You didn't think we'd quit while we're ahead, did you?

You don't become General Motors by resting on reputation. Or by producing pretenders. You become General Motors by each year rolling out the kind of sleek excitement you see below. Our driving machines. For '67, they range from the new (Camaro SS 350) to the extraordinary (Corvette 427) and even

more inspired editions of GTO, SS 396, 4-4-2 and the new GS-400. If by now you're reaching the happy conclusion that there's something in our GM mark of excellence for you, keep watching. We've a lot more machinery to raise your pulse rate with this year. After all, we wouldn't be General Motors if we let up, right?



Look to the General Motors mark of excellence



Camaro SS 350

Engine	Standard
Horsepower	295 @ 4800
Torque	380 @ 3200
Турв	V-8
Bore and stroke	4.0 x 3.48
Displacement (cu. in.)	350
Compression ratio	10.25:1
Carburetion 4	

Features. Entirely new engine with high-strength precision castings, general performance camshaft, hydraulic valve lifters and dual exhausts with resonators. Valves are 1.94" intake, 1.50" exhaust.

Capacities. The gas tank holds 18.5 gallons. Oil capacity is 4 quarts, 5 with filter. The radiator holds 17 quarts.

Transmissions

Standard. Fully synchronized column-mounted 3-speed. Ratios are 2.54, 1.50, 1.00.

Also available. Fully synchronized Special 3-speed. Ratios are 2.41, 1.57, 1.00. Floor-mounted.

Fully synchronized 4-speed on the floor. Ratios are 2.52, 1.88, 1.47, 1.00.

Powerglide 2-speed, 3-element automatic. Ratios are 3.70 to 1.76 range. Column shift standard, floormounted when center console is specified.

Axle I	Ratios	Standard		9	Also av	ailable		
Engine	Transmission	axle ratio						
295 hp	3-speed	3.31	3.07	3.55				
	Special 3-speed or 4-speed	3.31	3.07	3.55	3.73	4.10*	4.56*	4.88*
	Powerglide	3.31	3.07	3.55	3.73			

*Positraction required; available with all other ratios.

Steering. Manual with recirculating ball gear. Standard ratio is 24.0:1. Power steering is 17.5:1. Fast ratio available—21.6:1 manual; 15.6:1 power.

Suspension. Independent coil spring spherical joint front suspension with low-friction spherical joint liners and built-in anti-dive control. Hotchkiss-type rear suspension with monoplate single-leaf rear springs.

Brakes. Self-adjusting drums. Front discs are available, as are sintered-metallic linings for the drums.

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GTO

Engines	Standard	Also available				
		2-BBL	Quadra- Power 400	Ram Air		
Horsepower	335 @ 5000	255 @ 4400	360 @ 5100	360 @ 5400		
Torque	441 @ 3400	397 @ 2400	438 @ 3600	438 @ 3800		
Туре	V-8	V-8	V-8	V-8		
Bore and stroke	4.12 x 3.75	4.12 x 3.75	4.12 x 3.75	4.12 x 3.75		
Displacement (cu. in.)	400	400	400	400		
Compression ratio	10.75:1	8.6:1	10.75:1	10.75:1		
Carburetion	4-BBL	2-BBL	4-BBL	4-BBL		

Features. Heavy-duty Moraine-400 main and rod bearings. Flattop pistons with valve indents. Highperformance hydraulic valve lifters and springs. Large diameter valves—2.11" intake, 1.77" exhaust (1.92" and 1.64" on 2-BBL). Dual exhausts with low-restriction mufflers. Seven-blade fan, 18" declutching fan. Low-restriction air cleaner on 335- and 360-hp engines. Functional air scoop option on Ram Air; high-output cam and springs.

Capacities. The gas tank holds 21.5 gallons, the radiator holds 17.8 quarts. Oil capacity is 6 quarts, 7 with filter.

Transmissions

Standard. Column-mounted fully synchronized 3-speed. Ratios are 2.54, 1.50, 1.00.

Also available. Fully synchronized heavy-duty 3-speed with Hurst floor shifter. Ratios are 2.42, 1.61 and 1.00.

Fully synchronized 4-speed with Hurst in two versions: Wide-ratio—2.52, 1.88, 1.46, 1.00; Close-Ratio (available only with 3.90 and 4.33 axle ratios for special driving)—2.20, 1.64, 1.28, 1.00.

Turbo Hydra-Matic. Ratios are 2.48, 1.48 and 1.00, with a total torque multiplication at the start of 5.70 (5.09 with 2-BBL). Governor is set for a maximum automatic upshift of 5000 rpm.

Axle	ratios s	Standard			Also avail	able	
Engine	Transmission a	xle ratio					
255 hp	Turbo Hydra-Matic only	2.93*	2.56*	2.78**	3.23		
335 hp	3- or 4-speed	3.55	3.08	3.23**	3.36*	3.90*	4.33
	Turbo Hydra-Matic	3.36*	2.93**	3.23*	3.55*	3.90*	4.33
360 hp	3- or 4-speed	3.55	3.08	3.23**	3.36*	3.90*	4.33
	Turbo Hydra-Matic	3.55		3.23**	3.36*	3.90*	4.33
360 hp Ram Air	4-speed only	4.33*					
	Turbo Hydra-Matic	4.33*					

Special 4.11 axle ratio is available dealer-installed when car is ordered with heavy-duty 3-speed or close-ratio 4-speed and 3.90 axle ratio.

*Air conditioning not available.

*Standard axle ratio with air conditioning.

Steering. Manual with recirculating ball gear. Standard ratio is 24:1. Quick steering is 20:1, power steering is 17.5:1.

Suspension. Heavy-duty coil springs and stabilizer bar are standard. Stiffer shocks also available.

Brakes. Self-adjusting finned drums. Front discs optional at extra cost.

SS 396

ngines	Standard	Also available
Horsepower	325 @ 4800	350 @ 5200
Torque	410 @ 3200	415 @ 3400
Туре	V-8	V-8
Bore and stroke	4.094 x 3.76	4.094 x 3.76
Displacement (cu. in.)	396	396
Compression ratio	10.25:1	10.25:1
Carburetion	4-BBL	4-BBL

Features. 350-hp engine has high-strength castings, extra-thick bulkheads above each crankshaft bearing and wide-base bearing caps. "Porcupine" heads have individually ported inlet and exhaust passages. Low restriction inlet runner shape and design. Angled valves, hydraulic valve lifters. Valves are 2.06" intake, 1.72" exhaust. High performance camshaft included with 350-hp engine, general performance on 325-hp. Both engines have dual exhausts.

Capacities. 20 gallons in the gas tank, 23 quarts in the radiator. Oil capacity is 4 quarts, 5 with filter.

Transmissions

Standard. Fully synchronized floor-mounted Special 3-speed. Ratios are 2.41, 1.57, 1.00.

Also available. Fully synchronized 4-speed on the floor. Ratios are 2.52, 1.88, 1.47, 1.00. Additional choice with 350-hp engine: 2.20, 1.64, 1.27, 1.00.

Powerglide 2-speed, 3-element automatic. Ratios are 3.70 to 1.76 range.

Turbo Hydra-Matic. Maximum torque multiplication ratios are 5.06 to 1 range in Drive, 5.06 to 1.48 range in Low 2, 5.06 to 2.48 range in Low 1.

latios	Standard		Also	availat	ole		
Transmission	axle ratio						
Special 3-speed	3.31	3.07	3.55	3.73	4.10*		
4-speed	3.31	3.37	3.55	3.73	4.10*		
Powerglide	3.07	2.73	3.31	3.55	3.73	4.10*	
Turbo Hydra-Matic	2.73	3.07	3.31				
Special 3-speed	3.55	3.31	3.73	4.10*			
4-speed	3.55	3.07**	3.31	3.73	4.10*	4.56*	4.88
Powerglide	3,31	3.07	3.55	3.73	4.10*		
Turbo Hydra-Matic	3.07	2.73	3.31				
	Special 3-speed 4-speed Powerglide Turbo Hydra-Matic Special 3-speed 4-speed Powerglide Turbo	Transmission axle ratio Special 3-speed 3.31 4-speed 3.07 Turbo Hydra-Matic Special 3-speed 3.55 4-speed 3.55 Powerglide 3.31 Turbo 2.73	Transmission axle ratio	Transmission axle ratio	Transmission axle ratio Special 3-speed 3.31 3.07 3.55 3.73 4-speed 3.31 3.37 3.55 3.73 Powerglide 3.07 2.73 3.31 3.55 Turbo Hydra-Matic 2.73 3.07 3.31 3.73 Special 3-speed 3.55 3.31 3.73 4.10* 4-speed 3.55 3.07** 3.31 3.73 Powerglide 3.31 3.07 3.55 3.73 Turbo 3.07 3.23 3.21 3.21	Transmission axle ratio Special 3-speed 3.31 3.07 3.55 3.73 4.10° 4-speed 3.31 3.37 3.55 3.73 4.10° Powerglide 3.07 2.73 3.31 3.55 3.73 Turbo Hydra-Matic 2.73 3.07 3.31 3.73 4.10° Special 3-speed 3.55 3.31 3.73 4.10° 4-speed 3.55 3.07° 3.31 3.73 4.10° Powerglide 3.31 3.07 3.55 3.73 4.10° Turbo 2.07 2.72 3.24 3.24	Transmission axle ratio Special 3.31 3.07 3.55 3.73 4.10

^{*}Positraction required; optional for all other ratios.

Steering. Manual with recirculating ball bearing gear. Standard ratio is 28.0:1. Power steering is 20.4:1.

Suspension. Heavier duty front and rear coil springs with lower control arms. Heavier duty shock absorbers and front stabilizer bar. Built-in levelizing control of acceleration and braking forces.

Brakes. Self-adjusting drums. Front discs are available, as are sintered-metallic linings for the drums.

GS-400

ingine	Standard	
Horsepower	340 @ 5000	
Torque	440 @ 3200	
Туре	V-8	
Bore and stroke	4.040 x 3.900	
Displacement (cu. in.)	400	
Compression ratio	10.25:1	
Carburetion	4-BBL	

Features: Brand new 400-4 engine with Quadrajet 4-BBL, low-restriction air intake manifold and redesigned air cleaner. Tuned dual exhaust system. New-design modular iron crankshaft with 3¼" main bearings. Rotating valve lifters, new-design rocker arm and shaft assembly. Radiator and water pump designed for high-performance requirements.

Capacities. The gas tank holds approximately 20 gallons, the cooling system holds 18.3 quarts. Oil capacity is 4 quarts, 5 with filter.

Transmissions

Standard. Fully synchronized floor-mounted 3-speed. Ratios are 2.42, 1.61, 1.00.

Also available. Fully synchronized 4-speed. Ratios are 2.20, 1.64, 1.25, 1.00.

Super Turbine 3-speed automatic. Ratios are 2.48, 1.48, 1.00 (in drive range).

Axle Rat	latios Standard		Also available		
Engine	Transmission	axle ratio			
340 hp	3-speed	3.36	3.55		
	4-speed	3.36	3.55		
	Super Turbine	2.93	3.36		

Steering. Manual (recirculating ball bearing gear). Standard overall ratio is 28.6:1. Power steering is 20.9:1.

Suspension. Heavy-duty coil springs, shocks and stabilizer bar are standard.

Brakes. Self-adjusting. Finned aluminum drums on front, finned drums on rear. Front disc power brakes are optional.

4-4-2

ngine	Standard	
Horsepower	350 @ 5000	
Torque	440 @ 3600	
Туре	V-8	
Bore and stroke	4.0 x 3.975	
Displacement (cu. in.)	400	
Compression ratio	10.5:1	
Carburetion	4-BBL	

Features. High performance camshaft. Oversize valves (intake 2.06", exhaust 1.629"). Full dual exhaust system with low restriction mufflers. Extra large exhaust manifold. Special pistons. Five main bearings, Moraine aluminum 400.

Capacities. 20 gallons in the gas tank, 17 quarts in the radiator. Oil capacity is 4 quarts, 5 with filter.

Transmissions

Standard. Fully synchronized floor-mounted 3-speed heavy-duty. Ratios are 2.42:1, 1.61:1, 1.00:1.

Also available. Fully synchronized 4-speed with Hurst Shifter. Ratios are 2.52:1, 1.88:1, 1.46:1, 1.00:1.

Special Ratio. Fully synchronized 4-speed heavy-duty floor-mounted. Ratios are 2.20:1, 1.64:1, 1.28:1, 1.00:1.

Turbo Hydra-Matic. Ratios are 2.48:1, 1.48:1, 1.00:1. Stator ratio—1.80:1 (high angle); 2.20:1 (low angle).

Axle i	atios	Standard			Also	availa	ble	
Engine	Transmission	axle ratio						
350 hp	3-speed	3.23	3.08	3.42	3.55	3.90		
	4-speed	3.55	3.23	3.42			1	
	Special ratio 4-speed	3.90	3.42	3.55	3.91 (H.D.)		
	Turbo Hydra- Matic	3.08	3.23	3.42	(H.D.)	3.55	3.90	3.91 (H.D.)

Steering. Manual with recirculating ball bearing gear. Standard ratio is 28.3:1. Quick steering is 20:1. Power steering is 20.7:1.

Suspension. Heavy-duty high-rate coil springs. Front and rear stabilizer bar, heavy-duty shock absorbers and engine mounts are also standard.

Brakes. Self-adjusting drums. Front power disc brakes and special order sintered-metallic linings optional at extra cost.

Corvette 427

ngines	Standard	Also available		
Horsepower	390 @ 5400	400 @ 5400	435 @ 5800	
Torque	460 @ 3600	460 @ 3600	460 @ 4000	
Туре	V-8	V-8	V-8	
Bore and stroke	4.25 x 3.76	4.25 x 3.76	4.25 x 3.76	
Displacement (cu. in.)	427	427	427	
Compression ratio	10.25:1	10.25:1	11.0:1	
Carburetion	4-BBL	3 2-BBL	3 2-BBL	

Features. "Porcupine" heads have low-restriction inlet passages, angled valves. All three engines have extra-thick bulkheads above each crankshaft bearing and wide-base caps. Four bolts secure each main bearing cap in 435-hp engine, two bolts do the job in 400- and 390-hp editions. Special piston rings in 435-hp engine. All three engines have individually ported inlet and exhaust passages. Valves are lifted hydraulically on 390- and 400-hp engines, mechanically on the 435. Camshafts are high performance on the smaller engines, special performance on the big one.

Capacities. The gas tank holds 20 gallons. Oil capacity is 5 quarts, 6 with filter. Radiator capacity is 23 quarts.

Transmissions

Fully synchronized floor-mounted 4-speed is mandatory. Ratios are (390- and 400-hp) 2.52, 1.88, 1.47, 1.00; (435-hp) 2.20, 1.64, 1.27, 1.00.

Also available. Powerglide automatic. Floor-mounted lever, straight-line shift pattern. Ratios are 3.70 to 1.76 range.

xle Ratios		Standard	Also available			
Engine	Transmission	axle ratio				
390 hp	4-speed (RPO M20)	3.08*	3.36*			
	4-speed (RPO M21)	3.36*	3.08*	3.55*	3.70*	
	Powerglide	3.36*	3.08*	3.55*	3.70*	
400 hp	4-speed (RPO M20)	3.08*	3.36*			
	4-speed (RPO M21)	3.36*	3.08*	3.55*	3.70*	
	Powerglide	3.36*	3.08*	3.55*	3.70*	
435 hp	4-speed	3.55*	3.36*	3.70*	4.11*	

^{*}Positraction required.

Steering. Balanced system with relay-type linkage, low-friction Ball-Race steering gear. Overall standard ratio is 20.2:1 (linkage may be adjusted for special fast overall steering ratio—17.6:1). Power steering is 17.6:1.

Suspension. Heavier duty independent coil spring spherical joint front suspension with built-in anti-dive control and heavier duty stabilizer bar. Special independent rear suspension with frame-mounted differential unit and double universal jointed tubular axles. Transverse multi-leaf spring. Heavier duty rear wheel spindle support arms.

Brakes. Self-adjusting 4-wheel disc brake system. Independent mechanical drum-type parking brakes on rear wheels. Console-mounted parking brake control. Power brakes and special linings also available.

^{**}Standard axle ratio with air conditioning.