1974 CHEVROLET



CAMARO OWNER'S MANUAL

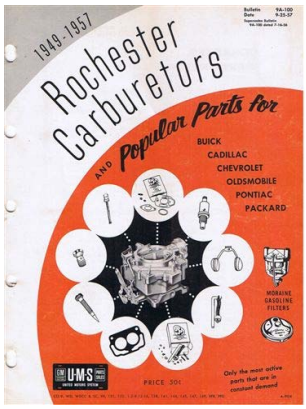
IMPORTANT OPERATING, SAFETY AND MAINTENANCE INSTRUCTIONS

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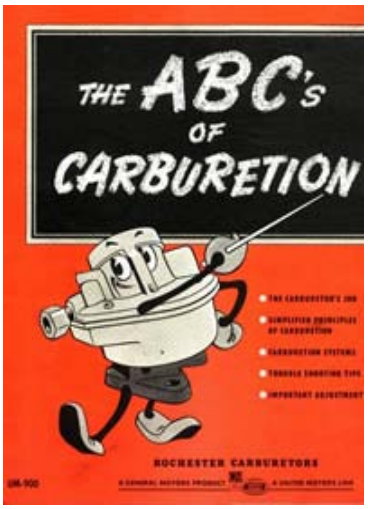
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A WORD TO CAMARO OWNERS . . .

This manual has been prepared to acquaint you with the operation and maintenance of your 1974 Camaro, and to provide important safety information. It is supplemented by three convenient folders which provide additional information on vehicle maintenance, emission control, and warranties. We urge you to read these publications carefully and follow the recommendations to help assure the most enjoyable and troublefree operation of your vehicle.

When it comes to service, remember that your Chevrolet dealer knows your vehicle best and is interested in your complete satisfaction. Return to him for Guardian Maintenance Service and any other assistance you may require.

To assist dealers in handling your needs, Chevrolet maintains a number of Zone Offices throughout the country. Should you have a problem that cannot be handled through normal channels, follow the procedure presented in Section 7 of this manual under the heading, "Owner Assistance".

We would like to take this opportunity to thank you for choosing a Chevrolet product—and assure you of our continuing interest in your motoring pleasure and satisfaction.

CHEVROLET MOTOR DIVISION

FOR CONTINUING SATISFACTION, KEEP YOUR GM CAR ALL GM. GENERAL MOTORS PARTS ARE IDENTIFIED BY ONE OF THESE TRADEMARKS:



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1974 CAMARO OWNER'S MANUAL

This manual should be considered a permanent part of the vehicle, and must remain with the vehicle at time of resale.

CHEVROLET MOTOR DIVISION
GENERAL MOTORS CORPORATION
DETROIT, MICHIGAN 48202

All information, illustrations and specifications contained in this manual are based on the latest product information available at the time of publication. The right is reserved to make changes at any time without notice.

For vehicles sold in Canada, substitute the name General Motors of Canada Limited, wherever the name Chevrolet Motor Division appears in this manual.

ST 309-74

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Applicable to CALIFORNIA Sales Only
This vehicle as delivered by GM Chevrolet Division is equipped with a bumper energy absorption system meeting California S.B.42 (1971) as set forth in Sec. 34715 Vehicle Code.

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YOUR CAR'S FIRST FEW HUNDRED MILES OF DRIVING

You can operate your new car from its very first mile without adhering to a formal "break-in" schedule. However, during the first few hundred miles of driving you can, by observing a few simple precautions, add to the future performance and economy of your car.

It is recommended that your speed during the first 500 miles be confined to a maximum of 60 M.P.H., but do not drive for extended periods at any one constant speed, either fast or slow. During this period, avoid full throttle starts and, if possible, avoid hard stops especially during the first 200 miles of operation since brake misuse during this period will destroy much future brake efficiency.

Always drive at moderate speed until the engine has completely warmed up.

If you plan to use your new car for trailer hauling see additional information on page 11.

SEE PAGE 64 for ADDITIONAL INFORMATION ON HOW TO IMPROVE YOUR GAS MILEAGE.

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BEFORE DRIVING YOUR CAMARO

DRIVER CHECKLIST

Before Entering Car

1. See that windows, mirrors and lights are clean.
2. Visually note inflation condition of tires.
3. Check that area to rear is clear if about to back up.

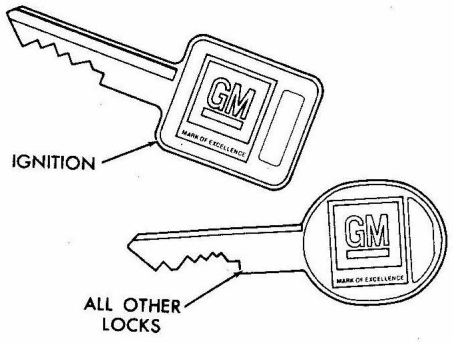
Before Driving Off

1. Lock all doors.
2. Position seat.
3. Adjust inside and outside mirrors.
4. Fasten seat belts.
5. Check that warning bulbs light when key is turned to start position.
6. Release parking brake (and see that brake warning light turns off).
7. Be sure you understand your car and how to operate it safely.

Keys

Two separate keys are provided for your car. Each key has a different cross section so that it can be inserted only in certain locks.

- **Key with square head (stamped "J")** – for ignition switch only.
- **Key with oval head (stamped "K")**–for all other locks.



The code number of each key is stamped on the "knock out" plug in the key head. Your Chevrolet dealer removed these plugs and placed them with the spare set of keys in the special key envelope that was given to you at time of delivery. For your protection:

- Record the numbers on the key envelope and discard the key plugs.
- Keep the key envelope in a safe place such as your wallet, Not In The Car.

In the event the original keys are lost, duplicates can be made by your dealer or a locksmith using the key code information.

Be sure to lock the glove box or console compartments and remove the key from the car whenever it is necessary to leave the ignition key with an attendant.

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Door Locks

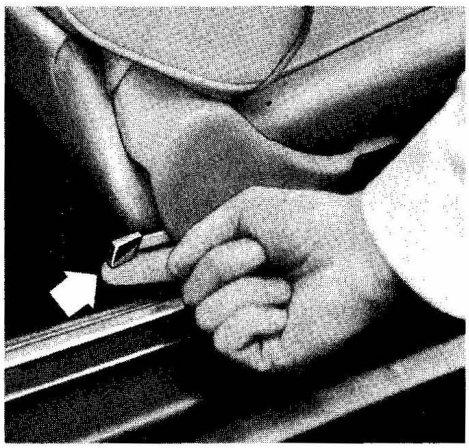
Front side doors can be locked from the inside by depressing the passenger guard door lock buttons located on the upper door panel. All doors can be locked from the outside by first depressing the door lock button and closing the door.

The front doors can also be locked by using the key.

All models have as a standard safety feature overriding door locks. When the doors are locked, the door latch mechanism is inoperative, preventing inadvertent opening of the door by movement of the inside handle.

REMINDER: Avoid hanging objects on the right hand coat hook in such a way that you block the driver's vision to the right rear quarter.

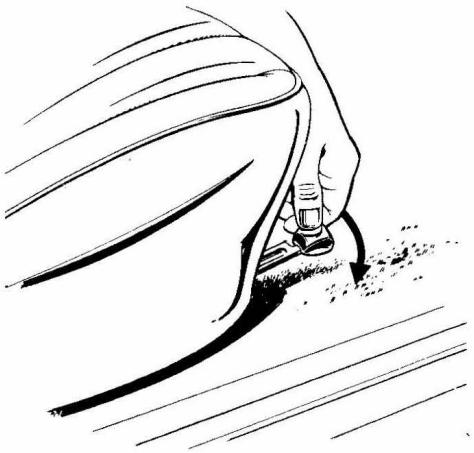
REMINDER: Always lock the doors when driving, for greater



security in the event of an accident, to help keep children from opening door, and for greater security against entry by unwelcome persons while momentarily stopped.

Front Seat Backlocks

Front seat backs are equipped with a self-locking mechanism to keep the seat back locked in place while in the up position. The lock release lever is located at the lower



rear of the seat back nearest the door.

To tilt the seat back forward, lift the lock release lever and tilt the seat back forward. When the seat back is returned to the up position, the seat back will automatically lock.

Keep seat belts and buckles clear of mechanism when tilting folding seats forward or backwards, to prevent damage to these belt restraints.

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CAUTION: ***The filler panel between the rear seat and the rear window should not be used for storage—even of light weight, small articles. They might become dangerous projectiles during an accident or sudden stop. Large items may also reduce vision to the rear.***

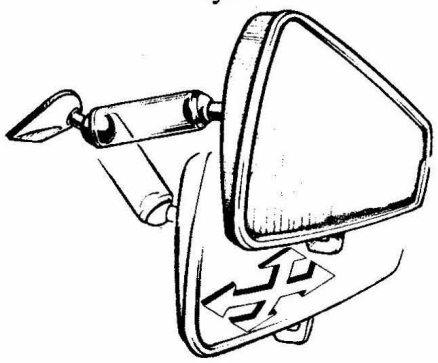
Manually Operated Front Seats

The front seats may be adjusted forward or rearward by moving the control lever at the front of the seat to the right. Move control lever to the right to release the locking mechanism; then exert slight body pressure to move seat to desired position. Release control lever to lock seat in desired position.

CAUTION: ***Do not adjust a manually operated driver's seat while the car is moving —the seat could move unexpectedly, causing loss of control of the vehicle.***

Inside Rearview Mirrors

Switch mirror to night position to reduce glare from following headlights. To raise or lower mirror to achieve desired field of view, grasp mirror and exert sufficient pressure by pushing or pulling up, down or sideways.



Occupant Restraint Belts

Lap and shoulder belts provide added security and comfort for you and your passengers. Proper use and care of these belts will assure continuance of this security.

Seat Belt Restraint System

This vehicle is equipped with a belt system, starter interlock, and a light-buzzer reminder system which is designed to prevent starting the car until front seat occupants are buckled in.

NOTE: 1974 model General Motors passenger cars sold in CANADA have a light-buzzer reminder system which reminds occupants when the driver's and any front passenger's seat belts are not fastened. Operation of this "SEAT BELT BUZZER/LIGHT REMINDER" is explained under that heading in this manual.

However, these cars do NOT have a seat belt starter interlock system—a system which prevents starting the car until the driver and the right front passenger are buckled up. Therefore, the information about the seat belt starter interlock system under the heading "TO START CAR" in this manual does not apply, nor do any other references in this manual to the seat belt starter interlock system apply to this new car sold in Canada.

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To Start Car:

- Seat belts must be properly buckled around each outboard front seat occupant, after getting in the car, before the starter will operate.
- The reminder buzzer and light are designed to go on if seat belts are unbuckled at occupied front seats while the vehicle is underway (the engine *will* continue to run).
- The engine may be restarted after a stall without interlock interference if the driver remains seated.

If Starter Will Not Operate:

- Remove any objects from unoccupied front seats.
- Re-buckle front seat belts.

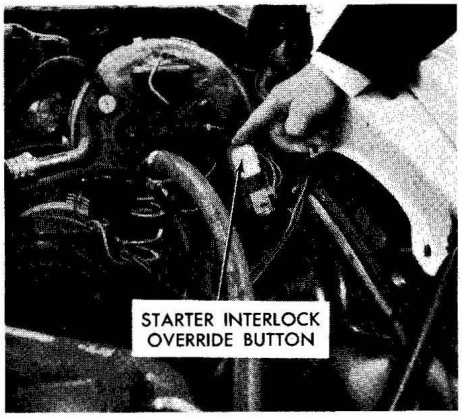
NOTE: Front seating positions contain a weight detector which is designed to activate the starter interlock or the buzzer and light reminder whenever a nominal weight is placed on the seat and belts are not buckled. The weight detector cannot distinguish between a passenger and any object on the seat, therefore, such items should be stowed elsewhere in the vehicle.

Leaving something on the front seat and leaving the front seat belts fastened while the car is parked creates a current drain which could result in a discharged battery after a period of time, which will vary depending on battery and weather conditions.

If Starter Still Will Not Operate:

- Set parking brake firmly, move transmission lever to "Park" (reverse for manual transmission cars).
- TURN IGNITION KEY TO "ON" ("RUN").
- Open hood and press button on manual override switch labeled "START", mounted on bright orange support at side of engine compartment on driver's side—see illustration.
- Close hood, enter car, fasten seat belt, and follow normal starting procedures.

NOTE: The reminder buzzer and light are also designed to come on if a malfunction develops in the starter interlock system. If the car will not start and the buzzer/light reminder did not come on, the

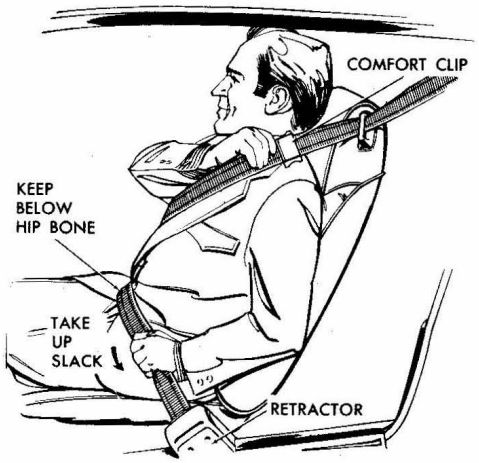


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trouble is not likely to be due to the starter interlock system. If the starter will crank, this indicates the interlock is not causing interference.

Front Seat Lap-Shoulder Belt Combination

- Adjust front seat to satisfaction of driver and sit erect and well back in seat.
- In a single motion, pull the lap-shoulder belt webbing across lap far enough to permit inserting metal latch plate end of belt into the buckle, until a snap is heard. If webbing is not pulled out far enough to reach buckle, let lap belt rewind into its retractor to release lock mechanism, so belt can be pulled out to the proper length.
- Position "lap" portion of belt across lap as LOW ON HIPS as possible. To reduce the risk of sliding under belt during an accident, adjust to a SNUG FIT by pulling belt firmly across lap in direction of lap belt retractor so it can take up slack. The belt retractors are designed to automatically take up excess webbing and maintain tension on the belt.



***CAUTION:** A snug fit and a low lap belt position are essential to lessen the chance of injury in the event of an accident because this spreads the force exerted by the lap belt in a collision over the strong hip bone structure rather than across the soft abdominal area. To lessen the chance of injury in the event of an accident—never use the same belt for more than one person at a time; avoid wearing belts in a twisted condition; and do not allow belts or hardware to become pinched between the seat structural (metallic) members or in the door.*

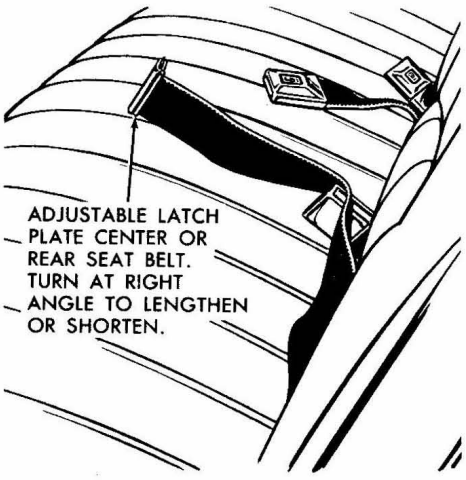
- The front seat shoulder belts in this vehicle are equipped with a "vehicle sensitive retractor" which is designed to grip the belt *only* during a sudden stop or impact. At other times it is designed to move freely with the occupant, regardless of occupant movement.
- For best restraint the slight tension on the shoulder caused by the shoulder belt retractor is desirable.

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- A comfort clip is provided for those who find the shoulder belt tension a source of discomfort. If the shoulder belt tension becomes uncomfortable, pull down on the shoulder belt (not *more* than one inch) to provide the minimum amount of slack necessary to relieve tension. Then push the comfort clip snuggly against the guide loop. CAUTION: Excessive slack could result in increased personal injury due to reduced restraint system effectiveness.
- To unfasten belts, depress push button in center of buckle.
- When no longer in use, front seat lap-shoulder belts can be stowed by allowing them to rewind into their retractors. The comfort clip can be adjusted when removing belts, so shoulder belt slack will be fully taken up by retractor.



NOTE: Take care not to let the "lap" (portion of the belt) twist while it is being rewound into the retractor. The bulk of the twisted belt may cause the retractor to jam so it will not rewind further while at the same time the retractor's locking mechanism prevents the belt from being withdrawn. If a belt should become jammed, you may be able to release it by working the belt in and out until the belt rewinds far enough to unlock. If lap belt (portion) remains jammed, or other parts of the restraint system do not operate properly take the vehicle to your dealer for service.



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Seat Belt Buzzer/Light Reminder

- The front seat belts are linked to a buzzer and light which remind occupants to fasten their belts.
- The buzzer and light are designed to come on when any outboard front seat occupant's belt is not fastened, while attempting to start the engine; or if any front seat belt is unfastened while driving in any forward gear.
- The reminders do not come on when the engine is running and a front belt is unbuckled if the transmission is in Park or neutral (automatic and column-shift transmission cars), or if the parking brake is engaged (floor shift transmission cars).

If seat belt system, ignition interlock system, or reminder system does not work as described, see your dealer for information and assistance.

Lap Belts (For Rear Seat Passengers)

- Seating positions next to side windows have retractors which are designed to automatically take up excess webbing and maintain tension on the lap belt. These belts should be positioned and secured as described above under "Lap-Shoulder Belt Combination."

Seat Belt Inspection

- Periodically inspect belts, buckles, adjustable latch plates, retractors, interlock and reminder systems, guide loops, clips, and anchors for damage that could lessen the effectiveness of the restraint system.
- Keep sharp edges and damaging objects away from belts, and other parts of restraint system.
- Replace belts if cut, weakened, frayed, or subjected to collision loads.
- Check that anchor mounting bolts are tight.
- Have questionable parts replaced.
- Keep seat belts clean and dry.
- Clean only with mild soap solution and lukewarm water.
- Do not bleach or dye belts since this may severely weaken belts.

Child Restraint

Children in automobiles should be restrained to lessen the risk of injury in accidents, sudden stops or other hazardous situations. General Motors dealers offer restraint systems designed specifically for use with infants and with small children. The GM "Infant Love Seat" is designed for babies up to 20 pounds. The GM "Child Love Seat" is designed for children weighing 20 to 40 pounds, up to 3

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feet-4 inches in height, who are able to sit up alone.

In using any infant or child restraint system, read and comply with all installation and usage instructions. All unused seat belts near the child should be stowed properly to help prevent them from striking him or her in the event of



an accident.

If a child is traveling in a vehicle not equipped with a General Motors infant or child restraint or other safe infant or child restraint system, the following precautions should be taken:

1. Infants unable to sit up by themselves should be restrained by placing them in a covered,



padded bassinet which is placed crossways in the vehicle (widthwise) on the rear seat. The bassinet should be securely restrained with the regular vehicle seat belts. An alternate method is to position the bassinet so that it rests against the back of the front seat, again crossways in the vehicle.
2. Children able to sit up by themselves should be placed on a seat and restrained with a seat belt. When children ride in the front seat, both lap and shoulder belt should be worn. If the shoulder belt causes neck or face irritation due to the child's size, this may be reduced in some cases by positioning the child further inboard. If serious discomfort continues, the child should be lap belted in the rear seat. Never allow a child to stand or kneel on any seat.
3. General Motors recommends that children be restrained prop-

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erly when riding. However, if unusual conditions prohibit use of restraints and require that a child must stand, he should stand on the floor directly behind the front seat. This will help minimize the possibility of injury from frontal impacts in the event of an accident.

Trailer Hauling

Since passenger cars are designed and intended to be used primarily as passenger conveyances, towing a trailer will affect handling, durability and economy. Maximum safety and satisfaction depends upon proper use of correct equipment and avoiding overloads and other abusive operation.

The maximum loaded trailer weight which you can pull with your Camaro depends on what special equipment has been installed on your car. Chevrolet does not recommend towing any trailer unless the car is properly equipped. Information on trailer hauling capabilities, special equipment required, and optional equipment offered by Chevrolet is available from your Chevrolet Dealer or by writing: Chevrolet Motor Division, Detroit, Michigan 48202 (or in Canada by writing to General Motors of Canada Limited, Owner Relations Department, Oshawa, Ontario).

To assist in attaining good handling of the car-trailer combination, it is important that the trailer tongue load be maintained at approximately 10% of the loaded trailer weight. Tongue loads can be adjusted by proper distribution of the load in the trailer, and can be checked by weighing separately the loaded trailer and then the tongue.

When towing trailers, tires should be inflated to the highest inflation pressures shown on the placard affixed to the left front door. The allowable passenger and cargo load, also shown on the same placard, is reduced by an amount equal to the trailer tongue load on the trailer hitch.

Maintenance

More frequent vehicle maintenance is required when using your car to pull a trailer. Change the:

- Automatic transmission fluid each 12,000 miles,
- Rear axle fluid each 12,000 miles,
- Engine oil each 60 days or 3,000 miles, whichever occurs first,
- Positive crankcase ventilation valve each 12 months or 12,000 miles, whichever occurs first.
- See index for important information on belts, cooling system care and automatic brake adjustment.

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Break-in Schedule

In addition to the new car break-in instructions in this manual, it is recommended that your new Camaro be operated for 500 miles before trailer towing. If it is necessary to tow during this period, avoid speeds over 50 MPH and full throttle starts. The same precautions should be observed whenever a new engine, transmission or axle is installed in your car.

CAUTION:

1. Whenever a trailer hitch is removed, be certain to have any mounting holes in the underbody properly sealed to prevent possible entry of exhaust fumes, dirt or water.

2. Use only trailer hitches which permit normal operation of the Energy Absorbing Bumper system. For example, a rigid fore and aft connection between the bumper and any other part of the vehicle should be avoided, otherwise damage may be increased in the event of a collision.

(See Exhaust Gas Caution)

Operation in Foreign Countries

Your Camaro is designed to operate on fuel of approximately 91 research octane number or higher, sold in the United States and Canada.

If you plan to operate your Camaro outside the continental limits of the United States or Canada, there is a possibility that the best fuels available in some countries are so low in anti-knock quality that excessive knocking and serious engine damage may result from their use. To obtain information on the quality of fuels available in the countries in which you plan to travel, write to Chevrolet Motor Division, Service Department, Detroit, Michigan 48202, (or in Canada write to General Motors of Canada Limited, Owner Relations Department, Oshawa, Ontario), giving:

- The vehicle identification number (on plate on instrument panel ahead of the steering wheel and visible through the windshield, or from registration slip or title).
- The country or countries in which you plan to travel.

It is recommended that you not operate your Camaro in any country not having fuels meeting the requirements of your Camaro engine. Engine modifications are not available to compensate for low anti-knock quality fuels. Operation of your car under conditions of continuous or excessive knocking constitutes misuse of the engine and may cause engine damage for which the Chevrolet Division is not responsible under the terms of the Chevrolet New Vehicle Warranty.

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STARTING AND OPERATING

Engine Exhaust Gas Caution (Carbon Monoxide)

Avoid inhaling exhaust gases because they contain carbon monoxide, which by itself is colorless and odorless. Carbon monoxide is a dangerous gas that can cause unconsciousness and is potentially lethal.

If at any time you suspect that exhaust fumes are entering the passenger compartment, have the cause determined and corrected as soon as possible. If you must drive under these conditions, drive only with all windows fully open.

The best protection against carbon monoxide entry into the car body is a properly maintained engine exhaust system, car body and body ventilation system. It is recommended that the exhaust system and body is inspected by a competent mechanic:

- ***Each time the vehicle is raised for oil change.***
- ***Whenever a change is noticed in the sound of the exhaust system.***
- ***Whenever the exhaust system, underbody or rear of the vehicle is damaged.***

See your Maintenance Schedule folder for inspection procedure.

To allow proper operation of the car's ventilation system, keep front ventilation inlet grille clear of snow, leaves or other obstruction at all times.

SITTING IN A PARKED CAR WITH ENGINE RUNNING FOR AN EXTENDED PERIOD IS NOT RECOMMENDED.

Do not run engine in confined areas such as garages any more than needed to move vehicle in or out of area. When vehicle is stopped in an UNCONFINED area with the engine running for any more than a short period, adjust heating or cooling system to force outside air into car as follows:

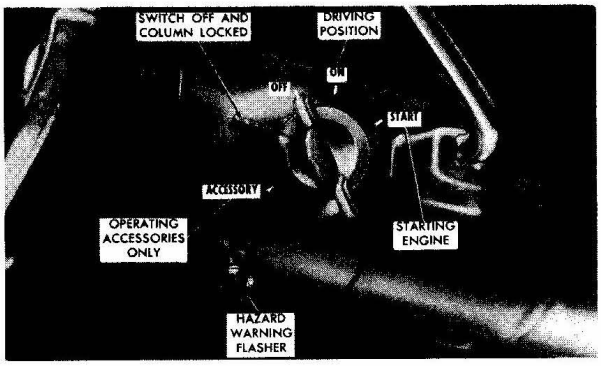
1. ***On cars not equipped with air conditioning, set fan to medium or high speed and upper control lever to any position except OFF.***
2. ***On cars equipped with air conditioning, set fan to medium or high speed and upper control lever to any position except OFF or MAX.***

The trunk lid should be closed while driving to help prevent inadvertently drawing exhaust gases into the car. It is unwise to drive at high speeds for long durations with the trunk lid open. However, if for some reason the trunk must remain open for a period while moving, or electrical wiring or other cable connections to a trailer must pass through the seal between trunk lid and body, the following precautions should be observed:

- ***Close all windows.***
- ***Adjust heating or cooling system to force outside air into car as described in items 1 and 2 above but with fan set at high speed.***
- ***On cars equipped with outside air vents in or under instrument panel, open vents fully.***

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STEERING COLUMN CONTROLS



Anti-Theft Steering Column Lock

The anti-theft lock, located on the right side of the steering column, has five positions:

- **Accessory** – Permits operation of electrical accessories when engine is not running. To engage, push key in and turn toward you (counterclockwise).
- **Lock**–Normal parking position. Locks ignition and provides added theft protection by preventing normal operation of steering wheel and shift controls. Key cannot be returned to "lock" position and removed until transmission is placed in "park" (automatic transmission models) or in reverse on manual transmission models.
- **Off**–Permits turning engine off without locking steering wheel and shift controls.
- **Run (ON)** – Normal operating position.
- **Start** – Permits engagement of starter.

NOTE: ***The anti-theft steering column lock is not a substitute for the parking brake. Always set the parking brake when leaving the car unattended.***

If difficulty is experienced in turning the ignition key and lock knob to unlock the ignition, attempt to turn the steering wheel as hard as possible in the direction the wheels are turned. At the same time turn the ignition-lock in a clockwise direction with as much effort as you can apply with your own hand. Do not attempt to use a tool of any kind to apply additional force on the lock knob, as this could break the knob.

Parking

When leaving your car unattended,

- Set parking brake.
- Place automatic transmission selector in Park (Reverse for manual transmission).
- Turn key to LOCK position.
- Remove key (the buzzer will remind you).
- Lock all doors.

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Starting Engine

Automatic Transmission Models

1. **Apply the foot brake.**
2. **Place transmission selector in "P" or "N" ("P" preferred).**

   A starter safety switch prevents starter operation while the transmission selector is in any drive position. (If it is necessary to re-start the engine with the car moving, place the selector lever in "N".)

IMPORTANT: Do not keep the starter engaged for more than 15 seconds at a time. Wait 10 or 15 seconds before trying again.

3. Depress accelerator pedal and activate starter as outlined below for different conditions.

- **Cold Engine** – *Fully depress* accelerator pedal and slowly release. *With foot off the pedal,* crank the engine by turning the ignition key to the Start position – release when engine starts.

  If engine starts, but fails to run, repeat this procedure.

  When engine is running smoothly (approximately 30 seconds), the idle speed may be reduced by slightly depressing the accelerator pedal and then slowly releasing.

CAUTION: ***Extended running of engine (5 minutes or more) without depressing accelerator pedal could cause damage to engine or exhaust system due to overheating.***

- **Warm Engine** – *Depress accelerator* pedal about *halfway* and hold while cranking the engine.
- **Extremely Cold Weather (Below 0°F.) Or After Car Has Been Standing Idle Several Days—**

  Fully depress and release accelerator pedal two or three times before cranking the engine. *With foot off the accelerator pedal,* crank the engine by turning the key to the Start position and release when engine starts.

Manual Transmission Models

1. Apply parking brake and shift transmission to neutral.
2. Hold clutch pedal to floor throughout the starting procedure. A starter interlock prevents starter operation when clutch is not fully depressed. (Select the

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proper gear position before releasing the clutch pedal.)

3. Operate accelerator pedal and starter as outlined in step 3 (under Automatic Transmission Models).

Engine Flooded

Depress accelerator pedal and hold to floor while starting until engine is cleared of excess fuel and is running smoothly. Never "pump" the accelerator pedal.

Warm-Up

Always let the engine idle for 20 to 30 seconds after starting and drive at moderate speeds for several miles, especially during cold weather.

Driving with the Chevrolet Automatic Transmissions

The Turbo Hydra-Matic 350 and 400 are completely automatic transmissions. All replace the standard clutch and transmission.

Turbo Hydra-Matic 350 and 400

After starting the engine with the selector lever in N (Neutral) or P (Park) position select the range desired (see table) and depress the accelerator. A gradual start with a steady increase in accelerator pressure will result in best possible fuel economy. Rapid acceleration for fast starts will result in greater fuel consumption.

Automatic transmission shift quadrants of all GM cars continue the uniform sequence of selector positions. This particularly benefits multicar families and those who occasionally drive other cars. Shift indicators are arranged with "Park" position at one end, followed in sequence by "Reverse", "Neutral" and the forward driving ranges. All automatic transmissions are equipped with a starter safety switch designed to permit starting the engine only when the transmission is in the "Park" or "Neutral" position. For additional engine braking effect, as sometimes needed in mountainous driving,

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place the transmission in an intermediate or low range.

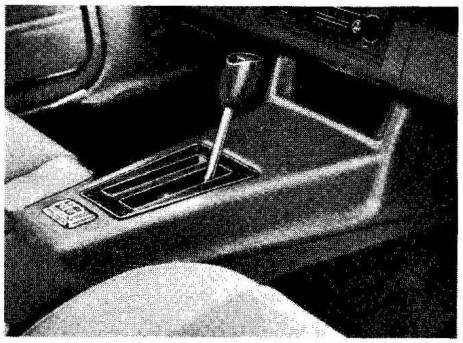
Floor Shift Lever

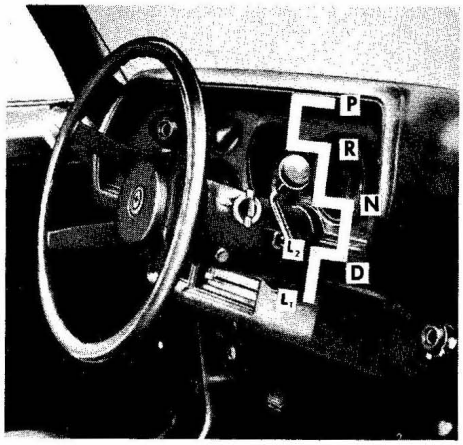
The floor shift lever may be moved freely from Drive or Reverse to Neutral.

Depress shift lever button (located on top of shift lever) as you shift into other ranges. Depress the button on top of the handle fully when shifting into or out of the Park position. Exercise care when depressing button to prevent unintentional shifts to Park, L_2 or Reverse.

Upshifts from L_1 to L_2 and L_2 to Drive can be facilitated by pushing shift lever to right while shifting.

NOTE: Shift quadrant for all Automatic Transmissions is located on the instrument cluster.





Turbo Hydra-Matic 350 and 400

P — PARK	Use only when car is stopped.
R — REVERSE	For backing car — from stop.
N — NEUTRAL	For standing (Brakes Applied)
D — DRIVE	For forward driving. Depress accelerator to floor for extra acceleration below 65 mph; depress accelerator half-way at speeds below 30 mph.
L_2 — LOW_2	For driving in heavy traffic or on hilly terrain. Shift into L_2 at any vehicle speed. The transmission will shift into second gear and remain in second until the vehicle speed or throttle are reduced to obtain first gear operation in the same manner as in D range. L_2 range position prevents the transmission from shifting to 3rd gear.
L_1 — LOW_1	For hard pulling through sand, snow or mud, for climbing or descending steep grades. Shift into L_1 at any vehicle speed. Depending upon the axle ratio of the vehicle the transmission will shift to second gear at any speed above approximately 40 MPH and will shift to 1st gear as speed is reduced below 40. L_1 range position prevents the transmission from shifting out of first gear.

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Driving with Manual Transmissions

The 3- and 4-speed transmission shift levers, extending from the floor, have their special shift pattern diagram located on the knob. Depress the clutch pedal fully before attempting to shift to a different gear, then release the pedal to move in that gear. For normal accelerations shift into second gear at 20 mph; into third gear at 30 mph; and on 4-speed models into fourth gear at 40 mph.

Both transmissions, being fully synchronized, may be downshifted into 1st gear at any speed below 20 m.p.h. Shift into Reverse gear only after the car has stopped. Always depress and release the clutch pedal fully when shifting.

Also, shift into "Reverse" before shutting off engine. This will permit the ignition key to be turned to the "Lock" position.

Good Driving Practice: On cars equipped with manual transmissions, use second gear at slow speeds (less than 30 m.p.h.) when driving in stop-and-go traffic; for improved vehicle performance during acceleration; and when descending steep hills.

CAUTION: ***Before descending a steep or long grade, down a mountain or hillside, reduce speed and shift into a lower gear (with either automatic or manual transmission cars). Under such conditions, use the brakes sparingly to prevent them from overheating, which reduces brake effectiveness.***

CAUTION: ***Use caution when shifting into lower range or lower gear on slippery surfaces with vehicle moving—the abrupt engine braking action could cause the rear wheels to skid.***

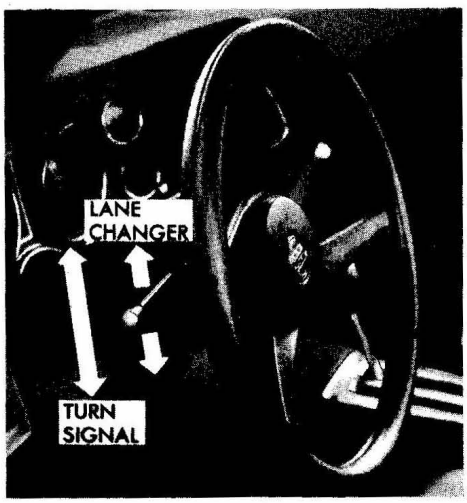
Turn Signals and Lane Change Feature

The turn signal lever is located on the left side of the steering column immediately under the steering wheel. The lever is moved upward to signal a right turn and downward to signal a left turn. Lamps on the front and rear of the car transmit this signal to other motorists and pedestrians. The ignition switch must be in the "ON" position in order for the turn signals to be operational. This feature prevents battery drain if the lever is left in an "ON" position when your car is not in use.

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In a normal turning situation such as turning a corner, the turn signal is cancelled automatically after the turn is completed. However, in some driving maneuvers such as changing lanes on an expressway, the steering wheel is not turned back sufficiently after completing the turn to automatically cancel the turn signal. For convenience in such maneuvers, the driver can flash the turn signals by moving the turn signal lever part way (to the first stop) and holding it there. The lever returns to the neutral or cancelled position when the driver releases his hold on the lever.

A green light on the instrument cluster flashes to indicate proper operation of the front and rear turn signal lamps. If the indicator lamp remains on and does not flash,



check for a defective lamp bulb. If the indicator fails to light when the lever is moved, check the fuse and indicator bulb.

Power Steering

If the steering system power assist fails due to some malfunction, or because the engine has stalled, the car can still be steered. However, much greater effort is required, particularly in sharp turns.

Holding Car on an Upgrade

When stopped on an upgrade, maintain your position by applying the brakes. Never hold the car in place by accelerating engine with transmission in gear. This could cause damage by overheating the transmission (automatic) or clutch (manual).

Parking Your Car

Always engage the parking brake and place the automatic transmission selector lever in "Park" position when leaving your car unattended. Also with automatic transmissions, never park for prolonged periods with engine idling and

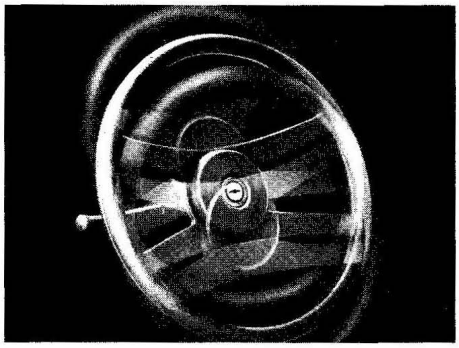
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transmission in gear, especially if your car is equipped with air conditioning. This practice is detrimental to the transmission, due to overheating.

Tilt Steering Wheel

The optional tilt steering wheel can be tilted up above normal position to provide additional room for entrance and exit as well as selected driving positions below normal height. This permits individual selection of the most natural position for all driving conditions. On long trips the steering wheel position can be changed to minimize tension and fatigue.

The *tilt* mechanism is operated by lifting up on the small control lever on the left side of the steering column just below the directional signal, moving the steering wheel to the selected position, and releasing the lever.



Horn

The horn on your Camaro is actuated by firmly pressing on the horn button in the center of the steering wheel.

As a good motorist, use of the horn should be kept at a minimum. However, acquaint yourself as soon as possible with this function of your car, should it ever become necessary to give a warning to a pedestrian or another motorist.

NOTE: For operation of hazard flasher, see page 36 in, Section "In Case of Emergency."

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FLOOR CONTROLS

Braking System

The service brake system is designed for braking performance under a wide range of driving conditions even when the vehicle is loaded to its full rated vehicle load.

Power Brakes

- On cars with power brakes if power assist to the brakes is interrupted due to a stalled engine or some malfunction, two or more brake applications normally can be made using reserve power.
- If the brake pedal is held down, the system is designed to bring the car to a full stop on reserve power. However, the reserve power is partially depleted each time the brake pedal is applied and released. Do not pump brakes when brake power assist has been interrupted.
- When reserve power is exhausted, the vehicle can still be stopped by applying greater force to the pedal.

Parking Brake

- To set parking brake, fully depress foot pedal at far left side.
- For maximum holding power, depress regular brake pedal with the other foot at the same time.
- To release parking brake, pull "BRAKE RELEASE" lever on lower left instrument panel.
- As a reminder, the brake system warning light is designed to glow whenever the parking brake control is not fully released, and the ignition is on.
- Never drive car with parking brake set as this may overheat or otherwise damage rear brakes.

CAUTION: ***Driving through deep water may wet the brakes and adversely affect brake performance so that the vehicle will not slow down at the usual rate. Applying the brakes lightly will indicate whether they have been so affected. To dry them quickly, lightly apply the brakes while maintaining a safe forward speed with an assured clear distance ahead until brake performance returns to normal.***

NOTE: "Riding the brake" by resting your foot on the brake pedal when not intending to brake can cause abnormally high brake temperatures, excessive lining wear and possible damage to the brakes.

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REMINDER: Cars equipped with front disc brakes have a built-in wear indicator that is designed to make a high frequency, squealing, or cricket-like warning sound when the linings are worn to where replacement is required. The sound will occur intermittently or continuously when wheels are rolling, but will change or cease completely when the brake pedal is applied firmly. See also the various brake checks listed in the Chevrolet maintenance schedule folder.

Automatic Brake Adjusters

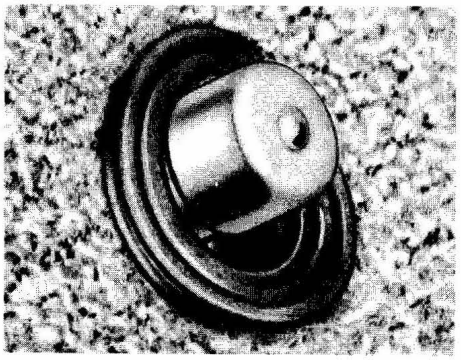
- Brakes on this car (except for the parking brake) are self-adjusting, designed to eliminate periodic brake adjustments.
- Drum brake adjustment is made automatically as the brakes are applied while car is moving backwards.
- Disc brake adjustment is made automatically with each brake application.
- If excess brake pedal travel develops, drive alternately backward and forward several times and apply brakes firmly in each direction.
- See your dealer if normal pedal travel is not restored, or if there is a rapid increase in pedal travel, which could be a sign of other brake trouble.

Clutch Adjustment

Clutch adjustment should be checked and adjusted periodically as necessary to compensate for clutch facing wear. To check, depress pedal by hand until resistance is felt. Free travel of pedal should be approximately one inch; if very little or no free travel is evident, clutch adjustment is required.

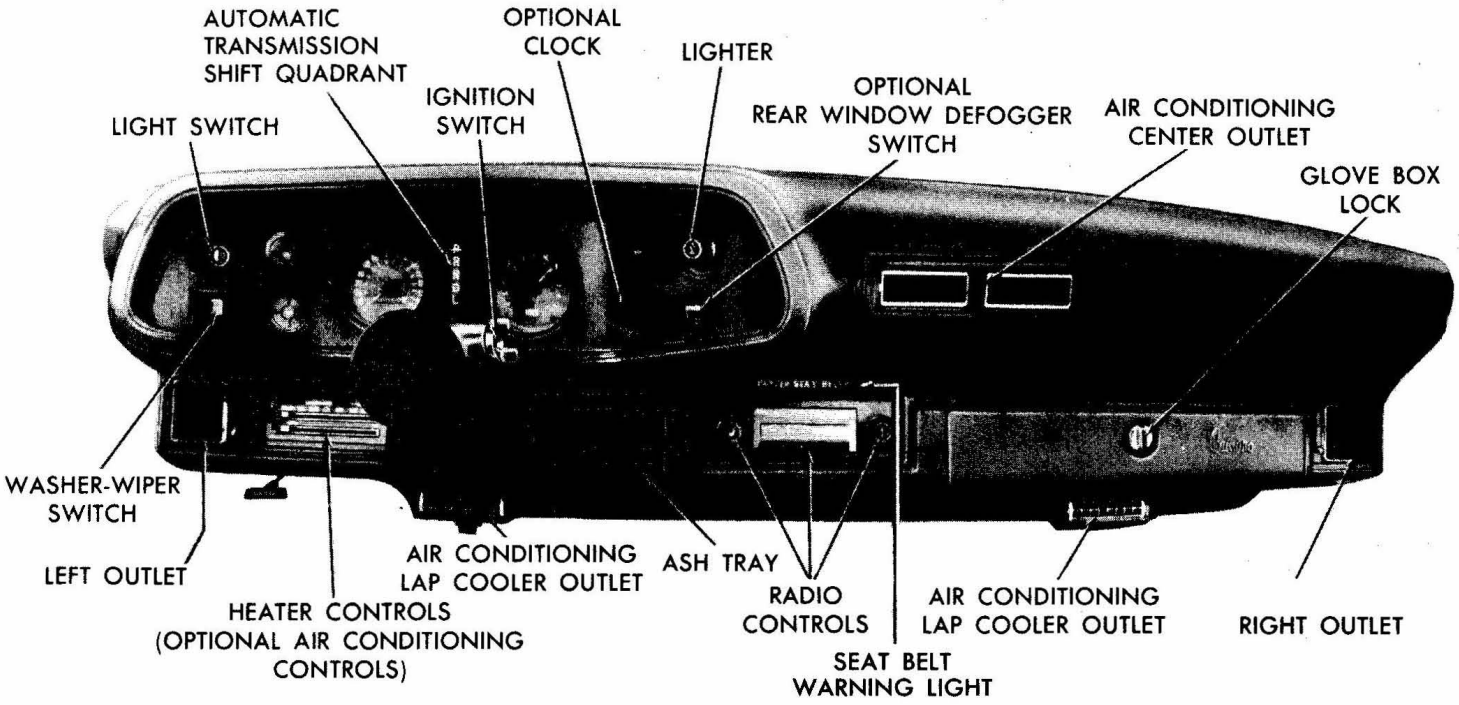
Headlight Beam Switch

"High" and "low" headlight beams are controlled by the floor button at your left foot. The indicator, located in the speedometer dial, will light up when the high beams are in use.

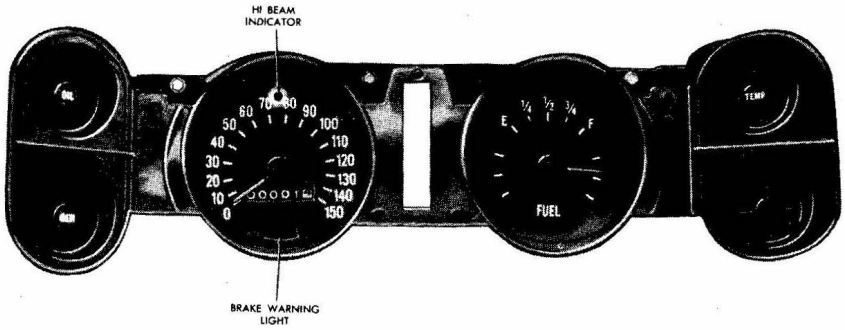


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INSTRUMENTS AND CONTROLS



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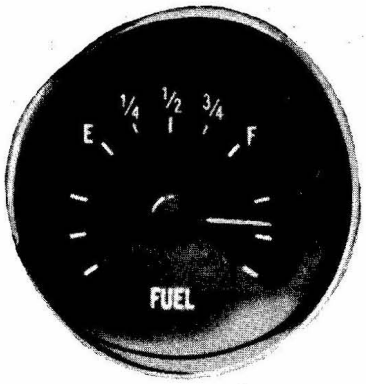


Instruments

The instruments, gauges and indicator lights conveniently grouped in the instrument cluster are designed to tell you at a glance many important things about the performance of your car. The following information will enable you to more quickly understand and properly interpret these instruments.

Fuel Gauge

This electrically operated gauge registers correctly when the ignition switch is in the "on" position. When the ignition switch is turned "off", the needle will not necessarily return to the empty mark but may stop at any point on the dial.



Oil Pressure Indicator Light

This light will be on when the ignition switch is turned on and should go out after the engine is started. Occasionally the light may be seen to flicker momentarily, but this will do no harm. However, if the light remains on during normal driving speeds the engine should be stopped until the cause of the trouble can be located and corrected. Driving the car with low oil pressure can cause serious engine damage.

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Generator Indicator Light

The red light will go on when the ignition key is in the "on" position, but before the engine is started. After the engine starts, the light should go out and remain out. If the light remains on when engine is running, have your Authorized Chevrolet Dealer locate and correct the trouble as soon as possible.

Engine Temperature Indicator Light

This indicator light is provided in the instrument cluster to quickly warn of an overheated engine. With the ignition switch in the START position, the red TEMP indicator will light to let you know that it is operating properly.

When the engine is started, the red light will go out immediately. It will light up at no other time unless for some reason the engine reaches a dangerously high operating temperature. If the light comes on during extreme driving conditions, such as an extended idle, turn off the air conditioner (if used) and run the engine slightly faster than idle speed with the transmission in neutral gear. If the light does not go off within a short period of time (1-2 minutes), then turn the engine off until the cause of the overheating is corrected. Glance at the instrument cluster frequently as you drive to see if this light is on.

Brake System Warning Light

The service brake system is designed so that half of the brake system will provide some braking action in the event of a hydraulic leak in the other half of the system. If the warning light labeled "BRAKE," located at lower left of instrument cluster (speedometer face), glows continuously when the ignition is on and after the brakes have been firmly applied it may indicate that there is a malfunction in one half of the brake hydraulic system. On cars equipped with front drum brakes, the light will go out when foot is removed from brake pedal.

- As a check on bulb condition the light should glow with the parking brake applied and the ignition on. (Light is also a reminder to release parking brake).
- The light should glow during engine starting to verify that the bulb is operating properly.
- Have system repaired if light does not come on during check.
- This warning light is not a substitute for the visual check of brake fluid level required as part of normal maintenance.

If the light glows red:

- The parking brake control is not fully released or,
- The service brake system is partially inoperative.

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What to do:

1. Check that the parking brake is released. If it is . . .
2. Pull off the road and stop, carefully—remembering that:

- Stopping distances may be greater.
- Greater pedal effort may be required.
- Pedal travel may be greater.

3. Try out brake operation by starting and stopping on road shoulder—then:

- If you judge such operation to be safe, proceed cautiously at a safe speed to nearest dealer for repair.
- Or have car towed to dealer for repair.

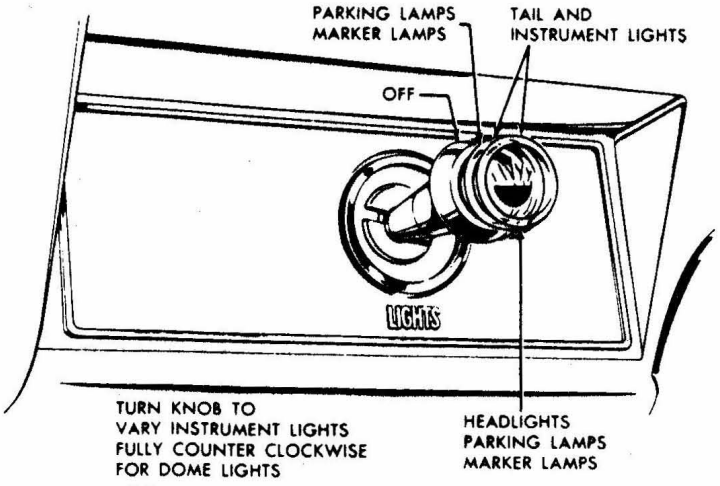
Continued operation of the car in this condition is dangerous.

Headlight Beam Indicator Light

The headlights of your car have high and low beams to provide you with proper night-time visibility for most driving conditions. The "low" beams are used during most city driving. The "high" beams are especially useful when driving on dark roads since they provide excellent long range illumination. The headlight beam indicator will be on whenever the high beams or "brights" are in use. The Headlight Beam Switch controls the headlight beams (see Page 22).

Light Switch

The three position light switch controls the headlights, taillights, parking lights, side marker lights, instrument lights and dome lights as shown. The headlamp circuit is protected by a circuit breaker in the light switch. An overload on the breaker will cause the lamps to "flicker" on and off. If this condition develops, have your headlamp wiring checked immediately.



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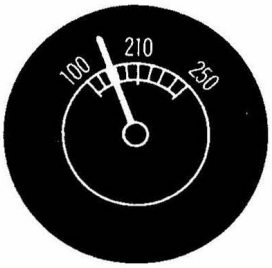


Optional Instruments and Gauges

Tachometer and Oil Pressure Indicator Light

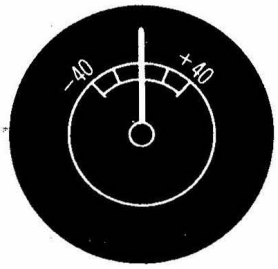
The optional Tachometer indicates the speed of the engine in revolutions per minute. The yellow area on the face of the tachometer indicates the highest recommended engine rpm. Engine operation causing tachometer indications in or above the red area can lead to serious engine damage.

Function of the oil pressure light is described on page 24.



Engine Temperature Gauge

This optional gauge indicates coolant temperature which will vary with air temperature and operating conditions. The ignition switch must be on for accurate readings. Hard driving or prolonged idling in very hot weather will cause the pointer to move beyond the center of the band. Should pointer move to the line at the "H" end of the band, stop engine or reduce speed to permit engine to cool. A neutral idle speed of 1500 RPM or driving in high gear at 34-40 miles per hour will achieve best cooling.



Ammeter

The optional ammeter indicates whether the battery is being charged or discharged. The Delcotron charging system is equipped with a regulator which controls the charge according to battery requirements. When the Delcotron generator is supplying more than the current demand, the ammeter will indicate a charging rate. If the current demand is more than the Delcotron output, a discharge will be indicated. With the battery fully charged, the charging rate will be low, thus giving an indication of battery condition.

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Clock

Reset the clock, if your car is so equipped, by pulling out the knob and turning the hands clockwise if slow, counterclockwise if fast. This will, if the clock error is five minutes or more, automatically compensate for time gain or lag. Several resettings, several days apart, may be needed to properly adjust the clock mechanism. Have your clock cleaned and oiled by a competent clock serviceman at least every two years.

Cigarette Lighter

The accessory cigarette lighter is located on the instrument panel face. To operate, push it in. When it becomes heated, it automatically pops out ready for use.

Windshield Wiper and Washer

The windshield wiping system operates at two speeds and is designed to wipe clear designated areas of the windshield under most inclement weather conditions. The windshield wipers work electrically and are not affected by engine operation.

Push the control lever to the right to start the electric windshield wiper. The two-speed electric wiper has both a "low" and a "high" speed position.

Pressing the control will send a measured amount of water or other cleaning agent onto the windshield and will also cause the wiper lever to move, thus starting the wiper motor. The wiper will then continue to operate until manually turned off at the wiper lever.

Fill the washer jar only ¾ full during the winter to allow for expansion if the temperature should fall low enough to freeze the solution.

- Check washer fluid level regularly—do it frequently when the weather is bad.
- Use fluid such as GM OPTIKLEEN to prevent freezing damage, and to provide better cleaning.
- Do not use radiator anti-freeze in windshield washer; it could cause paint damage.
- In cold weather, warm the windshield with defrosters before using washer—to help prevent icing that may seriously obscure vision.

Ventilation System

Your Camaro incorporates a ventilation system that provides ventilation comfort, made possible by the addition of air vent provisions in the rear body lock pillar. Another feature of the system is continuous low-speed operation of the air conditioner blower, resulting in an uninterrupted supply of outside air flow into the car when-

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ever the ignition switch is on.

With the side windows closed, outside air flow into the front grilles, through the car and out the rear air exhaust valves.

Basic Operating Tips:

- Always keep front inlet grille clear of obstructions (leaves, ice, snow, etc.).
- When heating or air conditioning is desired, best comfort is attained by driving with all the windows closed.

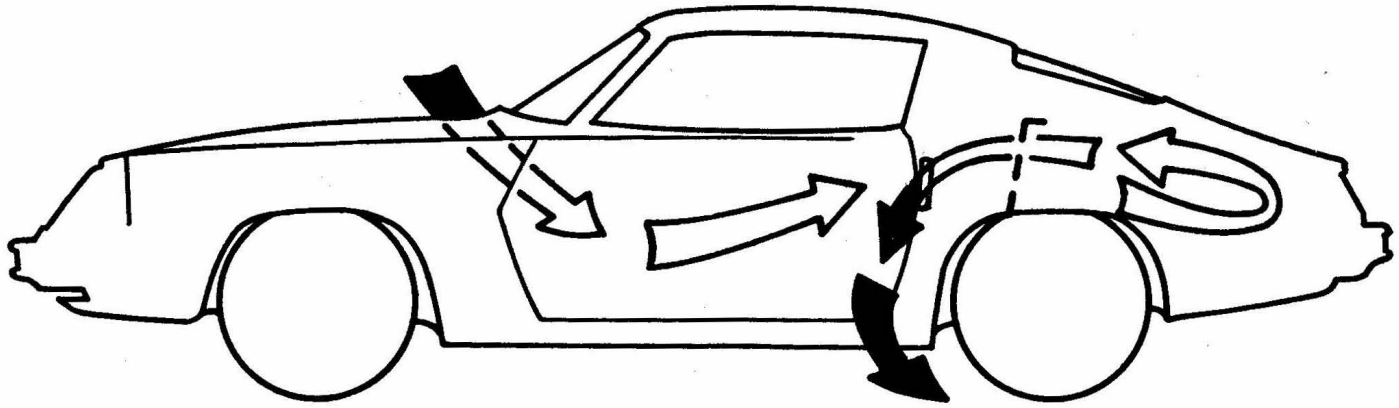
The following sections of this manual provide additional operating tips for obtaining maximum heating and cooling comfort. (See also Engine Exhaust Gas Caution at beginning of this Section.)

Air Vents

The air vents in each kick panel admit air from the vent grille just ahead of the windshield. Control knobs open and close the vents.

The amount of air entering the car through this system is dependent upon vehicle speed.

Four Season Air Conditioning equipped cars have no kick panel vents since the vents are a part of the air conditioning system.



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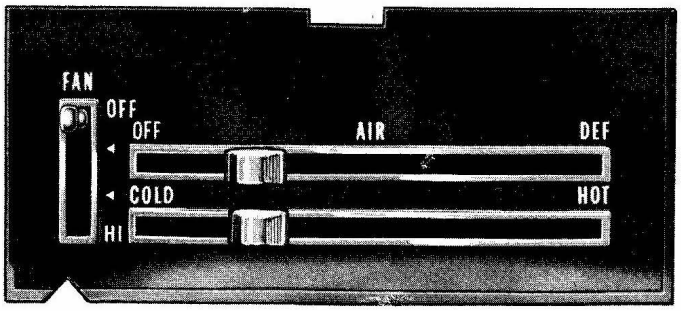
Heater

The windshield defrosting and defogging system assists in providing good visibility through designated areas of the windshield under most inclement weather conditions. For immediate operation of the vehicle, the windshield should be scraped clear.

AIR-DEF Lever

Pushing the AIR-DEF lever to the right allows air to pass through the system. Maximum airflow is obtained in the AIR position. Adjust TEMP (lower) level as required to give desired degree of heat. Full right position provides maximum heat.

Further movement to the right of the AIR-DEF lever directs the airflow through the defroster outlets as desired when windshield defrosting is needed. At the DEF position (full right) most airflow is diverted to the defroster outlets. Vary TEMP lever as required.



Fan

The fan lever has four (4) positions from off at the top to high at the bottom.

Operate system for 30 seconds (blower on high) before switching to DEF. This will remove humid air from the system and minimize rapid fogging of the glass which can occur if humid air is blown onto a cool windshield.

Heater Operating Tips

- Clear snow and ice from hood and air inlet in front of windshield to improve heater and defroster efficiency and reduce the probability of fogging on inside of windshield.
- Clear windshield, rear window, outside mirrors and all side windows of ice and snow before driving vehicle.
- Operate blower on "HIGH" for a few seconds before moving the vehicle, to clear the intake ducts of snow.

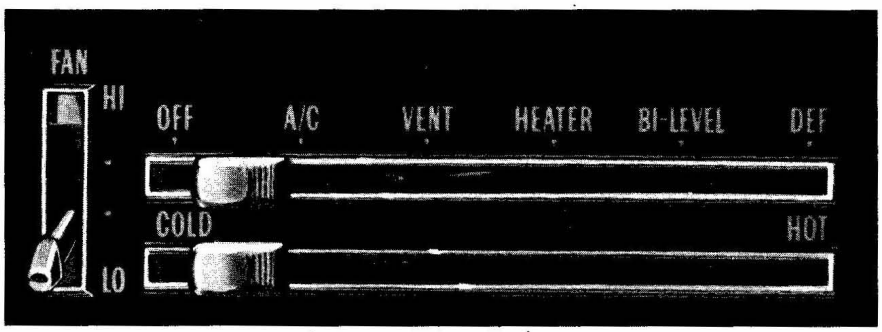
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- Keep all windows and vents closed to reduce dust, road and wind noise and uncomfortable drafts.
- For most satisfactory heater operation and air circulation, operate fan on low or medium speeds for normal operation and high speed for quick warm-up and during extremely low temperatures.
- For adequate rear seat heating, the area beneath the front seat must not be blocked by carpeting, rags, paper or other material and fan should operate on high blower.
- For additional summer ventilation move the AIR lever to mid-position and the DEFROSTER lever to DEF. If greater airflow is desired, move the FAN lever down to operate the three-speed blower.

Rear Window Defroster

To insure clear vision through the rear window during inclement weather, the Rear Window Defroster has become established as a popular accessory. This unit draws in air from the passenger compartment and directs it against the back window to remove frost or moisture. Its blower has a two-speed control switch on the instrument panel.

Four Season Air Conditioning System



Operating instructions for your Four Season Air Conditioner are as follows:

Fan

The fan lever has four (4) positions from Lo at the bottom to Hi at the top. When the air conditioning system is off, low blower will be maintained (after engine coolant temperature has reached 95°F.)

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no matter which position the fan switch is in.

Temperature (Lower Level)

The temperature lever allows a selection of air temperature from Cold at the far left to Hot at the far right. When the temperature lever is in the COLD position the system will provide the coldest air possible. When the temperature lever is moved to the right (toward HOT), the system will operate on outside air.

Selector (Upper Lever)

This lever provides a selection of systems available to handle various heating and cooling requirements throughout the year. The "Air Conditioning" and "Heating" groups have several positions which improve the effectiveness of the system for various demands.

OFF—The system operates on low blower regardless of fan switch position with air discharged into vehicle through heater outlet.

A/C—Air from the passenger compartment is recirculated through the system with some outside air and discharged from the upper outlets when the temperature lever is in Full COLD or extreme left. If the Temperature lever is moved right to the first stop or further, the system will automatically go on outside air. The A/C position, with Temp. lever in Full COLD, is used when maximum cooling is required under conditions of high temperature and humidity. High fan speed is automatically attained in this position.

A/C (with Temp lever right to first stop)—Outside air is passed through the system and discharged through the upper outlets. This position is recommended for most air conditioning situations because of reduced blower noise and reduction of cigarette smoke within the vehicle. Fan speed may be varied as required.

VENT—Outside air is passed through the system and discharged from the defroster, upper, and lower outlets. This position is provided for cool to moderate weather when refrigeration is not required.

HEATER—Outside air is delivered through the heater outlet and with

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some air through defroster outlets. Temperature may be adjusted as required. This position is recommended for most winter driving.

BI-LEVEL—Outside air is delivered from the heater lower outlet and the defroster duct and upper outlets to provide comfort and keep the windshield and side glass clear under low fogging conditions.

DEF – Outside air is delivered mainly through the defroster outlets. Temperature and blower speeds may be adjusted as required. This position is recommended for conditions of severe fogging and icing only.

Operating tip: When driving in snow, if defrost or defog is not required to keep the windshield from fogging, it is recommended that the "Heater" position be used. This keeps the windshield cold so that snow will not stick and melt and will provide a cleaner view.

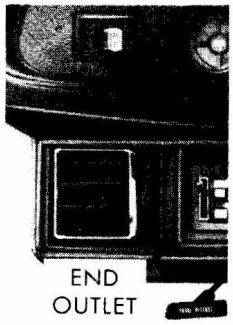
Four Season System Air Outlets

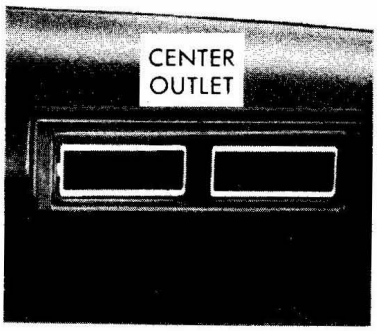
The twin barrel type center outlets may be rotated or vanes turned to direct air flow (or regulate volume of air) in direction desired.

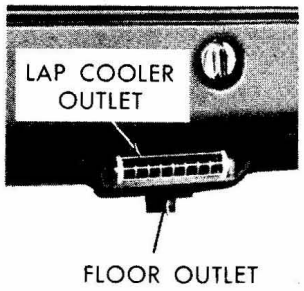
The outlets at each end of the instrument panel may be rotated or vanes adjusted as desired.

For additional air flow lap coolers (2) are provided under the steering column and glove box. They have vertical air control vane outlets and are aimed at the driver and passenger.

To direct cool air to the floor (driver's side only), open the outlet (by pulling tab toward you) beneath the lap cooler shown on the illustration.

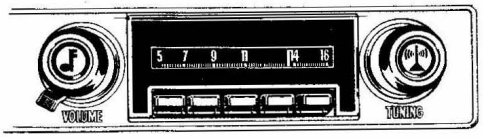


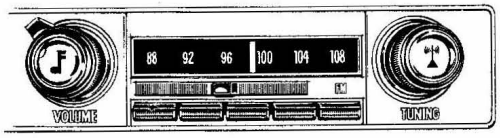




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Chevrolet "All Transistor" Radios





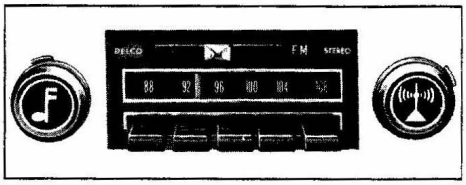
To operate the radios, the ignition switch must be in "ON" or "ACC" position.

Push Button AM Radio

In addition to the manual controls, the push Button Radio provides five push buttons with which to automatically select preset stations. To preset, pull the push button "out" as far as it will go, tune in the desired station manually and then push the button "in." Repeat this operation for each push button.

AM/FM Radio

In addition to providing standard AM reception, this set permits you to receive clear static-free FM broadcasts. Move the slide bar, above the radio dial, to the right or left to select AM or FM reception. All other controls remain the same as described for Push Button radios. FM broadcasts may be received as far as 25 miles from the sending station, depending on the power of the station and the existing terrain. In fringe areas, it may be possible to retune the radio slightly to maintain peak reception. If not, retune to a closer or stronger FM station or switch to AM operation. Push buttons may be set for either AM or FM stations or may be divided between the two.



To Tune Your Stereo Radio

- Tune radio to an FM Stereo station (one which makes the indicator light come on with a steady glow).
- Tune the lever behind the station selector knob until volume from front and rear speakers sounds squal.
- Regulate volume and tone controls as required.

Antenna

The radio antenna is incorporated in the windshield glass. If necessary, adjustments for maximum antenna effectiveness can be made by your Authorized Chevrolet Dealer.

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OTHER CONTROLS AND FEATURES

Positraction Rear Axle

The optional Positraction provides additional traction on snow, ice, mud, sand, and gravel, particularly when one rear wheel is on a surface providing poor traction.

During normal driving and cornering, the Positraction unit functions as a standard differential. When one wheel encounters a slippery surface, however, the Positraction directs driving force to the rear wheel having the better traction.

CAUTION: ***As with any vehicle, care should be taken to avoid sudden accelerations when both drive wheels are on a slippery surface. This could cause both drive wheels to spin, and allow the vehicle to slide sideways on the crowned surface of a road or in a turn.***

Power Windows

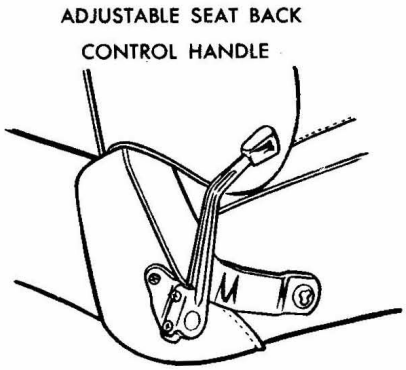
Power windows have an ignition interlock so the windows cannot be operated unless the ignition switch is in the "on" position.

REMINDER: Remove the ignition key when the vehicle is not attended by a responsible person.

A master control for both windows is provided at the driver's position. Also, an individual switch is provided under right window for passenger use.

Adjustable Front Seat Back —Driver's Side

The optional adjustable front seat back (driver's side) can be adjusted to two positions by means of a control handle located at the right rear of the driver's seat cushion. With the control handle in the full rearward position the seat back is adjusted to the full rearward position; when the control handle is actuated (rotated) forward the seat back is adjusted forward to a normal position.

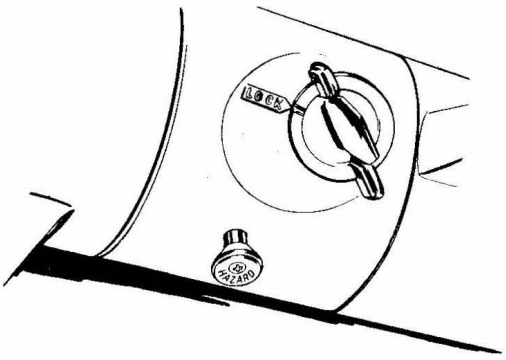


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In Case of Emergency

Four-Way Hazard Warning Flasher

- Use the warning flasher to warn other drivers any time your vehicle becomes a traffic hazard, day or night.
- Avoid stopping on the roadway if possible.
- Turn on the hazard warning flasher by pushing in on the button located on the column just below the steering wheel. Flasher can be actuated with engine ignition either off or on.
- If the brake pedal is depressed, the lights will not flash but glow continuously instead.
- To cancel the flasher, pull the button out.



Freeing Car From Sand, etc.

If it becomes necessary to rock the car to free it from sand, mud or snow, move the selector lever on automatic transmission models from "D" to "R" in a repeat pattern while simultaneously applying moderate pressure to the accelerator. (On standard transmission models, move gear shift lever from second to reverse gear.) Do not race engine. For best possible traction, avoid spinning wheels when trying to free the car. The use of AC Liquid Tire Chain is recommended for temporary assistance when traction is lost on ice or snow.

CAUTION: ***Do not spin wheels in excess of 35 mph as indicated on the speedometer. Personal injury and severe damage may result from excessive wheel spinning including tire disintegration or rear axle failure.***

Towing

Proper lifting and towing equipment is necessary to prevent damage to the vehicle during any towing operation. State (Provincial in Canada) and local laws applicable to vehicles in tow must be followed. Detailed towing instructions are available at your Chevrolet dealer.

Your Camaro may be towed on all four wheels, at speeds of less

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than 35 mph, for distances up to 50 miles, provided the drive-line, axle, transmission, and steering system are otherwise normally operable. Use only towing equipment specifically designed for this purpose following the instructions of the towing equipment manufacturer. A separate safety chain system must be used. For such towing the steering must be unlocked, transmission in neutral and the parking brake released. Attachments must be made to main structural members of the car. Do not attach to bumpers or associated brackets. Remember that power brake and power steering assists will not be available when engine is inoperative.

Emergency Starting

- Engines in vehicles with automatic transmissions cannot be started by pushing or towing the car.
- Never tow a manual transmission-equipped car to start because the surge forward when the engine starts could cause a collision with the tow vehicle.
- A car with a discharged battery may be started by transferring electrical power from a battery in another car – called "jump starting."

Jump Starting

CAUTION: ***The following jump start procedure is for use only under the following conditions. Departures from these conditions and procedures, could result in: (1) serious personal injury (particularly to eyes) or property damage from such things as battery explosion, battery acid or electrical burns, or (2) damage to electronic components in either vehicle. If all the conditions cannot be met, or if you are uncertain about them, we strongly recommend for your safety and that of your car that you leave the starting to a competent mechanic.***

- The battery in the other vehicle must be of the *same nominal voltage* (12 volts), and must be *negatively grounded.* (All General Motors cars, light trucks (10,000 GVWR and under), and motor homes use 12-volt, negatively grounded electrical systems and *can* be used to jump start one another.) The nominal voltage and grounding of the other vehicle's battery may be determined by checking the specifications in its owner's manual. Use of a booster battery of a higher nominal voltage, or which is positively grounded may result in serious personal injury or property damage.
- The battery in your car must be a Delco battery (the original, or a replacement) which is *equipped with flame arrestor type filler/vent caps* on *all* filler openings, or a sealed-type battery which does

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not have filler openings or caps. Each flame arrestor cap contains a grey disc rather than a small hole–see illustration. To help avoid serious personal injury or property damage, this jump start procedure should not be used if one or more of the flame arrestor caps is missing, or if they are not present on a replacement battery. (If your car contains a replacement battery other than a Delco, refer to jump starting instructions provided by the manufacturer of the other battery.)

CAUTION: ***Never expose battery to open flame or electric spark–battery action generates hydrogen gas which is flammable and explosive. Don't allow battery fluid to contact eyes, skin, fabrics, or painted surfaces–fluid is a corrosive sulfuric acid solution which could cause serious personal injury or property damage. Flush any contacted area immediately with water. Wear eye protection such as industrial safety spectacles or goggles when working on or near battery. Remove rings, metal watch bands and other metal jewelry before jump starting or working around a battery. Be careful in using metal tools and equipment. If such metal should contact the positive battery terminal (or metal in contact with it) and any other metal on the car, a short circuit may occur which could cause personal injury. Batteries and battery acid should always be kept out of reach of children.***



Jump Start Procedure:

1. Position the two vehicles so they are NOT touching. Set parking brake firmly and place automatic transmission in "PARK" (neutral for manual transmission) in each vehicle. Also turn off lights, heater and all other unnecessary electrical loads.
2. Remove the vent caps from the battery in the other car (unless it also is equipped with Delco flame arrestor caps). Lay a cloth over the open vent wells. These two actions help reduce the explosion hazard always present in a battery when connecting "live" booster batteries to "dead" batteries. For safety's sake, do not remove any of the flame arrestor vent caps from a Delco battery.
3. Attach one end of one jumper cable to the positive terminal (identified by a red color, "+" or "P" on the battery case, post or clamp) of the battery in the other vehicle, and the other end of the same cable to the positive terminal of your battery.
4. Attach one end of the remaining jumper cable FIRST to the nega-

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tive terminal (black color, "—" or "N") of the battery in the other vehicle, and THEN the other end of the same cable to the negative terminal of your battery in this car. Take care that clamps from one cable do not inadvertently touch the clamps on the other cable. Do not lean over the battery when making this connection.

5. Start the engine in the vehicle that is providing the jump start (if it was not running). Let run a few minutes, then start the engine in the car with the discharged battery.

6. Reverse the above sequence exactly when removing the jumper cables. Reinstall vent caps and dispose in a safe manner of any cloths used to cover vent wells, as the cloths may have corrosive acid on them.

Engine Coolant

CAUTION:
- ***To help avoid the danger of being burned, do not remove radiator cap while engine and radiator are still hot, because the cooling system will blow out scalding fluid and steam under pressure.***
- ***Do not remove radiator cap to check engine coolant level; check coolant visually at the see-through coolant reservoir.***
- ***Proper coolant level at normal engine operating temperature is between the "FULL" and "ADD" marks on the reservoir.***
- ***Coolant should be added only to the reservoir (see "Service & Maintenance" section for details).***

Jacking Instructions

CAUTIONS:
1. ***Follow jacking instructions in order to reduce the possibility of serious personal injury.***
2. ***The jack is designed for use only when changing wheels.***
3. ***Never get beneath the vehicle using the jack.***
4. ***Do not start or run engine while vehicle is on the jack.***

Preparation

- Park on level surface and set parking brake firmly.
- Set automatic transmission in park. (Manual transmission in reverse).
- Activate hazard warning flasher.

Instructions

1. After removing spare wheel and tire, jack, jack base, and jack handle (wheel nut wrench), proceed with changing the wheel as follows:
2. Remove hub cap or wheel cover with flat end of wheel nut wrench and loosen, but do not remove nuts, by turning counterclockwise.
3. With column assembly seated in base and lever in "UP" position, insert jack hook in bumper slot.

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4. Base must sit flat with column angled as shown in *illustration.*

5. Always operate jack with slow smooth motion.

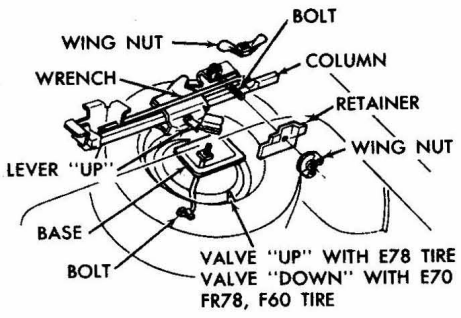
6. Raise vehicle so tire just clears surface, replace wheel and slightly tighten wheel nuts.

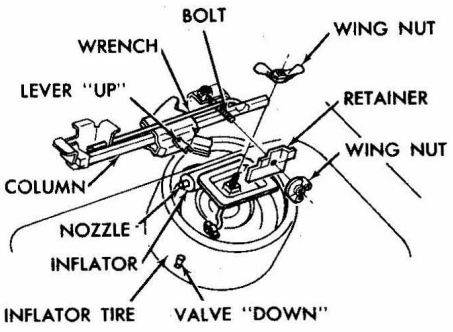
7. With lever in "DOWN" position, lower vehicle then fully tighten wheel nuts.

   Carefully install hub cap or wheel cover.

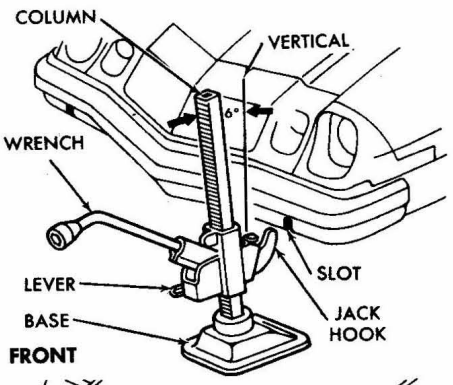
8. Replace jack assembly and wheel in luggage compartment.

9. When possible check inflation of replacement tire to agree with tire placard affixed to the left front door.

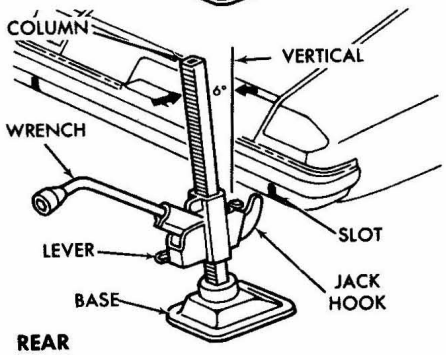




OPTIONAL SPACE SAVER TIRE



FRONT



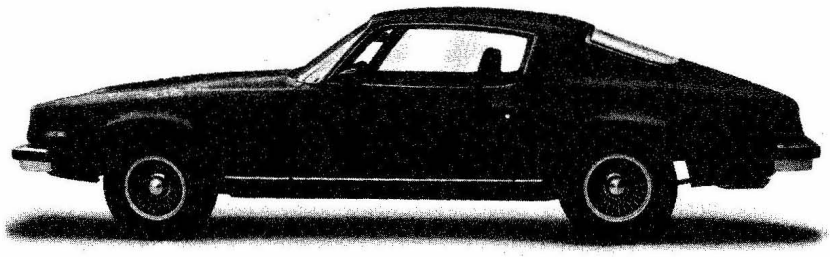
REAR

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APPEARANCE CARE

Care and Cleaning of Interior Trim

IMPORTANT: Be sure vehicle is well ventilated while using any cleaning agents. Follow manufacturer's recommendations in using such products.



With the advent of modern trim materials composed of synthetic plastics and/or man made fibres, it is EXTREMELY IMPORTANT that proper cleaning techniques and cleaners be used when cleaning interior trim. Failure to do this on the first cleaning may result in water spots, spot rings, setting of stains or soilage, all of which makes it more difficult or impossible to remove in a second cleaning.

Certain portions of the following cleaning instructions are in bold type; they are particularly important and *must* be performed.

Dust and loose dirt that accumulates on interior fabric trim should be removed frequently with a vacuum cleaner, whisk broom or soft brush. Vinyl or leather trim should be wiped regularly with a clean damp cloth. Normal trim soilage, spots or stains can be cleaned with the following G.M. cleaners.

***CAUTION:** Many cleaners may be toxic or flammable, or may cause damage to the interior. When cleaning the interior, do not use volatile cleaning solvents such as: acetone, lacquer thinners, enamel reducers, nail polish removers; or such cleaning materials as laundry soaps, bleaches or reducing agents (except as noted in the adjacent fabric cleaning instructions on stain removal). Never use carbon tetrachloride, gasoline or naphtha for any cleaning purpose.*

DESCRIPTION	PART NO.
G.M. Fabric Cleaner (Solvent Type)	1050244
G.M. Multi-Purpose Powdered Cleaner (Foam Type)	1050803

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The above cleaners are EXCELLENT CLEANERS when used properly according to directions on containers and are available through the G.M. Parts System.

Never use gasoline, nail polish remover or acetone, lacquer thinners, bleaches, etc. Some basic steps should be remembered before the cleaning is attempted:

1. Remove stains as quickly as possible before they become "set."
2. Use a clean cloth or sponge and change to a clean area frequently. (A *soft* brush may be used if stains persist.)
3. Use solvent type cleaners in a well ventilated area, also, do not saturate the stained area.
4. If a ring should form after spot cleaning, the entire area of the trim assembly should be cleaned *immediately*.
5. Follow instructions on the label of the cleaner.

Cleaning General Soilage or Water Spots from Fabric Type Trim with Foam Type Cleaner

G.M. Multi-Purpose Powdered Cleaner is excellent for this type cleaning and for cleaning a panel section where a minor cleaning ring may be left from spot cleaning.

Vacuum area thoroughly to remove excess loose dirt. ALWAYS clean a full trim assembly or complete trim section—mask adjacent trim along stitch or welt lines. Mix Multi-Purpose Powdered Cleaner in strict accordance with directions on label of container—mix proportionally for smaller quantities. USE SUDS ONLY ON A CLEAN SPONGE or SOFT BRISTLE BRUSH—DO NOT WET FABRIC EXCESSIVELY OR RUB HARSHLY WITH BRUSH. IMMEDIATELY AFTER CLEANING WIPE OFF ANY CLEANER RESIDUE WITH SLIGHTLY DAMP ABSORBENT TOWEL OR CLOTH. *IMPORTANT*—IMMEDIATELY AFTER WIPING, FORCE-DRY FABRIC WITH AIR HOSE, HEAT DRYER OR HEAT LAMP. (Use caution with heat dryer or heat lamp to prevent damage to fabric.) When trim materials with a sheen or luster finish are dry, wipe fabric lightly with a soft, dry clean cloth to restore sheen or luster.

Spot Cleaning Fabric Type Trim Materials with Solvent Type Cleaner

Before attempting to remove spots or stains from fabric, determine as accurately as possible the nature and age of the spot or stain. Some spots or stains can be removed satisfactorily with water or mild soap solution (refer to accompanying "Removal of Specific Stains"). For best results, spots or

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stains should be removed as soon as possible. Some types of stains or soilage such as lipsticks, some inks, certain types of grease etc., are extremely difficult and, in some cases, impossible to completely remove. When cleaning this type of stain or soilage, care must be taken not to enlarge the soiled area. It is sometimes more desirable to have a small stain than an enlarged stain as a result of careless cleaning.

G.M. Fabric Cleaner (Solvent Type) is excellent for spot cleaning stains containing grease, oil or fats from fabric type trim. Excess stain should be gently scraped off trim material with a clean DULL knife or scraper. USE VERY LITTLE CLEANER, light pressure, and clean cloths (preferably cheese cloth). Cleaning action should be from outside of stain FEATHERING towards center of stain and constantly changing to a clean section of cloth. When stain is cleaned from fabric, immediately dry area with an air hose, heat dryer or heat lamp to help prevent a cleaning ring (use caution with heat dryer or heat lamp to prevent damage to fabric material). If a ring forms, immediately repeat the cleaning operation over a slightly larger area with special emphasis on FEATHERING towards center of area. If ring still persists, mark off adjacent trim sections and clean entire affected trim panel section with G.M. Multi Purpose Powdered Cleaner as previously described under "cleaning general soilage or water spots with foam type cleaner."

Removal of Specific Stains

Grease or Oil Stains – Includes grease, oil, butter, margarine, shoe polish, coffee with cream, chewing gum, cosmetic creams, vegetable oils, wax crayon, tar and asphalts. Carefully scrape off excess stain; then use Fabric Cleaner (Solvent Type) as previously described. Shoe polish, wax crayons, tar and asphalts will stain if allowed to remain on trim; they should be removed as soon as possible–use caution as cleaner will dissolve them and may cause them to bleed.

Non-Greasy Stains–Includes catsup, coffee (black), egg, fruit, fruit juice, milk, soft drinks, wine, vomit and blood. Carefully scrape off excess stain; then sponge stain with cool water. If stain remains use Multi-Purpose Powdered Cleaner (Foam Type) as previously described. If odor persists after cleaning vomitus or urine, treat area with a water-baking soda solution (1 teaspoon baking soda to 1 cup of tepid water)–finally, if necessary, clean lightly with fabric

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cleaner (Solvent Type).

Combination Stains – Includes, candy, ice cream, mayonnaise, chili sauce and unknown stains. Carefully scrape off excess stain; then clean first with *cool* water and allow to dry. If stain remains, clean with Fabric Cleaner (Solvent Type).

Cleaning Vinyl or Leather Trim

Ordinary soilage can be removed from vinyl or leather with warm water and a mild soap such as saddle soap, oil soap, or approved equivalent. Apply a small amount of soap solution and allow to soak for a few minutes to loosen dirt; then, rub briskly with a clean damp cloth to remove dirt—and soap residues—this operation may be repeated several times if necessary. Some soilage such as tars, asphalts, shoe polish, etc. will stain if allowed to remain on trim—they should be wiped off as quickly as possible and the area cleaned with G.M. Fabric Clean (Solvent Type).

Seat Belt Care

- Clean only with mild soap solution and lukewarm water.
- Do not bleach or dye belts since this may severely weaken belts.

Interior Glass Surface

The interior glass surface should be cleaned on a periodic basis for continued good visibility. A commercial household glass cleaning agent containing ammonia will remove normal tobacco smoke and dust films sometimes caused by ingredients used in vinyls, plastics or other interior trim materials.

Exterior Appearance

Your car is finished with General Motors "Magic-Mirror" acrylic lacquer. This is a finish of maximum beauty which, in depth of color, gloss retention and durability is superior to conventional lacquer finishes.

Washing Your Car

The best way to preserve the finish and maintain original beauty of appearance is to keep it clean. Wash the car in lukewarm or cold water. Never use strong soap or chemical detergents. Cleaning agents should be quickly flushed from the surfaces.

Polishing and Waxing Your Car

Although acrylic paint on your car is durable, you may wish to wax or polish for added protection. Your Chevrolet Dealer offers many polishes and waxes now available

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which have proven of real value in maintaining a good paint finish. When using a tar and road oil remover, be certain it is safe for use on acrylic painted surfaces.

Protection of Exterior Bright Metal Parts

Bright metal parts should be cleaned regularly to maintain luster. Washing with water is all that is usually required. However, G.M. Chrome Polish may be used on CHROME or STAINLESS STEEL trim if necessary.

Use special care with ALUMINUM trim. Never use auto or chrome polish, steam or any caustic soap to clean aluminum.

A coating of wax, rubbed to a high polish, is recommended for all bright metal parts.

ALUMINUM BUMPERS

CAUTION: ***The following recommendations should be followed to properly maintain the aluminum bumpers on your car.***

1. ***Don't polish with coarse abrasives such as rubbing compound, household cleansers, etc.***
2. ***Don't clean with strongly caustic cleaners as they may cause a cloudy or milky discoloration of the anodized layer.***
3. ***Use water and mild detergents and presoftened waxes or equivalent.***

Cleaning White Sidewall Tires

Use a tire cleaner which will not harm aluminum trim. A stiff brush may be used with the cleaner to remove road grime and dirt from white sidewall tires.

Cleaning the Optional Vinyl Top

The top should be washed frequently with neutral soap suds, lukewarm water and a brush with soft bristles. Rinse top with sufficient quantities of clear water to remove all traces of soap.

If the top requires additional cleaning after using soap and water, a mild foaming cleanser can be used. Rinse the whole top with water; then apply a mild foaming type cleanser on an area of approximately two square feet. Scrub area with a small soft bristle hand brush, adding water as necessary until the cleanser foams to a soapy consistency. Remove the first accumulated soilage with a cloth or sponge before it can be ground into the top material. Apply additional cleanser to the area and scrub until the top is clean. Care must be exercised to keep the cleanser from running onto body finish as it may cause streaks if allowed to run down and dry. After the entire top has been cleaned, rinse generously with clear water to remove all traces of cleanser. Do not use volatile cleaner or household bleaching agents on the top material.

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SERVICE AND MAINTENANCE

The time or mileage intervals on the following pages are intended as a guide for establishing regular maintenance and lubrication periods for your car. Sustained heavy duty or high speed operations or operation under adverse conditions may necessitate more frequent servicing. To determine specific recommendations for conditions under which you use your car, consult your Authorized Chevrolet Dealer.

Maintenance Schedule

For owner convenience, a separate maintenance folder has been provided with your car which contains a complete schedule and brief explanation of the safety, emission control, lubrication and general maintenance it requires. The maintenance folder information is supplemented by this section of the Owner's Manual, as well as the separate emission control systems folder also furnished with your car. Read all three publications for a full understanding of vehicle maintenance requirements.

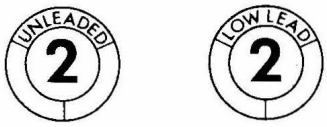
Fuel Requirements

Your Camaro is designed to operate on unleaded or low lead fuels of at least 91 Research Octane. These fuels will minimize spark plug fouling and emission control system deterioration. Fuels with Regular grade octane quality should be used *only* when needed to eliminate knock—a metallic rapping noise generated during the combustion process. The engine does not require Premium fuel. Therefore, its use would be an unnecessary additional expense. If knocking persists, consult your authorized Chevrolet dealer. In any case, continuous or excessive knocking may result in engine damage and constitutes misuse of the engine for which Chevrolet Motor Division is not responsible under the terms of the New Vehicle Warranty.

If the service station gas pump has a symbol similar to the samples

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below, preferably use unleaded or



low-lead gas with a symbol number of 2. Regular fuel (symbol number 3) should be used only when needed to eliminate knock. Ask your gasoline dealer for information on the fuel you are using both as to lead content and octane rating.

Gas Cap—The fuel tank filler cap has a new two-step removal and installation procedure plus a pressure-vacuum safety relief valve. It is equipped with a double set of locking tangs. To remove:

- Rotate cap one-half turn counterclockwise to clear the first set of tangs from the slots inside the filler neck. This will allow any residual pressure to escape.
- Pull the cap outward and rotate one-quarter turn counterclockwise to clear second set of tangs and remove the cap.
- To install, reverse this procedure.

NOTE: If this cap requires a replacement, only a cap with these same features should be used. Failure to use the correct cap can result in a serious malfunction of the system. Correct replacement caps may be obtained from your Authorized Chevrolet Dealer.

Engine Oil and Filter Recommendations

- Use only SE engine oil.
- Change oil each 4 months or 6,000 miles. If more than 6,000 miles are driven in a 4-month period, change oil each 6,000 miles.
- Change oil each 2 months or 3,000 miles, whichever occurs first, under the following conditions:
  - driving in dusty conditions,
  - trailer pulling,
  - extensive idling,
  - short-trip operation at freezing temperatures (engine not thoroughly warmed-up).
- Operation in dust storms may require an immediate oil change.
- Replace the oil filter at the first oil change, and every second oil change thereafter. AC oil filters

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provide excellent engine protection.

See your Chevrolet dealer for advice on the frequency of oil and filter changes under unusual driving conditions.

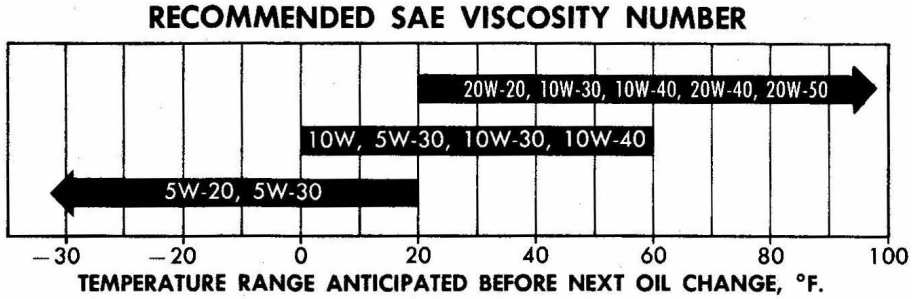
The above recommendations apply to the first change as well as subsequent oil changes. The oil change interval for your Camaro engine is based on the use of SE oils and quality oil filters. Oil change intervals longer than those listed above will seriously reduce engine life and may affect Chevrolet obligation under the provisions of the New Vehicle Warranty.

A high quality SE oil was installed in your engine at the factory. It is not necessary to change this factory-installed oil prior to the recommended normal change period. However, check the oil level more frequently during the break-in period since higher oil consumption is normal until the piston rings become seated.

NOTE: Non-detergent and other low quality oils are specifically not recommended. Only the use of SE engine oils and proper oil and filter change intervals assure you of continued proper lubrication of your Camaro engine.

Recommended Viscosity

Select the proper oil viscosity from the following chart:



NOTE: SAE 5W-20 oils are not recommended for sustained high-speed driving.

SAE 30 oils may be used at temperatures above 40°F. SAE 5W-30 viscosity oil is recommended for all seasons in vehicles normally operated in Canada.

The proper oil viscosity helps assure good cold and hot starting.

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Checking Oil Level

The engine oil should be maintained at proper level. The best time to check it is before operating the engine or as the last step in a fuel stop. This will allow the oil accumulation in the engine to drain back in the crankcase. To check the level, remove the oil guage rod (dip stick), wipe it clean and reinsert it firmly for an accurate reading. The oil gauge rod is marked "FULL" and "ADD." The oil level should be maintained in the safety margin, neither going above the "FULL" line nor below the "ADD" line. Reseat the gauge firmly after taking the reading.

Supplemental Engine Oil Additives

The regular use of supplemental additives is specifically not recommended and will increase operating costs. However, supplemental additives are available that can effectively and economically solve certain specific problems without causing other difficulties. For example, if higher detergency is required to reduce varnish and sludge deposits resulting from some unusual operational difficulty, a thoroughly tested and approved additive – "Super Engine Oil Supplement"–is available at your Chevrolet dealer. In the event of an operational problem, consult your dealer for advice before using supplemental additives.

Drive Belts

Every 6,000 miles or 4 months–inspect drive belts for wear, fraying, cracking, and tension. Belts which are in poor condition should be replaced immediately.

Check tension by applying moderate thumb pressure midway between pulleys. If the center-to-center distance between pulleys is 13 to 16 inches, the belt should deflect ½ inch. If the center-to-center distance is 7 to 10 inches, the belt should deflect ¼ inch. Loose belts should be retensioned to give the correct deflection.

It is recommended that belts be replaced every 24 months or 24,000 miles, whichever occurs first.

Air Cleaner

CAUTION: Do not remove the engine air cleaner unless temporary removal is necessary during repair or maintenance of the vehicle. When the air cleaner is removed backfiring can cause fire in the engine compartment.

Flame Arrester – Every 12,000 miles–Clean the arrester (located in the base of the air cleaner) with kerosene or a suitable solvent. Dry with compressed air.

Rear Axle

Standard – Every 4 months or 6,000 miles, whichever occurs

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first, check lubricant level and add lubricant, if necessary, to fill to level of filler plug hole. Use SAE 80 or SAE 90 GL-5 Gear Lubricant. (For vehicles normally operated in Canada use SAE 80 GL-5 Gear Lubricant.)

Positraction – Drain and refill after the first 12,000 miles then maintain same as standard axle but *use only the special positraction lubricant* available from your Chevrolet Dealer.

Manual Transmissions

3-Speed and 4-Speed – Every 6,000 miles or 4 months–Check at operating temperature and fill as necessary to level of filler plug hole with SAE 80 or SAE 90 GL-5 Gear Lubricant. (For vehicles normally operated in Canada use SAE 80 GL-5 Gear Lubricant.)

If temperatures of below 32°F. are expected, use SAE 80 GL-5 Gear Lubricant only.

Clutch Cross-Shaft – Every 36,000 miles or sooner if necessary – Remove the plug, install a lubrication fitting and lubricate with water resistant EP Chassis Lubricant which meets GM Specification 6031M.

Automatic Transmission Fluid Recommendations

Use only automatic transmission fluids identified with the mark DEXRON® II or DEXRON®. These fluids have been specially formulated and tested for use in your automatic transmission, and are available from your Chevrolet dealer or local service station.

Check the fluid level at each engine oil change period. To make an accurate fluid level check:

Check the fluid level at each engine oil change period. To make an accurate fluid level check:

1. Drive car several miles, making frequent starts and stops, to bring transmission up to normal operating temperature (approximately 180-190° F.).
2. Park car on a level surface.
3. Place selector level in "Park" and leave engine running.
4. Remove dipstick and wipe clean.
5. Reinsert dipstick until *cap seats*.
6. Remove dipstick and note reading.

If fluid level is at or below the ADD mark, add sufficient fluid to raise the level to the FULL mark. One pint raises the level from ADD to FULL. *Do not overfill.*

Under normal driving conditions, the transmission fluid should be changed every 24,000 miles. If your car is driven extensively in heavy city traffic during hot weather, or is used to pull a trailer, change fluid every 12,000 miles. Likewise, operators of cars in commercial use

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(such as taxicab, limousine or patrol car service) where the engine idles for long periods, should change fluid every 12,000 miles.

Changing Fluid—For Turbo Hydra-Matic 350, remove fluid from the transmission sump and add approximately 2.5 quarts U.S. Measure (2.0 quarts Imperial Measure). Operate transmission through all shift ranges and recheck fluid level as described above.

Turbo Hydra-Matic 400—Lubrication of your Turbo Hydra-matic 400 will, except for fluid capacity and filter change listed below, follow previously stated automatic transmission recommendations. After checking transmission fluid level it is important that the dipstick be pushed all the way into the filler tube.

Every 24,000 miles – After removing fluid from the transmission sump, approximately 7½ pints U.S. measure (6 pints Imperial measure) of fresh fluid will be required to return level to proper mark on the dipstick.

Every 24,000 miles the transmission sump filter should be replaced.

Transmission Shift and Backdrive Linkage (Manual and Automatic) – Every 6,000 miles or 4 months lubricate shift linkage and on manual transmission floor controls lever contacting faces with water resistant EP chassis lubricant which meets GM Specification 6031M.

Transmission Shift Linkage (Manual and Automatic)

Every 6,000 miles or 4 months lubricate shift linkage and on manual transmission floor controls lever contacting faces with water resistant EP chassis lubricant which meets GM Specification 6031M.

Chassis
Front Suspension

Every 6,000 miles or 4 months –Lubricate 4 fittings with water resistant EP Chassis Lubricant which meets GM Specification 6031M.

Ball joints should not be lubricated unless their temperature is 10°F. or higher. During colder weather, they should be allowed to warm up as necessary before lubrication.

Steering Linkage

Every 6,000 miles or 4 months –Lubricate 7 fittings, one at each end of each tie rod, one at each end of relay rod, and one at idler lever with water resistant EP Chassis Lubricant which meets GM Specification 6031M.

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Front Wheel Bearings

Every 24,000 miles–clean and repack with a high melting point wheel bearing lubricant. Use wheel bearing lubricant GM Part No. 1051344 or equivalent. This is a premium high melting point lubricant. When replacement is necessary specify Delco parts.

CAUTION: "Long fibre" or "viscous" type lubricant should not be used. Do not mix wheel bearing lubricants. Be sure to thoroughly clean bearings and hubs of all old lubricant before repacking.

Brakes

Brake linings should be periodically inspected for wear by a qualified technician. The frequency of this inspection depends upon driving conditions such as traffic or terrain, and also the driving techniques of individual owners. Your Chevrolet Dealer is best qualified to advise you as to how often this inspection should be performed. When replacement is required, specify GM and Delco parts.

Master Cylinder – Every 6,000 miles or 4 months – Check fluid level in each reservoir and maintain ¼" below lowest edge of each filler opening with Delco Supreme No. 11 or DOT-3 hydraulic brake fluid.

Parking Brake Pulley, Cables and Linkage–Every 6,000 miles or 4 months–Apply water resistant EP Chassis Lubricant which meets GM Specification 6031M, to parking brake cable at cable guides and at all operating links and levers.

Standard Steering Gear

The steering gear is factory-filled with steering gear lubricant. Seasonal change of this lubricant should not be performed and the housing should not be drained–*no lubrication is required for the life of the steering gear.*

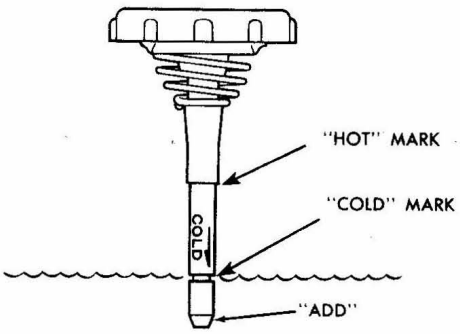
Every 36,000 miles, the gear should be inspected for seal leakage (actual solid grease–not just oily film). If a seal is replaced or the gear is overhauled, the gear housing should be refilled with Part No. 1051052 (13 oz. container) Steering Gear Lubricant which meets GM Specification GM 4673M, or its equivalent.

NOTE: Do not use EP Chassis Lube, meeting GM Specification GM 6031M, to lubricate the gear. DO NOT OVER-FILL the gear housing.

Power Steering System

Check the fluid level in the pump reservoir at each oil change period. Add GM Power Steering Fluid (or DEXRON®-II or DEXRON® Automatic Transmission Fluid) as necessary to bring level into proper range on filler cap indicator depending upon fluid temperature.

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If at operating temperature (approximately 150° F—hot to the touch), fluid should be between "HOT" and "COLD" marks. If at room temperature (approximately 70° F), fluid should be between "ADD" and "COLD" marks. Fluid does not require periodic changing.

Hood Latches

Every 4 months or 6,000 miles, whichever occurs first, lubricate hood latch assembly and hood hinge assembly as follows:

1. Wipe off any accumulation of dirt or contamination on latch parts.
2. Apply Lubriplate or equivalent to latch pilot bolts and latch locking plate.
3. Apply light engine oil to all pivot points in release mechanism, as well as primary and secondary latch mechanisms.
4. Lubricate hood hinges.
5. Make hood hinge and latch mechanism functional check to assure the assembly is working correctly.

Air Conditioning

Have your Chevrolet Dealer check your Air Conditioning system at some time during the winter months to be sure there has been no loss in cooling output. During the summer, see your Chevrolet Dealer immediately if you suspect the system is not performing as it should.

NOTE: On vehicles equipped with a Four Season Air Conditioning System, the system will not operate below ambient temperatures of 30°F. regardless of control position.

Cooling System Care

Check the coolant level at each engine oil change.

Engine Cooling System

The recovery type cooling system is standard on all Chevrolet passenger cars and is designed to maintain the engine at proper operating temperatures. The recovery tank collects coolant that expands with rising temperature that would otherwise overflow from the system. When the system temperature drops, the coolant is drawn from the recovery tank back into the radiator by the suction created by coolant contraction. The cooling system has been filled at the fac-

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tory with a high-quality, inhibited, year-around coolant that meets the standards of General Motors Specification 1899-M. This coolant solution provides freezing protection to —20°F (—35°F in Canada), and it has been formulated to be used for two full calendar years or 24,000 miles, whichever first occurs, of normal operation without replacement, provided the proper concentration of coolant is maintained.

Cooling System Care

The radiator cap should not be removed to check coolant level. Check the coolant level visually in the 'see thru' coolant recovery tank at least as frequently as engine oil changes. Level should be at the "full cold" mark on the recovery tank when the system is cold. At normal operating temperature the coolant should be at the "full hot" mark on the recovery tank. Add sufficient coolant to the recovery tank. Use a 50/50 mixture of high-quality ethylene glycol antifreeze and water for coolant additions. If regular additions are required, see your dealer for a cooling system check.

NOTE: If recommended quality antifreeze is used, supplemental inhibitors or additives claiming to provide increased capability are not necessary. They may be detrimental to the efficient operation of the system, and represent an unnecessary operating expense.

Every year, the cooling system should be serviced as follows:

1. Wash radiator cap and filler neck with clean water.
2. Check coolant for proper level and freeze protection.
3. Pressure test system and radiator cap for proper pressure holding capacity (15 psi). If replacement of cap is required, use the special AC cap designed for coolant recovery systems, specified for your model.
4. Tighten hose clamps and inspect all hoses. Replace hoses whenever swollen, checked or otherwise deteriorated.
5. Clean frontal area of radiator core and air conditioning condenser.

Replace hoses every 24 months or 24,000 miles or earlier if checked, swollen or otherwise deteriorated. Every two years or 24,000 miles, whichever first occurs, the cooling system should be flushed and refilled using the following recommended procedure:

1. Remove radiator cap when engine is cool by:
   - Slowly rotating cap counter-

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clockwise to detent (do not press down while rotating).

- Wait until any residual pressure (indicated by a hissing sound) is relieved.
- After all hissing ceases, press down on cap while continuing to rotate counterclockwise.

CAUTION: ***To avoid the danger of being burned, do not remove radiator cap while engine and radiator are still hot because scalding fluid and steam will be blown out under pressure.***

2. If necessary, run engine, with radiator cap removed, until normal operating temperature is reached and upper radiator hose is hot (indicates thermostat is open).
3. Stop engine and open radiator drain valve to drain coolant. (To speed this operation, the drain plugs in the block can also be removed.)
4. Close valve (install block drain plugs, if removed) and add sufficient water to fill system.
5. Run engine, drain and refill the system, as described in steps 1, 2, 3, and 4, a sufficient number of times until the drained liquid is nearly colorless.
6. Allow system to drain completely and then close radiator drain valve tightly. (Install block drain plugs, if removed.)
7. Remove recovery cap leaving hoses in place. Remove coolant recovery tank and empty of fluid. Flush tank with clean water, drain and reinstall.
8. Add sufficient ethylene glycol coolant, meeting GM specification 1899-M, to provide the required freezing and corrosion protection—at least a 44 percent solution (−20°F). Fill radiator to the base of the radiator filler neck and add sufficient coolant to the recovery tank to raise level to the "FULL HOT" mark. Reinstall recovery tank cap.
9. Run engine, with radiator cap removed, until normal operating temperature is reached. (Radiator upper hose becomes hot.)
10. With engine idling, add coolant until level reaches bottom of filler neck and install radiator cap making certain arrows line up with overflow tube.

It is the owner's responsibility to keep the freeze protection at a level commensurate with the temperatures which may occur in the area of vehicle operation.

- Maintain cooling system freeze protection at −20°F or below to ensure protection against corrosion and loss of coolant from boiling even though freezing

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temperatures are not expected.

- Add ethylene glycol base coolant that meets GM Specification 1899-M when coolant additions are required because of coolant loss or to provide additional protection against freezing at temperatures lower than —20°F (—35°F in Canada).

NOTE: Alcohol or methanol base coolants or plain water are not recommended for your Camaro at any time.

Radiator Pressure Cap

The radiator cap, a 15 lb. pressure type, must be installed tightly, otherwise coolant may be lost and damage to engine may result from overheating. Radiator pressure caps should be checked periodically for proper operation. If replacement is required specify AC.

Thermostat

The cooling system is protected and controlled by a thermostat installed in the engine coolant outlet to maintain a satisfactory operating temperature of the engine. This thermostat is designed for continuous use through both winter and summer and need not be changed seasonally. When replacement is necessary, Delco parts are recommended.

Tires

NOTE: The factory installed tires on your car are either bias-belted or optional steel-belted radial tires. Additional owner information about steel-belted radial tires is contained in the special steel-belted radial tire guarantee booklet.

CAMARO TIRE USAGE

ENGINE & BODY	STANDARD	OPTIONAL
All (Except Type LT and Z28)	E78 x 14	E78 x 14, F78 x 14 Space Saver Spare F70 x 14 White Stripe or White Letters F78 x 14 Whitewall or White Letters
Type LT	FR78 x 14	F78 x 14 Space Saver Spare F70 x 14 White Stripe or White Letters FR78 x 14 Whitewall or White Letters
Z28	F60 x 15 White Letters	F78 x 14 Space Saver Spare

All standard tires are blackwall with whitewall optional. All tires are bias-belted, load range B unless otherwise specified.

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The factory installed tires on your car as shown in the Tire Usage chart on page 56 are designed to provide the best all around performance for normal vehicle operation. When inflated as recommended on the tire pressure placard, located on the left door of your vehicle, they have the load carrying capacity to operate satisfactorily at all normal highway speeds.

Tire Care

Tires should be checked regularly for proper inflation pressure, wear, and damage. The following information will assist you in properly caring for your tires:



Typical Tire Placard Located On The Left Door Of Your Car

Inflation Pressure—The tire inflation pressures listed on the tire placard have been selected to provide the best tire life, riding comfort and handling stability for normal driving conditions. When inflated at the highest pressures shown on the placard, the tires have the load carrying capacity to operate satisfactorily at all loads up to and including the vehicle capacity load (total pounds) which also is shown on the placard. In addition, for those owners who prefer the utmost in comfort, the reduced tire pressures

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listed on the placard may be used when loads of 4 occupants or less are carried.

The use of improper tire inflation pressures can adversely affect tire life and vehicle performance:

- Too little air pressure can result in excessive tire heat, abnormal tire wear, adverse handling and reduced fuel economy.
- Too much air pressure can result in abnormal tire wear, adverse vehicle ride and handling, and increased susceptibility to damage by road impacts.

Tire pressures should be checked when the tires are "cold" at least once a month (and preferably oftener) or before long trips or when heavily loaded. The following points should be observed when checking and setting tire pressures:

1. **Cold tire pressure ratings are applicable when a vehicle has been inoperative for 3 hours or more, or driven less than 1 mile.**
2. **Tire inflation pressure may increase as much as 6 pounds per square inch (psi) when hot (after vehicle has been driven 10 miles or at speeds of more than 60 miles per hour). Do not "bleed" or reduce pressures when tires are hot from driving.**
3. **For continuous high speed operation (over 75 mph), increase tire inflation pressure 4 psi above the recommended pressures up to a maximum of 32 psi cold pressure for load range B tires, 36 psi for load range C tires, or 40 psi for D load range tires. Sustained speeds above 75 mph are not recommended when the 4 psi adjustment would require pressures greater than the above maximum pressures.**
4. **Always use a tire pressure gauge when checking pressures as the appearance of a tire can be deceiving. For example, radial ply tires, in comparison with bias ply tires at the same pressure, may have the appearance of being under-inflated.**

Vehicle Loading – Do not load your vehicle beyond the vehicle capacity (total pounds) shown on the tire placard. This figure represents the design capacity of the vehicle, not merely of the tires. When towing trailers, the allowable pasenger and cargo load must be reduced by an amount equal to the trailer tongue load on the trailer hitch. (See "Trailer Hauling" in Section 1 of this manual.) Station wagon loads should be distributed as far forward as possible. Vehicles equipped with luggage racks do not have a vehicle load capacity greater than specified on the tire placard.

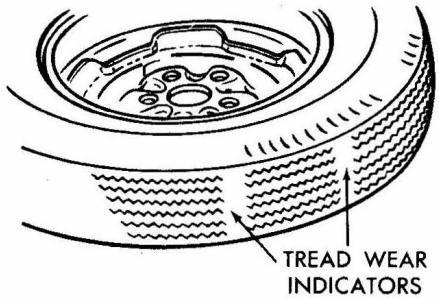
Tire Wear and Rotation – Uneven or abnormal tire wear is usually the result of incorrect inflation pressure, improper wheel alignment, wheels being out-of-balance, or poor driving habits. Underinflation, incorrect toe or camber and fast cornering produce different types of abnormal wear which can be diagnosed by your dealer.

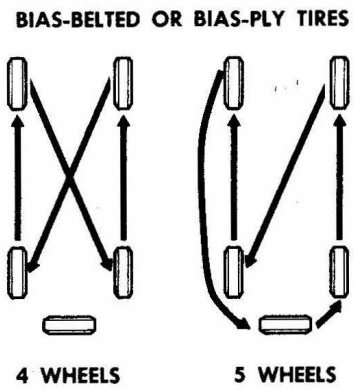
The original equipment tires incorporate built-in tread wear indicators to assist you in determin-

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ing when your tires have been worn to the point of needing replacement. These indicators appear as ½ inch wide bands when tire tread depth is 1/16 inch or less. When the indicators appear in two or more adjacent grooves, at 3 locations around the tire or when cord or fabric is exposed, tire replacement due to tread wear is recommended.

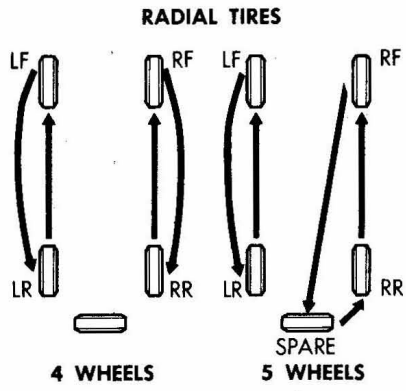
To equalize wear, it is recommended that bias-belted tires be rotated every 6,000 miles (or sooner if irregular wear develops) as indicated in bias-belted diagram.





Radial tires should be inspected for any irregular wear and rotated at least every 12,000 miles and more often if uneven wear is noted earlier according to the radial tire diagram. Upon rotation, tire pressures must be adjusted in accordance with the recommendations on the tire inflation placard.

NOTE: It is recommended that disc brake pads be inspected for wear whenever tires are rotated.



Tire Damage and Repair—Tires with cuts, splits or cracks deep enough to expose the fabric, should be removed from service. Bulges usually indicate internal damage, and the tire should be removed. Tires with questionable damage should be removed from the wheel and examined by an expert.

If an air loss occurs while driving, do not attempt to drive on the deflated tire more than is necessary to stop safely. Driving even

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a short distance can damage a tire beyond repair.

Temporary repairs, such as "blowout" patches or any repair made from the outside of the tire should not be made except in emergencies. Such "stop-gap" devices as plugs and aerosol-type sealants are good for no more than 100 miles of driving at speeds not over 50 mph. A permanent vulcanized repair, plug or patch applied from inside the tire, should be made as soon as possible. Also, the installation of an inner tube in a damaged tubeless tire is not a recommended repair procedure.

Replacement Tires

When replacing tires, only the size, load range, and construction type (bias, bias-belted, or radial) originally installed on your vehicle are recommended. Use of any other tire size or type tire may seriously affect ride, handling, speedometer/odometer calibration vehicle ground clearance and tire clearance to the body and chassis. The following also should be considered when replacing tires:

- To achieve best all around vehicle performance, belted-bias tires and bias tires should not be mixed on the same car.
- Because of possible adverse effects on vehicle handling, do not mix radial ply tires with other type tires on the same vehicle (such as bias or bias-belted snow tires).
- It is recommended that new tires be installed in pairs on the same axle.
- When replacing only one tire, it should be paired with the tire having the least wear, to equalize braking traction.
- When replacing original tires with an optional recommended size of different diameter, the speedometer must be recalibrated by installing the correct speedometer driven gear.

Snow Tires

If you equip your vehicle with snow tires, they should be inflated 4 psi above the recommended pressures shown on the tire placard up to a maximum of 32 psi (cold) for load range B tires and 40 psi for load range D tires. It is recommended that vehicle speeds be limited to a maximum of 75 mph if snow tires are installed. If your car is equipped with radial tires, use only radial snow tires.

Replacement Wheels

When replacing wheels for any reason, care should be taken to insure that the wheels are equivalent to those removed in diameter, rim width and off-set.

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Warranty

Tires are warranted by the tire manufacturers as covered in the New Vehicle Warranty and Policy on Owner Service folder furnished with your vehicle. However, for the added convenience of owners, many Chevrolet dealers are equipped to handle tire warranty adjustments on certain makes of tires provided on 1974 Chevrolet cars.

Tire Traction

A decrease in driving, cornering, and braking traction occurs when water, snow, ice, gravel, or other material is on the road surface. Driving practices and car speed should be adjusted to the road conditions.

When driving on wet or slushy roads, it is possible for a wedge of water to build up between the tire and road surface. This phenomenon, known as hydroplaning, may cause partial or complete loss of traction, which adversely affects vehicle control and stopping ability. To reduce the possiblity of traction loss, the following precautions should be observed:

1. Slow down during rainstorms or when roads are slushy.
2. Slow down if road has standing water or puddles.
3. Replace tires when tread wear indicators are visible.
4. Keep tires properly inflated.

For temporary assistance when traction is lost on ice or snow, the use of AC Liquid Tire Chain is recommended.

REMINDER: Cars equipped with front disc brakes have a built-in wear indicator that is designed to make a high frequency, squealing or cricket-like warning sound when the linings are worn to where replacement is required. The sound will occur intermittently or continuously when wheels are rolling, but will disappear when the brake pedal is applied firmly. See also the various brake checks listed in the Chevrolet maintenance schedule folder.

Space Saver Spare Tire

The Space Saver Spare tire is designed for emergency purposes only. Continuous use or operation at speeds in excess of 50 mph is not recommended. The Space Saver Spare tire warranty is void if any inflation device containing sealants is used. Approved inflation gases are air, carbon dioxide, nitrogen, and Freon 22.

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Inflation Instructions with Canister (Inflator)

1. Install deflated Space Saver Spare on car with valve stem at the bottom and tighten all five lug nuts.
2. Remove valve cap and make sure valve core is screwed tight in valve stem.
3. Remove plastic cap from canister.*

CAUTION: ***Keep canister out of reach of children as it contains gas under pressure. Keep hands off metal parts of canister during inflation as it becomes extremely cold and can cause personal injury.***

4. Place canister over valve stem and push squarely onto stem until gas entering tire can be heard.

*If temperature is below 20°F, Canister should be warmed on left hand defroster outlet for 10 minutes to provide adequate tire inflation. Heater should be on defrost and fan on high.

5. To ensure complete draining of fluid, hold the canister in position for one minute after sound stops. Then remove canister for disposal in proper receptacle.
6. Replace valve cap.

NOTE: Inflation pressure should be checked and adjusted to the recommended pressure shown on tire placard as soon as possible after installing tire on car.

Inflation Instructions at a Service Station

1. Mount wheel on car, or place on center-post tire changer with lock-down mechanism engaged.
2. If beads have become unseated, lubricate wheel and beads with soapy water or tire mounting lubricant before inflation.
3. To seat beads, inflate tire to a maximum of 35 psi.
4. Adjust inflation to recommended pressure shown on tire placard.
5. On assemblies so equipped, check that dust cover is pressed firmly into unthreaded relief stem before road use.

Deflation Instructions

Remove valve core using slotted end of valve cap.

CAUTION: ***Do not inhale gas to avoid personal injury.***

Flatten tire and replace core and cap. Store tire in trunk compartment.

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Tire Replacement

Mounting of the Space Saver Spare Tire by other than authorized tire dealers is not recommended. Improper mounting can cause violent bursting of the tire away from the wheel which can result in serious personal injury.

Underbody Maintenance

The effects of salt and other corrosive materials used for ice and snow removal and dust control can result in accelerated rusting and deterioration of underbody components such as brake and fuel lines, frame, underbody floor pan, exhaust system, brackets, parking brake cables. These corrosive effects, however, can be reduced by periodic flushing of the underbody with plain water. In geographic areas having a heavy concentration of such corrosive materials, it is recommended that the complete underbody be inspected and flushed at least once each year, preferably after a winter's exposure. Particular attention should be given to cleaning out underbody members where dirt and other foreign materials may have collected.

If desired, your Chevrolet dealer can perform this service for you. In addition, he can provide recommendations on undercoating materials which will help protect your vehicle from corrosion.

Battery Care (Energizer)

Check fluid level monthly. If the fluid level is low, add only colorless, odorless drinking water or distilled water to bring level to split ring in filler opening.

***CAUTION:** Never expose battery to open flame or electric spark—battery action generates hydrogen gas which is flammable and explosive. Don't allow battery fluid to contact skin, eyes, fabrics, or painted surfaces—fluid is a corrosive sulfuric acid solution which could cause serious personal injury or property damage. Flush any contacted area immediately with water. Wear eye protection such as industrial safety spectacles or goggles when working on or near battery. Remove rings, meal watchbands and other metal jewelry before jump starting or working around a battery. Be careful in using metal tools and equipment. If such metal should contact the positive battery terminal (or metal in contact with it) and any other metal on the car, a short circuit may occur which could cause personal injury. Batteries and battery acid should always be kept out of the reach of children.*

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Important Facts You Should Know About Gasoline Mileage and How to Improve It

How you drive, where you drive, and when you drive all have an effect on how many miles you can get from a gallon of gasoline. The careful attention you give your car as far as maintenance and repairs are concerned will also contribute importantly to fuel economy.

Fuel Selection

Your vehicle is designed to operate on unleaded or low-lead fuels of at least 91 Research Octane. These fuels minimize spark plug fouling and emission system deterioration. Your engine does not require premium fuel. Therefore, its use would be an unnecessary additional expense. If the service station gas pump has a symbol similar to the following, use unleaded or low-lead gasoline with a symbol of 2. A higher number is satisfactory but not required.

"Jackrabbit" Starts

Gasoline can be conserved (and engine and tire life prolonged) by avoiding unnecessarily rapid acceleration away from lights and stop signs.

Stop-And-Start Driving

Frequent stops and starts during a trip really cut down on your miles per gallon. Plan even your short shopping trips to take advantage of through streets to avoid traffic lights. Pace your driving like the professional drivers to avoid unnecessary stops.





Speed Versus Mileage

Excessive speed on the highway raises your gas consumption drastically. Statistics prove that you might save as much as 19% on your fuel bill by driving 50 MPH instead of 70 MPH.

Excessive Idling

An idling engine uses gasoline, too, (especially after a cold engine start). If you're faced with more than a few minutes wait you're better off to "turn off" and start again later.

Sudden Stops

Sudden stops themselves don't

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waste gasoline, but energy is wasted as heat in braking. Energy in the form of gasoline is also needed to accelerate back to driving speed.

Lubricants

A properly lubricated vehicle means less friction between moving parts. Consult this manual and the maintenance schedule for the proper lubricants to use and the lubrication intervals.

Automatic Choke

Your automatic choke should be checked periodically as it regulates the gasoline/air mixture used in starting and warming the engine.

Properly Tuned Engine

Overall tuning (a check on timing, distributor points, spark plugs, emission control devices, etc.) can improve your car's gas mileage. You just can't expect an "out-of-tune" engine to give you good gas mileage and cleaner air.

Excess Weight

Fuel economy is related to the work the engine must do. The heavier the load, the more power it takes. Keep excess weight to a minimum by removing any personal effects or luggage from the car or trunk when they are not needed.

Tire Inflation

Under inflation not only causes needless wear of the tires, but can also waste gasoline. It's a good idea to check tire pressures regularly.

Wheel Alignment

"Toe in" or "toe out" has the effect of dragging your front tires sideways and causes premature tire wear. It takes power to carry this extra load and that takes gas from your tank.

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MINOR TROUBLE SHOOTING GUIDE

If your car acts in the following manner: / Check here in sequence shown for possible causes.	FUEL SYSTEM AND ENGINE								ELECTRICAL SYSTEM								COOLING SYSTEM					
	Check Fuel Gauge	Flooded Carburetor	Empty Carburetor Bowl	Poor Fuel Supply to Carburetor	Idle Adjustment*	Automatic Choke*	Oil Level and Pressure	Condition of Air Cleaner	Malfunctioning Ignition Switch	Automatic Transmission Selector Lever	Check Spark	Battery and Connections	Generator and Voltage Regulator Connections	Coil and Distributor Leads	Starter Connections and Solenoid	Damp Electrical Connections	Generator Condition*	Radiator Coolant Level	Air Flow Through Radiator Restricted	Fan Belt Condition and Tension Adjustment	Cooling System Thermostat	Thorough Check and Tune-up Suggested*
On the following pages, see paragraph:	A	B	D	B-C-D	E	D E	L	E	F	F	K	G	G	J	H	I	G	M	N	O	P	
CAR WILL NOT START:																						
Engine Will Turn Over	1	4		3							6			2		5						7
Engine Will Not Turn Over									2	1		3			4							5
CAR WILL START—BUT:																						
Only After Repeated Tries																						1
Stalls in a Few Seconds			2	1	3																	
Stalls When Hot					1	2		3														4
Idles Rough					1			2														3
Engine Overheats																		1	2	3	4	
Oil Pres. Ind. on Zero or Low							1															
Ammeter on Zero or "Neg" Reading												3	2				4			1		

*See Your Authorized Chevrolet Dealer

IMPORTANT: For maximum performance and economy, keep your GM car all GM. Specify General Motors parts identified by one of these trademarks.

GM | Delco | AC

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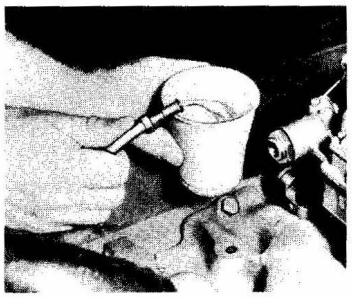
The chart on the previous page, and the information on the pages which follow, contains information designed to aid the average driver to discover, and possibly correct, conditions resulting in minor mechanical difficulties in his car. The chart, designed to point out possible solutions to several of the most common automotive malfunctions and point out a logical checking sequence, will lead step by step to the most likely causes and corrective procedures. If, after making the checks and adjustments suggested, the source of the trouble has not been found and corrected, it is strongly recommended that an Authorized Chevrolet Dealer inspect the vehicle and make whatever repairs or adjustments are necessary.

CAUTION: ***As with any machinery, extreme care should be taken when performing any inspection, maintenance, or repairs so as to prevent accidental injury. Improper or incomplete servicing could also result in vehicle operational problems which may lead to serious personal injury, or damage to the vehicle. Should you have any question about performing any service, have the service performed by a competent mechanic.***

FUEL SYSTEM AND ENGINE

If the ignition switch will cause the engine to "turn over" or "crank" but the car will not start, check Steps A through D below.

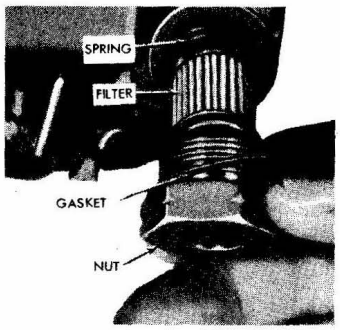
NOTE: *If continual "flooding" of the carburetor is evidenced by a carburetor wet with fuel or black exhaust smoke, perform the operation suggested in paragraph D only.*



Checking Fuel Flow

(A) The first and most obvious, and one of the most frequently overlooked, items to check when you have difficulty in starting your car is the amount of fuel in the tank. Make it a habit to check the FUEL GAUGE regularly and most especially at a time when the engine will "turn over" but will not start.

(B) If the fuel tank is not empty, you may check further to see whether the fuel is reaching the carburetor. Disconnect the fuel line at the carburetor and remove the center wire (ground the secondary coil terminal or disconnect the primary wire from the coil to the distributor at the coil) from the coil tower. Place a jar or cup under the open line and briefly "crank" the engine by means of the starter. If fuel spurts from the fitting, you may assume that the FUEL LINES are clear and the FUEL PUMP is operating properly. If no fuel leaves the line, either the fuel lines or fuel pump are at fault. See your Authorized Chevrolet Dealer.



Fuel Filter

(C) Before reconnecting the fuel line to the carburetor, remove the FUEL FILTER from the carburetor inlet and check its condition. If it appears to be clean, replace it and reconnect the fuel line. Replace the filter if it appears to be plugged.

(D) If the fuel seems to be reaching the carburetor properly, the problem may be: an EMPTY CARBURETOR BOWL caused by a "stuck shut" carburetor; a FLOODED CARBURETOR caused by a "stuck open" condition and evidenced by gasoline seeping around and down the outside of the carburetor; or a stuck CHOKE valve. Remove the air cleaner from the carburetor. Check that the choke

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valve moves freely and is not stuck. (Don't mistake normal spring tension for a stuck valve.) Tap the side of the carburetor sharply several times with a light tool such as a screwdriver handle or pliers. Replace the air cleaner and attempt to start the engine in the normal manner.

(E) If the car will start but stalls when hot or has a rough idle, you can suspect a faulty IDLE ADJUSTMENT, a malfunctioning AUTOMATIC CHOKE or an extremely dirty and blocked AIR CLEANER ELEMENT. Replace paper element air cleaner if necessary. Idle adjustment or automatic choke service (other than that outlined in paragraph D above) should be performed by your Chevrolet Dealer.

If the above Fuel System checks and the checks suggested under the Electrical System following do not correct the malfunction, it is recommended that you return to your Authorized Chevrolet Dealer for further checks, adjustments or repairs.

ELECTRICAL SYSTEM

• If, when the ignition key is turned to "Start", the engine will not turn over, you have good reason to suspect electrical trouble.

NOTE: *Never remove Delcotron* ***bat*** *lead without first disconnecting battery ground cable.*

(F) When there is no response at all to attempts to start the car, check the obvious—your AUTOMATIC TRANSMISSION SELECTOR LEVER must be in Neutral or Park position (manual transmission must have clutch depressed all the way to floor) before the engine can be started. Turning the IGNITION SWITCH rapidly back and forth several times will sometimes correct a poor internal switch contact.

(G) The BATTERY may be discharged. If so, lights will be dim and the horn will have a poor tone if it will blow at all.

Usually a garage recharge will be necessary to return the battery to operation. Occasionally, however, a long drive will recharge the battery.

NOTE: *If the battery is determined to be dead, and for no apparent reason, have your Authorized Chevrolet Dealer check the battery, the GENERATOR and the VOLTAGE REGULATOR. GENERATOR trouble should already have been indicated by the generator indicator light on the instrument panel.*

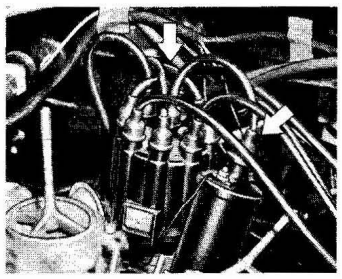
POOR BATTERY CONNECTIONS may be suspected if the car has operated properly a short time before and now not even the horn will operate. Check both ends of both battery cables. If the connections are corroded, a car may sometimes be restored to operation by removing all cable ends, scraping all contacting surfaces clean with a pen knife, and reassembling. If the cables are broken, they must be replaced. The power supply should now be restored unless the battery is dead.

(H) If, however, the lights and horn work properly but the starter will still not turn over, check the STARTER connections. A "click" from the starter solenoid indicates that the wiring to the starter is properly installed. If the wiring seems to be clean and tightly installed, the trouble is probably in the starter itself and should be referred to your Authorized Chevrolet Dealer.

When the engine will "turn over" but will not start, the following items may be checked along with the Fuel Systems Checks listed previously.

(I) With a clean dry cloth, wipe the ceramic portions of the spark plugs dry. In particularly damp or rainy weather dampness may be the cause of not starting, especially when the engine is cold.

(J) Check the cables at the top of the distributor and coil as well

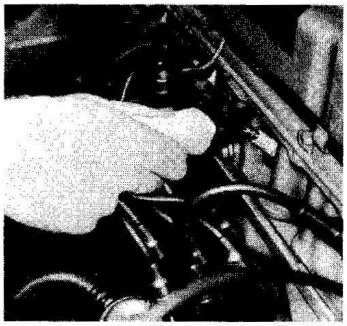


Distributor and Coil Cables

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as each spark plug cable for tightness.

(K) If the car will still not start, check for spark at the spark plugs in the following manner:



Checking Spark

Pull one of the spark plug wires off its spark plug. Insert a short piece of bare wire (such as a bobby pin) between the rubber cup at the end of the spark plug wire and the tubular metal connector inside of it. **If the spark plug wire is wet or oily, wipe it dry. Wrap a dry handkerchief or facial tissue, folded several thicknesses, around the wire at least three inches back from the end and grasp the wire at this point.** Hold the bare wire about ¼ inch from the bare tip of the spark plug from which you removed the wire. When the engine is "turned over" a spark should jump across the ¼ inch space, indicating ample current supply. If no spark jumps, the difficulty is probably caused by a defective ignition part and should be corrected by your Authorized Chevrolet Dealer.

COOLING SYSTEM

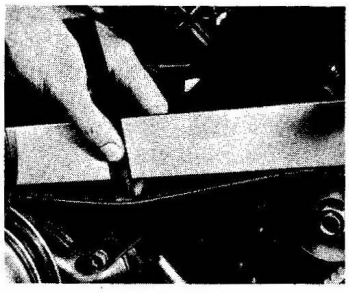
When the car will run but evidences serious overheating on the temperature gauge in the instrument panel, there are several items which may be checked.

(L) Engine overheating will occur when the OIL LEVEL falls dangerously low. Check the oil level as a matter of course.

(M) Low COOLANT LEVEL will, of course, cause engine overheating. Determine the cause of the low coolant level and have it corrected if necessary.

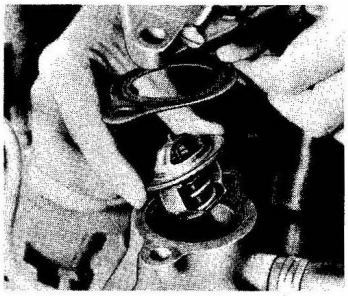
(N) Check the RADIATOR CORE. Clean it if it is plugged with bugs, leaves or other foreign material.

(O) Condition of the FAN BELT is very important, not only for engine cooling but also for proper generator operation. Check the condition of the belt. Replace it if it is worn or frayed. Loosen the generator toward the engine to remove and replace the belt. Tighten the belt, whether new or old, by loosening the generator bolts, prying with a bar on the generator until the belt is tensioned properly, then retighten the generator bolts.



Fan Belt Tension

(P) Another cause of engine overheating may be an inoperative COOLING SYSTEM THERMOSTAT. If the thermostat should fail in the closed position, it will not permit coolant to circulate through the system. In such an emergency the thermostat may be removed but should be replaced with a properly functioning thermostat as soon as possible.



Thermostat Installation

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SPECIFICATIONS

VEHICLE IDENTIFICATION NUMBER

Car—Stamped on Vehicle Identification Plate attached to left of instrument panel.

Engine—Stamped on boss on block.

6-Cylinder—On right side of block to rear of distributor.

8-Cylinder—On right side of block at front.

Body—Stamped on plate attached to cowl panel.

DIMENSIONS

Overall Length (Coupe)	195.4"
Height	49.1"
Width	74.4"
Wheelbase	108.0"

BATTERY RATING

L6 engine equipped vehicles—12 volt, 54 plate, 2300 watts*
350 V-8 engine equipped vehicles—12 volt, 66 plate, 2900 watts*

Heavy Duty—12 volt, 78 plate, 4000 watts*

*Cranking power at 0°F.

CAPACITIES	U.S. Measure	Imperial Measure
Gasoline Tank (Approx.)	21.0 gal.	17.5 gal.
Crankcase (Refill) 6 and 8 Cylinder		
Oil change only	4 qt.	3¼ qt.
Oil and Filter change	5 qt.	4¼ qt.

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SPECIFICATIONS (Cont'd)

Cooling System:	250 L-6	350 V-8
	U.S. Measure (qts.)	
	12.5	15.5*
	Imperial Measure (qts.)	
	10.5	13*

*with air cond. add 1 qt. U.S. measure (¾ qt. Imperial meas.)

Thermostat

All engines (Exc. RPO L-82, Z28) ..... 195°

RPO L-82, Z28 ..... 180°

Radiator Pressure Cap ..... 15 lb.

Air Conditioning System

Compressor oil (525 vis.) ..... 11 oz.

Refrigerant—R-12

Four Seasons ..... 3 lb. 12 oz.

Turbo Hydramatic	U.S. Measure	Imperial Measure
350	10.0 qts.	8.25 qts.
400	11.0 qts.	9.25 qts.

TURN SIGNAL FLASHER:

Type ..... Capacity

All ..... 2 lamp (LL)

Hazard Warning Flasher, All ..... 4 lamp

TIRE INFORMATION:

Complete tire information will be found on pages 56, 57, 58, 59, 60, 61, 62 and 63.

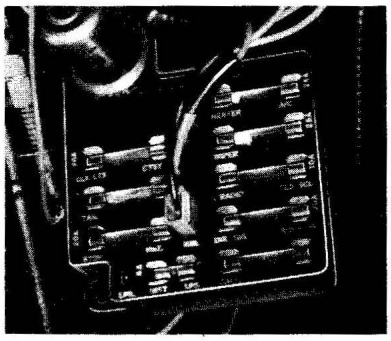
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ENGINE SPECIFICATIONS

CARBURETOR ENGINE DATA	6 Cyl. Engine	8 Cylinder Engine		
	250 Cu. In.	350 Cu. In.		
	1 Barrel	2 Barrel	4 Barrel	4 Barrel
Comp. Ratio	8.5:1	8.5:1		9.0:1
Bore	3.875	4.00		
Stroke	3.56	3.48		
Firing Order	1-5-3-6-2-4	1-8-4-3-6-5-7-2		

FUSES AND CIRCUIT BREAKERS

The wiring circuits in your 1974 Camaro are protected from short circuits by a combination of fuses, circuit breakers, and fusible thermal links in the wiring itself. This greatly reduces the hazard of electrically caused fires in the automobile. The fuse junction block is located under the left side of the instrument panel.



SPARK PLUGS

The following spark plugs are recommended for Camaro engines.

	Normal Service (Original Equip.)
L-6 Engines	AC Type R-46T
All 350 V-8 Engines	AC Type R-44T

ITEM	USAGE	RECOMMENDATION
Engine Oil Filter	All	AC Type PF25
Radiator Cap	All	AC Type RC-33
Gasoline Cap	All	AC Type GT-85

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FUSES AND CIRCUIT BREAKER:

The headlamp circuits are protected by a circuit breaker in the light switch. An electrical overload on the breaker will cause the lamps to go on and off, or in some cases to remain off. If this condition develops, have your wiring circuits checked immediately.

Fuses, located in the Junction Block beneath the dash on the driver's side are:

Radio, T.S.C. Sol. Rear Defogger
Glove Box Lamp, Hydra-Matic Downshift ..... 10 Amp.
Wiper ..... 25 Amp.
Stop and Hazard Warning Lamps ..... 20 Amp.
Dir. Sig., B/U Lamps ..... 20 Amp.
Heater, A/C ..... 25 Amp.
Inst. Lamps, Anti-Diesel Relay ..... 4 Amp.
Gauges, Warning Lamps ..... 10 Amp.
Clock, Lighter, Courtesy, Dome and Luggage Lamps ..... 20 Amp.
Tail, License, Sidemarker and Parking Lamps ..... 20 Amp.

An Air Conditioning high blower speed fuse, 30 amp. is located in an In-line fuse holder running from junction block to Air Conditioning relay.

Do not use fuses of higher amperage rating than those recommended above.

Fusible Links are incorporated into the wiring system. These are wires of such a gauge that they will fuse (or melt) before damage occurs to an entire wiring harness in the event of an electrical overload. See your Chevrolet Dealer if fusible link replacement becomes necessary.

BULB SPECIFICATIONS (Replace with AC-Guide Lamps)	**Candle Power**	
Headlamp Unit		
High Beam	60W	6014
Low Beam	50W	Sealed Beam
Front Park and Directional Signal	32-3	1157NA
Front Fender Side Marker Lamp	2	194
Rear Side Marker Lamp	2	194
Tail, Stop, and Rear Directional Signal	32-3	1157
License Plate Lamp	4	67
Back Up Lamps	32	1156
Courtesy Lamp	6	631
Dome Lamp	12	211-2
Instrument Illumination Lamp (Includes Automatic Transmission)	2	194
High Beam Headlamp Indicator	2	194
Indicator Lamps		
Gen.	2	194
Oil	2	194
Temp. System	2	194
Brake Warning	2	194
Turn Signal	2	194
Seat Belt Warning	2	194
Heater or A/C Control Panel Lamp	7	1445
Glove Box Lamp	2	1895 or 194
Radio Dial Lamp	1	1816
Underhood Lamp	15	93
Luggage Compartment Lamp	15	1003
Rear Seat Courtesy	6	212-1

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OWNER ASSISTANCE

The satisfaction and goodwill of the owners of Chevrolet products are of primary concern to your dealer and the Chevrolet Motor Division. Normally, any problems that arise in connection with the sales transaction or the operation of your car will be handled by your dealer's Sales or Service Departments. It is recognized, however, that despite the best intentions of everyone concerned, misunderstandings will sometimes occur. If you have a problem that has not been handled to your satisfaction through normal channels, we suggest that you take the following steps:

STEP ONE—Discuss your problem with a member of dealership management. Frequently, complaints are the result of a breakdown in communications and can quickly be resolved by a member of the dealership management. If the problem already has been reviewed with the Sales Manager or Service Manager, contact the Dealer himself or the General Manager.

STEP TWO—Contact the Chevrolt Zone Office (or in Canada contact the General Motors Zone Office) closest to you listed on the following pages. When it appears that your problem cannot be readily resolved by the dealership without additional assistance, the matter should be called to the attention of the Zone's Owner Relations Department and the following information provided:

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- Your name, address, telephone number
- Vehicle Identification number*
- Dealer's name and location
- Vehicle's delivery date and mileage
- Nature of problem

STEP THREE — Contact the Customer Services Manager, Chevrolet Central Office, Chevrolet Motor Division, Detroit, Michigan 48202 313-556-5219 (or in Canada contact the Owner . Relations Supervisor, General Motors of Canada Limited, Oshawa, Ontario, 416 644-6624). If after an additional review of all facts involved he feels that some further action can be taken, he will so instruct the Zone. In any case, your letter will be acknowledged providing Chevrolet's position in the matter.

When contacting the Zone or Central Office, please bear in mind that ultimately your problem likely will be resolved in the dealership, utilizing the dealer's facilities, equipment and personnel. It is suggested, therefore, that you follow the above steps in sequence when pursuing a problem.

Your purchase of a Chevrolet product is greatly appreciated by both your dealer and Chevrolet Motor Division. It is our sincere desire to assist you in any way possible to assure your complete satisfaction with your vehicle.

*Available from registration, title or plate attached to left top of instrument panel and visible through the windshield.

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CHEVROLET ZONE OFFICE ADDRESSES

When calling for assistance, please ask for Customer Services Manager

Irondale, Ala. (Birmingham)
2300 Crestwood Blvd. 35210
(205) 595-6121

Tempe, Arizona (Phoenix)
1625 W. 23rd St. 85282
(602) 968-2425

Los Angeles, California
1800 Avenue of the Stars 90067
(213) 879-9611

Oakland, California
10910 E. 14th St. 94600
(415) 562-0553

San Diego, California
707 Broadway 92112
(714) 234-7231

Denver, Colorado
4355 Kearney St. 80200
(303) 388-5361

Jacksonville, Florida
8206 Phillips Hwy. 32207
(904) 733-5050

Doraville, Georgia (Atlanta)
4060 Motors Industrial Way 30340
(404) 457-7211

Indianapolis, Indiana
2350 N. Shadeland Ave. 46206
(317) 356-7214

South Bend, Indiana
3002 S. Michigan St. 46614
(219) 291-5000

Oakbrook, Illinois (Chicago)
2021 Spring Rd. 60680
(312) 654-6345

Peoria, Illinois
2009 N. Knoxville 61601
(309) 688-8611

Des Moines, Iowa
818 Fifth Ave. 50305
(515) 283-1561

Lenexa, Kansas (Kansas City)
8900 Marshall Dr. 66201
(913) 888-1400

Wichita, Kansas
4921 E. 21st St. 67208
(316) 685-1311

Louisville, Kentucky
4501 Indian Trail 40200
(502) 969-2361

Harahan, La. (New Orleans)
5401 Jefferson Hwy. 70123
(504) 733-6850

Portland, Maine
150 Riverside St. 04103
(207) 773-2934

Hanover, Maryland (Baltimore)
1800 Parkway Drive 21201
(301) 796-3640

Westwood, Mass. (Boston)
505 Blue Hill Drive 02090
(617) 329-2300

Grand Blanc, Michigan (Flint)
5198 Territorial Road 48439
(313) 694-7007

Southfield, Michigan (Detroit)
15565 Northland Drive 48075
(313) 424-2011

Edina, Minn. (Minneapolis)
7600 Metro Blvd. 55424
(612) 835-3000

Maryland Heights, Missouri (St. Louis)
83 Progress Parkway 63043
(314) 878-4200

Omaha, Nebraska
11616 "I" Street 68100
(402) 333-4500

Englewood, N. J. (Newark)
385 Nordhoff Place 07631
(201) 567-7200

Bethpage, Long Island, N. Y.
175 Central Ave., South 11714
(516) 694-7970

Cheektowaga, N. Y. (Buffalo)
2615 Walden Ave. 14225
(716) 684-8025

Syracuse, N. Y.
107 Twin Oaks Dr. 13200
(315) 437-2861

Tarrytown, N. Y.
371 S. Broadway 10591
(914) 631-8900

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CHEVROLET ZONE OFFICE ADDRESSES (Cont'd)

Charlotte, N. C.
701 Interstate 85 28200
(704) 392-6311

Fargo, N. D.
W. Frontage Rd.
Hwy. I-29 58102
(701) 282-4451

Parma, Ohio (Cleveland)
12990 Snow Road (Parma) 44129
(216) 265-5600

Sharonville, Ohio (Cincinnati)
11575 Reading Rd., 45241
(513) 841-5927

Oklahoma City, Oklahoma
12 N.E. 36th Street 73100
(405) 521-9776

Beaverton, Oregon (Portland) 97005
15005 S. W. Tualatin Valley Hwy.
(503) 646-8231

Carnegie, Penn. (Pittsburgh)
507-527 Forrest Ave. 15106
(412) 923-2500

Harrisburg, Pennsylvania
Pennsboro Office Center
Taylor Bridge Bypass
Wormleysburg, Penn. 17105
(717) 233-7951

King of Prussia, Penn. (Phila.)
935 First Avenue 19406
(215) 265-5200

Memphis, Tenn.
3495 Lamar Ave. 38100
(901) 363-3612

Dallas, Texas
8635 Stemmons Freeway 75200
(214) 637-3110

Houston, Texas
4807 Wake Forest St. 77000
(713) 668-0511

Salt Lake City, Utah
116 No. 2400 W. 84122
(801) 328-0827

Sandston, Va. (Richmond)
5450 Lewis Road 23150
(703) 222-2840

Charleston, W. Virginia
1205-1211 Virginia St., E. 25300
(304) 344-2301

Bellevue, Washington (Seattle)
Bellevue Business Center Building
Suite 300
777 - 106th Ave. N.E. 98009
(206) 455-5100

Green Bay, Wisconsin
1901 S. Webster Ave. 54300
(414) 437-6511

Milwaukee, Wisconsin 53200
4066 N. Port Washington Ave.
(414) 964-1041

HAWAII ADDRESS:

1600 Kapiolani Blvd.
Suite 714
Honolulu, Hawaii
946-3988

GM OF CANADA LIMITED ZONE OFFICES

Vancouver 4, B. C.
900 Terminal Avenue
(604) 684-9444

Calgary 2, Alta.
P.O. Box 2510
(409) 243-4621

Regina, Sask.
581 Park St.
(306) 543-2224

Winnipeg, Man. R2X 0X9
1345 Redwood Avenue
(204) 582-2371

London, Ont. N6A 4P6
1991 Oxford St. E.
(519) 455-2400

Ottawa, Ont. K1G 0Z4
875 Belfast Road
(613) 237-5051

Toronto, Ont. M3C 1J1
1200 Eglinton Ave., East
(416) 446-5000

Montreal, Que.
5000 Trans-Canada Highway
Pointe Claire 730, Quebec
(514) 697-9160

Moncton, N.B.
653 St. George St.
(506) 854-1500

MEXICO ADDRESS

General Motors de Mexico S.A. de C. V.
Av. Ejercito Nacional No. 843
Mexico 5, D.F.
545-3921

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