

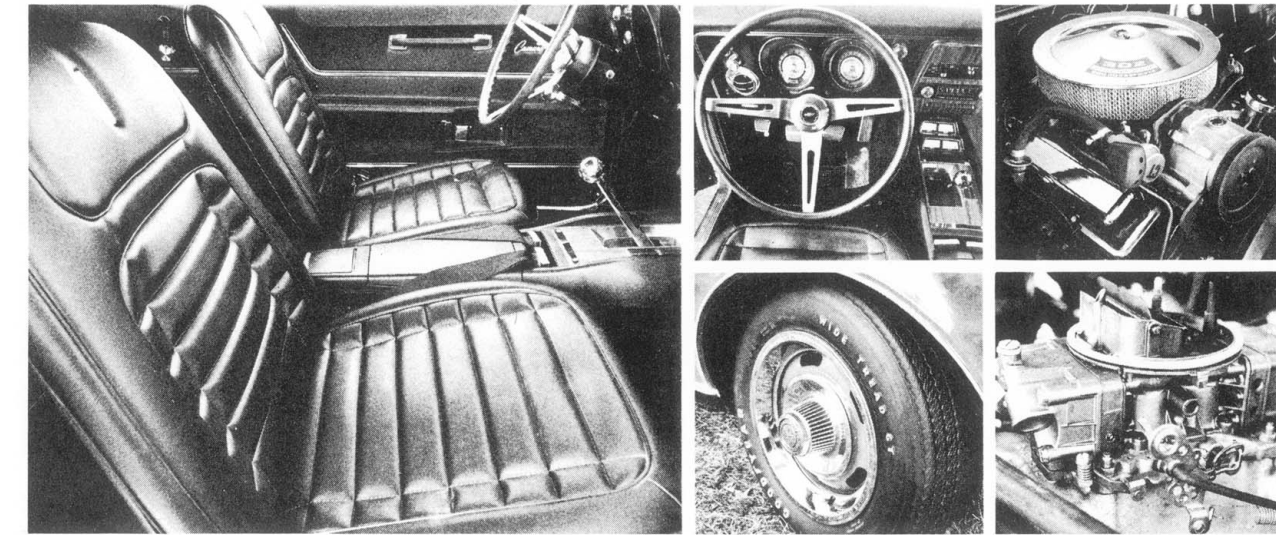
CHEVROLET'S

Z/28 CAMARO

CLOSEST THING TO A VETTE, YET.



Features & technical summary



SPECIAL FEATURES INCLUDED IN RPO Z28

Special performance package, RPO Z28—\$400.25, available on Camaro Sport Coupe Only (Model 12437—\$2694.00, manufacturer's suggested retail price)

ENGINE: 302-cu.-in. V8 with special camshaft and mechanical lifters, aluminum "tuned inlet" manifold, high capacity oil pump and special baffling in oil pan. Cooling system includes dual-belt fan drive, external bypass water pump, 5-blade thermostatically controlled fan with an operating range of 2300 to 2600 rpm. Also includes chrome-plated air cleaner cover, rocker covers, filler tube and cap. Dual exhaust system (2.25" diameter) with dual deep-tone mufflers. A 10.34" diameter bent-finger diaphragm spring clutch with a 2300-2600-lb. rating.

SUSPENSION & STEERING: Heavy-duty suspension with special front and rear springs (multi-leaf in rear) and shock absorbers. Fast (21.4:1) steering included; extra-fast (17.9:1—RPO N44—\$15.80) available. Wheels are special 15" x 6" with E70 x 15 special nylon cord high-performance tires.

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

TRANSMISSION: 4-Speed (must be ordered separately) RPO M20 (\$184.35) ratios: 2.52:1 first; 1.88:1 second; 1.46:1 third; 1.00:1 fourth; 2.59:1 reverse. RPO M21 (Close-Ratio—\$184.35) ratios: 2.20:1 first; 1.64:1 second; 1.27:1 third; 1.00:1 fourth; 2.26:1 reverse. RPO M22 (H.D. Close-Ratio—\$310.70) ratios same as M21 above.

REAR AXLE: 3.73:1 ratio standard. Additional ratios: 3.55:1, 4.10:1, 4.56:1, and 4.88:1. Positraction (RPO G80—\$42.15) recommended with 3.73, 3.07, 3.31 and 3.55 ratios; mandatory with 4.10, 4.56 and 4.88 ratios.

EQUIPMENT THAT MUST BE ORDERED WITH RPO Z28: Power front disc brakes (RPO J50/J52—\$100.10), 4-Speed transmission (see above).

AIR SPOILER EQUIPMENT (RPO D80—\$32.68), includes special valance and rear deck air spoiler.

All prices shown are 1968 MANUFACTURER'S SUGGESTED RETAIL PRICES and include Federal excise tax, but do not include state or local taxes. All prices and specifications, optional equipment and accessories are subject to change without notice.

ENGINE DATA

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

VALVE SYSTEM

Camshaft/lifters	Special camshaft with mechanical lifters		
Rocker arm ratio	1.50:1		
Valve timing (based on top of ramp points)		(Std. w/ RPO Z28)	(Special Camshaft #3927140)
Intake	Opens (°BTC)	60°50**	38°17**
	Closes (°ABC)	105°23**	81°33**
	Duration-deg.	346°13**	299°50**
	Lift (No lash)	.485	.493
Exhaust	Opens (°BBC)	108°50**	88°17**
	Closes (°ATC)	57°23**	45° 7**
	Duration-deg.	346°13**	313°24**
	Lift (No lash)	.485	.512
Valve opening overlap		118°13'	118°

*With .025" design lash. **With .030" design lash.

Tune-Up Specifications

Recommended idle (rpm)	900	
Distributor part number	1111467	
Breaker points	Single	
Advance system	Vacuum & centrifugal	
Breaker arm spring tension (oz.)	19-23	
Point gap	.019"	
Cam angle	28°-32°	
Spark advance—Initial setting @ recommended idle—Vacuum line disconnected—hole plugged	4° BTDC	
Centrifugal (all ratings in engine degrees)	Start (deg. @ rpm)	0° @ 1250
	Inter. (deg. @ rpm)	24 @ 2200
	Max. (deg. @ rpm)	32 @ 4400
Vacuum advance (all ratings in engine degrees)	Start (deg. @ in. Hg.)	0 @ 10
	Max. (deg. @ in. Hg.)	15 @ 17
Valve clearance (hot)	Intake	.030
	Exhaust	.030
Spark plugs	Normal range	AC44
	Hotter range	AC45
	Colder range	AC43
	Gap	.035"
Compression pressure (psi)	190	
Fuel pump pressure (psi) at recommended idle	5—6.5	
Fuel pump volume (in 30-45 seconds)	1 pint	

Special Service Parts

SPECIAL PARTS DESIGNED SPECIFICALLY FOR USE WITH RPO Z28, BUT AVAILABLE ONLY AS SERVICE PARTS THROUGH CHEVROLET DEALERS' PARTS DEPARTMENT

Part No.	Description	Quantity Required			
	Plenum Air Intake:				
3916621	Duct, Air Cleaner-to-Plenum	1	3918834	Plate, Differential Clutch Pressure	2
6424495	Air Cleaner	1	3918832	Pinion, Differential	2
	Exhaust Headers:		3918831	Gear, Differential (Special Diameter)	2
3942501	Tuned Exhaust Manifold L.H.	1	3917971	Gear Assy. (Ring and Pinion—4.10 ratio) (Special Alloy)	1
3942502	Tuned Exhaust Manifold R.H.	1	3917972	Gear Assy. (Ring and Pinion—4.88 ratio) (Special Alloy)	1
3942503	Adapter, Exhaust Manifold	2	3917973	Gear Assy. (Ring and Pinion—4.56 ratio) (Special Alloy)	1
3942504	Gasket, Exhaust Manifold Adapter	2	3918833	Washer, Differential Pinion Thrust	2
3942505	Clamp, Exhaust Manifold	2	9777477	Bolt, Wheel Hub	20
3942506	Bolt, Exhaust Manifold-to-Head	12	3916236	Knuckle, Steering (Special Surface Treatment)	2
3942507	Bolt, Adapter-to-Exhaust Manifold	8	3916237	Arm, Steering Knuckle L.H. (Special Surface Treatment)	1
3942508	Washer, Adapter Bolt	8	3916238	Arm, Steering Knuckle R.H. (Special Surface Treatment)	1
3942509	Nut, Adapter Bolt	8	9748406	Stud Assy., w/Seal, Steering Knuckle Upper Control Arm Ball (Special Surface Treatment)	1
3942510	Gasket, Exhaust Manifold	2	3875067	Stud Assy., w/Seal, Steering Knuckle Lower Control Arm Ball (Special Surface Treatment)	1
3927142	Spring Assy., w/Damper, for use with #3927140 Camshaft Assy.	16	3923523	Socket Assy., Tie Rod Inner (Special Surface Treatment)	1
3927144	Camshaft Unit (Camshaft w/Springs)	1	3914883	Socket Assy., w/Tie Rod Outer (Special Surface Treatment)	1
3927140	Camshaft Assy, for use with #3927142 Valve Spring w/Damper Assy.	1	3927510	Hub Assy., w/Disc, Front Wheel (Special Bolt Size)	2
1115207	Coil Assy., Ignition	1	3923589	Rod, Steering Relay (Special Surface Treatment)	1
1111267	Distributor Assy. (Transistor Ignition—point type)	1	3927505	Shaft, Front Stabilizer (1-1/16" Dia.)	1
3921048	Transistorized Ignition Unit (Includes Ignition Coil, Amplifier, Harnesses, Plate, Wire Assy., Grommet and Connector)	1	3927944	Plate, Stabilizer Bracket Frame Reinforcement	2
1115005	Amplifier, Ignition Impulse	1	3927506	Bushing, Front Stabilizer Shaft	2
2988218	Harness Assy., Ignition Impulse Amplifier	1	3927503	Spring, Front Coil (Special Rate)	2
6287841	Harness Assy., Ignition Impulse Amplifier Extension	1	3927504	Spring, Rear Multi-Leaf (Special Rate)	2
3916730	Plate, Ignition Impulse Amplifier	1	3889964	"U" Bolt, Rear Spring	4
3923535	Pipe Assy., Front Brake Caliper L.H. (Special Caliper)	1	3927507	Spacer, Rear Spring	2
3923536	Pipe Assy., Front Brake Caliper R.H. (Special Caliper)	1	3931547	Wheel Assy., Magnesium (15" x 8")	As Required
3927508	Shaft Assy., Rear Axle (Special Wheel Studs)	2	3940095	Wheel Assy., Magnesium (15" x 9")	As Required
3916234	Differential, w/Case (Special Diameter)	1	3931548	Seat, Bucket (Molded Plastic)	As Required
3918837	Case, Differential (Special Diameter)	1	5468886	Caliper Assy., Front Disc Brake L.H. (Special Design)	1
			5468887	Caliper Assy., Front Disc Brake R.H. (Special Design)	1
			5468882	Pads, Caliper (for Above) (Special Material)	2

The Z/28 Camaro – a definition:

Basically, the Z/28 is a Camaro Sport Coupe with RPO Z28—an option package with a number of built-in modifications and features. Most notable, the engine. It's a Chevrolet engineering masterpiece. A big-bore, short-stroke 302-cubic-inch plant that very quickly delivers about the strongest 290 hp you'll ever feel. And 290 hp is only the production stage of tune. That's mostly what makes the Z/28 Chevrolet's most unique 4-passenger model—and the closest thing going to a four-place sports car.

The Z/28 is very well behaved in ordinary traffic. Smooth. Comfortable. Maneuverable. Even docile if you like. The Z/28 can putt along with bumper-to-bumper traffic as adequately as it can hum along a turnpike. It's a very handsome machine as well. You can see how determined it looks, with bold rally striping over the bonnet and rear deck. Very posh on the inside, too. With comfortable all-vinyl bucket seats, carpeting, attractive appointments. Add the tach and bank of instruments and it looks like all business. It can be had in any one of Camaro's 15 Magic-Mirror exterior colors for '68—with contrasting striping and color-keyed interior trim.

But let's face it. If you strictly wanted a family car you wouldn't buy this one.

The steering is fast ratio. The wheels are big; tires are nylon cord, and designed for more than routine driving. The suspension is heavy duty, with special springs front and rear. The Z/28 must be ordered with a Chevrolet 4-speed floor-mounted transmission—which, incidentally, is a zipping joy to operate. Power front disc brakes must also be specified. The standard rear axle ratio is 3.73:1—other ranges available to fit your foot.

The 302 engine comes from a 327 block and a special 283 crankshaft. Features include a Holley 4-barrel carb, high-winding mechanical valve lifters, aluminum inlet manifold, dual, deep-tone exhaust system, special cam, oil pump and cooling system. And when you start adding items like that to Camaro's basic kinship to a sports car—wide stance stability, road hugging suspension geometry and all that—well, we're in the same league, if not the same ballpark, as the purebred Corvette.

But what comprises a Z/28, and the way it looks, loses importance when you're inside, behind the wheel, and moving. That's how you find out what this car is all about. The responsiveness of the 302 engine is matched by the car's excellent road sense, with the relatively light weight of the engine and heavier-duty rear components providing improved weight distribution for additional traction at the drive wheels. It sticks beautifully on curves and turns. As you accelerate, decelerate and corner you can "sense" that the

Z/28 is doing exactly what you ask. It adheres to what's happening on the road, yet it's not too "hard." You can still enjoy a long turn at the wheel—or a good ride.

The Z/28 Camaro is a limited edition car, and your local Chevrolet dealer may not have one on display. But he can order one for you. If you like, you can get one very much like the one Mark Donohue drove to win the last two TRANS-AM events—at Las Vegas and at Kent. Not everyone keeps a FIA Class 2 car around the house, but those who do, like this one best—Chevrolet's Z/28 Camaro.

Here's what some other people have to say about the Z/28 Camaro:

SPORTS
CAR
GRAPHIC
March '67

"Cornering power and attitude was very impressive . . ."; ". . . gave plain indication that the Camaro is going to be completely competitive from a road-ability standpoint." "Even with the performance options, it's a comfortable and pleasurable street machine with a very readable price tag."

CAR
AND
DRIVER
March '67

"...most responsive American V8 we've ever tested."
"It's an appealing car . . . tough and purposeful . . ."

CAR
AND
DRIVER
Dec. '67

(again) "It's the most responsive production V8 we've ever driven . . ."; ". . . feels much stronger than the 327s and 350s . . ."



Litho in U.S.A.