

1968 Camaro

the "hugger" from Chevrolet



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

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



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

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



Outside you'll discover much to please.

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

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

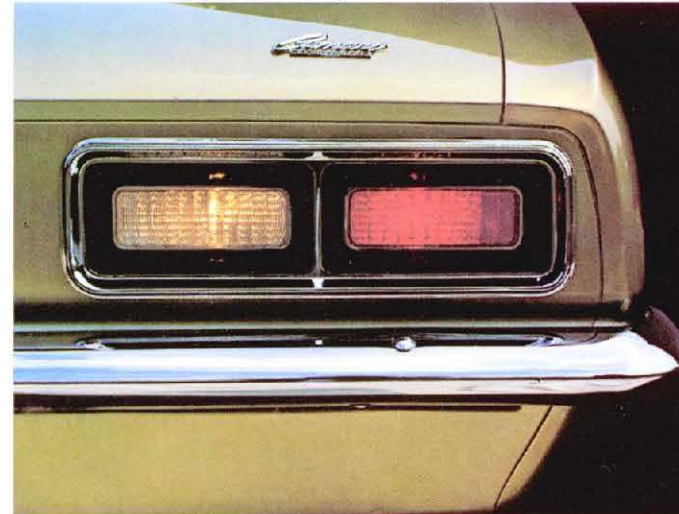
department); new, too, are taillights with integral back-up lights. And how about this? . . . ventipanes have given way to single curved side windows for added style and improved visibility. New side marker lights front and rear help stake out your claim to a parking place on darkened streets and show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

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

New Camaro grille with inset head and parking lights



New Camaro taillights with integral back-up lights



New one-piece curved side window



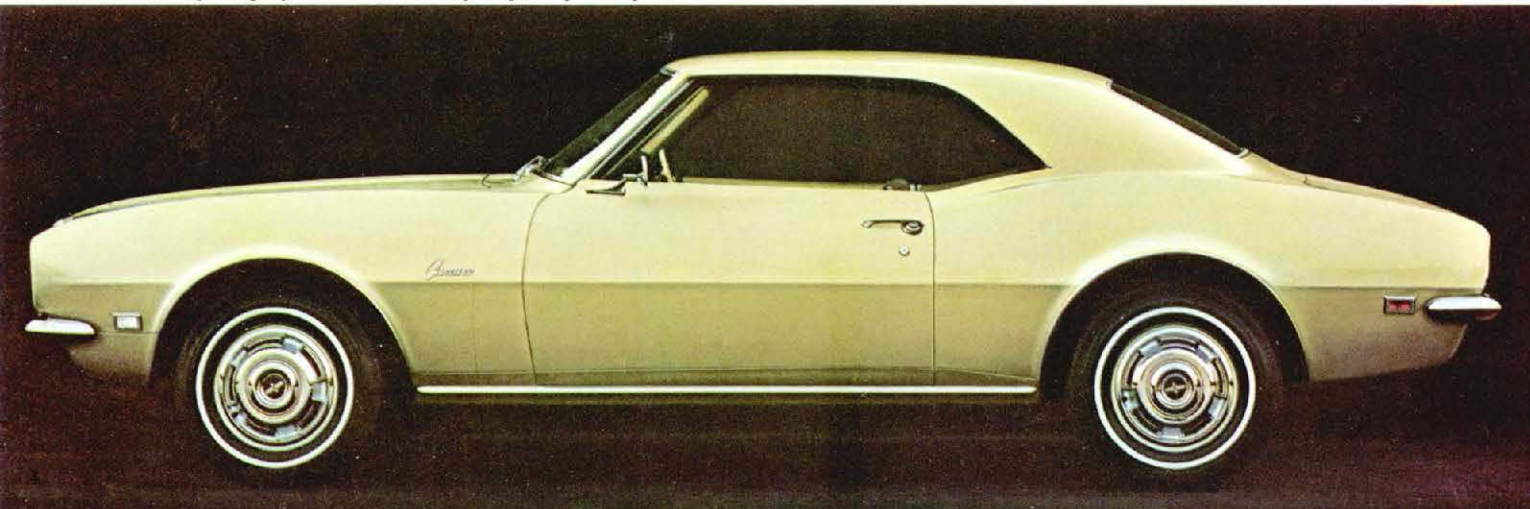
New rear side marker light



New front side marker light



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



Inside you'll sense a lot of luxury.

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

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

Now you take it from here.

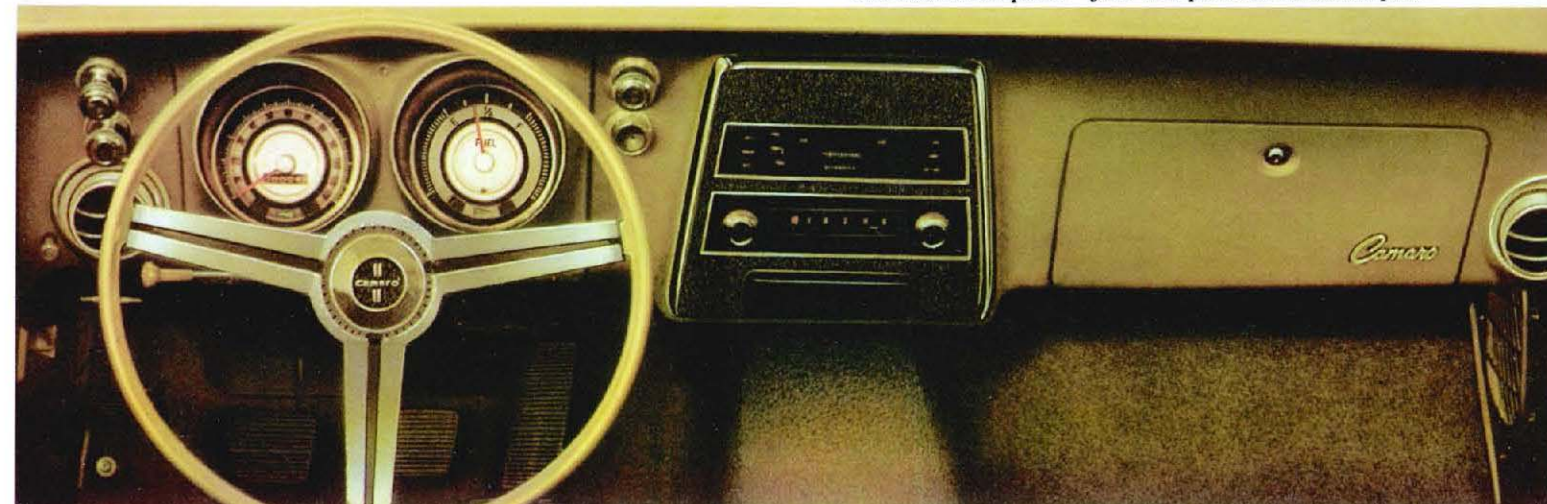
A look back at the back seat



Standard Camaro interior



The instrument panel—your own personal command post



Rally Sport Package

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

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

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

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

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

Camaro Convertible with Rally Sport equipment you can order



Camaro SS Package

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

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

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

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

Camaro SS Sport Coupe



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



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

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



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

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

Options and Custom Features*

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

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

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

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

Rally wheel trim—Available with disc brakes.

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

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

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

Electric clock—Custom styled to match other instruments.

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

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

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

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

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

Bucket seat with houndstooth fabric with Custom Interior on coupe



Rear deck luggage rack



Floor-mounted shift with special instrumentation and console



Rally wheel trim



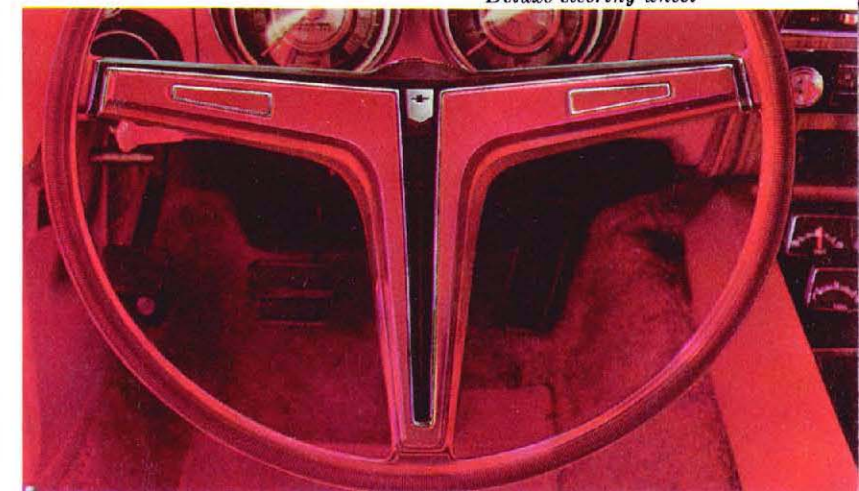
Front accent band



Rubber-inset bumper guards



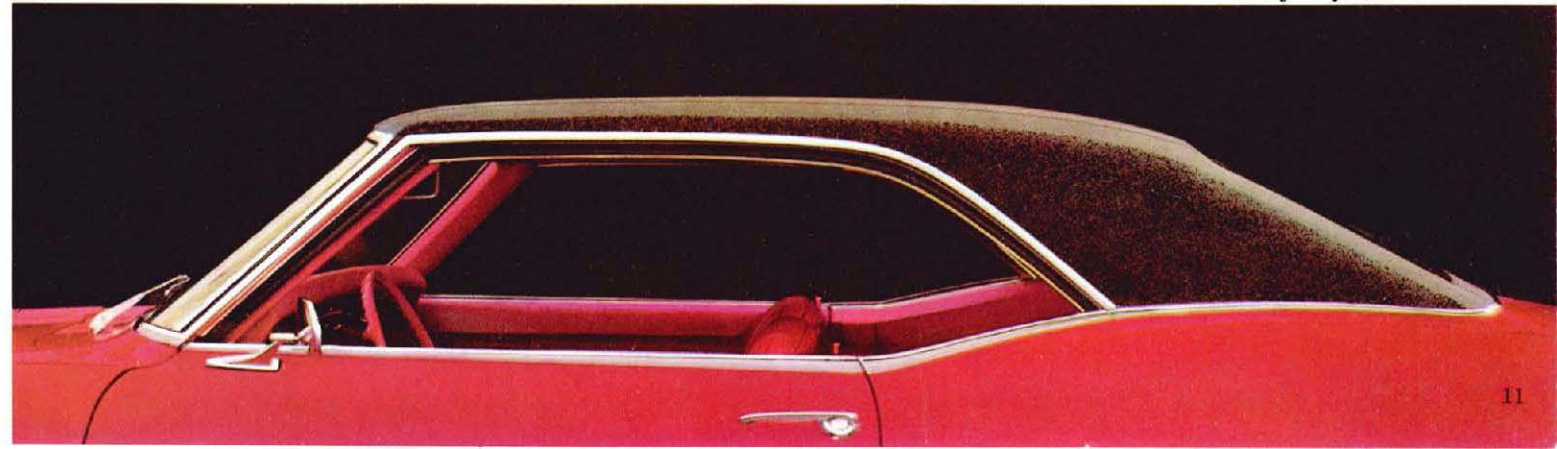
Deluxe steering wheel



Pushbutton radio



Vinyl roof cover



Outside and Inside Color Choices

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

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

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

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



Standard Safety Features for 1968

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

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

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



Here are the facts about how and why the Camaro goes the way it goes.

Chassis and Mechanical Features

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

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

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

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

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

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

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

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

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

Power Trains

Standard Engines—

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

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

Extra-Cost Engines—

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

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

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

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

Standard Transmission—

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

Extra-Cost Transmissions—

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

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

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

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

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

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

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



1968 CAMARO POWER TEAMS

Engines Bore & Stroke	Equipment Compression Ratio	Transmission	Rear Axle Ratio					
			Without Air Conditioning*			With Air Conditioning		
			Std.	Econ.	Perform.	Spec.	Std.	Econ.
Standard Engines								
140-hp Turbo-Thrift 230 Six 3.875 x 3.25	1-Bbl. Carb. Hyd. Lifters 8.5:1	3-Speed (2.85:1 Low)	3.08:1	2.73:1	3.55:1		3.08:1	3.55:1
		4-Speed (2.85:1 Low)	3.08:1	2.73:1	3.55:1		3.08:1	3.55:1
		Powerglide	2.73:1 †	2.56:1	3.55:1		3.08:1	3.55:1
210-hp Turbo-Fire 327 V8 4.00 x 3.25	2-Bbl. Carb. Hyd. Lifters 8.75:1	3-Speed (2.54:1 Low)	3.08:1	2.73:1	3.55:1		3.08:1	3.55:1
		4-Speed (2.54:1 Low)	3.08:1	2.73:1	3.55:1		3.08:1	3.55:1
		Powerglide	2.73:1 †	2.56:1	3.55:1		3.08:1	3.55:1
Extra-Cost Engines								
155-hp Turbo-Thrift 250 Six 3.875 x 3.53	1-Bbl. Carb. Hyd. Lifters 8.5:1	3-Speed (2.85:1 Low)	3.08:1	2.73:1	3.55:1		3.08:1	3.55:1
		4-Speed (2.85:1 Low)	3.08:1	2.73:1	3.55:1		3.08:1	3.55:1
		Powerglide	2.73:1 †	2.56:1	3.55:1		3.08:1	3.55:1
275-hp Turbo-Fire 327 V8 4.00 x 3.25	4-Bbl. Carb. Hyd. Lifters 10.0:1	3-Speed (2.54:1 Low)	3.08:1	2.73:1	3.55:1		3.08:1	3.55:1
		4-Speed (2.54:1 Low)	3.07:1	2.73:1	3.55:1		3.07:1	3.55:1
		Powerglide	2.73:1 †	2.56:1	3.55:1		3.08:1	3.55:1
295-hp Turbo-Fire 350 V8 4.00 x 3.48	4-Bbl. Carb. Hyd. Lifters 10.25:1	3-Speed (2.54:1 Low)	3.31:1	3.07:1	3.55:1		3.31:1	3.07:1 3.55:1
		Sp. 3-Speed (2.41:1 Low)	3.31:1	3.07:1	3.55:1	3.78:1	3.31:1	3.07:1 3.55:1
		4-Speed (2.52:1 Low)				3.73:1 4.10:1 4.56:1 4.88:1		
		Powerglide	3.07:1	2.73:1	3.31:1	3.55:1 3.73:1	3.07:1	2.73:1 3.31:1
325-hp Turbo-Jet 396 V8 4.094 x 3.76	4-Bbl. Carb. Hyd. Lifters 10.25:1	Sp. 3-Speed (2.41:1 Low)	3.07:1	2.73:1	3.31:1		3.07:1	2.73:1 3.31:1
		4-Speed (2.52:1 Low)	3.07:1	2.73:1	3.31:1		3.07:1	2.73:1 3.31:1
		Turbo Hydra-Matic	2.73:1 †	2.56:1	3.07:1		2.73:1 †	3.07:1

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



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