



1969 CAMARO

Putting you first, keeps us first





WHO NEEDS TO SAY "NEW" OR "BETTER"?

Camaro ... Chevrolet's incomparable Hugger with the wide-stance grip. Longer, wider, tougher, even quieter for 1969. Decide on a Convertible or Sport Coupe and personalize it from a long list of options and packages. A starter: new Color-Matched resilient bumper that looks like it's part of the car, yet shrugs off nicks and bumps. But put it all together the way *you* want it.

On the cover: Camaro SS Sport Coupe with Rally Sport equipment. Above: Camaro SS Sport Coupe with vinyl roof, Style Trim Group and new Color-Matched bumper you can order. Many extra-cost Options and Custom Features are illustrated or described in this catalog. A convenient listing is on pages 12-13.

**TO COME THIS CLOSE TO A
CORVETTE, WE PICKED THE
BEST SPORTS CAR BRAINS
AROUND (OUR OWN).**

Is it really necessary to say that it leaves competition back at the starting gate? Not when you consider what we call standard, other cars call optional. Full door-glass styling. Astro Ventilation. 140-hp Six or big 210-hp V8. Bucket seats. Carpeting. If you want more car, you'll have to go to Corvette. Or maybe Indianapolis.

Camaro Sport Coupe with vinyl top you can order.





RALLY SPORT: THIS IS THE SPIRITED WAY TO CHALLENGE A ROAD. JUST ASK THE KID WHO OWNS ONE.

One look and you can see what all the hullabaloo's about. Concealed headlights and a special grille. Rear fender louvers. Headlight washers (that's right, *headlight* washers). You can see why we added a maximum security locking system on the steering column that makes it awfully tough to steal your car. Think we outdid our competition with this one? Good thinking.



**SS: ALL-MUSCLE, ALL-CAR,
WITHOUT A TACKY PIECE
OF GINGERBREAD ANYWHERE.**

Nobody else can come close to Camaro SS. Fat tires. Power disc brakes. Unique hood. Sport striping. Special suspension. Big power. Special 3-Speed transmission with floor shifter. Camaro SS: what the younger generation is coming to because it's about as close as you can come to a pure sports car and still get a back seat and trunk in the deal. We have only one more thing to say: drive it!



The command post.



The Camaro Rally Sport from the side.



SS hood with simulated ports.



Rear trim on the SS.



Camaro, from the rear.



The Rally Sport's rear trim.



The Camaro SS from the side.

CAMARO

If Camaro looks longer and wider this year, that's because it is. Result: a steadier stance than anything else for this kind of money. There are bucket seats, carpeting, an improved Astro Ventilation system that admits outside air through new rectangular

instrument panel vent ports, a wide range of long-lasting Magic-Mirror colors, 25 power team combinations and a new larger tire design. Other refinements you can't see make Camaro so quiet that other sportsters wish they had our secret.

INTERIORS

Look. That's the only way to appreciate Camaro's new interiors. You'd think that this is a luxury car, not a lithe and lean sportster. Those tough bucket seats are even more comfortable,

and included this year are color-keyed head restraints. The new instrument panel is easy to read and functional (for even more dials to keep track of things, order the Special Instrumentation package). Our interior choices for '69:

Standard Interior.



RALLY SPORT

Order a Rally Sport and you'll get features like a unique grille with concealed headlights, bright accented simulated rear fender louvers, fender striping, RS emblems all around, wheel opening moldings, black body sill, steering wheel with RS emblem,

STANDARD INTERIOR. All-vinyl bucket seats, matching door and sidewall panels and deep-twist carpeting. Colors: black, ivory-black, blue, red, medium green and dark green. **CUSTOM INTERIOR.** In addition

Extra-cost houndstooth pattern shown in Custom Interior



chrome-accented tail and parking lights, headlight washers and back-up lights mounted below the rear bumper. Sport Coupe includes roof drip molding. If you want to look like you wrote the book on sportiness, you may specify the SS option—all by itself or with this one.

to the features listed, you get bright pedal trim, glove compartment light, the look of wood on instrument panel and steering wheel, special body insulation, luggage compartment mat, built-in armrests, carpeted lower door

(Coupe only).

SS

Camaro SS. The one with a name like the hiss of a snake. Get big power: a 300-hp Turbo-Fire 350 V8. Then, the rest comes easy because it all comes with the car. Special 3-Speed transmission. Sport striping. Special heavily insulated hood.

panels and an assist handle on the instrument panel and doors. Colors: black, blue, medium green, dark green, red or a luxury fabric option in black and white houndstooth pattern with black or ivory vinyl.

Custom Interior you can order.



New white lettered wide-oval tires. Wide wheels. Beefed-up suspension. Power disc brakes. SS identification. Chrome engine accents. Two-spoke steering wheel with SS emblem, bright-accented simulated rear fender louvers. Black body sill. Chrome accents in the right places.

SPECIAL INTERIOR GROUP. Available as an extra-cost addition to Standard Interior. Includes wood-accented instrument panel and steering wheel, plus a passenger assist handle and bright pedal trim.



EXTRAS

If you care to add extra looks, convenience or comfort to your Camaro, take your pick from some of the extra-cost options shown or described here and listed in easy-to-read form on the back cover.

HEADLIGHT WASHER. Included with Rally Sport. Available with other Camaro models. Press a button and presto—jet sprays of water automatically clean your headlights. Washer may be used while car is in motion.

COLOR-MATCHED BUMPER. This new resilient front bumper makes your Camaro a distinct departure from the usual.

ALL-TRANSISTOR RADIOS. Choose from three pushbutton models—AM, AM-FM or AM-FM stereo. Rear speaker available.

STEREO TAPE SYSTEM. You'll think you're front row center when you order this four-speaker tape system. Get up to 80 minutes of uninterrupted music.

Also available is a handy holder for your stereo tapes. **SPACE-SAVER SPARE TIRE.** Can be inflated into a full-sized emergency tire when needed, yet folds up out of the way. Gives your Camaro more usable trunk space.

FENDER STRIPING. Narrow striping around the front edge of each wheel opening accents Camaro's new lines. Included in Rally Sport and Style Trim Group. **SPORT STRIPING.** Tapered striping along each front fender. Included with Camaro SS.

FRONT ACCENT STRIPING. This wide band and stripe extends across the nose and down the center of the hood. **STYLE TRIM GROUP.** Fender striping, bright accented rear fender louvers, front and rear wheel opening moldings, black body sill, taillight accents and roof drip molding on Sport Coupe. These items are included with Rally Sport.

FLOOR-MOUNTED SHIFT. Available with standard 3-Speed transmission. Included with Special 3-Speed and 4-Speed. **POWER STEERING.** New variable ratio power steering provides more responsive maneuverability while turning or parking. Steering is faster and fewer wheel turns are required. Does not affect straight-ahead road feel. Special Steering Option, for even faster response, is also available. Included with SS. **POWER BRAKES.** Large vacuum unit reduces pedal effort. Two power disc brake options are also available. The front wheel disc option, included with Camaro SS, provides sure braking power and cools rapidly, reduces fading and shrugs off dampness. You can also get discs on all 4 wheels, just like Corvette. **ENGINE BLOCK HEATER.** Keeps your Camaro ready to go, even in the coldest weather.



Rally wheel.



Vinyl roof cover with a new styling touch.



Rear deck luggage rack.



Power disc brakes.



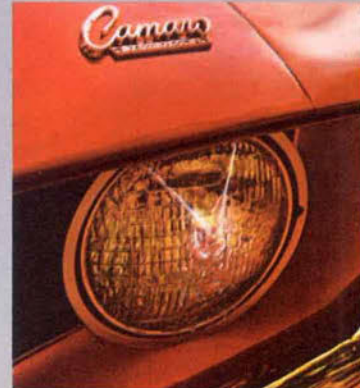
Sport striping.



Color-Matched bumper and front accent striping.



Fender striping.



Headlight washer option.



4-Speed transmission with a Hurst shifter and Special Instrumentation on console.



Powerglide with console. Instrument panel and Special Interior Group.

THIS IS HOW YOU CAN MAKE YOUR CAMARO A SPORTING PROPOSITION.

You can build your Camaro from an economical family car all the way to a spirited sportster with a name to match: Z/28. Read over our power team choices and pick the one that matches your idea of a car. We'll start with our strongest. *Z/28 Camaro*. This is our mean streak. A tough car to match, a hard car to top. Z/28 is a high-performance option package for the Camaro Sport Coupe. Includes a special 290-hp Turbo-Fire 302 V8, quick-ratio steering, special suspension, special white lettered tires, special rally striping, Z/28 emblems and more. Power disc brakes and 4-Speed transmission with Hurst floor-mounted shift are required. Not exactly everyone's idea of a family sedan, so Camaro offers a perfectly matched power team selection that's second to none. Here goes:

POWER TRAINS

Standard Engines

140-hp Turbo-Thrift 230 Six. Get velvet-smooth performance and economy, all in one engine. Single-barrel carburetor, single exhaust system. Seven-main-bearing crankshaft. New quieter operating air cleaner.

210-hp Turbo-Fire 327 V8. This powerplant offers high responsiveness with regular-fuel economy. Two-barrel carburetor, new sturdy construction. Like all '69 Camaro engines, the 327 has a new accessory drive system and a more durable cooling fan design.

Extra-Cost Engines

155-hp Turbo-Thrift 250 Six. Bigger than the standard six, but still provides the economy that you expect. Quieter air cleaner, single-barrel carburetor.

255-hp Turbo-Fire 350 V8. More pep than you would expect for the price, the 350 offers high-performance characteristics on regular-grade fuel. Four-barrel carburetor and sturdier construction.

300-hp Turbo-Fire 350 V8.

For Camaro SS only. That, right there, tells you a lot. A performance standout all the way. Four-barrel carburetor, dual exhausts, new stronger construction, tougher cylinder blocks, improved fuel handling system and extra-firm four-bolt main bearing cap attachment.

325 hp Turbo-Jet 396 V8.

Camaro's "boss" engine. Unique "porcupine" cylinder heads for maximum engine breathing and combustion. Four-barrel carburetor and dual exhausts.

Standard Transmission

3-Speed fully synchronized. Comes with all six-cylinder and standard V8 engines. Shift lever is column-mounted unless floor-mount is specified.

Extra-Cost Transmissions

Special 3-Speed fully synchronized. Available with 255-hp 350 V8 and Camaro SS engines only. A more durable design for '69. Floor-mounted shift in a snug rubber boot. Closer ratios than the Standard Unit to utilize bigger V8 output. Available with console.

4-Speed fully synchronized. Can be had with all Camaro engines. This sporty transmission with Hurst floor shift is ratio-matched to your engine. Shift pattern is debossed on control knob. Available with console.

Torque-Drive. Available only on six-cylinder engines. A new no-clutch approach to driving. Torque-Drive eliminates the clutch pedal and offers excellent fuel economy.

Powerglide. This fully automatic transmission offers smooth, effortless performance. Selector is mounted on steering column if console is not specified. "Stirrup-type" control comes with floor console.

Turbo Hydra-Matic. Automatic 3-speed shifting with torque converter and geared drive for extra smoothness and responsiveness. Selector-mounted on column or floor-mounted with console. Can be used as a fully automatic transmission or, if you like, shift it manually through the gears.

CHASSIS AND MECHANICAL FEATURES

Body by Fisher. This quality trademark assures you Camaro is strong and well built. Rugged body components are used throughout. Camaro's unitized all-welded steel body with a separate rubber-mounted front frame provides support, strength and silence. Rust? We've done our best to prevent it with galvanized body members, four inner fenders and flush-and-dry rocker panels.

Handling and suspension. Camaro sits on a 108-inch wheelbase with a 59.6-inch front tread. Camaro's wide stance design gives you

hard-to-equal cornering and handling. New computer-selected front and rear springs provide more precise trim and height. Independent coil spring front suspension and Mono-Plate single-leaf rear springs (standard V8 and six-cylinder engines) or multi-leaf rear springs (optional V8s) give you road-hugging control.

Brakes. Safety-Master self-adjusting brakes include finned front brake drums and quieter linings. Brakes have dual master cylinder with instrument panel warning light.

What else makes Camaro a standout?

Electrical system: Delcotron diode-rectified generator with 37-ampere rating. Exhaust system: Corrosion-resistant for long life. Anti-interference ignition system: New spark plugs and ignition wiring help minimize radio signal interference. Steering: Recirculating ball-race steering. Overall ratios: Manual, 27.3:1; power, 15.5:1 to 11.8:1. Quick-ratio steering available: manual, 21.4:1; power, 14.3:1 to 10.9:1.

COLORS

Choose from a wide range of Camaro Magic-Mirror finishes. New two-tone combinations are available on the Sport Coupe. Convertible top can be had in black or white. Vinyl roof cover comes in black, parchment, midnight green, dark blue or dark brown. Our colors include:
 Dover White Glacier Blue Le Mans Blue Olympic Gold Azure Turquoise Frost Green Cortez Silver Garnet Red Fathom Green Hugger Orange Daytona Yellow Rallye Green Dusk Blue Burnished Brown Burgundy

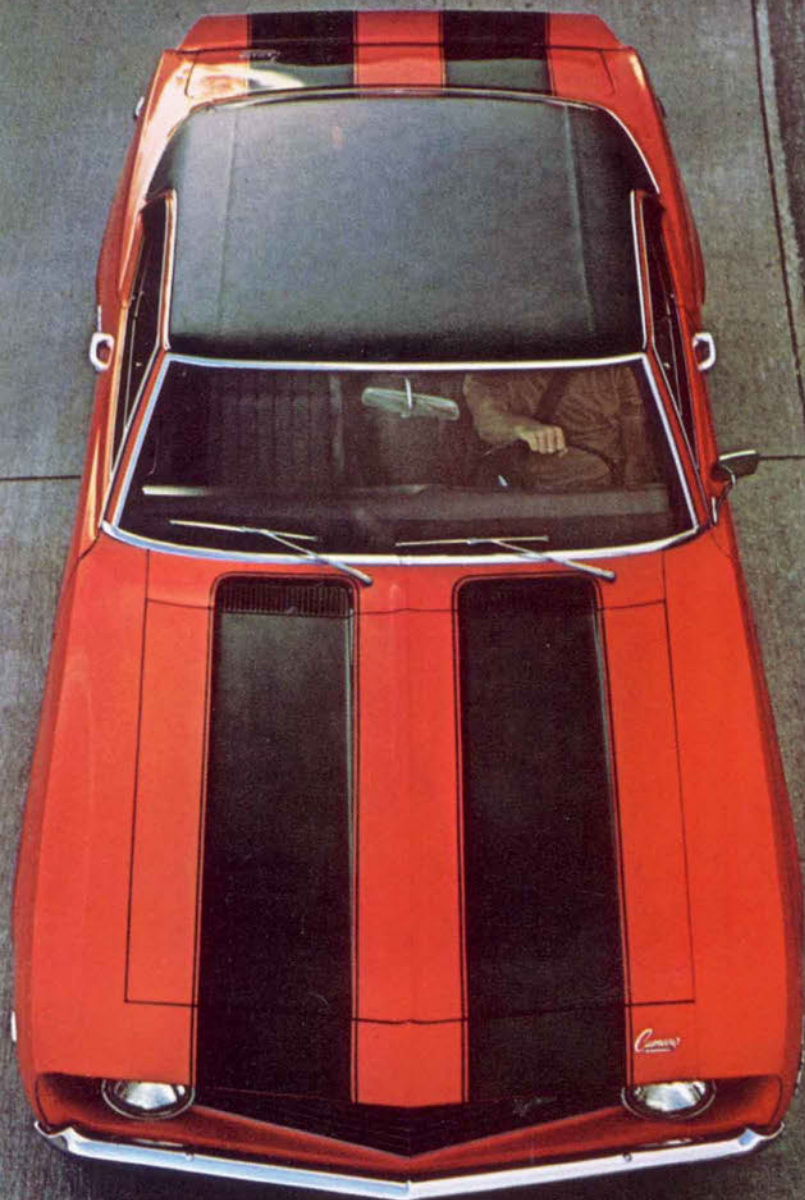
1969 STANDARD SAFETY FEATURES

In 1969 all Camaros feature an impressive array of safety, anti-theft and convenience equipment, more notable among these are:
 Energy absorbing steering column Seat belts with pushbutton buckles for all passenger positions Shoulder belts with pushbutton buckles and special storage convenience provision for driver and right front passenger (except convertibles) Two front seat head restraints Passenger guard door locks—with forward mounted lock buttons Four-way hazard warning flasher Dual master cylinder brake system with warning light and corrosion resistant brake lines Folding seat back latches Dual speed windshield wipers and washers Dual action safety hood latch Outside rear view mirror Backup lights Side marker lights and parking lamps that illuminate with headlamps Energy absorbing instrument panel Padded sun visors Reduced glare instrument panel top, inside windshield

moldings, horn buttons, steering wheel hub, and windshield wiper arms and blades Wide inside day-night mirror with deflecting base Lane change feature in direction signal control Safety arm rests Thick laminate windshield Soft, low-profile window control knobs, coat hooks, dome lamp Padded front seat back tops Smooth contoured door and window regulator handles Anti-theft ignition key warning buzzer Anti-theft ignition, steering and transmission lock Starter safety switch on all transmissions Tire safety rim Safety door latches and hinges Uniform shift quadrant

1969 CAMARO POWER TEAMS					
ENGINES	TRANSMISSIONS	REAR AXLE RATIO (:1)*			
		Std.	Econ.	Perf.	Spcl.
Standard Engines					
140-hp Turbo-Thrift 230 Six	3-Speed (2.85:1 Low)	3.08	2.73	3.36	
	4-Speed (2.85:1 Low)				
	Torque-Drive	2.73			
	Powerglide	2.73	2.56	3.08	3.36
210-hp Turbo-Fire 327 V8	3-Speed (2.54:1 Low)	3.08	2.73	3.36	
	4-Speed (2.54:1 Low)				
	Powerglide	2.73	2.56		3.36
	Turbo Hydra-Matic				
Extra-Cost Engines					
155-hp Turbo-Thrift 250 Six	3-Speed (2.85:1 Low)	3.08	2.73	3.36	
	4-Speed (2.85:1 Low)				
	Torque-Drive	2.73			
	Powerglide	2.73	2.56	3.08	3.36
255-hp Turbo-Fire 350 V8	Special 3-Speed (2.42:1 Low)	3.31	3.07	3.55	3.73
	4-Speed (2.52:1 Low)				
	Powerglide	3.08	2.73	3.36	3.55
	Turbo Hydra-Matic				
300-hp Turbo-Fire 350 V8	Special 3-Speed (2.42:1 Low)	3.31	3.07	3.55	3.73
	4-Speed (2.52:1 Low)				
	Powerglide	3.08	2.73	3.36	3.55
	Turbo Hydra-Matic				
325-hp Turbo-Jet 396 V8	Special 3-Speed (2.42:1 Low)	3.07	2.73	3.31	
	4-Speed (2.52:1 Low)				
	Turbo Hydra-Matic	3.07	2.73		2.56

*Positraction required for 3.73, 4.10; optional for all others. For ratios that apply to models with air conditioning, consult your dealer.



Z/28 Camaro.



CAMARO CHECK LIST

After studying this catalog and determining the Camaro for you, use this handy check list as a guide to the many options and accessories that are available on the Sport Coupe or Convertible.

- Camaro SS (300-hp or 325-hp V8)
- Rally Sport
- Style Trim Group (included in Rally Sport)
- Custom Interior
- Special Interior Group (included in Custom Interior)
- Appearance guard items: bumper guards, door edge guards, floor mats, vanity visor mirror
- Operating convenience items: electric clock, remote

control rear view mirror, rear window defroster

- Engines: standard 140-hp Six or 210-hp V8; 155-hp Six or 255-hp V8 are available.
- Transmissions: Powerglide, Turbo Hydra-Matic, Torque-Drive, 4-Speed manual, Standard or Special 3-Speed manual
- Positraction rear axle
- Power brakes
- Power disc brakes (front only or 4-wheel)
- Power steering
- Power convertible top
- Power windows
- Four-Season air conditioning
- Air spoiler equipment
- Heavy-duty battery
- Custom deluxe seat and shoulder belts
- Color-Matched resilient bumper
- Console

- Floor shifter (3-Speed)
- Dual exhaust (210- or 255-hp engine)
- Engine block heater
- Temperature-controlled fan
- 42-amp Delcotron generator
- Soft-Ray tinted glass
- Special instrumentation
- Light monitoring system
- Auxiliary lighting: ashtray light, courtesy light, glove and luggage compartment light and underhood light.
- Rear deck lid luggage carrier
- Ski rack
- Heavy-duty radiator
- Radio equipment: AM, AM/FM, AM/FM stereo, rear seat speaker, manual rear antenna
- Stereo tape system
- Vinyl roof cover
- Fold-down rear seat
- Cruise-Master speed control
- Speed warning indicator

- Sport accents: front accent striping, sport striping, fender striping
- Special steering
- Steering wheels: Comfortilt or sport-style
- Wheel covers: Mag-Style, Mag-Spoke, simulated wire and others
- Rally wheels
- Sport wheels for Camaro SS
- Trim rings
- Tires: whitewall, F70 x 14 white lettered, red stripe or white stripe
- Space-Saver spare tire

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