



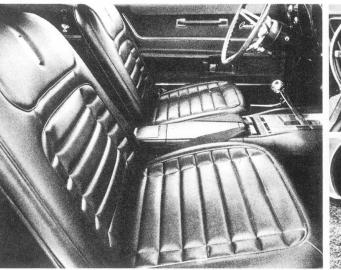
CHEVROLET'S

Z/28 CAMARO

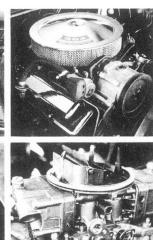
CLOSEST THING TO A VETTE, YET.



Features & technical summary







SPECIAL FEATURES INCLUDED IN RPO Z28

Special performance package, RPO Z28—\$400.25, available on Camaro Sport Coupe Only (Model 12437—\$2694.00, manufacturer's suggested retail price)

ENGINE: 302-cu.-in. V8 with special camshaft and mechanical lifters, aluminum "tuned inlet" manifold, high capacity oil pump and special baffling in oil pan. Cooling system includes dual-belt fan drive, external bypass water pump, 5-blade thermostatically controlled fan with an operating range of 2300 to 2600 rpm. Also includes chrome-plated air cleaner cover, rocker covers, filler tube and cap. Dual exhaust system (2.25" diameter) with dual deep-tone mufflers. A 10.34" diameter bent-finger diaphragm spring clutch with a 2300-2600-lb. rating.

SUSPENSION & STEERING: Heavy-duty suspension with special front and rear springs (multi-leaf in rear) and shock absorbers. Fast (21.4:1) steering included; extra-fast (17.9:1—RPO N44— \$15.80) available. Wheels are special $15'' \times 6''$ with E70 x 15 special nylon cord high-performance tires.

BODY: Special rally striping on hood and rear deck; front fender Z/28 emblems.

TRANSMISSION: 4-Speed (must be ordered separately) RPO M20 (\$184.35) ratios: 2.52:1 first; 1.88:1 second; 1.46:1 third; 1.00:1 fourth; 2.59:1 reverse. RPO M21 (Close-Ratio—\$184.35) ratios: 2.20:1 first; 1.64:1 second; 1.27:1 third, 1.00:1 fourth; 2.26:1 reverse. RPO M22 (H.D. Close-Ratio—\$310.70) ratios same as M21 above.

REAR AXLE: 3.73:1 ratio standard. Additional ratios: 3.55:1,4.10:1, 4.56:1, and 4.88:1. Positraction (RPO G80-\$42.15) recommended with 3.73, 3.07, 3.31 and 3.55 ratios; mandatory with 4.10, 4.56 and 4.88 ratios.

EQUIPMENT THAT MUST BE ORDERED WITH RPO Z28: Power front disc brakes (RPO J50/J52-\$100.10), 4-Speed transmission (see above).

AIR SPOILER EQUIPMENT (RPO D80 — \$32.68), includes special valance and rear deck air spoiler.

All prices shown are 1968 MANUFACTURER'S SUGGESTED RETAIL PRICES and include Federal excise tax, but do not include state or local taxes. All prices and specifications, optional equipment and accessories are subject to change without notice.

ENGINE DATA

Engine type	V8 Overhead valve
Gross brake hp @ rpm	290 @ 5800 (nominal)
Gross torque @ rpm (lb-ft)	290 @ 4200 (nominal)
Compression ratio	11.0:1
Displacement (cuin.)	302
Bore and stroke (nominal)	4.00 x 3.00
Bore spacing (c/1 to c/1)	4.40"
Cylinder numbering	L 1-3-5-7 R 2-4-6-8
Firing order	1-8-4-3-6-5-7-2
Cylinder block	Cast iron alloy
Cylinder head	Cast iron alloy
Intake manifold	Cast aluminum alloy
Carburetor Type	4-barrel Holley #3923289 (R4055A)
Barrel size	1.686" (primary & secondary)
Rating	800 CFM
Fuel pump	Mechanical
Fuel requirement	Premium

Camshaft/lifters	Special camshaft with mechanical lifters		
Rocker arm ratio	1.50		
Valve timing (based on top of ramp points)		(Std. w/ RPO Z28)	(Special Camshaft #3927140)
Intake	Opens (°BTC)	60°50′*	38°17′**
-	Closes (°ABC)	105°23′*	81°33′**
	Duration-deg.	346°13′*	299°50′**
	Lift (No lash)	.485	.493
Exhaust	Opens (°BBC)	108°50′*	88°17′**
	Closes (°ATC)	57°23′*	45° 7′**
	Duration-deg.	346°13′*	313°24′**
	Lift (No lash)	.485	.512
V	alve opening overlap	118°13′	118°

*With .025" design lash. **With .030" design lash.

Tune-Up Specifications

Recommended idle (rpm)	900	
Distributor part number	1111467	
Breaker points	Single	
Advance system	Vacuum & centrifugal	
Breaker arm spring tension (oz.)	19-23	
Point gap	.019"	
Cam angle	28°-32°	
Spark advance—Initial setting @ recommended idle—V	4° BTDC	
Centrifugal (all ratings in engine degrees)	Start (deg. @ rpm)	0° @ 1250
	Inter. (deg. @ rpm)	24 @ 2200
	Max. (deg. @ rpm)	32 @ 4400
Vacuum advance (all ratings in engine degrees)	Start (deg. @ in. Hg.)	0 @ 10
	Max. (deg. @ in Hg.)	15 @ 17
Valve clearance (hot)	Intake	.030
	Exhaust	.030
Spark plugs	Normal range	AC44
	Hotter range	AC45
	Colder range	AC43
	Gap	.035"
Compression pressure (psi)		190
Fuel pump pressure (psi) at recommended idle	5-6.5	
Fuel pump volume (in 30-45 seconds)	1 pint	

Special Service Parts

Spring w/Damper Assy.

Grommet and Connector)

Amplifier, Ignition Impulse

Plate, Ignition Impulse Amplifier

Pipe Assy., Front Brake Caliper L.H.

Pipe Assy., Front Brake Caliper R.H.

Shaft Assy., Rear Axle (Special Wheel Studs)

Differential, w/Case (Special Diameter)

Case, Differential (Special Diameter)

Distributor Assy. (Transistor Ignition—point type)

Transistorized Ignition Unit (Includes Ignition

Coil, Amplifier, Harnesses, Plate, Wire Assy.,

Harness Assy., Ignition Impulse Amplifier

Harness Assy., Ignition Impulse Amplifier

Coil Assy., Ignition

Extension

(Special Caliper)

(Special Caliper)

1115207

1111267

3921048

1115005

2988218

6287841

3916730

3923535

3923536

3927508

3916234

3918837

	RPO Z28	PARTS DESIGNED SPECIFICALLY FOR US 1, BUT AVAILABLE ONLY AS SERVICE 1 CHEVROLET DEALERS' PARTS DEPARTMI	PARTS	3918834 3918832 3918831 3917971	Plate, Differential Clutch Pressure Pinion, Differential Gear, Differential (Special Diameter) Gear Assy. (Ring and Pinion—4.10 ratio)	2 2 2
			Quantity		(Special Alloy)	1
	Part No.	Description	Required	3917972	Gear Assy. (Ring and Pinion—4.88 ratio)	
Plenum Air Intake:				(Special Alloy)	1	
	3916621	Duct, Air Cleaner-to-Plenum	1	3917973	Gear Assy. (Ring and Pinion—4.56 ratio)	
	6424495	Air Cleaner	1		(Special Alloy)	1
	Exhaust He	aders:		3918833	Washer, Differential Pinion Thrust	2
	3942501	Tuned Exhaust Manifold L.H.	1	9777477	Bolt, Wheel Hub	20
	3942502	Tuned Exhaust Manifold R.H.	1	3916236	Knuckle, Steering (Special Surface Treatment)	2
	3942503	Adapter, Exhaust Manifold	2	3916237	Arm, Steering Knuckle L.H.	
	3942504	Gasket, Exhaust Manifold Adapter	2		(Special Surface Treatment)	1
	3942505	Clamp, Exhaust Manifold	2	3916238	Arm, Steering Knuckle R.H.	
	3942506	Bolt, Exhaust Manifold-to-Head	12		(Special Surface Treatment)	1
	3942507	Bolt, Adapter-to-Exhaust Manifold	8	9748406	Stud Assy., w/Seal, Steering Knuckle Upper	
	3942508	Washer, Adapter Bolt	8		Control Arm Ball (Special Surface Treatment)	1
	3942509	Nut, Adapter Bolt	8	3875067	Stud Assy., w/Seal, Steering Knuckle Lower	
	3942510	Gasket, Exhaust Manifold	2		Control Arm Ball (Special Surface Treatment)	1
	3927142	Spring Assy., w/Damper, for use with		3923523	Socket Assy., Tie Rod Inner	
		#3927140 Camshaft Assy.	16		(Special Surface Treatment)	1
	3927144	Camshaft Unit (Camshaft w/Springs)	1	3914883	Socket Assy., w/Tie Rod Outer	
	3927140	Camshaft Assy, for use with #3927142 Valve			(Special Surface Treatment)	1

3927510

3923589

3927505

3927944

3927506

3927503

3927504

3889964

3927507

3931547

3940095

3931548

5468886

5468887

5468882

Hub Assy., w/Disc, Front Wheel

Bushing, Front Stabilizer Shaft

"U" Bolt, Rear Spring

Spacer, Rear Spring

(Special Design)

(Special Design)

Spring, Front Coil (Special Rate)

Shaft, Front Stabilizer (1-1/16" Dia.)

Spring, Rear Multi-Leaf (Special Rate)

Wheel Assy., Magnesium (15" x 8")

Wheel Assy., Magnesium (15" x 9")

Caliper Assy., Front Disc Brake L.H.

Caliper Assy., Front Disc Brake R.H.

Pads, Caliper (for Above) (Special Material)

Seat, Bucket (Molded Plastic)

Rod, Steering Relay (Special Surface Treatment)

Plate, Stabilizer Bracket Frame Reinforcement

2

1

2

2

2

As Required

As Required

As Required

(Special Bolt Size)

The Z/28 Camaro – a definition:

Basically, the Z/28 is a Camaro Sport Coupe with RPO Z28—an option package with a number of built-in modifications and features. Most notable, the engine. It's a Chevrolet engineering masterpiece. A big-bore, short-stroke 302-cubic-inch plant that very quickly delivers about the strongest 290 hp you'll ever feel. And 290 hp is only the production stage of tune. That's mostly what makes the Z/28 Chevrolet's most unique 4-passenger model—and the closest thing going to a four-place sports car.

The Z/28 is very well behaved in ordinary traffic. Smooth. Comfortable. Maneuverable. Even docile if you like. The Z/28 can putt along with bumper-to-bumper traffic as adequately as it can hum along a turnpike. It's a very handsome machine as well. You can see how determined it looks, with bold rally striping over the bonnet and rear deck. Very posh on the inside, too. With comfortable all-vinyl bucket seats, carpeting, attractive appointments. Add the tach and bank of instruments and it looks like all business. It can be had in any one of Camaro's 15 Magic-Mirror exterior colors for '68—with contrasting striping and color-keyed interior trim.

But let's face it. If you strictly wanted a family car you wouldn't buy this one.

The steering is fast ratio. The wheels are big; tires are nylon cord, and designed for more than routine driving. The suspension is heavy duty, with special springs front and rear. The Z/28 must be ordered with a Chevrolet 4-speed floor-mounted transmission—which, incidentally, is a zipping joy to operate. Power front disc brakes must also be specified. The standard rear axle ratio is 3.73:1—other ranges available to fit your foot.

The 302 engine comes from a 327 block and a special 283 crankshaft. Features include a Holley 4-barrel carb, high-winding mechanical valve lifters, aluminum inlet manifold, dual, deep-tone exhaust system, special cam, oil pump and cooling system. And when you start adding items like that to Camaro's basic kinship to a sports car—wide stance stability, road hugging suspension geometry and all that—well, we're in the same league, if not the same ballpark, as the purebred Corvette.

But what comprises a Z/28, and the way it looks, loses importance when you're inside, behind the wheel, and moving. That's how you find out what this car is all about. The responsiveness of the 302 engine is matched by the car's excellent road sense, with the relatively light weight of the engine and heavier-duty rear components providing improved weight distribution for additional traction at the drive wheels. It sticks beautifully on curves and turns. As you accelerate, decelerate and corner you can "sense" that the

Z/28 is doing exactly what you ask. It adheres to what's happening on the road, yet it's not too 'hard.' You can still enjoy a long turn at the wheel—or a good ride.

The Z/28 Camaro is a limited edition car, and your local Chevrolet dealer may not have one on display. But he can order one for you. If you like, you can get one very much like the one Mark Donohue drove to win the last two TRANS-AM events—at Las Vegas and at Kent. Not everyone keeps a FIA Class 2 car around the house, but those who do, like this one best—Chevrolet's Z/28 Camaro.

Here's what some other people have to say about the Z/28 Camaro:

SPORTS CAR GRAPHIC March '67

"Cornering power and attitude was very impressive..."; "... gave plain indication that the Camaro is going to be completely competitive from a roadability standpoint." "Even with the performance options, it's a comfortable and pleasurable street machine with a very readable price tag."

CAR AND DRIVER March '67

"...most responsive American V8 we've ever tested."
"It's an appealing car . . . tough and purposeful . . ."

CAR AND DRIVER Dec. '67

(again) "It's the most responsive production V8 we've ever driven . . . "; ". . . feels much stronger than the 327s and 350s . . . "



