
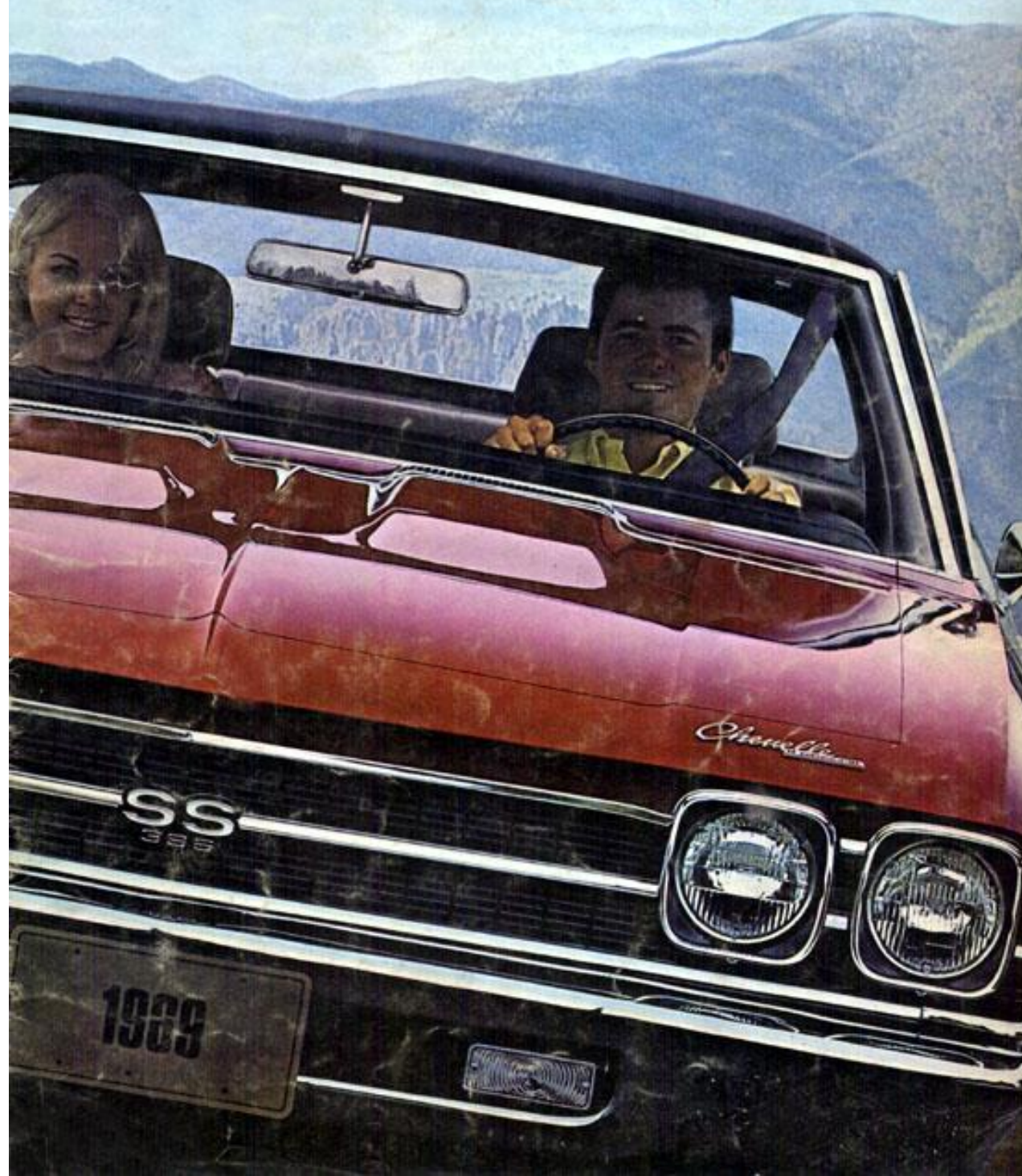


# 1969 CHEVELLE

Putting you first keeps us first 





a few of many reasons to go Chevelle '69

**PUTTING YOU FIRST KEEPS US FIRST.** Say you set out to build the perfect mid-size car. You'd probably come to the same decisions we did for the 1969 Chevelle. In a sense, you did build this car. The features you'll read about in this brochure exist only because someone like you asked for them.

**STYLING.** Right off, you'll notice the crisp new front and rear styling innovations—durable precision-formed plastic grille . . . taillights and backup lights attractively stacked above a massive rear bumper. You'll note, too, the smart new body side trim that identifies each series. Full door-glass styling is now standard on all Chevelle Sport Coupes and Convertibles.

Interiors are spanning new throughout, even to a new 2-spoke energy-absorbing steering wheel. Vinyl tops are available on all Chevelle Coupe and Sedan models. And, wouldn't you know it, 13 of the 15 Magic-Mirror colors are new for '69. All this and more from the mid-size car that keeps on surprising people.

**SS 396.** Say it out loud. Get the feel of it. You'll be hearing it a lot because the SS 396 equipment package is now available on all Chevelle Coupes and the Malibu Convertible. Includes a choice of 325- or 350-hp Turbo-Jet 396 V8. Power disc brakes. 7" sport-styled wheels. SS emblems front, rear and inside. Twin-domed hood. Beefed up Full Coil suspension. Much more

standard. Plus a look that's . . . well, look below.

- MALIBU SPORT SEDAN.** By definition this is a family car. By nature it's very independent. With distinctive side molding and silver lower-body accents. With long hood and short deck. New front and rear styling treatment and side marker lights. Whitewalls dressed in rally wheels or deluxe, mag-style or mag-spoke wheel covers are yours to order.
- MALIBU SPORT COUPE.** Standing still the 1969 Chevelle is a beautiful car. But don't be misled. This is still the quick-sized mid-size. Case in point: Malibu Sport Coupe with a highly manoeuvrable 112" wheelbase. Full door-glass styling is standard, courtesy of refreshing Astro Ventilation, also standard. Comes in five standard vinyl-and-cloth interiors (black, dark blue, medium green, midnight green, turquoise) or five extra-

cost all-vinyl interiors (black, medium green, dark green, red and parchment/black).

- MALIBU CONVERTIBLE.** Take it as is with a choice of black or white top and any of four all-vinyl interiors in black, dark blue, parchment/black or red. Or take it as an SS 396 with a whole parcel of performance and appearance niceties designed to bring out the sport in you. Either way, dull driving is gone for keeps.
- MALIBU 4-DOOR SEDAN.** Easiest way we know of to spare the budget and spoil yourself. Inside it's roomy, no small thanks

If our competition had one like this, we'd have a lot more competition.

Some of the equipment illustrated is optional at extra cost.

SS 396 SPORT COUPE





to a generous 116-inch wheelbase and wide-stance chassis. It's quiet, compliments of key engineering refinements and matchless Body by Fisher quality. Front seat head restraints (standard on all Chevelles) top off unexpected cloth-and-vinyl interior elegance in black, dark blue, medium green, midnight green or turquoise. Or specify the black all-vinyl interior. Equip it with such extras as a Comfortilt steering wheel, power steering or a stereo tape system. Now go spoil the family.

**300 DELUXE MODELS.** For a car with miserly ways about operating costs, the 300 Deluxe gets downright grandstandish in looks and comfort. Choose from three body styles: Sport Coupe, Coupe, 4-Door Sedan. Three tough, yet tasty, cloth-and-vinyl interiors in black, blue or medium green. Or, order an all-vinyl interior in black.

• **CHEVELLE INTERIORS.** Oh those meticulous Fisher Body tailors. Give them supple-grained vinyl, smart patterned cloth, deep-twist carpeting, bright metal hardware, some jute and buckram and a lot of foam cushioning and they turn on the posh. Chevelle interiors are as easy to care for as they are easy on the eyes . . . and on the back . . . and on the feet.

• **STRATO-BUCKET SEATS.** Ordering sporty Strato-buckets

**Say you set out to build the perfect mid-size car. You'd probably come to the same decisions we did for the 1969 Chevelle.**

for your Malibu Sport Coupe or Convertible really puts you in the lap of luxury.

• **NEW INSTRUMENT PANEL.** Most car makers describe their instrument panels with terms like "cockpit," and you're the "pilot". Frightening. Our richly padded Chevelle instrument panel is designed for people who want to keep their attention on the road. Controls are clustered for fingertip ease. Instruments angled for better visibility. The whole beautifully appointed sweep of vinyl and metal is toned down for reduced glare.

• **ASTRO VENTILATION.** We figured you'd be a lot more comfortable (maybe even a little healthier) if we brought some of the outside air inside. So we made our Astro Ventilation standard on all '69 Chevelle Sport Coupes and Convertibles. Refreshing.

• **INTERIOR DIMENSIONS.** Chevelle proves that mid-size

cars aren't simply built to carry mid-size people. We build it roomy enough to hold the office car pool . . . or the garden club . . . or half of the starting football team.

• **EXTERIOR DIMENSIONS.** Usually, car makers will come out saying, "longer . . . lower . . . not an ounce of fat anywhere." To be honest, we have to say the '69 Chevelle is shorter . . . higher (Convertible excepted) . . . and a little fatter. Admittedly, our dimensional changes are slight and don't detract from the car's styling one bit, but they do translate into ample people room inside.

• **MAGIC-MIRROR ACRYLIC LACQUER FINISH.** First we bake the Magic-Mirror finish in . . . then we try like blazes to bake it out for days and days under simulated desert conditions. No luck. The Magic-Mirror finish has a resistance to cracking,

Some of the equipment illustrated is optional at extra cost.

MALIBU SPORT SEDAN





chipping, peeling, blistering, flaking and fading that's almost uncanny.

**APPEARANCE GUARD GROUP.** With so many other cars on the road you'd be hard pressed to keep your Chevelle nick- and ding-free without keeping it in the garage. So we offer a special accessory group that has one purpose in life . . . helping you keep up appearances. It includes front and rear bumper guards. Plastic door edge guards at all doors. Four color-keyed mats to keep your floor covering beautiful. And even a vanity

**First we bake the Magic-Mirror finish in then we try like blazes to bake it out.**

visor mirror. Of course, items can be ordered separately.

- **SPECIAL INSTRUMENTATION.** We refuse to take sides in the donnybrook over instrument warning lights vs. needle gauges. So we give you a choice. On any Malibu V8 Sport Coupe or Convertible or SS 396 you can order special instrumentation that includes electric clock, tachometer, and needle gauges for ammeter, temperature and oil pressure indication.
- **POWER STEERING.** As if Chevelle handling characteristics weren't near optimum already, you can also order a reliable power steering system that responds so quickly and precisely you'd think it was an extension of your arm. Makes Chevelle especially agile in city driving and in close parking manoeuvres.
- **POWER DISC BRAKES.** Chevelle power front disc brakes work with Safety-Master rear brakes to provide sure braking

power with minimal fade, even after many consecutive high-speed stops. Specify them on any 1969 Chevelle.

- **VINYL ROOF COVER.** Enough of you told us you wanted vinyl roof covers available on more models, so now you can order one on any Coupe or Sedan.
- **RIDE AND HANDLING.** The way the '69 Chevelle tracks true even on the snakiest routes, you'd think we had a homing device in the front end. Credit a number of fine engineering features and refinements: wide-stance chassis with a low centre of gravity; computer-selected Full Coil suspension, double-acting hydraulic shock absorbers and an army of insulators on suspension members to help shake off bumps with barely a shudder. Brawny 14-inch wheels and large-size tires add more traction, better braking; a refined drive line design that helps

veto vibrations.

- **RIGID QUALITY CONTROL SYSTEMS.** When a '69 Chevelle rolls off the end of the assembly line it's in fine fit . . . a double system of inspectors, has said so. Job inspectors stationed all along the line catch the tiniest defects—things you'd never notice in all your years of ownership. A repairman makes the correction, then a "buy" inspector either approves the repair or rejects it. And so it goes on the longest day in the life of every '69 Chevelle.
- **BODY BY FISHER.** Everything behind the engine compartment and above the frame on the 1969 Chevelle has been sewn, stitched, bonded, tied, welded, stapled, bolted, painted and minutely inspected according to the exceptionally high standards of quality set by Body by Fisher. How many other

Some of the equipment illustrated is optional at extra cost.

MALIBU SPORT COUPE





car bodies do you know by name.

**BODY CONSTRUCTION.** Maybe you never thought of it this way, but sitting in a '69 Chevelle is like sitting in a steel vault. Roof rails, windshield and rear window headers (except Convertible), door and roof pillars are rugged box section design. Doors, hood and deck lid are double paneled in steel. Roof and floor panels are 1-piece heavy-gauge steel. It's all put together with approximately 12,000 separate welds then bolted to one of the strongest frames in the business. Comforting to know.

**SOUND INSULATION.** The inside story on every 1969 Chevelle is very hush hush. It's all about thick blankets of jute and asphalt-impregnated materials on the floor, above the headliner, at the bulkheads. It's about spray-on fibre sound deadeners at strategic areas. Then too, it's about Chevelle's refined drive-

line design for '69 that helps reduce noise and vibration. Drum-tight windows. Doors that snuggle up to the pillar. One of the quietest rides you've never heard.

- **EASY-CARE FEATURES.** Obviously, we can't say your '69 Chevelle will never need servicing. But it does boast many built-ins designed to make service stops less costly, less frequent. There are inner fenders in each fender well to help protect against corrosion. Flush-and-dry rocker panels that clean themselves while you drive. Safety-Master brakes—completely self-adjusting—features a dual master cylinder and corrosion-resistant brake lines. And that's just to mention a few.

- **TRIPLE THEFT PROTECTION.** This just might be the year that we put car thieves out of business. Standard on all '69 Chevelles is a new single-operation anti-theft lock system for the

ignition, steering wheel and transmission selector. That's enough to make a bad guy turn good, any day.

- **OPERATING CONVENIENCE GROUP.** You can order a special accessory group designed to get you where you're going with a little less work and worry. It includes an electric clock; a rear-window defogger to help clear off frost and fog from inside, instead of having to do it from the outside; and a remote-control outside rearview mirror that adjusts to an infinite variety of positions from inside. Items can be ordered separately.

- **KEYLESS DOOR LOCKING.** Now we can't say positively that this is the reason why people turn to Chevelle rather than some of its competitors, but it sure makes you wonder. You push the lock button down, hold the pushbutton on the door handle in, and close the door. If you're worried about locking

your keys in the ignition, when you open your door there's a haunting little buzzer that warns you to remove them.

- **RELOCATED FRONT-DOOR LOCK BUTTONS.** Something you won't see on many other intermediates: front door lock buttons on most Chevelles are closer to centre on the door for easier access by passengers and driver. If this small convenience were the only difference between Chevelle and any other mid-size you might be considering, wouldn't that be difference enough?

**When you get right down to it, one of the best reasons to go Chevelle in 1969 is still price...when you get right down to it.**

Some of the equipment illustrated is optional at extra cost.

MALIBU CONVERTIBLE





**WEATHERPROOFING.** We whip up instant storms to see just how watertight the passenger compartment and trunk on every Chevelle is. First, we bond the windshield and rear window to the body. Seal the deck lid and window sills with yards of rubber stripping. Seal the doors with molded vinyl. Caulk all the joints and seams with a special compound. Then, each body spends four minutes in a simulated storm . . . water under pressure trying to get in from all directions. Not all Chevelles pass the first time. If we ever do build a stormproof Chevelle, we'll turn right around and build a better storm.

**HEADLIGHT WASHERS.** For '69 you can order a new and ingenious system for washing road grime, salt and things like that off the outboard headlights. Hold in the wiper/washer button on the instrument panel and a pressure pulse of water

attacks (even while driving). If this isn't the best reason we've given you for going Chevelle, it's certainly the most novel.

• **HIDE-A-WAY WINDSHIELD WIPERS.** Out of sight out of mind, just the way they should be, until needed. At your bidding they leap to action in either of two speeds. Wiper blades overlap at the centre of the windshield to provide a better panorama. And, how about this, the driver's side blade features articulated action, sweeps broad and clean within two inches parallel of the windshield pillar. Standard on Malibu. Can be specified for 300 Deluxe models.

• **CHILD SAFETY SEAT.** Travelling with toddlers from now on can be a lot easier, a lot safer and a lot more stylish. Your dealer can provide a deeply padded, vinyl-clad child safety seat on the Chevelle of your choice. It's available in parchment to

complement your interior scheme and has its own safety belt. And we fixed it so the little one has a big view of the outside world. Could we say, "putting toddlers first keeps us first"?

• **LIGHT MONITORING SYSTEM.** Available at extra cost on all '69 Chevelles is a remarkable light monitoring system that keeps you posted on the working order of vital running lights. A system of fiber optics picks up light from the source and transmits it to convenient color-coded monitors (red, amber and

green) located on both front fenders. Another is stationed in the rear passenger compartment, easily visible through the rearview mirror.

• **POWER ASSISTS.** Enter two all-new power assists for Chevelle in '69, vacuum-operated power door locks that let you lock all doors simultaneously from inside the car, and a power trunk opener for more convenient access to the luggage compartment. Add them to your Malibu, if you like, along with power windows, power steering and power brakes. It sure is getting to be a pushbutton world.

• **STEREO SYSTEMS.** Maybe this is the year you go full stereo. We make it awfully easy. You can order a deluxe 8-track tape system with four speakers, and exceptionally fine tone and balance control. And/or specify AM/FM stereo radio.

**The inside story on every 1969  
Chevelle is very hush hush.**

300 DELUXE SPORT COUPE



Some of the equipment illustrated is optional at extra cost.

300 Deluxe 4-Door Sedan



300 Deluxe Interior





## WAGONS. Four great ways to get away from it all.

You are offered a choice of four wagons—all with winning ways—Concours Estate, Concours, Greenbrier and Nomad. There's a long list of adjectives that apply to each one. Words like beautiful, stylish, versatile and responsive. But you have the last word. The choice is up to you. So read on. Whichever you pick is right for you.

**CONCOURS ESTATE WAGON.** You get plenty to make you applaud this wagon. For instance, there's more to the dual-action tailgate than dropping down or swinging out. There's a curbside boarding step built right into the bumper. You don't climb aboard, you step in or step out. And just as you'd expect, we

went all out to out-luxury all other wagons in our field. We did it with such things as expanded vinyl upholstery, long-wearing deep-twist carpeting, new instrument cluster and two-spoke steering wheel. And the exterior beauty of The Concours Estate is further enhanced by the rich wood look along the sides and across the tailgate. Even before you drive it, you'll know you've joined the upper wagon class. But without the upper prices.

**CONCOURS.** We expect to hear a lot of good things about the new Concours wagons because we put so many good things in them. Things you buy a wagon for. Like ride: Full Coil suspension to smooth the meanest roads. Room inside to enjoy your ride. Hip room in front and rear seats is just a fraction shy of 5 ft. wide. Third seat, close to 4 ft. All decked in all-vinyl upholstery, deep-twist carpeting and other wagon fineries inside. Makes the moderate price look even more attractive, doesn't it?

**GREENBRIER.** Low price range, right above our lowest. But sporting a brand of luxury that will put it right up front in the popularity parade. And the Greenbrier shares all the safety advances of our other Wagons. Shoulder belts with pushbutton buckles and special storage convenience for driver and right front passenger. Side marker lights and parking lights that illuminate with headlamps. You also get rugged wagon features such as double panel doors, hood and tailgate; Body by Fisher and wide-stance design. The dual action tailgate with the built-in boarding step is standard on the Greenbrier 3-Seat Wagon and is available at extra cost on the 2-seat model. From every angle—luxury, performance and price—when you get behind the wheel of a Greenbrier Wagon, you're sitting pretty.

**NOMAD.** Please don't let the lower price—our lowest—stop you from considering the Nomad 2-Seat Wagon. It's built for

rugged use, but surprisingly well dressed for it. Interiors are all-vinyl in a choice of black, medium blue or saddle. The second seat folds flush with the cargo floor as in all our wagon models and has seat back latches to secure it when upright. You'll thank us years later for our corrosion-resistant measures such as flush-and-dry rocker panels and new plastic inner fender skirts. They add value . . . now and at trade-in time.

**If these wagons don't turn stay-at-homes into gadabouts nothing will**

CONCOURS ESTATE WAGON

Some of the equipment illustrated is optional at extra cost.



Below Right: Nomad 2-Seat Wagon

Dual-action Tailgate: Upper; swings out. Lower; drops down.





**1969 SAFETY AND SECURITY FEATURES.** In 1969 all Chevelles feature an impressive array of safety, anti-theft and convenience equipment, more notable among these are:

- Energy-absorbing steering column
- Seat belts with push-button buckles for all passenger positions
- Driver and right front passenger shoulder belts with pushbutton buckles and special storage provision (except convertibles)
- Two front seat head restraints
- Passenger guard door locks—with forward mounted lock buttons
- Four-way hazard warning flasher
- Dual master cylinder brake system with warning light and corrosion-resistant brake lines
- Folding seat back latches
- Dual-speed windshield wipers and washers
- Dual-action safety hood latch
- Outside rearview mirror
- Backup lights
- Side marker lights

- and parking lights that illuminate with headlights
- Energy-absorbing instrument panel, padded sun visors
- Reduced-glare instrument panel top, inside windshield moldings, steering wheel hub, and windshield wiper arms and blades
- Wide inside day-night mirror with deflecting base
- Lane-change feature in direction signal control
- Safety armrests
- Thick-laminate windshield
- Soft, low-profile window control knobs, coat hooks,

**The select roster of Options & Custom Features represents many more reasons to go Chevelle in '69. Some are shown below.**

Child Safety Seat



Mag-Style Wheel Covers



Rear Window Defogger



Light Monitoring System

Power Door Locks



Light Washers



Power Disc Brakes



Rally Wheels





dome light • Padded front and intermediate seat back tops • Smooth contoured door and window regulator handles • Anti-theft ignition key warning buzzer • Anti-theft ignition, steering and transmission lock • Starter safety switch on all transmissions • Tire safety rim • Safety door latches and hinges • Uniform shift quadrant • Cargo-guard luggage compartment.

#### MAGIC-MIRROR FINISH EXTERIOR COLOR AVAILABILITY

Tuxedo Black	Butternut Yellow	Glacier Blue
Dover White	Champagne	Dusk Blue
Cortez Silver	Burnished Brown	LeMans Blue
Garnet Red	Frost Green	Burgundy
Olympic Gold	Azure Turquoise	Fathom Green

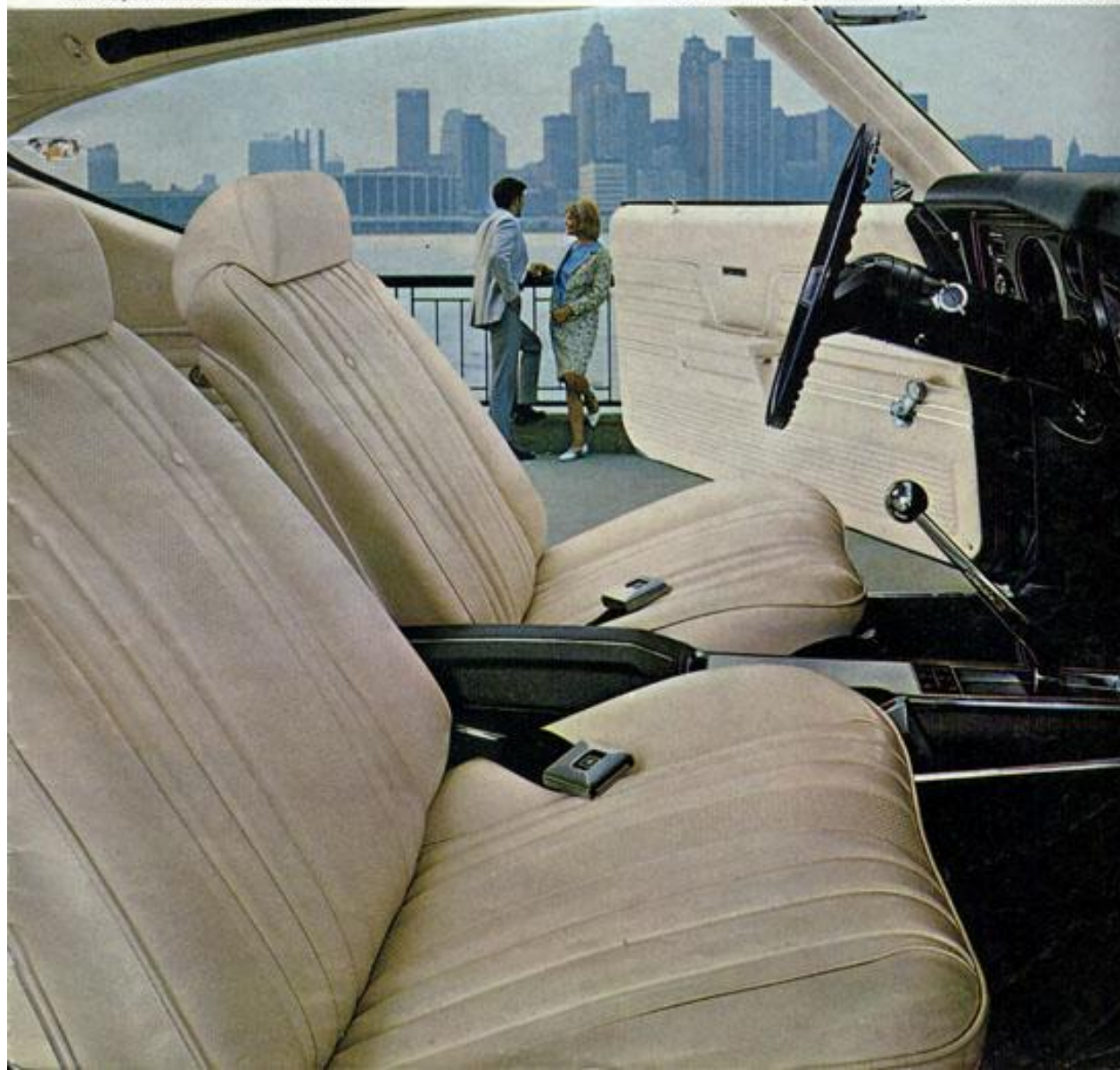
All-Vinyl Strato-Bucket Seat Interiors

#### POWER TEAMS

	3-Speed fully synchro- nized	Special 3-Speed fully synchro- nized	4-Speed fully synchro- nized	Power- slide	Turbo Hydra- matic
140-hp Turbo-Thrift 230*	*			*	*
155-hp Turbo-Thrift 250	*			*	*
200-hp Turbo-Fire 307 V8*	*		*	*	*
255-hp Turbo-Fire 350 V8		*	*	*	*
300-hp Turbo-Fire 350 V8		*	*	*	*
375-hp Turbo-Jet 396 V8†		*	*		*
350-hp Turbo-Jet 396 V8†		*	*		*

\*Standard. †Available only with SS 396 equipment package.

Some of the equipment illustrated is optional at extra cost.





# SPECIFICATIONS

CHEVELLE				STATION WAGON			
Body Styles	Malibu	300 Deluxe	Concours Est.	Concours	Greenbrier	Nomad	
	Sport Coupe† Sport Sedan* Conv.† 4-dr. Sdn.	Sport Coupe† 4 dr. Sdn.	4-dr. 2 st. 4-dr. 3 st. Dual-Action Tailgate	4-dr. 2 st. 4-dr. 3 st. Dual-Action Tailgate	4-dr. 2 st. 4-dr. 3 st. Dual-Act T/Gate Std. on 3-st. only Avail. on 2-st.	4-dr. 2 st. Dual-Act T/Gate avail.	
*Concours model option available				†\$5396 option available			
<b>Engines</b>							
Std. Six	230	230	—	230	230	230	
Std. V8	307	307	307	307	307	307	
Opt. Six	250	250	—	250	250	250	
Opt. V8	350	350	350	350	350	350	
	350	350	350	350	350	350	
	396	396	—	—	—	—	
	396	396	—	—	—	—	
<b>Transmissions</b>							
Std.	3-spd. Man.	3-spd. Man.	—	3-spd. Manual	3-spd. Manual	—	
Opt.	HD, 3-spd. Man. 4-spd. Man. Powerglide Turbo Hydra-matic	HD, 3-spd. Man. 4-spd. Man. Powerglide Turbo Hydra-matic	—	4-spd. Manual 4-spd. Manual Powerglide Turbo Hydra-matic	4-spd. Manual 4-spd. Manual Powerglide Turbo Hydra-matic	—	
<b>Brakes</b>							
Drum Size — Front (ins.)	9.5 x 2.5	9.5 x 2.5	—	9.5 x 2.5	9.5 x 2.5	—	
Rear (ins.)	9.5 x 2.0	9.5 x 2.0	—	9.5 x 2.0	9.5 x 2.0	—	
Lining Area — Total (sq. in.)	168.9	168.9	—	168.9	168.9	—	
<b>Steering Gear Ratios</b>							
Manual Std. (Overall)	28.1:1	28.1:1	—	28.1:1	28.1:1	—	
Power (Overall)	20.4:1	20.4:1	—	20.4:1	20.4:1	—	
Turning Circle — Wall to Wall (ft.)	45.1 4-dr. Sdn.	45.1 4-dr. Sdn.	—	45.1	45.1	—	
Curb to Curb (ft.)	41.0 4-dr. Sdn.	41.0 4-dr. Sdn.	—	41.0	41.0	—	
<b>Energyizer</b>							
Six	12 v 45 amp. hr.	12 v 45 amp. hr.	12 v 45 amp. hr.	12 v 45 amp. hr.	12 v 45 amp. hr.	12 v 45 amp. hr.	
V8	12 v 45 amp. hr. (imported 45)	12 v 45 amp. hr. (imported 45)	12 v 45 amp. hr. (imported 45 amp.)	12 v 45 amp. hr. (imported 45 amp.)	12 v 45 amp. hr. (imported 45 amp.)	12 v 45 amp. hr. (imported 45 amp.)	
Opt. V8's	12 v 61 amp. hr.	12 v 61 amp. hr.	12 v 61 amp. hr.	12 v 61 amp. hr.	12 v 61 amp. hr.	12 v 61 amp. hr.	
<b>Chassis</b>							
Suspension	Full Coil	Full Coil	Full Coil	Full Coil	Full Coil	Full Coil	
Frame	Perimeter	Perimeter	Perimeter	Perimeter	Perimeter	Perimeter	
Wheelbase (in.)	116 Sdn. 112 Cpe.	116 Sdn. 112 Cpe.	—	116	116	—	
Length (s/all) (in.)	200.9 196.9	200.9 196.9	—	207.9	207.9	—	
Height (in.)	53.5 52.8	53.5 52.8	—	54.3	54.3	—	
Width	52.7 (Convertible)	52.7 (Convertible)	—	76.0	76.0	—	
Curb Weight lbs.							
Six	3235 4-dr. Sdn.	3205 4-dr. Sdn.	—	3660	3740	3560	3730
V8	3370 4-dr. Sdn.	3335 4-dr. Sdn.	3795	3845	3800	3870	3700
			2-st.	3-st.	2-st.	3-st.	3-st.
Tread — Front (ins.)	59.0	59.0	59.0	59.0	59.0	59.0	59.0
Rear (ins.)	59.0	59.0	59.0	59.0	59.0	59.0	59.0
Tire (Base)	7.35 x 14	7.35 x 14	7.35 x 14	7.35 x 14	7.35 x 14	7.35 x 14	7.35 x 14
Wheel Size	14 x 5, (except SS opt. 14 x 7)	14 x 5, (except SS opt. 14 x 7)	14 x 5	14 x 5	14 x 5	14 x 5	14 x 5
Road Clearance (in.)	4.8	4.8	4.8	4.8	4.8	4.8	4.8
Headroom Front (in.)	38.5 4-dr. Sdn.	38.5 4-dr. Sdn.	38.5	38.5	38.5	38.5	38.5
Rear (in.)	37.1	37.1	37.1	37.1	37.1	37.1	37.1
Legroom Front (in.)	42.8	42.8	42.8	42.8	42.8	42.8	42.8
Rear (in.)	35.1	35.1	35.1	35.1	35.1	35.1	35.1
Hiproom Front (in.)	59.5	59.5	59.5	59.5	59.5	59.5	59.5
Rear 2nd Seat (in.)	59.4	59.4	59.4	59.4	59.4	59.4	59.4
Shoulder Room Front (in.)	58.3	58.3	58.3	58.3	58.3	58.3	58.3
Rear 2-st. (in.)	57.5	57.5	57.5	57.5	57.5	57.5	57.5
Fuel Tank Cap. Gal.	16-2/3	16-2/3	16-2/3	16-2/3	16-2/3	16-2/3	16-2/3
Useable Luggage Space (cu. ft.)	13.5	13.5	13.5	13.5	13.5	13.5	13.5
Total Volume (cu. ft.)							
			90.4 (a)	89.6 (b)	94.0 (a)	89.6 (b)	84.0
			2-seat	3-seat	2-seat	3-seat	2-seat
*7.75 x 14 for L6 Nomad. (a) Includes 10.0 cu. ft. of concealed luggage comp. (b) Includes 5.6 cu. ft. of concealed luggage comp.							
<b>Engines</b>							
	**140-hp. Turbo-Thrift 230 Six	155-hp. Turbo-Thrift 250 Six	**200-hp. Turbo-Fire 307 V8	255-hp. Turbo-Fire 350 V8	300-hp. Turbo-Fire 350 V8	*325-hp. Turbo-Jet 396 V8	*350-hp. Turbo-Jet 396 V8
Disp. (cu. in.)	230	250	307	350	350	396	396
HP @ RPM	140 @ 4400	155 @ 4200	200 @ 4600	255 @ 4800	300 @ 4800	325 @ 4800	350 @ 5200
Torque @ RPM (Ft./Lbs.)	220 @ 1600	235 @ 1600	300 @ 2400	365 @ 3200	380 @ 3200	410 @ 3200	415 @ 3400
Comp. Ratio	8.5:1	8.5:1	9.0:1	9.0:1	10.25:1	10.25:1	10.25:1
Carburetion	1-bbl.	1-bbl.	2-bbl.	4-bbl.	4-bbl.	4-bbl.	4-bbl.
Bore & Stroke (in.)	3.875 x 3.25	3.875 x 3.53	3.875 x 3.25	4.0 x 3.48	4.0 x 3.48	4.094 x 3.76	4.094 x 3.76
Fuel	Regular	Regular	Regular	Regular	Premium	Premium	Premium
Oil System Cap. (qts.) Less Filter	3.3	3.3	3.3	3.3	3.3	3.3	3.3
Cooling System Capacity (qts.)	10.8	10.8	14.2	13.3	13.3	19.2	19.2
Exhaust Syst.	Single	Single	Single	Single	Single	Dual	Dual
Valve Lifters	Hydraulic	Hydraulic	Hydraulic	Hydraulic	Hydraulic	Hydraulic	Hydraulic
Clutch Dia. (in.)	9.12	9.12	10.34	10.34	11.00	11.00	11.00
**Standard engines. (Turbo-Thrift Six not available on Concours Est.)				*Available with SS 396 Opt. Z25 only.			
<b>Asle Ratios (Without air cond.)</b>							
3 spd. Std.	3.08	3.36	3.08	3.36	—	—	—
HD 3-spd.	3.36†	3.36†	3.36†	3.31	3.31	3.31	3.55
Powerglide	3.08	3.36	3.08	3.36	2.73	2.73	—
Turbo Hydra-matic	2.73	2.73	2.73	2.73	2.56	2.73	3.55
4 spd. Wide Range	—	—	—	—	—	—	—
			3.36	3.36	3.31	3.31	3.55
†Greenbrier, Concours 3-st, Concours Est. Wag. — only.							

(Positraction optional for all ratios)



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Every Chevelle has to make it before we mark it.



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