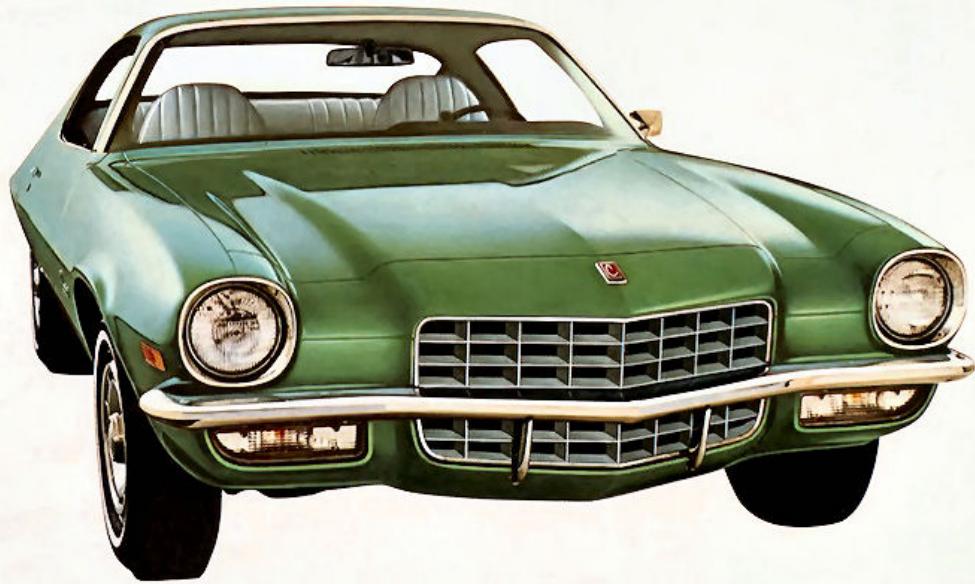


# 1972 Camaro

Sport Coupe/Rally Sport/SS/Z28



CENTURY  
AUTOMOTIVE

Chevrolet

# We've learned a lot from Corvette. Here it is.

Chevrolet has been building the Corvette for 19 years now. And it's still the only two-seat production sports car made in North America.

Over the years, we've learned about axle control, springing, weight

distribution, aerodynamics, braking, and a lot more from the Corvette.



New black four-spoke sport steering wheel available.



Multi-leaf rear springs.

Self-adjusting rear drum brakes.

Bias-mounted rear shock absorbers for excellent suspension control.



Some of the equipment illustrated is optional at extra cost.

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Self-adjusting front disc brakes for superb fade resistance.

But once on the road, there's very little difference. Camaro handles amazingly well. Thanks to all we learned from Corvette.

Check below and you'll see some of the reasons why.

# According to definition, a sports car usually has two seats. Usually.

We like to think of a sports car as a car that's simply fun to drive. One that holds the road. One that corners flat. And responds to you when you want it to. That's Camaro. It does all those things. And does them well. And it has a back seat. Two bucket-style back seats to be more accurate. You'll find other cars Camaro's size with a back seat. But not one of them has a car like Corvette to back it up. Two seats or four, Chevrolet builds sports cars. Here's what Camaro's like on the inside for '72.

Side-guard beams for side impact protection.

Standard 3-speed transmission with floor-mounted shifter.

Bucket-style seats in back.

All-vinyl trim.

Seats are solid foam inside for a more comfortable ride and greater durability. (We form each part in a single block of foam.)

Built-in head restraints.

New door panel design with map pockets and handy change receptacle.

Deeply contoured front bucket seats.

Steering wheel and transmission lock incorporated in ignition switch.

Energy-absorbing steering column.

Wraparound instrumentation in flat black for reduced glare.

Energy-absorbing padded instrument panel.

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# The Camaro Sport Coupe.



Otherwise known as the standard Camaro. Actually, every Camaro is a Sport Coupe. There's just one body style.

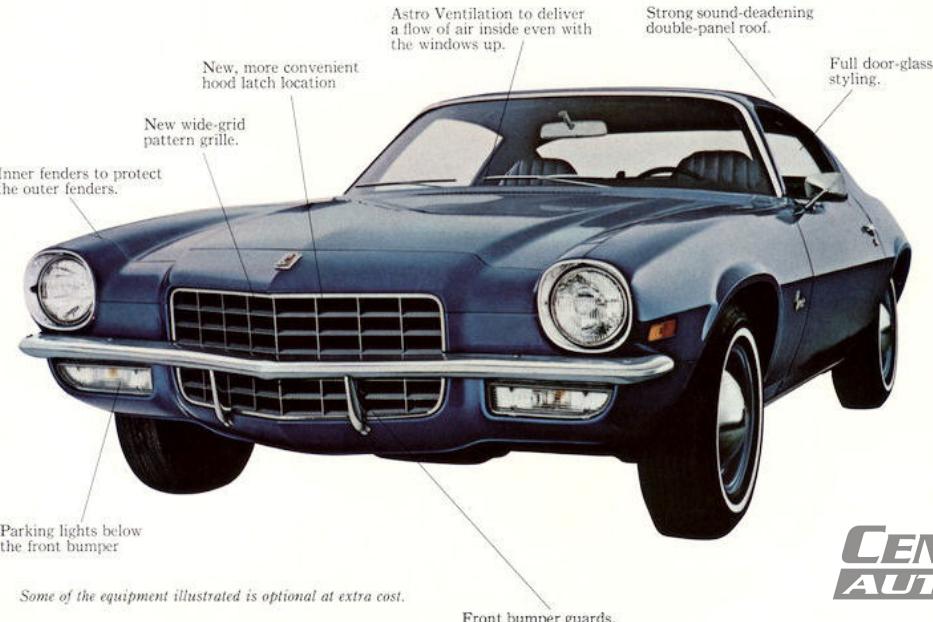
But you can do a lot with it.

On the following pages you'll find out what you can add to the Camaro Sport Coupe in the way of Option Packages. For more appearance. Or for more performance. Or both.

But first, check the listing here and around the car to see what the standard Camaro comes with:

- Quality Body by Fisher for long life
- Durable

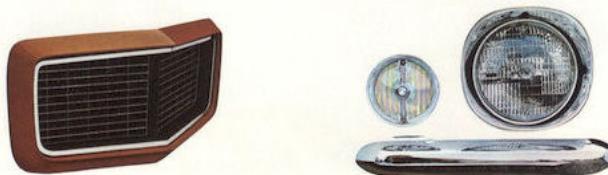
acrylic lacquer Magic-Mirror finish • Primer coatings, zinc coatings and anti-rust compounds applied to help protect from rust and corrosion • 15 exterior colours, 10 new • 10" day/night rearview mirror bonded to windshield for less vibration • Deep-twist carpeting, Colour-keyed • Flush-mounted, pull-type door handles • Front marker lights with amber lenses. (They flash with the turn signal.) • Flush-and-dry rocker panels to help curb rust. • 7-inch single-unit Power-Beam headlights for high output.



*Some of the equipment illustrated is optional at extra cost.*

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# The Rally Sport Camaro.



Take a Camaro Sport Coupe, add the Rally Sport package, and you've got a different looking Camaro.

Rally Sport is mainly an appearance package to make Camaro look even sportier than the standard version.

The first RS feature people notice is the dent-resistant frame which surrounds the grille (above). It's painted the same colour as the body

and helps prevent dings and nicks, especially in parking spots.

Below is the Rally Sport Camaro. And everything that goes with it. This Rally Sport Camaro is also equipped with our Style Trim Group which includes: bright beltline moldings, bright accents on taillights and parking lights, bright roof-drip moldings, and bright molding on the rear edge of the hood.



The front bumper is split into a right-hand and left-hand section.

# The Super Sport Camaro.



Turbo-Fire 350 V8.  
available Turbo-Jet  
396 V8.



14 x 7 wheels.

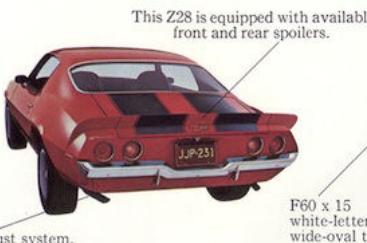
F70 x 14 white-lettered  
wide-oval tires.

If a little more performance is what you're looking for, we have the answer in our SS package. Except for a few obvious things, like Hide-A-Way windshield wipers and a black grille, most of the features in the SS package are hidden underneath Camaro's sleek body. But just try taking the SS onto a stretch of

winding road and you'll feel those hidden features. Here's how the SS reads out • Chromed air cleaner cover • Heavy-duty starter • Black rear panel (with Turbo-Jet 396 V8 only) • Dual exhaust system • Heavy-duty radiator • Heavy-duty drive shaft universal joints • SS fender emblem • Engine displacement numerals and more below.



# The Z/28 Camaro.



This Z/28 is equipped with available front and rear spoilers.

Dual exhaust system.



F60 x 15  
white-lettered  
wide-oval tires.



It has a new shifter featuring a positive reverse lockout with the 4-Speed.

We put a little something special into this Camaro. Such as: • Chromed air cleaner cover • Special hood insulation • Finned aluminum valve rocker covers • Heavy-duty starter • Heavy-duty radiator • Heavy-duty engine mounts • Special front and rear shock absorbers • Heavy-duty driveline universal joints • Heavy-duty clutch. Plus the others shown below

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Some of the equipment illustrated is optional at extra cost.

# Camaro Extras.



Custom Interior. Cloth and vinyl seats in black, dark blue, dark green and black cover. Simulated wood grain accents on upper door panel and instrument cluster.



Front and Rear Spoilers. Include lower front spoiler and a special full-width rear spoiler that extends down sides of rear fenders. Both spoilers add to Camaro's handling, especially at highway speeds.



Special Instrumentation. Includes tachometer, ammeter, temperature gauge, electric clock.



Wheel Covers. Two styles to choose from.



Remote-control Sport Mirror. Driver's side mirror adjusts with a hand switch on the door panel. Right-hand sport mirror is also available as a dealer installed accessory.



New "Wet Look" Vinyl Roof. Comes in black, white, green, cover and tan. Black and white available with all exterior colours. Others available depending on exterior colour.

Floor Console. Mounts between front buck seats. Contains storage compartment, ashtray for rear passengers and houses transmission shift lever when ordered.



Four-Season Air Conditioning. Turns the Camaro interior into your own private environment. Cools, filters as you like it.



AM/FM Radio. Pushbutton operation. Includes antenna concealed in windshield.



Rally Wheels. Wide 14 x 7 wheels are available with any Camaro model.

## Camaro Power Teams

STANDARD				
Engine	SAE net horsepower	Carburetion	Transmission	Rear axle ratio*
Turbo-Thrift 250 250-cu.-in. Six	110	Single-barrel	3-Speed (2.85:1 low) Powerglide	3.08
Turbo-Fire 307 307-cu.-in. V8	130	Two-barrel	3-Speed (2.85:1 low) Powerglide	3.08
			Turbo Hydra-matic	2.73†
AVAILABLE				
Turbo-Fire 350 350-cu.-in. V8	165	Two-barrel	4-Speed (2.54:1 low)	3.08
			Turbo Hydra-matic	2.73†
Turbo-Fire 350 350-cu.-in. V8 (SS only)	200	Four-barrel	4-Speed (2.54:1 low)	3.42
			Turbo Hydra-matic	3.08
Turbo-Fire 350 350-cu.-in. V8 (Z28 only)	255	Four-barrel	4-Speed (2.52:1 low) 4-Speed (2.20:1 low) Heavy-Duty 4-Speed (2.20:1 low) Special Turbo Hydra-matic	3.73**
Turbo-Jet 396 402-cu.-in. V8 (SS only)	240	Special Four-barrel	4-Speed (2.52:1 low) 4-Speed (2.20:1 low) Turbo Hydra-matic	3.42

Protrusion required for 3.73 and 4.0 ratios. Available for all engines. 3.42 performance ratio available. 3.542 tracting ratio available.

For 1972, all Camaro engines have been designed to operate efficiently on the new low-lead or no-lead gasolines. In addition to the lower exhaust pollutants attainable with this engine/fuel combination, the use of unleaded gasolines will reduce valves, exhaust system and other engine components. If these no-lead, low-lead gasolines are not available, any leaded regular grade gasoline with a research octane number of 91 or higher may be used.

## Other extras.

Two-position adjustable driver's seat back. Heavy-duty battery. Deluxe seat and shoulder belts. Deluxe front and rear bumpers. Soft-Ray tinted glass. Auxiliary lighting including courtesy lights, glove box light, luggage compartment light, ashtray light and underhood light. Heavy-duty radiator. AM push-button radio. Rear-seat speaker. Comforttilt steering wheel (with automatic transmission only). Sport steering wheel. Special front and rear suspension. Hide-A-Way windshield wipers. Power brakes. Variable-ratio power steering. Interior Accent Group includes simulated wood-grain accents on the instrument panel and steering wheel and additional instrument cluster lighting. Operating Convenience Group includes electric clock and rear window defroster. Appearance Guard Group includes door edge guards, colour-keyed floor mats and vanity mirror.

Some of these extras are standard equipment with certain Camaro Option Packages. Check with your Chevrolet dealer. He also has a long list of Custom Features for Camaro, such as a stereo cartridge tape player, fire extinguisher, hood lock pins, ski rack, wire and mag-style wheel covers, and many more. See your dealer for installation.

## Magic-Mirror Colours

Mulsanne Blue • Midnight Bronze • Mohave Gold • Placer Gold • Ascot Blue • Gulf Green • Sequoia Green • Spring Green • Orange Flame • Cranberry Red • Pewter Silver • Covert Tan • Antique White • Cream Yellow • Golden Brown.

# We want your new Camaro to be the best car you ever owned.

## Camaro Safety and Security Features

**Occupant Protection.** Seat belts with pushbutton buckles for all passenger positions. Shoulder belts with pushbutton buckles — driver and right front passenger. Two-built-in front seat head restraints. Energy-absorbing steering column. Passenger-guard door locks with forward-mounted lock buttons. Safety door latches and hinges. Folding seat back latches. Energy-absorbing padded instrument panel and front seat back tops. Contoured windshield header. Thick-laminate windshield. Padded sun visors. Safety armrests. Safety steering wheel. Side-guard beams. Cargo guard luggage compartment. Fuel tank impact security. Contoured full-roof inner panel.

**Accident Prevention.** Side marker lights and reflectors. Parking lights that illuminate with headlights. Four-way hazard warning flasher. Backup lights. Lane-change feature in direction signal control. Windshield defroster, washers and dual-speed wipers. Wide-view inside day-night mirror (vinyl-edged, shatter-resistant glass and deflecting support). Outside rearview mirror. Dual master cylinder brake system with warning light. Starter safety switch. Dual-action safety hood latches.

**Anti-Theft.** Anti-theft ignition key warning buzzer. Anti-theft steering column lock.

## 1972 SPECIFICATIONS

Body Styles	2-Door Sport Coupe		Body Styles		2-Door Sport Coupe	
Engines:	Standard Six Cyl.	250	Overall Length (ins.)		188.0	
	Standard V8	307	Height (ins.)		49.1	
Optional V8s	350	350	Width (ins.)		74.4	
	350	350	Curb Weight (lbs.) V8		3,248	
	402	402	Tread (ins.):	Front	61.3	
Transmission:	Standard	3-spd. manual	Rear	Rear	60.0	
Optional	4-spd. manual	Powerglide	Base Tire Size		E78 x 14	
		Turbo Hydra-matic	Wheel Size		14 x 6	
Brakes:	Front Dia. (ins.)	11.0 Disc	Minimum Ground Clearance (ins.)		4.7	
	Rear Dia. (ins.)	9.5 Drum	Head Room (ins.):	Front	37.4	
	Min. H. Area (sq. ins.)	106	Rear	Rear	36.1	
Overall	Manual	27.6:1	Leg Room (ins.):	Front	43.8	
Steering Ratio:	Power	15.5:1-11.8:1	Rear	Rear	30.7	
Turning Circle:	Curb-to-Curb (ft.)	39.0	Hip Room (ins.):	Front	53.3	
Energizer:	Standard Six Cylinder	45 amp.	Rear	Rear	47.2	
	Standard V8	61 amp.	Shoulder Room (ins.):	Front	57.4	
Suspension:	Front	Cod.	Rear	Rear	54.4	
	Rear	Leaf	Fuel Tank Capacity (Imp. gals.)		15.0	
Frame	Unitized body with partial front frame.		Usable Luggage Space (cu. ft.)		6.4	
Wheelbase (ins.)	108.0					
ENGINES		Turbo-Thrift	Turbo-Fire	Turbo-Fire	Turbo-Fire	Turbo-Jet
Displacement (cu. in.)	250 Six		307 V8	350 V8	350 V8	396 V8
HP@ rpm (SAE net)	250		307	350	350	402
Torque (ft. lbs.)@ rpm (SAE net)	3800		307	350	350	4400
Compression Ratio	185 @ 4000		307	350	350	4400
Carburetion	230 @ 2400		307	350	350	4000
Bore and Stroke (ins.)	8.5:1		307	350	350	3200
Fuel	1-bbl.		307	350	350	4000
Oil System (Less Filter) (Imp. qts.)	3.3		307	350	350	4000
Cooling System (Imp. qts.)	3.3		307	350	350	4000
Exhaust System	10		307	350	350	4000
Valve Lifters	12.5		307	350	350	4000
Clutch Dia. (ins.)	13.3		307	350	350	4000
Base Axle Ratio (Without Air Cond.)	13.3		307	350	350	4000
3-Speed manual	13.3		307	350	350	4000
4-Speed manual	13.3		307	350	350	4000
Powerglide	13.3		307	350	350	4000
Turbo Hydra-matic	13.3		307	350	350	4000

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