

1972

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	1972	September 1971
		REVISED (●)

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AMA Specifications Form—Passenger Car

TABLE OF CONTENTS

BODY MODEL	1
CAR AND BODY DIMENSIONS	2, 3
POWER TEAMS	4
ENGINE	5-9
EXHAUST SYSTEM	9
FUEL SYSTEM	10
COOLING SYSTEM	11
VEHICLE EMISSION CONTROL	12
ELECTRICAL	13-15
DRIVE UNITS	16-18
TIRES AND WHEELS	19
BRAKES	19-20
STEERING	21
SUSPENSION – FRONT AND REAR	22
FRAME	23
BODY – MISCELLANEOUS INFORMATION	23
CONVENIENCE EQUIPMENT	24
LAMP HEIGHT AND SPACING	24
VEHICLE WEIGHTS	25
OPTIONAL EQUIPMENT WEIGHTS	26
CAR AND BODY DIMENSION KEY SHEETS	27, 28, 29
INDEX	30

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.
 - c. All dimensions are in inches.

AMA Specifications Form—Passenger Car

MAKE OF CAR CAMARO MODEL YEAR 1972 DATE ISSUED 9/71 REVISED (*)

BODY MODEL	Body Series, Type and Number. (Use mfr's. code for identification)	Number of Passengers (Indicate Front/Rear)			
		L-6 Engine Models	V-8 Engine Models	Front	Rear
<u>CAMARO</u>					
2-Door Sport Coupe		12387	12487	2	2

NOTE: ANY SPECIFICATIONS ON THE FOLLOWING PAGES THAT ARE SPECIFIC TO CALIFORNIA ARE INDICATED ACCORDINGLY.

MAKE OF CAR CAMARO MODEL YEAR 1972 DATE ISSUED 9/71 REVISED (•)

CAR AND BODY DIMENSIONS

See Pages 27, 28 for SAE Dimension Definitions

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	--
Max. front doors open	W120	140.5
Max. rear doors open	W121	--

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 C 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	35.4
Deck height	H138	
Rocker panel - front	To ground	6.7
	From front wheel C	
Bottom of front door to ground	H133	10.0
Rocker panel - rear	To ground	5.6
	From rear wheel C	
Bottom of rear door to ground	H135	--
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
Rear axle differential to ground	H153	6.5
Min. running clearance (Specify)	H156	4.7 (a)

(a) Exhaust system to ground.

MAKE OF CAR CAMARO MODEL YEAR 1972 DATE ISSUED 9/71 REVISED ^(*)
CAR AND BODY DIMENSIONS

See Pages 27, 29 for SAE Dimension Definitions

MODEL	SAE Ref. No.	
		2-Door Sport Coupe

FRONT COMPARTMENT

H Point to body "O" line	L31	42.8
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 (cu. ft.)	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.) W4 x L204 x H201 1728	V2	

AMA Specifications Form—Passenger Car

MAKE OF CAR CAMARO MODEL YEAR 1972 DATE ISSUED 9/71 REVISED (a)

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 29.38 in. Hg atmospheric pressure.

MODEL AVAILABILITY	ENGINE							TRANSMISSION	AXLE RATIO ** (Std. first) (Indicate A/C ratio)		
	Displ. cu. in.	Carb.	Compr. Ratio	Gross @RPM		Net @RPM			"A"	"B"	"C"
				BHP	Torque	BHP	Torque				
12387	Turbo- Thrifty 250 L6 (base)	One; 1-bbl	8.5:1			110 @ 3800	185 @ 1600	3-Spd manual (2.85:1 low)	3.08	----	----
				2-Spd automatic*							
12487	Turbo- Fire 307 V8 (base)	One; 2-bbl	8.5:1			130 @ 4000	230 @ 2400	3-Spd manual (2.85:1 low)	3.08	----	----
				2-Spd automatic*							
				3-Spd automatic*							
	Turbo- Fire 350 V8 (base) (L65)*	One; 2-bbl	8.5:1			165 @ 4000	280 @ 2400	3-Spd manual (2.54:1) Calif. only	3.08	----	----
				4-Spd manual (2.54:1 low)							
				3-Spd automatic*							
	Turbo- Fire 350 V8 (L48)* (Z27)	One; 4-bbl	8.5:1			200 @ 4400	300 @ 2800	4-Spd manual (2.54:1 low)	3.42	----	----
				3-Spd automatic*							
	Turbo- Fire 350 V8 (Z28)*	One; 4-bbl	9.00:1			255 @ 5600	280 @ 4000	4-Spd manual (2.52:1 low)	3.73	4.10	----
				4-Spd manual* (2.20:1 low)							
				HD 4-Spd manual* (2.20:1 low)							
				3-Spd automatic*							
	Turbo- Jet 402 V8 (LS3)* (Z27)	One; 4-bbl	8.5:1			240 @ 4400	345 @ 3200	4-Spd manual (2.52:1 low)	3.42	----	----
				4-Spd manual* (2.20:1 low)							
3-Spd automatic*											
* - Optional ** - Positraction required for 3.73 and 4.10; available optionally for all other ratios. # - Same ratios available optionally for A/C except 250-L6 and 350-V8 (Z28).									A - Standard B - Performance Option C - Trailer Option		

NOTE: V8-307 AND 402 ENGINES NOT AVAILABLE IN CALIFORNIA.
BASE V8 ENGINE FOR CALIFORNIA IS THE V8-350.

AMA Specifications Form—Passenger Car

MAKE OF CAR CAMARO MODEL YEAR 1972 DATE ISSUED 9/71 REVISED (a)

	Turbo-Thrift 250 Standard	Turbo-Fire 307 Standard	Turbo-Fire 350 RPO L65
--	------------------------------	----------------------------	---------------------------

MODEL

ENGINE—GENERAL

Type, no. cyls., valve arr.	In-line 6 OHV		90° V-8 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 (C to C)			4.40	
No. system (front to rear)	L. Bank	1-2-3-4-5-6	1-3-5-7	
	R. Bank	In-line	2-4-6-5	
Firing Order	1-5-3-6-2-4		1-8-4-3-6-5-7-2	
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	4°46'			
Taxable $\frac{\text{Dia}^2 \times \text{No. Cyl.}}{\text{horsepower} \times 2.5}$	36.0		48.0	51.2
Recommended fuel regular - premium	Regular (unleaded or low lead)			
Cylinder Head Volume (cc)	72.71		74.56	75.47
Head Gasket Thickness (Compressed)	.032		.021	.021
Head Gasket Volume (cc)	6.86		4.32	4.58
Deck Clearance (nominal) (above or below block)	.008 (below)		.025 (below)	.025 (below)
Minimum Combustion Chamber Volume (cc)	71.71		74.47	74.47

ENGINE—PISTONS

Material	Cast aluminum alloy		
Description and finish	Sump head; slipper skirt	Flat head, notched; slipper skirt	Sump head; slipper skirt
Weight (piston only) oz.	28.80	22.00	21.16
Clearance (limits)	Top land	.0245-.0335	.0235-.0325
	Skirt Top Bottom	.0005-.0015 (a)	.0005-.0015 (b)
Ring groove diameter	No. 1 ring	3.434-3.444	3.442-3.452
	No. 2 ring	3.434-3.444	3.442-3.452
	No. 3 ring	3.446-3.456	3.454-3.464
	No. 4 ring	---	

(a) Measured 2.44 from top of piston

(b) Measured 1.675 from top of piston

(c) Measured 1.56 from top of piston

AMA Specifications Form—Passenger Car

MAKE OF CAR CAMARO MODEL YEAR 1972 DATE ISSUED 9/71 REVISED (•)

	Turbo-Hire 350		Turbo-Jet 402
MODEL	RPO L48	RPO Z28	RPO LS3

ENGINE - GENERAL

Type, no. cyls., valve arr.	90° V-8 OHV	
Bore and stroke (nominal)	4.00 x 3.48	4.126 x 3.76
Piston displacement, cu. in.	350	402
Bore spacing (C to C)	4.40	4.84
No. system	1-3-5-7	
(front to rear)	2-4-6-8	
Firing Order	1-8-4-3-6-5-7-2	
Cylinder Head Material	Cast alloy iron	
Cylinder Block Material	Cast alloy iron	
Cyl. Sleeve-Wet, dry, none	None	
Number of	Front	Two
mtg. points	Rear	One
Engine installation angle	3°16'	
Taxable Dia ² xNo. Cyl. horsepower 2.5	51.2	54.5
Recommended fuel regular - premium	Regular (unleaded or low lead)	
Cylinder Head Volume (cc)	75.47	113.06
Head Gasket Thickness (Compressed)	.021	.028
Head Gasket Volume (cc)	4.58	6.69
Deck Clearance (nominal) (above or below block)	.025 (below)	.018 (below)
Minimum Combustion Chamber Volume (cc)	74.47	112.06

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.	21.16	25.68	29.70
Clearance (limits)	Top land	.0235-.0325	.0310-.0370
	Skirt		
	Top	.0007-.0017 (a)	.0036-.0046 (a)
	Bottom		.0018-.0028 (b)
Ring groove diameter	No. 1 ring	3.546-3.556	3.649-3.659
	No. 2 ring	3.546-3.556	3.649-3.659
	No. 3 ring	3.582-3.592	3.678-3.688
	No. 4 ring		

(a) Measured 1.56 from top of piston

(b) Measured 1.878 from top of piston

AMA Specifications Form—Passenger Car

MAKE OF CAR	CAMARO		MODEL YEAR	1972	DATE ISSUED	9/71	REVISED (a)
MODEL	L6 250 Standard	V8 307 Standard	L65	V8 350 L48	Z28	V8 402 LS3	

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			
Compres- sion	Description - Upper	Cast alloy iron; barrel face (a)			
	material, coating, etc. Lower	Cast alloy iron; inside bevel; tapered face (b)			
	Width	(c)	(d)	(e)	(f)
	Gap	.010 - .020	(g)		.010 - .020
Oil	Description -	Multi - piece (2 rails and 1 spacer expander)			
	material, coating, etc.	Rails - steel, chrome plated OD; Expander - stainless steel			
	Width	.1870 - .1890 (assembled)			
	Gap	.015 - .055			.010 - .030
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			
	Bush- ing	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) Molybdenum spray on L6-250; chrome plated on V8-307 and 350 (L65 and L48); Molybdenum inlay on V8-350 (Z28) and 402.

(b) Wear resistant coating on L6 250, V8 307 and 350 (L65 and L48); Chrome plating on V8 350 (Z28) and 402

(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

AMA Specifications Form—Passenger Car

MAKE OF CAR	CAMARO	MODEL YEAR	1972	DATE ISSUED	9/71	REVISED (*)
MODEL	L6 250 Standard	V8 307 Standard	L65 & L48	V8 350 Z28	V8 402 LS3	

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	2.7504x.962	
		No. 2	2.3004x.752	2.4502 x .752	2.7504x.962	
		No. 3	2.3004x.752	2.4502 x .752	2.7504x.962	
		No. 4	2.3004x.752	2.4502 x .752	2.7504x.962	
		No. 5	2.3004x.752	2.4508 x 1.177	2.7505x1.256	
		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		2.199-2.200

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

AMA Specifications Form—Passenger Car

MAKE OF CAR		CAMARO		MODEL YEAR	1972	DATE ISSUED	9/71	REVISED (•)	
MODEL		L6 250 Standard	V8 307 Standard	L65 & L48	V8 350 Z28	V8 402 LS3			
ENGINE - VALVE SYSTEM									
Hydraulic lifters (Std., opt., NA)		Standard			NA		Standard		
Valve rotator, type (intake, exhaust)		None	Exhaust	Exhaust	None		Exhaust		
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° (16°)	28° (44°)	42° 40'	28°			
		Closes (•ABC)	48° (48°)	72° (96°)	94° 20'	78°			
		Duration - deg.	244° (244°)	280° (320°)	317°	286°			
	Exhaust	Opens (•BBC)	46° 30' (64°)	78° (88°)	112° 50'	75°			
		Closes (•ATC)	17° 30' (50°)	30° (66°)	53° 23'	31°			
Duration - deg.		244° (294°)	288° (334°)	346° 13'	286°				
Valve opening overlap		33° 30' (66°)	58° (110°)	96° 03'	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 (.3880)	.3900 (.4006)	.4586	.3983			
	Outer spring press. & length	Valve closed (lb. • in.)	56-64 @ 1.66	76-84 @ 1.66	76-84 @ 1.70		84-96 @ 1.88		
		Valve open (lb. • in.)	180-192 @ 1.27	194-206 @ 1.17	194-206 @ 1.25		205-222 @ 1.48		
	Inner spring press. & length	Valve closed (lb. • in.)	None	Spring Damper					
		Valve open (lb. • in.)	None	Spring Damper					
	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 (.4051)	.4100 (.4100)	.4850	.4300				
Outer spring press. & length		Valve closed (lb. • in.)	56-64 @ 1.66	76-84 @ 1.68	76-84 @ 1.70		84-96 @ 1.88		
		Valve open (lb. • in.)	180-192 @ 1.27	194-206 @ 1.17	194-206 @ 1.25		205-225 @ 1.48		
Inner spring press. & length		Valve closed (lb. • in.)	None	Spring Damper					
		Valve open (lb. • in.)	None	Spring Damper					

(a) Head also aluminized on V8 396

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

NOTE: Items bracketed () pertain to data on components used in engines for California only.

AMA Specifications Form—Passenger Car

MAKE OF CAR CAMARO MODEL YEAR 1972 DATE ISSUED 9/71 REVISED (*)

MODEL	L6 250	V8 307	V8 350		V8 402
	Standard	Standard	L65	L48	Z28
					LS3

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	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

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)
	Main	2. 00x. 064	2. 00x. 082 (a)
Tail pipe dia. (O.D. & wall thickness)	2. 00 x . 069		2. 00x. 069

(a) Laminated

AMA Specifications Form—Passenger Car

MAKE OF CAR CAMARO MODEL YEAR 1972 DATE ISSUED 9/71 REVISED (*)

MODEL	L6-250	V8-307	V8-350		V8-402
	Standard	Standard	L65	L48	Z28
					LS3

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 18					
	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 paper					
	Locations	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					
	Idle speed (spec. neutral or drive)	Manual-N/	700	900	800	900	800
		Automatic-D	600			700	600
	Idle A/F mix.	Not specified					

CARBURETOR SUPPLEMENTARY INFORMATION

Model Usage	Engine Displ.	Transmission	Carburetors		No. Used and Type	Barrel Size
			Make	Model		
12387	250	Manual	Rochester	7042017 (7042987)	One 1-bbl	1.69
		Automatic		7042014 (7042984)		
12487	307	Manual	Rochester	7042101 (7042821)	One; 2-bbl	1.44
		Automatic		7042100 (7042820)		
	350 L65	Manual	Rochester	7042111 (7042831)	One; 2-bbl	1.69
		Automatic		7042112 (7042832)		
	350 L48	Manual	Rochester	7042203 (7042903)	One; 4-bbl	1.38 Prim 2.25 Sec
		Automatic		7042202 (7042902)		
	350 Z28	Manual	Holley	3999263	One; 4-bbl	1.69 Prim 1.69 Sec
		Automatic		3997788		
	402	Manual	Rochester	7042201	One; 4-bbl	1.38 Prim 2.25 Sec
		Automatic		7042200		

* - Shut off pressure - 1800 RPM at pump outlet

** - V8 350 (Z28) and V8 402 - Dual air horns

NOTE: Items bracketed () are used in engines required for California. No difference in carburetion for California on V8 350 (Z28)

AMA Specifications Form—Passenger Car

 MAKE OF CAR CAMARO MODEL YEAR 1972 DATE ISSUED 9/71 REVISED (*)

MODEL	L6 250	V8 307	V8 350		V8 402
	Standard	Standard	L65	L48	Z28
					LS3

ENGINE - COOLING SYSTEM

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	20.4@2300	26 @ 1900	23.8@1900	
	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		
		Inside diameter	None		
Fan	Number of blades & spacing	4 - staggered		5	4
	Diameter	17.62	18.00	18.00	18.00
	Ratio-fan to crankshaft rev.	1.165:1	.949:1	.949:1	.949:1
	Fan cutout type	None			
* Drive belts (indicate belt used by letter)	Bearing type	Double row ball			
	Fan	A J	C K	F	L
	Generator or alternator	A J	C K	F	L
	Water Pump	A J	C K	F	L
	Power Steering	B	D	G	H
	Air Conditioning	--	E	--	I
	Air Injection *	J	K	F	

*California engines

* Drive Belt Dimensions	L	A	B	C	D	E	F	G	H	I	J*	K*
Angle of V						38° - 42°						
Nominal length (SAE)	45.75	37.30	48.50	44.25	36.00	54.50	46.50	35.00	41.00	58.00	51.50	47.50
Width						.380						

AMA Specifications Form—Passenger Car

MAKE OF CAR CAMARO MODEL YEAR 1972 DATE ISSUED 9/71 REVISED (*)
 MODEL L6-250, V8-307 & 350 L6-250 & V8-350
 (standard equipped engines) (California equipped engines)

VEHICLE EMISSION CONTROL * Also used on optional equipped engine V8-350 (Z28) & 402.

Exhaust Emission Control	Type (Air injection, engine modifications, other)		Engine modifications	Air Injection *	
	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	
	Air Injection System	Filter (describe)		centrifugal air cleaner	
		Air distribution (head, manifold, etc.)		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 Optional	Induction system ----		
	Control Unit	Make and model	AC Spark Plug - 6484603 (L6); 6484541 (V8)		
		Location	Rocker cover - top rear L6 and left front V8		
		Energy source (manifold vacuum, carburetor, other)	Manifold vacuum		
	Complete system	Control method (variable orifice, fixed orifice, other)	Variable orifice		
		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.)			Approximately 10% of refill capacity	
Pressure relief location (lbs.)	1.1 PSI				
Vacuum relief location (lbs.)	.3 PSI				
Vapor-liquid separator type	Stand Pipe				
Vapor vented to (crankcase, canister, other)	Canister				
Carbu- retor	Vapor vented to (crankcase, canister, other)		----		
			No vents		
	Vapor Storage		Storage provision (crankcase, canister, other)	----	
				Canister	
	Volume (cu. ft.) or capacity (grams)	Approximately 50 grams storage capacity			
		Control valve type	Vacuum controlled staged purge valve		

AMA Specifications Form—Passenger Car

MAKE OF CAR CAMARO MODEL YEAR 1972 DATE ISSUED 9/71 REVISED ^(*)

MODEL	L6 250 Standard	V8 307 Standard	V8 350 L65&L48	V8 402 Z28	LS3
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ELECTRICAL – SUPPLY SYSTEM

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	
Generator or Alternator	Terminal grounded		Negative	
	Make		Delco-Remy	
	Model		1102452	1102440 1102454
	Type and rating		Diode rectified - 37 amps	
	Output at engine idle (neutral)		13 amps	
Regulator	Ratio—Gen. to Cr/s rev.		2.73:1	2.15:1
	Make		Delco-Remy	
	Model		1119515	
	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

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.	
Motor Drive	Engagement type		Positive shift solenoid	
	Pinion meshes (front, rear)		Rear	
	Number of teeth	Pinion	9	9
		Flywheel	Manual	153
			Auto.	168
		Flywheel tooth face width	Manual	.4010-.4130
			Auto.	.410-.42

MAKE OF CAR CAMARO MODEL YEAR 1972 DATE ISSUED 9/71 REVISED (•)

	L6 250	V8 307	V8 350			V8 402
MODEL	Standard	Standard	L65	L48	Z28	LS3

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	1112005	1112044	1112095	1112057
	Automatic	1110489	1112039	1112005	1112045	1112049	1112057
Timing (RPM)	Manual	4° BTC@700	4° BTC@900	6° BTC@900	4° BTC@800	8° BTC@900	8° BTC@800
	Automatic	4° BTC@600	8° BTC@600	6° BTC@600	8° BTC@600	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
1112095	1200	14 @ 2000	28 @ 5000	8.00	15 @ 15.5
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
1112057	1260	16 @ 2400	30 @ 4400	8.00	20 @ 17

AMA Specifications Form—Passenger Car

 MAKE OF CAR CAMARO MODEL YEAR 1972 DATE ISSUED 9/71 REVISED (•)

MODEL	L6 250	V8 307	V8 350		V8 402
	Standard	Standard	L65	L48	Z28 LS3

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				
Spark Plug	Make		A C Spark Plug			
	Model		AC R46T	AC R44T		
	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
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ELECTRICAL – INSTRUMENTS AND EQUIPMENT

Speed-ometer	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
Wind-shield wiper	Type – Standard	Electric, two-speed
	Type – Optional	None
Wind-shield 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		

AMA Specifications Form—Passenger Car

MAKE OF CAR CAMARO MODEL YEAR 1972 DATE ISSUED 9/71 REVISED (•)
 MODEL L6 250 V8 307 V8 350 V8 350 Z28
Standard Standard L65 L48 & V8 402

DRIVE UNITS – CLUTCH (Manual Transmission)

Make & type		Chevrolet Single dry disc		Chevrolet, single dry disc centrifugal	
Type pressure plate springs		Diaphragm		Diaphragm, bent finger design	
Total spring load (lb.)		1650-1850	1900-2200	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 cushion- ing 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	2.54	2.52	2.20
	In second	1.68	1.50	1.80	1.88	1.64
	In third	1.00	1.00	1.44	1.46	1.27
	In fourth	-	-	1.00	1.00	1.00
	In reverse	2.95	2.63	2.54	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			
		Winter	SAE 80			
		Extreme cold	SAE 80			

AMA Specifications Form—Passenger Car

MAKE OF CAR CAMARO MODEL YEAR 1972 DATE ISSUED 9/71 REVISED (*)

MODEL	2-SPEED AUTOMATIC	3-SPEED AUTOMATIC
	L6 250 V8 307	V8 307 & V8 350 Z28 V8 350 L65 & L48 & V8 402

DRIVE UNITS – AUTOMATIC TRANSMISSION

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 - 1.9 N - Neutral D-2.52-1.52-1.00 L2 - 2.52 - 1.52 L1 - 2.52	
Max. upshift speed—drive range		61		64	
Max. kickdown speed—drive range		58		61	
				*	
				*	
Torque converter	Number of elements	3			
	Max. ratio at stall	2.10			
	Type of cooling (air, liquid)	Water			
	Nominal diameter	11.75		12.20	
Lubricant	Capacity—refill (pt.)	6		8	
	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 48.55 x .065
	Manual 4-speed trans.	Same as 3-Speed exc. Z28 350 & 402 CID engines - 2.75 x 48.0 x 0.065
	Overdrive transmission	Not available
	Automatic transmission	Same as 4-Speed

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

(Continued)

* Upshift - V8 307 & V8 350 L65 (1-2 52; 2-3 83) V8 350 L48 (1-2 47; 2-3 46)
V8 350 Z28 (1-2 54; 2-3 91) V8-402 (1-2 46; 2-3 77)
Downshift - V8 307 & V8 350 L65 (2-1 44; 3-2 81) V8-350 L48 (2-1 39; 3-2 72)
V8 350 Z28 (2-1 26; 3-2 63) V8 402 (2-1 24; 3-2 58)

AMA Specifications Form—Passenger Car

MAKE OF CAR CAMARO MODEL YEAR 1972 DATE ISSUED 9/71 REVISED (*)

MODEL _____

DRIVE UNITS – PROPELLER SHAFT (cont.)

Inter-mediate bearing	Type (plain, anti-friction)	None	
	Lubrication (fitting, prepack)	---	
Slip Yoke	Type	Yoke	
	Number of teeth	27 exc. Z28 350 CID & 402 CID engines - 32	
	Spline O.D.	1.502	
Universal joints	Make and Mfg. No.	Chevrolet 1285 & 1315; Saginaw Stg. Gear 44	
	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.)	4.25	
	Type recommended	Meeting Military Specs. MIL-L-2105B	
	SAE viscosity number	Summer	SAE 80
		Winter	SAE 80
		Extreme cold	SAE 80

AXLE RATIO TOOTH COMBINATIONS

(See page 4 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				

AMA Specifications Form—Passenger Car

MAKE OF CAR CAMARO MODEL YEAR 1972 DATE ISSUED 9/71 REVISED ^(*)MODEL Base "SS" Z28

DRIVE UNITS — TIRES AND WHEELS (STANDARD)

TIRES	Size, load range, ply		E78x14B (2 + 2)	F70x14B (2 + 2)	F60x15B (2+2)
	Type (bias, radial, etc.)		Bias belted		
	Normal max. load inflation pressure (cold)	Front	24		
		Rear	26		
WHEELS	Rev./mile @ 45 mph		805	782	801
	Type & material		Short spoke disc; steel		
	Rim (size & flange type)		14 x 6	14 x 7	15 x 7 (Trans Am)
	Attachment	Type (bolt or stud)	Stud		
		Circle diameter	4.75		
		Number & size	5 hex nuts 7/16-20 UNF-2B		
	Spare wheel (same or other)		Same		

DRIVE UNITS — TIRES AND WHEELS (OPTIONAL)

Size, load range, ply		
Type (bias, radial, etc.)		
Normal max. load inflation pressure (cold)	Front	
	Rear	
Rev./mile @ 45 mph		
Wheel type & material		14 x 7 Rally (RPO ZJ7)
Rim (size & flange type)		---

DRIVE UNITS — TIRES AND WHEELS (OPTIONAL)

Size, load range, ply		
Type (bias, radial, etc.)		
Normal max. load inflation pressure (cold)	Front	
	Rear	
Rev./mile @ 45 mph		
Wheel type & material		
Rim (size & flange type)		

BRAKES — PARKING

Type of control		Apply-Foot pedal; Release-"T" handle
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)	---

AMA Specifications Form—Passenger Car

MAKE OF CAR CAMARO MODEL YEAR 1972 DATE ISSUED 9/71 REVISED (*)

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.) *			101.9	
Gross lining area (sq. in.) **			118.1	
Swept area (sq. in.) ***			337.3	
Effectiveness	Front		---	
	Rear		---	
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	
	Thickness		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			5.36; with power brake - 3.92	
Line pressure at 100 lb. pedal load			700	
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 out-board	5.40 x 1.93 x 0.46
			Second. or in-board	5.40 x 1.93 x 0.46
		Segments per shoe		One
		Rear Wheel	Material	Molded asbestos
	Size (length x width x thickness)		Prim. or out-board	9.01 x 2.0 x 0.17
			Second. or in-board	9.75 x 2.0 x 0.20
	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.)

AMA Specifications Form—Passenger Car

MAKE OF CAR CAMARO MODEL YEAR 1972 DATE ISSUED 9/71 REVISED (*)

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 (std., opt., NA)	Tilt; universally jointed steering shaft at base of steering wheel; 5 inch vertical travel range	
Wheel diameter		Manual	Optional	
		Power	Oval (14.25 x 14.75)	
			Same as manual	
Turning diameter (feet)	Outside front	Wall to wall (l. & r.)	40.2	
		Curb to curb (l. & r.)	38.0	
	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 exc. Z-28; 24.0 - Z28
			Overall	33.0:1 exc. Z28; 28.3:1 - Z28
	No. wheel turns (stop to stop)		6.27	
Power	Type (coaxial, linkage, etc.)		Integral with vane type pump	
	Make		Saginaw Steering	
	Gear	Type	Same as manual	
		Ratios	Gear	16.0 - 13.0:1
			Overall	15.5 - 11.3:1
	Pump driven by		Crankshaft pulley	
No. wheel turns (stop to stop)		2.41		
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.)		9-1/2±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; -1±1 on Z28	
	Camber (deg.)		+1±3/4; +3/4±3/4 on Z28	
	Toe-in (outside track inches)		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-.7498	
	Thread size		3/4-20 NEF-3 (modified)	
	Bearing type		Taper roller	

AMA Specifications Form—Passenger Car

MAKE OF CAR CAMARO MODEL YEAR 1972 DATE ISSUED 9/71 REVISED (*)

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	Direct double acting hydraulic
Type	
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
	Material Steel alloy
	Size (coil design height & I.D., bar length x dia.) 11.0 x 4.08; 126.38 x 0.631
	Spring rate (lb. per in.) 300-330; Z28-300
	Rate at wheel (lb. per in.) 110
Stabilizer	Type (link, linkless, frameless) Link
	Material & bar diameter HR steel; Base-15/16"; F41 Option-1.00"

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 2.50
	Spring rate (lb. per in.) 89
	Rate at wheel (lb. per in.) 100
	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 and "SS"
	Material & bar diameter Steel - F-41 & LS3 - 9/16"; Z28 - 11/16"
Track bar type	None

FRAME

Body-frame integral with
separate partial frame

[illegible]

AMA Specifications Form—Passenger Car

Page 24

Page 24

MAKE OF CAR CAMARO MODEL YEAR 1972 DATE ISSUED 9/71 REVISED (*)

MODEL _____

CONVENIENCE EQUIPMENT

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

Power windows	Side windows	N. A.
	Vent windows	N. A.
	Backlight or tailgate	N. A.
Power seats (specify type as well as availability)		N. A.
Reclining front seat back (R-L or both)		N. A.
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		N. A.
Clock		Optional
Air conditioner (specify type and availability)		Optional-Four season, Manual control
Speed warning device		N. A.
Speed control device		N. A.
Ignition lock lamp		N. A.
Dome lamp		Standard
Glove compartment lamp		Optional
Luggage compartment lamp		Optional
Underhood lamp		Optional
Courtesy lamp		Optional
Map lamp		N. A.
Auto. trans. quad. lamp		Standard
Cornering light lamp		N. A.
Rear window defroster electrically heated		N. A.
Rear window defogger		Optional
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 (H125)	Highest *	26.3
		Lowest	--
	Tail (H126)	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.

MAKE OF CAR CAMARO MODEL YEAR 1972 DATE ISSUED 9/71 REVISED (*)

VEHICLE WEIGHTS

[illegible]

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

**Shipping weight definition - weight of basic vehicle with regular equipment, includes grease, oil and (3) gallons of gasoline, and engine coolant to capacity.

AMA Specifications Form—Passenger Car

MAKE OF CAR CAMARO MODEL YEAR 1972 DATE ISSUED 9/71 REVISED (*)

OPTIONAL EQUIPMENT WEIGHTS

Equipment Differential Weights	WEIGHT (Pounds)			Remarks
	Front	Rear	Total	
Air Conditioning	+ 93	+15	+108	
Front&Rear Floor Mats	+ 5	+ 5	+ 10	
Exterior Soft Roof Cover	+ 2	+ 3	+ 5	
Floor Console	+ 9	+ 3	+ 12	with 3-speed transmission
	+ 9	+ 3	+ 12	with 4-speed transmission
	+ 14	+ 4	+ 18	with automatic transmission
Power Brakes	+ 10	+ 1	+ 11	
Power Steering	+ 31	. 0	+ 31	L6 Engine
	+ 28	. 0	+ 28	V8 Engine
Spec. Perf. Frt. &Rr. Susp.	. 0	+ 8	+ 8	with LS3
	+ 2	+ 8	+ 10	with L65 & L48
	+ 2	+10	+ 12	with Z28
Deluxe wheel trim covers	+ 13	+13	+ 26	
Radio AM Push Button	+ 5	+ 2	+ 7	
Radio AM/FM push button	+ 6	+ 2	+ 8	
Special wheel, Hub cap & Trim Ring	+ 10	+13	+ 23	
Deluxe Interior	+ 11	18	+ 29	
Rally Sport Package	+ 17	- 2	+ 15	
350 Cu. In. L65	+ 7	. 0	+ 7	
350 Cu. In. L48 *	+ 17	+26	+ 43	
350 Cu. In. Z28	+ 52	+44	+ 96	
402 Cu. In. LS3 *	+202	+27	+229	
4-Speed Transmission	+ 4	+ 2	+ 6	Used with L65 & L48
	- 3	- 1	- 4	Used with LS3, Z28
Powerglide Transmission	- 9	- 1	- 10	Used with L6
	- 7	. 0	- 7	Used with 307-V8
Turbo Hydra-matic Trans.	+ 13	+ 7	+ 20	Used with 307-, L65 & L48
	+ 25	+14	+39	Used with LS3
	+ 29	+16	+45	Used with Z28
* Available as "SS" equipment only; engine weight only shown and does not include additional weight for body and chassis items.				

AMA Specifications Form—Passenger Car

EXTERIOR CAR AND BODY DIMENSIONS KEY SHEET DIMENSION DEFINITIONS

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.
- W120 MAXIMUM OVERALL CAR WIDTH, FRONT DOORS OPEN is measured to outside of sheet metal with front doors in maximum hold-open position.
- W121 MAXIMUM OVERALL CAR WIDTH, REAR DOORS OPEN is measured in same manner as W120.

LENGTH DIMENSIONS.

- L30 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.

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.

- H133 BOTTOM OF DOOR TO GROUND, CLOSED — FRONT is the same point on the door as H132 dimension, with door closed.

- 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.

- H135 BOTTOM OF DOOR TO GROUND, CLOSED — REAR is measured in same manner as H133.

- 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.

- H125 HEADLAMP CENTERLINE TO GROUND is measured vertically to the center of the upper lamp.

- H126 TAILLAMP CENTERLINE is measured vertically from ground to the centerline of the upper bulb.

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.

- H153 REAR AXLE DIFFERENTIAL SYSTEM TO GROUND is a minimum clearance.

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

AMA Specifications Form—Passenger Car

INTERIOR CAR AND BODY DIMENSIONS KEY SHEET DIMENSION DEFINITIONS

FRONT COMPARTMENT DIMENSIONS

- L31 H POINT TO VERTICAL ZERO LINE - FRONT is a horizontal dimension.
- H61 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.
- L34 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.
- H30 H POINT TO HEEL POINT - FRONT. The vertical dimension from the H Point to the Accelerator Heel Point.
- L17 H POINT TRAVEL. The horizontal dimension between the H Point in the most forward and rearward seat positions.
- W3 SHOULDER ROOM - FRONT. The minimum lateral dimensions between the door garnish moldings or nearest interference, measured at the H Point station.
- W5 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.
- H50 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

- L50 H POINT COUPLE DISTANCE. The horizontal dimension from the front seat H Point to the rear seat H Point.
- H63 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.
- L51 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.
- H31 H POINT TO HEEL POINT - REAR. The vertical dimension from the H Point to the Manikin Heel Point on the depressed floor covering.
- L48 MINIMUM KNEE ROOM - REAR. The minimum dimension from the Manikin knee pivot center to the back of the front seat back.
- L3 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.
- W4 SHOULDER ROOM - REAR. The minimum lateral dimension between the door garnish molding or nearest interference. Measured at H Point station.
- W6 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.
- H51 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

- V1 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
- W85 SHOULDER ROOM - THIRD SEAT. The minimum lateral dimension between the door garnish moldings or nearest interference. Measured at H Point station.
- W86 HIP ROOM - THIRD SEAT. The lateral dimension through H Point to trimmed surfaces.
- L86 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.
- H86 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 wheel housings 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.
- V2 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.

W4xL204xH201

1728

AMA Specifications Form—Passenger Car

INDEX

SUBJECT	PAGE NO.	SUBJECT	PAGE NO.
Automatic Transmission.....	17	Kingpin (Steering Axis).....	21
Axis, Steering.....	21	Lamp height and spacing.....	24
Axle, Rear.....	18	Legroom.....	3
Battery.....	13	Lengths — Car and Body.....	2
Bearings, Engine.....	5, 6, 7	Lifters, valve.....	8
Belts — Fan, Generator, Water Pump.....	11	Linings — Clutch, Brake.....	16, 20
Brakes — Parking, Service.....	19, 20	Lubrication.....	9, 16, 17, 18
Camber.....	21	Luggage Compartment.....	3
Camshaft.....	7	Motor, Starting.....	13
Capacities.....		Muffler.....	9
Cooling System.....	11		
Fuel Tank.....	10	Piston Pins & Rings.....	5, 6
Lubricants.....		Pistons.....	5, 6
Engine Crankcase.....	9	Power Brakes.....	20
Transmission and Overdrive.....	16, 17	Power Steering.....	21
Rear Axle.....	18	Power Teams.....	4
Car and Body Dimensions.....		Propeller Shaft, Universal Joints.....	17, 18
Width.....	2	Pumps — Oil, Fuel.....	9, 10
Length.....	2	Water.....	11
Height.....	2	Radiator, Hoses.....	11
Ground Clearance.....	2	Ratios — Axle.....	4, 18
Front Compartment.....	3	Compression.....	4, 5
Rear Compartment.....	3	Steering.....	21
Luggage Compartment.....	3	Transmission.....	16, 17
Station Wagon — Third Seat.....	3	Rear Axle.....	4, 18
Station Wagon — Cargo Space.....	3	Regulator — Generator.....	13
Carburetor.....	4, 10, 12	Rims.....	19
Caster.....	21	Rings, Piston.....	6
Choke, Automatic.....	10	Rods — Connecting.....	6
Clutch — Pedal Operated.....	16	Shock Absorbers, Front & Rear.....	22
Coil, Ignition.....	15	Spark Plugs.....	15
Connecting Rods.....	6	Speedometer.....	15
Convenience Equipment.....	24	Springs — Front & Rear Suspension.....	22
Cooling System.....	11		
Crankcase Ventilation System.....	12	Stabilizer (Sway Bar) — Front & Rear.....	22
Crankshaft.....	7	Starting System.....	13
Cylinders and Cylinder Head.....	5	Steering.....	21
Dimension Definitions.....		Supply System.....	13
Key Sheet — Exterior.....	27, 28	Suppression — Ignition, Radio.....	15
Key Sheet — Interior.....	27, 29	Suspension — Front & Rear.....	22
Distributor — Ignition.....	14		
Electrical System.....	13, 14, 15	Tail Pipe.....	9
Engine.....		Thermostat, Cooling.....	11
Bore, Stroke, Displacement, Type.....	5	Timing, Engine & Valve.....	8, 14
Compression Ratio.....	4, 5	Tires.....	19
Firing Order, Cylinder Numbering.....	5	Toe in.....	21
General Information, H.P. & Torque.....	4, 5	Torque Converter.....	17
Lubrication.....	9	Torque — Engine, Rated.....	4
Power Teams.....	4	Transmission — Types.....	4, 10, 16, 17
Exhaust Emission Control.....	12	Automatic.....	4, 10, 16, 17
Exhaust System.....	9	Manual.....	4, 10, 16
Equipment Availability.....	24	Ratios.....	16, 17
Fan, Cooling.....	11	Track.....	2
Filters — Engine Oil, Fuel System.....	9, 10	Trunk Luggage Capacity.....	3
Frame.....	23	Turning Diameter.....	21
Front Suspension.....	22	Unitized Construction.....	23
Fuel, Fuel Pump, Fuel System.....	5, 10	Universal Joints, Propeller Shaft.....	17, 18
Fuel Injection.....	10	Valves — Intake & Exhaust.....	8
Generator and Regulator.....	13	Vibration Damper.....	7
Glass.....	23	Voltage Regulator.....	13
Height (Lamps).....	24	Water Pump.....	11
Headroom — Body.....	3	Weights.....	25, 26
Heights — Car and Body.....	2	Wheel Alignment.....	21
Horns.....	15	Wheelbase.....	2
Horsepower — Brake.....	4	Wheels & Tires.....	19
Ignition System.....	14	Wheel Spindle.....	21
Inflation — Tires.....	19	Widths — Car and Body.....	2
Instruments.....	15	Windshield.....	23
		Windshield Wiper.....	15