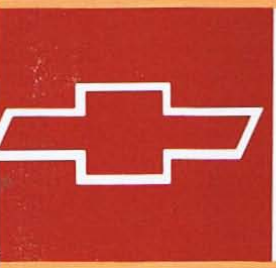
1971 OWNER'S MANUAL

IMPORTANT OPERATING, SAFETY, AND MAINTENANCE INSTRUCTIONS



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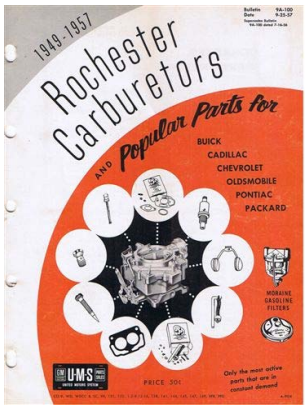

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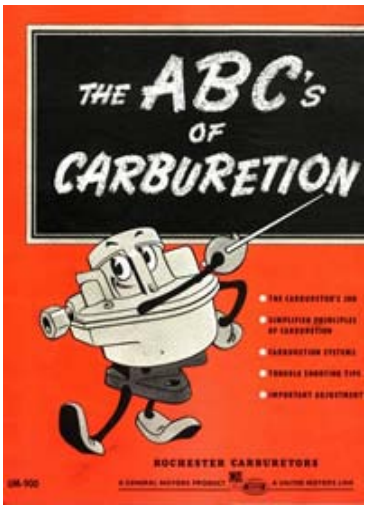

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A WORD TO CAMARO OWNERS . . .

This manual has been prepared to acquaint you with the operation and maintenance of your Camaro, and to provide important safety information. We urge you to read it carefully and follow the recommendations contained to help assure the most enjoyable and trouble-free operation of your vehicle.

When it comes to service, remember that your Chevrolet dealer knows your vehicle best and is interested in your complete satisfaction. Return to him for Guardian Maintenance Service and any other assistance you may require.

To assist dealers in handling your needs, Chevrolet maintains a number of Zone Offices throughout the country. Should you have a problem that cannot be handled through normal channels, follow the procedure presented on page 77 of this manual under the heading, "Owner Relations".

Regarding warranty, your Camaro, when purchased new is covered by the Chevrolet New Vehicle Warranty and the Policy on Chevrolet Owner Service. Complete details will be found in the 1971 Chevrolet New Vehicle Warranty and Policy on Owner Service folder which was given to you by your dealer at the time of new car delivery.

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.

Chevrolet Motor Division

FOR MAXIMUM PERFORMANCE AND ECONOMY KEEP YOUR GM CAR ALL GM. SPECIFY GENERAL MOTORS PARTS IDENTIFIED BY ONE OF THESE TRADE-MARKS:

1971 CAMARO OWNER'S MANUAL

CHEVROLET MOTOR DIVISION

GENERAL MOTORS CORPORATION

DETROIT, MICHIGAN 48202

Part No. 3991061

ST 309-71

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YOUR CAR'S FIRST FEW HUNDRED MILES OF DRIVING

Sound design and precision manufacturing methods will permit you to operate your new car from its very first mile without adhering to a formal "break-in" schedule. However, during the first few hundred miles of driving you can, by observing a few simple precautions, add to the future performance and economy of your car.

It is recommended that your speed during the first 500 miles be confined to a maximum of 60 M.P.H., but do not drive for extended periods at any one constant speed, either fast or slow. During this period, avoid full throttle starts and, if possible, abrupt stops. Gentle braking during the first few hundred miles of operation will result in longer brake life and better future performance. Avoid hard stops especially during the first 200 miles of operation since brake misuse during this period will destroy much future brake efficiency.

Always drive at moderate speed until the engine has completely warmed up.

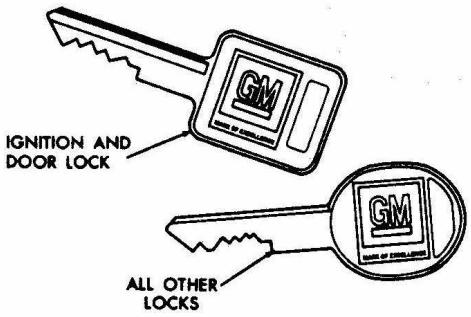
If you plan to use your new car for trailer hauling see additional information on page 9.

BEFORE DRIVING YOUR CAR

Keys

Two separate keys are provided for your car. Each key has a different cross section so that it can be inserted only in certain locks.

- **Key with square head (stamped "A")** – for ignition switch, door locks.
- **Key with oval head (stamped "B")** – for all other locks.



The code number of each key is stamped on the "knock out" plug in the key head. Your Chevrolet dealer removed these plugs and placed them with the spare set of keys in the special key envelope that was given to you at time of delivery. For your protection:

- Record the numbers on the key envelope and discard the key plugs.
- Keep the key envelope in a safe place such as your wallet, Not In The Car.

In the event the original keys are lost, duplicates can be made by your dealer or a locksmith using the key code information.

Be sure to lock the glove box or console compartments and remove the key from the car whenever it is necessary to leave the ignition key with an attendant.

Door Locks

Front side doors can be locked from the inside by depressing the passenger guard door lock buttons located on the upper door panel. All doors can be locked from the outside by first depressing the door lock button and closing the door.

The front doors can also be locked by using the key.

All models have as a standard safety feature overriding door locks. When the doors are locked, the door latch mechanism is inoperative, preventing inadvertent opening of the door by movement of the inside handle.

REMINDER: While the car is being driven, avoid hanging objects on the right hand coat hook in such a way that you block the driver's vision to the right rear quarter.

REMINDER: Always lock the doors when driving, for greater security in the event of an accident and for security against unauthorized entries.

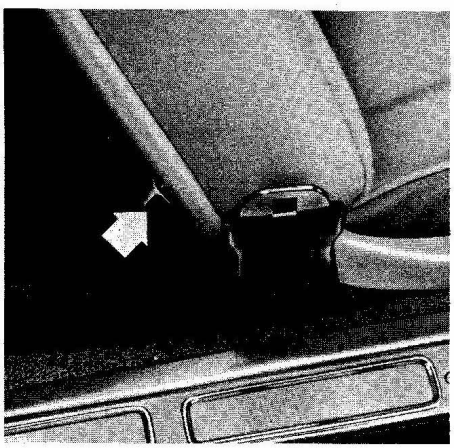
Seats

Folding seat backs are equipped with self-latching mechanisms and release controls designed for the convenience of entering and exiting passengers.

Back Locks

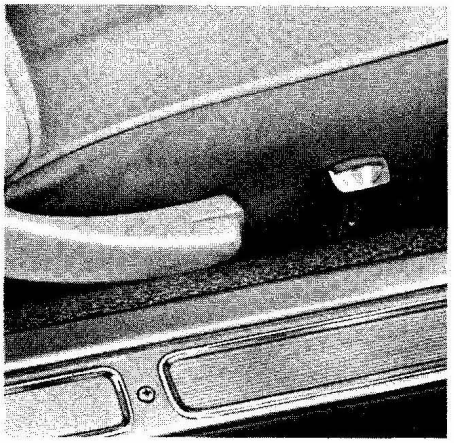
The release knob is located at the lower rear of each backrest nearest the door. Lift the knob upward, then pull the seatback forward.

CAUTION: ***The filler panel between the rear seat and the rear window should not be used for storage—even of light weight, small articles. They might become dangerous projectiles during a collision or sudden stop. Larger items may also reduce vision to the rear.***



Manually Operated Front Seats

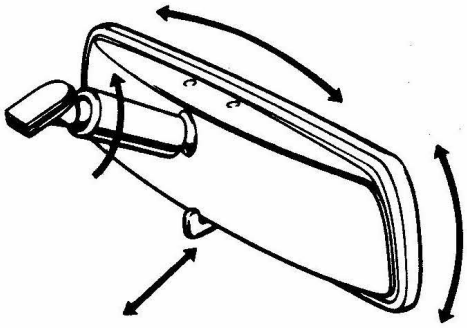
Push the seat adjuster lever to the right, located at the front of each front seat, to unlock the seat and allow adjustment to the front or rear. As the seat slides forward, it tilts slightly to provide best posture and increased driver ease. Release the lever to lock the seat in the desired position.



CAUTION: ***Do not adjust a manually operated driver's seat while the car is moving—the seat could move unexpectedly, causing loss of control.***

Inside Rearview Mirrors

- The inside mirror has day/night control to change reflectivity.
- Switch mirror to night position to reduce glare from following headlights.

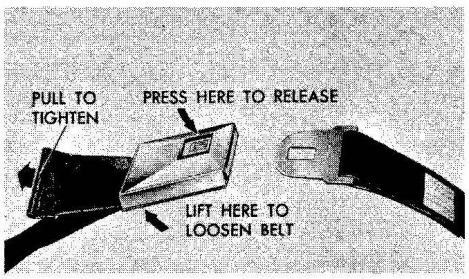


To raise or lower, grasp mirror and exert sufficient pressure by pushing or pulling to move mirror support rod toward or away from windshield, and up or down. The upper ball joint, where the support rod attaches to the windshield, and the ball joint at the mirror end work together to permit setting the mirror at a variety of heights.

Occupant Restraint Belts

Lap and shoulder belts provide added security and comfort for you and your passengers. Proper use and care of these belts will assure continuance of this security.

Lap Belts – After the front seat has been adjusted to the satisfaction of the driver, sit erect and well back in the seat, grasp the buckle end and the flat metal "eye" end of your individual belt assembly and position the belt across the lap as LOW ON THE HIPS AS POSSIBLE. Insert the metal eye into the open end of the buckle until an audible snap is heard. Make sure the connection is secure and, to reduce the risk of sliding under the belt, adjust it to a SNUG FIT by pulling on the end of the belt extending from the buckle. The snug and low positions are essential in order that the force exerted by the lap belt in a collision will be spread over the strong hip bone structure and not across the soft abdominal area which could result in serious injury. For retractor-equipped belts, pull the retractor half of the belt out to a solid stop to make sure the belt webbing is completely unwound from the retractor; then connect the belt and make the necessary adjustments at the buckle for proper fit. To lengthen a lap belt, place the buckle at right angles to the belt webbing. The belt will then slide easily through the buckle. To unfasten the lap belt, simply de-



press the push button located in the center of the buckle.

Automatic-locking lap belt retractors are provided for the added convenience of the driver and outboard front seat passenger on all Camaro cars as an extra cost option. The automatic-locking retractors adjust and lock the lap belts into position automatically after fastening.

CAUTION: ***Shoulder belts should be attached only to belt ends inboard of the occupant (toward center of car). Serious injury could result in an accident if the shoulder belt is attached to the outboard buckle. Wearing a shoulder belt without a lap belt could be extremely hazardous to the wearer in case of an accident. The driver's shoulder belt should be adjusted so the driver can reach essential operating controls without undue restraint.***

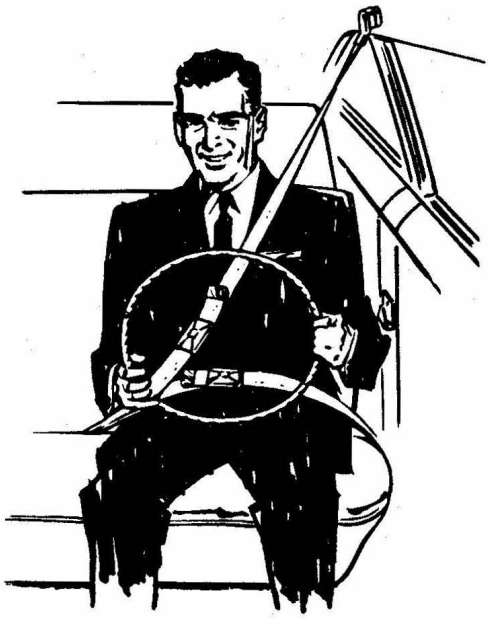
When not in use, shoulder belts should be secured in the special storage convenience provision, to reduce the danger of the metal end striking an occupant in a sudden stop. When storage provisions are not provided, the loose end mounted on the upper structure should be fastened to the floor-mounted end, and adjusted to remove excess slack.

Passengers in the rear seat of a convertible must remove any shoulder belts BEFORE the top is lowered. Rear shoulder belts require readjustment after the top has been either lowered or raised.

To fasten a lap belt equipped with an automatic-locking retractor, pull the webbing across the lap far enough to permit inserting the flat metal "eye" end into the buckle. If the webbing is not initially pulled out far enough to permit buckling, release the webbing, allowing it to rewind in the retractor and release the locking mechanism, so the webbing can be pulled out to the proper length. Once the buckle is fastened, pull the belt firmly across the lap in the direction of the retractor to obtain a snug fit. The retractor will automatically take up the excess webbing.

CAUTION: ***Never use the same belt for more than one person at a time. Be sure to avoid: (a) wearing a lap belt loosely or with slack in the belt system. (b) wearing the belt with the webbing not fully extracted from a non-locking retractor; or (c) wearing the belt in a twisted condition or pinched between the seat structural (metallic) members.***

Shoulder Belts – When properly worn with a lap belt, a shoulder belt can provide additional protec-



tion against impact with the car interior by restraining forward motion of the upper torso in a collision. This is primarily true in case of frontal impacts, which are the most frequent type of accident.

***CAUTION:** The use of a shoulder belt is not recommended for a person less than 4 feet 7 inches in height because the belt could substantially increase the danger of neck injury in a collision. To avoid improper force distribution, the shoulder belt should not be worn under the arm.*

Shoulder belts are fastened and unfastened in the same manner as lap belts. A shoulder belt should have sufficient slack to insert a fist's width between your chest and the belt. This can be checked by inserting a clenched fist between the belt and your chest with thumb against chest and back of hand facing upward.

Releasing Belts – To release the belts, simply depress the release tab or button located in the center of the buckle.

Seat Belt Inspection And Care (All)

- Keep sharp edges and damaging objects away from belts.
- Periodically inspect belts, buckles, retractors, and anchors for damage that could lessen the effectiveness of the restraint system.
- Have questionable parts replaced.
- Replace belts if cut, weakened, frayed, or subjected to collision loads.
- Check that anchor mounting bolts are tight to the floor.
- Keep seat belts clean and dry.
- Clean only with mild soap solution and lukewarm water.
- Do not bleach or dye belts since this may severely weaken belts.

Child Restraint

Children in automobiles should be restrained to lessen the risk of injury in accidents, sudden stops or other driving conditions. General Motors has designed an "INFANT SAFETY CARRIER" specifically for infants and a "CHILD SAFETY SEAT" specifically for small children, which are available from your Chevrolet dealer. The Carrier and Child Seat are designed to utilize lap belts in your 1971 Camaro.

The General Motors Infant Safety Carrier and the Child Safety Seat must be used only in passenger vehicle seats equipped with lap belts. They must be used only on front or rear seats which do not fold or on folding seats equipped with a latch to hold the seat back upright (Standard on 1967 and later model GM passenger vehicles). In using either Carrier or Child Seat, read and comply with all installation and usage instructions. Do not place more than one child at a time in the Carrier or Child Seat. The Carrier is designed for use only with infants weighing up to 20 pounds. The Child Seat is designed for use only by children weighing up to 30 pounds and who are able to sit up by themselves. All unused seat belts near the Carrier or Child Seat should be stowed properly to help prevent them from striking the child in the event of a sudden stop or collision. Shoulder belts should be stowed in any special storage convenience provision provided. Lap belts and shoulder belts without storage provisions should have buckles latched and belts adjusted to remove slack.

Cars Not Equipped With Special Child Restraints

If a child is traveling in a vehicle not equipped with a General Motors Infant Safety Carrier or Child Safety Seat, the following precautions should be taken:

1. Children should be placed in the rear seat. Never allow a child to stand or kneel on any seat.
2. Infants unable to sit up by themselves should be restrained by placing them in a covered, padded bassinet which is placed crossways in the vehicle (widthwise) on the rear seat. The bassinet should be securely restrained with the regular vehicle seat belts. An alternate method is to position the bassinet so that it rests against the back of the front seat, again crossways in the vehicle.
3. When a child is old enough to sit up by himself in a car, he should sit on a firm cushion and use the conventional lap belt to restrain him at the hips. The

cushion should be as firm as practical and just high enough to enable the child to look horizontally out of the car windows.

4. The use of the cushion should be discontinued as soon as the child is old enough to see out of the car windows without it.
5. Do not use shoulder belts on children shorter than approximately 4 feet 7 inches in height.
6. General Motors recommends that children be restrained when riding. However, if conditions require that a child must stand, he should stand on the floor directly behind the front seat. This will minimize the possibility of his being thrown from the rear compartment during a sudden stop. This method should be used only if more complete restraint cannot be used.

Trailer Hauling

Since passenger cars are designed and intended to be used primarily as passenger conveyances, towing a trailer will affect handling, durability and economy. Maximum safety and satisfaction depends upon proper use of correct equipment and avoiding overloads and other abusive operation.

The maximum loaded trailer weight which you can pull with your Camaro depends on what special equipment has been installed on your car. We do not recommend pulling any trailer unless the car is properly equipped. Information on trailer hauling capabilities, special equipment required, and optional equipment offered by Chevrolet is available from your Chevrolet Dealer or by writing Chevrolet Motor Division, Detroit, Michigan 48202.

Usage of bumper hitches is not recommended; however, rental installations may be made *if* in accord with proper installation and usage instructions of a reputable trailer rental agency. Axle mounted hitches should not be used.

To assist in attaining good handling of the car-trailer combination, it is important that the trailer

tongue load be maintained at approximately 10% of the loaded trailer weight. Tongue loads can be adjusted by proper distribution of the load in the trailer, and can be checked by weighing separately the loaded trailer and then the tongue.

When towing trailers, tires should be inflated to the standard pressure shown on the placard, affixed to left front door. The allowable passenger and cargo load also shown on the same placard, is reduced by an amount equal to the trailer tongue load on the trailer hitch.

Maintenance

More frequent vehicle maintenance is required when using your car to pull a trailer. Change the:

1. Automatic transmission and rear axle fluid each 12,000 miles.
2. Engine oil each 60 days or 3000 miles whichever occurs first,
3. Replace the positive crankcase ventilation valve each 12 months or 12,000 miles whichever occurs first.

Break-in Schedule

In addition to the new car break-in instructions in the Owners' Manual, it is recommended that your new Camaro be operated for 500 miles before trailer towing. If it is necessary to tow during this period, avoid speeds over 50 MPH and full throttle starts.

For cars already in use the above precautions should be observed whenever a new engine, transmission or axle is installed.

CAUTIONS:

1. ***For hauling trailers heavier than 2000 lbs. loaded weight, a frame mounted load equalizing hitch with sway control of sufficient capacity must be used.***
2. ***Do not use axle mounted hitches. They can cause damage to the axle housing, wheel bearings, wheels or tires.***
3. ***Trailer brakes are required on trailers over 1000 lbs. loaded weight.***
4. ***Do not tap into the car's hydraulic brake system to couple with a trailer hydraulic brake system. Master cylinder fluid capacity may not be sufficient to operate both car and trailer brakes.***
5. ***Whenever a trailer hitch is removed, be certain to have any mounting holes in the underbody properly sealed to prevent possible entry of exhaust fumes, dirt or water.***

STARTING AND OPERATING

Engine Exhaust Gas Caution (Carbon Monoxide)

Avoid inhaling exhaust gases because they contain carbon monoxide, which by itself is colorless and odorless. Carbon monoxide is a dangerous gas that can cause unconsciousness and is potentially lethal.

The best protection against carbon monoxide entry into the car body is a properly maintained engine exhaust system, car body and body ventilation system. If you notice a change in the sound of the exhaust system, if exhaust fumes are smelled or detected in any other way inside the vehicle, or if exhaust system or the underside or rear of the vehicle is damaged, have a competent mechanic inspect the complete exhaust system and nearby body areas and trunk lid for broken, damaged, missing, or mispositioned parts, open seams, holes, or loose connections or other deterioration which could permit exhaust fumes to seep into the trunk or passenger compartment. Dust or water in the trunk may be an indication of a problem in one of these areas.

To allow proper operation of ventilation system, remember to keep front ventilation inlet grille clear of snow, leaves or other obstruction at all times.

It is recommended that the vehicle be inspected as outlined above each time the vehicle is raised for lubrication or oil change. If at any time you suspect that exhaust fumes are entering the passenger compartment, have the cause determined and corrected as soon as possible. If you must drive under these conditions, drive only with all windows fully open. Use genuine GM parts recommended for your vehicle, or equivalent. Also see exhaust system check in the Safety Checks section of this manual.)

SITTING IN A PARKED CAR WITH ENGINE RUNNING FOR AN EXTENDED PERIOD IS NOT RECOMMENDED.

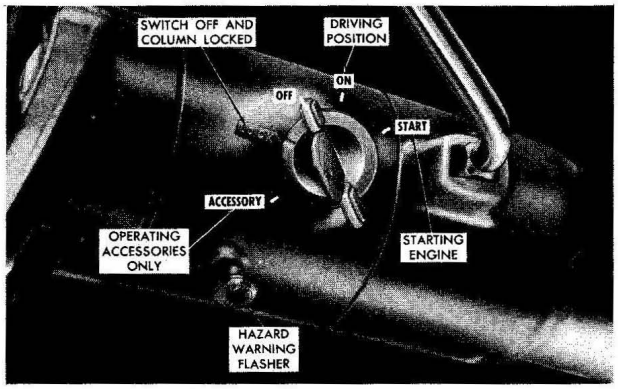
Do not run engine in confined areas such as garages any more than needed to move vehicle in or out of area. When vehicle is stopped in an UNCONFINED area with the engine running for any more than a short period, the following precaution should be observed:

- *Adjust heating or cooling system to force outside air into car with blower set at medium or high speeds, and controls set in any position except "MAX."*

The trunk lid should be closed while driving to help prevent inadvertently drawing exhaust gases into the car. It is unwise to drive at high speeds for long durations with the trunk lid open. However, if for some reason the trunk must remain open for a period while moving, or electrical wiring or other cable connections to a trailer must pass through the seal between trunk lid and body, the following precautions should be observed:

- *Close all windows.*
- *Adjust heating or cooling system to force outside air into car with blower set at high speed, and controls set in any position except "MAX."*
- *On cars equipped with outside air vents in or under instrument panel, open vents fully.*

STEERING COLUMN CONTROLS



Anti-Theft Steering Column Lock

The anti-theft lock, located on the right side of the steering column, has five positions:

- **Accessory** – Permits operation of electrical accessories when engine is not running. To engage, push key in and turn toward you (counterclockwise).
- **Lock**–Normal parking position. Locks ignition and provides added theft protection by preventing normal operation of steering wheel and shift controls. Key cannot be returned to "lock" position and removed until transmission is placed in "park" (automatic transmission models) or in reverse on manual transmission models.
- **Off**–Permits turning engine off without locking steering wheel and shift controls.
- **Run** – Normal operating position.
- **Start** – Permits engagement of starter.

NOTE: ***The anti-theft steering column lock is not a substitute for the parking brake. Always set the parking brake when leaving the car unattended.***

When parking—

- ***Always let go of steering wheel before turning ignition key to lock position.***
- ***When parking on a hill with wheels turned toward curb, be sure car has come to complete stop before turning key to lock position.***

Turning wheels after car has stopped "winds up" steering system, which can result in a "spring back" of the steering wheel when the steering column lock is released. As a further precaution, never reach through the steering wheel for any reason.

When leaving your car unattended,

- ***Set parking brake.***
- ***Place automatic transmission selector in Park (Reverse for manual transmission).***
- ***Turn key to LOCK position.***
- ***Remove key (the buzzer will remind you).***
- ***Lock all doors.***

Starting Engine

Automatic Transmission Models

1. **Apply the foot brake.**
2. **Place transmission selector in "P" or "N" ("P" preferred).** A starter safety switch prevents starter operation while the transmission selector is in any drive position. (If it is necessary to re-start the engine with the car moving, place the selector lever in "N".)
3. Depress accelerator pedal and activate starter as outlined below for different conditions.
   - **Cold Engine** – *Fully depress* accelerator pedal and slowly release. *With foot off the pedal,* crank the engine by turning the ignition key to the Start position–release when engine starts.

     If engine starts, but fails to run, repeat this procedure. When engine is running smoothly, the idle speed may be reduced by slightly depressing the accelerator pedal and then slowly releasing.
   - **Warm Engine** – *Depress accelerator* pedal about *halfway* and hold while cranking the engine.
   - **Extremely Cold Weather (Below 0° F.) Or After Car Has Been Standing Idle Several Days–**

     Fully depress and release accelerator pedal two or three times before cranking the engine. *With foot off the accelerator pedal,* crank the engine by turning the key to the Start position and release when engine starts.

Manual Transmission Models

1. Apply parking brake and shift transmission to neutral.
2. Hold clutch pedal to floor throughout the starting procedure. A starter interlock prevents starter operation when clutch is not fully depressed.
3. Operate accelerator pedal and starter as outlined in step 3 (under Automatic Transmission Models).

Engine Flooded

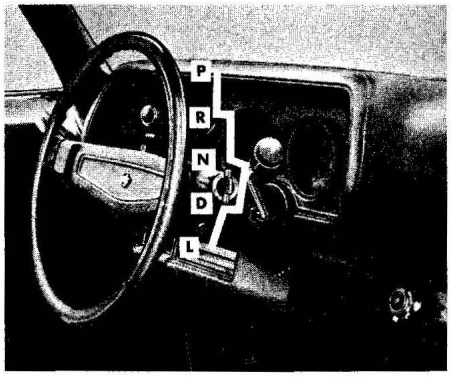
Depress accelerator pedal and hold to floor while starting until engine is cleared of excess fuel and is running smoothly. Never "pump" the accelerator pedal.

Warm-Up

Always let the engine idle for 20 to 30 seconds after starting and drive at moderate speeds for several miles, especially during cold weather.

Driving with the Chevrolet Automatic Transmissions

The Powerglide and the Turbo Hydra-matic 350 and 400 are completely automatic transmissions. All replace the standard clutch and transmission.



Powerglide, Turbo Hydra-Matic 350 and Turbo Hydra-Matic 400

After starting the engine with the selector lever in N (Neutral) or P (Park) position select the range desired (see tables) and depress the accelerator.

All Automatic Transmissions

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.

Automatic transmission shift quadrants of all GM cars continue the uniform sequence of selector positions. This particularly benefits multicar families and those who occasionally drive other cars. Shift indicators are arranged with "Park" position at one end, followed in sequence by "Reverse", "Neutral" and the forward driving ranges. All automatic transmission are

CAUTION: ***When parking or leaving the car unattended, even for a few minutes, place the selector lever in "Park" position, apply the parking brake and remove the ignition key.***

POWERGLIDE

P—PARK	Use only when car is stopped.
R—REVERSE	For backing car—from stop.
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.
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.

equipped with a starter safety switch designed to permit starting the engine only when the transmission is in the "Park" or "Neutral" position. For additional engine braking effect, as sometimes needed in mountainous driving, place the transmission in an intermediate or low range.

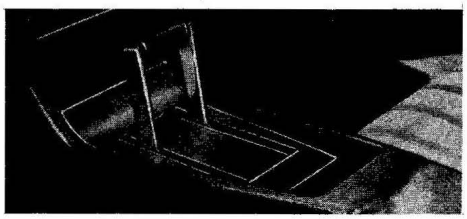
Column Shift Lever

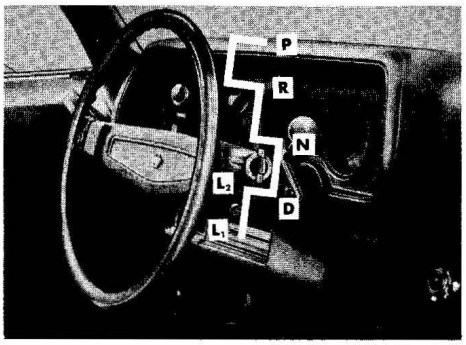
The heavy line in the illustrations indicates the movement of the shift lever as it is lifted to shift into Reverse or Low (Low on the Turbo Hydra-Matic 350 and 400) and into or out of Park position.

Floor Console Shift Lever

The floor console shift lever may be moved freely between Neutral and Drive and (on the Turbo Hydra-Matic 350 and 400) between 1 and 2. Squeeze shift lever button under handle as you shift into Reverse or Low (2 on Turbo Hydra-Matic 350 and 400). Squeeze the button under the handle fully when shifting into or out of the Park position. Exercise care when squeezing button to prevent unintentional shifts to Park, Low (or 2) or Reverse.

NOTE: Shift quadrant for all Automatic Transmissions is located on the instrument cluster.





Turbo Hydra-Matic 350 and 400

	P—PARK	Use only when car is stopped.
	R—REVERSE	For backing car—from stop.
Console	N—NEUTRAL	For standing (Brakes Applied)
3	D—DRIVE	For forward driving. Depress accelerator to floor for extra accelerator below 65 mph; depress accelerator half-way at speeds below 30 mph.
2	L_2—LOW$_2$	For driving in heavy traffic or on hilly terrain. Shift into L_2 or 2 at any vehicle speed.
1	L_1—LOW$_1$	For hard pulling through sand, snow or mud, for climbing or descending steep grades.

Driving with Manual Transmissions

The 3-speed manual transmission shift positions follow the standard pattern shown on the illustration. The 4-speed transmission shift lever, extending from the floor, has its special shift pattern diagram located on the knob or floor plate. Depress the clutch pedal fully before attempting to shift to a different gear, then release the pedal to move in that gear. Shifting into 2nd and 3rd gear as soon as possible will add appreciably to your fuel economy.

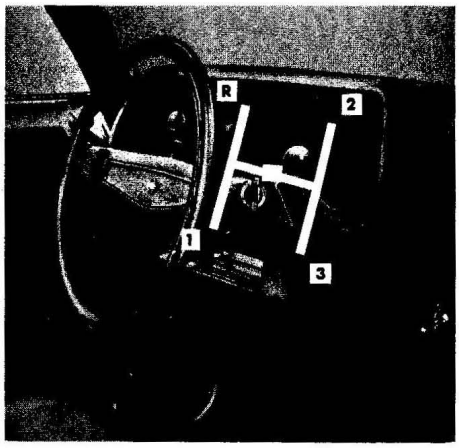
Both transmissions, being fully synchronized, may be downshifted into 1st gear at any speed below 20 m.p.h. Shift into Reverse gear only after the car has stopped. Always depress and release the clutch pedal fully when shifting. On Four-Speed transmission the shift linkage may be adjusted to allow "short stroke" shift lever operation. See your Chevrolet Dealer.

Also, shift into "Reverse" before shutting off engine. This will permit the ignition key to be turned to the "Lock" position.

REMINDER: Before descending a steep or long grade, down a mountain or hillside, reduce speed and shift into a lower gear (for either automatic or manual transmission cars). Use the brakes sparingly to prevent them from overheating and thus reducing brake effectiveness.

Turn Signals and Lane Change Feature

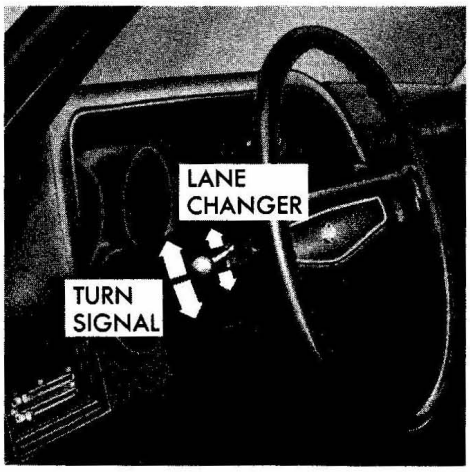
The turn signal lever is located on the left side of the steering column immediately under the steering wheel. The lever is moved upward to signal a right turn and downward to signal a left turn. Lamps on the front and rear of the car transmit this signal to other



motorists and pedestrians. The ignition switch must be in the "ON" position in order for the turn signals to be operational. This feature prevents battery drain if the lever is left in an "ON" position when your car is not in use.

In a normal turning situation such as turning a corner, the turn signal is cancelled automatically after the turn is completed. However, in some driving maneuvers such as changing lanes on an expressway, the steering wheel is not turned back sufficiently after completing the turn to automatically cancel the turn signal. For convenience in such maneuvers, the driver can flash the turn signals by moving the turn signal lever part way (to the first stop) and holding it there. The lever returns to the neutral or cancelled position when the driver releases his hold on the lever.

A green light on the instrument cluster flashes to indicate proper operation of the front and rear turn signal lamps. If the indicator lamp remains on and does not flash, check for a defective lamp bulb. If the indicator fails to light when the lever is moved, check the fuse and indicator bulb.



Power Steering

Power steering 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, the car can still be steered, but much greater steering effort will be required.

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 engine with transmission in gear. This could cause damage by overheating the transmission (automatic) or clutch (manual).

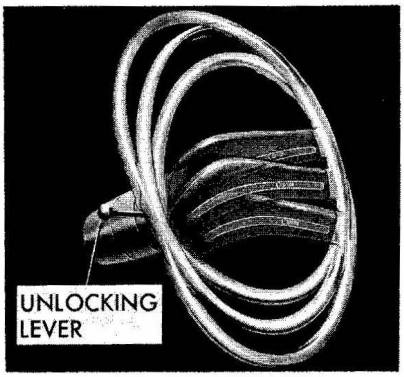
Parking Your Car

Always engage the parking brake and place the automatic transmission selector lever in "Park" position when leaving your car unattended. Also with automatic transmissions, 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.

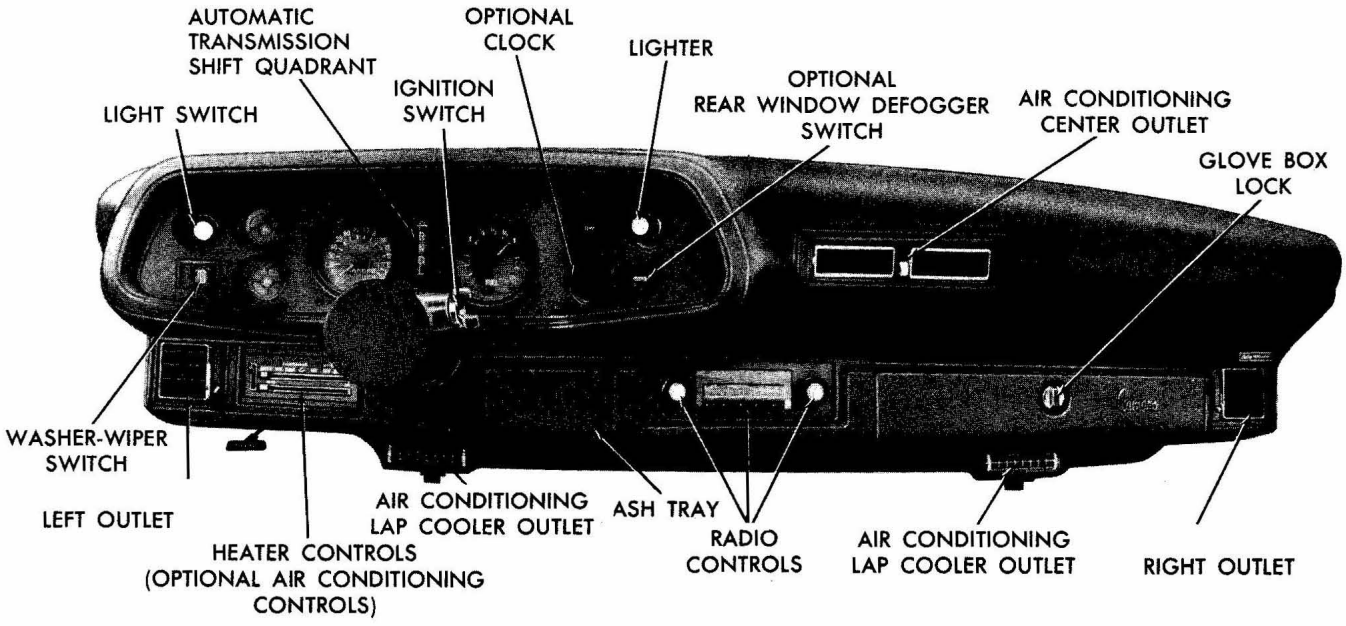
Tilt Steering Wheel

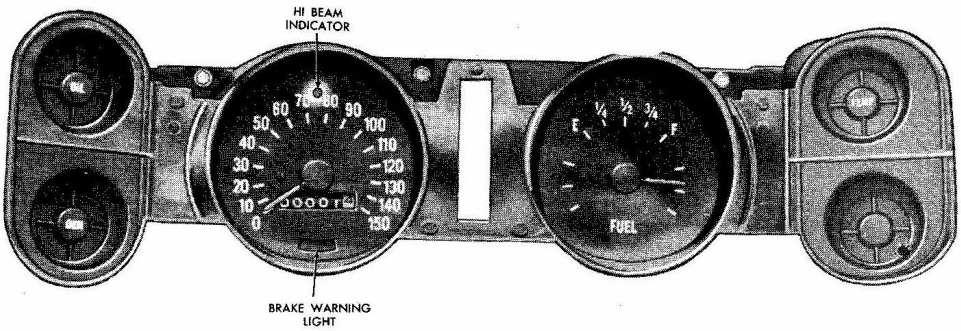
The optional tilt steering wheel can be tilted up above normal position to provide additional room for entrance and exit as well as selected driving positions below normal height. This permits individual selection of the most natural position for all driving conditions. On long trips the steering wheel position can be changed to minimize tension and fatigue.

The *tilt* mechanism is operated by lifting up on the small control lever on the left side of the steering column just below the directional signal, moving the steering wheel to the selected position, and releasing the lever.



INSTRUMENT PANEL





Instruments

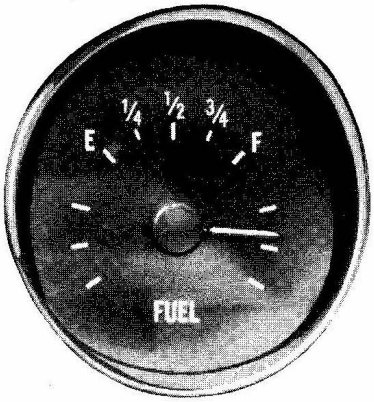
The instruments, gauges and indicator lights conveniently grouped in the instrument cluster are designed to tell you at a glance many important things about the performance of your car. The following information will enable you to more quickly understand and properly interpret these instruments.

Fuel Gauge

This electrically operated gauge registers correctly when the ignition switch is in the "on" position. When the ignition switch is turned "off", the needle will not necessarily return to the empty mark but may stop at any point on the dial.

Oil Pressure Indicator Light

This light will be on when the ignition switch is turned on and should go out after the engine is started. Occasionally the light may be seen to flicker momentarily, but this will do no harm. However, if the light remains on during normal driving speeds the engine should be stopped until the cause of the trouble can be located and corrected. Driving the car with low oil pressure can cause serious engine damage.



Generator Indicator Light

This light provides a quick check on the generating system of your car. The red light will go on when the ignition key is in the "on" position, but before the engine is started. After the engine starts, the light should go out and remain out. If the light remains on when engine is running, have your Authorized Chevrolet Dealer locate and correct the trouble as soon as possible.

Engine Temperature Indicator Light

This indicator light is provided in the instrument cluster to quickly warn of an overheated engine. With the ignition switch in the START position, the red TEMP indicator will light to let you know that it is operating properly.

When the engine is started, the red light will go out immediately. It will light up at no other time unless for some reason the engine reaches a dangerously high operating temperature. If the red light should come on, the engine must be stopped until the cause of the overheating is corrected. Glance at instrument cluster frequently as you drive to see if this light is on.

Brake System Warning Light

The service brake system is designed so that half of the brake system will provide some braking action in the event of a hydraulic leak in the other half of the system. When the brake apply system is not operating properly, a warning light located at lower left of instrument cluster (speedometer face) will glow continuously when the ignition is on after the brakes have been firmly applied. On cars equipped with drum brakes, the light will go out when foot is removed from brake pedal.

- As a check on bulb condition the light should glow with the parking brake applied and the ignition on. (Light is also a reminder to release parking brake.)
- Have system repaired if light does not come on during check.
- This warning light is not a substitute for the visual check of brake fluid level required as part of normal maintenance.

If the light glows red:

- The parking brake is not fully released or,
- The service brake system is partially inoperative.

What to do:

1. Check that the parking brake is released.
2. Pull off the road and stop, carefully—remembering that:

- Stopping distances may be greater.
- Greater pedal effort may be required.
- Pedal travel may be greater.

3. Try out brake operation by starting and stopping on road shoulder—then:

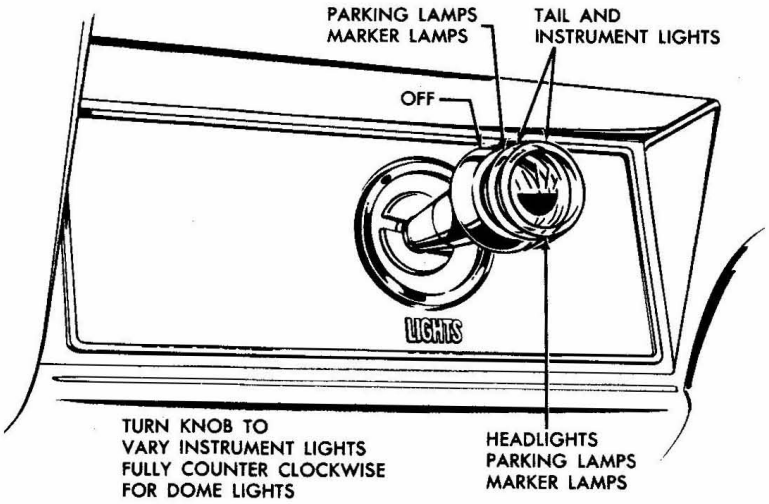
- If you judge such operation to be safe, proceed cautiously at reduced speed to nearest dealer for repair.
- Have car towed to dealer for repair.
- Continued operation of the car in this condition is dangerous.

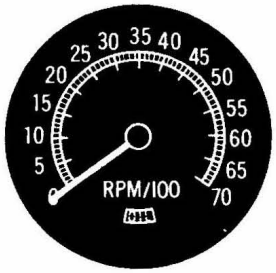
Headlight Beam Indicator Light

The headlights of your car have high and low beams to provide you with proper night-time visibility during all driving conditions. The "low" beams are used during most city driving. The "high" beams are especially useful when driving on dark roads since they provide excellent long range illumination. The headlight beam indicator will be on whenever the high beams or "brights" are in use. The Headlight Beam Switch controls the headlight beams (see Page 32).

Light Switch

The three position light switch controls the headlights, taillights, parking lights, side marker lights, instrument lights and dome lights as shown. The headlamp circuit is protected by a circuit breaker in the light switch. An overload on the breaker will cause the lamps to "flicker" on and off. If this condition develops, have your headlamp wiring checked immediately.



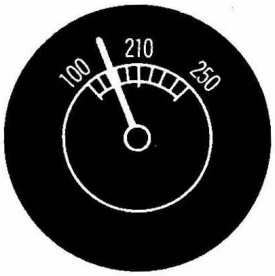


Optional Instruments and Gauges

Tachometer and Oil Pressure Indicator Light

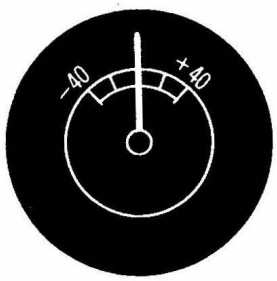
The optional Tachometer indicates the speed of the engine in revolutions per minute. The yellow area on the face of the tachometer indicates the highest recommended engine rpm. Engine operation causing tachometer indications in or above the red area can lead to serious engine damage.

Function of the oil pressure light is described on page 20.



Engine Temperature Gauge

This optional gauge indicates coolant temperature which will vary with air temperature and operating conditions. The ignition switch must be on for accurate readings. Hard driving or prolonged idling in very hot weather will cause the pointer to move beyond the center of the band. Should pointer move to the line at the "H" end of the band, stop engine or reduce speed to permit engine to cool. On vehicles equipped with Air Injection Reactor System, the needle will frequently move beyond the center of the band.



Ammeter

The optional ammeter indicates whether the battery is being charged or discharged. The Delcotron charging system is equipped with a regulator which controls the charge according to battery requirements. When the Delcotron generator is supplying more than the current demand, the ammeter will indicate a charging rate. If the current demand is more than the Delcotron output, a discharge will be indicated. With the battery fully charged, the charging rate will be low, thus giving an indication of battery condition.

Clock

Reset the clock, if your car is so equipped, by pulling out the knob and turning the hands clockwise if slow, counterclockwise if fast. This will, if the clock error is five minutes or more, automatically compensate for time gain or lag. Several resettings, several days apart, may be needed to properly adjust the clock mechanism. Have your clock cleaned and oiled by a competent clock serviceman at least every two years.

Cigarette Lighter

The accessory cigarette lighter is located on the instrument panel face. To operate, push it in. When it becomes heated, it automatically pops out ready for use.

Windshield Wiper and Washer

The windshield wiping system operates at two speeds and is designed to wipe clear designated areas of the windshield under most inclement weather conditions. The windshield wipers work electrically and are not affected by engine operation.

Push the control lever to the right to start the electric windshield wiper. The two-speed electric wiper has both a "low" and a "high" speed position.

Pressing the control will send a measured amount of water or other cleaning agent onto the windshield and will also cause the wiper lever to move, thus starting the wiper motor. The wiper will then continue to operate until manually turned off at the wiper lever.

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

- Check washer fluid level regularly—do it frequently when the weather is bad.
- Use GM OPTIKLEEN to prevent freezing damage, and to provide better cleaning.
- Do not use radiator anti-freeze in windshield washer; it could cause paint damage.
- In cold weather, warm the windshield with defrosters before using washer—to help prevent icing that may seriously obscure vision.

Air Vents

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

The amount of air entering the car through this system is dependent upon vehicle speed.

Four Season Air Conditioning equipped cars have no kick panel vents since the vents are a part of the air conditioning system. The lever beside each instrument panel

end vent outlet can be adjusted to regulate or shut off the desired amount of conditioned air through these outlets.

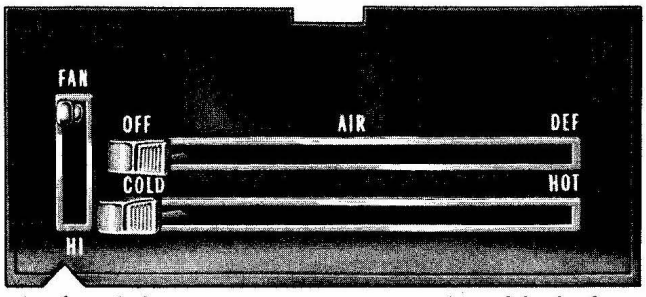
Heater

The windshield defrosting and defogging system assists in providing good visibility through designated areas of the windshield under most inclement weather conditions. For immediate operation of the vehicle, the windshield should be scraped clear.

AIR-DEF Lever

Pushing the AIR-DEF lever to the right allows air to pass through the system. Maximum airflow is obtained in the AIR position. Adjust TEMP (lower) level as required to give desired degree of heat. Full right position provides maximum heat.

Further movement to the right of the AIR-DEF lever directs the



airflow through the defroster outlets as desired when windshield defrosting is needed. At the DEF position (full right) the entire airflow is diverted to the defroster outlets. Vary TEMP lever as required.

Fan

The fan lever has three (3) positions from low at the top to high at the bottom.

NOTE: Fan will automatically operate whenever ignition switch is in the ON position. There is no OFF position.

Operate system for 30 seconds before switching to DEF. This will remove humid air from the system and minimize rapid fogging of the glass which can occur if humid air is blown onto a cool windshield.

Heater Operating Tips

- Clear snow and ice from hood and air inlet in front of windshield to improve heater and defroster efficiency and reduce the probability of fogging on inside of windshield.
- Clear windshield, rear window, outside mirrors and all side windows of ice and snow before driving vehicle.
- Operate blower on "HIGH" for a few seconds before moving the

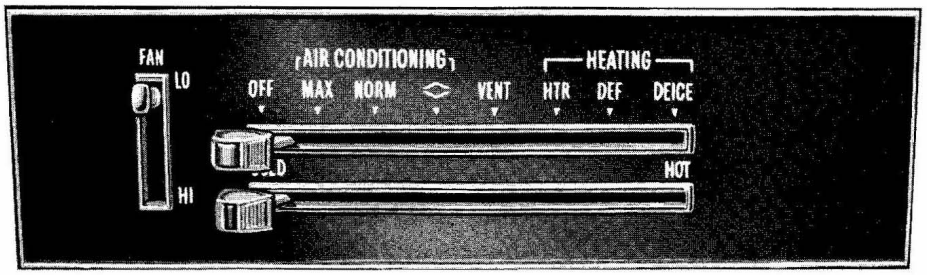
vehicle, to clear the intake ducts of snow.

- Keep all windows and vents closed to reduce 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 and fan should operate on high blower.
- For additional summer ventilation move the AIR lever to mid-position and the DEFROSTER lever to DE-ICE. If greater airflow is desired, move the FAN lever down to operate the three-

Rear Window Defroster

To insure clear vision through the rear window during inclement weather, the Rear Window Defroster has become established as a popular accessory. This unit draws in air from the passenger compartment and directs it against the back window to remove frost or moisture. Its blower has a two-speed control switch on the instrument panel.

Four Season Air Conditioning System



Temperature (Lower Lever)

The temperature lever allows a selection of air temperature from Cold at the far left to Hot a the far right. When the temperature lever is in the COLD position the system will provide the coldest air possible. When the temperature lever is moved to the right (toward "HOT"), the system will operate on outside air regardless of the position of the upper lever.

Selector (Upper Lever)

This lever provides a selection of systems available to handle various heating and cooling requirements throughout the year. The positions of the Selector lever are separated into four (4) major operational groups "Off", "Air Conditioning", "Vent" and "Heating". The "Air Conditioning" and "Heating" groups have several positions which improve the effectiveness of the system for various demands.

Fan

The fan lever has four (4) positions from Lo at the top to High at the bottom. Blower speed is automatically maintained when the ignition switch is in the "ON" position, regardless of the position of the selector lever. The blower remains ON with the Selector lever in the OFF position and the ignition switch ON in order to purge moisture from the evaporator core and distributor ducts, thereby helping to prevent inadvertent flash fogging of the windows when the system is turned on.

Selector Lever Operation

"OFF"—Shuts the entire system off but blower automatically remains operative.

"MAX"—Air from the passenger compartment is recirculated through the system and discharged from the upper outlets when the temperature lever is in "Max." cold. (If the "Temperature" lever is moved warmer, the system will automatically go on outside air.) The "Max." position is used when maximum cooling is required under conditions of high temperature and humidity.

"NORMAL"—Outside air is passed through the system and discharged through the A/C outlets. This position is recommended for most air conditioning situations because of reduced blower noise and reduction of cigarette smoke within the vehicle.

"BI-LEVEL"—Outside air is passed through the system and discharged from both the upper and lower outlets. This position is recommended for sunny cooler weather where warm air is required on the feet with cooler air above to provide comfortable breath level. Temperature may be adjusted as desired. (<> BI-Level position)

NOTE: This position will clear fogged windows rapidly due to the dehumidifying effect of the cooling coils when the outside temperature is above 30°F.

"VENT"—Air flow and temperature control are the same as "BI-Level" except that the compressor

is off. This position is provided for cool to moderate weather when refrigeration is not required.

"HEATER"—Outside air is delivered through the lower outlets. Temperature may be adjusted as required. This position is recommended for most winter driving.

"DE-FOG"—Outside air is delivered from the lower outlets and the defroster duct to provide comfort and keep the windshield clear under low, fogging conditions.

Operating tip: When driving in snow, if defog or deice is not required to keep the windshield from fogging, it is recommended that the "Heater" position be used. This keeps the windshield cold so that snow will not stick and melt and will provide a cleaner view.

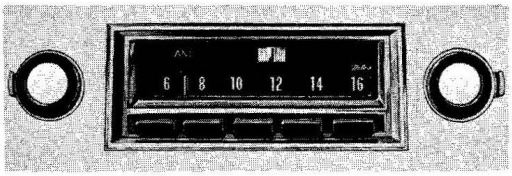
"DE-ICE"—Outside air is delivered through the defroster outlets only. Temperature and blower speeds may be adjusted as required. This position is recommended for conditions of severe fogging and icing only.

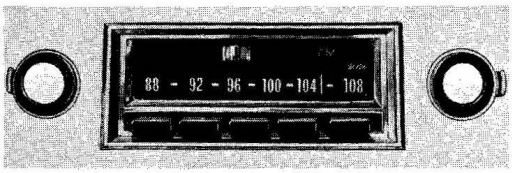
Four Season System Air Outlets

The twin barrel type center outlets may be rotated or vanes turned to direct air flow in direction desired. The four position lever controls the volume of air through the center outlet.

The outlets at each end of the instrument panel may be rotated or vanes adjusted as desired. The lever beside the air conditioning outlet at each end of the instrument panel controls the volume of air through the outlet. This lever replaces the vent control knob found on vehicles not equipped with Four Season Air Conditioning.

For additional air flow lap coolers (2) are provided under the steering column and glove box. They have vertical air control vane outlets and are aimed at the driver and passenger.





To direct cool air to the floor, open the outlet (by pulling tab toward you) beneath the lap cooler shown on the illustration.

Chevrolet "All Transistor" Radios

To operate the radios, the ignition switch must be in "ON" or "ACC" position.

Push Button AM Radio

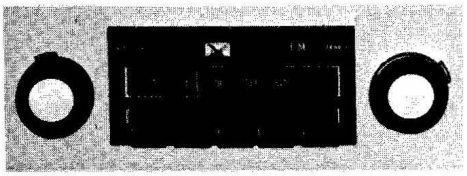
In addition to the manual controls, the push Button Radio provides five push buttons with which to automatically select preset stations. To preset, allow the radio several minutes to become thoroughly warmed up, pull the push button "out" as far as it will go, tune in the desired station manually and then push the button "in." Repeat this operation for each push button.

AM/FM Radio

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 described for 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 set for either AM or FM stations or may be divided between the two.

Antenna

The radio antenna is incorporated in the windshield glass. If necessary,



adjustments for maximum antenna effectiveness can be made by your Authorized Chevrolet Dealer.

Tape System

The optional Tape Player provides prerecorded programs for your enjoyment.

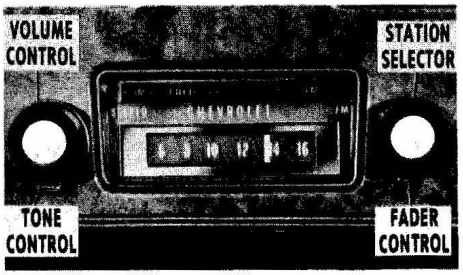
To play, turn ignition switch to "ON" or "AC" position and insert cartridge through tape door with label side up and open end in first. Tape will play through all four programs in succession, then replay in same sequence. Balancing the speakers is not requird as this adjustment has been made at the factory. Should it become necessary to make this adjustment, see your Chevrolet dealer.

1. Rotate fader control until volume from front and rear speakers sounds equal.
2. Regulate volume control and tone controls as desired.
3. To change program track, push in volume control knob and release; player will index to next track.

   Push in the "EJECT" button to remove cartridge from player.

Cleaning and Care

Every 100 hours of operation, or if tape slips and runs slowly, the capstan (revolving metal post), head and tape guide should be cleaned with a cotton-tipped swab moistened with alcohol (do not use carbon tetrachloride). To clean the capstan, trip the on-off switch at the rear of the receptacle with your finger and hold the swab against the rotating capstan.



CAUTION: ***When tape player is not in use, remove the cartridge and store it in a cool, dry place out of direct sunlight. If the cartridge is not removed, the radio may be inoperative and possible roller damage to the tape unit could occur.***

FLOOR CONTROLS

Braking System

The service brake system is designed for braking performance under a wide range of driving conditions even when the vehicle is loaded to its full rated vehicle load.

Power Brakes

- Cars with power brakes can make two or more brake stops using reserve power assist after the engine is off.
- When reserve power is exhausted, the vehicle can still be stopped by applying greater force to the pedal.

Parking Brake

- To set parking brake, fully depress foot pedal at far left side.
- For maximum holding power, depress regular brake pedal with the other foot at the same time.
- To release parking brake, pull "BRAKE RELEASE" lever on lower left instrument panel.
- Never drive car with parking brake set as this may overheat or otherwise damage rear brakes.

CAUTION: Driving through deep water may affect brake performance. Applying the brakes lightly will indicate whether they have been affected. To dry them quickly, lightly apply the brakes while maintaining a slow forward speed with an assured clear distance ahead until brake performance returns to normal.

REMINDER: Brake pedal travel should not be obstructed by improper floor mats or other interfering material under the pedal.

NOTE: "Riding the brake" by resting your foot on the brake pedal when not intending to brake can cause abnormally high brake temperatures, excessive lining wear and possible damage to the brakes.

REMINDER: Brake linings should be inspected for wear by a qualified mechanic at least once a year or every 12,000 miles, whichever occurs first. More frequent inspections should be made if driving conditions in your area, such as traffic or terrain, or techniques of individual drivers result in frequent brake applications. Your Chevrolet dealer is best qualified to advise you as to how often this inspection should be performed. When brakes require relining, use those Genuine General Motors Parts specifically recommended for your car, and Delco, brake fluid as required.

Automatic Brake Adjusters

- Brakes on this car are self-adjusting, designed to eliminate periodic brake adjustments.

- Drum brake adjustment is made automatically as the brakes are applied while car is moving backwards.
- Disc brake adjustment is made automatically with each brake application.
- If excess brake pedal travel develops, drive alternately backward and forward (several times) and apply brakes firmly in each direction.
- See your dealer if normal pedal travel is not restored, or if there is a rapid increase in pedal travel, which could be a sign of other brake trouble.

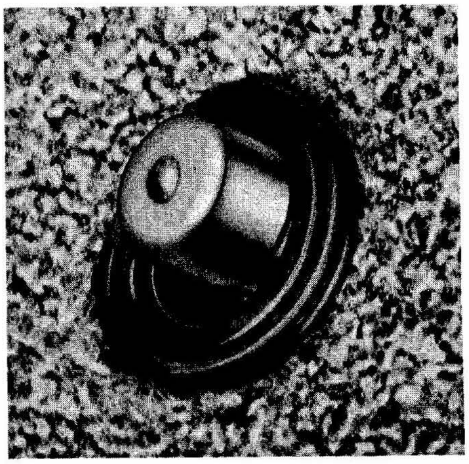
Clutch Adjustment

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

Headlight Beam Switch

"High" and "low" headlight beams are controlled by the floor button at your left foot. The indicator, located in the speedometer dial, will light up when the high beams are in use.

CAUTION: As with any vehicle, care should be taken to avoid sudden accelerations when both drive wheels are on a slippery surface. This could cause both drive wheels to spin, and allow the vehicle to slide sideways on the crowned surface of a road or in a turn.



OTHER CONTROLS AND FEATURES

Positraction Rear Axle

The optional Positraction provides additional traction on 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 directs driving force to the rear wheel having the better traction.

CAUTION: On cars equipped with a Positraction, never run the engine with one drive wheel off the ground, since the car may drive through the wheel remaining on the ground.

SAFETY CHECKS

Your Camaro not only conforms to all U.S. Federal Motor Vehicle Safety Standards applicable at time of manufacture, but also incorporates other important General Motors safety features. Even with these safety features, however, continued safe and dependable operation depends greatly upon regular vehicle maintenance.

This section discusses the various components and systems of your vehicle that should be checked regularly to help maintain continued safe and dependable vehicle operation. Some checks should be made by your dealer or service station, and can be done conveniently while your vehicle is in the shop for other regular maintenance services. Other checks can be made easily by owners.

CHECKS TO BE PERFORMED BY YOUR DEALER OR SERVICE STATION

As a service reminder to owners, all 1971 General Motors passenger cars are equipped with a "Vehicle

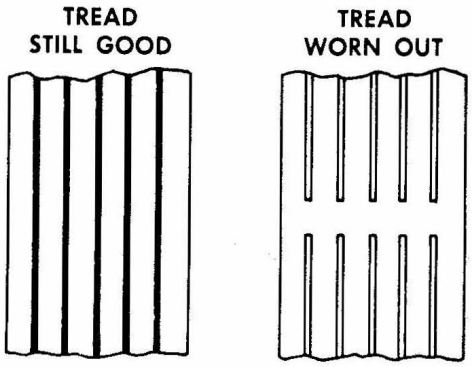
VEHICLE SAFETY MAINTENANCE SCHEDULE (Refer to Owner's Manual for Details)	Services to be Performed at Mileage Intervals Indicated by ●									
CHECK OFF EACH ITEM UNDER MILEAGE AS SERVICE IS PERFORMED.	6000	12000	18000	24000	30000	36000	42000	48000	54000	
Brakes and Power Steering — Check all lines and hoses.	●	●	●	●	●	●	●	●	●	CONTINUE SERVICES AT LIKE INTERVALS
— Check condition of brake linings and parking brake adjustment.		●		●		●		●		
Chassis — Lube and check all fluid levels.*	●	●	●	●	●	●	●	●	●	
— Check condition of front and rear suspension and steering system.	●	●	●	●	●	●	●	●	●	
Exhaust System — Check condition of system and underbody.	●	●	●	●	●	●	●	●	●	
Tires and Wheels—Check condition. (Check tire pressure at least monthly.)	●	●	●	●	●	●	●	●	●	
Engine — Change oil.* Check condition of all belts.	●	●	●	●	●	●	●	●	●	
— Replace oil filter (at 1st oil change and then every 2nd change).	●		●		●		●		●	
— Check air cleaner every 12,000 miles; replace every 24,000 miles.		●		●		●		●		
— Replace PCV valve.				●				●		
— Service exhaust emission control systems (see Owner's Manual).	●	●	●	●	●	●	●	●	●	
— Change coolant every two years.				●				●		
Throttle Linkage — Check operation and condition.		●		●		●		●		
Headlights — Aim.		●		●		●		●		
Transmission (Automatic)—Change fluid and service filter.				●				●		
*SERVICE EVERY 4 MOS. OR 6,000 MILES, WHICHEVER OCCURS FIRST.	SEE OWNER'S MANUAL FOR ADDITIONAL VEHICLE MAINTENANCE REQUIREMENTS.									

Safety Maintenance Schedule" on the inside of the glove box door as illustrated.

The schedule lists the various safety checks to be performed at regularly scheduled intervals, as well as some of the other important vehicle maintenance requirements. You are urged to check off each item on the schedule after the operation has been performed. Following are further details on the safety check items:

Checks To Be Made At Oil Change Intervals (4 months or 6,000 miles, whichever comes first)

- **Brake Lines and Hoses** – Check for proper attachments, leaks, cracks, chafing, deterioration, etc. Any questionable parts noted should be replaced or repaired immediately.
- **Fluid Levels**–Check level of fluid in brake master cylinder, power steering pump, radiator, engine, axle and transmission. Any significant loss could mean that a malfunction is developing in the system and corrective action should be taken immediately. On cars with disc brakes, a low fluid level in the front brake master cylinder reservoir could also be an indicator that disc brake pads need replacing.
- **Front and Rear Suspension and Steering System**–Check for damaged or missing parts, or parts showing visible signs of excessive wear or lack of lubrication. Questionable parts should be replaced by a qualified mechanic without delay.
- **Exhaust System** – Check complete exhaust system and nearby body areas and trunk lid for broken, damaged, missing or mispositioned parts, open seams, holes, loose connections or other deterioration which could permit exhaust fumes to seep into the trunk or passenger compartment. Any defects should be corrected immediately. To help insure continued integrity, exhaust system pipes rearward of the muffler must be replaced whenever a new muffler is installed.
- **Tires and Wheels** – Check tires for excessive wear, nails, cuts or other damage. Make certain wheels are not bent and wheel nuts are tight. Uneven or abnormal tire wear may indicate the need for alignment service. Check tire inflation pressure at least monthly, or more often if daily visual inspection indicates the need.



- The original equipment tires on your Camaro incorporate built-in tread wear indicators to assist you in determining when your tires have been worn to the point of needing replacement. These indicators will appear as ½ inch wide bands when tire tread depth is 1/16 inch or less. When the indicators appear in two or more adjacent grooves, tire replacement due to tread wear is recommended.

- **Drive Belts**—Check fan and accessory drive belts for cracks, wear and tension. Adjust or replace as necessary.

Checks To Be Made at 12 Months or 12,000 Miles (Whichever occurs first)

- **Brake Linings and Parking Brake**—Check drum brake linings or disc brake pads, as well as the other internal brake components at each wheel (drums, rotors, wheel cylinders, etc.). More frequent checks should be made if driving conditions and habits result in frequent brake application. Parking brake adjustment should also be checked whenever brake linings are checked.

- **Throttle Linkage**—Check for damaged or missing parts, interference or binding. Any deficiencies should be corrected without delay by a competent mechanic.

- **Headlights** – Check for proper aim. Correct as necessary. More frequent checks should be made if on-coming motorists signal when you are already using your low beams, or if illumination of the road ahead seems inadequate.

For further details on the engine and transmission items listed on the "Vehicle Safety Maintenance Schedule," and for other recommended maintenance, refer to the "Service and Maintenance" and "Air Pollution Control" Sections of this manual.

CHECKS TO BE PERFORMED BY OWNER

Listed below are the safety checks that should be made by the owner. These checks should be made at least every 4 months or 6,000 miles, whichever occurs first, or more often when so indicated. Any deficiencies should be brought to the attention of your dealer or service station, so the advice of a qualified mechanic is available regarding the need for repairs or replacements.

- **Anti-Theft Lock**—Check for proper operation by attempting to turn key to LOCK position in the various transmission gears with car stationary. Key should turn to LOCK position only when transmission control is in PARK on automatic transmission models or in REVERSE on manual transmission models.
- **Seat Belts**—Check lap and shoulder belts as well as buckles, retractors and anchors for loose connections, damage and positive latching action.
- **Windshield Wipers and Washers**—Check condition and alignment of wiper blades. Check amount and direction of fluid sprayed by washers during use.
- **Defrosters**—Check performance by turning controls to "de-ice" and "Hi" fan speed and noting amount of air directed against the windshield.
- **Wheel Alignment and Balance**—In addition to abnormal tire wear the need for wheel alignment service may be indicated by a pull to the right or left when driving on a straight level road. The need for wheel balancing may be indicated by a vibration at the steering wheel while driving.
- **Parking Brake and "Park" Mechanism**—Check parking brake holding ability by parking on a fairly steep hill and restraining the vehicle with the parking brake only. On cars with automatic transmissions, check the holding ability of the "Park" mechanism by releasing all brakes after the transmission selector lever has been placed in the "P" position.
- **Lights** – Check license plate lights, side marker lights, headlamps, parking lamps, tail lamps, brake

lights, turn signals, backup lamps, and hazard warning flashers. Have someone observe operation of each light while you activate the controls.

- **Starter Safety Switch (Automatic Transmission Cars)**

CAUTION: ***Before making the following check, be sure to have a clear distance ahead and behind the car, set the parking brake and firmly apply the foot brake. Do not depress accelerator pedal. Be prepared to turn off ignition switch immediately if engine should start.***

Check starter safety switch by placing the transmission in each of the driving gears while attempting to start the engine. The starter should operate only in the Park ("P") or Neutral ("N") positions.

- **Starter Interlock (Manual Transmission Cars)**—To check a manual transmission equipped car, depress the clutch halfway, place the transmission in neutral, and attempt to start. The starter should operate only when clutch is fully depressed.
- **Transmission Shift Indicator**—Check to be sure shift indicator accurately indicates the shift position selected.
- **Horn**—Blow the horn occasionally to be sure that it works.
- **Seat Back Latches**—Check to see that seat back latches are holding by pulling forward on the seatback top.
- **Rearview Mirrors and Sun Visors**—Check that friction joints are properly adjusted so mirrors and sun visors stay in the selected position.
- **Door Latches**—Check for positive closing, latching and locking.
- **Hood Latches**—Check to make sure hood closes firmly. Check also for broken, damaged or missing parts which might prevent secure latching.
- **Fluid Leaks**—Check for fuel, water, oil or other fluid leaks by observing the ground beneath the vehicle after it has been parked for a while. (Water dripping from air conditioning system after use is normal). If gasoline fumes are noticed at any time, the cause should be determined and corrected without delay because of the possibility of fire.
- **Exhaust System**—See engine exhaust gas caution at beginning of starting and operating section of this manual for suggested driver observations and checks.

In Case of Emergency

Four Way Hazard Warning Flasher

- Use the warning flasher to warn other drivers any time your vehicle becomes a traffic hazard, day or night.
- Avoid stopping on the roadway if possible.
- Turn on the hazard warning flasher, with engine ignition off or on, by pushing in on the button located just below the steering wheel.
- If the brake pedal is depressed, the lights will not flash but will glow continuously instead.
- To cancel the flasher, pull the button outward.

"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 car.

Towing

Proper lifting or towing equipment is necessary to prevent damage to the vehicle during any towing operation. Detailed towing information is available at your dealer and has been provided to tow truck operators responsible for movement of disabled or locked vehicles. State and local laws applicable to vehicles in tow must also be followed.

Your Camaro may be towed on all four wheels, at speeds of less than 35 MPH, for distances up to 50 miles, provided driveline, axle and transmission are otherwise normally operable. For such towing, parking brake must be released, and transmission must be in neutral (ignition lock turned to OFF position). Attachments must be to main structural members of the car, not to bumpers or bracketing, Safety chains or cables should be used. Remember that power steering assist will not be available when engine is inoperative.

Emergency Starting

- Never tow the car to start because the surge forward when the engine starts could cause a collision with the tow vehicle.
- Engines in vehicles with automatic transmissions cannot be started by pushing the car.

- To start the car when the Energizer (battery) is discharged, use a single auxiliary battery or Energizer of the same voltage as the discharged battery, with suitable jumper cables.
- Make connections detailed as follows:

CAUTION: ***Never expose battery to open flame or electric spark — battery action generates explosive hydrogen gas. Don't allow battery fluid to contact skin, eyes, fabrics, or painted surfaces — fluid is a sulfuric acid solution. Wear eye protection when working with battery.***

Jump Starting with Auxiliary (Booster) Battery

If booster battery is part of another vehicle's electrical system, booster should be treated carefully when using jumper cables. Follow exactly the procedure outlined below, being careful not to cause sparks:

1. Set parking brake and place automatic transmission in "PARK" ("NEUTRAL" for manual transmission).
2. Attach one end of one jumper cable to the positive terminal of the *booster battery* (identified by "+" or "P" on the battery case, post or clamp) and the other end of same cable to positive terminal of *discharged battery*.
3. Attach one end of the remaining cable to negative terminal ("—" or "N") of *booster battery*, and finally to negative terminal of *discharged battery* — taking care that jumper clamps do not contact each other.

Reverse this sequence exactly when removing the jumper cables.

CAUTION: ***Any procedure other than the above could result in personal injury caused by electrolyte squirting out the battery vents, damage or injury due to battery explosion and/or damage to the charging system of the booster vehicle's or immobilized vehicle's charging system. Do not attempt to jump start a car having a frozen battery because the battery may explode. If a frozen battery is suspected, open and examine all fill vents on the battery. If ice can be seen, or the electrolyte fluid cannot be seen, do not attempt to start with jumper cables.***

CAUTION: RADIATOR CAP

- ***To prevent loss of coolant and avoid the danger of being burned, coolant level should be checked, and coolant added only when the engine is cool.***
- ***Do not remove radiator cap while engine and radiator are still hot, because the cooling system will blow out scalding fluid and steam under pressure.***

To remove cap when engine is cool:

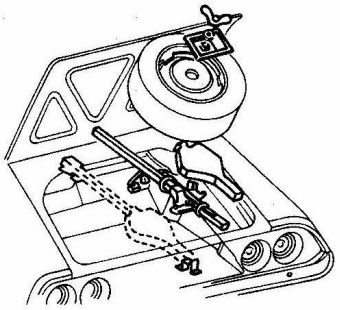
- ***Slowly rotate cap counterclockwise to detent (DO NOT PRESS DOWN WHILE ROTATING).***
- ***Wait until any residual pressure is relieved—as indicated by a hissing sound.***
- ***Press down on cap while continuing to rotate counterclockwise.***

Radiator pressure caps should be checked by a qualified mechanic periodically for proper operation and replaced as required with the applicable AC type.

Changing Tires

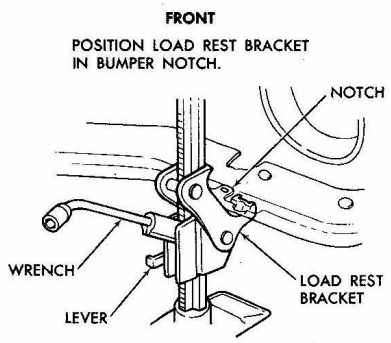
Remove hub cap or wheel cover with flat end of wheel nut wrench and loosen wheel nuts slightly. Set lever on jack to UP position.

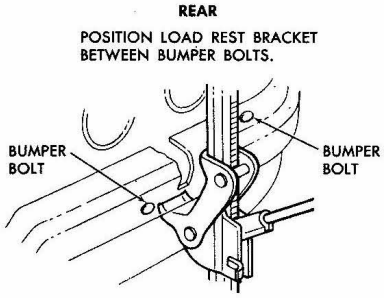
Properly position load rest which engages bumper by moving base of jack slightly under car and engage tang of bracket in bumper notch, then bring jack base back toward upright position. Check that load rest is positioned before operating jack. NOTE: Base of jack column should be slightly angled in toward car since it will straighten as car is raised.



Jack Operation

After jack is positioned as noted above, use wheel nut wrench as jack handle and raise car until tire clears ground. Remove wheel nuts and wheel, install spare and tighten wheel nuts. Move jack lever to DOWN and install hub cap or wheel cover.





***CAUTION:** Before jacking up the car, firmly set the parking brake, place the automatic transmission in "PARK" ("REVERSE" for manual transmission) and block the wheel diagonally opposite from the jack position. Stand clear of, and never get beneath the car when it is supported only by a jack. Always use safety stands to support the car if necessary to get underneath. On cars equipped with a (positraction differential) do not run the engine with one drive wheel off the ground since the car may drive through wheel remaining on the ground. Always replace jacking equipment and spare tire in proper stowage position.*

WHAT YOU SHOULD KNOW ABOUT AIR POLLUTION CONTROL SYSTEMS AND THE SERVICE THEY REQUIRE

Source of Emissions

During the combustion process in an automotive engine, some of the fuel (hydrocarbons) fails to burn completely and is discharged into the engine crankcase or exhaust system. Additional hydrocarbons are emitted into the atmosphere through evaporation of gasoline vapors from the fuel tank and carburetor. Of the total hydrocarbons coming from uncontrolled automobiles, about 20% are emitted from the crankcase, 20% from the fuel system and 60% from the engine exhaust.

In addition to hydrocarbons, carbon monoxide and oxides of nitrogen are also formed during the combustion process. These are also discharged into the exhaust system.

What General Motors Has Done

Since research on the control of vehicle emissions first began some 20 years ago, General Motors has developed a number of control systems which are highly effective in reducing undesirable emissions. (These systems are discussed in some detail in the following pages of this section). The progress made is evidenced by a reduction in hydrocarbon emissions of 80% since 1960. Control of hydrocarbon emissions is important since, when subjected to sunlight

under the proper conditions, they react with other gases to form photochemical smog, which is so prevalent in Los Angeles.

In addition, carbon monoxide emissions have been reduced by about 65 percent compared with 1960 model cars without controls. Although carbon monoxide does not enter into the complex photochemical smog reaction, it is toxic at high concentrations and thus, has been controlled to prevent high atmospheric concentrations.

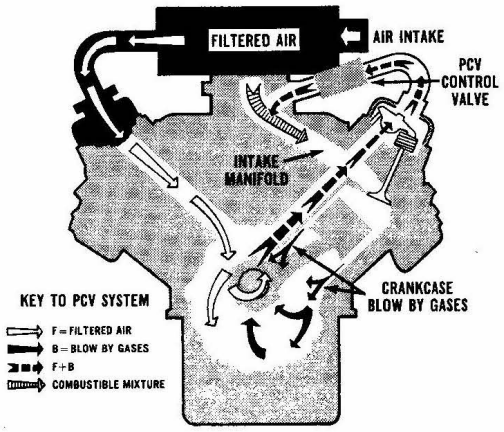
Recent Developments

Another important advancement in air pollution control has been the removal of lead from gasoline. (Certain lead compounds have been used for many years as additives to increase octane ratings.) All 1971 General Motors cars including your Camaro are designed to operate on unleaded or low-lead (zero to 0.5 grams per gallon) gasolines. However, any gasoline with 91 Research Octane Number or higher will satisfy your engine's octane requirements. Use of unleaded or low-lead gasoline will keep your engine running efficiently and play an important part in reducing exhaust emissions of hydrocarbons and particulates.

Your Role In Controlling Air Pollution

1. *Use Unleaded or Low-Lead Fuels*—To obtain maximum results in the reduction of automotive emissions, use an unleaded gasoline. If such gasoline is not available, you may use a leaded regular grade gasoline.
2. *Have The Air Pollution Control Systems on Your Car Serviced Regularly* – The following pages of this section describe the emission control systems on Chevrolet vehicles and provide information on their proper maintenance. By following these recommended maintenance services you will help assure cleaner air and provide a better running, longer lasting engine and greater all around satisfaction, economy and performance.

POSITIVE CRANKCASE VENTILATION (PCV)

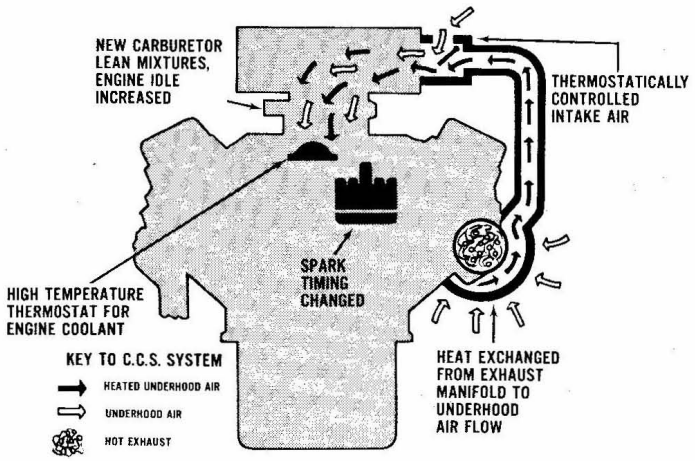


OPERATION: All General Motors gasoline engine powered vehicles are equipped with Positive Crankcase Ventilation—a system which permits no crankcase emissions to be discharged into the atmosphere. To function properly, the system depends on the PCV Valve which returns blow-by gases to the combustion chamber where they are burned.

MAINTENANCE: This valve must be clean in order to maintain efficient engine operation. An inspection of the ventilation filter should be made at the first oil change (4 months or 6,000 miles, whichever occurs first). At each subsequent oil change, the ventilation filter should be inspected and replaced if necessary. Replace filter at least every 24,000 miles. Under normal driving conditions, the PCV Valve should be replaced every 24 months or 24,000 miles, whichever occurs first, and all hoses and fittings should be inspected and cleaned or replaced, as necessary. Replace the PCV Valve and inspect related parts every 12 months or 12,000 miles when the vehicle is used in a service requiring more frequent engine oil change as covered on page 53.

NOTE: ***Emission control systems in this section are illustrated on V-8 engines; systems on 4 and 6 cylinder engines are similar.***

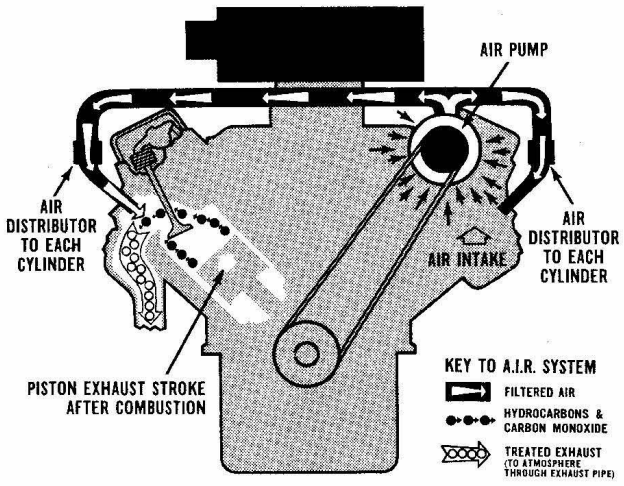
CONTROLLED COMBUSTION SYSTEM (CCS)



OPERATION: The Controlled Combustion System is entirely separate from the Positive Crankcase Ventilation System and is designed to reduce pollutants in the exhaust by altering the combustion process. CCS is a combination of design features including a special air cleaner which incorporates thermostatic control of heated air to the carburetor, a special calibrated carburetor and distributor and a modified combustion chamber design.

MAINTENANCE: Complete effectiveness of the system, as well as full power and performance, depend upon engine idle speed, ignition timing, and dwell being set according to the specifications shown on a label under the hood. These adjustments should be checked at the first oil change (4 months or 6,000 miles, whichever comes first). Subsequent checks should be made at 12 month or 12,000 mile intervals, whichever comes first. These adjustments are also included as part of the quality tune-up recommended at the same intervals.

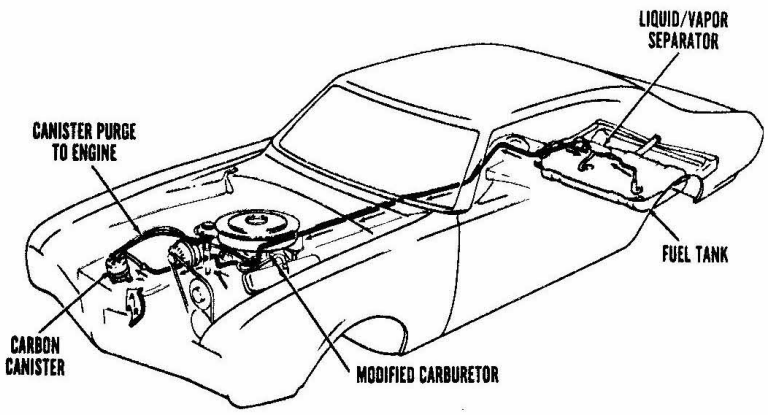
AIR INJECTION REACTOR (AIR)



OPERATION: The Air Injection Reactor system, (used on vehicles not equipped with CCS) is designed to reduce air pollution by oxidizing (burning) the hydrocarbons and carbon monoxide after they leave the combustion chamber. A positive displacement air pump, driven by the engine, compresses filtered air which is injected at the exhaust port of each cylinder. This air mixes with the exhaust gases and promotes further oxidation of both hydrocarbons and carbon monoxide. The AIR system also includes a specially calibrated carburetor and distributor.

MAINTENANCE: Complete effectiveness of this system is dependent on the engine idle speed, ignition timing and dwell being set according to specifications as indicated on a label under the hood. These adjustments should be checked at the first oil change (4 months or 6,000 miles, whichever comes first). Subsequent checks should be made at 12 months or 12,000 mile intervals, whichever comes first. These adjustments are also included as part of the quality tune-up recommended at the same intervals. In addition, all hoses and fittings should be inspected to make sure they are properly connected, and the drive belt inspected for wear and tension on the 12 month or 12,000 mile schedule.

EVAPORATION CONTROL SYSTEM



OPERATION: All General Motors passenger cars and light trucks are equipped with an Evaporation Control System. This system is designed to minimize the escape of fuel vapors to the atmosphere. Included in the system are a special fuel tank, liquid-vapor separator, carbon canister, canister purge hoses, and carburetor modifications. Fuel vapors which would otherwise escape to the atmosphere are directed into the carbon canister. The carbon adsorbs the vapors and stores them. The vapor is removed from the canister during periods of engine operation as manifold vacuum draws the vapors into the engine and burns them.

NOTE: ***The General Motors Evaporation Control System is designed to control evaporation losses from your car under normal conditions using 9 lb. Reid Vapor Pressure fuel specified by Federal and California test requirements. However, if you should use fuel of abnormally high volatility for existing temperature conditions, you may detect a gasoline odor during or after driving in heavy traffic. If you find this objectionable, you may prefer to use a lower volatility fuel.***

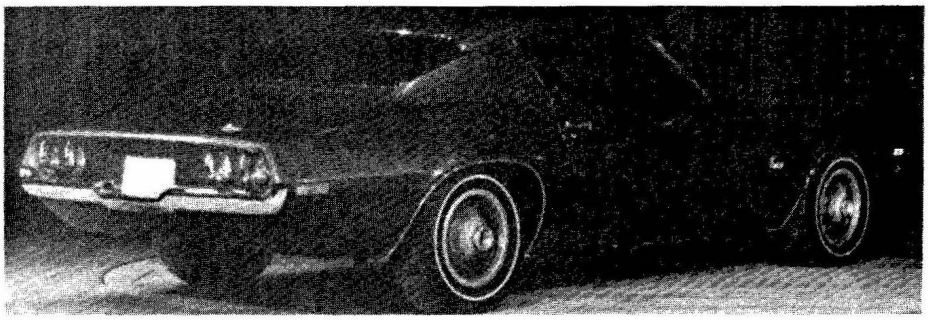
MAINTENANCE: For proper system performance, periodic canister filter servicing is required. Every 12 months or 12,000 miles, whichever comes first (more often under dusty conditions) the filter in the base of the canister should be replaced and the canister inspected.

NOTE: ***Should it ever be necessary to replace the fuel tank cap, use only the specified cap.***

NOTE: For your convenience, all of the recommended services for air pollution control systems previously discussed are summarized by time and mileage intervals in the Maintenance Schedule of this manual.

APPEARANCE CARE

Care and Cleaning of Interior Soft Trim



Dust and loose dirt that accumulate on interior fabric trim should be removed frequently with a vacuum cleaner, whisk broom or soft brush. Vinyl or leather trim should be wiped clean with a damp cloth. Normal cleanable trim soilage, spots or stains can be cleaned with the proper use of trim cleaners available through General Motors dealers or other reputable supply outlets. Before attempting to remove spots or stains from upholstery, determine as accurately as possible the nature and age of the spot or stain. Some spots or stains can be removed satisfactorily with water or mild soap solution (refer to accompanying "Removal of Specific Stains"). For best results, spots or stains should be removed *as soon as possible*. Some types of stains or soilage such as lipsticks, some inks, certain types of grease, mustard, etc., are extremely difficult and, in some cases, impossible to completely remove. When cleaning this type of stain or soilage, care must be taken not to enlarge the soiled area. It is sometimes more desirable to have a small stain than an enlarged stain as a result of careless cleaning.

CAUTION: ***When cleaning interior soft trim such as upholstery or carpeting, do not use volatile cleaning solvents such as: acetone, lacquer thinners, carbon tetrachloride, enamel reducers, nail polish removers; or such cleaning materials as laundry soaps, bleaches or reducing agents (except as noted in the instructions on stain removal). Never use gasoline or naphtha for any cleaning purpose. These materials may be toxic or flammable, or may cause damage to interior trim.***

Cleaning Fabrics with Cleaning Fluid

This type of cleaner should be used for cleaning stains containing grease, oil or fats. Excess stain should be gently scraped off with a clean dull knife or scraper. Use very little cleaner, light pressure, and clean cloths (preferably cheese cloths). Cleaning action with cloth should be from outside of stain towards center and constantly changing to a clean section of cloth. When stain is cleaned from fabric, immediately wipe area briskly with a clean absorbent towel or cheese cloth to help dry area and prevent a cleaning ring. If ring forms, immediately clean entire area or panel section of the trim assembly.

NOTE: Sometimes a difficult spot may require a second application of cleaning fluid followed immediately by a soft brush to completely remove the spot.

Cleaning Fabrics with Detergent Foam Cleaners

This type of cleaner is excellent for cleaning general soilage from fabrics and for cleaning a panel section where a minor cleaning ring may be left from spot cleaning. Vacuum area to remove excess loose dirt. Always clean at least a full trim panel or section of trim. Mask adjacent trim along stitch or weld lines. Mix detergent type foam cleaners in strict accordance with directions on label of container. Use *foam only* on a clean sponge or soft bristle brush – *Do not wet fabric excessively or rub harshly with brush*. Wipe clean with a slightly damp absorbent towel or cloth. Immediately after cleaning fabric, dry fabric with a dry towel or hair dryer. Rewipe fabric with dry absorbent towel or cloth to restore the luster of the trim and to eliminate any dried residue.

Removal of Specific Stains

Candy – Chocolate, use cloth soaked in lukewarm water; other than chocolate, use very hot water. Dry. If necessary, clean lightly with fabric cleaning fluid.

Chewing Gum–Harden gum with ice cube and scrape off with dull knife. Moisten with fabric cleaning fluid and scrape again.

Fruit Stains, Coffee, Soft Drinks, Ice Cream and Milk—Wipe with cloth soaked in cold water. If necessary clean lightly with fabric cleaning fluid. Soap and water is not recommended as it might set the stain.

Catsup—Wipe with cloth soaked in cool water. If further cleaning is necessary, use a detergent foam cleaner.

Grease, Oil, Butter, Margarine and Crayon – Scrape off excess with dull knife. Use fabric cleaning fluid.

Paste or Wax Type Shoe Polish –Light applications of fabric cleaning fluid.

Tar – Remove excess with dull knife, moisten with fabric cleaning fluid, scrape again, rub lightly with additional cleaner.

Blood – Wipe with clean cloth moistened with cold water. Use no soap.

Urine – Sponge stain with lukewarm soap suds from mild neutral soap on clean cloth, rinse with cloth soaked in cold water, saturate cloth with one part household ammonia and 5 parts water, apply for 1 minute, rinse with clean, wet cloth.

Vomitus—Sponge with clean cloth dipped in clean, cold water. Wash lightly with lukewarm water and mild neutral soap. If odor persists, treat area with a water-baking soda solution (1 teaspoon baking soda to one cup of tepid water). Rub again with cloth and cold water. Finally, if necessary, clean lightly with fabric cleaning fluid.

Exterior Appearance

Your car is finished with General Motors "Magic-Mirror" acrylic lacquer. This is a finish of maximum beauty which, in depth of color, gloss retention and durability is superior to conventional lacquer finishes.

Washing Your Car

The best way to preserve the finish and maintain original beauty of appearance is to keep it clean. Wash the car in lukewarm or cold water. Never use strong soap or chemical detergents. Cleaning agents should be quickly flushed from the surfaces.

Polishing and Waxing Your Car

Although acrylic paint on your car is durable, you may wish to wax or polish for added protection. Your Chevrolet Dealer offers many polishes and waxes now available which have proven of real value in maintaining a good paint finish.

When using a tar and road oil remover, be certain it is safe for use on acrylic painted surfaces.

Protection of Exterior Bright Metal Parts

Bright metal parts should be cleaned regularly to maintain luster. Washing with water is all that is usually required. However, G.M. Chrome Polish may be used on CHROME or STAINLESS STEEL trim if necessary.

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

A coating of wax, rubbed to a high polish, is recommended for all bright metal parts.

Cleaning White Sidewall Tires

Use a tire cleaner which will not harm aluminum trim. A stiff brush may be used with the cleaner to remove road grime and dirt from white sidewall tires.

Cleaning the Optional Vinyl Top

The top should be washed frequently with neutral 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. Care must be exercised to keep the cleanser from running onto body finish as it may cause streaks if allowed to run down and dry. After the entire top has been cleaned, rinse generously with clear water to remove all traces of cleanser. Do not use volatile cleaner or household bleaching agents on the top material.

SERVICE AND MAINTENANCE

The time or mileage intervals on the following pages are intended as a guide for establishing regular maintenance and lubrication periods for your car. 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 Authorized Chevrolet Dealer.

Fuel Requirements

Your Camaro is designed to operate efficiently on fuel of approximately 91 Research Octane Number or higher, commonly sold in the United States and Canada. Use of a fuel which is too low in anti-knock quality will result in "spark knock" and/or "after-run." Since the anti-knock quality of all gasoline is not the same and factors such as altitude, terrain, and air temperature affect operating efficiency, knocking and/or after-run may result even though you are using the fuel recommended. If these conditions persist 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 Chevrolet Division is not responsible under the terms of the New Vehicle Warranty.

NOTE: Read page 42 regarding the importance of using unleaded or low lead gasolines.

Gas Cap—The fuel tank filler cap has a new two-step removal and installation procedure plus a pressure-vacuum safety relief valve. It is equipped with a double set of locking tangs. To remove:

- Rotate cap one-half turn counterclockwise to clear the first set of tangs from the slots inside the filler neck. This will allow any residual pressure to escape.
- Pull the cap outward and rotate one-quarter turn counterclockwise to clear second set of tangs and remove the cap.
- To install, reverse this procedure.

NOTE: If this cap requires a replacement, only a cap with these same features should be used. Failure to use the correct cap can result in a serious malfunction of the system. Correct replacement caps may be obtained from your Authorized Chevrolet Dealer.

Engine Oil Recommendations

Use only engine oil which meets oil quality standard GM 6041-M. High quality oils which are intended for service MS and pass car makers' tests are of this quality. The oil change interval (see paragraph entitled "Engine Oil Change Interval") and the new vehicle warranty are based on the use of oils that meet these requirements.

NOTE: Non-detergent and other low quality oils are specifically not recommended. The use of proper engine oils and oil change intervals are your best assurance of continued reliability and performance from your Camaro engine.

Checking Oil Level

The engine oil should be maintained at proper level. The best time to check it is before operating the engine or as the last step in a fuel stop. This will allow the oil accumulation in the engine to drain back in the crankcase. To check the evel, remove the oil gauge rod (dip stick), wipe it clean and reinsert it firmly for an accurate reading. The oil gauge rod is marked "FULL" and "ADD." The oil level should be maintained in the safety margin, neither going above the "FULL" line nor below the "ADD" line. Reseat the gauge firmly after taking the reading.

NOTE: The oil gauge rod is also marked "Use GM 6041-M Quality MS Oil" as a reminder to use only high quality oils as prescribed under "Engine Oil Recommendations."

Supplemental Engine Oil Additives

The regular use of supplemental additives is specifically not recommended and will increase operating costs. However, in cases of specific problems which may arise under certain conditions, additive supplements are available that can effectively and economically solve these problems without causing other difficulties. For example, if higher detergency is required to reduce varnish and sludge deposits resulting from some unusual operational difficulty, a thoroughly tested and approved concentrate – "Engine Oil Supplement"–is available at your Chevrolet dealer. It is suggested that, in the event of an operational problem, you consult your dealer for advice.

Engine Oil Change Interval

Change oil each 4 months. If more than 6,000 miles are driven in a 4-month period, change oil each 6,000 miles.

In certain types of service including:

- operation under dusty conditions,
- trailer pulling,
- extensive idling, or
- short trip operation at freezing temperatures (engine not thoroughly warmed up),

the oil change interval should not exceed 2 months, or 3,000 miles, whichever occurs first. Operation in dust storms may require an immediate change of oil. See your Chevrolet dealer for advice on the frequency of oil and filter changes under unusual driving conditions.

The above recommendations apply to the first change as well as subsequent oil changes. The oil change interval for your Camaro engine is based on the use of oils that meet the requirements indicated in the section on "Engine Oil Recommendations." Oil change intervals longer than those listed above will result in serious reduction in engine life and may affect Chevrolet's obligation under the provisions of the New Vehicle Warranty.

A high quality MS oil meeting General Motors Standard GM 6041-M was installed in your engine at the factory. It is not necessary to change this factory-installed oil prior to the recommended normal change period. However, the oil level should be checked more frequently during the break-in period since somewhat higher oil consumption is normal until the piston rings become seated.

Manifold Heat Control Valve

Every 6,000 miles or 4 months, check heat control valve for freedom of operation. If shaft is sticking free it up with GM Manifold Heat Control Solvent or its equivalent.

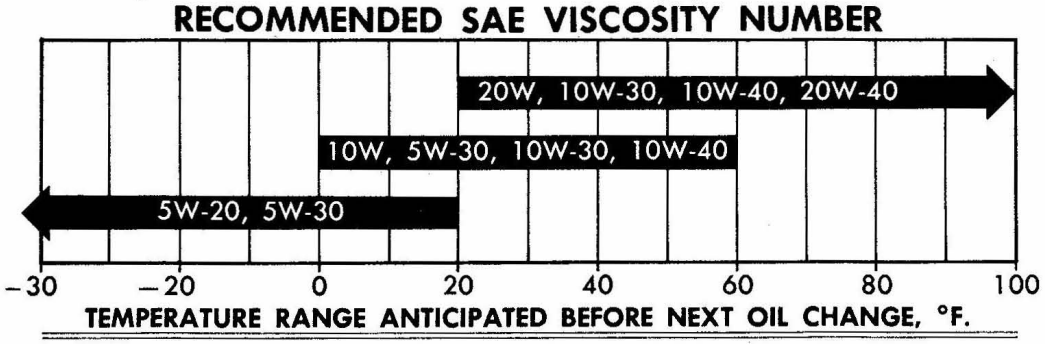
Engine Oil Filter Replacement

The engine oil filter should be replaced at the first oil change and every second oil change thereafter. This recommendation is based on the use of engine oils that meet the requirements indicated in the section on "Engine Oil Recommendations," and the use of a quality oil filter. AC Oil Filters provide maximum engine protection.

Recommended Viscosity

The following chart will serve as a guide for selecting the proper oil viscosity.

The proper viscosity helps assure good cold and hot starting by reducing friction and thus increasing cranking speed.



NOTE: SAE 5W-20 oils are not recommended for sustained high-speed driving.

SAE 30 oils may be used at temperatures above 40°F.

Engine Tune-Up, Emission Control and Electrical System Checks

Fuel and electrical systems are subject to wear and contamination and require periodic cleaning and adjustments to maintain maximum economy and performance. Proper adjustment of carburetor idle speed, engine timing and dwell, and operation of the Positive Crankcase Ventilation Valve (PCV) are important to control hydrocarbon and CO emissions within government legislated levels. These adjustments should be made at the first oil change (4 months or 6,000 miles, whichever occurs first). The above fuel and electrical system checks also are included in engine tune-ups which are recommended at one year or 12,000-mile intervals.

CAUTION: ***If the C.E.C. solenoid on the carburetor is used to set engine idle or is adjusted out of limits as specified in the Service Manual, loss of engine braking may result.***

Air Injection Reactor (A.I.R.)

The Air Injection Reactor system should have the A.I.R. pump drive belt inspected for wear and tension every 12 months or 12,000 miles, whichever occurs first.

Positive Crankcase Ventilation Valve Replacement

Crankcase vapors and other impurities can cause malfunction of

the crankcase ventilation valve. Regular replacement of the PCV Valve is recommended at 24-month or 24,000-mile intervals.

G.M. Evaporation Control System

The Evaporation Control System requires only periodic canister filter servicing.

Every 12 months or 12,000 miles, whichever occurs first, (more often under dusty conditions) the filter in the base of the canister must be replaced and the canister inspected.

Drive Belts

Every 6,000 miles or 4 months—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 center-to-center distance between pulleys is 13 to 16 inches, the belt should deflect ½ inch. If the center-to-center distance is 7 to 10 inches, the belt should deflect ¼ inch. Loose belts should be retensioned to give the correct deflection.

Air Cleaner

Paper Element Type – First 12,000 miles, inspect element for dust leaks, holes or other damage, replace if necessary. If satisfactory, rotate element 180° from originally installed position. Replace element at 24,000 miles. Element must not be washed, oiled, tapped or cleaned with an air hose.

Crankcase Ventilation Filter (located within Air Cleaner)– If so equipped, inspect at every oil change and replace if necessary. Replace at least every 24,000 miles; more often under dusty driving conditions.

Flame Arrester – Every 12,000 miles—Clean the arrester (located in the base of the air cleaner) with kerosene or a suitable solvent. Dry with compressed air.

The engine air cleaner should be installed at all times unless temporary removal is necessary during repair or maintenance of the vehicle, because in the absence of the air cleaner backfiring could cause fire in the engine compartment.

For maximum protection specify an AC Acron air filter element.

Fuel Filter

Replace carburetor inlet filter element every 12 months or 12,000 miles, whichever occurs first or, if an in-line filter is also used, every 24,000 miles.

Replace in-line filter every 24,000 miles.

When replacement is necessary, always insist on AC Acron filters.

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.

Rear Axle

Standard – Every 4 months or 6,000 miles, whichever occurs first, check lubricant level and add lubricant, if necessary, to fill to level of filler plug hole. Use SAE 80 or SAE 90 GL-5 Gear Lubricant.

Positraction – Same as standard axle but use only the special positraction lubricant available from your Chevrolet Dealer.

Manual Transmissions

3-Speed and 4-Speed – Every 6,000 miles or 4 months–Check at operating temperature and fill as necessary to level of filler plug hole with SAE 80 or SAE 90 GL-5 Gear Lubricant.

Clutch Cross-Shaft – Every 36,000 miles or sooner if necessary – Remove the plug, install a lubrication fitting and lubricate with water resistant EP Chassis Lubricant which meets GM Specification 6031M.

Automatic Transmission Fluid Recommendations

General Motors DEXRON® Automatic Transmission Fluid, part no. 1050568 and United Delco DEXRON® Automatic Transmission Fluid, part no. 301-HD, which have been especially formulated and tested for use in your automatic transmission are recommended. Other automatic transmission fluids identified with the mark DEXRON® are also recommended.

Check the fluid level at each engine oil change period. To make an accurate fluid level check:

1. Drive car several miles, making frequent starts and stops, to bring transmission up to normal operating temperature (approximately 180-190°F).
2. Park car on a level surface.
3. Place selector lever in "Park" and leave engine running.
4. Remove dipstick and wipe clean.
5. Reinsert dipstick until *cap seats*.
6. Remove dipstick and note reading.

If oil level is at or below the "ADD" mark on the dipstick, oil should be added as necessary. One pint raises the level from ADD to FULL.

Do not overfill.

Under normal driving conditions, the transmission fluid should

be changed every 24,000 miles. If your car is driven extensively in heavy city traffic during hot weather, or is used to pull a trailer, change fluid every 12,000 miles.

Changing Fluid – Remove fluid from the transmission sump and add approximately 1½ quarts U.S. Measure (1¼ quarts Imperial Measure) of new fluid. (Powerglide). For Turbo Hydra-matic 350 this fluid amount is 2.5 quarts U.S. Measure (2.0 quarts Imperial Measure). Operate transmission through all shift ranges and recheck fluid level as described above.

It is not necessary to remove the pan because a drain plug is provided.

Powerglide Low Band Adjustment–At the first transmission fluid change, have your Chevrolet Dealer adjust the low band.

Turbo Hydra-Matic 400–Lubrication of your Turbo Hydra-matic 400 will, except for fluid capacity and filter change listed below, follow previously stated automatic transmission recommendations. After checking transmission fluid level it is important that the dipstick be pushed all the way into the filler tube.

Every 24,000 miles – After removing fluid from the transmission sump, approximately 7½ pints U.S. measure (6 pints Imperial measure) of fresh fluid will be required to return level to proper mark on the dipstick.

Every 24,000 miles the transmission sump filter should be replaced.

Transmission Shift and Backdrive Linkage (Manual and Automatic) – Every 6,000 miles or 4 months lubricate shift linkage and on manual transmission floor controls lever contacting faces with water resistant EP chassis lubricant which meets GM Specification 6031M.

If vehicle is equipped with a 6 cylinder engine and Powerglide transmission, lubricate the throttle valve inner lever, outer lever and sleeve (linkage) (at inlet manifold attachment) on their respective contacting surfaces with water resistant EP chassis lubricant which meets GM Specification GM 6031M. Operate linkage to evenly distribute lubricant.

Transmission Shift Linkage (Manual and Automatic)

Every 6,000 miles or 4 months lubricate shift linkage and on manual transmission floor controls

lever contacting faces with water resistant EP chassis lubricant which meets GM Specification 6031M.

Chassis
Front Suspension

Every 6,000 miles or 4 months –Lubricate 4 fittings with water resistant EP Chassis Lubricant which meets GM Specification 6031M.

Ball joints should not be lubricated unless their temperature is 10°F. or higher. During colder weather, they should be allowed to warm up as necessary before lubrication.

Steering Linkage

Every 6,000 miles or 4 months –Lubricate 7 fittings, one at each end of each tie rod, one at each end of relay rod, and one at idler lever with water resistant EP Chassis Lubricant which meets GM Specification 6031M.

Front Wheel Bearings

Every 24,000 miles–clean and repack with a high melting point wheel bearing lubricant. Use wheel bearing lubricant GM Part No. 1051195 or equivalent. This is a premium high melting point lubricant. When replacement is necessary specify United Delco parts.

CAUTION: "Long fibre" or "viscous" type lubricant should not be used. Do not mix wheel bearing lubricants. Be sure to thoroughly clean bearings and hubs of all old lubricant before repacking.

Brakes

Brake linings should be periodically inspected for wear by a qualified technician. 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 replacement is required, specify GM and United Delco parts.

Master Cylinder – Every 6,000 miles or 4 months – Check fluid level in each reservoir and maintain ¼" below lowest edge of each filler opening with Delco Hydraulic Brake Fluid, Supreme No. 11.

Parking Brake Pulley, Cables and Linkage–Every 6,000 miles or 4 months–Apply water resistant EP Chassis Lubricant which meets GM Specification 6031M, to parking brake cable at cable guides and at all operating links and levers.

Standard Steering Gear

The steering gear is factory-filled with steering gear lubricant. Seasonal change of this lubricant should not be performed and the housing should not be drained—*no lubrication is required for the life of the steering gear.*

Every 36,000 miles, the gear should be inspected for seal leakage (actual solid grease—not just oily film). If a seal is replaced or the gear is overhauled, the gear housing should be refilled with Part No. 1051052 (13 oz. container) Steering Gear Lubricant which meets GM Specification GM 4673M, or its equivalent.

NOTE: Do not use EP Chassis Lube, meeting GM Specification GM 6031M, to lubricate the gear. DO NOT OVER-FILL the gear housing.

Power Steering Pump

Every 6,000 miles or 4 months—Check level in pump reservoir. Fill pump reservoir as required with GM Power Steering Fluid or, if this is not available, DEXRON® Automatic Transmission fluid. Oil should be at operating temperature and wheels in straight ahead position when checking or filling operation is performed to ensure against over-filling.

Hood Latches

Every 4 months or 6,000 miles, whichever occurs first, lubricate hood latch assembly and hood hinge assembly as follows:

1. Wipe off any accumulation of dirt or contamination on latch parts.
2. Apply Lubriplate or equivalent to latch pilot bolts and latch locking plate.
3. Apply light engine oil to all pivot points in release mechanism, as well as primary and secondary latch mechanisms.
4. Lubricate hood hinges.
5. Make hood hinge and latch mechanism functional check to assure the assembly is working correctly.

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.

NOTE: On vehicles equipped with a Four Season Air Conditioning System, the system will not operate below ambient temperatures of 30°F. regardless of control position.

Cooling System Care

Checking the coolant level at each engine oil change. Level should be 3″ below bottom of filler neck when cold.

Coolant Recommendations

The inhibited year-around coolant, used to fill the cooling system at the factory, is a high quality solution that meets General Motors Specifications 1899-M. This factory-fill coolant solution is formulated to withstand two full calendar years of normal operation without draining, provided the same concentration of coolant is added if the system needs additional fluid between drain periods. The original factory-fill coolant provides freezing protection to −20°F (−32°F in Canada).

Every two years, the cooling system should be serviced as follows:

1. Drain coolant, when hot, through the radiator drain valve.
2. Close valve and add sufficient plain water to fill system.
3. Run engine until normal operating temperature is reached.
4. Drain and refill the system as described in steps 1, 2, and 3 a sufficient number of times until the drained liquid is colorless.
5. Allow system to drain completely and then close radiator drain valve tightly.
6. Add the necessary amount of high quality inhibited glycol base coolant meeting GM Specification 1899-M to provide the required freezing and corrosion protection (at least to 0°F.)
7. Run engine until normal operating temperature is reached.
8. Check and adjust level of coolant after system has cooled sufficiently to remove radiator cap.

NOTE: Addition of supplemental additives and other available materials which have not been specifically approved by GM are not normally required in your car. Use of these materials will result in unwarranted operating expense.

It is the owner's responsibility to keep the freeze protection at a level commensurate with the temperatures which may occur in the area in which the vehicle will be operated. Regardless of whether freezing temperatures are or are not expected, cooling system protection should be maintained at least to 0°F to provide adequate corrosion protection. When coolant additions are required because of coolant loss or to provide additional protection against freezing at temperatures lower than −20°F, (−32°F in Canada), a sufficient amount of an ethylene glycol base

• coolant meeting GM Specification 1899 M should be used.

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

Radiator Pressure Cap

The radiator cap, a 15 lb. pressure type, must be installed tightly, otherwise coolant may be lost and damage to engine may result from overheating. Radiator pressure caps should be checked periodically for proper operation. If replacement is required specify AC.

Thermostat

The cooling system is protected and controlled by a thermostat installed in the engine coolant outlet to maintain a satisfactory operating temperature of the engine. This thermostat is designed for continuous use through both winter and summer and need not be changed seasonally. When replacement is necessary, specify United Delco parts.

Tires

The factory installed tires on your car are selected to provide the best all around tire performance for all normal operation. When inlated as recommended in the tire inflation placard affixed to the left door of your vehicle, they have the load carrying capacity to operate satisfactorily at all loads up to and including the full rated load specified in that table at all normal highway speeds. In addition, for those owners who prefer the utmost in comfort, optional tire inflation pressures may be used when loads of four passengers or less are carried.

For the added convenience of owners, many Chevrolet dealers are equipped to handle tire warranty adjustments on certain makes of tires provided on 1971 Chevrolet cars.

TIRE TRACTION

A decrease in driving, cornering, and braking traction occurs when water, snow, ice, gravel, or other material is on the road surface. Driving practices and car speed should be adjusted to the road conditions.

When driving on wet or slushy roads, it is possible for a wedge of water to build up between the tire and road surface. This phenomenon, known as hydroplaning, may cause partial or complete loss of traction, which adversely affects vehicle control and stopping ability. To reduce the possibility of traction loss, the following precautions should be observed:

1. Slow down during rainstorms or when roads are slushy.
2. Slow down if road has standing water or puddles.
3. Replace tires when tread wear indicators are visible. (See Safety Checks section.)
4. Keep tires properly inflated.

For temporary assistance when traction is lost on ice or snow, the use of AC Liquid Tire Chain is recommended.

Optional Tires

Only those tires of the size shown on the following table are recommended for use on your Camaro. Use of any other size tire may seriously affect ride, handling, ground clearance, tire clearance and speedometer calibration. To achieve best all around vehicle handling performance, belted-bias tires and bias ply tires should not be mixed on the same car. Because of possible adverse effects on vehicle handling, do not mix radial ply tires with other type tires on the same vehicle.

ENGINE AND BODY	STANDARD	OPTIONAL
ALL (Except SS or Z28 Models)	E78 x 14	F70 x 14 White Stripe or White Letters
"SS"	F70 x 14 White Letters	—
Z28	F60 x 15 White Letters	

All Standard and Optional Tires are Load Range B.

Inflation Pressure

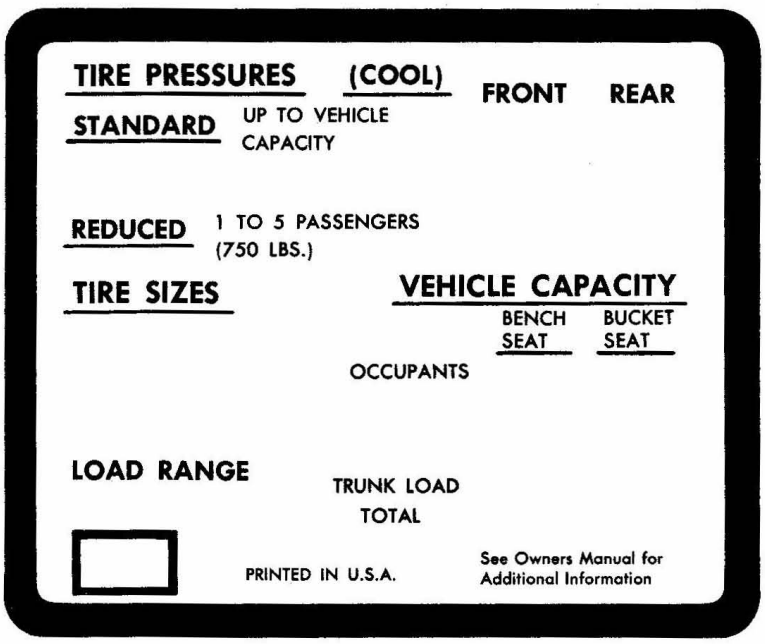
The tire inflation pressures listed on the tire placard affixed to the left front door of your vehicle have been selected to provide you with the best tire life and riding comfort over the full range of normal driving conditions.

The use of improper tire inflation pressures can affect tire life and load carrying capacity. Inflation pressures should be checked at

least once a month (and preferably more often) to insure that the right amount of air is contained in the tires. With regard to tire life, too little air pressure allows abnormal deflection of the tire causing excessive operating temperatures, while too much air pressure prevents normal deflection, making the cord body more vulnerable to road impacts.

Use of optional inflations is allowable only with a reduced load (one to four passengers). When operating at loads greater than the optional reduced load, the inflation pressure *must* be increased to the standard inflation for full rated loads.

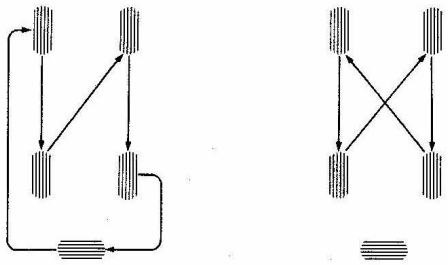
1. Tire inflation pressure may increase as much as 6 pounds per square inch (psi) when hot.
2. For continuous high speed operation (over 75 mph) increase tire inflation pressure 4 pounds per square inch over the recommended pressures up to a maximum of 32 pounds per square inch cold for load range B 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. Cold 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 at speeds of more than 60 miles per hour.
4. Vehicles with luggage racks do not have a vehicle load limit greater than specified.
5. When towing trailers, the allowable passenger and cargo load must be reduced by an amount equal to the trailer tongue load on the trailer hitch.

Tire Rotation

To equalize wear it is recommended that the tires be rotated every 6,000 miles. Upon rotation, tire pressure must be adjusted (front and rear) in accordance tire inflation placard.



Battery Care (Energizer)

Check fluid level monthly utilizing the level indicator cap marked "Delco Eye". If the transparent eye within the cap glows, fluid level is low. Add only colorless, odorless drinking water or distilled water to bring level to split ring in filler opening.

Battery-Gas Warning—Since normal battery or Energizer chemical action generates hydrogen gas which is explosive when mixed with air, never expose the battery to an open flame or electric spark. Also, avoid getting battery fluid, which is a sulfuric acid solution, on skin, on clothing or other fabric, or on painted surfaces. Eye protection should be worn while working on the battery for any reason. For maximum wattage requirements, specify a Delco Energizer at replacement time.

Operation in Foreign Countries

If you plan to operate your Camaro outside the continental limits of the United States or Canada, 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 Chevrolet Motor Division, Service Department, Detroit, Michigan 48202, giving:

- The compression ratio and cubic inch displacement of the engine (See page 74 or obtain from your Dealer.)
- The vehicle identification number (on plate on instrument panel ahead of the steering wheel and visible through the windshield, or from the registration slip or title).
- 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 constitutes misuse of the engine for which the Chevrolet Division is not responsible under the terms of the Chevrolet New Vehicle Warranty. After arriving in a foreign country, determine and use the best fuels available.

MAINTENANCE SCHEDULE

This section contains a complete summary of the scheduled maintenance recommended for your vehicle.

Interval	Service To Be Performed
Every 6,000 miles or 4 months, whichever occurs first	• Change engine oil (normal passenger car service*). Not to exceed 6,000 miles. • Lubricate front suspension and steering linkage. • Check brake lines and hoses. • Check all lubricant and fluid levels (power steering pump, brake master cylinder, transmission, rear axle, radiator, battery). • Check Power Steering lines and hoses. • Hood latch lubrication. • Check manifold heat control valve. • Lubricate transmission floor shift linkage. • Check throttle and parking brake linkage and body parts. • Check emission control items at first oil change (adjust engine idle speed, dwell, ignition timing). • Check exhaust system for proper mounting, leaks, and missing or damaged parts.
	• Check air conditioning system hose connections, refrigerant charge and for refrigerant leaks. • Tire and wheel condition inspection. • Inspect accessory drive belts. • Lubricate parking brake pulley, cables and linkage. • Inspect crankcase ventilation filter (located in air cleaner) and replace if necessary.
At first oil change	• Set idle speed, ignition timing, and dwell to specifications.
At first oil change and every second oil change thereafter	• Change engine oil filter.*
Every 6,000 miles	• Rotate tires • Lubricate parking brake pulley, cables and linkage.

*Service more often during severe operating conditions as outlined under Service and Maintenance.

Interval	Service To Be Performed
First 12,000 miles	• Rotate distributor cam lubricator. See 24,000 mile recommendation. • Inspect air cleaner element, if satisfactory rotate 180° from original position and reinstall. See 24,000 mile recommendation.
Every 12 months or 12,000 miles	• Inspect brake linings and check system for leaks • Inspect parking brake and throttle linkage. • Engine tune-up. • Replace carburetor inlet fuel filter element. • Check emission control items. • Inspect AIR drive belt. • Evaporation Control System—Replace filter in base of canister and inspect canister. • Check headlamp aiming.
Every 24,000 miles	• Repack front wheel bearings. • Replace distributor cam lubricator. • Drain automatic transmission sump and add fresh fluid (normal passenger car service).* Adjust Powerglide low band at *first* fluid change. • Replace crankcase ventilation filter (located within air cleaner). • Replace Turbo Hydra-Matic sump filter.

Interval	Service To Be Performed
Every 2 years	• Drain radiator coolant, flush and refill system.
Every 24 months or 24,000 miles	• Replace PCV Valve. Inspect all hoses and fittings.
Every 36,000 miles	• Check steering gear for seal leakage (actual solid grease—not just oily film). • Lubricate clutch cross shaft (sooner if necessary), remove plug and install lube fitting.
During Winter months	• Check operation of air conditioning system.
Periodically	• Check battery liquid level. • Inspect seat belts, buckles, retractors and anchors. • Check all lights for proper operation.
As Required	• Check wheel alignment and balancing.

*Service more often during severe operating conditions as outlined under Service and Maintenance.

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 Pres. Ind. on Zero or Low							1															
Ammeter on Zero or "Neg" Reading												3	2				4			1		

*See Your Authorized Chevrolet Dealer

IMPORTANT: For maximum performance and economy, keep your GM car all GM. Specify General Motors parts identified by one of these trademarks.

GM | Delco | AC

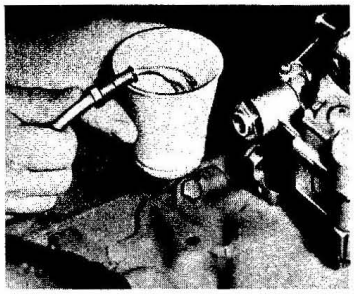
The chart on the previous page, and the information on the pages which follow, contains information designed to aid the average driver to discover, and possibly correct, conditions resulting in minor mechanical difficulties in his car. The chart, designed to point out possible solutions to several of 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.

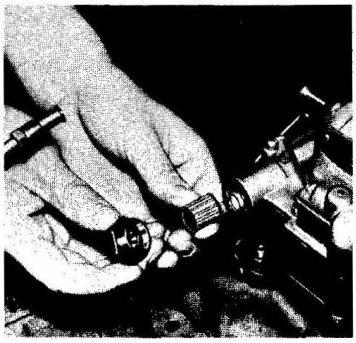
NOTE: *If continual "flooding" of the carburetor is evidenced by a carburetor wet with fuel or black exhaust smoke, perform the operation suggested in paragraph D only.*

(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.



Checking Fuel Flow

(B) If the fuel tank is not empty, you may check further to see whether the fuel is reaching the carburetor. Disconnect the fuel line at the carburetor and remove the center wire (ground the secondary coil terminal or disconnect the primary wire from the coil to the distributor at the coil) from the coil tower. Place a jar or cup under the open line and briefly "crank" the engine by means of the starter. If 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 are at fault. See your Authorized Chevrolet Dealer.



Fuel Filter

(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. Replace the filter if it appears to be plugged.

(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 seeping around and down the outside 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. Replace paper element air cleaner 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 return 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 good reason to suspect electrical trouble.

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

(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.

(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 long drive will recharge the battery.

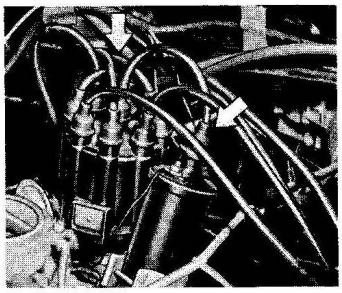
NOTE: *If the battery is determined to be dead, and for no apparent reason, have your Authorized Chevrolet Dealer check the battery, the GENERATOR and the VOLTAGE REGULATOR. GENERATOR trouble should already have been indicated by the generator indicator light on the instrument panel.*

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. If the cables are broken, they must be replaced. 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 Systems 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.



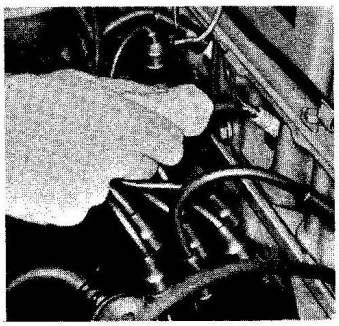
Distributor and Coil Cables

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

(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 1/4 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 1/4 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

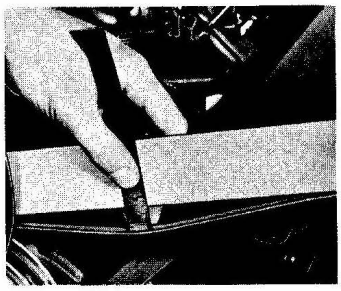
When the car will run but evidences serious overheating on the temperature gauge in the instrument panel, there are several items which may be checked.

(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.

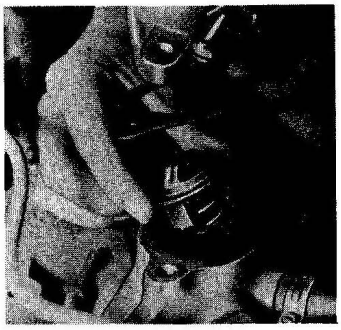
(N) Check the RADIATOR CORE. Clean it if it is plugged with bugs, leaves or other foreign material.

(O) Condition of the FAN BELT is very important, not only for engine cooling but also for proper generator operation. Check the condition of the belt. Replace it if it is worn or frayed. Loosen the generator toward the engine to remove and replace the belt. Tighten the belt, whether new or old, by loosening the generator bolts, prying with a bar on the generator until the belt is tensioned properly, then retighten the generator 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

CAUTION: ***As with any machinery, extreme care should be taken when performing any maintenance or repairs so as to prevent accidental injury. Improper or incomplete servicing could also result in vehicle operational problems. Should you have any question about performing any service, have the service performed by a qualified mechanic.***

SPECIFICATIONS

VEHICLE IDENTIFICATION NUMBER

Car—Stamped on Vehicle Identification Plate attached to left of instrument panel.

Engine—Stamped on boss on block.

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

8-Cylinder—On right side of block at front.

Body—Stamped on plate attached to cowl panel.

DIMENSIONS

Overall Length (Coupe)	188.0"
Height	50.5"
Width	74.4"
Wheelbase	108.0"

BATTERY RATING

L6 engine equipped vehicles—12 volt, 54 plate, 2300 watts*

350 and 402 V8 engine equipped vehicles—12 volt, 66 plate, 2900 watts*

Heavy Duty—12 volt, 90 plate, 3750 watts*

*Cranking power at 0°F.

CAPACITIES	U.S. Measure	Imperial Measure
Gasoline Tank (Approx.)	17.0 gal.	14.25 gal.
Crankcase (Refill) 6 and 8 Cylinder		
Oil change only	4 qt.	3¼ qt.
Oil and Filter change	5 qt.	4¼ qt.

SPECIFICATIONS (Cont'd)

Cooling System:	250 L-6	307 V-8 350 V-8	402 V-8
	U.S. Measure (qts.)		
	12.5	15.5*	24.0*
	Imperial Measure (qts.)		
	10.5	13*	20.0*

*with air cond. add 1 qt. U.S. measure (¾ qt. Imperial meas.)

Thermostat

All engines ..... 195°

Radiator Pressure Cap ..... 15 lb.

Air Conditioning System

Compressor oil (525 vis.) ..... 11 oz.

Refrigerant—R-12

Four Seasons ..... 3 lb. 12 oz.

	U.S. Measure	Imperial Measure
Powerglide	9.0 qts.	7.5 qts.
Turbo Hydramatic		
350	10.0 qts.	8.25 qts.
400	11.0 qts.	9.25 qts.

TURN SIGNAL FLASHER:

Type ..... Capacity

All ..... 2 lamp (LL)

Hazard Warning Flasher, All ..... 4 lamp

TIRE INFORMATION:

Complete tire information will be found on pages 61 thru 63.

ENGINE SPECIFICATIONS

CARBURETOR ENGINE DATA	6 Cyl. Engine	8 Cylinder Engine				
	250 Cu. In.	307 Cu. In.	350 Cu. In.			402 Cu. In.
	1 Barrel	2 Barrel	2 Barrel	4 Barrel	4 Barrel	4 Barrel
Horsepower	145 @ 4200	200 @ 4600	245 @ 4800	270 @ 4800	330 @ 5600	300 @ 4800
Torque	200 @ 1600	300 @ 2400	350 @ 2800	360 @ 3200	360 @ 4000	410 @ 3200
Comp. Ratio	8.5:1	9.0:1	8.5:1		9.0:1	8.5:1
Bore	3.875	3.875	4.00			4.126
Stroke	3.56	3.25	3.48			3.766
Firing Order	1-5-3-6-2-4	1-8-4-3-6-5-7-2				

SPARK PLUGS

The following 14mm spark plugs are recommended for Chevrolet engines.

	Normal Service (Original Equip.)
L-6 Engines	AC Type R-46TS
307 V-8 Engine	AC Type R-45TS
350 V-8 Engine (2 bbl.)	AC Type R-45TS
350 V-8 Engines (4 bbl.)	AC Type R-44TS
402 V-8 Engines	AC Type R-44TS

FUSES AND CIRCUIT

The wiring circuits in your 1971 Camaro are protected from short circuits by a combination of fuses, circuit breakers, and fusible thermal links in the wiring itself. This greatly reduces the hazard of electrically caused fires in the automobile.

Recommendations for Filters, P.C.V. Valves, etc.

ITEM	USAGE	RECOMMENDATION
Engine Oil Filter	All	AC Type PF25
Engine Air Cleaner Element	L-6 and 307 cu. in. 350 cu. in. 402 cu. in.	AC Type A169CW AC Type A329C AC Type A212CW
Carburetor Fuel Filter	All	AC Type GF427*
Positive Crankcase Ventilator Valve	L-6 All V-8	AC Type CV722-C AC Type CV736-C
Crankcase Ventilation Filter	All	AC Type FB-59
Radiator Cap	All	AC type RC-15

*LS-3 AC type GF-98 in line filter also used.

FUSES AND CIRCUIT BREAKER:

The headlamp circuit is protected by a circuit breaker in the light switch. An overload on the breaker will cause the lamps to "flicker" on and off. If this condition develops, have your headlamp wiring checked immediately. Where current load is too heavy, the circuit breaker intermittently opens and closes, protecting the circuit until the cause is found and eliminated.

Fuses, located in the Junction Block beneath the dash are:

Radio, T.S.C. Sol. Rear Defogger
Glove Box lamp.....10 Amp.

Wiper.....25 Amp.

Stop and Hazard Warning Lamps.....20 Amp.

Dir. Sig. B/U lamps.....20 Amp.

Heater, A/C.....25 Amp.

Inst. Lamps, Anti-Diesel Relay
Dome, Floor Shift lamps..... 2 Amp.

Gauges, Warning Lamps.....10 Amp.

Clock, Lighter, Courtesy.....20 Amp.

Tail, License, Luggage sidemarker
and Parking Lamps.....20 Amp.

An Air Conditioning high blower speed fuse, 30 amp. is located in an In-line fuse holder running from horn relay to Air Conditioning relay.

Do not use fuses of higher amperage rating than those recommended above.

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

BULB SPECIFICATIONS (Replace with AC-Guide Lamps)	**Candle Power**	
Headlamp Unit		
High Beam	60W	6014
Low Beam	50W	Sealed Beam
Front Park and Directional Signal	32-3	1157NA
Front Fender Side Marker Lamp	2	194A
Rear Side Marker Lamp	2	194
Tail, Stop, and Rear Directional Signal	32-3	1157
License Plate Lamp	4	67
Back Up Lamps	32	1156
Courtesy Lamp	6	631
Dome Lamp	12	211 or 211-1
Instrument Illumination Lamp (Includes Automatic Transmission)	2	194
High Beam Headlamp Indicator	2	194
Indicator Lamps		
Gen.	2	194
Oil	2	194
Temp. System	2	194
Brake Warning	2	194
Turn Signal	2	194
Heater or A/C Control Panel Lamp	2	1895
Glove Box Lamp	2	1895
Radio Dial Lamp (All Exc. AM)	2	1893
Radio Dial Lamp (AM)	1	1816
Radio Indicator Lamp	1 .3	216 2182
Underhood Lamp	15	93
Luggage Compartment Lamp	15	1003
Indicator Washer Fluid Level	3	168
Rear Seat Courtesy	6	212-7 or 212

OWNER RELATIONS

The satisfaction and goodwill of the owners of Chevrolet products are of primary concern to your dealer and the Chevrolet Motor Division. Normally, any problems that arise in connection with the sales transaction or the operation of your car will be handled by your dealer's Sales or Service Departments. It is recognized, however, that despite the best intentions of everyone concerned, misunderstandings will sometimes occur. If you have a problem that has not been handled to your satisfaction through normal channels, we suggest that you take the following steps:

STEP ONE—Discuss your problem with a member of dealership management. Frequently, complaints are the result of a breakdown in communications and can quickly be resolved by a member of the dealership management. If the problem already has been reviewed with the Sales Manager or Service Manager, contact the Dealer himself or the General Manager.

STEP TWO—Contact the Chevrolet Zone Office closest to you listed on the following pages. When it appears that your problem cannot be readily resolved by the dealership without additional assistance, the matter should be called to the attention of the Zone's Owner Relations Department and the following information provided:

- Your name, address, telephone number
- Year and model car
- Dealer's name and location
- Vehicle delivery date and mileage
- Nature of problem

STEP THREE—Contact the Owner Relations Manager, Chevrolet Central Office, Chevrolet Motor Division, Detroit, Michigan 48202. If after an additional review of all facts involved he feels that some further action can be taken, he will so instruct the Zone. In any case, your letter will be acknowledged providing Chevrolet's position in the matter.

When contacting the Zone or Central Office, please bear in mind that ultimately your problem likely will be resolved in the dealership, utilizing the dealer's facilities, equipment and personnel. It is suggested, therefore, that you follow the above steps in sequence when pursuing a problem.

Your purchase of a Chevrolet product is greatly appreciated by both your dealer and Chevrolet Motor Division. It is our sincere desire to assist you in any way possible to assure your complete satisfaction with your vehicle.

CHEVROLET ZONE OFFICE ADDRESSES

When calling for assistance, please ask for Owner Relations Manager

Irondale, Ala. (Birmingham)
2300 Crestwood Blvd. 35210
(205) 595-6121

Los Angeles, California
1800 Avenue of the Stars 90067
(213) 879-9611

Oakland, California
10910 E. 14th St. 94600
(415) 562-0553

San Diego, California
707 Broadway 92100
(714) 234-7231

Denver, Colorado
4355 Kearney St. 80200
(303) 388-5361

Jacksonville, Florida
8206 Phillips Hwy. 32200
(904) 733-5050

Doraville, Georgia (Atlanta) 30040
6005 Peachtree Industrial Blvd.
(404) 457-7211

Indianapolis, Indiana
2350 N. Shadeland Ave. 46200
(317) 359-9511

South Bend, Indiana
3002 S. Michigan St. 46614
(219) 291-5000

Broadview, Illinois (Chicago)
2600 S. 25th Ave. 60153
(312) 681-8800

Peoria, Illinois
2009 N. Knoxville 61600
(309) 688-8611

Des Moines, Iowa
818 Fifth Ave. 50300
(515) 283-1561

Lenexa, Kansas (Kansas City)
8900 Marshall Dr. 66015
(913) 888-1400

Wichita, Kansas
4921 E. 21st St. 67200
(316) 685-1311

Louisville, Kentucky
4501 Indian Trail 40200
(502) 969-2361

Harahan, La. (New Orleans)
5401 Jefferson Hwy. 70123
(504) 733-6850

Portland, Maine
150 Riverside St. 04103
(207) 773-2934

Hanover, Maryland (Baltimore)
1800 Parkway Drive 21201
(301) 796-3600

Westwood, Mass. (Boston)
505 Blue Hill Drive 02090
(617) 329-2300

Grand Blanc, Michigan (Flint)
5198 Territorial Road 48439
(313) 694-7000

Southfield, Michigan (Detroit)
15565 Northland Drive 48075
(313) 353-9700

Edina, Minn. (Minneapolis)
7600 Metro Blvd. 55424
(612) 941-4000

Hazelwood, Missouri (St. Louis)
5801 N. Lindbergh Blvd. 63042
(314) 731-4300

Omaha, Nebraska
11616 "I" Street 68100
(402) 333-4500

Englewood, N. J. (Newark)
385 Nordhoff Place 07631
(201) 567-7200

Bethpage, Long Island, N. Y.
175 Central Ave., South 11714
(516) 293-8800

Cheektowaga, N. Y. (Buffalo)
2615 Walden Ave. 14225
(716) 684-8060

CHEVROLET ZONE OFFICE ADDRESSES (Cont'd)

Syracuse, N. Y.
107 Twin Oaks Dr. 13200
(315) 437-2861

Tarrytown, N. Y.
371 S. Broadway 10591
(914) 631-8900

Charlotte, N. C.
701 Interstate 85 28200
(704) 392-6311

Fargo, N. D.
701 Fourth Ave., N. 58100
(701) 235-1101

Parma, Ohio (Cleveland)
12990 Snow Road (Parma) 44129
(216) 265-5000

Sharonville, Ohio (Cincinnati)
11575 Reading Rd. 45241
(513) 769-4100

Oklahoma City, Oklahoma
12 N.E. 36th Street 73100
(405) 525-5431-2

Beaverton, Oregon (Portland) 97005
15005 S. W. Tualatin Valley Hwy.
(206) 646-8231

Carnegie, Penn. (Pittsburgh)
507-527 Forrest Ave. 15106
(412) 923-2500

Harrisburg, Pennsylvania
101 Radnor St. 17100
(717) 233-7951

King of Prussia, Penn. (Phila.)
935 First Avenue 19406
(215) 265-5200

Memphis, Tenn.
3495 Lamar Ave. 38100
(901) 363-3612

Dallas, Texas
8635 Stemmons Freeway 75200
(214) 637-3110

El Paso, Texas
1633 Airway Blvd. 79900
(915) 778-5311

Houston, Texas
4807 Wake Forest St. 77000
(713) 668-0511

North Salt Lake, Utah
845 N. Overland St. 84054
(801) 295-9441

Sandston, Va. (Richmond)
5450 Lewis Road 23150
(703) 737-2841

Charleston, W. Virginia
1205-1211 Virginia St., E. 25300
(304) 344-2301

Seattle, Washington
233 Sixth, North 98100
(206) 623-9030

Green Bay, Wisconsin
1901 S. Webster Ave. 54300
(414) 437-6511

Milwaukee, Wisconsin 53200
4066 N. Port Washington Ave.
(414) 934-1041

CANADA

Vancouver 4, B. C.
900 Terminal Avenue
(604) 684-9444

Calgary 2, Alta.
Box 2510
(403) 243-4621

Regina, Sask.
581 Park St.
(306) 543-2224

Winnipeg, Man.
1345 Redwood Avenue
(204) 582-2371

London, Ont.
(Box 5412) Terminal "A"
(519) 455-2400

Ottawa 8, Ont.
875 Belfast Road
(613) 237-5051

Toronto 1, Ont.
1200 Eglinton Ave., East
Don Mills, Ontario
(416) 446-5000

Montreal, Que.
5000 Trans-Canada Highway,
Pointe Claire, Quebec
(514) 697-4940

Moncton, N. B.
653 St. George St.
(506) 382-1681

MEXICO

General Motors de Mexico S. A.
de C. V.
Apartado 107 BIS
Mexico 1, D.F.

OPERATING RECORD

DATE	MILEAGE	GASOLINE		OIL		REPAIRS	
		$		$		$	

DATE	MILEAGE	GASOLINE		OIL		REPAIRS	
		$		$		$	

OPERATING RECORD

DATE	MILEAGE	GASOLINE		OIL		REPAIRS	
		$		$		$	

DATE	MILEAGE	GASOLINE		OIL		REPAIRS	
		$		$		$	

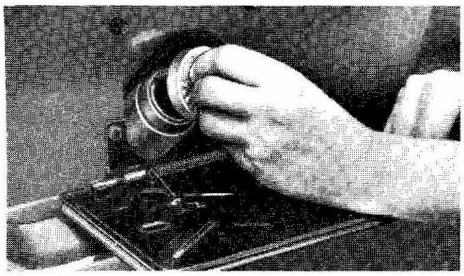
INDEX

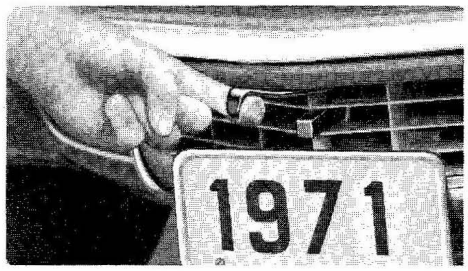
GAS STATION INFORMATION

Refer to "Service and Maintenance" Section for Further Details.

Gas Cap – Located behind the license plate on all models. See gas cap removal procedure in "Service and Maintenance" Section.

Gasoline Recommendation – Use an unleaded or low-lead fuel of approximately 91 Research Octane Number or higher as commonly sold in the U.S. and Canada.

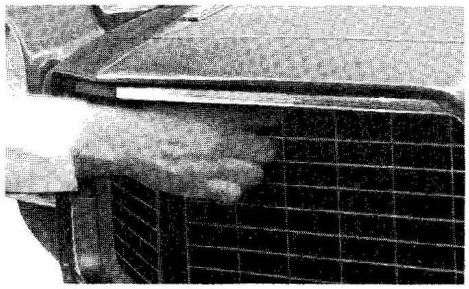




Hood Release

Pull the hood release on standard models or move hood release in grille to right of vehicle on SS or R/S models to open the counterbalanced hood. If the hood must be slammed to insure closing, it is in need of adjustment.

Engine Oil Dipstick—Located on left side of engine block. Check oil level at each fuel stop. Maintain between "ADD" and "FULL" marks on dipstick.



Engine Oil Recommendation—Use only high quality MS oils meeting GM 6041-M standard. See page 54 for oil viscosity chart.

Tire Inflation Pressures—Check at least monthly. Keep inflated to pressures shown on tire placard affixed to left front door of your vehicle.

Windshield Washer—Check reservoir fluid level regularly. Use a washer fluid, such as GM Optikleen.

Energizer—Check fluid level monthly utilizing the level indicator cap marked "Delco Eye". If the transparent eye within the cap glows, fluid level is low. Add only colorless, odorless drinking water or distilled water to bring level to split ring in filler opening.