

CAR LIFE ROAD TEST

EUROPEAN-STYLE grand touring car, the last word in sports cars." The deep, resonant voice from the television set extols the virtues of two of the five Firebirds available from Pontiac.

CAR LIFE tested two members of the Firebird flock, both claimed to be high-performance vehicles, but with emphasis on different bands of the spectrum. The Firebird Sprint is intended as the domestic answer to European Grand Touring machines, presumably Jaguar, Porsche and Mercedes, but at much lower cost. The Firebird 400 is, simply, a Supercar of somewhat diminutive proportions.

In both cases, the term "sports car" provokes critical, offended shouts from purists. Actually, in terms of straight-line performance, handling and occupant comfort, both Firebirds surpass many accepted "pure" sports cars, particularly of vintage configuration, i.e., Austin-Healey 3000, MG Midget and Datsun SPL-311. It seems strange that Pontiac, which commands a wealth of excellent engineers, should produce a 1967 automobile that evokes the adjective *vintage*, but that overworked term frequently came to mind in testing the Firebirds.

Both 'Birds have virtues, and both have deficiencies, the balance between resting upon driver opinion. Of the major objections to Firebird ownership, some could be rectified by intelligent option selection, some could be removed by minor reworking, and some are so basic that nothing short of complete rebuilding could alter

THE SPRINT AND THE 400 FROM AMONG PONTIAC'S FIVE FIREBIRDS



A BRACE OF BIRDS

them. Of the virtues, some are outstanding, some are inconspicuous and some would be virtues only to a particular type of consumer.

From the cowl rearward, Firebird sheet metal is identical to Camaro. The major objection to Firebird appearance was that, "It looks just like a Camaro." While there is no question as to the validity of this statement, the Firebird, taken on its own, is a well styled vehicle whose appearance promises performance in every sense of the word. The huge, flaring fender contours manage to make even E70-14 Wide Oval tires, standard on all Firebirds, appear slightly narrow. The test Sprint was equipped with 185R-14 radial ply tires, recently made available by Pontiac as a handling option. These tires were noticeably narrower in section than the Wide Ovals, and gave the car an almost "narrow track" appearance.

Firebird's extended nose, most noticeable departure from Camaro styling, was viewed with mixed emotions

by observers. The general consensus seemed to be that the long, pointed nose furthered the long hood look-of-power profile which has come into vogue with Ponycar packages. A minor parking shunt proved the protection afforded by this armored snout. Prospective Firebird owners are hereby advised that the front of this car is much farther away than is apparent from the driver's seat.

BOTH TEST Firebirds featured exterior sheet metal relatively free from useless ornamentation. This was observed with pleasure by CL staff members, and greatly enhanced the functional, sporty nature of the cars. Except for the double-scooped hood of the Firebird 400, compared with the unscooped, peaked hood of the Sprint, the two test cars were virtual twins. The Sprint's hood announced the presence of a "3.8 Liter OHC" engine under its sheet metal, in European style. The 400's hood described just that, a 400-cu. in. high-performance engine, ►

with displacement units more familiar to American drivers.

Both test Firebirds were equipped with optional hood-mounted tachometers. This unique location not only proved convenient for driver viewing, but prompted all sorts of observer reaction. Hood-mounted tachometers may be the greatest piece of automotive showmanship to come from Detroit. Usefulness of the tachometer was marred somewhat by the unit's attraction for early morning dew, dust and raindrops. Night lighting was not particularly bright, but the brilliance of tachometer lighting was tempered by the presence of the unit in the driver's line of sight. Too much tachometer illumination would prove irritating at night. For some reason, the tachometer light in the Sprint was much dimmer than in the 400. In neither case did tachometer lighting become annoying, and the brighter light of the 400 was preferred.

The great visual attraction of the test Sprint was aided by audible magnetism. There is something almost musical about the exhaust note of a highly tuned 6-cyl. engine, and the Firebird Sprint exhaust system does little to suppress this sound. While certainly legal, the decibel level of the Sprint exhaust adds to the European, sporting nature of this automobile. The system

consists of two manifolds feeding into exhaust pipes which merge into a common pipe running to the transverse rear muffler. If that lovely blonde alongside doesn't notice a Sprint pulling up, a blip of the throttle is guaranteed to attract her attention.

ONCE INSIDE either test Firebird, the driver was greeted by a blend of black paint, black vinyl and imitation wood finishes which were done in a simple, but pleasing manner. All Firebird instrumentation is grouped into two circular clusters in front of the driver. The test Sprint had the optional right-cluster instrument package, adding ammeter, oil pressure and water temperature gauges to the fuel gauge of the 400's standard package. The optional instruments are highly recommended, as driver anxiety during vigorous driving is greatly reduced if visual assurance of proper engine operation is present.

Seats in both Firebirds were very attractive, an appearance which was unfortunately not totally matched by their comfort. Cushions were rather thin and hard, and back angle too vertical. Seating position was judged poor, with respect to driving comfort. Steering wheel location was in the GM tradition, close to the driver's chest. If seat adjustment permitted full depres-

sion of the clutch pedal, the driver's arms were bent at much too great an angle to accommodate the too-close wheel position. It seems apparent that Detroit's "sports car" designers haven't spent much time in real ones.

Gearshift location was fairly convenient, but selector motion was unpleasant. Instead of an easy, fore-and-aft motion, the Firebirds required a lifting motion to negotiate the 2-3 shift. Effective efforts to shift the excellent Muncie transmission were much too high. The Sprint was equipped with a console through which the shift lever protruded. A hard plastic sliding panel in the console caused an unpleasant amount of rattle, squeak and grind when running through the shift pattern, and apparently added its resistance to the shift mechanism. The 400, sans console, was a much better shifting automobile, and exhibited none of the noises of the Sprint. Effort in the 400 was about half that of the Sprint, and shifting the 400 was much more pleasant.

WHILE ON THE subject of transmissions, a prospective buyer would do well to carefully consider the near-\$200 cost of the 4-speed transmission fitted to both test cars. Both the Sprint and 400 engines proved to be very flexible powerplants, with broad

1967 PONTIAC FIREBIRD SPRINT 2-DOOR HARDTOP



DIMENSIONS

Wheelbase, in.....	108.0
Track, f/r, in.....	59/60
Overall length, in.....	188.8
width.....	72.6
height.....	51.5
Front seat hip room, in.....	20.2 x 2
shoulder room.....	56.7
head room.....	37.0
pedal-seatback, max.....	39.6
Rear seat hip room, in.....	48.6
shoulder room.....	53.6
leg room.....	29.5
head room.....	36.7
Door opening width, in.....	38.5
Ground clearance, in.....	6.2
Trunk liftover height, in.....	29.1

PRICES

List, FOB factory.....	\$2817
Equipped as tested.....	3724
Options included: AM/FM radio, Sprint package, Rally wheels, radial tires, Custom trim package, power steering, disc brakes, Injector Exhaust Control, tilt wheel, tinted glass, tachometer, limited slip dif., console, tinted glass.	

CAPACITIES

No. of passengers.....	4
Luggage space, cu. ft.....	9.9
Fuel tank, gal.....	18.5
Crankcase, qt.....	6
Transmission/dif., pt.....	2.5/3
Radiator coolant, qt.....	12.1

CHASSIS/SUSPENSION

Frame type: Unitized, front sub-frame.	
Front suspension type: Independent with s.l.a., ball joints, coil springs with telescopic shock absorbers.	
ride rate at wheel, lb./in.	85
antiroll bar dia., in.....	n.a
Rear suspension type: Hotchkiss type, single leaf springs, two trailing arms with windup bumpers.	
ride rate at wheel, lb./in.	115
Steering system: Coaxial assist recirculating ball gear, parallelogram linkage behind front wheels.	
overall ratio.....	17.5:1
turns, lock to lock.....	3.4
turning circle, ft. curb-curb.....	38.5
Curb weight, lb.....	3470
Test weight.....	3770
distribution (driver), % l/r.....	56.3/43.7

BRAKES

Type: Two line hydraulic, disc front, cast iron drum rear.	
Front rotor, dia. x width, in. 11.1 x 1.75	
Rear drum, dia. x width.....	9.5 x 2.5
total swept area, sq. in.....	323.6
Power assist: Integral vacuum.	
line psi at 100 lb. pedal.....	800

WHEELS/TIRES

Wheel rim size.....	14 x 6
optional size.....	none
bolt no./circle dia. in.....	5/4.75
Tires: B. F. Goodrich Radial 990.	
size.....	185R-14
normal inflation, psi f/r.....	24/24
Capacity @ psi.....	n.a.

ENGINE

Type, no. of cyl.....	ohc IL Six
Bore x stroke, in.....	3.88 x 3.25
Displacement, cu. in.....	230.087
Compression ratio.....	10.5:1
Fuel required.....	premium
Rated bhp @ rpm.....	215 @ 5200
equivalent mph.....	108
Rated torque @ rpm.....	240 @ 3800
equivalent mph.....	79
Carburetion: 1x4 Rochester	
throttle dia., in.....	1.38/2.25
Valve train: Belt-driven overhead cam, hydraulic finger-type followers.	
cam timing	
deg., int./exh.....	14-50/52-12
duration, int./exh.....	244/244
Exhaust system: Dual manifold, Y-type single exhaust, transverse muffler, single tailpipe.	
pipe dia., exh./tail.....	2.25/2.00
Normal oil press. @ rpm.....	26 @ 2800
Electrical supply, V./amp.....	12/37
Battery, plates/amp. hr.....	54/44

DRIVE TRAIN

Clutch type: Single dry disc, disc spring pressure plate.	
dia., in.....	10.4
Transmission type: Manual, four synchromesh forward speeds.	
Gear ratio 4th (1.00:1) overall 3.55:1	
3rd (1.47:1).....	5.22:1
2nd (2.20:1).....	7.81:1
1st (3.11:1).....	11.03:1
1st x t.c. stall ().....	
Shift lever location: Console.	
Differential type: Hypoid, limited slip.	
axle ratio.....	3.55:1

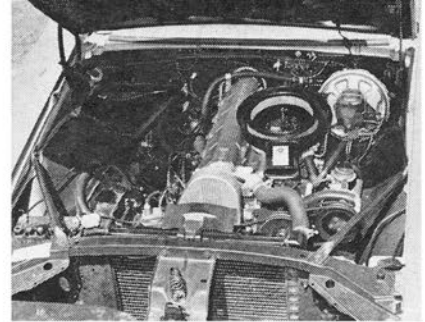
torque range. In all-out dragstrip competition, a 4-speed transmission has a slight advantage in keeping an engine near its power peak over a larger portion of the strip. In city traffic operation, however, four gears become a bit redundant, and the driver is likely to find himself skipping one or more ratios. With the flexibility Pontiac engines offer, a 3-speed transmission is more than adequate and costs less. The 3-speed fully synchronized transmissions installed as standard equipment in all Firebirds are very satisfactory units, with well chosen ratios for each powerplant. Floor shift, standard with the two test engines, is advisable both for sporting feel and shifting ease.

Both test cars were equipped with optional power disc brakes. These brakes were judged overly sensitive, requiring low pedal pressure to lock the wheels, and were poorly balanced, front to rear. One of *CL*'s standard brake test procedures consists of determining maximum deceleration rate from 80 mph. This test proved thrilling: Rear wheel lockup was almost unavoidable when high deceleration rates were attempted. Normal fade testing was not performed, because the question of brake fade seemed academic in view of the almost total loss of vehicle control encountered during initial hard stops. Some means of pre-

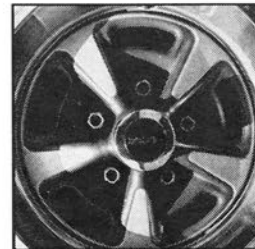
venting rear wheel lockup is mandatory, if high-speed, high-deceleration stops are to be made acceptable.

Power steering was also fitted to both test cars. Steering effort required with this system was very low, too low for *CL* drivers' tastes. The fast ratio and extremely low-effort steering promoted over-correction when driving at high speeds, and lacked enough feel of side-force propagation. Overall steering ratio was considered to be a very good compromise, as fast as typical American drivers are likely to desire, and fast enough for rapid consecutive cornering maneuvers. If the present ratio were maintained, with a bit more effort and a lot more road feel, Firebird steering would be much more inviting to the sporting driver.

Another option worthy of comment was the tilt steering wheel installed in the Sprint. Standard wheel positioning in Firebirds is fairly low. This position is desirable to many drivers, but most unpleasant for entry and egress. The tilt wheel swings up on depressing the



SPRINT 6-cyl. engine features belt-driven overhead camshaft.

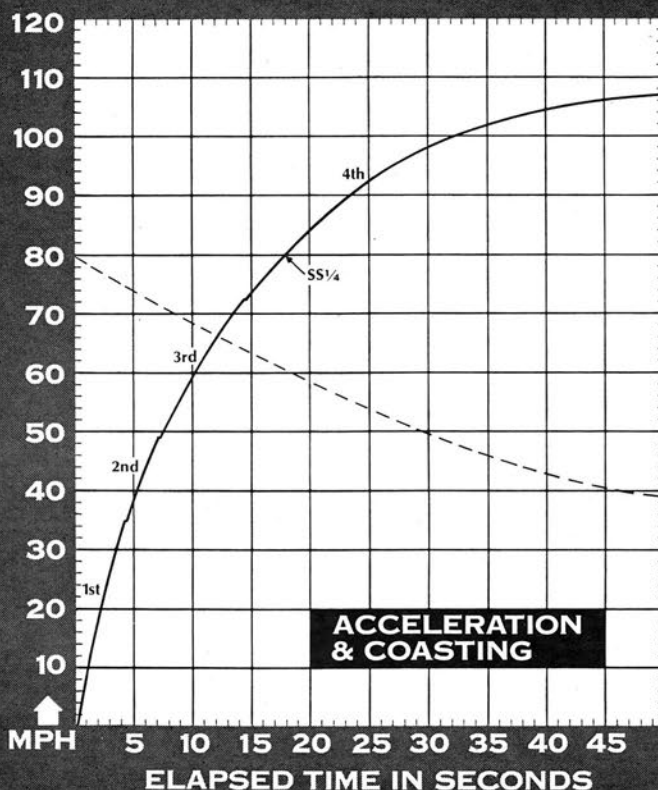


SPORTING image of Sprint's interior, exterior was marred by difficult gear changing.

BIRDS



CAR LIFE ROAD TEST



CALCULATED DATA

Lb/bhp (test weight).....	17.5
Cu. ft./ton mile.....	102.3
Mph/1000 rpm (high gear).....	20.7
Engine revs/mile (60 mph).....	2900
Piston travel, ft./mile.....	1570
CAR LIFE wear index.....	45.6
Frontal area, sq. ft.....	20.8
NHRA-AHRA Class.....	G/S-I/S

SPEEDOMETER ERROR

30 mph, actual.....	31.0
40 mph.....	40.5
50 mph.....	50.3
60 mph.....	60.0
70 mph.....	69.1
80 mph.....	78.9
90 mph.....	88.3

MAINTENANCE

Engine oil, miles/days.....	6000/n.s.
oil filter, miles/days.....	6000/n.s.
Chassis lubrication, miles.....	24,000
Anti-smog servicing, type/miles: replace PCV valve/12,000, tighten belts, 12,000, tuneup check/12,000:	
Air cleaner.....	clean, 6 mo.
Spark plugs: AC 44N	
gap, (in.).....	0.035
Basic timing, deg./rpm.....	5/700
max. cent. adv., deg./rpm 20/6000	
max. vac. adv., deg./in. Hg. 20/12	
Ignition point gap, in.....	0.016
cam dwell angle, deg.....	31-34
arm tension, oz.....	19-23
Tappet clearance, int./exh.....	0/0
Fuel pressure at idle, psi.....	4
Radiator cap relief press., psi.....	14-17

PERFORMANCE

Top speed (5200), mph.....	108
Test shift points (rpm) @ mph	
3rd to 4th (5200).....	73
2nd to 3rd (5200).....	49
1st to 2nd (5200).....	35

ACCELERATION

0-30 mph, sec.....	3.6
0-40 mph.....	5.3
0-50 mph.....	7.4
0-60 mph.....	10.0
0-70 mph.....	13.4
0-80 mph.....	17.5
0-90 mph.....	23.0
0-100 mph.....	32.5
Standing 1/4-mile, sec.....	17.5
speed at end, mph.....	80
Passing, 30-70 mph, sec.....	9.8

BRAKING

Max. deceleration rate from 80 mph ft./sec. ²	25
No. of stops from 80 mph (60-sec. intervals) before 20% loss in deceleration rate.....	severe
Control loss?.....	severe
Overall brake performance.....	poor

FUEL CONSUMPTION

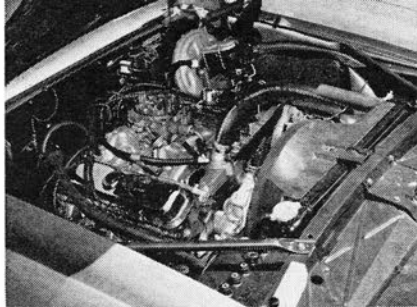
Test conditions, mpg.....	13.6
Normal cond., mpg.....	12-16
Cruising range, miles.....	220-290

GRADABILITY

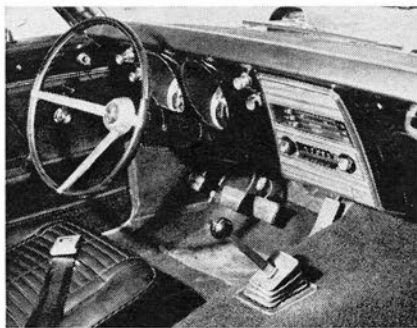
4th % grade @ mph.....	13 @ 51
3rd.....	19 @ 42
2nd.....	27 @ 39
1st.....	30 @ 32

DRAG FACTOR

Total drag @ 60 mph, lb.....	122
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FIREBIRD 400 engine provided smooth, exciting acceleration.



SUPERCAR performance supported brutal look of 400. Gearshift operation was easy, positive.



BIRDS

turn signal lever, and is out of the way of driver's thighs while climbing in and out of the car. Once in, the driver may drop the wheel to a position suitable for spirited driving. At \$42.13, this is one of the more functionally desirable options on the Firebird list.

Before leaving the interior, a word of caution is due. One should not purchase a Firebird (or Camaro) with the intention of carrying four people of average size any distance. Rear-seat room is minimal, adequate only for children, or adults over short distances and smooth roads.

Power trains in the test Firebirds were intended for different purposes, and had distinctly disparate performance characteristics. The Sprint's ohc Six incorporated 4-barrel carburetion, 10.5:1 compression, high-performance camshaft and the aforementioned split exhaust system. On paper then, one would expect a free-breathing, high-revving engine with substantial power output. In practice, valve float occurred at approximately 6100 rpm, well short of the tachometer redline at 6500. Acceleration from 5000 rpm upward was slow, and felt flat. Torque at low speeds was adequate, perhaps more than would be expected from en-

gine specifications. Power at high engine speeds, however, never developed. The engine had a feeling of being just about to "turn on," but never did. In fairness to the test Sprint, its previous history was one of abuse and improper break-in. Also, the Sprint engine was equipped with the full California emission-reduction package. Whatever the specific cause, the test car did not perform up to our expectations.

HANDLING IS supposed to be the Firebird Sprint's forte. The test car did exhibit superb stability on smooth roads. Steering response was excellent, with handling characteristics varying from slight understeer at low speed and moderate cornering loads, to oversteer on harder cornering. Firebird suspension apparently is set up for an appreciable amount of roll oversteer. Extremely light steering accentuated this roll oversteer, with the result that a typical American motorist will find himself quickly correcting out of vigorously entered turns. At high speed, near neutral handling results. Hard driving over smooth roads was just plain fun in the Sprint. Rough surfaces emphasized the high unsprung weight and stiff springing of the Firebird Sprint suspension system. Rear wheels tended to skate across rough

1967 PONTIAC FIREBIRD 400 2-DOOR HARDTOP



DIMENSIONS

Wheelbase, in.	108.0
Track, f/r, in.	59/60
Overall length, in.	188.8
width	72.6
height	51.5
Front seat hip room, in.	20.2 x 2
shoulder room	56.7
head room	37.0
pedal-seatback, max.	39.6
Rear seat hip room, in.	48.6
shoulder room	53.6
leg room	29.5
head room	36.7
Door opening width, in.	38.5
Ground clearance, in.	7.1
Trunk liftover height, in.	29.1

PRICES

List, FOB factory	\$2777
Equipped as tested	3829
Options included: Power steering, brakes, disc brakes, 4-speed transmission, 400-cu. in. engine, radio, lamp group, HD limited slip, hood mounted tachometer, Rally II wheels, Custom Trim Group.	

CAPACITIES

No. of passengers	4
Luggage space, cu. ft.	9.9
Fuel tank, gal.	18.5
Crankcase, qt.	6
Transmission/dif., pt.	2.5/3
Radiator coolant, qt.	17.8

CHASSIS/SUSPENSION

Frame type: Unitized, front sub-frame.	
Front suspension type: Independent with s.l.a., ball joints, coil springs and telescopic shock absorbers.	
ride rate at wheel, lb./in.	92
antiroll bar dia., in.	n.s.
Rear suspension type: Hotchkiss type, single leaf springs, two trailing arms with windup bumpers.	
ride rate at wheel, lb./in.	135
Steering system: Coaxial assist recirculating ball gear, parallelogram linkage behind front wheels.	
overall ratio	17.5:1
turns, lock to lock	3.4
turning circle, ft. curb-curb	38.5
Curb weight, lb.	3580
Test weight	3980
distribution (driver),	
% f/r	56.0/44.0

BRAKES

Type: Two-line hydraulic, disc front, cast iron drum rear.	
Front rotor, dia. x width, in.	11.1 x 1.75
Rear drum, dia. x width, in.	9.5 x 2.5
total swept area, sq. in.	323.6
Power assist: Integral vacuum.	
line psi at 100 lb. pedal	800

WHEELS/TIRES

Wheel rim size	14 x 6
optional size	none
bolt no./circle dia. in.	5/4.75
Tires: Firestone Wide Oval.	
size	E70-14
normal inflation, psi f/r	24/24
Capacity @ psi	n.a

ENGINE

Type, no. of cyl.	ohv 90° V-8
Bore x stroke, in.	4.12 x 3.75
Displacement, cu. in.	400.002
Compression ratio	10.75
Fuel required	premium
Rated bhp @ rpm	325 @ 4800
equivalent mph	108
Rated torque @ rpm	410 @ 3400
equivalent mph	76
Carburetion: 1x4 Rochester.	
throttle dia., in./sec.	1.38/2.25
Valve train: Hydraulic lifters, push-rods, overhead rocker arms.	
cam timing	
deg., int./exh.	23-70/78-31
duration, int./exh.	273/289
Exhaust system: Dual, crossflow muffler with dual inlets & outlets, dual resonators ahead of muffler, 4 outlet pipes.	
pipe dia., exh./tail	2.00/2.25
Normal oil press. @ rpm	.55 @ 2600
Electrical supply, V./amp	12/37
Battery, plates/amp. hr.	66/61

DRIVE TRAIN

Clutch type: Single dry disc, disc spring pressure plate.	
dia., in.	10.4
Transmission type: Manual, 4 synchronized forward speeds.	
Gear ratio 4th (1.00:1) overall	3.36:1
3rd (1.46:1)	4.90:1
2nd (1.88:1)	6.31:1
1st (2.52:1)	8.47:1
1st x t.c. stall ()	
Shift lever location: Floor.	
Differential type: Hypoid, limited slip.	
axle ratio	3.36:1

roads both during cornering and on acceleration at low speeds.

Axle hop on takeoff was supposedly eliminated by the twin trailing arms fitted to all "sporting" Firebirds. The test Sprint, however, exhibited poor axle control. Takeoff was accompanied by a period of violent hop, unless a very gentle "roll-out" was employed. Brake hop also was noticeable, but not as frequently encountered.

It was during ride-quality evaluation of the Firebird Sprint that the term vintage first came to mind. The Sprint delivered the same sort of rock-solid, back-slapping ride familiar to early post WW II sports cars. To those who associate ride firmness with superior handling, the Firebird meets their requirements. Most obvious among ride deficiencies in both Firebirds was a lack of free spring travel. The springs were forced to absorb all road irregularities in about 3 in. of travel, and if the bump was too severe to allow the stiff springs to accommodate it, the jounce bumpers entered the picture with a resounding bang. Other manufacturers, principally in Europe, have caused live axle layouts to produce a very comfortable ride while providing superb handling. Pontiac has not.

The Firebird Sprint, then, was an exciting car to drive hard on smooth roads. It was not particularly fast or

economical, delivering less than 14 mpg during testing. It was not particularly comfortable, though turnpike or smooth highway ride was acceptable. An enjoyable car? Yes! An attractive car? Yes! A reliable car? Undoubtedly! A European-style GT car? No!

The Firebird 400 came closer to fulfilling its advertised goals than did the Sprint. The 400 is the most powerful, fastest of the Firebird family, and one of the fastest of Ponycars. Preceding comments on ride and handling apply to the 400 as much as they do to the test Sprint. The Firebird 400 exhibited slightly more understeer at low speeds, but could easily be placed into power oversteer attitude with a nudge on the accelerator pedal. Ride quality of the 400 was slightly superior to the Sprint, but still quite vintage.

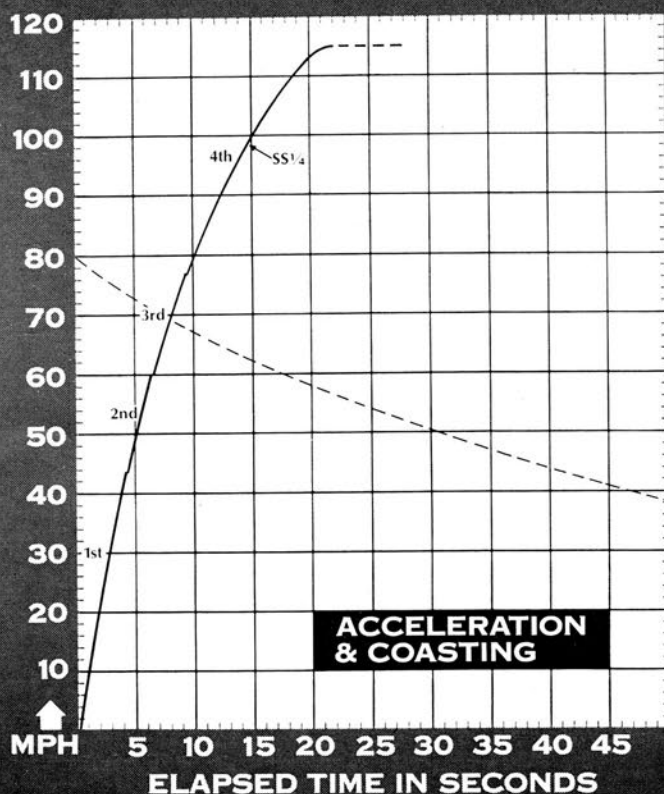
PERFORMANCE, SPELLED acceleration, was the 400's forte. The 400-cu. in./325-bhp engine is a beautifully flexible, quiet, tremendously responsive powerplant. Around town, the only difficult task was avoiding flagrant speed limit violation. The engine seemed quite happy motoring along just above idle, but a few periods of this sort of operation did foul spark plugs. Once on the open road, a few bursts of speed cleared the plugs, and the 400 flexed its muscles. Acceleration

was impressive in any gear, at almost any speed. The Firebird 400 would pull strongly to just over 5000 rpm, where hydraulic lifter pump-up was encountered. In high gear, the 400 would run out to valve float in an amazingly short period of time.

A quarter-mile elapsed time of 14.7 sec. is exceptional for an automobile in full street trim, with two passengers and test gear aboard. Only the 427 Corvette, and Hemi-powered Plymouths and Dodges are capable of times quicker than this, and that places the Firebird 400 in the very uppermost echelon of domestic Supercars.

The 400 is likely to be the enthusiast's choice among Firebird's lineup. It was definitely CL's choice of the two test cars. The 400 simply made more sense. Neither car was a sports car, although both compare favorably in handling ability with others in the Ponycar brigade. Neither car was particularly economical, though the 400's near 12 mpg during hard driving was considered quite acceptable. The 400 delivered outstanding performance, unhampered by power-robbing emission reduction apparatus. To the average American purchaser, particularly one inclined toward Firebird-type vehicles, acceleration makes up for numerous faults. The Firebird 400 has acceleration, in spades. ■

CAR LIFE ROAD TEST



CALCULATED DATA

Lb/bhp (test weight)	12.2
Cu. ft./ton mile	156.0
Mph/1000 rpm (high gear)	22.4
Engine revs/mile (60 mph)	2680
Piston travel, ft./mile	1675
CAR LIFE wear index	44.9
Frontal area, sq. ft.	20.8
NHRA-AHRA Class	B/S-C/S

SPEEDOMETER ERROR

30 mph, actual	30.7
40 mph	40.8
50 mph	50.8
60 mph	60.5
70 mph	71.3
80 mph	81.0
90 mph	91.8

MAINTENANCE

Engine oil, miles/days	6000/n.s.
oil filter, miles/days	6000/n.s.
Chassis lubrication, miles	24,000
Anti-smog servicing, type/miles	none fitted
Air cleaner	clean, 6 mo.
Spark plugs: AC, 44S	
gap, (in.)	0.035
Basic timing, deg./rpm	6/700
max. cent. adv., deg./rpm	28/6000
max. vac. adv., deg./in. Hg.	20/16
Ignition point gap, in.	0.016
cam dwell angle, deg.	28-32
arm tension, oz.	19-23
Tappet clearance, int./exh.	0/0
Fuel pressure at idle, psi	5.0
Radiator cap relief press., psi	14-17

PERFORMANCE

Top speed (5100), mph	115
Test shift points (rpm) @ mph	
3rd to 4th (5000)	77
2nd to 3rd (5000)	60
1st to 2nd (5000)	44

ACCELERATION

0-30 mph, sec.	2.9
0-40 mph	4.0
0-50 mph	5.2
0-60 mph	6.5
0-70 mph	8.0
0-80 mph	9.9
0-90 mph	12.2
0-100 mph	15.5
Standing 1/4-mile, sec.	14.7
speed at end, mph	98
Passing, 30-70 mph, sec.	5.1

BRAKING

Max. deceleration rate from 80 mph	
ft./sec. ²	24
No. of stops from 80 mph (60-sec. intervals) before 20% loss in deceleration rate	
Control loss?	severe
Overall brake performance	poor

FUEL CONSUMPTION

Test conditions, mpg	11.9
Normal cond., mpg	10-14
Cruising range, miles	180-250

GRADABILITY

4th % grade @ mph	25 @ 65
3rd	33 @ 60
2nd	39 @ 50
1st	off scale

DRAG FACTOR

Total drag @ 60 mph, lb.	130
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