1971
AMA SPECIFICATIONS FORM
. . . Passenger Car

MANUFACTURER	CAR NAME	
Chevrolet Motor Division General Motors Corporation	CAMARO	
MAILING ADDRESS	MODEL YEAR	ISSUED:
Chevrolet Engineering Center 30003 Van Dyke Warren, Michigan 48090	1971	9/70 REVISED (•) 12/70

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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.

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MAKE OF CAR CAMARO MODEL YEAR 1971 DATE ISSUED 9/70 REVISED (*)

BODY MODEL	Body type, number of passengers, and style names; use manufacturer's code for series & body style.

CAMARO	L-6 Engine	V-8 Engine
2-Door Sport Coupe, 4-Passenger	12387	12487

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CAR AND BODY DIMENSIONS

See Pages 27, 28 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.	2-Door Sport Coupe
WIDTH			
Track – Front		W101	61.3
Track – Rear		W102	60.0
Maximum overall car width		W103	74.4
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	188.0
Overhang – front		L104	38.1
Overhang – rear		L105	41.9
Body upper structure length		L123	94.1
Body "O" line to ℄ of rear wheel		L127	86.7
Body "O" line to w s cowl point		L130	8.4
HEIGHT			
Passenger Distribution (front & rear)			2-2
Trunk/Cargo load (lbs.)			200
Overall height		H101	49.1
Cowl height		H114	35.3
Deck height		H138	
Rocker panel – front	To ground	H112	6.7
	From front wheel ℄		
Rocker panel – rear	To ground	H111	5.6
	From rear wheel ℄		
Windshield slope angle		H122	57.4
GROUND CLEARANCE			
Bumper to ground – front		H102	19.2
Bumper to ground – rear		H104	14.4
Angle of approach		H106	22.3
Angle of departure		H107	12.3
Ramp breakover angle		H147	10.0
Min. running clearance (Specify)		H156	4.2 (a)

(a) Exhaust system to ground

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MAKE OF CAR CAMARO MODEL YEAR 1971 DATE ISSUED 9/70 REVISED (a)

CAR AND BODY DIMENSIONS

See Pages 27, 28 for SAE Dimension Definitions

(All dimensions in inches unless otherwise indicated)

MODEL	SAE Ref. No.	2-Door Sport Coupe
FRONT COMPARTMENT		
Effective head room	H61	37.4
Max. eff. leg room – accelerator	L34	43.8
H Point to Heel point	H30	6.7
H Point travel	L17	5.0
Shoulder room	W 3	57.4
Hip room	W 5	53.3
Upper body opening to ground	H50	44.9
REAR COMPARTMENT		
H Point couple distance	L50	27.4
Effective head room	H63	36.1
Min. effective leg room	L51	30.7
H Point to Heel point	H31	8.4
Min. knee room	L48	.44
Rear Compartment room	L 3	22.4
Shoulder room	W 4	54.4
Hip room	W 6	47.2
Upper body opening to ground	H51	- -
LUGGAGE COMPARTMENT		
Usable luggage capacity	V 1	6.4
Liftover height	H195	27.8
Position of spare tire storage		RH Corner - Flat
Method of holding lid open		Torsion Bars
STATION WAGON – THIRD SEAT		
Shoulder Room	W85	
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	

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POWER TEAMS

(Indicate whether standard or optional)

(Gross bhp (brake horsepower) and gross torque corrected to 60° F and 29.92 in. Hg atmospheric pressure.)

(Net bhp (brake horsepower) and net torque corrected to 85°F and 29.00 in. Hg atmospheric pressure.)

MODEL AVAILABILITY	ENGINE							TRANSMISSION	AXLE RATIO ** (Std. first) (Indicate A/C ratio)#		
	Displ. cu. in.	Carb	Compr. Ratio	BHP @ RPM Gross	BHP @ RPM Net	Torque @ RPM Gross	Torque @ RPM Net		"A"	"B"	"C"
12387	Turbo-Thrift 250 L6 (Base)	One; 1-bbl	8.5:1	145 @ 4200	110 @ 3800	230 @ 1600	185 @ 1600	3-Spd. Manual (2.85:1 low)	3.08	- -	- -
								2-Spd. automatic*			
	Turbo-Fire 307 V8 (Base)	One; 2-bbl	8.5:1	200 @ 4600	140 @ 4400	300 @ 2400	235 @ 2400	3-Spd. Manual (2.85:1 low)	3.08	- -	- -
								2-Spd. automatic*			
								3-Spd. automatic*	2.73	- -	- -
	Turbo-Fire 350 V8 (L65)*	One; 2-bbl	8.5:1	245 @ 4800	165 @ 4000	350 @ 2800	280 @ 4200	4-Spd. Manual (2.54:1 low)	3.08	- -	- -
								3-Spd. automatic*	2.73	- -	3.42
12487 ●	Turbo-Fire 350 V8 (L48)* (Z27)	One; 4-bbl	8.5:1	270 @ 4800	210 @ 4400	360 @ 3200	300 @ 2800	4-Spd. Manual (2.52:1 low)	3.42	- -	- -
								3-Spd. automatic*	3.08	- -	- -
	Turbo-Fire 350 V8 (Z28)	One; 4-bbl	9.00:1	330 @ 5600	275 @ 5600	360 @ 4000	300 @ 4000	4-Spd. Manual (2.52:1 low)			
								4-Spd. Manual * (2.20:1 low)	3.73	4.10	- -
								H. D. 4-Spd. mnl.* (2.20:1 low)			
								3-Spd. automatic*			
	Turbo-Jet V8 396 (402 c.i.) (LS3) (Z27)	One; 4-bbl	8.5:1	300 @ 4800	260 @ 4400	400 @ 3200	345 @ 3200	4-Spd. Manual (2.52:1 low)			
								4-Spd. Manual * (2.20:1 low)	3.42	- -	- -
								3-Spd. automatic*			

* - Optional

** - Positraction required for 3.73 & 4.10; Available optionally for all other ratios.

A-Standard
B-Performance Option
C-Trailer Option

- Same ratios available optionally for A/C except 250-L6 & 350-V8 (Z28).

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MAKE OF CAR CAMARO MODEL YEAR 1971 DATE ISSUED 9/70 REVISED (•)

ENGINE – GENERAL

MODEL		Turbo - Thrift 250 L6 - 145 HP	Turbo - Fire 307 V8 - 200 HP	Turbo - Fire 350 V8 - 245 HP
Type, no. cyls., valve arr.		In - line 6 OHV	90° V8 OHV	
Bore and stroke (nominal)		3.875 x 3.53	3.875 x 3.25	4.00 x 3.48
Piston displacement, cu. in.		250	307	350
Bore spacing (℄ to ℄)		4.40		
No. system (front to rear)	L. Bank	1-2-3-4-5-6	1-3-5-7	
	R. Bank	In - line	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		
Cylinder Head Combustion Chamber Volume (cc)		93.88	87.15	99.61
Cylinder Head Material		Cast alloy iron		
Cylinder Block Material		Cast alloy iron		
Cyl Sleeve-Wet, dry, none		None		
Number of mtg. points	Front	Two		
	Rear	One		
Engine installation angle		3° 16'		
Taxable horsepower $\frac{Dia^2 \times No.\ Cyl.}{2.5}$		36.0	48.0	51.2
Recommended fuel regular – premium		Regular		

ENGINE – PISTONS

Material			Cast aluminum alloy		
Description and finish			Flat head, notched; slipper skirt		Sump head; slipper skirt
Weight (piston only) oz.			20.24	22.00	21.50
Clearance (limits)	Top land		.0245 - .0335	.0235 - .0325	.0235 - .0325
	Skirt	Top	.0005 - .0015 (a)	.0005 - .0015 (b)	.0007 - .0017 (c)
		Bottom			
Ring groove diameter	No. 1 ring		3.434 - 3.444	3.442 - 3.452	3.546 - 3.556
	No. 2 ring		3.434 - 3.444	3.442 - 3.452	3.546 - 3.556
	No. 3 ring		3.446 - 3.456	3.454 - 3.464	3.582 - 3.592
	No. 4 ring				

(a) Measured from top of piston
(b) Measured 1.675 from top of piston
(c) Measured 1.56 from top of piston

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ENGINE – GENERAL

MODEL	Turbo - Fire 350 V8 - 270 HP	Turbo - Fire 350 V8 330 HP	Turbo - Jet 396 V8 402 300 HP
Type, no. cyls., valve arr.	90° V8 OHV		
Bore and stroke (nominal)	4.00 x 3.48		4.126 x 3.76
Piston displacement, cu. in.	350		402
Bore spacing (℄ to ℄)	4.40		4.84
No. system (front to rear) L. Bank	1-3-5-7		
No. system (front to rear) R. Bank	2-4-6-8		
Firing order	1-8-4-3-6-5-7-2		
Compres. ratio (nominal)	8.5:1	9.0:1	8.5:1
Cylinder Head Combustion Chamber Volume (cc)	99.61	90.82	113.21
Cylinder Head Material	Cast alloy iron		
Cylinder Block Material	Cast alloy iron		
Cyl. Sleeve-Wet, dry, none	None		
Number of mtg. points Front	Two		
Number of mtg. points Rear	One		
Engine installation angle	3° 16'		
Taxable horsepower $\frac{Dia^2 \times No.\ Cyl.}{2.5}$	51.2		54.5
Recommended fuel regular – premium			

ENGINE – PISTONS

Material			Cast aluminum alloy	Alum. impact extruded	Cast aluminum alloy
Description and finish			Sump head; slipper skirt	Flat head, notched; slipper skirt	Domed head; valve cutout
Weight (piston only) oz.			21.50	25.68	24.16
Clearance (limits)	Top land		.0235 - .0325	.0305 - .0395	.0310 - .0370
Clearance (limits)	Skirt	Top	.0007 - .0017 (a)	.0036 - .0046 (a)	.0018 - .0028 (b)
Clearance (limits)	Skirt	Bottom			
Ring groove diameter	No. 1 ring		3.546 - 3.556		3.649 - 3.659
Ring groove diameter	No. 2 ring		3.546 - 3.556		3.649 - 3.659
Ring groove diameter	No. 3 ring		3.582 - 3.592		3.678 - 3.688
Ring groove diameter	No. 4 ring				

(a) Measured 1.56 from top of piston

(b) Measured 1.878 from top of piston

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MAKE OF CAR CAMARO MODEL YEAR 1971 DATE ISSUED 9/70 REVISED (•)

MODEL	L6 250 145 HP	V8 307 200 HP	V8 350 245 HP	V8 350 270 HP	V8 350 330 HP	V8 396 300 HP

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. Upper	Cast alloy iron; barrel face (a)				
	Lower	Cast alloy iron; inside bevel; tapered face (b)				
	Width	(c)	(d)		(e)	(f)
	Gap	.010 - .020	(g)			.010 - .020
Oil	Description - material, coating, etc.	Multi - piece (2 rails and 1 spacer expander) Rails - steel, chrome plated OD; Expander - stainless steel				
	Width	.1870 - .1890 (assembled)				
	Gap	.015 - .055				
Expanders		In oil ring assembly				

ENGINE – PISTON PINS

Material			Chromium steel			
Length			2.990 - 3.010			2.930-2.950
Diameter			.9270 - .9273			.9895-.9898
Type	Locked in rod, in piston, floating, etc.		Locked in rod			
	Bushing	In rod or piston	None			
		Material				
Clearance	In piston		.00015 - .00025		(h)	(i)
	In rod					
Direction & amount offset in piston			Major thrust side .060		None	.060

ENGINE – CONNECTING RODS

Material		Drop forged steel			
Weight (oz.)		12.50	20.80		27.84
Length (center to center)			5.695 - 5.705		6.130-6.140
Bearing	Material & Type	Copper lead alloy (sintered) steel backed	Premium aluminum		
	Overall length	.807	.797		.847
	Clearance (limits)	.0007-.0027	.0013 - .0035		.0009-.0025
	End play	.009-.014	.008 - .014		.015-.023

(a) Chrome plated on L6 250, V8 307 and 350 (245 and 270 HP); Molybdenum inlay V8 350 (330 HP) and 396

(b) Wear resistant coating on L6 250, V8 307 and 350 (245 and 270 HP); Chrome plating on V8 350 (330 HP) and 396

(c) Upper .0775 - .0780; lower .0770 - .0780

(d) Upper .0775 - .0780; lower .0770 - .0775

(e) Upper .0770 - .0780; lower .0775 - .0780

(f) Upper and lower .0770 - .0780

(g) Upper .010 - .020; lower .013 - .025

(h) .00045 - .00055

(i) .00025 - .00035

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MODEL	L6 250 145 HP	V8 307 200 HP	V8 350 245 & 270 HP	V8 350 330 HP	V8 396 300 HP

ENGINE – CRANKSHAFT

Material			Cast nodular iron		Forged steel	Cast nod iron
Vibration damper type			Rubber mounted inertia			
End thrust taken by bearing (No.)			7	5		
Crankshaft end play			.002 - .006			.006 - .010
Main bearing	Material & type		Steel backed insert; copper lead alloy or premium aluminum lining selected for specific application			
	Clearance		.0003-.0029	(a)		(b)
	Journal dia. and bearing overall length	No. 1	2.3004x.752	2.4502 x.752	2.4503x.752	2.7509x.992
		No. 2	2.3004x.752	2.4502 x.752	2.4503 x.752	2.7505x.992
		No. 3	2.3004x.752	2.4502 x.752	2.4503 x.752	2.7505x.992
		No. 4	2.3004x.752	2.4502 x.752	2.4503 x.752	2.7505x.992
		No. 5	2.3004x.752	2.4508 x1.177	2.4508x1.177	2.7505x1.252
		No. 6	2.3004x.752	None		
		No. 7	2.3004x.760	None		
	Dir. & amt. cyl. offset		None			
	No. bolts/main brg. cap		14 & 7	10 & 5	16 & 5	10 & 5
Crankpin journal diameter			1.999-2.000	2.099-2.100	2.0988-2.0998	2.199-2.200

ENGINE – CAMSHAFT

Location			(c)	In block above crankshaft	
Material			Cast alloy iron		
Bearings	Material		Steel backed babbitt		
	Number		4	5	
Type of Drive	Gear or chain		Gear	Chain	
	Crankshaft gear or sprocket material		Steel	Steel sprocket	
	Camshaft gear or sprocket material		(d)	Nylon teeth with aluminum hub	
	Timing chain	No. of links	None	46	50
		Width	None	.780	.740
		Pitch	None	.500	.500

(a) No. 1 - .0008-.0020
No. 2, 3 & 4 - .0011-.0023
No. 5 - .0017-.0033

(b) No. 1 - .0007-.0019
No. 2, 3 & 4 - .0013-.0025
No. 5 - .0019 -.0035

(c) Above and to right of crankshaft

(d) Bakelite and fabric composition with steel hub

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MODEL			L6 250 145 HP	V8 307 200 HP	V8 350 245 & 270 HP	V8 350 330 HP	V8 396 300 HP
ENGINE – VALVE SYSTEM							
Hydraulic lifters (Std., opt., NA)			Standard			NA	Standard
Valve rotator, type (intake, exhaust)			None				
Rocker ratio			1.75:1	1.50:1			1.70:1
Operating tappet clearance (indicate hot or cold)	Intake		Zero			.020	Zero
	Exhaust		Zero			.025	Zero
Timing (based on top of ramp points)	Intake	Opens (°BTC)	16°	28°		42°40'	28°
		Closes (°ABC)	48°	72°		94°20'	78°
		Duration - deg.	244°	280°		317°	286°
	Exhaust	Opens (°BBC)	46°30'	78°		112°50'	75°
		Closes (°ATC)	17°30'	30°		53°23'	31°
		Duration - deg.	244°	288°		346°13'	286°
	Valve opening overlap		33°30'	58°		96°3'	59°
Intake	Material		Alloy steel; aluminized face all engines except V8 307 & 350 (a)				
	Overall length		4.902-4.922	4.870-4.889			5.215-5.235
	Actual overall head dia.		1.715-1.725	1.935-1.945		2.017-2.023	2.060-2.070
	Angle of seat & face		46° (seat); 45° (face)				
	Seat insert material		None				
	Stem diameter		.3410-.3417				.3715-.3722
	Stem to guide clearance		.0010-.0027				
	Lift (- zero lash)		.3880	.3900		.4586	.3983
	Outer spring press. & length	Valve closed (lb. - in.)	56-64 @ 1.66	76-84 @ 1.70			69-81 @ 1.88
		Valve open (lb. - in.)	180-192 @ 1.27	194-206 @ 1.25			228-252 @1.38
	Inner spring press. & length	Valve closed (lb. - in.)	None	Spring Damper			26-34 @ 1.78
		Valve open (lb. - in.)	None	Spring Damper			81-99 @ 1.28
Exhaust	Material		High alloy steel, aluminized face (b)				
	Overall length		4.913-4.933			4.891-4.910	5.345-5.365
	Actual overall head dia.		1.495-1.505			1.595-1.605	1.715-1.725
	Angle of seat & face		46° (seat); 45° (face)				
	Seat insert material		None				
	Stem diameter		.3410-.3417				.3713-.3720
	Stem to guide clearance		.0010-.0027				
	Lift (- zero lash)		.3880	.4100		.4850	.4300
	Outer spring press. & length	Valve closed (lb. - in.)	56-64 @ 1.66	76-84 @ 1.70			69-81 @ 1.88
		Valve open (lb. - in.)	180-192 @ 1.27	194-206 @ 1.25			228-252 @ 1.38
	Inner spring press. & length	Valve closed (lb. - in.)	None	Spring Damper			26-34 @ 1.78
		Valve open (lb. - in.)	None	Spring Damper			81-99 @ 1.28

(a) Head also aluminized on V8 396

(b) Head also aluminized on V8 350 (330 HP) and V8 396

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ENGINE – LUBRICATION SYSTEM

MODEL		L6 250 145 HP	V8 307 200 HP	V8 350 245 HP	V8 350 270 HP	V8 350 330 HP	V8 396 300 HP
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	Centrifugally oiled from crankshaft bearing				
	Cylinder walls	Splash	Pressure jet cross sprayed				
Oil pump type		Gear					
Normal oil pressure (lb. / engine rpm)		40 PSI @ 2000 RPM					
Oil press. sending unit (elect. or mech.)		Electric					
Type oil intake (floating, stationary)		Stationary					
Oil filter system (full flow, part., other)		Full flow					
Filter replacement (element, complete)		Complete					
Capacity of c/case, less filter-refill (qt.)		4					
Oil grade recommended (SAE viscosity and temperature range)		20° F and above - 20W, 10W-30, 10W-40, 20W-40 0° to 60° F - 10W, 5W-30, 10W-30, 10W-40 Below 20° F - 5W, 5W-20, 5W-30					
Engine Service Reqmt. (MM, MS, etc.)		MS					

ENGINE – EXHAUST SYSTEM

		Single	Single with crossover	Dual exhaust with single muffler
Type (single, single with cross-over, dual, other)		Single	Single with crossover	Dual exhaust with single muffler
Muffler No. & type (reverse flow, straight thru, separate resonator)		One, reverse flow		
Exhaust pipe dia. (O.D., wall thick.)	Branch	None	2.00x.082 (a)	None
	Main	2.00x.064	2.00x.082 (a)	2.25x.082 (a)
Tail pipe dia. (O.D. & wall thickness)		2.00 x .069		2.00x.069

(a) Laminated

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MODEL	L6 250 145 HP	V8 307 200 HP	V8 350 245 HP	V8 350 270 HP	V8 350 330 HP	V8 396 300 HP

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.)		Approximately 17				
	Filler location		Behind hinged rear license plate				
Fuel Pump	Type (elec. or mech.)		Mechanical				
	Locations		Lower right front of engine				
	Pressure range *		4.00-5.00	5.50-7.00	7.50-9.00		
Vacuum booster (std., optional, none)			None				
Fuel Filter	Type		Fine mesh plastic strainer in gasoline tank and				
	Locations		paper filter (sintered bronze with V8 307) in carburetor inlet				
Carburetor	Choke type		Automatic				
	Intake manifold heat control (exhaust or water)		Exhaust				
	Air cleaner type	Standard	Thermostatically controlled; oil wetted paper element**				
		Optional	None				
	Idle speed (spec. neutral or drive)	Manual (N)	550	600	600	700	600
		Automatic (D)	550		550	700	600
		Idle A/F mix.	Not Specified				

CARBURETOR SUPPLEMENTARY INFORMATION

Model Usage	Engine Displ.	Transmission	Carburetors Make	Carburetors Model	No. Used and Type	Barrel Size
12387	250	Manual	Rochester	7041017	One; 1-bbl	1.69
		Automatic		7041014		
12487	307	Manual	Rochester	7041101	One; 2-bbl	1.44
		Automatic		7041110		
	350 245hp	Manual	Rochester	7041113	One; 2-bbl	1.69
		Automatic		7041114		
	350 270hp	Manual	Rochester	7041203	One; 4-bbl	1.38 Prim.
		Automatic		7041202		2.25 Sec.
	350 330hp	Manual	Holley	3989021	One; 4-bbl	1.69 Prim.
		Automatic		3989022		1.69 Sec.
	396 300hp	Manual	Rochester	7041201	One; 4-bbl	1.38 Prim.
		Automatic		7041200		2.25 Sec.

* Shut off pressure - 1800 RPM at pump outlet

** V8 350 (330HP) & V8 396 - Dual air horns

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ENGINE – COOLING SYSTEM

MODEL			L6 250 145 HP	V8 307 200 HP	V8 350 245 HP	V8 350 270 HP	V8 350 330 HP	V8 396 300 HP
Type system (pressure, pressure vented, atmospheric, other)			Pressure					
Radiator cap relief valve pressure			15 ±1 PSI					
Circulation thermostat	Type (choke, bypass)		Choke					
	Starts to open at (°F)		192°-198°				177°-183°	192°-198°
Water pump	Type (centrifugal, other)		Centrifugal					
	GPM 1000 pump rpm		27@2000		25@2000			27 @ 2000
	Number of pumps		One					
	Drive (V-belt, other)		V-belt					
	Bearing type		Permanently lubricated double row ball					
By-pass recirculation type (inter., ext.)			Internal					External
Radiator core type (cellular, tube and fin, other)			Tube and center					
Cooling system capacity	With heater (qt.)		12	15	16			24
	Without heater (qt.)		11	14	15			23
	Opt. equipment-specify (qt.)		13	16	16			24
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	1.75					1.88
	Upper	Number and type (molded, straight)	One molded					
		Inside diameter	1.50					
	By-pass	Number and type (molded, straight)	None					One, molded
		Inside diameter	None					.725-.765
Fan	Number of blades & spacing		4 - staggered				5	4
	Diameter ●		17.62				18.00	17.62
	Ratio-fan to crankshaft rev.		1.165:1		.949:1		1.15:1	.949:1
	Fan cutout type ●		None					
	Bearing type		Double row ball					
*Drive belts (indicate belt used by letter)	Fan		A		C			F
	Generator or alternator		A		C			F
	Water Pump		A		C			F
	Power Steering		B		D		G	H
	Air Conditioning		--		E		--	I

* Drive Belt Dimensions	A	B	C	D	E	F	G	H	I	J	K
Angle of V					38°-42°						
Nominal length (SAE)	37.30	48.50	44.25	36.00	54.50	45.75	35.00	41.00	58.00		
Width					.380						

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MODEL	L6 250, V8 307 V8 350 (245 & 270 HP) & V8 396	V8 350 330 HP

VEHICLE EMISSION CONTROL

				Engine modifications	Air Injection
Exhaust Emission Control	Type (Air injection, engine modifications, other)				
	Air Injection Pump	Type			semi-articulated vane type
		Displacement			19.3 cubic inch
		Drive ratio			1.15:1
		Drive type			Crankshaft pulley
		Relief valve (type)			Diverter valve
		Filter (describe)			centrifugal air cleaner
	Air Injection System	Air distribution (head, manifold, etc.)		NOT APPLICABLE	Manifold
		Point of entry			Exhaust ports
		Injection tube i.d.			.2565
		Check valve type			Pressure plate type
		Backfire protection (type)			Diverter valve
Crankcase Emission Control	Type (ventilates to atmos., induction system, other)		Standard	Induction system	
			Optional	----	
	Control Unit	Make and model		A C Spark Plug	
		Location		Rocker cover-top rear L6 and left front V8	
		Energy source (manifold vacuum, carburetor, other)		Manifold vacuum	
		Control method (variable orifice, fixed orifice, other)		Variable orifice	
	Complete system	Discharges (to intake manifold, other)		Intake manifold	
		Air inlet (breather cap, other)		Carburetor air cleaner	
		Flame arrestor (screen, other)		Screen	
Evaporative Emission Control	Fuel Tank	Refill Capacity (U.S. gallons)		18 Approximately	
		Thermal expansion volume (cu. ft.)		.375	
		Pressure relief location (lbs.)		.0904 PSI to 1.26 PSI	
		Vacuum relief location (lbs.)		.18 PSI to .51 PSI	
		Vapor-liquid separator type		Stand Pipe	
		Vapor vented to (crankcase, cannister, other)		Cannister	
				--	
	Carburetor	Vapor vented to (crankcase, cannister, other)		--	
				--	
	Vapor Storage	Storage provision (crankcase, cannister, other)		Cannister	
		Volume (cu. ft.) or capacity (grams)		45 approximately	
		Control valve type		Single vacuum operating stage valve	

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ELECTRICAL – SUPPLY SYSTEM

			MODEL: L6 250 145 HP	MODEL: V8 307 200 HP	MODEL: V8 350 245 HP	MODEL: V8 350 330 HP	MODEL: V8 396 300 HP
Battery	Make and Model		Delco-Remy 1980141	Delco-Remy 1980145			
	Voltage Rtg. & Total Plates		12 volts - 54 plates	12 volts - 66 plates			
	SAE Designation & Amp. Hr. Rtg.		45 amp hr@20 hr rate	61 amp hr @ 20 hr rate			
	Location		Right side of engine compartment				
	Terminal grounded		Negative				
Generator or Alternator	Make		Delco-Remy				
	Model		1100834			1100837	1100834
	Type and rating		Diode rectified - 37 amps				
	Output at engine idle (neutral)		13 amps				
	Ratio–Gen. to Cr/s rev.		2.53:1			2.15:1	2.53:1
Regulator	Make		Delco-Remy				
	Model						
	Type		Two unit vibrator				
	Cutout relay	Closing voltage generator rpm					
		Reverse current to open					
	Regulated	Voltage	13.8-14.8 @ 85° F				
		Current	---				
	Voltage test conditions	Temperature	Operating				
		Load	3-8 amperes				
		Other	None				

ELECTRICAL – STARTING SYSTEM

				MODEL: L6 250 145 HP	MODEL: V8 307 200 HP	MODEL: V8 350 245 HP	MODEL: V8 350 330 HP	MODEL: V8 396 300 HP
Starting Motor	Make			Delco-Remy				
	Model			1108365	1108367		1108418	
	Rotation (drive end view)			Clockwise				
Motor control	Switch (solenoid, manual)			Solenoid				
	Starting procedure			Manual - Place gearshift lever in neutral & depress clutch Automatic - Place control lever in N or P position. Initial Start - Press accelerator to floor & release. Turn ignition to START, release as soon as engine starts.				
Motor Drive	Engagement type			Positive shift solenoid				
	Pinion meshes (front, rear)			Rear				
	Number of teeth	Pinion		9				9
		Flywheel	Manual	153				168
			Auto.	153				168
	Flywheel tooth face width		Manual	.4010-.4130				.410-.42
			Auto.	.4010-.4130				.410-.42

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MODEL	L6 250 145 HP	V8 307 200 HP	V8 350 245 HP	V8 350 270 HP	V8 350 330 HP	V8 396 300 HP

ELECTRICAL – IGNITION SYSTEM – DISTRIBUTOR

Breaker gap (in.)		.019					
Cam angle (deg.)		31-34	29-31				28-30
Breaker arm tension		19-23					28-32
Distributor	Manual	1110489	1112005	1112042	1112044	1112049	1112057
	Automatic	1110489	1112039	1112005	1112045	1112074	1112057
Timing (RPM)	Manual ●	4° BTC@550	4° BTC@600	2° BTC@600	4° BTC@600	8° BTC@700	8° BTC@600
	Automatic	4° BTC@500	8° BTC@550	6° BTC@550	8° BTC@550	12° BTC@700	8° BTC@600

Distributor Model	CENTRIFUGAL ADVANCE Crankshaft Degrees at Engine RPM			VACUUM ADVANCE Crankshaft Deg. In. of Mercury	
	Start	Intermediate	Max.	Start	Max.
1110489	1270	14@ 2300	24 @ 4100	8.00	22 @ 16
1112039	1320	- -	20 @ 4200	8.00	20 @ 17
1112005	1000	14 @ 2200	24 @ 4300	8.00	20 @ 17
1112042	1120	15 @ 2200	28 @ 4300	8.00	20 @ 17
1112044	1160	15 @ 2400	22 @ 4200	8.00	15 @ 15.5
1112045	1335	11 @ 2400	18 @ 4200	8.00	15 @ 15.5
1112049	1330	16 @ 2250	24 @ 5000	8.00	15 @ 15.5
1112074	1366	12 @ 2200	20 @ 5000	8.00	15 @ 15.5
1112057	1260	16 @ 2400	30 @ 4400	8.00	20 @ 17

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MODEL	L6 250 145 HP	V8 307 200 HP	V8 350 245 HP	V8 350 270 HP	V8 350 330 HP	V8 396 300 HP

ELECTRICAL – IGNITION SYSTEM

Type	Conventional – Std., Opt., N.A.		Standard				
	Transistorized – Std., Opt., N.A.		Not available				
	Other (specify)		None				
Coil	Make		Delco-Remy				
	Model		1115208	1115293		1115298	1115293
	Amps	Engine stopped	4.0				
		Engine idling	1-8				
Spark Plug	Make		A C Spark Plug				
	Model		AC R46TS	AC R45TS	AC R44TS	AC R43TS	AC R44TS
	Thread (mm)		14				
	Tightening torque (lb. ft.)		25				
	Gap		.033-.038				
Cable	Conductor type		Linen core impregnated with electrical conducting matl.				
	Insulation type		Rubber with Neoprene jacket				
	Spark plug protector		Neoprene				

ELECTRICAL – SUPPRESSION

Locations & type	Non-metallic high ignition cables

ELECTRICAL – INSTRUMENTS AND EQUIPMENT

Speedometer	Type	Dial, with pointer
	Trip odometer (std. opt., N.A.)	No
Charge indicator – type		Tell-tale
Temperature indicator – type		Tell-tale
Oil pressure indicator – type		Tell-tale
Fuel indicator – type		Electric gauge
Windshield wiper	Type – Standard	Electric, two-speed
	Type – Optional	None
Windshield washer	Type – Standard	Push-Button
	Type – Optional	None
Horn	Type	Vibrator
	Number used	One (low note)
	Amp draw (each)	4.5-6.5 @ 12.5 V
Other		

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DRIVE UNITS – CLUTCH (Manual Transmission)

MODEL		L6 250 145 HP	V8 307 200 HP	V8 350 245 HP	V8 350 270 HP	V8 350 (330 HP) & V8 396
Make & type		Chevrolet Single dry disc		Chevrolet, single dry disc centrifugal		
Type pressure plate springs		Diaphragm 2200		Diaphragm, bent finger design		
Total spring load (lb.) ●		1650-1850	1900-2000	2100-2300	2450-2750	
No. of clutch driven discs		One				
Clutch facing	Material	Woven type asbestos				
	Outside & inside dia.	9.12x6.12	10.34 x 6.50		11.00 x 6.50	
	Total eff. area (sq.in.)	71.82	101.54		123.70	
	Thickness	.135			.140	
	Engagement cushioning method	Flat spring steel between facings				
Release bearing	Type & method of lubrication	Simple row ball, packed and sealed				
Torsional damping	Methods: springs, friction material	Coil springs				

DRIVE UNITS – TRANSMISSIONS

Manual 3-speed (std., opt. N.A.)	Standard	Not available
Manual 4-speed (std., opt. N.A.)	Not available	Standard
Automatic (std., opt. N.A.)	Optional	

DRIVE UNITS – MANUAL TRANS.

Number of forward speeds		3	4				
Transmission ratios	In first	2.85	2.54	2.52	2.52	2.20	
	In second	1.68	1.80	1.88	1.88	1.64	
	In third	1.00	1.44	1.46	1.46	1.27	
	In fourth	--	1.00	1.00	1.00	1.00	
	In reverse	2.95	2.54	2.59	2.59	2.26	
Synchronous meshing, specify gears		All forward gears					
Shift lever location		Floor mounted					
Lubricant	Capacity (pt.)	3					
	Type recommended	Meeting military specs. MIL-L-2105B					
	SAE viscosity number – Summer	SAE 80					
	SAE viscosity number – Winter	SAE 80					
	SAE viscosity number – Extreme cold	SAE 80					

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DRIVE UNITS – AUTOMATIC TRANSMISSION

MODEL	2-SPEED AUTOMATIC L6 250 | V8 307		3-SPEED AUTOMATIC V8 307 & V8 350 245 & 270 HP	3-SPEED AUTOMATIC V8 350 330 HP & V8 396
Trade name	Powerglide		Turbo Hydra - Matic	
Type describe	Torque converter with planetary gears			
Selector location	On column - Floor mounted in console, optional			
List gear ratios Selector Pattern and indicate which are used in each selector position	P - Park R - Reverse N - Neutral D - 1.82 - 1.00 L - 1.82		P - Park R - 1.93 N - Neutral D-2.52-1.52-1.00 L2 - 2.52 - 1.52 L1 - 2.52	P - Park R - 2.08 N - Neutral D - 2.48-1.48-1.00 L2 - 2.88 - 1.48 L1 - 2.48
Max. upshift speed–drive range	57	60	*	
Max. kickdown speed–drive range	53	57	*	
Torque convertor: Number of elements	3			
Torque convertor: Max. ratio at stall	2.10			
Torque convertor: Type of cooling (air, liquid)	Water			
Torque convertor: Nominal diameter	11.75		11.76	12.20
Lubricant: Capacity–refill (pt.)	6		5	8
Lubricant: Type recommended	A suffix A			
Special transmission features				

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 thickness: Manual 3-speed trans.	2.75 x 49.20 x .065	
Outer diam. x length* x wall thickness: Manual 4-speed trans.	Same as 3-Speed	
Outer diam. x length* x wall thickness: Overdrive transmission	Not available	
Outer diam. x length* x wall thickness: Automatic transmission	Same as 3-Speed	

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

(Continued)

* Upshift: -V8-307 (1-2 48; 2-3 81) V8-350 245 HP (1-2 48; 2-3 85) V8-350 270 HP (1-2 44; 2-3 75) V8-350 330 HP (1-2 41; 2-3 75) V8-396 (1-2 40; 2-3 72)

Kickdown: V8-307 (2-1 34; 3-2 80) V8-350 245 HP (2-1 34; 3-2 84) V8-350 270 HP (2-1 30; 3-2 75) V8-350 330 HP (2-1 27; 3-2 69) V8-396 (2-1 32; 3-2 67)

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MODEL

DRIVE UNITS – PROPELLER SHAFT (cont.)

Intermediate bearing	Type (plain, anti-friction)		None
	Lubrication (fitting, prepack)		---
Slip Yoke	Type		Yoke
	Number of teeth		27
	Spline O.D.		1.502
Universal joints	Make and Mfg. No.		Chevrolet -
	Number used		Two
	Type (ball and trunnion, cross)		Cross
	Rear attach. (u-bolt, clamp, etc.)		U - bolt
	Bearing	Type (plain, anti-friction)	Anti-Friction
		Lubric. (fitting, prepack)	Pre-pack
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, overhung pinion gear
Limited Slip differential, type			Dual disc clutches
Drive Pinion Offset			1.75
No. of differential pinions			Two
Pinion adjustment (shim, other)			None
Pinion bearing adj. (shim, other)			Shim
Wheel bearing type			Single row cylindrical roller
Lubricant	Capacity (pt.)		3.5
	Type recommended		Meeting Military Specs. MIL - 2105B
	SAE viscosity number	Summer	SAE - 80
		Winter	SAE - 80
		Extreme cold	SAE - 80

AXLE RATIO TOOTH COMBINATIONS

(See page 3 for axle ratio usage)

Axle ratio		2.73	3.08	3.42	3.73	4.10
No. of teeth	Pinion	15	12	12	11	10
	Ring gear	41	37	41	41	41
Ring Gear O.D.		8.50				

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MODEL

DRIVE UNITS – WHEELS

Type & material			Short spoke disc; steel
Rim (size & flange type)		Std.	14x6; 14x7 - "SS" models; 15x7 (Trans Am) - Z28
		Opt.	14x7 (Rally) base & SS models
Attachment	Type (bolt or stud)		Stud
	Circle diameter		4.75
	Number and size		5 hex nuts, 7/16-20 UNF - 2B

MODEL

DRIVE UNITS – TIRES

Standard	Size, ply rating, & ply		Base, RS models & L65 - E78-14B; SS models-F70-14B; Z28 - F60 - 15B
	Type (bias, radial, etc.)		Fiberglass bias belted
	Full rated Inflation Press.	Front	Cold - 24; Hot - 30
		Rear	Cold - 26; Hot - 32
	Rev./Mile at 50 MPH		E78-14B-800; F70-14B-784; F60-15B-801
Optional	Size, ply rating, & ply		F70-14B) Base, RS & L65 models

BRAKES – PARKING

Type of control		Foot pedal-apply; "T" handle-release
Location of control		Left of steering column under instrument panel
Operates on		Rear service brakes
If separate from service brakes	Type (internal or external)	---
	Drum diameter	---
	Lining size (length x width x thickness)	---

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MODEL

BRAKES – SERVICE

Type (drum) or (disc & no. of pistons)					Disc - front; Drum - rear
Self adjusting (std., opt., N.A.)					Standard
Special Valving	Type (proportion, delay, metering, other)				Metering and proportioning
Power brake make & type (remote, int., etc.)		Std.			---
		Opt.			Delco-Moraine vacuum power unit; integral
Effective area (sq. in.) *					106.1
Gross lining area (sq. in.) **					118.1
Swept area (sq. in.) ***					332.4
Front to Rear Effectiveness Relationship					---
Drum	Diameter (nominal)	Front			---
		Rear			9.5
	Type and material				Composite; cast iron rim, steel web
Rotor	Outer working diameter				11.0
	Inner working diameter				7.18
	Working width				1.00
	Material & type (vented/solid)				Cast iron; vented
Wheel cylinder bore	Front				2.9375
	Rear				0.875
Master Cylinder	Bore				1.125
	Stroke				1.41
Pedal arc ratio					3.82
Line pressure at 100 lb. pedal load					1040
Shoe Clearance	Front				Self-adjusting
	Rear				Self-adjusting
Anti-skid device type (std., opt., N.A.)					N.A.
Brake lining	Bonded or riveted				Disc - riveted; Drum - bonded
	Front Wheel	Material			Molded asbestos
		Size (length x width x thickness)	Prim. or outboard		5.40x1.93x0.46
			Second. or inboard		5.40x1.93x0.46
		Segments per shoe			One
	Rear Wheel	Material			Molded asbestos
		Size (length x width x thickness)	Prim. or outboard		9.01x2.0x0.17
			Second. or inboard		9.75x2.0x0.20
		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.)

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MODEL

STEERING

Manual (std., opt., NA)				Standard, energy absorbing steering column
Power (std., opt., NA)				Optional
Adjustable steering wheel (tilt, swing, other)		Type and description		Tilt; universally jointed steering shaft at base of steering wheel; 5 inch vertical travel range
		(std., opt., NA)		Optional
Wheel diameter		Manual		Oval 15.25 x 14.75
		Power		Same as manual
Turning diameter (feet)	Outside front	Wall to wall (l. & r.)		41.0
		Curb to curb (l. & r.)		39.0
	Inside rear	Wall to wall (l. & r.)		
		Curb to curb (l. & r.)		
Manual	Gear	Type		Semi-reversible, recirculating ball stud
		Make		Saginaw Steering
		Ratios	Gear	28.0:1; Z28 - 24.0:1
			Overall	32.99:1; Z28 - 22.5:1
	No. wheel turns (stop to stop)			6.19
Power	Type (coaxial, linkage, etc.)			Integral with vane type pump
	Make			Saginaw Steering
	Gear	Type		Same as manual
		Ratios	Gear	16.0:1 - 13.0:1
			Overall	15.5:1 - 11.8:1
	Pump driven by			Crankshaft pulley
	No. wheel turns (stop to stop)			2.29
Linkage	Type			Parallelogram
	Location (front or rear of wheels, other)			Front
	Drag link (trans. or longit.)			None
	Tie rods (one or two)			Two
Steering Axis	Inclination at camber (deg.)			9.5 ± 1/2; Z28-9-3/4 ± 1/2
	Bearings (type)	Upper		Ball stud with non-metallic bearings
		Lower		Ball stud with non-metallic and sintered iron bearings
		Thrust		None
Whl. Align. (range at curb wt. & preferred)	Caster (deg.)			0° ± 1°; Z28 - 1° ± 1°
	Camber (deg.)			+1° ± 3/4°; Z28 +3/4° ± 3/4°
	Toe-in (outside track inches)			1/16 to 5/16; Z28 -1/16 to 5/16
Steering spindle & joint type				Steering knuckle with spherical joints
Wheel Spindle	Diameter	Inner bearing		1.2493 - 1.2498
		Outer bearing		.7492 - .7497
	Thread size			3/4-20 NEF - 3 (modified)
	Bearing type			Taper roller

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MODEL

SUSPENSION – GENERAL

(See Supplement page for details on Air Suspension)

Provision for car leveling		Front stabilizer bar
Provision for brake dip control		Front suspension geometry
Provision for acc. squat control		Rear suspension geometry
Special provisions for car jacking		Front: 3-3/4 inch inboard of bumper bolt Rear: 2-1/2 inch inboard of bumper bolt
Shock absorber front & rear	Type	Direct, double acting hydraulic
	Make	Delco
	Piston dia.	1.00
Other special features		

SUSPENSION – FRONT

Type and description		Independent: SLA type with coil springs and concentric shock absorber and spherically jointed steering knuckle for each wheel.
Spring	Type	Coil, right hand helix
	Material	Steel alloy
	Size (coil design height & I.D.; bar length x dia.)	Base model 12387; 11.0 x 4.08; 126.38 x 0.631
	Spring rate (lb. per in.)	Except Z28 300 to 330; Z28-300
	Rate at wheel (lb. per in.)	
Stabilizer	Type (link, linkless, frameless)	Link
	Material & bar diameter	Steel; 0.938 – 1.0 on Z28

SUSPENSION – REAR

Type and description			Salisbury rear axle with multiple leaf springs
Drive and torque taken through			Rear springs
Spring	Type		Multiple leaf
	Material		Chrome carbon steel
	Size (length x width, coil design height & I.D.; bar length & dia.)		56.0 x 2.80
	Spring rate (lb. per in.)		125
	Rate at wheel (lb. per in.)		125
	Mounting insulation type		Rubber bushed at shackle and hanger
	If leaf	No. of leaves	Base model - 5
		Shackle (comp. or tens.)	Compression
Stabilizer	Type (link, linkless, frameless)		Link-standard on Z28 &SS 396
	Material		Steel
Track bar type			None

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MODEL _____

FRAME

Type and description (Separate frame, unitized frame, partially - unitized frame)	Body-frame integral with separate partial frame

BODY – MISCELLANEOUS INFORMATION

Drs. hinged (front, rr.)	Front doors	Front
	Rear doors	None
Type of finish (lacquer, enamel, other)		Acrylic lacquer
Hood counterbalanced (yes, no)		Yes
Hood release control (internal, external)		External
Vehicle Indent. No. location		Top left hand of instrument and panel pad
Engine No. location		Top front of RH bank of cylinder case
Theft protection - type		Lock, mounted on steering column; locks steering wheel, transmission shift lever and ignition
Vent window control method (crank, friction pivot)	Front	None
	Rear	None
Seat cushion type	Front	Formed foam pad
	Rear	Formed foam pad
	3rd seat	---
Seat back type	Front	Formed foam pad
	Rear	Formed foam pad
	3rd seat	---
Windshield glass type (i.e., single curved - laminated plate)		Single curved laminated plate
Side glass type (i.e., curved - tempered plate)		Curved, tempered plate
Backlight glass type (i.e., compound curved - tempered plate, three piece)		Single curved, tempered 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

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MODEL

CONVENIENCE EQUIPMENT

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

Power windows	Side windows	NA
	Vent windows	NA
	Backlight or tailgate	NA
Power seats (specify type as well as availability)		NA
Reclining front seat back (R-L or both)		NA
Front seat head restrainer (R-L or both)		Standard
Radios (specify type as well as availability)		Optional AM Push-button, AM-FM Push-button
Rear seat speaker		Optional
Power antenna		NA
Clock		Optional
Air conditioner (specify type and availability)		Optional-Four season, Manual control
Speed warning device		NA
Speed control device		NA
Ignition lock lamp		NA
Dome lamp		Standard
Glove compartment lamp		Optional
Luggage compartment lamp		Optional
Underhood lamp		Optional
Courtesy lamp		Optional
Map lamp		NA
Auto. trans. quad. lamp		Standard
Cornering light lamp		NA
Windshield Antenna		Available with factory installed radio, and with tinted windshield glass

LAMP HEIGHT AND SPACING

Height above ground to center of bulb or marker	Headlamp	Highest *	26.3
		Lowest	--
	Tail	Highest	22.1
		Lowest	--
	Sidemarker	Front	24.0
		Rear	19.75
Distance from C/L of car to center of bulb	Headlamp	Inside	--
		Outside *	27.9
	Tail	Inside	--
		Outside	25.25
	Directional	Front	24.25
		Rear	25.25

* If single headlamps are used enter here.

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MAKE OF CAR CAMARO MODEL YEAR 1971 DATE ISSUED 9/70 REVISED (•) _____

VEHICLE WEIGHTS

Model	CURB WEIGHT * POUNDS			% PASS. WEIGHT DISTRIBUTION				LIQUID WEIGHT	
				Pass. In Front		Pass. In Rear			
	Front	Rear	Total	Front	Rear	Front	Rear	Fuel	Coolant
250 6 Cyl. Engine									
2-Door Sport Coupe	1760	1426	3186	44.0	56.0	18.6	81.4	110	25
307 V8 Engine									
2-Door Sport Coupe	1864	1446	3310	44.0	56.0	18.6	81.4	110	32

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

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MAKE OF CAR CAMARO MODEL YEAR 1971 DATE ISSUED 9/70 REVISED (•)

OPTIONAL EQUIPMENT WEIGHTS

Equipment Differential Weights	WEIGHT POUNDS Front	Rear	Total	Remarks
Rally Sport Package	+ 29	- 2	+ 27	
Deluxe Interior	+ 11	+17	+ 28	
Power Brakes	+ 9	+ 1	+ 10	
Power Steering	+ 29		+ 29	
Radio AM, Push button	+ 6	+ 2	+ 8	
Radio AM/FM Push button	+ 6	+ 2	+ 8	
Air Conditioning	+100	+12	+112	
Floor Console	+ 9	+ 3	+ 12	With 3-speed transmission
	+ 9	+ 3	+ 12	With 4-speed transmission
	+ 14	+ 4	+ 18	With automatic transmission
350 Cu. In. L65 (245 HP)	+ 14	+ 1	+ 15	
350 Cu. In. L48 (270 HP)	+ 29	+24	+ 53	
402 Cu. In. LS3 (300 HP)*	+182	+25	+207	
350 Cu. In. Z28 (330 HP)*	+ 61	+56	+117	
4-Speed Transmission	+ 4	+ 2	+ 6	Used with L65
	- 4	- 2	- 6	Used with L48, LS3, & Z28
Powerglide transmission	- 13	-10	- 14	Used with L-6
	- 10	0	- 10	Used with 307 cu. in.
Turbo Hydra-matic Trans.	+ 18	+ 9	+ 27	Used with 307, L65 & L48
	+ 28	+14	+ 42	Used with LS3 & Z28

* Available as "SS" equipment only; engine weight only shown and does not include additional weight for body and chassis items.

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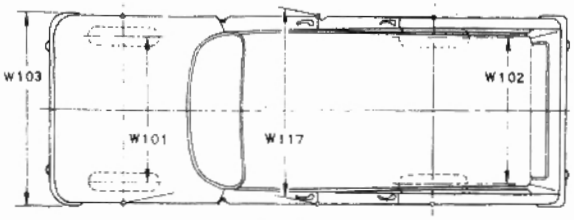
CAR AND BODY DIMENSIONS

KEY SHEET

EXTERIOR CAR AND BODY DIMENSIONS



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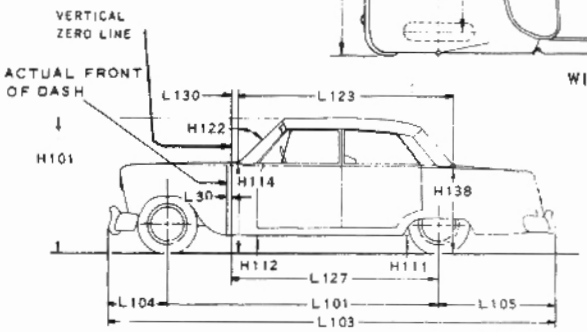
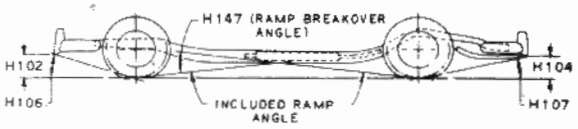
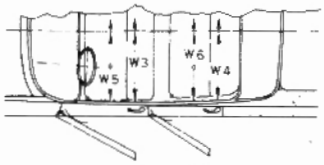


LENGTH & HEIGHT



GROUND CLEARANCE

INTERIOR CAR AND BODY DIMENSIONS



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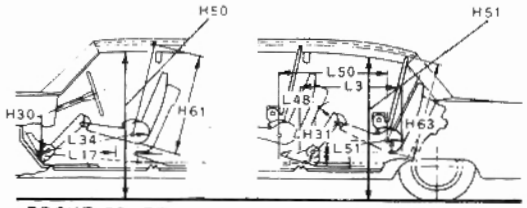
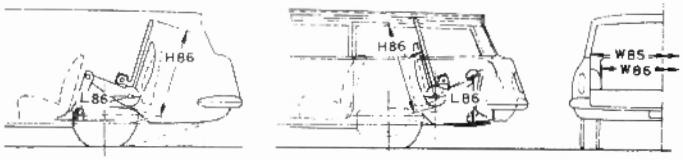
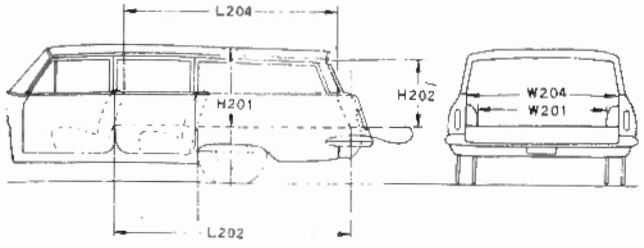


FRONT COMPT. REAR COMPT.



THIRD SEAT



CARGO SPACE

Form Rev. 3-70

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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.

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

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