AMA Specifications—Passenger Car

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MANUFACTURER	CAR NAME	
Pontiac Motor Division General Motors Corporation	Pontiac - Firebird	
MAILING ADDRESS	MODEL YEAR	ISSUED 2-5-70
Pontiac, Michigan 48053	1970	REVISED (●)

NOTES:
1. The General Specifications herein are those in effect at date of compilation and are subject to change without notice by the manufacturer.
2. UNLESS OTHERWISE INDICATED:
   a. Specifications apply to standard models without optional equipment. Significant deviations are noted.
   b. Nominal design dimensions are used throughout these specifications.

TABLE OF CONTENTS

BODY – TYPES AND STYLE NAMES – Body type, style names; use manufacturer's code for series & body style.

Body Type	Body Style Number			
	Firebird	Esprit*	Formula 400*	Trans Am*
Hardtop Coupe	22387	22487	22687	22887

* Options

AMA Specifications—Passenger Car

Page 1

MAKE OF CAR Pontiac Firebird MODEL YEAR 1970 DATE ISSUED 2-5-70 REVISED (e)

CAR AND BODY DIMENSIONS

See Pages 25, 26 for SAE Dimension Definitions

(All dimensions in inches unless otherwise indicated)

All dimensions to ground are for comparative purposes only. Dimensions are to be shown for: 4-Dr. Sedan, 2-Dr. H.T., 4-Dr. H.T., Convertible and Station Wagon.

MODEL	SAE Ref. No.	
WIDTH		
Track – Front	W101	61.3(a)
Track – Rear	W102	60.0(b)
Maximum overall car width	W103	73.4
Body width at No. 2 pillar	W117	--
LENGTH		
Body "O" to front of dash	L 30	1.2
Wheelbase	L101	108.0
Overall car length	L103	191.6
Overhang – front	L104	40.3
Overhang – rear	L105	43.3
Body upper structure length	L123	93.9
Body "O" line to ℄ of rear wheel	L127	86.7
Body "O" line to w/s cowl point	L130	8.6
HEIGHT		
Passenger Distribution (front & rear)		2-2
Trunk/Cargo load (lbs.)		0
Overall height	H101	50.4
Cowl height	H114	35.3
Deck height	H138	38.1
Rocker panel – front: To ground	H112	6.5
Rocker panel – front: From front wheel ℄	H112	36.3
Rocker panel – rear: To ground	H111	5.5
Rocker panel – rear: From rear wheel ℄	H111	16.1
Windshield slope angle	H122	57.4
GROUND CLEARANCE		
Bumper to ground – front	H102	14.8
Bumper to ground – rear	H104	14.1
Angle of approach	H106	23.0(c)
Angle of departure	H107	11.6
Ramp breakover angle	H147	13.3
Min. running clearance (Specify)	H156	4.6

(a) 6 cylinder, 61.6 8 cylinder exc. Trans Am; 61.7 Trans Am.
(b) 6 cylinder, 60.3 8 cylinder exc. Trans Am; 60.4 Trans Am.
(c) Exc. Trans Am; 14.0 Trans Am.

AMA Specifications—Passenger Car

Page 2

MAKE OF CAR Pontiac Firebird MODEL YEAR 1970 DATE ISSUED 2-5-70 REVISED (0)

CAR AND BODY DIMENSIONS

See Pages 25, 26 for SAE Dimension Definitions

(All dimensions in inches unless otherwise indicated)

MODEL	SAE Ref. No.	
FRONT COMPARTMENT		
Effective head room	H61	37.4
Max. eff. leg room – accelerator	L34	43.8
H Point to Heel point	H30	6.6
H Point travel	L17	5.6
Shoulder room	W 3	57.4
Hip room	W 5	56.7
Upper body opening to ground	H50	46.7
REAR COMPARTMENT		
H Point couple distance	L50	27.4
Effective head room	H63	36.1
Min. effective leg room	L51	29.6
H Point to Heel point	H31	8.2
Min. knee room	L48	0.1
Rear Compartment room	L 3	23.6
Shoulder room	W 4	54.4
Hip room	W 6	47.3
Upper body opening to ground	H51	--
LUGGAGE COMPARTMENT		
Usable luggage capacity	V 1	7.24
Liftover height	H195	29.8
Position of spare tire storage		Flat
Method of holding lid open		Torsion Bar Counterbalance
STATION WAGON – THIRD SEAT		
Shoulder Room	W85	Not Offered
Hip room	W86	
Effective leg room	L86	
Effective head room	H86	
Seat facing direction		
STATION WAGON – CARGO SPACE		
Cargo length at floor – front seat	L202	
Cargo length at belt – front seat	L204	
Cargo width – Wheelhouse	W201	
Opening width at belt	W204	
Maximum cargo height	H201	
Rear opening height	H202	
Cargo volume index (cu. ft.) $\frac{W4 \times L204 \times H201}{1728}$	V2	

AMA Specifications—Passenger Car

Page 3

MAKE OF CAR Pontiac Firebird MODEL YEAR 1970 DATE ISSUED 2-5-70 REVISED (e)

POWER TEAMS

(Indicate whether standard or optional)

MODEL AVAILABILITY FIREBIRD	ENGINE					TRANSMISSION	AXLE RATIO (Std. first) (Indicate A C ratio)
	Displ. cu. in.	Carburetor	Compr. Ratio	BHP RPM	Torque RPM		
250 Standard Firebird	250 (6)	1 bbl.	8.5:1	155 @ 4200	235 @ 1600	Manual (3-Sp.) Automatic (c)	3.08:1 (d) 3.08:1 (d)
350 Optional Firebird Standard Esprit	350 (8)	2 bbl.	8.8:1	255 @ 4600	355 @ 2800	Manual (3-Sp.) (a) Automatic (c)	3.36:1 (e) 2.73:1, 3.36:1 (e)
400 Standard Formula 400	400 (8)	4 bbl.	10.25:1	330 @ 4800	430 @ 3000	Manual (3-Sp.) (a) Turbo Hydra-Matic	3.55:1, 3.73:1 (b) 3.07:1, 3.31:1 (e)
400 Ram Air Optional Formula 400 Standard Trans Am	400 (8)	4 bbl.	10.5:1	345 @ 5000	430 @ 3400	Manual (3-Sp.) (a) Turbo Hydra-Matic	3.55:1, 3.73:1 (e) 3.55:1, 3.73:1 (e)
400 Optional Esprit	400 (8)	2 bbl.	8.8:1	265 @ 4600	397 @ 2400	Turbo Hydra-Matic	3.07:1

(a) 4-speed manual optional
(b) 3.31:1 with air conditioning
(c) 2-speed automatic or 3-speed Turbo Hydra-Matic optional
(d) Air conditioning not available
(e) Air conditioning and non-air conditioning ratios are the same

AMA Specifications—Passenger Car

Page 4

MAKE OF CAR Pontiac Firebird MODEL YEAR 1970 DATE ISSUED 2-5-70 REVISED (•)

MODEL		250 L6 Engine	350 V8 Engine
ENGINE – GENERAL			
Type, no. cyls., valve arr.		Line, 6, In-Head	90°V, 8, In-Head
Bore and stroke (nominal)		3.8750 x 3.525 3.8774 x 3.535	3.8750 x 3.746 3.8774 x 3.754
Piston displacement, cu. in.		250	350
Bore spacing (℄ to ℄)		4.4	4.62
No. system (front to rear)	L. Bank	1-2-3-4-5-6 (In-Line)	1-3-5-7
	R. Bank	-	2-4-6-8
Firing order		1-5-3-6-2-4	1-8-4-3-6-5-7-2
Compres. ratio (nominal)		8.5:1	8.8:1
Cylinder Head Material		Alloy Cast Iron	
Cylinder Block Material		Alloy Cast Iron	
Cyl. Sleeve-Wet, dry, none		None	
Number of mtg. points	Front	2	
	Rear	1	
Engine installation angle		3° 16'	2° 40'
Taxable horsepower $\frac{Dia^2 \times No.\ Cyl.}{2.5}$		36.0	48.0
Publishing max. bhp* @ eng. RPM		155 @ 4200	255 @ 4600
Publishing max. torque * (lb. ft. @ RPM)		235 @ 1600	355 @ 2800
Recommended fuel regular – premium		Regular	Regular
ENGINE – PISTONS			
Material		Aluminum Alloy	
Description and finish		Cam Ground Slipper Type - Tin Plated	
Weight (piston only) oz.		24.16	21.010 - 21.190
Clearance (limits)	Top land	.0345 - .0435	.024 - .029
	Skirt Top	.0005 - .0011 (a)	.0025 - .0033 (b)
	Skirt Bottom	-	.0020 - .0038
Ring groove depth	No. 1 ring	.2185	.2206
	No. 2 ring	.2185	.2206
	No. 3 ring	.2125	.2112
	No. 4 ring	None	

* Max. bhp (brake horsepower) and max. torque corrected to 60° F and 29.92 in. Hg atmospheric pressure.

(a) Measured 2.44 from top of piston.
(b) Pistons selected for clearance at 1.110 below top of piston.

AMA Specifications—Passenger Car

MAKE OF CAR Pontiac Firebird MODEL YEAR 1970 DATE ISSUED 2-5-70 REVISED (•)

MODEL 400 V-8 Engines

ENGINE – GENERAL

Type, no. cyls., valve arr.		90° V, 8, In-Head
Bore and stroke (nominal)		4.1200 x 3.746 4.1224 x 3.754
Piston displacement, cu. in.		400
Bore spacing (℄ to ℄)		4.62
No. system (front to rear)	L. Bank	1-3-5-7
	R. Bank	2-4-6-8
Firing order		1-8-4-3-6-5-7-2
Compres. ratio (nominal)		10.25:1(a)
Cylinder Head Material		Alloy Cast Iron
Cylinder Block Material		Alloy Cast Iron
Cyl. Sleeve-Wet,dry,none		None
Number of mtg. points	Front	2
	Rear	1
Engine installation angle		2° 40'
Taxable horsepower $\frac{Dia^2 \times No.\ Cyl.}{2.5}$		54.3
Publishing max. bhp* @ eng. RPM		330 @ 4800(a)
Publishing max. torque* (lb. ft. @ RPM)		430 @ 3000(a)
Recommended fuel regular – premium		Premium(a)

ENGINE – PISTONS

Material			Aluminum Alloy
Description and finish			Cam Ground Slipper Type - Tin Plate
Weight (piston only) oz.			22.070 - 22.250
Clearance (limits)	Top land		.017 - .021
	Skirt	Top	.0025 - .0033(b)
		Bottom	.0020 - .0038
Ring groove depth	No. 1 ring		.2230
	No. 2 ring		.2230
	No. 3 ring		.2215
	No. 4 ring		None

* Max. bhp (brake horsepower) and max. torque corrected to 60° F and 29.92 in. Hg atmospheric pressure.

(a) 8.8:1 on regular fuel engine, 10.5:1 on 400 Ram Air – See page 3 for horsepower and torque figures.

(b) Pistons selected for clearance at 1.110 below top of piston.

AMA Specifications—Passenger Car

Page 5

MAKE OF CAR Pontiac Firebird MODEL YEAR 1970 DATE ISSUED 2-5-70 REVISED (e)

MODEL		250 L6 Engine	350 V8 Engine

ENGINE – RINGS

Function (top to bottom)	No. 1, oil or comp.	Compression	
	No. 2, oil or comp.	Compression	
	No. 3, oil or comp.	Oil	
	No. 4, oil or comp.	None	
Compression	Description - material, coating, etc.	Cast Iron Reverse Twist(a) No. 1 (b) No. 2 Taper Face - Lubrite	Moly Channel Barrel Face Taper Face - Tin Plated
	Width	No. 1 .0630, No. 2 .0628	.0778
	Gap	.015	.019
Oil	Description - material, coating, etc.	Multi-Piece (2 Rails and 1 Spacer Expander) Rails: Steel with Chrome Plated O.D. Expander: Stainless Steel	
	Width	.188	.186
	Gap	.035	
Expanders		In Oil Ring Assembly	

ENGINE – PISTON PINS

Material			Chromium Steel	SAE 1016
Length			3.00	3.25
Diameter			.9272	.9802
Type	Locked in rod, in piston, floating, etc.		Locked in Rod	
	Bushing	In rod or piston	None	
		Material	None	
Clearance	In piston		.00015 - .00025	.0005 - .0007
	In rod		Press Fit	
Direction & amount offset in piston			To Right .060	To Right .063

ENGINE – CONNECTING RODS

Material		Forged Steel	Arma Steel
Weight (oz.)		20.0	31.7
Length (center to center)		5.700	6.625
Bearing	Material & Type	(c) (d)	Moraine 100-A(d)
	Overall length	.807	.88
	Clearance (limits)	.0007 - .0027	.0005 - .0025
	End play	.009 - .013	.012 - .017 (Total for two)

(a) Except L6 No. 1 ring has inside bevel.
(b) Barrel face chrome plated
(c) Sintered copper lead alloy
(d) Steel backed removable precision

AMA Specifications—Passenger Car

MAKE OF CAR Pontiac Firebird MODEL YEAR 1970 DATE ISSUED 2-5-70 REVISED (•)

MODEL 400 V-8 Engines

ENGINE – RINGS

Function (top to bottom)	No. 1, oil or comp.	Compression
	No. 2, oil or comp.	Compression
	No. 3, oil or comp.	Oil
	No. 4, oil or comp.	None
Compression	Description - material, coating, etc.	Cast Iron Reverse Twist - No. 1 Barrel Face Moly Channel, No. 2 Taper Face Tin Plated (c)
	Width	.0778
	Gap	No. 1 - .019, No. 2 - .015
Oil	Description - material, coating, etc.	Multi-Piece (2 Rails and 1 Spacer Expander) Rails - Steel with Chrome Plated O.D. Expander - Stainless Steel
	Width	.186
	Gap	.035
Expanders		In Oil Ring Assembly

ENGINE – PISTON PINS

Material			SAE 1016 Steel
Length			3.25
Diameter			.9802
Type	Locked in rod, in piston, floating, etc.		Locked in Rod
	Bushing	In rod or piston	None
		Material	None
Clearance	In piston		.0005 - .0007
	In rod		Press Fit
Direction & amount offset in piston			To Right - .063

ENGINE – CONNECTING RODS

Material		Arma Steel
Weight (oz.)		31.7
Length (center to center)		6.625
Bearing	Material & Type	Moraine 400-A (a)(b)
	Overall length	.88
	Clearance (limits)	.0005 - .0026
	End play	.012 - .017 (Total for Two)

(a) Steel backed removable precision
(b) Material is Moraine 100-A on optional 400 regular fuel engine.
(c) No. 2 4-bbl. uses taper face moly.

AMA Specifications—Passenger Car

Page 6

MAKE OF CAR Pontiac Firebird MODEL YEAR 1970 DATE ISSUED 2-5-70 REVISED (e)

ENGINE – CRANKSHAFT

MODEL			250 cu.in. Engine	350 cu.in. Engine	400 cu.in. Engines
Material			Nodular Iron		
Vibration damper type			Rubber Floated Weight		
End thrust taken by bearing (No.)			7	4	
Crankshaft end play			.002 - .006	.0035 - .0085	
Main bearing	Material & type		Durex 100-A Steel Backed, Removable, Precision (a)		
	Clearance		.0003 - .0019	.0002 - .0017	
	Journal dia. and bearing overall length	No. 1	2.30 x .752	3.00 x .94	
		No. 2	2.30 x .752	3.00 x .94	
		No. 3	2.30 x .752	3.00 x .94	
		No. 4	2.30 x .752	3.00 x 1.13	
		No. 5	2.30 x .752	3.00 x 1.59	
		No. 6	2.30 x .752	None	
		No. 7	2.30 x .760	None	
	Dir. & amt. cyl. offset		None		
Crankpin journal diameter			2.00	2.25	

ENGINE – CAMSHAFT

Location			Above & to Right of Crankshaft	Between Cylinder Banks
Material			Hardened Alloy Cast Iron	
Bearings	Material		High Lead Babbit on Steel	
	Number		4	5
Type of Drive	Gear or chain		Gear	Chain
	Crankshaft gear or sprocket material		Steel	Hardened Sintered Iron
	Camshaft gear or sprocket material		(b)	Aluminum Alloy with Nylon Covered Teeth
	Timing chain	No. of links	None	60
		Width	None	.88 (Morse)
		Pitch	None	.375

ENGINE – VALVE SYSTEM

Hydraulic lifters (Std., opt., NA)		Standard	
Valve rotator, type (intake, exhaust)		None	
Rocker ratio		1.75:1	1.5:1
Operating tappet clearance (indicate hot or cold)	Intake	0	
	Exhaust	0	

(Continued)

(a) Material changes to Moraine 400-A as follows:
#4 Lower of all V-8 engines
#1, 2, 3, and 4 upper locations of Ram Air engines; #1, 2 and 3 lower locations of all 400 4-bbl. engines

(b) Bakelite and fabric gear with steel hub

AMA Specifications—Passenger Car

Page 7

MAKE OF CAR Pontiac Firebird MODEL YEAR 1970 DATE ISSUED 2-5-70 REVISED (•)

MODEL			250 L6 Engine	350 V8 Engine
ENGINE – VALVE SYSTEM (cont.)			Manual & Auto. Transmission	
Timing (based on top of ramp points)	Intake	Opens (° BTC)	16	22
		Closes (° ABC)	48	67
		Duration - deg.	244	269
	Exhaust	Opens (° BBC)	46.5	72
		Closes (° ATC)	17.5	25
		Duration - deg.	244	277
	Valve opening overlap		33.5°	47°
Intake	Material		Alloy Stl.Aluminized	GM 8440 Aluminized – Fl. Cr. Plate on Stem
	Overall length		4.912	4.993
	Actual overall head dia.		1.725 - 1.715	1.963 - 1.957
	Angle of seat & face		46° Seat - 45° Face	45° Seat - 44° Face
	Seat insert material		Not Used	
	Stem diameter		.3410 - .3417	.3419 - .3412
	Stem to guide clearance		.0010 - .0027	.0016 - .0033
	Lift (- zero lash)		.388	.376 ± .011
	Outer spring press. & length	Valve closed (lb. - in.)	56 64 @ 1.66	59.6 65.6 @ 1.5823
		Valve open (lb. - in.)	180 192 @ 1.27	122.5 132.5 @ 1.2063
	Inner spring press. & length	Valve closed (lb. - in.)	None	31.7 37.7 @ 1.5423
		Valve open (lb. - in.)	None	88.8 98.8 @ 1.1663
Exhaust	Material		21-4N Aluminized	21-2 Aluminized - Fl.Cr.Plate on Stem
	Overall length		4.923	4.982
	Actual overall head dia.		1.505 - 1.495	1.663 - 1.657
	Angle of seat & face		46° Seat - 45° Face	45° Seat - 44° Face
	Seat insert material		None	
	Stem diameter		.3417 - .3410	.3419 - .3412
	Stem to guide clearance		.0010 - .0027	.0021 - .0038
	Lift (- zero lash)		.388	.412 ± .011
	Outer spring press. & length	Valve closed (lb. @ in.)	56 64 @ 1.66	59.6 65.6 @ 1.5823
		Valve open (lb. @ in.)	180 192 @ 1.27	128.7 138.7 @ 1.1703
	Inner spring press. & length	Valve closed (lb. @ in.)	None	31.7 37.7 @ 1.5423
		Valve open (lb. @ in.)	None	94.4 104.4 @ 1.1303

ENGINE – LUBRICATION SYSTEM

Type of lubrication (splash, pressure, nozzle)	Main bearings	Pressure	
	Connecting rods	Pressure	
	Piston pins	Splash	
	Camshaft bearings	Pressure	
	Tappets	Pressure	
	Timing gear or chain	Nozzle	Metered Jet
	Cylinder walls	Splash	Metered Jet

(Continued)

AMA Specifications—Passenger Car

Page 7a

MAKE OF CAR Pontiac Firebird MODEL YEAR 1970 DATE ISSUED 2-5-70 REVISED (●)

MODEL 400 V-8 Engine - Premium Fuel Exc. Ram Air Engines

ENGINE – VALVE SYSTEM (cont.)

			Manual Transmission	Automatic Transmission
Timing (based on top of ramp points)	Intake	Opens (° BTC)	23	
		Closes (° ABC)	70	
		Duration - deg.	273	
	Exhaust	Opens (° BBC)	78	
		Closes (° ATC)	31	
		Duration - deg.	289	
	Valve opening overlap		54	
Intake	Material		GM 8440 With Alum. Treatment on Face and Flash Chrome Plated Stem	
	Overall length		5.093	5.0725
	Actual overall head dia.		2.113 - 2.107	
	Angle of seat & face		30° Seat - 29° Face	
	Seat insert material		Not Used	
	Stem diameter		.3419 - .3412	
	Stem to guide clearance		.0016 - .0033	
	Lift (zero lash)		.410 ± .011	
	Outer spring press. & length	Valve closed (lb. - in.)	56.1 66.1 @ 1.5913	63.3 69.3 @ 1.5613
		Valve open (lb. - in.)	127.4 137.4 @ 1.1813	132.0 142.0 @ 1.1513
	Inner spring press. & length	Valve closed (lb. - in.)	54.2 60.2 @ 1.5213	35.0 41.0 @ 1.5213
		Valve open (lb. - in.)	117.8 127.8 @ 1.1113	97.4 107.4 @ 1.1113
Exhaust	Material		21-2 Steel With Alum. Treatment on Face and Flash Chrome Plated Stem	
	Overall length		5.082	5.062
	Actual overall head dia.		1.773 - 1.767	
	Angle of seat & face		45° Seat - 44° Face	
	Seat insert material		None	
	Stem diameter		.3414 - .3407	.3419 - .3412
	Stem to guide clearance		.0021 - .0038	
	Lift (zero lash)		.413 ± .011	
	Outer spring press. & length	Valve closed (lb. - in.)	56.1 66.1 @ 1.5913	63.3 69.3 @ 1.5613
		Valve open (lb. - in.)	125.4 135.4 @ 1.1783	132.5 142.5 @ 1.1483
	Inner spring press. & length	Valve closed (lb. @ in.)	54.2 60.2 @ 1.5213	35.0 41.0 @ 1.5213
		Valve open (lb. - in.)	118.4 128.4 @ 1.1083	97.9 107.9 @ 1.1083

ENGINE – LUBRICATION SYSTEM

Type of lubrication (splash, pressure, nozzle)	Main bearings	Pressure
	Connecting rods	Pressure
	Piston pins	Splash
	Camshaft bearings	Pressure
	Tappets	Pressure
	Timing gear or chain	Metered Jet
	Cylinder walls	Metered Jet

(Continued)

AMA Specifications—Passenger Car

MAKE OF CAR Pontiac Firebird MODEL YEAR 1970 DATE ISSUED 2-5-70 REVISED (*)

MODEL 400 V-8 Engine Regular Fuel

ENGINE – VALVE SYSTEM (cont.)

Auto. Trans.

Timing (based on top of ramp points)	Intake	Opens (°BTC)	22
		Closes (°ABC)	67
		Duration - deg.	269
	Exhaust	Opens (°BBC)	72
		Closes (°ATC)	25
		Duration - deg.	277
	Valve opening overlap		47°
Intake	Material		GM 8440 w/Alum.Treatment on Face & Fl.Cr.Plated Stem
	Overall length		4.993
	Actual overall head dia.		1.963 - 1.957
	Angle of seat & face		45° Seat - 44° Face
	Seat insert material		Not Used
	Stem diameter		.3419 - .3412
	Stem to guide clearance		.0016 - .0033
	Lift (@ zero lash)		.376 ± .011
	Outer spring press. & length	Valve closed (lb. @ in.)	59.6 @ 1.5823
		Valve open (lb. @ in.)	65.6 122.5 @ 1.2063 132.5
	Inner spring press. & length	Valve closed (lb. @ in.)	31.7 @ 1.5423 37.7
		Valve open (lb. @ in.)	88.8 @ 1.1663 98.8
Exhaust	Material		21-2 Steel W/Alum.Treatment on Face & Fl.Cr.Plated Stem
	Overall length		4.982
	Actual overall head dia.		1.663 - 1.657
	Angle of seat & face		45° Seat - 44° Face
	Seat insert material		Not Used
	Stem diameter		.3414 - .3407
	Stem to guide clearance		.0021 - .0038
	Lift (@ zero lash)		.412 ± .011
	Outer spring press. & length	Valve closed (lb. @ in.)	59.6 @ 1.5823 65.6
		Valve open (lb. @ in.)	128.7 @ 1.1703 138.7
	Inner spring press. & length	Valve closed (lb. @ in.)	31.7 @ 1.5423 37.7
		Valve open (lb. @ in.)	94.4 @ 1.1303 104.4

ENGINE – LUBRICATION SYSTEM

Type of lubrication (splosh, pressure, nozzle)	Main bearings	Pressure
	Connecting rods	Pressure
	Piston pins	Splash
	Camshaft bearings	Pressure
	Tappets	Pressure
	Timing gear or chain	Metered Jet
	Cylinder walls	Metered Jet

(Continued)

AMA Specifications—Passenger Car

Page 7 C

MAKE OF CAR Pontiac Firebird MODEL YEAR 1970 DATE ISSUED 2-5-70 REVISED (•)3-31-70

MODEL 400 V-8 Ram Air Engines

ENGINE – VALVE SYSTEM (cont.)

Manual and Automatic Transmissions

Timing (based on top of ramp points)	Intake	Opens (°BTC)	31
		Closes (°ABC)	77
		Duration - deg.	288
	Exhaust	Opens (°BBC)	90
		Closes (°ATC)	32
		Duration - deg.	302
	Valve opening overlap		63°
Intake	Material		GM 8440 Aluminized (a)
	Overall length		5.093
	Actual overall head dia.		2.113 - 2.107
	Angle of seat & face		30° Seat - 29° Face
	Seat insert material		Not Used
	Stem diameter		.3419 - .3412
	Stem to guide clearance		.0016 - .0033
	Lift (@ zero lash)		.414 ± .011
	Outer spring press. & length	Valve closed (lb. @ in.)	56.1 @ 1.5913
		Valve open (lb. @ in.)	66.1 129.5 @ 1.1773 139.5
	Inner spring press. & length	Valve closed (lb. @ in.)	54.2 @ 1.5213
		Valve open (lb. @ in.)	60.2 118.6 @ 1.1073 128.6
Exhaust	Material		21-2 Aluminized (a)
	Overall length		5.082
	Actual overall head dia.		1.773 - 1.767
	Angle of seat & face		45° Seat - 44° Face
	Seat insert material		Not Used
	Stem diameter		.3414 - .3407
	Stem to guide clearance		.0021 - .0038
	Lift (@ zero lash)		.413 ± .011
	Outer spring press. & length	Valve closed (lb. @ in.)	56.1 @ 1.5913
		Valve open (lb. @ in.)	66.1 129.4 @ 1.1783 139.4
	Inner spring press. & length	Valve closed (lb. @ in.)	54.2 @ 1.5213
		Valve open (lb. @ in.)	60.2 118.4 @ 1.1083 128.4

ENGINE – LUBRICATION SYSTEM

Type of lubrication (splash, pressure, nozzle)	Main bearings	Pressure
	Connecting rods	Pressure
	Piston pins	Splash
	Camshaft bearings	Pressure
	Tappets	Pressure
	Timing gear or chain	Metered Jet
	Cylinder walls	Metered Jet

(a) Flash chrome plated stem

(Continued)

AMA Specifications—Passenger Car

Page 8

MAKE OF CAR Pontiac Firebird MODEL YEAR 1970 DATE ISSUED 2-5-70 REVISED (•)

ENGINE – LUBRICATION SYSTEM (cont.)

MODEL	250 L6 Engine	350 V8 Engine	400 V8 Engines
Oil pump type	Spur Gear		
Normal oil pressure (lb. engine rpm)	30-45 @ 1500	30-40 Above 2600	30-40 Above 2600(d)
Oil press. sending unit (elect. or mech.)	Electric		
Type oil intake (floating, stationary)	Stationary Screen		
Oil filter system (full flow, part., other)	Full Flow		
Filter replacement (element, complete)	Complete		
Capacity of c case, less filter-refill (qt.)	4	5	
Oil grade recommended (SAE viscosity and temperature range)	Above 20° F.: 20W, 10W-30, 10W-40, 20W-40 (c) From 0° to 60° F.: 10W, 5W-30, 10W-30, 10W-40 (c) Below 0° F.: 5W, 5W-20, 5W-30 (c)		
Engine Service Reqmt. (MM, MS, etc.)	MS		

ENGINE – EXHAUST SYSTEM

Type (single, single with cross-over, dual, other)		Single	Single	Dual (e)
Muffler No. & type (reverse flow, straight thru, separate resonator)		One - Reverse Flow		One-Reverse Flow
Exhaust pipe dia. (O.D., wall thick.)	Branch	Not Used	2.00 x .076	Not Used
	Main	2.00 x .057-.071	2.25 x .076	2.00 x .076(b)(e)
Tail pipe dia. (O.D. & wall thickness)		1.88 x .062-.075	2.00 x .048(a)	2.00 x .048(a)(e)

ENGINE – CRANKCASE VENTILATION SYSTEM

Type (ventilates to atmos., induction system, other)	Standard	Induction System	
	Optional	None	
Control Unit	Make and model	AC Type CV-679 C	
	Location	Push Rod Cover	
	Energy source (manifold vacuum, carburetor air stream, other)	Manifold Vacuum	
	Control method (variable orifice, fixed orifice, other)	Variable Orifice	
Complete system	Discharges (to intake manifold, carb. air intake, air cleaner intake, other)	Intake Manifold	
	Air inlet (breather cap, carburetor air cleaner, other)	Through Filter In Carburetor Air Cleaner	
	Flame arrestor (screen, check valve, other)	Check Valve	

(a) Aluminized.
(b) 2.25 x .060 with 400 Ram Air.
(c) All except Ram Air engines, Ram Air engines require use of SAE 30 or 10W-40 oil at all times.
(d) 55-60 above 2600 for Ram Air engines
(e) 2 bbl. regular fuel engine same as 350 engine

AMA Specifications—Passenger Car

Page 9

MAKE OF CAR Pontiac Firebird MODEL YEAR 1970 DATE ISSUED 2-5-70 REVISED (•)

MODEL

ENGINE – EXHAUST EMISSION CONTROL

Type (Air injection, engine modifications, other)			
Air Injection Pump	Type		
	Displacement		
	Drive ratio		
	Drive type		
	Relief valve (type)		
	Filter (describe)		
Air Injection System	Air distribution (head, manifold, etc.)		
	Point of entry		
	Injection tube I.D.		
	Check valve type		
	Backfire protection (type)		
Carburetor	Make		
	Model		
	Barrel size		
	Idle speed	Drive	
		Neutral	
	Idle A/F mixture		
Distributor	Aux. Adv. Systems (type)		
	Make		
	Model		
	Cent'fgal adv. in crank degrees @ eng. rpm	Start (rpm)	
		Intermed. points deg. @ rpm	
		Max. deg. @ rpm	
	Vacuum adv. in crank degrees @ eng. rpm	Start (in Hg)	
		Intermed. points deg. @ in. Hg	
		Max. deg. @ in.	
	Vacuum Source		
Timing - Crank degrees @ rpm			
Cooling System			
Exhaust System			

STANDARD ENGINE PROVIDES EXHAUST EMISSION CONTROL

AMA Specifications—Passenger Car

Page 10

MAKE OF CAR Pontiac Firebird MODEL YEAR 1970 DATE ISSUED 2-5-70 REVISED (•)

MODEL			250 L6 Engine	350 V8 Engine	400 V8 Engines
ENGINE – FUEL SYSTEM			(See supplemental page for Details of Fuel Injection, Supercharger, etc. if used)		
Induction type: Carburetor, fuel injection, supercharger.			Carburetor		
Fuel Tank	Refill capacity (U.S. gals.)		19.5 Exc. California; 17.0 California		
	Filler location		Center Rear		
Fuel Pump	Type (elec. or mech.)		Mechanical		
	Locations		Right Front of Engine	Left Front of Engine	
	Pressure range		4.0 - 5.5 P.S.I.	5.0 - 6.5 P.S.I.	
Vacuum booster (std., optional, none)			None		
Fuel Filter	Type and Locations		Plastic Fabric in Fuel Tank and Sintered Bronze in Carburetor Inlet (a)		
Carburetor	Choke type		Automatic		
	Intake manifold heat control (exhaust or water)		Exhaust		
	Air cleaner type (b)	Standard	Oil Wetted Paper		
		Optional	Two Stage - Wetted Plastic Foam Over Paper Element		
	Idle speed (spec. neutral or drive) N | D	Manual N	700	800	950 (1000 Ram Air)
		Automatic D	550	650	650 (750 Ram Air)
		Idle A F mix.	Not Specified		

CARBURETOR SUPPLEMENTARY INFORMATION

Model Usage	Engine Displ.	Transmission	Carburetors Make	Carburetors Model	No. Used and Type	Barrel Size
Firebird	250	Manual	Rochester	7040017	1,1-bbl	1.69
		Automatic	Rochester	7040014	1,1-bbl	1.69
Firebird 350	350	Manual	Rochester	7040071	1,2-bbl	1.69
		Automatic	Rochester	7040062	1,2-bbl	1.69
Firebird 400 Premium Fuel	400	Manual	Rochester	7040263	1,4-bbl	P.-1.38
		Turbo H-M	Rochester	7040264	1,4-bbl	S.-2.25
Firebird 400 Ram Air	400	Manual	Rochester	7040273	1,4-bbl	P.-1.38
		Turbo H-M	Rochester	7040270	1,4-bbl	S.-2.25
Firebird 400 Regular Fuel	400	Turbo H-M	Rochester	7040060	1,2-bbl	1.69

(a) Pleated paper instead of sintered bronze in all 1 & 4-bbl. carburetors.
(b) Includes provisions for thermostatic control of carb. inlet air temp.

AMA Specifications—Passenger Car

Page 11

MAKE OF CAR Pontiac Firebird MODEL YEAR 1970 DATE ISSUED 2-5-70 REVISED (•)

MODEL

ENGINE – COOLING SYSTEM

			6 Cyl. Engine	V-8 Engines
Type system (pressure, pressure vented, atmospheric, other)			Pressure Vented	
Radiator cap relief valve pressure			14-17 P.S.I.	
Circulation thermostat	Type (choke, bypass)		Choke	
	Starts to open at (°F)		190°	
Water pump	Type (centrifugal, other)		Centrifugal	
	GPM 1000 pump rpm		16	
	Number of pumps		One	
	Drive (V-belt, other)		V-Belt	
	Bearing type		Sealed Ball Bearing	
By-pass recirculation type (inter., ext.)			Internal	
Radiator core type (cellular, tube and fin, other)			Tube and Center	
Cooling system capacity	With heater (qt.)		12.1 M.T.; 12.0 A.T.	19.4 (350) 18.6 (400)
	Without heater (qt.)		Heater Standard Equipment	
	Opt. equipment-specify (qt.)		N.A. with A/C	20.3(350), 18.7(400)with A/
Water jackets full length of cyl. (yes, no)			Yes	
Water all around cylinder (yes, no)			Yes	
Radiator hose	Lower	Number and type (molded, straight)	One, Molded	
		Inside diameter	1.50	
	Upper	Number and type (molded, straight)	One, Molded	
		Inside diameter	1.50	
	By-pass	Number and type (molded, straight)	Hose Not Used	
		Inside diameter	-	
Fan	Number of blades & spacing		4 - 65° & 115°	4 - 76° & 104° (a)(b)
	Diameter		17.62	19.0 (a)(b)
	Ratio-fan to crankshaft rev.		1.15:1	.91:1(1.25:1 with A/C)
	Fan cutout type		Fluid Clutch-Thermostatically Controlled V-8(A/C Onl	
	Bearing type		See Water Pump	

*Drive belts (indicate belt used by letter)								
Fan	A	A, B		E	F, G	E	F, I	
Generator or alternator	A	A, B		E	F	E	F	
Water Pump	A	A, B		E	F, G	E	F, I	
Power Steering		B			G		I	
Air Conditioning						H	H	

* Drive Belt Dimensions	A	B	C	D	E	F	G	H	I	J	K
Angle of V	36°	36°			36°	36°	36°	36°	36°		
Nominal length (SAE)	37.3	50.0			47.5	48.0	49.5	59.2	48.0		
Width	.38	.38			.38	.38	.47	.47	.47		

(a) Standard on 2-bbl. engines, 5 blade 18.8 diameter fan standard on 4-bbl. engines.

(b) 7 blade 18.8 diameter fan on all V-8 with A/C.

AMA Specifications—Passenger Car

Page 12

MAKE OF CAR Pontiac Firebird **MODEL YEAR** 1970 **DATE ISSUED** 2-5-70 **REVISED** (e)

ELECTRICAL – SUPPLY SYSTEM

MODEL			250 L6 Engine	350 V8 Engine	400 V8 Engines
Battery	Make and Model		Delco Y-55(a)	Delco Y-59(b)	Delco R-59
	Voltage Rtg. & Total Plates		12-54	12-54	12-66
	SAE Designation & Amp. Hr. Rtg.		17 MI - 44 Amp. Hr.	2 SM - 53 Amp. Hr.	2 SM - 61 Amp. Hr.
	Location		Under Hood - R.H. Side	Under Hood - L.H. Side	
	Terminal grounded		Negative		
Generator or Alternator	Make		Delco Remy		
	Model		1100902	1100902(c)	1100902(c)
	Type and rating		37 Amp.	37 Amp.	37 Amp.
	Output at engine idle (neutral)		5-10 Amps.		
	Ratio-Gen. to Cr/s rev.		2.74:1 (3.02:1 With A/C)		
Regulator	Make		(d)		
	Model		(d)		
	Type		(d)		
	Cutout relay	Closing voltage generator rpm	(d)		
		Reverse current to open	(d)		
	Regulated	Voltage	(d)		
		Current	(d)		
	Voltage test conditions	Temperature	(d)		
		Load	(d)		
		Other	(d)		

ELECTRICAL – STARTING SYSTEM

Starting Motor	Make		Delco Remy		
	Model		1108365	1108445	1108446
	Rotation (drive end view)		Clockwise		
Motor control	Switch (solenoid, manual)		Solenoid		
	Starting procedure		Place gearshift lever in neutral and depress clutch. *With cold engine, depress accelerator pedal to floor and release. With warm engine, hold accelerator pedal about halfway down, turn ignition key clockwise to engage starter, release key as soon as engine starts. *Use neutral or park with automatic transmission. (No clutch)		
Motor Drive	Engagement type		Sliding Gear - Overrunning Clutch		
	Pinion meshes (front, rear)		Rear	Front	
	Number of teeth	Pinion	9		
		Flywheel Manual	153	166	
		Flywheel Auto.	153	166	
	Flywheel tooth face width	Manual	.41		.40
		Auto.	.41		.40

(a) Delco R-59 used with A/C or heavy duty battery option.
(b) With regular fuel engine - Delco R-59 with premium fuel engine or heavy duty battery option.
(c) 1100903 (55 amp.) with A/C.
(d) Regulator is integral with the alterntor. No external regulator is used.

AMA Specifications—Passenger Car

Page 13

MAKE OF CAR Pontiac Firebird MODEL YEAR 1970 DATE ISSUED 2-5-70 REVISED (e)

ELECTRICAL – IGNITION SYSTEM

MODEL			250 L6 Engine	350 V8 Engine	400 V8 Engines Exc. Ram Air
Type	Conventional – Std., Opt., N.A.		Standard		
	Transistorized – Std., Opt., N.A.		Not Offered		
	Other (specify)		---		
Coil	Make		Delco Remy		
	Model		1115208	1115424	
	Amps	Engine stopped	3.5	3.4	
		Engine idling	2.8	2.1	
Distributor	Make		Delco Remy		
	Model		1110463 (a)	1110464 (b)	1112008 (c) / 1111176 (d) / 1111148 (e)
	Cent'fgal adv. in c shaft degrees @ engine rpm (nominal)	Start (rpm)	900	900	1100 / 1100 / 800
		Intermediate points deg. @ rpm	19-23@1950	15-19@1950	10-14@1900 / 10-14 @ 1900
		Max. deg. @ rpm	30-34@4200	26-30@4200	24-28@4700 / 24-28@4700 / 24-28@4600
	Vacuum adv. in c shaft degrees @ in. Hg. (nominal)	Start (in. Hg.)	6 - 8	6 - 8	6 - 8 / 8 - 10 / 8 - 10
		Intermediate points, deg. @ in. Hg.	None		
		Max. deg. in. Hg.	23 @ 15-17	20 @ 13-15	20 @ 15-17
	Breaker gap (in.)		.019	.016	
	Cam angle (deg.)		31-34	28-32	
	Breaker arm tension (oz.)		19-23		28-32
Timing	Crankshaft deg. @ rpm		TDC@700 (a) / (f)	9° BTDC at Idle	
	Mark location		Torsional Damper	Crankshaft Pulley Hub	
Spark Plug	Make		AC		
	Model		R 46 T	R 46 S	R 45 S (g)
	Thread (mm)		14mm		
	Tightening torque (lb. ft.)		15-25		
	Gap		.033 - .038		
Cable	Conductor type		Distributed Resistance		
	Insulation type		Neoprene		
	Spark plug protector		Neoprene Boot	Hypalon Boot	

ELECTRICAL – SUPPRESSION

Locations & type	See Below

Internal distributor point shielding, wide gap distributor rotor, resistor spark plugs (5000 OHMS), distributed resistance secondary cables, hood ground clip and 0.3 MFD ignition coil by-pass capacitor.

(a) Used on 250 L-6 engine with manual transmission.
(b) Used on 250 L-6 engine with automatic transmission.
(c) Used on all 350 V-8 engines.
(d) Used with manual transmission on 400 V8 engines exc. Ram Air
(e) Used with Turbo Hydra-Matic transmission on 400 V8 engines exc. Ram Air
(f) 4°BTDC @ 550 on 250 L6 engine with automatic transmission.
(g) R 46 S for regular fuel engine

AMA Specifications—Passenger Car

Page 13a

MAKE OF CAR Pontiac Firebird MODEL YEAR 1970 DATE ISSUED 3-31-70 REVISED (•)

MODEL 400 V-8 Ram Air Engine

ELECTRICAL – IGNITION SYSTEM

Type	Conventional – Std., Opt., N.A.		Standard	
	Transistorized – Std., Opt., N.A.		Not Offered	
	Other (specify)		---	
Coil	Make		Delco Remy	
	Model		1115424	
	Amps	Engine stopped	3.4	
		Engine idling	2.1	
Distributor	Make		Delco Remy	
	Model		1112009 (a)	1112010 (b)
	Cent'fgal adv. in c/shaft degrees @ engine rpm (nominal)	Start (rpm)	800	1100
		Intermediate points deg. @ rpm	9-13 @ 2200	9-13 @ 2200
		Max. deg. @ rpm	20-24 @ 4600	20-24 @ 4600
	Vacuum adv. in c/shaft degrees @ in. Hg. (nominal)	Start (in. Hg.)	8-10	
		Intermediate points, deg. @ in. Hg.	None	
		Max. deg. in. Hg.	20 @ 15-17	
	Breaker gap (in.)		.016	
	Cam angle (deg.)		28-32	
	Breaker arm tension (oz.)		28-32	
Timing	Crankshaft deg. @ rpm		9° BTDC Idle	
	Mark location		Crankshaft Pulley Hub	
Spark Plug	Make		AC	
	Model		R 44 S	
	Thread (mm)		14mm	
	Tightening torque (lb. ft.)		15-25	
	Gap		.033 - .038	
Cable	Conductor type		Distributed Resistance	
	Insulation type		Neoprene	
	Spark plug protector		Hypalon Boot	

ELECTRICAL – SUPPRESSION

Locations & type	See Page 13

(a) Used on automatic transmission
(b) Used on manual transmission

AMA Specifications—Passenger Car

Page 14

MAKE OF CAR Pontiac Firebird MODEL YEAR 1970 DATE ISSUED 2-5-70 REVISED (•)

MODEL

ELECTRICAL – INSTRUMENTS AND EQUIPMENT

Speedometer	Type	Mechanical
	Trip odometer (yes,no)	No
Charge indicator – type		Telltale Lamp
Temperature indicator – type		Telltale Lamp
Oil pressure indicator – type		Telltale Lamp
Fuel indicator – type		Electric Gage
Other		(a)
Windshield wiper	Type – Standard	Two-Speed Electric
	Type – Optional	Concealed - Two-Speed Depressed Park
Windshield washer	Type – Standard	Electric - Pump Integral with Wiper Motor
	Type – Optional	None
Horn	Type	Solenoid
	Number used	1 Std. (b) (Std only); dual remainde
	Amp draw (each)	4.3 to 5.9 @ 12.5 V.

DRIVE UNITS – CLUTCH (Manual Transmission)

		6 Cyl. Engine	V-8 Engines
Make & type		Own - Dry	
Type pressure plate springs		Disc Spring	
Total spring load (lb.)		1750	2050 (c)
No. of clutch driven discs		One	
Clutch facing	Material	Woven Molded Asbestos	
	Outside & inside dia.	9.12 x 6.12	10.4 x 6.5
	Total eff. area (sq.in.)	71.82	85.56
	Thickness	.135	.140
	Engagement cushioning method	Driven Plate Waved Spoke Springs	
Release bearing	Type & method of lubrication	Ball Thrust - Prepacked & Sealed	
Torsional damping	Methods: springs, friction material	Coil Springs and Metal to Metal Friction	

(a) Optional instrument cluster with temperature, oil pressure and battery telltales replaced with a temperature gage, oil pressure gage, and voltmeter respectively. A clock and/or an engine tachometer are also included with the option.
(b) Second horn optional.
(c) 2350# pressure on 400 V-8 engines.

AMA Specifications—Passenger Car

Page 15

MAKE OF CAR Pontiac Firebird MODEL YEAR 1970 DATE ISSUED 2-5-70 REVISED (•)

MODEL

DRIVE UNITS – TRANSMISSIONS

Manual 3-speed (std. or opt.)	Standard
Manual 4-speed (std. or opt.)	Optional
Manual with overdrive (std. or opt.)	Not Offered
Automatic (std. or opt.)	Optional

DRIVE UNITS – MANUAL TRANS.

			3-Speed			4-Speed
Number of forward speeds			6 Cyl. (a)	350 V8 (b)	All V8 (c)	All V8 (d)
Transmission ratios	In first		2.85:1	2.54:1	2.42:1	2.52:1
	In second		1.68:1	1.50:1	1.58:1	1.88:1
	In third		1.00:1	1.00:1	1.00:1	1.46:1
	In fourth		--	--	--	1.00:1
	In reverse		2.95:1	2.63:1	2.41:1	2.59:1
Synchronous meshing, specify gears			All Forward			
Shift lever location			(a)	(b)	Floor Shift	
Lubricant	Capacity (pt.)		3.5		2.8	3.5
	Type recommended		Type A - Extreme Pressure			
	SAE viscosity number	Summer	80 or 90			
		Winter	80 or 90			
		Extreme cold	80 or 90			

DRIVE UNITS – MANUAL TRANS. W/OVERDRIVE

(For transmission data see manual transmission section)

Type (planetary or other)			Not Offered
Manual lockout (yes, no)			
Downshift accelerator control (yes, no)			
Minimum cut-in speed			
Gear ratio			
Lubricant	Capacity (pt.) (Overdrive only)		
	Separate filler (yes, no)		
	Type recommended		
	SAE viscosity number	Summer	
		Winter	
		Extreme cold	

(a) Column shift standard
(b) Available with standard floor shift only.
(c) Standard on 400 V-8 engine includes floor shift - optional on 350 V-8 engine.
(d) Special order close ratio transmission (2.20:1, 1.64:1, 1.28:1, 1.00:1 and 2.27:1 R) available with 3.73:1 rear axle ratio on 400 V-8 engine.

AMA Specifications—Passenger Car

Page 16

MAKE OF CAR Pontiac Firebird MODEL YEAR 1970 DATE ISSUED 2-5-70 REVISED (e) 3-31-70

MODEL	250 L6 1-bbl. & 350 V8 2-bbl.	250 L6 1-bbl. & 350 V8 2-bbl.	400 V8 2-bbl. 400 V8 4-bbl.

DRIVE UNITS – AUTOMATIC TRANSMISSION

Trade name		Automatic		Turbo Hydra-Matic				
Type describe		2-Speed Torque Converter		3-Speed Torque Converter				
Selector location		Steering Column (a)						
List gear ratios Selector Pattern and indicate which are used in each selector position		P R N D L 1.76 1.76 1.76 1.00		P R N D S L 1.92 2.52 2.52 2.52 1.52 1.52 1.00		P R N D S L 2.08 2.48 2.48 2.48 1.48 1.48 1.00		
		L6 1-bbl.	V8 2-bbl.	L6 1-bbl.	V8 2-bbl.	V8 4-bbl.	V8 Ram Air	V8 2-bbl.
Max. upshift speed–drive range		55	69	69	78	79	71	73
Max. kickdown speed–drive range		51	65	64	73	73	66	68
Torque convertor	Number of elements	Three						
	Max. ratio at stall	2.20:1	2.20:1	2.30:1	2.04:1	2.30:1	2.30:1	2.04:1
	Type of cooling (air, liquid)	Water						
	Nominal diameter	11.75				12.5		
Lubricant	Capacity–refill (pt.)	6 (Approx.)		6 (Approx.)		7½ (Approx.)		
	Type recommended	GM Dexron R Automatic Transmission Fluid						
Special transmission features		Positive shift linkage stops provided for "Park", "Reverse", "Neutral", and "Drive" positions. Engine will start in "Park" and "Neutral" positions only.						

DRIVE UNITS – PROPELLER SHAFT

Number used		One	
Type (straight tube, tube-in-tube, internal-external damper, etc.)		Straight Tube	
Outer diam. x length* x wall thick-ness	Manual 3-speed trans.	2.75 x 49.20 x .065	
	Manual 4-speed trans.	2.75 x 49.20 x .065	
	Overdrive transmission	Not Available	
	Automatic transmission	2.75 x 49.20 x .065	2.75 x 48.00 x .065

* Center to center of universal joints, or to centerline of rear attachment.

(Continued)

(a) Floor console shift controls optional. Rally shifter available on 3-speed transmissions which provides manual speed shift stops to locate second and third gear positions when the lever is deflected to the right hand path.

AMA Specifications—Passenger Car

Page 17

MAKE OF CAR Pontiac Firebird MODEL YEAR 1970 DATE ISSUED 2-5-70 REVISED (e)

DRIVE UNITS – PROPELLER SHAFT (cont.)

MODEL			250 L6 Engine & 350 V8 Engine	400 V8 Engine
Intermediate bearing	Type (plain, anti-friction)		Not Used	
	Lubrication (fitting, prepack)		Not Used	
Slip Yoke	Type		Splined	
	Number of teeth		27	27 (a)
	Spline O.D.		1.175	
Universal joints	Make and Mfg. No.		Chevrolet - Size 1285	Chevrolet - Size 1315
	Number used		Two	
	Type (ball and trunnion, cross)		Cross	
	Rear attach. (u-bolt, clamp, etc.)		U-bolt	Strap and Bolt
	Bearing	Type (plain, anti-friction)	Anti-Friction	
		Lubric. (fitting, prepack)	Prepacked	
Drive taken through (torque tube or arms, springs)			Springs	
Torque taken through (torque tube or arms, springs)			Springs	

DRIVE UNITS – AXLE

Type (front, rear)			Rear
Description			Semi-Floating, Overhang Hypoid Pinion and Ring Gear
Limited Slip differential, type			Dual Disc Clutches
Drive Pinion Offset			1.50
No. of differential pinions			2
Pinion adjustment (shim, other)			None
Pinion bearing adj. (shim, other)			Shim
Wheel bearing type			Single Row Cylindrical
Lubricant	Capacity (pt.)		3.5 (8.125 Ring Gear); 4 (8.875 Ring Gear)
	Type recommended		Meeting Military Specs. MIL-L-2105B
	SAE viscosity number	Summer	80
		Winter	80
		Extreme cold	80

AXLE RATIO TOOTH COMBINATIONS

(See page 3 for axle ratio usage)

Axle ratio		L6 - 250 & V8 - 350				V8 - 400			
		2.56	2.73	3.08	3.36	3.07	3.31	3.55	3.73
No. of teeth	Pinion	16	15	12	11	14	13	11	11
	Ring gear	41	41	37	37	43	43	39	41
Ring Gear O.D.		8.125				8.875			

(a) Manual transmission; 32 for automatic transmission.

AMA Specifications—Passenger Car

Page 18

MAKE OF CAR Pontiac Firebird MODEL YEAR 1970 DATE ISSUED 2-5-70 REVISED (•)

MODEL		L-6 Engine	V-8 Engines
DRIVE UNITS – WHEELS			
Type & material			Disc - Steel
Rim (size & flange type)	Std.	14 x 6JJ (a)	14 x 7JJ (a)(c)(e)(g)
	Opt.		None — 15 x 7JJ (g)
Attachment	Type (bolt or stud)		Bolt
	Circle diameter		4.75
	Number and size		5, 7/16 - 20
MODEL			
DRIVE UNITS – TIRES			
Standard	Size, ply rating, & ply	E78 - 14 (b)	E78-14 (b)(e)
	Type (bias, radial, etc.)		Bias/Belted
	Full rated Inflation Press. Front	24	26
	Full rated Inflation Press. Rear	24	24
	Rev./Mile at 50 MPH	807	807
Optional	Size, ply rating, & ply	F70 - 14 (b)(d) F78 - 14 (b)(d)	F70 - 14 (c) (d) F60 - 15 (f)

BRAKES – PARKING

Type of control		Foot Lever Application - Hand Pull Release
Location of control		Below Instrument Panel at Left
Operates on		Rear Service Brakes
If separate from service brakes	Type (internal or external)	Not Separate
	Drum diameter	Not Separate
	Lining size (length x width x thickness)	Not Separate

(a) on four road wheels - optional Space Saver Spare is on 14 x 5 rim wheel.
(b) Optional spare tire size is 7.35 - 14, space saver type with E size tires. Size increases to 7.75-14 with F size tires.
(c) F70 - 14 bias/belted tires standard with 400 sports option.

(d) 2-Ply polyester carcass, 2-Ply fiberglass belt load range B (was 4-ply rated)
(e) F60-15 bias/belted tires standard with Trans Am.
(f) F60-15 bias/belted tires optional on 400 sports option only.
(g) 15 x 7 JJ mandatory with F60-15 tires.

AMA Specifications—Passenger Car

Page 19

MAKE OF CAR Pontiac Firebird MODEL YEAR 1970 DATE ISSUED 2-5-70 REVISED 8-31-70

MODEL

BRAKES – SERVICE

Type (drum) or (disc & no. of pistons)					Front Disc - Single, Standard
Self adjusting (std., opt., N.A.)					Standard
Special Valving	Type (proportion, delay, metering, other)				Hold Off Valve and Proportioning Valve
Power brake make & type (remote, int., etc.)		Std.			---
		Opt.			Delco Moraine, Integral Type, Vacuum Suspended(d)
Effective area (sq. in.) *					103.6
Gross lining area (sq. in.) **					110.6
Swept area (sq. in.) ***					350.9
Front to Rear Effectiveness Relationship					62.6
Drum	Diameter (nominal)	Front			---
		Rear			9.5
	Type and material				Cast Alloy Iron (a)
Rotor	Outer working diameter				10.94
	Inner working diameter				6.88
	Working width				1.00
	Material & type (vented/solid)				Cast Alloy Iron - Vented
Wheel cylinder bore	Front				2.9375
	Rear				.875
Master Cylinder	Bore				1.125
	displacement distribution	Front	%		69
		Rear	%		31
Pedal arc ratio					5.7:1 (b) Manual, 3.6:1 Power (b)
Line pressure at 100 lb. pedal load					800
Shoe Clearance	Front				None
	Rear				(c)
Brake lining	Bonded or riveted				Riveted
	Front Wheel	Material			Molded Asbestos
		Size (length x width x thickness)	Prim. or outboard		5.40 x 1.93 x .41
			Second. or inboard		5.40 x 1.93 x .44
		Segments per shoe			One
	Rear Wheel	Material			Molded Asbestos
		Size (length x width x thickness)	Prim. or outboard		7.6 x 2.0 x .196
			Second. or inboard		9.85 x 2.0 x .265
		Segments per shoe			One

* Excludes rivet holes, grooves, chamfers, etc. ** Includes rivet holes, grooves, chamfers, etc.
*** Total swept area for four brakes. (Widest lining contact width for each brake x its contact circumference.)

(a) Non-finned composite
(b) Ratio at 1.0" push rod travel
(c) Tighten drum brakes to heavy drag then back off 26 notches.
(d) Standard on Trans Am Option

AMA Specifications—Passenger Car

Page 20

MAKE OF CAR Pontiac Firebird MODEL YEAR 1970 DATE ISSUED 2-5-70 REVISED (e)

MODEL

STEERING

Manual (std., opt., NA)				Standard
Power (std., opt., NA)				Optional (a)
Adjustable steering wheel (tilt, swing, other)		Type and description		Tilting Wheel, Adjusts Vertically - Seven Positions
		(std., opt., NA)		Optional
Wheel diameter		Manual		14.75 x 15.25 (a)
		Power		14.75 x 15.25 (a)
Turning diameter (feet)	Outside front	Wall to wall (l. & r.)		39.8
		Curb to curb (l. & r.)		36.5
	Inside rear	Wall to wall (l. & r.)		22.0
		Curb to curb (l. & r.)		20.3
Manual	Gear	Type		Recirculating Ball Bearing
		Make		Saginaw
		Ratios	Gear	24:1 (d), 28:1 (e)
			Overall	26.4:1 (d), 30.8:1 (e)
	No. wheel turns (stop to stop)			4.6 (d), 5.4 (e)
Power	Type (coaxial, linkage, etc.)			Coaxial
	Make			Saginaw
	Gear	Type		Recirculating Ball Bearing
		Ratios	Gear	16.1 - 12.4:1 (b)
			Overall	17.7 - 13.6:1 (c)
	Pump driven by			Belt from Crankshaft
	No. wheel turns (stop to stop)			2.5 - Lock to Lock
Linkage	Type			Link Parallelogram
	Location (front or rear of wheels, other)			Front of Wheels
	Drag link (trans. or longit.)			Trans.Strg.Rod Connects Tie Rods, Pitman & Idler Arms
	Tie rods (one or two)			Two
Steering Axis	Inclination at camber (deg.)			8 1/4 to 9 1/4 @ .5° Camber
	Bearings (type)	Upper		Ball Joint
		Lower		Ball Joint
		Thrust		Spring Load Taken By Lower Ball Joint
Whl. Align. (range at curb wt. & preferred)	Caster (deg.)			1 1/2 Neg. to 1/2 Neg.
	Camber (deg.)			1/4 Pos. to 1 1/4 Pos.
	Toe-in (outside track inches)			1/8 to 1/4
Steering spindle & joint type				Reverse Elliott - Ball Joint
Wheel Spindle	Diameter	Inner bearing		1.249
		Outer bearing		.749
	Thread size			3/4 - 20
	Bearing type			Taper Roller

(a) Power steering and 14.0 diameter wheel included with "Trans Am" option. The 14.0 diameter wheel is available as an option when power steering is also ordered.
(b) 250 and 350 engines; 14.5 - 11:1 for 400 engines
(c) 250 and 350 engines; 16.0 - 12.1:1 for 400 engines
(d) 6 cylinder
(e) 8 cylinder

AMA Specifications—Passenger Car

Page 21

MAKE OF CAR Pontiac Firebird MODEL YEAR 1970 DATE ISSUED 2-5-70 REVISED (•)

MODEL

SUSPENSION – GENERAL

(See Supplement page for details on Air Suspension)

Provision for car leveling		None
Provision for brake dip control		Front Suspension Geometry
Provision for acc. squat control		Rear Suspension Geometry
Special provisions for car jacking		Jack Locating Provisions on Front & Rear Bumpers
Shock absorber front & rear	Type	Direct Acting - Two Way
	Make	Delco
	Piston dia.	1.00
Other special features		Firm Control Shock Absorbers Included with all 400 engines

SUSPENSION – FRONT

Type and description		Ball joint independent front suspension with upper and lower control arms mounted on rubber bushings
Spring	Type	Coil
	Material	Alloy Steel
	Size (coil design height & I.D. bar length x dia.)	11.00 x 4.08
	Spring rate (lb. per in.)	300 Std.
	Rate at wheel (lb. per in.)	75 Std.
Stabilizer	Type (link, linkless, frameless)	Link
	Material & bar diameter	Alloy Steel, .940 Std. - 1.125 All 400 Engines (b)

SUSPENSION – REAR

Type and description			Hotchkiss Drive
Drive and torque taken through			Rear Springs
Spring	Type		Multi-Leaf
	Material		Alloy Steel
	Size (length x width, coil design height & I.D.; bar length & dia.)		56.0 x 2.50
	Spring rate (lb. per in.)		90 Std. - 104, 125 (a)
	Rate at wheel (lb. per in.)		91 Std. - 105, 126 (a)
	Mounting insulation type		Rubber Bushings
	If leaf	No. of leaves	4 & 5
		Shackle (comp. or tens.)	Compression
Stabilizer	Type (link, linkless, frameless)		Linkless
	Material		Alloy Steel - .620 Diameter (c)
Track bar type			Not Used

(a) Alternate springs used as required for body styles and optional equipment.
(b) Except Trans Am; 1.25 on Trans Am.
(c) Formula 400 only; .875 on Trans Am.

AMA Specifications—Passenger Car

Page 22

MAKE OF CAR Pontiac Firebird MODEL YEAR 1970 DATE ISSUED 2-5-70 REVISED (*)

MODEL

FRAME

Type and description (Separate frame, unitized frame, partially - unitized frame)	Integral Body - Frame Combination with Separate Ladder Type Front Frame Section

BODY – MISCELLANEOUS INFORMATION

Drs. hinged (front, rr.)	Front doors	Front
	Rear doors	--
Type of finish (lacquer, enamel, other)		Acrylic Lacquer
Hood counterbalanced (yes, no)		Yes
Hood release control (internal, external)		External
Vehicle Indent. No. location		Left Front Edge of Instrument Panel Visible through Windshield
Engine No. location		Top of Cyl. Block on R.H. Side Near Oil Filler (a)
Theft protection - type		*
Vent window control method (crank, friction pivot)	Front	No Vent Window
	Rear	No Vent Window
Seat cushion type	Front	Full Foam & Spring
	Rear	Zig-Zag Spring with Cotton Pad
	3rd seat	--
Seat back type	Front	Solid Foam
	Rear	Formed Spring with Cotton Pad
	3rd seat	--
Windshield glass type (i.e., single curved - laminated plate)		Single Curved Laminated Safety Plate
Side glass type (i.e., curved - tempered plate)		Single Curved Tempered Safety Plate
Backlight glass type (i.e., compound curved - tempered plate, three piece)		Single Curved Tempered Safety Plate
Windshield glass exposed surface area		1137.6
Side glass exposed surface area		1089.4
Backlight glass exposed surface area		1099.2
Total glass exposed surface area		3326.2

*Ignition lock on steering column also locks steering gear and gearshift (in Reverse with manual - Park with automatic transmission), key removable in locked position only and opening driver's door operates "key in lock" buzzer. Interior front door locking knobs moved forward to deter theft.

a) Front of R.H. cylinder bank on V-8 engines.

AMA Specifications—Passenger Car

Page 23

MAKE OF CAR Pontiac Firebird MODEL YEAR 1970 DATE ISSUED 2-5-70 REVISED (e) 3-31-7

MODEL

CONVENIENCE EQUIPMENT

(Indicate whether standard, optional or NA on each series)

Power windows	Side windows	Optional
	Vent windows	No Vent Windows
	Backlight or tailgate	Not Offered
Power seats (specify type as well as availability)		Not Offered
Reclining front seat back (R-L or both)		Not Offered
Front seat head restrainer (R-L or both)		Standard
Radios (specify type as well as availability)		Optional: AM, AM-FM, AM-FM Stereo--All Push Button Type
Rear seat speaker		Optional
Power antenna		Not Offered
Clock		Optional
Air conditioner (specify type and availability)		Optional: Reheat Cycle With Bi-Level Air Distribution System
Speed warning device		Not Offered
Speed control device		Not Offered
Ignition lock lamp		Not Offered
Dome lamp		Standard
Glove compartment lamp		Optional
Luggage compartment lamp		Optional
Underhood lamp		Optional
Courtesy lamp		Optional
Map lamp		Not Offered
Auto. trans. quad. lamp		Standard
Cornering light lamp		Not Offered
Stereo Tape Player		Available with All Radio Installations
Rear Window Defogger		Optional
Tachometer		Hood Mounted or Instrument Panel Mounted (1)
Elec.Luggage Compt. Lid Release		Optional
Elec. Door Locks		Optional
Elec.Door Locks w/Elec. Seat Back Lock Release		Optional

LAMP HEIGHT AND SPACING

Height above ground to center of bulb or marker	Headlamp	Highest *	25.0
		Lowest	--
	Tail	Highest	25.3
		Lowest	25.3
	Sidemarker	Front	21.9
		Rear	20.9
Distance from C/L of car to center of bulb	Headlamp	Inside	--
		Outside *	25.7
	Tail	Inside	21.4
		Outside	26.1
	Directional	Front	25.4
		Rear	Same as Tail Lamp

* If single headlamps are used enter here.

(1) Hood mounted available only as dealer installed and only with V-8 engine

AMA Specifications—Passenger Car

Page 24

MAKE OF CAR Pontiac Firebird MODEL YEAR 1970 DATE ISSUED 2-5-70 REVISED (e) 3-31-70

WEIGHTS

	CURB WEIGHT * POUNDS			% PASS. WEIGHT DISTRIBUTION				LIQUID WEIGHT	
				Pass. In Front		Pass. In Rear			
	Fron.	Rear	Total	Front	Rear	Front	Rear	Fuel	Coolant
Model									
Firebird	1790	1451	3241					119	25
Esprit	2028	1506	3534					119	40
Formula 400	2041	1530	3571					119	39
Trans Am	2112	1539	3651					119	39

Accessories & Equipment Differential Weights				Remarks
Automatic Trans. (M35)	- 3	- 2	- 5	Firebird & Esprit
Turbo H-M Trans. (M38)	+ 19	+ 9	+ 28	Firebird & Esprit
Turbo H-M Trans. (M40)	+ 30	+ 14	+ 44	Formula 400 & Trans Am
4-Sp. Manual Trans.	- 14	- 8	- 22	
Power Steering	+ 32	- 2	+ 30	
Power Brakes	+ 9	+ 1	+ 10	
Air Conditioning	+104	+ 4	+108	V-8 350 Engine
Air Conditioning	+ 96	+ 2	+ 98	V-8 400 Engine
350 Engine (L30)	+200	+ 40	+240	Optional Firebird
400 Engine (L65)	+ 5	+ 36	+ 41	Optional Esprit (L65)
Ram Air Engine (L74)	+ 14	0	+ 14	
Radio	+ 5	+ 2	+ 7	

*Reference – SAE Aerospace-Automotive drawing standards, Section E 1.02 (d).

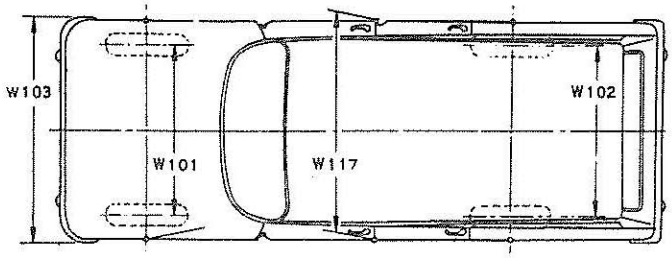
AMA Specifications—Passenger Car

Page 25

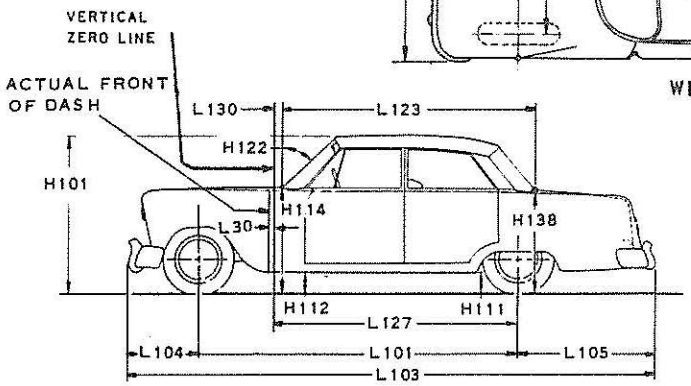
CAR AND BODY DIMENSIONS

KEY SHEET

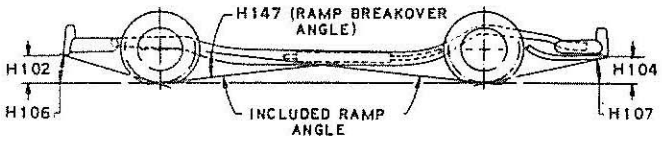
EXTERIOR CAR AND BODY DIMENSIONS



WIDTH

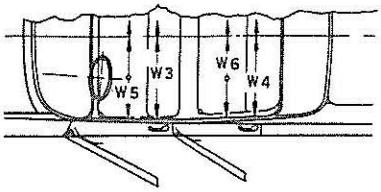


LENGTH & HEIGHT



GROUND CLEARANCE

INTERIOR CAR AND BODY DIMENSIONS



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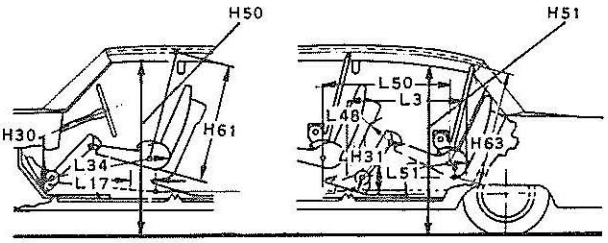
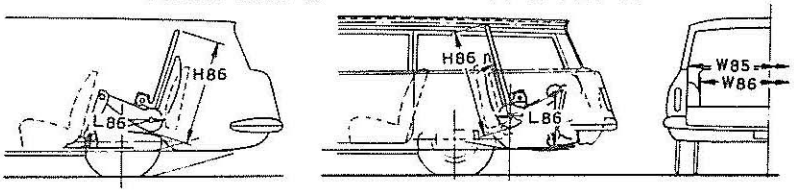
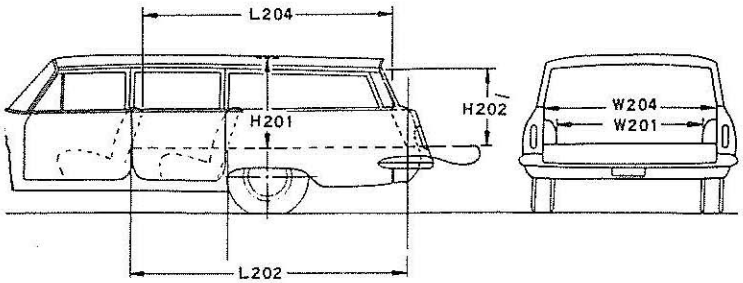


FRONT COMPT. REAR COMPT.



THIRD SEAT



CARGO SPACE

AMA Specifications—Passenger Car

Page 26

CAR AND BODY DIMENSIONS

KEY SHEET

DIMENSION DEFINITIONS

EXTERIOR WIDTH DIMENSIONS

W101 WHEEL TREAD – FRONT. Measured at centerline of tires with nominal camber, at ground.

W102 WHEEL TREAD – REAR. Measured at centerline of tires at ground.

W103 MAXIMUM OVERALL CAR WIDTH. Include bumpers, moldings, or sheet metal protrusions. Measured to outside of metal.

W117 MAXIMUM BODY WIDTH AT #2 PILLAR. Measured across body at #2 pillar, excluding hardware and applied moldings.

EXTERIOR LENGTH DIMENSIONS

L 30 VERTICAL ZERO LINE TO ACTUAL FRONT OF DASH. If actual Front of Dash is to the rear of Body Zero Line, it is identified by a minus (–) sign.

L101 WHEELBASE.

L103 OVERALL LENGTH. Include bumper guards if standard equipment.

L104 OVERHANG – FRONT. Measured from C L of front wheels to front of car, including bumper guards if standard equipment.

L105 OVERHANG – REAR. Measured from C L of rear wheels to rear of car, including bumper guards if standard equipment.

L123 BODY UPPER STRUCTURE LENGTH AT CAR CENTERLINE. The horizontal dimension from the Cowl Point to the Deck Point.

L127 VERTICAL ZERO LINE TO CENTERLINE OF REAR WHEELS. A horizontal dimension.

L130 VERTICAL ZERO LINE TO WINDSHIELD COWL POINT. The horizontal dimension from the vertical zero line to the theoretical intersection of extended windshield glass plane and normal cowl surface.

EXTERIOR HEIGHT DIMENSIONS

H101 OVERALL HEIGHT – DESIGN. Measured with the vehicle in Manufacturer's Design Weight attitude.

H114 COWL POINT TO GROUND. Measured at vehicle centerline.

H138 DECK POINT TO GROUND. Measured at vehicle centerline.

H112 ROCKER PANEL TO GROUND – FRONT. The vertical dimension from ground to bottom of rocker panel, excluding flanges. Measured to the outside of sheet metal at foremost point of rocker panel.

H111 ROCKER PANEL TO GROUND – REAR. The vertical dimension from ground to bottom of rocker panel, excluding flanges. Measured to the outside of sheet metal at front of rear wheel opening.

H122 WINDSHIELD SLOPE ANGLE. The angle between a vertical line and the windshield surface at car centerline. On compound-curved windshields the chord of the arc is used and limited to that section of the windshield comprehended by an 18-inch chord.

GROUND CLEARANCE DIMENSIONS

H102 BUMPER TO GROUND – FRONT. Minimum dimension, includes bumper guards.

H104 BUMPER TO GROUND – REAR. Minimum dimension, includes bumper guards.

H106 ANGLE OF APPROACH. The angle between ground and a line tangent to the front tire static loaded radius arc and the first point of interference, i.e., bumper, guard, gravel deflector, fender or other component, excluding license plate. This dimension may be determined graphically for reporting purposes.

H107 ANGLE OF DEPARTURE. The angle between ground and a line tangent to the rear tire static loaded radius arc and the first point of interference, i.e., bumper, guard, gravel deflector, tail pipe, fender or other component, excluding license plate. This dimension may be determined graphically for reporting purposes.

H147 RAMP BREAKOVER ANGLE. The supplement of included ramp angle (180° minus included ramp angle) over which car can pass without interference, measured with car sitting on a level surface, using lines tangent to arcs of front and rear static loaded radii and intersecting at point on underside of car which defines the smallest angle.

H156 MINIMUM RUNNING GROUND CLEARANCE. Location of measurement on the car is to be clearly recorded.

FRONT COMPARTMENT DIMENSIONS

H 61 EFFECTIVE HEAD ROOM – FRONT. The dimension from H Point to the headlining, plus a constant of 4.0 inches, measured along a line 8° to rear of vertical.

L 34 MAXIMUM EFFECTIVE LEG ROOM – ACCELERATOR. Measured along a diagonal line from the Manikin ankle pivot center to the H Point plus a constant of 10.0 inches. For treadle type accelerator pedals, the leg room is measured with the Manikin's right foot on the accelerator pedal and the Manikin Heel Point at Accelerator Heel Point. All other types of accelerator pedals will be measured with the Manikin foot angle set at 87° and the shoe touching the pedal.

H 30 H POINT TO HEEL POINT – FRONT. The vertical dimension from the H Point to the Accelerator Heel Point.

L 17 H POINT TRAVEL. The horizontal dimension between the H Point in the most forward and rearward seat positions.

FRONT COMPARTMENT DIMENSIONS (Cont.)

W 3 SHOULDER ROOM – FRONT. The minimum lateral dimensions between the door garnish moldings or nearest interference, measured at the H Point station.

W 5 HIP ROOM – FRONT. The lateral dimension through the H Point to trimmed body surfaces. Depress loose side wall cloth to trim foundation or other obstruction if such construction exists.

H 50 UPPER BODY OPENING TO GROUND – FRONT. The vertical dimension from a point on the trimmed body opening to the ground, measured at the H Point station.

REAR COMPARTMENT DIMENSIONS

L 50 H POINT COUPLE DISTANCE. The horizontal dimension from the front seat H Point to the rear seat H Point.

H 63 EFFECTIVE HEAD ROOM – REAR. The dimension from the H Point to the headlining, plus a constant of 4.0 inches, measured along a line 8° to rear of vertical.

L 51 MINIMUM EFFECTIVE LEG ROOM – REAR. Measured along a diagonal line from the ankle pivot center to the H Point plus a constant of 10.0 inches, with the foot positioned to the nearest interference between the seat structure and toe, instep or lower leg.

H 31 H POINT TO HEEL POINT – REAR. The vertical dimension from the H Point to the Manikin Heel Point on the depressed floor covering.

L 48 MINIMUM KNEE ROOM – REAR. The minimum dimension from the Manikin knee pivot center to the back of the front seat back.

L 3 REAR COMPARTMENT ROOM. The horizontal dimension from the back of front seat to front of rear seat back at height tangent to the top of rear seat cushion.

W 4 SHOULDER ROOM – REAR. The minimum lateral dimension between the door garnish molding or nearest interference. Measured at H Point station.

W 6 HIP ROOM – REAR. The lateral dimension through H Point to trimmed body surfaces. Depress loose side wall cloth to trim foundation or other obstruction when such construction exists.

H 51 UPPER BODY OPENING TO GROUND – REAR. The vertical dimension from a point on the trimmed body opening to the ground, measured 13.0 inches forward of the H Point.

LUGGAGE COMPARTMENT DIMENSIONS

V 1 LUGGAGE CAPACITY – USABLE. The total luggage compartment luggage capacity in cubic feet with the tire and tools in place.

H195 LIFTOVER HEIGHT. Vertical dimension from the highest point on the luggage compartment lower opening to ground, excluding corner radii.

STATION WAGON – THIRD SEAT DIMENSIONS

W 85 SHOULDER ROOM – THIRD SEAT. The minimum lateral dimension between the door garnish moldings or nearest interference. Measured at H Point station.

W 86 HIP ROOM – THIRD SEAT. The lateral dimension through H Point to trimmed surfaces.

L 86 EFFECTIVE LEG ROOM – THIRD SEAT. Measured along a diagonal line from ankle pivot center to H Point plus a constant of 10.0 inches. With rear-facing third seat, foot is positioned in foot well or to nearest interference with rear end or rear closure.

H 86 EFFECTIVE HEAD ROOM – THIRD SEAT. The dimension from H Point to the headlining, plus a constant of 4.0 inches. Measured along a line 8° to rear of vertical.

STATION WAGON – CARGO SPACE DIMENSIONS

L202 CARGO LENGTH AT FLOOR – FRONT SEAT. The horizontal dimension, measured at the floor level from the rear of the front seat back to the normal inside limiting interference on the tailgate, on the car centerline.

L204 CARGO LENGTH AT BELT – FRONT SEAT. The horizontal dimension measured from the top rear of front seat back to a vertical extension line from the normal inside limiting interference at the top of the tailgate, on the car centerline.

W201 CARGO WIDTH – WHEELHOUSE. The minimum horizontal dimension, measured between wheelhousings at floor level.

W204 OPENING WIDTH AT BELT. The minimum horizontal dimension, measured between the nearest normal inside limiting interferences of the rear opening at the top of the tailgate.

H201 MAXIMUM CARGO HEIGHT. The maximum vertical dimension, measured from the top of the floor covering to the headlining, on the car centerline.

H202 REAR OPENING HEIGHT. The vertical dimension measured from the top of the floor covering to the normal inside limiting interference at the top of the rear opening, on the car centerline, with both tail-and liftgates fully open.

V 2 CARGO VOLUME INDEX BEHIND FRONT SEAT. The total volume in cubic feet above the normal load floor and behind the front seat with the liftgate and tailgate closed.

$$\frac{W4 \times L204 \times H201}{1728}$$

AMA Specifications—Passenger Car

Page 27

INDEX