
1969 · CAMARO
CHEVELLE
Chevy NOVA
Owner's Manual

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

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

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

Your new 1969 Chevrolet meets or exceeds all applicable U. S. Federal Motor Vehicle Safety Standards. Effectiveness of these safety features can best be continued through regular vehicle inspection and maintenance.

IMPORTANT: For maximum performance and economy keep your GM car or truck all GM. Specify General Motors parts identified by one of these trademarks.

Chevrolet Motor Division
General Motors Corporation
Detroit, Michigan 48202

1969 OWNER'S MANUAL
OPERATION & MAINTENANCE INSTRUCTIONS
FOR CHEVELLE—CHEVY NOVA—CAMARO

TABLE OF CONTENTS

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

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

CHEVROLET MOTOR DIVISION • GENERAL MOTORS CORPORATION
DETROIT, MICHIGAN 48202

Part No. 3955545

Highway Safety depends on...

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

...BE SURE YOU UNDERSTAND ALL THREE!

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

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

Observe All Traffic Laws—
Make Safe Driving a Habit

SAFE DRIVER CHECK LIST

BRAKES
—Pedal travel
—Fluid level

LIGHTS
—Burned out/broken
—Headlamp aim

SIGNAL DEVICES
—Turn signals
—Hazard warning flasher
—Horn

TIRES
—Pressure (check at least monthly)
—Cuts and bruises
—Uneven wear
—Remaining tread

SEAT BELTS
—Fastened
—Properly adjusted

GLASS AND MIRRORS
—Cracked, broken or missing
—Mirror adjustment

STEERING CONTROL
—Excessive play in wheel
—Excessive vibration
—Bent wheels

EXHAUST SYSTEM
—Missing or damaged parts
—Leaks, attachments

PERSONAL CONDITION
—Physical
—Mental

DRIVING CONDITIONS
—Weather
—Road
—Traffic

SURROUNDINGS
—Before driving away
—While driving

CAR ADJUSTMENTS
—Seat
—Mirrors
—Ventilation
—Steering Wheel
—Head Restraints

VISION
—Wipers and washers
—Wiper blades
—Washer fluid
—Defroster—defogger
—Windows

SECURITY
—Doors—closed and locked
—No loose packages or cargo

PASSENGERS
—Properly belted
—Properly seated

Don't invite car theft!

An unlocked car with the key still in the ignition is an open invitation to theft.

REMEMBER! LOCK the ignition, LOCK all doors, TAKE the key—ALWAYS!

Anti-Theft Ignition, Steering and Transmission Lock

Your 1969 Chevrolet product has the latest advancement in theft protection—the new Anti-Theft Ignition, Steering and Transmission Lock. This new system locks the steering and transmission systems at the same time it locks the engine ignition. It will greatly reduce the hazard of theft, if you use it properly.

When leaving your car unattended,

- **Set parking brake on manual transmission cars**
- **Place automatic transmission selector in Park (Reverse for manual transmission)**
- **Turn key to LOCK position**
- **Remove key**
- **Lock all doors**

The ignition key warning buzzer warns you if you have left the key in the Anti-Theft Ignition, Steering and Transmission Lock when the driver's door is opened. Heed its warning —remove the key and lock the doors. The visible vehicle identification number on the instrument panel aids in apprehension of thieves and recovery of stolen vehicles. Help it work; make sure it is not obscured by gloves, maps or other objects.

A WORD FROM CHEVROLET . . .

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

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

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

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

YOUR CAR'S FIRST FEW HUNDRED MILES OF DRIVING

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

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

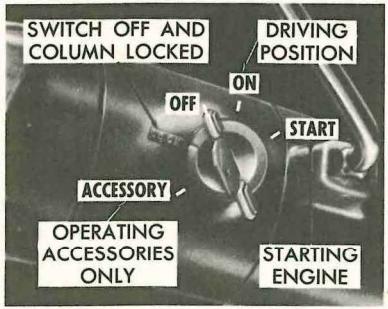
If you plan to use your new car for trailer hauling see additional information on page 69.

Driving for Economy

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

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

OPERATING INSTRUCTIONS



Anti-Theft Ignition, Steering and Transmission Lock

The five position anti-theft lock is located on the right side of the steering column. In "lock" position, the steering and shift mechanisms are automatically locked along with the ignition system to provide added theft protection for your car. The transmission selector lever must be in "park" on automatic transmission models, or reverse on standard transmission models, before the key can be turned to the "lock" position. "Accessory" position permits operation of electrical accessories when the engine is not running. "Off" position is provided so that the ignition can be turned off without locking the steering column or transmission linkage. The key can be inserted or withdrawn only when the switch is in the "lock" position.

CAUTION: ***In a parking situation, always let go of the steering wheel BEFORE turning the ignition key to LOCK position. Turning the wheels to left or right with the car stationary "winds up" the steering system, which can result in a sharp "spring-back" of the steering wheel when the lock is released. As a further precaution, never reach through the steering wheel to operate controls or for any other reason.***

Starting Engine

NOTE: *To prolong battery life, turn off switches for headlamps, radio, heater fan and other unnecessary electrical loads prior to starting the engine in colder weather. Leave accessories off until the engine is running smoothly.*

Place the selector lever of automatic transmissions in P or N, (P preferred). A starter safety switch is designed to prevent starter operation while the transmission selector lever is in any drive position.

On manual transmission cars, *hold clutch pedal to the floor* throughout the starting procedure. A starter safety switch incorporated in manual transmission cars is designed to prevent starter operation when the clutch is not fully depressed. Select the proper gear range before releasing the clutch pedal.

Manual Choke

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

- **Engine Cold**—Fully depress accelerator pedal to floor and slowly release. This sets automatic choke. *With foot off the accelerator pedal* crank the engine by turning the key to the Start position and

release when engine starts. If the engine starts, but fails to run, repeat above procedure. When the engine is running smoothly, the idle speed may be reduced by slightly depressing the accelerator pedal and then slowly releasing. With manual choke, pull control knob fully out while holding pedal down then release pedal before starting.

- **Engine Warm**—Depress accelerator pedal halfway down while cranking engine.
- **During Extremely Cold Weather** (0°F. and below) or after car has been standing idle several days.—Fully depress and release accelerator pedal two or three times before cranking the engine. *With foot off the accelerator pedal* crank the engine by turning the key to the Start position and release when engine starts.

When engine is running smoothly, tap accelerator pedal to reduce engine idle speed.

- **Engine Flooded** — Depress accelerator pedal and hold to floor while starting until engine is cleared of excess fuel and is running smoothly. Never "pump" the accelerator pedal.

Warm-Up

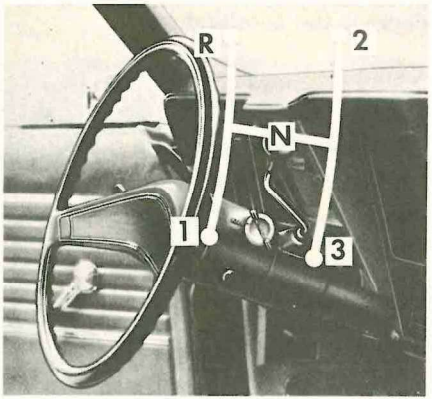
Always let the engine idle for 20 to 30 seconds after starting and drive at moderate speeds for several miles, especially during cold weather.

Driving with Manual Transmissions

The 3-speed manual transmission shift positions follow the standard pattern shown at the right. The 4-speed transmission shift lever, extending from the floor, has its special shift pattern diagram located on the knob or floor plate. Depress the clutch pedal fully before attempting to shift to a different gear, then release the pedal to move in that gear. Shifting into 2nd and 3rd gear as soon as possible will add appreciably to your fuel economy.

Both transmissions, being fully synchronized, may be downshifted into 1st gear at any speed below 20 m.p.h. Shift into Reverse gear only after the car has stopped. Always depress and release the clutch pedal fully when shifting. On Four-Speed transmission the shift linkage may be adjusted to allow "short stroke" shift lever operation. See your Chevrolet Dealer.

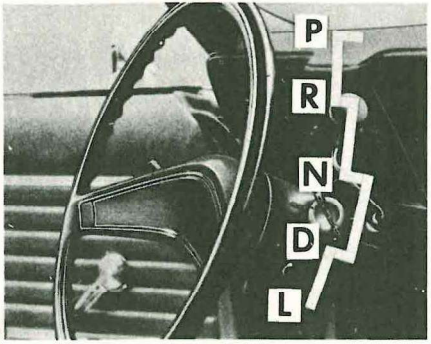
NOTE: *Use second gear at slow speeds (less than 30 mph) when driving in stop-and-go traffic, for improved vehicle performance during acceleration and when descending steep hills.*



The Powerglide and the Turbo Hydra-Matic 350 and 400 are completely automatic transmissions. The Torque Drive is a manually operated (1st to Hi) automatic transmission. All replace the standard clutch and transmission.

Powerglide, Turbo Hydra-Matic 350 and Turbo Hydra-Matic 400

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



CAUTION: ***When parking or leaving the car unattended, even for a few minutes, place the selector lever in "Park" position and remove the ignition key.***

Torque Drive

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

All Automatic Transmissions

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

Automatic transmission shift quadrants of all GM cars continue the uniform sequence of selector positions. This particularly benefits multicar families and those who occasionally drive other cars. Shift indi-

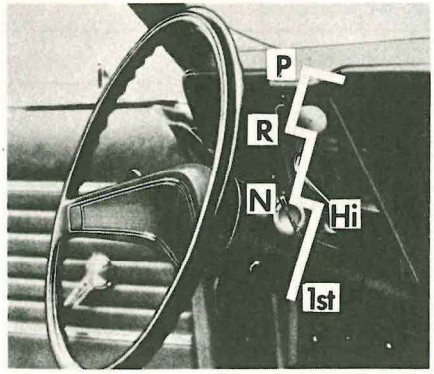
POWERGLIDE

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.**

cators are arranged with "Park" position at one end, followed in sequence by "Reverse", "Neutral" and the forward driving ranges. All automatic transmissions are equipped with a starter safety switch designed to permit starting the engine only when the transmission is in the "Park" or "Neutral" position. For additional engine braking effect, as sometimes needed in mountainous driving, place the transmission in an intermediate or low range.

Sport Shift

Vehicles equipped with the Chevrolet SPORT SHIFT will allow manual or automatic shifting through all three forward gears with your Turbo Hydra-matic transmission.



Automatic Drive—Move the selector lever rearward from the Neutral to the Drive (center) position. To downshift the transmission to L2 (Intermediate), move the lever rearward against the rear stop. A second rearward stroke will engage L1 (low).

Manual Drive — Stroke the selector lever rearward twice to obtain L1 position or once for L2 position. To upshift transmission from L1 to L2 or from L2 to Drive, move the lever forward from the center position to the front stop.

When operating the transmission in automatic or manual drive — DO NOT squeeze the selector lever button under handle. Also, allow lever to return to the center position between shifts.

All shifts should be accomplished with a firm, smooth action. Do not "slap" the shift lever.

Park, Neutral, Reverse — To engage the transmission in any one of these positions, squeeze the shift lever button and move lever to desired position.

The vehicle may be "rocked" as described under Transmission Operating Tips.

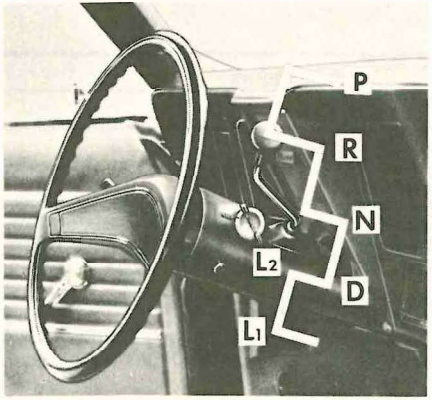
Torque Drive

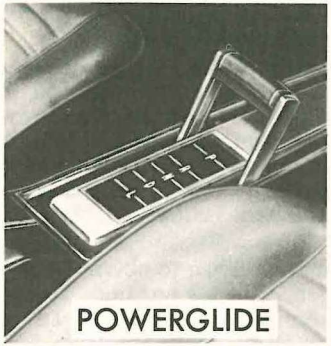
Park	—Use only when car is stopped.
R	—Reverse—For backing car from stop.
N	—Neutral—For standing (brakes applied).
Hi	—High—For forward driving above 20 mph.
1st	—Low—For initial forward acceleration to 20 mph. Use "1st" position for additional performance during acceleration or for braking effect when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

NOTE: *In stop and go driving below 20 mph, keep selector lever in "1ST" position to prevent overheating of transmission oil. Continuous driving in "Hi" range below 20 mph is equivalent to severe service operation and will require more frequent maintenance intervals (see page 67).*

Floor Console Shift Lever

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





Turbo Hydra-Matic 350 and 400

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

Transmission Operating Tips

Good Driving Practice

Before descending a steep or long grade, down a mountain or hillside, reduce speed and shift into a lower gear. Use the brakes sparingly to prevent them from overheating and thus reducing brake effectiveness.

Holding Car on an Upgrade

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

"Rocking" Car

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

Parking Your Car

Always engage the parking brake on manual transmission, and place the automatic 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—With Ignition Key Available

Normally your vehicle may be towed with all four wheels on the ground for distances up to 50 miles at speeds of less than 35 mph. However, the drive wheels (rear wheels) must be raised off the ground or the drive shaft disconnected when the transmission is not operating properly or when a speed of 35 mph or distance of 50 miles will be exceeded.

CAUTION: ***For towing, the transmission should be in neutral and the engine ignition should be "off", but the Anti-Theft Ignition, Steering and Transmission Lock should not be in the "lock" position.***

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

Towing—Without Ignition Key

Since the Anti-Theft Ignition, Steering and Transmission Lock locks the steering and shift mechanisms as well as the ignition system, special provisions are necessary for towing a vehicle when the switch is in "lock" position. Normally it will be necessary to place a dolly under the rear wheels and tow the vehicle with the front end raised. Detailed towing information is available at your dealer and has been provided to tow truck operators responsible for movement of disabled or locked vehicles. Proper lifting and towing equipment is necessary to prevent damage to the vehicle during the towing operation.

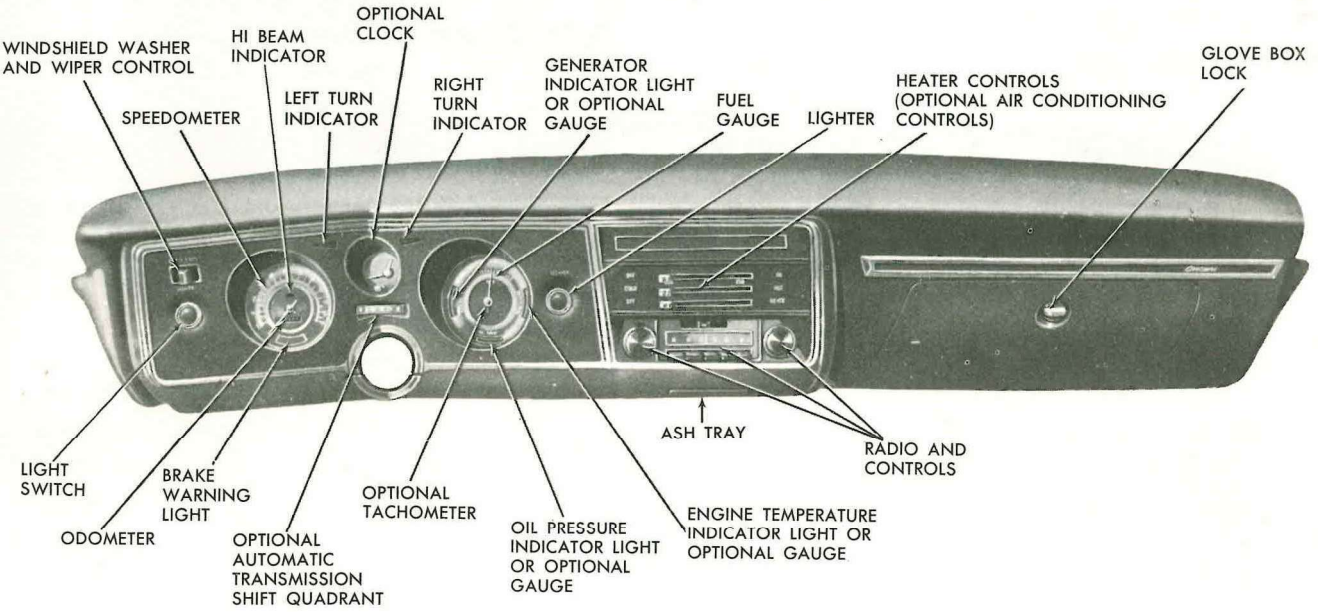
Emergency Starting

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

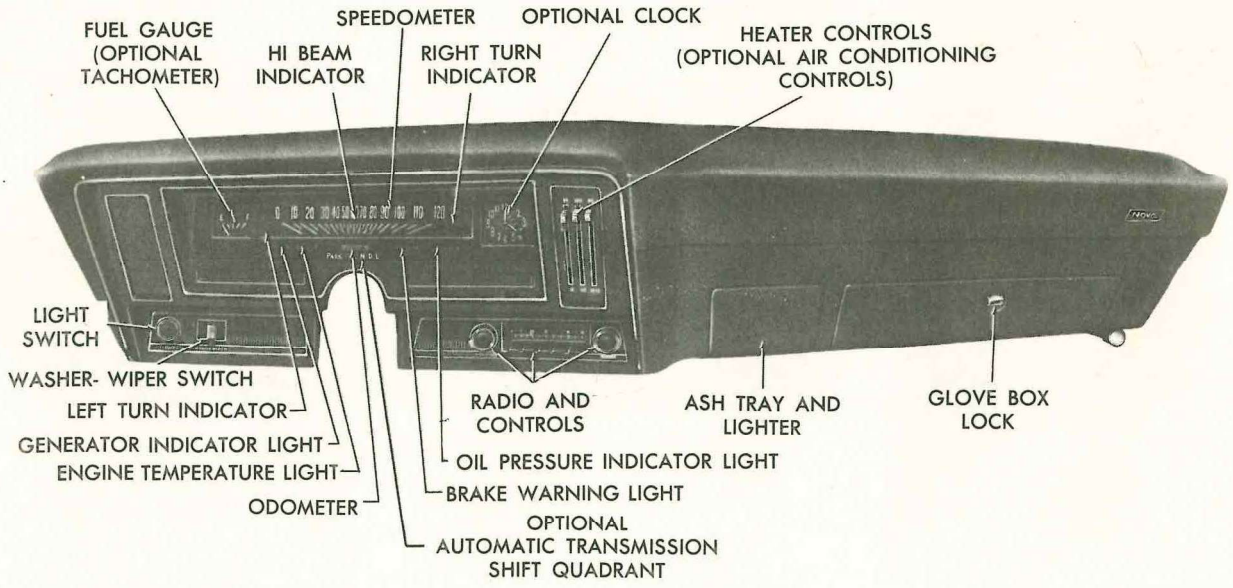
Engines in vehicles with automatic transmissions cannot be started by pushing the car. To start the car when the energizer is discharged, use an auxiliary battery or energizer with jumper cables. Be sure to observe correct polarity (positive terminal to positive terminal and negative terminal to negative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

INSTRUMENTS AND CONTROLS

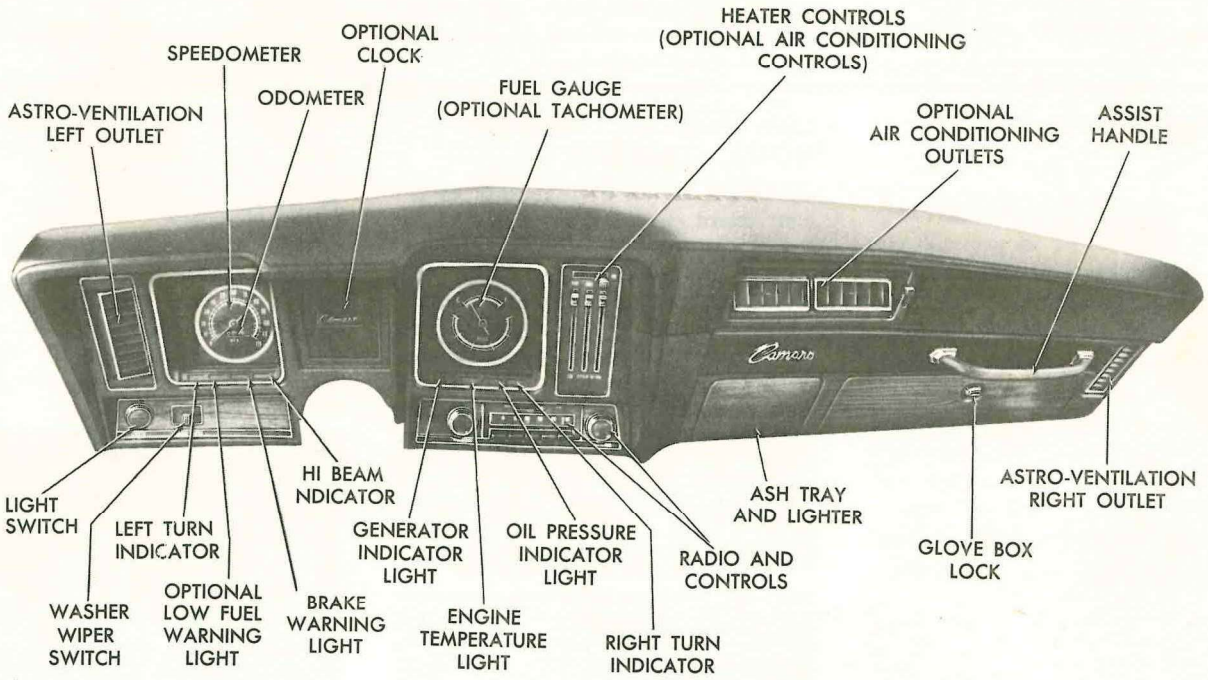
Chevelle



Nova


FUEL GAUGE (OPTIONAL TACHOMETER)
SPEEDOMETER
HI BEAM INDICATOR
RIGHT TURN INDICATOR
OPTIONAL CLOCK
HEATER CONTROLS (OPTIONAL AIR CONDITIONING CONTROLS)
LIGHT SWITCH
WASHER- WIPER SWITCH
LEFT TURN INDICATOR
GENERATOR INDICATOR LIGHT
ENGINE TEMPERATURE LIGHT
ODOMETER
OPTIONAL AUTOMATIC TRANSMISSION SHIFT QUADRANT
BRAKE WARNING LIGHT
OIL PRESSURE INDICATOR LIGHT
RADIO AND CONTROLS
ASH TRAY AND LIGHTER
GLOVE BOX LOCK

Camaro


SPEEDOMETER
OPTIONAL CLOCK
HEATER CONTROLS (OPTIONAL AIR CONDITIONING CONTROLS)
ODOMETER
FUEL GAUGE (OPTIONAL TACHOMETER)
ASTRO-VENTILATION LEFT OUTLET
OPTIONAL AIR CONDITIONING OUTLETS
ASSIST HANDLE
Camaro
HI BEAM INDICATOR
LIGHT SWITCH
LEFT TURN INDICATOR
GENERATOR INDICATOR LIGHT
OIL PRESSURE INDICATOR LIGHT
ASH TRAY AND LIGHTER
ASTRO-VENTILATION RIGHT OUTLET
RADIO AND CONTROLS
GLOVE BOX LOCK
WASHER WIPER SWITCH
OPTIONAL LOW FUEL WARNING LIGHT
BRAKE WARNING LIGHT
ENGINE TEMPERATURE LIGHT
RIGHT TURN INDICATOR

INSTRUMENTS

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

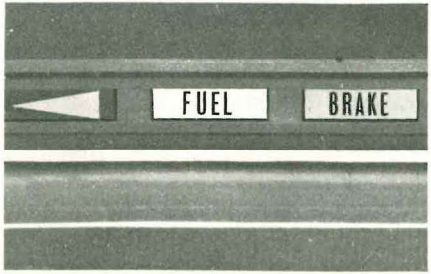
GOOD DRIVING PRACTICE: A good driver familiarizes himself with the controls of any automobile BEFORE operating it.

Headlight Beam Indicator Light

The headlights of your car have high and low beams to provide you with proper night-time visibility during all driving conditions. The "low" beams are used during most city driving. The "high" beams are especially useful when driving on dark roads since they provide excellent long range illumination. The headlight beam indicator will be on whenever the high beams or "brights" are in use. The Headlight Beam Switch controls the headlight beams (see Page 19).

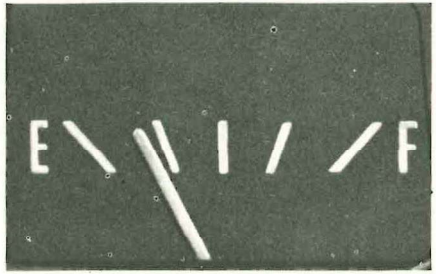
Low Fuel Level Indicator—NOVA, CAMARO

Located at the bottom right of the instrument cluster this indicator light (available for use with the optional console mounted gauge pack) will light and illuminate the word "FUEL" when the fuel gauge registers just above the empty mark (approximately three gallons in tank). Occasional flickering of the light when stopping and starting the car is normal. A steady glow indicates low fuel level.



Fuel Gauge

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



Engine Temperature Indicator Light

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

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

Oil Pressure Indicator Light

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

Generator Indicator Light

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

Brake System Warning Light

This dual purpose indicator light operates as follows:

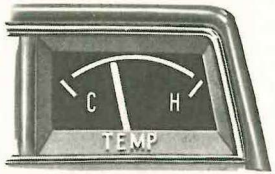
With parking brake applied the red light will light when the ignition switch is turned on.

As a dual service brake system warning, the red light will come on when the brake pedal is depressed if low pressure has developed in either the front or rear brake system. Have your Authorized Chevrolet Dealer locate and correct the trouble immediately. See page 22 for additional information.

Optional Instruments and Gauges

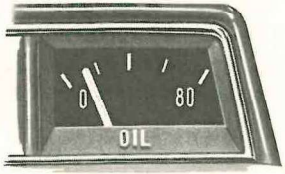
Tachometer

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



Engine Temperature Gauge

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



Oil Pressure Gauge

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

Ammeter

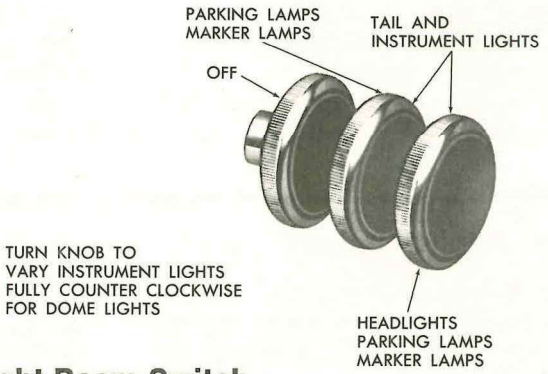
The optional ammeter indicates whether the battery is being charged or discharged. The Delcotron charging system is equipped with a regulator which controls the charge according to battery requirements. When the Delcotron generator is supplying more than the current demand, the ammeter will indicate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

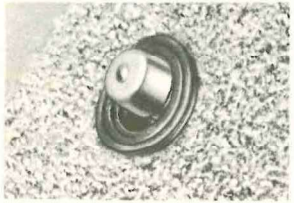
CAUTION: ***It is the owner's responsibility to check all lamps, signaling systems and warning lights frequently to be sure they are working properly. Headlamp aim should be checked periodically. It is important that any malfunctions be corrected promptly for your safety, and the safety of others.***

Light Switch

The three position light switch controls the headlights, tail lights, side marker lamps, parking lights, instrument lights and dome lights as shown.

The headlamp circuit is protected by a circuit breaker in the light switch. An overload on the breaker will cause the lamps to "flicker" on and off. If this condition develops, have your headlamp wiring checked immediately. GOOD DRIVING PRACTICE: A good driver turns on his headlamps at early dusk, and during bad weather to help other drivers see his car from a distance, even though he himself may still be able to see the roadway adequately.





Headlight Beam Switch

"High" and "low" headlight beams are controlled by the floor button at your left foot. The indicator, located in bottom of instrument cluster (Chevelle, Camaro) or the speedometer (Nova) dial, will light up when the high beams are in use.

GOOD DRIVING PRACTICE: Always use the "low beam" when approaching or following other cars.

Camaro—Rally Sport

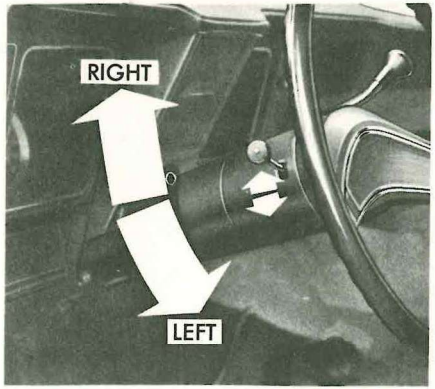
Pull out the light control knob to automatically slide the portions of the grille concealing the headlamps inward and turn on the headlights.

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

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

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

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



Headlamp Washers

Headlamp washers are standard equipment on your Camaro with concealed headlamps (R/S option). The low beam headlamps may be washed, when the lamps are raised, through high pressure water jets located adjacent to the lamps in the headlamp bezel. Depressing and holding the windshield wiper-washer control in the depressed position for a period of 3-5 seconds actuates the washer system sending a measured amount of water or cleaning agent onto the headlamps. This action will also cause the wiper system to operate at low speed until manually turned off. The lamp washer system uses the same fluid reservoir as the windshield wiper washers.

Turn Signals and Lane Change Feature

The turn signal lever is located on the left side of the steering column immediately under the steering wheel.

The lever is moved upward to signal a right turn and downward to signal a left turn. Lamps on the front and rear of the car transmit this signal to other motorists and pedestrians. The ignition switch must be in the "ON" position in order for the turn signals to be operational. This feature prevents battery drain if the lever is left in an "ON" position when your car is not in use.

In a normal turning situation such as turning a corner, the turn signal is canceled automatically after the turn is completed. However, in some driving maneuvers such as changing lanes on an expressway, the steering wheel is not turned back sufficiently after completing the turn to automatically cancel the turn signal. For convenience in such maneuvers the driver can flash the turn signals by moving the turn signal lever part way (to the first stop) and holding it there. The lever returns to the neutral or canceled position when the driver releases his hold on the lever.

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

Four-Way Hazard Warning Flasher

In the event your car is disabled or you stop for any reason on the highway, the four-way hazard warning flasher system on your vehicle, front and rear signal lamps, should be used to warn other drivers that your vehicle is a traffic hazard. However, you should do everything possible to avoid stopping on the actual highway. The hazard warning system is activated by pushing in on the button located just below the steering wheel on the right side of the steering column. When the system is operating, turn signal indicators on the instrument cluster will flash simultaneously. Use this system only when your vehicle is stopped on or near the roadway, or otherwise constitutes a traffic hazard. The hazard warning flasher may be canceled by pulling the button outward.


HAZARD WARNING FLASHER CONTROL BUTTON

CAUTION: ***Use of the hazard warning flasher while the vehicle is moving is prohibited in some states.***

NOTE: *The hazard warning flasher will operate with the ignition in the "Lock" position and the key removed, allowing the car to be locked while help is sought.*

CAUTION: ***If the brake pedal is depressed when the hazard warning flasher is in operation, the lights will not flash but will glow continuously instead.***

Braking System

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

CAUTION: ***Driving through deep water may affect brake performance. Applying the brakes lightly will indicate whether they have been affected. To dry them quickly, lightly apply the brakes while maintaining a slow forward speed with an assured clear distance ahead until brake performance returns to normal.***

Brake System Warning Light

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

A dual purpose brake system warning light is located at lower right of instrument cluster. The warning light glows red to indicate to the operator that the parking brake has not been fully released. It also glows red while braking in the event of broken brake lines, major brake fluid loss, air in the brake lines or a pressure deviation between the front and the rear wheel brake lines. If this happens, it may mean that braking effectiveness is impaired. In any case, the cause should be determined and any problem corrected as soon as possible. To make sure the brake warning light is not burned out, set the parking brake and start the engine. If the light does not come on, have your Chevrolet dealer correct the trouble as soon as possible.

NOTE: *This warning light is not a substitute for visual checking of the fluid level in the master cylinder, which is a normal maintenance item at intervals specified on page 67.*

Power Brakes

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

Parking Brake

The parking brake operates independently of the regular foot brake hydraulic system. It is applied by fully depressing the foot pedal which is located to the lower left side of the front compartment under the instrument panel. The parking brake is released by pulling the "BRAKE RELEASE" lever located directly over the parking brake foot pedal. Never drive the car with the parking brake engaged.

CAUTION: ***Brake linings should be periodically inspected for wear by a qualified technician. 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.***

Automatic Brake Adjusters

All cars are equipped with self-adjusting brakes designed to eliminate periodic brake adjustments. **The self-adjusting mechanism is actuated, as needed, whenever the car is moved in reverse and the brakes are applied.** It is possible, however, for excessive brake pedal travel to develop if the required reverse movement with a brake application does not take place during a prolonged period of stop and go forward driving. Should this occur, the car should be driven backward and forward with the brakes applied at the end of each directional movement, until the brake pedal travel is back to normal. If this procedure fails to restore normal pedal travel, or if any abnormally rapid increase in pedal travel is experienced, immediate inspection should be made by your Authorized Chevrolet Dealer.

CAUTION: ***Care should be exercised to assure that full brake pedal travel is not obstructed by improper floor mats or other interfering material under the pedal.***

Clutch Adjustment

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

Windshield Wiper and Washer

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

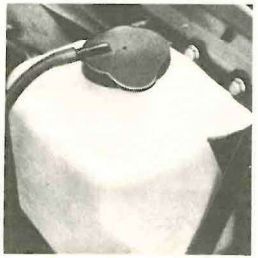
Push the control lever to the right to start the electric windshield wiper. The two-speed electric wiper has both a "low" and a "high" speed position.

NOTE: *If recessed windshield wipers are frozen in place, break them free the same way you would exposed wipers by using your regular windshield ice scraper to chip the ice and jar the wiper assembly loose.*

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

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

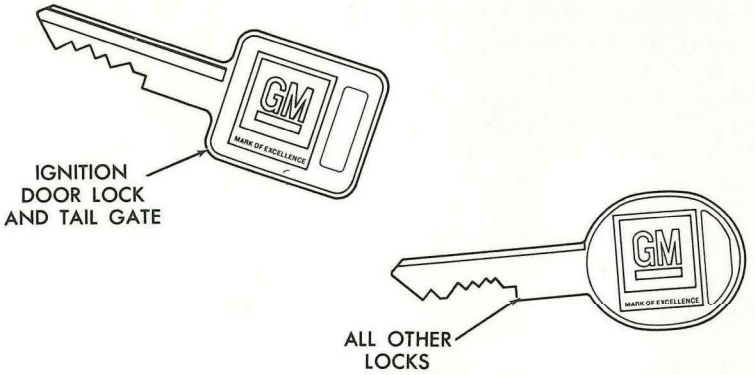
CAUTION: ***Have the fluid level in the washer reservoir checked regularly, with special attention to keeping the reservoir filled during periods of heavy use. G.M. Optikleen should be used as directed to prevent freezing damage and for better cleaning of the windshield under all conditions. Do not use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



Keys

Two separate keys are provided for your car. Each key has a different cross section so that it can be inserted only in certain locks. The key with the square head and the letter "E" stamped on it operates the ignition switch, door locks (and station wagon tailgate). The key with the oval head and the letter "H" is used for the luggage compartment and glove box door locks, as well as the center console lock on cars so equipped. These compartments should be locked and the key removed from the car should it be necessary to leave the ignition key with an attendant.

The code number of each key is stamped on a "knock-out" plug in the key head. Your Chevrolet dealer removed the key plugs and placed them with the spare set of keys in the special key envelope that was given to you at the time of delivery. Record the numbers on the key envelope and discard the key plugs. Keep the key envelope in a safe place such as your wallet, NOT IN THE CAR, so that you can have duplicate keys made in the event the original keys are lost.



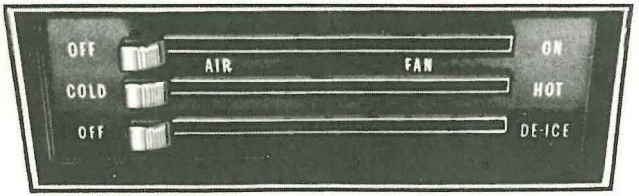
Door Locks

Front and rear side doors can be locked from the inside by depressing the passenger guard door lock buttons located on the upper door panel. All doors can be locked from the outside by first depressing the door lock button and depressing the outside door handle plunger while closing the door.

The front doors can also be locked by using the key.

All models have as a standard safety feature overriding door locks. When the doors are locked, the door latch mechanism is inoperative, preventing inadvertent opening of the door by movement of the inside handle.

CAUTION: ***Always lock the doors when driving for greater security in the event of an accident and for security against unauthorized entries. Do not close the vehicle door by applying pressure on the glass.***



Heater

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

Push the AIR-FAN lever to the right on Chevelle, down on Nova and Camaro 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 on Chevelle, down on Nova and Camaro position provides maximum heat.

Move the DEFROSTER lever to the right when windshield defrosting is needed. Full right on Chevelle, down on Nova and Camaro position diverts the entire air flow to the defroster. Vary TEMPERATURE lever as required.

CAUTION: ***In inclement weather, clear snow or ice from cowl air inlets. This will improve heater and defroster efficiency and reduce formation of fog or frost on the inside of the windshield during initial operation under certain atmospheric conditions. Also, clear the windshield, rear window, outside mirrors and all side windows of ice or snow prior to operation of the vehicle. This will improve driver's vision during initial operation.***

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

Heater Operating Tips

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

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

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

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

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

Four Season Air Conditioning System

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

Chevelle

- **Bi Level Operation**—with lever in Bi-Level range, warmer air will come out of the lower outlets than from the upper outlets. This provides for optimum performance from the system on cool but sunny days. Fan speed and Temperature lever may be adjusted as desired for each of the above positions.

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

Temperature

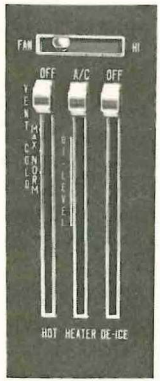
(Upper Lever) Chevelle; (Left Lever) Nova, Camaro

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

Outlets

(Center Lever)

- **AC positions (for cooling operations)**—air out of upper outlets (full left), Chevelle, (full up) Nova, Camaro.
- **HEATER position**—air out of lower outlets. For maximum heat leave lever in this position (full right), Chevelle, (full down) Nova, and Camaro.



Nova - Camaro

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

Defroster

(Lower Lever) Chevelle;
(Right Lever) Nova, Camaro

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

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

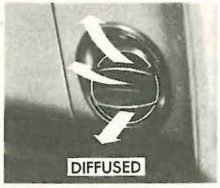
Fan Lever

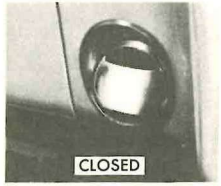
Moving the FAN lever downward for Chevelle or to the right for Nova and Camaro provides four speeds. Use of fan will result in more even temperature distribution within the car. The twin center outlets may be rotated up or down and vanes moved as desired. The lever at the right controls the volume of air through the outlet.

Air Vent Controls

See Air Vents on page 38.

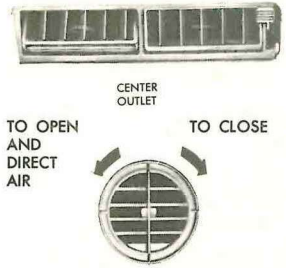
Four Season System Conditioned Air Outlets



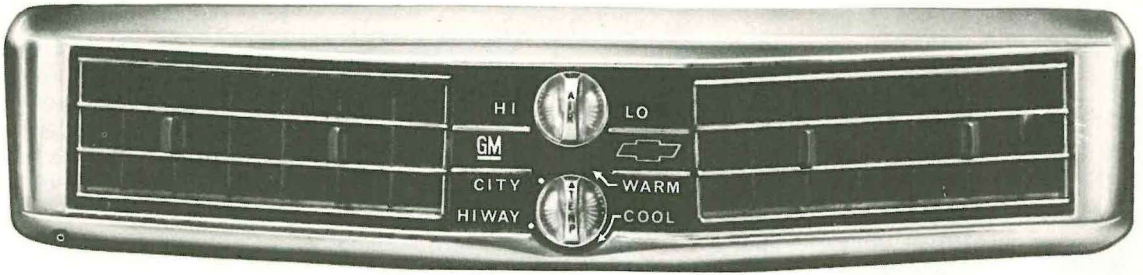


The ball type outlets (Chevelle) at the ends of the instrument panel may be rotated to supply either a direct or a diffused air flow and may be positioned to provide a complete shutoff. On Nova and Camaro vertical outlet at each end of instrument panel may be rotated or vanes adjusted as desired.

For additional conditioned airflow to the floor, two louvered outlets are located on the duct below the dash.



Turn the outlet counterclockwise to open and direct airflow; one-half turn clockwise will shut off the outlet.



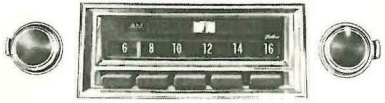
GM Chevrolet Air Conditioning System

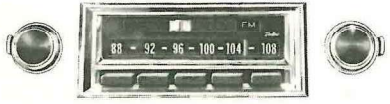
To operate this Air Conditioning System:

- Turn the AIR knob to control the blower speed as desired.
- The TEMP knob may be regulated to provide the degree of cooling desired. Fully clockwise at CITY position provides maximum cooling. For city use and slow speed (0-30 mph.) only.
- To tailor the operation of your air conditioner to the type of driving you will do, place the TEMP knob in HIWAY or CITY position as required.
- Direct the airflow by adjusting the air vanes at the face of the unit and the louvered rotating outlet at each side.
- For most efficient cooling when driving on highway or at elevations of 4,000 feet or more, turn the TEMP knob to HIWAY position.

Air-Conditioner Operating Tips

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





Chevrolet "All Transistor" Radios

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

Push Button AM Radio

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

AM/FM Radio

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

ANTENNAS

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

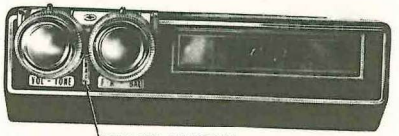
The AM/FM antenna is a front mounted unit which has a fixed length thus assuring the highest quality in FM reception.

Stereo Multiplex Adapter

A concealed Stereo Multiplex Adapter permits FM stereo reception with the AM/FM radio. Radio controls are used to turn the set on and off and for station selection. For most pleasing stereo effect the speakers are criss-crossed, with the left front and right rear speakers reproducing the left channel and the opposite speakers reproducing the right channel. Balancing the speakers is not required as this adjustment has been made at the factory. Should it become necessary to make this adjustment, see your Chevrolet dealer. The indicator light will be on when the radio is tuned to an FM stereo station. Most broadcasts on such stations will be in stereo.

To Tune Your Stereo Radio

- Tune radio to an FM Stereo station (one which makes the indicator light come on).
- Turn the lever behind the station selector knob until volume from front and rear speakers sounds equal.
- Regulate volume and tone controls as required.



Stereo Tape System

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

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

1. To adjust, set "F-R" control to "F." Adjust the "B" control until volume from front speakers sounds equal.
2. Rotate "F-R" control until volume from front and rear speakers sounds equal.
3. Regulate volume control and tone controls as desired.
4. To change program track, push in TRACK button and release; player will index to next track.

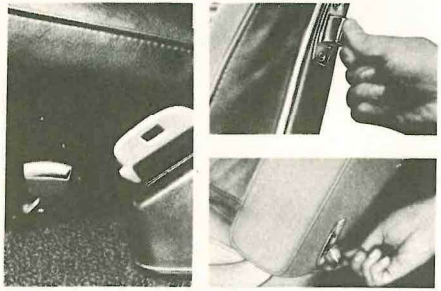
Cleaning and Care

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

CAUTION: ***When tape player is not in use, remove the cartridge and store it in a cool, dry place out of direct sunlight. If the cartridge is not removed, the radio may be inoperative and possible roller damage to the tape unit could occur.***

Seats

Folding seat backs are equipped with self-latching mechanisms and release controls designed for the convenience of entering and exiting passengers.



Manually Operated Front Seats

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

Back Locks

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

Strato Type Seats—Located on the upper side of each backrest (Nova and Camaro) a button release must be pressed while pulling the seatback forward. On Chevelle models, this release button is located in the center of each backrest.

CAUTION: ***The filler panel between the rear seat and the rear window should not be used for storage—even of light weight, small articles. They might become dangerous projectiles during a collision or sudden stop; larger items may also reduce vision to the rear.***

Power Operated Front Seats

The four-way electrically operated front seat combines the operation of the seat in 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.

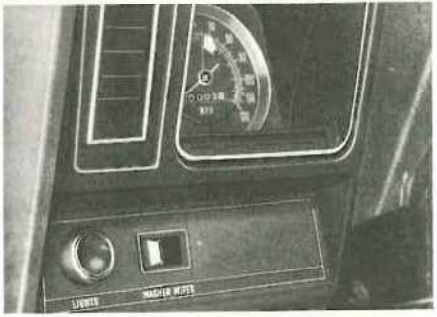
If a temporary increase in speed is desired, depress the accelerator pedal. When pressure on the accelerator pedal is released, the cruise control system will resume control at the previously set cruising speed.

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 heavy traffic, or on winding or slippery roads.***

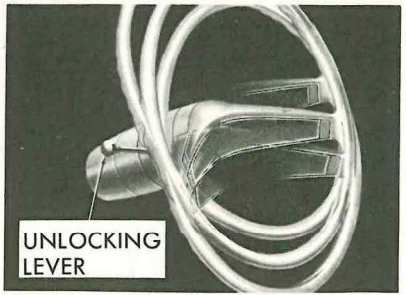
Speed Warning Indicator

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 reached.



OTHER FEATURES

Tilt Steering Wheel



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

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

Positraction Rear Axle

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

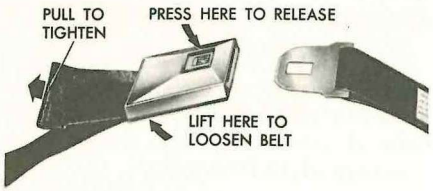
During normal driving and cornering, the Positraction unit functions as a standard differential. When one wheel encounters a slippery surface, however, the Positraction directs driving force to the rear wheel having the better traction.

CAUTION: ***On cars equipped with a Positraction, never run the engine with one drive wheel off the ground, since the car may drive through the wheel remaining on the ground. Care should be taken to avoid sudden accelerations when both drive wheels are on a slippery surface. This could cause both drive wheels to spin, and allow the vehicle to slide sideways on a crowned road or when in a turn.***

Occupant Restraint Belts

Lap and shoulder belts provide added security and comfort for you and your passengers. Proper use and care of these belts will assure continuance of this security.

Lap Belts—After the front seat has been adjusted to the satisfaction of the driver, grasp the buckle end and the flat metal "eye" end of your individual belt assembly and position the belt across the lap as LOW ON THE HIPS AS POSSIBLE. Insert the metal eye into the open end of the buckle until an audible snap is heard. Make sure the connection is secure and adjust the belt to a SNUG FIT by pulling on the end of the belt protruding from the buckle. The snug and low positions are essential in order that the force exerted by the lap belt in a collision may be spread over the strong hip bone structure and not across the soft abdominal area. For retractor equipped belts, pull the 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. To release the lap belt, simply depress the push button located in the center of the buckle.

Automatic-locking lap belt retractors are provided for the added convenience of the driver and outboard front seat passenger on all Chevrolet cars as an extra cost option. The automatic-locking retractors adjust and lock the lap belts into position automatically to provide a snug and comfortable fit. A release knob on the retractor permits additional extension of the belt when desired. Rotating the knob releases the belt for additional adjustment. The belt locks in the retractor automatically when the knob is released.

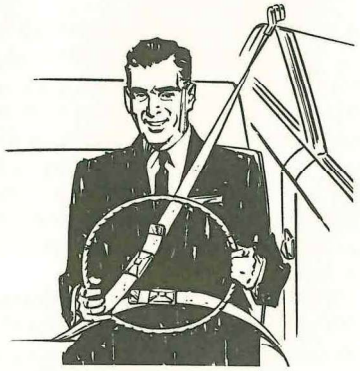
To fasten a lap belt equipped with an automatic-locking retractor, pull the webbing across the lap far enough to permit inserting the flat metal "eye" end into the buckle. If the webbing is not initially pulled out far enough to permit buckling, release the webbing, thus allowing it to rewind in the retractor and release the locking mechanism, so the webbing can be pulled out to the proper length. Rotating the release knob on the side of the retractor also releases the automatic locking mechanism, permitting further extension of the webbing. Once the buckle is fastened, pull the belt firmly across the lap in the direction of the retractor to obtain a snug fit. The retractor will automatically take up the excess webbing.

When added slack is desired (for example, to reach into a pocket), you may simply rotate the release knob on the retractor to release the automatic lock without need for releasing the buckle.

CAUTION: ***The buckle and flat metal "eye" of the lap belt used with automatic locking retractors are smaller than those used with regular retractors or no retractors. Care should be taken to avoid inserting the small metal "eye" in the larger buckle of either the shoulder belt or the center lap belt because it will not latch properly.***

CAUTION: ***Never use the same belt for more than one person at a time. Be sure to avoid: (a) wearing a lap belt loosely or with slack in the system; (b) wearing the belt with the webbing not fully extracted from a non-locking retractor; and (c) wearing the belt in a twisted condition or pinched between the seat structural (metallic) members.***

Shoulder Belts – When properly worn with a lap belt, a shoulder belt can provide additional protection



against impact with the car interior by restraining forward motion of the upper torso in a collision. This is primarily true in case of frontal impacts, which are the most frequent type of accident.

CAUTION: ***Wearing a shoulder belt without a lap belt can be extremely hazardous to the wearer in case of an accident. In addition, the use of a shoulder belt is not recommended for a person less than 4 feet 7 inches in height because the belt would cross over the body too near the neck and thereby substantially increase the danger of neck injury in a collision.***

Shoulder belts are fastened and released in the same manner as lap belts. A shoulder belt should not be uncomfortably tight. A fist's width between your chest and the belt should provide sufficient slack. This can be checked by inserting a clenched fist between the belt and your chest with thumb against chest.

CAUTION: ***The driver's shoulder belt should be adjusted so the driver can reach essential operating controls without undue restraint.***

When not in use, shoulder belts should be secured in the special storage convenience provision. This is to reduce the danger of the metal end striking an occupant in a sudden stop.

When storage provisions are not provided, the loose end mounted on the upper structure should be fastened to the floor-mounted end, and adjusted to remove excess slack.

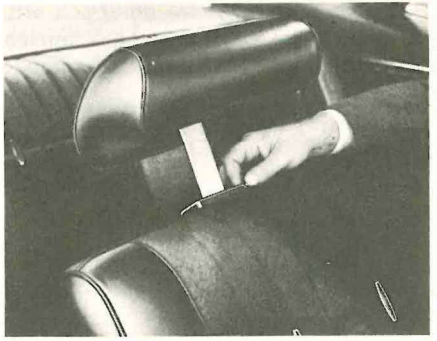
Passengers in the rear seat of a convertible must remove their shoulder belts (optional at extra cost) BEFORE the top is lowered. The shoulder belt will require adjustment after the top has been either lowered or raised.

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

Care of Belts—Keep the belts clean and dry. Clean with a mild soap solution and lukewarm water. Keep sharp edges and damaging objects away from belts. Periodically inspect belts, buckles, retractors, and anchors for damage that could lessen the effectiveness of the restraint system, and have questionable parts replaced. Do not bleach or dye belts since this may cause severe loss of strength.

Head Restraints

The head restraints may be adjusted to either an UP or DOWN position by simply releasing the detent latch at the base of the supporting rods and pulling up or pushing down. Select the UP or DOWN position for the head restraint according to your seated height. The position that places the top of the head restraint nearest to the top of your head will normally prove best suited to your needs.



Child Restraint

Children in automobiles should be restrained to lessen the risk of injury in accidents, sudden stops or other driving conditions. A child seat designed by General Motors specifically for small children is available from your dealer. This seat is designed to position the child for more effective restraint by the lap belt provided on your 1969 Chevrolet product.

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

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

1. Children should be placed in the rear seat. Never allow a child to stand or kneel on any seat.
2. Infants unable to sit up by themselves should be restrained by placing them in a covered, padded bassinet which is placed crossways in the vehicle on the rear seat. The bassinet should be securely restrained with the regular vehicle seat belts. An alternate method is to position the bassinet so that it rests against the back of the front seat, again crossways in the vehicle.
3. When a child is old enough to sit up by himself in a car, he should sit on a firm cushion and use the conventional lap belt to restrain him at the hips. The cushion should be as firm as practical and enable the child to look horizontally out of the car windows.
4. The use of the cushion should be discontinued as soon as the child is old enough to see out of the car windows without it.
5. Do not use shoulder belts on children shorter than approximately 4 feet 7 inches in height.

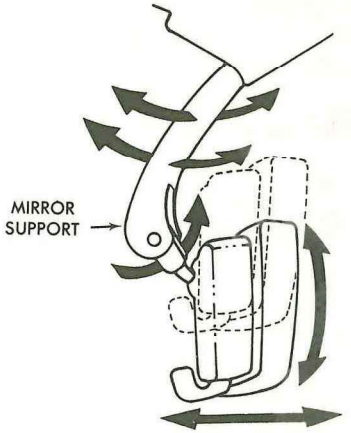
6. General Motors recommends that children be restrained when riding. However, if conditions require that a child must stand, he should stand on the floor directly behind the front seat. This will minimize the possibility of his being thrown from the rear compartment during a sudden stop. This method should be used only if more complete restraint cannot be used.

Rearview Mirrors

It is not intended that rearview mirrors be used for backing up, or for surveillance of conditions close to the rear of the car. It is suggested that the driver turn his head and look to the rear for backing operations.

The inside day - night rearview mirror incorporates a triple-jointed mounting so the driver can position the mirror vertically and horizontally to suit his driving needs. It is only necessary to exert enough pressure to overcome the friction load at the three joints in order to adjust the mirror to any position within the physical limits of its travel.

GOOD DRIVING PRACTICE: A good driver always scans the area to the rear BEFORE entering the vehicle and backing up, and makes a habit of using his rearview mirrors while driving, so as to be aware of the rearward aspect of his total driving environment.



Air Vents

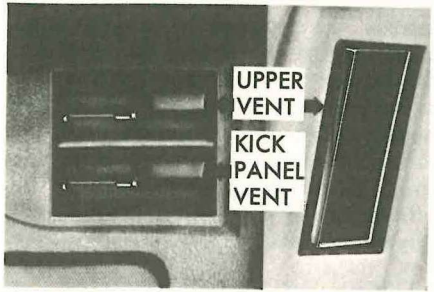
The air vents in each kick panel admit air from the vent grille just ahead of the windshield. Control knobs open and close the vents.

On cars equipped with Astro Ventilation, dash outlets and kick panel outlets complement each other to provide the desired air flow into the car. For maximum air flow from the dash outlets, the kick pad control should be pushed in to close the kick pad vents. The amount of air entering the car through this system is dependent upon vehicle speed.

Four Season Air Conditioning equipped cars have no kick panel vents since the vents are a part of the air conditioning system. However, the upper vent control knob can be adjusted to regulate the desired amount of conditioned air flowing through the upper vent outlet.

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 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, the car can still be steered, but much greater steering effort will be required.

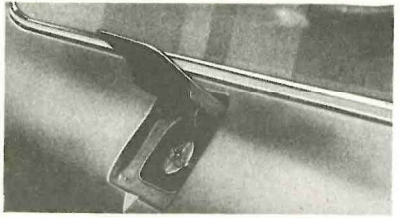
Power Windows

Power windows have an ignition interlock so the windows cannot be operated unless the ignition switch is in the "on" or "accessory" position. Reminder: Remove the ignition key when the vehicle is not attended by a responsible person. A master control for all windows is provided at the driver's position. Individual switches are provided under each window for passenger use.

Gas Cap

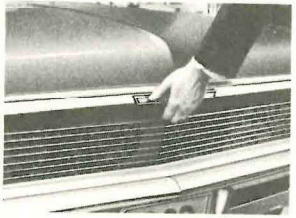
The gas filler cap for Chevelle, Nova and Camaro, coupe and sedan models is behind the license plate; on Chevelle station wagons the cap is located in the left rear fender.

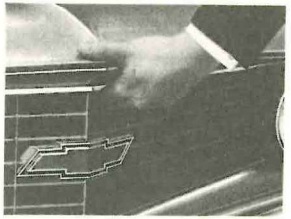
The cap used on Nova, Chevelle station wagons and El Camino and all Camaro models is of the vented, anti-surge type. Do not use a non-vented type. Chevelle coupes and sedans use a non-vented gas cap. If the gas cap is lost, see your Authorized Chevrolet Dealer for replacement.



Hood Release

Pull the hood release (Chevelle and Nova) push the hood release to right on Camaro to open the counterbalanced hood. If the hood must be slammed to insure closing, it is in need of adjustment.





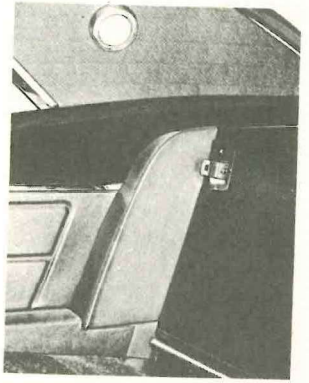
Folding Rear Seat

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

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

To raise the seatback:

- Lift the seatback and push firmly into place.



Glove Box

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

Rear Compartment

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

Fuel Tank

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

CAUTION: ***Gasoline is flammable and 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.***

Tailgate and Rear Window

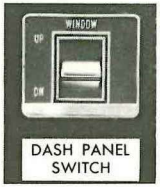
Under most driving conditions, it is best to keep the station wagon tailgate window closed in order to help prevent intake of exhaust gases. The tailgate itself should also be closed. If desired, air can be circulated through the vehicle while driving if the tailgate window is open one or two inches and the air vents in each cowl side panel are open, or the heater blower "ON", while all other windows in the vehicle are closed. (See Carbon Monoxide warning, page 5). Be sure to roll the glass all the way down before opening or closing the tailgate either to the side or down.

CAUTION: ***When using your station wagon to transport luggage or other cargo, it is recommended that the articles be secured in place. This precaution may prevent such items from becoming projectiles in the event of a sudden stop or collision.***

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.

OUTSIDE TAILGATE SWITCH



DASH PANEL SWITCH

REAR TRIM PAD SWITCH

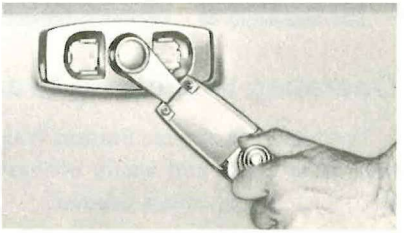
Raise the window by pulling out the window regulator handle at the end indicated by the arrows and turning the handle clockwise. Rotate handle counterclockwise and snap into place.

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.

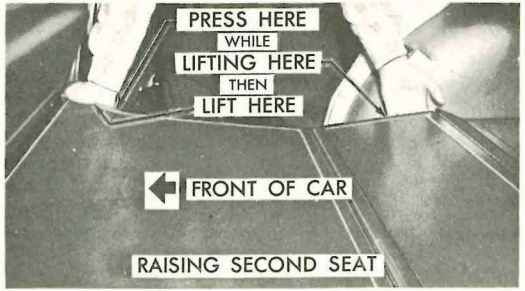
Electrically Operated Tailgate Window

Operate the optional electric tailgate window by means of one of the

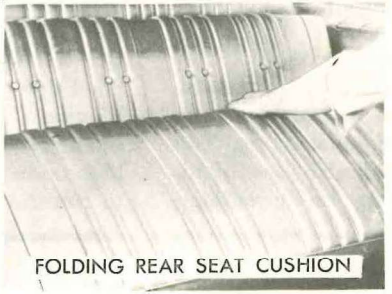


switches pictured. The dash panel switch will operate when the ignition switch is in the "ON" or "ACC" position. Use the ignition key to operate the window from outside. Open the tailgate by rolling the window **fully** down and lifting the release handle inside the tailgate.

ALL MODELS—SECOND SEAT



THIRD SEAT STYLE



Operating the Folding Seats

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

Two-Seat Style Rear Seat

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

Three-Seat Style Seats

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

REAR SEAT

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

ON THE FOLLOWING THREE PAGES

important information about air pollution control systems

facts you should know:

BACKGROUND INFORMATION: During the combustion process in an automotive engine, certain hydrocarbons in the fuel fail to burn completely and are discharged into the engine crankcase or exhaust system. Some carbon monoxide is also formed during the combustion process. This is also discharged into the exhaust system. On a per-car basis, concentrations of these combustion products are insignificant. Multiplied by millions of vehicles, however, crankcase and exhaust emissions combine with pollution products from other sources to contribute to the total air pollution problem.

General Motors has, since the late 1940's, been a leader in research and development work related to vehicle emissions, and control systems have been developed which are highly effective in reducing undesirable crankcase and exhaust emissions. This work continues at an accelerated pace.

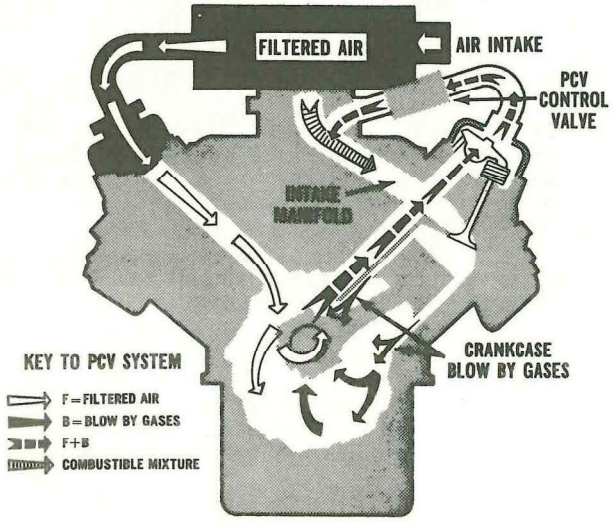
All new 1969 Chevrolet passenger cars and light duty trucks comply with all Federal and State laws and regulations for the Control of Air Pollution from New Motor Vehicles and New Motor Vehicle Engines.

YOUR ROLE IN CONTROLLING AIR POLLUTION: It is very important that the engine in your Chevrolet vehicle be serviced regularly in order to maintain its efficiency and minimize emissions in normal driving.

The following pages describe the crankcase and exhaust emission control systems on Chevrolet vehicles, and provide information on their proper maintenance. By following these recommended maintenance services you will help assure cleaner air and will provide a better running, longer lasting engine for greater all-around satisfaction, economy and performance.

What you should know about Air-Pollution Control

*positive crankcase ventilation (pcv)



OPERATION: General Motors vehicles are equipped with Positive Crankcase Ventilation—a system which permits no crankcase emission to be discharged into the ambient air. To function properly, the system depends on the PCV Valve (smog valve) which recirculates and burns blow-by gases inside the engine.

MAINTENANCE: This valve must be clean in order to maintain efficient engine operation. An operational check of the PCV Valve should be made at the first oil change (4 months or 6,000 miles, whichever occurs first). Every 12 months or 12,000 miles, whichever occurs first, the PCV Valve should be replaced (cleaned on Corvair engines). Also, all hoses, fittings and the inlet air filter should be inspected, cleaned and replaced, if necessary. Always specify an AC PCV valve at replacement time.

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.*

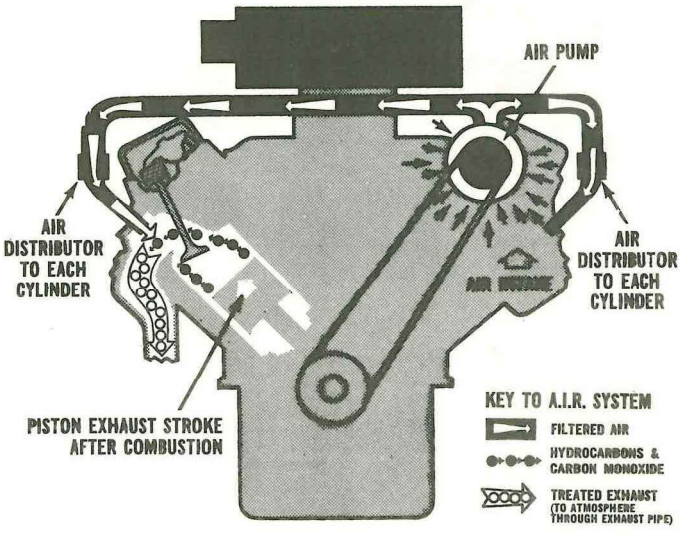
*Systems illustrated on V-8 engines, 6-cylinder systems similar.

*air injection reactor (air)

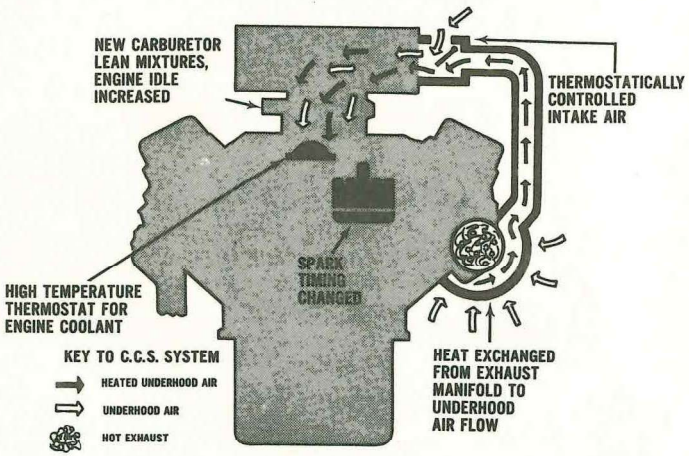
OPERATION: The Air Injection Reactor system is designed to reduce air pollution caused by exhaust emissions. It is entirely separate from the Positive Crankcase Ventilating system. The Air Injection Reactor system operates by oxidizing (or burning) the hydrocarbons and carbon monoxide as they are expelled from the combustion chamber into the exhaust. A positive displacement air pump, driven by the engine, compresses clean filtered air which is distributed and injected at the exhaust port of each cylinder. This fresh air mixes with the hot exhaust gases and promotes further oxidation (or burning) of both hydrocarbons and carbon monoxide† by converting some of them to carbon dioxide and water. The AIR system also includes a special calibrated carburetor, distributor and related components.

MAINTENANCE: Complete effectiveness of this system is dependent on proper adjustment of idle speed, ignition timing and idle fuel mixture being set according to specifications as indicated on a decal under the hood. These adjustments should be checked at the first oil change (4 months or 6,000 miles, whichever comes first). Subsequent checks should be made at 12 month or 12,000 mile intervals, whichever comes first. These adjustments are also included as part of the quality tune-up recommended at the same intervals. In addition, all hoses and fittings should be inspected to make sure they are properly connected, and the drive belt inspected for wear and tension on the 12-month or 12,000-mile schedule.

†NOTE: See carbon monoxide warning elsewhere in this manual.



*controlled combustion system (ccs)



OPERATION: The Controlled Combustion System is entirely separate from the Positive Crankcase Ventilation system and is designed to reduce exhaust air pollution by altering the combustion process. CCS includes a special air cleaner which incorporates thermostatic control of heated air to the carburetor, a special calibrated carburetor and distributor and related components.

MAINTENANCE: Complete effectiveness of the system, as well as full power and performance, depend upon engine idle speed, ignition timing, and idle fuel mixture being set according to the specifications shown on a decal under the hood. These adjustments should be checked at the first oil change (4 months or 6,000 miles, whichever comes first). Subsequent checks should be made at 12 month or 12,000 mile intervals, whichever comes first. These adjustments are also included as part of the quality tune-up recommended at the same intervals.

*System illustrated on V-8 engine, 6-cylinder system similar.

DO YOUR SHARE FOR CLEANER AIR—FOLLOW PERIODIC SERVICE RECOMMENDATIONS

(See previous three pages)

• All items affecting vehicle emission controls should be checked at the first oil change (4 months or 6,000 miles, whichever comes first).

• A subsequent check should be made at 12 months or 12,000 miles, whichever comes first, *and every 12 months or 12,000 miles thereafter.†*

† A check of those items vital to your vehicle's emission control system is included in the recommended quality *Engine Tune-Ups* at the same specified intervals.

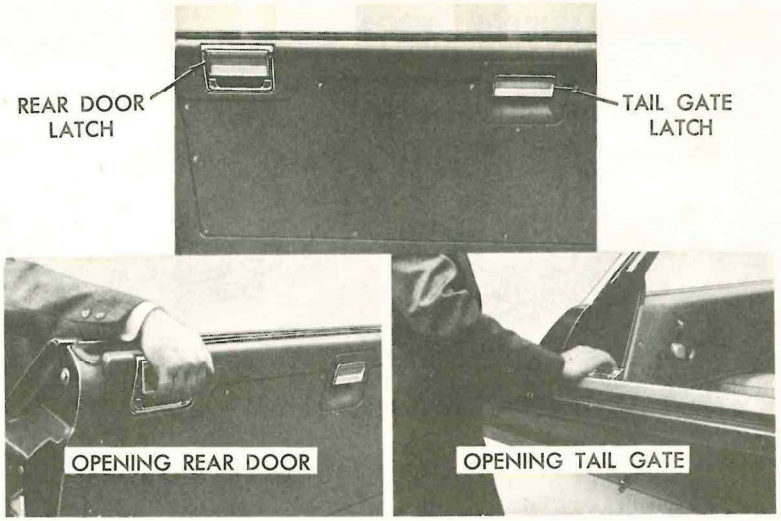
Dual Action Tailgate Operation

Tailgate Latch

- Lower tailgate window to full down position.
- Raise up on tailgate latch at inside of tailgate.
- Lower tailgate.

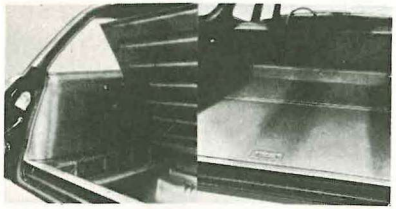
Rear Door Latch

- Lower tailgate window to full down position.
- Raise up on door latch at inside of tailgate.
- Move door to open position.



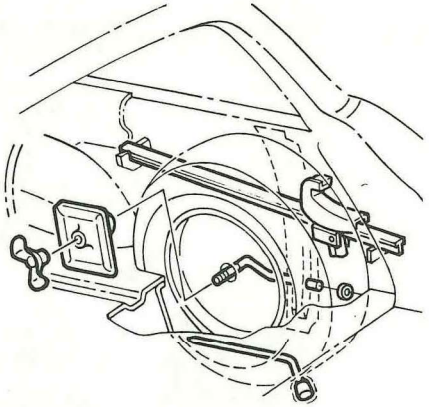
Concealed Luggage Space

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



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.



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.

Convertible

Except for the folding top, the convertible is operated in the same manner as other Chevrolet built passenger cars.

Superlift Air Adjustable Shock Absorbers

Superlift Air Adjustable Shock Absorbers allow you to ride with the load space of your El Camino fully loaded but with no annoying sag or bumps. Air is added to the rear shocks as needed through the air fill valve located in the upper right hand corner of the rear bumper license plate depression.

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

Operating the Folding Top

When the top is to be lowered, the locking handles located at the front of the side rails near the windshield header must be rotated inboard until the lock hook lever is disengaged from the striker on the windshield header. (The locking handles must be allowed to remain in this position until the top is to be again locked to the windshield header.) On convertibles that are equipped with a power operated top, actuate the control switch until the top is approximately two (2) feet from the fully lowered position.

On a convertible that is equipped with a manually operated top, grasp the underside of the side rail rearward of the locking handles and lift the rail upward and rearward until top is approximately two (2) feet from the fully lowered position.

CAUTION: ***Do not attempt to lower the top in temperature below 40° Fahrenheit. Prior to raising or lowering the top, the car must be at a complete stop and the sunvisors turned down. Also, when lowering the top, make certain the top is thoroughly dry and that there are no items stored on or beneath the top well. When raising or lowering the manually operated top, hands must be kept away from the hinge portion of the side rails.***

The top material and pads must then be gently pulled rearward from between the operating arms of the top. The power operated top may then be completely lowered by again actuating the control switch. The manually operated top may be completely lowered by again grasping the underside of the side rail and exerting pressure rearward and downward until the catch clips located at the top of the quarter trim panels snap onto the ends of the side rails.

When raising the power operated top, actuate the control switch until the top rests on the windshield header.

In raising the manually operated top, the catch clips are first disengaged from the side rails. The raising of the top may be completed by grasping the front corner of the top and rotating the top forward until the top rests on the windshield header. On the Chevelle models the guide pin on the left outboard corner of the top is to engage the striker assembly on the windshield header.

To lock the top, rotate the left locking handle, and then the right locking handle, outboard to engage the lock hooks with the striker assemblies. BE CERTAIN TOP IS SECURELY LOCKED TO THE WINDSHIELD HEADER PRIOR TO STARTING CAR.

Installing the Top Boot

Remove the boot which is normally stored in a plastic bag in the rear compartment. The forward end of the boot on Camaro styles is installed by sliding the flap behind the rear seat back. The forward end of the boot on Chevelle models is installed by grasping the forward end and sliding the welt on the boot into the retainer located on the top of the rear seat back panel. On Chevelle and Camaro models, the boot is then placed over the lowered top and the metal snap fasteners on the boot are snapped onto the studs on the quarter trim. On the Camaro, the plastic snaps on the boot are snapped over the belt molding by first engaging the large lip of the plastic clip onto the molding and then snapping down the smaller lip of the clip. On the Chevelle, the rear and sides of the boot is secured by starting at the center and pulling the boot away from the belt molding and sliding the plastic retainer under the belt molding.

Care of Folding Top and Rear Window

The folding top should never be subjected to volatile cleaners or household bleaches. Frequent washing with neutral soap suds, lukewarm water and a soft bristle brush is normally all that is necessary to maintain the "Factory Fresh" look. In the event heavy soilage or stubborn stains are encountered, a mild foaming cleanser, lukewarm water and a soft bristle brush may be used. If desired, the top may be supported from the underside during the cleaning operation. Regardless which cleaning method is used, a generous amount of rinse water is to be used, as any soap that may have run down on the body finish may causes streaks if allowed to dry.

After cleaning the top, be certain the top is thoroughly dry before it is lowered.

The rear window in the back curtain on Chevelle models may be cleaned in the same manner as all body glass. However, volatile cleaning agents should be avoided as these liquids could have a deteriorating effect if spilled on the back curtain material or any paint finish.

On Camaro models, the pliable plastic window, due to its texture, is susceptible to scratches and abrasions. As a result, the top should not be lowered when the rear window is dirty.

When cleaning the rear plastic window, do not use a dry cloth or volatile cleaning agents. A soft cloth moistened with water should be used to remove superficial dust. When completely washing the rear window, cold or lukewarm water and a mild neutral soap suds may be used along with a generous amount of rinse water. In addition, the rear window can be cleaned with G.M. Plastic Cleaner available at your dealer.

A scraper should never be used for removing snow or ice from the rear window. In an emergency, warm water may be cautiously used.

NOTE: *DO NOT PASTE any stickers or masking tape on rear window as damage will result.*

CLEANING YOUR CHEVROLET PRODUCT–

Exterior Appearance

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

Washing Your Car

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

Polishing and Waxing Your Car

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

Protection of Exterior Bright Metal Parts

Bright metal parts should be cleaned regularly to maintain luster. Washing with water is all that is usually required. However, G.M. Chrome Polish may be used on CHROME or STAINLESS STEEL trim if necessary.

Use special care with ALUMINUM trim. Never use auto or chrome polish, steam or any caustic soap to clean aluminum.

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

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.***

GUARDIAN MAINTENANCE FOR OWNER PROTECTION

Your 1969 Chevrolet product has been engineered to provide maximum service with minimum owner maintenance service requirements. However, certain maintenance services, which must be performed on a time or mileage basis, depending on the amount of driving you do, will ensure that you continue to receive the maximum in performance, dependability, and durability which have been built into your car.

The quality of maintenance your new car receives is as important as the regularity with which it is serviced. The "Guardian Maintenance Service" program has been developed by the Chevrolet Motor Division in cooperation with Chevrolet Authorized Dealers to provide nationwide quality in customer service. The program includes the training of dealer technicians at General Motors Training Centers throughout the country as well as at local Chevrolet sponsored schools, with a continuous follow-up of publications, films, and other service information. No one else has more knowledge of servicing your Chevrolet than your Chevrolet Authorized Dealer and his trained service technicians.

Other important contributions to Chevrolet's "Guardian Maintenance Service" program are: the use of genuine General Motors parts and accessories which have the same high quality standard as the original equipment and the use of Chevrolet approved tools developed and tested for use by Chevrolet Dealers.

OWNER RESPONSIBILITY

Normal maintenance services and replacement of service items as described in this section are the responsibility of the owner and as such are not considered defects in material and workmanship under the provisions of the Chevrolet New Vehicle Warranty. Weather and atmospheric conditions, varying road surfaces, individual driving habits and vehicle usage greatly contribute to the need for maintenance services. To help you get the utmost in satisfaction and extended service from your Chevrolet, the principal services and replacement items are summarized below.

A. Maintenance Service

- **Lubrication**—Heat, cold, dusty conditions or unusually wet weather all contribute to the need for lubrication at regular intervals. In addition to the regular maintenance services at recommended intervals, throttle linkage, parking brake linkage, and body parts such as door and hood latches and hinges, weather stripping, etc., should receive attention at every oil change. As part of the periodic lubrication service, all lubricant and fluid levels should be checked and replenished as necesseary.

- **Wheel Alignment and Wheel Balance**—are affected by operating conditions such as hitting chuck holes and curbs, rapid starts and stops, tire skidding, etc. Wheel alignment and balancing service contribute to longer tire life and better vehicle handling.

- **Tire Rotation**—Rapid acceleration, quick stops, car speed and loading affect tire life and can cause uneven wear. Tires should be rotated regularly for uniform wear and maximum life.

- **Brake Services**—Brake linings are subject to wear from usage depending upon driving conditions and driving habits of each individual driver. Periodic check of brake lining condition by a qualified technician is recommended for safe operation. When the brake system requires service, replace with genuine GM Parts.

- **Engine Oil Change and Filters**—Changing engine oil, and air, fuel and oil filters at recommended intervals is the owner's best investment in prolonged engine life, efficiency and performance. When replacement is necessary, always insist on AC Acron filters.

- **Transmission Oil Change** – Extended use and contamination affect transmission fluid. To assure efficient operation, transmission oil pan should be drained and fresh fluid added, and, strainer replaced, at the recommended intervals. DEXRON® fluid is recommended for automatic transmissions.

- **Emission Control**—A check of the items affecting vehicle emission control at the first oil change (4 months or 6,000 miles, whichever occurs first) is important to control hydro-carbon and carbon monoxide emissions within levels established by government standards and thus reduce air pollution. Subsequent checks should be made every 12 months or 12,000 miles, whichever occurs first. This check involves the adjustment of engine idle speed, idle fuel mixture, engine timing and an operational check of the Positive Crankcase Ventilation Valve (PCV) and related parts. Climatic conditions, type of operation, wear and contamination can affect these engine adjustments and proper functioning of the PCV valve. Checking for proper operation will not only contribute to the control of exhaust and engine emissions, but will improve performance and economy.

- **Engine Tune-Up and Electrical Checks**—Fuel and electrical systems are subject to wear and contamination and require periodic cleaning and adjustments to maintain maximum economy and performance. These same factors which have an important effect in the control of air pollution are included in engine tune-ups which are recommended at one year or 12,000-mile intervals.

- **Positive Crankcase Ventilation Valve Replacement**—Crankcase vapors and other impurities can cause malfunction of the crankcase ventilation PCV valve resulting in an increase of crankcase emissions and cause improper engine idle

conditions. Regular replacement of the PCV valve is recommended at 12-month or 12,000-mile intervals. Always specify an AC PCV Valve. at replacement time.

- **Belt Adjustments**—To assure proper performance of belt-driven engine components, all belts should be checked and adjusted periodically.

- **Carbon Deposits**—A degree of carbon buildup is normal in the combustion chambers of any gasoline engine, depending upon oil and fuel quality and operating conditions. For best results follow the fuel and oil recommendations in this manual.

- **Air Conditioner**—Annual maintenance is necessary to assure proper performance. Adding of refrigerant may be necessary from time to time.

- **Paint, Chrome, Convertible Top and Trim**—are affected by normal wear and exposure. Proper maintenance and care of these items can add to their appearance and durability.

B. Replacement Items

- **Brake Linings**—are directly affected by driving habits and use; the replacement of brake linings and the reconditioning of brake drums (discs) should be performed when necessary.

- **Spark Plugs and Ignition Points**—are subject to wear and/or contamination. They should be inspected periodically and replaced if necessary for maximum engine performance and economy. For maximum performance and economy for your Chevrolet product replace with General Motors parts which are identified by one of these trademarks. GM AC United Delco

- **Filters**—perform the important function of cleaning air, fuel or oil and should be serviced at recommended intervals.

- **Wiper Blades**—life is dependent upon use and climatic conditions and they should be replaced when necessary.

OWNER PROTECTION MAINTENANCE SCHEDULE

Interval	Service To Be Performed
Every 6,000 miles or 4 months, whichever occurs first	• Change engine oil (normal passenger car service*). Not to exceed 6,000 miles. • Lubricate front suspension and steering linkage. • Check all lubricant and fluid levels (power steering pump, brake master cylinder, transmission, rear axle, radiator, battery). • Check manifold heat control valve. • Lubricate transmission floor shift linkage. • Check throttle and parking brake linkage and body parts. • Check emission control items at first oil change (adjust engine idle speed, idle fuel mixture, ignition timing and operational check of the PCV and related parts). • Check exhaust system for proper mounting, leaks, and missing or damaged parts.
At first oil change and every second oil change thereafter	• Change engine oil filter.*
Every 6,000 miles	• Rotate tires. • Inspect drive belts. • Clean battery (Energizer) terminals and oil felt washer. • Lubricate parking brake pulley, cables and linkage.
Every 12,000 miles	• Inspect air cleaner element. If satisfactory, rotate 180° from original position and reinstall. See 24,000 mile recommendation. • Rotate distributor cam lubricator. See 24,000 mile recommendation.

*Service more often during severe operating conditions as outlined under Maintenance and Lubrication.

OWNER PROTECTION MAINTENANCE SCHEDULE

Interval	Service To Be Performed
Every 12 months or 12,000 miles	• Replace PCV valve. • Engine tune-up. • Replace carburetor inlet fuel filter element if in-line fuel filter is not used. • Lubricate hood latch and lock plate. • Inspect A.I.R. pump drive belt. • Check emission control items.
Every 24,000 miles	• Repack front wheel bearings. • Replace air cleaner element. • Replace both carburetor inlet and in-line fuel filters if equipped with in-line filter. • Replace distributor cam lubricator. • Drain automatic transmission sump and add fresh fluid (normal passenger car service).* Adjust Powerglide low band at *first* fluid change. • Replace Turbo Hydra-Matic 400 sump strainer.*
Every 2 years	• Drain radiator coolant, flush and refill system.
Every 36,000 miles	• Check steering gear lubricant. • Lubricate clutch cross shaft (sooner if necessary), remove plug and install lube fitting.
During winter months	• Check operation of air conditioning system
Periodically	• Check tires for condition and correct pressures. • Inspect brake linings and check system for leaks. • Check battery liquid level. • Check wheel alignment and balance. • Inspect seat belts, buckles, retractors and anchors. • Check headlamp aiming.

*Service more often during severe operating conditions as outlined under Maintenance and Lubrication.

Fuel Requirements

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

Engine	Fuel Grade
ALL 4- and 6-CYLINDER	Regular
307, and 350, (255 HP) Cu In V-8	Regular
All Other V-8	Premium

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

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

Operation in a Foreign Country

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

1. The compression ratio of your engine (see page 76 or obtain from your dealer).
2. The vehicle identification number (see page 74).
3. The country or countries in which you plan to travel.

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

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

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

Engine Oil Recommendations

Use only engine oil which meets GM 6041-M standard. High quality oils which are intended for service MS and pass car makers' tests are of this quality. The oil change interval (see section on "Engine Oil Change Interval") and the new vehicle warranty are based on the use of oils that meet these requirements.

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

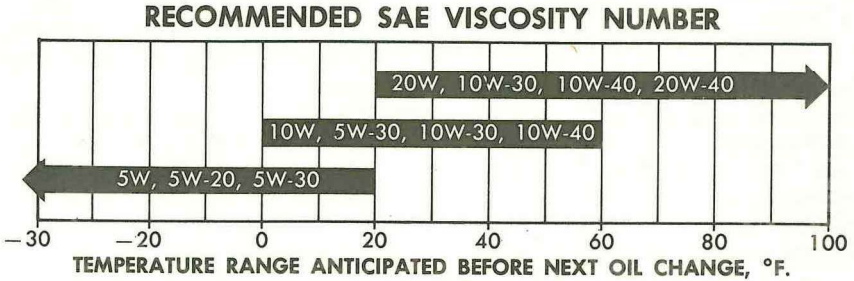
The regular use of supplemental additives is specifically not recommended and will increase operating costs. However, in cases of specific problems which may arise under certain conditions, additive supplements are available that can effectively and economically solve those problems without causing other difficulties. For example, if higher detergency is required to reduce varnish and sludge deposits resulting from some unusual operational difficulty, a thoroughly tested and approved concentrate — "Engine Oil Supplement" — is available at your Chevrolet dealer. It is suggested that, in the event of an operational problem, you consult your dealer for advice.

Recommended Viscosity — The following chart will serve as a guide in selecting the proper oil viscosity. The proper viscosity helps assure good cold and hot starting by reducing friction and thus increasing cranking speed.

- SAE 5W and 5W-20 oils are not recommended for sustained high speed driving.
- SAE 30 oils may be used at temperatures above 60°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.

NOTE: *The oil gauge rod is also marked "Use GM 6041-M Quality MS Oil" as a reminder to use only high quality oils as prescribed under "Engine Oil Recommendations."*

Cooling System Care

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

The inhibited year-around engine coolant, used to fill the cooling system at the factory, is a high quality solution that meets General Motors Specification 1899-M. This factory-fill coolant solution is formulated to withstand two full calendar years of normal operation without draining or adding inhibitors, provided the same concentration of coolant is added if the system needs additional fluid between drain periods. The original factory fill coolant provides freezing protection to −20°F. (−32°F. in Canada).

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

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

It is the owner's responsibility to keep the freeze protection at a level commensurate with the temperatures which may occur in the area in which the vehicle will be operated. Regardless of whether freezing temperatures are or are not expected, cooling system protection should be maintained at least to 0°F. to provide adequate corrosion protection.

When coolant additions are required because of coolant loss or to provide additional protection against freezing at temperatures lower than −20°F, (−32°F in Canada) a sufficient amount of an ethylene glycol base coolant meeting GM Specification 1899-M should be used.

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

Thermostat

The cooling system is protected and controlled by a thermostat installed in the engine coolant outlet to maintain a satisfactory operating temperature of the engine. This thermostat is designed for continuous use through both winter and summer and need not be changed seasonally. When replacement is necessary, specify United Delco parts.

Radiator Pressure Cap

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. Radiator pressure caps should be checked periodically for proper operation. If replacement is required specify AC.

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

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

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 pressure 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. Radiator pressure caps should be checked periodically for proper operation and replaced as required with the applicable AC type.***

Tires

The factory installed tires on your car are selected to provide the best all around tire performance for all normal operation. When inflated as recommended in the tire inflation placard affixed to the left door of your vehicle have the load carrying capacity to operate satisfactorily at all loads up to and including the full rated load specified in that table at all normal highway speeds. In addition, for those owners who prefer the utmost in comfort, optional tire inflation pressures may be used when loads of five passengers or less are carried.

For the added convenience of owners, many Chevrolet Dealers are equipped to handle tire warranty adjustments on certain makes of tires provided on 1969 Chevrolet vehicles.

Tire Traction

A decrease in driving, cornering, and braking traction occurs when water,

snow, ice, gravel, or other material is on the road surface. Driving practices and car speed should be adjusted to the road conditions.

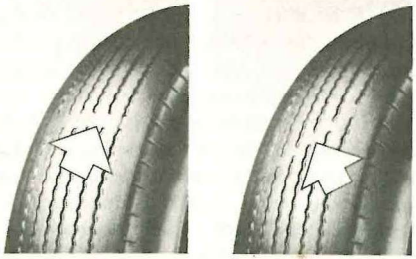
When driving on wet or slushy roads, it is possible for a wedge of water to build up between the tire and road surface. This phenomenon, known as hydroplaning, may cause partial or complete loss of traction, which adversely affects vehicle control and stopping ability. To reduce the possibility of traction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

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

For temporary assistance when traction is lost on ice or snow the use of AC Liquid Tire Chain is recommended.

Tread Wear Indicators

The original equipment tires on your Chevrolet incorporate built-in tread wear indicators to assist you in determining when your tires have been worn to the point of needing replacement. These indicators are molded into the bottom of the tread grooves and will appear as ½ inch wide bands when tire tread depth becomes 1/16 of an inch. When the indicators appear in two or more adjacent grooves, tire replacement due to tread wear is recommended.



Optional Tires

The optional tires listed in the following table 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. They are available on models as indicated in the table.

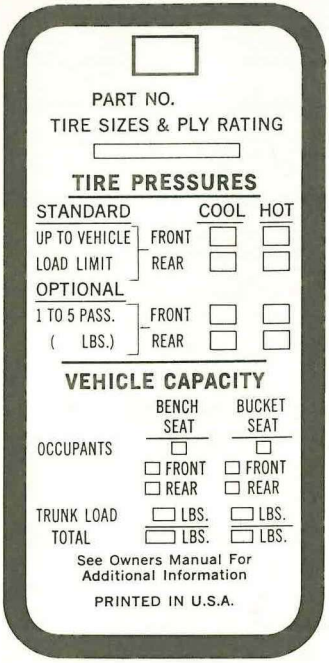
On some models (example—station wagon with 15″ wheel option), space limitations do not permit the use of a larger size tire; hence, the 8-ply rating tire is available. In either case, these tires are applicable to trailer towing or when an extra margin of the service is desired. Use of a larger tire or an 8-ply rating tire should not be construed as permitting an increase in the full rated vehicle load over that specified in the tire inflation placard affixed to the left door of your vehicle.

Only those tires of the size shown on your Chevrolet product. Use of any other size of tire may seriously affect ride, handling, ground clearance, tire clearances, and speedometer calibration.

Optional Belted Tires

Because of the stiffening belt under the tread, the ride characteristic may be somewhat different than that experienced with conventional tires. Follow the inflation pressures recommended in this Owner's Manual.

To achieve best all around vehicle handling performance, belted tires, and conventional tires should not be mixed on the same car.



Inflation Pressure

To ensure the proper tire inflation pressure for your particular requirements, follow the recommendations on the tire placard affixed to the left door of your vehicle. A typical placard is shown here. The placard **on the door** specifies the size and ply of the tires installed on your vehicle, plus the recommended tire pressures, and capacity of your vehicle. Keep tires properly inflated, and check inflation pressure at least monthly. This will ensure you of the best tire life and riding comfort over the full range of normal driving conditions.

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 pressure 4 pounds per square inch over the recommended pressures up to a maximum of 32 pounds per square inch cold for 4 ply rating tires, or 40 pounds per square inch cold for 8 ply 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. Cold 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 loads should be distributed as far forward as possible.
5. Vehicles with luggage racks do not have a vehicle load limit greater than specified.
6. When towing trailers, the allowable passenger and cargo load must be reduced by an amount equal to the trailer tongue load on the trailer hitch.

CHEVELLE TIRE USAGE

ENGINES AND BODY STYLE		STANDARD	OPTIONAL
L-6 307 V-8	Sedan, Coupe, Convertibles,	7.35 x 14	7.75 x 14, F70 x 14, F78 x 14
350 V-8	Sedan, Coupes		
350 V-8	Sport Sedan, Convertible	7.75 x 14	F70 x 14, F78 x 14
396 V-8	SS Coupe and Convertible	F70 x 14	—
All	El Camino Except with 396 V-8	E78 x 14	—
396 V-8	El Camino	G70 x 14	—
L-6	Station Wagon Nomad	7.75 x 14 or 8.25 x 14	8.25 x 14, 8.25 x 14-8 PR F78-14, G78-14
	All Other L-6	8.25 x 14	8.25 x 14-8 PR, G78 x 14
307 V-8	All 2 Seat	8.25 x 14	8.25 x 14-8 PR G78 x 14
	All 3 Seat w/Dual Action Tailgate	8.25 x 14 or 8.25 x 14-8 PR	
350 V-8	2 Seat w/std. or Dual Action Tailgate except Concours and Concours Estate w/Dual Action Tailgate	8.25 x 14 or 8.25-14-8 PR	
	Concours and Concours Est. Wag. w/Dual Action Tailgate and all 3 seat models	8.25 x 14-8 PR	—

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

CAMARO TIRE USAGE

ENGINES AND BODY STYLE		STANDARD	OPTIONAL
All	All except SS and Z-28 Option	E78 x 14	F70 x 14
All	SS Models	F70 x 14 (White Letters)	F70 x 14 White or Red Stripe
302 V-8	Z-28 Option	E70 x 15	—

NOVA TIRE USAGE

ENGINES AND BODY STYLE		STANDARD	OPTIONAL
All	All except SS Models	7.35 x 14	E70 x 14
All	SS Models	E70 x 14	—

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

Tire Rotation

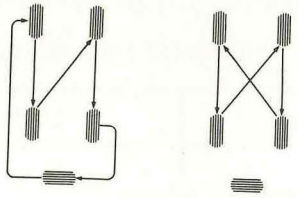
To equalize wear it is recommended that the tires be rotated every 6,000 miles. Upon rotation, tire pressure must be adjusted (front and rear) in accordance with the recommendations in the tire inflation pressure table.

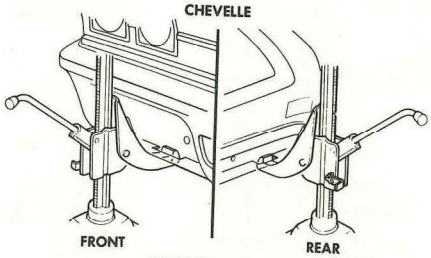
Changing Tires

CAUTION: ***Before jacking up the car, firmly set the parking brake and block the wheel diagonally opposite from the jack position.***

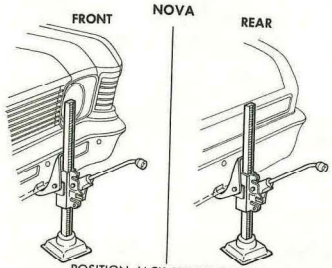
Remove hub cap or wheel cover with flat end of lug nut wrench and loosen wheel nuts slightly. Set lever on jack to UP position.

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





POSITION JACK IN BUMPER NOTCH

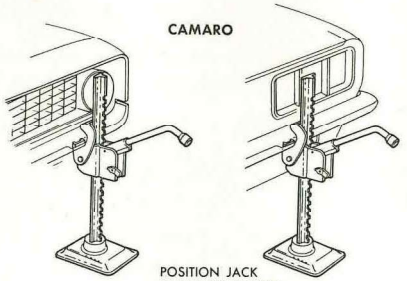


POSITION JACK UNDER BUMPER JUST OUTBOARD OF BOLTS

Jack Operation

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

CAUTION: ***Never get beneath the car when it is supported only by a jack. Always use safety stands to support the car if necessary to get underneath. On cars equipped with a Positraction differential do not run the engine with one drive wheel off the ground since the car may drive through the wheel remaining on the ground.***



POSITION JACK IN BUMPER NOTCH

Space Saver Spare Tire Inflation—Camaro

1. Remove valve cap from tire valve stem.
2. Take extension out of inside of inflator top and securely screw small end clockwise onto tire valve stem.
3. Remove tape from large end of extension. Grip extension securely and screw inflator clockwise onto extension until tire begins to inflate.
4. When tire is completely inflated, unscrew extension, with inflator still connected, from tire valve stem.

   Tire is ready to use.

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

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

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

The space saver spare tire has an approximate tread life of 2,000 miles; therefore, its continued use other than for emergency purposes is not recommended.

RECOMMENDED SCHEDULE FOR PERIODIC MAINTENANCE AND LUBRICATION

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

Engine Oil Change Interval

Change oil each 4 months. If more than 6,000 miles are driven in a 4-month period, change oil each 6,000 miles.

In certain types of service including operation under dusty conditions, trailer hauling, extensive idling, service where the operation is primarily 10-mile or shorter trips, or PROLONGED OPERATION AT SUB-ZERO TEMPERATURE, OIL CHANGE INTERVALS SHOULD NOT EXCEED 2 MONTHS, OR 3,000 MILES, whichever occurs first. Operation in dust storms may require an immediate change of oil. See your Chevrolet dealer for advice on the frequency of oil and filter changes under unusual driving conditions.

The above recommendations apply to the first change as well as subsequent oil changes. The oil change interval for your Chevrolet engine is based on the use of oils that meet the requirements indicated in the section on "Engine Oil Recommendations." Oil change intervals longer than those listed above will result in serious reductions in engine life and may affect Chevrolet obligation under the provisions of the new vehicle warranty.

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

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

Engine Tune-Up, Emission Control and Electrical System Checks

Fuel and electrical systems are subject to wear and contamination and require periodic cleaning and adjustments to maintain maximum economy and performance. Proper adjustment

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

Air Injection Reactor (A.I.R.)

The Air Injection Reactor system should have the A.I.R. pump drive belt inspected for wear and tension every 12 months or 12,000 miles whichever occurs first.

Positive Crankcase Ventilation Valve Replacement

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

Engine Oil Filter

The engine oil filter should be replaced at the first oil change and every second oil change thereafter. This recommendation is based on the use of engine oils that meet the requirements indicated in the section on "Engine Oil Recommendations," and the use of the approved AC oil filter. When replacement is necessary always specify an AC Oil Filter.

Manifold Heat Control Valve

Every 6,000 miles or six months, check heat control valve for freedom of operation. If shaft is sticking free it up with GM Manifold Heat Control Solvent or its equivalent.

Drive Belts

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

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

Air Cleaner

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

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

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

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

For maximum protection specify an AC Acron air filter element.

Fuel Filter

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

Specify AC at replacement time.

Distributor Cam Lubricator

4 and 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.

Rear Axle

Standard–Every 6,000 Miles – Check and keep filled to level of filler plug hole with SAE 80 or SAE 80-90 Multipurpose 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 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.

Transmission Shift and Backdrive Linkage (Manual and Automatic)–Every 6,000 miles or 4 months lubricate shift linkage and on manual transmission floor controls lever contacting faces with water resistant EP chassis lubricant which meets GM Specification 6031M.

If vehicle is equipped with a 6 cylinder engine and Powerglide transmission, lubricate the throttle valve inner lever, outer lever and sleeve (linkage) (at inlet manifold attachment) on their respective contacting surfaces wth water resistant EP chassis lubricant which meets GM Specification GM 6031M. Operate linkage to evenly distribute lubricant.

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 Lubricant which meets GM Specification 6031M.

Powerglide Turbo Hydra-Matic 350 and Torque Drive

Every 6000 miles—Check fluid level on dipstick.

Transmission at Operating Temperature—With the transmission hot (after vehicle has been driven at least 15 miles), the fluid level should be between the "FULL" mark and ¼ inch below FULL. The vehicle should be level with the engine idling and the transmission in PARK.

Transmission at Room Temperature (80°F)—If the vehicle has not been driven sufficiently to bring the transmission up to operating temperature, the fluid level should be checked as follows:

1. Apply the parking brake, put the selector lever in PARK, and start the engine. Note: Do Not Race the Engine. Move the selector lever through each range.
2. Immediately check the fluid level with the selector lever in the PARK position. The engine should be running at a slow idle and the

vehicle should be level. The fluid level on the dipstick should be between the "ADD" mark and ¼ inch below.

3. If additional fluid is required, add sufficient fluid to bring the level to ¼ inch below the "ADD" mark on the dipstick.

If the transmission fluid level can be correctly established at room temperature (80°F) as described, when the transmission reaches normal operating temperature, the fluid level will appear at the "FULL" mark. The fluid level is set at ¼ inch below the "ADD" mark on the dipstick to allow for expansion of the fluid which occurs as the transmission temperature rises to its normal operating point of 180°F. DO NOT OVERFILL.

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

Every 24,000 miles (more frequently, depending on severity of service, if vehicle is used to pull trailers, carry full loads during high ambient temperatures, operate in mountainous terrain or operate under other severe conditions)—Remove fluid from the transmission sump and add approximately two (2)* quarts U.S. Measure, (1⅔ quarts* Imperial Measure) for Chevelle and 1½ quarts U.S. Measure (1¼ quarts Imperial Measure) for Nova and Camaro of new fluid (Powerglide and Torque drive). For Turbo Hydra-matic 350 this fluid amount is 2.5 quarts U.S. Measure. (2.0 quarts Imperial Measure). Operate transmission through all shift ranges and recheck fluid level as described above.

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

Powerglide and Torque Drive Low Band Adjustment—At the first transmission fluid change, have your Chevrolet Dealer adjust the low band.

Turbo Hydra-Matic 400—Lubrication of your Turbo Hydra-matic 400 will, except for fluid capacity and filter change listed below, follow previously stated automatic transmission recommendations. After checking transmission fluid level it is important that the dipstick be pushed all the way into the fill tube.

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

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

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

Chassis

Front Suspension

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

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

Steering Linkage

Every 6,000 miles or 4 months—Lu-

bricate 7 fittings one at each end of each tie rod, one at each end of relay rod, and one at idler lever with water resistant EP Chassis Lubricant which meets GM Specification 6031M.

Front Wheel Bearings

Every 24,000 miles–clean and repack with a high melting point wheel bearing lubricant. When replacement is necessary specify United Delco parts.

CAUTION: "Long fibre" or "viscous" type lubricant should not be used. Do not mix wheel bearing lubricants. Be sure to thoroughly clean bearings and hubs of all old lubricant before repacking.

Brakes

Brake linings should be periodically inspected for wear by a qualified technician. 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 replacement is required, specify GM and United Delco parts.

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

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

Standard Steering Gear

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

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

Power Steering Pump

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

Dual Action Safety Hood Latches

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

Air Conditioning

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

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

Battery Care (Energizer)

Every 6,000 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.

Battery-Gas Warning — Since normal battery or Energizer chemical action generates hydrogen gas which is explosive when mixed with air, never expose the battery to an open flame or electric spark. Also, avoid getting battery fluid, which is a sulfuric acid solution, on skin, on clothing or other fabric, or on painted surfaces. Eye protection should be worn while working on the battery for any reason. For maximum wattage requirements, specify a Delco Energizer at replacement time.

Extended Vehicle Storage

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

Trailer Hauling

Since passenger cars are designed and intended to be used primarily as passenger conveyances, towing a trailer may affect handling, durability and economy. Maximum satisfaction and pleasure will be derived through use of proper equipment and avoiding overloads and other abusive operation.

Purchase of bumper and axle type hitches is not recommended. Generally, trailer tongue loads should be maintained at approximately 10% of loaded trailer weight by proper distribution of the load in the trailer. Tire inflation recommendations outlined in this Owner's Manual should be followed.

Chevelle

Chevrolet has a number of factory-installed options available to better equip the Chevelle for pulling trailers over 1,000 lbs. and makes light-duty trailer hitches available through dealers. For hauling heavier than 2,000 pounds, it is recommended that an appropriate load equalizing, frame mounted hitch be purchased from a reliable manufacturer.

Nova and Camaro

Chevrolet has a number of factory-installed options available to better equip the Nova and Camaro for pulling trailers.

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

IMPORTANT: For maximum performance and economy, keep your GM car all GM. Specify General Motors parts identified by one of these trademarks.

GM | United Delco | AC

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.

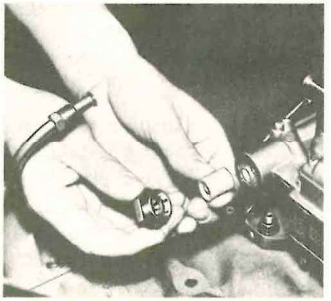
NOTE: *If Continual "flooding" of the carburetor is evidenced by a carburetor wet with fuel or black exhaust smoke, perform the operation suggested in paragraph D only.*

(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. Replace the filter if it appears to be plugged.



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 polyurethane air cleaner or replace paper element air cleaner if necessary. Idle adjustment or automatic choke service (other than that outlined in paragraph D above) should be performed by your Chevrolet Dealer.

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

ELECTRICAL SYSTEM

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

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

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

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

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

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

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

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

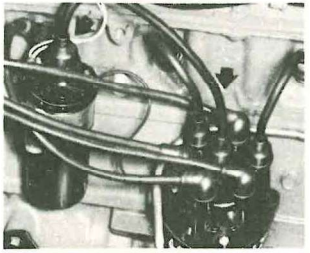
When the engine will "turn over" but will not start, the following items may be checked along with the Fuel Systems Checks listed previously.

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

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

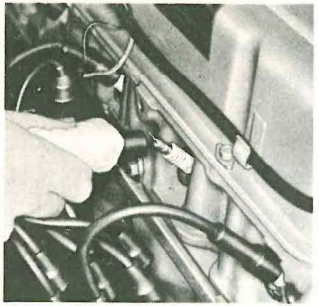
(K) If the car will still not start, check for spark at the spark plugs in the following manner:

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



Distributor and Coil Cables

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



COOLING SYSTEM

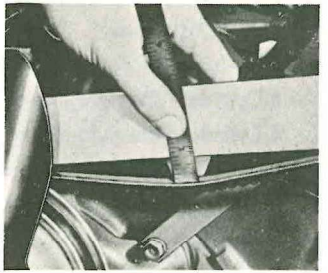
When the car will run but evidences serious overheating on the temperature gauge in the instrument panel, there are several items which may be checked.

(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 toward the engine to remove and replace the belt. Tighten the belt, whether new or old, by loosening the generator bolts, prying with a bar on the generator until the belt is tensioned properly, then retighten the generator bolts.



Fan Belt Tension

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

Thermostat Installation

SPECIFICATIONS

VEHICLE IDENTIFICATION NUMBER

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

Engine—Stamped on boss on block.

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

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

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

Body—Stamped on plate attached to cowl panel.

DIMENSIONS

CHEVELLE

Overall Length (Station Wagons and El Camino)	207.9"
4-Dr. Sedan	200.9"
2-Dr. Coupe	196.9"
Width	76.0"
Wheelbase—4-Dr. Sedan and Station Wagon	116.0"
—2-Dr. Coupe	112.0"

NOVA

Overall Length—Sedan and Coupe	189.4"
Height—Coupe	52.4"
Height—Sedan	53.9"
Width	72.4"
Wheelbase	111.0"

CAMARO

Overall Length		186.0"
Height	coupe	51.1"
	convertible	50.9"
Width		74.0"
Wheelbase		108.0"

BATTERY RATING

L4, L6, 302 and 307 V8 engine equipped vehicles—12 volt, 54 plate, 2300 watts*

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

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

*Cranking power at 0°F.

CAPACITIES	U.S. Measure	Imperial Measure
Gasoline Tank		
Chevelle exc. Sta. Wag.	20 gal.	16¾ gal.
Chevelle Sta. Wag. Nova, Camaro (Approx.)	18.5 gal.	15.5 gal. ca. 70 l
Crankcase (Refill)		
4 Cylinder		
Oil change only	3.5 qt.	3 qt.
Oil and Filter change	4 qt.	3¼ qt.
6 and 8 Cylinder		
Oil change only	4 qt.	3¼ qt. ca. 4,5 l
Oil and Filter change	5 qt.	4¼ qt. ca. 5,5 l

SPECIFICATIONS (Cont'd)

Cooling System:	153 L-4	230 L-6 250 L-6	302 V-8	307 V-8 350 V-8	396 V-8
U.S. Measure (qts.)	9	13	16	17*	23.5**
Imperial Measure (qts.)	7½	10¾	13¼	14¼*	19.5**

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

**with air cond. add 2 qts. U.S. measure (1 ¾ qt. Imperial meas.)

Thermostat

All engines ..... 195°

Radiator Pressure Cap ..... 15 lb.

Air Conditioning System

Compressor oil (525 vis.) ..... 11 oz.

Refrigerant—R-12

Four Seasons ..... 3 lb. 12 oz.

GM Chevrolet ..... 3 lb.

TURN SIGNAL FLASHER:

Type ..... Series

Capacity ..... 2 lamp (LL)

Rally Sport ..... 3 lamp (LL)

Hazard Warning Flasher, All ..... 4 lamp

TIRE INFORMATION

Complete tire information will be found on pages 57-63.

ENGINE SPECIFICATIONS

CARBURETOR ENGINE DATA	4 Cyl. Eng.	6 Cyl. Engine		8 Cylinder Engine					
	155 Cu. In.	230 Cu. In.	250 Cu. In.	302 Cu. In.	307 Cu. In.	350 Cu. In.		396 Cu. In.	
	1 Barrel	1 Barrel		4 Barrel	2 Barrel	4 Barrel		4 Barrel	
Horsepower	90 @ 4000	140 @ 4400	155 @ 4200	290 @ 5800	200 @ 4600	255 @ 4800	300 @ 4800	325 @ 4800	350 @ 5200
Torque	152 @ 2400	220 @ 1600	235 @ 1600	290 @ 4200	300 @ 2400	365 @ 3200	380 @ 3200	410 @ 3200	415 @ 3400
Comp. Ratio	8.5:1	8.5:1		11.0:1	9.0:1	9.0:1	10.25:1	10.25:1	10.25:1
Bore	3.88	3.875		4.00	3.875	4.00		4.09	4.09
Stroke	3.25	3.25	3.53	3.00	3.25	3.48		3.76	3.76
Firing Order	1-3-4-2	1-5-3-6-2-4		1-8-4-3-6-5-7-2					

SPARK PLUGS

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

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

FUSES AND CIRCUIT BREAKER

The wiring circuits in your 1969 Chevrolet product are protected from short circuits by a combination of fuses, circuit breakers, and fusible thermal links in the wiring itself. This greatly reduces the hazard of electrically caused fires in the automobile.

FUSES AND CIRCUIT BREAKER:

The headlamp circuit is protected by a circuit breaker in the light switch. An overload on the breaker will cause the lamps to "flicker" on and off. If this condition develops, have your headlamp wiring checked immediately. Also, a circuit breaker, mounted on the firewall, protects the power window, power seat, and power top circuits if vehicle is so equipped. Where current load is too heavy, the circuit breaker intermittently opens and closes, protecting the circuit until the cause is found and eliminated.

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

Radio Accessories, Tape Player.....10 Amp.
Heater and Air Conditioning.....25 Amp.
Instrument Lamps (Camaro with Gauge Pack).....2 Amp.
Instrument Lamps (Camaro w/o Gauges).....3 Amp.
Instrument Lamps (except Camaro).....4 Amp.
Tail Side Marker and Parking Lamps.....20 Amp.
Stop and Hazard Warning Lamps, Dir. Sig.....20 Amp.
Courtesy, Dome, Cig. Lighter, Clock Lamps.....20 Amp.
Backup, Turn Signal, and Cruise Control.....20 Amp.
Gauges and Tell-Tale Lamps.....10 Amp.
Windshield Wiper/Washer.....20 Amp.

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

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

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

BULB SPECIFICATIONS

	Candle Power	Chevelle	Nova	Camaro
Headlamp Unit				
Outer—High Beam	37½ W	4002	—	—
Low Beam	55W	Sealed Beam	—	—
Inner—High Beam Only	37½ W	4001 Sealed Beam	—	—
High Beam	55W	—	6012 Sealed Beam	6012 Sealed Beam
Low Beam	45W	—		
Front Park and Directional Signal	3-32	1157	1157	1157
Front Fender Side Marker Lamp	2	194	194	194
Rear Side Marker Lamp	2	—	194	194
Tail, Stop, and Rear Directional Signal	3-32	1157	1157	1157
License Plate Lamp	4	67	67	67
Back Up Lamps	32	1156	1156	1156
Courtesy Lamp (Convertible)	6	631	—	631
Dome Lamp	12	211	211	211
Instrument Illumination and clock	2	1895	—	—
Lamp (Includes Auto. Trans.)	3	—	168	168
High Beam Headlamp Indicator	2	1895	194	194
Indicator Lamps				
Gen.	2	1895	194	194
Oil	2	1895	194	194
Temp. System	2	1895	194	194
Brake Warning	2	1895	194	194
Turn Signal	2	1895	194	194
Heater or A/C Control Panel Lamp	1	1445	1445	1895
Glove Box Lamp	2	1895	1895	1895
Radio Dial Lamp	2	1893	1893	1893
Floor Mounted Console	2	1445	1445	1445
Underhood Lamp	15	93	93	93
Rally Sport Gauge Pack	2.5	—	1816	1816
Seat Separator Lamp	6	212-1	—	212-1
Map Light (Mirror)	4	563	—	—

CHEVROLET ZONE OFFICE ADDRESSES

Irondale, Ala. (Birmingham)
2300 Crestwood Blvd.

Los Angeles, California
1800 Avenue of the Stars

Oakland, California
10910 E. 14th St.

San Diego, California
707 Broadway

Denver, Colorado
4355 Kearney St.

Jacksonville, Florida
8206 Phillips Hwy.

Doraville, Georgia (Atlanta)
6005 Peachtree Industrial Blvd.

Indianapolis, Indiana
2350 N. Shadeland Ave.

South Bend, Indiana
320 W. Jefferson Blvd.

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

Peoria, Illinois
2009 N. Knoxville

Des Moines, Iowa
818 Fifth Ave.

Lenexa, Kansas (Kansas City)
8900 Marshall Dr.

Wichita, Kansas
4921 E. 21st St.

Louisville, Kentucky
4501 Indian Trail

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

Portland, Maine
150 Riverside St.

Hanover, Maryland (Baltimore)
1800 Parkway Drive

Westwood, Mass. (Boston)
505 Blue Hill Drive

Grand Blanc, Michigan (Flint)
5198 Territorial Road

Southfield, Michigan (Detroit)
15565 Northland Drive

Edina, Minn. (Minneapolis)
7600 Metro Blvd.

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

Omaha, Nebraska
11616 "I" Street

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

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

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

Syracuse , N. Y.
107 Twin Oaks Dr.

Tarrytown, N.Y.
371 S. Broadway

Charlotte, N. C.
701 Interstate 85

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

Parma, Ohio (Cleveland)
12990 Snow Road (Parma)

Sharonville, Ohio (Cincinnati)
11575 Reading Rd.

Oklahoma City, Oklahoma
12 N. E. 36th Street

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

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

Harrisburg, Pennsylvania
101 Radnor St.

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

Memphis, Tenn.
3495 Lamar Ave.

Dallas, Texas
8635 Stemmons Freeway

El Paso, Texas
1633 Airway Blvd.

Houston, Texas
4807 Wake Forest St.

North Salt Lake, Utah
845 N. Overland St.

Sandston, Va. (Richmond)
5450 Lewis Road

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

Seattle, Washington
233 Sixth, North

Green Bay, Wisconsin
1901 S. Webster Ave.

Milwaukee, Wisconsin
4066 N. Port Washington Ave.

CANADA

Vancouver, B. C.
900 Terminal Avenue

Calgary, Alta.
Box 2510

Regina, Sask.
581 Park St.

Winnipeg, Man.
1345 Redwood Avenue

London, Ont.
Box 5412 Terminal "A"

Ottawa, Ont.
875 Belfast Road

Toronto, Ont.
68 Richmond St., E.

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

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

MEXICO

General Motors de Mexico S. A.
de C. V. Av. Ejercito Nacional
Apartado 107 BIS
Mexico 1, D.F.

INDEX

NOTES

NOTES

NOTES

NOTES

WARRANTY

When purchased new, your Chevrolet vehicle is covered by the Chevrolet New Vehicle Warranty and the Policy on Chevrolet Owner Service given to you by your Authorized Chevrolet Dealer at the time of delivery.

LITHO IN U.S.A.