

1968 Camaro

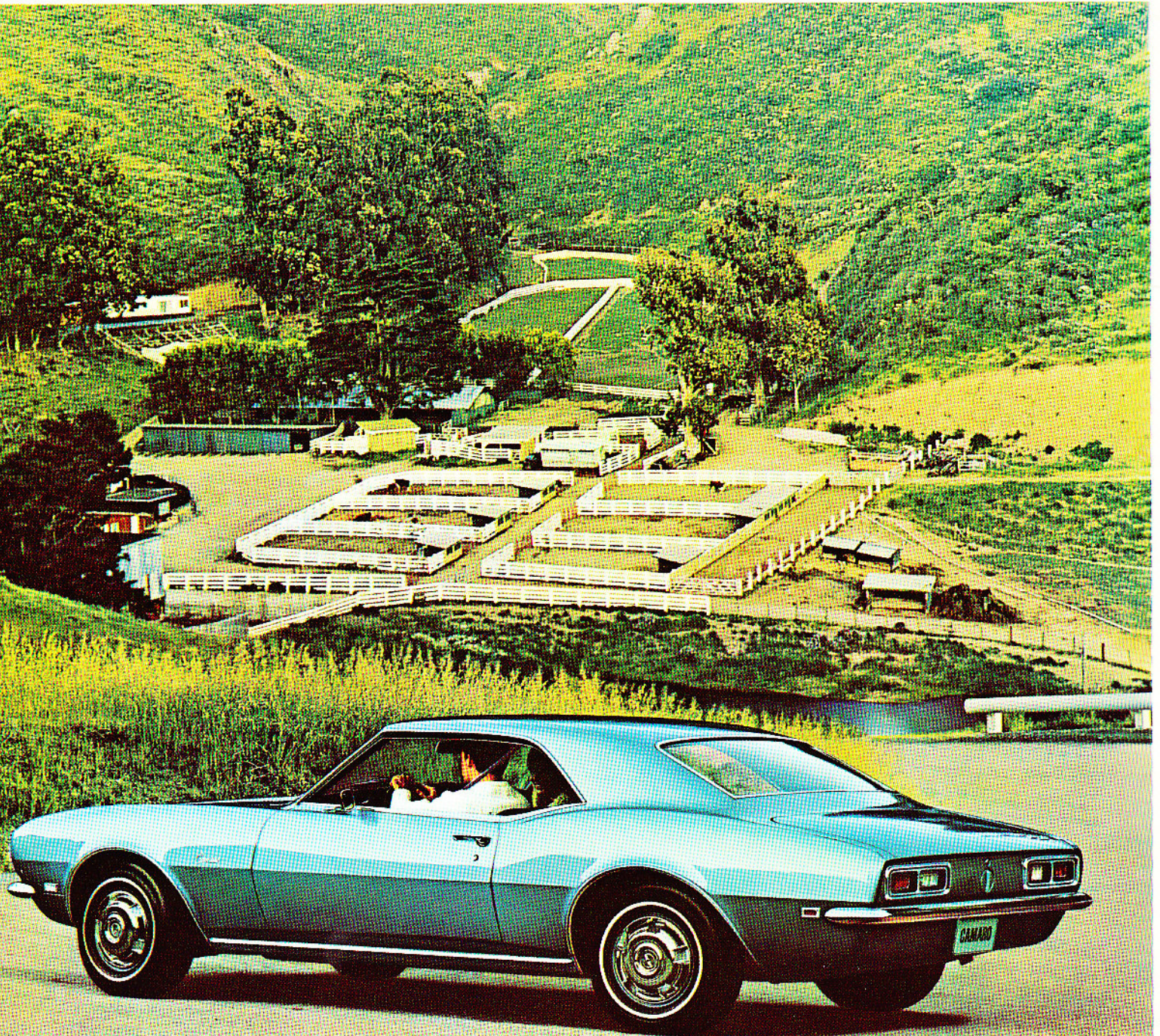
the "hugger" from Chevrolet



The new Camaro for 1968 comes in hard-top and convertible models. Both give you many outside and inside appearance changes. Engineering refinements make the new '68 Camaro a finer handling car. All of these

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Below: Camaro Sport Coupe with Style Trim Group you can order.



Cover: Camaro SS Sport Coupe with Rally Sport option and black vinyl top you can order.

changes are designed to keep the '68 Camaro the finest car in its field. Inspect it now. Drive it soon. Experience Chevrolet's usual concern for quality and attention to detail. And you'll find the Camaro can be a lot of fun, besides.

Below: Camaro Convertible with Style Trim Group you can order.

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Outside you'll discover much to please.

A cluster of new and handsome touches are bound to make "the hugger" more appealing than ever in 1968. They add to its beauty, its utility and its distinctiveness. Examine a few of the finer points with us and see if you don't agree that Camaro has outdone itself.

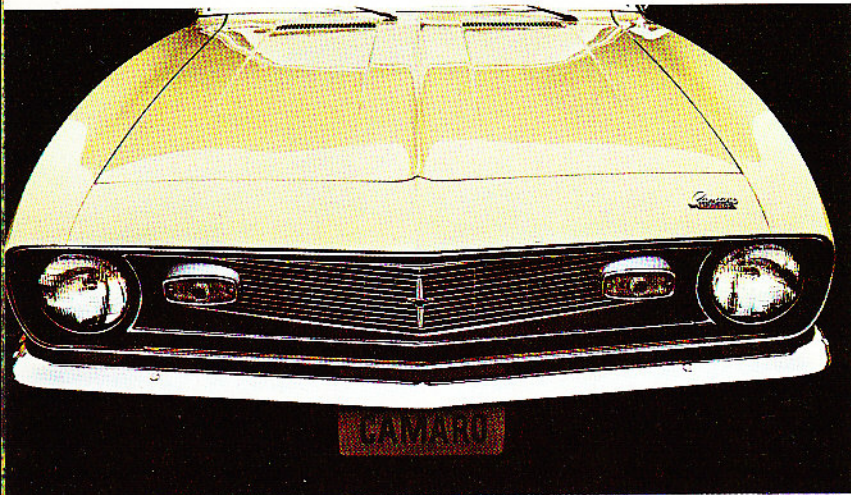
Starting at the front, the Camaro grille sports some modest changes: new satin-silver horizontal bars over deep-set black for a wider look; headlights and new rectangular parking lamps that are inset into the grille (the Rally Sport version has something special in this

department); new, too, are taillights with integral back-up lights. And how about this? . . . ventipanes have given way to single curved side windows in both Coupe and Convertible models. See why, later! New side marker lamps front and rear help stake out your claim to a parking place on darkened streets and show your position more clearly while underway.

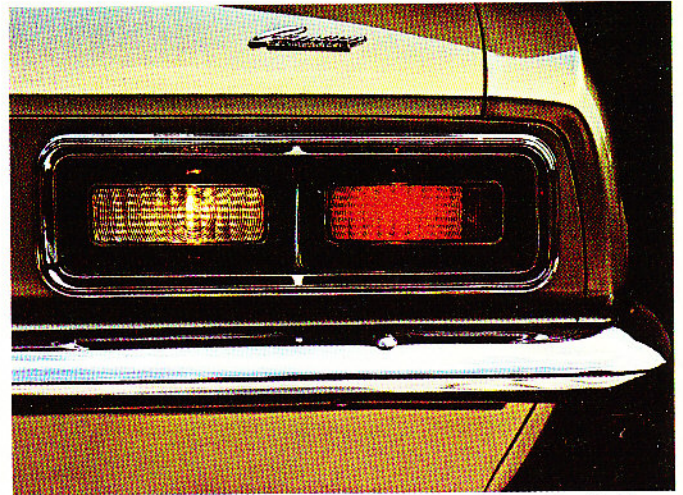
It all adds up to a remarkably appealing new wide-stance Camaro for 1968 that won't be content until it entices you inside.

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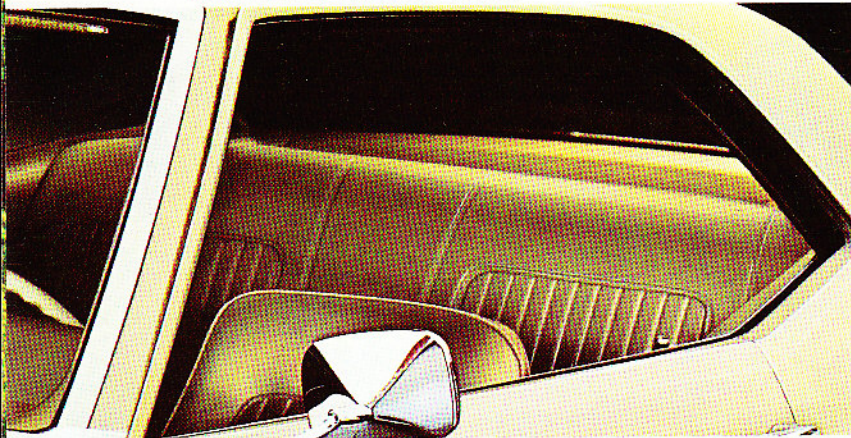
New Camaro grille with inset head and parking lights



New Camaro taillights with integral backup lights



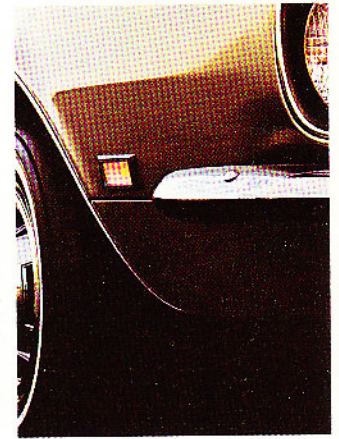
New one-piece curved side window



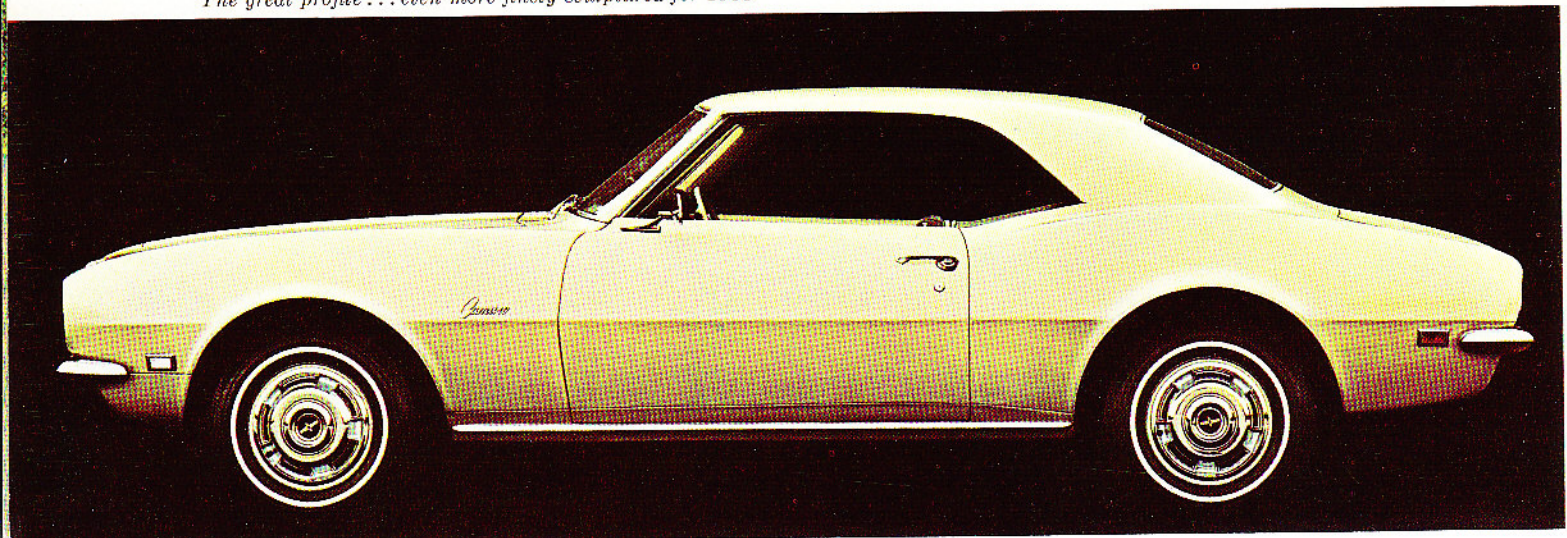
New rear side marker light



New front side marker light



The great profile . . . even more finely sculptured for 1968



Inside you'll sense a lot of luxury.

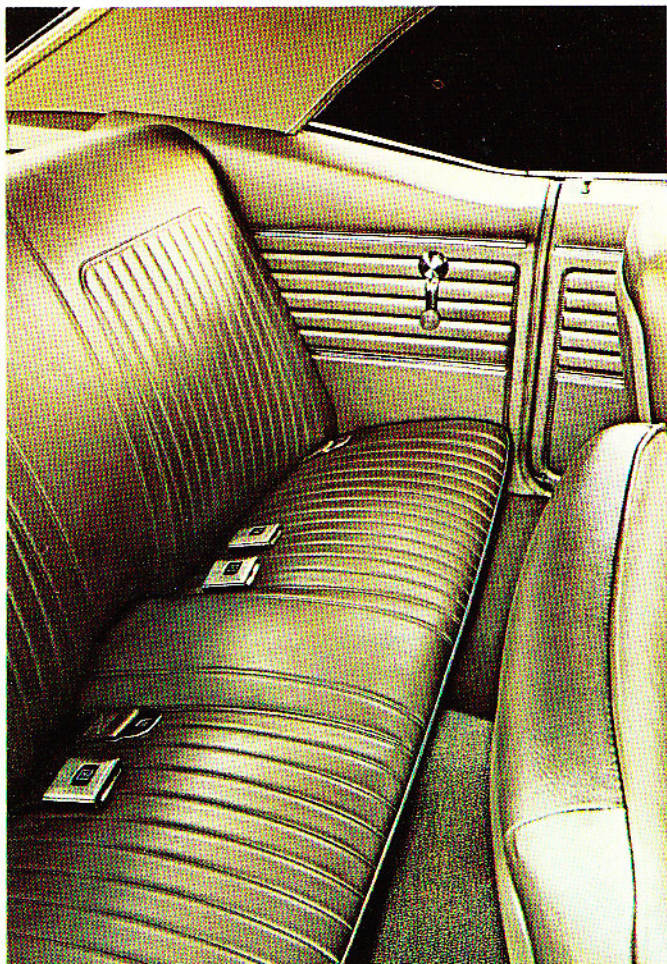
Camaro's new exterior refinements are reflected in an extra helping of luxury inside. We put front all-vinyl bucket seats under you just for openers. Seat belts, for all passenger positions, are standard, of course, as are front shoulder belts on the Sport Coupe. The deep-twist carpeting feels mighty good underfoot. Elegant new door styling with bright metal insets, deep-padded armrests and shielded door handles. Smart new steering wheel that makes your hands itch for it. Now the instrument panel. Beautiful new cluster of dials and

gauges—and so simple to comprehend. Three-speed, column-mounted shift is standard.

With ventipanes gone we developed a whole new ventilation system—Astro Ventilation. In addition to the regular curved side vents two adjustable vent-ports mounted on the instrument panel admit outside air. Sport Coupe models feature special pressure relief valves to keep the air flow constant. Top construction makes these valves unnecessary in Convertibles.

Now you take it from here.

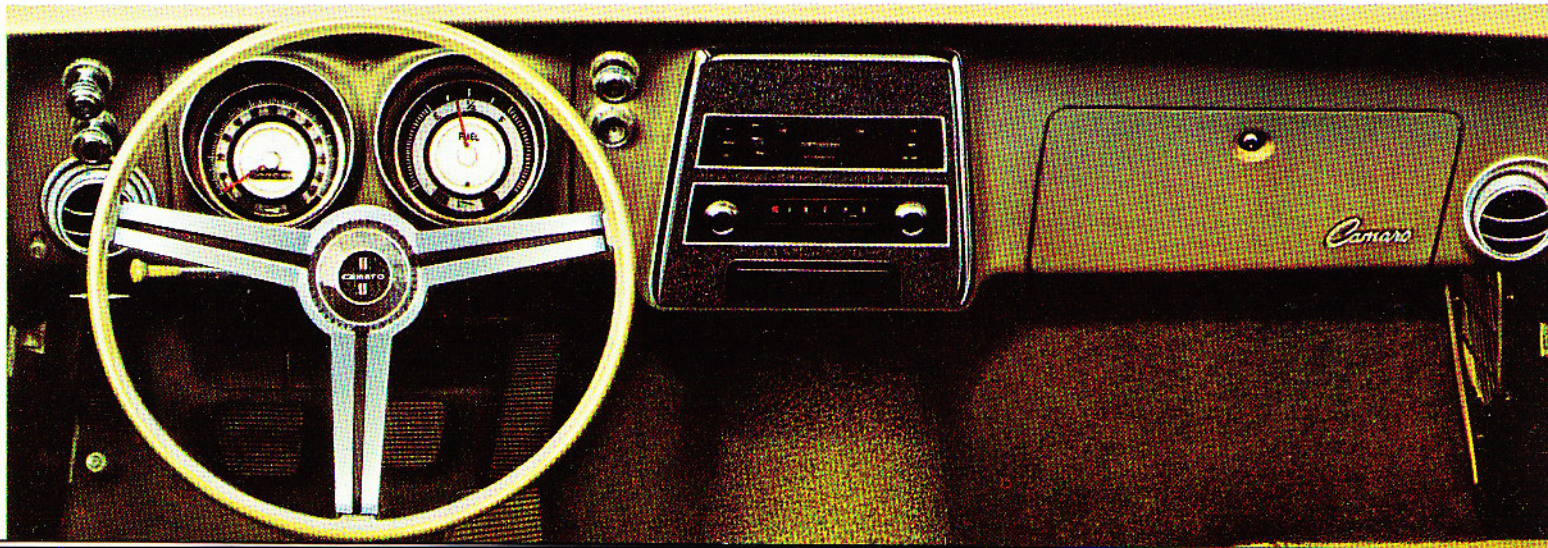
A look back at the back seat



Standard Camaro Interior



The Instrument Panel—your own personal command post



Rally Sport Package

Now that you're acquainted with the 1968 Camaro, you should be properly conditioned to take a look at one of the more glamorous versions . . . the Rally Sport. If you have a weakness for elegance, you'll be a pushover for this one . . . in either Coupe or Convertible.

Take the Rally Sport's concealed headlights, for instance. Where else can you find them at these prices?

Are you performance-minded? So is this one. That solid-going wide stance should give you a clue. Then see its whole impressive array of power team combina-

tions in the chart on Page 15. For now, be informed that even the standard 230-cubic-inch Turbo-Thrift 140-hp Six or the 327-cubic-inch 210-hp V8 packs punch aplenty. But if your power requirements are greater, keep ordering and no one will stop you until you get to 325 hp—and that's a herd of horses.

Other Rally Sport features underscore its individuality. Among them, wheel opening moldings and "RS" emblems on grille and fuel filler cap. Can't mistake this car's personality. It's a standout.

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Camaro Convertible with Rally Sport equipment you can order



The Options and Custom Features that appear in illustrations and descriptions in this catalogue are just a few of the many listed and shown on Pages 10-11.

Super Sport Package

It's to the action-lovers that we dedicate the Camaro Super Sport. A husky performer and looks it. Beefed-up suspension system and 350-cubic-inch V8 engine (you can order a 396-cubic-inch V8, too).

You can spot a Super Sport by its special hood and ornaments (stack-type with 396-cu.-in. V8) and distinctive wide hood band around the grille. Power reflexes are instant and it has the roadability to handle its muscle. Other Super Sport identifying marks: "SS" emblems front, side and rear; red stripe wide-oval tires.

(Special black rear body panel with 396-cu.-in. V8.) What's that you say? You'd like a Super Sport with all the features that come on a Rally Sport. Easiest thing in the world. Just specify both—and get both on the same car. It's as easy as that.

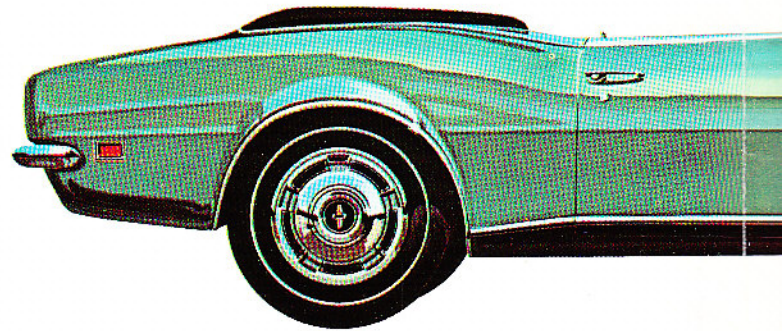
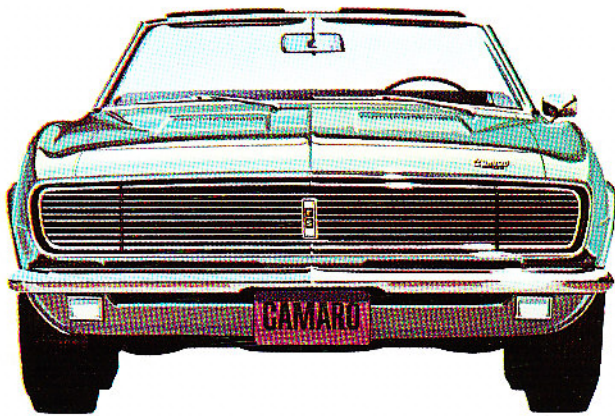
If you don't say anything, your Camaro—SS or otherwise—comes with an interior like the one you saw a couple of pages ago. But on any Camaro you can specify the Special Interior Group with deluxe accents. These accents also are included in Custom Interior.

Camaro SS Sport Coupe

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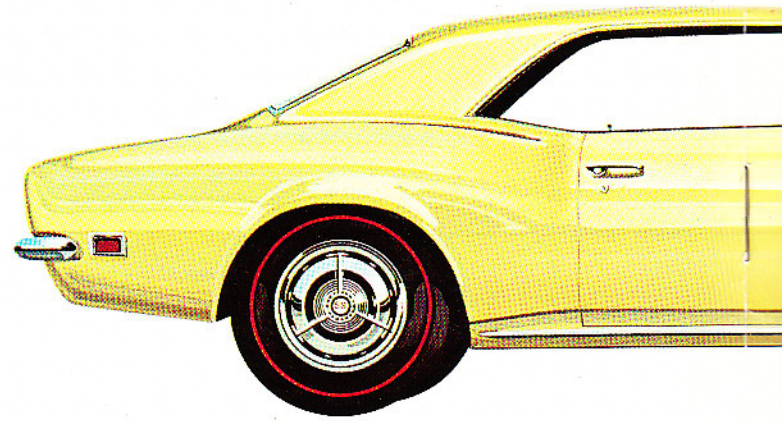


Plan your Camaro as a Rally Sport or a Super Sport.



Rally Sport Rally Sport features in brief:
• Concealed headlights • Special full-width grille • Parking and direction signal lights mounted below front bumper • "RS" emblem on

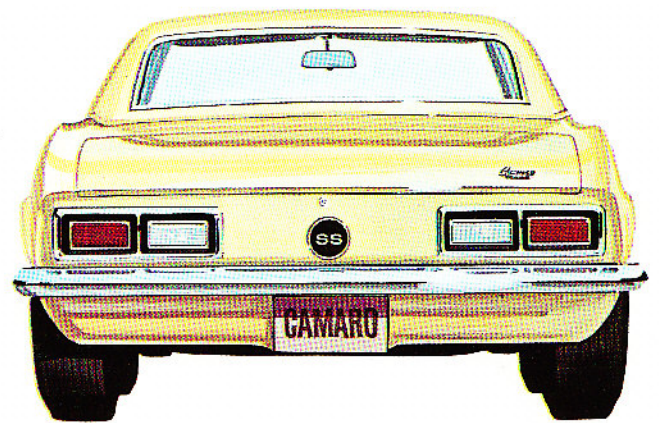
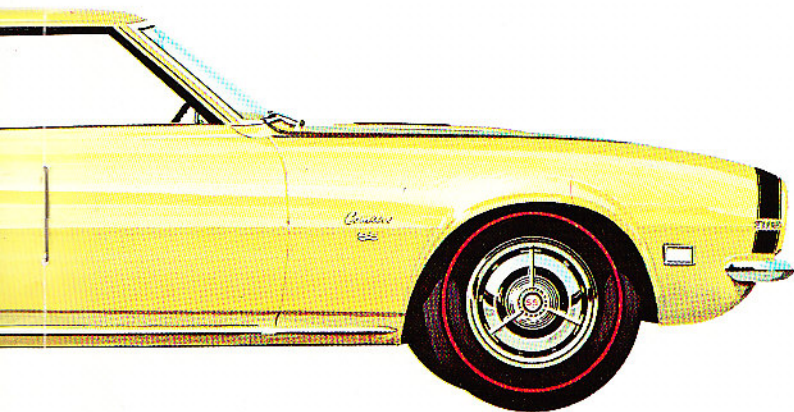
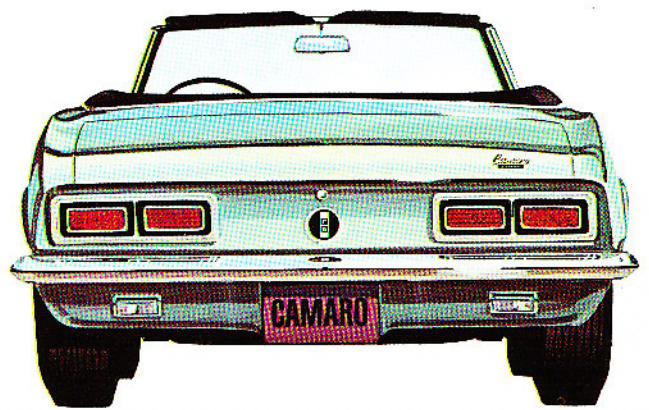
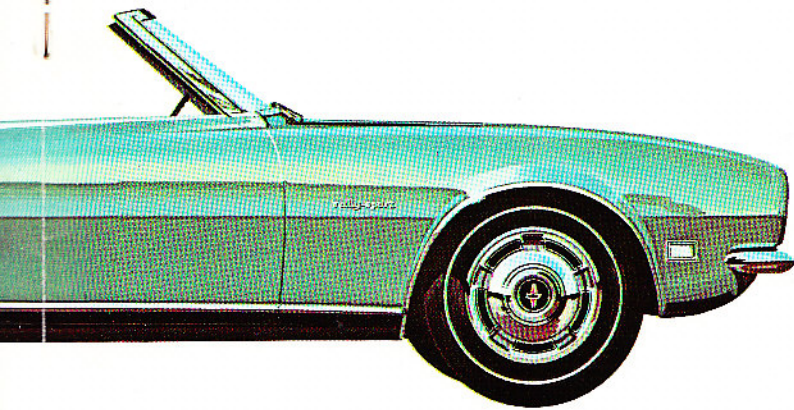
grille • Backup lights mounted below rear bumper • "RS" emblem gas filler cap • Lower body side molding • "Rally Sport" script on front fender • Roof drip cap molding on Sport Coupe • Wheel openings and belt moldings.



Super Sport Super Sport features in brief:
• Raised simulated air intake in centre of special hood (stack-type with 396-cu.-in. V8) • "SS" grille emblem • Special hood insulation and chassis components • 350- or 396-cubic-

inch V8 engine • Special color-keyed accent band on nose • "SS" identification on front fender and fuel filler cap • Red-stripe wide-oval tires • Black painted rear end panel with 396-cubic-inch engine • Multi-leaf rear springs with 396-cubic-inch V8.

rt. Here are the details.



Options and Custom Features*

Custom fabric-and-vinyl seat—A rich houndstooth fabric insert combines with vinyl trim.

Luggage rack—Mounts on rear deck of either Convertible or Sport Coupe. Finished in bright chrome. Order the ski carrier adapter, if you like.

Floor-mounted sport shift—Available for standard 3-Speed transmission with all 6-cylinder and 327-cu.-in. V8 engines. May be specified with or without optional centre console.

Stereo tape system—Enjoy up to 70 minutes of uninterrupted music channeled through a four-speaker stereo system. Available with or without radio.

Deluxe wheel covers—A dashing accent in stainless steel.

Accent hood band—available on all Camaros. Included when you order the Super Sport package.

Deluxe steering wheel—A handsome three-spoke wheel with insert horn tabs. Standard with Custom Interior and Special Interior Group. Special hub ornament on SS.

Bumper guards—Inset with live rubber to protect bright metal surfaces. Available front and rear.

Electric clock—Custom styled to match other instruments.

Pushbutton radio—Fully transistorized for instant warmup. Also available: AM-FM and FM stereo multiplex radios.

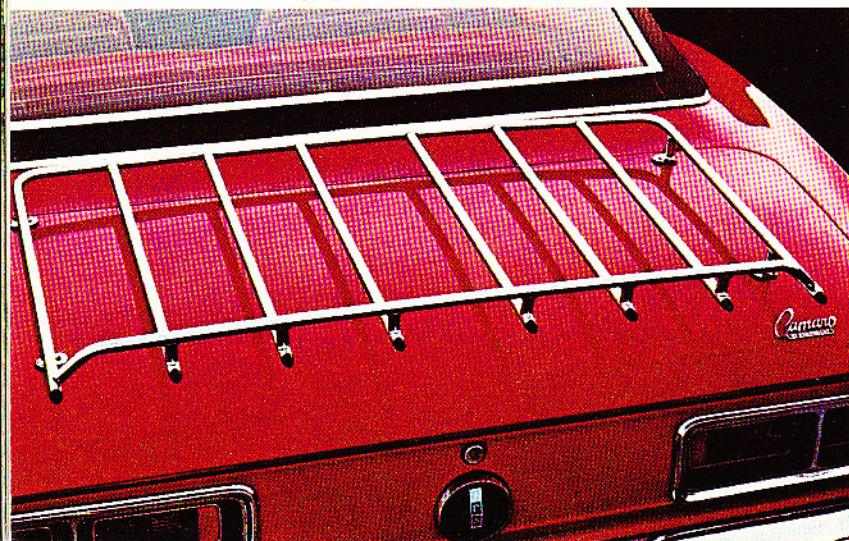
Vinyl roof cover—A smart way to top off your Camaro Sport Coupe. Available in black or white.

And these other attractions—Four-Season air conditioning, Comfort-Car air conditioning, sports console, special instrumentation (with floor console only: temperature, oil, fuel gauges and ammeter in console; tachometer and clock in

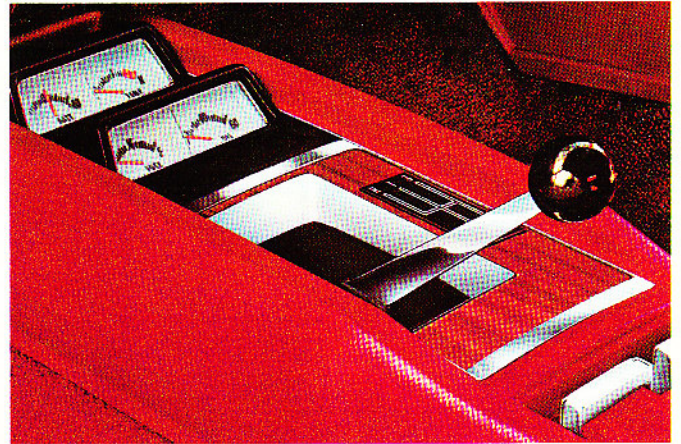
Bucket seat with houndstooth fabric with Custom Interior on Sport Coupe



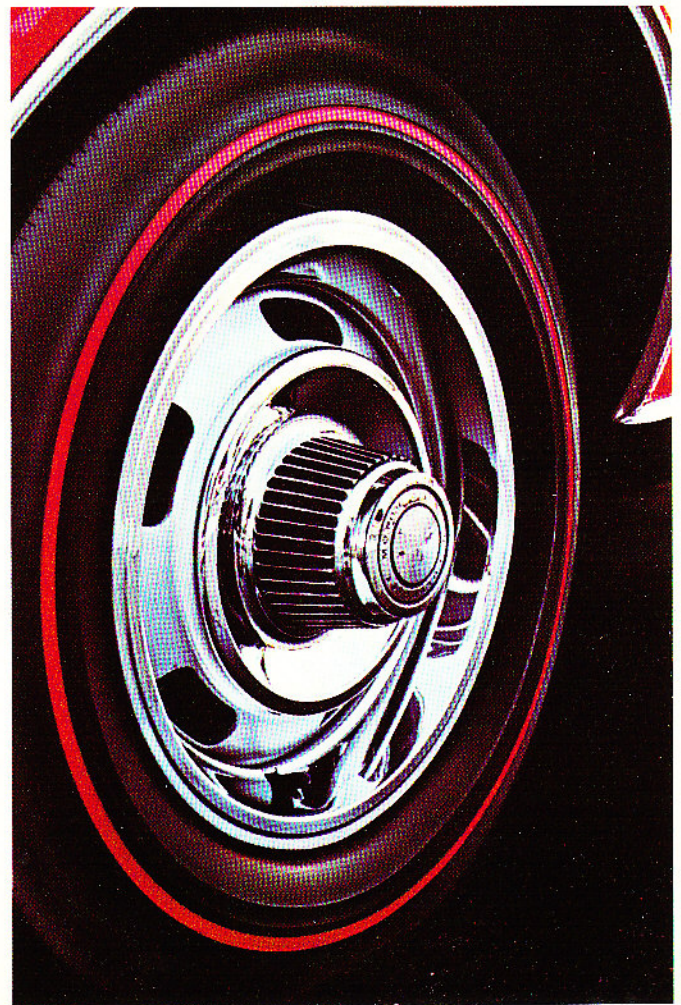
Rear deck luggage rack



Floor-mounted shift with special instrumentation and console



Wheel covers



instrument panel), fold-down rear seat, red-stripe tires, rear window defroster, outside remote control rearview mirror, power windows, Cruise Control, Soft-Ray tinted glass, door edge guards, Tri-Volume horn, rear manual radio antenna, shoulder belts in outboard rear seats, Comfortilt steering wheel, power-operated Convertible top in white, black or blue, simulated wire or a choice of two Mag-style wheel covers, rear seat speaker, front disc brakes, optional engines and transmissions (see Power Team Chart on Page 15), low ratio steering, low-ratio power steering, special-purpose front and rear suspension, dual-exhaust system with any V8, temperature-controlled fan, heavy-duty radiator, Power Steering, Power Brakes, heavy-duty Delco energizer battery,

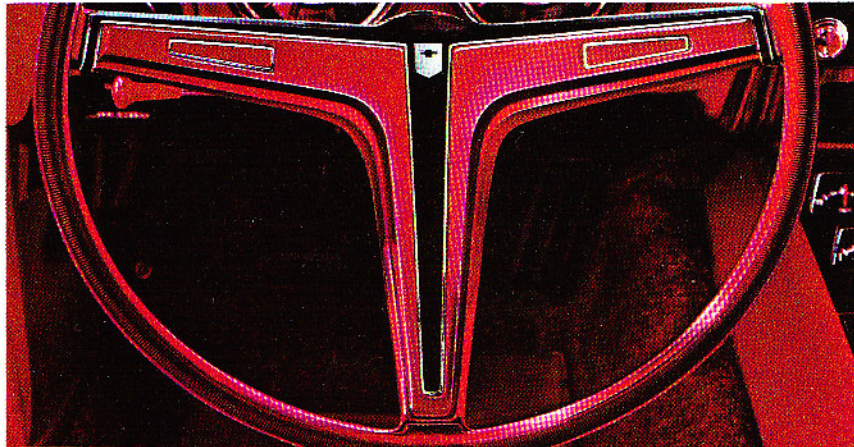
emergency road kit, 12-42-amp. Delcotron generator; Auxiliary Lighting (consisting of ashtray light, courtesy light, glove compartment light, luggage compartment light and underhood light); Operating Convenience Group** (consisting of electric clock, remote-control outside rearview mirror and rear window defroster); Appearance Guard Group** (consisting of door edge guards, front bumper guards, rear bumper guards and color-keyed floor mats); SS package; Rally Sport package; Style Trim Group; Special Interior Group; Custom Interior; Strato-back front seat.

*Check your Chevrolet dealer for these and other extra-cost items, along with their model application and availability with other equipment.
 **Any item in this group may be ordered separately.

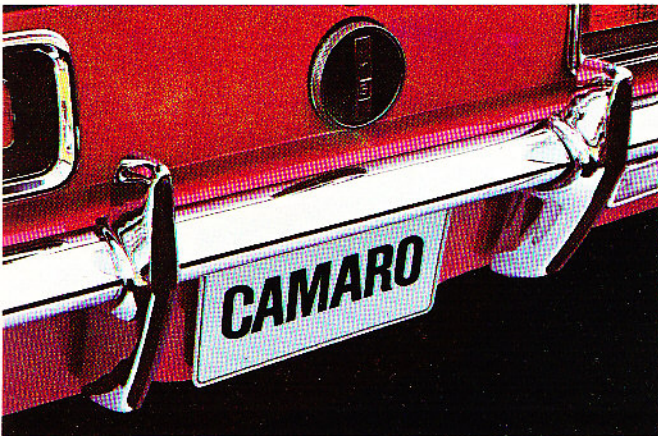
Accent front band



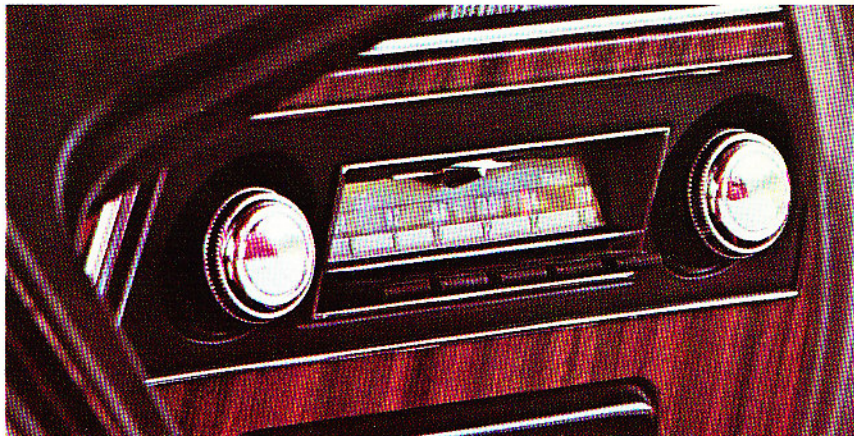
Deluxe steering wheel



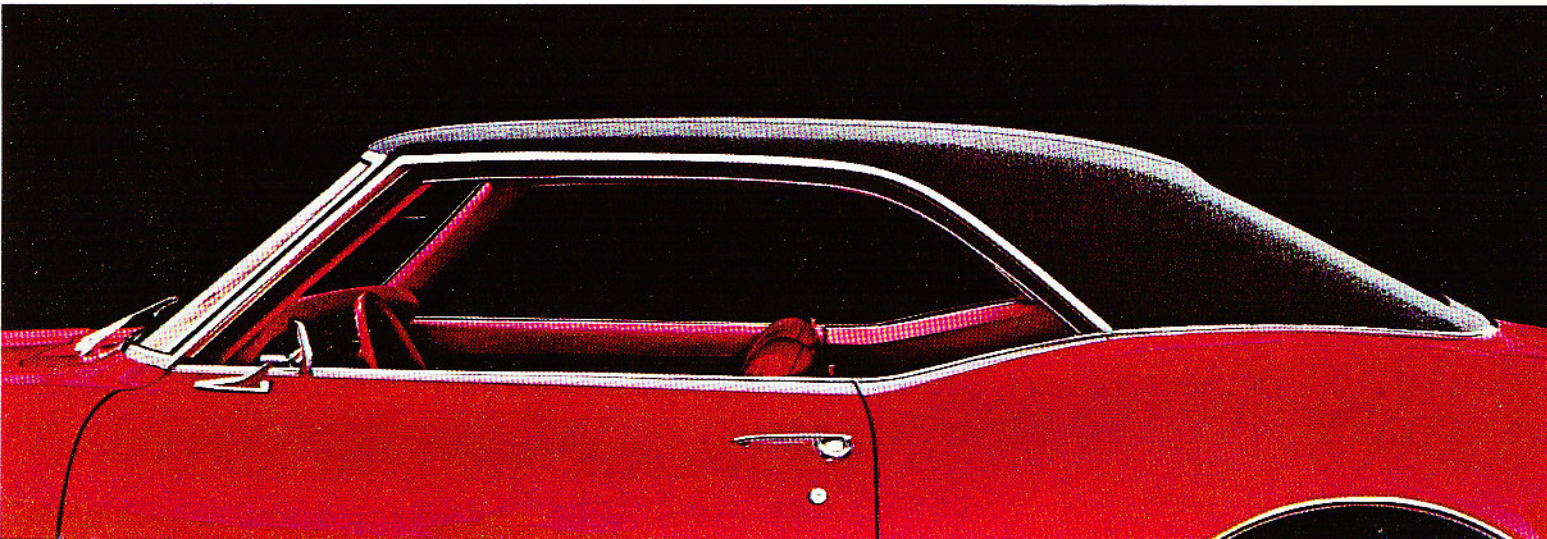
Rubber-inset bumper guards



Pushbutton radio



Vinyl roof cover



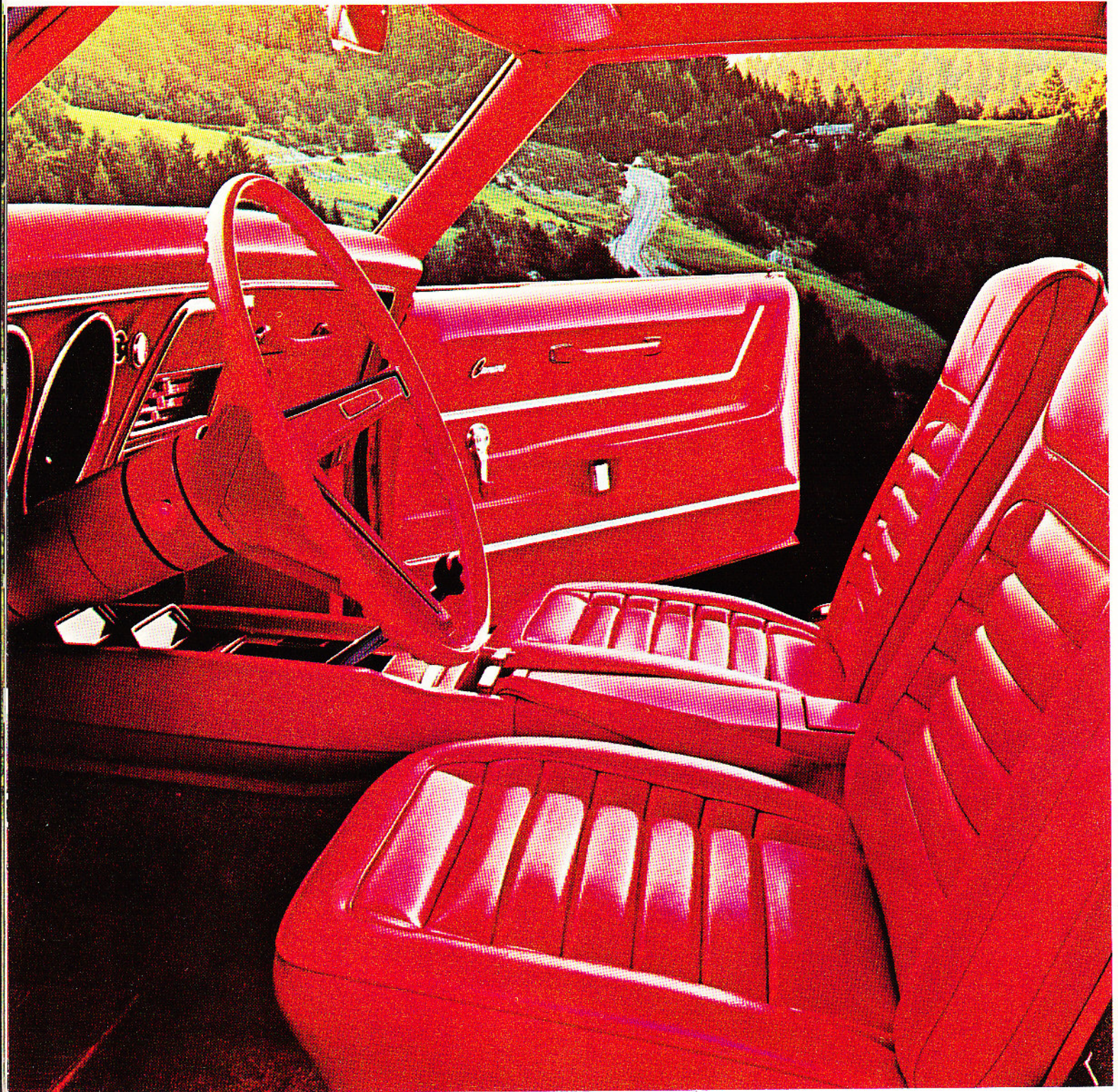
Outside and Inside Color Choices

You can deck your Camaro out in any one of 15 Magic-Mirror acrylic lacquer colors, 12 of them new for 1968.

Inside the Camaro Sport Coupe or Convertible, all-vinyl bucket seat interiors in a choice of six colors, black, gold, blue or red, turquoise and parchment/black keyed to the exterior color selection. Or you can order fabric and vinyl on Sport Coupe only with Custom Interior.

Vinyl roof covers are available in black or white while convertible tops are available in black, white or blue, again depending upon your preference.

The picture below will give you an idea why it's great to be on the inside of a Camaro looking out. It's the Camaro Custom Interior with Strato-bucket front seats. Incidentally, you can have Strato-back front seats in any Sport Coupe interior, if that's your preference. What more can we say about it except that if you stick with bucket seats, we strongly urge you to specify the new wood-grained-look centre console (in which you can also specify a special instrumentation package). Available in either Camaro Sport Coupe or Convertible.



Standard Safety Features for 1968

Energy-absorbing steering column • Seat belts with push-button buckles for *all* passenger positions • Shoulder belts for driver and right front passenger with pushbutton buckles and convenient stowage provision on Sport Coupe models • Passenger-guard door locks with deflecting lock buttons—all doors • Four-way hazard warning flasher • Dual master cylinder brake system with warning light and corrosion-resistant brake lines • Latches on folding seat backs • Dual-speed windshield wipers and washers • Outside rearview mirror • Backup lights, plus new side marker lights and parking lights that illuminate with headlights • Padded instrument panel, sun visors, windshield pillars • Reduced-

glare instrument panel top, inside windshield moldings, horn button, steering wheel hub, and windshield wiper arms and blades • Inside day-night mirror with deflecting base • Lane-change feature in direction signal control • Safety armrests • Thick-laminate windshield • Soft, low-profile window control knobs, and coat hooks • Energy-absorbing seat backs • Yielding door and window control handles • Energy-absorbing instrument panel with smooth contoured knobs and levers • Tire safety rim • Safety door latches and hinges • Uniform shift quadrant • Seat belt collector rings—2 front • Snag-resistant steering wheel hardware • Fuel tank and filler pipe security • Energy-absorbing steering wheel.

Camaro SS396 Convertible

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Here are all the facts about how and why the Camaro

Chassis and Mechanical Features

Body-frame—Unitized all-welded steel body and frame construction with a separate front rubber-mounted frame section that provides extra strength and support.

Body construction—Rugged body components are used throughout to increase strength and rigidity. Cross-braced bow-like members in the Sport Coupe roof add firm support, while the Convertible has rocker panels of heavier gauge steel to lend extra stiffness to the Convertible design.

Body protection—Camaro is built with an eye to long long life. Galvanized members are used along with other rust preventive materials. We even go so far as to put fenders inside the outer fenders to shield against corrosion from salt, slush, snow and ice. Rocker panels are the flush-and-dry design. Rain and snow water entering the vents at cowl level wash out the rocker panel while incoming air dries it. Chances of corrosion are greatly reduced.

Roadability and suspension—Camaro rests on a 108-inch

wheelbase with 59.0-inch tread front and 58.9-inch rear—wide stance for flat, level cornering and solid going on the straightaway. A combination of independent coil spring suspension up front and Mono-plate single leaf springs at the rear provide just the right balance between smoothness and firmness. Special multi-leaf rear springs with extra-cost V8s (with 4-Speed transmission only with 275-hp 327 V8). Bias-mounted rear shock absorbers offer improved suspension control.

Brakes—Safety-Master self-adjusting brakes give you a full 168.9 square inches of bonded lining area. Brakes have dual master cylinder with warning light on instrument panel. Rayon-reinforced front and rear brake hoses. All brake lines are corrosion-resistant. Parking brake is foot-operated with fingertip release.

Exhaust system—Highly corrosion-resistant for long life.

Electrical system—12-volt system. Delcotron diode-rectified generator with 9-37-ampere rating is standard.

Steering—Recirculating ball-race steering for easiest han-

Camaro SS Sport Coupe with 396-cubic-inch engine and Rally Sport package you can order

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Camaro goes the way it goes

ding. Ratios: manual, 28:1; power 17.5:1. Also available is low ratio steering: manual, 21.6:1; power, 15.6:1.

Power Trains

Standard Engines—

140-hp Turbo-Thrift 230 Six. Smooth, effortless performance along with a decidedly modest appetite for regular-grade fuel. Single-barrel carburetor, hydraulic valve lifters and single exhaust system. Seven-main-bearing crankshaft.

210-hp Turbo-Fire 327 V8. A spunky V8 that will please you with its economy. Its 327-cubic-inch displacement and two-barrel carburetion give it good wind for all kinds of duty. Compression ratio, 8.75:1, general performance camshaft and hydraulic lifters. A 61-ampere-hour battery and single exhaust. Uses regular-grade fuel.

Extra-Cost Engines—

155-hp Turbo-Thrift 250 Six. Here's a 6-cylinder engine with real heft . . . excellent for runabout service. Cubic-inch displacement: 250. Single-barrel carburetor, hydraulic lifters and single exhaust. Fully counterbalanced seven-main bearing crankshaft. Uses regular-grade fuel.

275-hp Turbo-Fire 327 V8. Now you're starting to move into the action zone. A 4-barrel carburetor and 327 cubes along with a 10.0:1 compression ratio put more tang in the sauce. Single exhaust standard.

295-hp Turbo-Fire 350 V8. One of two Camaro SS engines available. You can judge its credentials by the fact that it powers the SS. A 350-cubic-inch V8, it checks in with a compression ratio of 10.25:1, 4-barrel carburetor, hydraulic valve lifters, dual exhausts and resonators.

325-hp Turbo-Jet 396 V8. Tops in the Camaro stable. Unique feature: "porcupine" cylinder heads that improve engine

breathing and combustion. Four-barrel carburetor, 10.25:1 compression ratio, general performance camshaft, hydraulic valve lifters and dual exhausts with resonators.

Standard Transmission—

3-Speed fully synchronized. Standard except with 325-hp V8 where Special 3-Speed is required. Fully synchronized in all forward gears. Steering column mounted shift.

Extra-Cost Transmissions—

Special 3-Speed fully synchronized. (SS models only.) Floor mounted in a snug rubber boot for real shifting fun. Must be specified with 325-hp Turbo-Jet 396 V8 if you order a 3-Speed manual transmission. Offers closer ratios to take advantage of bigger V8 output. (Available with console.)

4-Speed fully synchronized. Floor-mounted and available with all Camaro engines. Available also with console. Tailor-made for the real car buff. Ratios matched to engine.

Powerglide automatic. Available with all engines except 325-hp V8. Consists of a three-element torque converter with hydraulically controlled two-speed planetary gear set. Selector mounted on steering column if the console is not specified. New "stirrup-type" control with floor console.

Turbo Hydra-Matic. Fully automatic 3-speed transmission available only with the 325-hp Turbo-Jet 396. Combines torque converter and geared drive for a magnificent blend of smoothness and responsiveness. Steering column mounted unless floor-mount is specified, with or without console.

Clutch. Single dry disc diaphragm spring type. Conventional rod and linkage connects suspended pedal to actuating fork. Size and capacity matched to engine choice.

Propeller shaft and rear axle. One-piece balanced propeller shaft, attached at transmission and differential through universal joints. Rear axle ratio matched to power teams.

1968 CAMARO POWER TEAMS

Engines Bore & Stroke	Equipment Compression Ratio	Transmission	Rear Axle Ratio						
			Without A/C			With A/C			
			Std.	Econ.	Perform.	Spec.	Std.	Econ.	Perform.
Standard Engines									
140-hp Turbo-Thrift 230 Six 3.875 x 3.25	1-Bbl. Carb. Hyd. Lifters 8.5:1	3-Speed (2.54:1 Low)	3.08:1	2.73:1	3.55:1		3.08:1		3.55:1
		4-Speed (2.85:1 Low)	3.08:1	2.73:1	3.55:1		3.08:1		3.55:1
		Powerglide	2.73:1 †	2.56:1	3.55:1		3.08:1		3.55:1
210-hp Turbo-Fire 327 V8 4.00 x 3.25	2-Bbl. Carb. Hyd. Lifters 8.75:1	3-Speed (2.54:1 Low)	3.08:1	2.73:1	3.55:1		3.08:1		3.55:1
		4-Speed (2.54:1 Low)	3.08:1	2.73:1	3.55:1		3.08:1		3.55:1
		Powerglide	2.73:1 †	2.56:1	3.55:1		3.08:1		3.55:1
Extra-Cost Engines									
155-hp Turbo-Thrift 250 Six 3.875 x 3.53	1-Bbl. Carb. Hyd. Lifters 8.5:1	3-Speed (2.54:1 Low)	3.08:1	2.73:1	3.55:1		3.08:1		3.55:1
		4-Speed (2.85:1 Low)	3.08:1	2.73:1	3.55:1		3.08:1		3.55:1
		Powerglide	2.73:1 †	2.56:1	3.55:1		3.08:1		3.55:1
275-hp Turbo-Fire 327 V8 4.00 x 3.25	4-Bbl. Carb. Hyd. Lifters 10.0:1	3-Speed (2.54:1 Low)	3.08:1	2.73:1	3.55:1		3.08:1		3.55:1
		4-Speed (2.54:1 Low)	3.07:1	2.73:1	3.55:1		3.07:1		3.55:1
		Powerglide	2.73:1 †	2.56:1	3.55:1		3.08:1		3.55:1
295-hp Turbo-Fire 350 V8 4.00 x 3.48	4-Bbl. Carb. Hyd. Lifters 10.25:1	3-Speed (2.54:1 Low)	3.31:1	3.07:1	3.55:1		3.31:1		3.55:1
		Sp. 3-Speed (2.41:1 Low)	3.31:1	3.07:1	3.55:1	3.73:1	3.31:1	3.07:1	3.55:1
		4-Speed (2.52:1 Low)				3.73:1 4.10:1 4.56:1 4.88:1			
		Powerglide	3.07:1	2.73:1	3.31:1	3.55:1 3.73:1	3.07:1	2.73:1	3.31:1
325-hp Turbo-Jet 396 V8 4.094 x 3.76	4-Bbl. Carb. Hyd. Lifters 10.25:1	Sp. 3-Speed (2.41:1 Low)	3.07:1	2.73:1	3.31:1		3.07:1	2.73:1	3.31:1
		4-Speed (2.52:1 Low)	3.07:1	2.73:1	3.31:1		3.07:1	2.73:1	3.31:1
		Turbo Hydra-Matic	2.73:1 †	2.56:1	3.07:1		2.73:1 †		3.07:1

*Positraction required for 4.10:1, 4.56:1, 4.88:1, optional for all other ratios. †3.07:1 when Rally Sport is specified. ‡3.08:1 when Rally Sport is specified.