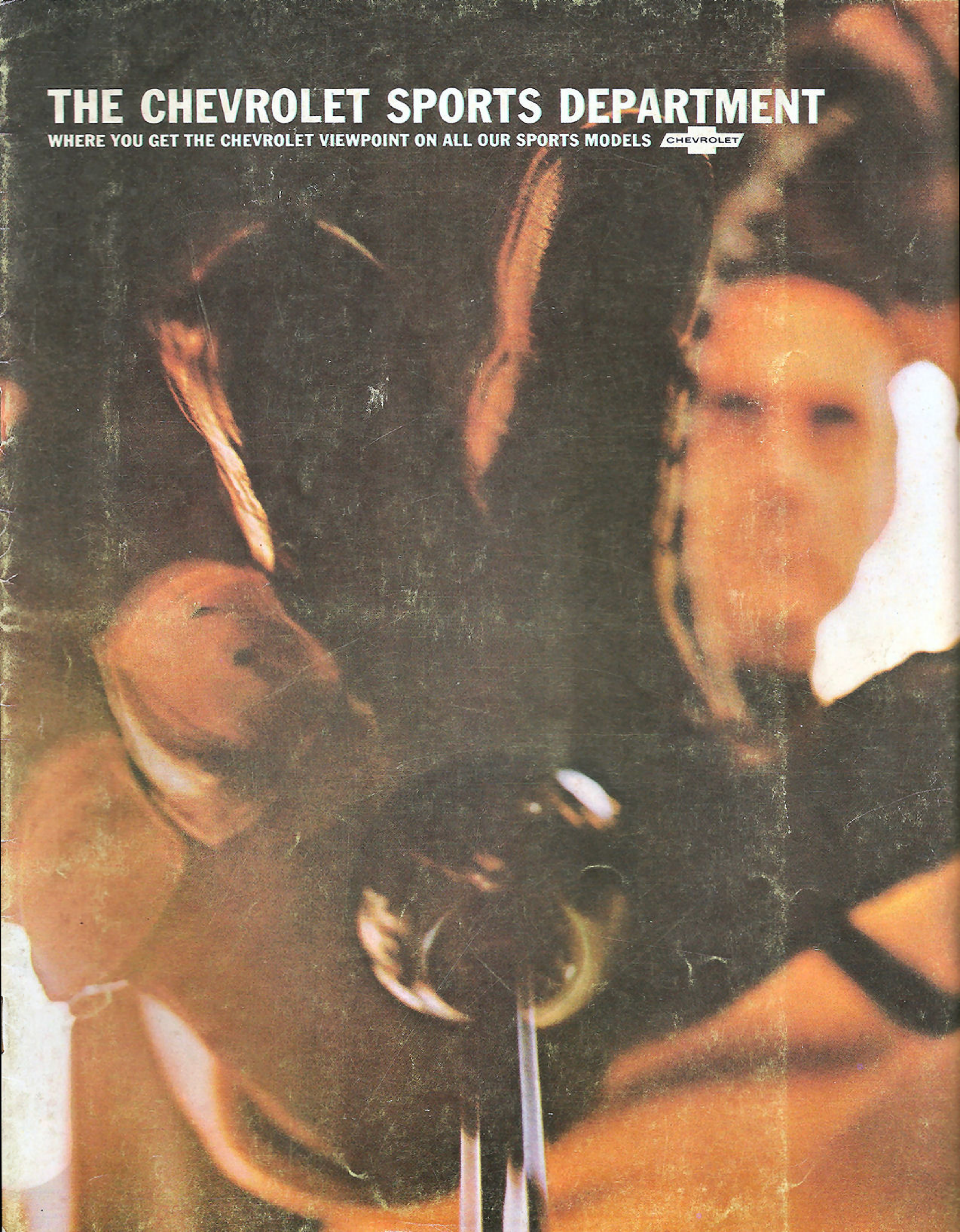
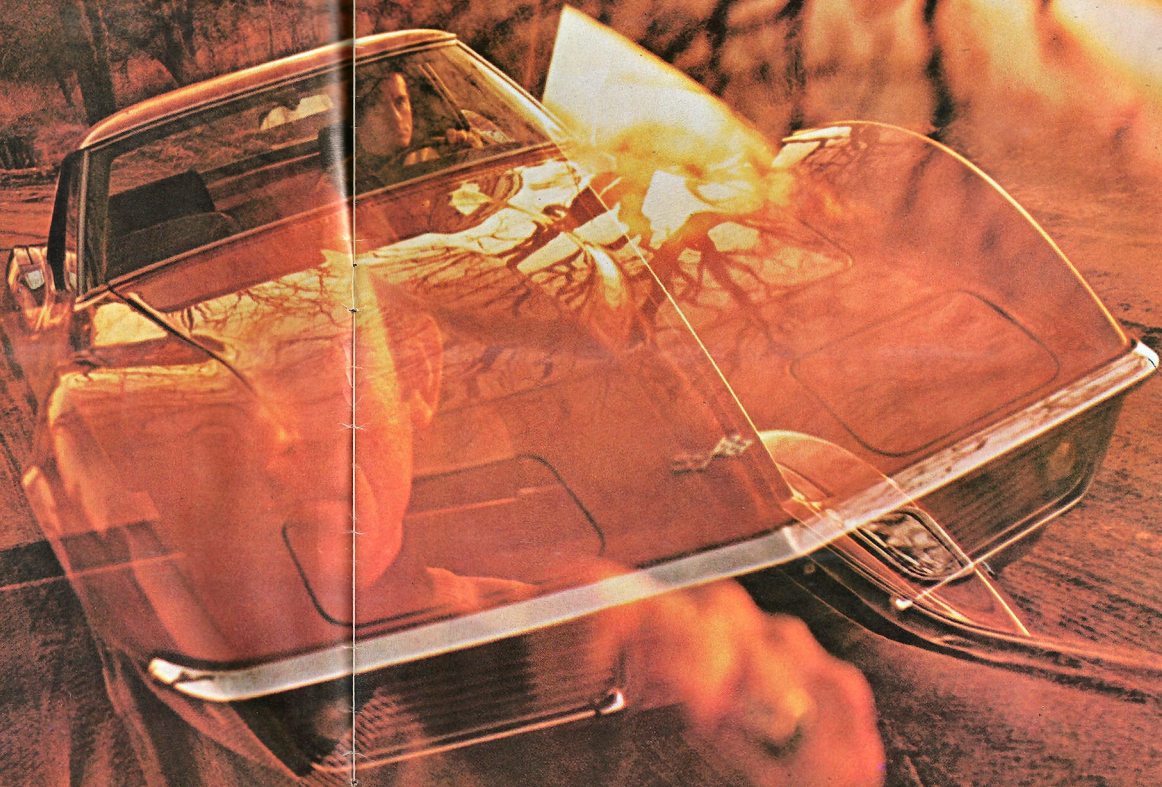


THE CHEVROLET SPORTS DEPARTMENT

WHERE YOU GET THE CHEVROLET VIEWPOINT ON ALL OUR SPORTS MODELS 



The Chevrolet Sports Department is where you'll find our really special equipment. The cars that carry personal tastes in performance to the ultimate. Like Corvette and Chevrolet SS 427. Like Camaro SS and Z/28, Chevy Nova SS, Chevelle SS 396 and Corvair Monza. Go ahead and fit out your exact specifications.



Copyright 1968, Chevrolet Motor Division, General Motors Corporation. Some extra-cost Options & Custom Features are shown and described in this catalog. You'll find more information about these items plus additional facts in the separate 1969 Chevrolet car catalogs. Also, check the separate catalogs for detailed lists of Chevrolet's safety and convenience features.



CORVETTE

CORVETTE

CORVETTE

This one started the whole business. And you still don't have to beware of substitutes. There aren't any.

APPEARANCE FEATURES

EXTERIOR — Named the "Stingray" in both models: the coupe with its unique removable roof panels and rear window; the convertible with its folding soft top (a removable hardtop can be ordered, in place of or in addition to the soft top). Ten exterior colors. Concealed "press-flap" door handles for new convenience. Concealed headlights. Headlight washers are now included to rinse off dirt. Windshield washer nozzles built into wiper arms prevent water stream from being carried away

by buffeting winds. Windshield wipers themselves are concealed under a panel that lifts up and out of the way when wipers are on. Functional engine cooling louvers behind front wheels. Exclusive hood-scoop styling with 427 engines.

INTERIOR—Special knit-type vinyl is perforated to let fabric "breathe" for added comfort in all kinds of weather. Six colors in vinyl; genuine leather also available in six colors. Individually adjustable bucket seats with head restraints. In the center console: parking brake and shift levers; seat belt receptacle; heater controls and a bank of light monitors to tell if a major outside light burns out. A full set of instruments above the console. Water temperature, oil pressure and fuel level gauges. Ammeter. Tachometer and trip odometer.

Corvette's new locking system helps foil car thieves: when the ignition key is removed, a sliding-bolt arrangement locks the steering shaft and shift lever. If you leave the key in the ignition by mistake, a buzzer reminds you when you open the door to get out. Luggage space inside behind seats; two stowage compartments for valuables; one has a lock.

MECHANICAL FEATURES

ENGINES—Five engines and two displacements. New 350 cubic-incher gets mettle from its famous 327 predecessor, but has stronger main bearing bulkheads and 4-bolt clamping for each main bearing cap. All engines have 4-barrel carburetors except 400- and

CORVETTE POWER TEAMS

ENGINE#	TRANSMISSION	REAR AXLE RATIO (:1)†			
		Std.	Optional		
			Econ.	Perf.	Spcl.
Standard Turbo-Fire 350 350-Cu.-In. V8 300 HP @ 4800 4-bbl. carb. 10.25:1 C.R.	3-Speed (2.54:1 Low)	3.36	3.08		
	4-Speed (2.52:1 Low)	*	**		
	Turbo Hydra-Matic	3.08 **			
Turbo-Fire 350 350-Cu.-In. V8 350 HP @ 5600 4-bbl. carb. 11.0:1 C.R. RPO L46	4-Speed (2.52:1 Low)	3.36 *		3.55 **	
	4-Speed (2.20:1 Low)	3.70 *		4.11 **	
Turbo-Jet 427 427-Cu.-In. V8 390 HP @ 5400 4-bbl. carb. 10.25:1 C.R. RPO L36	4-Speed (2.52:1 Low)	3.08 **		3.36 **	
	4-Speed (2.20:1 Low)	3.36 **	3.08 **	3.55 **	3.70 **
	Turbo Hydra-Matic	3.08 **	2.73 **		
Turbo-Jet 427 427-Cu.-In. V8 400 HP @ 5400 3X2-bbl. carb. 10.25:1 C.R. RPO L68	4-Speed (2.52:1 Low)	3.08 **		3.36 **	
	4-Speed (2.20:1 Low)	3.36 **	3.08 **	3.55 **	3.70 **
	Turbo Hydra-Matic	3.08 **	2.73 **		
Turbo-Jet 427 427-Cu.-In. V8 435 HP @ 5800 3X2-bbl. carb. 11:1 C.R. RPO L71	4-Speed (2.20:1 Low)	3.55 **	3.36 **	3.70 **	4.11 **
	Turbo Hydra-Matic	3.08 **	2.73 **	3.36 **	

SPECIAL HIGH PERFORMANCE ENGINE

Turbo-Jet 427 427-Cu.-In. V8 430-HP 4-bbl. carb. 12.5:1 C.R. RPO L88	Special 4-Speed (2.20:1 Low)	3.36 **	3.08 **	3.55 **	3.70 4.11 4.56 **
	Turbo Hydra-Matic	3.08 **	2.73 **	3.36 **	

#Premium fuel on all except super premium fuel on 430 hp. *Positraction optional.
**Positraction required. † Without Air Conditioning.

435-hp versions which have three two-barrel carburetors. The three 427-cubic-inch V8s are the "porcupine head" design that places valves in line with the normal flow of intake and exhaust gases. Intake and exhaust passages are individually ported. 435-hp version has 4-bolt main bearing caps and special piston ring material.

A sixth, limited-edition engine (RPO L88) is available. This is designed strictly for off-road use and includes high-capacity 4-barrel carburetor, ultra-high compression ratio and special valve gear and camshaft.

TRANSMISSIONS — All have console-mounted shift levers. 3- and 4-Speed transmissions fully synchronized for no-clash up- or down-shifting; starter safety switch prevents accidental in-gear starts. 3-Speed standard with 300-hp engine. 4-Speed available with all engines; wide- or close-ratio gear spacing with most. All 4-Speed transmissions have a trigger device on the lever to prevent unintentional shift into reverse. Turbo Hydra-Matic fully automatic 3-speed transmission. Can be up- or down-shifted "through the gears" with selector lever. Will down-shift automatically with hard accelerator pedal pressure at speeds below 70 mph.

CHASSIS-SUSPENSION-REAR AXLE — Full-length welded frame; five crossmembers with new bulkheads at rear to improve ride and handling. Independent suspension both front and rear. Coil springs in front, transverse nine-leaf spring in rear. Rear suspension includes a differential case mounted to the frame crossmembers. Universal joints at both ends of short axle shafts. Sports car-oriented braking with 4-wheel disc brakes. Wider base wheels now 8 inches wide and 15 inches in diameter.

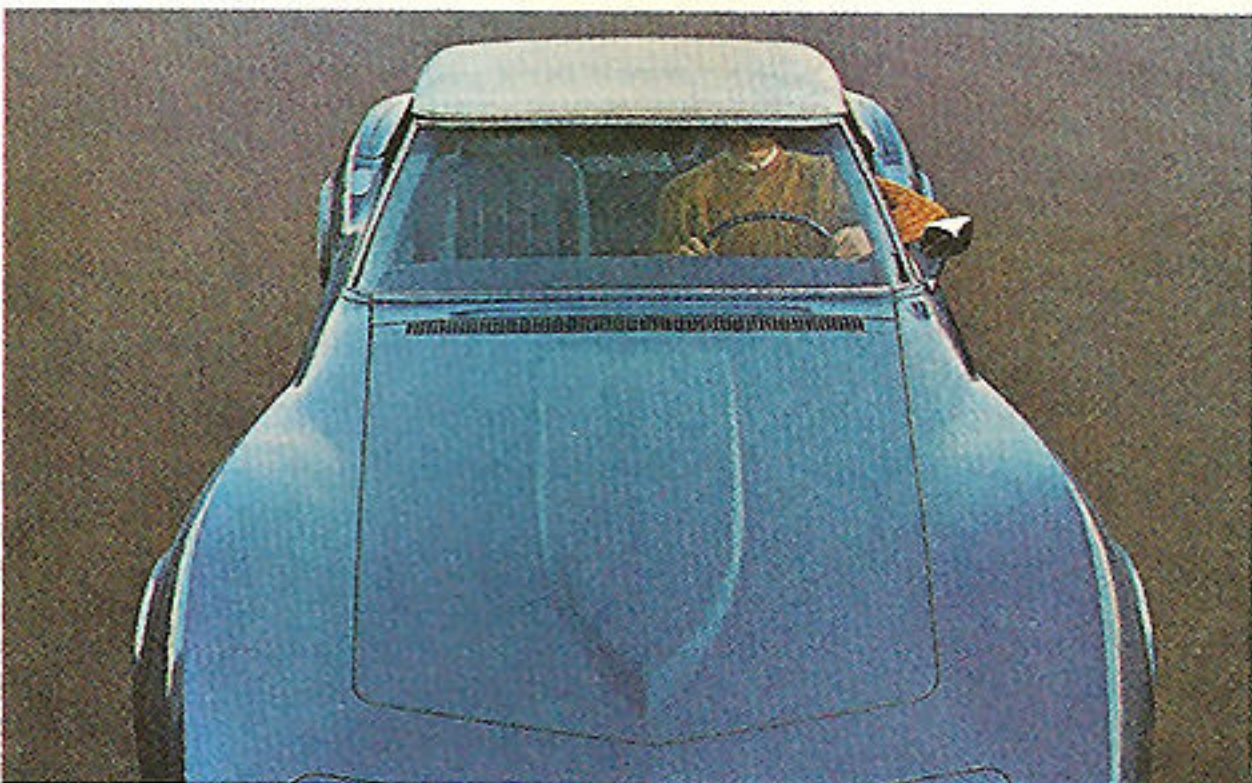
POPULAR EXTRA-COST OPTIONS □ Power steering, brakes and windows □ Air conditioning □ Audio theft alarm system □ Tilt-telescopic steering wheel □ Rear window defroster □ Positraction □ Special performance front and rear suspension □ Engine-block heater.



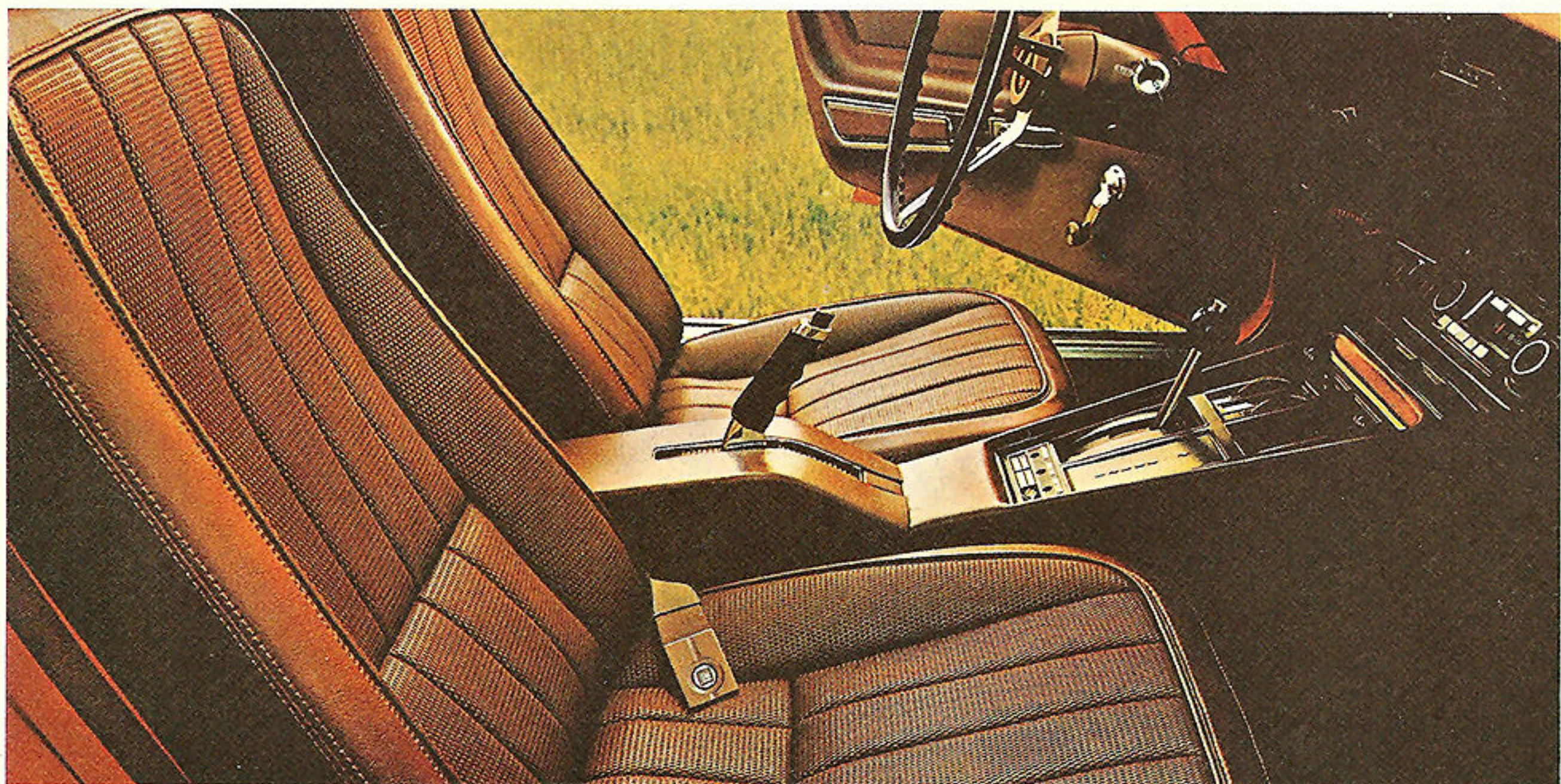
STINGRAY COUPE



STINGRAY COUPE WITH ROOF PANELS REMOVED



STINGRAY CONVERTIBLE



STINGRAY INTERIOR



CAMARO SS/RS

CAMARO After Corvette what do you say...besides Camaro?

And to come this close to Corvette we picked the best sports-car brains around (our own).

APPEARANCE FEATURES

EXTERIOR—To follow in Corvette's footsteps, you've got to look as well as act the part. Flared fender lines help show off "The Hugger." V-shaped grille sweeps in on each side to shrouded headlights. (RS versions hide headlights completely.) Now check other particulars.

SS (RPO Z27):

Special hood with simulated ports. A tapered stripe along the side. Black body sill; black rear panel with 396 V8. Special steering wheel, white-lettered tires on 7"-wide rims and special suspension. Power disc brakes and special 3-Speed. SS includes a 300-hp Turbo-Fire 350 V8. A 325-hp Turbo-Jet 396 can be ordered (RPO L35). SS can be specified along with RS.

RS (RALLY SPORT) (RPO Z22):

Special grille with panels to hide headlights when not in use. And nozzles are now included that shoot a stream of washing fluid to rid headlights of dirt. Bright wheel opening moldings. Back-up lights below the bumper. RS can be ordered along with SS ("RS" identification replaced by "SS").

Z/28 (RPO Z28):

Makes a full blown 4-place sports car. You get a special 302 cubic-incher topped with aluminum intake manifold, huge 4-barrel carburetor, dual throaty-tone exhausts. Stiffer suspension, 15" wheels. Positive Hurst shift linkage on the 4-Speed. Power disc brakes included. Broad stripes running over the hood and rear deck.

Style Trim Group (RPO Z21): Fender striping; bright fender opening moldings; black body sill.

Front accent striping (RPO DX1): Wide striping across nose and down center of hood.

Fender striping (RPO D96): Striping follows front of wheel opening contours and extends along body. Included with RPO Z21 and RS.

Sport striping (RPO D90): Wide striping from front fenders rearward into door. (Included with SS.)

Color-Matched resilient front bumper (RPO VE3): Steel reinforced plastic in body color. Surface "gives" and re-forms itself to hide minor bumps and scrapes.

INTERIOR—Bucket seats in front. Better cockpit air circulation with Astro Ventilation's rectangular vent-ports on instrument panel.

With Camaro's new locking system, ignition, steering wheel and shift lever are all locked. Head restraints on front seats. Carpeting. Six standard all-vinyl interiors including black, ivory/black, blue, red, medium green and midnight green.

Custom Interior (RPO Z87): Available in four all-vinyl interiors, plus a houndstooth pattern-cloth seat trim with either a black or ivory trim. Door panels have assist grip and built-in armrests; carpet at the lower edge. Bright pedal trim and steering wheel with wood-grain accents. Glove compartment light, special insulation and luggage compartment mat.

Special Interior Group (RPO Z23): Bright pedal trim and steering wheel with wood-grain accents.

MECHANICAL FEATURES

ENGINES—One V8 for SS is a 300-hp Turbo-Fire 350; another V8 is a 325-hp Turbo-Jet 396. For the Z/28, there's the brilliant 302-cu.-in. V8 with the throaty rumble out the exhaust. "Inboard balancing" locates all accessories closer to the engine for quieter, more durable operation. 300-hp V8 has finned, cast-aluminum rocker covers. Z/28 Camaro engine has solid valve lifters and special cam.

CAMARO POWER TEAMS

ENGINE	TRANSMISSION	REAR AXLE RATIO (:1)*			
		Std.	Optional		
			Econ.	Perf.	Spcl.
Turbo-Fire 350 350-Cu.-In. V8 300 HP @ 4800 4-bbl. carb. 10.25:1 C.R. Premium fuel	Special 3-Speed (2.42:1 Low)	3.31	3.07	3.55	3.73
	4-Speed (2.52:1 Low)				3.73 4.10
	Powerglide	3.08	2.73	3.36	3.55
	Turbo Hydra-Matic				
Turbo-Jet 396 396-Cu.-In. V8 325 HP @ 4800 4-bbl. carb. 10.25:1 C.R. Premium fuel RPO L35	Special 3-Speed (2.42:1 Low)	3.07	2.73	3.31	
	4-Speed (2.52:1 Low)				
	Turbo Hydra-Matic				2.56
Turbo-Fire 302 302-Cu.-In. V8 290 HP @ 5800 4-bbl. carb. 11.0:1 C.R. Premium fuel RPO Z/28 (Spt. Cpe. only)	4-Speed (2.52:1 Low)	3.73	3.55	4.10	3.07
	4-Speed (2.20:1 Low)				3.31
	Special 4-Speed (2.20:1 Low)				

*Without Air Conditioning. Positraction required for 3.73 (except Z/28), 4.10; optional for all others.

TRANSMISSIONS—Column-mounted lever with standard 3-Speed (floor-mounted available) and automatics. Lever goes in console, if so equipped. A starter safety switch prevents accidental in-gear starts. *Special 3-Speed*—a heavy-duty floor version standard with SS. *4-Speed*—order with any engine and a Hurst floor shifter is standard. (4-Speed is required with Z/28 Camaro.) *Powerglide*—2-speed fully automatic. *Turbo Hydra-Matic*—a 3-speed fully automatic; can be shifted manually “through the gears” if desired with the 1-2-3 selector positions.

CHASSIS-SUSPENSION-REAR AXLE—Unitized all-welded steel body construction with separate front frame section. Independent coil spring front suspension; stabilizer bar. Multi-leaf rear springs. F70 x 14 white lettered tires on SS. E70 x 15 on Z/28. Wider 7” wheel rims with SS and Z/28. Two power disc brake options: 1) front discs with single-piston caliper and drum-type rear (included with SS and Z/28); 2) 4-wheel disc brakes with four-piston calipers, as in Corvette (includes 15” wheels). New variable-ratio power steering available; gives faster turning in tight maneuvering; still retains positive “feel.”

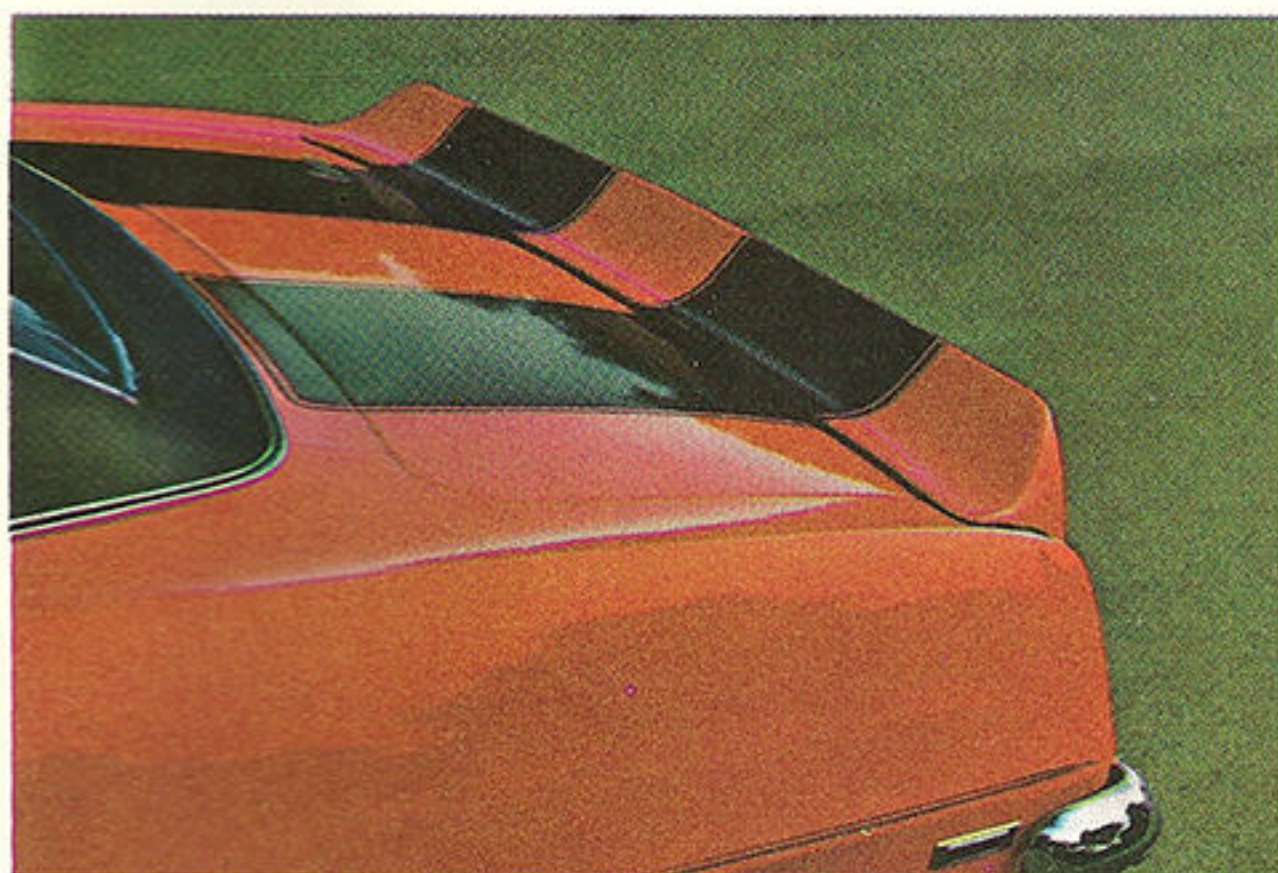
POPULAR EXTRA-COST OPTIONS □ Air spoiler equipment □ Headlight washers (included with RS equipment) □ Stereo tape system □ AM-FM radio □ Air conditioning with improved cooling efficiency □ Sports console □ Tachometer □ Special instrumentation □ Comfortilt steering wheel □ Wheel covers, including simulated wire, mag-spoke, mag-style or trim rings □ Sport wheels for SS. □ Rally wheels □ Space saver spare tire □ Power steering □ Power windows □ Positraction □ Rear deck luggage carrier □ Vinyl roof cover □ Engine-block heater.



CAMARO RS CONVERTIBLE



CAMARO SS GRILLE AND HOOD



AIR SPOILER EQUIPMENT WITH Z/28 STRIPING



CAMARO CUSTOM INTERIOR



SS 396

SS 396

This is a full-time super sport. You start out with 325 horses. Add more to the herd if you like. This year you can even get SS 396 with more Chevelle models.



SS 396 SPORT WHEEL

APPEARANCE FEATURES

EXTERIOR—You now can specify SS 396 in an expanded number of models: Malibu Sport Coupe, Malibu Convertible, 300 Deluxe Sport Coupe and 300 Deluxe Coupe. For outside looks, you start with each model's regular styling. And that's quite a

start. Then, you add these outside extras when you order an SS 396: Special black-accented grille with SS emblem. Twin-domed hood. Black-finish rear panel with SS 396 nameplate. Sport wheels. Front and rear wheel opening moldings. These Malibus and the 300 Deluxe Sport Coupe also have Astro Ventilation that does away with the vents on side windows.



SS 396 INTERIOR WITH BUCKET SEATS AND CONSOLE

INTERIOR—Special interior extras include SS 396 identification on instrument panel and steering wheel. Conventional seats with two head restraints are standard, but you may wish to specify front bucket seats (RPO A51) in the Malibu Sport Coupe or Convertible. You also may want a console (RPO D55) installed to round out the super sport feeling. A sampling of other features you get in any of the Chevelle models: relocated door lock buttons for convenience; new 2-spoke steering wheel; new locking system that locks the steering wheel, gear shift lever and the ignition for greater theft protection.

MECHANICAL FEATURES

ENGINES—Your SS 396 power comes in either the 325-hp Turbo-Jet 396 (included with RPO Z25) or the 350-hp Turbo-Jet 396 (RPO L34). Both of these V8s have “porcupine heads” where valves are angled toward their ports. Intake and exhaust passages are individually ported. “Inboard balancing” keeps accessory locations as close to the engine as possible for durability and smoothness.

TRANSMISSIONS—With manual transmissions, gear ratios are matched to the engine and take advantage of the torque characteristics of that particular engine. Starter safety switch now included with manual transmission. Automatic fanciers have a 3-speed transmission at their order. Stick’s on the floor with 4-Speeds and SS 396 special 3-Speeds. The shift lever’s on the column with automatics; comes

on the floor for automatics when ordered with console and bucket seats.

Special 3-Speed—a heavy-duty version with improved shift action standard in SS 396.

4-Speed—on order with any V8.

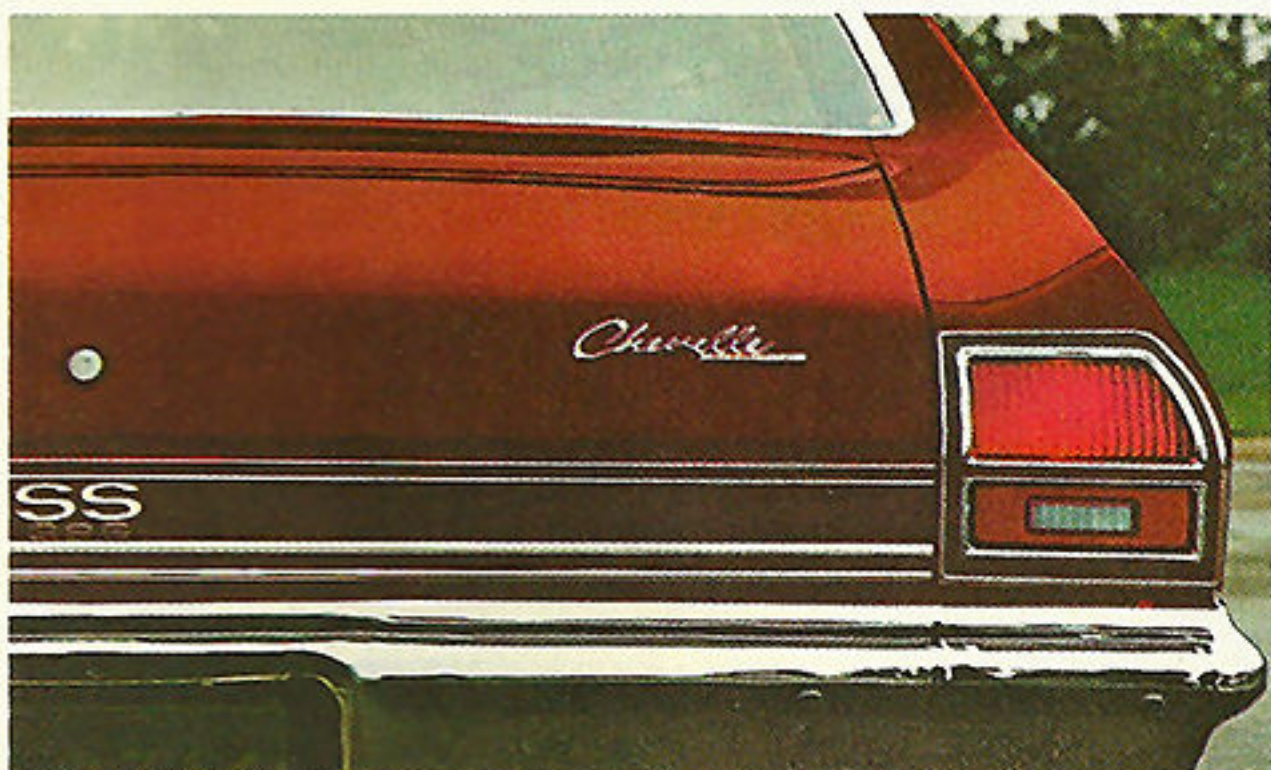
Turbo Hydra-Matic—a 3-speed fully automatic; has three selector positions to allow driver to “go through the gears” (either up or down) in true sports car style.

CHASSIS-SUSPENSION-REAR AXLE — Perimeter-type frame with three crossmembers. Fully independent front suspension with coil springs and stabilizer bar. Link-type rear suspension with coil springs. Computer-selected springs for precise car height and road-leveling ride. Quieter, more durable universal joints. White-lettered tires (red- or white-stripe optional) on fat 7"-wide rims standard with SS 396. Power disc brakes now have single-piston calipers—standard on SS 396.

POPULAR EXTRA-COST OPTIONS □ Headlight washers □ Power steering and windows □ AM-FM stereo radio with improved reception □ Power door locks for all models □ Map light integral with rear-view mirror □ Air conditioning with improved efficiency □ Soft-Ray tinted glass □ Sports console □ Special instrumentation □ Comfortilt steering wheel □ Rear window defroster □ Heavy-duty electrical equipment and suspension □ Positraction □ Trailer equipment □ Vinyl roof cover □ Engine block heater for quicker starts and warm-up.



SS 396 HOOD



SS 396 REAR DECK

SS 396 POWER TEAMS

ENGINE	TRANSMISSION	REAR AXLE RATIO (:1)*			
		Std.	Optional		
			Econ.	Perf.	Spcl.
Turbo-Jet 396 396-Cu.-In. V8 325 HP @ 4800 4-bbl. carb. 10.25:1 C.R. Premium fuel	Special 3-Speed (2.42:1 Low)	3.31	3.07	3.55	3.73 4.10
	4-Speed (2.52:1 Low)	3.55	3.31	3.73	3.07 4.10
	Turbo Hydra-Matic	3.31	3.07		2.73
Turbo-Jet 396 396-Cu.-In. V8 350 HP @ 5200 4-bbl. carb.; 10.25:1 C.R. Premium fuel RPO L34	Special 3-Speed (2.42:1 Low)				4.10
	4-Speed (2.52:1 Low)	3.55	3.31	3.73	
	4-Speed (2.20:1 Low)				
	Turbo Hydra-Matic				

* Without Air Conditioning. Positraction required for 3.73, 4.10 ratio; optional for all others.





SS 427

SS 427 Enter the hybrid SS 427. It crosses a luxury car with flat cornering and strong performance. Strictly big-sport class in custom coupe, sport coupe and convertible.

APPEARANCE FEATURES

EXTERIOR—First, you select your SS 427 in the basic Impala body style you want: the custom coupe, the sport coupe or the convertible. Each model carries such Impala marks as full door-glass styling, Hide-A-Way windshield wipers and vinyl-insert side moldings. Then, here's what you get outside as SS 427 extras. Black-accented grille and SS identification on grille, front fenders and deck lid. Wide-oval red-stripes on 15-inch wheels. Under the hood—427-cubic-inches.

INTERIOR—SS identification on steering wheel. Order bucket seats and you get a center console and shift lever on the console with automatic or 4-Speed. Two head restraints with all front seats. Astro Ventilation with large rectangular vent-ports in face of instrument panel. Interior air exhausts through door pillar vents. Ignition switch now located on steering column. Remove the key and a sliding-type bolt locks steering shaft. Shift lever and ignition are locked, too.

MECHANICAL FEATURES

ENGINES—SS (RPO Z24) comes with a 390-hp 427-cu.-in. V8 under the hood. This 427 engine is of the "porcupine head" design. This arrangement locates the valves directly in line with the gas flow. Intake and exhaust passages are individually ported. Thick main bearing bulkheads and wide bearing caps contribute to the durability and superb performance reputation of these engines. A few of the refinements this year include a more efficient and durable cooling fan; improved fueling and filtering. "Inboard balancing" locates accessories closer to engine block for smoother, durable operation.

TRANSMISSIONS—*Special 3-Speed* fully synchro-

nized heavy-duty transmission standard with SS 427; column-mounted lever. *4-Speed* fully synchronized transmission available with either wide- or close-ratio gear spacing. Floor-mounted lever. All manual transmissions have a starter safety switch. *Turbo Hydra-Matic* fully automatic 3-speed with torque converter. Quadrant markings for sport-type manual shifting to let engine wind tighter in gears if desired. Selector lever mounted in console when so equipped; on column without console.

CHASSIS-SUSPENSION-REAR AXLE

—Perimeter-type frame with torque-box design and four crossmembers. Fully independent front suspension with stiffer springs and stabilizer bar. Single-piston-caliper, power-assisted front disc brakes come with SS 427. Better handling with new steering linkage. New variable-ratio power steering available; gives faster turning response in tight parking and maneuvering; retains excellent road feel on the highway. Link-type rear suspension with two upper and two lower control arms; coil springs. Computer-selected springs for proper car height and trim. Quieter, more durable universal joints.

POPULAR EXTRA-COST OPTIONS Headlight washers with nozzles pointed at each outboard lens to rinse away grime Stereo tape system AM/FM and AM/FM stereo radios Air conditioning systems with improved cooling efficiency Soft-Ray tinted glass Electrically heated rear window for defrosting on custom coupe Comfortilt steering wheel Map light integral with rearview mirror Wheel covers Wheel trim rings Rally wheels Power steering, windows and seats Heavy-duty electrical and suspension equipment Positraction Trailer-towing equipment Vinyl roof cover Engine block heater.

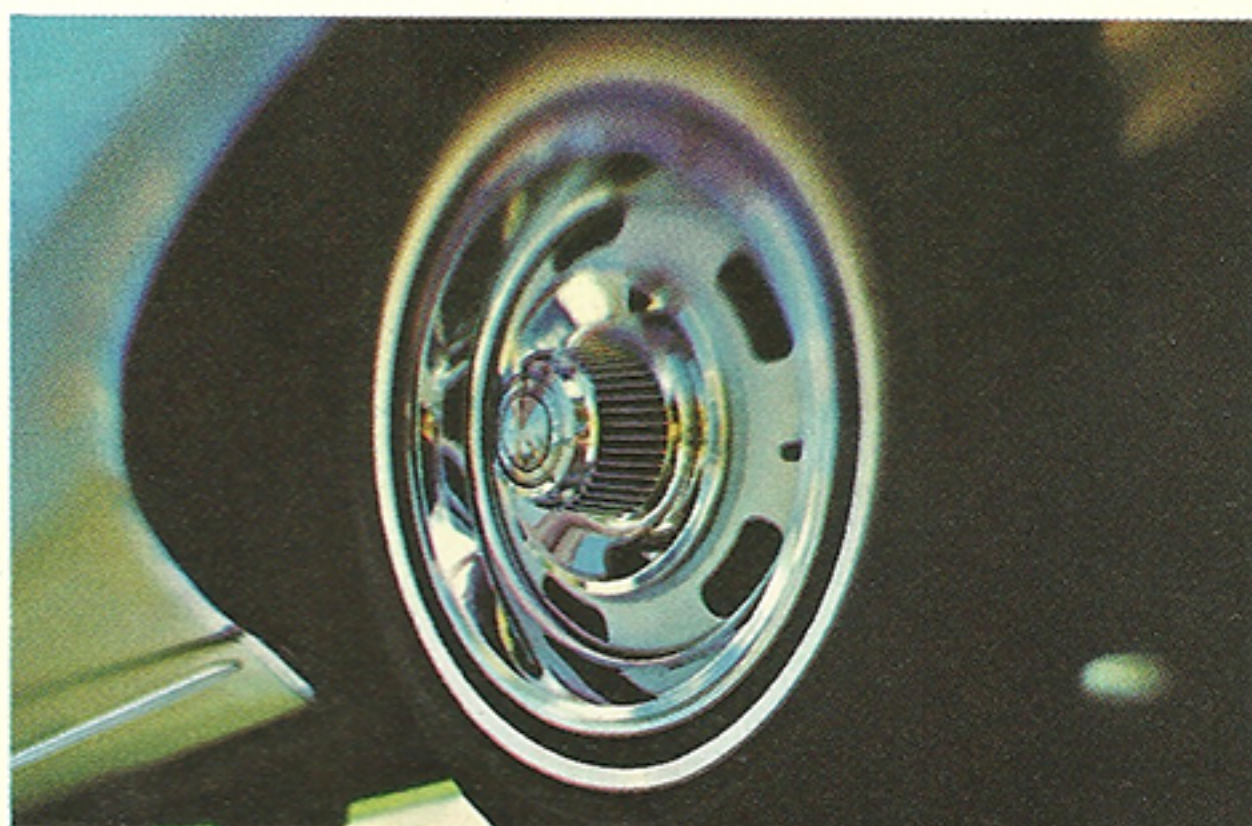
SS 427 POWER TEAMS

ENGINE	TRANSMISSION	REAR AXLE RATIO (:1)*			
		Std.	Optional		
			Econ.	Perf.	Spcl.
Turbo-Jet 427 427-Cu.-In. V8 390 HP @ 5400 4-bbl. carb. 10.25:1 C.R. Premium Fuel	Special 3-Speed (2.42:1 Low)	3.31	3.07	3.55	3.73
	4-Speed (2.52:1 Low)				
	4-Speed (2.20:1 Low)				
	Turbo Hydra-Matic	2.73		3.07	2.29

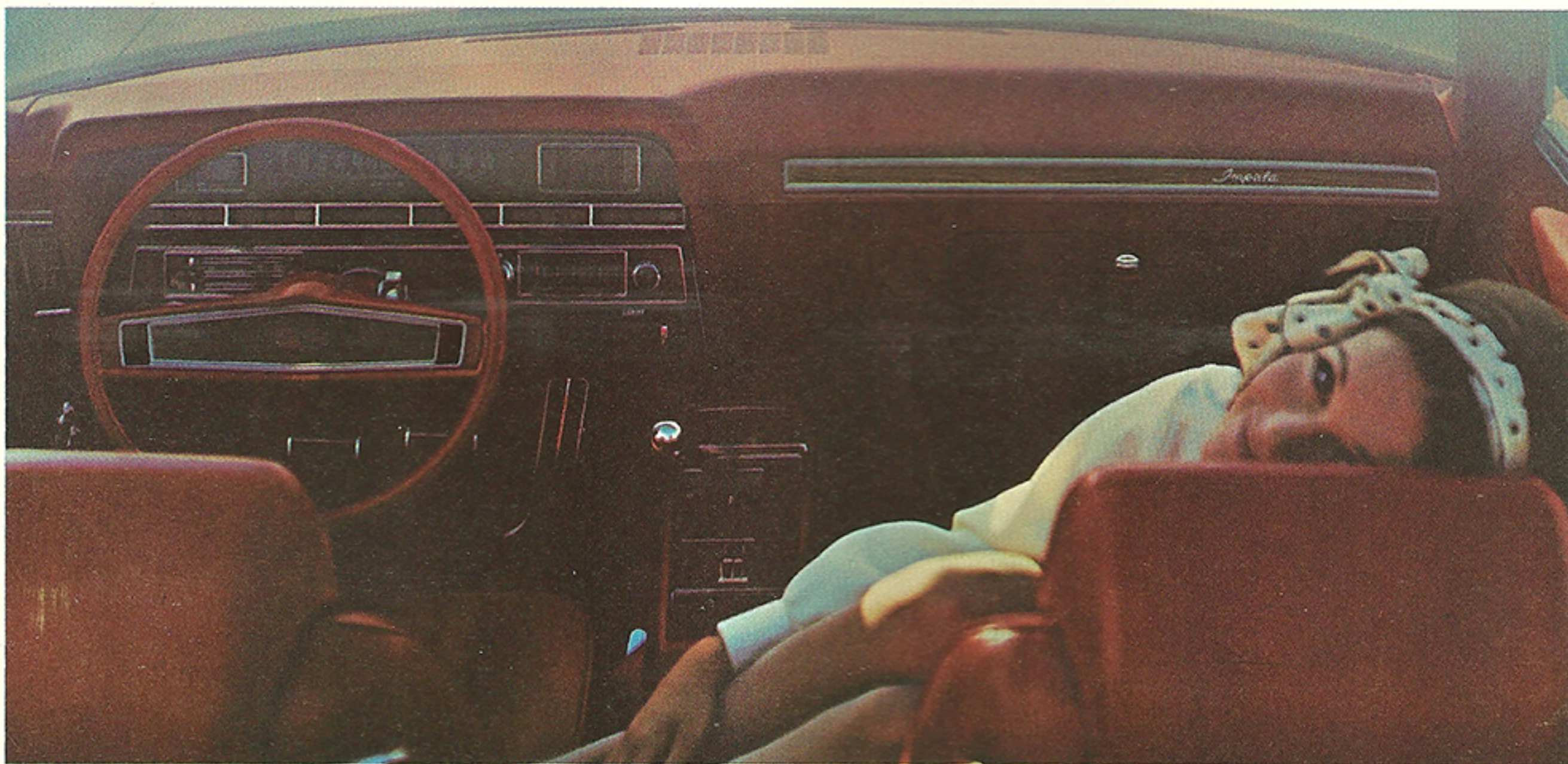
*Without Air Conditioning. Positraction required for 3.73; optional all others.



SS 427 GRILLE



RALLY WHEEL



SS 427 INSTRUMENT PANEL AND STEERING WHEEL



SS 427 INTERIOR WITH BUCKET SEATS AND CONSOLE



NOVA SS



CORVAIR

NOVA SS

SS Coupe is the turned-on version of Nova. 350 cubic inches for openers. Red-stripes, disc brakes and special SS labeling.

APPEARANCE FEATURES

EXTERIOR—Sporty hood with simulated louvers. Black-accented grille. Simulated louvers on front fenders. Red-stripe wide-oval tires. To complement this SS styling, you might like to add: *Custom Exterior (RPO ZJ2)*—Lower body and sill bright moldings with black accent between moldings. Accent striping along the body sides. *Exterior Decor (RPO ZJ5)*—Bright window moldings and vinyl-edged side moldings.

INTERIOR—Black steering wheel and column with SS emblem. Interior comes in blue or green in cloth and vinyl, or all-vinyl in black. Two front seat head restraints. Locking steering column. For sportier appointments specify the following:

Custom Interior (RPO ZJ1)—Extra-thick foam seat cushions. Carpeting. Bright accents on instrument panel and pedals. Dome light switches on both doors. Glove compartment light. Rear armrests. Special body insulation and luggage compartment mat. Three colors available in cloth and vinyl or two colors in all vinyl. *Bucket Seat Interior (RPO A51)*—can be ordered with Custom Interior; available in black, blue or red. *Center Console (RPO D55)*—can be ordered with bucket seats. Instead of Custom Interior, you can specify *Special Interior Group (RPO ZJ3)*—Bright instrument cluster trim, pedal trim and dome light trim. Automatic dome light switches. Glove compartment light.

MECHANICAL FEATURES

ENGINES—SS (RPO Z26) includes 300-hp Turbo-

Fire 350-cubic-inch V8. This is a higher output engine offering for '69. It has beefed-up main bearing bulkheads; main bearing caps are secured by four (instead of the usual two) bolts.

TRANSMISSIONS—Manual transmissions in Nova SS have floor- or console-mounted shift lever; have a starter safety switch. *Special 3-Speed*—standard in Nova SS; a heavy-duty version. *4-Speed*—available with 2.52:1 first gear. *Powerglide*—fully automatic 2-speed. *Turbo Hydra-Matic*—fully automatic 3-speed that can be manually shifted through selector positions. Column-mounted lever with automatics; in console when so equipped.

CHASSIS-SUSPENSION-REAR AXLE—Unitized all steel body structure with separate front frame section. Independent front suspension with stiffer coil springs and stabilizer bar. Multi-leaf rear springs on SS. Single-piston-caliper power front disc brakes included on SS.

POPULAR EXTRA-COST OPTIONS □ AM/FM and AM/FM stereo radios □ Air conditioning □ Soft-Ray tinted glass □ Sports console □ Special instrumentation □ Wheel covers, including mag-spoke □ Sport wheels □ Rally wheels □ Power steering and brakes □ Rear deck luggage carrier □ Rear window defroster □ Positraction □ Trailer towing equipment □ Vinyl roof cover □ Engine-block heater.



NOVA SS CENTER CONSOLE



NOVA SS INTERIOR WITH BUCKET SEATS

NOVA SS POWER TEAMS

ENGINE	TRANSMISSION	REAR AXLE RATIO (:1)*			
		Std.	Optional		
		Econ.	Perf.	Spcl.	
Turbo-Fire 350 350-Cu.-In. V8 300 HP @ 4800 4-bbl. carb. 10.25:1 C.R. Premium fuel	Special 3-Speed (2.42:1 Low)	3.31	3.07	3.55	
	4-Speed (2.52:1 Low)				
	Powerglide Turbo Hydra-Matic	3.08	2.73	3.36	3.55

*Without Air Conditioning. Positraction optional for all ratios.

CORVAIR

**Why spoil all the fun?
Corvair remains
America's only rear
engine road sportster.
Two carbs standard;
four if you want more.**

APPEARANCE FEATURES

EXTERIOR—No matter how you order a Corvair, you end up with a sport model. There's the Monza Convertible and two hardtops—Monza and 500 Sport Coupes. A total of 15 Magic-Mirror colors—12 of them new for '69. Monza models are distinguished by bright metal moldings around wheel openings, full wheel covers and body sill moldings. Coupe has bright trim along the drip molding.

INTERIOR—Monza has wider, deeper bucket seats; all have two front seat head restraints and all-vinyl interiors. Seats are a pattern vinyl that looks like cloth. Black, blue or green colors available. Padded, energy-absorbing instrument panel and sun visors. Carpeting and fold-down rear seat on Monza coupe. Telescopic steering column available.

MECHANICAL FEATURES

ENGINES—Putting the engine behind is what keeps Corvair distinctive from all U.S. cars. Three engines offered. All are horizontally opposed flat sixes, air-cooled with aluminum construction. These rear-mounted powerplants traditionally rack up

impressive durability and reliability records. 95- and 110-hp versions have two single-barrel carburetors; 140-hp has four single-barrel carburetors. Engines mounted over the rear wheels give unmatched traction, responsive handling and superb roadability.

TRANSMISSIONS—*3-Speed*—fully synchronized; floor shift standard with every engine. Can be up- or downshifted without clashing. *4-Speed*—fully synchronized floor shift. Shift pattern marked on knob. *Powerglide*—fully automatic 2-speed plus torque converter. Instrument panel mounted selector lever helps prevent unintentional shifts into reverse.

CHASSIS-SUSPENSION-REAR AXLE—Unitized body-frame construction. Fully independent front and rear suspension. Coil springs front and rear. Rear suspension principle like Corvette's. Energy-absorbing steering column with easy-steering linkage. Transaxle mounted ahead of engine.

POPULAR EXTRA-COST OPTIONS — AM and AM-FM radios Soft-Ray tinted glass Rear window defroster for coupe Power top for convertible Simulated wire or mag-style wheel covers Heavy-duty electrical equipment and suspension Positraction Trailer towing equipment Rear deck luggage carrier.



MONZA CONVERTIBLE

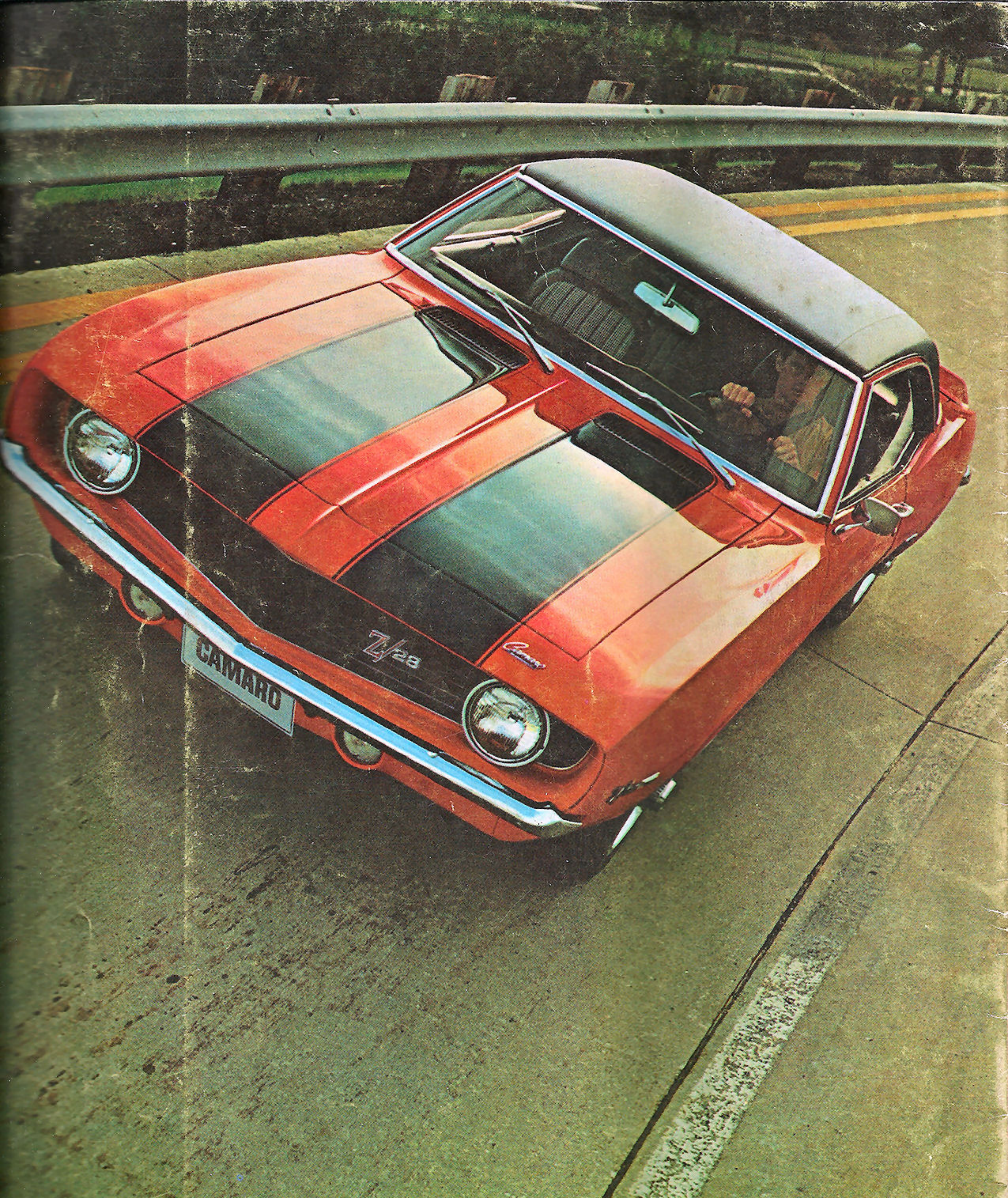


MONZA INTERIOR

CORVAIR POWER TEAMS

ENGINE	TRANSMISSION	REAR AXLE RATIO (:1)*			
		Std.	Econ.	Perf.	Spcl.
Turbo-Air 164 164-Cu.-In. Six 95 HP @ 3600 2-1 bbl. carb. 8.25:1 C.R. Regular fuel	3-Speed (3.11:1 Low)	3.55			
	4-Speed (3.11:1 Low)				
	Powerglide			3.55	
Turbo-Air 164 164-Cu.-In. Six 110 HP @ 4400 2-1 bbl. carb. 9.25:1 C.R. Premium fuel RPO L62	3-Speed (3.11:1 Low)	3.27			
	4-Speed (3.11:1 Low)			3.55	
	Powerglide		3.55		
Turbo-Air 164 164-Cu.-In. Six 140 HP @ 5200 9.25:1 C.R. 4-1 bbl. carb. Premium fuel RPO L63	3-Speed (3.11:1 Low)	3.55			
	4-Speed (3.11:1 Low)				
	Powerglide				

*Positraction optional for all ratios.



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MARK OF EXCELLENCE