



New Towne Coupe.

MONZA



New S Hatchback Coupe.

The new Towne Coupe, the new S and the 2+2 (1975 Car of the Year)





Shown:
Monza Towne Coupe, above; Monza 2 + 2, below.



Available on any Monza are many Options and Custom Features. Some are illustrated or described in this catalog. ©1975, Chevrolet Motor Division, General Motors Corporation.

Top-pictured Monza: the Towne Coupe.
Bottom-pictured Monza: the 2+2.

The dressy new Monza Towne Coupe.

There have always been dressy big Chevrolets. We thought it was time for a dressy small one. The new Monza Towne Coupe.

It's small and sporty. With a cleanness and neatness of line that make it distinctive in this size of sensibly priced car.

We've intentionally kept its styling lines flowing and uncluttered. Its formal vinyl roof is standard in your choice of

nine colors. Set with large opera windows. Its body is as smooth and honest as modern sculpture.

Yet, above all, it's a Monza. Meaning it's a car that's fun to drive.

It's nimble. It turns and parks like a whiz. With interesting engineering like a small 4.3-litre V8, the smallest V8 ever put in a Chevy. And a new gas-saving 5-speed transmission that's yours for

the ordering. Equipped with its available 5-speed, 2.3-litre 2-barrel engine, 3:42 axle and air conditioning, the Monza Towne Coupe has been rated by the EPA as follows: 21 miles to the gallon in the city test, 33 miles to the gallon in the highway test.

The Towne Coupe: Despite its Park Avenue looks, this is one little car you won't want to keep cooped up in town.

The Monza Hatchback Coupes: The new S.

The new Monza S Hatchback Coupe looks like it might be right out of the styling studio of an Italian custom body builder.

Fortunately it's right out of the styling studios of Chevrolet. With the happy result that the Monza S is actually the economy model of the Monza Hatchback lineup.

Its chassis and suspension are studies

in the innovative use of engineering. A torque-arm rear suspension is standard. Chevrolet's small V8 is available. So are single- or double-barrel 2.3-litre 4-cylinder engines. There are air slots in front instead of a grille. Rectangular headlights, instead of round ones. Ventilation ducts on the side, instead of in door pillars.

And its 2+2 configuration means two

seats in back or lots of flat cargo space—just fold the rear seatback down to create a carpeted wagon-like floor anytime you want.

The S: It's a lot like the Monza 2+2 but with a little less special equipment. Its price sticker is lower. It's the easiest, least expensive way to get a car with the looks, utility and personality of the Monza Hatchback.

The Car-of-the-Year Monza 2+2.

Every year *Motor Trend* magazine selects a single car to be Car of the Year.

This year's winner: Chevrolet's new Monza 2+2.

A European hatchback, inside and out? Yes, but something much more.

Because the Monza 2+2 is a very new automobile. Chevrolet designers set out to build a very comfortable small

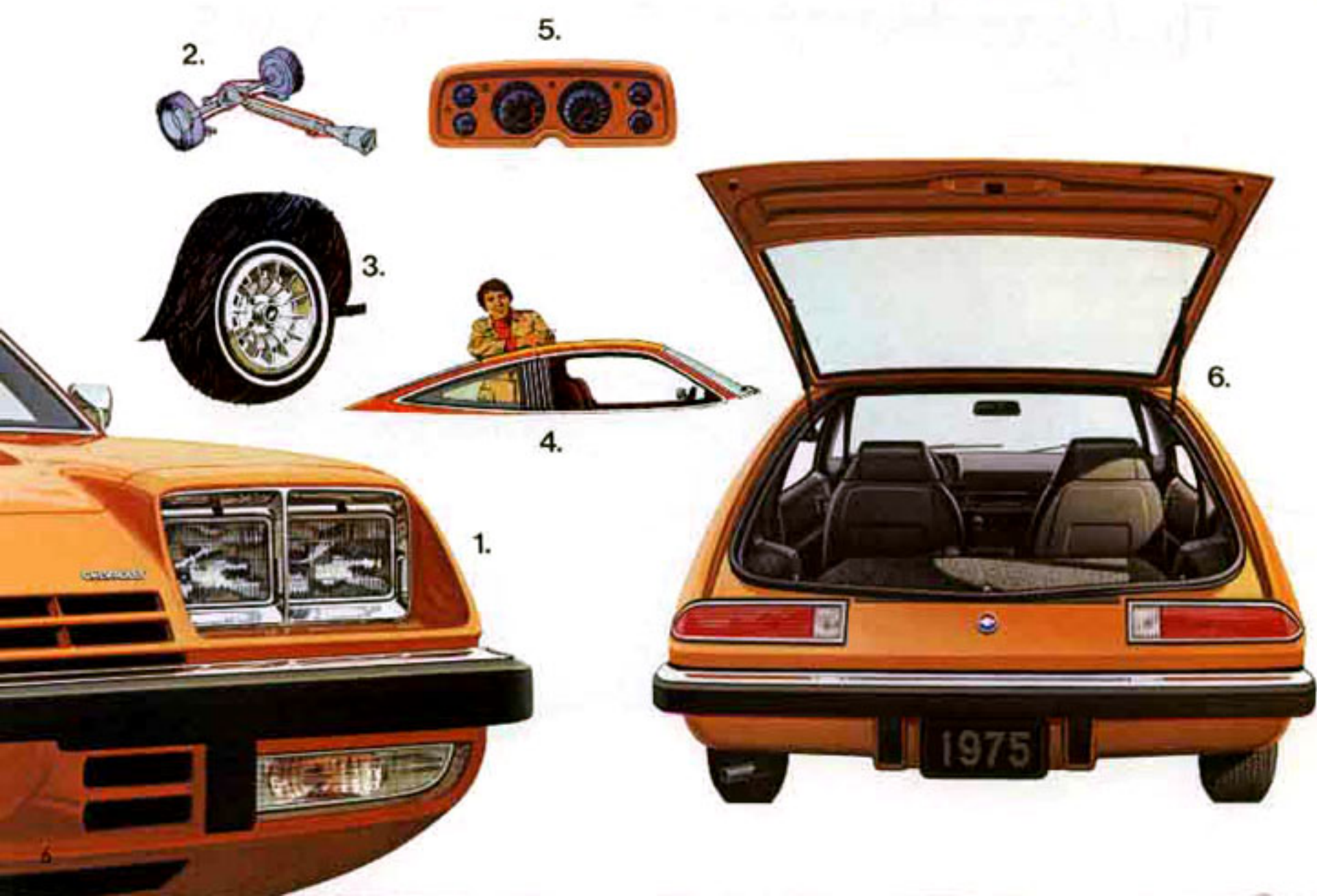
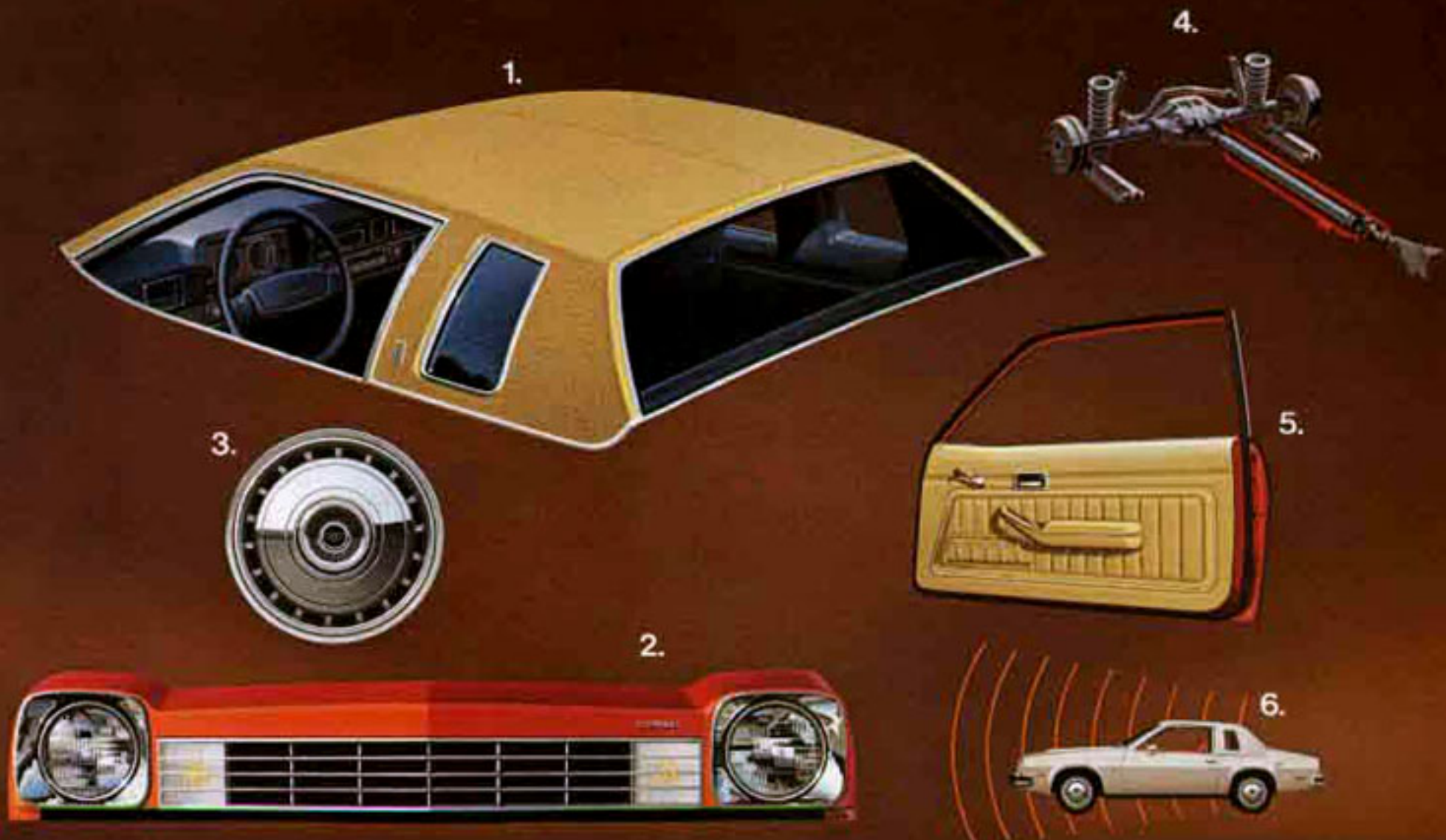
car. Then Chevrolet engineers saw to it that it was also a very sporty road car—a driver's car.

Special things about this car are substantial and many. Get in, for instance, and you'll find a smaller, racing-type steering wheel in your hands. A hand-high shift console at the ready by your side. A Sports suspension is standard.

So is a set of steel-belted radial ply tires.

If you had just two words in which to describe the Monza 2+2, one could be "advanced." And the other could be "complete."

The 2+2: Why don't you sit in judgment on the 1975 *Motor Trend* Car of the Year yourself? At your Chevrolet dealer's soon.



The standard Towne Coupe.

The world is full of surprises. And some of the nicest are the things that come with every Towne Coupe—without your having to ask for them.

The formal vinyl roof (1) comes in nine colors: Firethorn, Mahogany, Red, White, Silver Metallic, Black, Buckskin, Medium Green and Dark Blue. (A color combination our stylists particularly recommend is matching the roof to the

body color. Like a Silver Metallic roof on a Metallic Silver car.)

Hidden behind the grille's classic grid pattern are parking and turn signals (2). Special Towne Coupe wheel covers (3) are emblemized and full-rim.

The torque-arm rear suspension (4) and coil springs all around contribute to a smooth ride. A front stabilizer bar is standard.

Interior door panels are molded, pleated vinyl. A handy map pocket (5) is found in each door. The door lock button is conveniently located in an integral door handle—padded armrest unit. And the Towne Coupe's roof, sides, flooring and cowlings share a special sound insulation package (6) to help shush outside noises and add to a surprisingly quiet interior atmosphere.

The standard Hatchback Coupes: The S.

The Monza S Hatchback Coupe not only looks a little different than some other little cars on the road, it looks at the road a little differently—through rectangular headlights (1).

Its suspension system uses the special Monza torque-arm arrangement (2).

The wheel covers (3) are uniquely Monza Hatchback. The power ventilation system pulls outside air in up front, circulates it through the cockpit, then pushes it out through special side vents (4).

The S features complete instrumentation (5): tachometer, temperature

gauge, ammeter, electric clock and a speedometer that reads in both miles per hour and kilometers per hour.

The entire interior is carpeted with deep-pile carpeting (6). And an added acoustical package sound-insulates the S Hatchback Coupe's body.

The even nicer 2+2.

For starters, please go back and reread everything that's standard on the S.

Because it's all standard on the 2+2.

Plus a standard four-cylinder engine that has dual-barrel carburetion, rather than single. And a standard transmission

that has four speeds, instead of three.

The 2+2 has a high-rise center shift console. With a built-in niche for the parking brake. The inside rearview mirror is the non-glare day/night kind. The steering wheel is a nifty-sized four-spoke design.

You'll find some minor things are standard like bright wheel opening moldings.

And you'll also find some pretty major things standard like BR78-13B steel-belted radial ply tires. And a Sports suspension.



Inside the Towne Coupe.

When most people think of a small car, they prepare themselves to settle for less. Monza is out to change all that.

The Towne Coupe has two deeply contoured bucket seats in front, two individual rear seats with bucket-style cushions in back. Standard upholstery is a practical, though rich-looking, vinyl. Or you can order the patterned cloth you see here in these swatches at no extra cost. Leather—the real thing—is also available. See the option page



Black



Buckskin



Firethorn

White vinyl upholstery also available with your choice of Black or Firethorn accents.

a little further on.

Each door has a handy map pocket. The armrest conveniently contains the door lock button. The carpeting is cut pile. The steering wheel is color-coordinated to the interior. The instrument cluster is trimmed with simulated wood. Heavy sound insulation is plentiful.

Inside the Hatchback Coupes.

The S Hatchback Coupe and the 2+2 are similarly upholstered.

Both have front seats that are body-contoured to hold you in snug comfort. The rear seat backs have a very simple folding mechanism. They fold flat into a cargo floor with a twist of the wrist.

The vinyl upholstery has the look of stitched leather. Vinyl or luxurious cloth as shown at the right are available at no extra cost. Also available, at extra cost of course, is genuine leather. Please see the option page coming up.



Dark Blue



Black



Dark Red

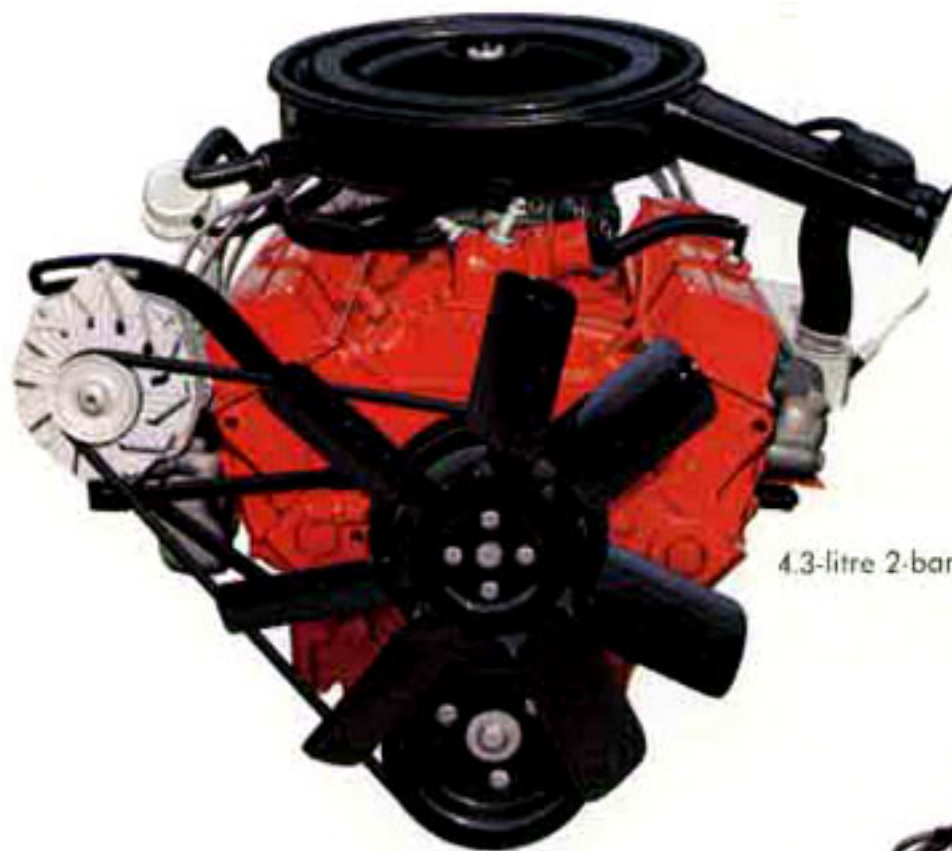


Dark Saddle

The wood trim around the instruments, incidentally, is simulated bird's-eye maple.

The carpeting is door-to-door-to-door and is color-coordinated to the seating material you choose. As is the softly molded center console which is standard on the 2+2.

White vinyl upholstery also available with your choice of Black, Dark Red or Dark Blue accents.



4.3-litre 2-barrel V8



2.3-litre 2-barrel
4-cylinder



2.3-litre 1-barrel
4-cylinder

Engine	Engine Usage		Transmission	**Rear Axle Ratios (1)	
	Monza 2+2	Monza S and Towne Coupe		Monza 2+2 and S	Monza Towne Coupe
2.3-litre Four 78-hp, 1-bbl. carb.	N.A.	Std. (1)	3-Speed Manual	2.93 (4)	2.93
			4-Speed Manual	2.93 (4)	2.93
			Turbo Hydra-matic	2.93 (4)	2.93
2.3-litre Four 87-hp*, 2-bbl. carb.	Std. (2)	Avail. (2)	3-Speed Manual	2.93 (4)	2.93
			4-Speed Manual	3.42	2.93
			5-Speed Manual	3.42	3.42
			Turbo Hydra-matic	3.42	2.93
4.3-litre V8 110-hp, 2-bbl. carb.	Avail. (1)	Avail. (1)	4-Speed Manual	2.56	2.56
			Turbo Hydra-matic	2.56	2.56
5.7-litre V8 125-hp, 2-bbl. carb.	Avail. (2, 3)	Avail. (2, 3)	Turbo Hydra-matic	2.29	2.29



Note: 4-speed manual transmission is standard on the 2+2 and a 3-speed manual on both Monza S and Towne Coupe models. The 2+2 also features a high-rise center console with all transmissions. While this console is not offered for the Towne Coupe, it is included on the Monza S with 4-speed manual and can be ordered with all other Monza S transmissions. A mini-console is included with Turbo Hydra-matic on the Towne Coupe and also on the Monza S unless the extra-cost console is specified.
 *80 horsepower rating in California. **Check your dealer for other available axle ratios. (1) Not available in California. (2) California Emission Equipment required in California. (3) For sale and/or registration only in California. (4) Monza S only.

The Monza engines.

The standard engine for the Towne Coupe and the S Hatchback Coupe is a 4-cylinder with single-barrel carburetion. It's a nice size engine for this size car. A lightweight design with die-cast aluminum alloy block and overhead cam. It measures 2.3 litres—compare its size to the smaller engines that come in most imported cars.

The standard engine for the Monza 2+2 is this same basic engine, but with two-barrel carburetion. It's a measure of performance, balanced by a good measure of economy. This twin-barrel powerplant can be ordered for the Towne Coupe or the S.

Available for all three Monza models

is the smallest displacement V8 ever put in a Chevrolet. Even the first V8 we offered in a Chevy back in 1917 was larger. This new Chevy engine measures 4.3 litres (that's 262.5 cu. in.). We think you'll find this highly efficient V8 to be a very happy combination. Large enough to move the Monza with ease, yet small enough to let its two-barrel carburetor sip fuel economically—the way a small car engine should.

HIGH ENERGY IGNITION.

Comes with all Monza engines. Delivers up to 85% hotter spark to the plugs than conventional ignition systems. Gone are traditional breaker points and ignition

condenser. Helps provide quick starts in bad weather and needs less periodic maintenance than a conventional ignition system.

EXTENDED SERVICE INTERVALS.

Recommended Monza engine spark plug change intervals are 22,500 miles; engine oil and chassis lube are six months or 7,500 miles.

NEW DELCO FREEDOM BATTERY.

With visible battery condition indicator. Needs no refill. Sealed side-terminal design also contributes to corrosion resistance. Standard in every Monza Towne Coupe.

Four transmissions, including America's first modern 5-speed.

The standard transmission for the Towne Coupe and the S Hatchback Coupe is a 3-speed manual.

The standard transmission for the Monza 2+2 is a 4-speed manual. The 4-speed is also available on the Towne Coupe and the S.

The Turbo Hydra-matic automatic

transmission is available for all Monzas. When ordered on the 2+2, it comes with the standard high-rise center shift console. With the Towne Coupe or S, a mini-console is included.

And finally there's a brand-new transmission available for all the Monzas. And for America.

The first modern passenger-car 5-speed manual mass-produced in this country. It has an integrated economy overdrive—two gears inside create the fifth speed. It features enclosed shift linkage, lightweight shift forks, live countershaft and constant-mesh reverse. The shift pattern is shown at the left.



1.



2.



3.



4.



6.

5.



7.



8.



9.



10.

The finishing touch.

Run your finger up and down this list of available Monza options.

- Stowaway spare tire (8)—Much smaller than regular spare, adds to cargo capacity. Tucks down in corner.
- Forged aluminum wheels (7)—The real thing; set of four.
- Sports suspension—Includes rear stabilizer bar. (Avail. only with radial ply tires. Std. with 2+2.)
- Wire wheel covers (4)—Dealer-installed accessory.
- GM-Specification steel-belted radial ply tires—BR78-13. Blackwalls, white stripe or white lettered. (Radials req. with V8 engine. Std. with 2+2.)
- White stripe bias ply and bias belted ply tires. (Available on Towne Coupe and S only.)
- Air conditioning (2)—Four-Season, all-year comfort system includes heavy-duty radiator and higher output generator.
- Day/night mirror (10)—Non-glare inside rearview mirror. (Std. with 2+2.)
- Center console (1)—High-rise, soft-molded, matches interior color. Includes transmission control, parking brake, and ashtray. (Std. with 2+2. Included on Monza S with 4-speed manual transmission. Not avail. with Towne Coupe.)
- Wheel opening moldings—A nice touch of protection. (Std. with 2+2.)
- Sport mirrors (9)—Set, aerodynamic design in body color, LH is remote-controlled from inside.
- AM/FM/stereo radio (3), AM/FM radio, AM radio.
- Rear seat speaker.
- Power brakes. (Included with V8 engine.)
- Auxiliary lighting group—Includes engine compartment light, glove box light and audible "headlights on" signal when ignition key is removed.
- Sport steering wheel (6)—Four-spoke, smaller diameter, bright center insignia. (Std. with 2+2. Not avail. with Towne Coupe.)
- Tinted glass—All windows.
- Body side molding—Good-looking and protective against minor dings.
- Door edge guards.
- Electro-Clear rear window defogger—Especially beneficial with the large glass expanse of all Monza models.
- Deluxe seat belts—Keyed to Monza's interior color.
- Comfortilt steering wheel.
- Positraction rear axle.
- Highway axle ratio.
- High-altitude axle ratio.
- Heavy-duty radiator. (Included with air conditioning.)
- Heavy-duty battery. (Included with V8 engine.)
- Adjustable driver's seat back.
- Special instrumentation (5)—Includes tachometer plus gauge-type instruments. (Std. with 2+2 and S.)
- Electric clock. (Std. with 2+2 and S.)
- Fuel economy gauge. (Available with Towne Coupe only.)
- Turbo Hydra-matic transmission.
- Four-speed manual transmission (includes center console on Monza S).
- Five-speed manual transmission.
- Luxurious leather seat trim—Genuine fine-grain split cowhide. Towne Coupe colors: Black or Buckskin. 2+2 and S colors: Black, Dark Red or Dark Saddle.

1975 Monza Towne Coupe: Facts and figures.

Your Towne Coupe Choices:

Body color— Cream Beige Bright Metallic Blue Dark Metallic Blue

Metallic Bronze Metallic Firethorn Dark Metallic Green Light Metallic Green Metallic Mahogany Metallic Orange Light Red Metallic Silver Antique White Bright Yellow.

Vinyl roof color— Black Dark Blue Buckskin Firethorn Medium Green Mahogany Red Silver Metallic White. **Upholstery**— Vinyl Cloth.

Interior color— Black Firethorn Buckskin White (vinyl only—Black or Firethorn trim). **Engine**— 2.3-litre 4-cylinder single-barrel Std. 2.3-litre 4-cylinder 2-barrel Avail. 4.3-litre V8 Avail.

Transmission— 3-speed manual Std. 4-speed manual Avail. Turbo Hydra-matic Avail. 5-speed manual Avail.

Tires— Bias ply blackwall Std. Bias ply white stripe Avail. Bias belted ply white stripe Avail. Steel-belted radial ply white stripe Avail. Steel-belted radial ply

white lettered Avail. **Available options**— Those you checked or liked the sound of on the preceding page.

Towne Coupe Vital Statistics:

Wheelbase: 97.0 in. Length: 177.8 in. Width: 65.4 in. Height (loaded): 49.8 in. Curb weight: 2713 lb. with 4-cyl. engine; 2993 lb. with 4.3-litre V8 engine. Tires: A78-138 bias ply blackwalls. Brakes: front disc/rear drum. Steering: recirculating ball. Turning circle (curb-to-curb): 35.8 ft. Rated fuel tank capacity: 18½ gallons.

1975 Monza Hatchback Coupes: Figures and facts.

Your S Hatchback Coupe and 2+2 Choices:

Body color— Dark Metallic Green Bright Metallic Blue Orange Metallic Light Red Bright Yellow Antique White Cream Beige Medium Gray Metallic Silver Blue Metallic Burgundy Metallic. **Upholstery**— Vinyl Cloth.

Interior color— Dark Red Saddle Black Dark Blue Graystone Sandstone. White (Vinyl only—Black, dark red or dark blue trim). **Engine**—2.3-litre 4-cylinder single-barrel (Std. with S)

2.3-litre 4-cylinder 2-barrel (Std. with 2+2) (Avail. with S) 4.3-litre V8 (Avail. with S and 2+2). **Transmission**—

3-speed manual (Std. with S) 4-speed manual (Std. with 2+2) (Avail. with S)

Turbo Hydra-matic (Avail. with S and 2+2) 5-speed manual (Avail. with S and 2+2). **Tires**— Bias ply blackwall (Std. with S) Bias ply white stripe (Avail. with S only) Bias belted ply white stripe (Avail. with S only) Steel-belted radial ply blackwall (Std. on 2+2) (Avail. with S)

Steel-belted radial ply white stripe (Avail. with S and 2+2) Steel-belted radial ply white lettered (Avail. with S and 2+2).

Available options— The ones you checked on the preceding page.

Hatchback Vital Statistics:

Wheelbase: 97.0 in. Length: 179.3 in. Width: 65.4 in. Height (loaded): 50.2 in. Curb weight: S—2781 lb.; 2+2—2849 lb. Curb weight with 4.3-litre engine: S—3061 lb.; 2+2—3129 lb. Brakes: front disc/rear drum. Steering: recirculating ball. Turning circle (curb-to-curb): 35.8 ft. Rated fuel tank capacity: 18½ gallons.

MONZA SAFETY AND SECURITY FEATURES

Occupant Protection

- Seat belts with pushbutton buckles for all passenger positions
- Two front combination seat and shoulder belts for driver and front passenger (with reminder light and buzzer and inertia reel)
- Energy-absorbing steering column
- Passenger-guard door locks
- Safety door latches and hinges
- Folding seat back latches
- Energy-absorbing padded instrument panel and front seat back tops
- Thick-laminate windshield
- Contoured windshield header
- Safety armrests
- Safety steering wheel
- Cargo-guard luggage compartment (Towne Coupe only)
- Contoured roof

- inner panel
- Glove compartment door latch impact security
- Automatic locking front and rear outboard seat belt retractors
- Shoulder belt anchorages for rear seat outboard occupants
- Pressure lock radiator cap
- High-strength front seat anchorages and construction
- High-strength rear seat retention
- Stamped steel door hinges

Accident Prevention

- Side marker lights and reflectors (front side marker lights flash with directional signal)
- Parking lights that illuminate with headlamps
- Four-way hazard warning flasher
- Lane-change feature in direction signal control
- Windshield defrosters, washer and dual-speed wipers
- Wide inside

- rearview mirror (vinyl-edged, shatter-resistant glass and deflecting support)
- Outside rearview mirror
- Dual master cylinder brake system with warning light
- Starter safety switch
- Dual-action safety hood latches
- Low-glare instrument panel top, inside windshield moldings, wiper arms and blades, and steering wheel metallic surfaces
- Safety wheel rims
- Self-adjusting brakes
- Pressure relief gas cap.

Anti-Theft

- Anti-theft ignition key reminder buzzer
- Anti-theft steering column lock
- Anti-theft key system (one key for ignition only, other key for doors, hatch or trunk)
- Visible vehicle identification
- Tamper-resistant odometer with telltale feature.



All illustrations and specifications contained in this literature are based on the latest product information available at the time of publication approval. The right is reserved to make changes at any time without notice in prices, colors, materials, equipment, specifications and models, and to discontinue models. Chevrolet Motor Division, General Motors Corporation, Detroit, Michigan 48202

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