1967 CHEVELLE

GM
MARK OF EXCELLENCE

OWNER'S MANUAL

PLEASE NOTE: This Owner's Manual contains valuable information on the proper care and operation of your new car.

Important Safety Tips are shown on pages 1, 2 and 3.

A Word Of Welcome From General Motors . . .

This Owner's Manual contains important information regarding the operation and maintenance of your Chevelle.

In order to obtain maximum enjoyment and usage from your car, we suggest that you familiarize yourself with the contents of this booklet and follow the recommendations outlined.

Your Chevrolet Dealer has the trained personnel and specialized equipment to properly service your Chevelle. Have him inspect your car and perform any maintenance or adjustments required.

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.

GENERAL MOTORS PRODUCTS OF CANADA, LIMITED, OSHAWA, ONTARIO

1967 CHEVELLE OWNER'S MANUAL
OPERATION & MAINTENANCE INSTRUCTIONS

TABLE OF CONTENTS

All information contained in this booklet is based on the latest product information available at the time of printing. The right is reserved to make changes at any time without notice.

IMPORTANT SAFETY TIPS TO HELP YOU ENJOY THE MAXIMUM IN SATISFACTION AND SAFETY

HIGHWAY SAFETY DEPENDS ON—

1 YOU, THE DRIVER

2 THE CONDITION OF YOUR VEHICLE

3 THE TRAFFIC AND HIGHWAY CONDITIONS

...Be Sure You Understand All Three!

SAFE DRIVER CHECK LIST

- ☐ *Make safety belts a habit . . . buckle up for safety.*
- ☐ *Lock the doors for added safety.*
- ☐ *Adjust seats and mirrors for clear vision and safe handling.*
- ☐ *Check tire pressure regularly.*
- ☐ *Observe weather and road conditions . . . and drive accordingly.*
- ☐ *Be sure you are physically and mentally alert to drive.*
- ☐ *Look around before driving away from where you are parked.*

Safe Drivers Observe All Traffic Laws . . .

Make Safe Driving a Habit . . .

REMEMBER . . . ***Proper operation, periodic maintenance and safety inspections help provide***

- Economical operation of your vehicle
- Safety for you and your passengers
- Dependable transportation

HAVE THIS 10-POINT SAFETY INSPECTION PERFORMED AT LEAST ONCE A YEAR

- ✔ **Brakes**
- ✔ **All Lights**
- ✔ **Turn Signals**
- ✔ **Steering and Wheel Alignment**
- ✔ **Tires**
- ✔ **Exhaust System**
- ✔ **Glass and Mirrors**
- ✔ **Windshield Wipers and Washers**
- ✔ **Windshield De-icer and Defogger**
- ✔ **Horn**

Details of these Safety Check Items will be found in your Owner Protection Plan Booklet

QUICK REFERENCE INDEX

OF IMPORTANT SAFETY INFORMATION

. . . Get a Safety Inspection at Least Once a Year

SECTION 1 - Operating Your Chevelle

BREAKING-IN PERIOD

The precision manufacture of your new Chevelle has eliminated the need for tedious low speed driving during the break-in period. However, it is advantageous to the life of all close-fitting parts to limit speed to a maximum of 50 miles per hour for the first 100 miles and not over 60 miles per hour for the next 400 miles. Sustained high speed of constant speed driving should be avoided until the mileage schedule has been completed.

If most of your driving is of the around town variety, which is considered "severe service", especially in cold weather, be sure to include some 25 mile or longer highway trips during the break-in period and vary your speed. When you accelerate and decelerate, you load and unload the moving parts, helping them to seat properly. When starting out with a cold engine, a great deal of wear can be avoided by driving at a moderate speed until the engine is thoroughly warm.

In the early life of the engine it is normal for the engine to use some oil. It may be necessary to drive the car at least 4,000 miles to allow the rings to seat properly. An engine's oil economy should not be judged until it has been properly "run-in".

Remember, during the first few hundred miles of driving, avoid high speed stops and frequent or severe brake application to permit a proper break-in period for your brakes.

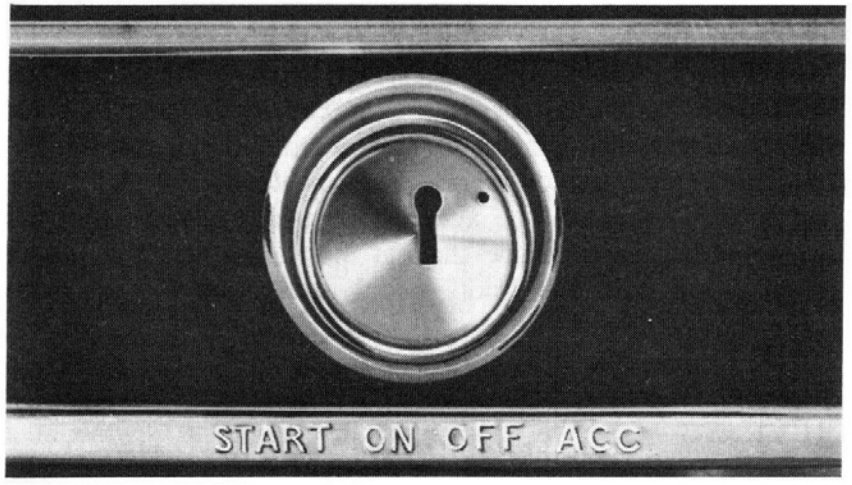
DRIVING FOR ECONOMY

Proper maintenance and wise operation will combine to help you achieve maximum fuel economy with your Chevelle. Your Authorized Chevrolet Dealer can properly tune and maintain your car but wise operation is your responsibility. Give the car sufficient warm-up time, do not make "full-throttle" starts or needless sudden stops, and drive at reasonable speeds and as steady as traffic permits to gain the benefits of all the economy built into your Chevelle.

WARNING—CARBON MONOXIDE

Avoid inhaling exhaust gases when any concentration of these is present in the air, i.e. in a garage, in congested traffic, or when stopped closely behind a vehicle with its motor running. Exhaust gases may have strong odors which normally should give warning of their presence. However, the exhaust gases from some vehicles may not be noticeable under certain conditions and the senses of people react differently. Exhaust gases contain a percentage of carbon monoxide which is a poisonous gas that, by itself, is tasteless, colorless, and odorless.

IGNITION SWITCH



The four position ignition switch located on the lower edge of the instrument panel to the right of the steering column is operated by the octagonal shaped key. The ignition switch is OFF when the keys is vertical, ON when the key is turned right to first position, START when key is turned to full right position against stop and ACCESSORY when key is pushed "in" and turned to the left.

The accessory position enables you to operate all electrical accessories that are controlled through the switch without having the engine running or the ignition switch in the "ON" position. The key can only be removed in the straight-up "OFF" position. Always remove key from the ignition switch when car is left unattended.

STARTING THE ENGINE

1. AUTOMATIC TRANSMISSION — Place selector lever in N (Neutral) or P (Park) Position. The engine will not start when lever is in any other position. MANUAL TRANSMISSION—Place gearshift control lever in Neutral and depress clutch pedal to the floor.
2. INITIAL START
   (a) Engine Cold — Depress accelerator pedal to floor and release. This sets the automatic choke.
   (b) Engine Hot — Hold accelerator pedal part way down while starting the engine.
   (c) During Extremely Cold Weather (0°F and below) — Depress accelerator pedal to floor and release; then hold pedal part way down while starting the engine.
3. Turn ignition switch to START and release as soon as engine starts. When engine is running smoothly, tap accelerator pedal to reduce engine idle speed.
4. FLOODED ENGINE — Depress accelerator pedal to floor and hold while cranking engine. Never "pump" accelerator pedal.

WARM-UP

Always let the engine idle for a moment or two after starting and drive at moderate speeds for several miles, especially during cold weather, to prevent unnecessary wear to the engine, axle and transmission.

Three-Speed Manual Transmission

The three-speed fully synchronized manual transmission is standard equipment on all models. It incorporates three forward speeds and reverse. The shift pattern for the manual transmission is the familiar "H" pattern as illustrated. Since the transmission is fully synchronized in all forward speeds, you may downshift into first gear at any speeds below 20 M.P.H.

For smooth, efficient transmission operation, the following detailed shift procedures are recommended.

FIRST GEAR (LOW) — Depress the clutch pedal, shift into first, and smoothly release the clutch pedal while simultaneously pressing on the accelerator pedal. First gear should always be used to start the car moving. In the event the car is completely stopped and it is difficult to shift into first, release the clutch momentarily and then shift into first.

SECOND GEAR — As the car gains speed, depress the clutch pedal, release the accelerator and move the gearshift lever into second gear. Release the clutch pedal and depress the accelerator pedal as above. Avoid starting from a stop in second gear as this practice may cause clutch slippage, thereby reducing clutch life.

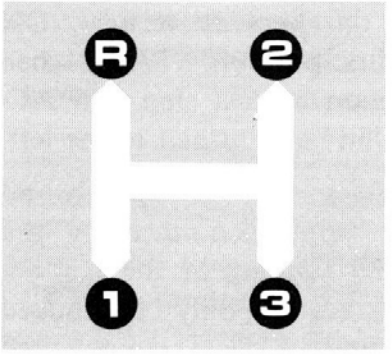
THIRD GEAR (HIGH) — As the car gains speed, shift into third in the manner described above. Slowly release the clutch pedal and depress the accelerator pedal. Third gear is the cruising gear for all normal driving. NEVER use third gear to accelerate from a stop.

TO STOP—Release the accelerator pedal and depress the brake pedal. Just before the car stops, depress the clutch pedal along with the brake pedal and move the gearshift lever into Neutral.

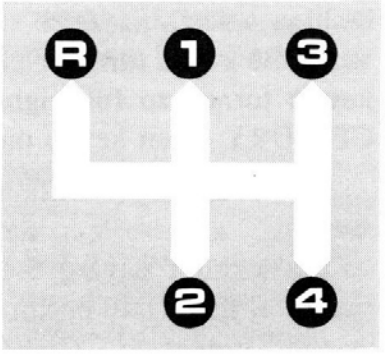
NEUTRAL—For use when starting or idling the car. Never coast in Neutral.

REVERSE—Operate Reverse as first gear but always at a slow speed. The car must be brought to a complete stop before shifting into Reverse.

TO PARK—Use the reverse gear position and set the parking brake.



Three Speed Shift Pattern



Four Speed Shift Pattern

Four-Speed Manual Transmission

The four-speed fully synchronized manual transmission is optional on all models. It has four fully synchronized forward speeds and one non-synchronized reverse speed with a shift pattern as shown in the illustration on page 6.

SHIFTING THE TRANSMISSION — First gear is selected by depressing the clutch pedal and moving the lever to first gear, the No. 1 position. Since the four-speed manual transmission is fully synchronized on all forward speeds you may downshift into gear at any speed below 20 M.P.H. Move the shift lever easily, delaying slightly to allow the transmission synchronizers to coordinate gear speeds. When shifting into "Reverse" gear, lift up on the reverse release cable handle just below the shift lever knob. The shift linkage may be adjusted to allow "short stroke" shift lever operation. See your Chevrolet Dealer.

For actual shifting procedure, follow the instructions given for the three-speed manual transmission on page 6.

Emergency Starting

If your Chevelle is equipped with a manual 3-speed or 4-speed transmission, it can be started in an emergency by pushing. When being pushed to start the engine, turn off all unnecessary electrical loads, turn ignition to "ON", depress the clutch and place the shift lever in high gear. Release the clutch when the car reaches 10 to 15 miles per hour. Bumpers and other parts contacted by the pushing vehicle should be protected from damage during pushing. Never tow the car to start.

Towing

If your Chevelle must be towed, the following precautions must be observed: The car may be towed safely on its rear wheels with shift lever in neutral position at speeds of 35 miles per hour or less under most conditions.

However, the drive shaft must be disconnected or the car towed on its front wheels if:

- Tow speeds in excess of 35 mph are necessary,
- Car must be towed for extended distances (over 50 miles) or,
- Transmission is not operating properly.

If car is towed on its front wheels, the steering wheel should be secured to keep the front wheels in a straight-ahead position.

Rocking Car

If it becomes necessary to rock the car to free it from sand, mud or snow, move the shift lever from forward to reverse in a repeat pattern while simultaneously applying moderate pressure to the accelerator. DO NOT RACE ENGINE. Avoid spinning wheels when trying to free the car.

Manual Transmission Operating Cautions

1. *Do not "Speed Shift"*, allow time between shifts for transmission synchronizers to coordinate.
2. Do not use second, third or fourth gears to accelerate from a stop.
3. Always place gear selector in Neutral and set the foot brake when starting the engine.
4. Never "ride" the clutch pedal as this will cause excessive slippage with resultant wear on the clutch parts.
5. Never leave vehicle unattended with the engine running.
6. Always set parking brake firmly before leaving the car.
7. Do not coast in neutral.

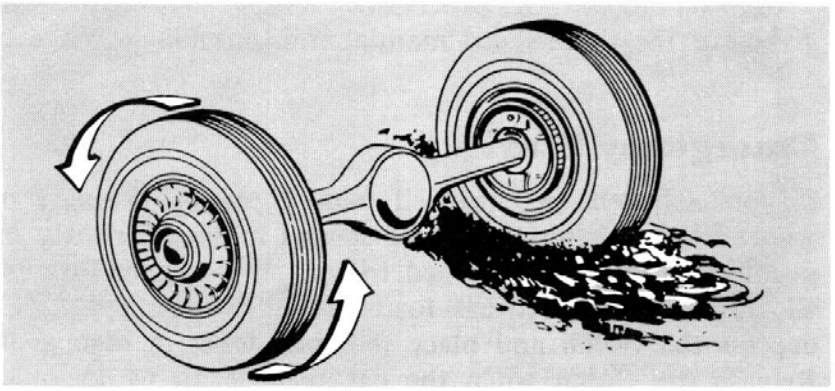
EXTENDED VEHICLE STORAGE

If you plan to store your Chevelle over an extended period of time, certain steps should be taken to give it maximum protection. It is recommended that you write to Product Service Department, General Motors Products of Canada, Limited, Oshawa, Ontario, for detailed instructions on how to prepare your Chevelle for storage.

DRIVING WITH THE POSITRACTION REAR AXLE

A positraction differential (optional at extra cost) is available on all models. The positraction differential provides additional traction in 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 differential allows the wheel with the greater traction to drive the car.

CAUTION: On cars equipped with a positraction differential, do not run the engine for any reason with one rear wheel off the ground as the car may drive through the rear wheel remaining on the ground.



DRIVING WITH THE POWERGLIDE AUTOMATIC TRANSMISSION

The Powerglide is a completely automatic transmission which replaces the standard clutch and transmission. After starting the engine with the selector lever in N (Neutral) or P (Park) position, select the range desired (see table below) 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.

P—PARK	Use only when car is stopped.
*LIFT	
R—REVERSE	For backing car—from stop.
*LIFT	
N—NEUTRAL	For standing (Brakes Applied).
D—DRIVE	For Forward Driving. Depress accelerator to floor for extra acceleration at speeds (depending on engine, axle and tire combinations) as high as 40 to 60 mph.
*LIFT	
L—LOW	For hard pulling through sand, snow or mud and for climbing or descending steep grades. DO NOT shift to "L" above 40 mph.

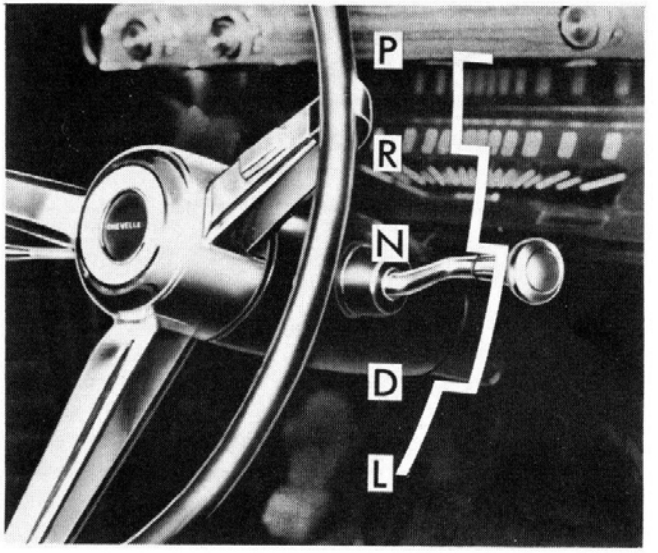
*Lifting clears stops that prevent unintentional shifts to PARK, LOW or REVERSE.

Column Shift Lever

The heavy line in the illustration below indicates the movement of the shift lever as it is lifted to shift into Reverse or Low and into or out of Park position.

Floor Console Shift Lever

The floor console shift lever may be moved freely between Neutral and Drive. Press lightly on the shift lever button as you shift into Reverse or Low. Depress the button fully when shifting into or out of Park position. Exercise care in depressing the shift lever button to prevent unintentional shifts to Park, Low or Reverse.



DRIVING WITH THE TURBO HYDRA-MATIC TRANSMISSION

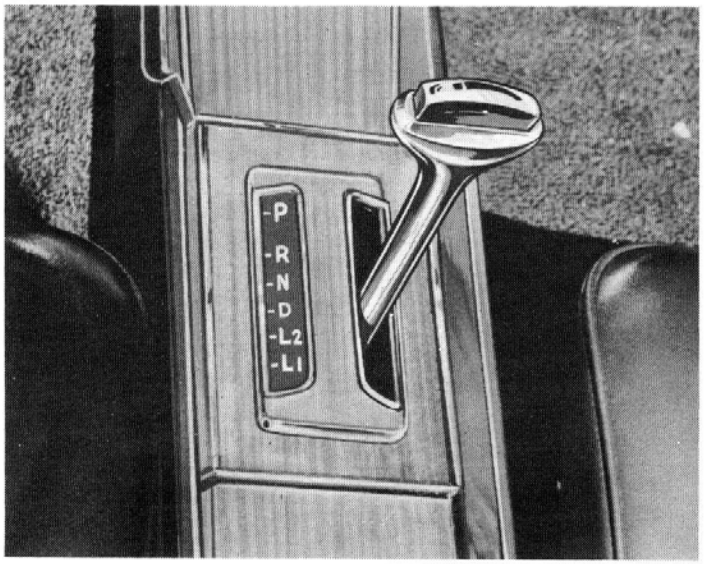
The Turbo Hydra-Matic is a completely automatic three-speed transmission. After starting the engine with the selector lever in N (Neutral) or P (Park) position, you need only to select the range desired (see the table below) and depress the accelerator. A gradual start with a steady increase in accelerator pressure will result in best possible fuel economy. Rapid acceleration for fast starts will result in greater fuel consumption.

P—PARK *LIFT	Use only when car is parked or being started.
R—REVERSE *LIFT	Used for backing car from stop.
N—NEUTRAL	For starting and running engine without moving car.
D—DRIVE *LIFT	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.
L_1—LOW_1	For hard pulling through sand, snow or mud and for climbing or descending steep grades.

*Lifting clears stops that prevent unintentional shifts to Park, Reverse, Low_1 or Low_2.

Floor Console Shift Lever

The floor console shift lever may be moved freely between Neutral and Drive and between Low_1 and Low_2. Press lightly on the shift lever button as you shift into Reverse or Low_2. Depress the button fully when shifting into or out of Park position. Exercise care in depressing button to prevent unintentional shifts to Park, Low_2 or Reverse.



AUTOMATIC TRANSMISSION OPERATING TIPS

Emergency Starting

Automatic transmissions are designed so that the engine cannot be started by pushing the car. To start the car when the battery is discharged, use an auxiliary battery with jumper cables. Be sure to observe correct polarity (positive cable to positive terminal and negative cable to negative terminal) when connecting the auxiliary battery to prevent possible damage to the electrical system.

Towing

If your Chevelle must be towed, the following precautions must be observed: The car may be towed safely on its rear wheels with the selector lever in N (Neutral) position at speeds of 35 miles per hour or less under most conditions.

However, the drive shaft must be disconnected or the car towed on its front wheels if:

- Tow speeds in excess of 35 mph are necessary,
- Car must be towed for extended distances (over 50 miles) or,
- Transmission is not operating properly.

If car is towed on its front wheels, the steering wheel should be secured to keep the front wheels in a straight-ahead position.

Parking Your Car

Always engage the parking brake and place the transmission selector lever in "PARK" position when leaving your car unattended. Never park for prolonged periods with engine idling and transmission in gear, especially if your car is equipped with air conditioning. This practice is detrimental to the transmission due to overheating.

Rocking Car

If it becomes necessary to rock the car to free it from sand, mud or snow, move the selector lever from "D" to "R" in a repeat pattern while simultaneously applying moderate pressure to the accelerator. DO NOT RACE ENGINE. Avoid spinning wheels when trying to free the car.

Holding Car On An Upgrade

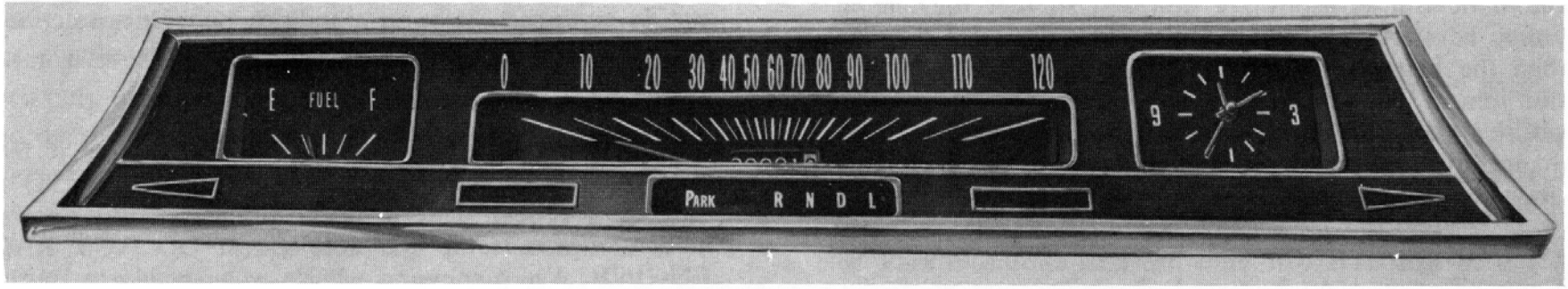
When stopped on an upgrade, maintain your position by applying the brakes. Never hold the car in place by accelerating the engine. This could cause damage by overheating the transmission.

COLD WEATHER NOTE

In cold weather the engine and transmission oil will not flow as readily as when warm. It is important therefore that the engine be operated for a few minutes before putting the car in motion.

To insure against premature failure of either the engine or transmission after the initial start in extremely cold weather it is recommended that rapid acceleration be avoided until after a few miles of operation.

SECTION 2 - Instruments



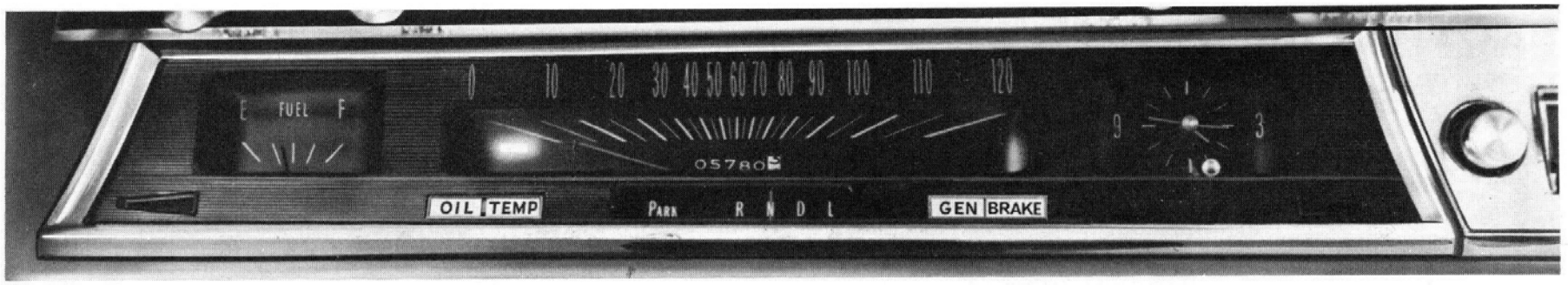
The instruments, gauges and indicator lights conveniently grouped in the instrument cluster are designed to tell you at a glance many important things about the performance of your car. The information on this and the following two pages will enable you to more quickly understand and properly interpret these instruments. Familiarize yourself with their location and purpose and make it a practice to scan the instrument cluster as you start the engine, after it starts, and periodically as you drive your automobile.

FUEL GAUGE

This gauge indicates the approximate fuel level in the tank *only* when the ignition switch is turned on. When the ignition switch is turned off, the pointer may come to rest at any position on the dial.

SPEEDOMETER AND ODOMETER

The speedometer indicates the speed of the car in miles per hour. The odometer, or milage indicator, registers accumulated mileage and is useful for checking trip mileages, maintenance periods and fuel consumption.



OIL PRESSURE INDICATOR LIGHT

A red indicator light (OIL) located on the lower left side of the instrument cluster will appear when the ignition switch is turned on. When the engine starts and oil pressure builds up, the light will go out. This signal light is an oil pressure indicator — not an oil level gauge. Should the light go on while the engine is running, stop the engine and have the cause determined and corrected. Driving the car with low oil pressure can cause serious engine damage.

TEMPERATURE INDICATOR LIGHT

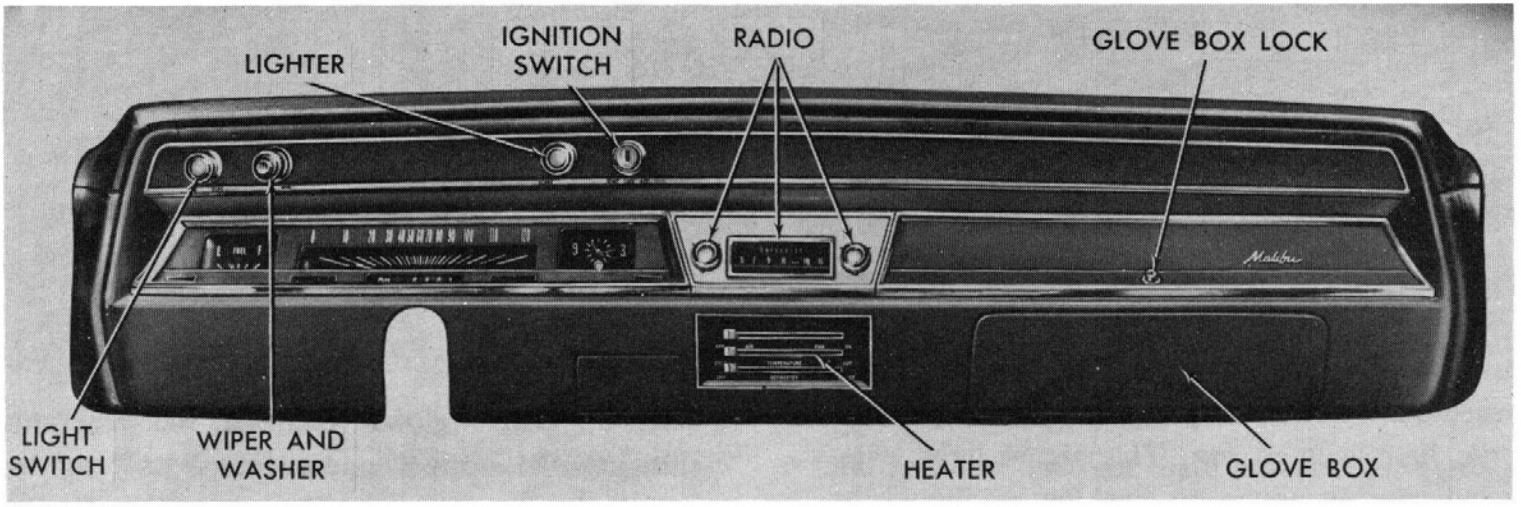
A red indicator light (TEMP) located on the lower left side of the instrument cluster will appear momentarily when starting the car to let you know that it is operating. The only other time the signal light should appear is when the engine reaches an abnormally high temperature. If this happens, the engine should be stopped and the cause determined and corrected.

GENERATOR INDICATOR LIGHT

A red indicator light for the charging circuit is located on the lower right side of the instrument cluster. The light, labelled "GEN" glows whenever the generator is NOT charging. In normal operation, it will light when the ignition is turned on and will go out when the engine starts. If it glows while the engine is running have your Authorized Chevrolet Dealer check the electrical system as soon as possible.

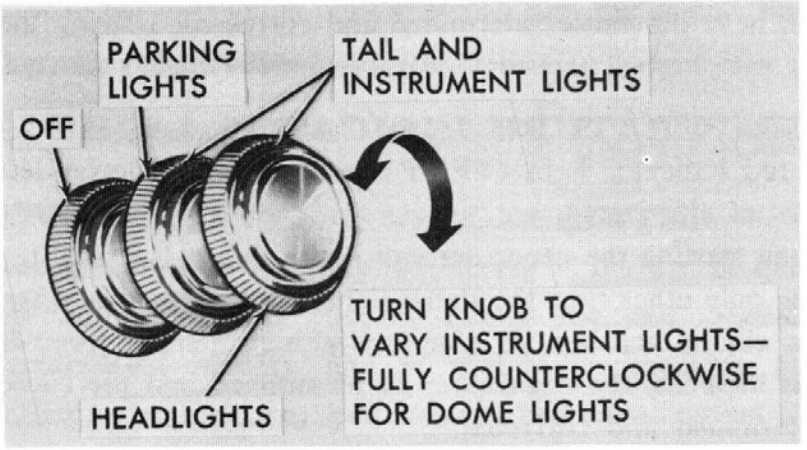
HEADLIGHT HIGH BEAM INDICATOR

When the headlights are on high beam, an indicator light located below the 0 MPH in the instrument cluster glows red. Never leave the high beam on when approaching oncoming traffic. The Headlight Dimmer Switch controls the headlight beams (see Page 16).



HEADLIGHT, DOME LIGHT AND INSTRUMENT PANEL LIGHT SWITCH

The control knob for the headlights, parking lights and instrument panel lights is located at the extreme left lower portion of the instrument panel. HEADLIGHTS are operated by pulling the switch control knob all the way out. PARKING LIGHTS come on as the same knob is pulled halfway out. INSTRUMENT PANEL LIGHTS are on in both positions. Instrument panel lights can be increased or decreased in intensity, or turned off, by rotating the control knob. To operate dome light, turn switch knob fully counterclockwise.



LANE CHANGER

The lane changer may be activated by placing the directional signal lever in the first detent position of the desired direction of travel. This will engage the corresponding flasher, thus signaling a lane change. Upon completion of the change, release the lever and it will automatically return to the off position cancelling the flasher.

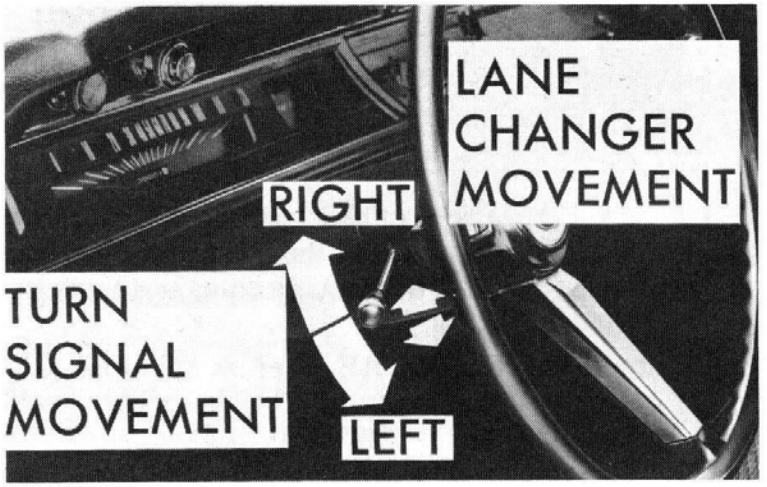
Normal operation of the directional signals may be achieved by passing the lever through the intermediate detent to the normal stop position.

DIRECTIONAL SIGNALS

The ignition switch must be in the "ON" position in order for the directional signals to be operational. The lever on the left side of the steering column should be moved upward for signaling a right turn and downward for a left turn. This action causes the front signal lights and rear stop light to flash on the side of the car toward which the turn is to be made.

A green light on the speedometer face flashes to indicate proper operation of the front and rear signal lamps. If the indicator light remains on and does not flash, check for a burned-out signal lamp bulb. If the indicator fails to light when the lever is moved, check the fuse and indicator bulb.

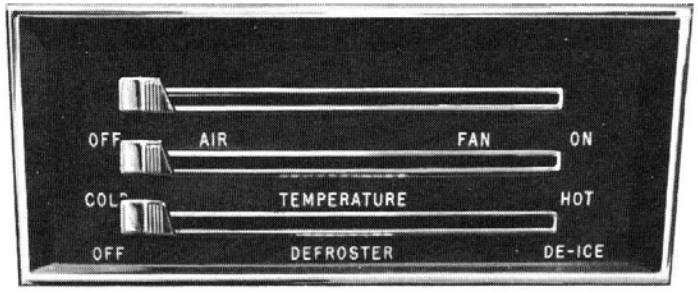
If the system is not functioning properly, a legal hand signal should be given, since failure to indicate a turn is considered a moving traffic violation. Always signal for a turn at a reasonable distance before actually making it. NOTE: On gradual turns it may be necessary to return the lever manually.



HAZARD WARNING FLASHER

In the event your car is disabled or you stop for any reason on the highway, this hazard warning system which flashes all four turn signal lights should be used to warn other drivers of your presence. This system is activated by pushing "in" on the traffic hazard flasher switch button mounted on the ride side of the turn signal housing. Pull button out to cancel. Since the flashing of all turn signal lights universally means "this vehicle is not moving", never drive the car with the hazard warning flasher operating.

HEATER AND DEFROSTER



Push the AIR-FAN lever to the right to mid-position to allow outside air to pass through the heater. Further movement of the lever operates the low, medium and high speeds of the fan.

Adjust the TEMPERATURE lever as required to give you the desired degree of heat. Full right position provides maximum heat.

Move the DEFROSTER lever to the right when windshield defrosting is needed. Full right position diverts the entire air flow to the defroster. Vary TEMPERATURE lever as required.

HEATER OPERATING TIPS

The Chevelle heater draws outside air from the hood and air inlet in front of the windshield. Always brush snow from this inlet before operating the heater.

Keep all windows and vents closed to eliminate dust, road and wind noise and uncomfortable drafts.

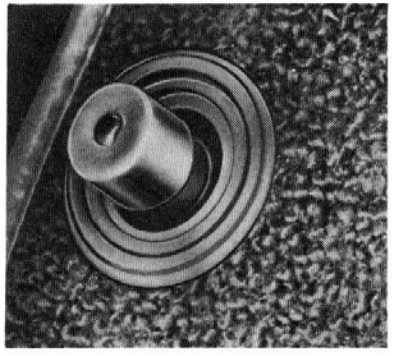
For most satisfactory heater operation and air circulation, operate fan on low or medium speeds for normal operation and high speed for quick warm-up and during extremely low temperatures.

For adequate rear seat heating the area beneath the front seat must not be blocked by carpeting, rags, paper or other material.

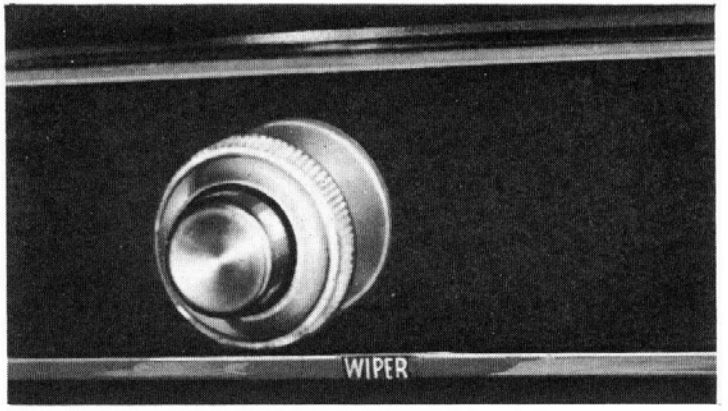
For additional summer ventilation move the AIR-FAN lever to mid-position and the DEFROSTER lever to DE-ICE. If greater air flow is desired, move the AIR-FAN lever further to the right to operate the three speed blower.

HEADLIGHT DIMMER SWITCH

The headlight dimmer switch permits you to select the correct headlight beam for different types of driving. To obtain high or low beam depress the foot dimmer switch located on the floor just below the parking brake pedal. A red light located below the 0 MPH. in the instrument cluster appears when you are driving on high beam. Always use "low beam" when approaching or following other vehicles.



WINDSHIELD WIPER

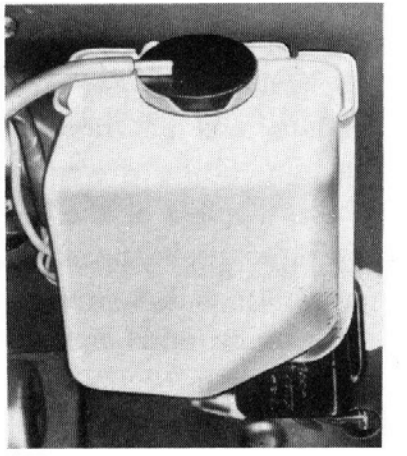


The two-speed electric windshield wipers are controlled by a knob located on the instrument panel to the left of the steering column. To operate the wipers, turn the knob clockwise to the first detent for slow speed and all the way for high speed operation. Do not try to move the blades by hand or attempt to run the wipers if the blades are frozen to the glass. Avoid operating the wipers on a dry windshield.

WINDSHIELD WASHER

The windshield washer is operated by depressing the wiper knob as shown. The windshield wipers automatically start operating when the knob is depressed. Keep the washer reservoir located under the hood filled at all times. Avoid operating the washer when jar is empty. GM Windshield Washer Anti-Freeze and Solvent added to the water aids in cutting road film and grease from the windshield and is recommended for use at all times. The solvent should be used according to the directions on the bottle.

Cold Weather Washer Operation



During periods when temperature of freezing or below can be expected, GM Windshield Washer Anti-Freeze, and Solvent, Part No. 5772465, should be used.

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

Even so, before attempting to use the washers during freezing weather, it is best to first prewarm the windshield by means of the heater defrosters.

COURTESY LIGHTS

The courtesy lights in your car if so equipped illuminate the front compartment of the car when either front door is opened. When the front doors are closed, full counterclockwise position of the headlight control knob turns on the courtesy lights.

AUTOMATIC BRAKE ADJUSTERS

All Chevelles are equipped with self-adjusting brakes which eliminate periodic brake adjustments. The self-adjusting mechanism is actuated, as needed, whenever the car is moved in reverse and the brakes applied. It is possible, however, for excessive brake pedal travel to develop if the required reverse movement with a brake application does not take place during a prolonged period of stop and go forward driving. Should this occur, the car should be driven backward and forward with the brakes applied at the end of each directional movement, until the brake pedal travel is back to normal. If this procedure fails to restore normal pedal travel, or if any abnormally rapid increase in pedal travel is experienced, immediate inspection should be made by your Authorized Chevrolet Dealer. Care should be exercised to assure that full brake pedal travel cannot be obstructed by improper floor mats or other interfering material under the pedal.

METALLIC BRAKE LININGS

Vehicles equipped with optional metallic brake linings, whether with standard or power brakes, will require somewhat more relative pedal pressure when cold than conventional brake linings. This condition will exist only until the unit warms up, several stops at most.

BRAKE SYSTEM WARNING LIGHT

A dual purpose brake warning indicator light is located on the lower right side of the instrument cluster.

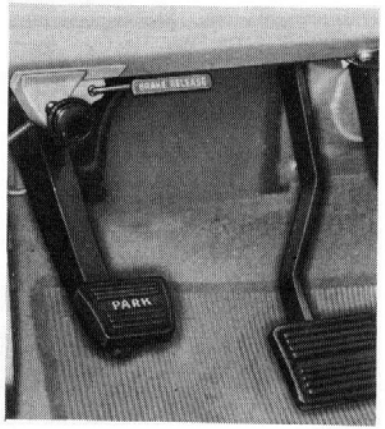
When the parking brake is applied and the ignition switch is turned to the "ON" position, the warning light glows red to indicate to the operator that the parking brake has not been fully released. It will remain lit until the parking brake is fully released .

The other function of this light is to indicate a malfunction in the regular braking system. In the event of broken brake lines, major brake fluid loss, air in the brake lines or a pressure deviation in either the front or the rear wheel brake lines. The lamp will also glow "red" until the malfunction is corrected.

NOTE: This device is not to be considered as a method for checking the fluid level in the master cylinders, which is a normal maintenance item.

PARKING BRAKES

Always engage parking brake when vehicle is parked by firmly depressing foot pedal as far as possible. To release the parking brake, pull the "Brake Release" handle. The pedal then returns to normal position after releasing the brake.



CAUTION: On all automatic transmission-equipped models when leaving the car unattended, always place the selector lever in "P" (Park) position and apply the parking brake. On manual transmission equipped cars, place the shift lever in reverse or first gear and apply the parking brake.

POWER BRAKES

Cars equipped with power brakes utilize engine vacuum to reduce the braking effort to much less than is required with regular brakes. A built-in vacuum reserve will supply two or more power assisted brake applications after the engine has stopped. After the vacuum has been exhausted, the vehicle can be stopped utilizing the manual portion of the power brake system although considerably more foot pressure will be needed to stop the vehicle.

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 1 inch; if very little or no free travel is evident, clutch adjustment is required.

PREVENTION OF THEFTS OF AND FROM AUTOMOBILES

Your automobile is a valuable piece of property which should be carefully guarded. The Police Departments in Canada are endeavouring to protect your property. Your help is needed, and your attention to the following suggestions is solicited:

1. Make sure your ignition is locked and the key removed when leaving your car unattended, even in your own garage.

1. Make sure your ignition is locked and the key removed when

2. Close all windows and lock all doors when your car is not in use. where they would be in plain view.

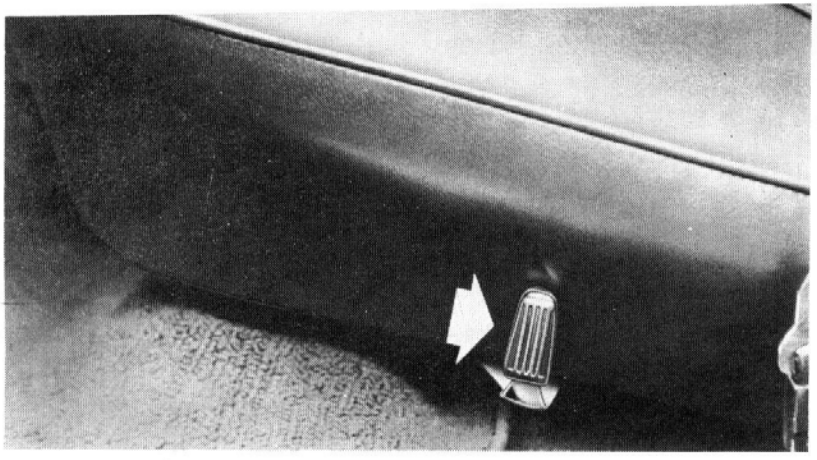
4. Never leave valuables or personal belongings in your car overnight.

SECTION 4 - Other Features

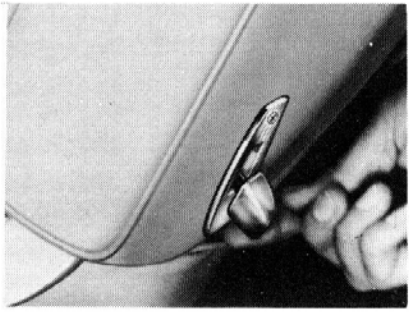
FRONT SEAT ADJUSTMENT

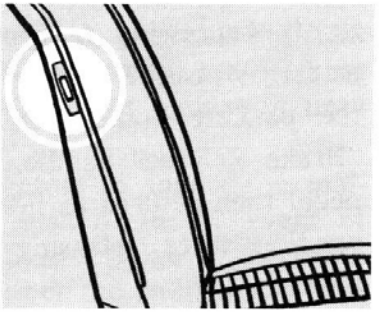
BENCH SEAT — Press backward on the seat adjuster lever, located on the driver's side of the front seat, to unlock the seat and allow adjustment to the front or rear. As the seat slides forward, it also tilts slightly to provide best posture and increased driving ease. Release the lever to lock the seat in the desired position.

BUCKET SEATS — If your Chevelle is equipped with bucket seats, the moveable seat can be adjusted either forward or backward by moving the control lever located on both the driver and passenger sides forward and exerting slight body pressure in either direction. When the control lever is released, the seat is automatically locked in position.



SEAT BACK LOCK





For your safety all folding seats are equipped with locks which keep the seat back securely anchored in place while in the up position.

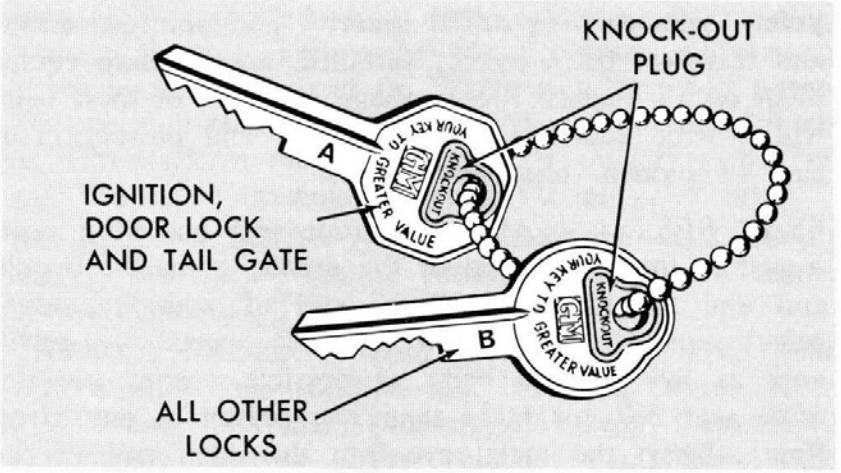
The remote control lock release button used on Strato bucket seats, may be found at the top outboard corner of the seat back. While all other folding back seats have a release lever located at the base of the seat back, outboard side.

The locks may be released to fold the seat backs forward for entry or exit. When the seats are returned to their normal positions, the seat backs automatically lock in place.

BACK-UP LIGHTS

For safety and convenience, your Chevelle is equipped with dual back-up lights that go on automatically when the transmission gearshift lever is placed in the "Reverse" position with the ignition switch on.

KEYS



Two sets of keys, each containing an octagonal key and an oval shaped key, are furnished with your new car.

The octagonal shaped key operates the ignition and front door locks on all models, as well as the tailgate on station wagon models.

The oval shaped key is used in the glove compartment lock, the console door lock on all models so equipped and the luggage compartment lock.

Both keys have a removable knockout plug on which is stamped their code number. Make a record of the key numbers so that you can have duplicates made in the event the originals are lost. Then knock out the slugs and discard them so that your keys cannot be duplicated by someone else.

DOOR LOCKS

The Chevelle door lock design contributes to passenger safety and to the security of your car and its contents. Always keep the doors locked when driving as well as when leaving the car unattended.

Front and rear doors can be locked from the inside by pushing down on the small button near the window of each door.

All doors can be locked from the outside by simply depressing the interior button, depressing the outside door handle plunger and closing the door. Once closed, release the plunger and the door is locked.

The front doors can also be locked, in the usual manner, by using the octagonal shaped key.

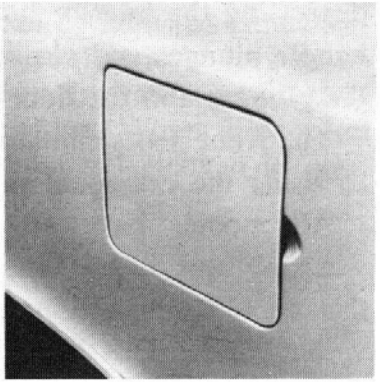
All models have as a standard safety feature free wheeling door locks. When the lock buttons are depressed, the door handles become inoperative, preventing inadvertent opening of the doors.

POWER STEERING

Power steering provides ease in handling, parking, and getting into or out of tight places. Power assist is provided by a hydraulic pump driven by the engine. When the engine is not running or if the power steering pump drive belt breaks, there is no power assist and much greater steering effort is required.

GAS CAP

The gas cap is located in the left rear fender in all 1967 Chevelle station wagons and behind the licence plate in all other models. Station Wagon models make use of an anti-surge, vented gas cap. All other models use a non-vented gas cap. If the gas cap is lost, see your Authorized Chevrolet Dealer for a replacement. For information regarding the use of proper gasoline in your Chevelle refer to page 27 under the heading of "Fuel Requirements".



SUN VISOR ADJUSTMENT

In order to properly position the sun visor in the front upper portion of the windshield, simply grasp the visor by the edge and pull it downward. To position the visor at the side window rotate it in its socket positioning it in the desired location.

SAFETY BELTS

Safety belts provide added security and comfort. Front and rear seat belts, factory installed, are standard equipment on all models. Proper usage and care of these belts will provide added security to driver and passengers in case of sudden, unexpected stops.

SEAT BELTS — After the front seat has been positioned to the satisfaction of the driver, grasp the buckle end and the flat metal "eye" end of your individual belt assembly and position the belt across the pelvic area as low on the body as possible (never use the same seat belt for more than one person at any given time). Insert the metal eye into the open end of the buckle until an audible snap is heard. Make sure the connection is secure and adjust the belt firmly by pulling on the end of the belt protruding from the buckle. For

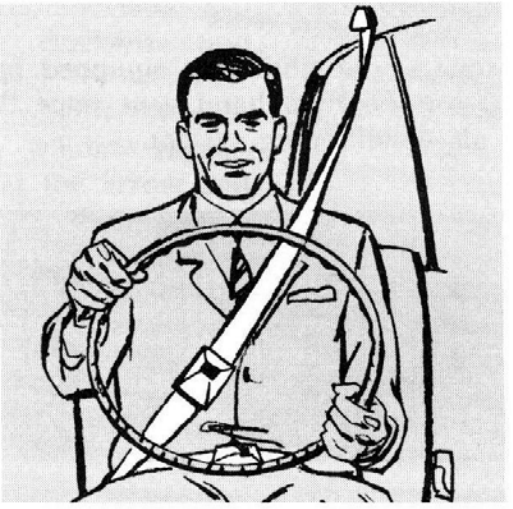
retractor equipped belts, pull retractor half of the belt to a solid stop to make sure that the belt webbing is completely unwound from the retractor drum, then connect the belt and make the necessary adjustments at the buckle for proper fit. When using seat belt retractors, be sure to avoid: (A) Wearing a seat belt loosely or with slack in the system, and (B) Wearing the belt with the webbing wound around the retractor drum.

RELEASING BELTS — To release the belts, simply depress the release tab or button located in the centre of the buckle.

CARE OF BELTS — Keep belts clean and dry. Clean with a mild soap solution and lukewarm water. Keep sharp edges and damaging objects away from belts. Periodically inspect belts, buckles, retractors, and anchors for damage that could materially lessen the effectiveness of the belt installation and repair or replace the questionable parts. Do not bleach or dye belts as this may cause severe loss of strength.

Shoulder Belts

All Chevelles are equipped with shoulder belt anchors built into the vehicle. Optional shoulder belts are available for the driver and right front seat passenger. Shoulder belts must always be worn in conjunction with seat belts and are fastened with individual buckles in the same manner as seat belts. Shoulder belts should be tightened only to the point where controls and switches can be easily reached without restriction from the belt. The use of shoulder belts is not recommended for children under 6 years old. Shoulder belts not in use must be anchored by inserting buckle into retainer to prevent the buckle end from swinging around.



CIGARETTE LIGHTER

The cigarette lighter in your Chevelle is designed to operate quickly and efficiently with a minimum of effort. Simply depress the lighter and it will automatically heat and snap out, ready for use. Avoid holding the lighter in by hand while it is heating as damage to the heating element may result.

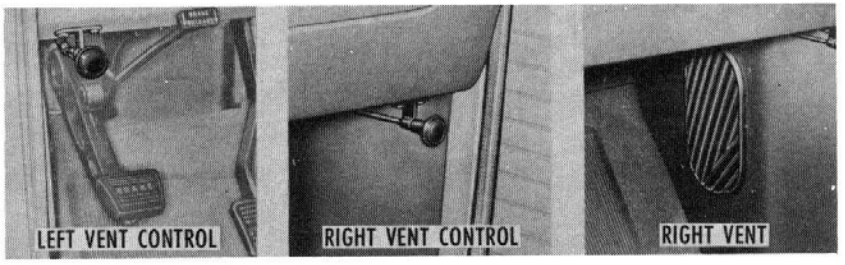
ASH TRAY

Pull out on the lower edge to expose the ash tray. To remove the tray, pull fully out and then toward the right. To install, insert tray in opening and push back into place.

COWL VENTS AND CONTROLS

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

Four Season Air Conditioning equipped cars have no control knob for the right hand vent since the vent is a part of the air conditioning system.



DUST CONTROL

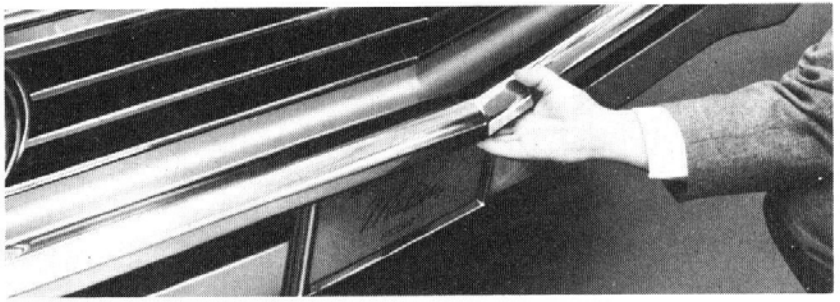
When driving over dusty roads, dust entry will be reduced to a minimum if the door and ventilator windows are kept closed and one or both of the air vent controls are open. This will prevent a vacuum within the car which would tend to draw in dust.

GLOVE BOX

The glove box is locked and unlocked with the oval handled key. The door should always be closed when not in use.

HOOD RELEASE

Pull the hood release to open the counterbalanced hood. If the hood must be slammed to insure closing, it is in need of adjustment. A hard slam should not be necessary.



POWER WINDOWS

All vertical moving windows (except the Station Wagon tailgate window) are controlled by the power window control switches located on the left front door. Individual switches are provided under each window for passenger use. Switches are wired through the ignition switch (except for the station wagon outside tailgate switch) so that windows cannot be operated unless the ignition switch is "on".

REAR COMPARTMENT

Unlock and open the counterbalanced trunk lid with the oval handled key. Close the lid firmly to close the lock. The spare tire and auto jack are located in the trunk.

For proper jack and tire stowage procedure refer to illustration shown on label located on the underside of trunk lid adjacent to tool stowage area.

SECTION 5 - Station Wagon

TAILGATE OPENING

To open the tailgate, first lower the window fully, then reach inside the station wagon and pull the tailgate latch release lever located on the inside top edge of the tailgate sideways. Lower tailgate.

TAILGATE CLOSING

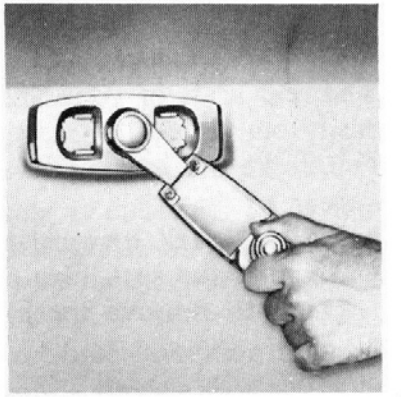
Before closing the tailgate, the window must be in the down position. DO NOT CLOSE THE TAILGATE WITH THE WINDOW EVEN PARTIALLY RAISED AS BREAKAGE COULD RESULT. Lift the tailgate upward and push it forward firmly. Be sure that it is fully forward and that the latches on each side are completely engaged. Raise the window.

CAUTION: Under no condition do we recommend driving with the tailgate (lower portion) open, and under most driving conditions it is best to keep the station wagon tailgate window closed. However, if desired, air can be circulated through the vehicle while driving if the tailgate window is open several inches and the air vents in each cowl side panel open, or the heater blower "ON", while all other windows in the vehicle are closed.

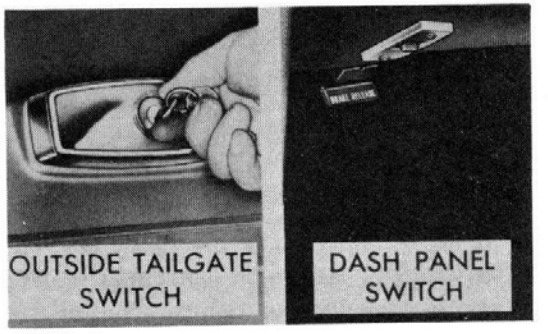
MANUALLY OPERATED TAILGATE WINDOW

Unlock the tailgate, using the ignition key, then lower the window by pulling out the window regulator handle at the arrow end and turning the handle counterclockwise. Rotate handle clockwise and snap into place.

Raise the window by pulling out the window regulator handle at the arrow end and turning the handle clockwise. Rotate handle counterclockwise and snap into place.



ELECTRICALLY OPERATED TAILGATE WINDOW



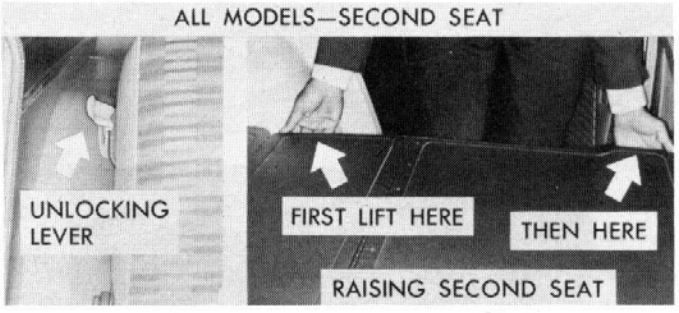
Operate the optional electric tailgate window by means of one of the switches pictured. Use the ignition key to operate the window from the outside. The dash panel

switch will operate only when the ignition switch is "on". Open the tailgate by rolling the window fully down and lifting the release handle inside the tailgate.

OPERATING THE FOLDING SEATS

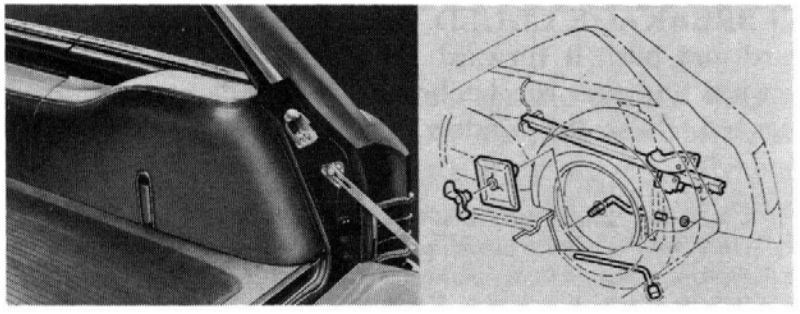
The rear seats of your Station Wagon may be quickly and easily converted into cargo space where needed.

- Release the locking lever on the right hand side of the rear seatback.
- Pull seatback forward and down.
- To raise the seat, lean on the front edge of the seatback panel to remove tension from the filler panel, lift up the filler panel at the location shown above, then lift seatback up and rearward until it locks into place.
- Operate both sections of the optional two-section second seat in the same manner.



STATION WAGON SPARE TIRE

The spare tire and jacking equipment are stowed behind a removeable panel in the right rear quarter panel. The panel is held in place by means of a toggle latch on its lower edge. After loosening the latch, the panel may be removed from the car.



SECTION 6 - Convertible

Except for the folding top, the convertible model is operated in the same manner as other Chevelle cars. Before lowering the folding top make sure that the folding top well is completely empty and that no articles bulky enough to contact the bottom of the well are lying beneath it on the trunk shelf panel.

For detailed information and instructions on the operation and care of the convertible top, refer to the Convertible Top booklet in the glove compartment of all convertibles.

SECTION 7 - Maintenance and Lubrication Recommendations

The time or mileage intervals referred to in this Section are intended as a guide for establishing regular maintenance and lubrication periods for your Chevelle. 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 Chevrolet Dealer.

FUEL REQUIREMENTS

Your Chevelle is designed to operate efficiently on "Regular" or "Premium" grade fuels commonly sold in Canada and the United States depending on the engine installed in your car. The table below indicates the fuel grade requirements for various Chevelle engines.

Engine	Fuel Grade
230 cu. in.—6 Cyl.	Regular
250 cu. in.—6 Cyl.	Regular
283 cu. in.—V-8—2 bbl.	Regular
327 cu. in.—V-8—4 bbl.	Premium
396 cu. in.—V-8—4 bbl.	Premium

Use of a fuel which is too low in anti-knock quality will result in "spark knock". Since the anti-knock quality of all regular grade or of all premium grade gasolines is not the same and factors such as altitude, terrain and air temperature affect operating efficiency, knocking may result even though you are using the grade of fuel recommended for your engine. If persistent knocking is encountered, it may be necessary to change to a higher grade of gasoline and, if knocking continues, 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 General Motors Products of Canada, Limited, is not responsible under terms of the New Vehicle Warranty.

CAUTION: Gasoline is extremely flammable and highly explosive under certain conditions. Always stop the engine and do not smoke or allow open flames or sparks near the vehicle when refueling. If gasoline fumes are noticed while driving, the cause should be determined and corrected without delay.

FUEL VOLATILITY — Gasolines sold in winter time have a high volatility for fast starting. When these gasolines are used during the unseasonably hot days, they may cause vapor-locks, surging, or stalling. If you've experienced these difficulties, inquire as to whether your fuel source has adjusted the volatility of its fuel for summer conditions.

OPERATION IN FOREIGN COUNTRIES

If you plan to operate your Chevelle outside the continental limits of Canada or the United States, there is a possibility that the best fuels available are so low in anti-knock quality that excessive knocking and serious engine damage may result from their use. To minimize this possibility, write to General Motors Products of Canada, Limited, Oshawa, Ont., in care of the Product Service Department, giving:

- The compression ratio of your engine and engine serial number (refer to Page 58).
- The car identification number obtain from the vehicle identification number plate.
- The country or countries in which you plan to travel.

You will be furnished details of adjustments or modifications which should be made to your engine at your Chevrolet Dealership prior to your departure.

Failure to make the necessary changes to your car and subsequent operation under conditions of continuous or excessive knocking, is considered misuse of the engine for which the manufacturer is not responsible under the terms of the New Vehicle Warranty.

After arriving in a foreign country, contact the nearest Authorized General Motors dealer for brand names of the best fuels available and advice as to where they may be purchased.

ENGINE OIL RECOMMENDATIONS

The use of proper engine oil is your best assurance of continued reliability and performance from your engine. It is recommended that you use an oil which, according to the label on the can, is: (1) intended for service "MS", and (2) passes car maker's tests or meets General Motors Standard GM 4745-M. Oils conforming to these types contain detergent additives. Your Chevrolet Serviceman will be pleased to assist you in selecting the proper oil.

The use of proprietary agents such as tune-up compounds, tonics, friction reducing compounds and V.I. improvers is entirely unnecessary and not recommended for your engine. This does not preclude the use of General Motors "E.O.S." (Engine Oil Supplement part number 5789167) which may be added to your crankcase oil when recommended by your Chevrolet Dealer.

FIRST ENGINE OIL CHANGE

The oil used to fill the engine crankcase at the factory is a high quality oil that meets General Motors Standard GM 4745-M. This factory-fill oil contains special additives which assist the engine break-in and should be retained for the normal change interval as specified in the table on Page 29. During the first change interval, it is particularly important to have the oil level checked each time you buy gasoline since most modern, high-compression engines require a break-in period for the oil usage to stabilize.

ENGINE OIL CHANGE AND VISCOSITY RECOMMENDATION

The change interval shown in the following table is based on oils that meet the requirements stated under "Engine Oil Recommendations". The table will serve as a guide for selecting the proper oil change interval and the correct oil viscosity at prevailing temperatures.

WINTER OPERATION OIL CHANGE REQUIREMENTS

It is of extreme importance that engine oil be changed every 30 days in areas where temperatures even occasionally may drop below 0° F. It is also extremely important that SAE 5W20 oil be used at these temperatures.

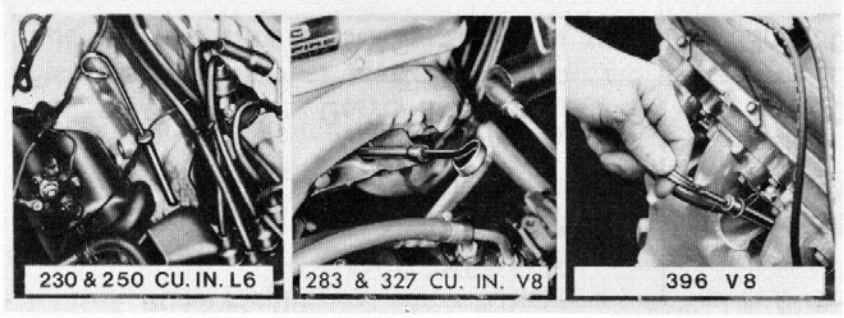
ANTICIPATED LOWEST TEMPERATURES	OIL CHANGE INTERVALS	SAE OIL VISCOSITY REQUIREMENTS
Below 0°F.	**Every 30 days**	SAE 5W20
Below Freezing and Above 0°F.	**Every 60 days**	SAE 5W20 SAE 10W
Above Freezing	**Every 60 days**	SAE 10W30 SAE 20W

NOTE: LISTED BELOW ARE EXCEPTIONS TO THE TABLE:

1. **If there is danger of oil contamination by dust, water, or other foreign material during extreme operating conditions, the oil should be changed more frequently than shown in the table.**
2. **Under special high mileage driving conditions such as extended trips, it is recommended that the engine oil be changed if six thousand miles between regular oil change intervals is exceeded.**
3. **For vehicles in heavy duty operation involving continuous stop-start or prolonged idling, the engine oil should be changed if three thousand miles between regular oil change intervals is exceeded.**

ENGINE OIL LEVEL

Proper oil level should always be maintained within the safe driving range marked on the oil dipstick. Have the oil level checked each time you buy gasoline, and add one quart when the level drops to the "ADD OIL" or the first add-oil mark shown on the dipstick. Do not operate with the oil level above the "FULL" mark. If it is necessary to add oil to the engine between changes, always use the same brand that was used at time of the change.



OIL FILTER CHANGE RECOMMENDATION

Your Chevelle engine is protected with a full-flow oil filter. It is recommended that the oil filter be replaced at every third engine oil change or 6,000 miles, whichever occurs first. The filter change should be made in conjunction with an oil change. Replacement filters are available through your Authorized General Motors Dealer.

ENGINE OIL INLET CRANKCASE BREATHER CAP

At every oil change (more often under adverse driving conditions) remove cap and wash in kerosene, re-oil and reinstall.

HEADLAMP AIMING

Periodic headlamp aiming is of prime importance to proper headlamp operation. Improperly aimed headlamps can be dangerous since they fail to properly illuminate the road ahead and may blind oncoming drivers even though you use the "low" beams. Periodic headlamp checks and proper aiming and adjustment are strongly recommended. Your Chevrolet Dealer is equipped and trained to properly service your headlamps.

POWER STEERING

At each engine oil change the fluid level in the pump reservoir should be checked with the fluid at operating temperature and wheels in straight ahead position. Maintain fluid level using special power steering fluid available at your Chevrolet Dealer under part number 5723684. If this fluid is not available the fluid specified under Automatic Transmission may be used for topping up purposes only.

Whenever the pump is overhauled or whenever the system is completely refilled, use only the special power steering fluid mentioned above. Periodic or seasonal change of fluid is unnecessary.

STANDARD REAR AXLE

Lubricant level should be checked at each engine oil change. Maintain level using SAE 80 Multi-Purpose Gear Lubricant meeting specification MIL-L-2105B. Periodic or seasonal change of lubricant is unnecessary.

POSITRACTION REAR AXLE

Lubricant level should be checked at each engine oil change. The Positraction rear axle requires special lubrication properties. For topping-up purposes or whenever rear axle is completely overhauled use special lubricant available from your Chevrolet Dealer under part number 5786991. Periodic or seasonal change of lubricant is unnecessary.

MANUAL TRANSMISSION 3- AND 4-SPEED

At each engine oil change check lubricant level with transmission at operating temperature. Maintain level using SAE 80 Multi-Purpose Gear Lubricant meeting specification MIL-L-2105B. Periodic or seasonal change of lubricant is unnecessary.

FRONT WHEEL BEARINGS

Whenever the front brakes are serviced, clean, inspect, and repack bearings using a high melting point wheel bearing grease available at your Chevrolet Dealer under part number 5788402.

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.

Every week — during winter months — run the system for five minutes to insure proper lubrication of the seals and moving parts.

BRAKES

Main Cylinder

At each engine oil change the fluid level in both master cylinder reservoirs should be checked. Brake fluid level must be maintained at ¼" below lowest edge of each filler opening. If necessary to add fluid, use only Delco Supreme No. 11 Hydraulic Brake Fluid. NEVER USE RECLAIMED FLUID OR ANY MINERAL OIL.

CAUTION: Extreme care must be exercised to prevent entry of dirt into the master cylinder reservoirs.

Inspection of Brake Lining

Brake linings should be periodically inspected for wear. 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 brakes require relining use Genuine General Motors Parts or equivalent.

BATTERY CARE (ENERGIZER)

Check the fluid level in each cell of your battery regularly. The "electrolyte level indicator" in the cap of one cell will glow if the fluid level is low. In this case all cells should be checked. Keep filled with distilled water to the bottom of the split ring in the vent tube. DO NOT OVER-FILL.

Every 6,000 miles — Clean and oil battery terminals and oil felt washer with engine oil.

CAUTION: Since normal battery or Energizer chemical action generates hydrogen gas which is highly explosive when mixed with air, never expose the battery to an open flame or electric spark. Also, avoid getting battery fluid, which is sulfuric acid solution, on skin, on clothing or other fabrics, or on painted surfaces. Eye protection should be worn while working on the battery for any reason.

POWERGLIDE AND TURBO HYDRA-MATIC TRANSMISSION

At every engine oil change check fluid level on dipstick with engine idling, selector lever in Park ("P") position the car reasonably level and transmission at operating temperature. Maintain level between "ADD" and "FULL" mark on dipstick using fluid specified below. DO NOT OVERFILL.

Every 24,000 miles under normal service or every 12,000 miles under more severe service (such as vehicles operating as taxis, police cars, hauling trailers, mail or delivery service, operating in mountainous areas or carrying heavy loads), the oil pan should be drained, removed and cleaned. Transmission MUST NOT BE FLUSHED when oil is changed. The Powerglide Transmission is equipped with an oil strainer screen which should be cleaned along with the oil pan. The Turbo Hydra-Matic Transmission is equipped with an oil strainer which should be replaced each time the Transmission Fluid is changed. Reinstall oil pan and refill transmission, using fluid specified below. To accurately check oil level of transmission after oil change, car must be driven until transmission is at normal operating temperature. Oil level should then be at "FULL" mark on dipstick when checked using above procedure.

CAUTION: If oil level is checked without following these instructions a false oil level may be indicated.

The use of GM Automatic Transmission Fluid is recommended. It is available from all authorized General Motors Dealers under part number 5723210. Automatic Transmission Fluid is also available through some oil companies. Only Automatic Transmission Fluid identified by the mark "AQ-ATF" followed by a number and the Suffix A(AQ-ATF-number A) should be used. This Automatic Transmission Fluid is an all-season fluid designed for year round operation.

FUEL FILTER

Replace filter element located in carburetor inlet if flooding occurs, if engine surges during constant speed operation (pulsating effect) or if poor performance is experienced during acceleration or at higher speeds.

CHASSIS LUBRICATION

Every 6,000 miles lubricate the following components using a #2 consistency water resistant lithium EP grease available from your Chevrolet Dealer under part number 5723743 or equivalent.

NOTE: If the special lubricant is not used, the lubrication interval should not exceed 2,000 miles.

FRONT SUSPENSION — Lubricate 4 Fittings (Upper and Lower Ball Joints).

NOTE: Ball joints must be at +10°F. or higher before lubricating.

STEERING LINKAGE — Lubricate 7 fittings one at each end of each tie rod, one at each end of relay rod and one at idler lever.

AUTOMATIC TRANSMISSION SHIFT LINKAGE — Lubricate shift linkage at frame and transmission.

PARKING BRAKE PULLEY, CABLES AND LINKAGE — Lubricate parking brake cable at the pulleys, pulley bearing areas, cable guides just behind frame cross member and all operating links and levers.

DRIVE BELTS

Every 6,000 miles — 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 centre to centre distance between pulleys is 13 to 16 inches, the belt should deflect ½ inch. If the centre to centre distance is 7 to 10 inches, the belt should deflect ¼ inch. Loose belts should be retensioned to give the correct deflection.

MANIFOLD HEAT VALVE

Every 6,000 miles place a few drops of "Heat Riser Valve Lubricant" on shaft at each end and free up if necessary. This lubricant is available from your Authorized Chevrolet Dealer under part number 5788399.

TRANSMISSION LOW BAND ADJUSTMENT

The Powerglide Transmission band should be adjusted every 12,000 miles.

DISTRIBUTOR CAM LUBRICATOR

6-CYLINDER ENGINE — Rotate cam lubricator 180° at 12,000-mile intervals. Replace at 24,000-mile intervals.

8-CYLINDER ENGINE — Change cam lubricator end-for-end at 12,000-mile intervals. Replace at 24-000-mile intervals.

POSITIVE CRANKCASE VENTILATION (P.C.V.)

The Positive Crankcase Ventilation system, which is standard equipment on your vehicle, helps control air pollution caused by crankcase blow-by gases. The P.C.V. system connects the crankcase and intake manifold of the engine and exhaust blow-by gases are returned through this system to the combustion chamber where they are reburned. Periodic inspection and required servicing of your P.C.V. system assures a cleaner, better-performing, longer-lasting engine and almost 100% elimination of any air pollution caused by crankcase blow-by gases. A plugged P.C.V. system can cause condensation of blow-by gases in the crankcase, resulting in the formation of acids, sludge build-up and oil dilution.

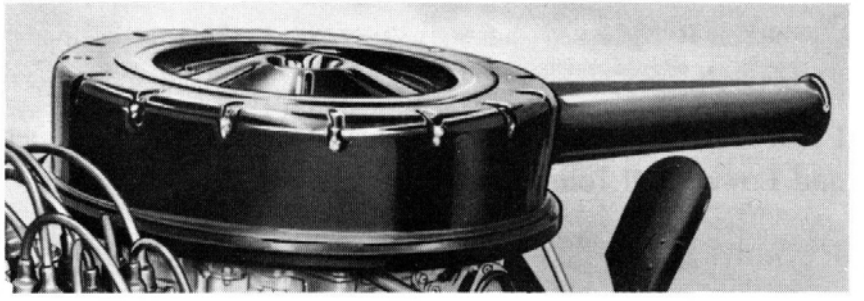
Every 12 months or 12,000 miles, whichever occurs first, the P.C.V. valve should be replaced. Also, all hoses, fittings and the inlet air filter should be inspected, cleaned and replaced, if necessary.

NOTE: If the positive crankcase ventilator valve should become clogged, the engine idle will be adversely affected. Therefore, if the engine idle becomes too slow or rough, the ventilator valve should be checked before any carburetor adjustments are made to compensate for the trouble.

AIR CLEANER CARE

DRY AND OIL-WETTED PAPER ELEMENT TYPE— — First 12,000 miles, inspect or test element; if satisfactory, element may be reused but must be rechecked every 6,000 miles thereafter until replaced. Element must not be washed, oiled, tapped or cleaned with an air hose.

NOTE: Under prolonged dusty driving conditions, it is recommended that these operations be performed more often.



ENGINE TUNE-UP

Every 12,000 miles have engine tune-up operations performed to maintain maximum engine performance and fuel economy.

CLUTCH CROSS-SHAFT

Every 36,000 miles or sooner if necessary, remove the plug, install a lubrication fitting and lubricate with lubricant specified under Chassis Lubrication.

STANDARD STEERING GEAR

Every 36,000 miles — Check steering gear lubricant level in the following manner:

1. Remove the forward and the outboard steering gear cover attaching screws.
2. Inject special steering gear lubricant (mentioned below) into the forward cover attaching screw hole until lubricant begins to come out of the outboard screw hole.
3. Replace both cover attaching screws.

Special steering gear lubricant available at your Chevrolet Dealer under part number 5263437 should be used for topping-up purposes or whenever a steering gear assembly is completely overhauled. Periodic or seasonal change of lubricant is unnecessary.

CHARGING SYSTEM PRECAUTION

The Delcotron equipped charging system and other vehicle electrical circuits can be severely damaged through accidental grounding of electrical leads or reversal of polarity when charging or using booster batteries. This damage can be avoided by disconnecting the battery ground cable whenever electrical repairs are made, or when disconnecting any electrical lead for parts replacement. When charging the battery or using booster batteries, always connect positive terminals together and negative terminals together.

BODY LUBRICATION

Most body lube points do not need frequent heavy lubrication. Be careful not to over-lubricate. Wipe off all surplus lubricant.

The following items should be lubricated using lubriplate, part number 5264007 or equivalent.

1. Front and Rear Door Hinge
2. Rear Compartment Lid Lock
3. Hood Latch Hold-Open Assembly
4. Door Jamb Switch

The following items should be lubricated using Dripless Oil, part number 5261758 or equivalent.

1. Instrument Panel Compartment Door Hinge
2. Gas Tank Filter Door Hinge
3. Folding Seat Linkage
4. Tail Gate Hinges
5. Convertible Top Linkage
6. Rear Compartment Hinges and Torque Rods

The following items should be lubricated using Door Ease Stainless Stick lubricant, part number 5720502 or equivalent.

1. Door Lock Fork and Rotary Bolt
2. Door Lock Striker
3. Tail Gate Lock Striker

The following items should be lubricated using Weatherstrip lubricant, part number 5722055 or equivalent.

1. All Weatherstrips
2. Hood and Door Bumpers

COOLANT RECOMMENDATIONS

Check the coolant level at each engine oil change. Level should be one inch below bottom of filler neck.

The inhibited year-round (permanent-type) engine coolant, used to fill the cooling system at the factory is a high quality solution that meets General Motors Specification 1899-M. This factory-fill coolant solution is formulated to withstand two full calendar years of normal operation without draining or adding inhibitors, and provides freezing protection to −32° F.

It is the owner's responsibility to keep the freeze protection at a level commensurate with the area in which the vehicle will be operated. Regardless of climate, system protection should be maintained at least to 0° F., to provide adequate corrosion protection. When adding solution due to loss of coolant for any reason or in areas where temperatures lower than −32° F may occur, a sufficient amount of an ethylene glycol base coolant that meets GM Specification 1899-M should be used.

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

Every two years the cooling system should be serviced by flushing with plain water, then completely refilling with a fresh solution of water and a high-quality inhibited (permanent type) glycol base coolant meeting GM Specification 1899-M and providing freezing protection at least to 0°F. At this time, also add GM Cooling System Inhibitor and Sealer or equivalent. In addition, Cooling System Inhibitor and Sealer should be added every Fall thereafter. GM Cooling System Inhibitor retards the formation of rust or scale and is compatible with aluminum components.

PRESSURE TYPE RADIATOR CAP

The radiator of your Chevelle is equipped with a 15 lb. pressure type radiator cap, the purpose of which is to pressurize the cooling system as it heats up, thereby raising the temperature at which the coolant will boil. The cap must always be installed tightly, otherwise coolant may be lost and damage to the engine may result from overheating.

CAUTION: When the engine is at normal operating temperature or above, the internal pressure built up in the cooling system will blow out scalding fluid and vapors if the radiator cap is removed. To prevent loss of coolant and to avoid the danger of being burned, the coolant level should be checked or coolant added only when the engine is cool. If the cap must be removed when the engine is hot, place a cloth over the cap and rotate the cap slowly counterclockwise to first stop and allow pressure to escape completely. Then trun cap again slowly counterclockwise to remove.

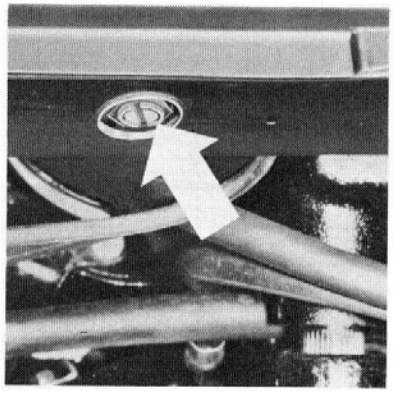
THERMOSTAT

Your Chevelle is equipped with a 195° (6 cyl.) or 180° (V-8) thermostat which has been designed to provide the

maximum in heating and cooling efficiency. This thermostat is designed for continuous use through both Winter and Summer and need not be seasonally changed.

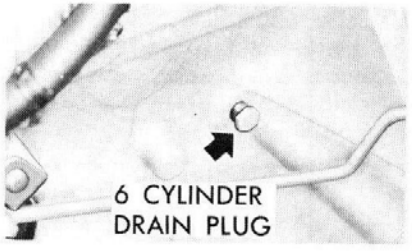
DRAINING AND CLEANING

The cooling system can be completely drained as follows:

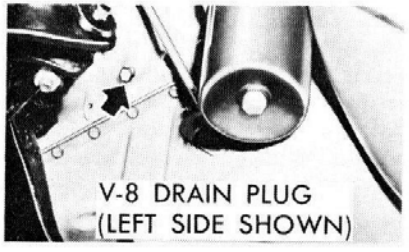


- ALL MODELS — remove the radiator cap and the drain plug at the bottom of the radiator.
- SIX CYLINDER ENGINE — remove the drain plug located at the left rear side of the block.
- EIGHT CYLINDER ENGINE — remove the drain plugs located on each side of the V-8 block just above the oil pan.

Be sure to replace the drain plugs before refilling the cooling system.



6 CYLINDER DRAIN PLUG



V-8 DRAIN PLUG (LEFT SIDE SHOWN)

TIRES

The factory installed tires on your car are selected to provide the best all around tire performance for all normal operation. When inflated as recommended in the tire inflation pressure table they have the load carrying capacity to operate satisfactorily at all loads up to and including the specified full rated load at all normal highway speeds.

INFLATION PRESSURES

To ensure the proper tire inflation pressure for your particular requirements, follow the recommendations in the tire inflation pressure table.

Keep tires properly inflated, and check inflation pressures periodically. This will ensure you of the best tire life and riding comfort over the full range of driving conditions.

In addition, for those owners who prefer the utmost in comfort, optional inflation pressures may be used when loads of five passengers or less are carried.

OPTIONAL OVERSIZE AND 8-PLY

Oversize or 8-ply rating tires are not necessary on passenger cars for normal requirements. However, an extra margin of tire service is available when these options are used at loads up to and including the full rated load.

Optional oversize 4 ply rating and/or 8-ply rating tires are available on models as indicated in the tire usage table.

On some models (example — Station Wagon), space limitations do not permit the use of a larger size tire; hence the 8-ply rating tire is an available option.

In either case, these tires are applicable to extended operation at or near full rated load or for trailer towing when an extra margin of tire service is desired. However, use of a larger tire or an 8-ply rating tire should not be construed as permitting an increase in the full rated vehicle load over that specified in the tire inflation pressure table.

CHEVELLE TIRE USAGE

ENGINE AND BODY STYLES	STANDARD 14 INCH		OPTIONAL 14 INCH	
	With A/C*	Without A/C*	With A/C*	Without A/C*
L-6, All Styles except Station Wagon 283 V-8, All Styles Except Station Wagon, Sport Sedan and Convertible	7.35	7.35	7.75	7.75
283 V-8, Sport Sedan and Convertible 327 V-8 Std., except Sport Sedan and Convertible	7.75	7.35	—	7.75
327 V-8 Std., Sport Sedan and Convertible 327 V-8 High Performance, All Styles	7.75	7.75	—	—
396 V-8, Pick-Up Delivery	7.75	7.75	—	—
396 V-8, Super Sport Convertible and 2-Door Coupe	F70	F70	—	—
All Engines, Station Wagon	7.75	7.75	7.75 (8-Ply Rating, 4-Ply)	7.75 (8-Ply Rating, 4-Ply)

All tires listed are 4-Ply rating, 2-Ply except where indicated. * A/C (Air Conditioning)

Vehicle Capacity Rating and Recommended Tire Inflation Pressures (PSI Tires Cool)

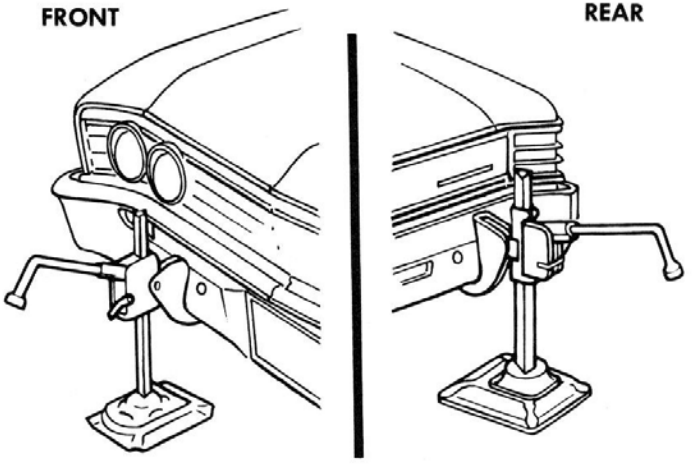
MODELS	TIRE PLY	STANDARD INFLATION FOR ALL LOADS INCLUDING FULL RATED		OPTIONAL INFLATION FOR REDUCED LOADS	
All Models Except Those Shown Below		1 TO 6 PASSENGERS +200 LBS. LUGGAGE (1100 LBS. LOAD)		1 to 5 passengers (750 lbs. load)	
		Front	**Rear**	**Front**	**Rear**
	4 Ply Rating — 2 Ply	26	26	24	22
Station Wagons		1 TO 6 PASSENGERS (2 SEAT) +300 LBS. CARGO (1200 LBS. LOAD)		1 to 5 passengers (750 lbs. load)	
		Front	**Rear**	**Front**	**Rear**
	4 Ply Rating — 2 Ply	22	30	22	26
	8 Ply Rating — 4 Ply	22	30	22	26
Pick-Up Delivery		1 TO 3 PASSENGERS +800 LBS. CARGO (1250 LBS. LOAD)		1 to 3 passengers +300 lbs. cargo (750 lbs. load)	
		Front	**Rear**	**Front**	**Rear**
	4 Ply Rating — 2 Ply	24	30	24	24

1. Tire inflation pressures may increase as much as 6 pounds per square inch (psi) when hot.
2. For continuous high speed operation (over 75 MPH) increase tire inflation pressures 4 pounds per square inch over the recommended pressures up to a maximum of 32 pounds per square inch cool for 4 ply rating tires, or 40 pounds per square inch for 8 ply rating tires. Sustained speeds above 75 MPH are not recommended when the 4 pounds per square inch adjustment would require pressures greater than the maximum stated above.
3. Cool tire inflation pressure: after vehicle has been inoperative for 3 hours or more, or driven less than 1 mile. Hot tire inflation pressure: after vehicle has been driven 10 miles or more at 60-70 miles per hour.
4. Station Wagon and Pick-Up Delivery loads should be distributed as far forward as possible.
5. Vehicles with luggage racks do not have a vehicle load limit greater than the 1100 lb. load (1200 lb. for station wagon, 1250 lb. for pick-up delivery) specified in the tire inflation pressure table.
6. When towing trailer, the allowable passenger and cargo load must be reduced by an amount equal to the trailer tongue load on the trailer hitch.

CHANGING TIRES

The jack components are stowed in the luggage compartment in the area of the spare tire.

1. Set parking brake with Powerglide or Turbo Hydra-Matic transmission, set selector lever in PARK position and with Manual transmission place gearshift lever in reverse. Block the wheel diagonal from the wheel being changed.



POSITION JACK IN BUMPER NOTCH

CAUTION: For safety sake, never get beneath the car when it is supported only by the bumper jack. Always use safety stands to support frame if it is necessary to get under car.

2. Remove jack and spare tire from rear compartment and assemble jack column to base. Remove hub cap with jack handle. Loosen, but do not remove, wheel nuts before jacking.
3. Locate jack seat as follows:

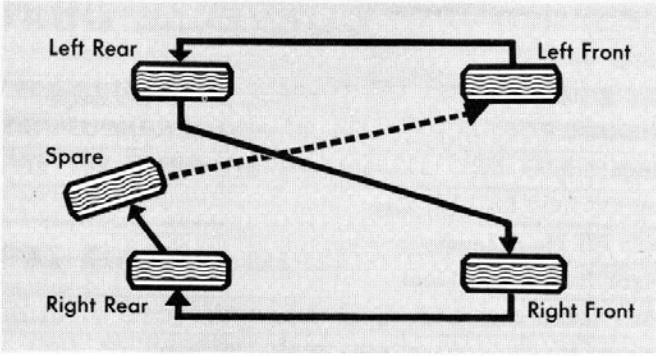
   FRONT BUMPER — Position jack load rest under the bumper just outboard of bumper guard as shown.

   REAR BUMPER — Position jack load rest under the bumper just outboard of bumper bolts as shown.
4. To raise the car set the small lever on the side of the jack housing to "UP" position and with jack handle raise the car one notch at a time until the tire clears the ground.
5. Check stability of car on jack and then remove wheel nuts and wheel.
6. Install spare wheel and fully tighten wheel nuts.
7. To lower car, set the small control lever to "DOWN" position and lower car one notch at a time until load rest falls clear of bumper.
8. Re-check tightness of wheel-attaching nuts.
9. Install hub cap.

NOTE: On cars equipped with a positraction differential, do not run the engine for any reason with one rear wheel off the ground as the car may drive through the rear wheel remaining on the ground.

TIRE ROTATION

To equalize wear it is recommended that the tires be rotated every 6,000 miles, as shown in the illustration at the right. Upon rotation, tire pressure must be adjusted (front and rear) in accordance with the recommendations in the tire inflation pressure table shown on Page 39.



TRAILER HAULING

It should be recognized by trailer users that all makes of passenger cars are designed and intended to be used primarily as passenger conveyances. A trailer cannot be towed behind a passenger car without having some effect on safe operation, dependability and economy. Although all Chevelles will pull a trailer as satisfactorily as other makes of passenger cars, maximum satisfaction and pleasure will be derived through use of proper equipment and avoiding overloads and other abusive operation.

Since many kinds of trailer hitches are sold, it is not practical for Chevrolet Engineering to evaluate and test all hitches. Chevrolet recommends only that the owner satisfy himself as to the strength of the hitch and the method by which it is attached to the car. Generally, trailer tongue loads should be minimized by maintaining good balance of the load in the trailer. General information on trailer hauling and optional equipment is available in booklet form, and can be obtained by writing to General Motors Products of Canada, Limited, Oshawa, Ontario, Product Service Department.

CHEVELLE GUARDIAN MAINTENANCE SCHEDULE

MAINTENANCE SERVICE — MILEAGE (IN THOUSANDS)	6	12	18	24	30	36	42	48	54
• **Change Engine Oil**		Every 30 or 60 days — Refer to Chart on Page 29							
*Clean Oil Inlet Breather Cap			At Every Engine Oil Change						
• **Check All Fluid Levels**			At Every Engine Oil Change						
•**Replace Engine Oil Filter	X	X	X	X	X	X	X	X	X
• **Chassis Lubrication**	X	X	X	X	X	X	X	X	X
Lubricate Manifold Heat Valve	X	X	X	X	X	X	X	X	X
Rotate Tires	X	X	X	X	X	X	X	X	X
Clean Battery Cables and Terminals	X	X	X	X	X	X	X	X	X
Check Condition and Adjustment of all Belts	X	X	X	X	X	X	X	X	X
Lubricate Parking Brake Pulley, Cables and Linkage	X	X	X	X	X	X	X	X	X
• *Clean Air Cleaner Element		X	X	X	X	X	X	X	X
Engine Tune-Up		X		X		X		X	
• **Replace P.C.V. Valve and Clean Hoses and Inlet Air Filter**		X		X		X		X	
• **Low Band Adjustment — Powerglide Trans.**		X		X		X		X	
Rotate or Turn end-for-end Distributor Cam Lubricator		X				X			
Replace Cam Lubricator				X				X	
• †Change Automatic Transmission Fluid and Clean Strainer on Powerglide, Replace Strainer on Turbo Hydra-Matic				X				X	
• **Check Steering Gear Lubricant Level**						X			
Lubricate Clutch Cross Shaft						X			
• **Inspect Cooling System and Add Coolant if Necessary**			At Every Engine Oil Change (Change Coolant Every 24 Months)						
Front Wheel Bearings	When Brake Maintenance Requires Removal of Brake Drums								

*May require more frequent service under adverse driving conditions.

**Replace filter every third engine oil change or 6,000 miles.

†Every 24,000 miles under normal service or every 12,000 miles under more severe service.

•Required maintenance services for warranty validation

SECTION 8 - Accessories

RADIOS

Chevelle offers as optional equipment two transistorized radios, Deluxe and AM-FM, which play instantly when turned on. Both sets have the following controls:

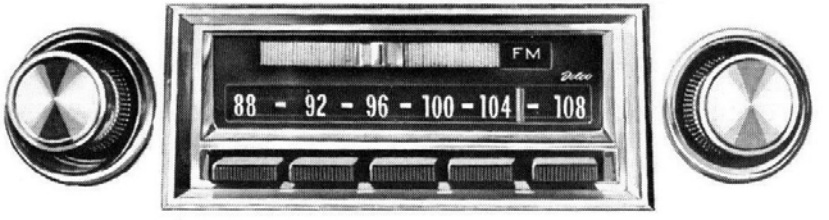
CONTROL KNOBS — The outer left knob operates the ON-OFF switch and the volume control, while the inner knob operates the tone control. Manual tuning is operated by the right outer knob.

ADJUSTING PUSH BUTTONS — The push buttons on all radios are adjusted as follows:

1. Turn on receiver.
2. Select a push button for the desired station. Move this button slightly to the left and pull out as far as it will go.
3. Tune in the desired station manually.
4. Push the selected button to its maximum in position in order to lock it.
5. Proceed in the same manner for the remaining stations.
6. A station setting may be changed at any time by repeating the foregoing procedure.

AM/FM RADIO OPERATION

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 desired for Manual and 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 used for either AM or FM listening or may be divided between the two.



ANTENNA

For best FM operation, the antenna must be extended to approximately a length of 31 inches. Adjust the length by tuning in a weak station as close to the centre of the FM band as possible and adjust the final length of the antenna for the best reception of this station. This will be the length best suited to this particular installation.

For best AM operation the antenna should be fully extended.

RADIO SERVICE

If your GM Delco Autoradio requires service at any time, your complaint should be referred to the Dealer from whom the radio was purchased. If touring, you should refer it to the nearest authorized GM Car Dealer. Ask your Dealer to demonstrate the ease with which new stations can be set up on the push buttons.

CLOCK

The clock in your car if so equipped has the feature of being automatically regulated when the time of the clock is re-set. It is important that care be taken to set the time correctly to obtain accurate regulation.

TO SET HANDS: Pull out the small knob and set to the proper time. To set hands ahead, turn knob clockwise. To set hands back, turn knob counterclockwise. Move knob slowly and accurately.

TO REGULATE: Regulation takes place automatically when the clock hands are re-set. If the clock is running fast, turn the re-set knob counterclockwise to correct the time. This resetting of hands will automatically make the clock run slower; likewise, if clock is running slow turn the knob clockwise.

Several resettings, several days apart may be needed to properly adjust the clock mechanism.

RADIO TIPS

- **For local reception raise the antenna at least as high as the roof of the vehicle. For long distance reception, extend the antenna to its full length.**
- **If the radio stops playing, first check the radio fuse in the junction block; then check the antenna lead-in cable. If this does not locate the trouble, take the radio to your Authorized Chevrolet Dealer.**
- **Push buttons may need to be readjusted occasionally for best reception.**
- **If radio is weak or is prone to fading or station mixing, it is possible the antenna trimmer may require adjustment. This adjustment can be made by your Authorized Chevrolet Dealer if necessary.**

BATTERY WARMER

A convenient accessory for dependable engine starting in zero weather, the battery warmer increases battery intake by keeping the electrolyte fluid at maximum performance temperature, maintaining a fully-charged condition for quick, sure starting.

REAR WINDOW DEFOGGER

The rear window defogger mounted under the rear package shelf provides for rapid defogging of the rear window. The blower control switch, located on the instrument panel is manually controlled and may be set either to the high or low position depending upon the amount of airflow needed.

SPEED WARNING INDICATOR

The optional speed warning indicator at the front of the speedometer dial can be turned to the desired setting by means of the knob below the dash panel. When the car exceeds the speed at which the indicator is set, a buzzer will sound to remind the driver that the desired speed has been exceeded.

ENGINE BLOCK WATER HEATER

An electric preheater for engine coolant helps provide fast starts and quick heater action in severe cold weather. Overnight, a single unit will raise the engine coolant temperature from 0° F to 50° F, dual units will raise the temperature to 90° F. The unit is operated with a cord, located in the grille panel, that plugs into a standard house electrical outlet.

TISSUE DISPENSER

The tissue dispenser, available as an accessory, is mounted on the lower edge of the instrument panel within reach of the front seat passenger.

The dispenser is attached to a swivel so it can be swung out from the instrument panel for easy access to the tissues. The dispenser is complete with standard package of tissue.

SUPERLIFT SHOCK ABSORBERS

Optional Superlift Air Adjustable Shock Absorbers allow you to ride with the trunk or load space of your car or station wagon fully loaded but with no annoying rear end sag or bumping through. Air is added to the rear shocks as needed through the air valve located as follows:

Station Wagons — on the right side of the bottom of the tailgate opening (open tailgate fully for access).

Other models — to the right of the fuel filler cap (open the filler cap door for access).

A minimum pressure of 20 psi should be maintained in the Superlift shocks at all times. After the car is loaded pressure may be increased until the rear of the vehicle reaches the desired riding height up to a maximum of 90 psi.

TOUCH-UP PAINT

A Touch-Up Paint and Applicator is available as an accessory which provides a simple, inexpensive method for touching-up nicks and scratches with the colour which matches the car.

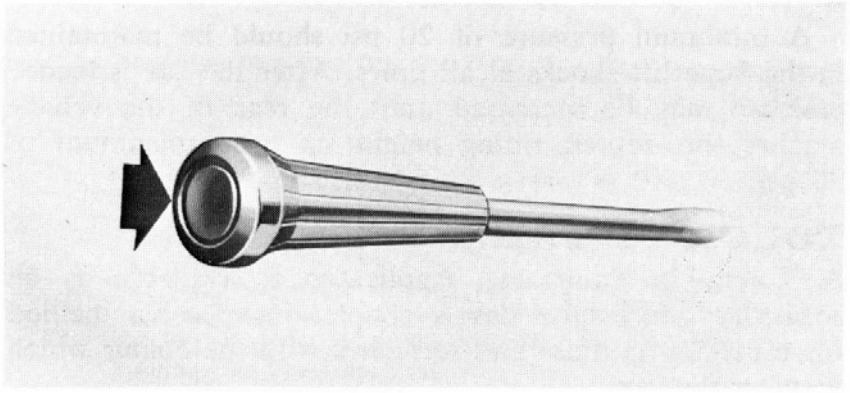
HEADREST

Optional headrests can be adjusted to different heights by pulling up or pushing down by hand. Detents provide positive headrest location. Headrests should be adjusted to contact the centre of the head when moved straight back. To remove the headrest, first raise headrest to full up position, then move headrest toward the right side of the car and pull fully out of the seat back.

On Strato Bucket seats, raise headrest to full up position, depress wire retaining spring at points where support rods enter seat back, and lift headrest out of seat back.

CRUISE-MASTER

The optional Cruise-Master provides fully automatic speed control for your comfort when travelling on expressways, or other non-conjested highways. The system automatically disengages whenever the brake pedal is depressed.



To engage the control, accelerate to the desired cruising speed, push and release the engagement button at the end of the turn signal lever, and release accelerator pedal pressure. The desired speed will be automatically maintained.

When a lower cruising speed is desired, press the engagement button until the car slows to the desired speed, then release the button.

If a temporary increase in car speed is desired, depress the accelerator pedal. When pressure on the accelerator pedal is released, the cruise control system will resume control at the previously set cruising speed.

When the system has been disengaged by brake application, it may be reengaged when desired as described above.

CAUTION: Do not use the Cruise-Master when conditions do not warrant maintaining a constant speed, such as in moderate to heavy traffic, or on winding or slippery roads.

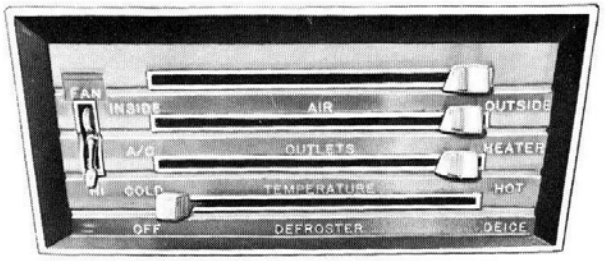
SERVICE ACCESSORIES

Your Authorized Chevrolet Dealer carries a complete stock of Chevelle Service Accessories, especially developed for use in keeping your Chevelle looking and feeling like new for years to come. Many of these accessories are available for "do-it-yourself" work on your Chevelle, or, if you desire, your Chevrolet Dealer has many cleaning and polishing services to offer.

FOUR SEASON AIR CONDITIONING SYSTEM

Optional Four Season Air Conditioning blends heating and cooling units into a single system to provide complete comfort control during any season of the year.

Heating

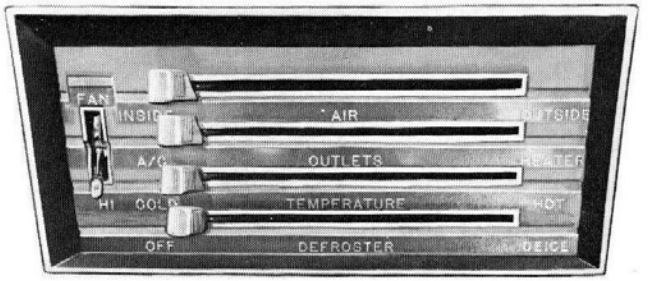


For maximum heat, move the OUTLETS and the TEMPERATURE lever fully right (the upper lever will move automatically to OUTSIDE air position) and push the FAN switch (a three-speed switch) fully down. Heated air will flow through the heater floor distributor outlet.

Vary the heater output to satisfy your comfort requirements by moving the FAN switch and the TEMPERATURE lever as required.

To defrost, operate the heater as described above, but with the lower lever moved fully right to divert the entire airflow to the defroster outlets. Moving the DEFROSTER lever back toward the left will split the airflow between the defroster outlets and the floor distributor outlets in proportion to the movement of the knob. See "Heater Operating Tips".

Cooling



For maximum cooling capacity when first turning on the system and during periods of extreme heat and humidity, move all four levers fully left and push the FAN switch fully down. Cooled, recirculated air flow will enter the car through the adjustable instrument panel outlets, knee level outlets and floor outlet.

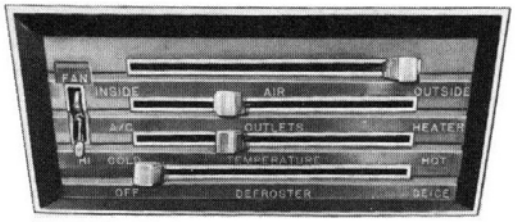
During periods of less severe heat and humidity, the upper lever may be set above the word AIR. During more temperate weather conditions, move the upper lever to the right for full outside air.

Vary the FAN switch (which must be turned "ON" during cooling operations) and the TEMPERATURE lever as necessary to satisfy your comfort requirements.

Air Conditioner Operating Tips

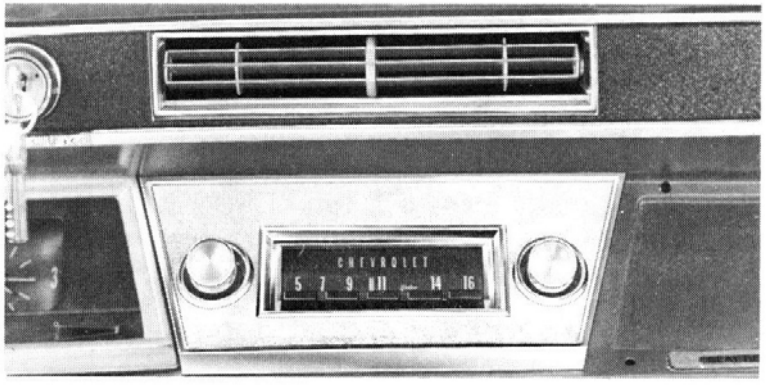
Close all windows and vents when operating the system except for the first few minutes of operation when the car interior is very hot. Close the windows as soon as the excessively heated air has escaped.

Bi-Level Operation



Set the control levers as shown to supply heated air at the floor and cooler air at the dash outlets. Vary temperature control and fan speed as desired.

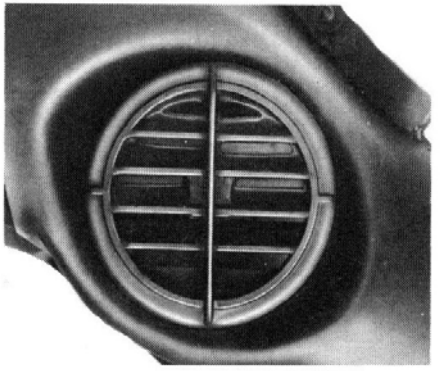
Four Season System Conditioned Air Outlets

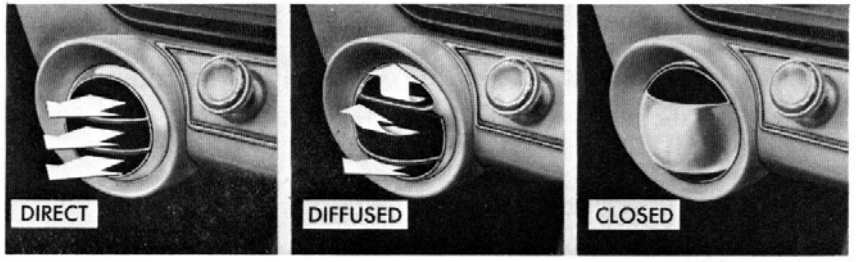


The barrel type centre outlet may be turned to direct air flow up, down or straight out.

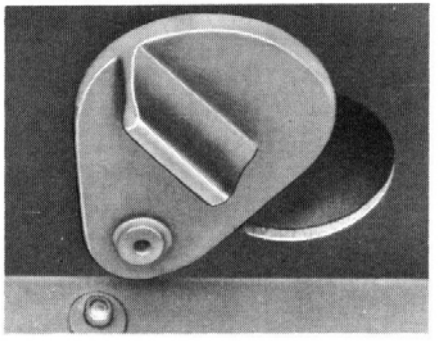
The ball type outlets at the ends of the instrument panel may be rotated to supply either a direct or a diffused airflow and may be positioned to provide a complete shutoff.

Two outlets on the air duct below the dash panel may be opened to provide cooled airflow at knee level. Rotate the outlets to the full down position to shut them off.





For additional conditioned air-flow to the floor, open the swivel cover on the bottom of the conditioner air duct as shown at the right.



SECTION 9 - Recommended Appearance Care

EXTERIOR APPEARANCE

Your Chevelle is finished with General Motors "Magic Mirror" finish. This is a finish of maximum beauty and lustre which, in depth of colour, gloss retention and durability, is superior to conventional line finishes.

WASHING

The best way to preserve the finish is to keep it clean. Normally only frequent washings are required to maintain its original beauty. Wash the car in either warm or cold (never hot) water, not in the direct rays of the sun and not while the sheet metal surfaces are hot. Never wipe dirt from dry painted surfaces because this may scratch the finish. The use of strong soaps and chemical agents should be avoided and in any event, cleaning agents should be promptly flushed from the surface and not allowed to dry or they may streak the finish.

POLISHING AND WAXING

Even though the "Magic Mirror" finish on your car is more durable than conventional finishes, under certain conditions you may wish to wax or polish your car to provide maximum protection. Calcium chloride and other salts, road oil and tar, tree sap, chemicals from factory chimneys and other foreign matter may damage any known automobile finish if allowed to remain in contact with the paint film. Prompt washing may not thoroughly remove these deposits and, particularly in geographical areas where these exposure conditions are severe, properly applied polishes and waxes of known quality will provide the best protection. Many General Motors Dealers offer various polishes or waxes which have proven of real value in maintaining a good paint finish.

NOTE: Some Chemical cleaners used for removing road oil and tars from painted surfaces have been found to be detrimental to an enamel finish. When purchasing a cleaner, make sure that the instructions specifically state that the contents can be safely used on an acrylic finish. GM Tar and Road Oil Remover No. 987782, available from your Authorized General Motors Dealer, is recommended.

GLASS

Dirt and insects can be removed from the glass with clear water. However GM Glass Cleaner part number 1780035 may be used if necessary. Never wipe glass with a dry paper or cloth. Do not operate the windshield wipers when the glass is dry. Periodic inspection and replacement of the wiper blades will reduce the possibility of glass becoming scratched and assure clear vision under adverse driving conditions.

CLEANING RUBBER MATS

Use only neutral soap and water. Do not use any volatile type cleaners such as gasoline, naphtha, lacquer thinner, etc., as damage to the colour of the mat could result.

PROTECTION OF EXTERIOR BRIGHT METAL

Bright metal parts are susceptible to the actions of solutions being used on streets and highways to melt ice. Corrosive damage may also be caused by salt air near coastlines, industrial smoke and other conditions found in urban areas. When such conditions exist, frequent washing and waxing are necessary. GM Chrome Cleaner and Polish, part number 1050173 is an excellent material for cleaning chrome or stainless steel trim on your car.

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

A coating of wax (Blue Coral Sealer, part number 5789229), rubbed to a high polish, is recommended for all bright metal parts.

CLEANING WHITE SIDEWALL TIRES

Use soapy warm water or a tire cleaner such as GM Whitewall Tire Cleaner No. 5722231 and a stiff brush to remove road grime and dirt from white sidewall tires. A fine grade of steel wool will remove severe curb scrapes. Do not use gasoline, kerosene or any petroleum base product which could discolour or deteriorate the rubber.

CARPET FLOOR COVERINGS

To clean these floor coverings, first brush thoroughly. If soil remains, use a volatile type cleaner. Repeat for heavily embedded stains. Extreme care should be taken to make certain that carpets are not "soaked" with the cleaner. This may cause deterioration of the rubber compound used in the backing construction of some carpets.

Make certain that carpets are thoroughly dry before closing all windows and door openings to prevent possible mildewing of the carpet.

NOTE: Neutral soap and water may be used, but at the risk of colour removal.

CLEANING OF INSTRUMENT PANEL

To reduce windshield reflection and glare, a portion of the instrument panel surface in your vehicle has been finished with a non-gloss paint.

Due to the texture of this material it is somewhat difficult to wipe the surface free of dust or contamination.

The following procedure is recommended for cleaning the instrument panel.

1. Dilute upholstery cleaner part number 5262128 available from your authorized General Motors Dealer as directed on the bottle and agitate sufficiently to foam.
2. Apply the solution with a synthetic cellulose sponge.
3. Rinse the surface with a sponge moistened with water.

NOTE: Under no circumstances should the low gloss finish be wiped with a dry cloth or polished with compound.

CLEANING OF BRIGHT FINISH

Polish should not be used to clean interior bright finish parts. Abrasive compounds used in most polishes may damage the finish. Cleaning with a damp cloth, then rubbing with a polishing cloth is all that is required.

INSIDE CAR CARE

Dirt and dust that accumulates on the upholstery and carpeting of your car should be removed periodically. For best results, stains on upholstery should be removed immediately. GM Upholstery Cleaner, part number 5262128, available from your Authorized Chevrolet Dealer, will remove most stains. For oil, grease and road grime stains not removed by the above cleaner, the use of a volatile cleaner such as GM Fabric Cleaner, part number 5727787, is recommended.

CAUTION: When cleaning interior or carpeting fabrics do not use volatile cleaning solvents such as: acetone, lacquer thinners, enamel reducers, carbon tetrachloride, nail polish removers, or laundry soaps, bleaches and reducing agents. Never use gasoline or naphtha for any cleaning purpose.

PROCEDURE FOR CLEANING FOLDING TOP MATERIAL AND FABRIC ROOF COVER MATERIAL

The top should be washed frequently with neutral (not caustic) 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. After the entire top has been cleaned, rinse the top generously with clear water to remove all traces of cleanser. If desired, the top can be supported from the underside during the scrubbing operations.

IMPORTANT: Care must be exercised to keep the soaps and cleansers from running onto body finish, as it may cause streaks if allowed to run down and dry.

After cleaning a convertible top, always be sure the top is thoroughly dry before it is lowered. Lowering the top while it is still wet or damp may cause mildew and unsightly wrinkles.

Do not use volatile cleaners, household bleaching agents, or cleansers containing bleaching agents on the top material.

SECTION 10 – 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" Indicator Light Comes On							1															
"Gen" Indicator Light Comes On												3	2				4			1		

*See Your Authorized Chevrolet Dealer

MINOR TROUBLE SHOOTING PROCEDURE

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 to 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.

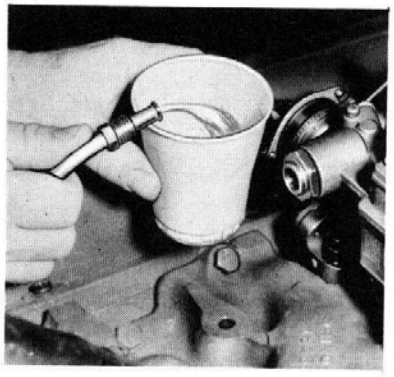
Fuel System and Engine

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 wet with fuel or black exhaust smoke, perform the operation suggested in paragraph D only.

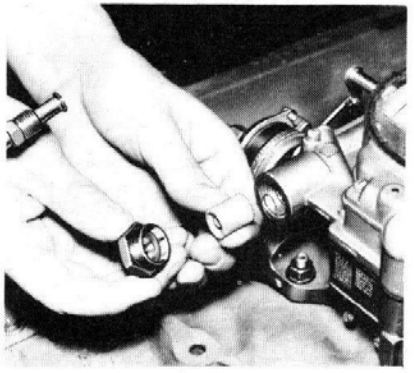
(A) The first and most obvious, and one of the most frequently overlooked, items to check when you have difficulty in starting your car is the amount of fuel in the tank. Make it a habit to check the FUEL GAUGE regularly and most especially at a time when the engine will "turn over" but will not start.

(B) If the fuel tank is empty, you may check further to see whether the fuel is reaching the carburetor. Disconnect the fuel line at the carburetor and remove the centre wire from the coil tower. Place a jar or cup under the open line and briefly "crank" the engine by means of the starter. If the 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 is at fault. See your Authorized Chevrolet Dealer.



Checking Fuel Flow

(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.



Fuel Filter

If the filter appears to be plugged, clean it as well as possible by scraping out the foreign material and cleaning in a solvent. Then reinstall the filter. Replace the filter with a new one as soon as possible.

(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 flowing down the outide of the carburetor; or a stuck CHOKE valve. Remove the air cleaner from the carburetor. Check that the choke 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. Clean or replace your air cleaner element 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 turn 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 a good reason to suspect electrical trouble.

(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 before the engine can be started. Turning the IGNITION SWITCH rapidly back and forth several times will sometimes correct a poor internal switch contact.

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

(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 push start (manual transmission) or battery jumper start (automatic transmission) and long drive will recharge the battery.

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

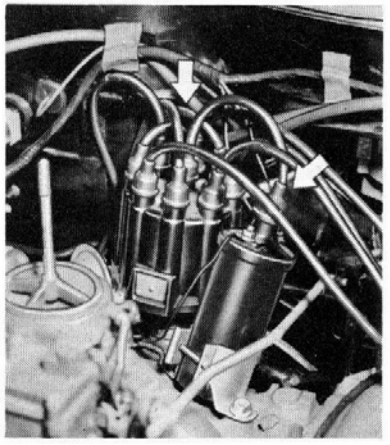
POOR BATTERY CONNECTIONS may be suspected if the car has operated properly a short time before and now not even the horn will operate. Check both ends of both battery cables. If the connections are corroded, a car may sometimes be restored to operation by removing all cable ends, scraping all contacting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

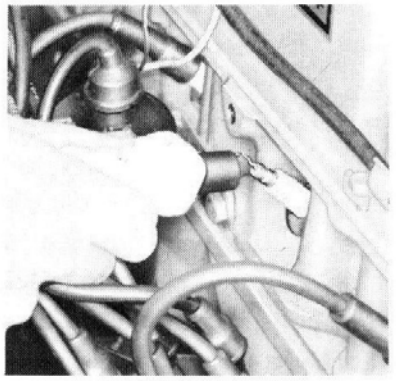
(J) Check the cables at the top of the distributor and coil as well as each spark plug cable for tightness.



Distributor and Coil Cables (V-8 shown)

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

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.



Checking Spark

Cooling System

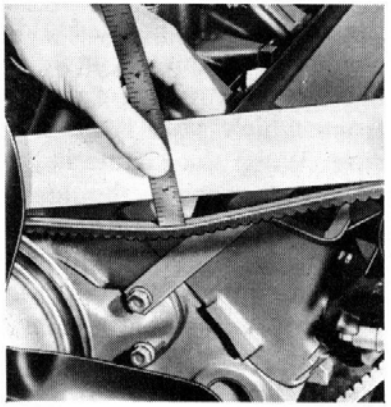
When the car will run but evidences serious overheating on the temperature gauge in the instrument panel, there are several items which may be checked.

(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 Delcotron operation. Check the condition of the belt. Replace it if it is worn or frayed. Loosen the Delcotron bolts and move the Delcotron toward the engine to remove and replace the belt. Tighten the belt, whether new or old, by loosening the Delcotron bolts, prying with a bar on the Delcotron until the belt is tensioned properly, then retighten the Delcotron 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

THINK SAFETY—ARRIVE SAFELY

In co-operation with national programs on highway safety we would like to emphasize the importance of being completely familiar with provincial and local traffic regulations in the area in which you drive. Your speed and driving methods must always be governed by the conditions of the streets and highways upon which you are traveling. There is no substitute for safe, courteous driving.

SECTION 11 - Technical Data

Serial and Unit Numbers

Car—Stamped on vehicle identification number plate attached to left front body pillar.

Body—Stamped on plate attached to upper left corner of cowl panel.

Engine—Stamped on boss on block.

8-Cylinder—On right front side of block.

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

Dimensions

Overall Length	
Station Wagons	199.9″
All Others	197.0″
Height	
Coupe	51.9″
Sedan Models	53.0″
Station Wagon	54.6″
Convertible	52.8″
Width	75.0″
Wheelbase	115.0″

Tire Information

Type ..... Tubeless

Complete tire information will be found on pages 37, 38, 39, 40 and 41.

Capacities

Cooling System	*U.S. Measure*	*Imperial Measure*
L-6 230 Cubic Inch	12 qts.	10.0 qts.
L-5 250 Cubic Inch	12 qts.	10.0 qts.
V-8 283 Cubic Inch	17 qts.	14.25 qts.
V-8 327 Cubic Inch	16 qts.	13.25 qts.
V-8 396 Cubic Inch	22 qts.	18.25 qts.
With air conditioning—add	1 qt.	.75 qts.
Gasoline Tank	(*Approx.*)	(*Approx.*)
All Models	20 gals.	16.75 gals.
Crankcase (Refill)		
All Engines	4 qts.	3.25 qts.
With oil filter element change—add	1 qt.	.75 qts.
Transmission		
3-speed	2 pts.	1.75 pts.
4-speed	2.5 pts.	2 pts.
Powerglide		
Dry	18 pts.	15 pts.
Refill	2 qts.	1.75 qts.
Turbo Hydra-Matic		
Dry	22 pts.	18.25 pts.
Refill	8 pts.	6.75 pts.
Differential		
Standard	3.5 pts.	3 pts.
Heavy Duty	4.0 pts.	3 pts.

Engine Specifications

	L-6 ENGINE		V-8 ENGINE			
ENGINE DATA	230 Cu. In.	250 Cu. In.	283 Cu. In.	327 Cu. In.	396 Cu. In.	396 Cu. In.
CARBURETOR	1 Barrel		2 Barrel	4 Barrel	4 Barrel	4 Barrel
Horsepower	140 @ 4400	155 @ 4200	195 @ 4600	275 @ 4800	325 @ 4800	350 @ 5200
Torque	220 @ 1600	235 @ 1600	285 @ 2400	355 @ 3200	410 @ 3200	415 @ 3400
Comp. Ratio	8.5:1		9.25:1	10.0:1	10.25:1	10.25:1
Bore	3.875		3.875	4.0	4.094	4.094
Stroke	3.25	3.53	3.0	3.25	3.75	3.75
Firing Order	1-5-3-6-2-4			1-8-4-3-6-5-7-2		

Spark Plugs

The following 14mm spark plugs are provided for Chevelle engines.

Spark Plug Gap ..... .035"

	Normal Service (Original Equip.)	For Continuous City Operation
230 & 250 L-6 Engines	AC-46N	—
283 V-8 Engine	AC-45	AC-45S
327 V-8 Engine	AC-44	AC-44S
396 V-8 Engine	AC-43N	—

Bulb Specifications

	Candle-power	*Number*
Headlamp Unit		
Outer—High Beam	37½ W	4002
Low Beam	55W	Sealed Beam
Inner—High Beam Only	37½ W	4001 Sealed Beam
Parking Lamp and Directional Signal	4-32	1157
Tail and Stop Lamps	4-32	1157
Back-up Lamp	32	1156
Instrument Lamps	2	1895
Directional Signal Indicator Lamp	2	1895
Oil Pressure, Generator and Headlight Beam Indicator Lamps	2	1895
Glove Compartment Lamp	2	1893
Dome Lamp	12	211
Courtesy Lamp (Convertible)	6	631
Licence Plate Lamp	4	97
Radio Dial Lamp	2	1893
Heater Control Panel Lamp	1	1233
Brake System Warning Lamp	2	257
Transmission Shift Quadrant	1	1445

Turn Signal Flasher

Type	Series
Capacity	2-lamp
Hazard Warning Flasher, all	4-lamp

Fuses and Circuit Breaker

A Circuit Breaker in the light control switch protects the headlamp and parking lamp circuits, thus eliminating one fuse. Where current load is too heavy, the circuit breaker intermittently opens and closes, protecting the circuit until the cause is found and eliminated.

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

Fuses located in the Junction Block beneath the dash are:

Instrument Lights	3AG/AGC-	3 amp.
Tail, Stop, Courtesy, Glove Box, Licence Plate, Dome Lights	3AG/AGC-	15 amp.
Radio (AM or AM-FM, Push Button)	3AG/AGC-	10 amp.
Heater (Deluxe)	3AG/AGC-	10 amp.
Back-up Light, Parking Light and Brake Signal Light	3AG/AGC-	10 amp.
Windshield Wiper	3AG/AGC-	20 amp.
Four Season and Universal Deluxe Air Conditioning	SAE-	30 amp.
Universal Air Conditioning	SAE-	20 amp.

An Air Conditioning high blower speed fuse, SAE-30 amp. (Four Season) or SAE-20 amp. (Universal), is located in wire running from Horn Relay to Air Conditioning relay.

GENERAL MOTORS ZONE OFFICES

ZONES	ADDRESS	AREA CODE	PHONE NO
Vancouver	900 Terminal Avenue	604	684-9444
Calgary	4220 Blackfoot Trail, Box 2510	403	243-4621
Regina	8th Avenue and Toronto St., Box 2006	306	569-2541
Winnipeg	1345 Redwood Avenue	204	582-2371
London	Box 3412 - Terminal "A"	519	455-2400
Toronto	68 Richmond St., E.	416	362-3494
Montreal	5000 Trans-Canada Highway, Point Claire, Quebec	514	697-4940
Moncton	653 St. George St.	506	382-1681

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WARRANTY

When purchased new, your Chevelle is covered by the New Vehicle Warranty and the Policy on Chevelle Owner Service, both of which are contained in your Owner Protection Plan booklet given to you by your Authorized Chevrolet Dealer at the time of delivery.

A Protect-O-Plate will be forwarded to you through the mail, together with instructions for affixing it to the inside back cover of your Owner Protection Plan booklet. The plate will serve to identify you and your Chevelle in the event warranty work is required.

REMEMBER . . .

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