1968 OWNER'S MANUAL

Camaro

CHEVELLE

CHEVY II

GM

MARK OF EXCELLENCE

This is the General Motors mark of excellence that appears on all Chevrolet motor vehicles.

We use it in the same spirit with which craftsmen, through the centuries, have used a personal mark to identify the products of their skills: We are proud of the things we make, and we want our customers to be able to identify them easily and to know that we stand behind them.

Whenever you see this mark of excellence, you can be certain that it represents our very finest in design and engineering . . . that it has been built with care and dedication . . . and that it offers all the quality, reliability, safety and value that you have come to expect from Chevrolet.

Chevrolet Motor Division
General Motors Corporation
Detroit, Michigan 48202

1968 OWNER'S MANUAL
OPERATION & MAINTENANCE INSTRUCTIONS
FOR CHEVELLE-CHEVY II-CAMARO

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All information contained in this booklet is the latest product information available at the time of printing. The right is reserved to make changes at any time without notice.

IMPORTANT SAFETY AND ANTI-THEFT INFORMATION TO HELP YOU ENJOY THE MAXIMUM IN VEHICLE SATISFACTION

CHEVROLET MOTOR DIVISION • GENERAL MOTORS CORPORATION
DETROIT, MICHIGAN 48202

THIRD EDITION
MAY, 1968

PART NO. 3955532

Highway Safety depends on...

1. *You, the Driver*
2. *The Condition of Your Vehicle*
3. *The Traffic and Highway Conditions*

...BE SURE YOU UNDERSTAND ALL THREE!

REMEMBER Proper operation, periodic maintenance and safety inspections help provide...

- *Economical Operation of Your Vehicle*
- *Safety for You and Your Passengers*
- *Dependable Transportation*

Observe All Traffic Laws—
Make Safe Driving a Habit

SAFE DRIVER CHECK LIST

- ☐ **BRAKES**
  Pedal travel
  Fluid level
- ☐ **LIGHTS**
  Burned-out/Broken bulbs
  Headlamp aim
- ☐ **TURN SIGNAL AND HAZARD WARNING FLASHER**
  Proper operation of lights and Dash indicators
- ☐ **TIRES**
  Check tire pressure regularly
  Cuts and bruises
  Uneven wear
  Remaining tread
- ☐ **MAKE SAFETY BELTS A HABIT**
  Buckle up for safety
- ☐ **GLASS AND MIRRORS**
  Cracked, broken or missing
- ☐ **BE SURE YOU ARE MENTALLY AND PHYSICALLY ALERT**
- ☐ **OBSERVE ROAD AND WEATHER CONDITIONS AND DRIVE ACCORDINGLY**
- ☐ **ADJUST SEATS AND MIRRORS FOR CLEAR VISION AND SAFE DRIVING**
- ☐ **LOOK AROUND BEFORE DRIVING AWAY FROM WHERE YOU ARE PARKED**
- ☐ **STEERING AND WHEEL ALIGNMENT**
  Excessive play in wheel
  Bent wheels
- ☐ **WINDSHIELD WIPERS AND WASHERS**
  Condition of wiper blades
  Operation of washer
- ☐ **WINDSHIELD DE-ICER AND DE-FOGGER**
  Proper operation
- ☐ **HORN**
  Proper operation

☐ **EXHAUST SYSTEM CHECK**
For mounting, leaks, missing or damaged parts

Don't invite car theft! An unlocked car with the key still in the ignition offers both opportunity and temptation.

Remember always to lock ignition, lock all doors...TAKE THE KEY!

NOTE: Your 1968 Chevrolet features as standard equipment a buzzer device which will activate when the driver's door is opened and the key left in the switch. Heed its warning—let it also serve to remind you to lock all doors.

The identification number of your vehicle is located on the instrument panel and is visible from the outside. It is also stamped prominently on the engine and transmission. These precautions have been taken for your protection to aid the apprehension of thieves and the recovery of stolen vehicles, engines and transmissions and to serve as a deterrent to theft itself.

QUICK REFERENCE OF SAFETY AND THEFT INFORMATION

A WORD ABOUT . . . VEHICLE SAFETY AND THE INITIAL FEDERAL MOTOR VEHICLE SAFETY STANDARDS

Chevrolet has for many years been a leader in the field of automotive safety. Almost every advance in design and engineering since the inception of the industry has contributed to the safety, reliability and durability of our cars. Continuation of this important and vital trend is exemplified in your 1968 Chevrolet. Important safety advances are designed to aid in avoiding accidents, and in reducing injuries during the accident and as a result of the accident.

But remember—it takes more than a safe car to avoid accidents. Observe all traffic laws, make safe driving a habit and maintain your car in top condition.

Your new 1968 Chevrolet conformed to all federal motor vehicle safety standards applicable at time of manufacture. Effectiveness of these safety features can best be continued through periodic vehicle inspection and regular maintenance.

The initial Federal Motor Vehicle Safety Standards encompass a number of systems on all passenger cars. To promote better understanding of these standards, listed are those standards applicable to passenger cars, and the purpose and scope of each.

Initial Federal Motor Vehicle Safety Standards (Effective January 1, 1968*)

Amendment to certain of these Standards and additional Standards that would apply to 1968 Model passenger cars manufactured after January 1, 1968, were under consideration by the National Highway Safety Bureau at the time this Owner's Manual was prepared.

STANDARD NO. 101
Control Location and Identification

Purpose and Scope. This standard specifies the requirements for location and identification of certain controls to facilitate their selection and ensure their accessibility.

STANDARD NO. 102
Transmission Shift Lever Sequence, Starter Interlock, and Transmission Braking Effect

Purpose and Scope. This standard specifies the requirements for the transmission shift lever sequence, a starter interlock, and for a braking effect of automatic transmissions, to reduce the likelihood of shifting errors, starter engagement with vehicle in drive position, and to provide supplemental braking at speeds below 25 miles per hour.

STANDARD NO. 103
Windshield Defrosting and Defogging

Purpose and Scope. This standard specifies requirements for providing vision through the windshield during frosting and fogging conditions.

STANDARD NO. 104
Windshield Wiping and Washing Systems

Purpose and Scope. This standard specifies requirements for windshield wiping and washing systems.

STANDARD NO. 105
Hydraulic Service Brake, Emergency Brake, and Parking Brake Systems

Purpose and Scope. This standard specifies requirements for hydraulic service brake, emergency brake, and parking brake systems intended to ensure adequate braking performance under normal and emergency conditions.

STANDARD NO. 106
Hydraulic Brake Hoses

Purpose and Scope. This standard specifies requirements for hydraulic brake hoses that will reduce brake failures due to fluid leakage.

STANDARD NO. 107
Reflecting Surfaces

Purpose and Scope. This standard specifies reflecting surface requirements for certain vehicle components in the driver's field of view.

STANDARD NO. 111
Rearview Mirrors
Purpose and Scope. This standard specifies requirements for rearview mirrors to provide the driver with a clear and reasonably unobstructed view to the rear.

STANDARD NO. 203
Impact Protection for the Driver From the Steering Control System
Purpose and Scope. This standard specifies requirements for steering control systems that will minimize chest, neck, and facial injuries to the driver as a result of impact.

STANDARD NO. 204
Steering Control Rearward Displacement
Purpose and Scope. This standard specifies requirements limiting the rearward displacement of the steering control into the passenger compartment to reduce the likelihood of chest, neck, or head injury.

STANDARD NO. 205
Glazing Materials
Purpose and Scope. This standard specifies requirements for glazing materials to reduce lacerations to the face, scalp, and neck, and to minimize the possibility of occupants being thrown through the vehicle windows in collisions.

STANDARD NO. 206
Door Latches and Door Hinge Systems
Purpose and Scope. This standard specifies load requirements for door latches and door hinge systems to minimize the probability of occupants being thrown from the vehicle in a collision.

STANDARD NO. 207
Anchorage of Seats
Purpose and Scope. This standard establishes requirements for seats, their attachment assemblies, and their installation to minimize the possibility of failure by forces acting on the seat as a result of vehicle impact.

STANDARD NO. 208
Seat Belt Installations
Purpose and Scope. This standard establishes requirements for seat belt installations.

STANDARD NO. 209*
Seat Belt Assemblies
Purpose and Scope. This standard specifies requirements for seat belt assemblies.

STANDARD NO. 210
Seat Belt Assembly Anchorages
Purpose and Scope. This standard specifies the requirements for seat belt assembly anchorages to ensure proper location for effective occupant restraint and reduce the likelihood of failure in collisions.

STANDARD NO. 211
Wheel Nuts, Wheel Discs, and Hub Caps
Purpose and Scope. This standard precludes the use of wheel nuts, wheel discs, and hub caps that constitute a hazard to pedestrians and cyclists.

STANDARD NO. 301
Fuel Tanks, Fuel Tank Filler Pipes, and Fuel Tank Connections
Purpose and Scope. This standard specifies requirements for the integrity and security of fuel tanks, fuel tank filler pipes, and fuel tank connections to minimize fire hazard as a result of collision.

PUBLIC LAW 87-637 (1962)*
An Act to provide that hydraulic brake fluid sold or shipped in commerce for use in motor vehicles shall meet certain specifications prescribed by the Secretary of Commerce. The requirements of this law were issued as standards when the National Traffic and Motor Vehicle Safety Act of 1966 was enacted.

*The Seat (Lap) Belt and Brake fluid standards are applicable to all 1968 models of affected vehicles.

A WORD FROM CHEVROLET . . .

This Owner's Manual contains important information regarding the operation and maintenance of your Chevrolet product.

In order to obtain maximum enjoyment and usage from your car, we suggest that you familiarize yourself with the contents of this booklet and follow the recommendations outlined.

Your Chevrolet dealer has the trained personnel and specialized equipment to properly service your car. Have him inspect your car and perform any maintenance or adjustments required.

We would like to take this opportunity to thank you for choosing a Chevrolet product—and assure you of our continuing interest in your motoring pleasure and satisfaction.

YOUR CAR'S FIRST FEW HUNDRED MILES OF DRIVING

Sound design and precision manufacturing methods will permit you to operate your new car from its very first mile without adhering to a formal "break-in" schedule. However, during the first few hundred miles of driving you can, by observing a few simple precautions, add to the future performance and economy of your car.

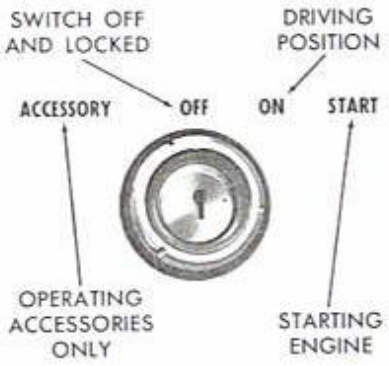
- It is recommended that your speed during the first 500 miles be confined to a maximum of 60 M.P.H., but do not drive for extended periods at any one constant speed, either fast or slow. During this period, avoid full throttle starts and, if possible, abrupt stops.
- Gentle braking during the first few hundred miles of operation will result in longer brake life and better future performance. Avoid hard stops especially during the first 200 miles of operation since brake misuse during this period will destroy much future brake efficiency.
- Always drive at moderate speed until the engine has completely warmed up.

DRIVING FOR ECONOMY

Proper maintenance and wise operation will combine to help you achieve maximum fuel economy with your car. Your Authorized Chevrolet Dealer can properly tune and maintain your car but wise operation is your responsibility. Give the car sufficient warm-up time, do not make full throttle starts or unnecessary severe stops, and drive at reasonable speeds and as steadily as traffic permits to gain the benefits of all the economy built into your car.

CAUTION: Avoid inhaling exhaust gases especially in an enclosed area such as a garage. Exhaust gases contain a percentage of carbon monoxide which is a potentially lethal gas that, by itself, is tasteless, colorless, and odorless. The exhaust system should be inspected for proper mounting, leaks, and missing or damaged parts each time the vehicle is raised for lubrication or oil change service.

OPERATING INSTRUCTIONS



IGNITION SWITCH

The ignition switch has four positions as shown. The key may be removed only when the switch is in the OFF position. Turn key to ACCESSORY position for operating the accessories when the engine is not running.

STARTING THE ENGINE

AUTOMATIC TRANSMISSION–Place selector lever in N or P position. The engine will not start when lever is in any other position.

MANUAL TRANSMISSION–Place gearshift control lever in Neutral and depress clutch pedal to the floor.

MANUAL CHOKE – The Chevy II with the Super-Thrift 4-cylinder engine is equipped with a manual choke. Since the choke operates to enrich the fuel mixture delivered to the carburetor, its improper use can result in excessive fuel consumption. Use the choke only until the engine warms up. Then if the choke is still necessary to provide smooth engine operation your Chevrolet dealer should be called upon to perform such engine adjustments as may be necessary.

- ENGINE COLD–Depress accelerator pedal to floor and release. This sets automatic choke. With manual choke, pull control knob fully out while holding pedal down then release pedal before starting.
- ENGINE HOT–Hold accelerator pedal part way down while starting.
- DURING EXTREMELY COLD WEATHER (0°F. and below)–Depress accelerator pedal to floor three times (3) and RELEASE; then hold pedal part way down while starting.

Turn ignition switch to START and release as soon as engine starts. When engine is running smoothly, tap accelerator pedal to reduce engine idle speed.

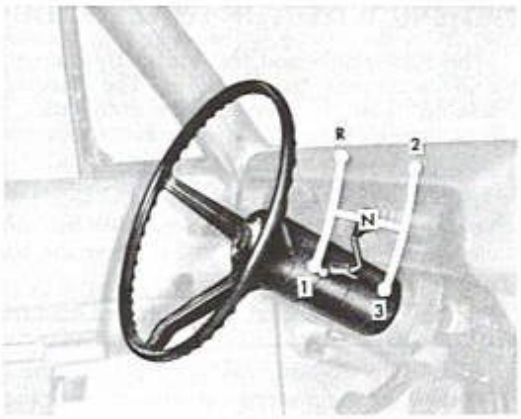
- ENGINE FLOODED – Depress accelerator pedal and hold to floor while starting until engine is cleared of excess fuel and is running smoothly. Never "pump" the accelerator pedal.

WARM-UP

Always let the engine idle for 20 to 30 seconds after starting and drive at moderate speeds for several miles, especially during cold weather.

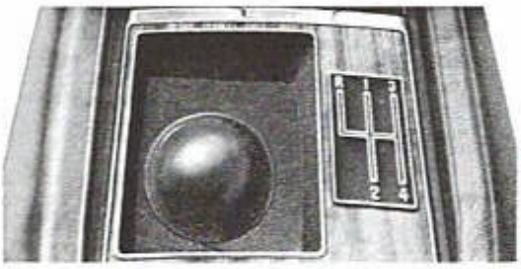
DRIVING WITH MANUAL TRANSMISSIONS

The 3-speed manual transmission shift positions follow the standard pattern shown at the right. The 4-speed transmission shift lever, extending from the floor, has its special shift pattern diagram located on the knob or floor plate. Depress the clutch pedal fully before attempting to shift to a different gear, then release the pedal to move in that gear. Shifting into 2nd and 3rd gear as soon as possible will add appreciably to your fuel economy. Use second gear at slow speeds (less than 30 mph) when driving in stop-and-go traffic, for improved vehicle performance during acceleration and when descending steep hills. Both transmissions, being fully synchronized, may be downshifted into 1st gear at any speed below 20 m.p.h. Shift into Reverse gear only after the car has stopped. Always depress and release the clutch pedal fully when shifting. On Four-Speed transmission the shift linkage may be adjusted to allow "short stroke" shift lever operation. See your Chevrolet Dealer.



DRIVING WITH THE OVERDRIVE TRANSMISSION—CHEVELLE

The optional Overdrive transmission provides an automatic 4th, or cruising gear. With the Overdrive control handle pulled "out," the unit is operating as a standard 3-speed transmission. Push the handle fully "in" at any time to engage the Overdrive. The unit then will operate as follows: At speeds of 30 mph and over, the transmission may be automatically shifted into 4th gear by momentarily releasing the accelerator pedal. Shift back into 3rd gear for fast acceleration by momentarily flooring the accelerator pedal. Below 26 mph the unit will automatically return to standard drive. To lock Overdrive out while moving, floor the accelerator pedal momentarily and, at the same time, pull out the Overdrive handle. For push starts, the handle should be fully "out."



DRIVING WITH THE POWERGLIDE, TORQUE DRIVE OR TURBO HYDRA-MATIC TRANSMISSION

The Powerglide and the Turbo Hydra-matic are completely automatic transmissions. The Torque Drive is a manually operated (1st to Hi) automatic transmission. All replace the standard clutch and transmission.

Powerglide and Turbo Hydra-matic

After starting the engine with the selector lever in N (Neutral) or P (Park) position select the range desired (see the following tables) and depress the accelerator.

Torque Drive

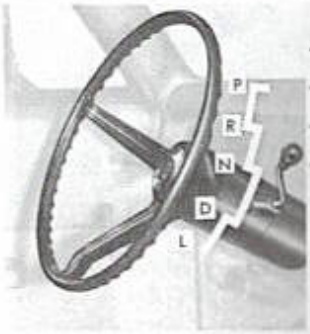
On vehicles equipped with Torque Drive transmissions, place the selector in "1st" position for forward drive. Gradually depress accelerator to obtain acceleration of 20 mph or over. Then place selector lever in "Hi" position to continue forward drive. DO NOT SHIFT INTO OR DRIVE IN "1ST" ABOVE 55 MPH. The selector lever may be moved freely between "Hi" and "1st" but must be raised in order to shift from "Hi" to Neutral or Reverse. The lever must also be raised in order to shift into or out of Park.

CAUTION: When parking or leaving the car unattended, even for a few minutes, remove the ignition key, place the selector lever in "Park" position, or in first gear or reverse if manual transmission, and fully apply the parking brake.

All Automatic Transmissions

A gradual start with a steady increase in accelerator pressure will result in best possible fuel economy. Rapid acceleration for fast starts will result in greater fuel consumption.

Automatic transmission shift quadrants of all GM cars continue the uniform sequence of selector positions. This particularly benefits multicar families and those who occasionally drive other cars. Shift indicators are arranged with "Park" position at one end, followed in sequence by



POWERGLIDE

P—PARK	Use only when car is stopped.
R—REVERSE	For backing car—from stop.
N—NEUTRAL	For standing (Brakes Applied).
D—DRIVE	For forward driving. Depress accelerator to floor for extra acceleration at speeds (depending on engine, axle and tire combinations) as high as 40 to 60 mph.
L—LOW	For hard pulling through sand, snow or mud, and for climbing or descending steep grades. Do not shift to L above 40 mph.

"Reverse", "Neutral" and the forward driving ranges. All automatic transmissions are equipped with a starter interlock system designed to permit starting the engine only when the transmission selector is in the "Park" or "Neutral" position. For additional engine braking effect, as sometimes needed in mountainous driving, place the transmission in an intermediate or low range.

Floor Console Shift Lever

The floor console shift lever may be moved freely between Neutral and Drive and (on the Turbo Hydra-Matic) between 1 and 2. Press lightly on button (Chevy II) or squeeze on the shift lever button under handle (Chevelle and Camaro) as you shift into Reverse or Low (2 on Turbo Hydra-Matic). Depress or squeeze the button fully when shifting into or out of Park position. Exercise care in depressing or squeezing button to prevent unintentional shifts to Park, Low (2) or Reverse.

TURBO HYDRA-MATIC

	P—PARK	Use only when car is stopped.
	R—REVERSE	For backing car—from stop.
Console	**N**—NEUTRAL	For standing (Brakes Applied).
3	**D**—DRIVE	For forward driving. Depress accelerator to floor for extra acceleration below 65 mph; depress accelerator half-way at speeds below 30 mph.
2	**L_2**—LOW$_2$	For driving in heavy traffic or on hilly terrain. Shift into L_2 or 2 at any vehicle speed.
1	**L_1**—LOW$_1$	For hard pulling through sand, snow or mud, for climbing or descending steep grades.

TORQUE DRIVE

Park	—Use only when car is stopped.	
R	—Reverse—	For backing car from stop.
N	—Neutral—	For standing (brakes applied).
Hi	—High—	For forward driving above 20 mph.
1st	—Low—	For initial forward acceleration to 20 mph. Use "1st" position for additional performance during acceleration or for braking effect when descending steep hills. DO NOT SHIFT INTO "1ST" FROM "HI" ABOVE 55 MPH.

NOTE: In stop and go driving below 20 mph, keep selector lever in "1ST" position to prevent overheating of transmission oil. Continuous driving in "Hi" range below 20 mph is equivalent to severe service operation and will require more frequent maintenance intervals (see page 59).

TRANSMISSION OPERATING TIPS

• HOLDING CAR ON AN UPGRADE

When stopped on an upgrade, maintain your position by applying the brakes. Never hold the car in place by accelerating engine with transmission in gear. This could cause damage by overheating the transmission (automatic) or clutch (manual).

• "ROCKING" CAR

If it becomes necessary to rock the car to free it from sand, mud or snow, move the selector lever from "D" (or "3") to "R" (automatic transmission) or the shift lever from forward to reverse (manual transmission) in a repeat pattern while simultaneously applying moderate pressure to the accelerator. Do not race engine. Avoid spinning wheels when trying to free the car.

• PARKING YOUR CAR

Always engage the parking brake and (with automatic transmission), place the transmission selector lever in "Park" position when leaving your car unattended. Also, with automatic transmissions, never park for prolonged periods with engine idling and transmission in gear, especially if your car is equipped with air conditioning. This practice is detrimental to the transmission, due to overheating.

• TOWING

Normally your car may be towed with all four wheels on the ground for distances up to 50 miles at speeds of less than 35 mph. The engine should be off and the transmission in neutral.

However, the drive wheels (rear wheels) must be raised off the ground or the drive shaft disconnected when the transmission is not operating properly or when a speed of 35 mph or distance of 50 miles will be exceeded.

CAUTION: If car is towed on its front wheels only, the steering wheel must be secured with the wheels in a straight ahead position.

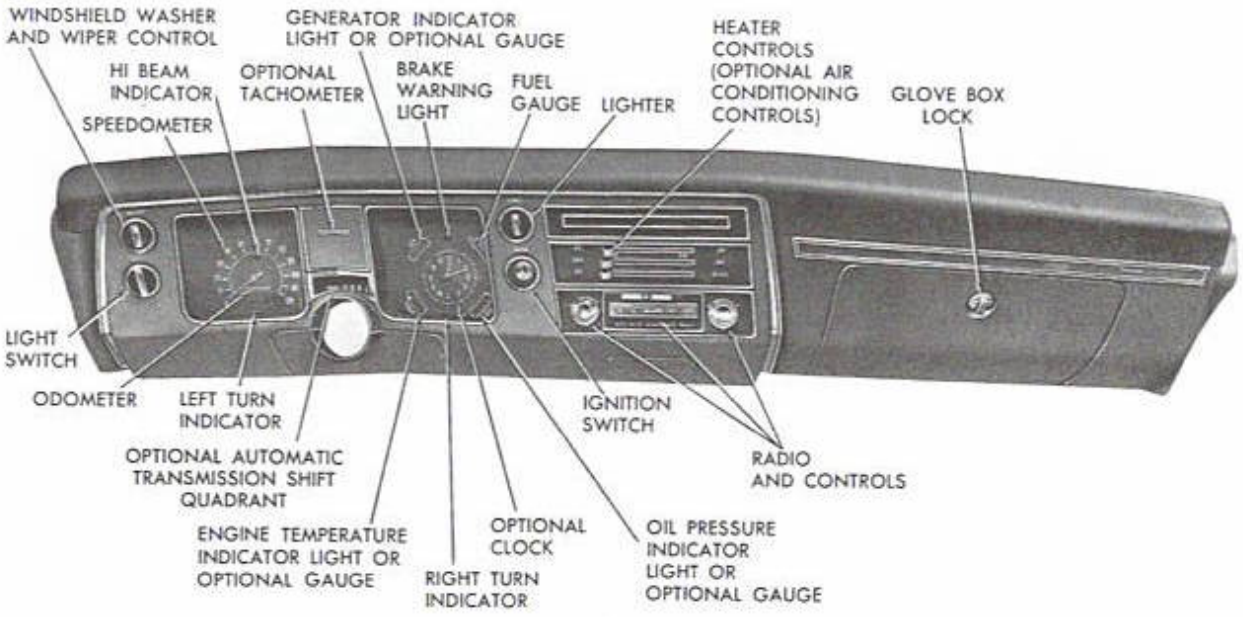
• EMERGENCY STARTING

If your car is equipped with a manual 3-speed or 4-speed transmission, it can be started in an emergency by pushing. When being pushed to start the engine, turn off all unnecessary electrical loads, turn ignition to "ON", depress the clutch and place the shift lever in high gear. Release the clutch when the car speed reaches 10 to 15 miles per hour. Bumpers and other parts contacted by the pushing vehicle should be protected from damage during pushing. Never tow the car to start.

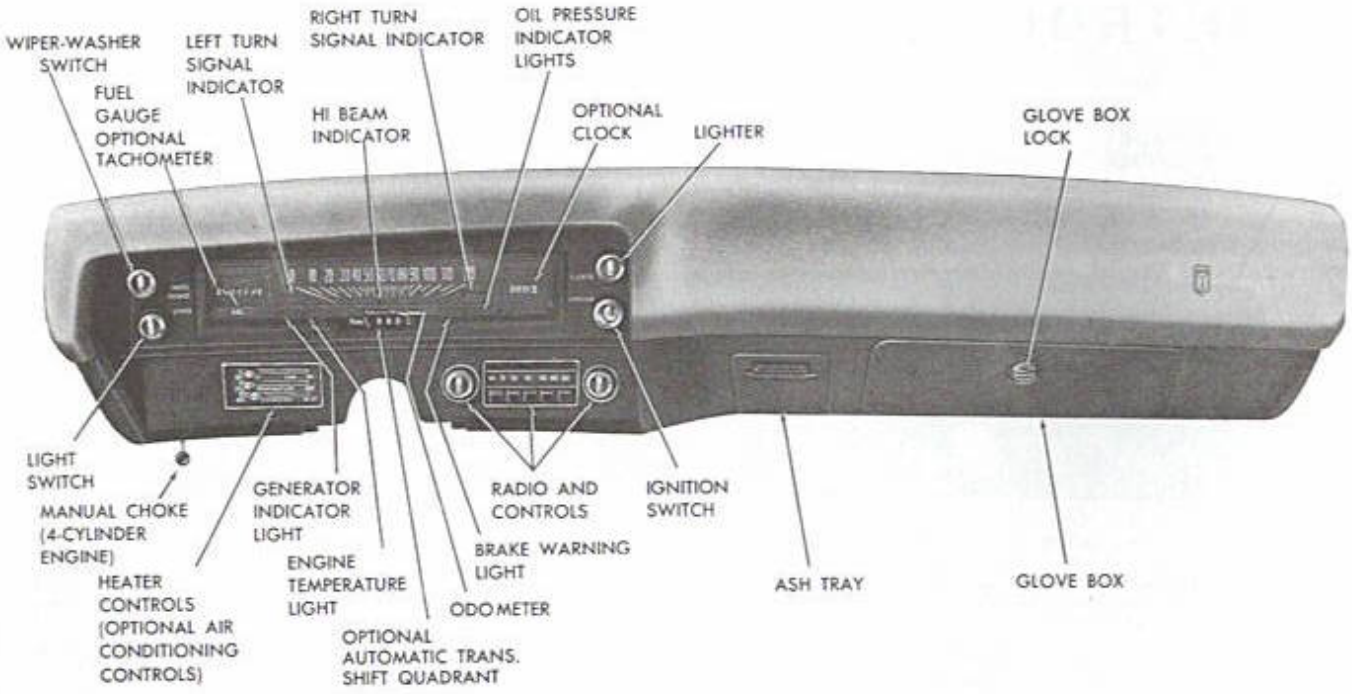
NOTE: Engines in vehicles with automatic transmissions cannot be started by pushing the car. To start the car when the energizer is discharged, use an auxiliary battery or energizer with jumper cables. Be sure to observe correct polarity (positive cable to positive terminal and negative cable to negative terminal) when connecting the auxiliary battery to prevent possible damage to the electrical system.

INSTRUMENTS AND CONTROLS

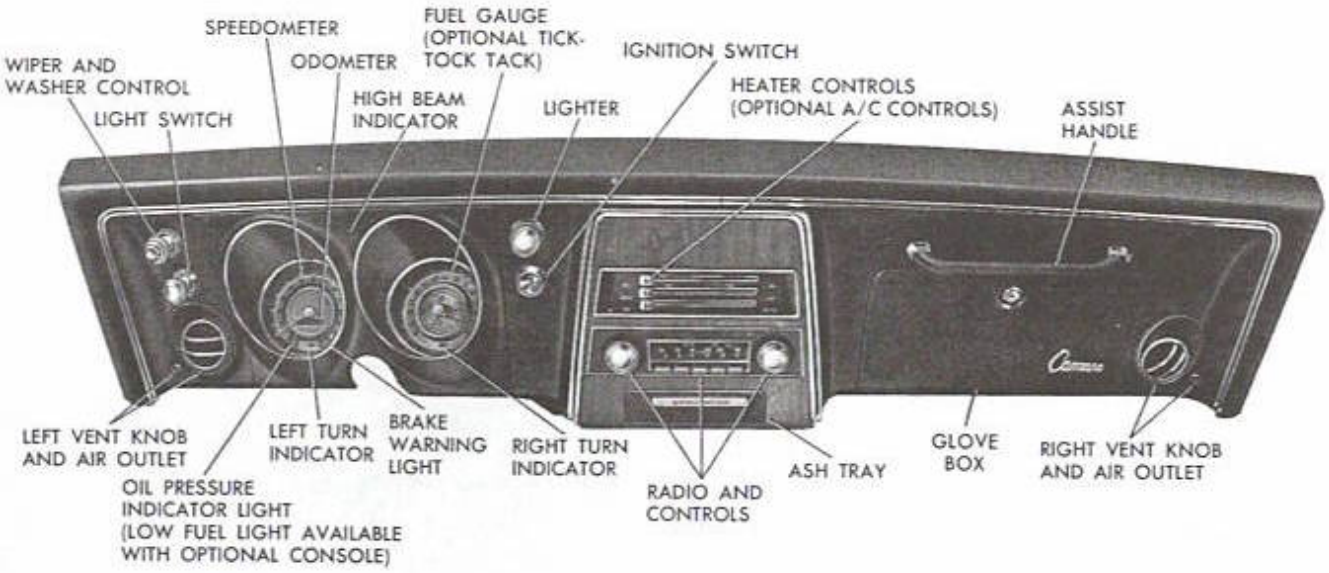
CHEVELLE



CHEVY II


WIPER-WASHER SWITCH
LEFT TURN SIGNAL INDICATOR
RIGHT TURN SIGNAL INDICATOR
OIL PRESSURE INDICATOR LIGHTS
FUEL GAUGE OPTIONAL TACHOMETER
HI BEAM INDICATOR
OPTIONAL CLOCK
LIGHTER
GLOVE BOX LOCK
LIGHT SWITCH
MANUAL CHOKE (4-CYLINDER ENGINE)
GENERATOR INDICATOR LIGHT
RADIO AND CONTROLS
IGNITION SWITCH
BRAKE WARNING LIGHT
HEATER CONTROLS (OPTIONAL AIR CONDITIONING CONTROLS)
ENGINE TEMPERATURE LIGHT
ODOMETER
ASH TRAY
GLOVE BOX
OPTIONAL AUTOMATIC TRANS. SHIFT QUADRANT

CAMARO


SPEEDOMETER
FUEL GAUGE (OPTIONAL TICK-TOCK TACK)
WIPER AND WASHER CONTROL
ODOMETER
IGNITION SWITCH
HEATER CONTROLS (OPTIONAL A/C CONTROLS)
HIGH BEAM INDICATOR
LIGHTER
ASSIST HANDLE
LIGHT SWITCH
LEFT VENT KNOB AND AIR OUTLET
LEFT TURN INDICATOR
BRAKE WARNING LIGHT
RIGHT TURN INDICATOR
GLOVE BOX
RIGHT VENT KNOB AND AIR OUTLET
ASH TRAY
RADIO AND CONTROLS
OIL PRESSURE INDICATOR LIGHT (LOW FUEL LIGHT AVAILABLE WITH OPTIONAL CONSOLE)

INSTRUMENTS

The instruments, gauges and indicator lights conveniently grouped in the instrument cluster are designed to tell you at a glance many important things about the performance of your car. The information on this and the following page will enable you to more quickly understand and properly interpret these instruments. Familiarize yourself with their location and purpose and make it a practice to scan the instrument cluster as you start the engine, after it starts, and periodically as you drive.

HEADLIGHT BEAM INDICATOR LIGHT

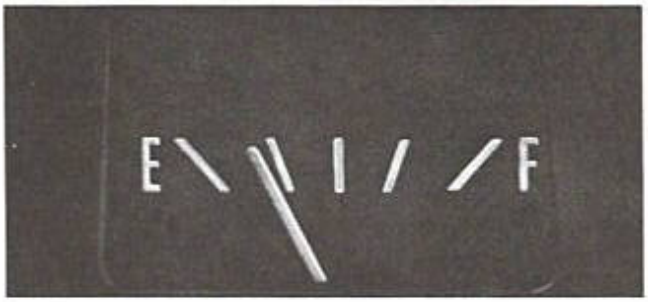
The headlights of your car have high and low beams to provide you with proper night-time visibility during all driving conditions. The "low" beams are used during most city driving. The "high" beams are especially useful when driving on dark roads since they provide excellent long range illumination. The headlight beam indicator will be on whenever the high beams or "brights" are in use. The Headlight Beam Switch controls the headlight beams (see Page 20).

Low Fuel Level Indicator—CHEVY II, CAMARO

Located at the bottom left of the face of the speedometer this indicator light (available for use with the optional console mounted gauge pack) will light and illuminate the word "FUEL" when the fuel gauge registers just above the empty mark. Ocasional flickering of the light when stopping and starting the car is normal. A steady glow indicates low fuel level.

FUEL GAUGE

This electrically operated gauge registers correctly when the ignition switch is in the "on" position. When the ignition switch is turned "off," the needle will not necessarily return to the empty mark but may stop at any point on the dial.



ENGINE TEMPERATURE INDICATOR LIGHT

This indicator light is provided in the instrument cluster to quickly warn of an overheated engine. With the ignition switch in the START position, the red TEMP indicator will light to let you know that it is operating properly.

When the engine is started, the red light will go out immediately. It will light up at no other time unless for some reason the engine reaches a dangerously high operating temperature. If the red light should come on, the engine must be stopped until the cause of the overheating is corrected. Check this light frequently as you drive.

OIL PRESSURE INDICATOR LIGHT

This light will be on when the ignition switch is turned on and should go out after the engine is started. Occasionally the light may be seen to flicker momentarily, but this will do no harm. However, if the light remains on during normal driving speeds the engine should be stopped until the cause of the trouble can be located and corrected. Driving the car with low oil pressure can cause serious engine damage.

GENERATOR INDICATOR LIGHT

This light provides a quick check on the generating system of your car. The red light will be on when the ignition key is in the "on" position, but before the engine is started. After the engine starts, the light should go out and remain out. If the light remains on when engine is running, have your Authorized Chevrolet Dealer locate and correct the trouble as soon as possible.

BRAKE SYSTEM WARNING LIGHT

This dual purpose indicator light operates as follows:

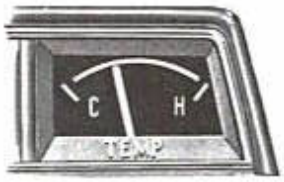
With parking brake applied the red light will light when the ignition switch is turned on.

As a dual service brake system warning, the red light will come on when the brake pedal is depressed if low pressure has developed in either the front or rear brake system. Have your Authorized Chevrolet Dealer locate and correct the trouble immediately.

OPTIONAL INSTRUMENTS AND GAUGES

Tachometer

The optional Tachometer indicates the speed of the engine in revolutions per minute. The yellow area on the face of the tachometer indicates the highest recommended engine rpm. Engine operation causing tachometer indications in or above the red area can lead to serious engine damage.



Engine Temperature Gauge

This optional gauge indicates coolant temperature which will vary with air temperature and operating conditions. The ignition switch must be on for accurate readings. Hard driving or prolonged idling in very hot weather will cause the pointer to move beyond the center of the band. Should pointer move to the line at the "H" end of the band, stop engine or reduce speed to permit engine to cool. On vehicles equipped with Air Injection Reactor System, the needle will frequently move beyond the center of the band.

Oil Pressure Gauge

This optional gauge indicates the pressure at which oil is being delivered to the various parts of the engine requiring lubrication. Pressures registered by the gauge may vary according to outside air temperatures or weight of oil being used. Oil pressure of a cold engine being operated at a given speed will be somewhat higher than when the engine is at normal operating temperature at the same speed. Prolonged high speed operation on a hot day at the given speed will result in somewhat lower oil pressure readings.

Ammeter

The optional ammeter indicates whether the battery is being charged or discharged. The Delcotron charging system is equipped with a regulator which controls the charge according to battery requirements. When the Delcotron generator is supplying more than the current demand, the ammeter will indicate a charging rate. If the current demand is more than the Delcotron output, a discharge will be indicated. With the battery fully charged, the charging rate will be low, thus giving an indication of battery condition.

CONTROLS

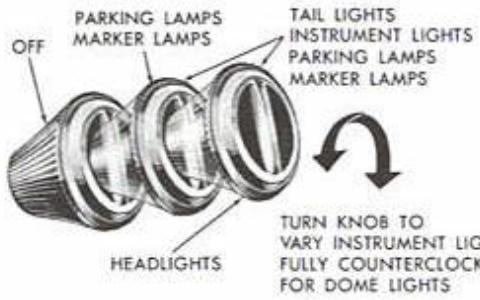
All important driver controls have been located to be within reach of the driver properly restrained by both a seat and shoulder belt, and accessible during driving operations.

Each important control is clearly labeled to provide rapid identification if its function is not readily apparent.

The windshield wiper arms and blades, inside windshield moldings, horn and steering wheel ornamentation, inside rearview mirror frame and mounting bracket incorporate low-gloss finishes. This reduces annoying glare in the driver's forward field of view and provides a safer, more comfortable driving environment.

LIGHTING AND SIGNAL DEVICES—Numerous lighting and signal devices are provided to enable safe operation in darkness and other conditions of reduced visibility. Headlamps provide the necessary general illumination ahead of the vehicle. Parking, side marker and tail lamps identify as near as practical the extremities of the vehicle from the front, rear and both sides, with color coding which identifies front (amber) from rear (red). Tail lamps also incorporate reflectors, to facilitate recognition or parked or otherwise inoperative vehicles by other drivers after dark. Stop lamps give a steady warning light to the rear of the vehicle to indicate the driver has applied his foot to the brake pedal with the presumed intention of slowing or stopping the vehicle. A lamp illuminates the rear license plate to assist in identification. Backup lamps provide general illumination behind the vehicle when the shift lever is in the reverse position which also provides a visible signal to other vehicles and pedestrians that the vehicle is operating or about to operate in reverse.

CAUTION: It is the owner's responsibility to check all lamps, signaling systems and warning lights frequently to be sure they are working properly. Headlamp aim should be checked periodically. It is important that any malfunctions be corrected promptly for your safety, and for the safety of others.



HEADLIGHT BEAM SWITCH

"High" and "low" headlight beams are controlled by the floor button at your left foot. The indicator, located in the speedometer dial, will light up when the high beams are in use. Always use "low beam" when approaching or following other cars.

CAMARO—RALLY SPORT

Pull out the light control knob to automatically slide the portions of the grille concealing the headlamps inward and turn on the headlights.

To open the headlamp doors without turning on the headlights push the manual valve control located on a bracket attached to the vacuum container under the hood.

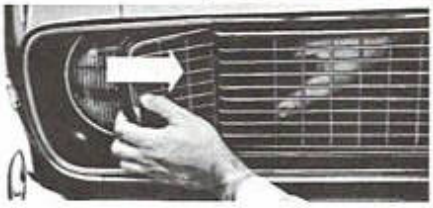
The doors will remain open until control is returned to normal position for automatic operation.

NOTE: It is recommended that the headlamp doors be set in open position during vehicle operation in icing or snow conditions.

Should a malfunction occur in the vacuum system, the doors can be opened by hand as follows: Pull on outer edge of door toward center of car until doors lock in open position. Leave doors open until correction can be made by your authorized Chevrolet dealer.

LIGHT SWITCH

The three position light switch controls the headlights, tail lights, side marker lamps, parking lights, instrument lights and dome lights as shown. The headlight circuit is protected by a circuit breaker in the light switch. An overload will cause the lights to "flicker" on and off. If this condition exists, have your Chevrolet Dealer check your headlight wiring immediately.



DIRECTIONAL AND LANE CHANGE SIGNAL

The ignition switch must be in the "on" position in order for the directional signals to be operational. The directional signal lever is located on the left side of the steering column immediately under the steering wheel. The lever is moved upward to signal a right turn and downward to signal a left turn. Lamps on the front and rear of the car transmit this signal to other motorists and pedestrians.

In a normal turning situation such as turning a corner, the turn signal lever is cancelled and returns to the neutral position automatically after the turn is completed. In some driving situations such as changing lanes on an expressway, the steering wheel is not turned back sufficiently after completing the turn to automatically cancel the turn signal lever. For convenience in such a turn, use the lane change feature of this directional signal system. This feature allows the driver to move the directional signal lever part way in the direction of the intended gradual turn and hold it there. The lever returns to the neutral or cancelled position when the driver releases his hold on the lever.

A (green) light on the instrument cluster flashes to indicate proper operation of the front and rear signal lamps. If the indicator light remains on and does not flash, check for a burned-out signal lamp bulb. If the indicator fails to light when the lever is moved, check the fuse and indicator bulb.

If the system is not functioning properly, a legal hand signal should be given since failure to indicate a turn is considered a moving traffic violation in many states. Always signal for a turn at a reasonable distance before actually making it.

HAZARD WARNING FLASHER

In the event your car is disabled or you stop for any reason on the highway, the hazard warning system which flashes all four turn signals should be used to warn other drivers that your vehicle is a traffic hazard. The system is activated by pushing in on the button located just below the steering wheel on the right side of the steering column. Use this system only when your vehicle is a traffic hazard.

BRAKING SYSTEM

The service brake system is designed for braking performance under a wide range of driving conditions even when the vehicle is loaded to its full rated vehicle load.

Driving through deep water may affect brake performance. To assure normal operation after being wetted, service brakes must be dried. To dry them quickly, lightly apply the brakes while maintaining a slow forward speed with an assured distance ahead until brake performance returns to normal.

Brake System Warning Light

The service brake system is designed so that in the event of a hydraulic fluid leak, in one-half of the system, the other half still provides some braking action.

A dual purpose brake system warning light is located at the extreme left side of the instrument panel. When the parking brake is applied and the ignition switch is turned to the "ON" position, the warning light glows red to indicate to the operator that the parking brake has not been fully released. This also indicates that the brake warning light is operational. If the light does not come on, have your Chevrolet Dealer correct the trouble as soon as possible. The other function of this light is to indicate a malfunction in the regular braking system. In the event of broken brake lines, major brake fluid loss, air in the brake lines or a pressure deviation between the front and the rear wheel brake lines, the light will come on and stay on while braking. In this event, the vehicle should not be driven until the cause has been determined and, if necessary, corrected.

NOTE: This device is not to be considered as a substitute for visually checking the fluid level in the master cylinder, which is a normal maintenance item at specified intervals.

Cars equipped with power brakes use engine vacuum to reduce the braking effort. The system has a vacuum reserve which will supply two or more power assisted brake applications after the engine has stopped. After the vacuum reserve has been exhausted, the vehicle can still be stopped by using greater pedal force.

Parking Brake

The parking brake operates by cables on the rear wheel brakes independent of the regular foot brake hydraulic system. It is applied by *fully* depressing the foot pedal which is located to the lower left side of the front compartment under the instrument panel. The brake system warning light also will be "ON" whenever the parking brake is not fully released and the ignition switch is "ON". The parking brake is released by pulling the "BRAKE RELEASE" lever located directly over the parking brake foot pedal. *Never* drive the car with the parking brake engaged.

CAUTION: When leaving the car unattended, always place the selector lever in "Park" position (If equipped with an automatic transmission) and fully apply the parking brake.

Automatic Brake Adjusters

All cars are equipped with self-adjusting brakes which eliminate periodic brake adjustments. **The self-adjusting mechanism is actuated, as needed, whenever the car is moved in reverse and the brakes are applied.** It is possible, however, for excessive brake pedal travel to develop if the required reverse movement with a brake application does not take place during a prolonged period

of stop and go forward driving. Should this occur, the car should be driven backward and forward with the brakes applied at the end of each directional movement, until the brake pedal travel is back to normal. If this procedure fails to restore normal pedal travel, or if any abnormally rapid increase in pedal travel is experienced, immediate inspection should be made by your Authorized Chevrolet Dealer. Care should be exercised to assure that full brake pedal travel cannot be obstructed by improper floor mats or other interfering material under the pedal.

CAUTION: Brake linings should be periodically inspected for wear. The frequency of this inspection depends upon driving conditions such as traffic or terrain, and also the driving techniques of individual owners. Your Chevrolet Dealer is best qualified to advise you as to how often this inspection should be performed. When brakes require relining, use Genuine General Motors Parts or equivalent.

CLUTCH ADJUSTMENT

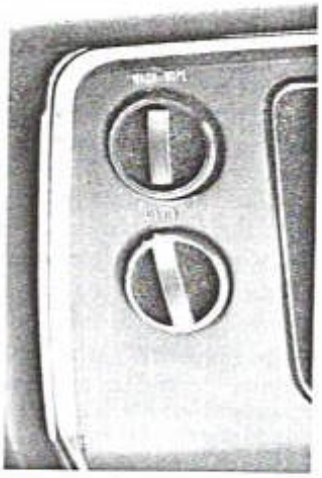
Clutch adjustment should be checked and adjusted periodically as necessary to compensate for clutch facing wear. To check, depress pedal by hand until resistance is felt. Free travel of pedal should be approximately one inch; if very little or no free travel is evident, clutch adjustment is required.

WINDSHIELD WIPER AND WASHER

The windshield wiping system operates at two speeds and is designed to wipe clear designated areas of the windshield under most inclement weather conditions. The windshield wipers work electrically and are not effected by engine operation.

Turn the control knob clockwise to start the electric windshield wiper. The two-speed electric wiper has both a "low" and a "high" speed position.

Pressing the knob will send a measured amount of water or other cleaning agent onto the windshield and will also cause the wiper knob to turn, thus starting the wiper motor. The wiper will then continue to operate until manually turned off at the wiper knob.



Fill the washer jar only ¾ full during the winter to allow for expansion if the temperature should fall low enough to freeze the solution.

CAUTION: Be sure to have the fluid level in the washer reservoir checked regularly, with special attention to keeping the reservoir filled during periods of heavy use. Optikleen Windshield Washer Solvent should be used as directed to prevent freezing damage and for better cleaning of the windshield under all conditions. Do not use radiator anti-freeze as this will cause paint damage.

KEYS, DOORS AND LOCKS

The octagonal-end key operates the ignition switch, front door locks, and (on station wagons) the tailgate of your Chevelle.

The round-end key operates all other locks.

A high percentage of car thefts occur because car doors are left unlocked or the key is not removed from the ignition switch. Chevrolet products are equipped with an anti-theft key warning system. Failure to remove the key from the ignition switch when in the OFF position will cause a warning buzzer to sound when the left front door is opened.

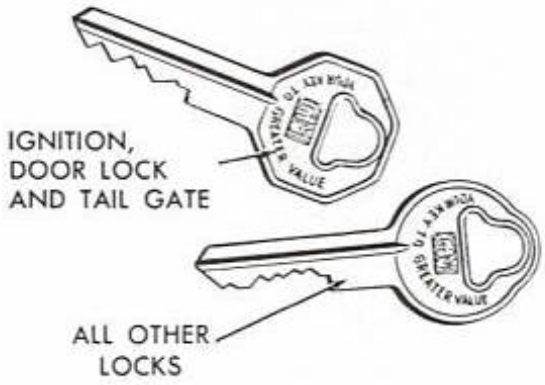
Door Locks

The Chevrolet door lock design contributes to passenger safety and to the security of your car and its contents. For example: Strong door latches and sturdy hinges reduce the possibility of the doors being forced open as a result of certain accident situations, thus reducing the probability of a person being thrown from the vehicle.

Front and rear doors can be locked from the inside by depressing the small button located on the upper door panel. All doors can be locked from the outside by simply depressing the interior button, holding the outside door handle plunger and closing the door. Once closed, release the plunger and the door is locked.

The front doors can also be locked, in the usual manner, by using the octagonal shaped key.

All models have as a standard safety feature free wheeling door locks. When the lock buttons are depressed,



the door handles become inoperative, preventing inadvertent opening of the doors.

CAUTION: Do not close the vehicle door by applying pressure on the glass. Always lock the doors when driving as well as when leaving the car unattended.

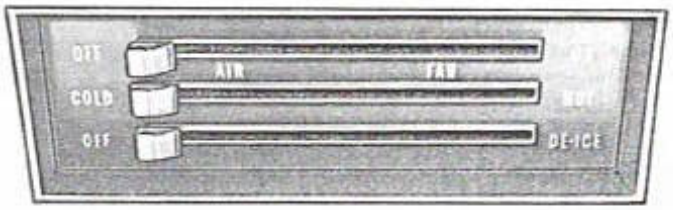
HEATER

The windshield defrosting and defogging system assists in providing good visibility through designated areas of the windshield under most inclement weather conditions. For immediate operation of the vehicle, the windshield should be scraped clear.

Push the AIR-FAN lever to the right to mid-position to allow outside air to pass through the heater. Further movement of the lever operates the low, medium and high speeds of the fan.

Adjust TEMPERATURE lever as required to give the desired degree of heat. Full right position provides maximum heat.

Move the DEFROSTER lever to the right when windshield defrosting is needed. Full right position diverts the entire air flow to the defroster. Vary TEMPERATURE lever as required.



CAUTION: Clear snow or ice from cowl air inlets. This will improve heater and defroster efficiency and reduce formation of fog or frost on the inside of the windshield during initial operation under certain atmospheric conditions.

Heater Operating Tips

Always brush snow from the hood and air inlet in front of the windshield before operating the heater.

Keep all windows and vents closed to eliminate dust, road and wind noise and uncomfortable drafts.

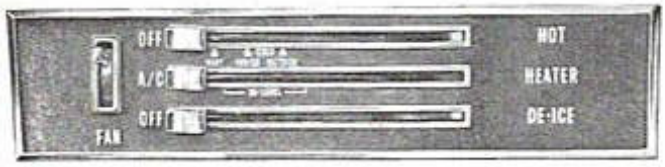
For most satisfactory heater operation and air circulation, operate fan on low or medium speeds for normal operation and high speed for quick warm-up and during extremely low temperatures.

For adequate rear seat heating, the area beneath the front seat must not be blocked by carpeting, rags, paper or other material and fan should operate on high blower.

For additional summer ventilation move the AIR-FAN lever to mid-position and the DEFROSTER lever to DE-ICE. If greater airflow is desired, move the AIR-FAN lever further to the right to operate the three speed blower.

FOUR SEASON AIR CONDITIONING SYSTEM

Optional Four Season Air Conditioning blends heating and cooling units into a single system to provide complete comfort control during any season of the year. Control operation is as follows:



TEMPERATURE (Upper Lever)

When the TEMPERATURE lever is in the OFF position, the entire system is off regardless of the position of other controls. Moving the lever from left to right provides the following sequence of system functions: to the VENT position for ventilation with unconditioned air; to the INSIDE position for full cooling with recirculated air; then move on toward the right to OUTSIDE position for full cooling with outside air, warmer air, and maximum heat in the extreme right position.

OUTLETS (Center Lever)

- **AC positions (for cooling operations)**—air out of upper outlets (full left).
- **HEATER position**—air out of lower outlets. For maximum heat leave lever in this position (full right).
- **Bi Level Operation** – with lever in Bi-Level range, warm air will come out of the lower outlets and cooler air from the upper outlets. This provides for optimum performance from the system on cool but sunny days. Fan speed and Temperature (upper lever) may be adjusted as desired for each of the above positions.*

NOTE: On Camaro models, placing the upper lever in Vent position and the center in A/C position, unconditioned air is directed through upper outlets only similar to Astro Ventilation except that blower fan may be used.

DEFROSTER (Lower Lever)

In order to direct air to the defroster outlets, move the DEFROSTER lever toward DE-ICE until the desired quantity of air flows out the outlets. The OUTLETS lever must be in a position which supplies air to the lower outlets for defroster operation. For maximum de-icing operation, set the TEMPERATURE lever on HOT, OUTLETS lever on HEATER, DEFROSTER lever on DE-ICE and FAN lever fully down.

CAUTION: Operate system for 30 seconds before switching to "DE-FOG" or "DE-ICE". This will remove humid air from the system and minimize rapid fogging of the glass which can occur if humid air is blown onto a cool windshield.

*The Bi Level Position can be used to clear fogged windows.

Four Season System Conditioned Air Outlets

FAN Lever

Moving the FAN lever downward provides low, medium and high fan speeds. Use of fan will result in more even temperature distribution within the car.

The barrel type center outlet may be turned to direct air flow up, down or straight out.

The ball type outlets at the ends of the instrument panel may be rotated to supply either a direct or a diffused air flow and may be positioned to provide a complete shutoff.

GM CHEVROLET AIR CONDITIONING SYSTEM

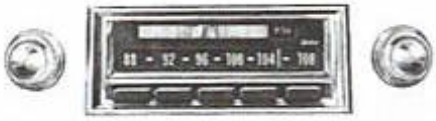
To operate this Air Conditioning System:

- Turn the AIR knob to control the blower speed as desired.
- The TEMP knob may be regulated to provide the degree of cooling desired. Fully clockwise at CITY position provides maximum cooling.
- To tailor the operation of your air conditioner to the type of driving you will do, place the TEMP knob in HIWAY or CITY position as required.
- Direct the airflow by adjusting the vanes at the face of the unit and the louvered rotating outlet at each side.
- For most efficient cooling when driving on highway or at elevations of 4000 feet or more, turn the TEMP knob to the HIWAY position.

For additional conditioned airflow to the floor, two louvered outlets are located on the duct below the dash. Turn the outlet counterclockwise to open and direct airflow; one-half turn clockwise will shut off the outlet.

AIR-CONDITIONER OPERATING TIPS

Close all windows and vents when operating air system except for the first few minutes of operation when the car interior is very hot. Close the windows as soon as the excessively heated air has escaped.



The AM radio antenna is adjustable and is most effective when fully extended.

The AM/FM antenna is a front mounted unit which has a fixed length thus assuring the highest quality in FM reception.

CHEVROLET "ALL TRANSISTOR" RADIOS

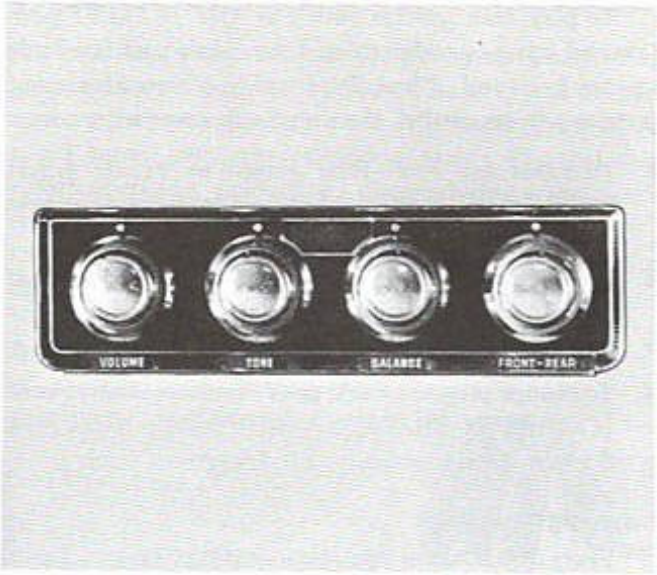
To operate the radios, the ignition switch must be in "ON" or "ACC" position.

● ● ● Push Button AM Radio

In addition to the manual controls, the Push Button Radio provides five push buttons with which to automatically select preset stations. To preset, allow the radio several minutes to become thoroughly warmed up, pull the push button "out" as far as it will go, tune in the desired station manually and then push the button "in." Repeat this operation for each push button.

● ● ● AM/FM Radio

In addition to providing standard AM reception, this set permits you to receive clear static-free FM broadcasts. Move the slide bar, above the radio dial, to the right or left to select AM or FM reception. All other controls remain the same as described for Push Button radios. FM broadcasts may be received as far as 25 miles from the sending station, depending on the power of the station and the existing terrain. In fringe areas, it may be possible to retune the radio slightly to maintain peak reception. If not, retune to a closer or stronger FM station or switch to AM operation. Push buttons may be set for either AM or FM stations or may be divided between the two.



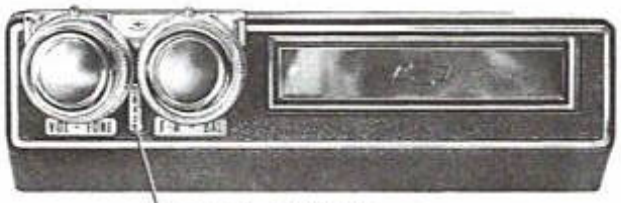
● ● ● To Tune Your Stereo Radio

- Tune the radio to a monaural FM station (one which does not cause the indicator light to come on).
- Set the FRONT-REAR control on the Stereo adapter to FRONT.
- Adjust the BALANCE control until the volume from both speakers sounds equal.

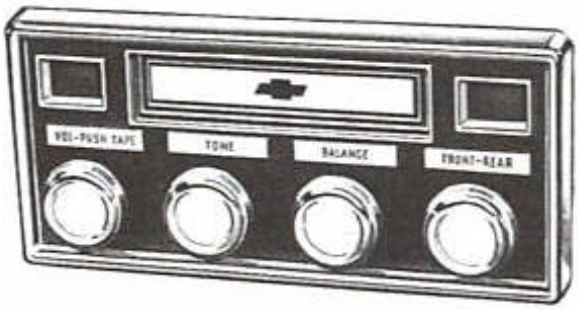
● ● ● Stereo Multiplex Adapter

The Stereo Multiplex Adapter permits FM stereo reception with the AM/FM radio. Radio controls are used to turn the set on and off and for station selection. Controls on the adapter are **Volume, Tone, Balance** (to balance the volume of the right and left speakers), and **Front-Rear** (to balance the front and rear speakers). For most pleasing stereo effect the speakers are criss-crossed, with the left front and right rear speakers reproducing the left channel and the opposite speakers reproducing the right channel. The indicator light on the adapter will be on when the radio is tuned to an FM stereo station. Most broadcasts on such stations will be in stereo.

- Adjust the FRONT-REAR control so that the volume from front and rear speakers sounds equal.
- Turn to an FM Stereo station (one which causes the indicator to light up) and regulate the VOLUME and TONE controls as required.



CHEVELLE AND CHEVY II



CAMARO

● ● ● Stereo Tape System

The optional Stereo Tape Player provides prerecorded stereo programs for your enjoyment.

To play, turn ignition switch to "ON" or "ACC" position and insert cartridge through tape door with label side up and open end in first. Tape will play through all four programs in succession, then replay in same sequence.

1. To adjust, set "Front-Rear" control to "Front." Adjust the "Balance" control until volume from front speakers sounds equal.
2. Rotate "Front-Rear" control until volume from front and rear speakers sounds equal.
3. Regulate volume control and tone controls as desired.
4. To change program track, push in volume control knob (Camaro) or TRACK button (Chevelle and Chevy II) and release; player will index to next track.

Cleaning and Care

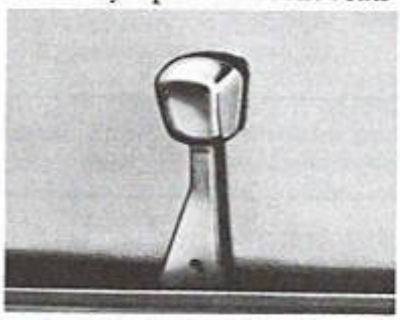
Every 100 hours of operation, or if tape slips and runs slowly, the capstan (revolving metal post), head and tape guide should be cleaned with a cotton-tipped swab moistened with alcohol (do not use carbon tetrachloride). To clean the capstan, trip the on-off switch at the rear of the receptacle with your finger and hold the swab against the rotating capstan.

CAUTION: When tape player is not in use, pull cartridge out one inch to avoid possible roller damage.

SEATS

Underneath the seat trim are strong steel seat structures, anchored firmly to the body. The seats and anchorages are strong enough to prevent deformation during low-speed impact, but are designed in such a way that they absorb energy by yielding to a degree during certain more severe higher-speed impacts. Seat backs are equipped with self-latching mechanisms and release controls designed for the convenience of entering and exiting passengers.

Manually Operated Front Seats



Pull forward on the seat adjuster lever, located on the driver's side of the front seat, to unlock the seat and allow adjustment to the front or rear. As the seat slides forward, it tilts slightly to provide best posture and increased driving ease. Release the lever to lock the seat in the desired position.

Back Locks

Standard Seats--The release knob is located at the lower rear of each backrest nearest the door. Lift the knob upward, then pull the seatback forward.

Strato Type Seats--Located on the upper side of each backrest, a button release must be pressed while pulling the seatback forward.

The lock will latch when the seatback returns to its upright position.

Power Operated Front Seats

The four-way electrically operated front seat combines the operation of the seat to a single control.

The control operates as follows:

The toggle switch is used to move the seat forward, rearward, up or down; corresponding to the direction which the switch is held.

CRUISE-MASTER

The optional Cruise-Master provides fully automatic speed control for your comfort when traveling on turnpikes, expressways, or other non-congested highways. The system automatically disengages whenever the brake pedal is depressed.

To engage the control, accelerate to the desired cruising speed, push and release the engagement button at the end of the turn signal lever, and release accelerator pedal pressure. The desired speed will be automatically maintained.

When a lower cruising speed is desired, press the engagement button until the car slows to the desired speed, then release the button.

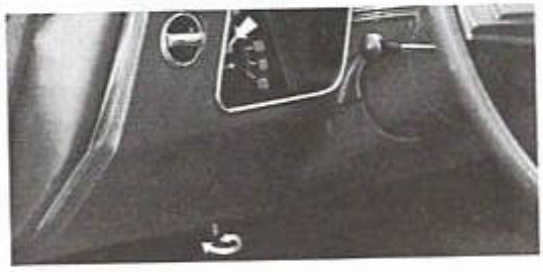
If a temporary increase in car speed is desired, depress the accelerator pedal. When pressure on the accelerator pedal is released, the cruise control system will resume control at the previously set cruising speed.

When the system has been disengaged by brake application, it may be reengaged when desired as described above.

CAUTION: Do not use the Cruise-Master when conditions do not warrant maintaining a constant speed such as in moderate to heavy traffic, or on winding or slippery roads. Under these conditions this system should not be activated.

SPEED WARNING INDICATOR

The optional speed warning indicator at the front of the speedometer dial can be turned to the desired setting by means of the knob below the dash panel. When the car exceeds the speed at which the indicator is set, a buzzer will sound to remind the driver that the desired speed has been exceeded.



OTHER FEATURES

TILT STEERING WHEEL

The tilt steering wheel (optional equipment) can be tilted up above normal position to provide additional room for entrance and exit as well as selected driving positions below normal height. This permits individual selection of the most natural position for all driving conditions. On long trips the steering wheel position can be changed to minimize tension and fatigue.

The tilt mechanism is operated by lifting up on the small control lever on the left side of the steering column just below the directional signal, moving the steering wheel to the selected position, and releasing the lever.

POSITRACTION REAR AXLE

The Positraction (optional at extra cost) provides additional traction on snow, ice, mud, sand, and gravel, particularly when one rear wheel is on a surface providing poor traction.

During normal driving and cornering, the Positraction unit functions as a standard differential. When one wheel encounters a slippery surface, however, the Positraction directs driving force to the rear wheel having the better traction.

CAUTION: On cars equipped with a Positraction, do not run the engine for any reason with one rear wheel off the ground, since the car may drive through the rear wheel remaining on the ground. Care should be taken to maintain a light throttle when both rear wheels are on a slippery surface. A heavy throttle may cause both rear wheels to spin. This could allow the rear end of the vehicle to slide sideways on a crowned road or when in a turn.

Lap Belts

Lap belts provide added security and comfort for you and your passengers. Lap belts are standard equipment for all seating positions on all models. Proper use and care of these belts will assure continuance of this security.

After the front seat has been adjusted to the satisfaction of the driver, grasp the buckle end and the flat metal

"eye" end of your individual belt assembly and position the belt across the pelvic area as LOW ON THE PELVIS AS POSSIBLE. Insert the metal eye into the open end of the buckle until an audible snap is heard. Make sure the connection is secure and adjust the belt to a SNUG FIT by pulling on the end of the belt protruding from the buckle. The snug and low positions are essential in order that the force exerted by the lap belt in a collision may be spread over the strong pelvic bone and not across the soft abdominal area. For retractor equipped belts, pull retractor half of the belts to a solid stop to make sure that the belt webbing is completely unwound from the retractor drum, then connect the belt and make the necessary adjustments at the buckle for proper fit. To release the belts, simply depress the release tab or button located in the center of the buckle.

CAUTION: Never use the same belt for more than one person at a time. Be sure to avoid: (a) wearing a lap belt loosely or with slack in the system; and (b) wearing the belt with the webbing wound around the retractor drum.

Shoulder Belts

All models are equipped with shoulder belt anchors built into the vehicle for all forward-facing outboard passengers. All models except convertible coupes are equipped with shoulder belts for the driver and the right front seat passenger as standard equipment in conformance with Federal Motor Vehicle Safety Standard Numbers 208 and 209. Shoulder belts are optional for all other forward-facing outboard passengers, including all outboard occupants in convertibles. Shoulder belts are fastened with individual buckles, and released in the same manner as lap belts.

A shoulder belt worn without a lap belt can be extremely hazardous to the wearer in case of an accident. When properly worn with a lap belt, a shoulder belt can provide additional protection against impact with the car interior by restraining forward motion of the upper torso in a collision. This is primarily true in case of frontal impacts, which constitute the most frequent type of accident.

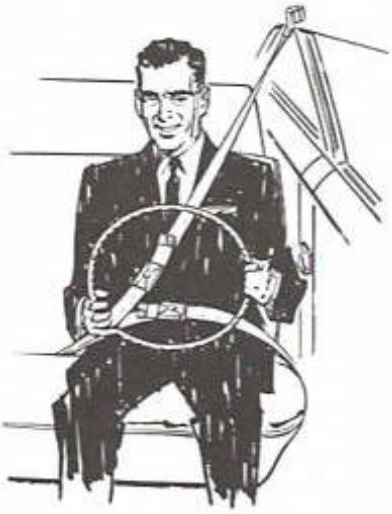
A shoulder belt should not be uncomfortably tight. A hand's width between your chest and the belt should provide sufficient slack. The driver should be able to reach controls and switches without restraint from the belt.

The use of a shoulder belt is not recommended for a person less than 4 feet 7 inches in height because the belt would cross the body too near the throat and thereby substantially increase the danger of throat injury in a collision.

When not in use, shoulder belts should be secured in the retainers provided. This is to reduce the danger of the buckle end striking an occupant in a collision. The webbing *must be entirely removed* from the retainers before use of the shoulder belt.

RELEASING BELTS—To release the belts, simply depress the release tab or button located in the center of the buckle.

CARE OF BELTS—Keep belts clean and dry. Clean with a mild soap solution and lukewarm water. Keep sharp edges and damaging objects from belts. Periodically inspect belts, buckles, retractors, and anchors for damage that could materially lessen the effectiveness of the belt installation and repair or replace the questionable parts. Do not bleach or dye belts as this may cause severe loss of strength.



HEAD RESTRAINTS

Head restraints are available for the driver and front right passenger as factory installed options. They can be adjusted to different heights by pulling up or pushing down by hand. Detents provide positive head restraint location. Head restraints should be adjusted, within limits of travel, to contact the center of the back of head when the head is moved straight back.

IMPACT PROTECTION FOR THE DRIVER

The Chevrolet steering control system, including the General Motors developed Energy Absorbing Steering Column, is designed to reduce injuries to the driver in the event of some front end collisions. The energy Absorbing Steering Column tends to decrease the forces acting on the driver by compressing at the controlled energy absorbing rate. In addition, in such collisions it limits rearward movement of the steering column and wheel into the passenger compartment.

CHILD RESTRAINT

Children in automobiles should be restrained to lessen the risk of injury in accidents, sudden stops or other driving conditions. A child seat designed by General Motors specifically for children is available from your dealer.

The General Motors child seat should be used only in General Motors passenger vehicles equipped with lap belts. It may be used on all seats which do not fold and on folding seats only if they are equipped with a latch to hold the seat back upright (standard on 1967 and 1968 General Motors cars). This seat is for use only by children weighing not more than 30 pounds.

If a child is traveling in a vehicle not equipped with this General Motors child seat, the following precautions should be taken:

1. Children should be placed in the rear seat. Never allow a child to stand or kneel on the rear seat as this raises his center of gravity.
2. Infants unable to sit up by themselves should be restrained by placing them in a covered, padded bassinet which is placed crossways on the rear seat. The bassinet should be securely restrained with the regular vehicle seat belt. An alternative method is to position the bassinet crossways in the vehicle so that it rests against the back of the front seat.
3. When a child is old enough to sit up by himself in a car, he should sit on a firm cushion and use the conventional lap belt to restrain him at the pelvis. The cushion should be as firm as practical and enable the child to look horizontally out of the car windows.
4. The use of the cushion should be discontinued as soon as the child is old enough to see out of the car windows without it.
5. Do not use shoulder belts on children shorter than approximately 4 feet 7 inches in height.
6. If a child must stand, he should stand on the floor directly behind the front seat. This will minimize the possibility of his being thrown from the rear compartment during a sudden stop. However, this method should be used only if more complete restraint cannot be used.

REAR VIEW MIRRORS

Inside and outside rearview mirrors have been carefully designed and located to give the driver a clear and reasonably unobstructed view to the rear of the car. It is not intended that these mirrors be used for reverse gear, or for surveillance of conditions to the immediate rear of the car. It is suggested that the driver turn his head and look to the rear for backing operations, and survey the area to the immediate rear of the car prior to entering the car for the backing operation. The outside mirror and mounting is free of sharp points or edges that could contribute to injury of pedestrians.

The inside rearview mirror incorporates provisions for vertical as well as tilt adjustments to provide better positioning for the driver. The mounting is designed to deflect or collapse under certain impacts. The soft vinyl cover over the mirror support base further protects the occupants.

CAUTION: It is important that the driver check the mirrors for proper positioning, and that he make frequent use of the mirrors to be constantly aware of the rearward aspect of his total driving situation.

DOOR AND WINDOW GLASS

Both laminated and tempered safety glass are used in the windows. The laminated glass used in the windshield

is designed to be tough but resilient, and remains transparent when fractured. The chance of an occupant penetrating the windshield in the event of certain collisions is reduced by the interlayer, thus decreasing injury severity. Tempered glass, used in the side and back windows, does not incorporate an interlayer, but shatters into small pieces when broken. These small pieces are characteristically free of sharp edges, greatly reducing laceration potential.

AIR VENTS

The air vents in each kick panel admit air from the vent grille just ahead of the windshield. Control knobs shown open and close the vents.

On Camaro cars, outside air is admitted in the vehicle through the air outlets (astro ventilation) at each end of the instrument panel. Pull out lever, located next to each air outlet to control the amount of air entering the vehicle. Rotate ball outlet to off position to completely shut off outside air.

Four Season Air Conditioning equipped cars have no kick panel vents since the vents are a part of the air conditioning system.

ASH TRAY

Pull on the lower edge of the ash tray to open. To remove the tray, pull fully out and then toward the right. To install, insert tray in opening and push back into place.

CLOCK

Reset the clock, if your car is so equipped, by pulling out the knob and turning the hands clockwise if slow, counterclockwise if fast. This will, if the clock error is three minutes or more, automatically compensate for time gain or lag. Several resettings, several days apart, may be needed to properly adjust the clock mechanism. Have your clock cleaned and oiled by a competent clock serviceman at least every two years.

POWER STEERING

Power steering provides ease in handling, making it more convenient to park and to get into or out of tight places. Power assist is provided by a hydraulic pump driven by the engine. When the engine is not running or if the power steering pump drive belt breaks, there is no power assist and much greater steering effort will be required.

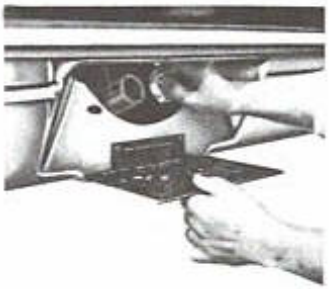
POWER WINDOWS

All vertical moving windows (except the Station Wagon tailgate window) are controlled by the power window control switches located on the left front door. Individual switches are provided under each window for passenger use. Switches are wired through the ignition switch (except for the station wagon outside tailgate switch) so that windows cannot be operated unless the ignition switch is "on" or in "accessory" position.

Reminder: Remove the ignition key when the vehicle is not attended by a responsible person.

GAS CAP

The gas filler cap for Chevelle and Chevy II, coupe and sedan models is behind the license plate; on Chevelle station wagons the cap is located in the left rear fender.

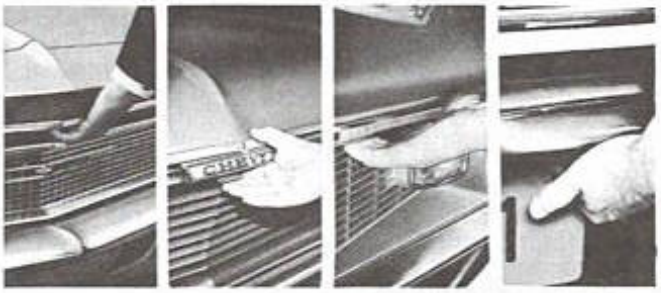


On Camaro models the cap is located in the rear panel. Turn the cap to the left to open and to the right to close.

The cap used on Chevy II, Chevelle station wagons and El Camino, and all Camaro models is of the vented, anti-surge type. Do not use a non-vented type. Chevelle coupes and sedans use a non-vented gas cap. If the gas cap is lost, see your Authorized Chevrolet Dealer for replacement.

HOOD RELEASE

Pull the hood release to open the counterbalanced hood. If the hood must be slammed to insure closing, it is in need of adjustment.



FOLDING REAR SEAT

The Camaro folding rear seatback, optional on all models, quickly and easily folds forward and down to provide additional cargo space. To lower the folding seatback:

- Pull on end of the seatback to unlock.
- Swing the seatback forward and down.

To raise the seatback:

- Lift the seatback and push firmly into place.

GLOVE BOX

The glove box is locked and unlocked with the round key. The door should always be closed when not in use.

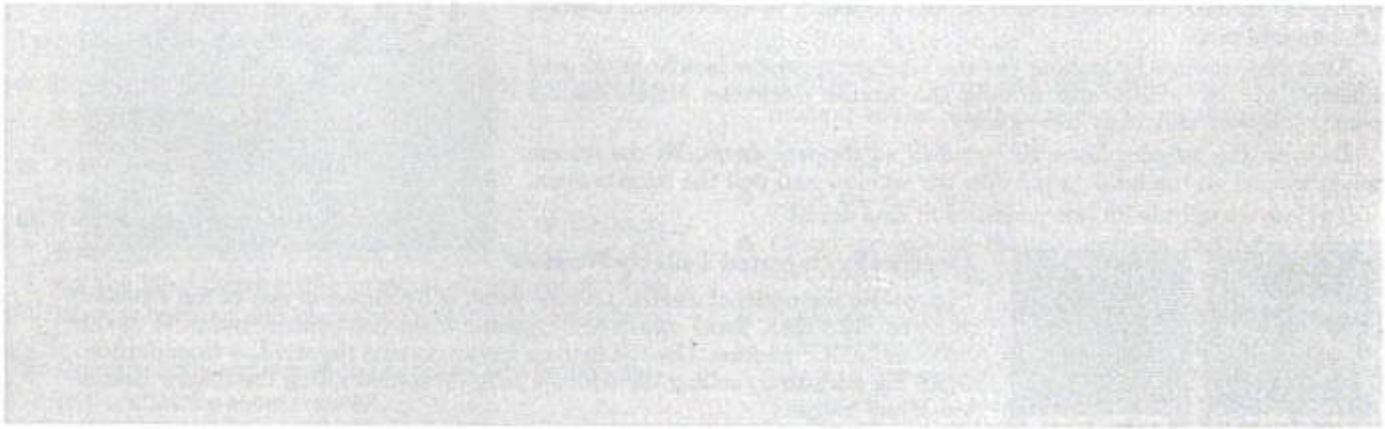
REAR COMPARTMENT

Unlock and open the counterbalanced trunk lid with the round key. Close the lid firmly to close the lock. The spare tire and auto jack are located in the trunk.

FUEL TANK

The fuel tank, filler pipe and all tank connections have been carefully designed to reduce fuel leakage after termination of certain collisions. This design reduces fire hazards in these collisions.

CAUTION: Gasoline is extremely flammable and highly explosive under certain conditions. Always stop the engine and do not smoke or allow open flames or sparks near the vehicle when refueling. If gasoline fumes are noticed while driving, the cause should be determined and corrected without delay.

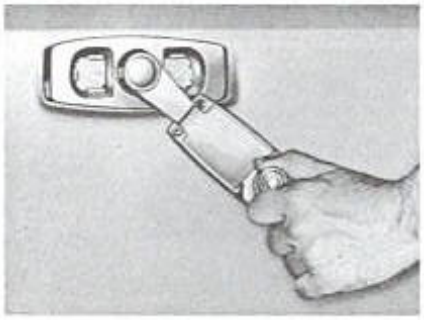


STATION WAGON

LOWERING THE TAILGATE—Before opening the tailgate it is necessary to *fully* lower the tailgate window.

CAUTION: Under no condition do we recommend driving with the tailgate (lower portion) open, and under most driving conditions it is best to keep the station wagon tailgate window closed. However, if desired, air can be circulated through the vehicle while driving if the tailgate window is open several inches and the air vents in each cowl side panel open, or the heater blower "ON", while all other windows in the vehicle are closed. If these precautions are not taken, engine exhaust gases may be drawn into the vehicle through the tailgate window (See carbon monoxide warning on page 7).

Manually Operated Tailgate Window



Unlock the tailgate using the ignition key, then lower the window by pulling out the window regulator handle at the end indicated by the arrows and turning the handle counterclockwise. Rotate handle clockwise to a horizontal position and snap into place.

Raise the window by pulling out the window regulator handle at the end indicated by the arrows and turning the handle clockwise. Rotate handle counterclockwise and snap into place.

To open the tailgate, lower the window all the way down, lift the release handle located on the inside just below the window and pull the tailgate open.

To close the tailgate lift into position and slam firmly.

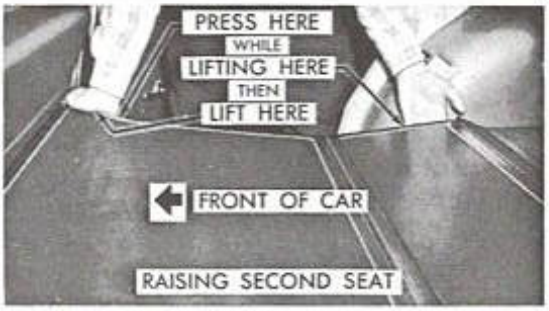
OUTSIDE TAILGATE SWITCH

DASH PANEL SWITCH

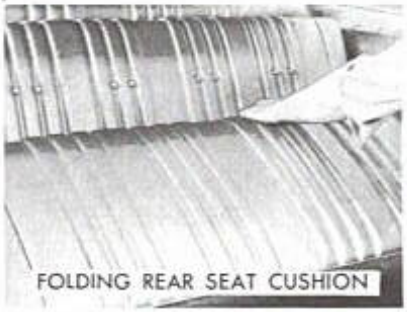
Electrically Operated Tailgate Window

Operate the optional electric tailgate window by means of one of the switches pictured. The dash panel switch will operate when the ignition switch is in the "ON" or "ACC" position. Use the ignition key to operate the window from outside. Open the tailgate by rolling the window *fully* down and lifting the release handle inside the tailgate.

ALL MODELS—SECOND SEAT



THIRD SEAT STYLE



OPERATING THE FOLDING SEATS

The rear seat of your Station Wagon may be quickly and easily converted into cargo space when needed.

Two-Seat Style Rear Seat

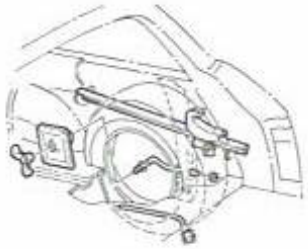
- Release the locking lever on the right hand side of the rear seatback.
- Pull seatback forward and down.
- To raise the seat, lean on the front edge of the seatback panel to remove tension from the filler panel, lift up the filler panel at the location shown above, then lift seat back up and rearward until it locks into place.
- Operate both sections of the optional two-section second seat in the same manner.

Three-Seat Style Seats

CENTER SEAT—Operate the center seat in the same manner as the rear seat in the two-seat styles.

REAR SEAT—

- Open the tail gate.
- Grasp the rear of the seat cushion and rotate it over and back, forming the rear of the cargo space.
- Release seat back lock and pull the seatback support link rearward and pull the seatback rearward and down to complete the floor of the cargo space. Reverse the procedure to raise the seat.



CONCEALED LUGGAGE SPACE

To gain access to the concealed luggage space, raise lid and prop with rod as shown in illustration.

CONVERTIBLE

Except for the folding top, the convertible model is operated in the same manner as other Chevrolet built Passenger Cars. Consult your booklet "Operation and Care of Folding Top."

EL CAMINO

Except for obvious differences because of the sedan pick-up body, the El Camino models are operated in the same manner as the other Chevelle Passenger Cars.

STATION WAGON SPARE TIRE AND JACK STORAGE

The spare tire and jacking equipment are stowed behind a removable panel in the right rear quarter panel. The panel is held in place by means of a toggle latch on its lower edge. After loosening the latch, the panel may be removed from the car.

SUPERLIFT AIR ADJUSTABLE SHOCK ABSORBERS

Superlift Air Adjustable Shock Absorbers allow you to ride with the trunk or load space of your car fully loaded but with no annoying sag or bumps. Air is added to the rear shocks as needed through the air fill valve located as follows:

Station wagon—on the center of the bottom of the tailgate opening (open tailgate fully for access).

Sedan and Coupe models—to the left of the fuel filler cap (open the filler cap door for access).

El Camino—same as station wagon models or in right hand upper corner license plate depression in the rear bumper.

A minimum pressure of 10-15 psi must always be maintained. After the car is loaded, pressure may be increased until the rear of the vehicle reaches the desired riding height or a maximum of 90 psi.

CLEANING YOUR CHEVROLET PRODUCT

EXTERIOR APPEARANCE

Your car is finished with General Motors "Magic-Mirror" acrylic lacquer. This is a finish of maximum beauty which, in depth of color, gloss retention and durability is superior to conventional lacquer finishes.

Washing Your Car

The best way to preserve the finish and maintain original beauty of appearance is to keep it clean. Wash the car in lukewarm or cold water. Never use strong soap or chemical detergents. Cleaning agents should be quickly flushed from the surfaces.

Polishing and Waxing Your Car

Although acrylic paint on your car is durable, you may wish to wax or polish for added protection. Your Chevrolet Dealer offers many polishes and waxes now available which have proven of real value in maintaining a good paint finish. When using a tar and road oil remover, be certain it is safe for use on acrylic painted surfaces.

Protection of Exterior Bright Metal Parts

Bright metal parts should be cleaned regularly to maintain luster. Washing with water is all that is usually required. However, G. M. Chrome Polish may be used on CHROME or STAINLESS STEEL trim if necessary. Use special care with ALUMINUM trim. Never use auto or chrome polish, steam or any caustic soap to clean aluminum.

A coating of wax, rubbed to a high polish, is recommended for all bright metal parts.

CHEVELLE

CAMARO

CHEVY II

Cleaning White Sidewall Tires

Use a tire cleaner which will not harm aluminum trim. A stiff brush may be used with the cleaner to remove road grime and dirt from white sidewall tires.

Cleaning the Optional Vinyl Top

The top should be washed frequently with neutral soap suds, lukewarm water and a brush with soft bristles. Rinse top with sufficient quantities of clear water to remove all traces of soap.

If the top requires additional cleaning after using soap and water, a mild foaming cleanser can be used. Rinse the whole top with water; then apply a mild foaming type cleanser on an area of approximately two square feet. Scrub area with a small soft bristle hand brush, adding water as necessary until the cleanser foams to a soapy consistency. Remove the first accumulated soilage with a cloth or sponge before it can be ground into the top material. Apply additional cleanser to the area and scrub until the top is clean. Care must be exercised to keep the cleanser from running onto body finish as it may cause streaks if allowed to run down and dry. After the entire top has been cleaned, rinse generously with clear water to remove all traces of cleanser. Do not use volatile cleaner or household bleaching agents on the top material.

INTERIOR APPEARANCE

- Use Leather Cleaner to clean imitation leather, vinyl or coated trim fabric or seats or door panels.
- Kar Kleen Upholstery Cleaner will remove most stains.
- Polish should not be used to clean interior bright finish parts. Abrasive compounds used in most polishes may damage the finish. Cleaning with a damp cloth, then rubbing with a polishing cloth is all that is required.

CAUTION: When cleaning interior fabrics or carpeting do not use volatile cleaning solvents such as: acetone, lacquer thinners, carbon tetrachloride, enamel reducers, nail polish removers, or laundry soaps, bleaches and reducing agents. NEVER USE GASOLINE OR NAPHTHA FOR ANY CLEANING PURPOSE.

MAINTENANCE AND LUBRICATION

FUEL REQUIREMENTS

Your car is designed to operate efficiently on "Regular" or "Premium" grade fuels commonly sold in the United States and Canada, depending on the engine installed in your car. The table below indicates the fuel grade requirements for various Chevrolet engines.

Engine	Fuel Grade
ALL 4- and 6-CYLINDER	Regular
307, and 327, (210, 250 HP) Cu In V-8	Regular
All Other V-8	Premium

Use of a fuel which is too low in anti-knock quality will result in "spark knock." Since the anti-knock quality of all regular grade or of all premium grade gasolines is not the same and factors such as altitude, terrain and air temperature affect operating efficiency, knocking may result even though you are using the grade of fuel recommended for your engine. If persistent knocking is encountered, it may be necessary to change to a higher grade of gasoline and, if knocking continues, consult your authorized Chevrolet Dealer.

In any case, continuous or excessive knocking may result in engine damage and constitutes misuse of the engine for which the Chevrolet Division is not responsible under terms of the Manufacturer's New Vehicle Warranty.

OPERATION IN A FOREIGN COUNTRY

If you plan to operate your car outside the continental limits of the United States or Canada, there is a possibility that the best available fuels are so low in anti-knock quality that excessive knocking and serious engine damage may result from their use. To minimize this possibility, write to Chevrolet Motor Division, General Motors Corporation, Owner Relations Department, Detroit, Michigan 48202, giving:

1. The compression ratio of your engine (see page 68 or obtain from your dealer).
2. The vehicle identification number (see page 66).
3. The country or countries in which you plan to travel.

You will be furnished details of adjustments or modifications which should be made to your engine by your Chevrolet Dealer prior to your departure.

Failure to make the necessary changes to your car and subsequent operation under conditions of continuous or excessive knocking is considered misuse of the engine for which the Chevrolet Division is not responsible under terms of the Manufacturer's New Vehicle Warranty.

After arriving in a foreign country, contact the nearest authorized General Motors Dealer for brand names of the best fuels available and advice as to where they may be purchased.

ENGINE OIL RECOMMENDATIONS

Use only "first line" oils which, according to the label on the can, are (1) intended for service MS, and (2) pass car makers' tests (including General Motors Standard GM 6041-M). The oil change interval, as recommended in this section on oils, is based on the regular use of this quality of engine oil. The majority of the suitable oils currently available are multi-viscosity (e.g., 10W-30) products.

NOTE: Non-detergent and other low quality oils are specifically not recommended. The use of proper engine oils and oil change intervals are your best assurance of continued reliability and performance from your Chevrolet engine.

The use of "break-in" oils, "tune-up" compounds, "friction-reducing" compounds, etc., in your Chevrolet engine are not recommended. However, there are additive supplements available that can be helpful under certain conditions. For example, if higher detergency is required to reduce varnish and sludge deposits, a thoroughly tested and approved concentrate—"Engine Oil Supplement"—is available at your Chevrolet dealer who can advise you regarding its use.

RECOMMENDED VISCOSITY – The following chart will serve as a guide in selecting the proper oil viscosity. In addition to providing proper lubrication, the correct viscosity helps assure good cold and hot starting by reducing friction and thus increasing cranking speed.

Anticipated Temperatures	Viscosity Number
Above Freezing (+32°F.)	SAE 20W,SAE 10W-30
Below Freezing and above 0°F.	SAE 10W, SAE 10W-30
Below 0°F.	SAE 5W, SAE 5W-20

NOTE: When changing oil consider the anticipated temperatures for the next 4 months.

- SAE 5W and 5W-20 oils are not recommended for sustained high speed driving.
- SAE 30 and SAE 20W-40 oils may be used at temperatures above 90°F.
- SAE 5W-30 oils may be used at temperatures below 32°F.
- SAE 10W-40 oils may be used at temperatures between 0 and 90°F.

CHECKING OIL LEVEL

The engine oil should be maintained at proper level. The best time to check it is before operating the engine or as the last step in a fuel stop. This will allow the oil accumulation in the engine to drain back in the crankcase. To check the level, remove the oil gauge rod (dip stick), wipe it clean and reinsert it firmly for an accurate reading. The oil gauge rod is marked "FULL" and "ADD." The oil level should be maintained in the safety margin, neither going above the "FULL" line nor below the "ADD" line. Reseat the gauge firmly after taking the reading.

A WORD ABOUT VEHICLE EMISSIONS

All new 1968 Chevrolet built vehicles are certified by the United States Department of Health, Education and Welfare as conforming to the requirements of the regulations for the Control of Air Pollution from New Motor Vehicles and New Motor Vehicle Engines.

General Motors has developed control systems which are highly effective in reducing undesirable crankcase and exhaust emissions. It is very important that the owner make certain that the engine is serviced regularly in order to maintain its efficiency and to keep emissions below maximum allowable limits.

The emission control systems on your 1968 Chevrolet product which will vary according to the type of vehicle you purchased are relatively easy to maintain, requiring only specific services as recommended by Chevrolet. To function properly, these systems must be inspected periodically and engine tune-up performed at specified intervals by qualified repairmen. For ready reference, pertinent information regarding ignition timing and idle speed and fuel mixture specifications is shown on a sticker affixed under the hood of your vehicle. Following the prescribed maintenance services will help assure cleaner air and will provide better running, longer lasting engines for greater all-around satisfaction, economy and performance.

POSITIVE CRANKCASE VENTILATION (P.C.V.)

The Positive Crankcase Ventilation system, which is standard equipment on your vehicle, prevents emission of gases from the crankcase. The P.C.V. system connects the crankcase and intake manifold of the engine and crankcase gases are returned through this system to the combustion chamber where they are burned. Periodic inspection and required servicing of your P.C.V. system assures a cleaner, better-performing, longer-lasting engine. A plugged P.C.V. system results in a loss of crankcase ventilation which can cause condensation of gases in the crankcase, resulting in the formation of acids, sludge build-up and oil dilution. This also results in an increase in exhaust emissions due to carburetor enrichment. Every 12 months or 12,000 miles, whichever occurs first, the P.C.V. valve should be replaced. Also, all hoses, fittings and the inlet air filter should be inspected, cleaned and replaced, if necessary.

NOTE: If the positive crankcase ventilator valve should become clogged, the engine idle will be adversely affected. Therefore, if the engine idle becomes too slow or rough, the ventilator valve should be checked before any carburetor adjustments are made to compensate for the trouble.

AIR INJECTION REACTOR (A.I.R)

The Air Injection Reactor system is designed to reduce air pollution caused by exhaust emissions. It is entirely separate from the Positive Crankcase Ventilating system. The Air Injection Reactor system operates by oxidizing

(or burning) the hydrocarbons and carbon monoxide as they are expelled from the combustion chamber into the exhaust. A postive displacement air pump, driven by the engine, compresses clean filtered air which is distributed and injected at the exhaust port of each cylinder. This fresh air mixes with the hot exhaust gases and promotes further oxidation (or burning) of both hydrocarbons and carbon monoxide by converting some of them to carbon dioxide and water. This does not reduce the danger of inhaling carbon monoxide in confined areas. See page 7 for carbon monoxide warning. Supplementing the air pump a special calibrated carburetor and distributor plus related components are required.

The Air Injection Reactor system should have the A.I.R. pump drive belt inspected for wear and tension every 12 months or 12,000 miles, whichever occurs first. Complete effectiveness of the system, as well as full power and performance, depends upon idle speed, ignition timing, and idle fuel mixture being set according to specification. A quality tune-up which includes these adjustments should be performed periodically to assure normal engine efficiency, operation and performance.

CONTROLLED COMBUSTION SYSTEM (C.C.S.)

The Controlled Combustion System is designed to reduce air pollution from exhaust emissions by improving combustion efficiency. It is entirely separate from the Positive Crankcase Ventilating system. This is done by providing heated air to the carburetor which permits running on leaner mixtures for improved combustion. Other engine modifications consist of a special calibrated carburetor and distributor and related components. Complete effectiveness of the system, as well as full power and performance, depends upon idle speed, ignition timing, and idle fuel mixture being set according to specification. A quality tune-up which includes these adjustments should be performed periodically to assure normal engine efficiency, operation and performance.

COOLING SYSTEM CARE

Check the coolant level at each engine oil change. Level should be 3" (1" on Chevy II with 4 cylinder engine) below bottom of filler neck when cold.

The inhibited year-around engine coolant, used to fill the cooling system at the factory is a high quality solution that meets General Motors Specification 1899-M. This factory-fill coolant solution is formulated to withstand two full calendar years of normal operation without draining or adding inhibitors, provided the same concentration of coolant is added if the system needs additional fluid between drain periods. The original factory fill coolant provides freezing protection to −20°F.

Every two years, the coolant system should be serviced as follows:

1. Drain coolant, when hot, through the radiator drain valve.
2. Close valve and add sufficient plain water to fill system.
3. Run engine until normal operating temperature is reached.
4. Drain and refill the system as described in steps 1, 2, and 3 a sufficient number of times until the drained liquid is colorless.
5. Allow system to drain completely and then close radiator drain valve tightly.
6. Add the necessary amount of high quality inhibited glycol base coolant meeting GM Specification 1899-M to provide the required freezing and corrosion protection (at least to 0°F.)
7. Run engine until normal operating temperature is reached.

It is the owner's responsibility to keep the freeze protection at a level commensurate with the temperatures which may occur in the area in which the vehicle will be operated. Regardless of whether freezing temperatures are or are not expected, cooling system protection should be maintained at least to 0°F. to provide adequate corrosion protection. When adding solution due to loss of coolant for any reason or in areas where temperatures lower than −20°F. may occur, a sufficient amount of an ethylene glycol base coolant meeting GM Specification 1899-M should be used.

NOTE: Alcohol or methanol base coolants or plain water are not recommended for your Chevrolet product at any time.

CAUTION: When the engine is at normal operating temperature or above, the internal pressure built up in the cooling system will blow out scalding fluid and vapors if the radiator cap is suddenly removed. To prevent loss of coolant and to avoid the danger of being burned, the coolant level should be checked or coolant added only when the engine is cool. If the cap must be removed when the engine is hot, place a cloth over the cap and rotate the cap slowly counterclockwise to first stop and allow pressure to escape completely. Then turn cap again slowly counterclockwise to remove.

The radiator cap, a 15 lb. pressure type, must be installed tightly, otherwise coolant may be lost and damage to engine may result from overheating.

To completely drain the cooling system: The cooling system should be flushed with plain water after each coolant drain.

- All models–remove the radiator cap and open the drain cock at the bottom of the radiator.
- Six Cylinder engine–remove the drain plug located at the left side of the block.
- Eight Cylinder engine – remove plugs on each side of the block.

TIRES

The factory installed tires on your car are selected to provide the best all around tire performance for all normal operation. When inflated as recommended in the tire inflation pressure table they have the load carrying capacity to operate satisfactorily at all loads up to and including the specified full rated load at all normal highway speeds.

In addition, for those owners who may prefer the utmost in comfort, optional tire inflation pressures may be used with reduced loads specified in the Recommended Tire Inflation Pressure Table.

Inflation Pressures

To ensure the proper tire inflation pressures for your particular requirements, follow the recommendations in the tire inflation pressure table. Keep tires properly inflated and check inflation pressures periodically. This will assure you of the best tire life and riding comfort over the full range of driving conditions.

Optional Tires

Optional tires, if listed in the following tables, are not necessary on passenger cars for normal requirements. However, an extra margin of tire service is available when these options are used at loads up to and including full rated load.

On some models (example—Station Wagon), space limitations do not permit the use of a larger size tire; hence, the 8-ply rating tire is an available option. In either case, these tires are applicable to trailer towing or when an extra margin of tire service is desired. Use of a larger tire or an 8-ply rating tire should not be construed as permitting an increase in the full rated vehicle load over that specified in the tire inflation pressure table.

CHEVELLE TIRE USAGE

Engine and Body Styles	Standard 14 Inch		Optional 14 Inch	
	With A/C*	Without A/C*	With A/C*	Without A/C*
L-6, All styles except Station Wagon 307 V-8, All Styles except Station Wagon, Sport Sedan and Convertible	7.35	7.35	7.75	7.75
307 V-8, Sport Sedan and Convertible 327 V-8 Std., except Sport Sedan, Convertible and Station Wagons	7.75	7.35	—	7.75
327 V-8 Std., Sport Sedan and Convertible 327 V-8 H.P., All Styles except Station Wagons	7.75	7.75	—	—
396 V-8, Pick-Up Delivery (S.S.)	G70	G70	—	—
396 V-8, Super Sport, Sport Coupe and Convertible	F70	F70	—	—
Station Wagons				
All Engines except L-6 Nomad	8.25	8.25	8.25 (8 Ply Rating 4 Ply)	8.25 (8 Ply Rating 4 Ply)
L-6 Nomad	7.75	7.75	8.25; 8.25 (8 Ply Rating 4 Ply)	8.25; 8.25 (8 Ply Rating 4 Ply)

All tires listed are 4-ply rating, 2-ply unless otherwise specified.

*A/C (Air Conditioning)

CHEVELLE
RECOMMENDED TIRE INFLATION PRESSURES
Pounds per Square Inch (Cool)

MODELS	TIRE PLY	STANDARD INFLATION FOR ALL LOADS INCLUDING FULL RATED	OPTIONAL INFLATION FOR REDUCED LOADS
All Models Except Those Shown Below		1 to 6 passengers +200 lbs. luggage (1100 lbs. load)	1 to 5 passengers (750 lbs. load)
	4 Ply Rating—2 Ply	Front 26 / Rear 28	Front 26 / Rear 24
Station Wagons		1 to 6 passengers (2 Seat) +300 lbs. cargo (1200 lbs. load)	1 to 5 passengers (750 lbs. load)
	4 Ply Rating—2 Ply 8 Ply Rating—4 Ply	Front 22 / Rear 32 22 / 32	Front 22 / Rear 26 22 / 26
El Camino (except S. S.) El Camino S.S.		1 to 3 passengers +800 lbs. cargo (1250 lbs. load)	1 to 3 passengers +300 lbs. cargo (750 lbs. load)
	4 Ply Rating—2 Ply	Front 24* 24 / Rear 32 28	Front 24 24 / Rear 24 24

*Add 2 PSI when equipped 307 V-8 and Air Conditioning.

1. Tire inflation pressures may increase as much as six (6) pounds per square inch (PSI) when hot.
2. For continuous high speed operation (over 75 MPH) increase tire inflation pressures 4 pounds per square inch over the recommended pressures up to a maximum of 32 pounds per square inch cool for 4 ply rating tires, or 40 pounds per square inch cool for 8 ply rating tires. When the 4 psi pressure adjustment for sustained high speed with maximum vehicle load would require inflation pressures above the maximum allowable, speed must be limited to 75 miles per hour.
3. Cool tire inflation pressure: after vehicle has been inoperative for three (3) hours or more, or driven less than one (1) mile.
   Hot tire inflation pressure: after vehicle has been driven ten (10) miles or more at 60-70 MPH.
4. Station Wagon and El Camino loads should be distributed as far forward as possible.
5. Vehicles with luggage racks do not have a vehicle load limit greater than specified.
6. When towing trailers, the allowable passenger and cargo load must be reduced by an amount equal to the trailer tongue load on the trailer hitch.

CHEVY II
TIRE USAGE AND RECOMMENDED TIRE INFLATION PRESSURES
Pounds per Square Inch (PSI) Cool

MODELS	TIRE SIZE AND PLY**	STANDARD INFLATION FOR ALL LOADS INCLUDING FULL RATED	OPTIONAL INFLATION FOR REDUCED LOAD
All Except "SS" (Bench Front Seat)	7.35-14 4PR	1 to 6 Passengers +200 Lbs. Luggage (1100 Lbs. Load) — Front 24* / Rear 28	1 to 5 Passengers (750 Lbs. Load) — Front 24* / Rear 24
All Except "SS" (Bucket Front Seats)	7.35-14 4PR	1 to 5 Passengers +200 Lbs. Luggage (950 Lbs. Load) — Front 24* / Rear 28	1 to 5 Passengers (750 Lbs. Load) — Front 24* / Rear 24
Super Sport (Bench Front Seat)	E70-14*** 4PR	1 to 6 Passengers +200 Lbs. Luggage (1100 Lbs. Load) — Front 24 / Rear 28	1 to 5 Passengers (750 Lbs. Load) — Front 24 / Rear 24
Super Sport (Bucket Front Seats)	E70-14*** 4PR	1 to 5 Passengers +200 Lbs. Luggage (950 Lbs. Load) — Front 24 / Rear 28	1 to 5 Passengers (750 Lbs. Load) — Front 24 / Rear 24

*Add 2 PSI when vehicle is equipped with Air Conditioning.
**All tires are 4-Ply rating—2-Ply.

1. Tire inflation pressures may increase as much as six (6) pounds per square inch (PSI) when hot.
2. For continuous high speed operation (over 75 MPH) increase tire inflation pressures 4 pounds per square inch over the recommended pressures up to a maximum of 32 pounds per square inch cool for 4 ply rating tires, or 40 pounds per square inch cool for 8 ply rating tires. When the 4 psi pressure adjustment for sustained high speed with maximum vehicle load would require inflation pressures above the maximum allowable, speed must be limited to 75 miles per hour.

***Clearance between the E70-14 and wheelhouse is insufficient to permit the use of tire chains. The 7.35-14 tire is available in place of these tires when chains are required.

3. Cool tire inflation pressure: after vehicle has been inoperative for three (3) hours or more, or driven less than one (1) mile.
   Hot tire inflation pressure: after vehicle has been driven ten (10) miles or more at 60-70 MPH.
4. Vehicles with luggage racks do not have a vehicle load limit greater than specified.
5. When towing trailers, the allowable passenger and cargo load must be reduced by an amount equal to the trailer tongue load on the trailer hitch.

CAMARO—TIRE USAGE AND RECOMMENDED TIRE INFLATION PRESSURES
Pounds per Square Inch (PSI) Cool

MODELS	TIRE SIZE AND PLY**	STANDARD INFLATION FOR ALL LOADS INCLUDING FULL RATED	OPTIONAL INFLATION FOR REDUCED LOAD
All Except Camaro "SS" and Z-28 (Bucket Front Seats)	7.35-14 4PR	1 to 5 Passengers +200 Lbs. Luggage (950 Lbs. Load) — Front 24* / Rear 28@	1 to 5 Passengers (750 Lbs. Load) — Front 24* / Rear 24@
All Except Camaro "SS" and Z-28 (Bench Front Seat)	7.35-14 4PR	1 to 6 Passengers +200 Lbs. Luggage (1100 Lbs. Load) — Front 24* / Rear 28@	1 to 5 Passengers (750 Lbs. Load) — Front 24* / Rear 24@
Super Sport (Bucket Front Seats)	F70-14*** 4PR	1 to 5 Passengers +200 Lbs. Luggage (950 Lbs. Load) — Front 24* / Rear 28@	1 to 5 Passengers (750 Lbs. Load) — Front 24* / Rear 24@
Z-28 Option	E70-15*** 4PR	Front 26 / Rear 28@	Front 24 / Rear 24@
Super Sport (Bench Front Seat)	F70-14*** 4PR	1 to 6 Passengers +200 Lbs. Luggage (1100 Lbs. Load) — Front 24* / Rear 28@	1 to 5 Passengers (750 Lbs. Load) — Front 24* / Rear 24@

*Add 2 PSI when vehicle is equipped with Air Conditioning.
**All tires are 4-Ply rating—2-Ply unless otherwise specified.
***Clearance between the F70-14 and E70-15 tires and wheelhouse is insufficient to permit the use of tire chains.
@Add 2 PSI on Convertible Models with 327 cu. in. 210 & 275 h.p. V-8 engines.

1. Tire inflation pressures may increase as much as six (6) pounds per square inch (PSI) when hot.
2. For continuous high speed operation (over 75 MPH) increase tire inflation pressures 4 pounds per square inch over the recommended pressures up to a maximum of 32 pounds per square inch cool for 4 ply rating tires, or 40 pounds per square inch cool for 8 ply rating tires. When the 4 psi pressure adjustment for sustained high speed with maximum vehicle load would require inflation pressures above the maximum allowable, speed must be limited to 75 miles per hour.
3. Cool tire inflation pressure: after vehicle has been inoperative for three (3) hours or more, or driven less than one (1) mile.
   Hot tire inflation pressure: after vehicle has been driven ten (10) miles or more at 60-70 MPH.
4. Vehicles with luggage racks do not have a vehicle load limit greater than specified.
5. When towing trailers, the allowable passenger and cargo load must be reduced by an amount equal to the trailer tongue load on the trailer hitch.

Changing Tires

Always apply parking brake, place transmission in PARK (Automatic) or REVERSE (Synchromesh) and block diagonally opposite wheel before raising car.

Remove hub cap and loosen wheel nuts slightly. Set lever on jack to UP position.

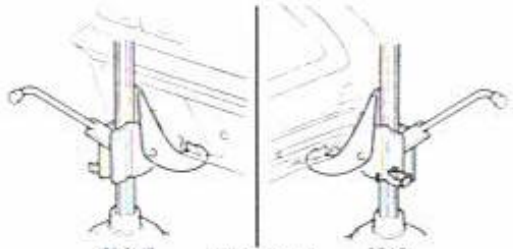
Properly position load rest which engages bumper by moving base of jack slightly under car and engage tang of bracket in bumper notch, then bring jack base back toward upright position. Check that load rest is positioned before operating jack. NOTE: Base of jack column should be slightly angled in toward car since it will straighten as car is raised.

Jack Operation

After jack is positioned as noted above, use wheel nut wrench as jack handle and raise car until tire clears ground. Remove wheel nuts and wheel, install spare and tighten wheel nuts. Move jack lever to DOWN and install hub cap.

CAUTION: For safety sake, never get beneath the car when it is supported only by the jack. Always use safety stands to support frame if it is necessary to get under car.

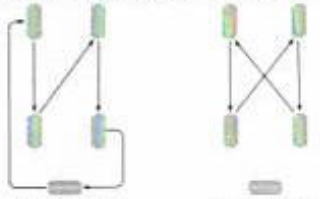
On cars equipped with a Positraction differential, do not run the engine for any reason with one rear wheel off the ground since the car may drive through the rear wheel remaining on the ground.



CHEVELLE
POSITION JACK IN BUMPER NOTCH

TIRE ROTATION INFORMATION

To equalize wear it is recommended that the tires be rotated every 6,000 miles. Upon rotation, tire pressure must be adjusted (front and rear) in accordance with the recommendations in the tire inflation pressure table.

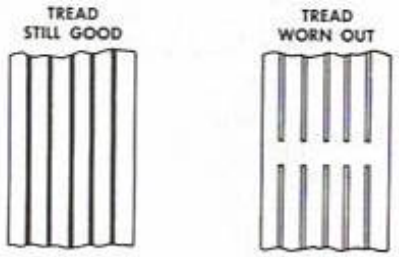


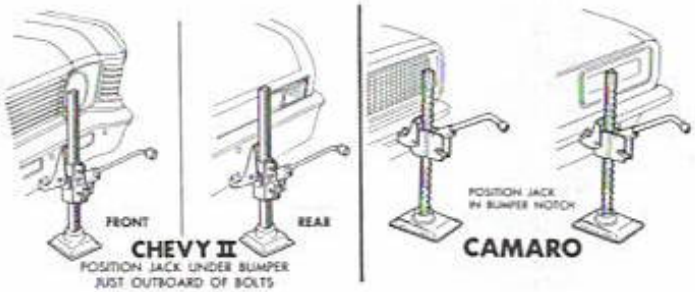
5 WHEELS 4 WHEELS

TIRE WEAR INDICATORS

A decrease in driving, cornering and braking traction occurs under inclement weather conditions as tires become worn out. Moreover, worn tires have lessened resistance to road hazards. The original equipment tires on your Chevrolet incorporate built-in tread wear indicators to assist you in determining when your tires have been worn

to the point of needing replacement. These indicators are molded into the bottom of the tread grooves and will appear as ½-inch wide bands when the tire tread depth becomes 1/16 of an inch. When the indicators appear in two or more adjacent grooves, tire replacement due to tread wear is recommended.





Space Saver Spare Tire Inflation—Camaro

1. Remove valve cap from tire valve stem.
2. Take extension out of inside of inflator top and securely screw small end clockwise onto tire valve stem.
3. Remove tape from large end of extension. Grip extension securely and screw inflator clockwise onto extension until tire begin to inflate.

CAUTION: Keep hands off metal parts of inflator as it becomes extremely cold at inflation.

4. When tire is completely inflated, unscrew extension, with inflator still connected, from tire valve stem. Tire is ready to use.

To stow space saver spare, remove air by removing tire valve stem core with tool on end of valve cap. Flatten tire and replace core and cap.

Use only G.M. inflator Part No. 984874 or equivalent. The Space Saver Spare has the same warranty as all original equipment tires. However, this warranty is void if any inflator containing sealants is used. Approved inflation gases are air, carbon dioxide and nitrogen.

The space saver spare tire has an approximate tread life of 2000 miles; therefore, its continued use other than for emergency purposes is not recommended.

TIRE HYDROPLANING

When driving on wet or slushy roads, it is possible for a wedge of water to build up between the tire and the road surface. This phenomenon, known as hydroplaning, may cause partial or complete loss of traction, which adversely affects vehicle control and stopping ability.

To reduce the possibility of hydroplaning, the following precautions should be observed:

1. Slow down during rainstorms or when roads are slushy.
2. Slow down if road has standing water or puddles.
3. Replace tires when tread wear indicators are visible.
4. Keep tires properly inflated.

RECOMMENDED SCHEDULE FOR PERIODIC MAINTENANCE AND LUBRICATION

The time or mileage intervals on the following pages are intended as a guide for establishing regular maintenance and lubrication periods for your car. Sustained heavy duty or high speed operations or operation under adverse conditions may necessitate more frequent servicing. To determine specific recommendations for conditions under which you use your car, consult your Authorized Chevrolet Dealer.

ENGINE OIL CHANGE INTERVAL

Change engine oil each 4 months, except that if more than 6,000 miles are driven in a 4-month period, change oil every 6,000 miles. This interval applies to the initial change as well as subsequent oil changes. The oil change interval for Chevrolet engines is based on the use of oils that meet the requirements indicated in the section on "Engine Oil Recommendations." Oil change intervals longer than 4 months or 6,000 miles will result in serious reductions in engine life and may effect Chevrolet's obligation under the provisions of the New Vehicle Warranty.

Certain atmospheric and/or driving conditions including prolonged operations at sub-zero temperatures or under extremely dusty conditions, frequent trailer hauling, and extensive idling necessitate more frequent oil and filter changes.* Operation in dust storms may require an immediate change of both oil and filter. See your Chevrolet dealer for advice on frequency of oil and filter changes because of unusual driving conditions.

A high quality MS oil meeting General Motors Standard GM 6041-M was installed in your engine at the factory. It is not necessary to change this factory-installed oil prior to the recommended normal change period. However, the oil level should be checked more frequently during the break-in period since somewhat higher oil consumption is normal until the piston rings in the engine become seated.

*In many such situations, oil change intervals should not exceed 2 months, or 3,000 miles, whichever occurs first, and similarly, filter changes should not exceed 4 months or 6,000 miles, whichever occurs first.

ENGINE OIL FILTER

The engine oil filter should be replaced at the first engine oil change and every second oil change thereafter. This recommendation is based on the use of an engine oil which meets the requirements indicated in the section on "Engine Oil Recommendations," and the use of the approved AC or equivalent quality replacement oil filter.

MANIFOLD HEAT CONTROL VALVE

Every 6000 miles or six months, check heat control valve for freedom of operation. If shaft is sticking free it

up with GM Manifold Heat Control Solvent or its equivalent.

DRIVE BELTS

Every 6000 miles – Inspect drive belts for wear, fraying, cracking, and tension. Belts which are in poor condition should be replaced immediately.

Check tension by applying moderate thumb pressure midway between pulleys. If the center to center distance between pulleys is 13 to 16 inches, the belt should deflect ½ inch. If the center to center distance is 7 to 10 inches, the belt should deflect ¼ inch. Loose belts should be retensioned to give the correct deflection.

AIR CLEANER CARE

CAUTION: In addition to its function of filtering air drawn into the engine through the carburetor, the air cleaner also acts as a flame arrester in the event the engine backfires. Because backfiring may cause fire in the engine compartment, the air cleaner should be installed at all times unless its removal is necessary for repair or maintenance services.

Paper Element Type–First 12,000 miles, inspect element for dust leaks, holes or other damage, replace if necessary. If satisfactory, rotate element 180° from originally installed position. Replace element at 24,000 miles. Element must not be washed, oiled, tapped or cleaned with an air hose.

If so equipped, "Bow Tie" filter should be replaced every 24,000 miles.

Flame Arrestor–Every 12,000 miles–Clean the arrestor (located in the base of the air cleaner) with kerosene or a suitable solvent. Dry with compressed air.

DISTRIBUTOR CAM LUBRICATOR

4 and 6 Cylinder Engine–Rotate cam lubricator 180° at 12,000 miles intervals–Replace at 24,000 mile intervals. **8 Cylinder Engine**–Change cam lubricator end for end at 12,000 mile intervals–Replace at 24,000 mile intervals.

ENGINE TUNE-UP, EMISSION CONTROL AND ELECTRICAL SYSTEM CHECKS

Fuel and electrical systems are subject to wear and contamination and require periodic cleaning and adjustments to maintain maximum economy and performance. Proper adjustment of carburetor idle speed, fuel mixture, engine timing and operation of the Positive Crankcase Ventilation Valve (PCV) are important to control hydrocarbon and CO emissions within government legislated levels. These adjustments and an operational check of the PCV Valve should be made at the first oil change (4 months or 6,000 miles, whichever occurs first). The above fuel and electrical system checks also are included in engine tune-ups which are recommended at one year or 12,000-mile intervals.

POSITIVE CRANKCASE VENTILATION VALVE REPLACEMENT

Crankcase vapors and other impurities can cause malfunction of the crankcase ventilation valve. Regular replacement of the PCV Valve is recommended at 12-month or 12,000 mile intervals.

FUEL FILTER

Replace filter element every 12 months or 12,000 miles, whichever occurs first.

BATTERY CARE (ENERGIZER)

Every 6000 miles—Clean terminals and oil felt washer.

Check the fluid level in each cell of your battery regularly. The electrolyte level indicator in the cap of one cell will glow if the fluid level is low. In this case each cell should be checked. Keep filled with distilled water to the bottom of the split ring in the vent tube.

CAUTION: Since normal battery or Energizer chemical action generates hydrogen gas which is highly explosive when mixed with air, never expose the battery to an open flame or electric spark. Also, avoid getting battery fluid, which is a sulfuric acid solution, on skin, on clothing or other fabric, or on painted surfaces. Eye protection should be worn while working on the battery for any reason.

BRAKES

Brake linings should be periodically inspected for wear. The frequency of this inspection depends upon driving conditions such as traffic or terrain, and also the driving techniques of individual owners. Your Chevrolet Dealer is best qualified to advise you as to how often this inspection should be performed. When brakes require relining use Genuine General Motors Parts or equivalent.

Master Cylinder

Every 6,000 miles—Check fluid level in each reservoir and maintain ¼" below lowest edge of each filler opening with GM Hydraulic Brake Fluid, Supreme No. 11.

Parking Brake Pulley, Cables and Linkage

Every 6,000 Miles—Apply water resistant EP Chassis Lubricant which meets GM Specification 6031M, to parking brake cable at cable guides and at all operating links and levers.

REAR AXLE

Standard

Every 6,000 Miles—Check and keep filled to level of filler plug hole with SAE 80 or SAE 80-90 Multi-purpose Gear Lubricant meeting requirements of U.S. Ordnance Spec. MIL-L-2105-B.

Positraction

Same as standard axle but use only the special positraction lubricant available from your Chevrolet Dealer.

TRANSMISSION

3-Speed, Overdrive and 4-Speed

Every 6,000 miles—Check at operating temperature and fill as necessary to level of filler plug hole with SAE 80 or SAE 80-90 Multi-purpose Gear Lubricant

meeting requirements of U.S. Ordnance Spec. MIL-L-2105-B.

Powerglide and Torque Drive

Every 6,000 miles–Check fluid level on dipstick with engine idling, selector lever in neutral position, parking brake set and transmission at operating temperature. If fluid level is below full mark on dipstick, add small amount of automatic transmission fluid. Recheck fluid level and again add a small amount of fluid if needed to bring level to full mark. DO NOT OVERFILL.

General Motors DEXRON Automatic Transmission Fluid, Part numbers 1050568, 1050569, 1050570 which has been especially formulated and tested for use in your automatic transmission is recommended. Other Automatic Transmission Fluids identified with the mark DEXRON are also recommended.

Every 24,000 miles (more frequently, depending on severity of service, if vehicle is used to pull trailers, carry full loads during high ambient temperatures, operate in mountainous terrain or operate under other severe conditions)–Remove fluid from the transmission sump and add approximately two (2)* quarts U.S. Measure, (1⅔ quarts* Imperial Measure) for Chevelle and 1½ quarts U.S. Measure (1¼ quarts Imperial Measure) for Chevy II and Camaro of new fluid. Operate transmission through all shift ranges and recheck fluid level as described above.

It is not necessary to remove the pan because a drain plug is provided.

Powerglide and Torque Drive Low Band Adjustment

At the first transmission fluid change, have your Chevrolet Dealer adjust the Powerglide low band.

Turbo Hydra-Matic

Lubrication of your Turbo Hydra-Matic will, except for fluid capacity and filter change listed below, follow the Powerglide recommendations above. After checking transmission fluid level it is important that the dipstick be pushed all the way into the fill tube.

Every 24,000 miles–after removing fluid from the transmission sump, approximately 7½ pints U.S. measure (6 pints Imperial measure) of fresh fluid will be required to return level to proper mark on the dipstick.

Every 24,000 miles the transmission sump strainer should be replaced.

Transmission Shift Linkage (Manual and Automatic)

Every 6000 miles or 4 months lubricate shift linkage and on manual transmission floor controls lever contacting faces with water resistant EP chassis lubricant which meets GM Specification 6031M.

CLUTCH CROSS-SHAFT

Every 36,000 miles or sooner if necessary–Remove the plug, install a lubrication fitting and lubricate with water resistant EP Chassic Lubricant which meets GM Specification 6031M.

*Except if vehicle is equipped with transmission provided in heavy duty service options. If so equipped, drain converter and sump every 24,000 miles and add approximately 9 quarts U.S. Measure (7½ quarts Imperial Measure) of fresh fluid.

FRONT SUSPENSION

Every 6,000 miles or 4 months—Lubricate 4 fittings with water resistant EP Chassis Lubricant which meets GM Specification 6031M.

Ball joints should not be lubricated unless their temperature is 10°F. or higher. During colder weather, they should be allowed to warm up as necessary before lubrication.

STEERING LINKAGE

Every 6,000 miles or 4 months—Lubricate 7 fittings one at each end of each tie rod, one at each end of relay rod, and one at idler lever with water resistant EP Chassis Lubricant which meets GM Specification 6031M.

STANDARD STEERING GEAR

Every 36,000 miles—Check steering gear lubricant level in the following manner:

1. Remove the forward and the outboard steering gear cover attaching screws.
2. Inject water resistant EP Chassis Lubricant which meets GM Specification 6031M into the forward cover attaching screw hole until lubricant begins to come out of the outboard screw hole.
3. Replace both cover attaching screws.

POWER STEERING PUMP

Every 6,000 miles or 4 months—Check level in pump reservoir. Fill pump reservoir as required with G.M. Power Steering Fluid or, if this is not available, Dexron Automatic Transmission fluid. Oil should be at operating temperature and wheels in straight ahead position when checking or filling operation is performed to ensure against overfilling.

FRONT WHEEL BEARINGS

Clean, repack with a high melting point wheel bearing lubricant which meets GM Specification 6031M, and adjust whenever the wheel and hub are removed.

HOOD CATCH AND LOCK PLATE

Every 12,000 miles or 12 months, whichever occurs first, apply Lubriplate or its equivalent to the hood catch and lock plate.

CRUISE MASTER-AIR FILTER

The Air Filter located in the solenoid cover should be replaced every 12,000 miles.

AIR CONDITIONING

Have your Chevrolet Dealer check your Air Conditioning system at some time during the winter months to be sure there has been no loss in cooling output. During the summer, see your Chevrolet Dealer immediately if you suspect the system is not performing as it should.

NOTE: On vehicles equipped with a Four Season Air Conditioning System, the system will not operate below ambient temperatures of 30°F regardless of control position.

EXTENDED VEHICLE STORAGE

If you plan to store your car over an extended period of time, certain steps should be taken to give it maximum protection. It is recommended that you write Chevrolet Motor Division, General Motors Corporation, Owner Relations Department, Detroit, Michigan 48202, for detailed instructions on how to prepare your car for storage.

TRAILER HAULING

Passenger cars are designed and intended to be used primarily as passenger conveyances. A trailer cannot be towed behind a passenger car without having some effect on method of operation, durability and economy. Maximum satisfaction and pleasure will be derived through use of proper equipment and avoiding overloads and other abusive operation.

Chevrolet makes light duty trailer hitches available through Chevrolet Dealer Parts and Accessories Departments. For hauling trailers heavier than 2,000 pounds, it is recommended that an appropriate load equalizing, frame mounted hitch be purchased from a reliable manufacturer. Bumper and axle type hitches are not recommended. Generally trailer tongue loads should be minimized by maintaining proper distribution of the load in the trailer. Tire inflation recommendations outlined in this Manual should be followed. General information on trailer hauling; special equipment required, and optional equipment is available in booklet form and can be obtained by writing to Chevrolet Division, General Motors Corporation, Merchandising Department, New and Used Cars, Room 2-122 General Motors Building, Detroit, Michigan 48202.

MINOR TROUBLE SHOOTING GUIDE

If your car acts in the following manner: / Check here in sequence shown for possible causes.	FUEL SYSTEM AND ENGINE								ELECTRICAL SYSTEM									COOLING SYSTEM				
	Check Fuel Gauge	Flooded Carburetor	Empty Carburetor Bowl	Poor Fuel Supply to Carburetor	Idle Adjustment*	Automatic Choke*	Oil Level and Pressure	Condition of Air Cleaner	Malfunctioning Ignition Switch	Automatic Transmission Selector Lever	Check Spark	Battery and Connections	Generator and Voltage Regulator Connections	Coil and Distributor Leads	Starter Connections and Solenoid	Damp Electrical Connections	Generator Condition*	Radiator Coolant Level	Air Flow Through Radiator Restricted	Fan Belt Condition and Tension Adjustment	Cooling System Thermostat	Thorough Check and Tune-up Suggested*
On the following pages, see paragraph:	A	B	D	B-C-D	E	D E	L	E	F	F	K	G	G	J	H	I	G	M	N	O	P	
CAR WILL NOT START:																						
Engine Will Turn Over	1	4		3							6			2		5						7
Engine Will Not Turn Over									2	1		3			4							5
CAR WILL START—BUT:																						
Only After Repeated Tries																						1
Stalls in a Few Seconds			2	1	3																	
Stalls When Hot					1	2		3														4
Idles Rough					1			2														3
Engine Overheats																		1	2	3	4	
"Oil" Indicator Light Comes On							1															
"Gen" Indicator Light Comes On												3	2				4			1		

*See Your Authorized Chevrolet Dealer

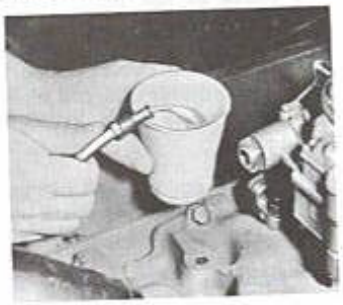
The chart on the previous page, and the information on the pages which follow, contains information designed to aid the average driver to discover, and possibly correct, conditions resulting in minor mechanical difficulties in his car. The chart, designed to point out possible solutions to several of the most common automotive malfunctions and point out a logical checking sequence, will lead step by step to the most likely causes and corrective procedures. If, after making the checks and adjustments suggested, the source of the trouble has not been found and corrected, it is strongly recommended that an Authorized Chevrolet Dealer inspect the vehicle and make whatever repairs or adjustments are necessary.

FUEL SYSTEM AND ENGINE

If the ignition switch will cause the engine to "turn over" or "crank" but the car will not start, check Steps A through D below.

NOTE: *If Continual "flooding" of the carburetor is evidenced by a carburetor wet with fuel or black exhaust smoke, perform the operation suggested in paragraph D only.*

(A) The first and most obvious, and one of the most frequently overlooked, items to check when you have difficulty in starting your car is the amount of fuel in the tank. Make it a habit to check the FUEL GAUGE regularly and most especially at a time when the engine will "turn over" but will not start.



Checking Fuel Flow

(B) If the fuel tank is not empty, you may check further to see whether the fuel is reaching the carburetor. Disconnect the fuel line at the carburetor and remove the center wire from the coil tower. Place a jar or cup under the open line and briefly "crank" the engine by means of the starter. If fuel spurts from the fitting, you may assume that the FUEL LINES are clear and the FUEL PUMP is operating properly. If no fuel leaves the line, either the fuel lines or fuel pump are at fault. See your Authorized Chevrolet Dealer.

Fuel Filter

(C) Before reconnecting the fuel line to the carburetor, remove the FUEL FILTER from the carburetor inlet and check its condition. If it appears to be clean, replace it and reconnect the fuel line. Replace the filter if it appears to be plugged.

(D) If the fuel seems to be reaching the carburetor properly, the problem may be: an EMPTY CARBURETOR BOWL caused by a "stuck shut" carburetor; a FLOODED CARBURETOR caused by a "stuck open" condition and evidenced by gasoline flowing down the outside of the carburetor; or a stuck CHOKE valve. Remove the air cleaner from the carburetor. Check that the choke valve moves freely and is not stuck. (Don't mistake normal spring tension for a stuck valve.) Tap the side of the carburetor sharply several times with a light tool such as a screwdriver handle or pliers. Replace the air cleaner and attempt to start the engine in the normal manner.

(E) If the car will start but stalls when hot or has a rough idle, you can suspect a faulty IDLE ADJUSTMENT, a malfunctioning AUTOMATIC CHOKE or an extremely dirty and blocked AIR CLEANER ELEMENT. Replace paper element air cleaner if necessary. Idle adjustment or automatic choke service (other than that outlined in paragraph D above) should be performed by your Chevrolet Dealer.

If the above Fuel System checks and the checks suggested under the Electrical System following do not correct the malfunction, it is recommended that you turn to your Authorized Chevrolet Dealer for further checks, adjustments or repairs.

ELECTRICAL SYSTEM

If, when the ignition key is turned to "Start", the engine will not turn over, you have good reason to suspect electrical trouble.

NOTE: *Never remove Delcotron* **bat** *lead without first disconnecting battery ground cable.*

(F) When there is no response at all to attempts to start the car, check the obvious—your AUTOMATIC TRANSMISSION SELECTOR LEVER must be in Neutral or Park position before the engine can be started. Turning the IGNITION SWITCH rapidly back and forth several times will sometimes correct a poor internal switch contact.

(G) The BATTERY may be discharged. If so, lights will be dim and the horn will have a poor tone if it will blow at all.

Usually a garage recharge will be necessary to return the battery to operation. Occasionally, however, a long drive will recharge the battery.

NOTE: *If the battery is determined to be dead, and for no apparent reason, have your Authorized Chevrolet Dealer check the battery, the GENERATOR and the VOLTAGE REGULATOR. GENERATOR trouble should already have been indicated by the generator indicator light on the instrument panel.*

POOR BATTERY CONNECTIONS may be suspected if the car has operated properly a short time before and now not even the horn will operate. Check both ends of both battery cables. If the connections are corroded, a car may sometimes be restored to operation by removing all cable ends, scraping all contacting surfaces clean with a pen knife, and reassembling. If the cables are broken, they must be replaced. The power supply should now be restored unless the battery is dead.

(H) If, however, the lights and horn work properly but the starter will still not turn over, check the STARTER connections. A "click" from the starter solenoid indicates that the wiring to the starter is properly installed. If the wiring seems to be clean and tightly installed, the trouble is probably in the starter itself and should be referred to your Authorized Chevrolet Dealer.

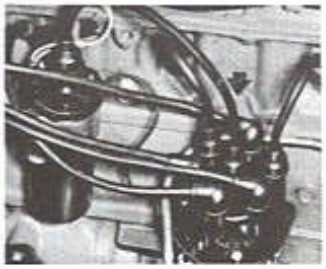
When the engine will "turn over" but will not start, the following items may be checked along with the Fuel System Checks listed previously.

(I) With a clean dry cloth wipe the ceramic portions of the spark plugs dry. In particularly damp or rainy weather dampness may be the cause of not starting, especially when the engine is cold.

(J) Check the cables at the top of the distributor and coil as well as each spark plug cable for tightness.

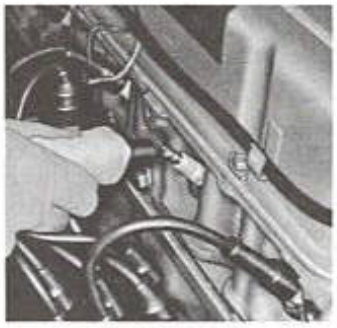
(K) If the car will still not start, check for spark at the spark plugs in the following manner:

Pull one of the spark plug wires off its spark plug. Insert a short piece of bare wire (such as



Distributor and Coil Cables

a bobby pin) between the rubber cup at the end of the spark plug wire and the tubular metal connector inside of it. **If the spark plug wire is wet or oily, wipe it dry. Wrap a dry handkerchief or facial tissue, folded several thicknesses, around the wire at least three inches back from the end and grasp the wire at this point.** Hold the bare wire about ¼ inch from the bare tip of the spark plug from which you removed the wire. When the engine is "turned over" a spark should jump across the ¼ inch space, indicating ample current supply. If no spark jumps, the difficulty is probably caused by a defective ignition part and should be corrected by your Authorized Chevrolet Dealer.



Checking Spark

COOLING SYSTEM

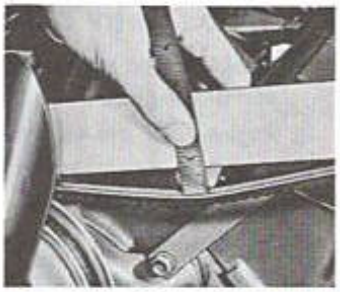
When the car will run but evidences serious overheating on the temperature gauge in the instrument panel, there are several items which may be checked.

(L) Engine overheating will occur when the OIL LEVEL falls dangerously low. Check the oil level as a matter of course.

(M) Low COOLANT LEVEL will, of course, cause engine overheating. Determine the cause of the low coolant level and have it corrected if necessary.

(N) Check the RADIATOR CORE. Clean it if it is plugged with bugs, leaves or other foreign material.

(O) Condition of the FAN BELT is very important, not only for engine cooling but also for proper generator operation. Check the condition of the belt. Replace it if it is worn or frayed. Loosen the generator bolts and move the generator toward the engine to remove and replace the belt. Tighten the belt, whether new or old, by loosening the generator bolts, prying with a bar on the generator until the belt is tensioned properly, then retighten the generator bolts.



Fan Belt Tension

(P) Another cause of engine overheating may be an inoperative COOLING SYSTEM THERMOSTAT. If the thermostat should fail in the closed position, it will not permit coolant to circulate through the system. In such an emergency the thermostat may be removed but should be replaced with a properly functioning thermostat as soon as possible.

Thermostat Installation

SPECIFICATIONS

VEHICLE IDENTIFICATION NUMBER

Car—Stamped on Vehicle Identification Plate attached to left of instrument panel.

Engine—Stamped on boss on block.

6-Cylinder—On right side of block to rear of distributor.

4-Cylinder—On right side of block to rear of distributor.

8-Cylinder—On right side of block at front.

Body—Stamped on plate attached to cowl panel.

DIMENSIONS

CHEVELLE

Overall Length (Station Wagons and El Camino)	207.2"
4-Dr. Sedan	200.8"
2-Dr. Coupe	196.8"
Width	76.0"
Wheelbase—4-Dr. Sedan and Station Wagon	116.0"
—2-Dr. Coupe	112.0"

CHEVY II

Overall Length—Sedan and Coupe	187.7"
Height	54.0"
Width	70.5"
Wheelbase	111.0"

CAMARO

Overall Length	184.7"
Height	51.5"
Width	72.6"
Wheelbase	108.0"

BATTERY RATING

L4, L6, and 307 V8 engine equipped vehicles—12 volt, 54 plate, 2300 watts*

327, 396 V8 engine equipped vehicles—12 volt, 66 plate 2900 watts*

Heavy Duty—12 volt, 66 plate, 3150 watts*

*Cranking power at 0°F.

CAPACITIES

	U.S. Measure	Imperial Measure
Gasoline Tank		
Chevelle	20 gal.	16¾ gal.
Chevy II, Camaro (Approx.)	18.5 gal.	15.5 gal.
Crankcase (Refill)		
4 Cylinder		
Oil change only	3.5 qt.	3 qt.
Oil and Filter change	4 qt.	3¼ qt.
6 and 8 Cylinder		
Oil change only	4 qt.	3¼ qt.
Oil and Filter change	5 qt.	4¼ qt.

SPECIFICATIONS (Cont'd)

Cooling System	153 L-4	230 L-6 250 L-6	307 V-8	327 V-8 350 V-8	396 V-8
US. Measure	9 qt.	13 qt.	17 qt.*	16 qt.**	23.5 qt.**
Imperial Measure	7½ qt.	10¾ qt.	14¼ qt.*	13¼ qt.**	19.5 qt.**

*with air cond. add 1 qt. U.S. measure (¾ qt. Imperial meas.)

**with air cond. add 2 qts. U.S. measure (1¾ qt. Imperial meas.)

Thermostat
- All engines ..... 195°

Radiator Pressure Cap ..... 15 lb.

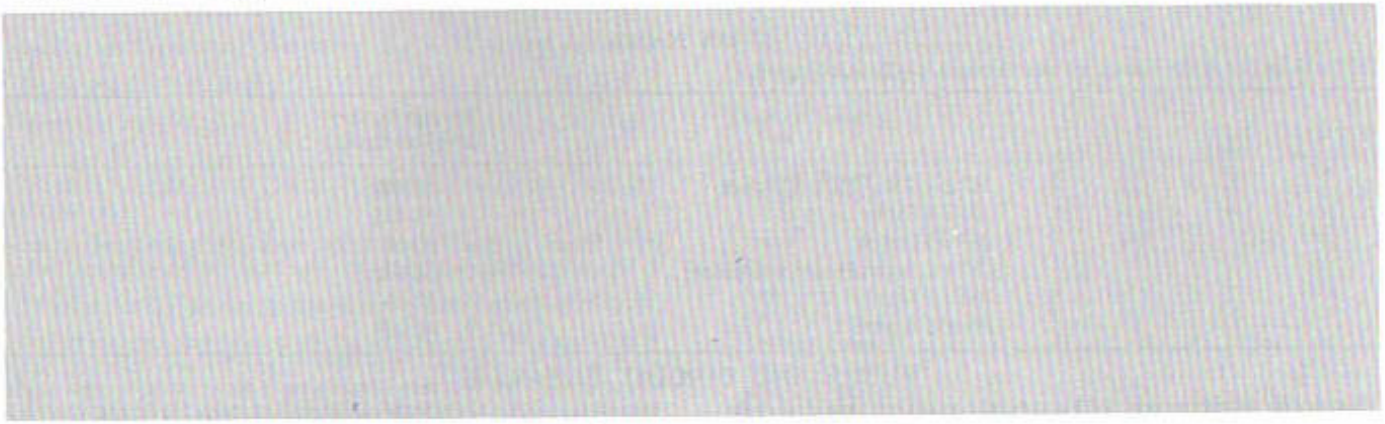
Air Conditioning System
- Compressor oil (525 vis.) ..... 11 oz.
- Refrigerant—R-12
  - Four Seasons ..... 3 lb. 12 oz.
  - GM Chevrolet ..... 3 lb.

TURN SIGNAL FLASHER:

- Type ..... Series
  - Capacity ..... 2 lamp (LL)
  - Rally Sport ..... 3 lamp (LL)
  - Hazard Warning Flasher, All ..... 4 lamp

TIRE INFORMATION

Complete tire information will be found on pages 50, 51, 52, and 53.



ENGINE SPECIFICATIONS

CARBU-RETOR ENGINE DATA	4 Cyl. Eng.	6 Cyl. Engine			8 Cylinder Engine						
	153 Cu. In.	230 Cu. In.	250 Cu. In.	307 Cu. In.	327 Cu. In.			350 Cu. In.	396 Cu. In.	
	1 Barrel	1 Barrel		2 Barrel	2 Barrel	4 Barrel		4 Barrel	4 Barrel	
Horsepower	90 @ 4000	140 @ 4400	155 @ 4200	200 @ 4600	210 @ 4600	250 or 275 @ 4800	325 @ 5600	295 @ 4800	325 @ 4800	350 @ 5200
Torque	152 @ 2400	220 @ 1600	235 @ 1600	300 @ 2400	320 @ 2400	335 or 355 @ 3200	355 @ 3600	380 @ 3200	410 @ 3200	415 @ 3400
Comp. Ratio	8.5:1	8.5:1		9.0:1	8.75:1	8.75:1	10.0:1 11.0:1	10.25:1	10.25:1	10.25:1
Bore	3.88	3.875		3.875		4.00		4.00	4.09	4.09
Stroke	3.25	3.25	3.53	3.25		3.25		3.48	3.76	3.76
Firing Order	1-3-4-2	1-5-3-6-2-4		1-8-4-3-6-5-7-2						

SPARK PLUGS

The following 14mm spark plugs are recommended for Chevrolet engines.

	Normal Service (Original Equip.)
153 L-4, 230 & 250 L-6 Engines	AC-46N
307 V-8 Engine	AC-45S
327 V-8 Engines	AC-44
327 V-8 Engine (Low Compression)	AC-44S
350 V-8 Engines	AC-44
396 V-8 Engines	AC-43N

FUSES AND CIRCUIT BREAKER

The wiring circuits in your 1968 Chevrolet product are protected from short circuits by a combination of fuses, circuit breakers, and fusible thermal links in the wiring itself. This greatly reduces the hazard of electrically caused fires in the automobile.

FUSES AND CIRCUIT BREAKER:

A Circuit Breaker in the light control switch protects the headlamp circuit. Also, a circuit breaker, mounted on the firewall, protects the power window, power seat, and power top circuits if vehicle is so equipped. Where current load is too heavy, the circuit breaker intermittently opens and closes, protecting the circuit until the cause is found and eliminated.

Fuses, located in the Junction Block beneath the dash are:

Radio Accessories, Tape Player	10 Amp.
Heater and Air Conditioning	25 Amp.
Instrument Lamps	4 Amp.
Tail, Side Marker and Fender Lamps	20 Amp.
Stop and Hazard Warning Lamps	20 Amp.
Courtesy, Dome, Cig. Lighter, Clock Lamps	20 Amp.
Backup, Turn Signal, and Cruise Control	20 Amp.
Gauges and Tell-Tale Lamps	10 Amp.
Windshield Wiper/Washer	20 Amp.

Overdrive Fuse, 3AG/AGC- 15 amp., In-line fuse between horn relay and overdrive relay.

An Air Conditioning high blower speed fuse, 30 amp. is located in an In-line fuse holder running from horn relay to Air Conditioning relay.

Do not use fuses of higher amperage rating than those recommended above.

Fusible Links are incorporated into the wiring system. These are wires of such a gauge that they will fuse (or melt) before damage occurs to an entire wiring harness in the event of an electrical overload. See your Chevrolet Dealer if fusible link replacement becomes necessary.

BULB SPECIFICATIONS

	Candle Power	Chevelle	Chevy II	Camaro
Headlamp Unit				
Outer—High Beam	37½ W	4002	—	—
Low Beam	55W	Sealed Beam	—	—
Inner—High Beam Only	37½ W	4001 Sealed Beam	—	—
High Beam	55W	—	6012	6012
Low Beam	45W	—	Sealed Beam	Sealed Beam
Front Park and Directional Signal	4-32	1157	1157	1157NA
Front Fender Side Marker Lamp	2	194A	194A	194A
Rear Side Marker Lamp	2	—	194	194
Tail, Stop, and Rear Directional Signal	4-32	1157	1157	1157
License Plate Lamp	4	67	67	67
Back Up Lamps	32	1156	1156	1156
Courtesy Lamp (Convertible)	6	631	—	631
Dome Lamp	12	211	211	211
Instrument Illumination Lamp	3	1816	—	—
(Includes Automatic Transmission)	2	—	168	194
High Beam Headlamp Indicator	2	1895	194	—
	1	—	—	1445
Indicator Lamps				
Gen.	2	1895	194	1816 (3CP)
Oil	2	1895	194	1445 (1CP)
Temp. System	2	1895	194	194
Brake Warning	2	1895	194	1816 (3CP)
Turn Signal	2	1895	194	194
Heater or A/C Control Panel Lamp	2	1895	1445(1CP)	1895
Glove Box Lamp	2	1895	1895	1895
Radio Dial Lamp	2	1893	1893	1893
Floor Mounted Console	2	1445	1895	1445
Underhood Lamp	15	93	93	93
Rally Sport Gauge Pack	2	—	—	1895
Seat Separator Lamp	6	212-1	—	—

CHEVROLET ZONE OFFICE ADDRESSES

Irondale, Ala. (Birmingham)
2300 Crestwood Blvd.

Los Angeles, California
1800 Avenue of the Stars

Oakland, California
10910 E. 14th St.

San Diego, California
707 Broadway

Denver, Colorado
4355 Kearney St.

Jacksonville, Florida
8206 Phillips Hwy.

Doraville, Georgia (Atlanta)
6005 Peachtree Industrial Blvd.

Indianapolis, Indiana
2350 N. Shadeland Ave.

South Bend, Indiana
320 W. Jefferson Blvd.

Broadview, Illinois (Chicago)
2600 S. 25th Ave.

Peoria, Illinois
2009 N. Knoxville

Des Moines, Iowa
818 Fifth Ave.

Lenexa, Kansas (Kansas City)
8900 Marshall Dr.

Wichita, Kansas
4921 E. 21st St.

Louisville, Kentucky
4501 Indian Trail

Harahan, La. (New Orleans)
5401 Jefferson Hwy.

Portland, Maine
150 Riverside St.

Hanover, Maryland (Baltimore)
1800 Parkway Drive

Westwood, Mass. (Boston)
505 Blue Hill Dr.

Grand Blanc, Michigan (Flint)
5198 Territorial

Southfield, Michigan (Detroit)
15565 Northland Dr.

Edina, Minn. (Minneapolis)
7600 Metro Blvd.

Hazelwood, Missouri (St. Louis)
5801 N. Lindbergh Blvd.

Omaha, Nebraska
11616 "I" Street

Englewood, N. J. (Newark)
385 Nordhoff Place

Bethpage, Long Island, N. Y.
175 Central Ave., South

Cheektowaga, N. Y. (Buffalo)
2615 Walden Ave.

Syracuse , N. Y.
107 Twin Oaks Dr.

White Plains, N. Y.
10-12 Mitchell Place

Charlotte, N. C.
701 Interstate 85

Fargo, N. D.
701 Fourth Ave., N.

Cleveland, Ohio
12990 Snow Road (Parma)

Sharonville, Ohio (Cincinnati)
11575 Reading Rd.

Oklahoma City, Oklahoma
N. E. 36th & Santa Fe Streets

Beaverton, Oregon (Portland)
2250 N. W. Tualatin Valley Hwy.

Carnegie, Penn. (Pittsburgh)
507-527 Forrest Ave.

Harrisburg, Pennsylvania
101 Radnor St.

King of Prussia, Penn. (Phila.)
935 First Avenue

Memphis, Tenn.
3495 Lamar Ave.

Dallas, Texas
8635 Stemmons Freeway

El Paso, Texas
1633 Airway Blvd.

Houston, Texas
4807 Wake Forest St.

North Salt Lake, Utah
845 N. Overland St.

Sandston, Va. (Richmond)
5450 Lewis Road

Charleston, W. Virginia
1205-1211 Virginia St., E.

Seattle, Washington
233 Sixth North

Green Bay, Wisconsin
1901 S. Webster Ave.

Milwaukee, Wisconsin
4066 N. Port Washington Ave.

CANADA

Vancouver, B. C.
900 Terminal Avenue

Calgary, Alta.
4220 Blackfoot Trail,
Box 2510

Regina, Sask.
8th Avenue and Toronto Sts.
Box 2006

Winnipeg, Man.
1345 Redwood Avenue

London, Ont.
Box 3412-Terminal

Ottawa, Ont.
875 Belfast Road

Toronto, Ont.
68 Richmond St., E.

Montreal, Que.
5000 Trans-Canada Highway,
Pointe Claire, Quebec

Moncton, N. B.
653 St. George St.

MEXICO

General Motors de Mexico S. A.
de C. V. Av. Ejercito Nacional
No. 843 Mexico 5, D. F.
Telephone 25453921

INDEX

ADDITIONAL INFORMATION

THANK YOU

WARRANTY

When purchased new, your Chevrolet is covered by the Manufacturer's New Vehicle Warranty and the policy on Chevrolet Owner Service, both of which are contained in your Owner Protection Plan booklet given to you by your Authorized Chevrolet Dealer at the time of delivery.


CHEVROLET