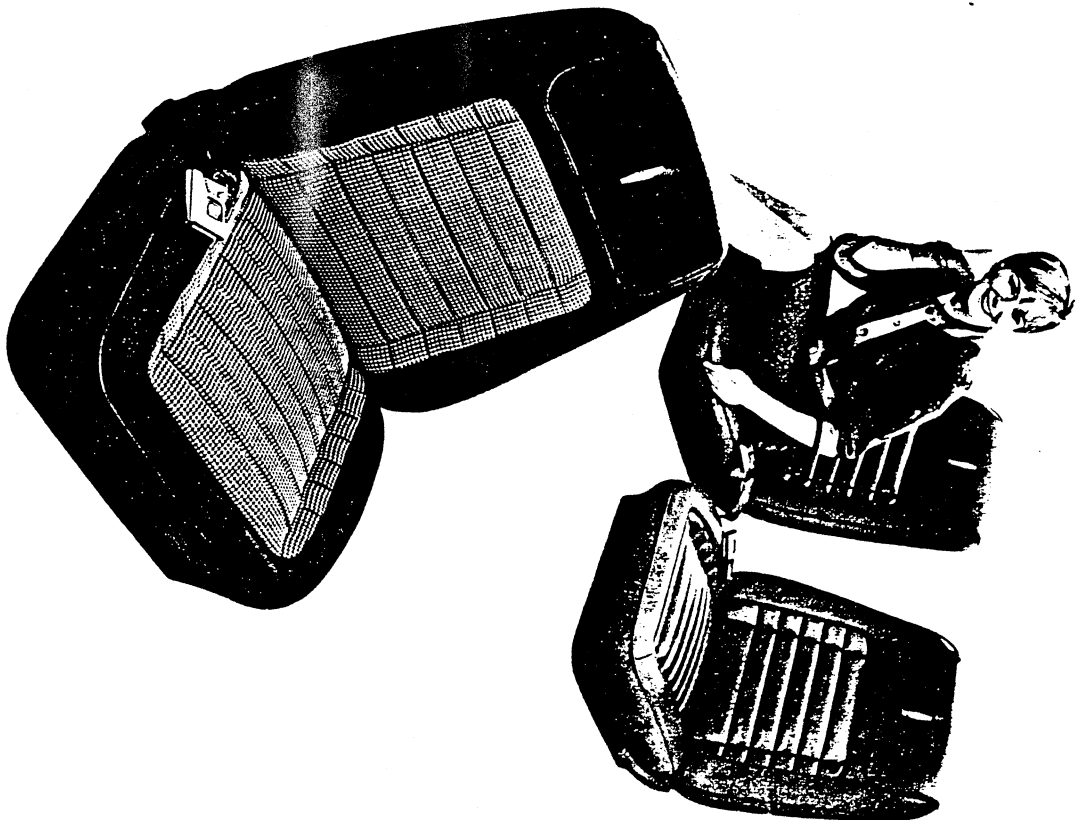




CAMARO SS CONVERTIBLE in Ash Gold 97

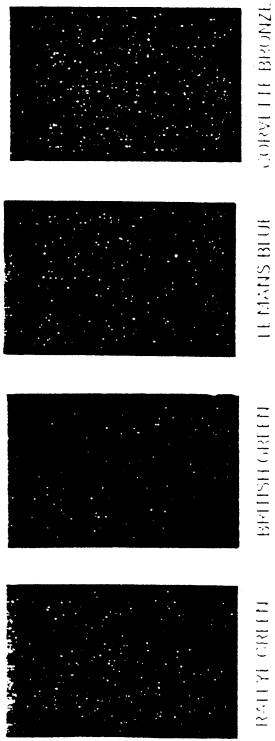


92 Cabriolet Interior in Gold



(Top) Strato bucket Seats in Red; (Bottom) Strato bucket Seats in Black Houndstooth

CAMARO COLORS & TRIM



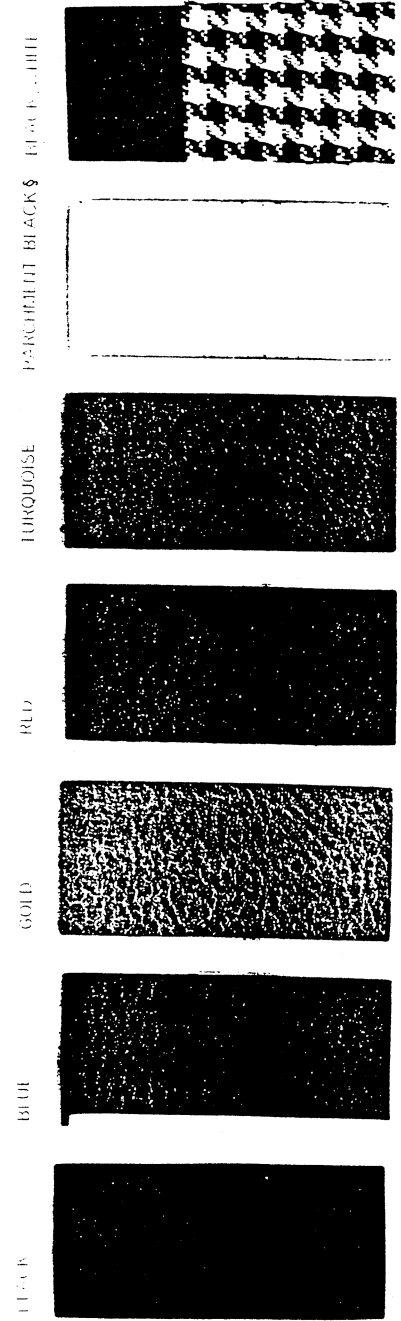
REVISED JANUARY 1968

Note: These four new exterior colors shown (Rally Green, British Green, Le Mans Blue, Corvite Bronze) are now available on any Camaro. The four colors they replace are Le Mans Black, Fathom Blue, Grecian Green and Palomino Ivory.

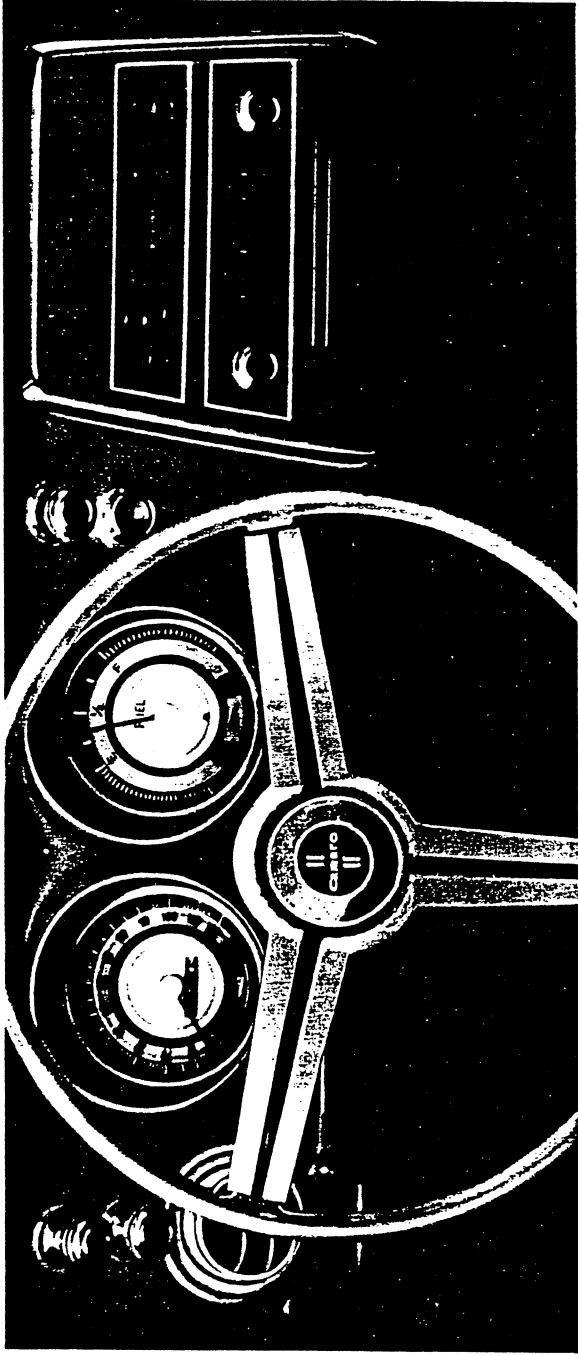
Page 39

MODELS	TRIM	INTERIOR COLORS		SOLID COLORS														
		BLACK (D) (D) (D)	BLACK (D) (D) (D)	CC BRONZE	DD RALLY GREEN	FF LE MANS BLUE	GG RALLY GREEN	JJ FRESH GREEN	KK LE MANS BLUE	LL FRESH GREEN	NN CORVITE BRONZE	OO CORVITE BRONZE	PP FRESH GREEN	RR LE MANS BLUE	UU LE MANS BLUE	VV RALLY GREEN	YY RALLY GREEN	ZZ RALLY GREEN
SPORT Coupe & Convertible Standard hub nut with Strato hub kit (D) Sala hub with Strato back cup (D) (C) Curtain hub nut (RPO Z6/D) with Strato hub kit (C) Curtain hub nut (RPO Z6/D) with Strato hub kit (C) (C) Le Mans Cup. Only (RPO Z6/F) (F) Special Le Mans Strato hub kit (C) with Curtain hub nut (C) (C). Only (RPO Z6/F)	I II III I	BLACK (D) (D) (D)	BLACK (D) (D) (D)	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•
Le Mans Cup. Only (RPO Z6/F)		IVORY/BLACK (C) (C) (C)	IVORY/BLACK (C) (C) (C)	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•

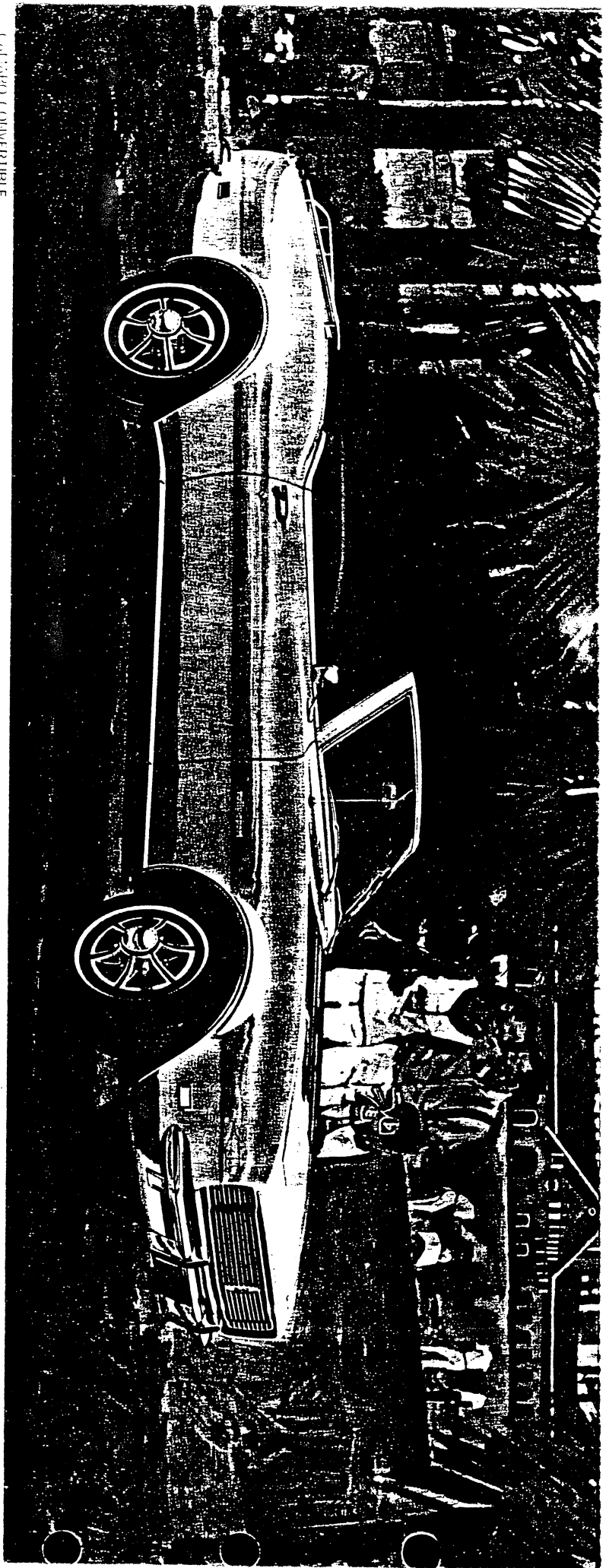
Note: Houndstooth interior available with Ivory or Black, vinyl trim.



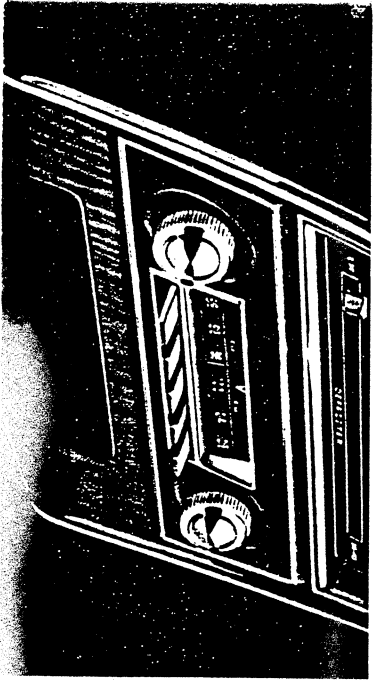
§Second color on instrument panel, carpet and dashboard when L.



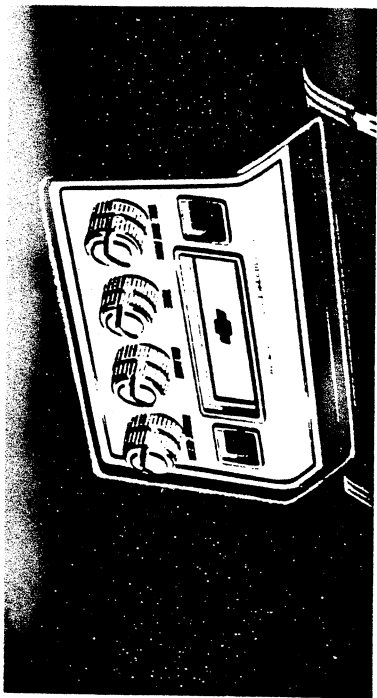
CUSTOM FEATURES



CADILLAC CONVERTIBLE



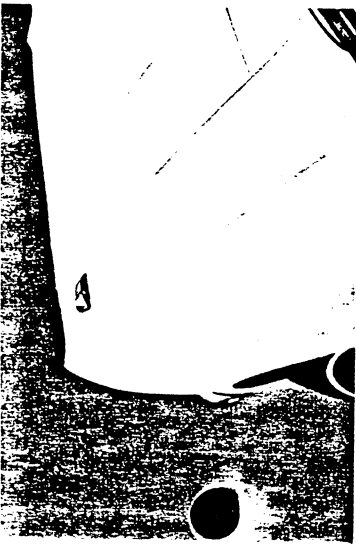
AMMIA RADIO



COMPIUTO FARE PLATE



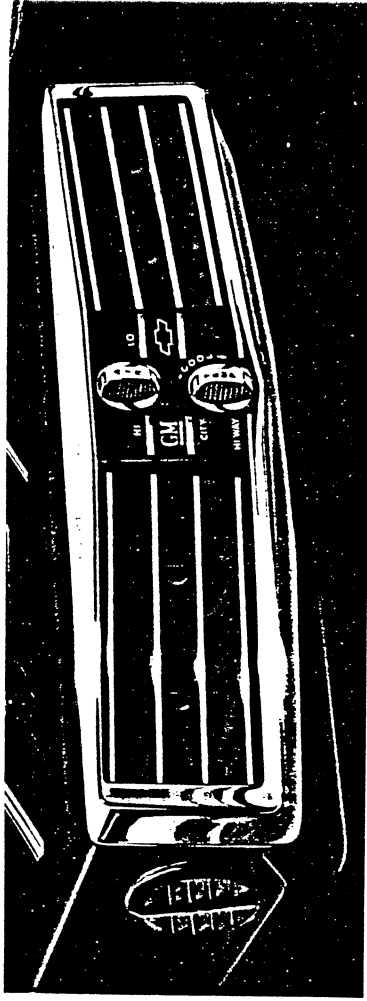
REAR WINDOW DEFOGGER



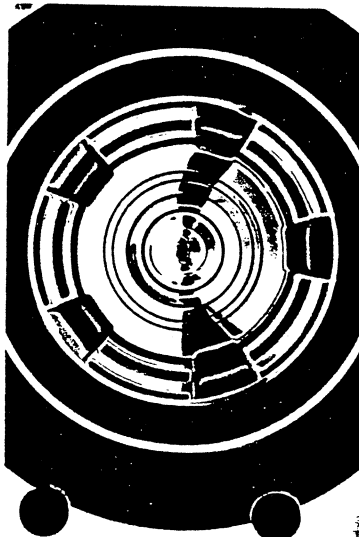
GM VIGILITE



RIGHT HAND REAR VIEW MIRROR



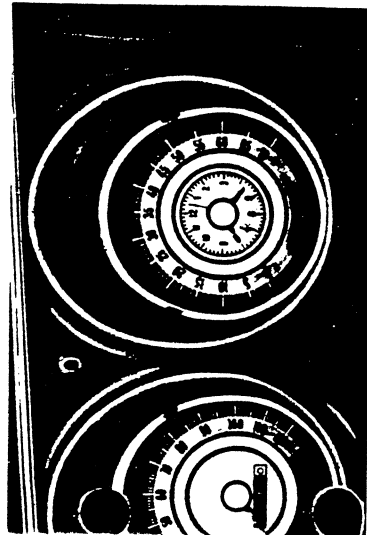
GM CHEVROLET AIR CONDITIONER



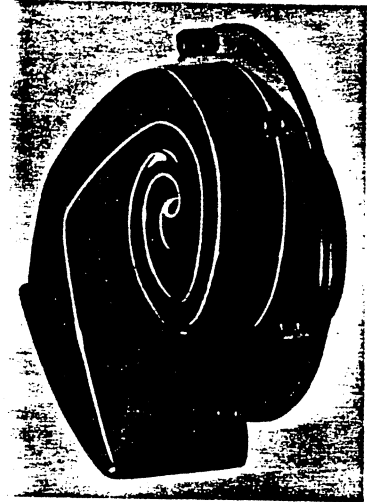
REGULAR PRODUCTION WHEEL COVERS



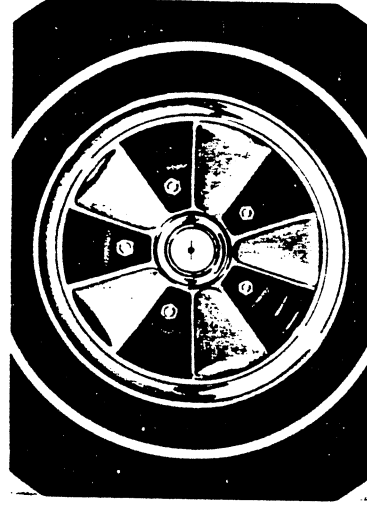
FRONT & REAR BUMPER GUARDS



ELECTRIC CLOCK



TRI-VOLUME HORN



CUSTOM MAGNESIUM WHEEL COVERS



CRUISE-MASTER SPEED CONTROL

CAMARO OPTION Z-28 WITH 2 x 4 CARBURETOR CONVERSION

New special high performance equipment has been released as service heavy duty for the use with the Z-28 on Camaro models.

The new 2 x 4 carburetor conversion unit is provided for up-grading the 302 cu. in. engine.

Items not reflected in this summary are to be serviced according to regular service procedures.

The inlet manifold assembly is a double header ram tube type with provisions for two (2) Holley 4 barrel carburetors and consists of a cover assembly gasket and the inlet manifold.

The cover assembly, cover gasket and the inlet manifold are serviced separately.

The inlet manifold and cover assemblies are held together with sixteen (16) 5/16-18 bolts and hardened flat washers. The torque requirement is 15 lbs. ft.

The bolt torque should be applied following a clockwise sequence to insure uniform sealing of the cover gasket.

The 2 x 4 special performance version requires two (2) Holley 600 CFM carburetors (R-4210A) and related accelerator linkage.

Tune-up specifications for the Z-28 engine equipped with the 2 x 4 special performance unit are as follows:

SUBJECT: CAMARO OPTION Z-28 WITH 2 x 4 CAMARO CONVERSION

TUNE-UP CHART

Engine	Reference 327 L-79	302 Z-28	302 Service Opts.	302 2 x 4 bbl Manifold
Spark Plug	Horsepower	350	290	Not Avail.
	Compression	150	190	Not Avail.
	Make Standard	AC44	AC43	Not Avail.
	Number Colder and Gap	AC43 .035	AC42-1 Comm. .035	AC42-1 Comm. .035
Distri- butor	Point Dwell	28° -32°	28° -32°	Transistorized Ignition
	Point Gap	.016 used .019 new	.016 used .019 new	_____
	Arm Spring Tension	19-23 Ounces	28-32	_____
	Condenser	.18-.23 Mi crofared	.18-23 Mi crofared	_____
Timing Nominal (BTDC) Part No.	10° 1111196	6° 1111266	12° initial 1111267	16° initial 1111345
Fan Belt	75 No. used	75 No. used	75 No. used	75 No. used
	125 No. new Paper Elem	125 No. new Paper Elem	125 No. new Paper Element	125 No. new Paper Element
Valve Lash	Inlet	Hydr. 1 turn	.030	.022 (AM No. 3927140)
	Exhaust	Hydr. 1 turn	.030	.024
Idle RPM	Synchronized	700	750	1000
	Automatic	None	None	None
Fuel Pump	Pressure Lbs.	5-6½	5-6½	5-6½
	Volume	one pint in 30-45 sec.	one pint in 30-45 sec.	one pint in 30- 45 sec.
Compression ratio	11.0:1	11.0:1	11.0:1	11.0:1
Crankcase Positive Ventilation Closed Positive	None	None	None	None

THE Z-28 CAMARO

A DEFINITION

Basically the Z-28 is a Camaro Sport Coupe with Z-28 option package with a number of built-in modifications and features. Most notable, the engine — a big bore — short stroke — 302 cu. in. engine that delivers 290 rated horsepower — actually it's much stronger than that — very well behaved in traffic and at turnpike speeds — fully equipped with a tach and a bank of instruments — fast ratio steering 21.4 to 1 — heavy duty suspension — special springs front and rear — standard rear axle ratios 3.73 to 1 — other ranges of 3.55-4.10 and 4.56-4.88 are available — four speed transmission and power-disc front brakes must be ordered with the Z-28 option — the 302 cu. in. engine is produced on a 327 block and a special 283 cu. in. crankshaft — Holley four barrel carburetor — mechanical valve lifters — aluminum tuned intake manifold — special camshaft, high capacity oil pump and cooling system — dual belt fandrive, five blade thermostatically controlled fan — engine chrome accents and dual exhaust system.

TUNE-UP SPECIFICATIONS

Recommended idle (rpm)		900
Distributor part number		1111467
Breaker points		Single
Advance system		Vacuum & centrifugal
Breaker arm spring tension (oz.)		19-23
Point gap		.019"
Cam angle		28° -32°
Spark advance--Initial setting @ recommended idle--Vacuum line disconnected--hole plugged		4° BTDC
Centrifugal (all ratings in engine degrees)	Start (deg. @ rpm)	0° @ 1250
	Inter. (deg. @ rpm)	24 @ 2200
	Max. (deg. @ rpm)	32 @ 4400
Vacuum advance (all ratings in engine degrees)	Start (deg. @ in. Hg.)	0 @ 10
	Max. (deg. @ in. Hg.)	15 @ 17
Valve Clearance (hot)	Intake	.030
	Exhaust	.030
Spark Plugs	Normal range	AC 44
	Hotter range	AC 45
	Colder range	AC 43
	Gap	.035"
Compression pressure (psi)		190
Fuel pump pressure (psi) at recommended idle		5 - 6.5
Fuel Pump volume: (in 30-45 seconds)		1 pint

SPECIAL SERVICE PARTS

Part No.	Description	Quantity Required
Plenum Air Intake:		
3916621	Duct, Air cleaner-to-Plenum	1
6424495	Air cleaner	1
Exhaust Headers:		
3942501	Tuned exhaust manifold L.H.	1
3942502	Tuned exhaust manifold R.H.	1
3942503	Adapter, exhaust manifold	2
3942504	Gasket, exhaust manifold adapter	2
3942505	Clamp, exhaust manifold	2
3942506	Bolt, exhaust manifold-to-head	12
3942507	Bolt, adapter-to-exhaust manifold	8
3942508	Washer, adapter bolt	8
3942509	Nut, adapter bolt	8
3942510	Gasket, exhaust manifold	2
3927142	Spring Assembly, w/damper, for use with 3927140 camshaft assembly	16
3927144	Camshaft unit (camshaft w/springs)	1
3927140	Camshaft assembly for use with 3927142 Valve spring w/damper assembly	1
1115207	Coil assembly, ignition	1

1111267	Distributor assembly (transistor ignition--point type)	1
3921048	Transistorized ignition unit (includes ignition coil, amplifier, harnesses, plate, wire assembly, grommet and connector)	1
1115005	Amplifier, ignition impulse	1
2988218	Harness assembly, ignition impulse amplifier	1
6287841	Harness assembly, ignition impulse amplifier extension	1
3916730	Plate, ignition impulse amplifier	1
3923535	Pipe assembly, front brake caliper L.H. (special caliper)	1
3923536	Pipe assembly, front brake caliper R.H. (special caliper)	1
3927508	Shaft assembly, rear axle (special wheel studs)	2
3916234	Differential, w/case (special diameter)	1
3918837	Case, differential (special diameter)	1
3918834	Plate, differential clutch pressure	2
3918832	Pinion, differential	2
3918831	Gear, differential (special diameter)	2
3917971	Gear assembly (ring and pinion--4.10 ratio) (special alloy)	1
3917972	Gear assembly (ring and pinion--4.88 ratio) (special alloy)	1
3917973	Gear assembly (ring and pinion--4.56 ratio) (special alloy)	1
3918833	Washer, differential pinion thrust	2
9777477	Bolt, wheel hub	20
3916236	Knuckle, steering (special surface treatment)	2
3916237	Arm, steering knuckle L.H. (special surface treatment)	1
3916238	Arm, steering knuckle R.H. (special surface treatment)	1
9748406	Stud assembly, w/seal, steering knuckle upper control arm ball (special surface treatment)	1
3875067	Stud assembly, w/seal, steering knuckle lower control arm ball (special surface treatment)	1
3923523	Socket assembly, tie rod inner (special surface treatment)	1
3914883	Socket assembly, w/tie rod outer (special surface treatment)	1
3927510	Hub assembly, w/disc, front wheel (special bolt size)	2
3923589	Rod, steering relay (special surface treatment)	1
3927505	Shaft, front stabilizer (1-1/16" dis.)	1
3927944	Plate, stabilizer bracket frame reinforcement	2
3927506	Bushing, front stabilizer shaft	2
3927503	Spring, front coil (special rate)	2
3927504	Spring, rear multi-leaf (special rate)	2
3889964	"U" bolt, rear Spring	4
3927507	Spacer, rear spring	2
3931547	Wheel assembly, magnesium (15" x 8")	as required
3940095	Wheel assembly, magnesium (15" x 9")	as required
3931548	Seat, bucket (molded plastic)	as required
5468886	Caliper assembly, front disc brake L.H. (special design)	1
5468887	Caliper assembly, front disc brake R.H. (special design)	1
5468882	Pads, caliper (for above) (special material)	2

FEATURES AND TECHNICAL SUMMARY

SPECIAL FEATURES INCLUDED IN RPO Z-28

Special performance package, available on Camaro Sport Coupe Only (Model 12437).

ENGINE: 302 cu. in V8 with special camshaft and mechanical lifters, aluminum "tuned inlet" manifold, high capacity oil pump and special baffling in oil pan. Cooling system includes dual-belt fan drive, external bypass water pump, 5-blade thermostatically controlled fan with an operating range of 2300 to 2600 rpm. Also includes chrome-plated air cleaner cover, rocker covers, filler tube and cap. Dual exhaust system (2.25" diameter) with dual deep-tone mufflers.

A 10.34" diameter bent-finger diaphragm spring clutch with a 2300-2600 lb. rating.

SUSPENSION AND STEERING:

Heavy-duty suspension with special front and rear springs (multi-leaf in rear) and shock absorbers. Fast (21.4:1) steering included; extra-fast (17.9:1--RPO N44 available. Wheels are special 15" x 6" with E70 x 15 special nylon cord high-performance tires.

BODY: Special rally striping on hood and rear deck; front fender Z/28 emblems.

TRANSMISSION: 4-speed (must be ordered separately) RPO M20 ratios: 2.52:1 first; 1.99:1 second; 1.46:1 third; 1.00:1 fourth; 2.59:1 reverse. RPO M21

(close-ratio) ratios: 2.20:1 first; 1.64:1 second; 1.27:1 third; 1.00:1 fourth; 2.26:1 reverse. RPO M22 (H.D.) close ratio -- ratios same as M21.

REAR AXLE: 3.73:1 ratio standard. Additional ratios: 3.55:1, 4.10:1, 4.56:1, and 4.88:1, Positraction recommended with 3.73, 3.07, 3.31 and 3.55 ratios; mandatory with 4.10, 4.56 and 4.88 ratios.

EQUIPMENT THAT MUST BE ORDERED WITH RPO Z-28: Power front disc brakes (RPO J50/J52) 4-speed transmission (see above).

AIR SPOILER EQUIPMENT: (RPO D80, includes special front valance and rear deck air spoiler.)

ENGINE DATA

Engine type	V8 Overhead valve
Gross brake hp @ rpm	290 @ 5800 (Nominal)
Gross torque @ rpm (lb-ft)	290 @ 4200 (Nominal)
Compression ratio	11.0:1
Displacement (cu. in.)	302
Bore and stroke (nominal)	4.00 x 3.00
Bore spacing (c/1 to c/1)	4.40"
Cylinder numbering	L 1-3-5-7 R 2-4-6-8
Firing order	1-8-4-3-6-5-7-2
Cylinder block	Cast iron alloy
Cylinder head	Cast iron alloy
Intake manifold	Cast aluminum alloy
Carburetor type	4-barrel Holley 3923289 (R4055A)
Barrel size	1.686" (primary and secondary)
Rating	800 CFM
Fuel pump	Mechanical
Fuel requirement	Premium

VALVE SYSTEM

Camshaft/lifters	Special camshaft with mechanical lifters	
Rocker arm ratio	1.50	1.50:1
Valve timing (based on top of ramp points)	(Std. w/ RPO Z-28)	(Special Camshaft 3927140)
Intake	Opens (° BTC)	60° 50**
	Closes ° ABC)	105° 23**
	Duration-deg.	346° 13**
	Lift (no lash)	.485
Exhaust	Opens (° BBC)	108° 50**
	Closes (° ATC)	57° 23**
	Duration-deg.	346° 13**
Valve opening overlap		118° 13*

* With .025" design lash.

* With .030" design lash.

1969 CAMARO Z28 Definition (Cont.)

A Z-28 equipped Camaro Sport Coupe consists of:

Power Team

- 302 cubic inch V-8 engine, including the following special equipment:
2.25 inch diameter dual chambered exhaust
Special camshaft and mechanical lifters
- Full-circle air cleaner intake
- Aluminum "tuned inlet" manifold teamed with large ports and valves
- Impact-extruded aluminum pistons (Full floating pin)
- Forged steel hardened crankshaft
- Hardened steel push rod inserts
- Premium aluminum main and conn. rod bearings
- Increased capacity radiator
- High capacity oil pump and special baffling in oil pan
- Dual belt fan drive
- External bypass water pump
- 5 blade thermostatically controlled fan
- Chrome engine trim - air cleaner cover, oil filler cap
- Finned aluminum valve rocker covers

- * 4-speed manual transmission with floor shift. Choice of: Wide ratio (RPO M20), close ratio (RPO M21), and heavy duty close ratio (RPO M22)
- * Higher capacity clutch
- * Large 8-7/8 inch ring gear axle with large axle shafts
- * Higher capacity prop shaft universal joint assemblies

Chassis

- * Special duty front and rear shock absorbers.
 - + Special duty front and rear springs, multi-leaf rear
 - + Overall fast steering ratio of 17.8:1
 - + E70-15-4PR/4P white lettered tires with nylon cord construction
 - + 15 inch diameter rally wheels with 7 inch rim width
 - + Hub cap and trim wheel ornamentation
 - + Power assisted front wheel disc brakes (RPO J52)
- 4-wheel disc brakes, RPO JL8, also available. (on Z28 only)

-
- * Significant items that supplement or replace equipment included with vehicle equipped with base V-8 engine.
-

- + Six engines and 25 power team combinations available for Camaro line.
- + RPO L34 and L78, 350 and 375 H.P. Turbo-Jet 396" special high-performance engines. New chambered pipe dual exhaust system
- %+ RPO Z-28 290 H.P. Turbo-Fire '302' "special high-performance" engine. Thicker bulkheads and main bearing caps with bulkheads filled and fully machined. Nodular iron main bearing caps featuring 4-bolt attachment. Longer attaching bolts for improved stress distribution and washer heads for increased clamping.
- %+ More durable cylinder block and firmer crankshaft clamping for 327 and 350 cu. in. V-8 engines. Thicker bulkheads and main bearing caps. Longer attaching bolts for improved stress distribution. Integral washer head attaching bolts for increased clamping force.

Bearing bulkheads completely filled and fully machined nodular iron main bearing caps with r-bolt attachment for 350 cu. in. V-8 equipped with 4-barrel carburetors.

CAMARO WITH SPECIAL HIGH PERFORMANCE OPTION Z-28 1967-68-69

The RPO Z-28 features a 302 cu. in. engine equipped with Holley 4 barrel carburetor, 4 speed (Muncie M21) transmission, heavy duty suspension, dual exhaust, and 2 wheel disc brakes as base equipment. Items not reflected in this summary are to be serviced as indicated in the Shop Manual.

STEERING

All steering details are same as regular Camaro production with the exception of the steering gear. The manual steering gear will have a ratio of 24:1 except on special steering which will have a 20:1 ratio. The power steering is same as the regular Camaro steering option (RPO N40).

The steering linkage from steering relay rod to tie rod joints to steering knuckle arms to steering knuckles are same as regular Camaro production.

Special service heavy duty option steering linkage details are available same

as base production except exterior area around the attaching ends of the relay rod, tie rod joints, steering knuckle arms, and steering knuckles has been shot-peened to reduce surface stresses, thus improving durability.

Front and Rear Suspension

Front springs and shock absorbers and rear springs and shock absorbers are heavy duty (same as RPO F41) and are base for the Z-28 option.

Rear axle radius rod and attaching parts are base for the 1968 & 1969 Z-28 option. This feature is provided to improve rear axle control and reduce possibility of power hop.

Rear axle ratio 3.73 will be offered as base on the Z-28 option and the 3.07 and 3.55 ratios will be offered as economy and performance options.

Also available as special service options are rear axle assemblies. These are

available with positraction differential assemblies.

In addition, special service hypoid drive gear and pinion units have been released for heavy duty operation and are to be used as recommended for upgrading gear sets together with a heavy duty positraction differential and case assembly.

Brakes

The brake system for base Z-28 is front position power disc brakes (RPO J52 with RPO J50) and the rear position is drum brakes currently released on regular Camaro.

Heavy duty brake option consisting of special linings on the front disc brakes and metallic linings on the rear drum brakes (special drums required).

The rear metallic brake system will be serviced the same as the currently released RPO J65.

Engine

The new engine released as base for the RPO Z-28 option is a 302 cu. in. mechanical lifter special high performance engine. The engine is provided with chrome treatment of rocker covers, filler cap, vent cap and air cleaner cover.

The 302 cu. in. engine is same as the 327 cu. in. 350 H.P. engine except for the crankshaft, camshaft, pistons, oil pump, oil pan, baffling, mechanical lifters, and inlet manifold (tuned runner).

The carburetor will be an 800 CFM Holley using 3/8" fuel lines and the currently released "327" 350 H.P. engine fuel pump assembly.

The air cleaner will be the "327" 350 H.P. engine open element chrome cover assembly design. The closed positive crankcase ventilation system is provided.

Ignition system features a new distributor assembly same as distributor assembly used on 350 cu. in. engine except for internal differences to provide for distributor curve to suit new engine. Tune-up specifications are attached.

Accelerator linkage is new to suit the new engine.

Cooling system requirements for the Z-28 option provides water pump same as "327" 350 H.P. engine water pump except with external water by-pass plumbing.

New fan clutch assembly with full operating speed range of 2300 to 2600 RPM together with a five blade fan assembly as base equipment.

The radiator assembly, inlet and outlet hoses same as currently released for 327 cu. in. engine 275 H.P. for Camaro. Drive belt for fan and generator also the water pump and fan pulley (dual) are the currently released 327 cu. in. engine 350 H.P. parts.

Transistorized Ignition System - A mechanically driven tachometer with a transistorized ignition is provided as a service only option consisting of currently released tachometer assembly, new distributor ignition pulse amplifier, special harness assembly and attaching parts.

Clutch

The clutch is a 10.4" bent finger spring design currently released for 327 cu. in. 375 H.P. and the linkage is the present Camaro line up.

Transmission

For Z-28 option the Muncie 4 speed close ratio (M21) is released as base for use with all axle ratios offered with the regular or positraction differential assemblies.

Also offered with a special axle option RPO HO1 (3.07) and G94 (3.31) is Muncie 4 speed (2.20 low with special gear) transmission for special performance usage. Both regular or positraction usage is available.

Exhaust Pipe and Muffler

The Z-28 option will use the presently released 1967-68 optional N61 which consists of dual exhaust pipes and low tone mufflers without resonators.

Wheels and Tires

A steel wheel assembly 15 x 6 is released as base. The wheel trim ring unit

and hub cap is same as presently release for the Chevrolet disc brake option. The tire unit will be the NF nylon 7.35 x 1 red stripe high performance type.

For high performance usage it recommended the piston to cylinder bor clearance should be .004 (piston sizing should be taken at center of piston pin Production piston to cylinder bor clearance is .0024 to .0030.

Adjustment Specifications - Steering

To improve manual steering preloa retention and reduce steering wheel disturbances from road irregularities, the following steering gear preloa specification should be used.

ADJUSTMENT SPECIFICATION

	<u>Special 20:</u>	<u>Base 24:1</u>
Worm thrust bearing preload sector lash Adjustment		5 to 8 in/lbs 4 to 10 in/lbs in excess of above
Total steering gear preload		16 in/lbs. max

When performing the steering gear adjustment, the pitman arm must be disconnected from the steering gear pitman shaft to remove all external friction from the gear.

Tune-up Specifications

Tune-up specifications for the Z-28 engine and performance options is attached.

In addition, engineering has released for service the attached listing of replacement parts to provide for maximum performance and durability. Special Service parts are listed separately.

GROUP	PART NO.	USAGE	DESCRIPTION	QTY.
5.529	3961430	PASS CAMARO	GEAR ASSY. . (ring and pinion) (4.33:1 ratio) (Use w/3945177)	1
5.529	3961422	PASS CAMARO	GEAR ASSY. . (ring and pinion) (5.13:1 ratio) (Use w/3916234 & 3945177)	1
5.529	3865995*	CAMARO	GEAR ASSY. . (ring and pinion) (3.55:1 ratio) (Use w/3945176)	1
5.529	3865997*	CAMARO	GEAR ASSY. . (ring and pinion) (3.73:1 ratio) (Use w/3945176)	1
5.529	3865994*	CAMARO	GEAR ASSY. . (ring and pinion) (3.31:1 ratio) (Use w/3945176)	1
5.529	3865996*	CAMARO	GEAR ASSY. . (ring and pinion) (3.07:1 ratio) (Use w/3945176)	1
5.529	3963840	CORVETTE	GEAR ASSY. . (ring and pinion) (4.88:1 ratio)	1

GROUP	PART NO.	USAGE	DESCRIPTION	QTY.
5.529	3961192	PASS CAMARO	GEAR ASSY. . (ring and pinion) (4.88:1 ratio) (R-50 High Impact use w/3916234 & 3945177)	1
5.542	3918833	PASS CAMARO	WASHER . . diff. pinion thrust	2
5.542	3957940	PASS CAMARO	WASHER . . diff. pinion thrust (use w/3945176 & 3945177)	2
5.809	3945118	CAMARO	HUB & DISC. . frt. wheel 11 3/4" (use w/4 w/d/b)	
5.812	9777477	302	BOLT . . wheel hub	20
5.809	3945190	CAMARO	DISC. . r. brake 11 3/4" (use w/4 w/d/b)	2
6.020	3916236	302	KNUCKLE . . steering	2
6.103	3916237	302	ARM . . steering knuckle . . L.H.	1
6.103	3916238	302	ARM . . steering knuckle . . R.H.	1
6.164	974806	302	STUD ASSY. . w/seal . . strg. knuckle upper control arm ball	1
6.174	3875067	302	STUD ASSY. . w/seal . . strg. knuckle lower control arm ball	1
6.233	3923523	302	SOCKET ASSY. . tie rod inner	1
6.233	3914883	302	SOCKET ASSY. . tie rod outer	1
6.307	3927510	302	HUB ASSY. . (Use w/11" disc. frt. brake)	2
6.870	3923589	302	ROD . . steering relay	1
7.240	3935778	CAMARO (1967)	REAR STABILIZER SHAFT . . link	2
7.241	3935776	CAMARO (1967)	REAR STABILIZER SHAFT . . 5/8"	1
7.241	3927505	302	SHAFT . . frt. stab. . 1 1/16"	1
7.241	3948987	CAMARO	SHAFT . . frt. stab. . 1.0"	1
7.241	3892735	CAMARO	SHAFT . . frt. stab. . 3/4"	1
7.241	3895235	CAMARO	SHAFT . . frt. stab. . 7/8"	1
7.241	3935783	CAMARO	SHAFT . . frt. stab. . 15/16"	1
7.242	3937944	302	PLATE . .stab. bracket frame reinf.	2
7.242	3935771	CAMARO (1967)	REAR STABILIZER SHAFT . . support L.H.	1
7.242	3935772	CAMARO (1967)	REAR STABILIZER SHAFT . . support R.H.	1
7.242	3935743	CAMARO (1967)	REAR STABILIZER SHAFT . . bracket	2
7.242	3935773	CAMARO (1967)	REAR STABILIZER SHAFT . . link brkt. L.H.	1
7.242	3935774	CAMARO (1967)	REAR STABILIZER SHAFT . . link brkt. R.H.	1

1968 VEHICLES ALREADY EQUIPPED WITH REAR STABILIZER

7.345	9792749	CAMARO	ABSORBER . . frt. shk.	2
7.243	3927506	302	BUSHING . . frt. stab. shaft	2
7.345	9791593	CAMARO	ABSORBER . . frt. shk.	2
7.412	3935784	CAMARO	SPRING . . frt. 615 No.	2
7.412	3935785	CAMARO	SPRING . . frt. 723 No.	2
7.412	3948984	CAMARO	SPRING . . frt. 561 No.	2
7.412	3948988	CAMARO	SPRING . . frt. 777 No.	2
7.412	3935786	CAMARO	SPRING . . frt. 507 No.	2
7.503	3953673	CAMARO	SPRING . . rear 300 No.	2
7.503	3935786	CAMARO	SPRING . . rear 350 No.	2
7.503	3948985	CAMARO	SPRING . . rear 250 No.	2
7.503	3948986	CAMARO	SPRING . . rear 200 No.	2
7.506	3935792	CAMARO (1967)	REAR STABILIZER . . link . .brkt. . locating stud.	2
7.516	3889964	302	"U"BOLT . . rear spring	4
7.518	3927507	302	SPACER . . rear spring	2
7.833	3943249	CAMARO	EXT. . frt. . bpr. valance panel deflector	1
7.833	3943251	CAMARO	EXT. . frt. . bpr. valance panel brace	1
7.833	3943253	CAMARO	EXT. . frt. . bpr. valance panel brace	2

GROUP	PART NO.	USAGE	DESCRIPTION	QTY.
8.000	3963832	CAMARO	HOOD ASSY (UNIT) . . (w/air plenum fiberglass) (2 x 4 bl)	1
8.015	3963829	CAMARO	PLATE . . hood hold down	2
8.015	3963830	CAMARO	CABLE . . hood hold down	2
8.015	3963828	CAMARO	PIN. . hood hold down	2
8.015	3963827	CAMARO	STUD . . hood hold down	2
8.013	3963826	CAMARO	SPRING . . hood hinge	2
8.009	3963817	CAMARO	ADAPTER . . plate (1 x 4 bl) (Use w/fiberglass hood)	1
9.775	3723235	302	GROMMET . . ign. switch to ign. pulse amp wire	1
12.181	3916633	302	EXTENSION ASSY . . w/aux. panel & val. (rr. compt. lid) spoiler	1
14.896	3931548	CAMARO	SEAT . . bucket (plastic)	AR

CLEARANCES AND SPECIFICATIONS FOR HEAVY DUTY SERVICE 302 CU. IN. V-8 CHEVROLET ENGINE

To build a 302 cu. in. engine for heavy duty service, it is easiest to start with a Z-28 Engine Assembly No. 3932413. This engine is of high performance design featuring: four bolt main bearing caps, forged high compression pistons for 4-inch bore with full floating wrist pins, 3-inch stroke specially heat treated crankshaft with 8-inch harmonic balancer, (in 1968, main and connecting rod journal sizes were increased on all small block Chevrolet engines), selected high quality connecting rods, large port cylinder heads with 2.02" diameter inlet valves and 1.6" diameter exhaust valves, aluminum tuned runner design inlet manifold, 800 CFM Holley 4-barrel carburetor, special oil pan baffling, deep groove belt pulleys, and a .455" lift mechanical lifter camshaft with special push rods and rocker arms. Partial Jr short block engine number for the 302 is No. 3961490 for 1969.

In addition, a 302 cu. in. engine may be built using any 327 cu. in. (4" bore) crankcase and a 283 cu. in. (3" stroke) crankshaft and the various component parts described in the following text.

RECOMMENDED CLEARANCES

Piston to Bore:

.0055-.0065 measured at centerline of wrist pin hole, perpendicular to pin. Finish bores with No. 500 grit stones or equivalent (smooth).

Wrist Pin:

.0004-.0008" in piston, .0003-.0005 in rod (for floating pin).

Rod Bearing:

.002-.0025", side clearance .010-.020.

Main Bearing:

.002-.003", minimum preferred, .005-.007 end play.

Piston to Top of Block:

(Deck Height)

.010-.015" average below deck. No part of piston except dome to be higher than deck of block. Deck height specified is for a .025" steel head gasket. If thicker head gasket is used, a piston to cylinder head of .035 should be considered minimum.

Valve Lash:

.030 intake, .030 exhaust for production cam No. 3849346. .022 intake, .024 exhaust for optional service camshaft No. 3927140.

Valve to Piston:

.010 intake, .020 exhaust checked at zero lash during valve overlap cycle. These are absolute minimum clearances to allow for heat expansion only and will not accommodate valve float from overrevving.

PREPARATION OF COMPONENTS

Cylinder Block: Inspect, clean, de-burr. Normal procedures except smooth bore finish. Main bearing caps should fit tightly into case notches to prevent cap misalignment. Additional main bearing bulkhead durability may be achieved by using studs instead of bolts in the 3 intermediate main bearing caps. Studs should fit snugly the full length of the block threads and should be installed with Loc-Tite for better retention. 1969 high performance blocks are equipped with 4-bolt main bearing caps. Torque inner bolts to 70 ft. lb., outer bolts to 65 ft. lb.

Crankshaft: Remove any burrs from oil holes and passages and polish journals

with No. 400 sandpaper. The production 302 Crankshaft is "Tuftride" heat treated to improve journal hardness and give greater fatigue strength for high performance durability. This feature is an improvement to any high performance forged crankshaft and should be included in any engine build.

Connecting Rods: Connecting rod No. 3927145 (1967) No. 3923282 (1968) and No. 3946841 (1969) are higher quality production parts with improved surfaces between rod and cap. In addition, they are heat treated to a higher hardness and magnaflux inspected to be sure they are free of flaws. All other rods should be magnafluxed before using. Connecting rod durability can be improved by performing the following operations: round all sharp edges of I-beam of rod and grind off excess flash where forging dies came together along sides of rod. It is not necessary to remove all this flash or polish the rod, but all grinding should be lengthwise of the rod and finish ground very smooth. Round all sharp edges around the rod bolt head and nut seats, and smooth out any nicks in the radius of the bolt and nut seats with a small grinder. Have entire rod, including bolt and nut seats, shot peened. Have big end of rod carefully reconditioned on a Sunnen rod reconditioner. Install with new magnafluxed bolts and nuts. Torque 1967 or earlier rods with 11/32" bolts to 35-40 ft./lb. Torque 1968 & '69 rods with 3/8" bolts to 45 ft./lb. 1969 design connecting rods are sized on the wrist pin end for floating pins.

Pistons: Smooth sharp edges off domes. For installation of rods using pressed-in wrist pins it is necessary to heat the rod small end and install the pins quickly in a fixture. Most automotive machine shops are equipped to make this

assembly. It is necessary to have at least .001" or preferably .0012" press fit between wrist pins and rods to insure that pins will not loosen and move during running. For 1969 all 302's are equipped with full floating pins using Spirolox pin retainers No. 3946848. Production and

service wrist pins will have machined flat ends for use with floating pin retainers. If Tru-arcs pin retainers are used, install with square edge of retainer facing away from the end of the pin towards the cylinder wall. This sharp edge will tend to bite into the piston groove better and

resist being pushed out. Make sure there is a few thousandths end play with retainer installed. Run the production Moly groove type piston rings for best blowby control and minimum friction. Piston numbers for pressed and floating pin assembly are as follows:

	Std.	.001 O.S.	.020 O.S.	.030 O.S.
Piston & Pin (pressed)	3927177	3927178	3927179	3927180
Piston & Pin & Ret. (floating)	3946876	3946878	3946880	3946882
Piston Rings	3892364		3892365	3892366

Camshaft: OK as is; use nylon tooth cam sprocket. Production Z-28 Camshaft is No. 3849346 with .455" lift and is to be hot lashed at .030" for both intake and exhaust valves. Optional camshaft No. 3927140 is a long duration .473" intake and .492" exhaust lift higher performance cam and is not recommended for use on the street. It should be installed with No. 3927142 valve springs. Any dual valve spring that will provide 120 lb. load with valve closed and 300 lb. and/or 15 lb. at .500 lift will work satisfactorily. Hot lash .022" inlet and .024" for exhaust valves. It is recommended "Molykote", or other molydisulfide based EP lubricant be used on camshaft lobes for proper break in. In addition, valve lifters will be move compatible with the camshaft if you polish the contact surface with No. 600 grit paper before installing them. Good used lifters that still retain some crown or convex curvature across the bottom are very satisfactory.

Valve Train: Production high performance push rods have a hardened steel inserted tip in one end, and should be installed with this end up. The high performance rocker arm has a raised letter "O" forged in the pallet end and a polished pallet. No. 3927142 valve springs should be installed at 1.70" height, and should have 110 lb. load at installed height for camshaft No. 3927140. New rocker arms and balls will burn sooner than run-in parts. If necessary to change a rocker and ball, always install a good used run-in rocker and ball. If good used ones are not available, move an intake rocker and ball over to the burned exhaust position and install the new parts on an intake position which runs cooler.

Oil Pump: Weld pickup tube into body of pump. On lower end of pick-up tube, some sort of flat round pickup shield similar to production should be used to keep from picking up air along with oil.

Pickup height should be checked and adjusted to be 1/4 to 3/8" above oil pan bottom.

Oil Pan: Modify as desired for increased capacity. Run semi-circular or flat Corvette tray baffle and some sort of horizontal baffle attached to the lower step of the oil pan to retard oil sloshing on brake stops. Production Z-28 302 engine oil pans have excellent baffling already built in, and have proven satisfactory in competition running one (1) quart over fill. If available, a magnetic drain plug should be installed.

Oil Cooler: If desired, an oil cooler can be plumbed into engine using No. 3157804 cooler now available. Adaptors to go in place of production oil filter and remote oil filters to take off, filter, cool and return oil to engine are available through our high performance and speed equipment store. In all installations, at least 1/2 inch ID line should be used and the oil filtered just before it is returned to the engine to prevent contamination of engine bearings.

Oil Pressure Gauge: Oil pressure gauge line to a mechanical gauge should be a minimum of 1/8 inch ID to get good gauge response and help detect any oil pressure losses quickly.

Cylinder Heads: Production high performance cylinder heads come equipped with 1.6 inch OD exhaust valve and 2.02 inch OD inlet valves. Improvements in overall performance can be attained with the following head rework: Increase the circumference of valve seats to the outer edge of the valve face and narrow the seat by increasing the inner seat diameter with a 35° stone or cutter for exhaust and 25° cutter for inlet, leaving a .030" inlet seat and .050" exhaust seat. Remove the unused portion of the valve seat on the valve itself with a 20° cut off the underhead of the valve, narrowing the valve face to match the

seat width in the head. Remove all ridges from combustion chambers. Port exhaust port out to maximum size and narrow and streamline the exhaust valve guide boss that protrudes into port. DO NOT shorten valve guide. Do the same for inlet ports. Use valve spring No. 3927142 at 1.7" installed height for cam No. 3927140, or other suitable dual valve spring. Use steel head gasket with aluminum paint for sealer, or composition gasket without sealer. Torque head bolts to 65 ft. lb. It is recommended that rocker arm studs be pinned to keep them from pulling out of the cylinder head or replaced by screw in studs.

Intake Manifold: Z-28 manifold No. 3927610 is an aluminum high rise tuned runner type, designed to mount a single Holley 4-barrel carburetor. Any size Holley from 500-960 CFM Airflow can be mounted. Stock is a 780 CFM Model 4053 or 3943. No manifold porting is necessary but opening up of ports to match manifold gasket and head ports is recommended. Do not remove the center divider from the manifold below the carburetor. Recently released for service is a 2 x 4 barrel intake manifold with two (2) 600 CFM Holley Carburetors under part number 3940077 (carburetor conversion unit). These carburetors are jetted satisfactorily for competition as released. A later design carburetor with accelerator pumps on both primaries and secondaries has been released for improved performance under part No. 3957859.

Fuel Pump: If possible, use an electric fuel pump to boost the engine mechanical fuel pump, such as a Stewart-Warner piston pump. The 1963-65 Corvette high performance fuel pump No. 6415325 is the most satisfactory for high performance usage.

Flywheel and Clutch: Optionally available from Chevrolet is a 15 lb.

Nodular Iron Flywheel No. 3866735 and heavy duty 10.5 inch clutch No. 3886066 (cover and No. 3886059 (clutch disc). This flywheel and clutch are presently released for the 427 cu. in. L-88 engine so are more than adequate for 302 usage.

Carburetor: Use the No. 3923289 Z-28 or similar 780-800 CFM Holley carburetor. This carburetor has 1-11/16" throttle bores. Satisfactory jetting for most running conditions is no. 72 jets in both primary and secondaries. If richer or leaner mixture is desired, change all jets up or down in size. If necessary, the 600 Holley from earlier model mechanical cam 327's can be used. Jetting should be similar to production for 327 model. Connect secondaries to operate mechanically by putting a small bolt in the secondary return quadrant on left side of carburetor if mechanical secondaries are desired. A single 600 Holley No. 3957859 with double accelerator pumps and mechanical secondaries will also work extremely well.

Distributor: Production Z-28 distributor is a conventional breaker point model. Optionally available is transistor system distributor No. 1111267. Also available is distributor No.

1111263 which is a ball bearing unit with tach drive included. This distributor is for gear drive camshaft 427's and requires that you change the distributor drive gear to a chain drive model. Do not hook up vacuum advance. Run 38-40° maximum advance.

Exhaust System: A satisfactory tuned open exhaust system is mandatory to extract maximum torque and horsepower from these engines. Correct dimensions for such a system are 1-3/4" OD by 34" long head pipes collected in a group into 3-1/4" to 3-1/2" collector tailpipe. 3-1/2" tailpipe is preferred for any installations requiring more than 36" of tailpipe. Several header systems designed to these dimensions are available at Nickey's.

Operating Conditions: Following are several recommended operating specifications and limits that should insure long and satisfactory service from an engine built to the foregoing instructions.

Oil - 30 to 50 weight aircraft or other ashless high performance oil (DA, Valvoline, etc.). An oil with ashless additives is specified to prevent preignition and burnt pistons.

Fuel - The best super premium available. Examples are 260 Sunoco, 115-130 octane aviation gas, or Pure racing gasoline.

Spark Plugs - Champion - J61Y, J60R, J86Y, J83Y or UJ60P for track racing; J63Y, J6J, or UJ64P for drag racing.

Spark Advance - Maximum of 38 to 40° at high RPM.

Valve Lash - .030 Intake, .030 Exhaust for production cam No. 3849346. .022 Intake, .024 Exhaust for service cam No. 3927140.

Maximum Speed for Optional Cam - 6800-7200 RPM for track racing; 7800 RPM for drag racing.

Maximum Oil Temp - 300° in oil pan.

Minimum Fuel Pressure - 4-5 PSI at high engine speeds. Satisfactory electric fuel pump is a Stewart-Warner piston type pump. In operating conditions where fresh air is ducted to the carburetor (fresh air hoods, plenum air cleaners, etc.), it is necessary that an air cleaner element or low restriction element be used to diffuse the air entering the carburetor. If no diffuser is used, the engine mixture distribution will be upset, causing poor power and misfiring at high engine speeds.

Power Team or Option No. RPO Z-28
 Camshaft Part No. 3927140
 Lifter Type: Mech. X Hyd

Model Year 1968
 Camshaft Casting No. 3849347
 Rocker Arm Ratio 1.5:1

THESE SPECIFICATIONS FOR 3927140 CAMSHAFT ONLY

TIMING: (See NOTE below)

Checking Clearance
 Opens (BTC) (BBC)
 Closes (ABC) (ATC)
 Overlap
 Duration

	INTAKE	EXHAUST
Checking Clearance	.020	.020
Opens (BTC) (BBC)	53° BTC	101° BBC
Closes (ABC) (ATC)	100° ABC	65° ATC
Overlap	118°	
Duration	333°	346°

VALVES:

Head Diameter (Max.)
 Angle of Seat & Face
 Lift (Max.)

	INTAKE	EXHAUST
Head Diameter (Max.)	2.02"	1.60"
Angle of Seat & Face	45°	45°
Lift (Max.)	.473	.492

SPRINGS: 7143

Outer Valve Closed (Max.)
 Outer Valve Open (Max.)
 Inner Valve Closed (Max.)
 Inner Valve Open (Max.)

	INTAKE	EXHAUST
Outer Valve Closed (Max.)	110 @ 1.7"	Same @
Outer Valve Open (Max.)	260 @ 1.25"	Same @
Inner Valve Closed (Max.)	@	@
Inner Valve Open (Max.)	@	@

NOTE: Timing and lift specifications must be those found at the valve when checking clearances are set as specified above.

TIMING		BASE Z-28 (302)	
INTAKE	Opens (BTC)		60° 50'
	Close (ABC)		105° 23'
		Duration — deg.	346° 13'
EXHAUST	Opens (BDC)		108° 50'
	Close (ATC)		57° 23'
	Duration — deg.		346° 13'
	Valve opening overlap		118° 13'
INTAKE	Material		Alloy steel
	Overall length		4.870 — 4.889
	Actual overall head dia.		2.017 — 2.023
	Angle of seat and face		46° (seat) — 45° (face)
		Seat insert material	None
		Stem diameter	.3410 — .3417
		Stem to guide clearance	.0010 — .0027
		Lift @ zero lash	.4850
INTAKE	Outer spring press. and length	Valve closed (lb. @ in.)	76-84 @ 1.70"
		Valve open (lb. @ in.)	194-206 @ 1.25"
INTAKE	Inner spring press. and length	Valve closed (lb. @ in.)	Spring damper
		Valve open (lb. @ in.)	Spring damper
EXHAUST	Material		High alloy steel-aluminized face
	Overall length		4.891 — 4.910
	Actual overall head dia.		1.595 — 1.605
	Angle of seat and face		46° (seat) — 45° (face)
		Seat insert material	None
		Stem diameter	.3410 — .3417
		Stem to guide clearance	.0010 — .0027
		Lift @ zero lash	.4850
EXHAUST	Outer spring press. and length	Valve closed (lb. @ in.)	76-84 @ 1.70"
		Valve open (lb. @ in.)	194-206 @ 1.25"
EXHAUST	Inner spring press. and length	Valve closed (lb. @ in.)	Spring damper
		Valve open (lb. @ in.)	Spring damper
DIST.	Aux Adv. System (type)		None
	Make		Delco — Remy
	Model		1111266
	Cent'fgal adv. in. crank eng. rpm		1000
DIST.	Start (rpm) Intermed. points	24 @ 1950	
		32 @ 4150	
DIST.	Vacuum adv. in. crank deg. @ eng. rpm	Start (in HG) Intermed. points	10
		deg. @ in Hg Max. deg. @ in.	None 15 @ 17
Vacuum Source		Carburetor	
TIMING	Crank degrees @ rpm		6 BTDC @ idle

AMA Specifications—Passenger Car

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

MANUFACTURER Chevrolet Motor Division Owner Relations Department	CAR NAME CAMARO
MAILING ADDRESS 1077 Argonaut "A" G.M. Bldg. Detroit, Michigan 48202	MODEL YEAR 1968 ISSUED: 10-15-67 REVISED (●)

NOTES:

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

TABLE OF CONTENTS

Car & Body Dimensions 1,2	Drive Units 14	Suspensions.....
Engine - Mechanical 4	Brakes..... 18, 19	Weights.....
Electrical..... 12	Steering 20	Index.....

BODY - TYPES AND STYLE NAMES -

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

	230 Cu. In. L6-140 HP Standard	250 Cu. In. L6-155 HP Opt. (L22)	327 Cu. In. V8-210 HP Standard
2-Door Sport Coupe, 4-Passenger	12337		12437
2-Door Convertible, 4-Passenger	12367		12467

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OWNER RELATIONS DEPARTMENT

AMA Specifications—Passenger Car

MAKE OF CAR CAMARO MODEL YEAR 1968 DATE ISSUED 10/15/67 REVISED (*)

CAR AND BODY DIMENSIONS

See Pages 25, 26 for SAE Dimension Definitions

(All dimensions in inches unless otherwise indicated)

All dimensions to ground are for comparative purposes only and are shown with vehicle load of two passengers in front and three in rear, except where otherwise noted.

MODEL	SAE Ref. No.	SPORT COUPE	CONVERTIBLE
WIDTH			
Track - Front	W101	59.6	
Track - Rear	W102	59.5	
Maximum overall car width	W103	72.3	
Body width at No. 2 pillar	W117		
LENGTH			
Body "O" to front of dash	L 30		
Wheelbase	L101	108.0	
Overall car length	L103	184.6	
Overhang - front	L104	36.6	
Overhang - rear	L105	40.0	
Body upper structure length	L123		
Body "O" line to C of rear wheel	L127	90.0	
Body "O" line to w/s cowl point	L130		
HEIGHT			
Overall height	H101	50.9	
Cowl height	H114	35.3	
Deck height	H138		
Rocker panel - front	To ground	7.1	
	From front wheel C		
Rocker panel - rear	To ground	8.1	
	From rear wheel C		
Windshield slope angle	H122		
GROUND CLEARANCE			
Bumper to ground - front	H102	17.2	
Bumper to ground - rear	H104	17.0	
Angle of approach	H106	22	
Angle of departure	H107	19	
Ramp breakover angle	H147	13	
Min. running clearance (Specify)	H156	5.1 (Frame to ground)	

AMA Specifications—Passenger Car

MAKE OF CAR CAMARO MODEL YEAR 1968 DATE ISSUED 10/15/67 REVISED (*)

CAR AND BODY DIMENSIONS

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

MODEL	SAE Ref. No.	SPORT COUPE	CONVERTIBLE
FRONT COMPARTMENT			
Effective head room	H61	37.0	37.5
Max. eff. leg room – accelerator	L34		42.5
H Point to Heel point	H30		7.7
H Point travel	L17		4.0
Shoulder room	W 3		56.7
Hip room	W 5		56.3
Upper body opening to ground	H50		46.6
REAR COMPARTMENT			
H Point couple distance	L50	27.1	27.4
Effective head room	H63	36.7	36.8
Min. effective leg room	L51	29.2	29.5
H Point to Heel point	H31		9.4
Min. knee room	L48		
Rear Compartment room	L 3		22.5
Shoulder room	W 4	53.6	47.3
Hip room	W 6	54.6	47.5
Upper body opening to ground	H51	--	--
LUGGAGE COMPARTMENT			
Usable luggage capacity	V 1	8.3	6.0
Liftover height	H195		30.0
Position of spare tire storage			
Method of holding lid open			
STATION WAGON – THIRD SEAT			
Shoulder Room	W85		
Hip room	W86		NOT
Effective leg room	L86		
Effective head room	H86		AVAILABLE
Seat facing direction			
STATION WAGON – CARGO SPACE			
Cargo length at floor – front seat	L202		
Cargo length at belt – front seat	L204		
Cargo width – wheelbase	W201		NOT
Opening width at belt	W204		
Maximum cargo height	H201		AVAILABLE
Rear opening height	H202		
Cargo volume index (cu. ft.) W4 x L204 x H201	V2		

AMA Specifications—Passenger Car

MAKE OF CAR CAMARO MODEL YEAR 1968 DATE ISSUED 10/15/67 REVISED (6)

POWER TEAMS

(Indicate whether standard or optional)

MODEL AVAILABILITY	ENGINE					TRANSMISSION	AXLE RATIO ** (Std. first) (Indicate A C ratio) *								
	Displ. cu. in.	Carburetor	Compr. Ratio	BHP RPM	Torque RPM		A	B	C						
All Models	230 Standard	One; 1-bbl down-draft	8.5:1	140 @ 4400	220 @ 1600	3-Speed (2.85:1 low) and 4-Speed* (2.85:1 low)	Base	3.08	2.73	3.55					
							A/C	3.08	--	3.55					
						Power-glide *	Base	2.73(a)	2.56	3.55					
							A/C	3.08	--	3.55					
						250 Opt. (L22)	One; 1-bbl down-draft	8.5:1	155 @ 4200	235 @ 1600	3-Speed (2.85:1 low) and 4-Speed* (2.85:1 low)	Base	3.08	2.73	3.55
												A/C	3.08	--	3.55
	Power-glide *	Base	2.73(a)	2.56	3.55										
		A/C	3.08	--	3.55										
	327 Standard	One; 2-bbl down-draft	8.75:1	210 @ 4600	320 @ 2400						3-Speed (2.54:1 low) and 4-Speed* (2.54:1 low)	Base	3.08	2.73	3.55
												A/C	3.08	--	3.55
						Power-glide *	Base	2.73(a)	2.56	3.55					
							A/C	3.08	--	3.55					
A-Standard B-Economy C-Performance D-Special * -Optional ** -Positraction axles available optionally in ratios shown (a) -3.08:1 when Rally Sport option (RPO Z22) is specified															

AMA Specifications—Passenger Car

MAKE OF CAR CAMARO MODEL YEAR 1968 DATE ISSUED 10/15/67 REVISED (e)

	12300	12400	
MODEL	230 Cu. In. L-6 (Std.)	250 Cu. In. L-6 (L22)	327 Cu. In. V-8 (Std.)

ENGINE – GENERAL

Type, no. cyls., valve arr.	In-line 6 OHV		90° OHV V-8
Bore and stroke (nominal)	3.875 x 3.25	3.875 x 3.53	4.001 x 3.25
Piston displacement, cu. in.	230	250	327
Bore spacing (C to C)	4.40		
No. system (front to rear)	L. Bank	1-2-3-4-5-6	1-3-5-7
	R. Bank	In - line	2-4-6-8
Firing order	1-5-3-6-2-4		1-8-4-3-6-5-7-2
Compres. ratio (nominal)	8.5:1		8.75:1
Cylinder Head Material	Cast alloy iron		
Cylinder Block Material	Cast alloy iron		
Cyl. Sleeve-Wet, dry, none	None		
Number of mtg. points	Front	Two	
	Rear	One	
Engine installation angle	3° 55'		
Taxable horsepower	$\frac{\text{Dia}^2 \times \text{No. Cyl.}}{2.5}$ 36.0		51.2
Publishing max. bhp* @ eng. RPM	140 @ 4400	155 @ 4200	210 @ 4600
Publishing max. torque* (lb. ft. @ RPM)	220 @ 1600	235 @ 1600	320 @ 2400
Rec. ended fuel regular - premium			

ENGINE – PISTONS

Material	Cast aluminum alloy		
Description and finish	Flat, notched head; slipper skirt		
Weight (piston only) oz.	20.32	24.16	21.60
Clearance (limits)	Top land	.0345-.0435	.0365-.0455
	Skirt	Top	.0005-.0011(a)
		Bottom	.0005-.0011(b)
Ring groove depth	No. 1 ring	.2153-.2218	.2217-.2283
	No. 2 ring	.2153-.2218	.2217-.2283
	No. 3 ring	.2093-.2158	.2038-.2103
	No. 4 ring	None	

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

- (a) Measured 2.44 from top of piston
- (b) Measured 2.24 from top of piston

AMA Specifications—Passenger Car

MAKE OF CAR	CAMARO	MODEL YEAR	1968	DATE ISSUED	10/15/67	REVISED	(*)
MODEL	12300	12400	230 Cu. In. L-6 (Std.)	250 Cu. In. L-6 (L22)	327 Cu. In. V-8 (S)		

ENGINE - RINGS

Function (top to bottom)	No. 1, oil or comp.	Compression		
	No. 2, oil or comp.	Compression		
	No. 3, oil or comp.	Oil		
	No. 4, oil or comp.	None		
Compression	Description - material, coating, etc.	Cast alloy iron; inside bevel tapered face, barrel face with no bevel on upper ring for 250 & 327 Cu. In. Flash chrome plate-upper; Wear resistant coating-lower		
	Width	(a)	(b)	(c)
	Gap	.010 - .020		(d)
Oil	Description - material, coating, etc.	Multi-piece (2 rails and 1 spacer expander) Rails-steel, chrome plated OD; Expander-stainless steel		
	Width	.1870-.1890 (assembled)		
	Gap	.015-.055		
Expanders	In oil ring assembly			

ENGINE - PISTON PINS

Material	Chromium steel		
Length	2.990-3.010		
Diameter	.9270-.9273		
Type	Locked in rod, in piston, floating, etc.	Locked in rod	
	Bush- ing	In rod or piston Material	None None
Clearance	In piston	.00015-.00025	
	In rod	None	
Direction & amount offset in piston	.055-.065		

ENGINE - CONNECTING RODS

Material	Drop forged steel		
Weight (oz.)	12.50		21.60
Length (center to center)	5.695-5.705		
Bearing	Material & Type	Copper lead alloy or sintered copper nickel backed babbitt on steel	Premium Aluminum
	Overall length	.807	.797
	Clearance (limits)	.0007-.0027	.0007-.0027
	End play	.009-.013	

- (a) Upper .0775-.0780; lower .0770-.0780
 (b) Upper .0628-.0633; lower .0623-.0633
 (c) Upper .0775-.0780; lower .0770-.0775
 (d) Upper .010-.020; lower .013-.025

AMA Specifications—Passenger Car

MAKE OF CAR	CAMARO	MODEL YEAR	1968	DATE ISSUED	10/15/67	REVISED (e)
			12300			12400
MODEL	230 Cu. In. L-6 (Std.)	250 Cu. In. L-6 (L22)		327 Cu. In. V-8 (Std.)		

ENGINE - CRANKSHAFT

Material	Cast nodular iron			
Vibration damper type	Rubber mounted inertia			
End thrust taken by bearing (No.)	7		5	
Crankshaft end play	.002-.006		.006-.010	
Main bearing	Material & type	Steel with backed insert (selected bearing material-copper lead alloy or premium alum. for intended engine operation & application)		
	Clearance	.0003-.0029	(a)	
	Journal dia. and bearing overall length	No. 1	2.3004 x .752	2.4502 x .752
		No. 2	2.3004 x .752	2.4505 x .752
		No. 3	2.3004 x .752	2.4505 x .752
		No. 4	2.3004 x .752	2.4505 x .752
		No. 5	2.3004 x .752	2.4507 x 1.177
		No. 6	2.3004 x .752	None
No. 7		2.3004 x .760	None	
Dir. & amt. cyl. offset	None			
Crankpin journal diameter	1.999-2.000		2.099-2.100	

ENGINE - CAMSHAFT

Location	Above and to right of crankshaft		In block above crk/shft	
Material	Cast alloy iron			
Bearings	Material	Steel backed babbitt		
	Number	4	5	
Type of Drive	Gear or chain	Gear	Chain	
	Crankshaft gear or sprocket material	Steel	Steel sprocket	
	Camshaft gear or sprocket material	Bakelite and fabric composition with steel hub	Cast alloy iron	
	Timing chain	No. of links	None	.46
		Width	None	.740
Pitch		None	.500	

ENGINE - VALVE SYSTEM

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

(Continued)

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

AMA Specifications—Passenger Car

MAKE OF CAR CAMARO MODEL YEAR 1968 DATE ISSUED 10/15/67 REVISED (a)

12300 12400

MODEL 230 Cu. In. L-6 (Std.) | 250 Cu. In. L-6 (L22) | 327 Cu. In. V-8 (Std)

ENGINE – VALVE SYSTEM (cont.)

Timing (based on top of ramp points)	Intake	Opens (°BTC)	16°	28°	
		Closes (°ABC)	48°	72°	
		Duration - deg.	244°	280°	
	Exhaust	Opens (°BBC)	46° 30'	78°	
		Closes (°ATC)	17° 30'	30°	
		Duration - deg.	244°	288°	
Valve opening overlap		33° 30'	58°		
Intake	Material		Alloy steel		
	Overall length		4.902-4.922		
	Actual overall head dia.		1.715-1.728		
	Angle of seat & face		46° (seat) 45° (face)		
	Seat insert material		None		
	Stem diameter		.3410-.3417		
	Stem to guide clearance		.0010-.0027		
	Lift (@ zero lash)		.3317	.3880	.3900
	Outer spring press. & length	Valve closed (lb.@in.)	56-64 @ 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 on 327 cu. in.		
	Overall length		4.913-4.933		
	Actual overall head dia.		1.495-1.505		
	Angle of seat & face		46° (seat) 45° (face)		
	Seat insert material		None		
	Stem diameter		.3410-.3417		
	Stem to guide clearance		.0017-10027		
	Lift (@ zero lash)		.3317	.3880	.4100
	Outer spring press. & length	Valve closed (lb.@in.)	56-64 @ 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

ENGINE – LUBRICATION SYSTEM

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

(Continued)

(a) Centrifugally oiled from front camshaft bearing.

AMA Specifications—Passenger Car

MAKE OF CAR CAMARO MODEL YEAR 1968 DATE ISSUED 10/15/67 REVISED (a)
 12300 12400
 MODEL 230 Cu. In. L-6 (Std.) | 250 Cu. In. L-6 (L22) | 327 Cu. In. V-8 (Std.)

ENGINE – LUBRICATION SYSTEM (cont.)

Oil pump type	Gear
Normal oil pressure (lb. engine rpm)	50-65 PSI @ 2000 RPM (bench test-no flow conditions)
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)	32° and above -SAE 20W or SAE 10W-30 0° F to 32° F* -SAE 10W or SAE 10W-30 Below 0° F - SAE 5W or SAE 5W-20 *(SAE 5W-30 can be used at temperatures below freezing)
Engine Service Reamt. (MM, MS, etc.)	MS or DG

ENGINE – EXHAUST SYSTEM

Type (single, single with cross-over, dual, other)	Single	Single with crossover
Muffler No. & type (reverse flow, straight thru, separate resonator)	One, reverse flow	
Exhaust pipe dia. (O.D., wall thick.)	Branch	None
	Main	2.00 x .057-.071
Tc pe dia. (O.D. & wall thickness)		2.00 x .073-.091(a)
		2.00 x .062-.076

ENGINE – CRANKCASE VENTILATION SYSTEM

Type (ventilates to atmos., induction system, other)	Standard	Ventilates to induction system
	Optional	None
Control Unit	Make and model	AC Spark Plug; 230 & 250 Cu. In. (6426191); 327 Cu. In. (6424251)
	Location	Top rear of rocker cover Left frt. rocker cvr.
	Energy source (manifold vacuum, carburetor air stream, other)	Manifold vacuum
	Control method (variable orifice, fixed orifice, other)	Variable orifice
Complete system	Discharges (to intake manifold, carb. air intake, air cleaner intake, other)	Intake manifold
	Air inlet (breather cap, carburetor air cleaner, other)	Carburetor air cleaner
	Flame arrestor (screen, check valve, other)	Screen

(a) Laminated

AMA Specifications—Passenger Car

MAKE OF CAR		CAMARO		MODEL YEAR		1968		DATE ISSUED		10/15/67		REVISED (*)		
MODEL		12300				12400								
ENGINE - EXHAUST EMISSION CONTROL		Manual		Auto		Manual		Auto		Manual		Auto		
Type (Air injection, engine modifications, other)		MANUAL TRANSMISSIONS-Air injection reactor equipment AUTOMATIC TRANSMISSIONS- Controlled combustion system												
Air Injection Pump *	Type	Semi-articulated vane type												
	Displacement	19.3												
	Drive ratio	1.15:1												
	Drive type	Crankshaft pulley												
	Relief valve (type)	Diverter valve separate from pump												
	Filter (describe)	Centrifugal air cleaner												
Air Injection System *	Air distribution (head, manifold, etc.)	Head						Manifold						
	Point of entry	Exhaust ports												
	Injection tube I.D.	.2565												
	Check valve type	Pressure (plate type)												
	Backfire protection (type)	Diverter valve												
Carburetor	Make	Rochester												
	Model	7028017		7028014		7028017		7028014		7028101		7028101		
	Barrel size	1.69				1.69				1.44				
	Idle speed	Drive	--		500		--		500		--		600	
		Neutral	700		--		700		--		700		--	
	Idle A/F mixture	Not specified												
Distributor	Aux. Adv. Systems (type)	None												
	Make	Delco-Remy												
	Model	1110436		1110433		1110439		1110339		1111440		1111443		
	Cent'gal adv. in crank degrees @ eng. rpm	Start (rpm)	1000				900				1000			
		Intermed. points deg. @ rpm	21@2100		17@2100		21@1950		17@1950		8@1400		--	
		Max. deg. @ rpm	36@4600		32@4600		32@4200		28@4200		36@3950		32@3950	
	Vacuum adv. in crank degrees @ eng. rpm	Start (in Hg)	7.00				7.00				6.00			
		Intermed. points deg. @ in. Hg	None											
		Max. deg. @ in.	23 @ 16				23 @ 16				15 @ 12			
	Vacuum Source	Carburetor												
Timing - Crank degrees @ rpm (a)	TDC		4BTC		TDC		4BTC		2ATC		2BTC			
Cooling System (describe changes)	None													
Exhaust System (describe changes)	None													

*-Used with manual transmissions only
(a)-At idle.

AMA Specifications—Passenger Car

MAKE OF CAR CAMARO MODEL YEAR 1968 DATE ISSUED 10/15/67 REVISED (•)
 12300 12400
 MODEL 230 Cu. In. L-6 (Std.) | 250 Cu. In. L-6 (L22) | 327 Cu. In. V-8 (Std.)

ENGINE – FUEL SYSTEM

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

Induction type: Carburetor, fuel injection, supercharger.		Carburetor		
Fuel Tank	Refill capacity (U.S. gals.)	18 (approximately)		
	Filler location	Center of rear end panel		
Fuel Pump	Type (elec. or mech.)	Mechanical		
	Locations	Lower right front of engine		
	Pressure range	3.50-4.50 PSI	5.00-6.50 PSI	
Vacuum booster (std., optional, none)		None		
Fuel Filter	Type	Fine mesh plastic strainer in gasoline tank		
	Locations	and paper filler in carburetor inlet		
Carburetor	Choke type	Automatic		
	Intake manifold heat control (exhaust or water)	Exhaust		
	Air cleaner type	Standard	Oil-wetted paper	
		Optional	None	
Idle speed (spec. neutral or drive)	Manual	700 (neutral)	700 (neutral)	
	Automatic	500 (drive)	600 (drive)	
	Idle A/F mix.	Not specified		

CARBURETOR SUPPLEMENTARY INFORMATION

Model Usage	Engine Displ.	Transmission	Carburetors		No. Used and Type	Barrel Size
			Make	Model		
11300	230	3-Speed & 4-Speed	Rochester	7028017(a)	One; single barrel	1.69
		Powerglide	Rochester	7028014		
	250	3-Speed & 4-Speed	Rochester	7028017(a)		
		Powerglide	Rochester	7028014		
11400	327	3-Speed & 4-Speed	Rochester	7028101(b)	One; two barrel	1.44
		Powerglide	Rochester	7028110(c)		
(a) 7028015 with Air	Conditioning					
(b) 7028103 with Air	Conditioning					
(c) 7028112 with Air	Conditioning					

AMA Specifications—Passenger Car

MAKE OF CAR CAMARO MODEL YEAR 1968 DATE ISSUED 10/15/67 REVISED (•)

MODEL _____ 12300 _____ 12400

_____ 230 Cu. In. L-6 (Std.) / 250 Cu. In. L-6 (L22) 327 Cu. In. V-8 (S)

ENGINE - COOLING SYSTEM

Type system (pressure, pressure vented, atmospheric, other)		Pressure	
Radiator cap relief valve pressure		15 ± 1 PSI	
Circulation thermostat	Type (choke, bypass)	Choke	
	Starts to open at (°F)	192° - 198°	
Water pump	Type (centrifugal, other)	Centrifugal	
	GPM @ 1000 pump rpm	60 @ 4400	54 @ 4400
	Number of pumps	One	
	Drive (V-belt, other)	V-belt	
	Bearing type	Permanently lubricated double row ball	
By-pass recirculation type (inter., ext.)		Internal	
Radiator core type (cellular, tube and fin, other)		Tube and center	
Cooling system capacity	With heater (qt.)	12	16
	Without heater (qt.)	11	15
	Opt. equipment-specify (qt.)	12	16
Water jackets full length of cyl. (yes, no)		Yes	
Water all around cylinder (yes, no)		Yes	
Radiator hose	Lower	Number and type (molded, straight)	One, molded
		Inside diameter	1.75
	Upper	Number and type (molded, straight)	One, molded
		Inside diameter	1.50
	By-pass	Number and type (molded, straight)	None
		Inside diameter	None
Fan	Number of blades & spacing		4-Staggered
	Diameter		17.62
	Ratio-fan to crankshaft rev.		.949:1
	Fan cutout type		None
	Bearing type		Double row ball
* Drive belts (indicate belt used by letter)	Fan	A	E
	Generator or alternator	A	E
	Water Pump	A	E
	Power Steering	B	F
	Air Conditioning	C	G
	Air Injection Pump	D	H

* Drive Belt Dimensions	A	B	C	D	E	F	G	H	I	J	K
Angle of V	←—————			38° - 42°	—————→						
Nominal length (SAE)	39.00	49.50	54.75	50.00	53.50	35.00	57.50	49.50			
Width	←—————			.380	—————→						

AMA Specifications—Passenger Car

MAKE OF CAR CAMARO MODEL YEAR 1968 DATE ISSUED 10/15/67 REVISED (a)
 MODEL 12300 12400
230 Cu. In. L-6 (Std.) | 250 Cu. In. L-6 (L22) | 327 Cu. In. V-8 (Std.)

ELECTRICAL – SUPPLY SYSTEM

Battery	Make and Model		Delco-Remy 1980032	Delco-Remy 1980030
	Voltage Rtg. & Total Plates		12 Volts 54 plates	12 Volts 66 plates
	SAE Designation & Amp. Hr. Rtg.		45 amp hr @ 20hr rate	61 amp hr @ 20 hr
	Location Right front engine compartment			
	Terminal grounded Negative			
Generator or Alternator	Make		Delco-Remy	
	Model		1100693	1100794
	Type and rating Diode rectified 9-37 amps			
	Output at engine idle (neutral) 13 amps			
Ratio—Gen. to Cr/s rev. 2.46:1				
Regulator	Make		Delco-Remy	
	Model		1119515	
	Type		Vibrator	
	Cutout relay	Closing voltage generator rpm	None	
		Reverse current to open	None	
	Regu- lated	Voltage	13.8-14.8 @ 85° F	
		Current	- - -	
Voltage test conditions	Temperature	Operating		
	Load	3-8 amperes		
	Other	None		

ELECTRICAL – STARTING SYSTEM

Starting Motor	Make			
	Model		1108365	1108367
	Rotation (drive end view)		Clockwise	
Motor control	Switch (solenoid, manual)		Solenoid	
	Starting procedure 3-Spd & 4-Spd-Place gear shift lever in neutral & depress clutch AUTOMATIC-Place control lever in N or P position INITIAL START-Press accelerator to floor and release			
Motor Drive	Engagement type		Positive shift solenoid	
	Pinion meshes (front, rear)		Rear	
	Number of teeth	Pinion	9	
		Flywheel	Manual	153
	Auto.		153	
Flywheel tooth face width		Manual	.4010 - .4130	
		Auto.	.4010 - .4130	

AMA Specifications—Passenger Car

MAKE OF CAR	CAMARO	MODEL YEAR	1968	DATE ISSUED	10/15/67	REVISED (a)	
MODEL			12300			12400	
			230 Cu. In. L-6 (Std.)	250 Cu. In. L-6 (L22)		327 Cu. In. V-8 (S)	

ELECTRICAL – IGNITION SYSTEM		Manual	Auto	Manual	Auto	Manual	Auto	
Type	Conventional – Std., Opt., N.A.	Standard						
	Transistorized – Std., Opt., N.A.	N. A.						
	Other (specify)	None						
Coil	Make	Delco-Remy						
	Model	1115208			1115213			
	Amps	Engine stopped	4.0					
		Engine idling	1.8					
Distributor	Make	Delco-Remy						
	Model	1110436	1110433	1110439	1110339	1111440	1111443	
	Cent'fgal adv. in c/shaft degrees@ engine rpm (nominal)	Start (rpm)	1000		900		1000	900
		Intermediate points deg.@rpm	21@2100	12@2100	21@1950	17@1950	8@1400	--
		Max. deg.@rpm	36@4600	32@4600	32@4200	28@4200	36@3950	32@3950
	Vacuum adv. in c/shaft degrees@ in. Hg. (nominal)	Start (in. Hg.)	7.00		7.00		6.00	
		Intermediate points, deg.@in. Hg.	None					
		Max. deg. in. Hg.	23 @ 16		23 @ 16		15 @ 12	
		Breaker gap (in.)	.019					
		Cam angle (deg.)	31-34			28-32		
		Breaker arm tension (oz.)	19-23					
Timing	Crankshaft deg.@rpm (a)	TDC	4BTC	TDC	4BTC	2ATC	2BTC	
	Mark location	Torsional damper						
Spark Plug	Make	AC Spark Plug						
	Model	AC 46 N (long reach)				AC 44		
	Thread (mm)	14						
	Tightening torque (lb. ft.)	25						
	Gap	.033-.038						
Cable	Conductor type	Linen core impregnated with electrical conducting material						
	Insulation type	Rubber with neoprene jacket						
	Spark plug protector	Neoprene						

ELECTRICAL – SUPPRESSION

Locations & type	Non-metallic high ignition cables
------------------	-----------------------------------

(a) - At idle.

AMA Specifications—Passenger Car

MAKE OF CAR CAMARO MODEL YEAR 1968 DATE ISSUED 10/15/67 REVISED (•)
 12300 12400
 MODEL 230 Cu. In. L-6(Std.) | 250 Cu. In. L-6 (L22) | 327 Cu. In. V-8 (Std.)

ELECTRICAL – INSTRUMENTS AND EQUIPMENT

Speed-ometer	Type	Dual
	Trip odometer (yes,no)	No
Charge indicator – type		Tell-tale
Temperature indicator – type		Tell-tale
Oil pressure indicator – type		Tell-tale
Fuel indicator – type		Electric gauge
Other		Refer to page 23
Wind-shield wiper	Type – Standard	Electric Two-Speed
	Type – Optional	None
Wind-shield washer	Type – Standard	Push-button
	Type – Optional	None
Horn	Type	Vibrator
	Number used	Two
	Amp draw (each)	(Low note) 4.5-6.5 @ 12.5V (Hi note) 4.2-6.2 @ 12.5V.

DRIVE UNITS – CLUTCH (Manual Transmission)

Make & type	3-Speed & 4-Speed		
Type pressure plate springs	Chevrolet-single dry disc	Single-dry disc-centrifugal	
Type spring load (lb.)	Diaphragm	Diaphragm-bent finger design	
No. of clutch driven discs	1650-1850	2100-2300	
Clutch facing	Material	One	
	Outside & inside dia.	Woven asbestos	Premium grade-wov.asbestos
	Total eff.area(sq.in.)	9.12 & 6.12	10.34 & 6.5
	Thickness	71.82	101.5
	Engagement cushioning method	.135 each	
Release bearing	Type & method of lubrication	Flat spring steel between facings	
Torsional damping	Methods: springs, friction material	Single row ball, packed and sealed	
		Coil springs	

AMA Specifications—Passenger Car

MAKE OF CAR <u>CAMARO</u>	MODEL YEAR <u>1968</u>	DATE ISSUED <u>10/15/67</u> REVISED (*)
	<u>12300</u>	<u>12400</u>
MODEL	<u>230 Cu. In. L-6 (Std.)</u>	<u>327 Cu. In. V-8 (Std.)</u>
	<u>250 Cu. In. L-6 (L22)</u>	

DRIVE UNITS – TRANSMISSIONS

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

DRIVE UNITS – MANUAL TRANS.

		3-SPEED	4-SPEED	3-SPEED	4-SPEED	
Number of forward speeds		3	4	3	4	
Transmission ratios	In first	2.85:1	2.85:1	2.54:1	2.54:1	
	In second	1.68:1	2.02:1	1.50:1	1.80:1	
	In third	1.00:1	1.35:1	1.00:1	1.44:1	
	In fourth	--	1.00:1	--	1.00:1	
	In reverse	2.95:1	2.85:1	2.63:1	2.54:1	
Synchronous meshing, specify gears		All forward gears				
Shift lever location		Steering column 3-speed Floor mounted 4-speed				
Lubricant	Capacity (pt.)	3				
	Type recommended	Meeting Military Specs. MIL-L-2105B				
	SAE viscosity number	Summer	SAE 80			
		Winter	SAE 80			
		Extreme cold	SAE 80			

DRIVE UNITS – MANUAL TRANS. W/OVERDRIVE

(For transmission data see manual transmission section)

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

AMA Specifications—Passenger Car

MAKE OF CAR CAMARO MODEL YEAR 1968 DATE ISSUED 10/15/67 REVISED (*)

	12300	12400
MODEL	230 Cu.In. L-6 (Std)	250 Cu.In. L-6 (L22) 327 Cu.In. V-8 (Std)

DRIVE UNITS – AUTOMATIC TRANSMISSION

Trade name	Powerglide		
Type describe	Torque converter with planetary gears		
Selector location	Steering column, floor mounted with console available optionally		
List gear ratios Selector Pattern and indicate which are used in each selector position	P - Park R - Reverse N - Neutral D - 1.82-1.00 L - 1.82		P - Park R - Reverse N - Neutral D - 1.76-1.00 L - 1.76
Max. upshift speed—drive range	63	62	71
Max. kickdown speed—drive range	58	58	67
Torque converter	Number of elements	3	
	Max. ratio at stall	2.10:1	
	Type of cooling (air, liquid)	Water	
	Nominal diameter	11.00	11.75
Lubricant	Capacity—refill (pt.)	6	
	Type recommended	A suffix A	
Special transmission features			

DRIVE UNITS – PROPELLER SHAFT

Number used	One		
Type (straight tube, tube-in-tube, internal-external damper, etc.)	Straight tube		
Outer diam. x length* x wall thickness	Manual 3-speed trans.	2.75 x 49.96 x .065	
	Manual 4-speed trans.	Same as 3-speed	
	Overdrive transmission	Not available	
	Automatic transmission	Same as 3-speed	

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

AMA Specifications—Passenger Car

MAKE OF CAR CAMARO MODEL YEAR 1968 DATE ISSUED 10/15/67 REVISED (•)

MODEL 12300 & 12400

DRIVE UNITS – PROPELLER SHAFT (cont.)

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

DRIVE UNITS – AXLE

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

AXLE RATIO TOOTH COMBINATIONS

(See page 3 for axle ratio usage)

Axle ratio		2.56	2.73	3.08	3.55
No. of teeth	Pinion	16	15	12	11
	Ring gear	41	41	37	39
Ring Gear O.D.		8.125			

AMA Specifications—Passenger Car

MAKE OF CAR CAMARO MODEL YEAR 1968 DATE ISSUED 10/15/67 REVISED (•)

MODEL 12300 & 12400

DRIVE UNITS – WHEELS

Type & material		Short spoke disc, steel	
Rim (size & flange type)	Std.	14 x 6	
	Opt.	None	
Attachment	Type (bolt or stud)	Stud	
	Circle diameter	4.75	
	Number and size	5 hex nuts, 7/16-20 UNF-2B	

MODEL _____

DRIVE UNITS – TIRES

Standard	Size, ply rating, & ply		7.35 x 14-2 ply (4 ply rating)	
	Type (bias, radial, etc.)		Bias	
	Full rated Inflation Press.	Front	24	
		Rear	28	
	Rev./Mile at 50 MPH		791	
(onal	Size, ply rating, & ply		7.35 x 14-2 ply (4 ply rating)	
			D70 x 14 - 2 ply (4 ply rating)	

BRAKES – PARKING

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

AMA Specifications—Passenger Car

MAKE OF CAR CAMARO MODEL YEAR 1968 DATE ISSUED 10/15/67 REVISED (•)

12300; 12400

MODEL _____

BRAKES — SERVICE

			STANDARD	FRONT DISC (Opt)	
Type (drum or disc)			Drum	Disc	
Self adjusting (sta., opt., N.A.)			Standard		
Power brake make & type (remote, int., etc.)	Std.		--		
	Opt.		Bendix; Delco-Moraine vacuum power unit; integral		
Effective area (sq. in.)*			168.9	114.0	
Gross lining area (sq. in.)**			168.9	118.1	
Swept area (sq. in.)***			268.6	332.4	
Percent brake effectiveness — front			62.3	58.9	
Drum or Disc	Diameter (nominal)	Front	9.5	11.0	
		Rear	9.5	11.0	
Drum or Disc	Type and material		Composite; Cast iron, steel web	Cast iron	
	Disc (vented or solid)		--	Vented	
	No. pistons per caliper		--	4	
Wheel cylinder bore	Front		1.125	2.0625	
	Rear		.875	.875	
Master Cylinder	Bore		1.00	1.00	
	displacement distribution	Front %	.47 Cu. In. @ 0 PSI	.65 Cu. In. @ 0 PSI	
		Rear %	.33 Cu. In. @ 0 PSI	.29 Cu. In. @ 0 PSI	
Disc Brk. Valve	Type (proportion, delay, metering, other)		Check valve		
Pedal arc ratio					
Pressure at 100 lb. pedal load			790	790	
Shoe clearance adjustment			Self adjusting		
Brake lining	Drum or Disc		Drum	Disc	
	Bonded or riveted		Bonded	Riveted	
	Front Wheel	Material		Molded asbestos	Molded asbestos
		Size (length x width x thickness)	Prim. or out-board	9.01 x 2.50 x .17	5.96 x 2.21 x .41
			Second. or in-board	9.75 x 2.50 x .20	5.96 x 2.21 x .41
		Segments per shoe		One	One
	Rear Wheel	Material		Molded asbestos	Molded asbestos
		Size (length x width x thickness)	Prim. or out-board	9.01 x 2.00 x .17	9.01 x 2.00 x .17
			Second. or in-board	9.75 x 2.00 x .20	9.75 x 2.00 x .20
		Segments per shoe		One	One

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

AMA Specifications—Passenger Car

MAKE OF CAR CAMARO MODEL YEAR 1968 DATE ISSUED 10/15/67 REVISED (*)

MODEL 12300 & 12400

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: Tilt achieved with universally-jointing steering shaft at base of steering wheel.		
	(std., opt., NA)	Optional		
Wheel diameter	Manual	16.25		
	Power	16.25		
Turning diameter (feet)	Outside front	Wall to wall (l. & r.)		
		Curb to curb (l. & r.)		
	Inside rear	Wall to wall (l. & r.)		
		Curb to curb (l. & r.)		
Outside whl. angle with inside whl. at 20°				
Manual	Gear	Type	Semi-reversible recirculating ball nut	
		Make	Saginaw	
		Ratios	Gear	24:1
			Overall	28.2:1
	No. wheel turns	4.8		
Front	Type (coaxial, linkage, etc.)	Coaxial		
	Make	Saginaw		
	Gear	Type	Same as manual	
		Ratios	Gear	17.5:1
			Overall	20.6:1
			Pump driven by	Crankshaft pulley
	Number wheel turns	2.8		
Linkage	Type	Parallelogram		
	Location (front or rear of wheels, other)	Rear		
	Drag link (trans. or longit.)	None		
	Tie rods (one or two)	Two		
Steering Axis	Inclination at camber (deg.)		8-1/4 to 9-1/4	
	Bearings (type)	Upper	Ball stud with non-metallic bearings	
		Lower	Ball stud with non-metallic and sintered iron bearings	
		Thrust	None	
Whl. Align. (range at curb wt. & preferred)	Caster (deg.)		0 to P1	
	Camber (deg.)		N-1/4 to P-3/4	
	Toe-in (outside track inches)		1/8 to 1/4	
Steering spindle & joint type		Steering knuckle with spherical joints		
Wheel Spindle	Diameter	Inner bearing	1.2493-1.2498	
		Outer bearing	.7491-.7497	
	Thread size		3/4-20 NEF-3 (modified)	
	Bearing type		Taper roller	

AMA Specifications—Passenger Car

MAKE OF CAR CAMARO MODEL YEAR 1968 DATE ISSUED 10/15/67 REVISED 6

MODEL	12300	12400
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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	Rear suspension geometry	
Special provisions for car jacking	Front: 3-3/4 in. inboard of bumper bolt Rear: 2-1/2 in. inboard of bumper bolt	
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 spring and concentric absorber and spherically-jointed steering knuckle for wheel		
Spring	Type	Coil, right hand helix	
	Material	Steel alloy	
	Size (coil design height & I.D. bar length x dia.)	11.09 x 3.63 121.5 x .571	11.09 x 3.63 121.0 x .615
	Spring rate (lb. per in.)	245	320
	Rate at wheel (lb. per in.)		
Stabilizer	Type (link, linkless, frameless)	Link	
	Material & bar diameter	4R steel .6875	

SUSPENSION – REAR

Type and description	Salisbury rear axle with two single leaf springs		
Drive and torque taken through	Rear springs		
Spring	Type	Single leaf	
	Material	Chrome carbon steel	
	Size (length x width, coil design height & I.D.; bar length & dia.)	5.60 x 2.25	
	Spring rate (lb. per in.)	100	115
	Rate at wheel (lb. per in.)		
	Mounting insulation type	Rubber bushed at shackle and hangers	
	If leaf	No. of leaves	One
	Shackle (comp. or tens.)	Compression	
Stabilizer	Type (link, linkless, frameless)	None	
	Material	---	
Track bar type	None		

AMA Specifications—Passenger Car

MAKE OF CAR CAMARO MODEL YEAR 1968 DATE ISSUED 10/15/67 REVISED (*)

12300 & 12400

MODEL _____
FRAME _____

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

BODY - MISCELLANEOUS INFORMATION

2-Dr. Spt. Cpe.

Convertible

Drs. hinged (front, rr.)	Front doors	Front
	Rear doors	None
Type of finish (lacquer, enamel, other)		Acrylic Lacquer
Hood counterbalanced (yes, no)		Yes
Hood release control (internal, external)		External
Vehicle Ident. No. location		Left front body hinge pillar
Engine No. location		6-cyl-on crankcase R.H. side of engine, rear of distributor. 8-cyl-on top front of R.H. bank of cylinder and case.
Theft protection - type		Shielded ignition lock terminals key removable in "OFF" position.
Vent window control method (crank, friction pivot)	Front	None
	Rear	None
Seat cushion type	Front	Formed wire and foam pad
	Rear	Formed wire and cotton
	3rd seat	None
Seat back type	Front	Formed wire and foam pad
	Rear	Formed wire and cotton
	3rd seat	None
Windshield glass type (i.e., single curved - laminated plate)		Curved - laminated plate
Side glass type (i.e., curved - tempered plate)		Curved - tempered plate
Backlight glass type (i.e., compound curved - tempered plate, three piece)	Curved-tempered plate	Plastic
Windshield glass exposed surface area	1032.6	990.5
Side glass exposed surface area	1128.6	1199.0
Backlight glass exposed surface area	819.2	834.0
Total glass exposed surface area	2980.4	3023.5

AMA Specifications—Passenger Car

MAKE OF CAR CAMARO MODEL YEAR 1968 DATE ISSUED 10/15/67 REVISED (*)

WEIGHTS

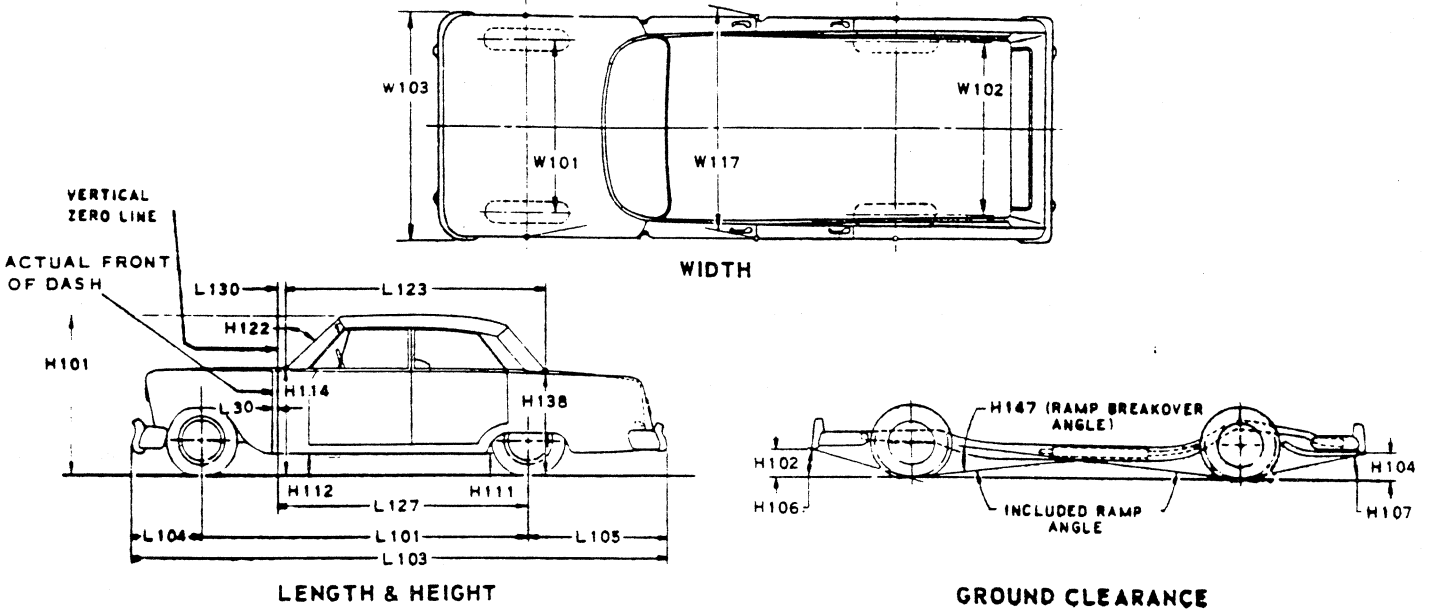
	CURB WEIGHT - POUNDS			PASS. WEIGHT DISTRIBUTION				SHIPPING WEIGHT
	Front	Rear	Total	Pass. In Front		Pass. In Rear		
				Front	Rear	Front	Rear	
6 Cyl. ENGINE (230)								
Model								
2-Door Spt. Cpe.(12337)	1640	1310	2950					2810
Convertible (12367)	1745	1505	3250					3110
V8 ENGINE (327)								
2-Door Spt. Cpe.(12437)	1760	1345	3105					2955
Convertible	1860	1530	3390					3245
Accessories & Equipment Differential Weights								
Power Windows			+ 18					Remarks
Folding Rear Seat			+ 34					
Folding Top Electric			+ 7					
Air Conditioning			+ 97					
Front Compt. Flr. Console			+ 13					
Power Brakes			+ 11					
Front Disc Brakes			+ 40					
250 Cu. In. 6 Cyl.			+ 17					
Power Trans.			- 3			6 cylinder		
			+ 5			V-8		
Power Steering			+ 30					
H. D. Battery			+ 15			6 cylinder		
			+ 5			V-8		
Radio AM			+ 9					
AM/FM			+ 10					
Stereo Equip.			+ 12					
Rally Sport Package			+ 19					

AMA Specifications—Passenger Car

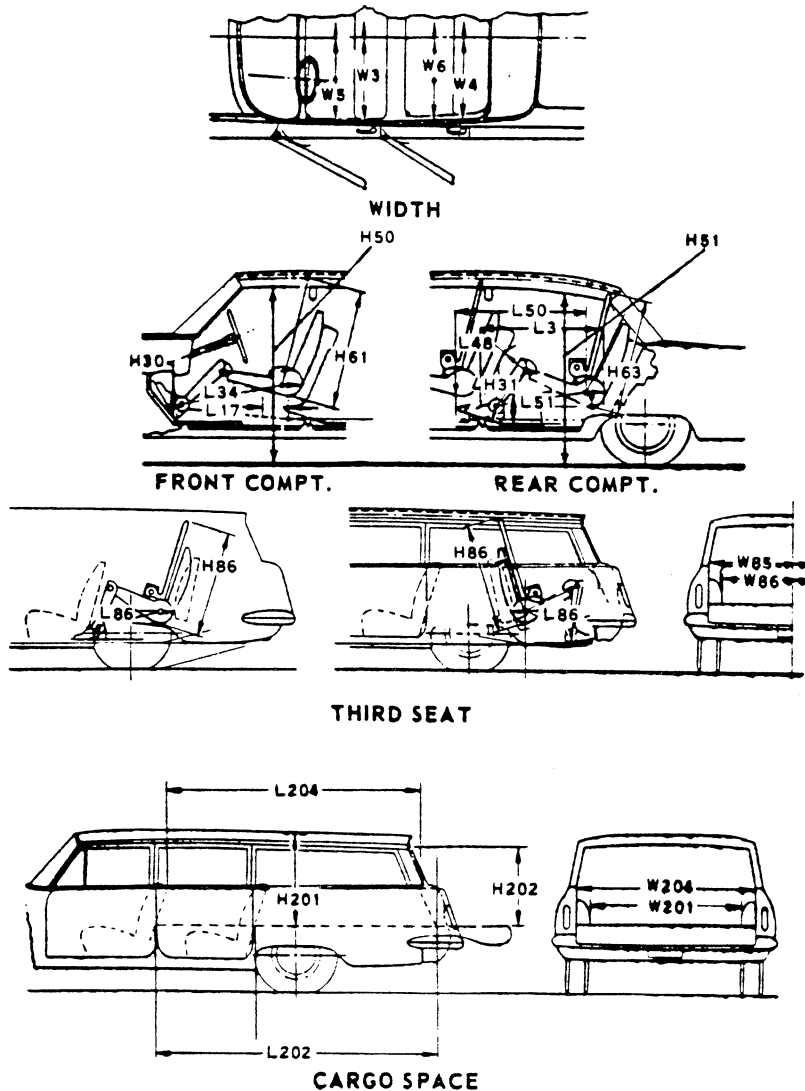
CAR AND BODY DIMENSIONS

KEY SHEET

EXTERIOR CAR AND BODY DIMENSIONS



INTERIOR CAR AND BODY DIMENSIONS



CAR AND BODY DIMENSIONS

KEY SHEET

DIMENSION DEFINITIONS

EXTERIOR WIDTH DIMENSIONS

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

EXTERIOR LENGTH DIMENSIONS

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

EXTERIOR HEIGHT DIMENSIONS

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

GROUND CLEARANCE DIMENSIONS

- H102 BUMPER TO GROUND - FRONT. Minimum dimension, includes bumper guards.
 H104 BUMPER TO GROUND - REAR. Minimum dimension, includes bumper guards.
 H106 ANGLE OF APPROACH. The angle between ground and a line tangent to the front tire static loaded radius arc and the first point of interference, i.e., bumper, guard, gravel deflector, fender or other component, excluding license plate. This dimension may be determined graphically for reporting purposes.
 H107 ANGLE OF DEPARTURE. The angle between ground and a line tangent to the rear tire static loaded radius arc and the first point of interference, i.e., bumper, guard, gravel deflector, tail pipe, fender or other component, excluding license plate. This dimension may be determined graphically for reporting purposes.
 H147 RAMP BREAKOVER ANGLE. The supplement of included ramp angle (180° minus included ramp angle) over which car can pass without interference; measured with car sitting on a level surface, using lines tangent to arcs of front and rear static loaded radii and intersecting at point on underside of car which defines the smallest angle. This dimension may be determined by calculation (see Design Standard DD 0.00 - 108) or graphically for reporting purposes.
 H156 MINIMUM RUNNING GROUND CLEARANCE. Location of measurement on the car is to be clearly recorded.

FRONT COMPARTMENT DIMENSIONS

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

FRONT COMPARTMENT DIMENSIONS (Cont.)

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

REAR COMPARTMENT DIMENSIONS

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

LUGGAGE COMPARTMENT DIMENSIONS

- V 1 LUGGAGE CAPACITY - USABLE. The total luggage compartment luggage capacity in cubic feet with the tire and tools in place, determined in accordance with the Passenger Car Luggage Space Standard, DD 0.00 - 105.
 H195 LIFTOVER HEIGHT. Vertical dimension from the highest point on the luggage compartment lower opening to ground, excluding corner radii.

STATION WAGON - THIRD SEAT DIMENSIONS

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

STATION WAGON - CARGO SPACE DIMENSIONS

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

INDEX

SUBJECT	PAGE NO.	SUBJECT	PAGE NO.
Automatic Transmission.....	16	Kingpin (Steering Axis).....	20
Axis, Steering.....	20	Lamp height and spacing.....	23
Axle, Rear.....	17	Legroom.....	2
Battery.....	12	Lengths - Car and Body.....	1
Bearings, Engine.....	5, 6, 7	Lifters, valve.....	6
Belts - Fan, Generator, Water Pump.....	11	Linings - Clutch, Brake.....	14, 19
Brakes - Parking, Service Power.....	18, 19	Lubrication.....	7, 8, 14, 15, 16, 17
Camber.....	20	Luggage Compartment.....	2
Camshaft.....	6	Motor, Starting.....	12
Capacities		Muffler.....	8
Cooling System.....	11	Overdrive.....	15
Fuel Tank.....	10	Piston Pins & Rings.....	4, 5
Lubricants		Pistons.....	4, 5
Engine Crankcase.....	8	Power Brakes.....	19
Transmission and Overdrive.....	15, 16	Power Steering.....	20
Rear Axle.....	17	Power Teams.....	3
Car and Body Dimensions		Propeller Shaft, Universal Joints.....	16, 17
Width.....	1	Pumps - Oil, Fuel.....	8, 10
Length.....	1	Water.....	11
Height.....	1	Radiator, Hoses.....	11
Ground Clearance.....	1	Ratios - Axle.....	3, 17
Front Compartment.....	2	Compression.....	3, 4
Rear Compartment.....	2	Steering.....	20
Luggage Compartment.....	2	Transmission.....	15, 16
Station Wagon - Third Seat.....	2	Rear Axle.....	3, 17
Station Wagon - Cargo Space.....	2	Regulator - Generator.....	12
Carburetor.....	3, 9, 10	Rims.....	18
Caster.....	20	Rings, Piston.....	5
Choke, Automatic.....	10	Rods - Connecting.....	5
Clutch - Pedal Operated.....	14	Shock Absorbers, Front & Rear.....	21
Coil, Ignition.....	13	Spark Plugs.....	13
Connecting Rods.....	5	Speedometer.....	14
Convenience Equipment.....	23	Springs - Front & Rear Suspension.....	21
Cooling System.....	11	Valve, Engine.....	6
Crankcase Ventilation System.....	8	Stabilizer (Sway Bar) - Front & Rear.....	21
Crankshaft.....	6	Starting System.....	12
Cylinders and Cylinder Head.....	4	Steering.....	20
Dimension Definitions		Supply System.....	12
Key Sheet.....	25	Suppression - Ignition, Radio.....	13
Exterior & Interior.....	26	Suspension - Front & Rear.....	21
Distributor - Ignition.....	13	Tail Pipe.....	8
Electrical System.....	12, 13, 14	Thermostat, Cooling.....	11
Engine		Timing, Engine & Valve.....	6, 7, 13
Bore, Stroke, Displacement, Type.....	4	Tires.....	18
Compression Ratio.....	4	Toe in.....	20
Firing Order, Cylinder Numbering.....	4	Torque Converter.....	16
General Information, H.P. & Torque.....	4	Torque - Engine, Rated.....	3, 4
Lubrication.....	7, 8	Transmission - Types.....	3, 10, 15, 16
Power Teams.....	3	Automatic.....	3, 10, 15, 16
Exhaust Emission Control.....	9	Manual & Overdrive.....	3, 10, 15
Exhaust System.....	8	Ratios.....	15, 16
Equipment Availability.....	22	Track.....	1
Fan, Cooling.....	11	Trunk Luggage Capacity.....	2
Filters - Engine Oil, Fuel System.....	8, 10	Turning Diameter.....	20
Frame.....	22	Unitized Construction.....	22
Front Suspension.....	21	Universal Joints, Propeller Shaft.....	16, 17
Fuel, Fuel Pump, Fuel System.....	4, 10	Valves - Intake & Exhaust.....	6, 7
Fuel Injection.....	10	Vibration Damper.....	6
Generator and Regulator.....	12	Voltage Regulator.....	12
Glass.....	22	Water Pump.....	11
Height (Lamps).....	14	Weights - Shipping, Curb.....	24
Headroom - Body.....	2	Wheel Alignment.....	20
Weights - Car and Body.....	1	Wheelbase.....	1
Horns.....	14	Wheels & Tires.....	18
Horsepower - Brake.....	3, 4	Wheel Spindle.....	20
Ignition System.....	13	Widths - Car and Body.....	1
Inflation - Tires.....	18	Windshield.....	22
Instruments.....	14	Windshield Wiper.....	14

AMA Specifications—Passenger Car

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

MANUFACTURER Chevrolet Motor Division General Motors Corporation	CAR NAME -CAMARO
MAILING ADDRESS Chevrolet Owners Relation Dept. 1077 Argo "A", GM Bldg. Detroit, Mich. 48202	MODEL YEAR 1968 ISSUED: 10-15-67 REVISED (e)

NOTES:

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

TABLE OF CONTENTS

Car & Body Dimensions 1,2	Drive Units 14	Suspensions 21
Engine - Mechanical 4	Brakes 18, 19	Weights 24
Electrical 12	Steering 20	Index 27

BODY - TYPES AND STYLE NAMES -

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

	396 Cu. In. V8-350 HP <u>Optional (L34)</u>	396 Cu. In. V8-375 HP <u>Optional (L78)</u>	396 Cu. In. V8-375 HP <u>Optional (L89)</u>
2-Door Sport Coupe, 4-Passenger		12437	
2-Door Convertible, 4-Passenger		12467	

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OWNER RELATIONS DEPARTMENT

AMA Specifications—Passenger Car

MAKE OF CAR CAMARO MODEL YEAR 1968 DATE ISSUED 10-15-67 REVISED (e)

CAR AND BODY DIMENSIONS

See Pages 25, 26 for SAE Dimension Definitions

(All dimensions in inches unless otherwise indicated)

All dimensions to ground are for comparative purposes only and are shown with vehicle load of two passengers in front and three in rear, except where otherwise noted.

MODEL	SAE Ref. No.	SPORT COUPE	CONVERTIBLE
WIDTH			
Track - Front	W101	59.6	
Track - Rear	W102	59.5	
Maximum overall car width	W103	72.3	
Body width at No. 2 pillar	W117		
LENGTH			
Body "O" to front of dash	L 30		
Wheelbase	L101	108.0	
Overall car length	L103	184.6	
Overhang - front	L104	36.6	
Overhang - rear	L105	40.0	
Body upper structure length	L123		
Body "O" line to C of rear wheel	L127	90.0	
Body "O" line to w/s cowl point	L130		
HEIGHT			
Overall height	H101	50.9	
Cowl height	H114	35.3	
Deck height	H138		
Rocker panel - front	To ground	7.1	
	From front wheel C		
Rocker panel - rear	To ground	8.1	
	From rear wheel C		
Windshield slope angle	H122		
GROUND CLEARANCE			
Bumper to ground - front	H102	17.2	
Bumper to ground - rear	H104	17.0	
Angle of approach	H106	22	
Angle of departure	H107	19	
Ramp breakover angle	H147	13	
Min. running clearance (Specify)	H156	5.1 (Frame to Ground)	

AMA Specifications—Passenger Car

MAKE OF CAR CAMARO MODEL YEAR 1968 DATE ISSUED 10-15-67 REVISED (a)

CAR AND BODY DIMENSIONS

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

MODEL	SAE Ref. No.	SPORT COUPE	CONVERTIBLE
FRONT COMPARTMENT			
Effective head room	H61	37.0	37.5
Max. eff. leg room – accelerator	L34		42.5
H Point to Heel point	H30		7.7
H Point travel	L17		4.0
Shoulder room	W 3		56.7
Hip room	W 5		56.3
Upper body opening to ground	H50		46.6
REAR COMPARTMENT			
H Point couple distance	L50	27.1	27.4
Effective head room	H63	36.7	36.8
Min. effective leg room	L51	29.2	29.5
H Point to Heel point	H31		9.4
Min. knee room	L48		
Rear Compartment room	L 3		22.5
Shoulder room	W 4	53.6	47.3
Hip room	W 6	54.6	47.5
Upper body opening to ground	H51	--	--
LUGGAGE COMPARTMENT			
Usable luggage capacity	V 1	8.3	6.0
Liftover height	H195		30.0
Position of spare tire storage			
Method of holding lid open			
STATION WAGON – THIRD SEAT			
Shoulder Room	W85		
Hip room	W86		NOT
Effective leg room	L86		
Effective head room	H86		AVAILABLE
Seat facing direction			
STATION WAGON – CARGO SPACE			
Cargo length at floor – front seat	L202		
Cargo length at belt – front seat	L204		NOT
Cargo width – wheelbase	W201		
Opening width at belt	W204		AVAILABLE
Maximum cargo height	H201		
Rear opening height	H202		
Cargo volume index (cu. ft.) W4 x L204 x H201 1728	V2		

AMA Specifications—Passenger Car

MAKE OF CAR CAMARO MODEL YEAR 1968 DATE ISSUED 10-15-67 REVISED (e)

POWER TEAMS

(Indicate whether standard or optional)

MODEL AVAILABILITY	ENGINE					TRANSMISSION *	AXLE RATIO ** (Std. first) (Indicate A-C ratio) *				
	Displ. cu. in.	Carburetor	Compr. Ratio	BHP RPM	Torque RPM		A	B	C	D	
12437 & 12467	396 Opt (L34)	One; 4-bbl Down- draft	10.25:1	350 @ 5200	415 @ 3400	HD 3-Speed (2.41:1 low) and 4-Speed (2.52:1 low)	Base	3.31	3.07	3.55	3.73
						A/C	3.31	3.07	3.55	--	
						4-Speed (2.20:1 low)	Base				3.73
											4.10
											4.56
	A/C	3.31	3.07	3.55	--						
	Turbo Hydra- Matic	Base				3.55					
						3.73					
						4.10					
	A/C	3.07	2.73	3.31	--						
396 Opt (L78) & (L89)	One 4-bbl Down- draft	11.00:1	375 @ 5600	415 @ 3600	HD 3-Speed (2.41:1 low)	Base #	3.55	3.31	3.73	--	
					4-Spd C.R. and 4-Spd HD (2.20:1 low)	Base #				3.07	
										4.10	
								4.56			
			4.88								
4-Speed (2.52:1 low)	Base #	3.55	3.31	3.73	3.07						
					4.10						
					4.56						
					4.88						

A-Standard
B-Economy
C-Performance
D-Special
*-Optional

** - Positraction required for 4.10, 4.56 and 4.88;
available optionally for all other ratios.

- Air Conditioning not available.

AMA Specifications—Passenger Car

MAKE OF CAR CAMARO MODEL YEAR 1968 DATE ISSUED 10-15-67 REVISED ^(e)
12400
 MODEL 350 HP (L34) | 396 Cu. In. V-8 | 375 HP (L89)
375 HP (L78)

ENGINE—GENERAL

Type, no. cyls., valve arr.	90° V-8 OHV	
Bore and stroke (nominal)	4.094 x 3.76	
Piston displacement, cu. in.	396	
Bore spacing (C to C)	4.84	
No. system (front to rear)	L. Bank	1-3-5-7
	R. Bank	2-4-6-8
Firing order	1-8-4-3-6-5-7-2	
Compres. ratio (nominal)	10.25:1	11.00:1
Cylinder Head Material	Cast alloy iron	Aluminum alloy
Cylinder Block Material	Cast alloy iron	
Cyl. Sleeve-Wet, dry, none	None	
Number of mtg. points	Front	Two
	Rear	One
Engine installation angle	3°35'	
Taxable horsepower	53.6	
Publishing max. bhp* @ eng. RPM	350 @ 5200	375 @ 5600
	415 @ 3400	415 @ 3600
Recommended fuel regular—premium	Premium	

ENGINE—PISTONS

Material	Cast alum. alloy	Aluminum impact extruded
Description and finish	Domed head, slipper skirt	
Weight (piston only) oz.	24.80	23.12
Clearance (limits)	Top land	.0305-.0375
	Skirt	Top
Bottom		
Ring groove depth	No. 1 ring	.2253-.2318
	No. 2 ring	.2253-.2318
	No. 3 ring	.2098-.2163
	No. 4 ring	.2128-.2143

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

(a) Measured 1.95 from top of piston

(b) Measured 2.25 from top of piston

AMA Specifications—Passenger Car

MAKE OF CAR CAMARO MODEL YEAR 1968 DATE ISSUED 10-15-67 REVISED (*)
 12400
 MODEL 350 HP (L34) | 396 Cu. In. V-8 | 375 HP (L78) | 375 HP (L89)

ENGINE—RINGS

Function (top to bottom)	No. 1, oil or comp.	Compression
	No. 2, oil or comp.	Compression
	No. 3, oil or comp.	Oil
	No. 4, oil or comp.	None
Compression	Description - Upper material, coating, etc. Lower	Cast alloy iron, barrel face, molybdenum inlay Cast alloy iron, inside bevel & tapered face, chrome plated
	Width	.0770-.0775
	Gap	.010-.020
Oil	Description - material, coating, etc.	Multi-piece (Two rails and one spacer expander) Rails - steel chrome plated OD Expanders - stainless steel
	Width	.1870-.1890 (assembled)
	Gap	.010-.030
Expanders		In oil ring assembly

ENGINE—PISTON PINS

Material		Chromium Steel
Length		2.930-2.950
Diameter		.9895-.9898
Type	Locked in rod, in piston, floating, etc.	Locked in rod
	Bush- ing	None
	In rod or piston Material	None
Clearance	In piston	.00025-.00035
	In rod	-
Direction & amount offset in piston		On center

ENGINE—CONNECTING RODS

Material		High alloy steel
Weight (oz.)	27.84	24.67
Length (center to center)		6.130-6.140
Bearing	Material & Type	Premium aluminum
	Overall length	.857
	Clearance (limits)	.0009-.0029
	End play	.016-.020

AMA Specifications—Passenger Car

MAKE OF CAR CAMARO MODEL YEAR 1968 DATE ISSUED 10-15-67 REVISED (a)

12400

396 Cu. In. V-8

MODEL

350 HP (L34)

375 HP (L78)

375 HP (L89)

ENGINE – CRANKSHAFT

Material		Forged steel		
Vibration damper type		Rubber mounted inertia		
End thrust taken by bearing (No.)		5		
Crankshaft end play		.006-.010		
Main bearing	Material & type		Steel, backed insert bearing material-copper lead alloy or premium aluminum - for intended engine operation and application	
	Clearance		#1-2-(.0010-.0022) 3 & 4-(.0013-.0025) #5-(.0015-.0031)	
	Journal dia. and bearing overall length	No. 1	2.7507 x .992	2.7502 x .992
		No. 2	2.7507 x .992	2.7502 x .992
		No. 3		2.7505 x .992
		No. 4		2.5705 x .992
		No. 5		2.7506 x 1.252
		No. 6		None
No. 7			None	
Dir. & amt. cyl. offset		None		
Crankpin journal diameter		2.199 x 2.200		

ENGINE – CAMSHAFT

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

ENGINE – VALVE SYSTEM

Hydraulic lifters (Std., opt., NA)		Standard	Not available
Valve rotator, type (intake; exhaust)		None	
Rocker ratio		1.70:1	
Operating tappet clearance (indicate hot or cold)	Intake	Zero	.024
	Exhaust	Zero	.028

(Continued)

AMA Specifications—Passenger Car

MAKE OF CAR CAMARO MODEL YEAR 1968 DATE ISSUED 10-15-67 REVISED (e)
 12400
 MODEL 350 HP (L34) | 396 Cu. In. V-8 | 375 HP (L78) | 375 HP (L89)

ENGINE - VALVE SYSTEM (cont.)

Timing (based on top of ramp points)	Intake	Opens (°BTC)	40°	44°
		Closes (°ABC)	80°	92°
		Duration - deg.	300°	316°
	Exhaust	Opens (°BBC)	88°	86°
		Closes (°ATC)	32°	36°
		Duration - deg.	300°	302°
Valve opening overlap		72°	80°	
Intake	Material Alloy steel, face & head aluminized			
	Overall length		5.215-5.235	5.204-5.224
	Actual overall head dia.		2.060-2.070	2.185-2.195
	Angle of seat & face		46° (seat 45° (face))	
	Seat insert material		None	
	Stem diameter		.3715-.3722	
	Stem to guide clearance		.0010-.0027	
	Lift (@ zero lash)		.4614	.5197
	Outer spring press. & length	Valve closed (lb. @ in.)	94-106 @ 1.88	
		Valve open (lb. @ in.)	303-327 @ 1.38	
	Inner spring press. & length	Valve closed (lb. @ in.)	Spring Damper	
		Valve open (lb. @ in.)	Spring Damper	
	Exhaust	Material High alloy steel, face & head aluminized		
Overall length		5.345-5.365		
Actual overall head dia.		1.715-1.725	1.835-1.845	
Angle of seat & face		46° (seat) 45° (face)		
Seat insert material		None		
Stem diameter		.3713-.3720		
Stem to guide clearance		.0015-.0032		
Lift (@ zero lash)		.4800	.5197	
Outer spring press. & length		Valve closed (lb. @ in.)	94-106 @ 1.88	
		Valve open (lb. @ in.)	303-327 @ 1.38	
Inner spring press. & length		Valve closed (lb. @ in.)	Spring Damper	
		Valve open (lb. @ in.)	Spring Damper	

ENGINE - LUBRICATION SYSTEM

Type of lubrica- tion (splash, pressure, nozzle)	Main bearings	Pressure
	Connecting rods	Pressure
	Piston pins	Splash
	Camshaft bearings	Pressure
	Tappets	Pressure
	Timing gear or chain	Centrifugally oiled from camshaft bearing
	Cylinder walls	Pressure jet cross sprayed

(Continued)

AMA Specifications—Passenger Car

MAKE OF CAR CAMARO MODEL YEAR 1968 DATE ISSUED 10-15-67 REVISED (*)
 MODEL 12400
350 HP (L34) | 396 Cu.In. V-8 | 375 HP (L78) | 375 HP (L89)

ENGINE – LUBRICATION SYSTEM (cont.)

Oil pump type	Gear
Normal oil pressure (lb. engine rpm)	50-75 psi @ 2000 (a)
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)	Element
Capacity of c. case, less filter-refill (qt.)	4
Oil grade recommended (SAE viscosity and temperature range)	32° and above - SAE 20W or SAE 10W-30 0° F to 32° F* - SAE 10W, or SAE 10W-30 Below 0° F - SAE 5W, or SAE 5W-20 * (SAE 5W-30 may be used at temperatures below freezing)
Engine Service Reqmt. (MM, MS, etc.)	MS or DG

ENGINE – EXHAUST SYSTEM

Type (single, single with cross-over, dual, other)	Dual exhaust & resonators; single muffler
Muffler No. & type (reverse flow, straight thru, separate resonator)	One, w/two resonators
Exhaust pipe dia. (O.D., wall thick.)	Branch Main
	Front 2.25 x .073-.091 laminated Rear 2.25 x .073-.091 laminated
Tail pipe dia. (O.D. & wall thickness)	2.00 x .062-.076

ENGINE – CRANKCASE VENTILATION SYSTEM

Type (ventilates to atmos., induction system, other)	Standard Optional	Ventilates to induction system None
Control Unit	Make and model	AC Spark Plug (6424250)
	Location	Left front rocker cover
	Energy source (manifold vacuum, carburetor air stream, other)	Manifold vacuum
	Control method (variable orifice, fixed orifice, other)	Variable orifice
Complete system	Discharges (to intake manifold, carb. air intake, air cleaner intake, other)	Intake manifold
	Air inlet (breather cap, carburetor air cleaner, other)	Carburetor air cleaner
	Flame arrestor (screen, check valve, other)	Screen

(a) Bench test - no flow conditions

AMA Specifications—Passenger Car

MAKE OF CAR CAMARO MODEL YEAR 1968 DATE ISSUED 10-15-67 REVISED ^(*)

MODEL 12400 Manual 350 HP (L34) Automatic 396 Cu. In. V-8 | 375 HP (L78 & L89) Manual only

ENGINE - EXHAUST EMISSION CONTROL

Type (Air injection, engine modifications, other)		Manual Transmission - Air injection reactor equipment Automatic Transmission - Controlled combustion system			
Air Injection Pump	Type	Semi-articulated vane type			
	Displacement	19.3 cubic inches			
	Drive ratio	1.15:1			
	Drive type	Crankshaft pulley			
	Relief valve (type)	Pressure (plate type)			
Filter (describe)		Centrifugal air cleaner			
Air Injection System	Air distribution (head, manifold, etc.)	Manifold			
	Point of entry	Exhaust ports			
	Injection tube I.D.	.2565			
	Check valve type	Pressure (Plate type)			
Backfire protection (type)		Diverter valve			
Carburetor	Make	Rochester		Holley	
	Model	7028217	7028218	3923289	
	Barrel size	1.38 (Prim); 2.25 (Sec)		1.56 (Prim. & Sec)	
	Idle speed	Drive	--	600	--
		Neutral	700	--	750
	Idle A/F mixture		Not specified		
Aux. Adv. Systems (type)		None			
Distributor	Make	Delco Remy			
	Model	1111145	1111169	1111170	
	Cent'fgal adv. in crank degrees @ eng. rpm	Start (rpm)	900		900
		Intermed. points deg. @ rpm	21 @ 2100	17 @ 2000	17 @ 2000
		Max. deg. @ rpm	36 @ 5000	32 @ 5000	32 @ 5000
	Vacuum adv. in crank degrees @ eng. rpm	Start (in Hg)	8.00		7.00
		Intermed. points deg. @ in. Hg	None		
		Max. deg. @ in.	15 @ 15.5		12 @ 12
Vacuum Source		Carburetor			
Timing - Crank degrees @ rpm (a)		TDC	4 BTC	4 BTC	
Cooling System (describe changes)		None			
Exhaust System (describe changes)		None			

(a) At Idle

AMA Specifications—Passenger Car

MAKE OF CAR CAMARO MODEL YEAR 1968 DATE ISSUED 10-15-67 REVISED (*)

MODEL 12400
350 HP (L34) | 396 Cu. In. V-8 | 375 HP (L78) | 375 HP (L89)

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

Induction type: Carburetor, fuel injection, supercharger.		Carburetor		
Fuel Tank	Refill capacity (U.S. gals.)	18 (approximately)		
	Filler location	Center of rear end panel		
Fuel Pump	Type (elec. or mech.)	Mechanical		
	Locations	Lower right front of engine		
	Pressure range	7.25-8.50		
Vacuum booster (std., optional, none)		None		
Fuel Filter	Type	Fine mesh plastic strainer in gasoline tank and paper filter in carburetor inlet		
	Locations			
Carburetor	Choke type	Automatic		
	Intake manifold heat control (exhaust or water)	Exhaust		
	Air cleaner type	Standard	Oil wetted paper element	
		Optional		
Idle speed (spec. neutral or drive)	Manual	700	750	
	Automatic	600		
	Idle A/F mix.	Not specified		

CARBURETOR SUPPLEMENTARY INFORMATION

Model Usage	Engine Displ.	Transmission	Carburetors		No. Used and Type	Barrel Size
			Make	Model		
12400	396 Opt. (L34)	H. D. 3-Speed and 4-Speed	Rochester	7028217	One; 4-bbl Down-draft	1.38 (Prim) 2.25 (Sec)
		Turbo Hydra-Matic		7028218		
		396 Opt. (L78) & (L89)	H. D. 3-Speed and 4-Speed	Holley	3923289	One; 4-bbl Down-draft

AMA Specifications—Passenger Car

MAKE OF CAR CAMARO MODEL YEAR 1968 DATE ISSUED 10-15-67 REVISED ^(*)
 12400
 MODEL 350 HP (L34) | 375 HP (L78) | 375 HP (L89)
 396 Cu. In. V-8

ENGINE - COOLING SYSTEM

Type system (pressure, pressure vented, atmospheric, other)		Pressure		
Radiator cap relief valve pressure		15 ± 1 psi		
Circulation thermostat	Type (choke, bypass)	Choke		
	Starts to open at (°F)	192°-198°		
Water pump	Type (centrifugal, other)	Centrifugal		
	GPM @ 1000 pump rpm	82 @ 5200		
	Number of pumps	One		
	Drive (V-belt, other)	V-belt		
Bearing type		Permanently lubricated double row ball		
By-pass recirculation type (inter., ext.)		Internal	External	
Radiator core type (cellular, tube and fin, other)		Tube and center		
Cooling system capacity	With heater (qt.)	23		
	Without heater (qt.)	22		
	Opt. equipment-specify (qt.)	23		
Water jackets full length of cyl. (yes, no)		yes		
Water all around cylinder (yes, no)		Yes		
Radiator hose	Lower	Number and type (molded, straight)	One, molded	
		Inside diameter	1.88	
	Upper	Number and type (molded, straight)	One, molded	
		Inside diameter	1.50	
	By-pass	Number and type (molded, straight)	One, molded	
		Inside diameter	.725-.765	
	Fan	Number of blades & spacing		5, staggered
		Diameter		18.00
Ratio-fan to crankshaft rev.		.949:1		
Fan cutout type		Thermo-nodulated-viscous coupling		
Bearing type		Double row ball		
*Drive belts (indicate belt used by letter)	Fan	A	E	
	Generator or alternator	A	E	
	Water Pump	A	E	
	Power Steering	B	B	
	Air Conditioning	C	-	
	Air Injection Pump	D	D	

* Drive Belt Dimensions	A	B	C	D	E	F	G	H	I	J	K
Angle of V				38°-42°							
Nominal length (SAE)	56.20	37.30	61.00	49.50	55.50						
Width				.380							

AMA Specifications—Passenger Car

MAKE OF CAR CAMARO MODEL YEAR 1968 DATE ISSUED 10-15-67 REVISED ^(e)
 MODEL 12400
350 HP (L34) | 375 HP (L78) | 375 HP (L89)
 396 Cu. In. V-8

ELECTRICAL – SUPPLY SYSTEM

Battery	Make and Model		Delco-Remy 1980030
	Voltage Rtg. & Total Plates		12 volts 66 plates
	SAE Designation & Amp. Hr. Rtg.		61 amp hr. @ 20 hr. rate
	Location		Right side of engine compartment
	Terminal grounded		Negative
Generator or Alternator	Make		Delco-Remy
	Model		1100794 1100814
	Type and rating		Diode rectified 9-37 amps
	Output at engine idle (neutral)		13 amps
Regulator	Ratio—Gen. to Cr/s rev.		2.46:1
	Make		Delco-Remy
	Model		1119515
	Type		Vibrator
	Cutout relay	Closing voltage generator rpm	None
		Reverse current to open	None
	Regu- lated	Voltage	13.8-14.8 @ 85°F
		Current	
	Voltage test conditions	Temperature	Operating
		Load	3-8 amperes
Other		None	

ELECTRICAL – STARTING SYSTEM

Starting Motor	Make		Delco-Remy
	Model		1107365
	Rotation (drive end view)		Clockwise
Motor control	Switch (solenoid, manual)		Solenoid
	Starting procedure		3 & 4-SPD- Place gearshift lever in neutral & depress clutch AUTOMATIC- Place gearshift lever in N or P position INITIAL START- Press accelerator to floor & release. Turn ignition to START, release as soon as engine starts
Motor Drive	Engagement type		Positive shift solenoid
	Pinion meshes (front, rear)		Rear
	Number of teeth	Pinion	9
		Flywheel	Manual
			Auto.
	Flywheel tooth face width	Manual	.4100-.4220
Auto.		.4100-.4220	

AMA Specifications—Passenger Car

MAKE OF CAR CAMARO MODEL YEAR 1968 DATE ISSUED 10-15-67 REVISED ^(*)
 12400
 396 Cu. In. V-8
 MODEL 350 HP (L34) 375 HP (L78 & L8)

ELECTRICAL – IGNITION SYSTEM

		Manual	Automatic	Manual	
Type	Conventional – Std., Opt., N.A.		Standard		
	Transistorized – Std., Opt., N.A.		N.A.		
	Other (specify)		None		
Coil	Make		Delco-Remy		
	Model		1115273		
	Amps	Engine stopped	4.0		
		Engine idling	1.8		
Distributor	Make		Delco Remy		
	Model	1111145	1111169	1111170	
	Cent'fgal adv. in c/shaft degrees@ engine rpm (nominal)	Start (rpm)		900	900
		Intermediate points deg.@rpm	20 @ 2100	17 @ 2000	17 @ 2000
		Max. deg.@rpm	36 @ 5000	32 @ 5000	32 @ 5000
	Vacuum adv. in c/shaft degrees@ in. Hg. (nominal)	Start (in. Hg.)		8.00	7.00
		Intermediate points, deg.@in. Hg.		None	
		Max. deg. in. Hg.		15 @ 15.5	12 @ 12
	Breaker gap (in.)		.019		
	Cam angle (deg.)		28-32		
Breaker arm tension (oz.)		19-23			
Timing	Crankshaft deg.@rpm	TDC	4 BTC	4 BTC	
	Mark location				
Spark Plug	Make		AC Spark Plug		
	Model		AC 43N		
	Thread (mm)		14		
	Tightening torque (lb. ft.)		25		
	Gap		.033-.038		
Cable	Conductor type	Linen core impregnated with electrical conducting mat'r			
	Insulation type	Rubber with neoprene jacket			
	Spark plug protector	Neoprene			

ELECTRICAL – SUPPRESSION

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

MAKE OF CAR CAMARO MODEL YEAR 1968 DATE ISSUED 10-15-67 REVISED (•)
 12400
 MODEL 350 HP (L34) 396 Cu. In. V-8 375 HP (L78) 375 HP (L89)

ELECTRICAL – INSTRUMENTS AND EQUIPMENT

Speed-ometer	Type	Dial
	Trip odometer (yes,no)	No
Charge indicator – type		Tell-Tale
Temperature indicator – type		Tell-Tale
Oil pressure indicator – type		Tell-Tale
Fuel indicator – type		Electric gauge
Other		Refer to page 23
Wind-shield wiper	Type – Standard	Electric Two-speed
	Type – Optional	None
Wind-shield washer	Type – Standard	Push-button
	Type – Optional	None
Horn	Type	Vibrator
	Number used	Two
	Amp draw (each)	(Low note) 4.5-6.5 @ 12.5V; (Hi-note) 4.2-6.2 @ 12.5V

DRIVE UNITS – CLUTCH (Manual Transmission)

Make & type		3 & 4-Speed Chevrolet-Single dry disc; semi-centrifugal
Type pressure plate springs		Diaphragm, bent finger design
Total spring load (lb.)		2450-2750
No. of clutch driven discs		One
Clutch facing	Material	Premium grade woven asbestos
	Outside & inside dia.	11.0 & 6.50
	Total eff. area (sq.in.)	123.70
	Thickness	.140 each
	Engagement cushioning method	Flat spring steel between facings
Release bearing	Type & method of lubrication	Single row ball, packed and sealed
Torsional damping	Methods: springs, friction material	Coil springs

AMA Specifications—Passenger Car

MAKE OF CAR CAMARO MODEL YEAR 1968 DATE ISSUED 10-15-67 REVISID (*)
 12400
 MODEL 350 HP (L34) | 396 Cu. In. V-8 | 375 HP (L78) | 375 HP (L89)

DRIVE UNITS – TRANSMISSIONS

Manual 3-speed (std. or opt.)		H.D. 3-Speed
Manual 4-speed (std. or opt.)		Optional
Manual with overdrive (std. or opt.)		Not available
Automatic (std. or opt.)	Turbo Hydra-Matic	Not available

DRIVE UNITS – MANUAL TRANS.

Applicable to all engines

Number of forward speeds		3	4	4	
		H. D. 3-Speed	4-Speed	4-Speed	
Transmission ratios	In first	2.41	2.52	2.20	
	In second	1.59	1.88	1.64	
	In third	1.00	1.46	1.27	
	In fourth	--	1.00	1.00	
	In reverse	2.41	2.59	2.26	
Synchronous meshing, specify gears		All forward gears			
Shift lever location		Floor			
Lubricant	Capacity (pt.)	3.5	3		
	Type recommended	Meeting Military Spec. MIL-L-2105B			
	SAE viscosity number	Summer	SAE 80		
		Winter	SAE 80		
Extreme cold		SAE 80			

DRIVE UNITS – MANUAL TRANS. W/OVERDRIVE

(For transmission data see manual transmission section)

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

AMA Specifications—Passenger Car

MAKE OF CAR CAMARO MODEL YEAR 1968 DATE ISSUED 10-15-67 REVISED ^(*)
 12400
 MODEL 350 HP (L34) | 396 Cu. In. V-8 | 375 HP (L78) | 375 HP (L89)

DRIVE UNITS — AUTOMATIC TRANSMISSION

Trade name	Turbo Hydra-Matic	
Type describe	Torque converter with planetary gears	
Selector location	Steering column (a)	NOT
List gear ratios Selector Pattern and indicate which are used in each selector position	P - Park R - Reverse N - Neutral L ₁ - 2.48 L ₂ - 2.48-1.48 D - 2.48-1.48-1.00	AVAILABLE
Max. upshift speed—drive range	50 (1-2); 88 (2-3)	
Max. kickdown speed—drive range	39 (2-1); 82 (3-2)	
Torque converter	Number of elements	3
	Max. ratio at stall	2.04
	Type of cooling (air, liquid)	Water
Lubricant	Nominal diameter	12.20
	Capacity—refill (pt.)	8
	Type recommended	A Suffix A
Special transmission features		

DRIVE UNITS — PROPELLER SHAFT

Number used	One	
Type (straight tube, tube-in-tube, internal-external damper, etc.)	Straight Tube	
Outer diam. x length* x wall thickness	Manual 3-speed trans.	2.75 x 50.46 x .065
	Manual 4-speed trans.	Same as 3-Speed
	Overdrive transmission	Not available
	Automatic transmission	Same as 3-Speed

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

(Continued)

(a) Floor mounted with console available optionally

AMA Specifications—Passenger Car

MAKE OF CAR CAMARO MODEL YEAR 1968 DATE ISSUED 10-15-67 REVISED (*)

MODEL 12400

DRIVE UNITS – PROPELLER SHAFT (cont.)

Inter-mediate bearing	Type (plain, anti-friction)	None
	Lubrication (fitting, prepack)	--
Slip Yoke	Type	Yoke
	Number of teeth	27
	Spline O.D.	1.502-1.503
Universal joints	Make and Mfg. No.	Chevrolet 3941935
	Number used	Two
	Type (ball and trunnion, cross)	Cross
	Rear attach. (u-bolt, clamp, etc.)	U-Bolt
	Bearing	Type (plain, anti-friction)
Lubric. (fitting, prepack)		Prepack
Drive taken through (torque tube or arms, springs)		Leaf springs
Torque taken through (torque tube or arms, springs)		Leaf springs

DRIVE UNITS – AXLE

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

AXLE RATIO TOOTH COMBINATIONS

(See page 3 for axle ratio usage)

Axle ratio		2.73	3.07	3.31	3.55	3.73	4.10	4.56	4.8
No. of teeth	Pinion	15	14	13	11	11	10	9	8
	Ring gear	41	43	43	39	41	41	41	39
Ring Gear O.D.		8.875							

AMA Specifications—Passenger Car

MAKE OF CAR CAMARO MODEL YEAR 1968 DATE ISSUED 10-15-67 REVISED (*)

MODEL _____

DRIVE UNITS – WHEELS

Type & material		short spoke disc, steel	
Rim (size & flange type)	Std.	14 x 6	
	Opt.	None	
Attachment	Type (bolt or stud)	Stud	
	Circle diameter	4.75	
	Number and size	5 hex nuts, 7/16-20 UNF-2B	

MODEL _____

DRIVE UNITS – TIRES

Standard	Size, ply rating, & ply		F70 x 14-2 ply (4 ply rating)
	Type (bias, radial, etc.)		Bias
	Full rated Inflation Press.	Front	24 lbs.
		Rear	28 lbs.
	Rev./Mile at 50 MPH		815 RPM; F70 x 14
Optional	Size, ply rating, & ply		

BRAKES – PARKING

Type of control		Foot pedal apply; "T" handle release	
Location of control		Left of steering column under instrument panel	
Operates on		Rear service brakes	
If separate from service brakes	Type (internal or external)	--	
	Drum diameter	--	
	Lining size (length x width x thickness)	--	

AMA Specifications—Passenger Car

MAKE OF CAR CAMARO MODEL YEAR 1968 DATE ISSUED 10-15-67 REVISED ^(e)

MODEL 12400

BRAKES — SERVICE

		STANDARD	FRONT DISC (Opt)	
Type (drum or disc)		Drum (finned)	Disc	
Self adjusting (std., opt., N.A.)		Standard		
Power brake make & type (remote, int., etc.)	Std.	--		
	Opt.	Bendix; Delco-Moraine Vacuum power unit; integral		
Effective area (sq. in.)*		168.9	114.0	
Gross lining area (sq. in.)**		168.9	118.1	
Swept area (sq. in.)***		268.6	332.4	
Percent brake effectiveness — front		62.3	58.9	
Drum or Disc	Diameter (nominal)	Front Rear	9.5 11.00	
	Type and material	Composite, cast iron; steel web		
Disc	Disc (vented or solid)	--	Vented	
	No. pistons per caliper	--	4	
Wheel cylinder bore	Front	1.125	2.0625	
	Rear	.875	.875	
Master Cylinder	Bore	1.00	1.125	
	displacement distribution	Front % Rear %	62.3 58.9 37.7 41.1	
Disc Brk. Valve	Type (proportion, delay, metering, other)	Check valve		
Pedal arc ratio		6.20		
Line pressure at 100 lb. pedal load		790	790	
Shoe clearance adjustment		Self adjusting		
Brake lining	Drum or Disc		Drum	
	Bonded or riveted		Bonded	
	Front Wheel	Material		Molded asbestos
		Size (length x width x thickness)	Prim. or out-board	9.01 x 2.50 x .17
			Second. or in-board	9.75 x 2.5 x .20
		Segments per shoe		One
	Rear Wheel	Material		Molded asbestos
		Size (length x width x thickness)	Prim. or out-board	9.01 x 2.00 x .17
			Second. or in-board	9.75 x 2.00 x .20
		Segments per shoe		One

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

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

AMA Specifications—Passenger Car

MAKE OF CAR CAMARO MODEL YEAR 1968 DATE ISSUED 10-15-67 REVISED (6)MODEL 12400

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: Tilt achieved with universally-jointed steering shaft at base of steering wheel		
	(std., opt., NA)	Optional		
Wheel diameter	Manual	16.25		
	Power	16.25		
Turning diameter (feet)	Outside front	Wall to wall (l. & r.)		
		Curb to curb (l. & r.)		
	Inside rear	Wall to wall (l. & r.)		
		Curb to curb (l. & r.)		
Outside whl. angle with inside whl. at 20°				
Manual	Gear	Type	Semi-reversible, recirculating ball nut	
		Make	Saginaw	
		Ratios	Gear	24.1
			Overall	28.2:1
No. wheel turns		4.8		
Power	Type (coaxial, linkage, etc.)		Coaxial	
	Make		Saginaw	
	Gear	Type	Same as manual	
		Ratios	Gear	17.5:1
			Overall	20.6:1
	Pump driven by		Crankshaft pulley	
	Number wheel turns		2.8	
Linkage	Type		Parallelogram	
	Location (front or rear of wheels, other)		Rear	
	Drag link (trans. or longit.)		None	
	Tie rods (one or two)		Two	
Steering Axis	Inclination at camber (deg.)		8-1/4 to 9-1/4	
	Bearings (type)	Upper	Ball stud with non-metallic bearing surface	
		Lower	Ball stud with non-metallic bearing surface	
		Thrust	None	
Whl. Align. (range at curb wt. & preferred)	Caster (deg.)		0 to P1	
	Camber (deg.)		N-1/4 to P-3/4	
	Toe-in (outside track inches)		1/8 to 1/4	
Steering spindle & joint type		Steering knuckle with spherical joints		
Wheel Spindle	Diameter	Inner bearing	1.2493-1.2498	
		Outer bearing	.7491-.7497	
	Thread size		3/4-20 NEF-3 (modified)	
	Bearing type		Taper roller	

AMA Specifications—Passenger Car

MAKE OF CAR CAMARO MODEL YEAR 1968 DATE ISSUED 10-15-67 REVISED (a)MODEL 12400

SUSPENSION – GENERAL

(See Supplement page for details on Air Suspension)

Provision for car leveling	Front stabilizer bar	
Provision for brake dip control	Front suspension beometry	
Provision for acc. squat control	Rear suspension geometry	
Special provisions for car jacking	Front: 3-3/4 in. inboard of bumper bolt Rear: 2-1/2 in. inboard of bumper bolt	
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 and concentric shock absorber and spherically-jointed steering knuckle for each wheel.	
Spring	Type	Coil, right hand helix
	Material	Steel alloy
	Size (coil design height & I.D. bar length x dia.)	11.09 x 3.63 122.8 x .629
	Spring rate (lb. per in.)	347
	Rate at wheel (lb. per in.)	
Stabilizer	Type (link, linkless, frameless)	Link
	Material & bar diameter	Steel .6875

SUSPENSION – REAR

Type and description	Salisbury rear axle with multiple leaf springs	
Drive and torque taken through	Rear Springs	
Spring	Type	Multiple leaf springs
	Material	Chrome carbon steel
	Size (length x width, coil design height & I.D.; bar length & dia.)	56.0 x 2.25
	Spring rate (lb. per in.)	125
	Rate at wheel (lb. per in.)	
	Mounting insulation type	Rubber bushed at shackle and hangers
If leaf	No. of leaves	five
	Shackle (comp. or tens.)	Compression
Stabilizer	Type (link, linkless, frameless)	None
	Material	--
Track bar type	None	

AMA Specifications—Passenger Car

MAKE OF CAR CAMARO MODEL YEAR 1968 DATE ISSUED 10-15-67 REVISED (*)

MODEL 12400

FRAME

Type and description (Separate frame, unitized frame, partially - unitized frame)	Combination body-frame integral with separate forward portion ladder frame.
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BODY – MISCELLANEOUS INFORMATION	2-Door Sport Coupe	Convertible
---	---------------------------	--------------------

Drs. hinged (front, rr.)	Front doors	Front
	Rear doors	None
Type of finish (lacquer, enamel, other)		Acrylic lacquer
Hood counterbalanced (yes, no)		Yes
Hood release control (internal, external)		External

Vehicle Ident. No. location	Top left hand of instrument panel
-----------------------------	-----------------------------------

Engine No. location	Top front of RH bank of cylinder and case
---------------------	---

Theft protection - type	Warning buzzer sounds when key is left in "OFF" position with left front door open.
-------------------------	---

Vent window control method (crank, friction pivot)	Front	None
	Rear	None

Seat cushion type	Front	Formed wire and foam pad
	Rear	Formed wire and cotton
	3rd seat	None

Seat back type	Front	Formed wire and foam pad
	Rear	Formed wire and cotton
	3rd seat	None

Windshield glass type (i.e., single curved - laminated plate)	Curved - laminated plate
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Side glass type (i.e., curved - tempered plate)	Curved - tempered plate
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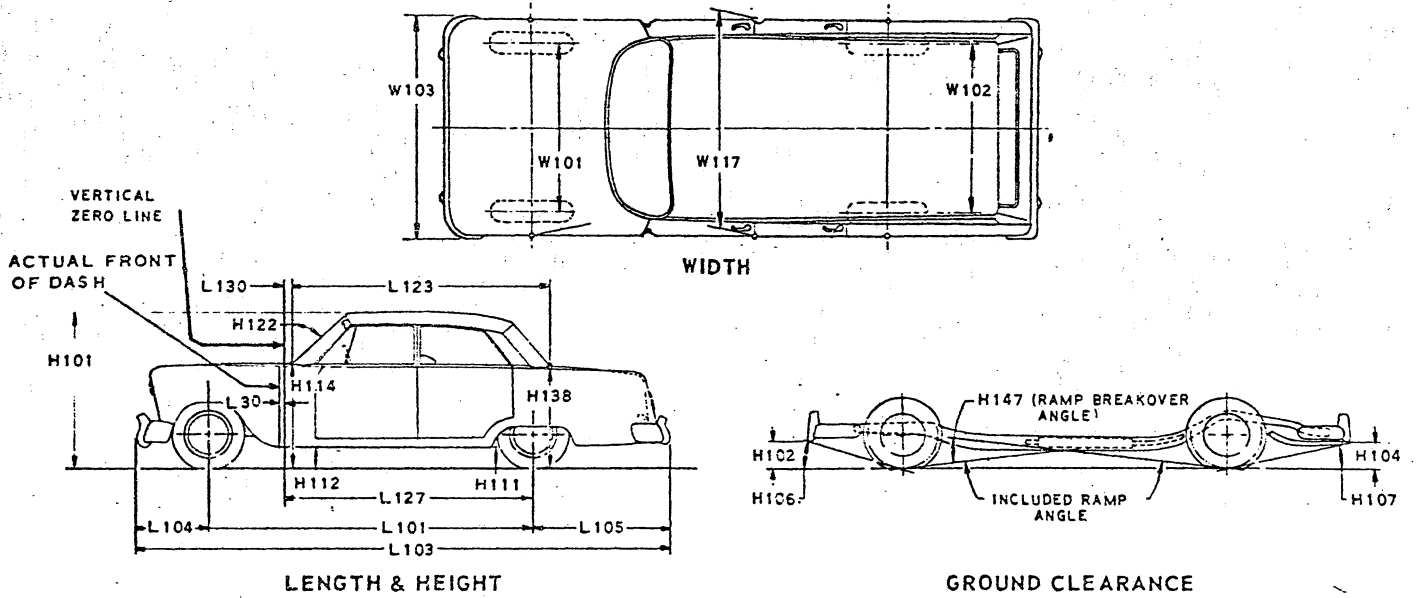
Backlight glass type (i.e., compound curved - tempered plate, three piece)	Curved, tempered plate	Plastic
--	------------------------	---------

Windshield glass exposed surface area	1032.6	990.5
Side glass exposed surface area	1128.6	1199.0
Backlight glass exposed surface area	819.2	834.0
Total glass exposed surface area	2980.4	3023.5

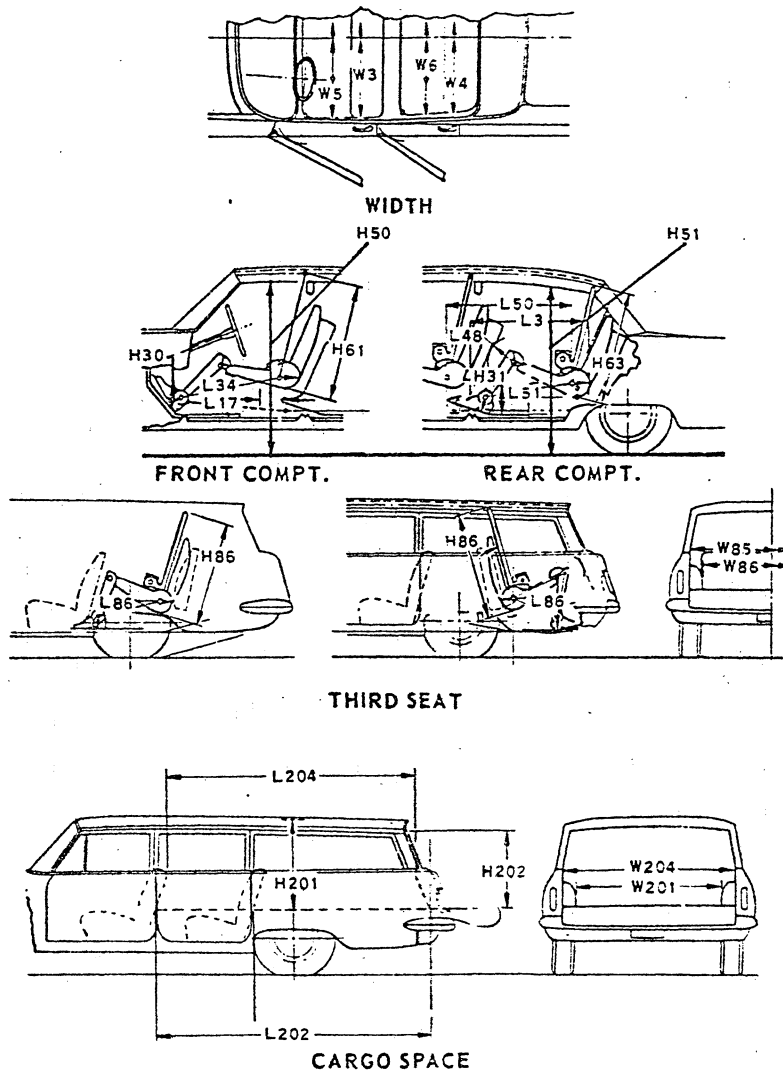
CAR AND BODY DIMENSIONS

KEY SHEET

EXTERIOR CAR AND BODY DIMENSIONS



INTERIOR CAR AND BODY DIMENSIONS



CAR AND BODY DIMENSIONS

KEY SHEET

DIMENSION DEFINITIONS

EXTERIOR WIDTH DIMENSIONS

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

EXTERIOR LENGTH DIMENSIONS

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

EXTERIOR HEIGHT DIMENSIONS

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

GROUND CLEARANCE DIMENSIONS

- H102 BUMPER TO GROUND - FRONT. Minimum dimension, includes bumper guards.
- H104 BUMPER TO GROUND - REAR. Minimum dimension, includes bumper guards.
- H106 ANGLE OF APPROACH. The angle between ground and a line tangent to the front tire static loaded radius arc and the first point of interference, i.e., bumper, guard, gravel deflector, fender or other component, excluding license plate. This dimension may be determined graphically for reporting purposes.
- H107 ANGLE OF DEPARTURE. The angle between ground and a line tangent to the rear tire static loaded radius arc and the first point of interference, i.e., bumper, guard, gravel deflector, tail pipe, fender or other component, excluding license plate. This dimension may be determined graphically for reporting purposes.
- H147 RAMP BREAKOVER ANGLE. The supplement of included ramp angle (180° minus included ramp angle) over which car can pass without interference; measured with car sitting on a level surface, using lines tangent to arcs of front and rear static loaded radii and intersecting at point on underside of car which defines the smallest angle. This dimension may be determined by calculation (see Design Standard DD 0.00 - 108) or graphically for reporting purposes.
- H156 MINIMUM RUNNING GROUND CLEARANCE. Location of measurement on the car is to be clearly recorded.

FRONT COMPARTMENT DIMENSIONS

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

FRONT COMPARTMENT DIMENSIONS (Cont.)

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

REAR COMPARTMENT DIMENSIONS

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

LUGGAGE COMPARTMENT DIMENSIONS

- V 1 LUGGAGE CAPACITY - USABLE. The total luggage compartment luggage capacity in cubic feet with the tire and tools in place, determined in accordance with the Passenger Car Luggage Space Standard, DD 0.00 - 105.
- H195 LIFTOVER HEIGHT. Vertical dimension from the highest point on the luggage compartment lower opening to ground, excluding corner radii.

STATION WAGON - THIRD SEAT DIMENSIONS

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

STATION WAGON - CARGO SPACE DIMENSIONS

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

W4xL204xH201

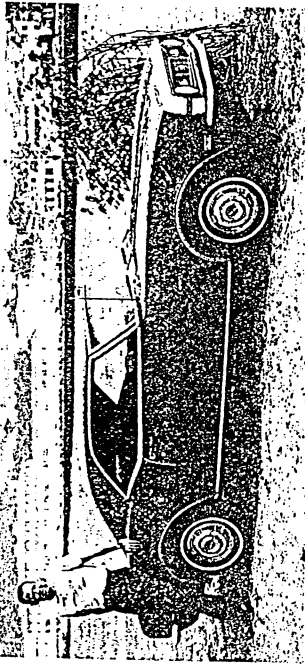
1728

INDEX

SUBJECT	PAGE NO.	SUBJECT	PAGE NO.
Automatic Transmission	16	Kingpin (Steering Axis)	2
Axis, Steering	20	Lamp height and spacing	2
Axle, Rear	17	Legroom	
Battery	12	Lengths - Car and Body	
Bearings, Engine	5, 6, 7	Lifters, valve	
Belts - Fan, Generator, Water Pump	11	Linings - Clutch, Brake	14, 1
Brakes - Parking, Service Power	18, 19	Lubrication	7, 8, 14, 15, 16, 1
Camber	20	Luggage Compartment	
Camshaft	6	Motor, Starting	1
Capacities		Muffler	1
Cooling System	11	Overdrive	1
Fuel Tank	10	Piston Pins & Rings	4, 1
Lubricants		Pistons	4, 1
Engine Crankcase	8	Power Brakes	1
Transmission and Overdrive	15, 16	Power Steering	2
Rear Axle	17	Power Teams	
Car and Body Dimensions		Propeller Shaft, Universal Joints	16, 1
Width	1	Pumps - Oil, Fuel	8, 1
Length	1	Water	1
Height	1	Radiator, Hoses	1
Ground Clearance	1	Ratios - Axle	3, 1
Front Compartment	2	Compression	3, 1
Rear Compartment	2	Steering	2
Luggage Compartment	2	Transmission	15, 1
Station Wagon - Third Seat	2	Rear Axle	3, 1
Station Wagon - Cargo Space	2	Regulator - Generator	1
Carburetor	3, 9, 10	Rims	1
Caster	20	Rings, Piston	
Choke, Automatic	10	Rods - Connecting	
Clutch - Pedal Operated	14	Shock Absorbers, Front & Rear	2
Coil, Ignition	13	Spark Plugs	1
Connecting Rods	5	Speedometer	1
Convenience Equipment	23	Springs - Front & Rear Suspension	2
Cooling System	11	Valve, Engine	1
Crankcase Ventilation System	8	Stabilizer (Sway Bar) - Front & Rear	2
Crankshaft	6	Starting System	1
Cylinders and Cylinder Head	4	Steering	2
Dimension Definitions		Supply System	1
Key Sheet	25	Suppression - Ignition, Radio	1
Exterior & Interior	26	Suspension - Front & Rear	2
Distributor - Ignition	13	Tail Pipe	1
Electrical System	12, 13, 14	Thermostat, Cooling	1
Engine		Timing, Engine & Valve	6, 7, 1
Bore, Stroke, Displacement, Type	4	Tires	1
Compression Ratio	4	Toe in	2
Firing Order, Cylinder Numbering	4	Torque Converter	1
General Information, H.P. & Torque	4	Torque - Engine, Rated	3, 1
Lubrication	7, 8	Transmission - Types	3, 10, 15, 1
Power Teams	3	Automatic	3, 10, 15, 1
Exhaust Emission Control	9	Manual & Overdrive	3, 10, 1
Exhaust System	8	Ratios	15, 1
Equipment Availability	22	Track	
Fan, Cooling	11	Trunk Luggage Capacity	
Filters - Engine Oil, Fuel System	8, 10	Turning Diameter	2
Frame	22	Unitized Construction	2
Front Suspension	21	Universal Joints, Propeller Shaft	16, 1
Fuel, Fuel Pump, Fuel System	4, 10	Valves - Intake & Exhaust	6, 1
Fuel Injection	10	Vibration Damper	
Generator and Regulator	12	Voltage Regulator	1
Glass	22	Water Pump	1
Height (Lamps)	14	Weights - Shipping, Curb	2
Headroom - Body	2	Wheel Alignment	2
Heights - Car and Body	1	Wheelbase	
Horns	14	Wheels & Tires	1
Horsepower - Brake	3, 4	Wheel Spindle	2
Ignition System	13	Weights - Car and Body	
Inflation - Tires	18	Windshield	2
Instruments	14	Windshield Wiper	1

1968 CAMARO

Production: 214,707 coupe, 20,440 convertible, 235,147 total.



1968 Camaro Sport Coupe

Chvrolet Photo

1968 NUMBERS

Vehicle Identification Example: 123378N300001

- Third digit is engine code: 3=6-cylinder, 4=V8
- Fourth digit is body style: 3=coupe, 6=convertible
- Sixth digit is model year: 8=1968
- Seventh digit is N for Norwood assembly, L for Van Nuys.
- Last six digits increased one with each car built at each plant.

Dimensions: Length: 184.7 inches Height: 51.5 inches
Width: 72.6 inches Wheelbase: 108.0 inches

Suffix: BA: 230ci, mt CQ: 250ci, pg MO: 302ci, mt
BB: 230ci, ac, hc CR: 250ci, ac, pg MQ: 396ci, sp
BC: 230ci, ac EA: 327ci, ar, mt MR: 396ci, at, hp
BD: 230ci, ac EE: 327ci, pg MS: 396ci, mt
BE: 230ci, ex, mt MA: 327ci, mt, tb MT: 396ci, ah, sp
BF: 230ci, pg ME: 327ci, pg, tb MU: 350ci, pg
BH: 230ci, ac, pg MF: 350ci, copo 9665 MV: 396ci, copo 9737
BL: 230ci, copo 9801 MG: 327ci, ex, tb MW: 396ci
BR: 230ci, ex, pg MH: 327ci, ex, pg, tb MX: 396ci, hp
CM: 250ci, mt MI: 302ci, copo 9665 MY: 396ci, at
CN: 250ci, ac

Block Casting: 302ci, 327ci, 350ci: 3914660, 3914678
396ci: 3916323, 3935440

Abbreviations: ac=air conditioning, ah=aluminum heads, ar=air injection reactor, at=Turbo Hydra-Matic automatic transmission, ci=cubic inch, copo=central office production order, ex=export, hc=heavy-duty clutch, hp=high performance, pg=Powerglide automatic transmission, mt=manual transmission, sp=special high performance, tb=two barrel carburetor.

1968 FACTS

- The 1968 retained the general appearance of the previous year, but there were differences. The 1968 did not have side vent windows. Colors and trim changed. 1968 was the first year for Astro Ventilation.
- Inside, the 1968 model featured a restyled center console, and a restyled secondary gauge package with a "sawtooth" design. Unlike the previous year, the 1968's secondary gauge grouping didn't include a clock, so when the secondary gauge package was ordered, the clock was combined with the tachometer in the right pod of the main instrument display. This dual-function instrument became known as the "tick-tock-tach."

1968 FACTS cont...

- 1968's ignition switch was on the dash as in 1967. These were the only Camaro model years with this location.
- Headlight covers for 1968 Rally Sport models were vacuum operated, rather than electrically as the previous year.
- Cloth upholstery was used for the first time in Camaros in 1968 with the introduction of the now-famous houndstooth cloth pattern in a black and white check pattern.
- The Torque Drive transmission, essentially a modified Powerglide automatic unit that was shifted manually without a clutch, became available in 1968 Camaros.
- The "bumblebee" nose stripe continued in 1968, but was joined by two other striping schemes. One wrapped across the top of the nose, down the leading edge of the front fender to a point about four inches above the bumper, then horizontally back to almost the end of the door. The other nose stripe was multicolored and came as part of a special Customized Camaro sales promotion. The sales promotion required selection of Rallye Green, Brite Green, Corvette Bronze, or LeMans Blue exterior.
- To counter wheel hop problems associated with 1967 models, rear shock absorbers in 1968 Camaros were staggered (the passenger-side shock passed behind the axle and the driver-side ahead of the axle). Also, multi-leaf springs were added to V8 models except for those powered by 210hp and 275hp versions of the 327ci engine.
- Four wheel disc brakes were not factory-installed options for the 1968 model year. Those that were installed were done so by dealers, or by customers who purchased them over-the-counter.
- The grille of non-Rally Sport optioned 1968 Camaros was restyled with a more pronounced center split. Non-Rally Sports had backup lights incorporated within the standard taillight bezels. The backup lights for Rally Sport models were separate units mounted below the bumper. The taillights of all 1968 Camaros had center dividers to create a four-lamp (two per side) appearance.
- A passenger-side assist handle, mounted above the glovebox, was included with the Custom Interior or Special Interior options in 1968.
- Although a rear spoiler (Chevrolet called it an auxiliary panel and valance) was often associated with the 1968 Camaro Z28, the spoiler was actually a separate option, available with any Camaro as RPO D80. The spoilers were made of fiberglass.
- Camaro Super Sport (SS) models had unique hoods in 1968, and the hoods were different for SS 396 and SS 350 models. The SS 350 hood was the same as all 1967 SS models, featuring two thin-ribbed, decorative inserts. The hood for 1968 SS 396 models had two inserts which each had four simulated carburetion stacks.

1968 FACTORY OPTIONS

RPO	Description	Qty	Retail
12337	Camaro Sport Coupe, 6-cylinder	47,456	\$2,565.00
12367	Camaro Convertible, 6-cylinder	3,513	2,802.00
12437	Camaro Sport Coupe, 8-cylinder	167,251	2,670.00
12467	Camaro Convertible, 8-cylinder	16,927	2,908.00
AK1	Belts, custom deluxe seat and shoulder (coupe)	22,988	11.10
AL4	Seat, front Strato-back (coupe)	4,896	32.65
AS1	Belts, standard type front shoulder (conv)	70	23.20
AS2	Head Restraints, driver and passenger	2,234	52.70
AS4	Belts, custom deluxe type rear shoulder	109	26.35
AS5	Belts, standard type rear shoulder	24	23.20

1968 FACTORY OPTIONS cont...

RPO	Description	Qty	Retail
A01	Soft Ray Tinted Glass, all windows	65,329	\$30.55
A02	Soft Ray Tinted Glass, windshield only	60,677	21.10
A31	Power Windows	3,304	100.10
A39	Belts, custom deluxe front and rear (conv)	3,560	7.90
A85	Belts, custom deluxe front shoulder (conv)	222	26.35
B37	Floor Mats, color-keyed front and rear	30,713	10.55
B93	Guards, door edge	49,395	4.25
C06	Top, power (convertible)	9,580	52.70
C08	Vinyl Roof Cover (coupe)	77,065	73.75
C50	Defroster, rear window (\$31.60 for conv)	6,181	21.10
C60	Air Conditioning	35,866	360.20
C80	Positraction Rear Axle	36,710	42.15
—	Rear Axle, optional ratios	—	2.15
D33	Mirror, left outside remote control	4,740	9.50
D55	Console (includes floor-mount shifter)	140,530	50.60
D80	Auxiliary Panel and Valance (spoiler)	15,520	32.65
D90	Stripping, sport (included with Super Sport)	30,541	25.30
D91	Band, front accent	40,487	14.75
D96	Stripping, fender	19,657	13.70
F41	Suspension, special purpose front and rear	7,117	10.55
G31	Springs, special rear (incl rear bumper guards)	821	20.05
J50	Power Brakes, front and rear drum	44,196	42.15
J52	Power Brakes, front disc, rear drum	20,117	100.10
KD5	Ventilation, engine heavy-duty closed positive	30	6.35
K02	Fan, temperature controlled (V8 only)	1,285	15.80
K30	Speed and Cruise Control	327	52.70
K76	Generator, 61-amp Delcotron	90	26.35
K79	Generator, 42-amp Delcotron	189	10.55
L22	Engine, 250ci, 155hp Turbo-Thrift 6-cyl	28,647	26.35
L30	Engine, 327ci, 275hp Turbo-V8	21,686	92.70
L34	Super Sport, with 396ci, 350hp engine	2,579	368.65
L35	Super Sport, with 396ci, 325hp engine	10,773	263.30
L48	Super Sport, with 350ci, 295hp engine	12,496	210.65
L78	Super Sport, with 396ci, 375hp engine	4,575	500.30
L89	Super Sport, 396ci, 375hp, aluminum heads	272	868.95
MB1	Transmission, Torque-drive (6-cylinder only)	3,099	68.65
M11	Shift Lever, floor mounted	30,192	10.55
M13	Transmission, special 3-speed manual	752	79.00
M20	Transmission, 4-speed wide range manual	35,161	184.35
M21	Transmission, 4-speed close ratio manual	11,134	184.35
M22	Transmission, 4-speed close ratio heavy-duty	1,277	310.70
M35	Transmission, Powerglide automatic	127,165	184.35
M40	Transmission, Turbo Hydra-Matic automatic	5,466	237.00
NF2	Exhaust System, dual (deep-tone mufflers)	9,024	27.40
N10	Exhaust System, dual	4,462	27.40
N30	Steering Wheel, deluxe	9,178	4.25
N33	Tilt Steering Column	5,294	42.15
N34	Steering Wheel, wood-grained plastic trim	5,649	31.60
N40	Power Steering	115,280	84.30
N44	Special Steering, quick ratio	3,090	15.80
N65	Tire, space saver	1,021	19.35
N95	Wheel Covers, simulated wire	3,988	73.75
N96	Wheel Covers, mag style	6,072	73.75
PA2	Wheel Covers, mag-spoke style	4,085	73.75
PW7	Tires, F70x14 2-ply white stripe	26,670	64.75
PW8	Tires, F70x14 2-ply red stripe	6,666	64.75
PY4	Tires, F70x14 fiberglass belt white stripe	—	26.55

1968 FACTORY OPTIONS cont...

RPO	Description	Qty	Retail
PY5	Tires, F70x14 fiberglass belt red stripe	—	\$26.55
P01	Wheel Covers, bright metal	133,742	21.10
P58	Tires, 7.35x14 two-ply whitewall	141,178	31.35
T60	Battery, heavy duty	8,196	7.40
U03	Horn, tri-volume	768	13.70
U15	Speed Warning Indicator	2,344	10.55
U17	Special Instruments (requires V8 & console)	20,263	94.80
U35	Clock, electric (included with RPO U17)	20,319	15.80
U46	Light Monitoring System	1,755	26.35
U57	Stereo Tape System	4,155	133.80
U63	Radio, AM-FM pushbutton	197,805	61.10
U69	Radio, AM-FM pushbutton	7,214	133.80
U73	Antenna, manual rear mount	21,729	9.50
U79	Radio, AM-FM stereo	1,335	239.15
U80	Speaker, rear seat	23,198	13.20
V01	Radiator, heavy duty	4,682	13.70
V31	Guards, front bumper	19,455	12.65
V32	Guards, rear bumper	18,628	12.65
Z17	Wheels, rally	8,047	31.60
Z19	Auxiliary Lighting Group	18,099	13.70
Z21	Style Trim Group	93,235	42.15
Z22	Rally Sport Package	40,977	105.35
Z23	Interior, special (included with RPO Z87)	57,098	17.95
Z28	Special Performance Package (coupe)	7,199	400.25
Z87	Custom Interior	50,461	110.60

• Prices shown were introductory retail including delivery and handling. They didn't include transportation or state/local taxes.

• Not all options shown were available at the start of production, and some were deleted before year's end. For instance, the Torque-drive transmission (RPO MB1) and the 396ci, 375hp SS package with aluminum cylinder heads (RPO L89) were both introduced after the start of the model year. Also, factory-supplied Z28 packages with exhaust headers and plenum air intakes were discontinued before the end of production.

• Chevrolet records also indicate Engine Block Heater sales of 507 units. • Some factory options could also be dealer-installed. Other options were dealer install only, including fire extinguisher, litter container, spare wheel lock, outside right-hand mirror, vanity visor mirror, ski rack, portable hand spotlight, tissue dispenser, locking fuel cap, deck lid carrier, compass, and emergency road kit.

• The base 6-cylinder was 230ci, 140hp. Base V8 was 327ci, 210hp. • RPO AK1 (custom deluxe seat and shoulder belts) cost \$12.65 when combined with the Strato-back (bench) seat. RPO AK1 was also listed as RPO ZK3 during 1968.

• RPO AL4 (Strato-back) seat not available with console or convertible. • RPO C06 (power convertible top) available in black, white or blue.

• RPO C08 (vinyl roof cover) available in black or white.

• RPO C60 (air conditioning) included a 61-amp Delcotron, heavy-duty radiator and temperature-controlled fan. Power steering recommended.

• Not available with 375hp or 302ci engine.

• RPO D55 (center console) included floor-mounted shift lever, compartment and ashtray. Not available on 295hp with manual transmission.

• RPO D91 (front accent band) not available with SS package or Z28.

• RPO D96 (accent stripping) not available with SS package or RPO D90.

• RPO F41 (special suspension) included special front and rear springs and shock absorbers; not available with Z28; for V8 models only.

1968 FACTORY OPTIONS cont...

- RPO K02 (temperature controlled fan) for V8 engine models only. Included with air conditioning, 375hp engine, or RPO Z28.
- RPO K30 (Speed and Cruise Control) required automatic and V8.
- RPO K76 (61-amp Delcotron) cost \$5.30 with air conditioning.
- RPO K79 (42-amp Delcotron) not available with 375hp engine, air conditioning, or Turbo Hydra-Matic transmission.
- RPOs L34, L35, L48, L78, L89 (Super Sport) included special hood and trim, sport striping, hood insulation, red-stripe tires, special suspension, bright engine accents, SS emblems on fenders, grille and gas filler cap.
- RPO MBI (torque-drive transmission) was for 6-cylinder only, not available with center console, positraction, or optional rear axles.
- RPO M11 (floor-mounted shift lever) available with 3-speed manual and 6-cylinder, or 327ci V8 engines, or Turbo Hydra-Matic.
- RPO M13 (special 3-speed manual) required 350ci or 396ci.
- RPO M20 (4-speed manual) not available with RPO L89.
- RPO M21 (close-ratio 4-speed) required 302ci, 350hp, or 375hp.
- RPO M22 (heavy-duty 4-speed manual) required 375hp engine or Z28.
- RPO M35 (Powerglide automatic transmission) cost \$194.85 with V8s, but wasn't available with 302ci or 396ci engines.
- RPO M40 (Turbo Hydra-Matic automatic) available with 325hp or 350hp.
- RPO NF2 (dual exhausts with deep tone mufflers) were no charge with 295hp, 325hp, 350hp or 375hp engines.
- RPO N10 (dual exhaust) available with 210hp or 275hp engines.
- RPO N30 (deluxe steering wheel) included with Custom Interior or Special Interior packages.
- RPO N33 (tilt steering) required automatic or floor-mount shifter.
- RPO N44 (quick ratio steering) required power steering when air conditioning or 325hp engine was ordered.
- RPO N65 (space saver spare tire) cost \$13.10 to replace 7.35x14 white-wall, \$6.00 to replace F70x14 red or white stripe.
- RPOs N95, N96, PA2, and P01 (wheel covers) not available with Z28.
- RPOs PW7 and PW8 (white and red stripe tires) no charge with SS.
- RPOs PY4 and PY5 (belted white and red stripe tires) no charge with SS.
- RPO U17 (special instrumentation) for V8s with console only, included ammeter, temperature, oil pressure and fuel gauges mounted on console, electric clock and tachometer mounted in instrument panel cluster.
- RPO U57 (stereo tape system) included four speakers, console required if air conditioning ordered. System mounted under instrument panel, or to console compartment door depending on option combinations.
- RPO U73 (rear antenna) not available with AM-FM radio, or spoiler.
- RPO U80 (rear-seat speaker) not available with stereo.
- RPO V01 (heavy-duty radiator) included with air conditioning, not available with 302ci or 396ci engines.
- RPO Z17 (rally wheels) included special wheel, hubcap and trim ring.
- RPO Z19 (auxiliary lighting) included ashtray, courtesy, glovebox, trunk, and underhood lights. Content and costs varied slightly with different coupe/convertible interior packages.
- RPO Z21 (style trim) included belt reveal moldings, wheel opening moldings, bright roof drip gutter moldings. For convertibles, style trim excluded roof drip moldings and cost \$31.60.
- RPO Z22 (rally sport) included special grille with vacuum-operated headlight covers, front valance-mounted parking lights, lower body side moldings, belt reveal moldings, wheel opening moldings, rear valance-mounted back-up lights, RS emblems on grille, fenders and fuel-filler cap.

1968 FACTORY OPTIONS cont...

- RPO Z23 (Special Interior) included bright pedal trim, deluxe steering wheel and woodgrain instrument panel. Included with Custom Interior.
- RPO Z28 (Special Performance Package) included 302cid V8, dual deep-tone mufflers, special suspension, rear bumper guards, heavy-duty radiator and temperature-controlled fan, quick ratio steering, 15x6 wheels, E70x15 nylon tires, 3.73:1 ratio axle, and special paint stripes on hood and rear deck. Required 4-speed transmission, power brakes and front disc brakes. Positraction recommended. Cost with plenum air intake including special air cleaner and duct system furnished loose \$479.25. Cost with exhaust headers furnished loose \$779.40. Cost with plenum air intake and exhaust headers furnished loose \$958.40.
- RPO Z87 (Custom Interior) included special seat and sidewall trim with molded front armrests, deluxe steering wheel, woodgrain instrument panel trim and molding, glove compartment light, bright metal pads, instrument panel assist handle, and luggage compartment mat.
- Appearance Guard Group included front/rear bumper guards, door edge guards and mats for \$40.10; or \$27.45 without rear bumper guards.

1968 COLORS

Code	Exterior	Soft Top	Stripes	Interiors
AA	Tuxedo Black	B-Bk-W	W	B-Bh-Bk-G-Ih-Pb-R-T
CC	Ermine White	B-Bk-W	Bk	B-Bh-Bk-G-Ih-Pb-R-T
DD	Grotto Blue	B-Bk-W	W	B-Bh-Bk-Ih-Pb
EE	Fathom Blue	B-Bk-W	W	B-Bh-Bk-Ih-Pb
FF	Island Teal	B-Bk-W	W	B-Bh-Bk-Ih-Pb
GG	Ash Gold	B-Bk-W	Bk	Bh-Bk-Ih-G-Pb
HH	Grecian Green	B-Bk-W	Bk	Bh-Bk-Ih-Pb
JJ	Rallye Green	B-Bk-W	W	Bh-Bk-Ih-Pb
KK	Tripoli Turquoise	B-Bk-W	Bk	Bh-Bk-Ih-Pb-T
LL	Teal Blue	B-Bk-W	W	B-Bh-Bk-Ih-Pb
NN	Cordovan Maroon	B-Bk-W	W	Bh-Bk-Ih-Pb
OO	Corvette Bronze	B-Bk-W	Bk	Bh-Bk-Ih-G-Pb
PP	Seafoam Green	B-Bk-W	W	Bh-Bk-Ih-Pb-R
RR	Matador Red	B-Bk-W	W-Bk	Bh-Bk-G-Ih-Pb
TT	Palomino Ivory	B-Bk-W	Bk	Bh-Bk-Ih-Pb
UU	LeMans Blue	B-Bk-W	W	Bh-Bk-G-Ih-Pb
VV	Sequoia Green	B-Bk-W	W	Bh-Bk-G-Ih-Pb
YY	Butternut Yellow	B-Bk-W	Bk	Bh-Bk-G-Ih-Pb
ZZ	British Green	B-Bk-W	W	Bh-Bk-G-Ih-Pb

- Soft top, stripe and interior combinations shown were recommended by Chevrolet as most attractive, but other combinations were permitted.
 - Standard bucket seat interiors were available in B, Bk, G, and R. Standard bench seat interiors were available in B, Bk, and G. Custom bucket seat interiors were available in B, Bk, G, Ih, Pb, R and T. Custom bench seat interiors available in B, Bk, and T.
 - Vinyl tops were available in black or white.
 - Matador Red (RR) exterior Camaro Super Sport (SS) models came with white stripes except when equipped with a black vinyl or black convertible top when the stripes were black to match.
- Interior Codes:** 712=Bk-Sb, 713=Bk-Sbh, 714=Bk-Cb, 715=Bk-Cbh, 716=Ih-Cb, 717=B-Sb, 718=B-Sbh, 719=B-Cb, 720=B-Cbh, 721=G-Cb, 722=G-Sb, 723=G-Sbh, 724=R-Sb, 725=R-Cb, 726=T-Cb, 727=T-Cbh, 730 (& 711)=Pb-Cb, 749=Bh-Cb.
- Abbreviations:** B=Blue, Bh=Black hounds tooth, Bk=Black, G=Gold, Ih=Ivory hounds tooth, Pb=Parchment black, R=Red, Sb=Standard bucket, Sbh=Standard bench, Cb=Custom bucket, Cbh=Custom bench, T=Turquoise, W=White.

