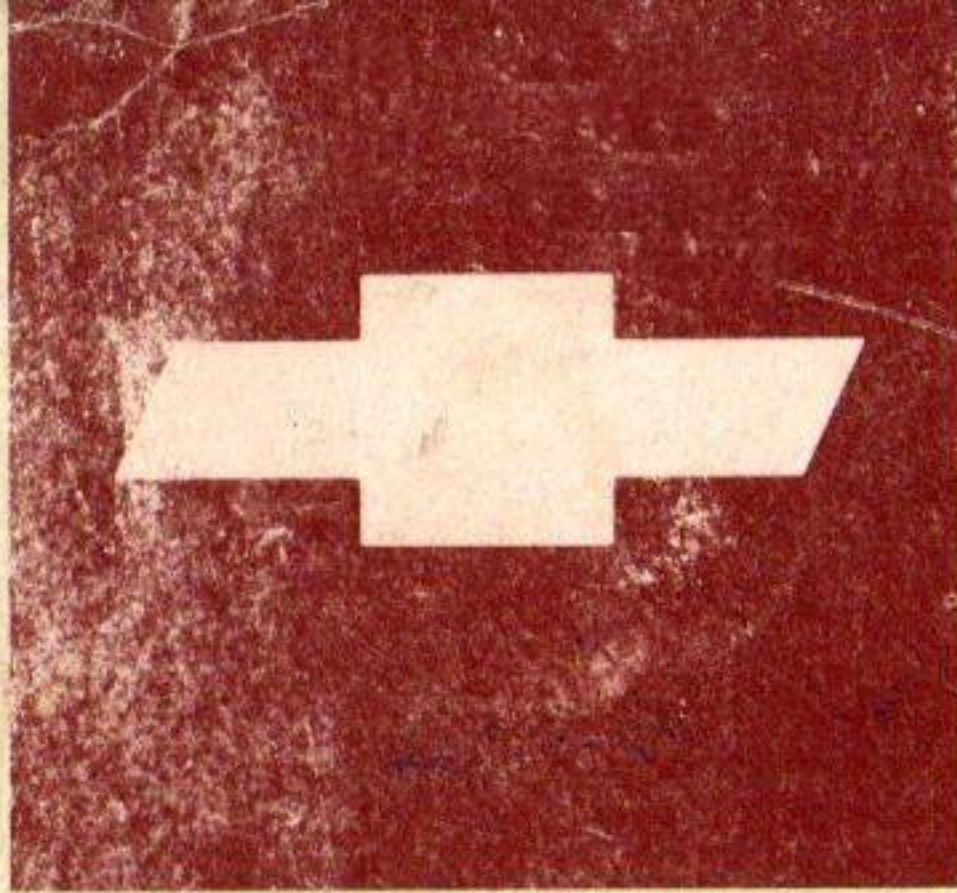
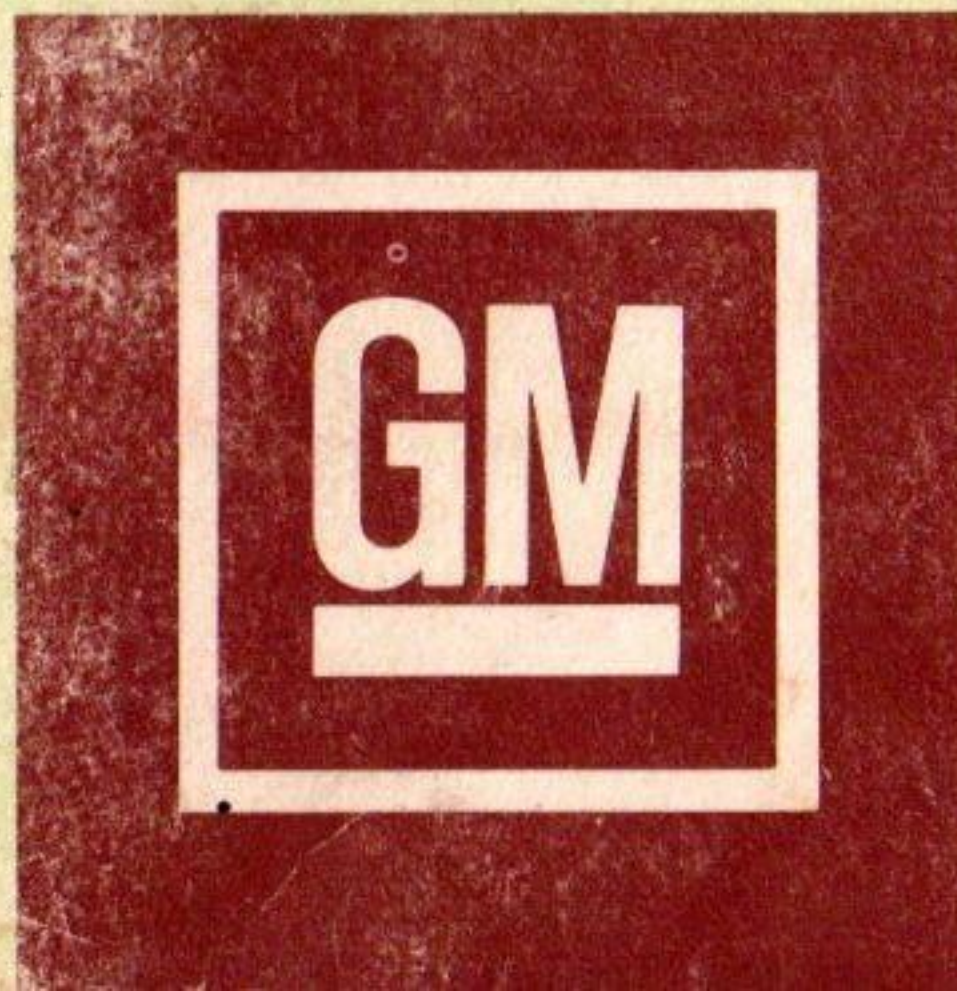




1972 Chevrolet CHEVELLE OWNER'S MANUAL



IMPORTANT OPERATING, SAFETY AND MAINTENANCE INSTRUCTIONS

A WORD TO CHEVELLE OWNERS...

This manual has been prepared to acquaint you with the operation and maintenance of your 1972 Chevelle, 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 troublefree operation of your vehicle.

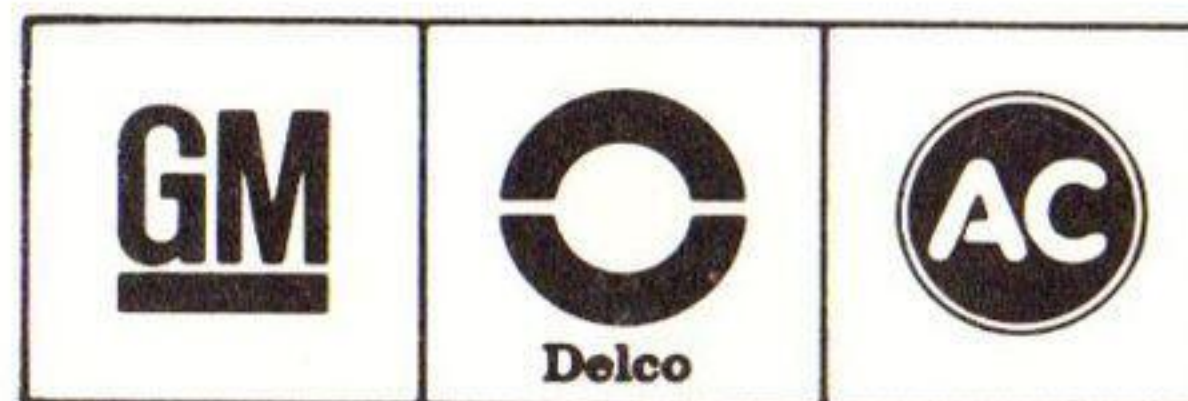
When it comes to service, remember that your Chevrolet dealer knows your vehicle best and is interested in your complete satisfaction. Return to him for Guardian Maintenance Service and any other assistance you may require.

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 in Section 8 of this manual under the heading, "Owner Assistance".

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
TRADEMARKS:



1972 CHEVELLE OWNER'S MANUAL

CHEVROLET MOTOR DIVISION

**GENERAL MOTORS
CORPORATION**
DETROIT, MICHIGAN 48202

All information, illustrations and specifications contained in this manual are based on the latest product information available at the time of publication. The right is reserved to make changes at any time without notice.

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YOUR CAR'S FIRST FEW HUNDRED MILES OF DRIVING

You can 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, avoid hard stops especially during the first 200 miles of operation since brake mis-

use 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 10.

BEFORE DRIVING YOUR CHEVELLE

DRIVER CHECKLIST

Before Entering Car

1. See that windows, mirrors and lights are clean.
2. Visually note inflation condition of tires.
3. Check that area to rear is clear if about to back up.

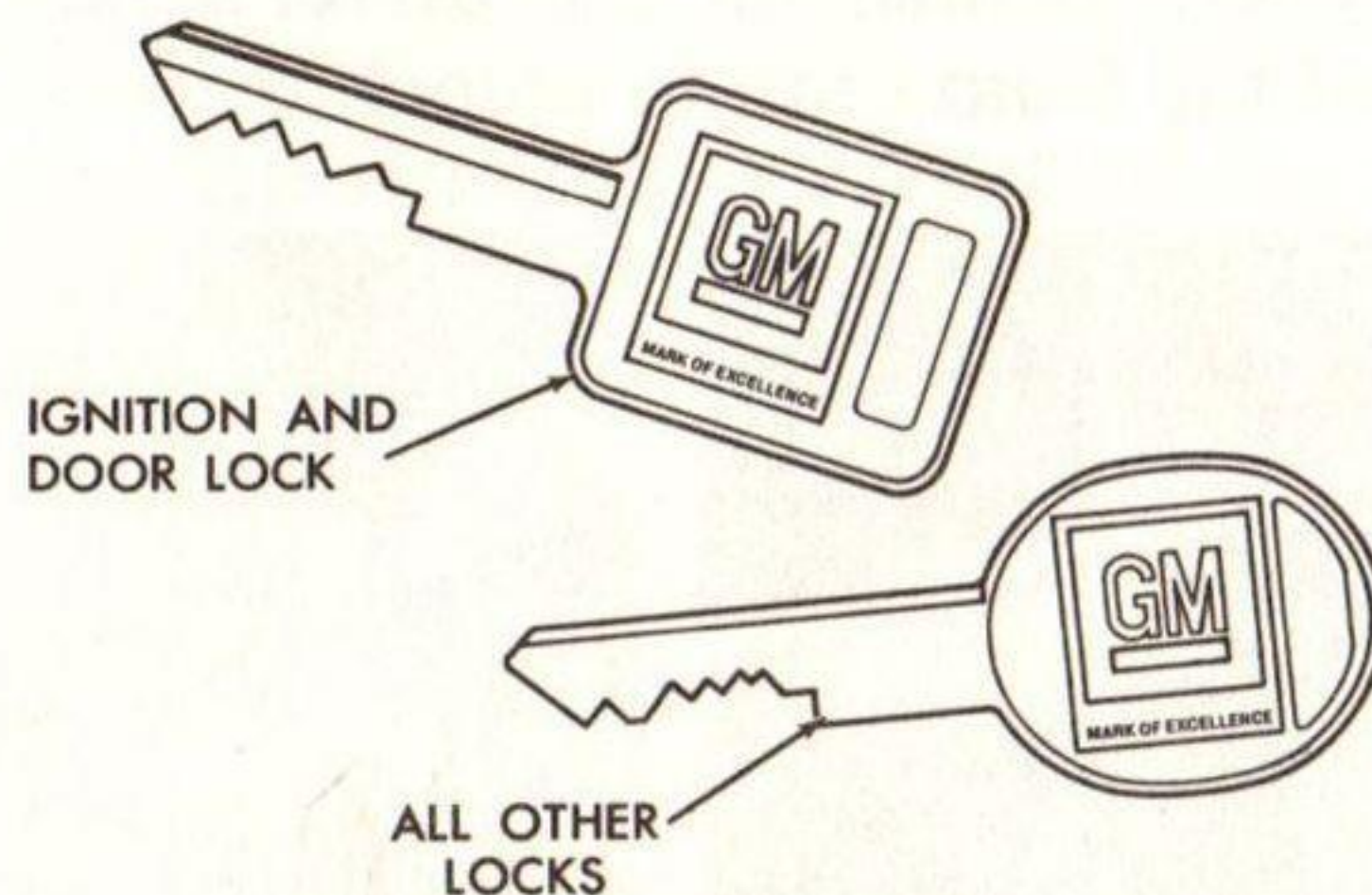
Before Driving Off

1. Lock all doors.
2. Position seat.
3. Adjust inside and outside mirrors.
4. Fasten seat belts.
5. Check that warning bulbs light when key is turned to start position.
6. Release parking brake (and see that brake warning light turns off).
7. Be sure you understand your car and how to operate it safely.

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 "C")** — for ignition switch and door locks.
- **Key with oval head (stamped "D")** — 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 and rear 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: 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 entry by unwelcome persons while momentarily stopped.

Seats

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

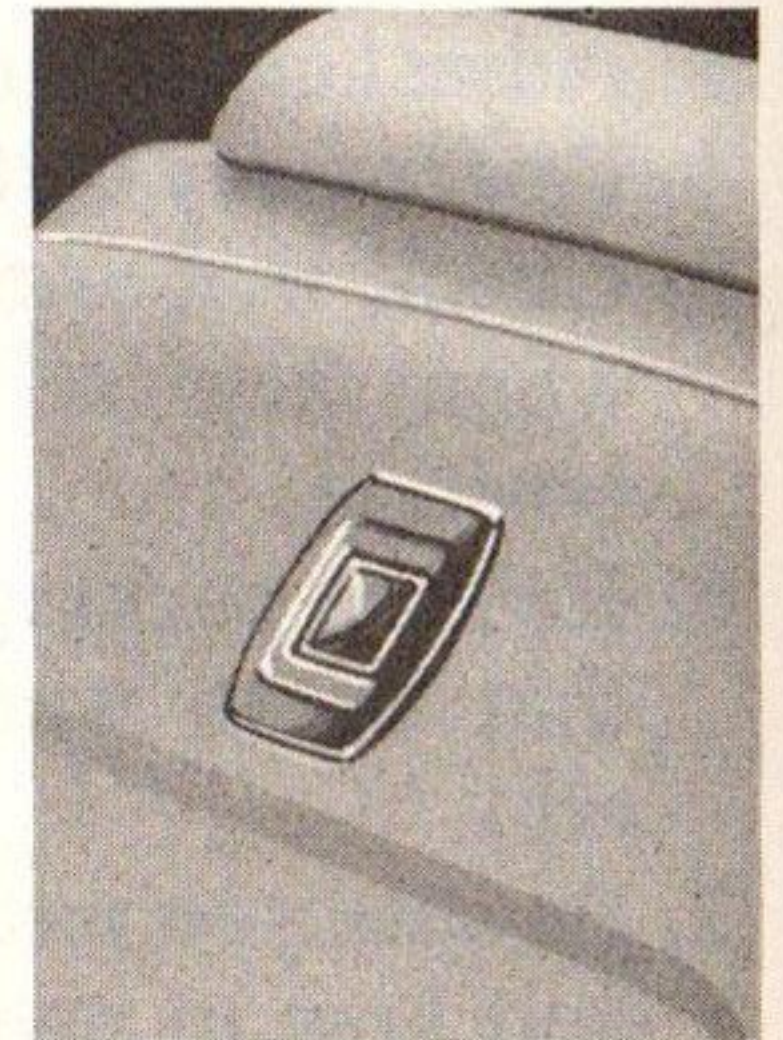
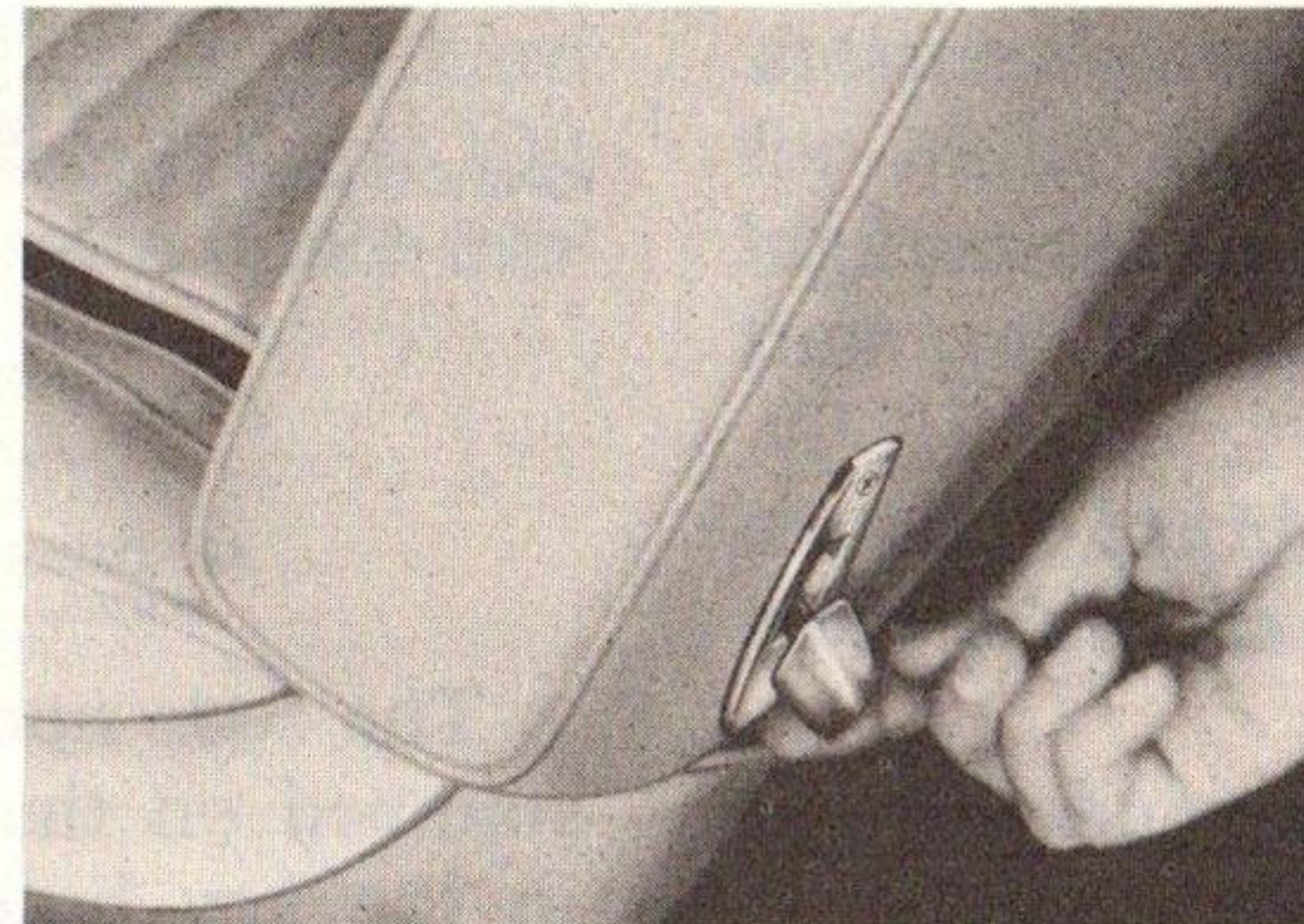
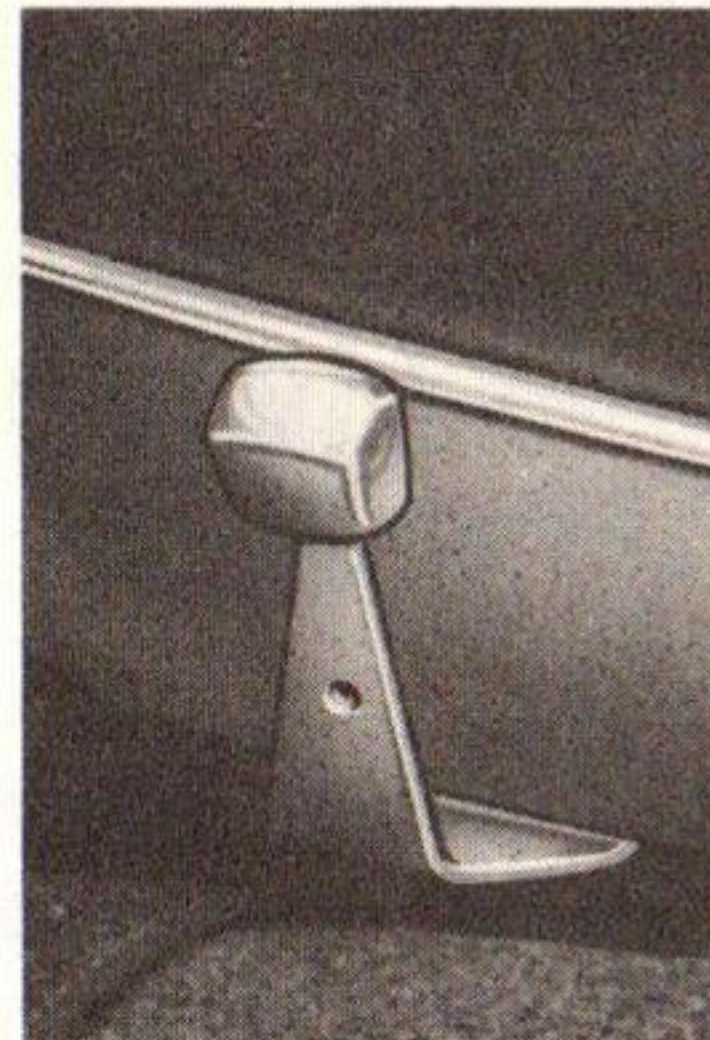
Manually Operated Front Seats

—Pull forward on the seat adjuster lever, located on the driver's side of the front seat, to unlock the seat

and allow adjustment to the front or rear. As the seat slides forward, it tilts slightly to provide best posture and increased driving ease. Release the lever to lock the seat in the desired position.

Back Locks (Manual) —For your safety each folding front seatback has a lock which must be released before the seatback can be folded forward.

The release lever is located at the lower side of each backrest nearest the door. Move the lever

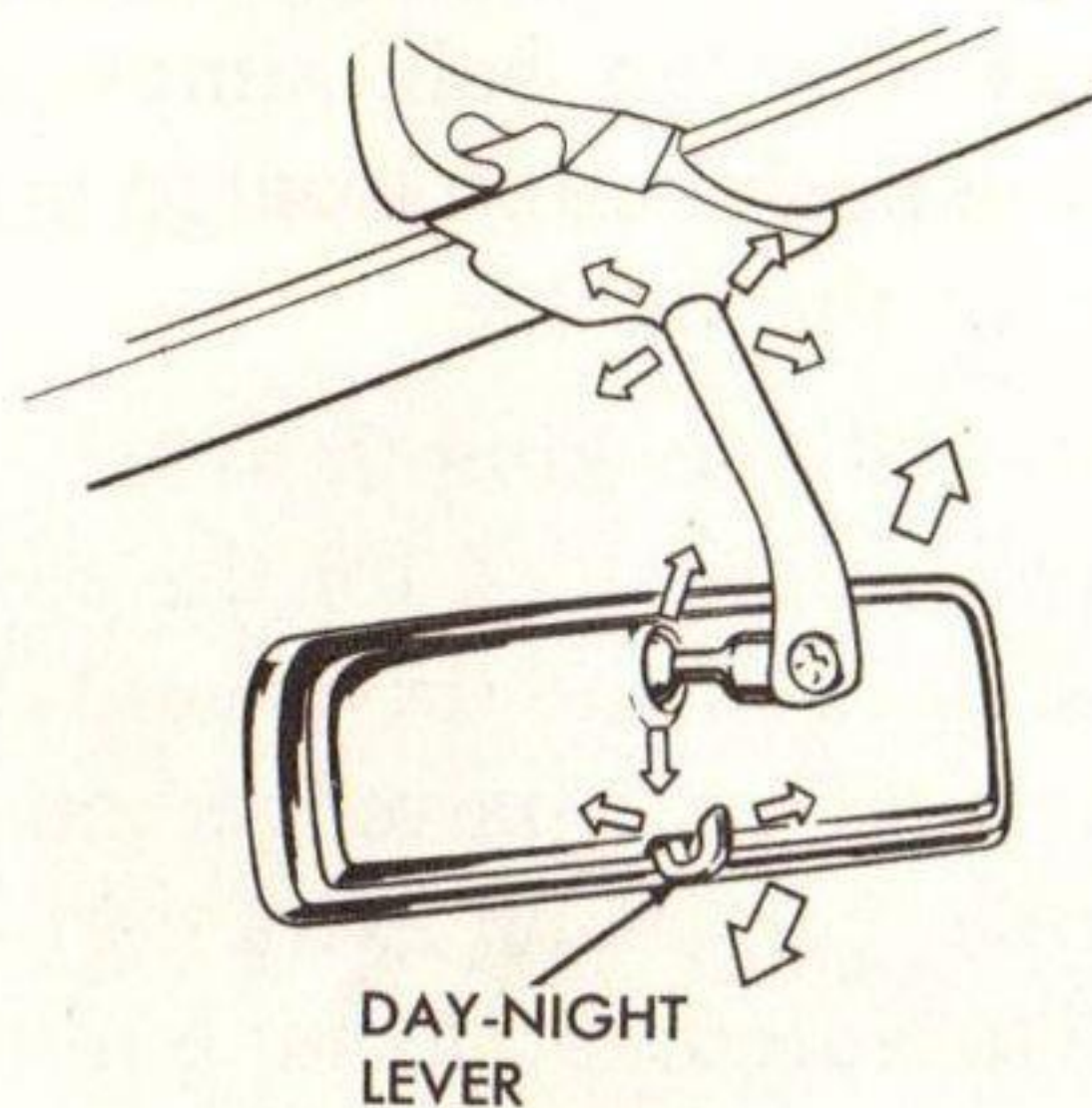


upward, then pull the seatback forward.

Keep seat belts and buckles clear of mechanism when tilting folding seats forward or backwards, to prevent damage to these belt restraints.

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

Strato Type Seats—Located on the upper side of each backrest, a button release must be pressed



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.

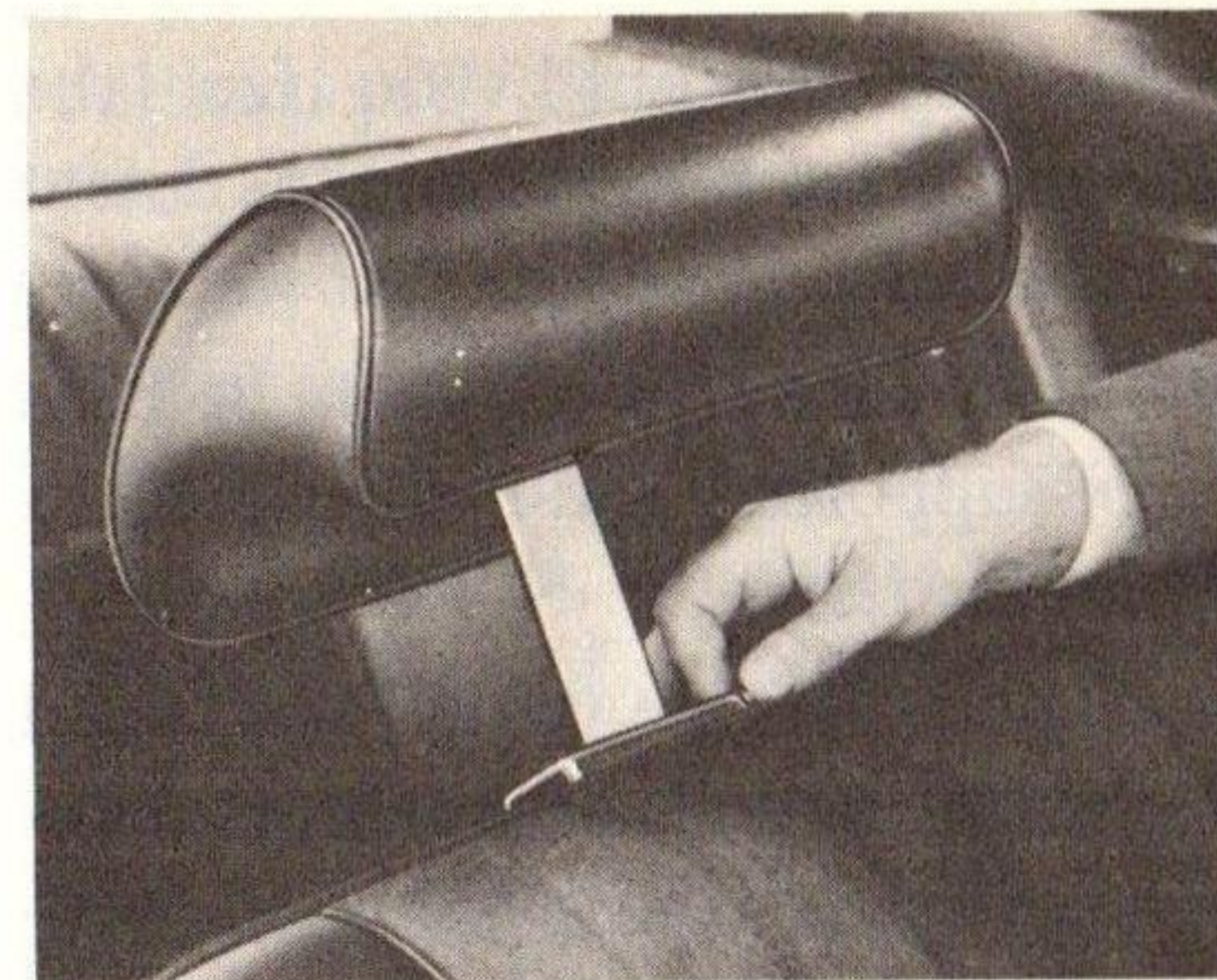
CAUTION: Do not adjust a manually operated driver's seat while the car is moving—the seat could move unexpectedly, causing loss of control.

while pulling the seatback forward.

The lock will latch when the seatback returns to its upright position.

Inside Rearview Mirrors

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 hidden, upper ball joint, where the support rod meets the roof, and the knee joint at the lower end of the



rod work together to permit setting the mirror at a variety of heights.

Head Restraints

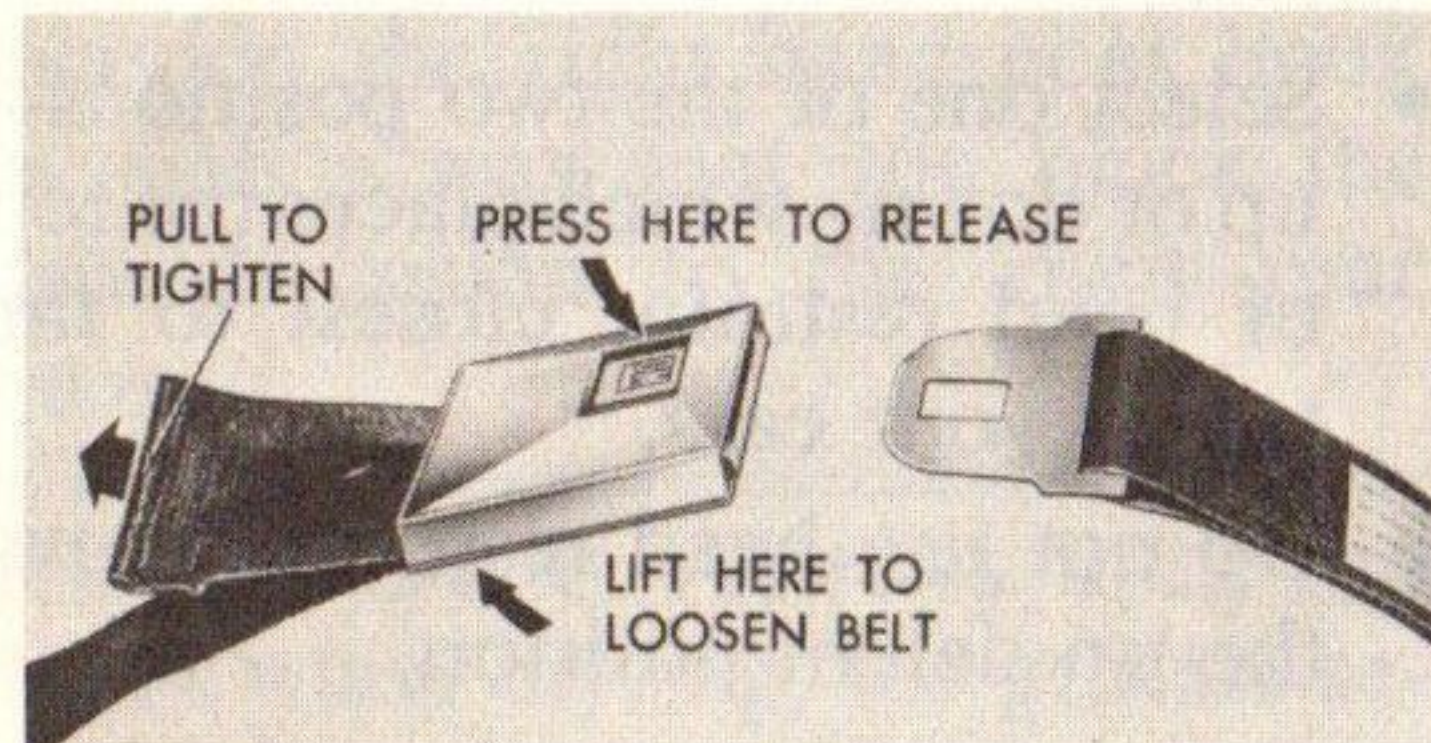
- Head restraints are designed to help reduce injuries due to “whiplash.”
- Select one of the two positions—up or down—which places the top of head restraint closest to the top of your ears.
- Do not use head restraint above the up detent position.
- Head restraint can be raised by

pulling up until you feel the spring latch seat in the detent position.

- To lower, release latch at base of supporting rod and push down on restraint.
- Do not operate vehicle with head restraints removed, since occupants lose the protection provided.

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 a 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

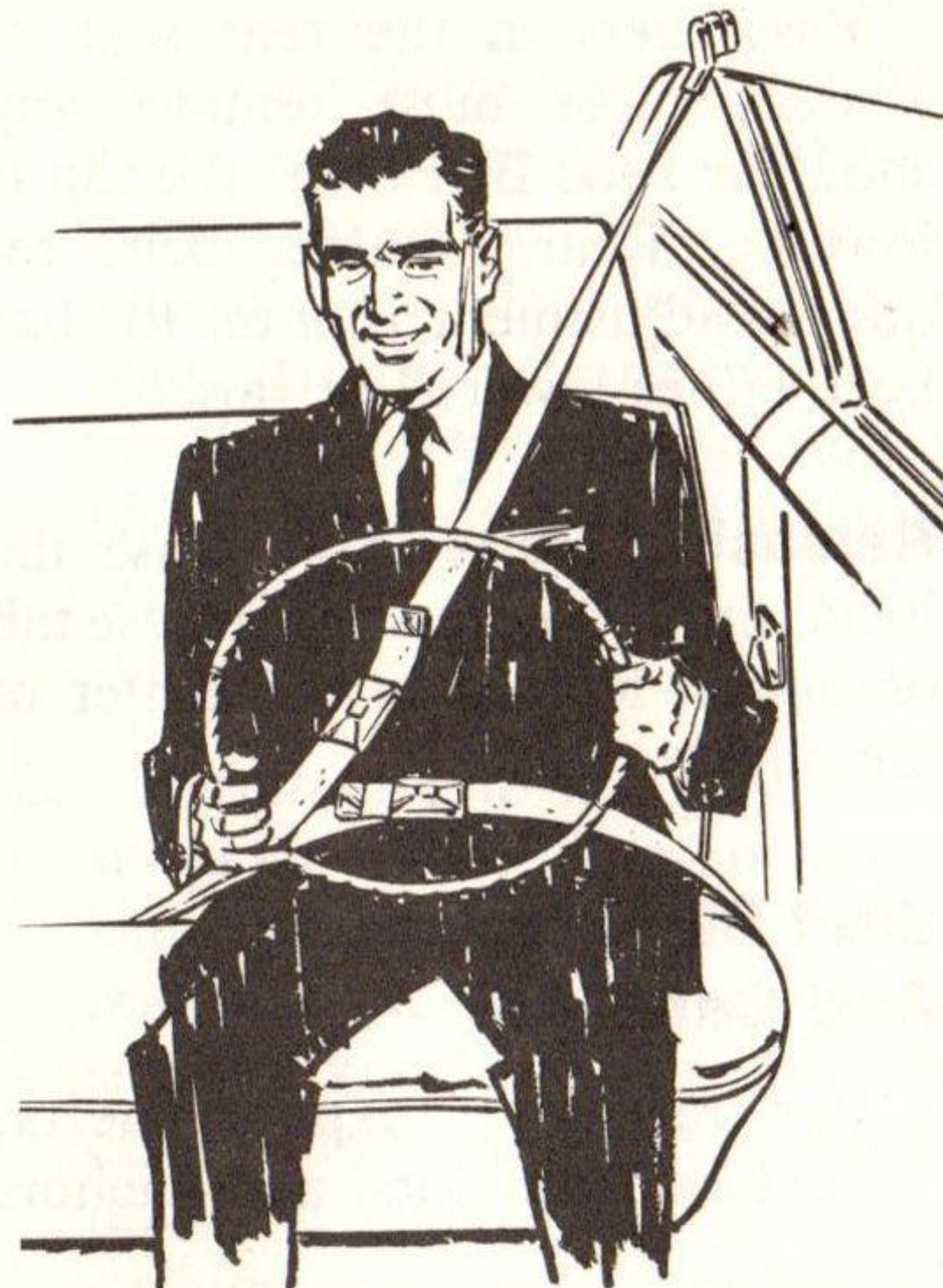
bone structure and not across the soft abdominal area which could result in serious injury. For non-locking retractor - equipped belts, pull the retractor half of the belt out to a solid stop to make sure the belt webbing is completely unwound from the retractor; then connect the belt and make the necessary 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 depress 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 Chevrolet cars as an extra cost option. The automatic-locking retrac-

tors adjust and lock the lap belts into position automatically after fastening.

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

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.*



in the direction of the retractor to obtain a snug fit. The retractor will automatically take up the excess webbing.

Shoulder Belts—When properly worn with a lap belt, a shoulder

belt can provide additional protection 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.

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

CAUTION: *Shoulder belts should be attached only to belt ends inboard of the occupant (toward center of car). Serious injury could result during an accident if the shoulder belt is attached to the outboard belt end. A shoulder belt should not be worn without a lap belt; such action could be extremely hazardous to the wearer in case of an accident. To avoid improper force distribution, the shoulder belt should not be worn under the arm.*

and your chest with thumb against chest and back of hand facing upward. 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.

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)

- Periodically inspect belts, buckles, retractors, and anchors

for damage that could lessen the effectiveness of the restraint system.

- Keep sharp edges and damaging objects away from belts.
- Replace belts if cut, weakened, frayed, or subjected to collision loads.
- Check that anchor mounting bolts are tight to the floor.
- Have questionable parts replaced.
- 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 hazardous situations. General

Motors dealers offer restraint systems designed specifically for use with small children. In using any child seating device, read and comply with all installation and usage

instructions.

All unused seat belts near the child should be stowed properly to help prevent them from striking him in the event of a sudden stop

or collision. 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 child restraint system or other safe child seating device, the following precautions should be taken:

1. 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 (width-wise) 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.

2. Children able to sit up by themselves should be placed on a seat and lap belted, preferably in the rear seat. Never allow a child to stand or kneel on any seat. If the child cannot see out the car windows he should sit on a firm cushion with the regular lap belt restraining 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. 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.

3. General Motors recommends that children be restrained properly when riding. However, if unusual conditions prohibit use of restraints and 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.

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 Chevelle depends on what special equipment has been installed on your car. Chevrolet does not recommend towing 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.

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" inflation pressures shown on the placard affixed to the 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:

- Automatic transmission fluid each 12,000 miles,
- Rear axle fluid each 12,000 miles,
- Engine oil each 60 days or 3,000 miles, whichever occurs first.

Break-In Schedule

In addition to the new car break-in instructions in this manual, it is recommended that your new Chevelle 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. The same precautions should be observed whenever a new engine, transmission or axle is installed in your car.

CAUTIONS:

1. A frame mounted load equalizing hitch with sway control of sufficient capacity is required for trailers over 2,000 lbs. loaded weight.
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 1,000 lbs. loaded weight.
4. Do not tap into the car's hydraulic brake system if operation of the trailer brake system requires more than 0.02 cubic inch of fluid displacement from the car's master cylinder. The car's master cylinder fluid capacity will not be sufficient to operate both car and trailer brakes under all conditions of use if more than 0.02 cubic inch of fluid displacement is required.
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.

Operation in Foreign Countries

If you plan to operate your Chevelle 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 (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 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.

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.

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.

The best protection against carbon monoxide entry into the car body is a properly maintained engine exhaust system, car body and body ventilation system. It is recommended that the exhaust system and body be inspected by a competent mechanic:

- Each time the vehicle is raised for oil change.

- Whenever a change is noticed in the sound of the exhaust system.
- Whenever the exhaust system, underbody or rear of the vehicle is damaged.

See the Safety Checks section of this manual for inspection procedure.

To allow proper operation of the car's ventilation system, keep front ventilation inlet grille clear of snow, leaves or other obstruction at all times.

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

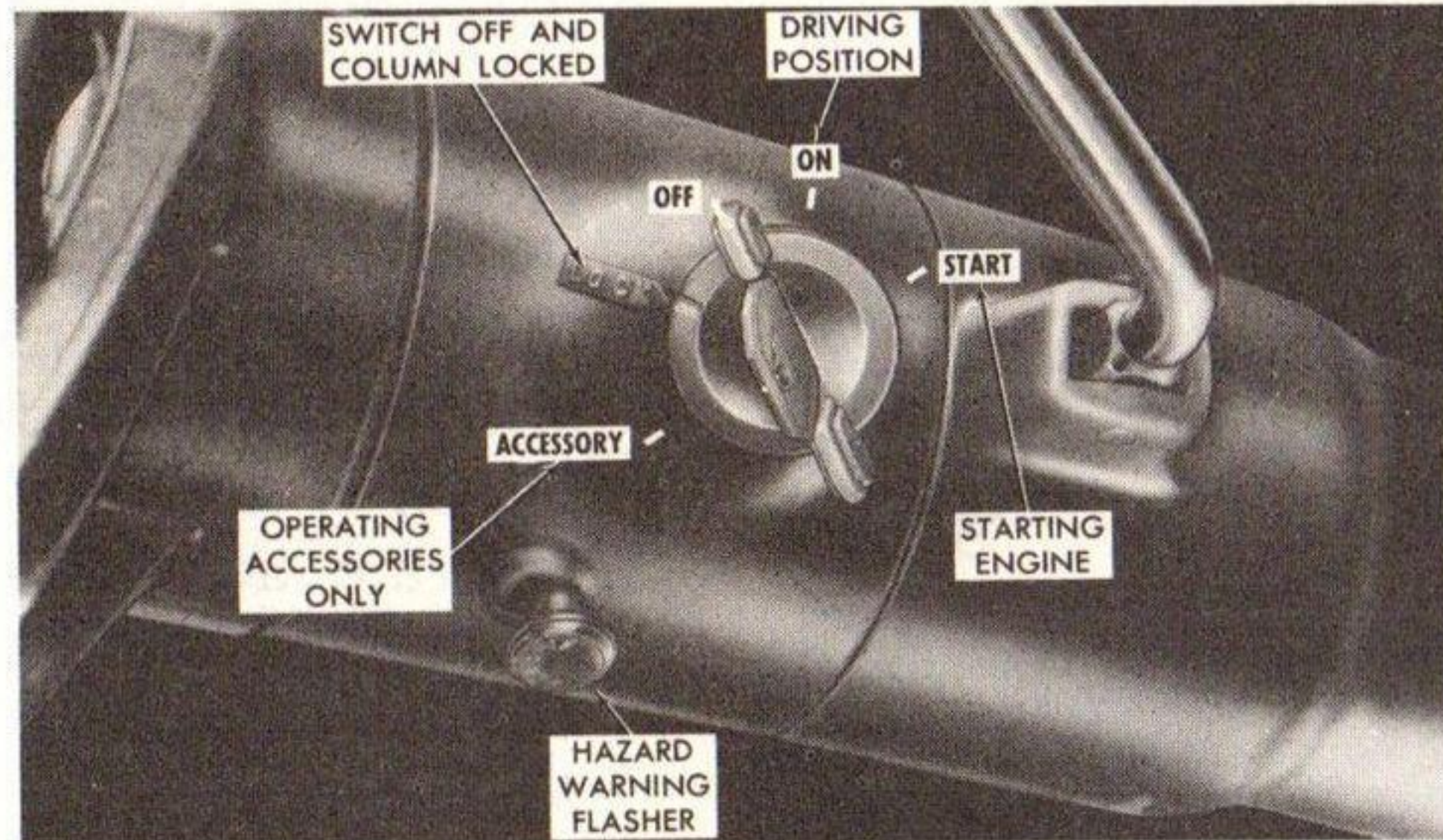
Do not run engine in confined areas such as garages any more than needed to move vehicle in or out of area. When vehicle is stopped in an UNCONFINED area with the engine running for any more than a short period, adjust heating or cooling system to force outside air into car as follows:

1. On cars not equipped with air conditioning, set fan to medium or high speed and upper control lever to any position except OFF.
2. On cars equipped with air conditioning, set fan to medium or high speed and upper control lever to any position except OFF or 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 as described in items 1 and 2 above but with fan set at high speed.
- On cars equipped with outside air vents 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.*

PARKING

When leaving your car unattended,

- **Place automatic transmission selector in Park (Reverse for manual transmission)**
 - **Turn key to LOCK position.**
 - **Set Parking brake.**
 - **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 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, approximately 30 seconds, 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.*

CAUTION: *Extended running of engine (5 minutes or more), without depressing accelerator pedal, could cause damage to engine or exhaust system due to overheating.*

- **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 the 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, Turbo Hydra-matic-350 and 400 are completely automatic transmissions which replace the standard clutch and transmission. After starting the engine with the selector lever in N (Neutral) or P (Park) position, select the range desired (see tables) and depress the accelerator. A gradual start with a steady increase in accelerator pressure will result in best possible fuel economy. Rapid acceleration for fast starts will result in greater fuel consumption.

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, fol-

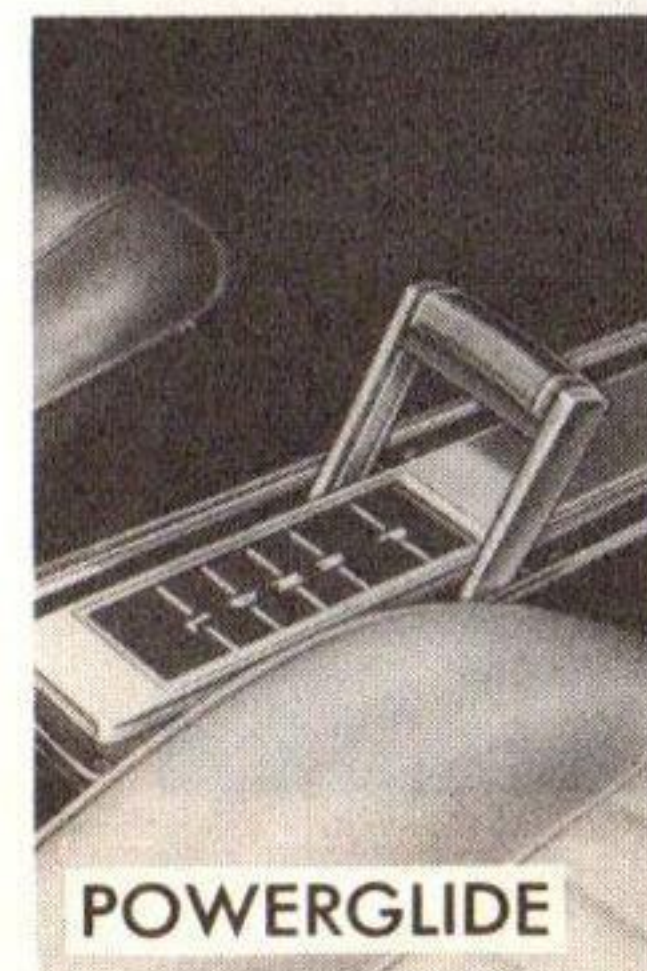
lowed in sequence by "Reverse", "Neutral" and the forward driving ranges. All automatic transmissions are equipped with a starter safety switch designed to permit starting the engine only when the transmission selector is in the "Park" or "Neutral" position. For additional engine braking effect, as sometimes needed in mountainous driving, place the transmission in an intermediate or low range.

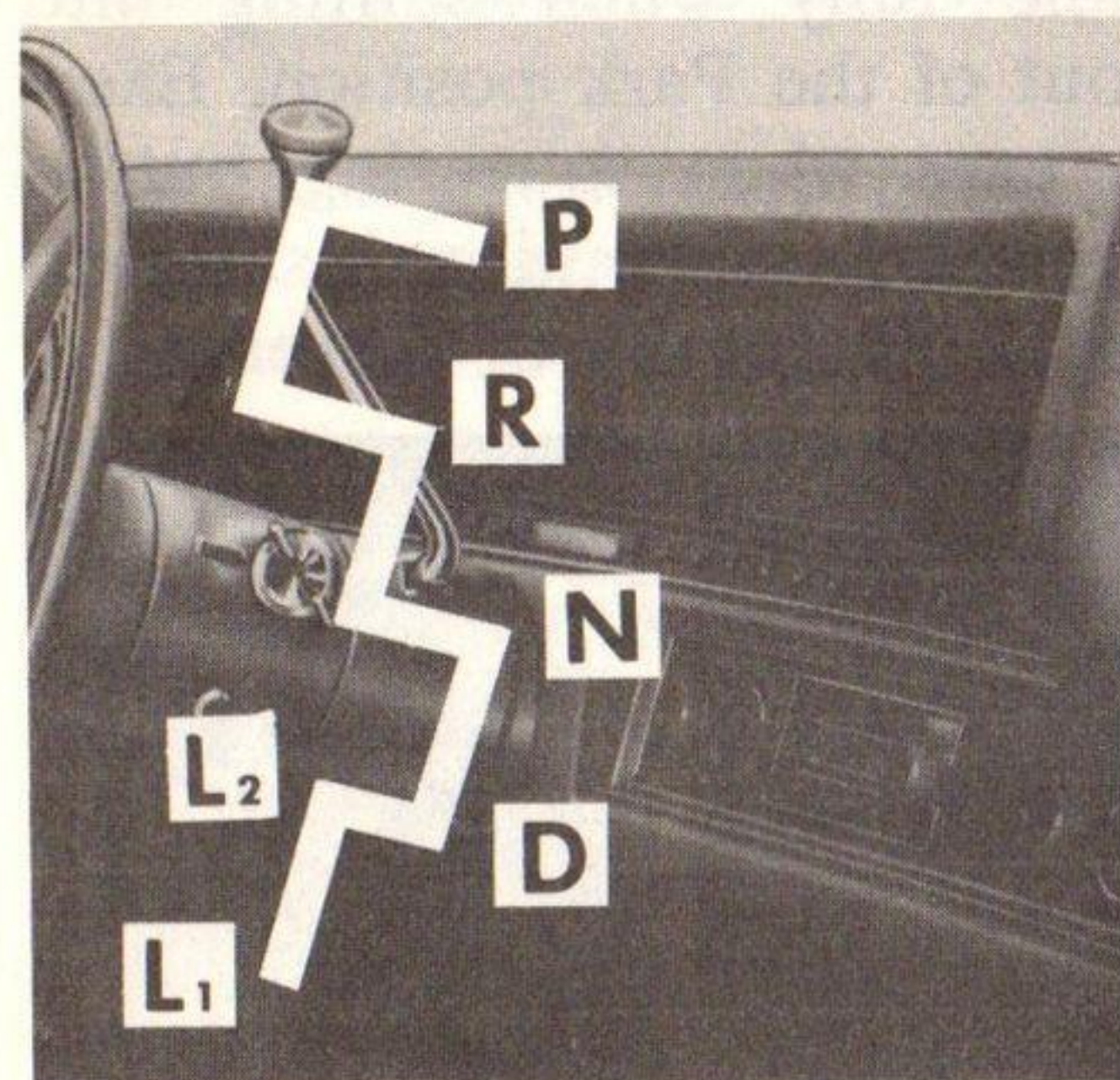
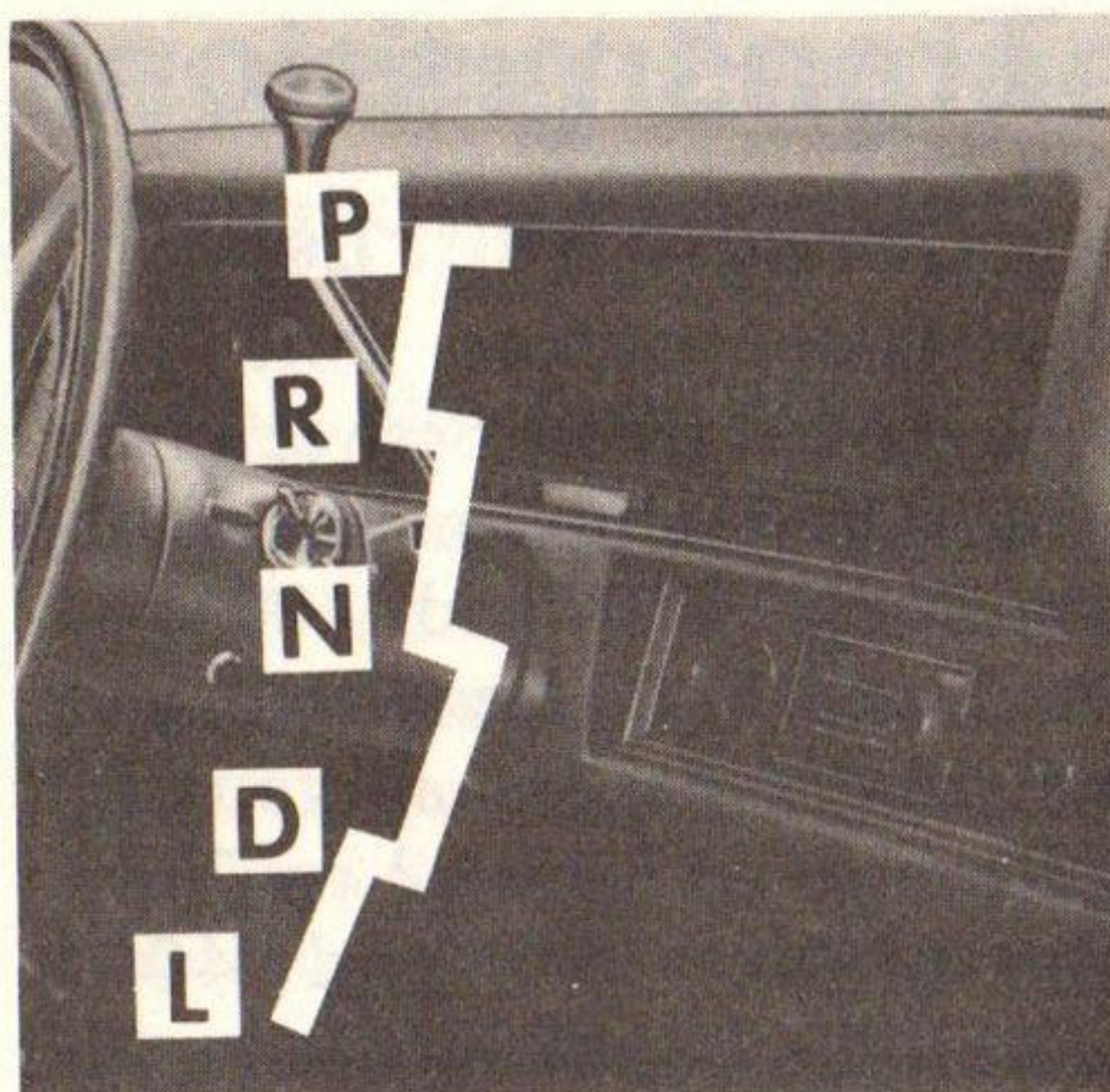
Column Shift Lever

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.





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.

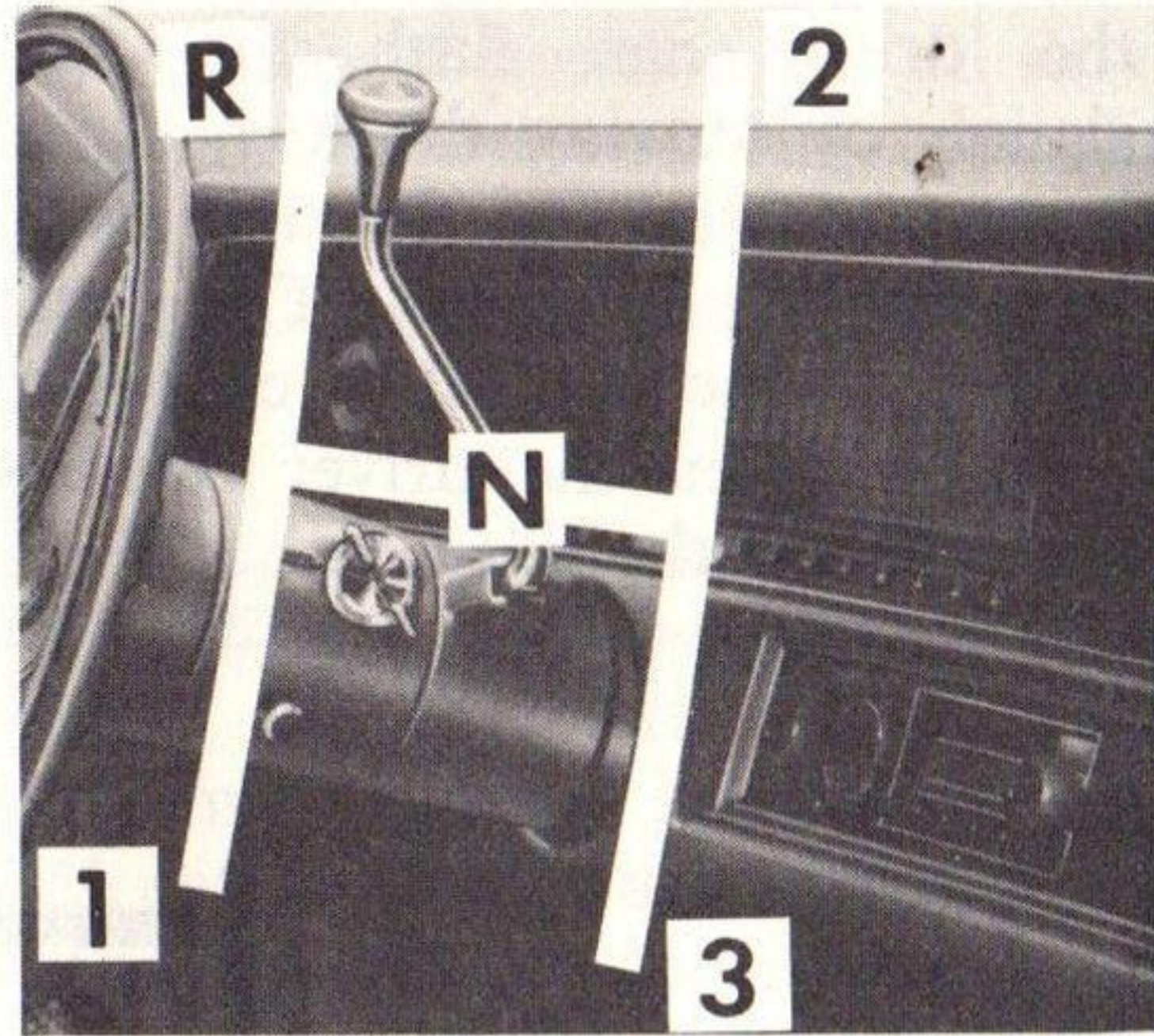
TURBO HYDRA-MATIC 350 AND 400

	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 acceleration below 65 mph; depress accelerator half-way at speeds below 30 mph.
2	L₂—LOW₂	For driving in heavy traffic or on hilly terrain. Shift into 2 or L ₂ at any vehicle speed.
1	L₁—LOW₁	For hard pulling through sand, snow or mud, and for climbing or descending steep grades.

Driving with Manual Transmissions

The 3-speed manual transmission shift positions follow the standard pattern shown on 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.

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.

Good Driving Practice: On cars

equipped with manual transmissions, use second gear at slow speeds (less than 30 m.p.h.) when driving in stop-and-go traffic for improved vehicle performance during acceleration; and when descending steep hills.

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

CAUTION: Before descending a steep or long grade, down a mountain or hillside, reduce speed and shift into a lower gear (with either automatic or manual transmission cars). Under such conditions, use the brakes sparingly to prevent them from overheating, which reduces brake effectiveness.

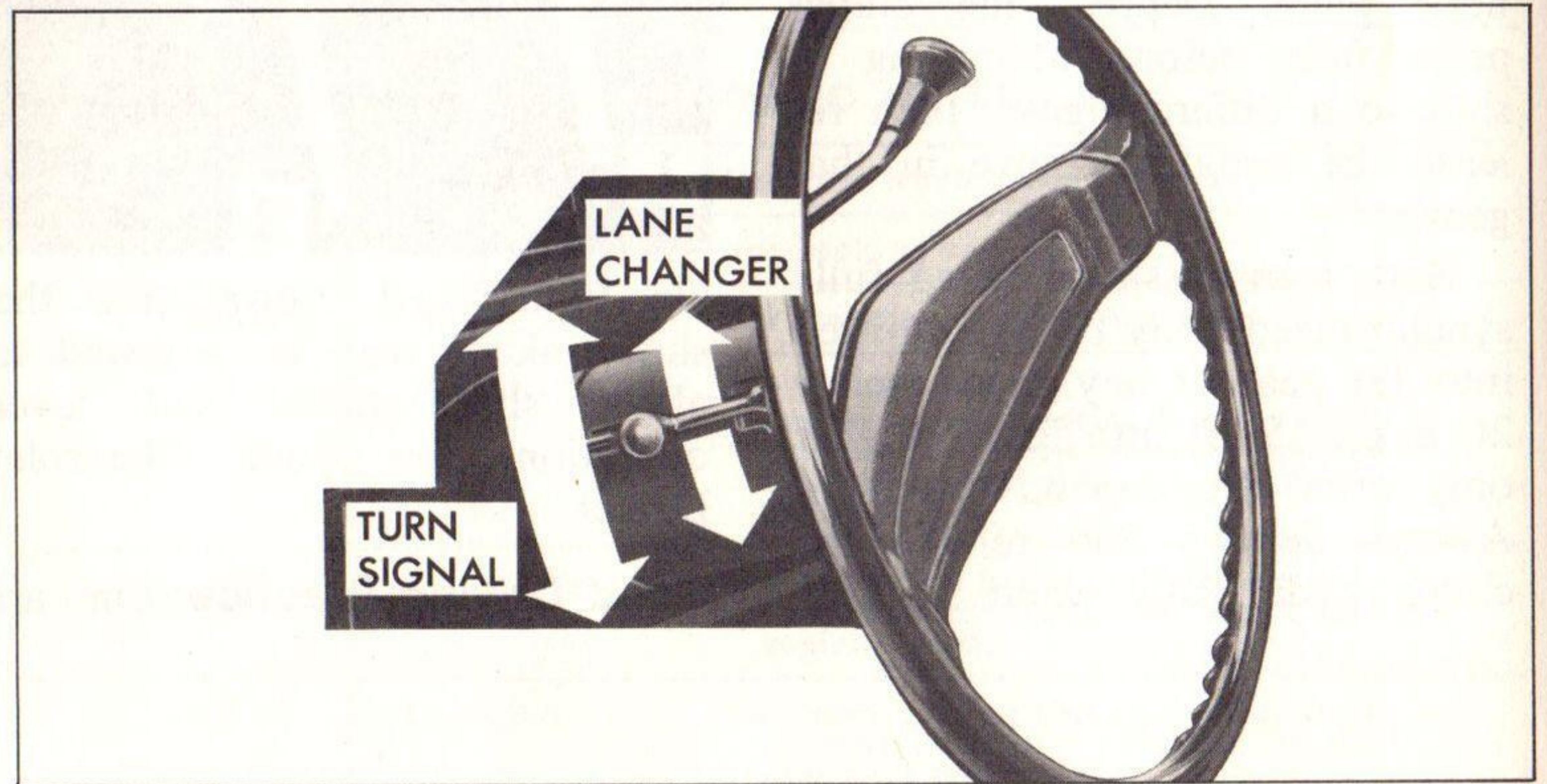
Turn Signal and Lane Change Feature

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 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

If the steering system power assist fails due to some malfunction, or because the engine has stalled, the car can still be steered. However, much greater effort is required, particularly in sharp turns.

Tilt Steering Wheel



The tilt steering wheel (optional equipment) 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.

Cruise-Master

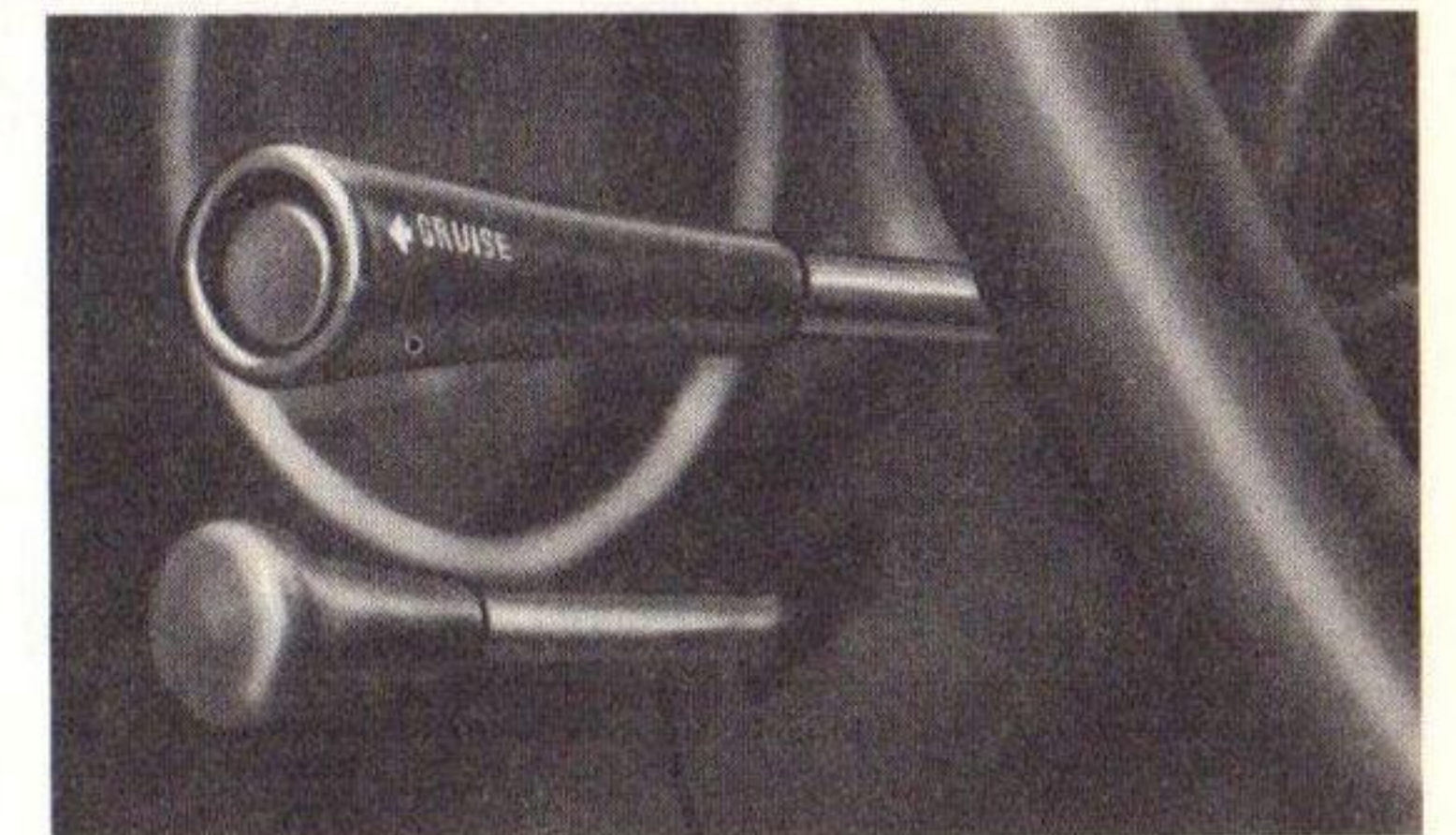
The optional Cruise-Master provides fully automatic speed control for your comfort when traveling on turnpikes, expressways, or other non-congested highways. The system automatically disengages

whenever the brake pedal is depressed.

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

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

If a temporary increase in car speed is desired, depress the accel-



erator pedal. When pressure on the accelerator pedal is released, the cruise control system will resume control at the previously set cruising speed.

When the system has been disengaged by brake application, it may be re-engaged when desired as previously described.

CAUTION: *With the Cruise Master engaged, releasing the accelerator pedal does not permit engine speed to return to idle. Do not use the Cruise Master*

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).

when conditions do not warrant maintaining a constant speed, such as in heavy or varying traffic or on winding or slippery roads.

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.

Horn

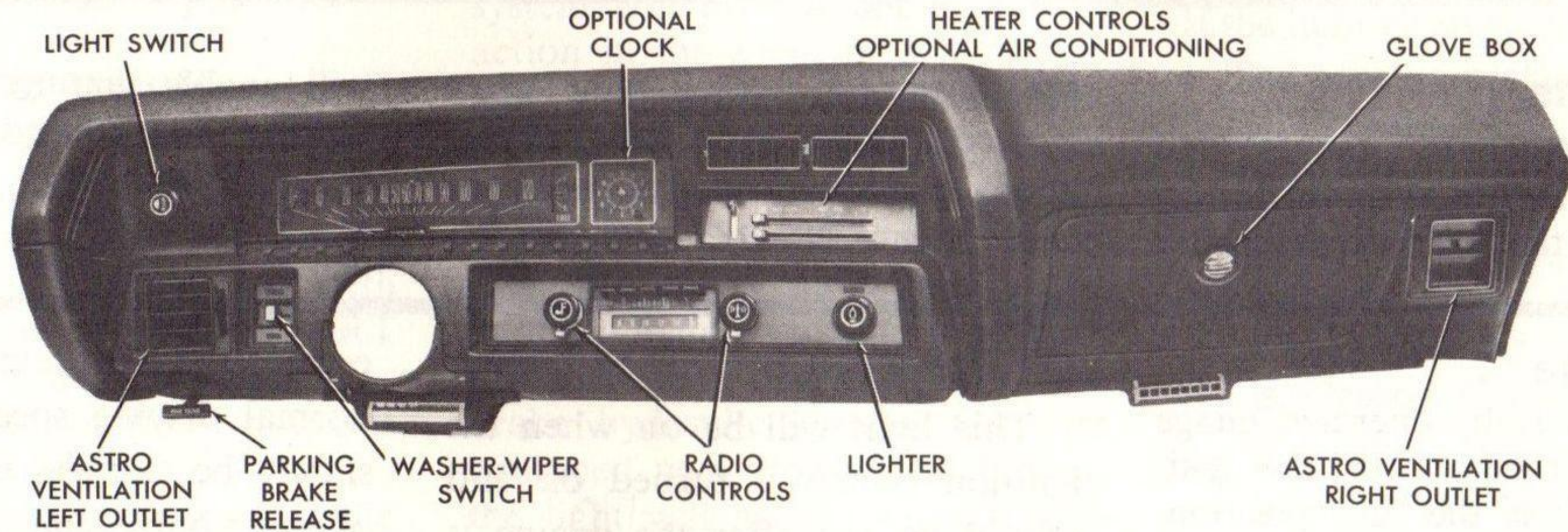
The horn on your Chevelle is actuated by firmly pressing on the pad in the center of the steering

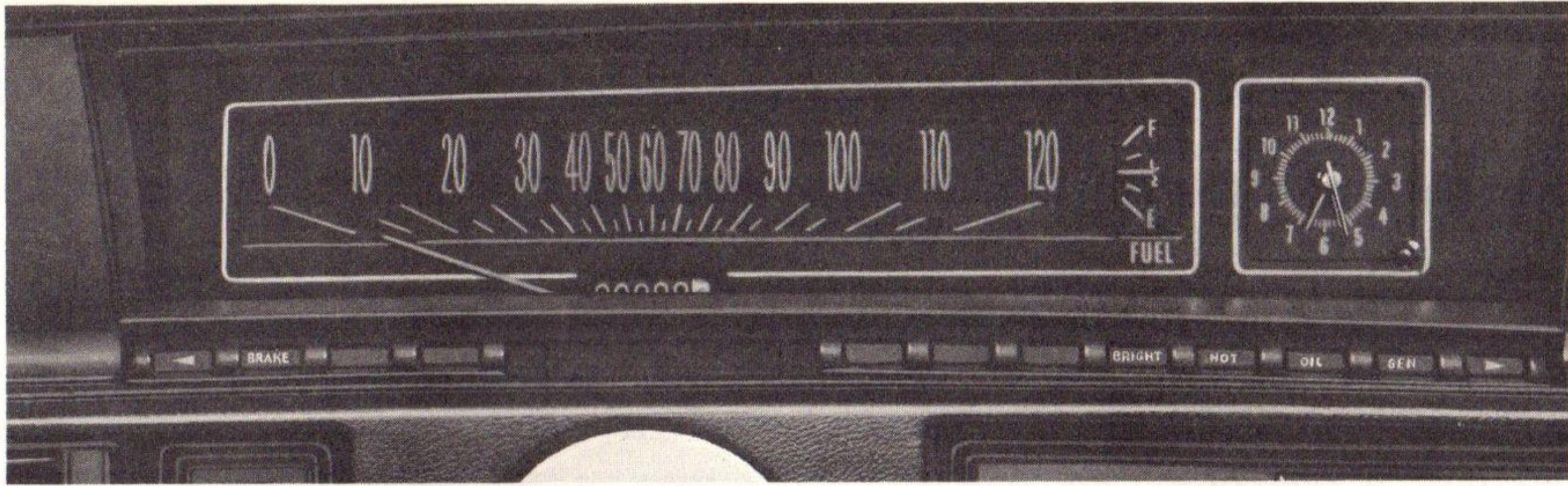
wheel. As a good motorist, use of the horn should be kept at a minimum. However, acquaint yourself as soon as possible with

this function of your car, should it ever become necessary to give a warning to a pedestrian or another motorist.

NOTE: For operation of hazard flasher, see page 39, in Section "In Case of Emergency."

INSTRUMENTS AND CONTROLS





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 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. How-

ever, 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

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 oper-

ating 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. If the warning light located at lower left of instrument cluster, glows when the ignition is on and after the brakes have been firmly applied, it may indicate that there is a malfunction in one half of the brake hydraulic system. On cars equipped with front 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 control is not fully released or,
- The service brake system is partially inoperative

What to do:

1. Check that the parking brake is released. If it is . . .
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 braking 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.
 - Or have car towed to dealer for repair.

Continued operation of the car in this condition is dangerous.

Headlight Beam Indicator Light

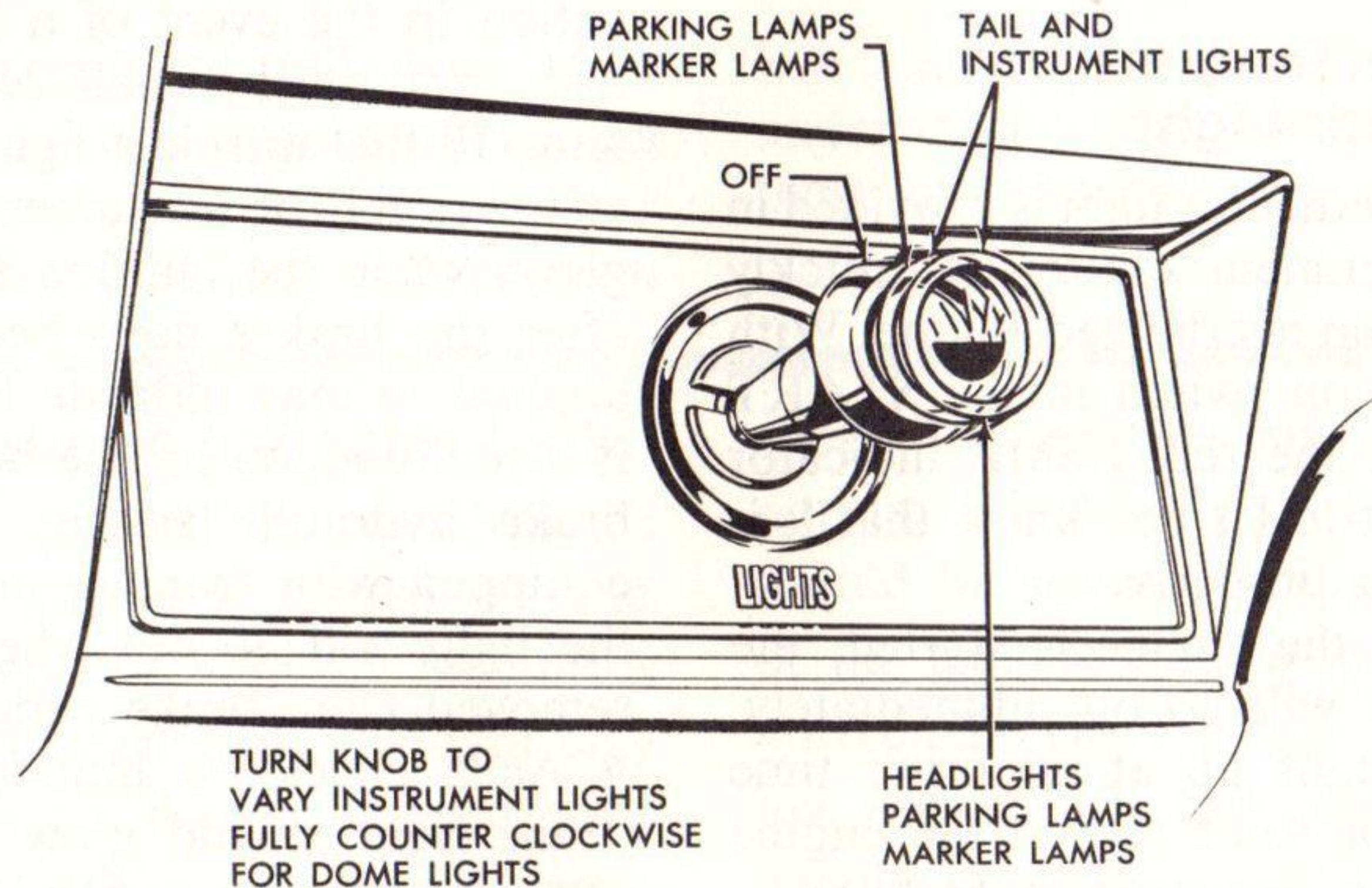
The headlights of your car have high and low beams to provide you with proper night-time visibility during all driving conditions. The “low” beams are used during most city driving. The “high” beams are especially useful when driving on dark roads since they provide ex-

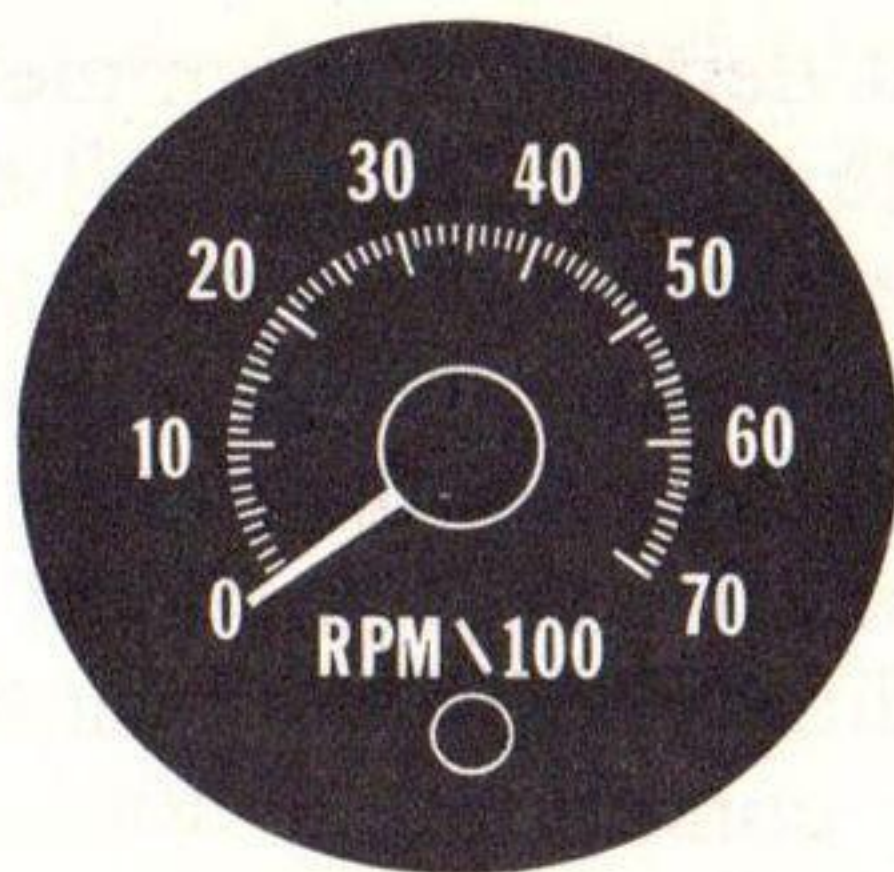
cellent long range illumination. The headlight beam indicator will be on whenever the high beams or “brights” are in use. The Headlight Beam Switch controls the headlight beams (see Page 35).

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.



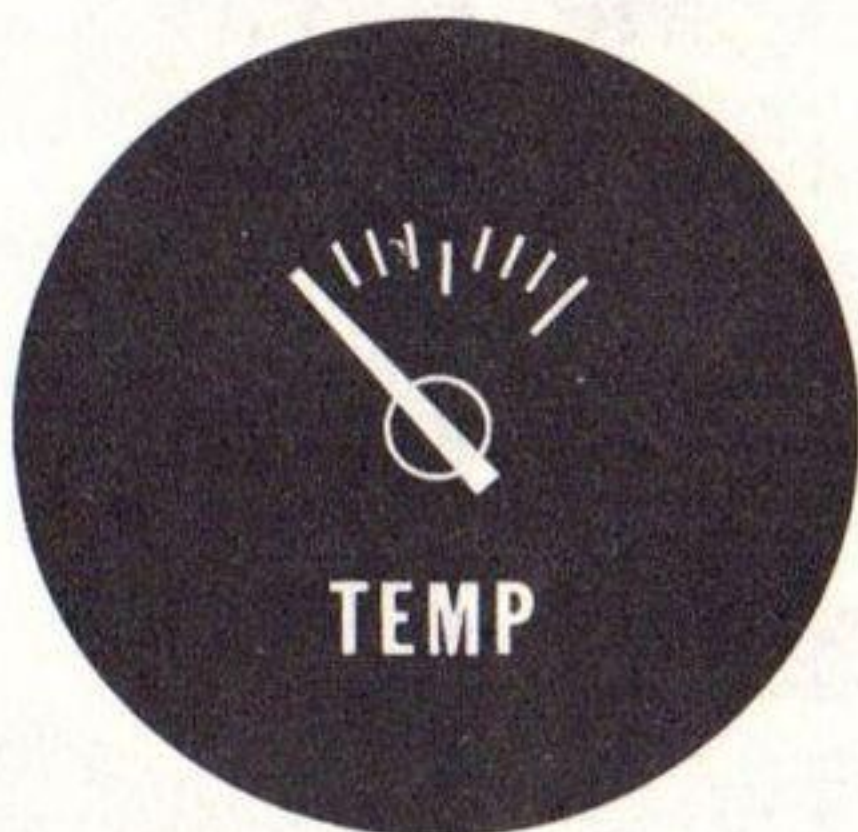


Optional Instruments and Gauges

Tachometer and Oil Pressure Indicator Light

The optional Tachometer indicates the speed of the engine in revolutions per minute. The yellow

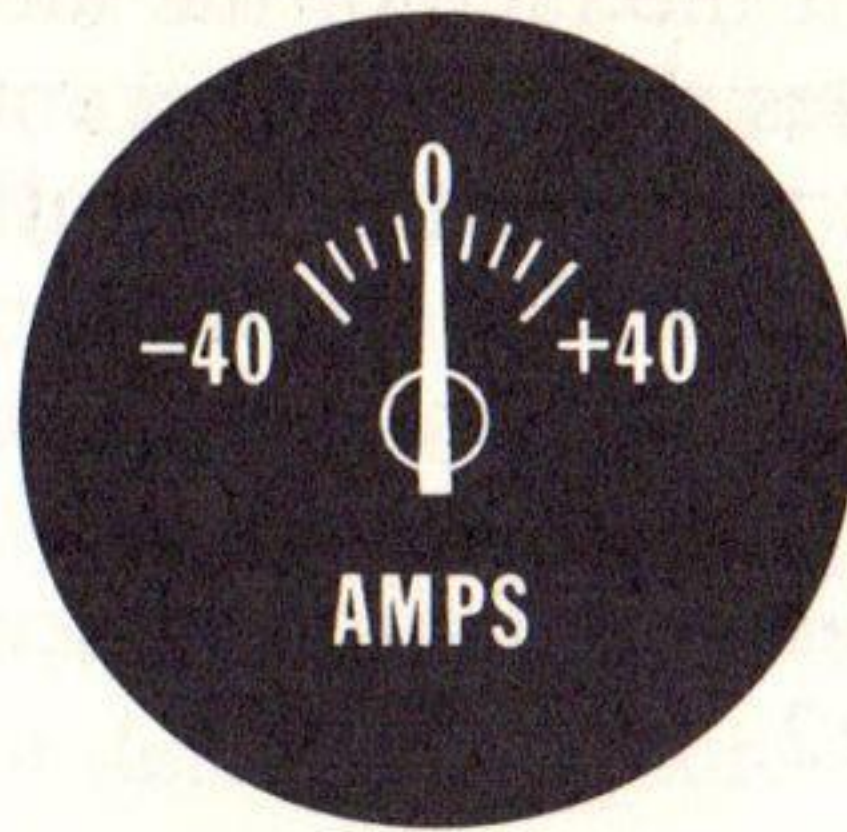
area on the face of the tachometer indicates the highest recommended engine rpm. Engine operation causing tachometer indications in or above the red area can lead to serious engine damage. Function of the oil pressure light is described on page 22.



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. 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 specific areas of the windshield under most inclement weather conditions. The wind-



shield 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 continue to operate until manually turned off at the wiper lever.

Fill the washer jar only $\frac{3}{4}$ 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 a fluid such as 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

Two control knobs located in each kick panel open and close the air vents. With Astro-Ventilation dash outlets and kick panel outlets complement each other to provide the desired air flow into the car. For maximum air flow from the dash outlets, the kick pad control should be pushed in to close the kick pad vents. The amount of air entering the car through this system is dependent upon vehicle speed.

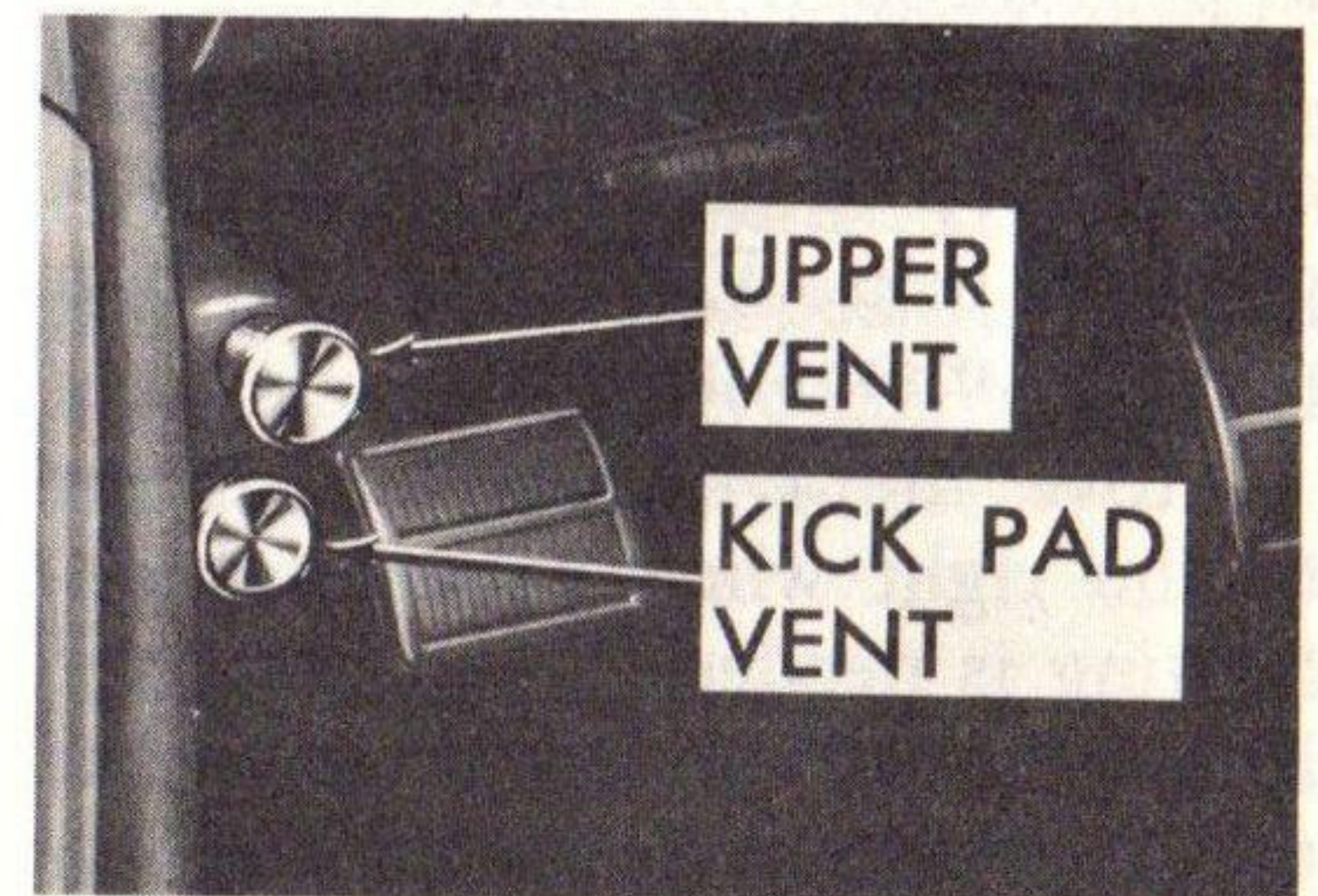
Four Season Air Conditioning

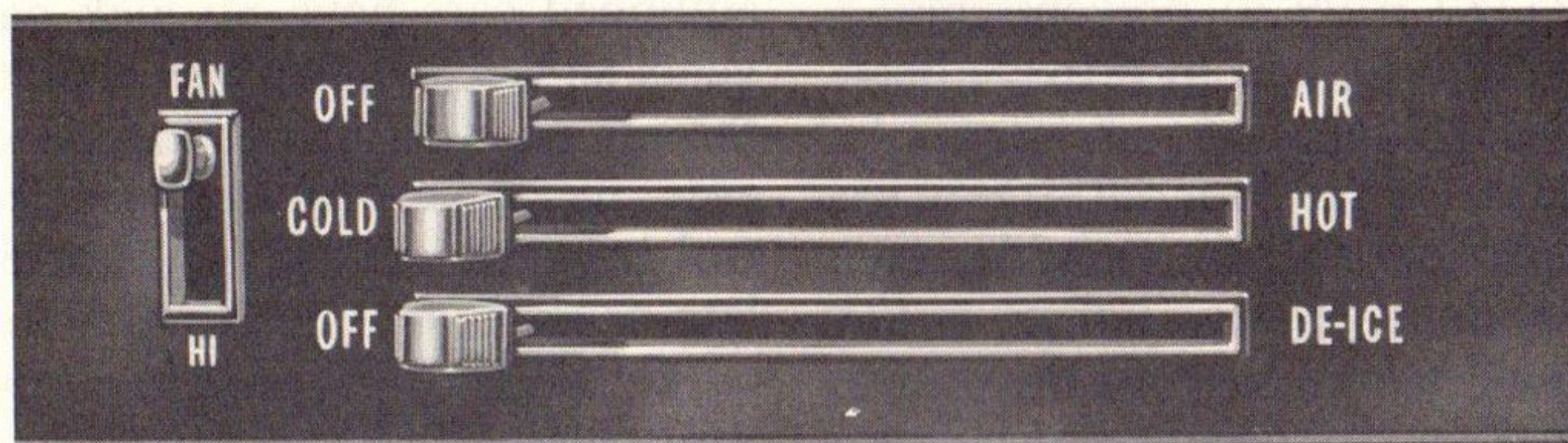
equipped cars have no kick panel vents since the vents are a part of the air conditioning system. However, the upper (Astro) vent control knob can be adjusted to regulate or shut off the desired amount of air flowing through the upper vent outlet.

NOTE: See exhaust gas caution at the beginning of this section.

Heater

The windshield defrosting and defogging system assists in providing good visibility through design-





nated areas of the windshield under most inclement weather conditions. For immediate operation of the vehicle, the windshield should be scraped clear.

Push the AIR lever to the right to mid-position to allow outside air to pass through the heater.

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

Move the DEFROSTER lever to the right when windshield defrosting is needed. When the lever is in off position, air is directed out the floor outlets. Full right position

diverts the entire air flow to the defrosters. Vary TEMPERATURE lever as required.

Fan

The fan lever has four (4) positions from OFF at the top to HI at the bottom.

Operate system for 30 seconds before switching to "DE-ICE." 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.

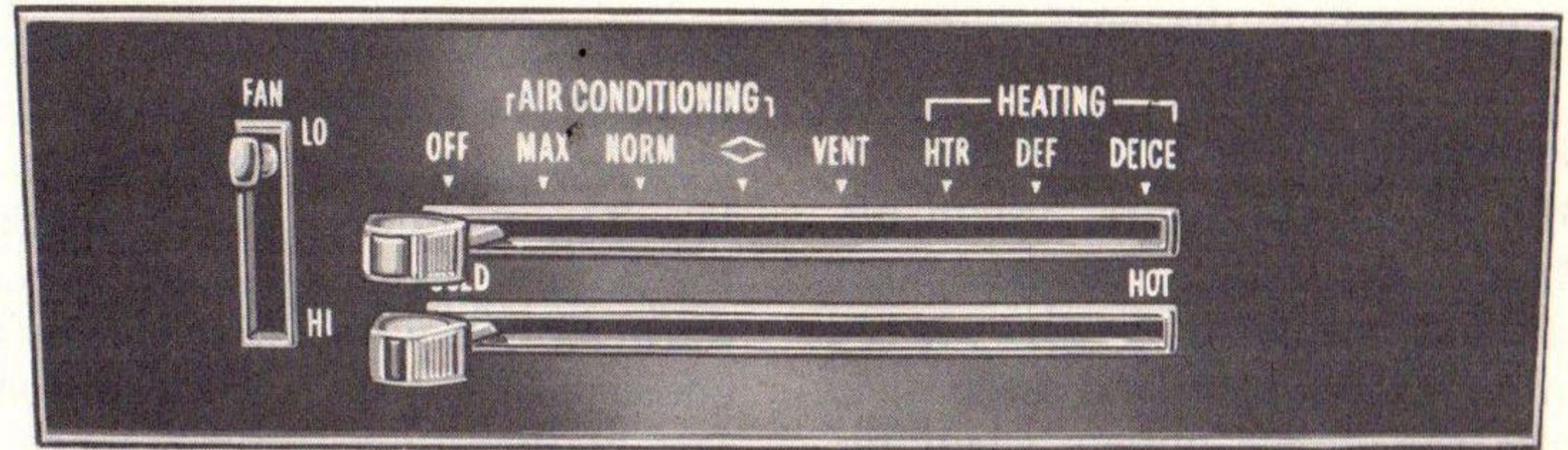
- Clear windshield, rear window, outside mirrors and all side windows of ice and snow before driving vehicle.
- Operate blower on "HIGH" for a few seconds before moving the vehicle, to clear the intake ducts of snow.
- Keep all windows and vents closed to reduce dust, road and wind noise and uncomfortable 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 air-flow is desired, move the FAN lever down to operate the three-speed blower.

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 at 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 five (5) positions from OFF at the top to High at

the bottom. Use of the fan will result in more even temperature distribution within the car.

Selector Lever Operation

OFF—Shuts the entire system off.

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. 

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.

DEF—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 de-ice 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 con-

trols the volume of air through the center outlet.

The vertical outlets at each end of the instrument panel may be rotated or vanes adjusted as desired. The lever adjacent to each upper side outlet controls the air flow through these outlets.

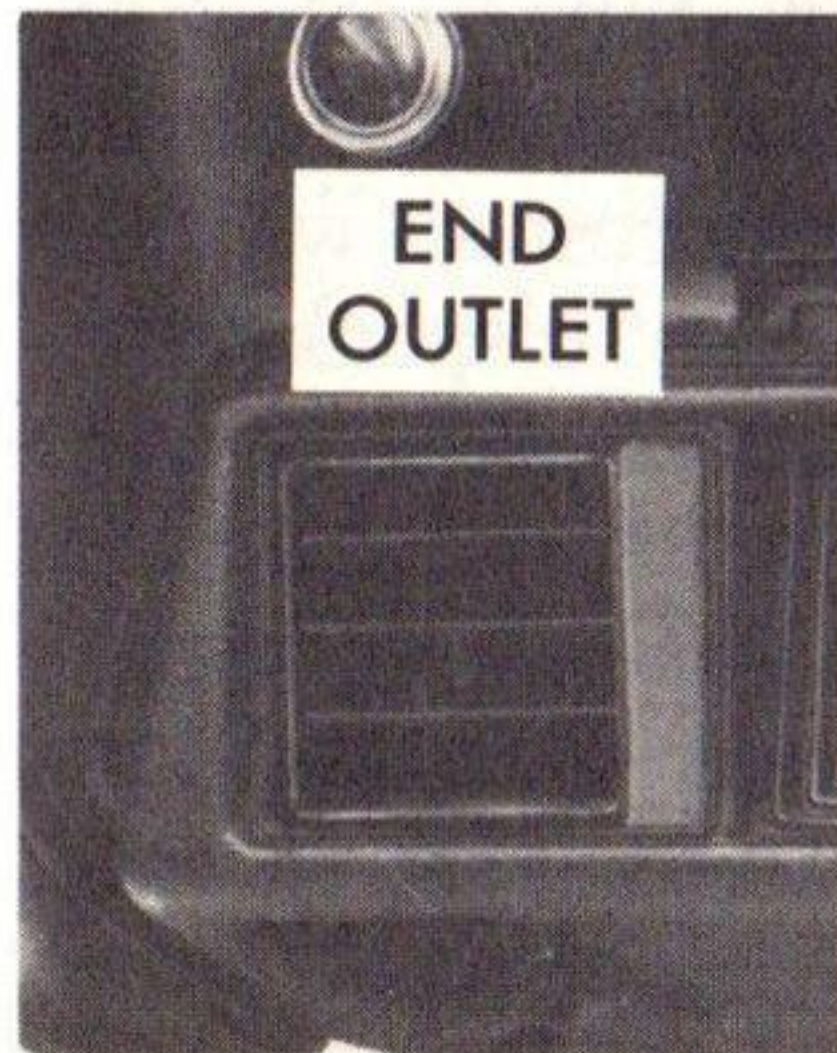
For additional air flow lap coolers (2) are provided under the steering column and glove box. They have vertical air control vane outlets and are aimed at the driver

and passenger. Under each lap cooler is a floor cooler outlet that is operated in a push-pull manner for opening and closing, controlling the amount of air to the floor.

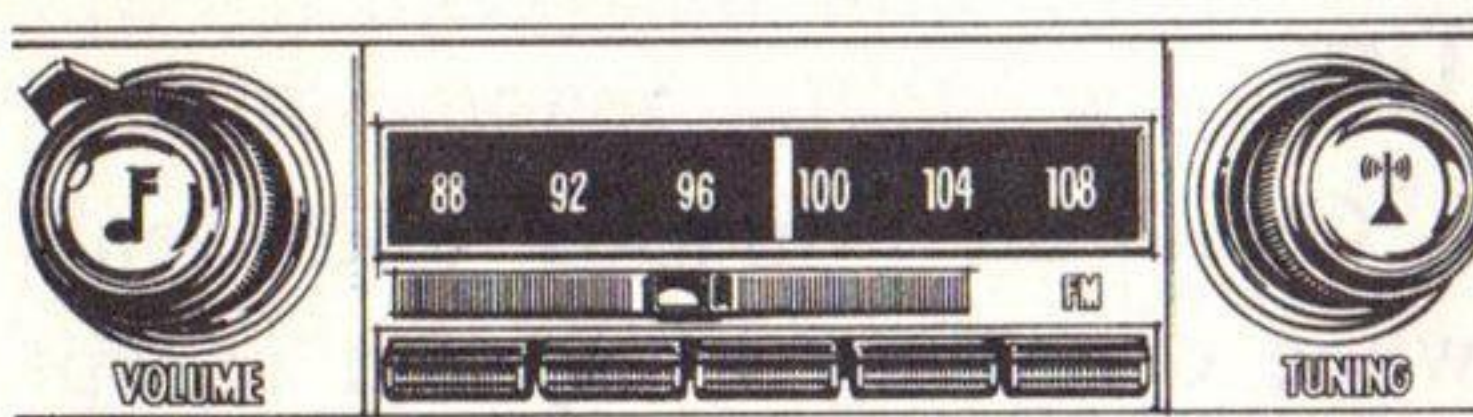
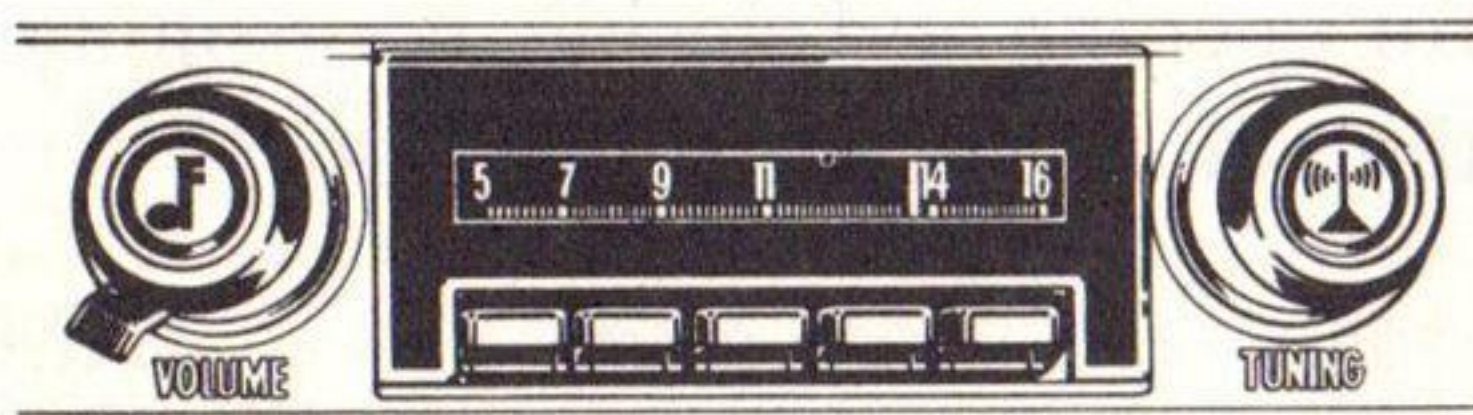
Air-Conditioner Operating Tips

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

CAUTION: Operate system for 30 seconds before switching to "DE-ICE". 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.



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, 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.

Stereo Multiplex Adapter

A concealed Stereo Multiplex Adapter permits FM stereo reception with the AM/FM radio. Radio controls are used to turn the set on and off and for station selection. For most pleasing stereo effect the speakers are criss-crossed, with the left front and right rear speakers reproducing the left channel and the opposite speakers reproducing the right channel. Balancing the speakers is not required as this adjustment has been made at the factory. Should it become necessary to

make this adjustment, see your Chevrolet dealer. The indicator light will be on when the radio is tuned to an FM stereo station. Most broadcasts on such stations will be in stereo.

To Tune Your Stereo Radio

- Tune radio to an FM Stereo sta-

tion (one which makes the indicator light come on).

- Turn the lever behind the station selector knob until volume from front and rear speakers sounds equal.
- Regulate volume and tone controls as required.

Stereo Tape System

The optional Stereo Tape Player provides prerecorded stereo programs for your enjoyment.

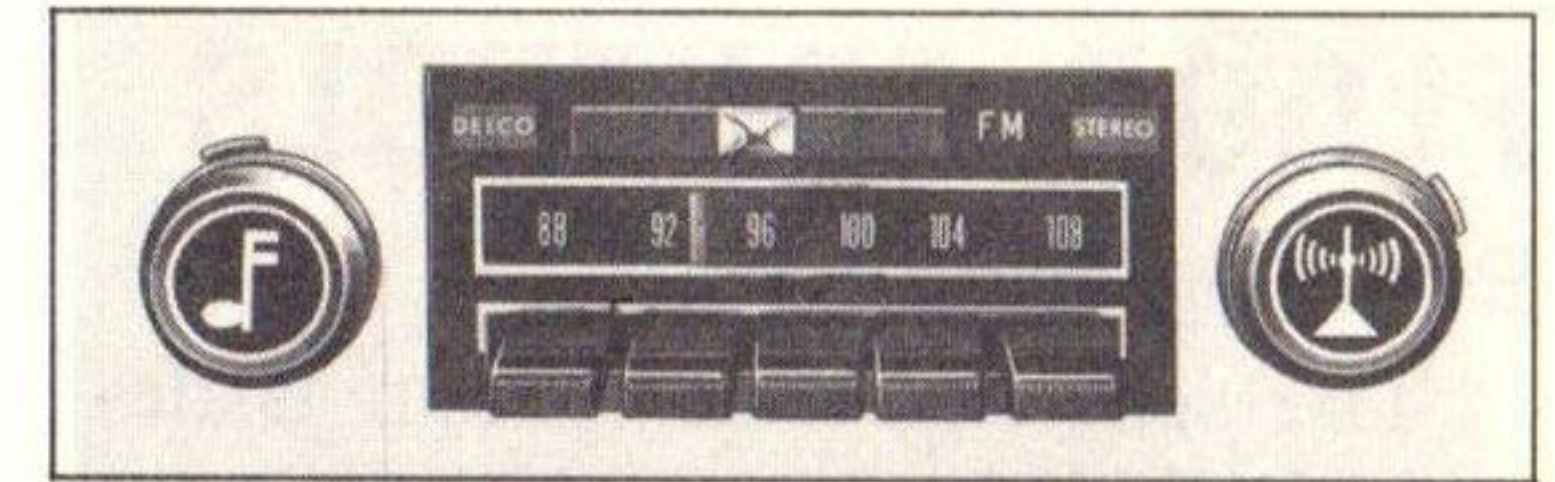
To play, turn ignition switch to "ON" or "ACC" position and insert cartridge through tape door with label side up and open end in first. Tape will play through all four programs in succession, then replay in same sequence. Balancing the speakers is not required as this adjustment has been made at the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

1. Rotate Fader control unit volume until volume from front and rear speakers sound 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 tape 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.

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.
- As a reminder, the brake system warning light is designed to glow whenever the parking brake control is not fully released, and the ignition is on.
- Never drive car with parking brake set as this may overheat or otherwise damage rear brakes.

Power Brakes

- On cars with power brakes, two or more brake applications can be made using reserve power, if power assist to the brakes is interrupted due to a stalled engine or some malfunction.
- If the brake pedal is held down, the system is designed to bring the car to a full stop on reserve power. However, the reserve power is partially depleted each time the brake pedal is applied and released.
- When reserve power is exhausted, the vehicle can still be stopped by applying greater force to the pedal.

CAUTION: *Driving through deep water may affect brake performance. Applying the brakes lightly will indicate whether they have been affected. Brakes are wet if vehicle does not slow down at the usual rate. 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.*

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.

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 a traffic or terrain, or techniques of in-

dividual 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 specified for your car, and Delco brake fluid as required.

Automatic Brake Adjusters

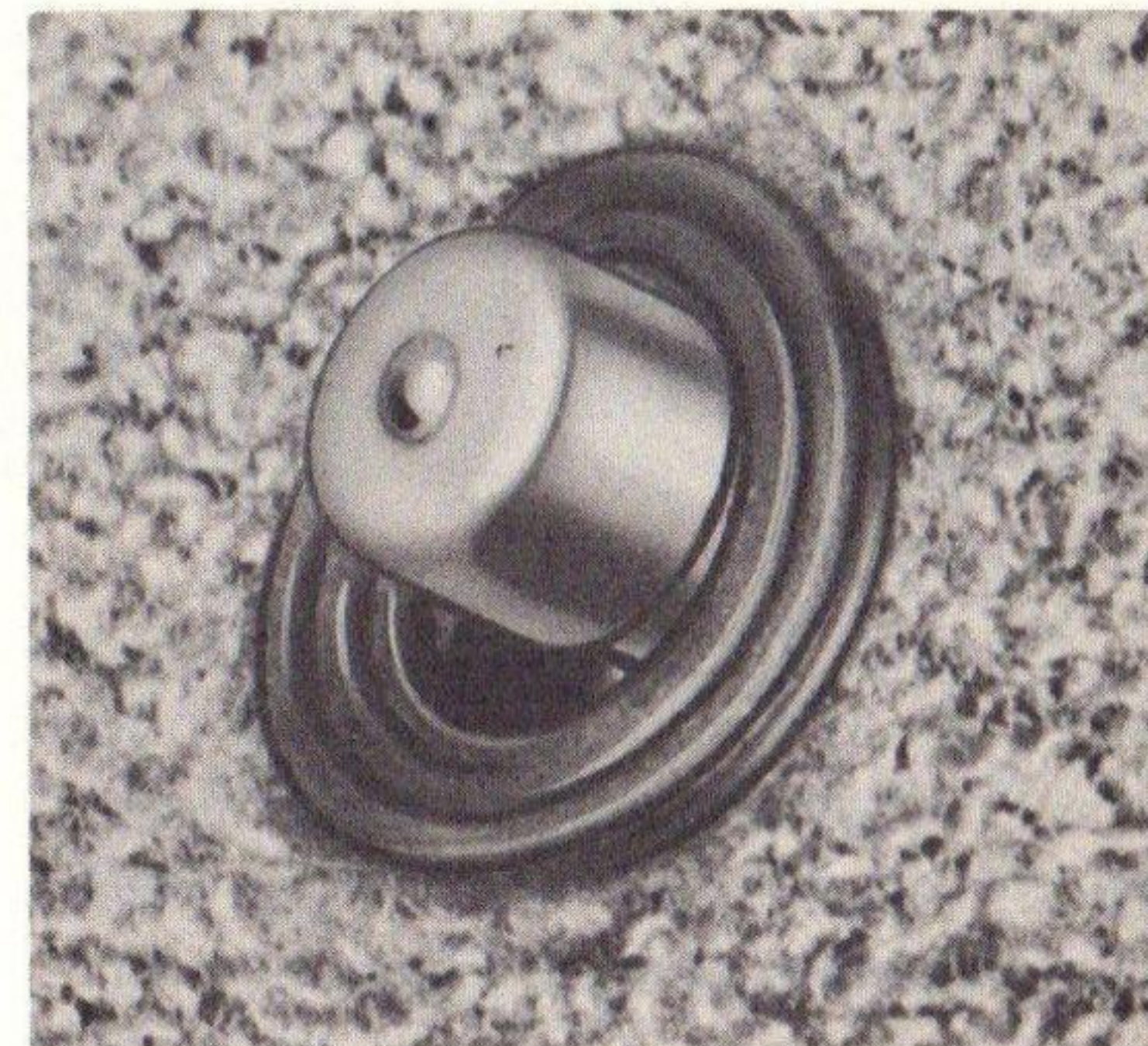
- Brakes on this car (except for the parking brake) are self-adjusting, designed to eliminate periodic brake adjustments.
- Drum brake adjustment is made automatically as the brakes are applied while car is moving backwards.
- Disc brake adjustment is made automatically with each brake application.
- 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.

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.



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 start moving because of the wheel remaining on the ground.

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.

El Camino

Except for obvious differences because of the sedan pick-up body, the El Camino models are operated in the same manner as the other Chevelle Passenger Cars.

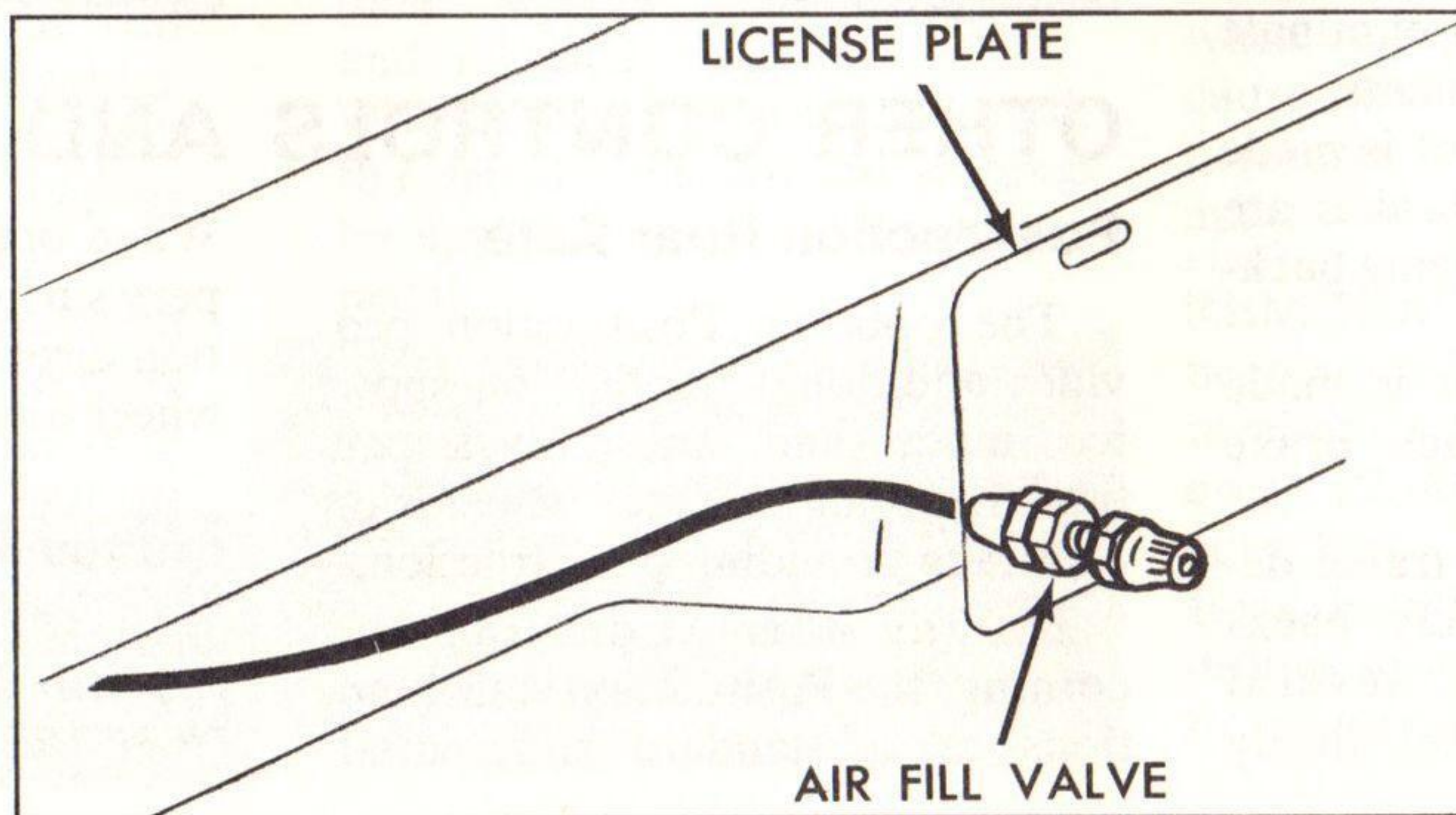
Superlift Air Adjustable Shock Absorbers

Superlift Air Adjustable Shock Absorbers allow you to ride with the load space of your El Camino fully loaded but with no annoying sag or bumps. Air is added to the rear shocks as needed through the air fill valve located in the upper right hand corner of the rear bumper license plate depression.

A minimum pressure of 10-15

psi must always be maintained. After the vehicle is loaded, pressure may be increased until the rear of the vehicle reaches the desired riding height or a maximum of 90 psi.

CAUTION: Superlifts are designed to level the car when extra load is added. Do not use superlifts to raise car above normal designed riding height. If superlifts are used to raise the car above normal designed riding height for a sustained period of driving, severe damage may result to the superlifts or the car mounting brackets.



CONVERTIBLE

Operating the Folding Top

CAUTION: *Do not attempt to lower the top when the temperature is below 40° fahrenheit. Prior to lowering or raising the top, the car must be completely stopped and the sunshades turned down. Also, prior to lowering the top, make sure the top material is thoroughly dry.*

To lower the top, disengage the lock handles, located at the front of the side rails, by rotating inboard until the lock hook levers are free from the lock strikers located on the windshield header. (The lock handles must remain in the rotated position until the top is again locked to the windshield header). Actuate the control switch until the top is approximately two (2) feet from the fully lowered position.

The top material and support pads must be gently pulled rear-

ward from between the operating arms of the top. The top may then be completely lowered by actuating the power switch until the catch clips at the top of the quarter trim panels snap onto the ends of the side rails.

To raise the top, actuate the control switch until the top contacts the windshield header and the guide pins at the outboard corners of the top engage the striker assemblies on the windshield header.

To lock the top, rotate the left side locking handle outboard to engage the lock hook to the striker. Then, perform the same operation on the right side.

CAUTION: *The top assembly must be securely locked to the windshield header prior to movement of car.*

Installing the Top Boot

The boot assembly is stored in a plastic container in the rear compartment. Remove the boot from the plastic container and attach the forward edge of the boot by grasping edge and sliding the welt of the boot into the retainer located on the top of the rear seat back panel. Position the boot over the lowered top and engage the snap fasteners on the boot to the snap studs located on the quarter trim. The rear and sides of the boot are then secured by starting at the center and pulling the rear edge of the boot rearward away from the belt molding and inserting the plastic retainer under the molding.

Care of the Folding Top and Rear Window

The folding top material will retain its luster and bright appearance with frequent washing using neutral soap suds, lukewarm water and a soft bristle brush. In the event heavy soilage or persistent stains are encountered, cleaning with a mild foaming cleanser, lukewarm

water and a soft bristle brush will normally be sufficient. Regardless which type of cleaning is performed, a generous amount of clean rinse water must be used to insure complete removal of soap from the top material and adjacent body panels.

CAUTION: The folding top should never be subjected to volatile cleaners or household bleaches. Also, after cleaning

The rear window in the back curtain may be cleaned in the same manner as all body glass. Volatile cleaning agents must be avoided as these liquids could have a deteriorating effect if spilled on the back curtain material or any painted surface.

is completed, the top material must be allowed to thoroughly dry before it is lowered.

SAFETY CHECKS

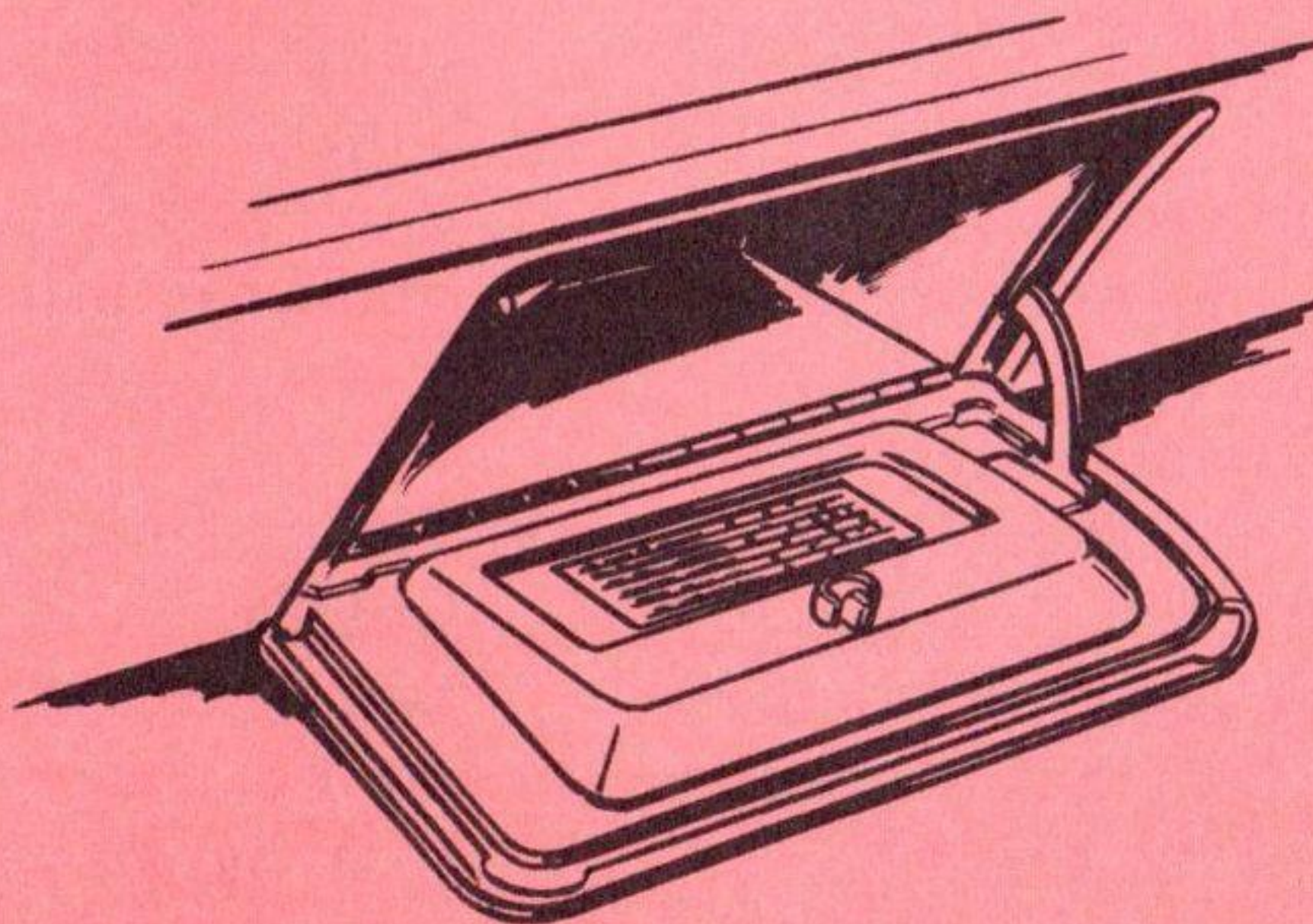
Your 1972 Chevelle conforms to all Federal Motor Vehicle Safety Standards applicable at time of manufacture, and in addition, incorporates other important General Motors safety features. However, even with these safety features, continued safe and dependable operation depends greatly upon regular vehicle maintenance.

This section discusses the various components and systems of your vehicle that should be checked regu-

larly to help maintain 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 you, the owner.

CHECKS TO BE PERFORMED BY YOUR DEALER OR SERVICE STATION

As a maintenance reminder, your new car has a "Vehicle 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 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:

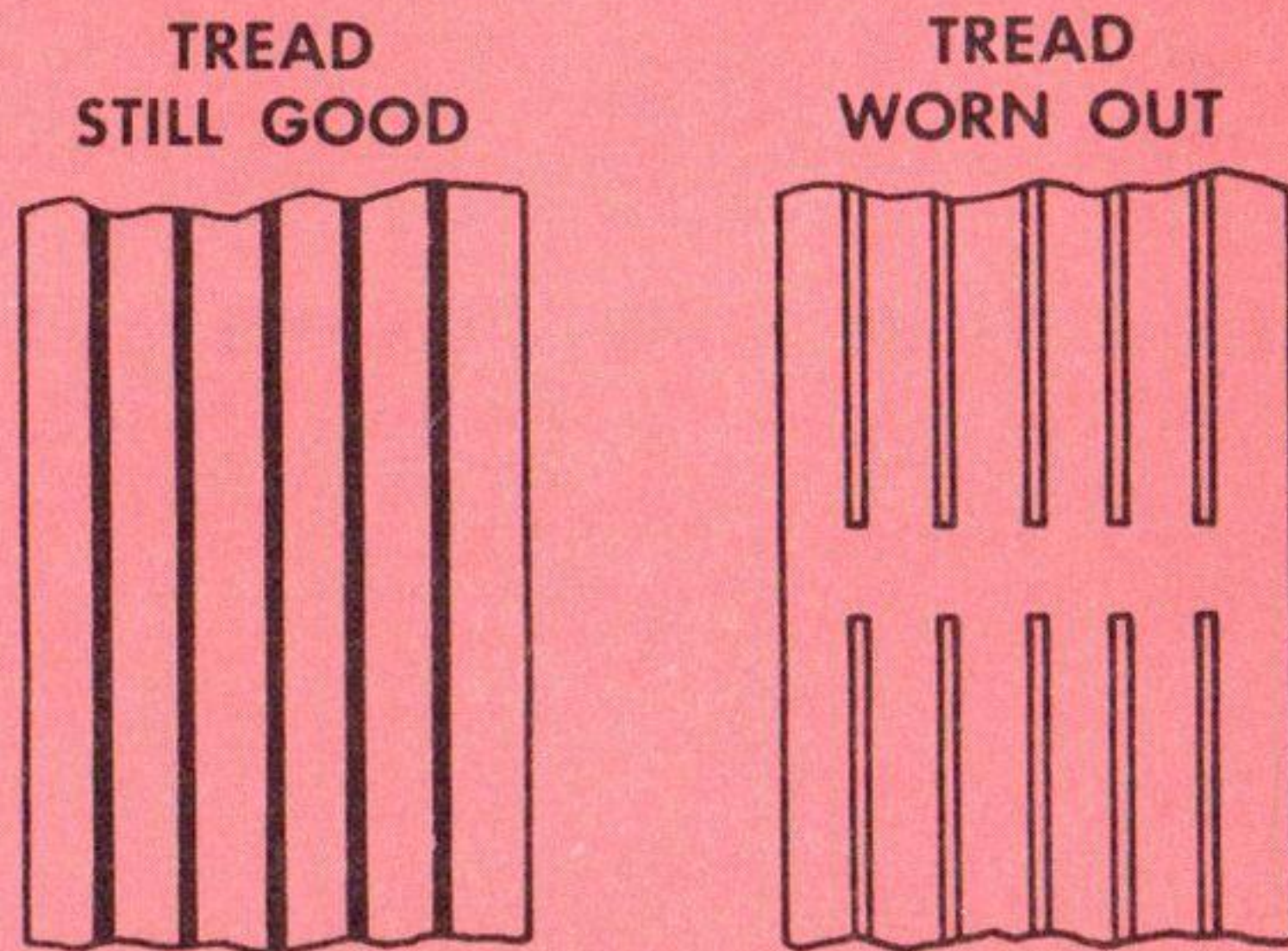
Checks To Be Made At Oil Change Intervals (4 months or 6,000 miles, whichever comes first)

- **Brake and Power Steering Lines and Hoses**—Check for proper attachment, 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 brake master cylinder front reservoir could also be an indicator that the 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 noted 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. Dust or water in the trunk may be an indication of a problem in one of these areas. Any defects should be corrected immediately. To help insure continued integrity, exhaust system pipes and resonators rearward of the muffler must be replaced whenever a new muffler is installed. Use genuine GM parts specified for your vehicle.
- **Tires and Wheels** — Check tires for excessive wear, nails, glass, cuts or other damage. Make certain wheels are not bent or cracked 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 oftener if daily visual inspection indicates the need.

The original equipment tires on your Chevelle 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 $\frac{1}{2}$ inch wide bands when tire tread depth is $\frac{1}{16}$ 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 and disc brake pads, as well as 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. A check should also be made without delay if the vehicle repeatedly pulls to one side or an abnormal sound is heard during braking. 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 area ahead seems inadequate.

For further details on engine and transmission items listed on the "Vehicle Safety Maintenance Schedule", and for other recommended maintenance, refer to the "Service and Maintenance" section of this manual and your Emission Control Systems booklet. For your convenience, all of the checks recommended above, along with other maintenance requirements are listed by time and mileage interval in the Owner's Manual Maintenance Schedule.

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, as soon as possible, so the advice of a qualified mechanic is available regarding the need for repairs or replacements.

- **Steering Column 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. Key should be removable only in LOCK position.
- **Lap and Shoulder Belts** — Check belts, buckles, retractors and anchors for cuts, fraying or weakened portions, loose connections, damage, and proper latching and releasing action. Check that anchor mounting bolts are tight to the floor.
- **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 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 and level road. The need for wheel balancing may be indicated by a vibration of 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 all instrument panel warning lights, and interior lights, and 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 exterior light while you activate the controls.

- **Transmission Shift Indicator**—Check to be sure

shift indicator accurately indicates the shift position selected.

CAUTION: Before making the two checks below, 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.

- **Starter Safety Switch (Automatic Transmission Cars)**—Check starter safety switch by plac-

ing 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, place the transmission in neutral, depress the clutch halfway, and attempt to start. The starter should operate only when clutch is fully depressed.

- **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 top of each folding seat back.
- **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 by lifting on the hood after each closing. 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.

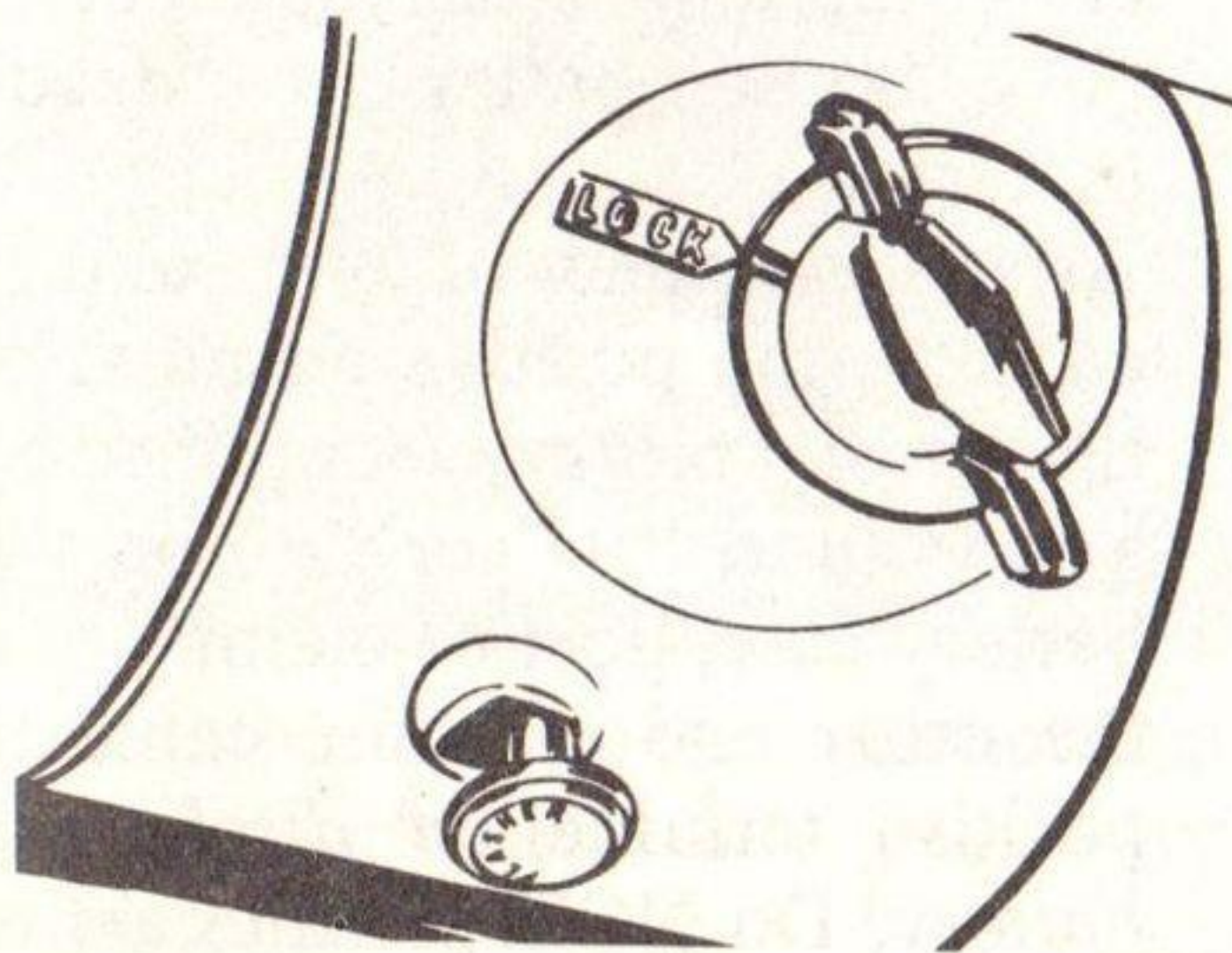
- **Exhaust System**—for further information, see Engine Exhaust Gas Caution at beginning of “Starting and Operating” Section of manual as well as the exhaust system checks to be performed by the dealer or service station, covered at the beginning of this section.
- **Head Restraints**—Check that head restraints adjust properly in the up detent position, and that no components are missing or loose.

Conscientious attention to all of these safety checks on a regular basis and prompt correction of any problems will help to keep you, your passengers and your vehicle safer, thus avoiding or reducing potential injuries and damage.

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.

Freeing Car From Sand, etc.

If it becomes necessary to rock the car to free it from sand, mud or snow, move the selector lever on automatic transmission models from "D" to "R" in a repeat pattern while simultaneously applying moderate pressure to the accelerator. (On standard transmission models, move gear shift lever from second to reverse gear.) Do not race engine. For best possible traction, avoid spinning wheels when trying to free the car. The use of

AC Liquid Tire Chain is recommended for temporary assistance when traction is lost on ice or snow.

CAUTION: On cars which do not have Positraction, drive wheel spin should be limited to 35 mph as indicated on the speedometer. This limit is necessary because the speedometer only indicates one half of the actual wheel speed when one drive wheel is spinning and the other drive wheel is stopped. Unless care is taken in limiting drive wheel spin, the spinning wheel can reach excessive speeds, resulting in possible tire disintegration or differential failure, which could cause personal injury or extensive vehicle damage.

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 ap-

plicable to vehicles in tow must also be followed.

Your Chevelle 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. 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 two vehicles.
- 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 nominal voltage* as the discharged battery, with suitable jumper cables.
- Make connections as set forth below under "Jump Starting With Auxiliary (Booster) Battery" to lessen the chance of personal injury or property damage.

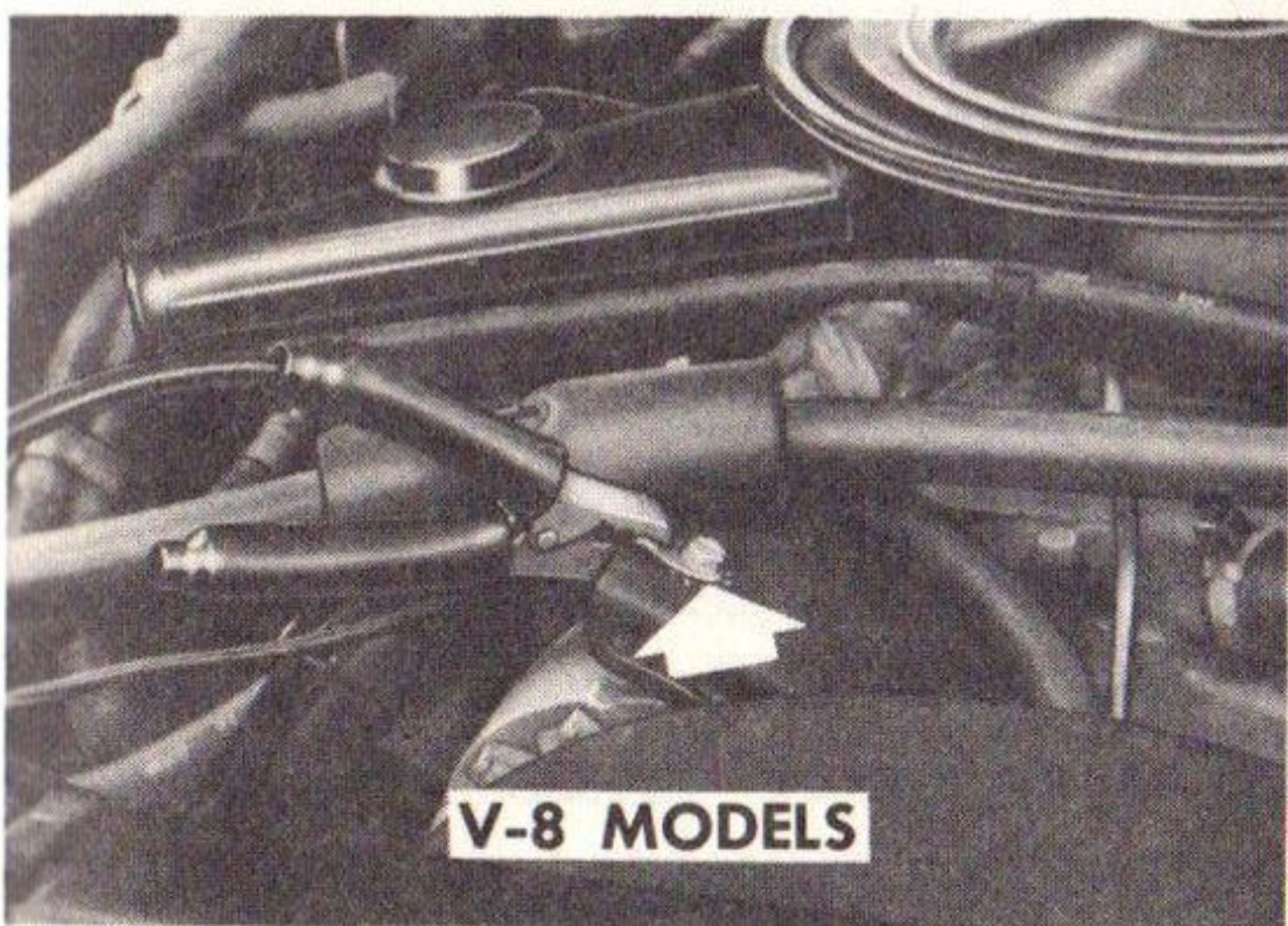
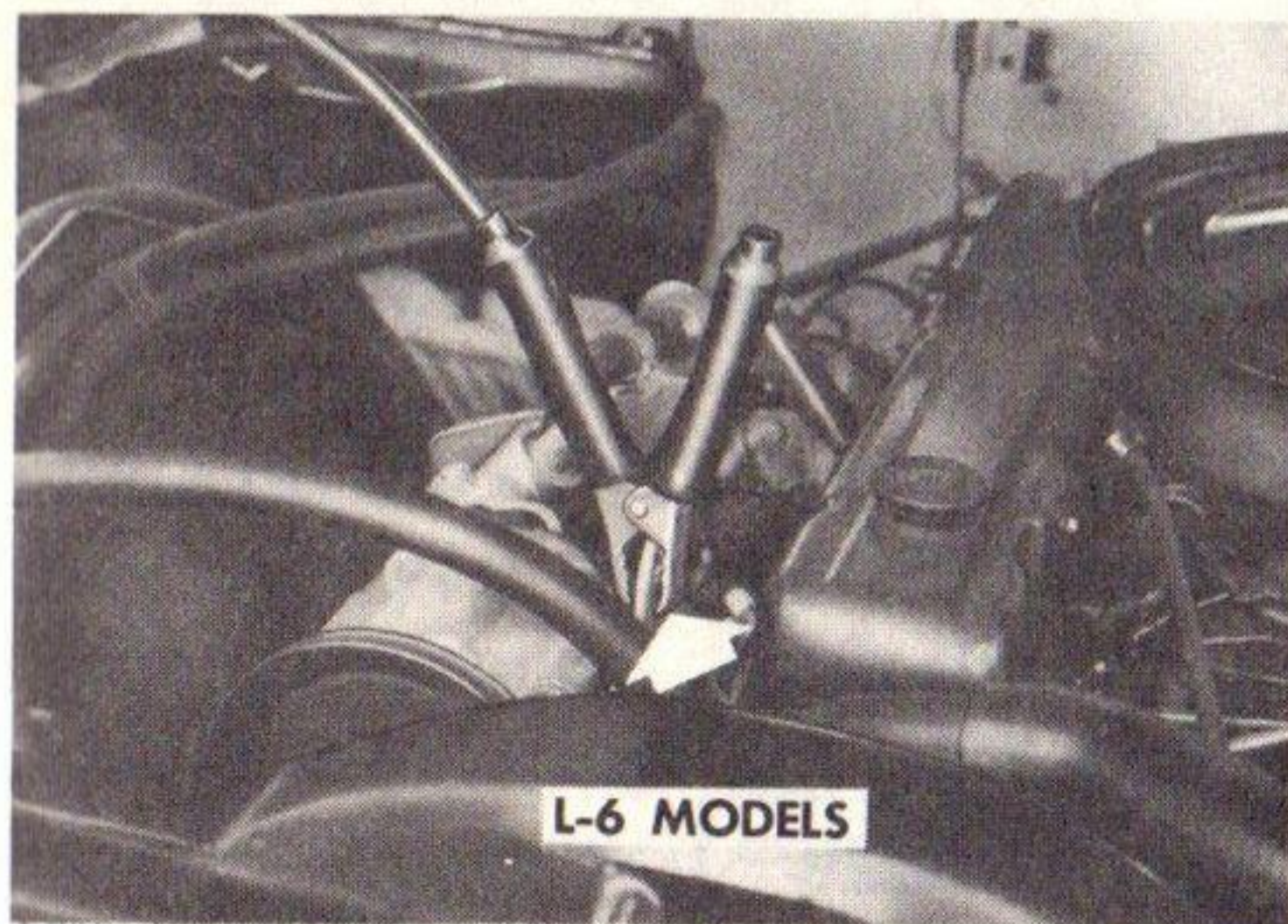
CAUTION: Never expose battery to open flame or electric spark — battery action generates hydrogen gas which is flammable and explosive. Don't allow battery fluid to contact skin, eyes, fabrics, or painted surfaces—fluid is a sulfuric acid solution which could cause serious personal injury or property damage. Wear eye protection when working with battery.

Jump Starting with Auxiliary (Booster) Battery

Both booster and discharged battery 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). Turn off lights, heater and other electrical loads.
2. Remove vent caps from both the booster and the discharged batteries. Lay a cloth over the open vent wells of each battery. These two actions help reduce the explosion hazard always present in either battery when connecting "live" booster batteries to "dead" batteries.
3. Attach one end of one jumper cable to the positive terminal of the *booster battery* (identified by a red color, "+" or "P" on the battery case, post or clamp) and the other end of same cable to positive terminal of *discharged battery*. Do NOT permit cars to touch each other, as this could



establish a ground connection and counteract the benefits of this procedure.

4. Attach one end of the remaining

negative (—) cable to the negative terminal (black color, “—” or “N”) of the *booster battery*, and the other end to the engine lift bracket on 6 cylinder models and the delcotron mounting bracket for V-8 models (see illustrations) of your 1972 Chevelle (do not connect directly to negative post of dead battery)—taking care that clamps from one cable do not inadvertently touch the clamps on the other cable. Do not lean over the battery when making this connection.

Reverse this sequence exactly when removing the jumper cables. Reinstall vent caps and throw cloths away as the cloths may have corrosive acid on them.

CAUTION: Any procedure other than the above could result in: (1) personal injury caused by electrolyte squirting out the battery vents, (2) personal injury or property damage due to battery explosion, (3) damage to the charging system of the

booster vehicle or of the immobilized vehicle.

Do not attempt to jump start a car having a frozen battery because the battery may rupture or explode. If a frozen battery is suspected, examine all fill vents on the battery. If ice can be seen, or if the electrolyte fluid cannot be seen, do not attempt to start with jumper cables as long as the battery remains frozen.

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.
 - After hissing ceases, press down on cap while continuing to rotate counterclockwise.

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

Changing Tires Preparations

- Park on a level surface and set parking brake firmly.
- Set automatic transmission in "PARK" (manual transmission in reverse).
- Activate hazard warning flasher.
- Block both the front and back of the wheel diagonally opposite the jack position.

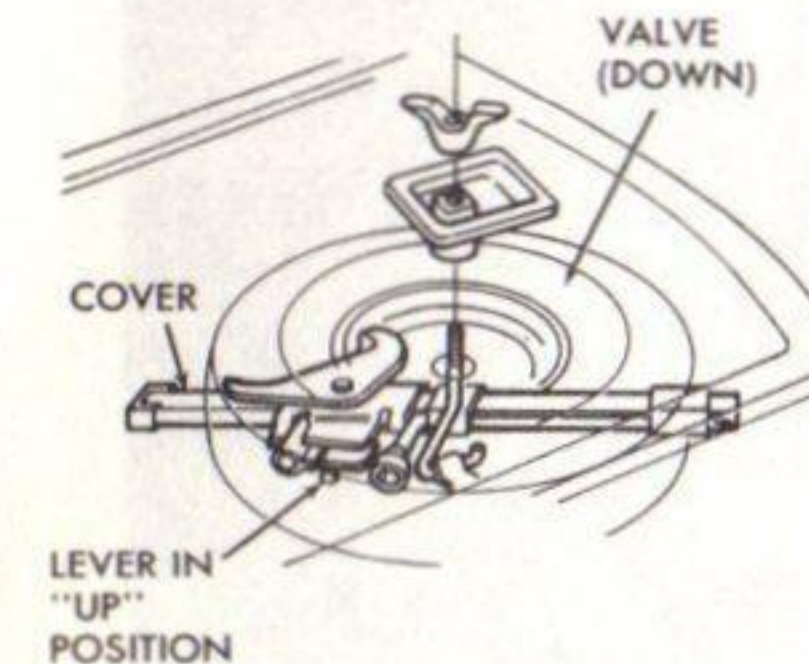
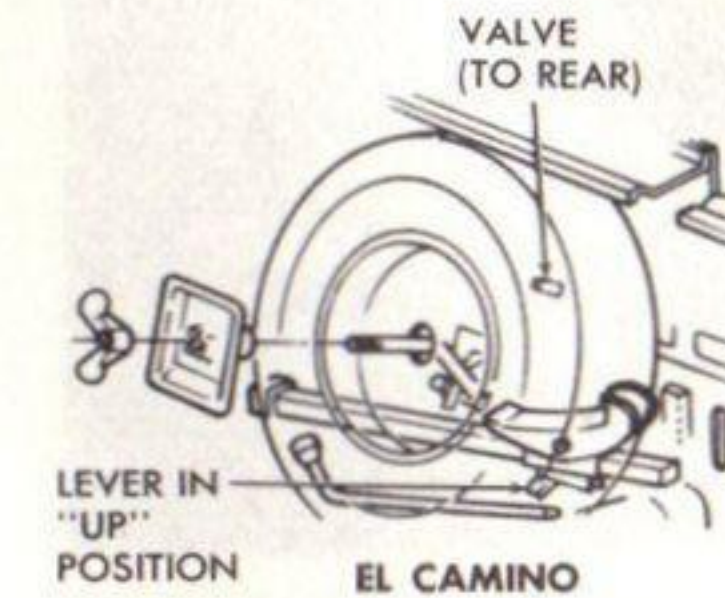
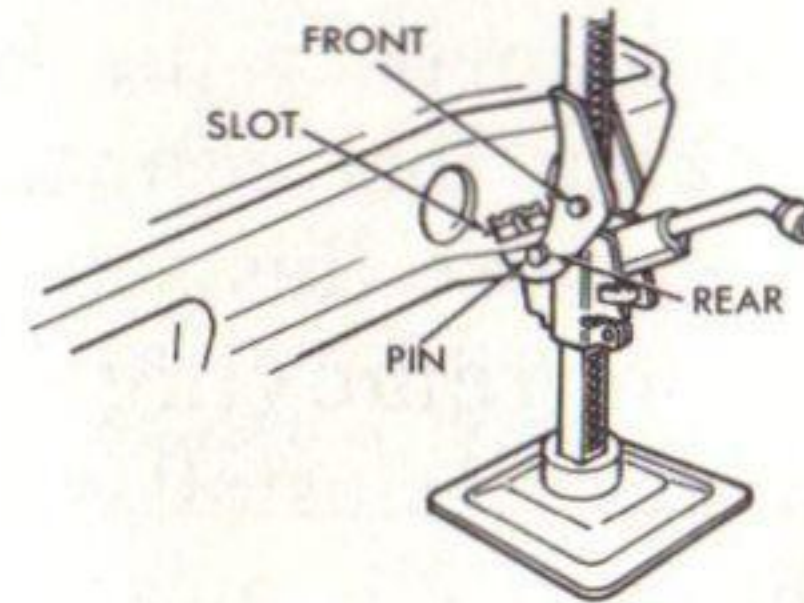
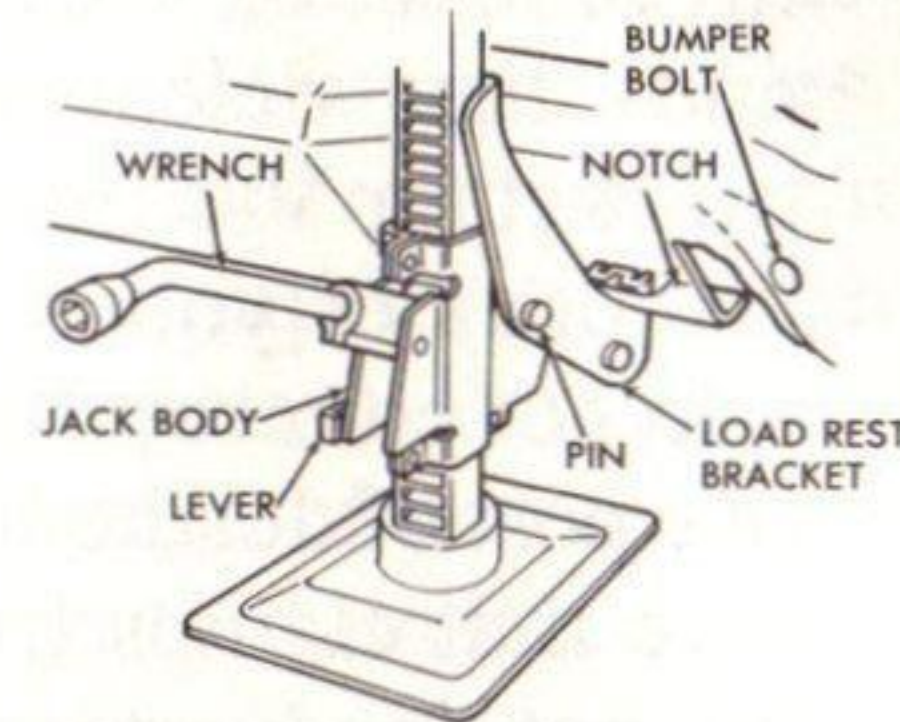
Remove hub cap or wheel cover with flat end of wheel nut wrench and loosen wheel nuts slightly. Set lever on jack to UP position.

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.

CAUTION: Follow jacking preparations and instructions in order to reduce the possibility of serious personal injury. The jack is designed for use only when changing

wheels. Stand clear of and never get beneath the vehicle when it is supported only by a jack. Do not start or run engine while vehicle is on jack.



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.

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, enamel reducers, nail polish removers; or such cleaning materials as laundry soaps, bleaches or reducing agents (except as noted in the adjacent fabric cleaning instructions on stain removal). Never use carbor tetrachloride, 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 cloth). 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 immedi-

ately 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 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.

Vomit—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 neces-

sary 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 Chevelle is designed to operate on a good quality of 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," a metallic rapping noise generated during the combustion process. It should be noted that Research Octane Number does not completely describe fuel octane quality. Therefore, if you hear knock in your engine you may wish to try a different gasoline. If knocking persists 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 Motors Division is not responsible under the terms of the New Vehicle Warranty.

General Motors recommends the use of unleaded or low-lead (0 to 0.5 grams per gallon) gasolines to minimize emissions of hydrocar-

bons and particulates. If unleaded or low-lead gasolines are not available gasolines containing more than 0.5 grams per gallon may be used.

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 and Filter Recommendations

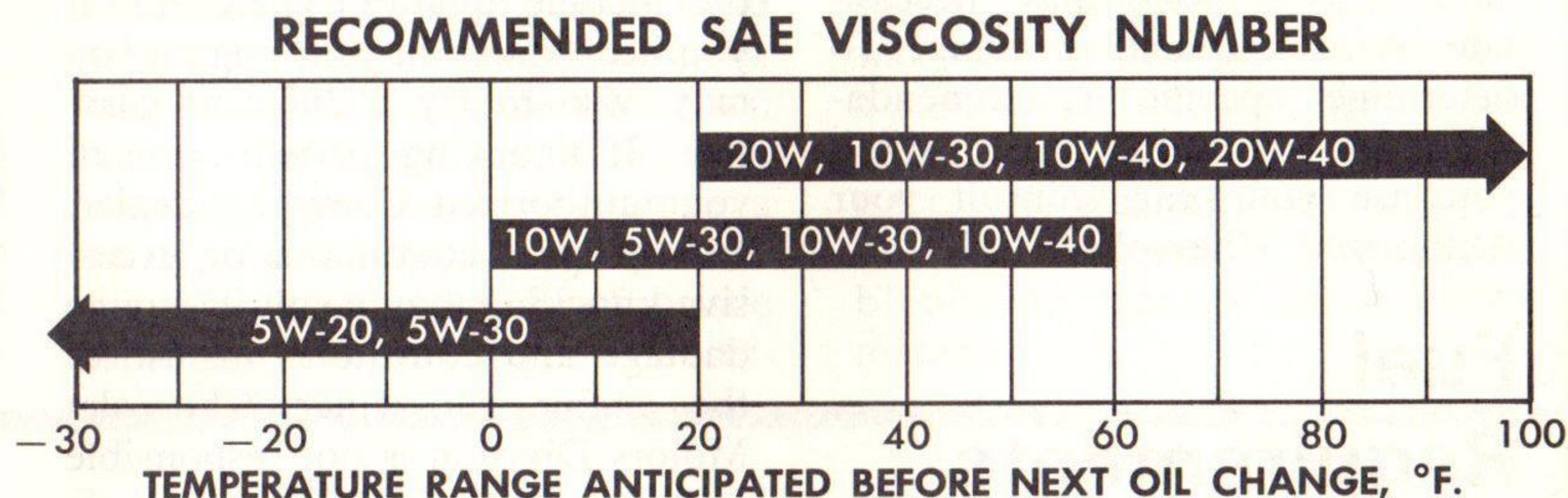
- Use only SE engine oil (SE oils meet quality standard GM 6041-M).
- Change oil each 4 months or 6,000 miles. If more than 6,000 miles are driven in a 4-month period, change oil each 6,000 miles.
- Change oil each 2 months or 3,000 miles, whichever occurs first, under the following conditions:
 - driving in dusty conditions
 - trailer pulling

- extensive idling
- short-trip operation at freezing temperatures (engine not thoroughly warmed-up).
- Operation in dust storms may require an immediate oil change.

- Replace the oil filter at the first oil change, and every second oil change thereafter. AC oil filters provide maximum engine protection. See your Chevrolet dealer for ad-

Recommended Viscosity

Select the proper oil viscosity from the following chart:



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

SAE 30 oils may be used at temperatures above 40°F.
The proper oil viscosity helps assure good cold and hot starting.

vice 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 Chevelle engine is based on the use of SE oils and quality oil filters. Oil change intervals longer than those listed above will seriously reduce engine life and may affect Chevrolet obligation under the provisions of the New Vehicle Warranty.

A high quality SE oil 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, check the oil level more frequently during the break-in period since higher oil consumption is normal until the piston rings become seated.

NOTE: Non-detergent and other low quality oils are specifically not recommended. Only the use of SE engine oils and proper oil and filter change intervals assure you of continued reliability and performance from your Chevelle 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 level, 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 either, "Use SE Engine Oil" or, "Use GM 6041-M Quality MS Oil," as a reminder to use only SE oils.

Supplemental Engine Oil Additives

The regular use of supplemental additives is specifically not recommended and will increase operating costs. However, supplemental additives are available that can effectively and economically solve certain specific 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 additive—"Engine Oil Supplement"—is available at your Chevrolet dealer.

In the event of an operational problem, consult your dealer for advice before using supplemental additives.

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 $\frac{1}{2}$ inch. If the center-to-center distance is 7 to 10 inches, the belt should deflect $\frac{1}{4}$ inch. Loose belts should be retensioned to give the correct deflection.

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.

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.

If temperatures of below 32°F. are expected, use SAE 80 GL-5 Gear Lubricant only.

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 Transmissions Fluid Recommendations

General Motors DEXRON® Automatic Transmission Fluid which has been especially formulated and tested for use in your automatic transmission is 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 fluid level is at or below the ADD mark, add sufficient fluid to raise the level to the FULL mark. 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. Likewise, operators of cars in commercial use (such as taxicab, limousine or patrol car service) where the engine idles for long periods, should change fluid every 12,000 miles.

Changing Fluid—Remove fluid

from the transmission sump and add approximately two (2) quarts U.S. Measure, ($1\frac{2}{3}$ quarts Imperial Measure) for 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.

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.

Changing Fluid—After removing fluid from the transmission sump

approximately $7\frac{1}{2}$ pints U.S. Measure (6 pints Imperial Measure) of fresh fluid will be required to return level to proper mark in the dipstick.

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

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

Transmission Shift Linkage (Manual and Automatic)

Transmission Shift and Back-drive 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 6031M. Operate linkage to evenly distribute lubricant.

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 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 quali-

fied 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 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

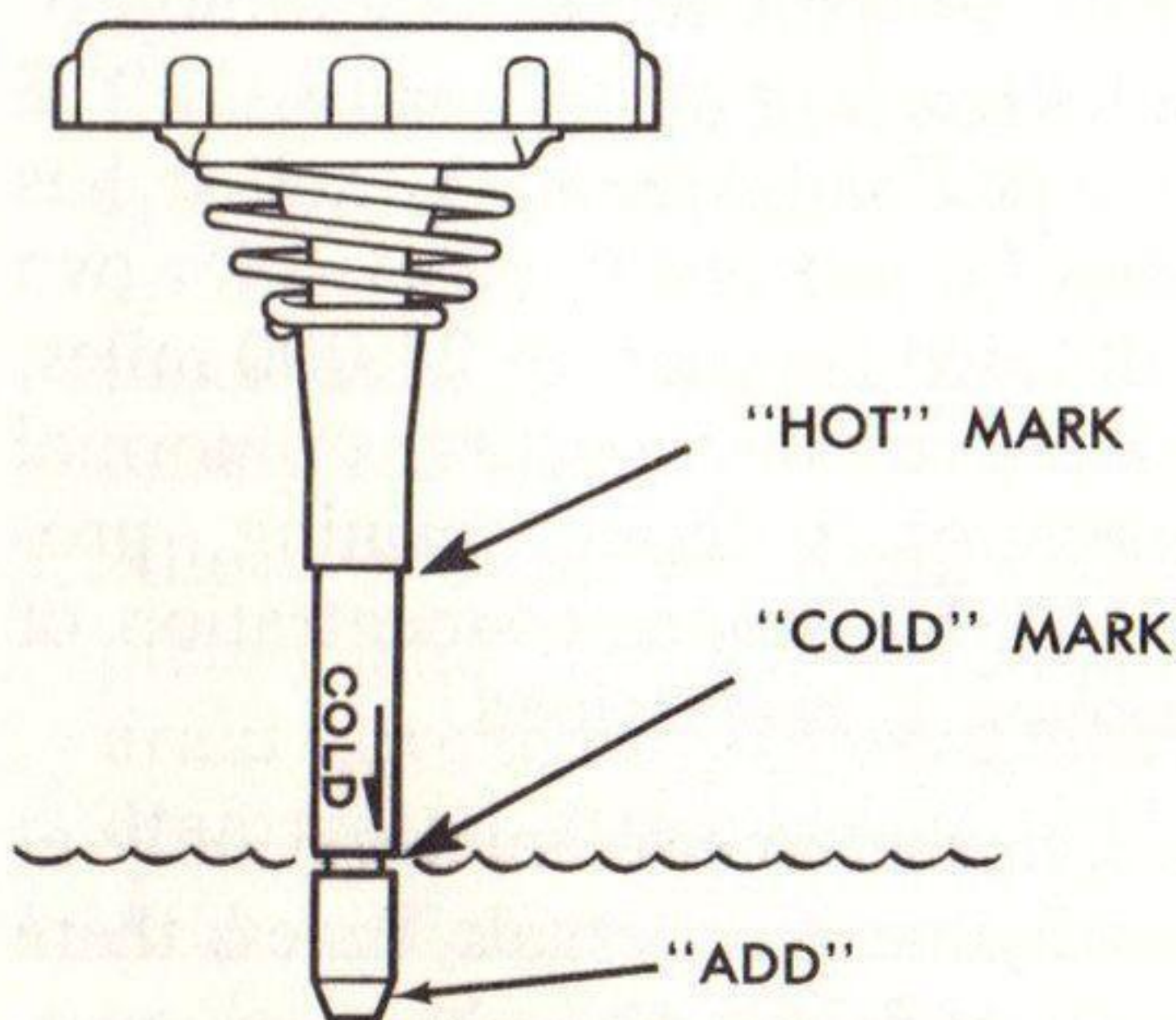
The steering gear is factory-filled with steering gear lubricant. Seasonal change of this lubricant should not be performed and the housing should not be drained—*no lubrication is required for the life of the steering gear.*

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 #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 System

Check the fluid level in the pump reservoir at each oil change period. Add DEXRON® Automatic Transmission Fluid as necessary to bring level into proper range on filler cap indicator depending upon fluid temperature.



If at operating temperature (approximately 150° F.—hot to the touch), fluid should be between "HOT" and "COLD" marks. If at

room temperature (approximately 70°F.), fluid should be between "ADD" and "COLD" mark. Fluid does not require periodic changing.

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

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

Engine Cooling System

The cooling system is designed to maintain the engine at proper operating temperatures. It has been filled at the factory with a high-quality, inhibited, year-around coolant that meets the standards of General Motors Specification 1899-M. This coolant solution provides freezing protection to -20°F (-32°F in Canada), and it has been formulated to be used for two full calendar years or 24,000 miles, whichever first occurs, of normal operation without draining, provided the proper concentration of coolant is maintained.

- Check the coolant level only at oil change intervals, unless there is evidence of leaking or overheating. **DO NOT REMOVE RADIATOR CAP WHEN SOLUTION IS HOT AND UNDER PRESSURE.** Coolant

level should be three inches below the level of the filler neck when the engine is cold.

- Add a 50/50 mixture of high-quality ethylene glycol antifreeze and water if coolant additions are necessary. **DO NOT OVER-FILL.**

NOTE: Supplemental inhibitors or additives claiming to provide increased cooling capability that have not been specifically approved by GM are not recommended for addition to the cooling system. These additives may be detrimental to the efficient operation of the system, and they represent an unnecessary operating expense.

Every year, the cooling system should be serviced as follows:

1. Wash radiator cap and filler neck with clean water.

2. Check coolant for proper level and freeze protection.
3. Pressure test system and radiator cap for proper pressure holding capacity (15 psi). If replacement of cap is required, specify AC.
4. Tighten hose clamps and inspect all hoses. Replace hoses whenever checked, swollen or otherwise deteriorated.
5. Clean frontal area of radiator core and air conditioning condenser.

Every two years or 24,000 miles, whichever first occurs, the cooling system should be drained and refilled as follows:

1. Run engine, with radiator cap removed, until normal operating temperature is reached. On air conditioned models, open water temperature control valve by moving the heater temperature

control to maximum temperature position.

2. Drain coolant through the radiator drain valve. (To speed this operation, the drain plugs in block can also be removed.)
3. Close valve (install block drain plugs, if removed) and add sufficient water to fill system.
4. Run engine, drain and refill the system, as described in steps 1, 2, and 3, a sufficient number of times until the drained liquid is nearly colorless.
5. Allow system to drain completely and then close radiator drain valve tightly. (Install block drain plugs, if removed.)
6. Add sufficient ethylene glycol coolant, meeting GM Specification 1899-M, to provide the required freezing and corrosion protection (at least to -20°F).
7. Run engine, with radiator cap

removed, until normal operating temperature is reached.

8. Check and adjust coolant to proper level and install radiator cap.

It is the owner's responsibility to keep the freeze protection at a level commensurate with the temperatures which may occur in the area of vehicle operation.

- Maintain cooling system freeze protection at -20°F or below to ensure protection against corrosion and loss of coolant from boiling, even though freezing temperatures are not expected.
- Add ethylene glycol base coolant that meets GM Specification 1899-M 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).

NOTE: Alcohol or methanol base coolants or plain water are not recommended for your Chevelle 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 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 inflated as recommended in the tire inflation placard affixed to the left front 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 five passengers or less are carried.

For the added convenience of owners, many Chevrolet dealers are equipped to handle tire war-

ranty adjustments on certain makes of tires provided on 1972 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.

Tire Usage

Only those tires of the size shown on the following table are recommended for use on Chevelle. 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 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.

The optional tires listed in the following table are not necessary on passenger cars for normal requirements. However, an extra margin of tire service is available when these options are used at loads up to and including full rated load. They are available on models as indicated in the table.

CHEVELLE TIRE USAGE

ENGINE AND BODY STYLE		STANDARD	OPTIONAL
L-6	Sedans, Coupes, Convertible	E78-14	F78-14, White Wall
V-8	Except SS Models 402 cu. in. V-8	E78-14	E78-14, F78-14 White Wall
	402 cu. in. V-8	F78-14	F78-14 White Wall
	SS Models	F60-15 White Letters	—
All	El Camino Except SS Models	E78 x 14 or F78 x 14	—
	SS Models	F60-15 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 oftener) 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 five 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.

TIRE PRESSURES (COOL)		FRONT	REAR
<u>STANDARD</u>	UP TO VEHICLE CAPACITY		
<u>REDUCED</u>	1 TO 5 PASSENGERS (750 LBS.)		
<u>TIRE SIZES</u>	<u>VEHICLE CAPACITY</u>		
		BENCH SEAT	BUCKET SEAT
		6	5
	OCCUPANTS	3 FRONT	2 FRONT
		3 REAR	3 REAR
<u>LOAD RANGE</u>			
	TRUNK LOAD	200 LBS.	200 LBS.
	TOTAL	1100 LBS.	950 LBS.



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See Owners Manual for Additional Information

INFLATION PRESSURE NOTES

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.

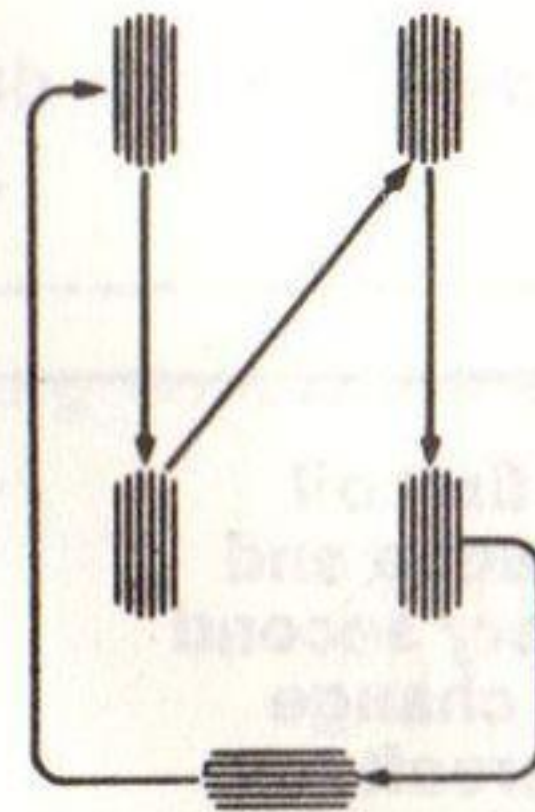
Snow Tires

If you equip your vehicle with snow tires, they should be inflated 4 pounds per square inch above the recommended pressures shown in the inflation placard, up to a maximum of 32 pounds per square inch (cold) for load range B tires and 40 pounds per square inch for

load range D tires. It is recommended that vehicle speeds be limited to a maximum of 75 mph if snow tires are installed.

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 with the recommendations on the



5 WHEELS



4 WHEELS

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.

CAUTION: Never expose battery to open flame or electric spark — battery action generates hydrogen gas which is flammable and explosive. Don't allow battery fluid to contact skin, eyes, fabrics, or painted surfaces—fluid is a sulfuric acid solution which could cause serious personal injury or property damage. Wear eye protection when working with battery.

MAINTENANCE SCHEDULE

This section contains a partial summary of the scheduled maintenance recommended for your vehicle. See your Emission Control Systems booklet for additional required maintenance services.

NOTE: See "Trailer Hauling" information in Section 1 of this manual for more frequent maintenance requirements when using your vehicle to pull a trailer.

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. • Check and 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. • Lubricate transmission floor shift linkage. • Check throttle and parking brake linkage and body parts. • Check exhaust system for proper mounting, leaks, and missing or damaged parts.

Interval	Service To Be Performed
Every 6,000 miles or 4 months, whichever occurs first	• 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.
At first oil change and every second oil change thereafter	• Change engine oil filter.*
Every 6,000 miles	• Rotate tires.

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

Interval	Service To Be Performed
Every 12 months or 12,000 miles	• Inspect brake linings and check system for leaks • Check throttle and parking brake linkage and body parts. • Check headlamp aiming.
Every 24,000 miles	• Repack front wheel bearings. • Drain automatic transmission sump and add fresh fluid (normal passenger car service).* • Replace Turbo-Hydra-matic 400 sump filter.
Every 2 years or 24,000 miles	• Drain radiator coolant, flush and refill system.

Interval	Service To Be Performed
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

	FUEL SYSTEM AND ENGINE										ELECTRICAL SYSTEM							COOLING SYSTEM				
If your car acts in the following manner: Check here in sequence shown for possible causes.	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*
	A	B	D	B-C-D	E	D E	L	E	F	F	K	G	G	J	H	I	G	M	N	O	P	
On the following pages, see paragraph:																						
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.



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.

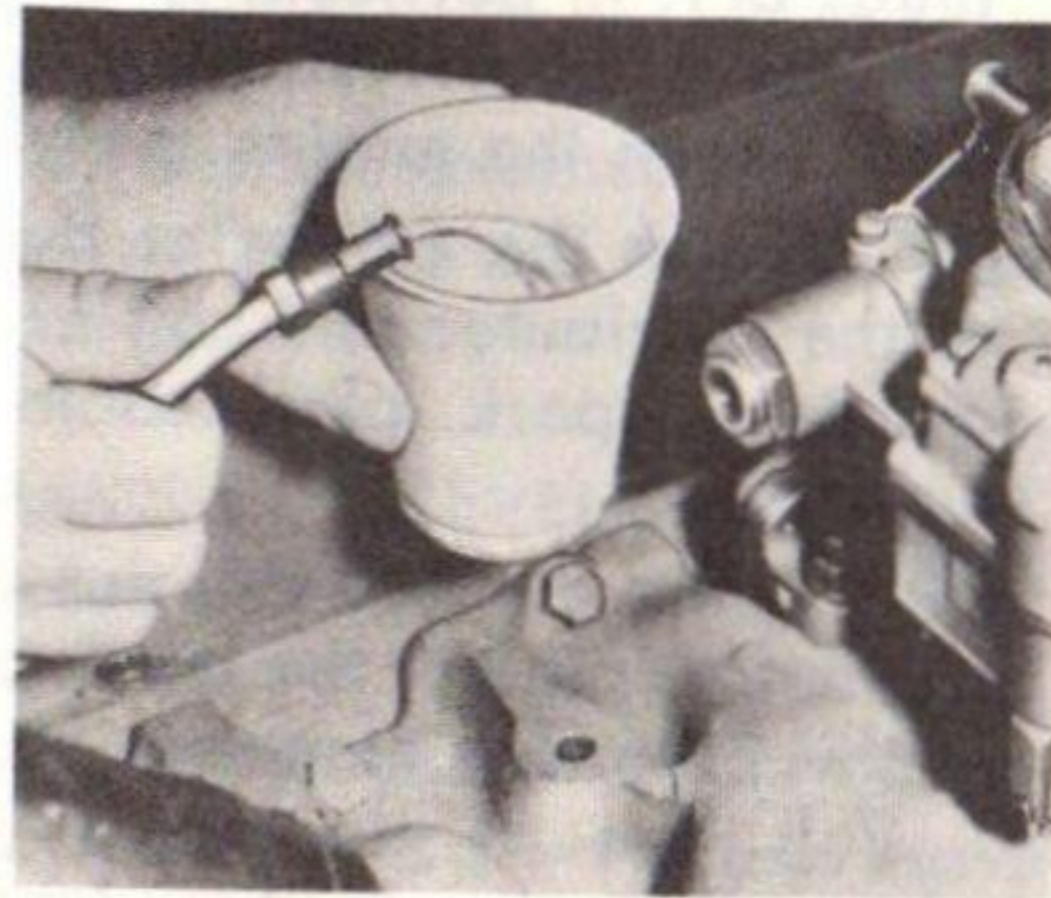
CAUTION: As with any machinery, extreme care should be taken when performing any maintenance or repairs so as to prevent accidental injury. Improper or incomplete servicing could also result in vehicle operational problems which may lead to personal injury or damage to the vehicle. Should you have any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

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



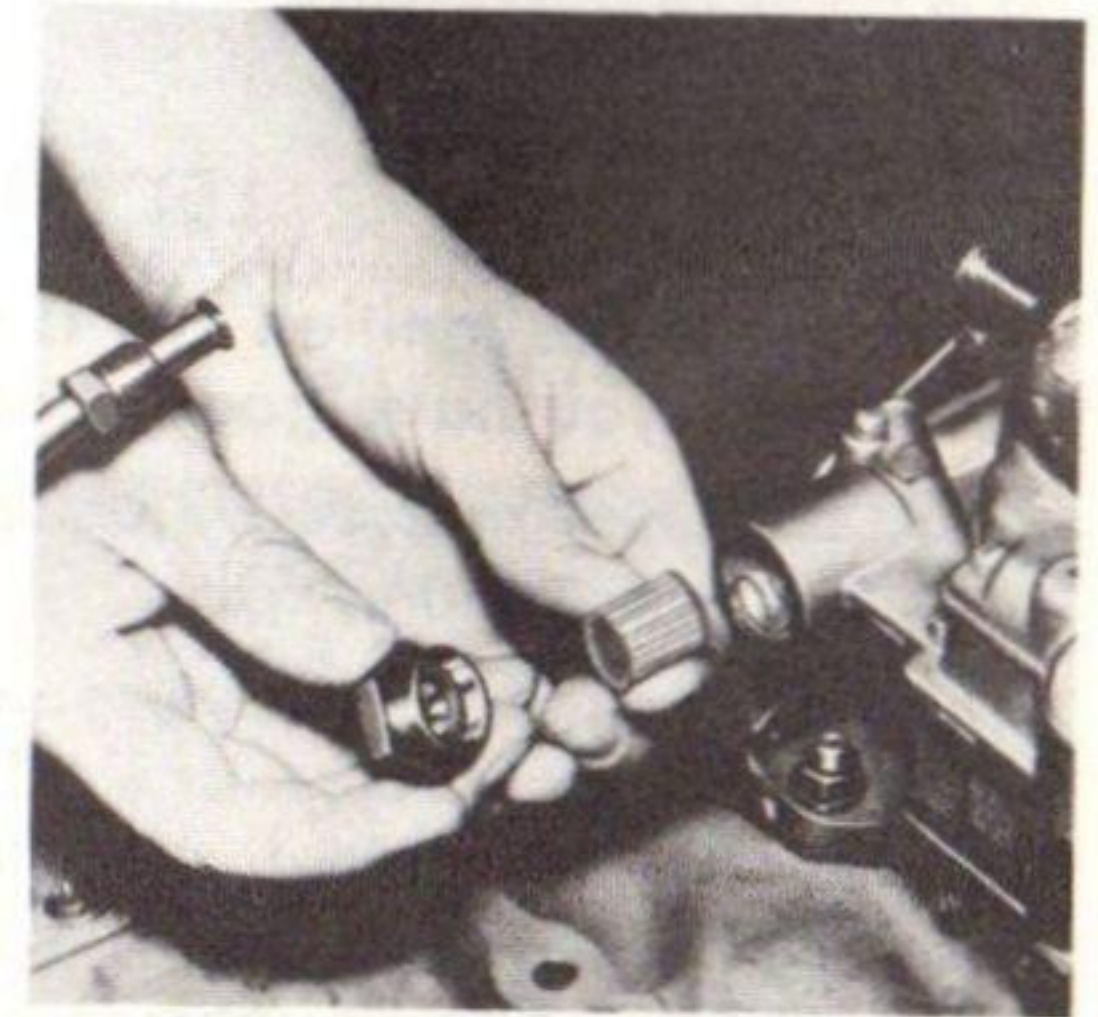
Checking Fuel Flow

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 not start.

(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 (ground the secondary coil terminal or disconnect the primary wire from the coil to the distributor at the coil) wire from the coil tower. Place a jar or cup under the open line and briefly "crank" the engine by means of the starter. If 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.

(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



Fuel Filter

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 air cleaner element if necessary. Idle adjustment or automatic choke service (other than that outlined in paragraph D above) should be performed by your Chevrolet Dealer.

If the above Fuel System checks and the checks suggested under the Electrical System following do not correct the malfunction, it is recommended that you 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.

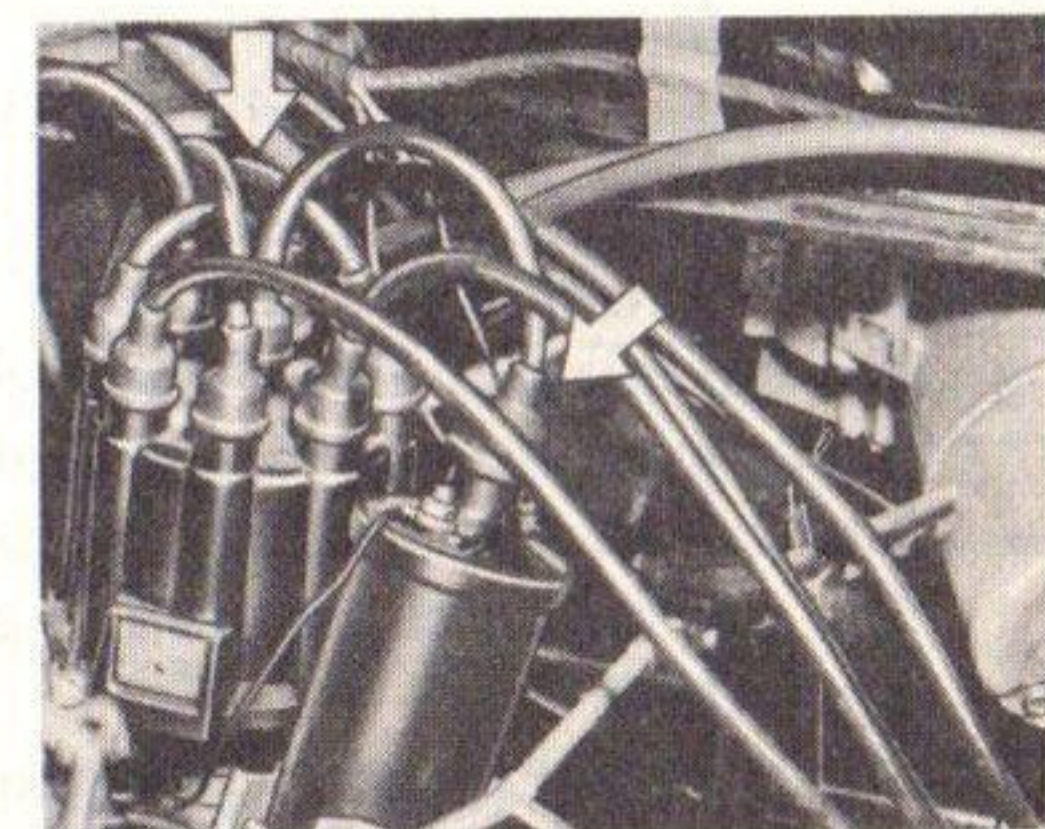
When the engine will "turn over" but will not start, the following items may be checked along with the Fuel Systems Checks listed previously.

(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.

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

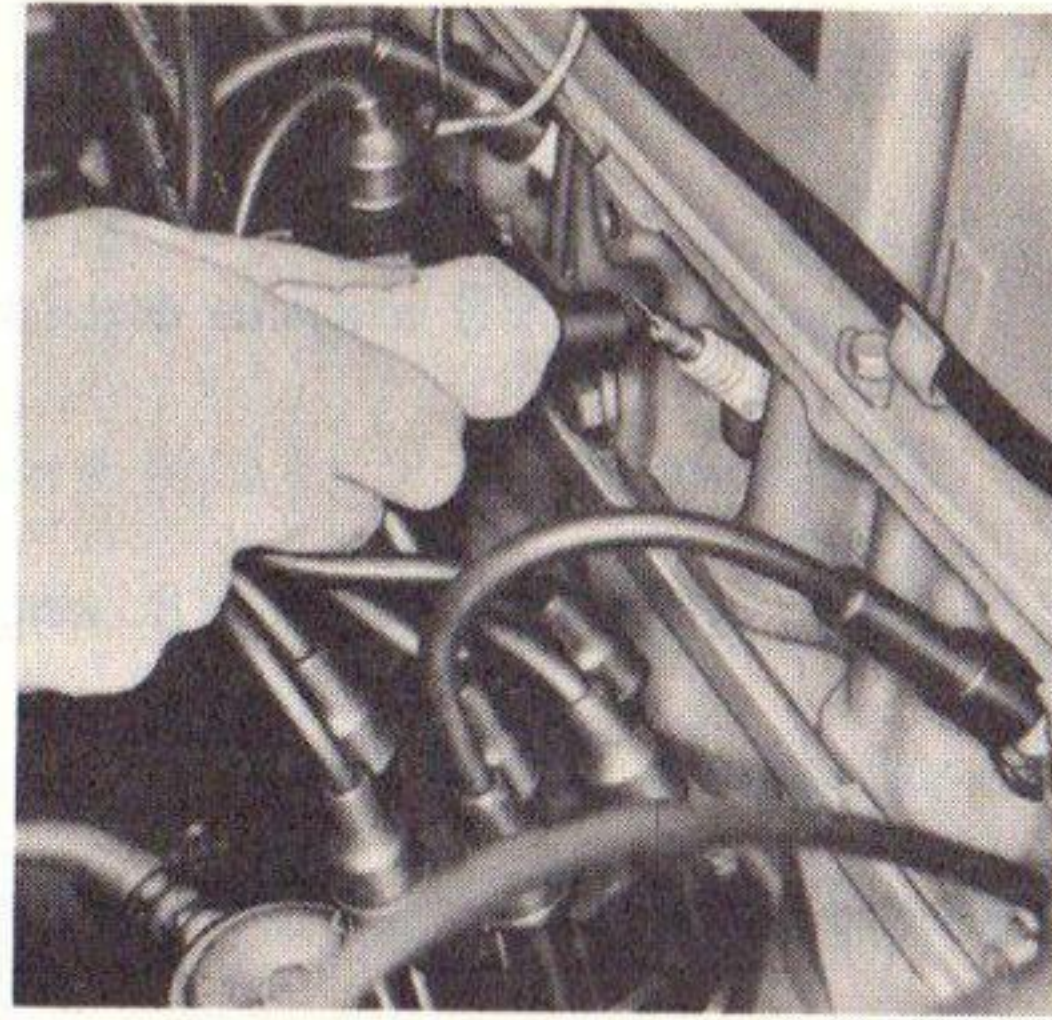
(K) If the car will still not start, check for spark at the spark plugs in the following manner:

Pull one of the spark plug wires off its spark plug. Insert a short piece of bare wire (such as



Distributor and Coil Cables

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 $\frac{1}{4}$ 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 $\frac{1}{4}$ 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

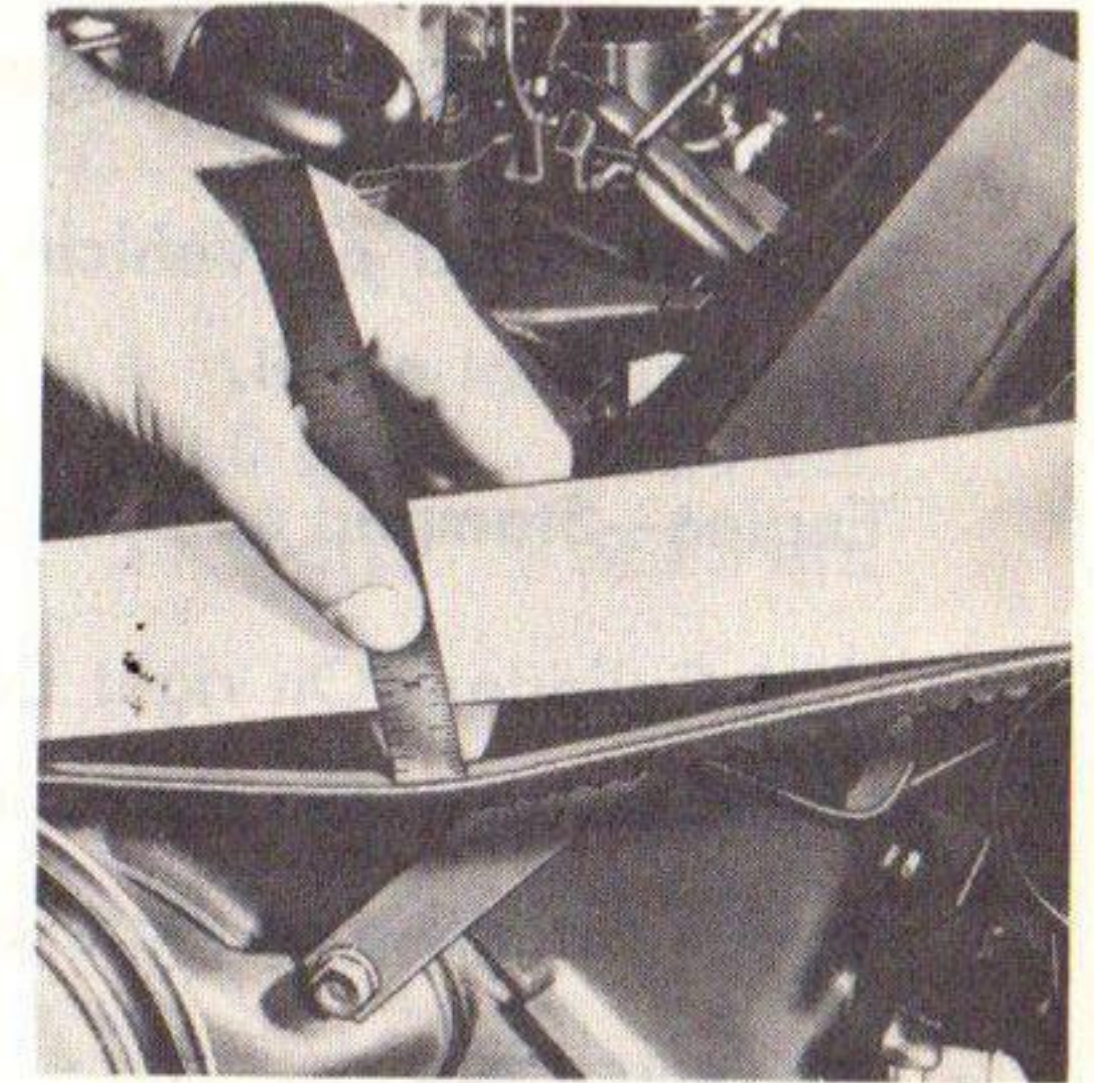
When the car will run but evidences serious overheating on the temperature gauge in the instrument panel, there are several items which may be checked.

(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.

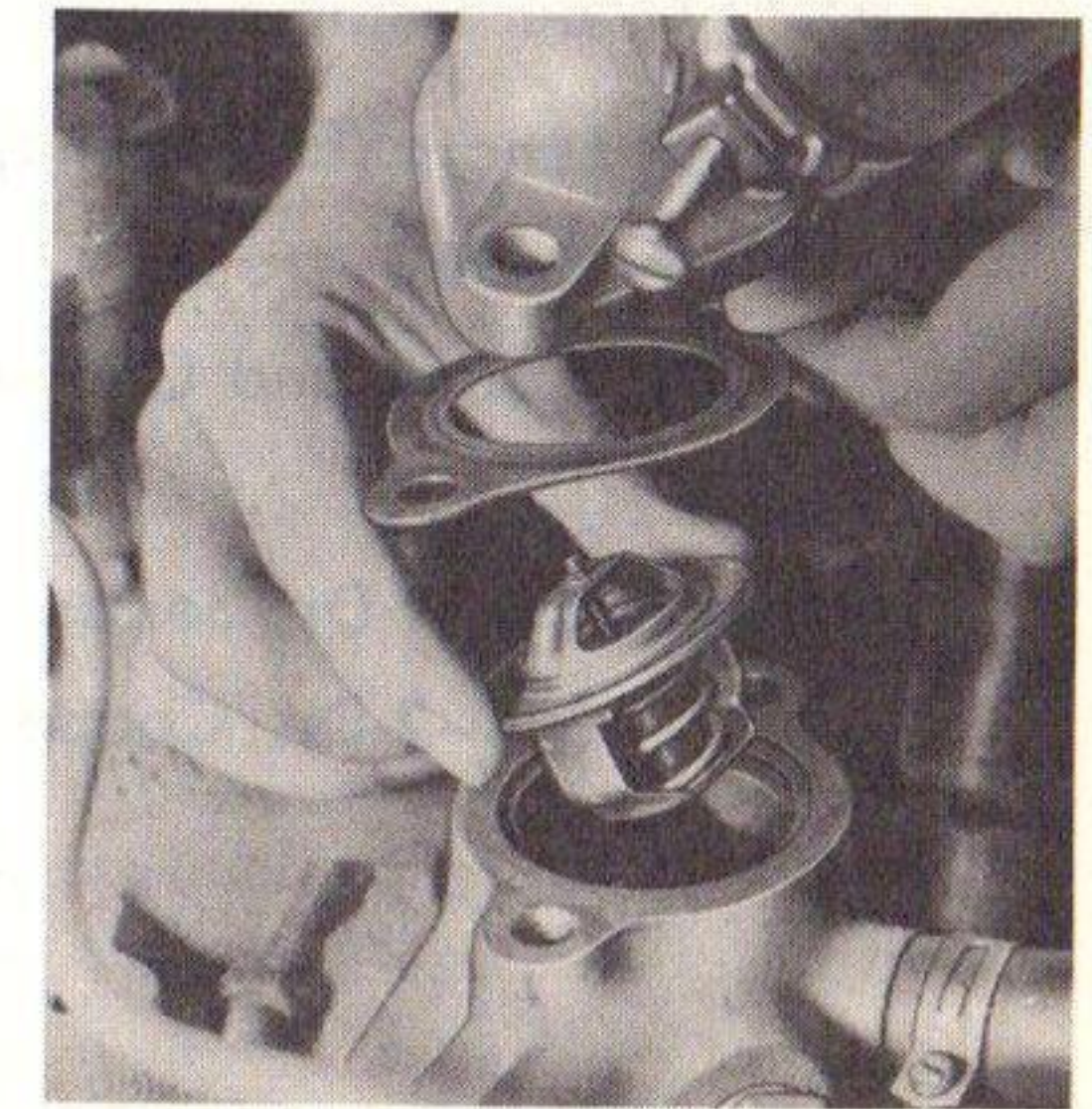
(N) Check the RADIATOR CORE. Clean it if it is plugged with bugs, leaves or other foreign material.

(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

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

CHEVELLE

Overall Length (El Camino)	206.8"
4-Dr. Sedan	201.5"
2-Dr. Coupe and Convertible	197.5"
Width	75.4"
Wheelbase—4-Dr. Sedan, El Camino	116.0"
—2-Dr. Coupe and Convertible	112.0"

BATTERY RATING

L6 and 307 V8 engine equipped vehicles—12 volt, 54 plate, 2300 watts*

350, 402 and 454 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.)	19 gal.	15¾ gal.
6 and 8 Cylinder		
Oil change only	4 qt.	3¼ qt.
Oil and Filter change	5 qt.	4¼ qt.

SPECIFICATIONS (Cont'd)

Cooling System:	307 V-8	402 V-8	454 V-8
	250 L-6	350 V-8	
	U.S. Measure (qts.)		
	12.5	16*	23.0*
	Imperial Measure (qts.)		
	10.5	13 1/4*	19.25*

*with air cond. add 1 qt. U.S. meas. (3/4 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 Hydra-matic		
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

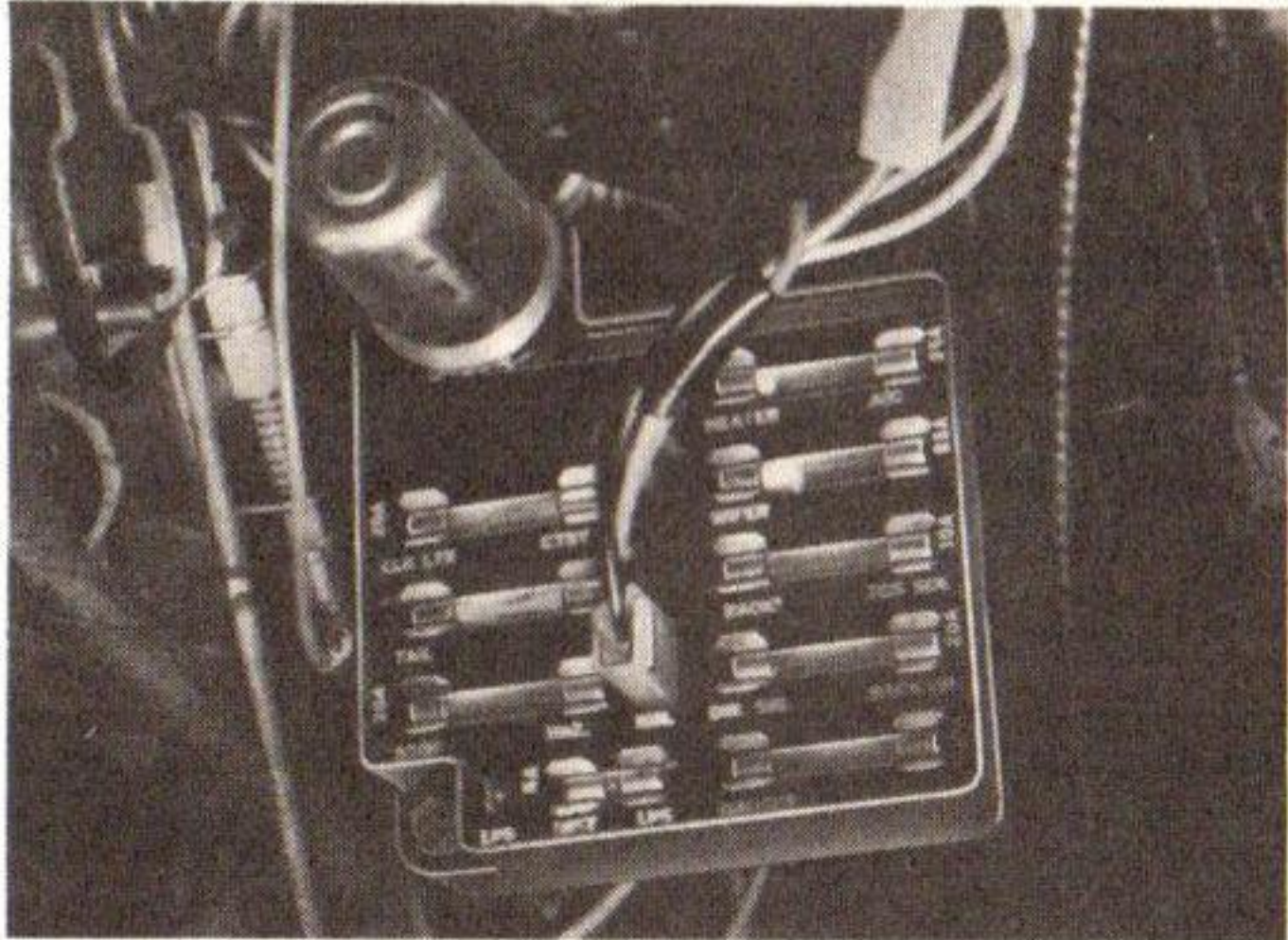
Complete tire information will be found on pages 56, 57, 58, and 59.

ENGINE SPECIFICATIONS

CARBURETOR ENGINE DATA	6 Cyl. Engine	8 Cylinder Engine				
	250 Cu. In.	307 Cu. In.	350 Cu. In.		402 Cu. In.	454 Cu. In.
	1 Barrel	2 Barrel	2 Barrel	4 Barrel	4 Barrel	4 Barrel
Comp. Ratio	8.5:1	8.5:1	8.5:1	8.5:1	8.5:1	8.5:1
Bore	3.875	3.875	4.0	4.0	4.126	4.25
Stroke	3.53	3.25	3.48	3.48	3.766	4.0
Firing Order	1-5-3-6-2-4	1-8-4-3-6-5-7-2				

FUSES AND CIRCUIT BREAKER

The wiring circuits in your 1972 Chevelle 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. The fuse junction block is located under the left side of the instrument panel.



ITEM	RECOMMENDATION
Engine Oil Filter	AC Type PF25
Radiator Cap	AC Type RC-15
Gasoline Cap	AC Type GT-73

FUSES AND CIRCUIT BREAKER:

The headlamp circuit is protected by a circuit breaker in the light switch. An electrical overload on the breaker will cause the lamps to go on and off or in some cases remain off. If this condition develops, have your wiring circuits checked immediately. Also, a circuit breaker, mounted on the firewall, protects the power top circuit if vehicle is so equipped. 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 on the driver's side are:

Radio, TCS, Rear Defogger	
Hydra-matic Downshift.....	10 Amp.
W/S Wiper.....	25 Amp.
Stop Lamps, Hazard Flasher.....	20 Amp.
Heater A/C.....	25 Amp.
Dir. Sig., B/U Lamps, Cruise Master, Side Marker Lamps, Blocking Relay (A/C).....	20 Amp.
Inst. Lamps, Floor Shift Lamps.....	4 Amp.
Gauges, Instr. Panel Warning.....	10 Amp.
Clock, Courtesy Light, Lighter, And Diesel Control Decklid Lock Glove Box and Dome Lamp.....	25 Amp.
Tail Lamps, License, and Side Marker Lamp.....	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	Number
Headlight Unit		
Outer—High Beam	60W	6014
Low Beam	50W	Sealed Beam
Front Park and Directional Signal	32-3	1157
Front Fender Side Marker Lamp	2	194
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	211-1
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	1	1445
Rear Seat Courtesy	6	212 or 212-1
Glove Box Lamp	2	1893
Radio Dial Lamp	2	1816
Radio Dial Indicator	2	2182
Floor Mounted Console	2	1445
Underhood Lamp	15	93
Seat Separator Lamp	6	212-1
Map Light (Mirror)	4	563
Luggage Compartment	15	1003

OWNER ASSISTANCE

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 Customer Services Department and the following information provided:

- Your name, address, telephone number
- Vehicle Identification number *
- Dealer's name and location
- Vehicle delivery date and mileage
- Nature of problem

STEP THREE—Contact the Customer Services Manager, Chevrolet Central Office, Chev-

rolet 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.

*Available from vehicle registration, title or plate attached to left top of instrument panel and visible through the windshield.

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)

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

Syracuse, N. Y.

107 Twin Oaks Dr. 13200
(315) 437-2861

Tarrytown, N. Y.

371 S. Broadway 10591
(914) 631-8900

CHEVROLET ZONE OFFICE ADDRESSES (Cont'd)

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) 964-1041

HAWAII ADDRESS:
1600 Kapiolani Blvd.
Suite 714
Honolulu, Hawaii
946-3988

GM OF CANADA LIMITED ZONE OFFICES

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

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

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

Winnipeg 14, Man.
1345 Redwood Avenue
(204) 582-2371

London 12, Ont.
P.O. Box 5412—Terminal "A"
(519) 455-2400

Ottawa, Ont. K1G024
875 Belfast Road
(613) 237-5051

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

Montreal, Que.
5000 Trans-Canada Highway
Pointe Claire 730, Quebec
(514) 697-9160

Moncton, N.B.
653 St. George St.
(506) 854-1500

MEXICO ADDRESS
General Motors de Mexico S.A.
de C. V.
Av. Ejercito Nacional No. 843
Mexico 5, D.F.
545-3921

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GAS STATION INFORMATION

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

Gas Cap — Located behind the license plate on all models except El Camino where it is located on the lower left quarter panel. See gas cap removal procedure in "Service and Maintenance" Section (Page 47).

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 to open the counterbalanced hood. If the hood must be slammed to insure closing, it is in need of adjustment.



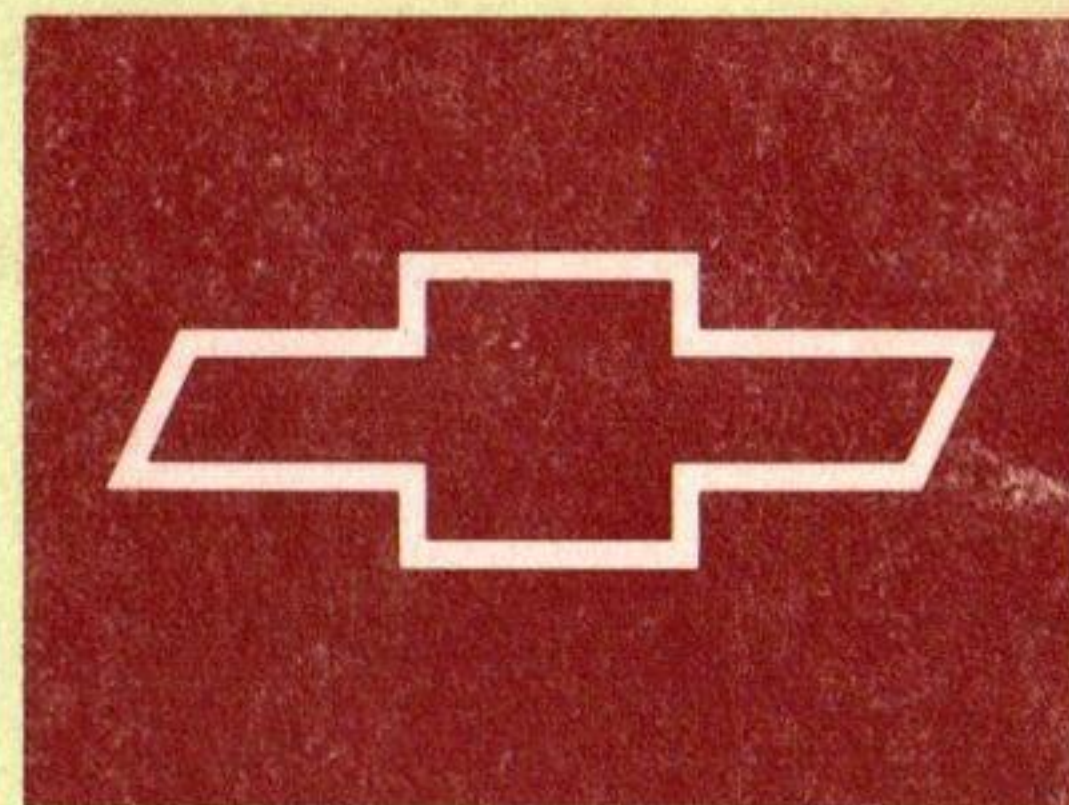
Engine Oil Dipstick—Located on the right or left side of engine block depending on engine model. Check oil level as the last operation in a fuel stop. Maintain between "ADD" and "FULL" marks on dipstick.

Engine Oil Recommendation — Use only high quality SE oils meeting GM 6041-M standard. See page 48 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 Opti-kleen.

Energizer (battery)—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.



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