1967 CHEVELLE OWNER'S MANUAL

IMPORTANT SAFETY TIPS PAGES 2 & 3

1967 CHEVELLE OWNER'S MANUAL
OPERATION & MAINTENANCE INSTRUCTIONS

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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 TIPS TO HELP YOU ENJOY THE MAXIMUM IN SATISFACTION AND SAFETY

CHEVROLET MOTOR DIVISION • GENERAL MOTORS CORPORATION
DETROIT, MICHIGAN 48202

SECOND EDITION
DECEMBER, 1966

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!

SAFE DRIVER CHECKLIST

- ☐ *Make safety belts a habit . . . buckle up for safety.*
- ☐ *Lock your doors for added safety.*
- ☐ *Adjust seats and mirrors for clear vision and safe handling.*
- ☐ *Check tire pressure regularly.*
- ☐ *Observe weather and road conditions . . . and drive accordingly.*
- ☐ *Be sure you are physically and mentally alert to drive.*
- ☐ *Look around before driving away from where you are parked.*

Safe Drivers Observe All Traffic Laws . . . *Make Safe*

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

- Economical operation of your vehicle
- Safety for you and your passengers
- Dependable transportation

*HAVE THIS 10-POINT SAFETY INSPECTION PERFORMED ONCE A YEAR**

- √ Brakes
- √ All Lights
- √ Turn Signals
- √ Steering and Wheel Alignment
- √ Tires
- √ Exhaust System
- √ Glass and Mirrors
- √ Windshield Wipers and Washers
- √ Windshield Deicer and Defogger
- √ Horn

Details of these safety check items will be found in your Owner Protection Plan Booklet

*Minimum Requirements—Some states require more frequent inspection

QUICK REFERENCE INDEX

OF IMPORTANT SAFETY INFORMATION

*Driving a Habit . . . Get a Safety Inspection Once a Year**

A WORD FROM CHEVROLET . . .

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

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 Chevelle. 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 CHEVELLE'S FIRST FEW HUNDRED MILES OF DRIVING

Sound design and precision manufacturing methods will permit you to operate your new Chevelle 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 Chevelle. 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 Chevelle.

CAUTION: Avoid inhaling exhaust gases when any concentrations of these are present in the air, i.e. in a garage, or when parked for extended periods with the engine running. Exhaust gases may have strong odors which normally should give warning of their presence. However, exhaust gases may not be noticeable under certain conditions and the senses of people react differently. Exhaust gases contain a percentage of carbon monoxide which is a poisonous gas that, by itself, is tasteless, colorless and odorless.

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. The key must be pushed "in" as you turn 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.

- ENGINE COLD—Depress accelerator pedal to floor and release. This sets automatic choke.
- ENGINE HOT—Hold accelerator pedal part way down while starting.
- DURING EXTREMELY COLD WEATHER (0°F. and below)—Depress accelerator pedal to floor 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.

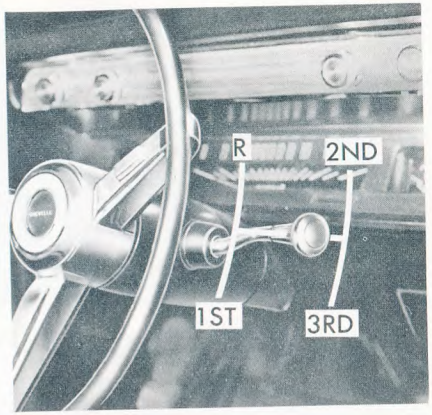
- ENGINE FLOODED – Depress accelerator pedal and hold to floor while starting. Never "pump" the accelerator pedal.

WARM-UP

Always let the engine idle for a moment or two after starting and drive at moderate speeds for several miles, especially during cold weather.

DRIVING WITH THE CHEVELLE MANUAL TRANSMISSIONS

The 3-speed manual transmission shift positions follow the standard pattern shown. The 4-speed transmission shift pattern diagram is located on the floor plate. Depress the clutch pedal fully before shifting to a different gear, then release the pedal to move in that gear. Shift into a lower gear, when slowing down, before the car begins to "lug" or labor and also when descending steep hills. Both transmissions, being fully synchronized, may be downshifted into 1st gear at any speed below 20 mph. Shift into Reverse gear only after the car has stopped. Always depress and release the clutch pedal fully when shifting.

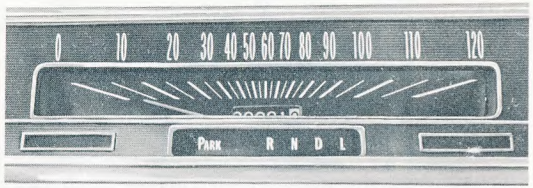


FOUR SPEED TRANSMISSION REVERSE SHIFT—Lift up on the reverse release cable handle just below the shift lever knob when shifting into reverse gear. The shift linkage may be adjusted to allow "short stroke" shift lever operation. See your Chevrolet Dealer.

DRIVING WITH THE OVERDRIVE TRANSMISSION

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."

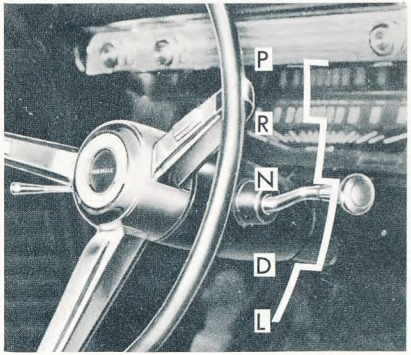
DRIVING WITH THE POWERGLIDE OR TURBO HYDRA-MATIC TRANSMISSION



The Powerglide and the Turbo Hydra-Matic are completely automatic transmissions which replace the standard clutch and transmission. After starting the engine with the selector lever in N (Neutral) or P (Park) position, select the range desired (see tables below) and depress the accelerator. 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.

CAUTION: When stopping or leaving the car unattended, even for a few moments, place the selector lever in "Park" position and fully apply the parking brake.

POWERGLIDE



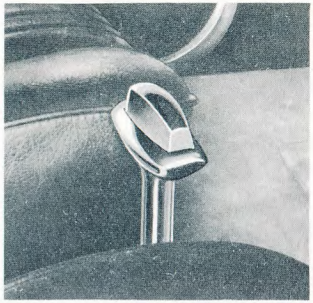
P—PARK	Use only when car is stopped.
R—REVERSE	For backing car—from stop.
N—NEUTRAL	For standing (Brakes Applied).
D—DRIVE	For forward driving. Depress accelerator to floor for extra acceleration at speeds (depending on engine, axle and tire combinations) as high as 40 to 60 mph.
L—LOW	For hard pulling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

Column Shift Lever

The heavy line in the illustration on the previous page indicates the movement of the shift lever as it is lifted to shift into Reverse or Low and into or out of Park position.

Floor Console Shift Lever

The floor console shift lever may be moved freely between Neutral and Drive and (on the Turbo Hydra-Matic) between Low_1 and Low_2. Press lightly on the shift lever button as you shift into Reverse or Low (Low_2 on Turbo Hydra-Matic). Depress the button fully when shifting into or out of Park position. Exercise care in depressing button to prevent unintentional shifts to Park, Low (or Low_2) or Reverse.



TURBO HYDRA-MATIC

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 below 65 mph; depress accelerator half-way at speeds below 30 mph.
L_2—LOW$_2$	For driving in heavy traffic or on hilly terrain. Shift into L_2 at any vehicle speed.
L_1—LOW$_1$	For hard pulling through sand, snow or mud, and for climbing or descending steep grades.

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" 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

If your Chevelle must be towed, the following precautions must be observed: The car may be towed safely on its rear wheels with the shift lever in neutral position ("N" if automatic transmission) at speeds of 35 miles per hour or less under most conditions.

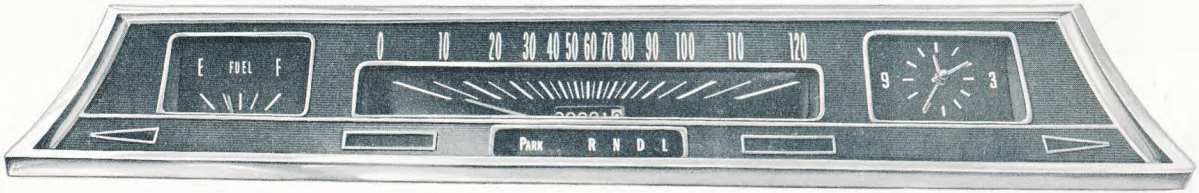
However, the drive shaft must be disconnected or the car towed on its front wheels if (1) Tow speeds in excess of 35 mph are necessary, (2) Car must be towed for extended distances (over 50 miles) or, (3) Transmission is not operating properly. If car is towed on its front wheels, the steering wheel should be secured to keep the front wheels in a straight-ahead position.

• EMERGENCY STARTING

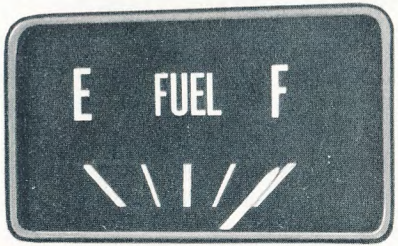
If your Chevelle is equipped with a manual 3-speed or 4-speed transmission, it can be started in an emergency by pushing. When being pushed to start the engine, turn off all unnecessary electrical loads, turn ignition to "ON", depress the clutch and place the shift lever in high gear. Release the clutch 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 battery is discharged, use an auxiliary battery 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

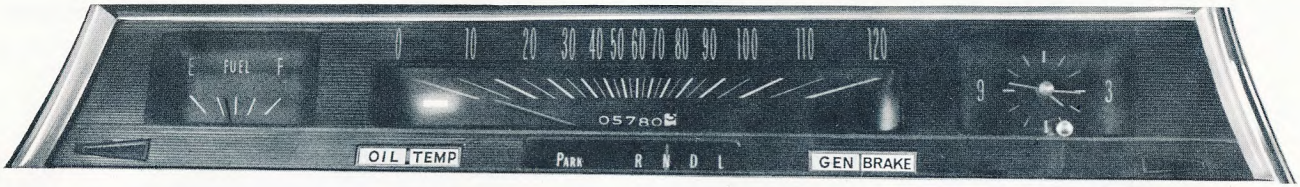


The instruments, gauges and indicator lights conveniently grouped in the instrument cluster are designed to tell you at a glance many important things about the performance of your car. The information on this and the following three pages will enable you to more quickly understand and properly interpret 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.



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.

GENERATOR INDICATOR LIGHT

This light provides a quick check on the generating system of your Chevelle. 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.

OIL PRESSURE INDICATOR LIGHT

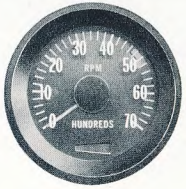
This light will be on when the ignition switch is turned on and should go out after the engine is started. Occasionally the light may be seen to flicker momentarily, but this will do no harm. However, if the light remains on during normal driving speeds, the engine should be stopped until the cause of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

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.

HEADLIGHT BEAM INDICATOR LIGHT

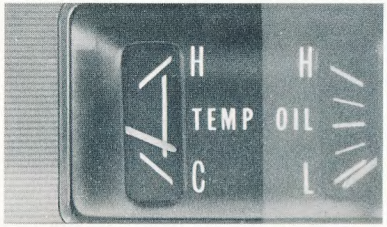
The headlights of your Chevelle have high and low beams to provide you with proper night-time visibility during all driving conditions. The "low" beams are used during most city driving. The "high" beams are especially useful when driving on dark roads since they provide excellent long range illumination. 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 16).

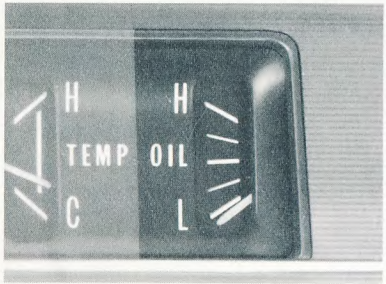


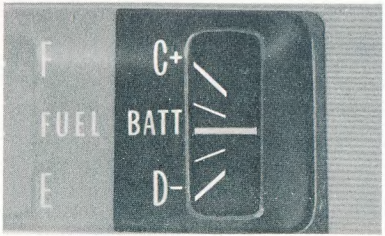
SUPER SPORT INSTRUMENTS AND GAUGES

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.

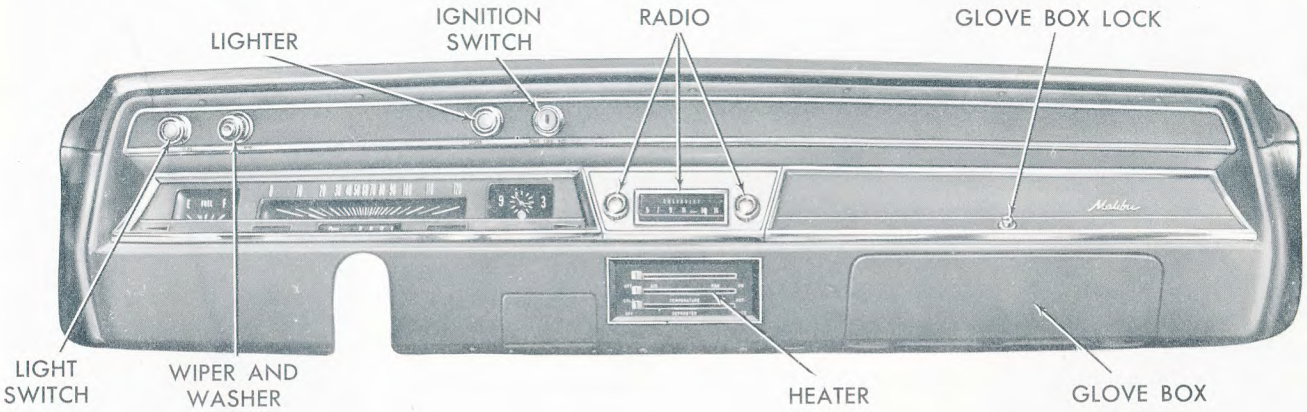
Oil Pressure Gauge

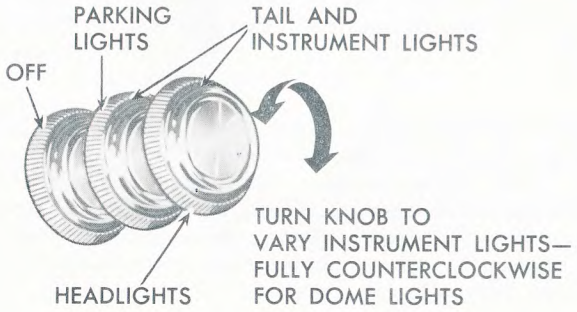
This optional gauge indicates the pressure at which oil is being delivered to the various parts of the engine requiring lubrication. Pressures registered by the gauge may vary according to outside air temperatures or weight of oil being used. Oil pressure of a cold engine being operated at a given speed 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





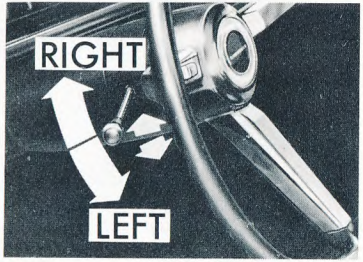
LIGHT SWITCH

The three position light switch controls the headlights, taillights, parking lights, instrument lights and dome lights as shown. The headlight and parking light circuits are 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 and parking light wiring immediately.

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.

TURN SIGNAL LEVER



Move the lever fully up for a right turn and fully down to indicate a left turn. The instrument panel indicators will flash to indicate the direction of the turn being signaled. When the turn is completed, the lever will return to neutral. In the event of a very wide turn, it may be necessary to turn off the signal manually. If turn signal indicator light stays on but does not flash, check for burned out signal bulb on that side of car.

Lane Changer: Light pressure on the turn signal lever in the proper direction allows you to signal lane changes when necessary. Release the lever to cancel the signal.

HAZARD WARNING FLASHER

In the event your car is disabled or you stop for any reason on the highway, this hazard warning system which flashes all turn signal lights should be used to warn other drivers of your presence. This system is activated by pushing "in" on the traffic hazard flasher switch button mounted on the right side of the turn signal housing. Pull button out to cancel. Since the flashing of all turn signal lights universally means "this vehicle is not moving," never drive the car with the hazard warning flasher operating.

BRAKES

All Chevelles 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 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.

Power Brakes

Cars equipped with power brakes utilize engine vacuum to reduce the braking effort to much less than is required with regular brakes. A built-in vacuum reserve will supply two or more power assisted brake applications after the engine has stopped. After the vacuum reserve has been exhausted, the vehicle can be stopped utilizing the manual portion of the power brake system although considerably more foot pressure will be needed to stop the vehicle.

Metallic Brake Linings

Vehicles equipped with optional metallic brake linings, whether with standard or power brakes, will require somewhat more relative pedal pressure when cold than conventional brake linings. This condition will exist only until the units warm up, several stops at most.

Parking Brake

Always engage parking brake when vehicle is parked by firmly depressing foot pedal as far as possible. To release the parking brake, pull the "Brake Release" handle. The pedal then returns to normal position. The Brake System Warning Light is located and described on Page 13.

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 free. 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

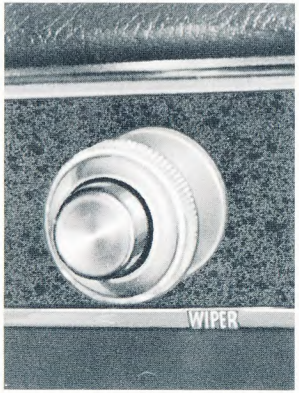
Turn the control knob clockwise to start the electric windshield wiper. The two-speed electric wiper has both a "low" and a "high" speed position.

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.

Keep the water container under the hood filled at all times. Avoid operating the washer when jar is empty. G. M. Windshield Washer Solvent and Anti-freeze added to the water aids in cutting road film and grease from the windshield, and prevents freezing in the winter.

Solvent should be used according to the directions on the bottle. Be certain to use the correct concentration during freezing weather.

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.

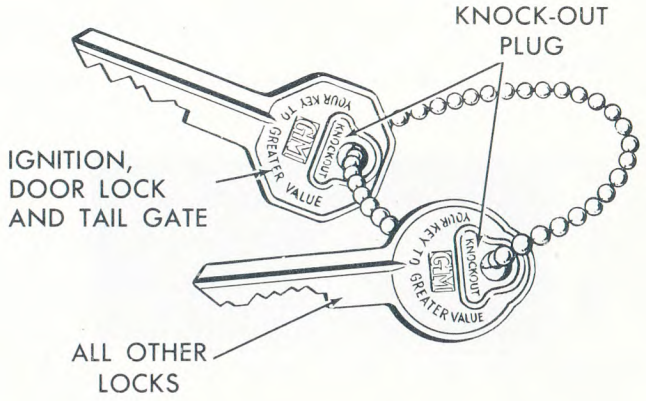


KEYS, DOORS AND LOCKS

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.

Each key has a removable knockout plug on which is stamped its serial number. Record this number so that you may have duplicate keys made in the event that the originals are lost. After recording the number of each key, it is recommended that you remove the knockout plug, using a hammer and punch, and discard it so that your key cannot be duplicated by anyone else.



Door Locks

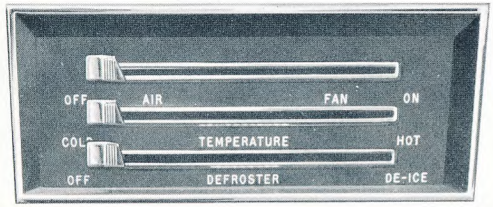
Chevelle door lock design contributes to passenger safety and to the security of your car and its contents. Always keep the doors locked when driving as well as when leaving the car unattended.

To lock each door from the outside, depress the inside locking button, hold the outside door handle opening button fully in and firmly close the door. Lock doors from inside by depressing the locking buttons located on the window sills.

Unlock the doors from outside by means of the ignition key or from inside by lifting up on the inside locking button.

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.

HEATER



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.

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.

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.

Heating

For maximum heat, move the AIR, OUTLETS, and TEMPERATURE levers fully right and push the FAN switch (a three-speed switch) fully down. Heated air will flow through the heater floor distributor outlet.

Vary the heater output to satisfy your comfort requirements by moving the FAN switch and the TEMPERATURE lever as required.

To defrost, operate the heater as described above, but with the lower lever moved fully right to divert the entire airflow to the defroster outlets. Moving the DEFROSTER lever back toward the left will split the airflow between the defroster outlets and the floor distributor outlets in proportion to the movement of the knob. See "Heater Operating Tips."

Cooling

For maximum cooling capacity when first turning on the system and during periods of extreme heat and humidity, move all four levers fully left and push the FAN switch fully down. Cooled, recirculated air flow will enter the car through the adjustable instrument panel outlets and knee level outlets.

During periods of less severe heat and humidity, the upper lever may be set in the detent above the horizontal line between the words "INSIDE" and "AIR." During more temperate weather conditions, move the upper lever to the right for full outside air.

Vary the FAN switch (which must be turned "ON" during cooling operations) and the TEMPERATURE lever as necessary to satisfy your comfort requirements.

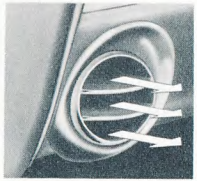
Bi-Level Operation

Set the control knobs as shown to supply heated air at the floor and cooler air at the dash outlets. Vary temperature control and fan speed as desired.

Four Season System Conditioned Air Outlets

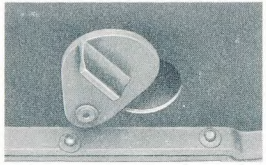
The barrel type center outlet may be turned to direct air flow up, down or straight out.

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.

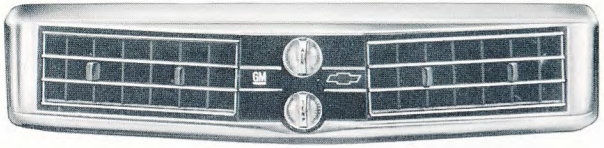


Two outlets on the air duct below the dash panel may be opened to provide cooled airflow at knee level. Rotate the outlets to the full down position to shut them off.

For additional conditioned airflow to the floor, open the swivel cover on the bottom of the conditioner air duct as shown at the right.



UNIVERSAL AIR CONDITIONING SYSTEM

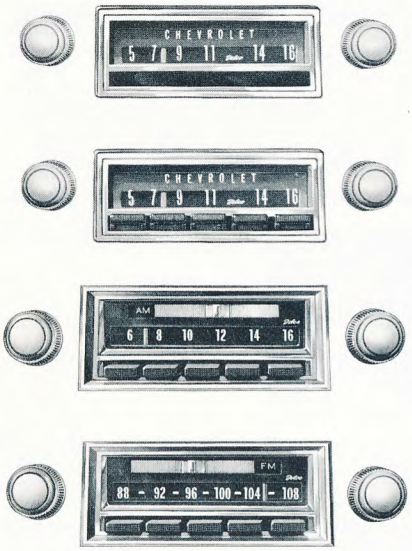


The Universal Air Conditioning System will provide you with warm weather driving comfort.

- Turn the AIR knob to control the three-speed blower as desired.
- The TEMP knob may be regulated to provide the degree of cooling desired. Fully clockwise provides maximum cooling.
- For most efficient cooling when driving at elevation of 4000 feet or more, turn the TEMP knob slightly counterclockwise.

AIR CONDITIONER OPERATING TIP

Close all windows and vents when operating the 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.

CHEVELLE "ALL TRANSISTOR" RADIOS

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

● ● ● Manual AM Radio

The left hand radio control knob is the "on-off" switch and volume control knob. At its base is the tone control knob with which the radio tone may be varied from bass to treble.

The right hand knob is the manual station selector. When the optional rear seat speaker is installed, a knob at the base of the station selector knob allows use of either front or rear speaker, or both speakers simultaneously.

● ● ● 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 Manual and 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.

SEATS

The front seat of all Chevelle models may be quickly and easily adjusted forward or rearward to provide maximum driving comfort. (Your Authorized Chevrolet Dealer can make additional adjustments to further tailor the seat to your particular comfort requirements.) The optional electrically operated front seats provide for raising and lowering the entire front seat and tilting it fore and aft.

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.

Front Seatback Lock

For your safety each folding front seatback has a lock which must be released before the seatback can be folded forward.

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

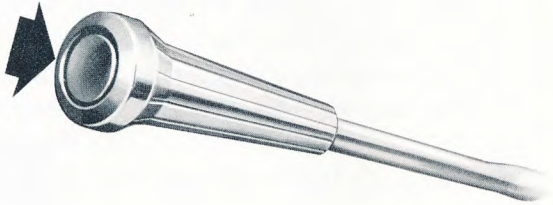
The optional Cruise-Master provides fully automatic speed control for your comfort when traveling on turnpikes, expressways, or other non-congested highways. The system automatically disengages whenever the brake pedal is depressed.

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.

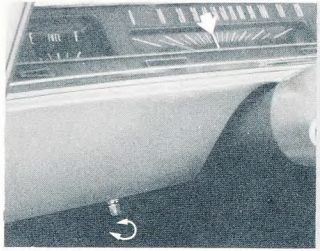
When the system has been disengaged by brake application, it may be reengaged when desired as described above.



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.

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.

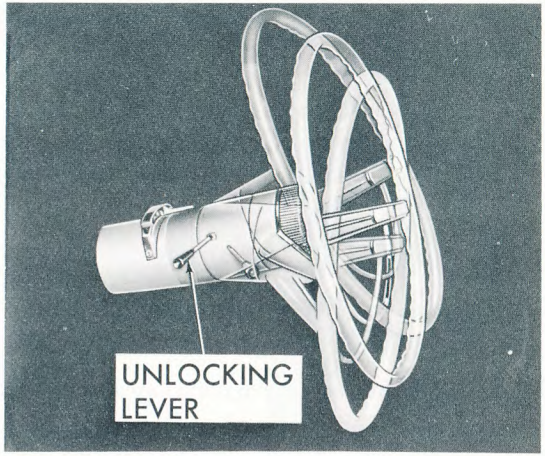


OTHER FEATURES

TILT STEERING WHEEL

The optional Tilt Steering Wheel may be adjusted to allow the wheel to move up-and-down. This feature will allow greater ease of entry and exit as well as choice of the most natural and comfortable driving position. Since the adjustment may be changed while driving you may want to vary the wheel position occasionally during long drives to minimize fatigue and tension.

To **tilt** the wheel to any of its six positions, lift the unlocking lever, move the wheel to the desired position, then release the lever to lock the wheel. The wheel is spring loaded so that lifting the lever will cause the wheel, unless restrained, to snap into its upper-most position.



POSITRACTION REAR AXLE

A Positraction differential (optional at extra cost) is available on all models. The Positraction differential provides additional traction in 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 differential allows the wheel with the greatest traction to drive the car.

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

SAFETY BELTS

Safety belts provide added security and comfort. Front and rear seat belts, factory installed, are standard equipment on all models. Proper usage and care of these belts will provide added security to driver and passengers in case of sudden, unexpected stops.

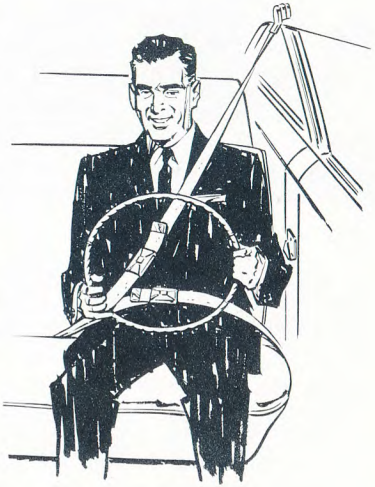
SEAT BELTS—After the front seat has been positioned to the satisfaction of the driver, grasp the buckle end and the flat metal "eye" end of your individual belt assembly and position the belt across the pelvic area as low on the body as possible (never use the same seat belt for more than one person at any given time). 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 firmly by pulling on the end of the belt protruding from the buckle. For retractor equipped belts, pull retractor half of the belt 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. When using seat belt retractors, be sure to avoid: (A) Wearing a seat belt loosely or with slack in the system, and (B) Wearing the belt with the webbing wound around the retractor drum.

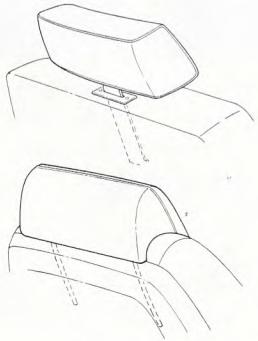
SHOULDER BELTS—All Chevelles are equipped with shoulder belt anchors built into the vehicle. Optional

shoulder belts are available for the driver and right front seat passenger. Shoulder belts must always be worn in conjunction with seat belts and are fastened with individual buckles in the same manner as seat belts. Shoulder belts should be tightened only to the point where controls and switches can be easily reached without restriction from the belt. The use of shoulder belts is not recommended for children under 6 years old. Shoulder belts not in use must be anchored by inserting buckle into retainer to prevent the buckle end from swinging around.

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.





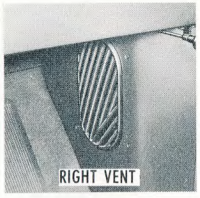
HEADREST

Optional headrests can be adjusted to different heights by pulling up or pushing down by hand. Detents provide positive headrest location. Headrests should be adjusted to contact the center of the head when moved straight back. To remove the headrest, first raise headrest to full up position, then move headrest toward the right side of the car and pull fully out of the seatback. (On Strato Bucket Seats: raise headrest to full up position, depress wire retaining springs at points where support rods enter seatback, and lift headrest out of seatback.)

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.

Four Season Air Conditioning equipped cars have no control knob for the right hand vent, since the vent is 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, parking and getting 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 is required.

POWER WINDOWS

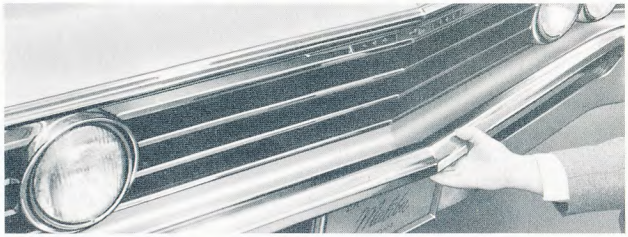
All vertical moving windows (except the Station Wagon tailgate window) are controlled by the power window control switches located on the left front door. Individual switches are provided under each window for passenger use. Switches are wired through the ignition switch (except for the station wagon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

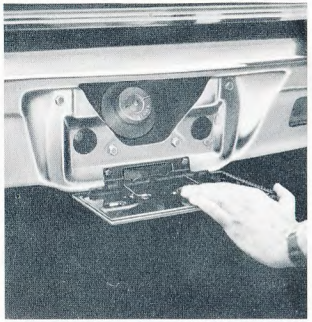
GLOVE BOX

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

HOOD RELEASE

Lift the hood release to open the counterbalanced hood. If the hood must be slammed to insure closing, it is in need of adjustment. A hard slam should not be necessary.





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.

GAS CAP

The gas cap is located in the left rear fender in all Chevelle station wagons and behind the license plate in all other models. Station Wagon models make use of an anti-surge, vented gas cap. All other models use a non-vented gas cap. If the gas cap is lost, see your Authorized Chevrolet Dealer for a replacement.

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.

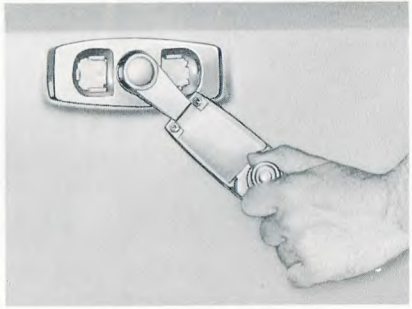
Manually Operated Tailgate Window

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.

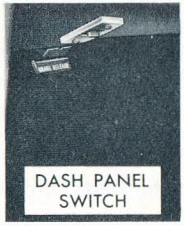
Raise the window by pulling out the window regulator handle at the end indicated by the arrows and turning the handle clockwise. Rotate handle counterclockwise and snap into place.

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.



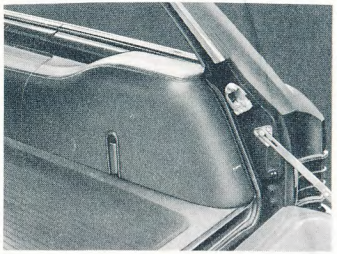
OUTSIDE TAILGATE SWITCH

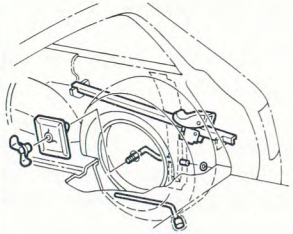


DASH PANEL SWITCH

Electrically Operated Tailgate Window

Operate the optional electric tailgate window by means of one of the switches pictured. The dash panel switch will operate only when the ignition switch is "on". 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.





STATION WAGON SPARE TIRE AND JACK STORAGE

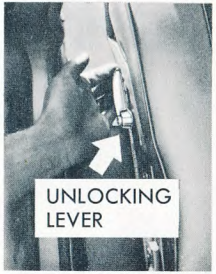
The spare tire and jacking equipment are stowed behind a removable panel in the right rear quarter panel. The panel is held in place by means of a toggle latch on its lower edge. After loosening the latch, the panel may be removed from the car.

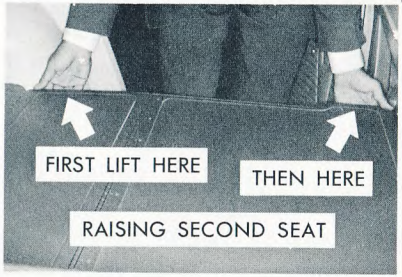
OPERATING THE FOLDING SEATS

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

- Pull forward on 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.

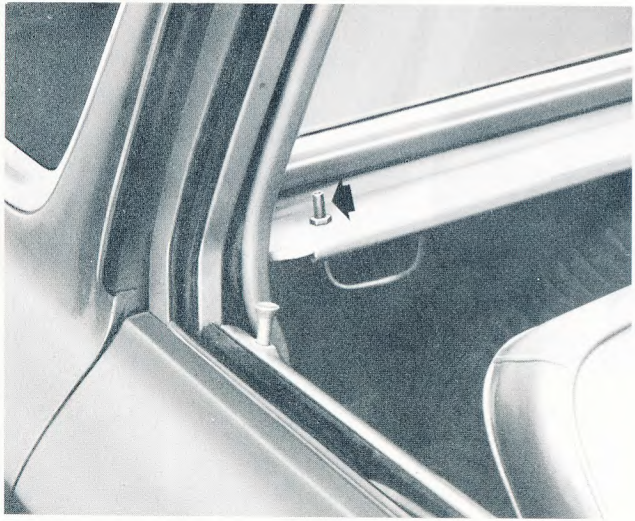
ALL MODELS—SECOND SEAT





CONVERTIBLE

Except for the folding top, the convertible model is operated in the same manner as other Chevelle 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.

SUPERLIFT AIR ADJUSTABLE SHOCK ABSORBERS

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

El Camino—on the top right hand side of the shelf behind the seat.

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

Other models—to the right of the fuel filler cap (open the filler cap door for access).

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 CHEVELLE

EXTERIOR APPEARANCE

Your Chevelle 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 Chevelle

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 Chevelle

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.

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 Chevelle 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 Chevelle engines.

Engine	Fuel Grade
ALL 6-CYLINDER	Regular
283 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 Chevelle 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 56).
2. The engine identification number (see page 55).
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 REQUIREMENTS

High quality engine oils are available at your Chevrolet Dealer and at many service stations.

It is recommended that you use an oil which, according to the label on the can is: (1) intended for service MS and (2) passes car makers tests or meets General Motors Standard GM 4745-M.

Oils conforming to these types contain detergent additives.

If higher detergency is required to reduce varnish and sludge formation, a thoroughly tested and approved concentrate – 'High Detergency Concentrate" – is available at your Chevrolet Dealer who is qualified to advise you regarding its use. The use of "break-in" oils, "tune-up" compounds, "friction-reducing" compounds, etc. in your Chevrolet engine are specifically not recommended.

RECOMMENDED VISCOSITY – The following chart will serve as a guide in selecting the proper oil viscosity. The proper oil viscosity helps assure good cold starting characteristics by reducing friction, thus increasing cranking speed.

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

*SAE 5W-30 oil may be used at temperatures below freezing

NOTE: When changing the oil during the Fall and Winter seasons, consider the lowest anticipated temperature for the next 60 days.

- SAE 5W oil is not recommended for sustained high speed driving.
- SAE 30 oil may be used when the prevailing daylight temperature is above 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.

AIR INJECTION REACTOR (A.I.R.)

The Air Injection Reactor System is an exhaust emission control system installed on all domestic 1967 GM cars (and some trucks) destined for initial registration in the state of California. This system is entirely separate from the Positive Crankcase Ventilation System and is designed to reduce air pollution caused by engine exhaust tailpipe gases by "treating" the unburned hydrocarbons and carbon monoxide as they are expelled from the combustion chamber into the exhaust manifold. A sealed bearing pump, driven by the engine, compresses, distributes and injects clean filtered air at the exhaust port of

each cylinder. Here it combines with the unburned hydrocarbons and carbon monoxide at high temperatures in a chemical reaction, producing a "treated" exhaust that is below the maximum allowable level for air pollution from this source. This does not reduce the danger of inhaling any concentration of carbon monoxide in a confined area. See Page 5 for carbon monoxide warning.

The annual engine tune-up recommended for normal engine efficiency, operation, and performance is important for the A.I.R. system's continued effectiveness.

COOLING SYSTEM CARE

Check the coolant level at each engine oil change. Level should be 1" below bottom of filler neck when cold.

The inhibited year-around (permanent-type) 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, and provides freezing protection to −20°F.

It is the owner's responsibility to keep the freeze protection at a level commensurate with the area in which the vehicle will be operated. Regardless of climate, 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 that meets GM Specification 1899-M should be used.

Every two years the cooling system should be serviced by flushing with plain water, then completely refilled with a fresh solution of water and a high-quality, inhibited (permanent-type) glycol base coolant meeting GM Specification 1899-M, and providing freezing protection at least to 0°F. At this time, also add GM Cooling System Inhibitor and Sealer or equivalent. In addition, Cooling System Inhibitor and Sealer should be added every fall thereafter. GM Cooling System Inhibitor retards the formation of rust or scale and is compatible with aluminum components.

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

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.

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.

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 the drain plug 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 Chevelle 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 when loads of five passengers or less are carried.

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 ensure you of the best tire life and riding comfort over the full range of driving conditions.

Optional Oversize and 8-Ply Rating Tires

Oversize or 8-ply rating tires 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.

Optional oversize 4-ply rating and/or 8-ply rating tires are available on models as indicated in the following usage table. On some models (example: Station Wagons), 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 extended operation at or near full rated load or for trailer towing when an extra margin of tire service is desired. However, use of 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 283 V-8, All Styles except Station Wagon, Sport Sedan and Convertible	7.35	7.35	7.75	7.75
283 V-8, Sport Sedan and Convertible 327 V-8 Std., except Sport Sedan, and Convertible	7.75	7.35	—	7.75
327 V-8 Std., Sport Sedan and Convertible 327 V-8 H.P., All Styles	7.75	7.75	—	—
396 V-8, Pick-Up Delivery	7.75	7.75	—	—
396 V-8, Super Sport Convertible and 2-Door Coupe	F70	F70	—	—
All engines, Station Wagon	7.75	7.75	7.75 (8-Ply Rating, 4-Ply)	7.75 (8-Ply Rating, 4-Ply)

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

*A/C (Air Conditioning)

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 26	Front 24	Rear 22
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 22	Rear 30 30	Front 22 22	Rear 26 26
El Camino		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	Rear 30	Front 24	Rear 24

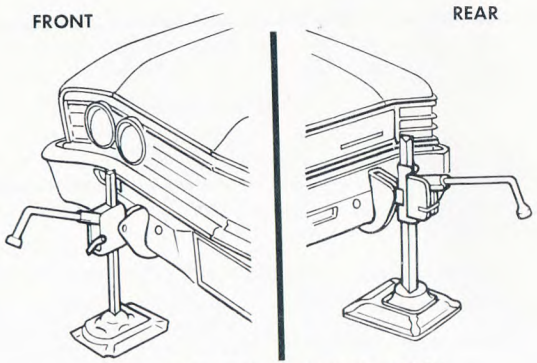
1. Tire inflation pressures may increase as much as six (6) pounds per square inch (PSI) when hot.
2. For continuous high speed operation (over 75 MPH) increase tire inflation pressures four (4) pounds per square inch over the recommended pressures up to a maximum of 32 pounds per square inch cool for 4-ply rating tires, or 40 pounds per square inch cool for 8-ply rating tires. Sustained speeds above 75 MPH are not recommended when the 4 pounds per square inch adjustment would require pressures greater than the maximums stated above.
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 load limit greater than the 1100# load (1200# for Station Wagons or 1250# for El Camino) specified in the Tire Inflation Pressure Table.
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.

Changing Tires

Position jack under bumper as shown. Set parking brake, place the transmission in PARK (automatic) or REVERSE (manual), block diagonally opposite wheel, remove hub cap and loosen wheel nuts. Set small lever on jack to UP position, and using the wheel nut wrench as the jack handle, raise car until the tire clears the ground. Remove the wheel and put on the spare, tightening the wheel nuts. Move the jack control lever to DOWN position and lower car one notch at a time until wheel touches ground. Retighten wheel nuts and replace hub caps.

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

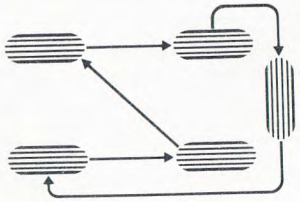
If your vehicle is equipped with a Positraction differential, do not run the engine for any reason with one rear wheel off the ground as the car may drive through the rear wheel remaining on the ground.



POSITION JACK IN BUMPER NOTCH

Switching Tires

To equalize wear it is recommended that the tires be rotated every 6000 miles as shown on the adjacent diagram.



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 Chevelle. 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 engine oil every 60 days even though less than 1,000 miles have been driven. If more than six thousand miles are driven in a 60-day period, change oil every six thousand miles. This interval applies to the initial change as well as subsequent oil changes. An MS oil, which meets General Motors Standard GM-4745M, was installed in your engine at the factory. It is not necessary to drain this original 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 piston rings become seated.

Certain driving conditions, such as dust storms, and frequent driving on dusty roads, necessitate more frequent oil changes. Your Chevrolet Dealer is qualified to advise you.

ENGINE OIL FILTER

The oil filter should be replaced at the engine oil change nearest a 6,000 mile interval or every six months, whichever occurs first.

VENTED OIL FILLER CAP

Remove the crankcase ventilation filter (where used) at each oil change (more often under dusty conditions), wash in kerosene, re-oil with SAE 20W oil and reinstall.

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

Paper Element Type—First 12,000 miles, inspect and test element; if satisfactory, element may be reused but must be rechecked every 6,000 miles thereafter until replaced. Element must not be washed, oiled, tapped or cleaned with an air hose.

Polyurethane Type—Every 12,000 miles clean element in suitable solvent such as Kerosene, squeeze out all solvent, then soak in engine oil and squeeze out. Then squeeze in a clean dry cloth to remove excess oil.

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

6 Cylinder Engine—Rotate cam lubricator 180° at 12,000 mile 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

Every 12,000 miles—Have engine tune-up operations performed to maintain maximum engine performance and fuel economy.

FUEL FILTER

Replace filter element located in carburetor inlet if flooding occurs, if engine surges during constant speed operation (pulsating effect) or if poor performance is experienced during acceleration or at higher speeds.

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, or 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 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

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.

General Motors "EXTRA DUTY" Automatic Transmission Fluid has been especially formulated and tested for use in your Automatic Transmission. If this fluid is not available, Automatic Transmission Fluid Type "A" identified by the mark AQ-ATF followed by a number and the suffix letter "A" may be used.

Recheck fluid level on dipstick and again add a small amount of fluid if needed to bring level to full mark. DO NOT OVERFILL.

Lubricate Powerglide shift linkage at frame and transmission with water resistant EP Chassis Lubricant.

Every 12,000 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 con-

ditions)—Remove fluid from the transmission sump and add 2 quarts* U.S. measure (1¾ quarts* Imperial measure) of fresh fluid. Operate transmission through all ranges and check fluid level as described above.

Powerglide Low Band Adjustment

At each transmission fluid change performed at the intervals outlined above, 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 12,000 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, or at every other fluid change—the transmission sump strainer should be replaced.

*Except if vehicle is equipped with transmission provided in heavy duty service options. If so equipped, drain converter and sump every 12,000 miles and add approximately 9 quarts U.S. Measure (7½ quarts Imperial Measure) of fresh fluid.

CLUTCH CROSS-SHAFT

Every 36,000 miles or sooner if necessary—Remove the plug, install a lubrication fitting and lubricate with water resistant EP Chassis Lube.

FRONT SUSPENSION

Every 6,000 miles or 6 months—Lubricate 4 fittings with water resistant EP Chassis Lubricant.

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 6 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.

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 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 6 months—Check level in pump reservoir. Fill pump reservoir as required with G.M. Power Steering Fluid or, if this is not available, Automatic Transmission fluid "Type A" bearing the mark AQ-ATF followed by a number and the suffix letter "A". 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 and adjust whenever the wheel and hub are removed.

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.

POSITIVE CRANKCASE VENTILATION (P.C.V.)

The Positive Crankcase Ventilation system, which is standard equipement on your vehicle, helps control air pollution caused by crankcase blow-by gases. The P.C.V. system connects the crankcase and intake manifold of the engine and exhaust blow-by gases are returned through this system to the combustion chamber where they are reburned. Periodic inspection and required servicing of your P.C.V. system assures a cleaner, better-performing, longer-lasting engine and almost 100% elimination of any air pollution caused by crankcase blow-by gases. A plugged P.C.V. system can cause condensation of blow-by gases in the crankcase, resulting in the formation of acids, sludge build-up and oil dilution. 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.

EXTENDED VEHICLE STORAGE

If you plan to store your Chevelle 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 Chevrolet for storage.

TRAILER HAULING

It should be recognized by all trailer users that all makes of 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 safe operation, dependability and economy. Although all Chevelles will pull a trailer as satisfactorily as other makes of passenger cars, maximum satisfaction and pleasure will be derived through use of proper equipment and avoid overloading and other abusive operation.

Since many kinds of trailer hitches are sold, it is not practical for Chevrolet Engineering to evaluate and test all hitches. Chevrolet recommends only that the owner satisfy himself as to the strength of the hitch and the method by which it is attached to the car. Generally, trailer tongue loads should be minimized by maintaining good balance of the load in the trailer. General information on trailer hauling and optional equipment is available in booklet form, and can be obtained by writing to Chevrolet Motor 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.

(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. If the filter appears to be plugged, clean it as well as possible by scraping out the foreign material and cleaning in a solvent. Then reinstall the filter. Replace the filter with a new one as soon as possible.

Fuel Filter

(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. Clean (oil wetted or oil bath air cleaner) or replace (paper element air cleaner) your air cleaner element 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.*

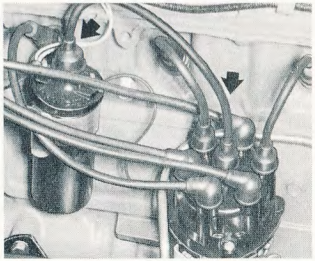
POOR BATTERY CONNECTIONS may be suspected if the car has operated properly a short time before and now not even the horn will operate. Check both ends of both battery cables. If the connections are corroded, a car may sometimes be restored to operation by removing all cable ends, scraping all contacting 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.

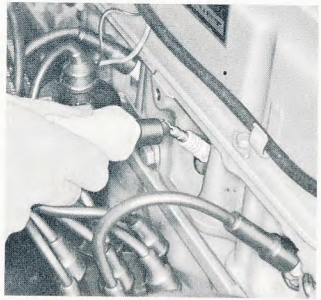


Distributor and Coil Cables

(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

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

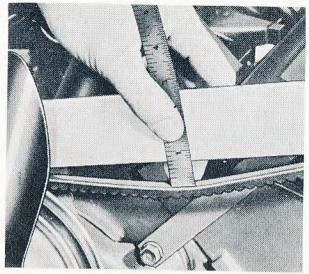
When the car will run but evidences serious overheating on the temperature gauge in the instrument panel, there are several items which may be checked.

(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.

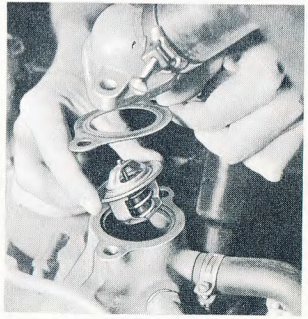
(N) Check the RADIATOR CORE. Clean it if it is plugged with bugs, leaves or other foreign material.

(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

SERIAL AND UNIT NUMBERS

Car—Stamped on vehicle identification number plate attached to left front body pillar.

Body—Stamped on plate attached to upper left corner of cowl panel.

Engine—Stamped on boss on block.

8-Cylinder—On right front side of block.

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

DIMENSIONS

Overall Length (Station Wagons and El Camino)	199.9"
(All other models)	197.0"
Width	75.0"
Wheelbase	115.0"

CAPACITIES

Gasoline Tank

	U.S. Measure	Imperial Measure
All Models	Approx. 20 gal.	Approx. 16¾ gal.

	OIL CHANGE ONLY		OIL CHANGE AND FILTER CHANGE	
Crankcase (Refill)	U. S. Measure	Imperial Measure	U. S. Measure	Imperial Measure
All Engines	4 qt.	3¼ qt.	5 qt.	4¼ qt.

Cooling System

	230 and 250 L-6	283 V-8	327 V-8	396 V-8
U.S. Measure	12 qt.*	17 qt.*	16 qt.*	22 qt.*
Imperial Measure	10 qt.*	14¼ qt.*	13¼ qt.	18¼ qt.*

Thermostat	195°
Radiator Pressure Cap	15 lb.

*With Air Conditioning—add 1 qt. U.S. Measure (¾ qt. Imperial Measure).

Air Conditioning Systems

Refrigerant

Universal System	3 lbs.
All others	3 lbs., 12 oz.

Compressor Oil (525 Vis.)

All Systems	11 oz.

BATTERY RATING

6 cyl. and 283 V-8 Engines—12 volt, 54 plate, 2300 watts*

327 and 396 Engines—12 volt, 66 plate, 2900 watts*

*Cranking Power at 0°F.

TIRE INFORMATION

Complete tire information will be found on pages 39, 40 and 41.

TURN SIGNAL FLASHER:

Type	Series
Capacity	2-lamp (LL)
Hazard Warning Flasher, All	4-lamp

ENGINE SPECIFICATIONS

CARBURETOR	6 Cyl. Engine		8 Cylinder Engine				
	230 Cu. In.	250 Cu. In.	283 Cu. In.	327 Cu. In.		396 Cu. In.	
ENGINE DATA	1 Barrel		2 Barrel	4 Barrel		4 Barrel	
Horsepower	140 @ 4400	155 @ 4200	195 @ 4600	275 @ 4800	325 @ 5600	325 @ 4800	350 @ 5200
Torque	220 @ 1600	235 @ 1600	285 @ 2400	355 @ 3200	355 @ 3600	410 @ 3200	415 @ 3400
Comp. Ratio	8.5:1		9.25:1	11.0:1		10.25:1	10.25:1
Bore	3.875		3.875	4.00		4.09	4.09
Stroke	3.25	3.53	3.0	3.25		3.76	3.76
Firing Order	1-5-3-6-2-4		1-8-4-3-6-5-7-2				

SPARK PLUGS

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

	Normal Service (Original Equip.)
230 & 250 L-6 Engines	AC-46N
283 V-8 Engine	AC-45
327 V-8 Engines	AC-44
396 V-8 Engines	AC-43N

FUSES AND CIRCUIT BREAKER:

A Circuit Breaker in the light control switch protects the headlamp and parking lamp circuits, thus eliminating one fuse. 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:

Instrument Lights	3AG/AGC-	3 amp.
Tail, Stop, Courtesy, Glove Box, License Plate, Dome Lights	3AG/AGC-	15 amp.
Radio	3AG/AGC-	10 amp.
Heater	3AG/AGC-	10 amp.
Backup Light, Parking Light and Brake Signal Light	3AG/AGC-	10 amp.
Windshield Wiper	3AG/AGC-	20 amp.
Four Season and Custom Deluxe Air Conditioning		SAE-30 amp.
Custom Air Conditioning		SAE-20 amp.

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

An Air Conditioning high blower speed fuse, SAE-30 amp. (Four Season) or SAE-20 amp. (Universal), is located in wire 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

	Candlepower	Number
Headlamp Unit—		
Outer—High Beam	37½W	4002 (Sealed Beam)
Low Beam	55W	
Inner—High Beam Only	37½W	4001 (Sealed Beam)
Parking Lamp and Directional Signal	4-32	1157
Tail and Stop Lamps	4-32	1157
Back-up Lamp	32	1156
Instrument Lamps	2	1895
Direction Signal Indicator Lamp	2	1895
Oil Pressure, Generator and Headlight Beam Indicator Lamps	2	1895
Glove Compartment Lamp	2	1895
Dome Lamp	12	211
Courtesy Lamp (Convertible)	6	631
License Plate Lamp	4	67
Radio Dial Lamp	2	1893
Heater Control Panel Lamp	1	1445
Brake System Warning Lamp	2	1895
Transmission Shift Quadrant	1	1445

WARRANTY

When purchased new, your Chevelle 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 ZONE OFFICE ADDRESSES

Irondale, Ala. (Birmingham)
2300 Crestwood Blvd.

Los Angeles, California
300 Gateway East—Century City
1800 Avenue of the Stars

Oakland, California
10910 E. 14th St.

San Diego, California
15th Floor—Home Tower Bldg.
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 Access Road

Wichita, Kansas
300 W. Murdock Ave.

Louisville, Kentucky
4501 Indian Trail

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

Portland, Maine
150 Riverside St.

Hanover, Maryland (Baltimore)
Parkway Industrial Center
1800 Parkway Drive

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

Grand Blanc, Michigan (Flint)
5198 Territorial

Southfield, Michigan (Detroit)
Northland Towers
15565 Northland Dr.

Edina, Minn. (Minneapolis)
7600 Metro Blvd.

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

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 8, 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
Front and Radnor Streets

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.

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