1970 • MONTE CARLO

Owner's Manual

IMPORTANT OPERATING, SAFETY AND MAINTENANCE INSTRUCTIONS

This is the General Motors mark of excellence that appears on all Chevrolet motor vehicles.

We use it in the same spirit with which craftsmen, through the centuries, have used a personal mark to identify the products of their skills: We are proud of the things we make, and we want our customers to be able to identify them easily and to know that we stand behind them.

Whenever you see this mark of excellence, you can be certain that it represents GM design and engineering . . . and that it has been built with the care and dedication you have come to expect from Chevrolet.

Your new 1970 Chevrolet meets or exceeds all applicable U. S. Federal Motor Vehicle Safety Standards. Effectiveness of these safety features can best be continued through regular vehicle inspection and maintenance.

FOR MAXIMUM PERFORMANCE AND ECONOMY KEEP YOUR GM CAR OR TRUCK ALL GM. SPECIFY GENERAL MOTORS PARTS IDENTIFIED BY ONE OF THESE TRADEMARKS.

Chevrolet Motor Division
General Motors Corporation
Detroit, Michigan 48202

IMPORTANT INFORMATION FOR THE MONTE CARLO OWNER

This manual has been prepared to acquaint you with the operation and maintenance of your 1970 Monte Carlo. We urge you to read it carefully and follow the recommendations contained to help assure the most enjoyable and trouble-free operation of your vehicle. Listed below are subjects that deserve your special attention.

AIR POLLUTION CONTROL—A special colored supplement describes the operation and maintenance of the air pollution control systems on your car. See Insert "B"

ALPHABETICAL INDEX—A complete index will be found in the back of the manual to assist you in locating specific information on your vehicle. See Pages 70, 71

CHANGE OF ADDRESS OR VEHICLE OWNERSHIP—U.S. Federal Law requires the manufacturer to contact vehicle owners of record in the event a product safety defect is discovered. Your Chevrolet Dealer should be notified if you change your address or purchased this car used. See Your Dealer

DEALER ASSISTANCE—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 zone offices at the locations listed on pages 72, 73. Should you have any questions which your dealer is unable to answer, the zone office nearest you, or the Owner Relations Department at the Chevrolet Motor Division, Detroit, Michigan 48008, will be pleased to assist you. See Your Dealer

MAINTAINING SAFETY AND DEPENDABILITY—A special colored supplement contains recommendations to help you maintain the safety and dependability originally built into your Monte Carlo. See Insert "A"

PROTECTING YOUR INVESTMENT — Only you can assure that the investment in your Monte Carlo is adequately protected. Regular and proper service as outlined in the manual will help you get the utmost in satisfaction and extended service from your car. See Page 43

WARRANTY —When purchased new, your Monte Carlo is covered by the Chevrolet New Vehicle Warranty and the Policy on Chevrolet Owner Service. Complete details will be found in the Chevrolet New Vehicle Warranty and Owner Protection Plan folder which was given to you by your Chevrolet Dealer at the time of new car delivery. See Your Warranty Folder

All information contained in this booklet is the latest product information available at the time of printing. The right is reserved to make changes at any time without notice.

Part No. 3981885

FIRST EDITION
SEPT. 1969

Safety on the Road depends on...

1. ***You, the Driver***
2. ***The Condition of Your Vehicle***
3. ***Traffic and Highway Conditions***

...BE SURE YOU UNDERSTAND ALL THREE!

REMEMBER Proper operation, periodic maintenance and safety inspections help provide . . .

- ***Economical Operation of Your Vehicle***
- ***Safety for You and Your Passengers***
- ***Dependable Transportation***

Observe All Traffic Laws—
Make Safe Driving a Habit

WHEN PARKED

Don't invite theft by leaving your car unlocked or leaving valuable articles in view. Never leave chidren unattended in the automobile where they could accidentally release the brake or activate other controls.

IN TRAFFIC

Study and understand surrounding traffic conditions before slowing, passing, turning or lane-changing, so you won't run into the unexpected. Maintain proper spacing, and check rearward conditions too.

When the light turns green, make sure cross-wise traffic has stopped before starting up.

Anticipate your next move and signal your intention at a reasonable time to the drivers around you.

DRIVING AT NIGHT

Remember to remove sun glasses at dusk and at other times when the lighting is poor.

Be especially alert for pedestrians and unlighted vehicles at dusk and after dark.

Use "low beam" when approaching or following other cars, and look slightly to the right of oncoming lights.

Even properly aimed headlamps may cause annoying glare if the car is heavily loaded in the trunk. Distribute the load in your car as evenly as possible to avoid blinding other drivers.

Turn on your headlamps at early dusk, and during bad weather, to help other drivers see your car.

INCLEMENT WEATHER

Proceed cautiously in inclement weather, until you are sure it is safe to drive faster.

Be prepared for sudden crosswinds when crossing bridges or viaducts.

Remember that some wet pavement is as treacherous as ice, and bridges and viaducts can be slipperier.

BAD ROADS

Remember, dust obscures vehicles and obstacles as completely as fog; drive cautiously in dust-clouded areas.

Avoid striking sharp rocksand pot-holes to avoid unnecessary (and often hidden) tire damage.

Remember to clean off headlamps, tail lamps and side markers after driving on wet, dusty, or muddy roads.

WINTER DRIVING

Drive extra cautiously when winter comes, until you adjust to winter driving conditions.

Remember side streets may be slippery for days after main streets have been cleared, and drive accordingly.

In heavy snow or on icy roads, drive more cautiously, allow more room to stop, and use the brakes conservatively, and reduce the possibility of skids by using chains or special tires.

To get moving in snow, press very lightly on the accelerator pedal, increase pressure very slowly, and don't spin the wheels. If the wheels spin, they will turn the snow to slick ice or dig your wheels in deeper. Sand, rock salt, Liquid Tire Chain, or a piece of carpeting under the rear wheels can help if you do get bogged down.

Remember that wet ice—at about 32°F—is extremely slippery; drive very cautiously.

EXTENDED TRIPS

Before and regularly during the trip, check tire pressure, windshield washer and other fluid levels, and have necessary maintenance performed on a regular basis.

When driving along unfamiliar routes, it is safer to drive during daylight hours, and it is wise to obtain up-to-date maps and route information beforehand.

Remember that a high percentage of rural accidents involve head-on collisions and drive accordingly.

Budget your driving over the length of your trip. Share the driving or take rest breaks.

When driving alone for a long period, counterac. monotony by changing radio stations, changing heater settings, opening windows, etc., If fatigue sets in, pull off the road for a short nap, or at least a rest.

ALWAYS

Be prepared for stopping or slow moving vehicles ahead.

Maintain an adequate distance between your car and the car ahead, to reduce the chances of rear-end collisions.

If you smell, or otherwise suspect that exhaust fumes are entering the passenger compartment, drive only with all windows and vents fully open, and then only until the cause can be determined and corrected.

A WORD FROM CHEVROLET . . .

This Owner's Manual contains important information regarding the operation and maintenance of your Chevrolet.

In order to obtain maximum enjoyment and usage from your car, we suggest that you familiarize yourself with the contents of this booklet and follow the recommendations outlined.

Your Chevrolet dealer has the trained personnel and specialized equipment to properly service your Chevrolet. Have him inspect your car and perform any maintenance or adjustments required.

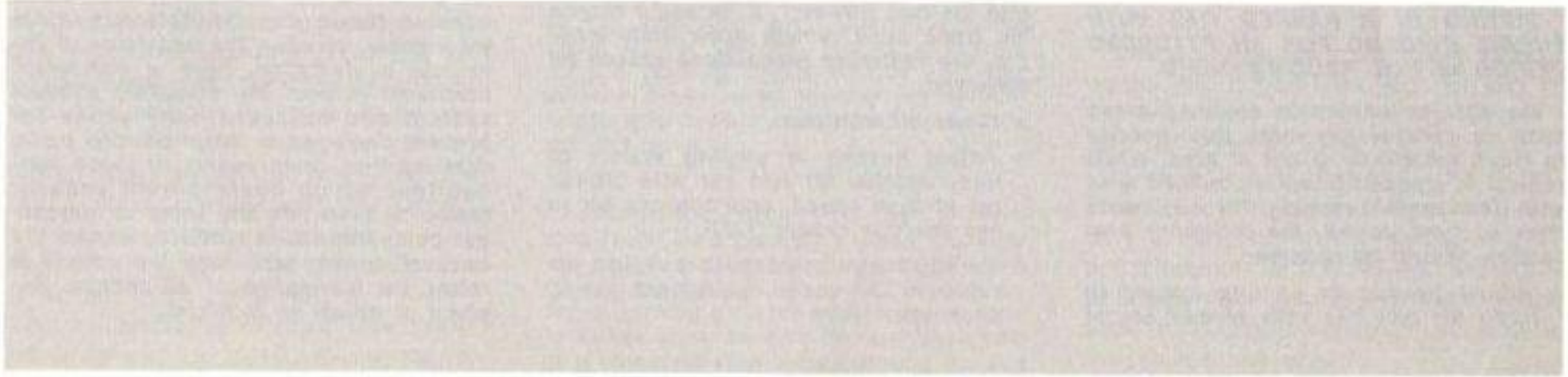
We would like to take this opportunity to thank you for choosing a Chevrolet product—and assure you of our continuing interest in your motoring pleasure and satisfaction.

YOUR CAR'S FIRST FEW HUNDRED MILES OF DRIVING

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

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

If you plan to use your new car for trailer hauling see additional information on page 61.



Driving for Economy

Proper maintenance and wise operation will combine to help you achieve maximum fuel economy with your car. Your Authorized Chevrolet Dealer can properly tune and maintain your car but wise operation is your responsibility. Give the car sufficient warm-up time, do not make full throttle starts or unnecessary severe stops, and drive at reasonable speeds and as steady as traffic permits to gain the benefits of all the economy built into your car.

CAUTION: ***Avoid inhaling exhaust gases because they contain carbon monoxide, which is a potentially lethal gas that by itself is colorless and odorless.***

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

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

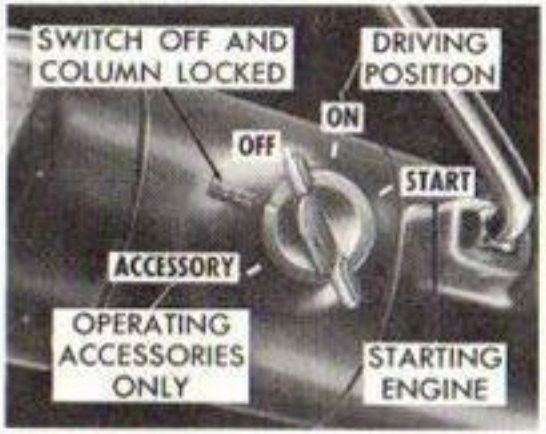
- ***Adjust heating or cooling system to force air into car with blower set at medium or high speed and controls set in any position except "OFF."***

The trunk lid should be closed while driving to prevent drawing exhaust gases into the car. However, if for some reason the trunk must remain open while moving, the following precautions should be observed.

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

The best protection against carbon monoxide entry into the car body is a properly maintained engine exhaust system. Whenever a change is noticed in the sound of the exhaust system, when exhaust fumes can be detected inside the vehicle, or when the underside of the vehicle is damaged, have a competent mechanic inspect the complete exhaust system and adjacent body areas for broken, damaged or mispositioned parts, deterioration, open seams or loose connections which could permit exhaust fumes to seep into the trunk or passenger compartment. In addition, inspect the exhaust system each time the vehicle is raised for lubrication or oil change. Replace or adjust as required.

OPERATING INSTRUCTIONS



Anti-Theft Steering Column Lock

The anti-theft lock, located on the right side of the steering column, has five positions. Starting from the full counterclockwise position (the position nearest you) they are; accessory, lock, off, on and start. To provide added theft protection for your car, the system is designed to prevent normal operation of the steering and shift controls when the ignition switch is in the "lock" position.

The transmission selector lever must be in "park" on automatic transmission models, or reverse on manual transmission models, before the key can be turned to the "lock" position. The "off" position is provided so that the ignition can be turned off without locking the steering column or transmission linkage. The ignition switch "accessory" position permits operation of electrical accessories when the engine is not running. It can be engaged only by pushing in on the ignition key and turning the key to the left. The key can be withdrawn only when the switch is in the "lock" position.

NOTE: *The Anti-Theft Steering Column Lock is not intended as a substitute for the parking brake. Always set your parking brake when leaving the vehicle unattended to help assure that the vehicle will not move.*

CAUTION: ***In a parking situation, always let go of the steering wheel, BEFORE turning the ignition key to LOCK position. When parking on a hill with wheels turned in to the curb, be sure the car has come to a complete stop before turning the key to LOCK position. Turning the wheels to left or right after the car stops "winds up" the steering system, which can result in a "spring back" of the steering wheel when the lock is released. As a further precaution, never reach through the steering wheel to operate controls, or for any other reason.***

When leaving your car unattended,

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

The ignition key warning buzzer warns you if you have left the key in the anti-theft lock when the driver's door is opened. Heed its warning – remove the key and lock the doors. The visible vehicle identification number on the instrument panel aids in apprehension of thieves and recovery of stolen vehicles. Help it work; make sure it is not obsecured by gloves, maps or other objects.

Starting Engine

CAUTION: ***When starting the engine with the car parked, always have the brake applied—use the foot brake on automatic transmission cars and the parking brake on manual transmission cars.***

NOTE: *To prolong battery life, turn off switches for headlamps, radio, heater fan and other unnecessary electrical loads prior to starting the engine in colder weather. Leave accessories off until the engine is running smoothly.*

- **Automatic Transmission Start Procedure—**

Place the selector lever of automatic transmissions in P or N, (P preferred). A starter safety switch is designed to prevent starter operation while the transmission selector lever is in any drive position.

- **Manual Transmission Start Procedure—**

On manual transmission cars, *hold clutch pedal to the floor* throughout safety switch incorporated in manual transmission cars is designed to prevent starter operation when the clutch the starting procedure. A starter is not fully depressed. Select the proper gear range before releasing the clutch pedal.

- **Engine Cold**—fully depress accelerator pedal to floor and slowly release. This sets automatic choke. *With foot off the accelerator pedal.* crank the engine by turning the key to the Start position and release when engine starts. If the engine starts, but fails to run, repeat above procedure. When the engine is running smoothly, the idle speed may be reduced by slightly depressing the accelerator pedal and then slowly releasing.

- **Engine Warm**—Depress accelerator pedal halfway down while cranking engine.

- **During Extremely Cold Weather (0°F. and below) 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.

When engine is running smoothly, tap accelerator pedal to reduce engine idle speed.

- **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.

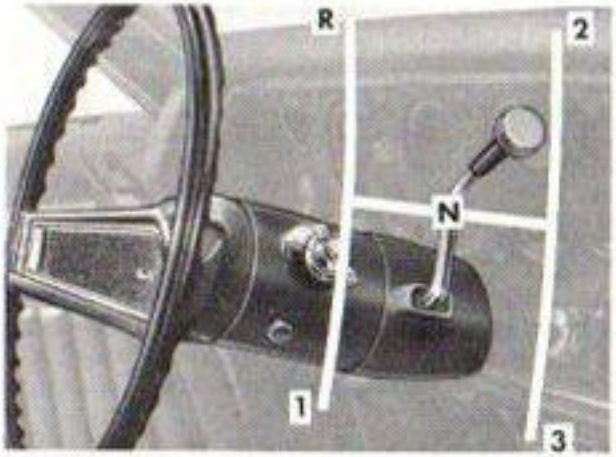
Warm-Up

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 Manual Transmissions

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

Both transmissions, being fully synchronized, may be downshifted into 1st gear at any speed below 20 m.p.h. Shift into Reverse gear only after the car has stopped. Always depress and release the clutch pedal fully when shifting. On Four-Speed transmission



the shift linkage may be adjusted to allow "short stroke" shift lever operation. See your Chevrolet Dealer.

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

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.

GOOD DRIVING PRACTICE: Before descending a steep or long grade, down a mountain or hillside, reduce speed and shift into a lower gear. Use the brakes sparingly to prevent them from overheating and thus reducing brake effectiveness.

CAUTION: ***Use caution when shifting into lower gear ratios on slippery surfaces, with vehicle moving—the abrupt braking action could cause the driving wheels to skid.***

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, followed 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.

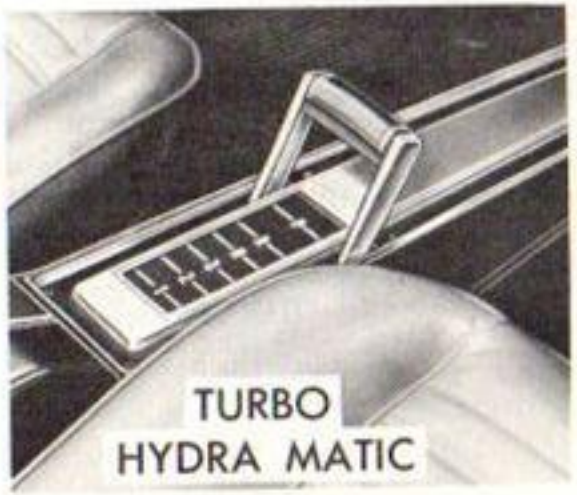
CAUTION: ***When parking or leaving the car unattended, even for a few minutes, place the selector lever in "Park" position, apply the parking brake and remove the ignition key.***

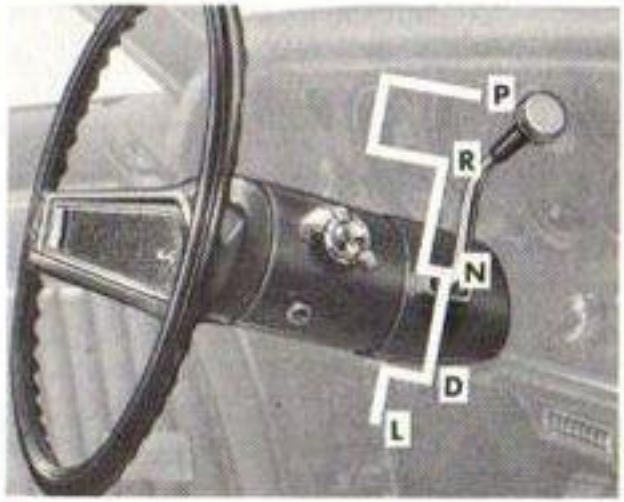
Column Shift Lever

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

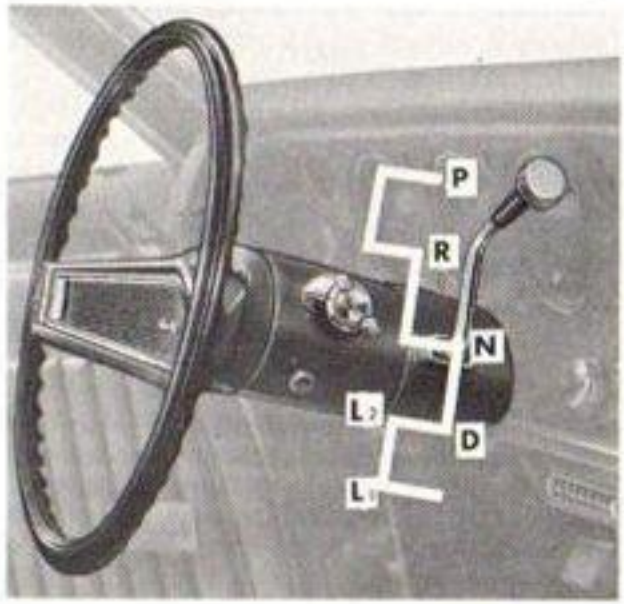
The floor console shift lever may be moved freely between Neutral and





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.
N—NEUTRAL	For standing (Brakes Applied).
D—DRIVE	For forward driving. Depress accelerator to floor for extra acceleration below 65 mph; depress accelerator half-way at speeds below 30 mph.
L_2—LOW$_2$	For driving in heavy traffic or on hilly terrain. Shift into 2 or L_2 at any vehicle speed.
L_1—LOW$_1$	For hard pulling through sand, snow or mud, and for climbing or descending steep grades.

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.

Transmission Operating Tips

Good Driving Practice

Before descending a steep or long grade, down a mountain or hillside, reduce speed and shift into a lower gear. Use the brakes sparingly to prevent them from overheating and thus reducing brake effectiveness.

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).

"Rocking" Car

If it becomes necessary to rock the car to free it from sand, mud or snow, move the selector lever from "D" to "R" in a repeat pattern while simultaneously applying moderate pressure to the accelerator. Do not race engine. Avoid spinning wheels when trying to free the car.

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.

Towing—With Ignition Key Available

Normally your vehicle may be towed with all four wheels on the ground for distances up to 50 miles at speeds of less than 35 mph. However, the drive wheels (rear wheels) must be raised off the ground or the drive shaft disconnected when the transmission is not operating properly or when a speed of 35 mph or distance of 50 miles will be exceeded.

CAUTION: ***For towing, the parking brake should be released, the transmission should be in neutral and the engine ignition should be "off", but the Anti-Theft Ignition, Steering and Transmission Lock should not be in the "lock" position.***

CAUTION: ***Attachment should NOT be made to bumpers or bumper brackets for towing. When vehicle is towed in a manner that requires hoisting one end off the ground, this is to be done only with a sling-type attachment hooked to main***

structural members of the car.

Always use safety back-up chains crossed under the tow bar in a manner that will retain the vehicle if the primary attachment fails or breaks free, preferably attached to different structural members than those used for the primary attachment.

When towing vehicles on the front wheels, the steering wheel should be secured to maintain a straight ahead position.

NOTE: *Do not use the locking feature of the Anti-Theft Lock to secure the front wheels for towing purposes.*

Towing—Without Ignition Key

Since the Anti-Theft Steering Column Lock locks the steering and shift controls as well as the ignition system , special provisions are necessary for towing a vehicle when the switch is in "lock" position. Normally it will be necessary to place a dolly under the rear wheels and tow the vehicle with the front end raised. Detailed towing information is available at your dealer and has been provided for tow truck operators responsible for movement of disabled or locked vehicles. Proper lifting and towing equipment is necessary to prevent damage to the vehicle during the towing operation.

Emergency Starting

If your car is equipped with a manual 3-speed or 4-speed transmission, it can be started in an emergency by pushing. When being pushed to start the engine, **turn off all unnecessary electrical loads,** turn ignition to "ON", depress the clutch pedal and place the shift lever in high gear. Release the clutch pedal when the car speed reaches 10 to 15 miles per hour. Bumpers and other parts contacted by the pushing vehicle should be protected from damage during pushing. Never tow the car to start.

Engines in vehicles with automatic transmissions cannot be started by pushing the car. To start the car when the energizer is discharged, use an auxiliary battery or energizer with jumper cables.

BATTERY-GAS WARNING: Since normal battery or Energizer chemical action generates hydrogen gas which is explosive when mixed with air, never expose the battery to an open flame or electric spark. Also, avoid getting battery fluid, which is a sulfuric acid solution, on skin, on clothing or other fabrics, or on painted surfaces. Eye protection should be worn while working on the battery for any reason.

Hydrogen gas may be released by a battery and is generally present when the battery has been, or is charging. If the booster battery is part of another vehicle's electrical system, the booster battery should be treated carefully when using jumper cables—follow exactly the procedure outlined below, being careful not to cause sparks which could ignite any hydrogen which might be present when attaching jumper cable clips to the two batteries.

To start the car when the Energizer is discharged, use a single auxiliary battery or Energizer of the same voltage as the discharged battery, with suitable jumper cables.

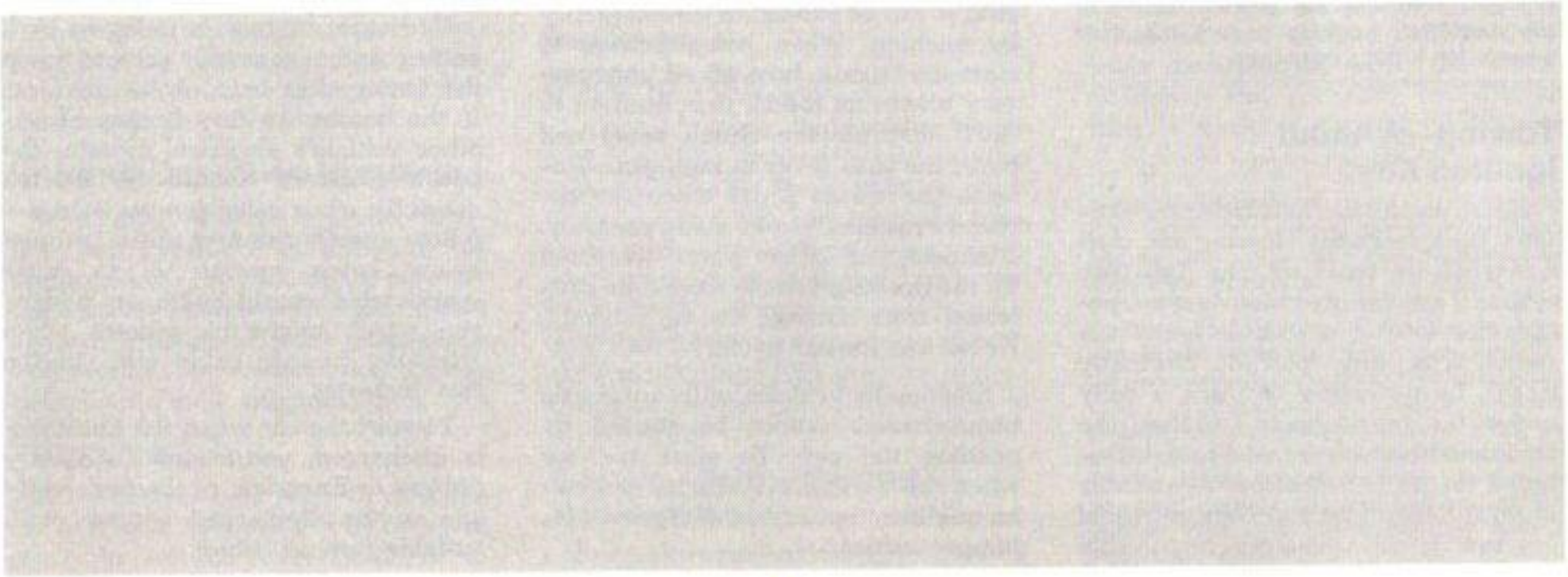
When attaching jumper cables:

First, attach one end of one jumper cable to the positive terminal of the *booster battery* (identified by a "+" or "P" on the battery case, post, or clamp) and the other end of the same cable to the positive terminal of the *discharged battery.*

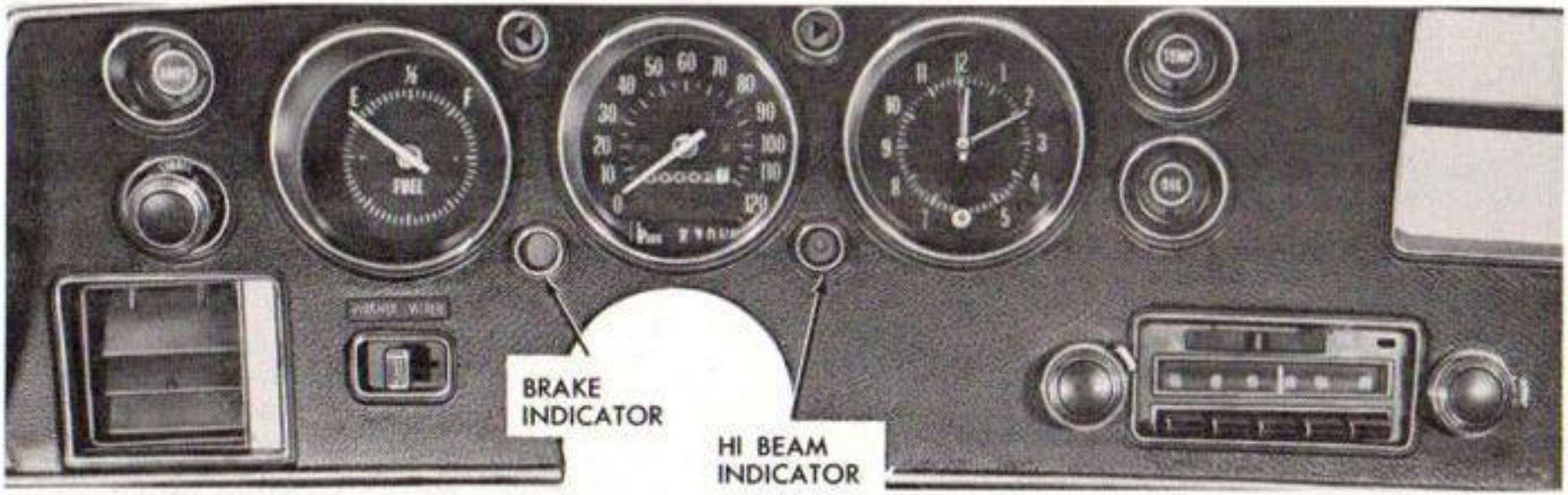
Second, attach one end of the remaining cable to the negative terminal ("—" or "N") of the *booster battery,* and finally to the negative terminal of the *discharged battery* — taking care that none of the jumper clips contact each other. Reverse this sequence exactly when removing the jumper cables.

CAUTION: ***Any procedure other than the above could result in personal injury caused by electrolyte squirting out the battery vents, damage or injury due to battery explosion, and/or damage to the charging system of the booster vehicle's or immobilized vehicle's charging system.***

CAUTION: ***Do not attempt to jump start a frozen battery. If a frozen battery is suspected, open and examine all fill vents on the battery. If ice can be seen, or the electrolyte fluid cannot be seen, do not attempt to start with jumper cables.***



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 information on this and the following pages will enable you to more quickly understand and properly interpret these instruments.

GOOD DRIVING PRACTICE: A good driver familiarizes himself with the controls of any automobile BEFORE operating it.

Fuel Gauge

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

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 (HOT) indicator will light to let you know that it is operating properly.

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

Generator Indicator Light

This light provides a quick check on the generating system of your Chevrolet. The red light will be 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.

Oil Pressure Indicator Light

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

Brake System Warning Light

This dual purpose indicator light operates as follows: With parking brake applied the red light will light when the ignition switch is turned on. As a dual service brake system warning, the red light will come on when the brake pedal is depressed if low pressure has developed in either the front or rear brake system. Have your Authorized Chevrolet Dealer locate and correct the trouble immediately.

MAINTAINING SAFETY AND DEPENDABILITY

Listed below are a number of vehicle features that should be periodically checked to help maintain continued safe and dependable vehicle operation. Some will require physical checks, either while parked or driving, while others can be accomplished by simple visual inspections. In certain other instances, you should ask your dealer or service station to check the items when your vehicle is in for regular maintenance. Because weather and atmospheric conditions, varying road surfaces, individual driving habits and vehicle usage have a considerable effect on the need for replacing or adjusting these items, a single uniform service interval recommendation for all drivers is not always practical for every item.

TIRES

Tires will wear under normal use and require replacement periodically throughout the life of the vehicle. Original equipment passenger car type tires incorporate built-in tread wear indicators to assist in determining when your tires have been worn to the extent that replacement is needed. Refer to the index for the page number on which you will find further information covering tire wear indicators. Whenever your vehicle is on the hoist for service, have your serviceman take a good look at your tires, checking them for excessive wear, cuts, nails etc. Check too that all wheel nuts are tight and that each wheel is running true (no wobble, as would occur with bent wheels).

Improper inflation, rapid acceleration, quick stops, fast cornering, high speeds and heavy loading adversely affect tire life and can cause uneven wear. Tires should be rotated every 6,000 miles for more uniform wear and maximum life. Check inflation pressure at least monthly.

WHEEL ALIGNMENT AND BALANCING

Wheel alignment and balancing contribute greatly to longer tire life and better vehicle handling. The need for wheel alignment service will generally be indicated by abnormal tire wear, and in some cases, by a noticeable pull to the right or left when driving on a straight level road. The need for wheel balancing may be indicated by a chattering or shimmying condition at the steering wheel or by a front end bounce or noise. Take your vehicle to your dealer or a qualified wheel alignment shop whenever the need for wheel alignment or balance is indicated or suspected.

BRAKES

Brake lining wear will vary depending upon driving conditions and driving habits of each individual driver. Brake linings, as well as the other internal brake components at each wheel (such as drums, wheel cylinders, etc.) should be checked by a competent mechanic *at least* every 12,000 miles or more often if driving conditions and habits result in frequent brake

application. Parking brake adjustment should be checked whenever brake linings are checked, and front wheel bearings should be lubricated whenever brake drums are removed. Owners should periodically check parking brake function by parking on a steep hill, restraining the vehicle with the parking brake only. Following this, check the "Park" mechanism of automatic transmissions if so equipped, by releasing all brakes with the transmission selector lever in "P" position. If either mechanism does not hold, have needed adjustments or repairs made by a competent mechanic.

The brake fluid in the master cylinder should be checked at every oil change. Any significant loss generally means that a malfunction is developing in the system, since fluid is not consumed or otherwise lost during normal brake system operation. If loss is noted, the cause should be determined and corrective action taken immediately. Any noticeable increase in brake pedal travel should also be brought to the attention of your serviceman, since this could also indicate brake fluid loss, improper brake adjustment or other brake malfunctions. Check your brake warning light when you start your vehicle, as set forth in the text. Refer to the index for the page number of this information. For detailed information on the function of automatic brake adjusters and how to use them on vehicles so equipped, refer to the appropriate page number in the index.

BRAKE LINES AND BRAKE HOSES

Brake lines and brake hoses should also be periodically checked for proper attachment, leaks, cracks, chafing, deterioration, etc. Ask your serviceman to check brake lines and hoses when your vehicle is on the hoist for oil change or lubrication service. Any questionable parts noted should be replaced immediately by a qualified mechanic.

EXHAUST SYSTEM

Each time the vehicle is raised for lubrication or oil change service, the complete exhaust system and adjacent body areas should be inspected for broken, damaged, or mispositioned parts, deterioration, open seams or loose connections, which could permit exhaust fumes to seep into the passenger compartment. Exhaust system leaks may sometimes be indicated by excessive under-vehicle noise or the smell of exhaust fumes inside the vehicle. Leaks may also be indicated by "smoke" coming from under the vehicle after starting, particularly on a cold day. Any signs of leaks or other exhaust system deterioration should be discussed with your serviceman and necessary corrections made immediately. Exhaust system pipes and resonators rearward of the mufflers should be replaced whenever a new muffler is installed.

LIGHTS

As with any household light bulbs, the light bulbs in your vehicle will eventually burn out and require replacement. License plate lights, side marker lights, headlamps, parking lamps, tail lamps, brake lights, and all other lights, including turn signals and hazard warning flashers should be checked periodically. Have your serviceman check them during a regular maintenance visit or have a member of your family observe

light operation while you activate the brake pedal and switches involved. Have any malfunctions corrected for your benefit and for the benefit of other drivers too.

Headlamp aim should also be checked periodically. Frequent signaling by oncoming motorists when you are using your low beams is a good indication that headlamps are aimed too high. Likewise, poor visibility when driving on a dark road may indicate improper aim. Have your dealer or a qualified service station check headlamp aim at least once a year and be sure to have replacement units aimed properly at time of installation or following a front-end collision.

STEERING

On vehicles equipped with power steering, the power assist is provided by a hydraulic pump driven by the engine. When the engine is not running, or if the power steering pump drive belt should break, there is no power assist; therefore, much greater steering effort will be required. A loud squealing noise when making a full right or left turn is usually an indication of improper belt tension. The pump belt, as well as the other engine drive belts, should be checked periodically and adjusted or replaced as necessary.

Power steering lines and hoses should be checked for leaks, deterioration and chafing at every oil change. The power steering pump fluid level should also be checked at the same interval. In addition, your serviceman should be asked to visually check the condition of all steering linkage whenever your vehicle is raised for lubrication or oil change service. This should include an inspection of the pitman shaft, tie rod, idler arm, and steering arm attachments. Needed adjustments or replacements should be made promptly.

OTHER FEATURES

Many features provided for safety of vehicle operation could become ineffective because of wear, misalignment or misadjustment occurring during normal use as a result of misuse or abuse. Periodically, the driver should check performance of these features, as listed below, to determine that they are performing properly, or if repairs or adjustments are needed.

On Vehicles Equipped with Anti-Theft Lock—Check that it will lock in only the PARK position (REVERSE on manual transmission vehicles) by attempting to turn key to LOCK in some other transmission selector position, with vehicle stationary.

Seat Belts—Lap belts and also shoulder belts (if so equipped), as well as buckles, retractors and anchors, should be checked for loose connections, damage and proper latching action. Any questionable parts should be replaced.

Windshield Wipers and Washers—Continued good windshield wiper and washer performance is important to good driver vision. Drivers should check performance of both systems, particularly in regard to the condition and alignment of wiper blades, and the amount and direction of fluid sprayed by the washers. Blades should be replaced and wipers and/or washers should be serviced whenever vision is impaired.

Defrosters—Defroster performance could be adversely affected by malfunctions in the heater/defroster wiring or air distribution systems which develop during

vehicle use. Drivers should check defroster performance by turning controls to "de-ice" and noting whether a good supply of air is directed against the windshield. Cause of weak or mis-directed air flows should be determined and corrected by your Chevrolet dealer.

Starter Safety Switch–Check automatic transmission equipped vehicles by placing the transmission in each of the driving gears and attempting to start the engine. The starter should operate only in Park ("P") or Neutral ("N").

CAUTION: Be sure to have a clear distance ahead and behind the vehicle, 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.

To check a manual transmission equipped vehicle, depress the clutch halfway, place the transmission in neutral, and attempt to start. The starter should operate only when clutch is fully depressed.

Transmission Shift Indicator—Check the automatic transmission selector lever each time you drive the vehicle, to be sure it accurately indicates the shift position you select.

Horn–Blow the horn occasionally to assure that it works.

Seat Back Latches–Check that seat back latches are holding firmly, by giving an emphatic yank at the seatback top, when latches are latched.

Rearview Mirrors and Sun Visors–Check that friction joints are properly adjusted so mirrors and/or sun visors stay in the desired positioned. It may be necessary to have the friction joints adjusted for best performance.

Door Latches—If for some reason doors do not close, latch or lock properly, your dealer should be consulted without delay for evaluation and correction of the problem.

Hood Latches–Check to make sure the hood closes easily but firmly, by lifting on the hood after closing. Check also for broken or damaged or missing parts which might prevent secure latching of the hood, especially after any front-end collision.

Fluid Leaks–Inspect your vehicle periodically for fuel, water or oil leaks; and have repaired as needed. A good way to check is to observe the ground beneath the vehicle after it has been parked for a while.

For your convenience, all of the checks discussed in this section that would normally be made by the vehicle owner are listed in the "Owner Safety Checks" chart. Refer to the index for the page number of "Owner Safety Checks." The other services discussed that would normally be performed by your dealer or service station are included in the "Maintenance Schedule." Refer to the index for the page number of the "Maintenance Schedule." Perform the checks and services as indicated to help maintain the safety and dependability originally built into your vehicle. Whenever malfunctions are discovered, they should be corrected as soon as possible by a competent technician. For maximum performance and economy, keep your GM car or truck all GM. Specify General Motors Parts identified by one of these trademarks:

Optional Instruments and Gauges

Tachometer and Oil Pressure 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 located in the tachometer is described on page 16.

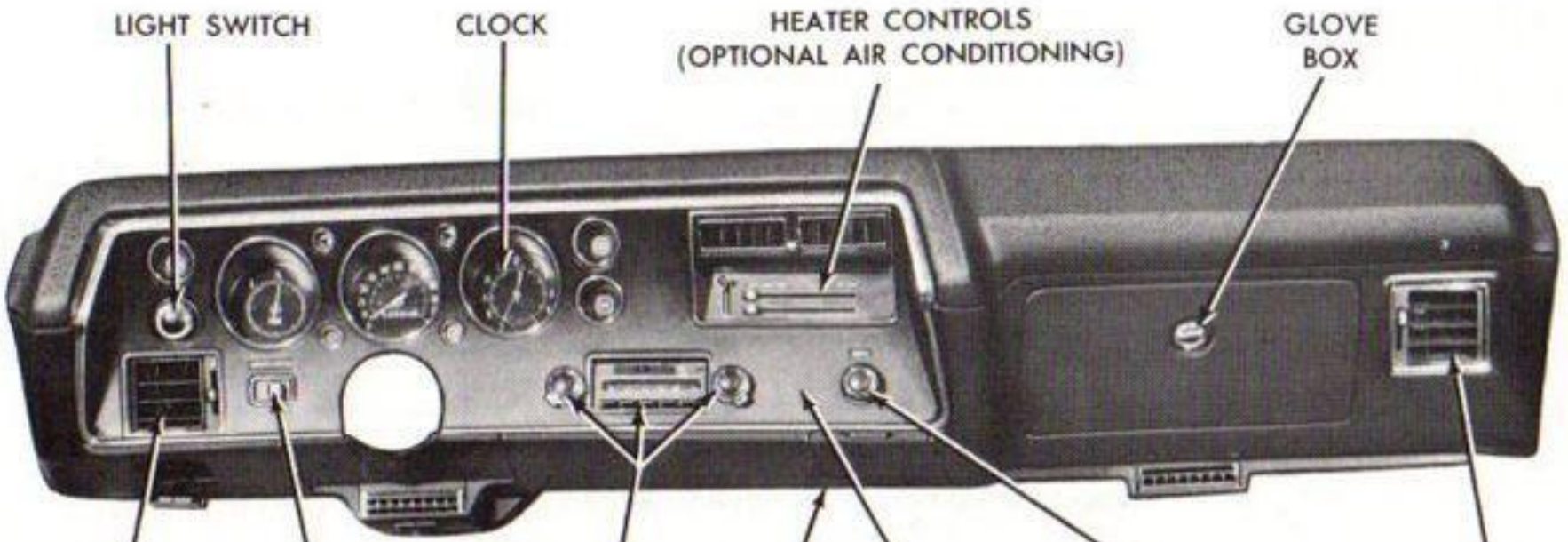
Engine Temperature Gauge

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

Ammeter

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

CONTROLS

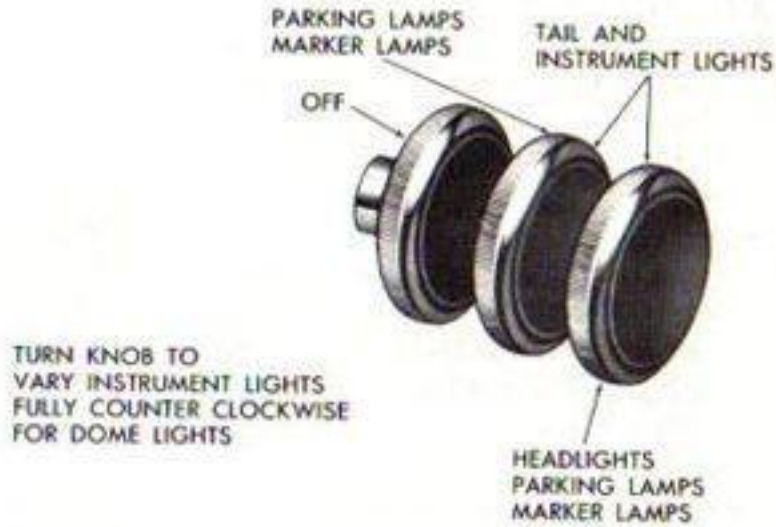

LIGHT SWITCH
CLOCK
HEATER CONTROLS
(OPTIONAL AIR CONDITIONING)
GLOVE
BOX
ASTRO VENTILATION
LEFT OUTLET
WASHER-WIPER
SWITCH
RADIO
CONTROLS
ASH TRAY
CONVERTIBLE TOP
SWITCH LOCATION
LIGHTER
ASTRO VENTILATION
RIGHT OUTLET

CAUTION: ***It is the owner's responsibility to check all lamps, signaling systems and warning lights frequently to be sure they are working properly. Headlamp aim should be checked periodically. It is important that any malfunctions be corrected promptly for your safety, and the safety of others.***

Light Switch

The three position light switch controls the headlights, tail lights, side marker lamps, parking 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. GOOD DRIVING PRACTICE: A good driver turns on his headlamps at early dusk, and during bad weather to help other drivers see his car from a distance, even though he himself may still be able to see the roadway adequately.



Headlight Beam Switch

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

GOOD DRIVING PRACTICE: Always use the "low beam" when approaching or following other cars.

Turn Signals and Lane Change Feature

The turn signal lever is located on the left side of the steering column immediately under the steering wheel. The lever is moved upward to signal a right turn and downward to signal a left turn. Lamps on the front and rear of the car transmit this signal to other motorists and pedestrians. The ignition switch must be in the "ON" position in order for the turn signals to be operational. This feature prevents battery drain if the lever is left in an "ON" position when your car is not in use.

In a normal turning situation such as turning a corner, the turn signal is canceled 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 sigal lever part way (to the first stop) and holding it there. The lever returns to the neutral or canceled 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 signal lamp bulb. If the indicator fails to light when the lever is moved, check the fuse and indicator bulb.

CAUTION: ***Use of the hazard warning flasher while the vehicle is moving is prohibited in some states.***

Four-Way Hazard Warning Flasher

In the event your car is disabled or you stop for any reason on the highway, the four-way hazard warning flasher system on your vehicle, front and rear signal lamps, should be used to warn other drivers that your vehicle is a traffic hazard. However, you should do everything possible to avoid stopping on the highway proper. The hazard warning system is activated by pushing in on the button located just below the steering column. When the system is operating, the turn signal indicators on the instrument cluster will flash simultaneously. Use this system night or day, but only when your vehicle is stopped on or near the road-

NOTE: *The hazard warning flasher will operate with the ignition in the "Lock" position, and the key removed, allowing the car to be locked while help is sought.*

CAUTION: ***If the brake pedal is depressed when the hazard warning flasher is in operation, the lights will not flash but will glow continuously instead.***

way, or otherwise constitutes a traffic hazard. The hazard warning flasher may be canceled by pulling the button outward.

Braking Systems

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.

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

Brake System Warning Light

The service brake system is designed so that in the event of a hydraulic fluid leak in one half of the system, the other half still provides some braking action.

A brake system warning light is located at lower left of instrument cluster. The warning light glows red to indicate to the operator that the parking brake has not been fully released. It also is designed to glow red while braking in the event of broken brake lines, major brake fluid loss, air in the brake lines or a pressure deviation between the front and the rear wheel brake lines. If this happens, it may mean that braking effectiveness is impaired. It will be possible to bring the vehicle to a stop, but depending on the severity of the malfunction, greater pedal force and pedal travel may be required and stopping distance may be increased. The cause should be determined and any problem corrected as soon as possible. To make sure the brake warning light is not burned out, set the parking brake and start the engine. If the light does not come on, have your Chevrolet dealer correct the trouble as soon as possible.

NOTE: *This warning light is not a substitute for visual checking of the fluid level in the master cylinder, which is a normal maintenance item at intervals specified on page 00.*

Power Brakes

Cars equipped with power brakes use engine vacuum to reduce the braking effort. The system has a vacuum reserve which will supply two or more power assisted brake applications after the engine has stopped. After the vacuum reserve has been exhausted, the vehicle can still be stopped by using greater pedal force.

Parking Brake

The parking brake operates independently of the regular foot brake hydraulic system. It is applied by fully depressing the foot pedal which is located to the lower left side of the front compartment under the instrument panel. The parking brake is released by pulling the "BRAKE RELEASE" lever located on the instrument panel.

CAUTION: ***Brake linings should be periodically inspected for wear by a qualified technician. The frequency of this inspection depends upon driving conditions such as traffic or terrain, and also the driving techniques of individual owners. Your Chevrolet Dealer is best qualified to advise you as to how often this inspection should be performed. When brakes require relining, use Genuine General Motors Parts and Delco fluid as required.***

Never drive the car with the parking brake engaged.

Automatic Brake Adjusters

All Chevrolets are equipped with self-adjusting brakes designed to eliminate periodic brake adjustments. The self-adjusting mechanism is actuated, as needed, whenever the car is moved in reverse and the brakes are applied. It is possible, however, for excessive brake pedal travel to develop if the required reverse movement with a brake application does not take place during a prolonged period of stop and go forward driving. Should this occur, the car should be driven backward and forward with the brakes applied at the end of each rearward movement, until the brake pedal travel is back to normal. If this procedure fails to restore normal pedal travel, or if any abnormally rapid increase in pedal travel is experienced, immediate inspection should be made by your Authorizd Chevrolet Dealer.

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

CAUTION: ***"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.***

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 evidenced, clutch adjustment is required.

Windshield Wiper and Washer

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

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

NOTE: *If recessed windshield wipers are frozen in place, break them free the same way you would exposed wipers by using your regular windshield ice scraper to chip the ice and jar the wiper assembly loose.*

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

Fill the washer jar only ¾ full during the winter to allow for expansion

CAUTION: ***Have the fluid level in the washer reservoir checked regularly, with special attention to keeping the reservoir filled during periods of heavy use. G.M. Optikleen should be used as directed to prevent freezing damage and for better cleaning of the windshield under all conditions. Do not use radiator anti-freeze because this will cause paint damage.***

if the temperature should fall low enough to freeze the solution.

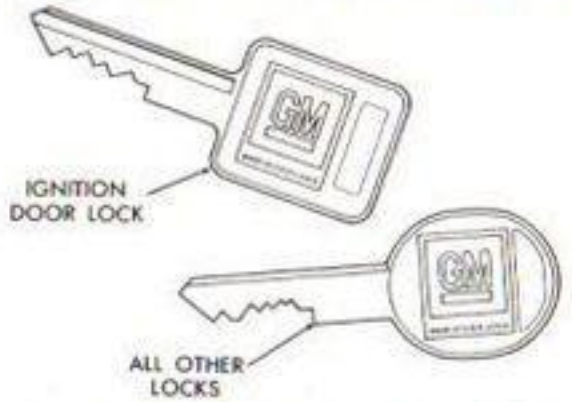
Windshield Washer Monitor

The optional windshield washer monitor will indicate the level of windshield washer solution in the washer jar. The lens on the instrument panel will glow red when the solution is low or green when level is adequate whenever the windshield wiper motor is activated.

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. The key with the square head and the letter "J" stamped on it operates the ignition switch door locks. The key with the oval head and the letter "K" is used for the luggage compartment and glove box door locks, as well as the center console locks on cars so equipped. These compartments should be locked and the key removed from the car should it be necessary to leave the ignition key with an attendant.

The code number of each key is stamped on a "knock-out" plug in



the key head. Your Chevrolet dealer removed the key plugs and placed them with the spare set of keys in the special key envelope that was given to you at the time of delivery. 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, so that you can have duplicate keys made in the event the original keys are lost.

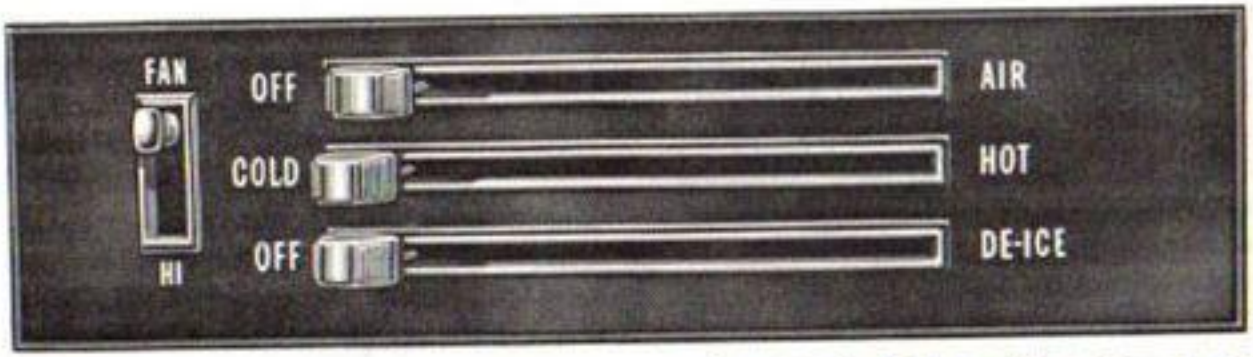
Door Locks

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 depressing the outside door handle plunger while 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.

CAUTION: ***Always lock the doors when driving for greater security in the event of an accident and for security against unauthorized entries. Avoid pushing on the door glass when opening or closing the doors—instead use the handles.***



Heater

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

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 high 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.

CAUTION: ***In inclement weather, clear snow or ice from cowl air inlets. This will improve heater and defroster efficiency and reduce formation of fog or frost on the inside of the windshield during initial operation under certain atmospheric conditions. Also, clear the windshield, rear window, outside mirrors and all side windows of ice or snow prior to operation of the vehicle. This will improve driver's vision during initial operation.***

Heater Operating Tips

Always brush snow from the hood and air inlet in front of the windshield before operating the heater.

Keep all windows and vents closed to reduce dust, road and wind noise and uncomfortable drafts.

For most satisfactory heater operation and air circulation, operate fan on low or medium speeds for normal operation and high speed for quick warm-up and during extremely low temperatures.

For adequate rear seat heating, the area beneath the front seat must not be blocked by carpeting, rags, paper or other material and fan should operate on high blower.

For additional summer ventilation move the AIR lever to mid-position and the DEFROSTER lever to DE-ICE. If greater airflow is desired, move the FAN lever down to operate the three-speed blower.

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 four (4) positions from Off at the top to High at the bottom. When the air conditioning system is operating, low blower will be maintained even if the fan switch is moved to the Off position. (This is to insure air flow over the cooling coils to prevent a freeze-up.

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 wil 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.

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

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

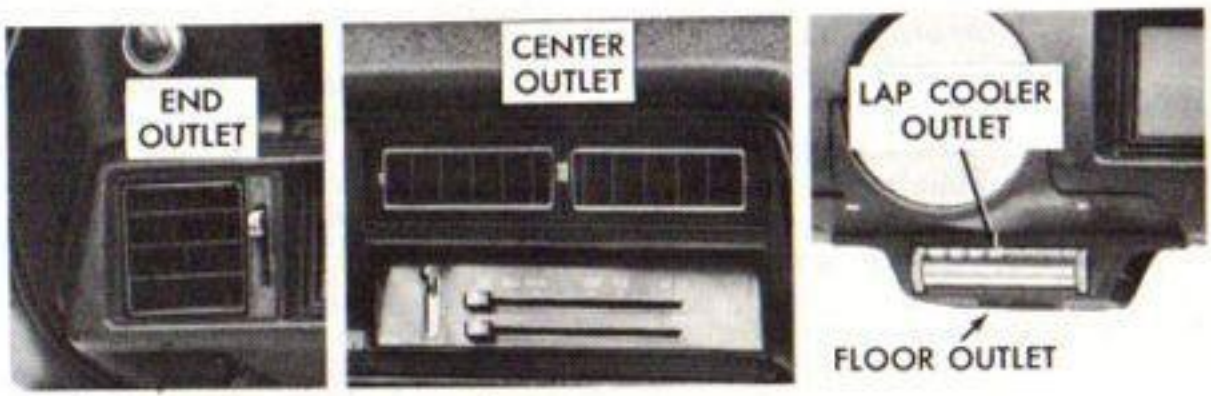
"DE-ICE" – Outside air is delivered through the defroster outlets only. Temperature and blower speeds may be adjusted as required. This position is recommended for conditions of severe fogging and icing only.

Four Season System Air Outlets

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

The vertical outlets et each end of the instrument panel may be rotated or vanes adjusted as desired. Push-pull knobs located on each side kick pad control air flow to upper side outlet.

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



lap locations. 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.***

GM Chevrolet Air Conditioning System

To operate this Air Conditioning System:

- Turn the AIR knob to control the blower speed as desired.
- The TEMP knob may be regulated to provide the degree of cooling desired. Fully clockwise at CITY position provides maximum cooling For city use the slow speed (0-30 mph.) only.
- To tailor the operation of your air conditioner to the type of driving you will do, place the TEMP knob in HIWAY or CITY position as required.
- Direct the airflow by adjusting the air vanes at the face of the unit and the louvered rotating outlet at each side.
- For most efficient cooling when driving on highway or at elevations of 4,000 feet or more, turn the TEMP knob to HIWAY position.

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.

Chevrolet "All Transistor" Radios

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

Push Button AM Radio

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

AM/FM Radio

In addition to providing standard AM reception, this set permits you to receive clear static-free FM broadcasts. Move the slide bar, above the radio dial, to the right or left to select AM or FM reception. All other controls remain the same as described for Push Button radios. FM broadcasts may be received as far as 25 miles from the sending station, depending on the power of the station and the existing terrain. In fringe areas, it may be possible to retune the radio slightly to maintain peak reception. If not, retune to a closer or stronger FM station or switch to AM operation. Push buttons may be set for either AM or FM stations or may be divided between the two.

Antenna

The radio antenna is incorporated in the windshield glass. If necessary, adjustments for maximum antenna effectiveness can be made by your authorized Chevrolet dealer.

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

Push in the "Eject" button to remove 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.***

Seats

Folding seat backs 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

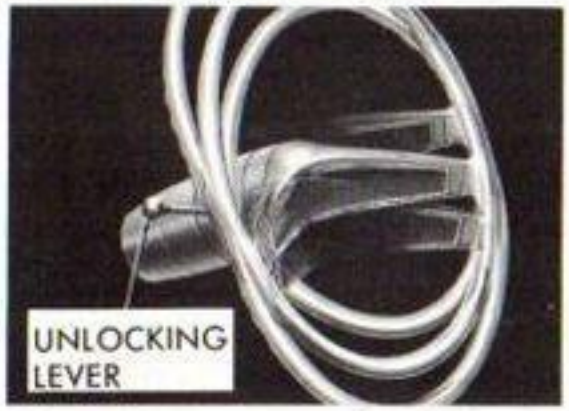
Standard Seats–The release knob is located at the lower rear of each backrest nearest the door. Lift the knob upward, then pull the seatback forward.

Strato Type Seats–To unlatch seatback, press button located in center of each backrest while pulling the seat back forward.

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

OTHER FEATURES

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.

Positraction Rear Axle

The optional Positraction provides additional traction on snow, ice, mud, sand, and gravel, particularly when one rear wheel is on a surface providing poor traction.

During normal driving and cornering, the Positraction unit functions as a standard differential. When one wheel encounters a slippery surface, however, the Positraction directs driving force to the rear wheel having the better traction.

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

CAUTION: ***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, especially when car is equipped with a Positraction, allow the vehicle to slide sideways on the curved surface of a road or in a turn.***

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, grasp the buckle end and the flat metal "eye" end of your individual belt assembly and position the belt across the lap as LOW ON THE HIPS AS POSSIBLE. Insert the metal eye into the open end of the buckle until

an audible snap is heard. Make sure the connection is secure and adjust the belt 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 may be spread over the strong hip bone structure and not across the soft abdominal area. For retractor equipped belts, pull the retractor half of the belt to a solid stop to make sure that the belt webbing is completely unwound from the retractor drum, 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 release 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 retractors adjust and lock the lap belts into position automatically to provide a snug and comfortable fit.

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, thus allowing it to rewind in the retractor and release the locking mechanism, so the webbing can be pulled out to the proper length. Once the buckle is fastened, pull the belt firmly across the lap in the direction of the retractor to obtain a snug fit. The retractor will automatically take up the excess webbing.

CAUTION: ***The buckle and flat metal "eye" of the lap belt used with automatic locking retractors are smaller than those used with other systems. Care should be taken to avoid inserting the small metal "eye" in the larger buckle of either the shoulder belt or the center lap belt because it will not latch properly.***

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 system; (b) wearing the belt with the webbing not fully extracted from a non-locking retractor; and (c) wearing the belt in a twisted condition or pinched between the seat structural (metallic) members.***

Shoulder Belts—When properly worn with a lap belt, a shoulder belt can provide additional 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.

CAUTION: ***Wearing a shoulder belt without a lap belt can be extremely hazardous to the wearer in case of an accident. In addition, the use of a shoulder belt is not recommended for a person less than 4 feet 7 inches in height because the belt would cross over the body too near the neck and thereby substantially increase the danger of neck injury in a collision.***

Shoulder belts are fastened and released in the same manner as lap belts. A shoulder belt should not be uncomfortably tight. A fist's width between your chest and the belt should provide sufficient slack. This can be checked by inserting a clenched fist between the belt and your chest with thumb against chest and back of hand facing upward.

CAUTION: ***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. This is 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 their shoulder belts (optional at extra cost) BEFORE the top is lowered. The shoulder belt will require adjustment 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

Keep the belts clean and dry. Clean with a mild soap solution and lukewarm water. Keep sharp edges and damaging objects away from belts. Periodically inspect belts, buckles, retractors, and anchors for damage that could lessen the effectiveness of the restraint system, and have questionable parts replaced. Seat belts should be replaced if cut, weakened, frayed, or subjected to collision loads. During seat belt inspection, check that anchor mounting bolts are tight to the floor. Do not bleach or dye belts since this may cause severe loss of strength.

Pre-Collision Positioning

If in addition to wearing seat belts, a person can "pre-position" his body to get ready for a frontal impact, the severity of his impact with the vehicle interior can be reduced by a considerable amount. If a severe accident threatens, the "pre-positioning" technique calls for reducing the space between one's body and the vehicle interior as much as possible. Practice beforehand in assuming the proper position may make its employment automatic in an accident situation.

A driver wearing both lap and shoulder belt should lean forward into the restraint system, grip the upper rim of the steering wheel with both hands, and rest the arms on the steering wheel rim with elbows out. Control of the vehicle can be maintained until the last possible moment;

then bend the head forward. If the shoulder belt is not worn, the driver should at the last moment rest his forehead on the backs of his hands.

A front seat passenger wearing both shoulder and lap belts should lean into the shoulder belt, place hands and forearms on top of the instrument panel with elbows out to the side and head bent far forward. Front seat passengers wearing lap belts only should lean as far forward as possible, place their forearms on top of the instrument panel, and cradle their head on their arms. Lap-belted rear seat occupants should lean far forward, and rest head on arms on top of the front seat back rest. Children or short adults in front or back seats who cannot contact instrument panel or seat back with their head when swinging forward should lean far forward with head down, and wrap their arms beneath and around their upper legs.

Adults in front or back seats who cannot contact instrument panel or seat back with their head when swinging forward should lean far forward with head down, and wrap their arms beneath and around their upper legs.

While these positions cannot protect the occupants against all types of injury in all types of accidents, they can be expected to reduce injury severity in the majority of cases.

Head Restraints

The head restraint may be raised by simply pulling up until the spring latch engages the detent notch in the UP position. DO NOT use the head restraint above the UP detent position. To lower the head restraint, depress the latch at the base of the supporting rod at same time the restraint is pushed downward. Select the UP or DOWN position for the head restraint according to your seated height. The position that places the top of the head restraint at the same height as, or above the center of your head will normally prove best suited to your needs. Do not operate the vehicle with the head restraint removed. The head restraint is also designed to protect rear seat passengers by shielding the head restraint latch and bracket on the front seat back rest,

which may be in the head impact area of some adult rear seat occupants. Check the head restraints periodically; if any components are missing or if the restraints do not appear to be functioning properly, they should be inspected by your Chevrolet dealer and any necessary corrections made.

Child Restraints

Children in automobiles should be restrained to lessen the risk of injury in accidents, sudden stops or other driving conditions. General Motors has designed an "INFANT SAFETY CARRIER" specifically for infants

and a "CHILD SAFETY SEAT" specifically for small children, which are available from your Chevrolet dealer. The Carrier and Child Seat are designed to utilize lap belts in your 1970 Monte Carlo.

The General Motors Infant Safety Carrier and the Child Safety Seat must be used only in passenger vehicles equipped with lap belts. They may be used on seats which do not fold or folding seats equipped with a latch to hold the seat back upright (Standard on 1967 and later model GM passenger vehicles). Otherwise the Carrier or Child Seat should be used on the rear seat of the passenger vehicle. In using either Carrier or Child Seat, read and comply with all installation and usage instructions shown on the label attached to the device; do not use them in any manner not in accord with the label. Do not place more than one child at a time in the Carrier or Child Seat. All unused seat belts near the Carrier or Child Seat should be stowed properly to prevent them striking the child in the event of a sudden stop or collision. Shoulder belts should be stowed in any special storage convenience provision provided, lap belts and shoulder belts without storage provisions should have buckles latched and belts adjusted to remove slack.

CAUTION: ***Neither the Carrier nor Child Seat are recommended for use with folding hinged seat backs not having self-locking devices. The Carrier is designed for use only with infants weighing up to 20 pounds. The Child Seat is designed for use only by children who are able to sit up by themselves weighing up to 30 pounds.***

Cars Not Equipped with Special Child Restraints

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

(1) Children should be placed in the rear seat. Never allow a child to stand or kneel on any seat.

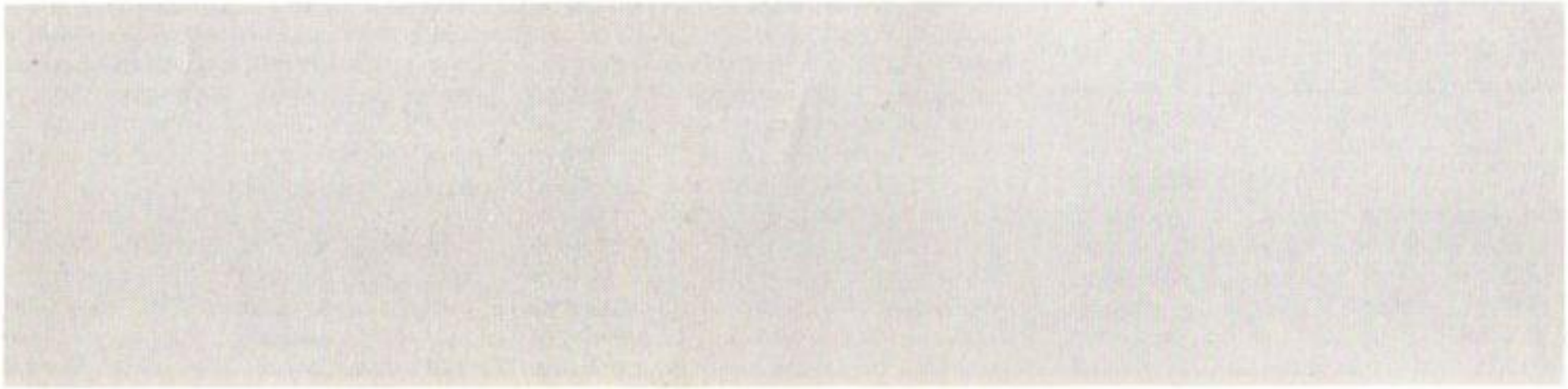
(2) Infants unable to sit up by themselves should be restrained by placing them in a covered, padded bassinet which is placed crossways in the vehicle (widthwise) on the rear seat. The bassinet should be securely restrained with the regular vehicle seat belts. An alternate method is to position the bassinet so that it rests against the back of the seat, again crossways in the vehicle.

(3) When a child is old enough to sit up by himself in a car, he should sit on a firm cushion and use the conventional lap belt to restrain him at the hips. The cushion should be as firm as practical and enable the child to look horizontally out of the car windows.

(4) The use of the cushion should be discontinued as soon as the child is old enough to see out of the car windows without it.

(5) Do not use shoulder belts on children shorter than approximately 4 feet 7 inches in height.

(6) General Motors recommends that children be restrained when riding. However, if conditions require that a child must stand, he should stand on the floor



directly behind the front seat. This will minimize the possibility of his being thrown from the rear compartment during a sudden stop. This method should be used only if more complete restraint cannot be used.

Rearview Mirrors

Rearview mirrors are not intended for use while backing up, or for surveillance of conditions close to the rear of the car. It is suggested that the driver turn his head and look to the rear during backing operations.

The inside day - night rearview mirror incorporates a triple-jointed mounting so the driver can position the mirror vertically and horizontally to suit his driving needs. It is only necessary to exert enough pressure to overcome the friction load at the three joints in order to adjust the mirror to any position within the physical limits of its travel.

GOOD DRIVING PRACTICE: A good driver always scans the area to the rear BEFORE entering the vehicle and backing up, and makes a habit of using his rearview mirrors while driving, so as to be aware of the rearward aspect of his total driving environment.

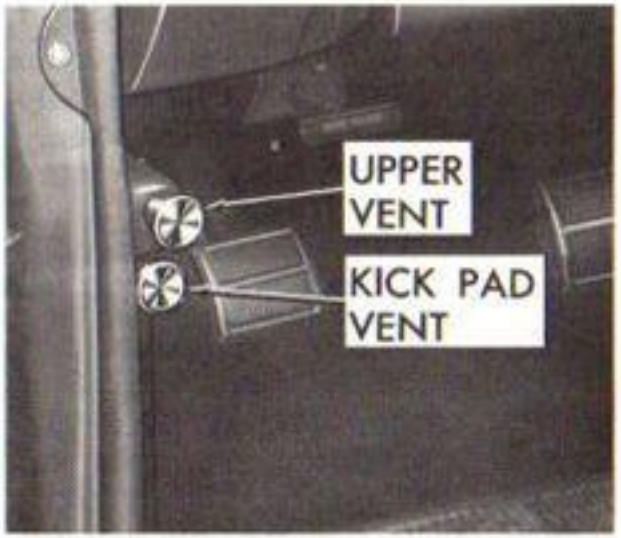
Air Vents

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.

Ash Tray

Pull on the lower edge of the ash tray to open. To remove the tray, pull fully out and then toward the right. To install, insert tray in opening and push back into place.



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 three 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.

Power Steering

Power steering assist is provided by a hydraulic pump driven by the engine. When the engine is not running or if the power steering pump drive belt breaks, the car can still be steered, but much greater steering effort will be required.

Power Windows

Power windows have an ignition interlock so the windows cannot be operated unless the ignition switch is in the "on" or "accessory" position. Reminder: Remove the ignition key when the vehicle is not attended by a responsible person. A master control for all windows is provided at the driver's position. Individual switches are provided under each window for passenger use.

Gas Cap

The gas filler cap for Monte Carlo, coupe and convertible models is behind the license plate.

The cap used on Monte Carlo coupe and convertible is a non-vented gas cap. If the gas cap is lost, see your Authorized Chevrolet Dealer for replacement.

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.

Glove Box

The glove box is locked and unlocked with the round key. The door should always be closed when not in use.

Rear Compartment

Unlock and open the counterbalanced trunk lid with the round key. Close the lid firmly to close the lock. The spare tire and auto jack are located in the trunk.

Fuel Tank

The fuel tank, filler pipe and all tank connections have been carefully designed to reduce fuel leakage after termination of certain collisions. This design reduces fire hazards in these collisions.

CAUTION: ***Gasoline is flammable and explosive under certain conditions. Always stop the engine and do not smoke or allow open flames or sparks near the vehicle when refueling. If gasoline fumes are noticed while driving, the cause should be determined and corrected without delay.***

Convertible

Except for the folding top, the convertible is operated in the same manner as other Chevrolet built passenger cars.

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 certain the top material is thoroughly dry and the top well is free of any stored items.***

To lower the top, the locking handles, which are located at the front of the side rails, must be rotated inboard to release the lock hook levers from the strikers which are located at the outboard ends of the windshield header. (The locking handles must remain in open position until the top is again locked to the windshield header.) Actuate the power control switch until the top assembly is approximately two (2) feet from the fully lowered position. The top material and pads must be gently pulled rearward from between the operating arms of the top. The power switch may then be actuated to lower the top to its full down position.

To raise the top, actuate the power control switch until the top rests on the windshield header and the guide pin(s) on the top outer ends engage the windshield header strikers.

To lock the top, first rotate the left side locking handle outboard and then the right side locking handle and in-insure proper engagement of the lock hooks with the strikers.

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

INSTALLING THE BOOT

Remove the boot, which is stored in a plastic container in the rear compartment, and install by grasping the forward end of the boot and slide 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 boot snap fasteners onto the quarter trim fastener studs. The rear and side portions of the boot are then installed by starting at the center and pulling the boot rearward and inserting the plastic retainer under the belt moulding.

CARE OF 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 cleaning method is used, a generous amount of clean rinse water must be applied to insure complete removal of soap suds from the top material and all adjacent body panels.

IMPORTANT: ***The folding top should never be subjected to volatile cleaners or household bleaches. Also, after cleaning is completed, the top material must be allowed to thoroughly dry before it is lowered.***

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 should they come in contact with the back curtain or any painted finish.

CLEANING YOUR MONTE CARLO

Exterior Appearance

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

Washing Your Car

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

Polishing and Waxing Your Car

Although acrylic paint on your car is durable, you may wish to wax or polish for added protection. Your Chevrolet Dealer offers many polishes and waxes now available which have proven of real value in maintaining a good paint finish. When using a tar and road oil remover, be certain it is safe for use on acrylic painted surfaces.

Protection of Exterior Bright Metal Parts

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

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

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

Cleaning White Sidewall Tires

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

Cleaning the Optional Vinyl Top

The top should be washed frequently with neutral soap suds, lukewarm water and a brush with soft

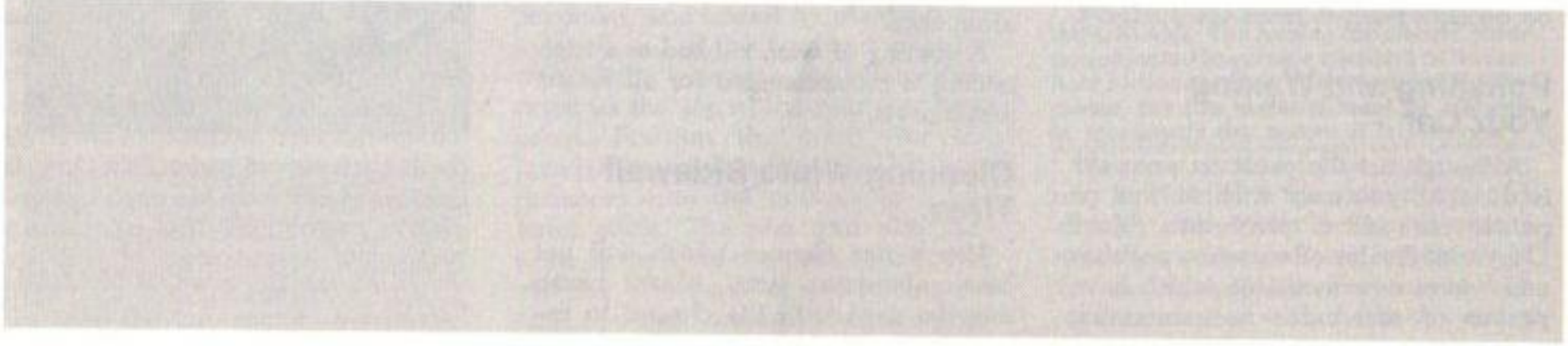
bristles. Rinse top with sufficient quantities of clear water to remove all traces of soap.

If the top requires additional cleaning after using soap and water, a mild foaming cleanser can be used. Rinse the whole top with water; then apply a mild foaming type cleanser on an area of approximately two square feet. Scrub area with a small soft bristle hand brush, adding water as necessary until the cleanser foams to a soapy consistency. Remove the first accumulated soilage with a cloth or sponge before it can be ground into the top material. Apply additional cleanser to the area and scrub until the top is clean. Care must be exercised to keep the cleanser from running onto body finish as it may cause streaks if allowed to run down and dry. After the entire top has been cleaned, rinse generously with clear water to remove all traces of cleanser. Do not use volatile cleaner or household bleaching agents on the top material.

Interior Appearance

- Use Leather Cleaner to clean imitation leather, vinyl or coated trim fabric or seats or door panels.
- Kar Kleen Upholstery Cleaner will remove most stains.
- Polish should not be used to clean interior bright finish parts. Abrasive compounds used in most polishes may damage the finish. Cleaning with a damp cloth, then rubbing with a polishing cloth is all that is required.

CAUTION: ***When cleaning interior fabrics or carpeting do not use volatile cleaning solvents such as: acetone, lacquer thinners, carbon tetrachloride, enamel reducers, nail polish removers, or laundry soaps, bleaches and reducing agents. NEVER USE GASOLINE OR NAPHTHA FOR ANY CLEANING PURPOSE.***



GUARDIAN MAINTENANCE FOR OWNER PROTECTION

THE IMPORTANCE OF PROTECTING YOUR INVESTMENT

Your purchase of a 1970 Monte Carlo was an important decision—one that represented a sizable investment. Unquestionably, this was a wise decision since you have selected a fine automobile that, with reasonable care and use, will give you many years of safe, dependable service and enjoyment.

Now you are faced with another decision — to what extent are you willing to protect your investment? This should not be a difficult decision, but again it is an important one. Only *you* can make certain that your car receives the care it requires to retain the safety and dependability originally built into it.

Compared to the car of years past, your new Monte Carlo needs only a few regular maintenance services. But because there are only a few, do not minimize their importance. The demands placed on the present day automobile in all of the varying conditions of traffic, temperature, high speed operation, etc. make it more important than ever that the car receives proper maintenance.

For example, regular attention to engine oil is essential. The oil level must be periodically checked and oil added whenever needed. Also, the oil should be changed at the intervals specified in this manual with the proper quality and viscosity of oil. If your engine should run excessively low on oil or if the oil has lost its lubricating qualities because of old age, serous engine damage could occur — damage that would not be covered under the New Vehicle Warranty.

It is also important that the safety related components of your car be checked regularly. For example, the exhaust system should be looked at whenever your car is on the hoist for an oil change and corrections made to any defects noted. If leaks in the system are ignored, exhaust fumes could possibly seep into the passenger compartment resulting in serious consequences to the occupants.

All of the recommended maintenance items for your Monte Carlo are discussed in this section of this manual and summarized in the "Maintenance Schedule" presented on page 46. In addition, be sure to read the colored supplement entitled "Maintaining Safety and Dependability" for tips on keeping your car in optimum condition.

GUARDIAN MAINTENANCE SERVICE

The quality of maintenance your new car receives is as important as the regularity with which it is serviced. The "Guardian Maintenance Service" program has been developed by Chevrolet Motor Division in cooperation with Chevrolet Dealers to provide nationwide quality in customer service. The program includes the training of dealer technicians at General Motors Training Centers throughout the country and is supported with a continuous follow-up of publications, films, and other service information. The use of genuine General Motors parts and accessories, which have the same high quality standards as original equipment parts, and the use of Chevrolet approved tools and developed and tested for use by Chevrolet Dealers also contribute to the high quality of Guardian Maintenance Service.

No one else has more knowledge or is better prepared to service your Monte Carlo than your Chevrolet Dealer. Return to him for Guardian Maintenance Service at the intervals designated in this manual.

OWNER SAFETY CHECKS

Take a few minutes, periodically, to check the items listed below for proper operation. See "Maintaining Safety and Dependability" section for instructions on the recommended method of checking. Any deficiencies noted should be corrected without delay.

- ☐ **Anti-Theft Lock**
- ☐ **Defrosters**
- ☐ **Starter Safety Switch**
- ☐ **Transmission Shift Indicator**
- ☐ **Horn**
- ☐ **Seat Back Latches**
- ☐ **Rearview Mirrors & Visors**
- ☐ **Door Latches**
- ☐ **Hood Latches**
- ☐ **Fuel, Water & Oil Lines, etc.**
- ☐ **Parking Brake**
- ☐ **Lights & Hazard Warning Flashers**
- ☐ **Seat Belts**
- ☐ **Tire Inflation**
- ☐ **Windshield Wipers**
- ☐ **Windshield Washers**

OWNER PROTECTION MAINTENANCE SCHEDULE

Interval	Service To Be Performed
Every 6,000 miles or 4 months, whichever occurs first	• Change engine oil (normal passenger car service*). Not to exceed 6,000 miles. • Lubricate front suspension and steering linkage. • Check brake lines and hoses. • Check all lubricant and fluid levels (power steering pump, brake master cylinder, transmission, rear axle, radiator, battery). • Check Power Steering lines and hoses. • Check manifold heat control valve. • Lubricate transmission floor shift linkage. • Check throttle and parking brake linkage and body parts. • Check emission control items at first oil change (adjust engine idle speed, idle fuel mixture, ignition timing and operational check of the PCV and related parts). • Check exhaust system for proper mounting, leaks, and missing or damaged parts.
	• Check air conditioning system hose connections, refrigerant charge and for refrigerant leaks. • Tire and wheel condition inspection. • Inspect drive belts.
At first oil change and every second oil change thereafter	• Change engine oil filter.*
Every 6,000 miles	• Rotate tires. • Clean battery (Energizer) terminals and oil felt washer. • Lubricate parking brake pulley, cables and linkage.

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

OWNER PROTECTION MAINTENANCE SCHEDULE

Interval	Service To Be Performed
First 12,000 miles	• Inspect air cleaner element. If satisfactory, rotate 180° from original position and re-install. See 24,000 mile recommendation. • Rotate distributor cam lubricator. See 24,000 mile recommendation.
Every 12 months or 12,000 miles	• Inspect brake linings and check system for leaks. • Replace PCV valve. • Engine tune-up. • Replace carburetor inlet fuel filter element if in-line fuel filter is not used. • Lubricate hood latch and lock plate. • Inspect A.I.R. pump drive belt. • Check emission control items. • Check headlamp aiming.
Every 24,000 miles	• Repack front wheel bearings. • Replace air cleaner element. • Replace both carburetor inlet and in-line fuel filters if equipped with in-line filter. • Replace distributor cam lubricator.
	• Drain automatic transmission sump and add fresh fluid (normal passenger car service).* Adjust Powerglide low band at *first* fluid change. • Replace Turbo Hydra-Matic 400 sump filter.*
Every 2 years	• Drain radiator coolant, flush and refill system.
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. • Check wheel alignment and balance.

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

Fuel Requirements

Your car is designed to operate efficiently on "Regular" or "Premium" grade fuels commonly sold in the United States and Canada, depending on the engine installed in your car. The table below indicates the fuel grade requirements for various Chevrolet engines.

Engine	Fuel Grade
350, (250 HP) and 400 (265 HP)). Cu In V-8	Regular
All Other V-8	Premium

Use of a fuel which is too low in anti-knock quality will result in "spark knock." Since the anti-knock quality of all regular grade or of all premium grade gasolines is not the same and factors such as altitude, terrain and air temperature affect operating efficiency, knocking may result even though you are using the grade of fuel recommended for your engine. If persistent knocking is encountered, it may be necessary to change to a high grade of gasoline and if knocking continues, 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 the Chevrolet Division is not responsible under terms of the Manufacturer's New Vehicle Warranty.

Operation in a Foreign Country

If you plan to operate your car outside the continental limits of the United States or Canada, there is a possibility that the best available fuels 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, General Motors Corporaton, Owner Relations Department, Detroit, Michigan 48202, giving:

1. The compression ratio of your engine (see page 67 or obtain from your dealer).
2. The vehicle identification number (see page 66).
3. 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 by your Chevrolet Dealer prior to your departure.

Failure to make the necessary changes to your car and subsequent operation under conditions of continuous or excessive knocking is considered misuse of the engine for which the Chevrolet Division is not responsible under terms of the Manufacturer's New Vehicle Warranty.

After arriving in a foreign country, determine and use, the best fuels available.

Engine Oil Recommendations

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

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

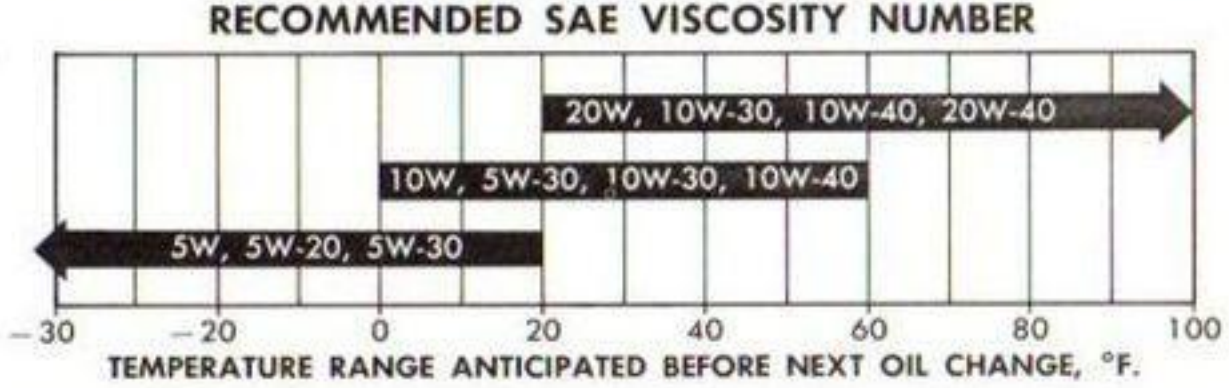
The regular use of supplemental additives is specifically not recommended and will increase operating costs. However, in cases of specific problems which may arise under certain conditions, additive supplements are available that can effectively and economically solve those problems without causing other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

Recommended Viscosity – The following chart will serve as a guide in selecting the proper oil viscosity. The proper viscosity helps assure good cold and hot starting by reducing friction and thus increasing cranking speed.

- SAE 5W and 5W-20 oils are not recommended for sustained high speed driving.
- SAE 30 oils may be used at temperatures above 60°F.

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 "Use GM 6041-M Quality MS Oil" as a reminder to use only high quality oils as prescribed under "Engine Oil Recommendations."*

Cooling System Care

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

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

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

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

It is the owner's responsibility to keep the freeze protection at a level commensurate with the temperatures which may occur in the area in which the vehicle will be operated. Regardless of whether freezing temperatures are or are not expected, cooling system protection should be maintained at least to 0°F. to provide adequate corrosion protection and proper temperature indicating light operation. With glycol content less than requirement for 0°F. protection, coolant boiling point is less than the temperature indicating light setting."

When coolant additions are required because of coolant loss or to provide additional protection against freezing at temperatures lower than –20°F., (–32°F. in Canada) a sufficient amount of an ethylene glycol base coolant meeting GM Specification 1899-M should be used.

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

Thermostat

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

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.

To completely drain the cooling system: The cooling system should be flushed with plain water after each coolant drain.

- All models – remove the radiator cap and open the drain cock at the bottom of the radiator.

- Eight Cylinder engine – remove plugs on each side of the block.

CAUTION: ***When an engine is at normal operating temperature or above, the internal pressure built up in the cooling system will blow out scalding fluid and vapors if the radiator cap is suddenly removed. To prevent loss of coolant and to avoid the danger of being burned, the coolant level should be checked or coolant added only when the engine is cool. To remove the 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, then press down on the cap while continuing to rotate counterclockwise. Radiator pressure caps should be checked by a qualified mechanic periodically for proper operation and replaced as required with the applicable AC type.***

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 door of your vehicle have the load carrying capacity to operate satisfactory 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 warranty adjustments on certain makes of tires provided on 1970 Chevrolet vehicles.

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.
4. Keep tires properly inflated.

Tread Wear Indicators

The original equipment tires on your Monte Carlo incorporates built-in tread wear indicators to assist you in determining when your tires have been worn to the point of needing replacement. These indicators are molded into the bottom of the tread grooves and will appear as ½ inch wide bands when tire tread depth becomes 1/16 of an inch. When the indicators appear in two or more adjacent grooves, tire replacement due to tread wear is recommended.

Optional Tires

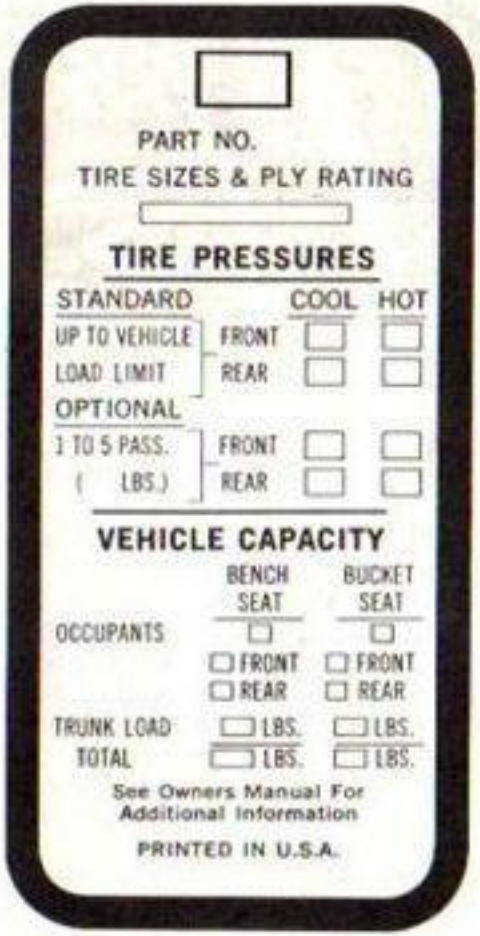
Only those tires of the size shown on the table are recommended for use on your Monte Carlo. Use of any other size of tire may seriously affect ride, handling, ground clearance, tire clearances, and speedometer calibration.

To achieve best all around vehicle handling performance, belted-bias tires, radial ply tires, and conventional tires should not be mixed on the same car.

MONTE CARLO TIRE USAGE

ENGINE AND BODY STYLE		STANDARD	OPTIONAL
All	All	G78 x 15	G70 x 15 Red or White Stripe

All Standard and Optional Tires are Load Range B.



Inflation Pressure

To ensure the proper tire inflation pressure for your particular requirements, follow the recommendations on the tire placard affixed to the left door of your vehicle. A typical placard is shown here. The placard **on the door** specifies the size and ply of the tires installed on your vehicle, plus the recommended tire pressures, pacity of your vehicle.

The tire inflation pressures shown on the tire placard 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 cause a serious reduction in tire life. 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. 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 inflation 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.

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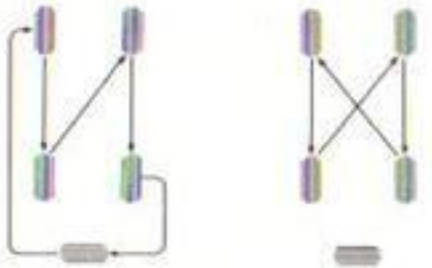
1. Tire inflation pressures may increase as much as six (6) pounds per square inch (PSI) when hot.
2. For continuous high speed operation (over 75 MPH) increase tire inflation pressure 4 pounds per square inch over the recommended pressures up to a maximum of 32 pounds per square inch cold for load range 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 three (3) hours or more, or driven less than one (1) mile.
4. Vehicles with luggage racks do not have a vehicle load limit greater than specified.
5. When towing trailers, the allowable passenger and cargo load must be reduced by an amount equal to the trailer tongue load on the trailer hitch.

Tire Rotation

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



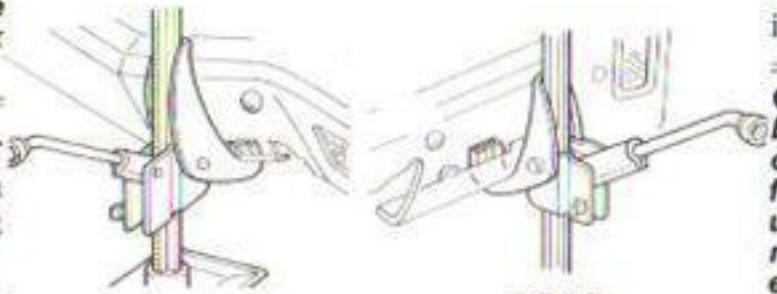
5 WHEELS 4 WHEELS

Changing Tires

CAUTION: ***Before jacking up the car, firmly set the parking brake and block the wheel diagonally opposite from 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.



FRONT REAR

Jack Operation

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

CAUTION: ***Stand clear of, and never get beneath the car when it is supported only by a jack; the jack is designed only for use when changing wheels. Always use safety stands to support the car if necessary to get underneath. On cars equipped with a positraction differential do not run the engine with one drive wheel off the ground since the car may drive through the wheel remaining on the ground.***

RECOMMENDED SCHEDULE FOR PERIODIC MAINTENANCE AND LUBRICATION

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.

Engine Oil Change Interval

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

In certain types of service including:

- operation under dusty conditions,
- trailer hauling,
- extensive idling,
- short trip operation at freezing temperatures (engine not thoroughly warmed up), or
- in commercial type use, such as taxicab, limousine, or patrol car use,

the oil change interval should not exceed 2 months, or 3,000 miles, whichever occurs first.

Operation in dust storms may require an immediate change of oil. See your Chevrolet dealer for advice on the frequency of oil and filter changes under unusual driving conditions.

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

A high quality MS oil meeting General Motors Standard GM6041-M was installed in your engine at the factory. It is not necessary to change this factory-installed oil prior to the recommended normal change period. However, the oil level should be checked more frequently during the break-in period since somewhat higher oil consumption is normal until the piston rings become seated.

Engine Tune-Up, Emission Control and Electrical System Checks

Fuel and electrical systems are subject to wear and contamination and require periodic cleaning and adjustments to maintain maximum economy and performance. Proper adjustment

of carburetor idle speed, fuel mixture, engine timing and operation of the Positive Crankcase Ventilation Valve (PCV) are important to control hydrocarbon and CO emissions within government legislated levels. These adjustments and an operational check of the PCV Valve should be made at the first oil change (4 months or 6,000 miles, whichever occurs first). The above fuel and electrical system checks also are included in engine tune-ups which are recommended at one year or 12,000-mile intervals.

Positive Crankcase Ventilation Valve Replacement

Crankcase vapors and other impurities can cause malfunction of the crankcase ventilation valve. Regular replacement of the PCV Valve is recommended at 12-month or 12,000 mile intervals.

GM Evaporation Control System

The Evaporation Control System requires only periodic canister filter servicing.

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

Engine Oil Filter

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

Manifold Heat Control Valve

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

Drive Belts

Every 4 months or 6,000 miles – Inspect drive belts for wear, fraying, cracking, and tension. Belts which are in poor condition should be replaced immediately.

Check tension by applying moderate thumb pressure midway between pulleys. If the center to center distance between pulleys is 13 to 16 inches, the belt should deflect ½ inch. If the center to center distance is 7 to 10 inches, the belt should deflect ¼ inch. Loose belts should be retensioned to give the correct deflection.

Air Cleaner

CAUTION: ***In addition to its function of filtering air drawn into the engine through the carburetor, the air cleaner also acts as a flame arrester in the event of engine backfires. The air cleaner should be installed at all times unless temporary removal is necessary during repair or maintenance of the vehicle, because backfiring could cause fire in the engine compartment.***

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

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

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

For maximum protection specify an AC Acron air filter element.

Fuel Filter

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

Replace in-line filter every 24,000 miles.

Distributor Cam Lubricator

4 and 6 Cylinder Engine—Rotate cam lubricator 180° at 12,000 mile intervals—Replace at 24,000 mile intervals.

8 Cylinder Engine—Change cam lubricator end for end at 12,000 mile intervals — Replace at 24,000 mile intervals.

Rear Axle

Standard—Every 6,000 Miles—Check and keep filled to level of filler plug hole with SAE 80 or SAE 80-90 Multi-purpose Gear Lubricant meeting requirements of U.S. Ordnance Spec-MIL-L-2105-B.

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

Manual Transmission

3-Speed and 4-Speed—Every 6,000 miles—Check at operating temperature and fill as necessary to level of filler plug hole with SAE 80 or SAE 80-90 Multi-purpose Gear Lubricant meeting requirements of U.S. Ordnance Spec. MIL-L-2105-B.

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

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.

Every 24,000 miles (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.

Powerglide and Turbo Hydra-Matic 350 — Check fluid level on dipstick.

Transmission at Operating Temperature—Check the fluid level at each engine oil change period. For an accurate fluid level check, drive the car

several miles, making frequent starts and stops, to bring the transmission up to normal operating temperature (approximately 180-190°F). Park the car on a level surface, place selector lever in "Park" and leave the engine running. Remove dipstick, wipe clean, reinsert until the *cap seals* remove and note reading. The fluid level should be between the FULL mark and ¼" below FULL. 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.

Transmission at Room Temperature (80°F) – If the vehicle has not been driven sufficiently to bring the transmission up to operating temperature, the fluid level should be checked as follows:

1. Apply the parking brake, put the selector lever in PARK, and start the engine. Note: Do Not Race the Engine. Move the selector lever through each range.
2. Immediately check the fluid level with the selector lever in the PARK position. The engine should be running at a slow idle and the vehicle should be level. The fluid level on the dipstick should be between the "ADD" mark and ¼ inch below.
3. If additional fluid is required, add sufficient fluid to bring the level to ¼ inch below the "ADD" mark on the dipstick.

If the transmission fluid level can be correctly established at room temperature (80°F) as described, when the transmission reaches normal operating temperature, the fluid level will appear at the "FULL" mark. The fluid level is set at ¼ inch below the "ADD" mark on the dipstick to allow for expansion of the fluid which occurs as the transmission temperature rises to its normal operating point of 180°F. DO NOT OVERFILL.

Changing Fluid–Remove fluid from the transmission sump and add approximately two (2)* quarts U.S. Measure, (1⅔ 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.

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

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

Changing Fluid–After removing fluid from the transmission sump approximately 7½ pints U.S. Measure (6 pints Imperial Measure) of fresh fluid will be required to return level to proper mark in the dispstick.

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

*Except if vehicle is equipped with transmission provided in heavy duty service options. If so equipped, drain converter and sump every 24,000 miles and add approximately 9 quarts U.S. Measure (7½ quarts Imperial Measure) of fresh fluid.

Transmission Shift and Backdrive Linkage (Manual and Automatic)

Every 6,000 miles or 4 months lubricate shift linkage and on manual transmission floor controls lever contacting faces with water resistant EP chassis lubricant which meets GM Specification 6031M.

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. On units equipped with disc brakes, use wheel bearing lubricant GM Part No. 1051195 or equivalent. This is a premium high melting point lubricant. When replacement is necessary specify United Delco parts.

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

Brakes

Brake linings should be periodically inspected for wear by a qualified technician. The frequency of this inspection depends upon driving conditions such as traffic or terrain, and also the driving techniques of individual owners. Your Chevrolet Dealer is best qualified to advise you as to how often this inspection should be performed. When replacement is required, specify GM and United Delco parts.

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

Parking Brake Pulley, Cables and Linkage – Every 4 months or 6,000 miles – 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

which meets GM Specification GM 4673M, or its equivalent.

NOTE: *Do not use EP Chassis Lube, which meets GM Specification GM 6031M, to lubricate the gear. DO NOT OVERFILL THE GEAR HOUSING.*

Power Steering Pump

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

Dual Action Safety Hood Latches

Every 12,000 miles or 12 months, whichever occurs first, apply Lubriplate or its equivalent to the hood catch and lock plate.

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.*

Battery Care (Energizer)

Every 6,000 miles—Clean terminals and oil felt washer.

Check the fluid level in each cell of your battery regularly. The electrolyte level indicator in the cap of one cell will glow if the fluid level is low. In this case each cell should be checked. Keep filled with distilled water to the bottom of the split ring in the vent tube.

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

Extended Vehicle Storage

If you plan to store your car over an extended period of time, certain steps should be taken to give it maximum protection. It is recommended that you write Chevrolet Motor Division, General Motors Corporation, Owner Relations Department, Detroit, Michigan 48202, for detailed instructions on how to prepare your car for storage.

Trailer Hauling

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

This car can pull a trailer of 2000 pounds maximum loaded weight with a 200 pound maximum torque load if equipped to the recommendations in our 1970 Trailering Brochure.

Chevrolet has a number of factory-installed options available to better equip cars for pulling trailers. and makes trailer hitches available through dealers. For hauling trailers heavier than 2,000 pounds, it is recommended that an appropriate load equalizing hitch be purchased from a reliable manufacturer. Purchase of bumper and axle type hitches is not recommended. Rental installations should be made only in accord with installation and usage instructions of a reputable trailer agency. To assist in attaining proper handling of the car-trailer combination, it is important that trailer tongue loads be maintained at approximately 10% of 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.

Tire inflation recommendations outlined in this Owner's manual should be followed. When towing trailers, the allowable passenger and cargo load (as shown in the instructions for tire inflation pressures, located on left front door) must be reduced by an amount equal to the trailer tongue load on the trailer hitch. The fluid in your automatic transmission should be changed each 12,000 miles when the car is being used to pull a trailer.

General information on trailer hauling; special equipment required, and optional equipment is available in booklet form and can be obtained from your authorized Chevrolet dealer.

NOTE: *Do not tap into the car's hydraulic brake system to couple with a trailer hydraulic brake system.*

NOTE: *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.*

MINOR TROUBLE SHOOTING GUIDE

If your car acts in the following manner: (Check here in sequence shown for possible causes.)	FUEL SYSTEM AND ENGINE								ELECTRICAL SYSTEM									COOLING SYSTEM				
	Check Fuel Gauge	Flooded Carburetor	Empty Carburetor Bowl	Poor Fuel Supply to Carburetor	Idle Adjustment*	Automatic Choke*	Oil Level and Pressure	Condition of Air Cleaner	Malfunctioning Ignition Switch	Automatic Transmission Selector Lever	Check Spark	Battery and Connections	Generator and Voltage Regulator Connections	Coil and Distributor Leads	Starter Connections and Solenoid	Damp Electrical Connections	Generator Condition*	Radiator Coolant Level	Air Flow Through Radiator Restricted	Fan Belt Condition and Tension Adjustment	Cooling System Thermostat	Thorough Check and Tune-up Suggested*
On the following pages, see paragraph:	A	B	D	B-C-D	E	D E	L	E	F	F	K	G	G	J	H	I	G	M	N	O	P	
CAR WILL NOT START:																						
Engine Will Turn Over	1	4		3							6			2		5						7
Engine Will Not Turn Over									2	1		3			4							5
CAR WILL START—BUT:																						
Only After Repeated Tries																						1
Stalls in a Few Seconds			2	1	3																	
Stalls When Hot					1	2		3														4
Idles Rough					1			2														3
Engine Overheats																		1	2	3	4	
"Oil" Indicator Light Comes On							1															
"Gen" Indicator Light Comes On												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.

FUEL SYSTEM AND ENGINE

If the ignition switch will cause the engine to "turn over" or "crank" but the car will not start, check Steps A through D below.

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

(A) The first and most obvious, and one of the most frequently overlooked, items to check when you have difficulty in starting your car is the amount of fuel in the tank. Make it a habit to check the FUEL GAUGE regularly and most especially at a time when the engine will "turn over" but will not start.

Checking Fuel Flow

(B) If the fuel tank is not empty, you may check further to see whether the fuel is reaching the carburetor. Disconnect the fuel line at the carburetor and remove the center wire 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.

Fuel Filter

(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 flowing down the outside of the carburetor; or a stuck CHOKE valve. Remove the air cleaner from the carburetor. Check that the choke valve moves freely and is not stuck. (Don't mistake normal spring tension for a stuck valve.) Tap the side of the carburetor sharply several times with a light tool such as a screwdriver handle or pliers. Replace the air cleaner and attempt to start the engine in the normal manner.

(E) If the car will start but stalls when hot or has a rough idle, you can suspect a faulty IDLE ADJUSTMENT, a malfunctioning AUTOMATIC CHOKE or an extremely dirty and blocked AIR CLEANER ELEMENT. Clean polyurethane air cleaner or replace paper element air cleaner if necessary. Idle adjustment or automatic choke service (other than that outlined in paragraph D above) should be performed by your Chevrolet Dealer.

If the above Fuel System checks and the checks suggested under the Electrical System following do not correct the malfunction, it is recommended that you turn to your Auhorized Chevrole 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.*

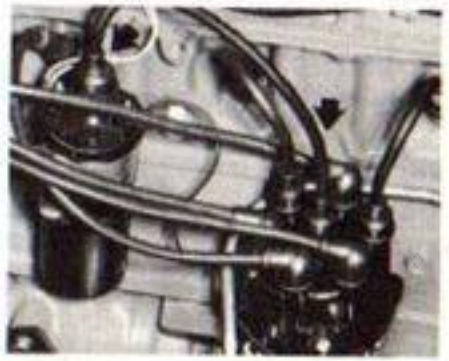
POOR BATTERY CONNECTIONS may be suspected if the car has operated properly a short time before and now not even the horn will operate. Check both ends of both battery cables. If the connections are corroded, a car may sometimes be restored to operation by removing all cable ends, scraping all contacting 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 shoud 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.



Distributor and Coil Cables

(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

ON THE FOLLOWING THREE PAGES...

SOME IMPORTANT FACTS YOU SHOULD KNOW ABOUT AIR POLLUTION CONTROL SYSTEMS

BACKGROUND INFORMATION: During the combustion process in an automotive engine, certain hydrocarbons in the fuel fail to burn completely and are discharged into the engine crankcase or exhaust system. Some carbon monoxide is also formed during the combustion process. This is also discharged into the exhaust system. On a per-car basis, concentrations of these combustion products are insignificant. Multiplied by millions of vehicles, however, crankcase and exhaust emissions combine with pollution products from other sources to contribute to the total air pollution problem.

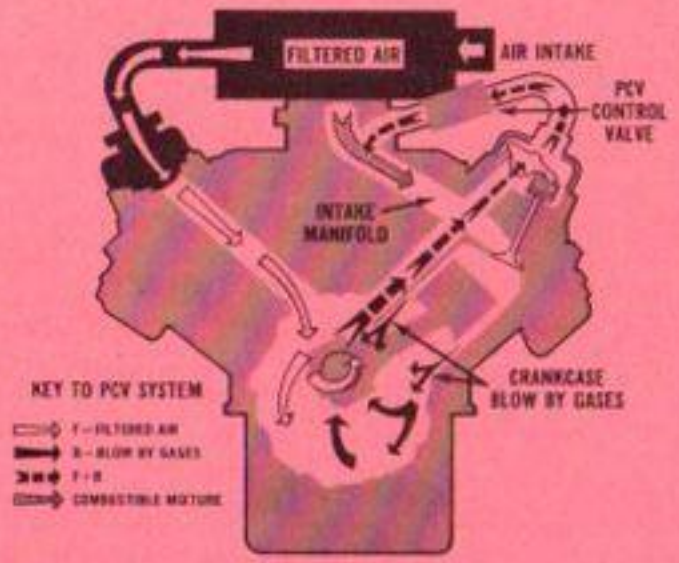
General Motors has, since the late 1940's, been a leader in research and development work related to vehicle emissions, and control systems have been developed which are highly effective in reducing undesirable crankcase and exhaust emissions. This work continues at an accelerated pace.

All new 1970 Chevrolet passenger cars and trucks comply with all Federal and State laws and regulations for the Control of Air Pollution from New Motor Vehicles and New Motor Vehicle Engines.

YOUR ROLE IN CONTROLLING AIR POLLUTION: It is very important that the engine in your Chevrolet vehicle be serviced regularly in order to maintain its efficiency and minimize emissions in normal driving.

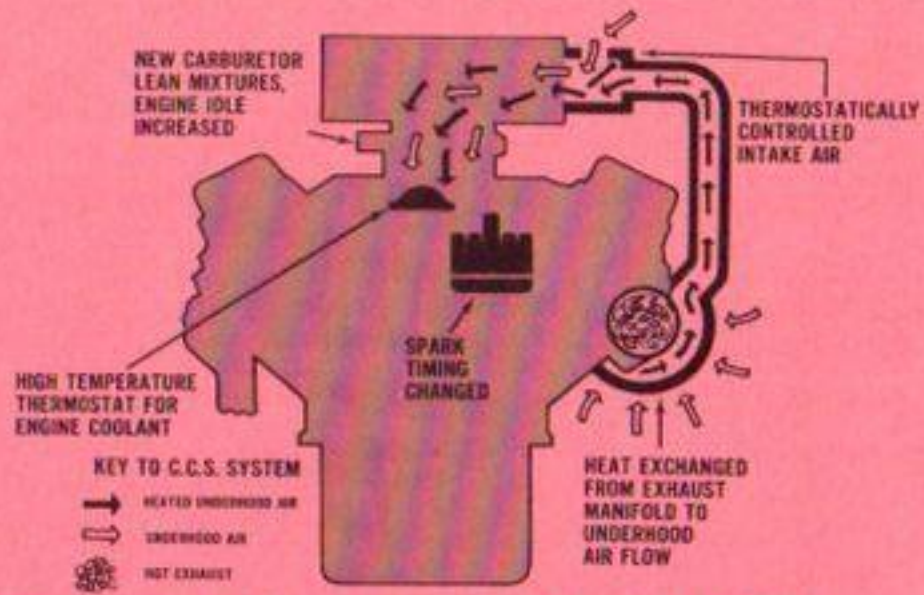
The following pages describe the emission control systems on Chevrolet vehicles, and provide information on their proper maintenance. By following these recommended maintenance services you will help assure cleaner air and will provide a better running, longer lasting engine for greater all-around satisfaction, economy and performance.

What you should know about Air Pollution Contro



*Positive Crankcase Ventilation (PCV)

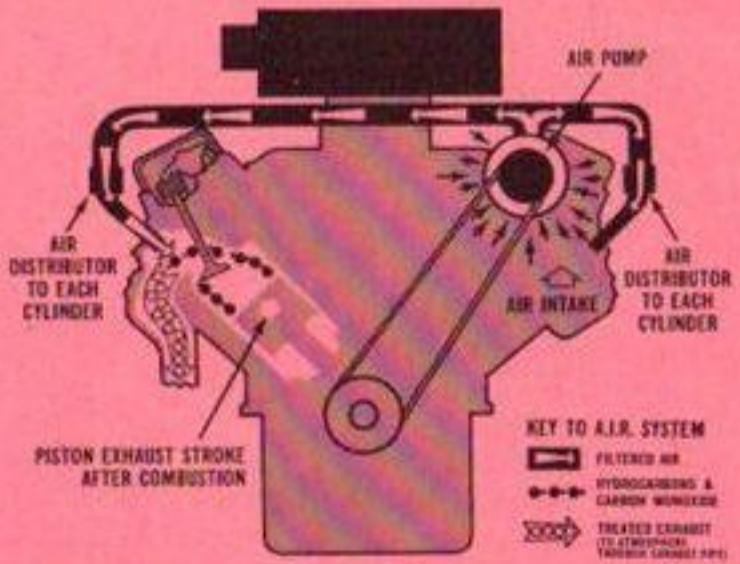
All General Motors vehicles are equipped with Positive Crankcase Ventilation—a system which permits no crankcase emission to be discharged into the ambient air. To function properly, the system depends on the PCV Valve (smog valve) which recirculates and burns blow-by gases inside the engine. This valve must be clean in order to maintain efficient engine operation. See service recommendations presented on last page of this section.



*Controlled Combustion System (CCS)

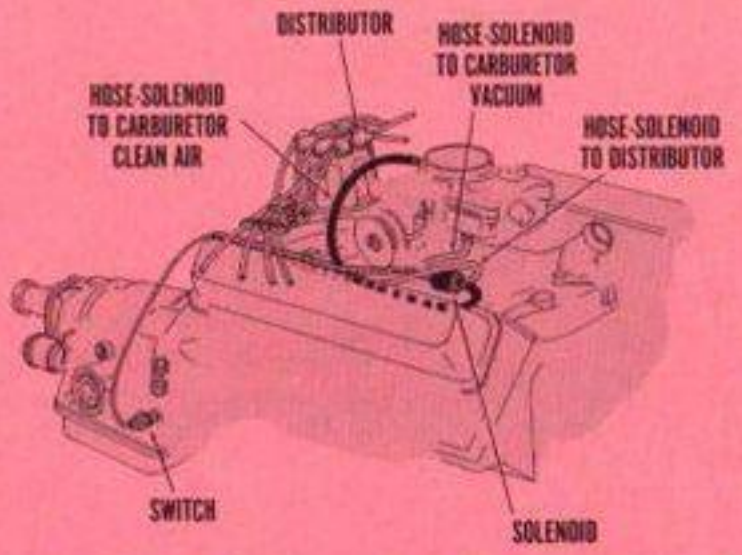
The Controlled Combustion System, used on most vehicles, is designed to reduce exhaust air pollution by altering the combustion process. CCS includes a special air cleaner which incorporates thermostatic control of heated air to the carburetor, a special calibrated carburetor and distributor and related components. Complete effectiveness of the system, as well as full power and performance, depend upon proper engine maintenance. See service recommendations.

Systems on your Chevrolet, and the service required



*Air Injector Reactor (AIR)

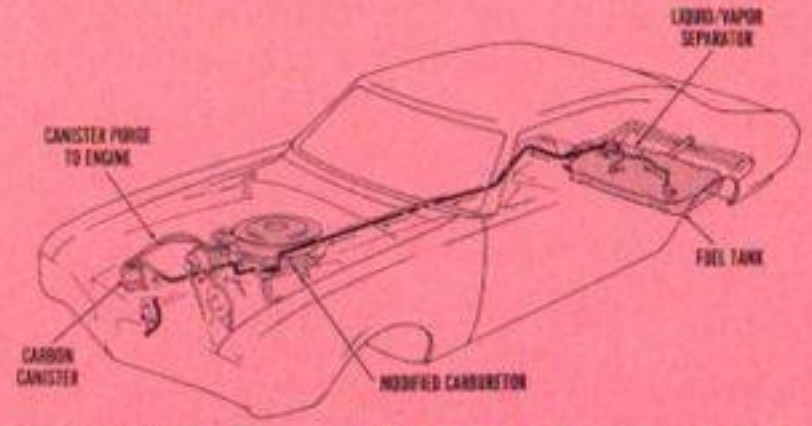
The Air Injection Reactor system, used on some vehicles, is designed to reduce air pollution by oxidizing the hydrocarbons and carbon monoxide after they leave the combustion chamber. A positive displacement air pump, driven by the engine, compresses filtered air which is injected at the exhaust port of each cylinder. This air mixes with the exhaust gases and promotes further oxidation of both hydrocarbons and carbon monoxide. The AIR system also includes a special calibrated carburetor, distributor and related components. Complete effectiveness of the system is dependent on proper maintenance. See service recommendations.



*Transmission Controlled Spark (TCS)

Transmission Controlled Spark is another separate system, used on most vehicles, designed to further reduce exhaust emissions by permitting vacuum spark advance during high gear operation only. TCS includes a solenoid which controls vacuum advance to the distributor in response to a signal from a switch operated by the transmission. The system is designed to provide the advantage of advanced spark timing when it is most needed. TCS requires no regular service.

**Systems illustrated on V-8 engines, 6-cylinder systems similar.*



Evaporation Control System (Required only in California)

General Motors vehicles sold in California are equipped with an Evaporation Control System. This system is designed to minimize the escape of fuel vapors to the atmosphere. Included in the system are a special fuel tank, liquid-vapor separator, carbon canister, canister purge hoses, and carburetor modifications. Fuel vapors which would otherwise escape to the atmosphere are directed into the carbon canister. The carbon adsorbs the vapors and stores them. The vapor is removed from the canister during periods of engine operation as manifold vacuum draws the vapors into the engine and burns them. The Evaporation Control System requires only periodic canister filter servicing. See Service Recommendations.

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

For Cleaner Air—Better Engine Performance—Follow these Periodic Service Recommendations

Interval	System	Service
At first oil change —4 mos. or 6,000 miles (whichever occurs first)	Positive crankcase ventilation (PCV)	Check for proper operation. Inspect PCV Filter (in Air Cleaner)
	Controlled Combustion System (CCS)	Set idle speed, ignition timing and fuel mixture to specifications on decal under hood.
	Air Injection Reactor (AIR)	Same as CCS
At subsequent oil changes—every 4 mos. or 6,000 miles (whichever occurs first)	Positive Crankcase Ventilation (PCV)	Inspect crankcase ventilation filter—replace if necessary. Replace at least every 24,000 miles.*
Every 12 mos. or 12,000 miles (whichever occurs first)	Positive Crankcase Ventilation (PCV)	Replace PCV valve. Inspect all hoses, and fittings. Replace or clean as necessary.*
	Controlled Combustion System (CCS)	Set idle speed, ignition timing, and fuel mixture to specifications on decal under hood.**
	Air Injection Reactor (AIR)	Same as CCS.** Also inspect all hoses and fittings for proper connection and drive belt for wear and tension.
	Evaporation Control System	Replace filter in base of canister and inspect canister.*
		Note: Never replace fuel tank cap with other than the specified cap.

**Service filters more frequently under dusty conditions.*

***These adjustments are also included as part of the quality tune-up recommended at the same intervals.*

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 ¼ 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 ¼ 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

SPECIFICATION

VEHICLE IDENTIFICATION NUMBER

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

Engine—Stamped on boss on block.
8-Cylinder—On right side of block at front.

Body—Stamped on plate attached to cowl panel.

DIMENSIONS

MONTE CARLO

Overall Length
2-Dr. Coupe and convertible ..... 205.8"
Width ..... 75.6"
Wheelbase ..... 116.0"

BATTERY RATING

350, 400 and 454 V8 engine equipped vehicles—12 volt, 66 plate, 2900 watts**

Heavy Duty—12 volt, 78 plate, 3250 watts*

*Cranking power at 0°F.

CAPACITIES

	U.S. Measure	Imperial Measure
Gasoline Tank	20 gal.	16¾ gal.
8 Cylinder		
Oil change only	4 qt.	3¼ qt.
Oil and Filter change	5 qt.	4¼ qt.

Cooling System:	350 V-8	400 V-8	454 V-8
U.S. Measure (qts.)	17*	16**	23.5**
Imperial Measure (qts.)	14¼*	13¼**	19.5**

*with air cond. add 1 qt. U.S. meas. (¾ qt. Imperial meas.)
**with air cond. add 2 qts. U.S. meas. (1¾ 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.
GM Chevrolet ..... 3 lb.

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

TURN SIGNAL FLASHER:

Type ..... Capacity
All ..... 2 lamp (LL)
Hazard Warning Flasher, All ..... 4 lamp

TIRE INFORMATION

Complete tire information will be found on pages 51, 52, 53, and 54.

ENGINE SPECIFICATIONS

CARBURETOR ENGINE DATA	8 Cylinder Engine				
	350 Cu. In.		400 Cu. In. (396)		454 Cu. In.
	2 Barrel	4 Barrel	2 Barrel	4 Barrel	4 Barrel
Horsepower	250 @ 4800	300 @ 4800	265 @ 4800	330 @ 4800	360 @ 4800
Torque	345 @ 2800	380 @ 3200	400 @ 2800	410 @ 3200	500 @ 3600
Comp. Ratio	9.0:1	10.25	9.0:1	10.25:1	10.25:1
Bore	4.0	4.0	4.125	4.125	4.25
Stroke	3.48	3.48	3.75	3.766	4.0
Firing Order	1-8-4-3-6-5-7-2				

SPARK PLUGS

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

	Normal Service (Original Equip.)
350 V-8 Engine (Low Compression)	R-44
350 V-8 Engines	R-44
400 V-8 Engines (Low Compression)	R-44
400 V-8 Engines	R-44T
454 V-8 Engines	R-43T

FUSES AND CIRCUIT BREAKER

The wiring circuits in your 1970 Monte Carlo 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.

FUSES AND CIRCUIT BREAKER:

The headlamp circuit is protected by a circuit breaker in the light switch. An overload on the breaker will cause the lamps to "flicker" on and off. If this condition develops, have your headlamp wiring checked immediately. Also, a circuit breaker, mounted on the firewall, protects the power window, power seat, and power top circuits 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 are:

Radio Accessories, Tape Player	10 Amp.
Air Conditioning, TCS, SOL	25 Amp.
Instrument Lamps (with Gauge Pack)	2 Amp.
Instrument Lamps (w/o Gauges)	3 Amp.
Instrument Lamps	4 Amp.
Tail Side Marker and Parking Lamps	20 Amp.
Stop and Hazard Warning Lamps	20 Amp.
Courtesy, Dome, Cig. Lighter, Clock Lamps	20 Amp.
Gauges and Tell-Tale Lamps	10 Amp.
Wiper	20 Amp.
Dir. Sig. Htr. B/U	25 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 Lamp)	**Candle Power**	**Number**
Headlight Unit		
Outer—High Beam	37½W	4002
Low Beam	55W	Sealed Beam
Inner—High Beam Only	37½W	4001 Sealed Beam
High Beam	55W	—
Low Beam	45W	—
Front Park and Directional Signal	32-3	1157 NA
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
Instrument Illumination Lamp	2	194
(Includes Automatic Transmission)	3	—
High Beam Headlamp Indicator	2	1895
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
Glove Box Lamp	2	1895
Radio Dial Lamp (All exc. AM)	0.3	1893
Radio Dial Lamp (AM)	2	293
Floor Mounted Console	2	1445
Underhood Lamp	15	93
Seat Separator Lamp	6	212-1
Map Light (Mirror)	6	562
Washer Fluid Level Monitor	3	168

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

ITEM	USAGE	RECOMMENDATION
Engine Oil Filter		AC Type PF25
Engine Air Cleaner Element	350 cu. in. 400 cu. in. 454 cu. in.	AC Type A348C AC Type A212CW AC Type A348C
Carburetor Fuel Filter	All	AC Type GF427
Positive Crankcase Ventilator Valve	All	AC Type CV736C
Crankcase Ventilation Filter	All	AC Type FC2

INDEX

CHEVROLET ZONE OFFICE ADDRESSES

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

Los Angeles, California
1800 Avenue of the Stars
879-9611

Oakland, California
10910 E. 14th St.
562-0553

San Diego, California
707 Broadway
234-7231

Denver, Colorado
4355 Kearney St.
388-5361

Jacksonville, Florida
8206 Phillips Hwy.
733-5050

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

Indianapolis, Indiana
2350 N. Shadeland Ave.
359-9511

South Bend, Indiana
3002 S. Michigan St.
291-5000

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

Peoria, Illinois
2009 N. Knoxville
688-8611

Des Moines, Iowa
818 Fifth Ave.
283-1561

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

Wichita, Kansas
4921 E. 21st St.
685-1311

Louisville, Kentucky
4501 Indian Trail
969-2361

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

Portland, Maine
150 Riverside St.
773-2934

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

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

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

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

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

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

Omaha, Nebraska
11616 "I" Street
333-4500

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

Bethpage, Long Island, N. Y.
175 Central Ave., South
293-8800

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

Syracuse, N. Y.
107 Twin Oaks Dr.
437-2861

Tarrytown, N. Y.
371 S. Broadway
631-8900

Charlotte, N. C.
701 Interstate 85
392-6311

CHEVROLET ZONE OFFICE ADDRESSES (Cont'd)

Fargo, N. D.
701 Fourth Ave., N.
235-1101

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

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

Oklahoma City, Oklahoma
12 N.E. 36th Street
525-5431-2

Beaverton, Oregon (Portland)
2250 N. W. Tualatin Valley Hwy.
646-8231

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

Harrisburg, Pennsylvania
101 Radnor St.
233-7951

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

Memphis, Tenn.
3495 Lamar Ave.
363-3612

Dallas, Texas
8635 Stemmons Freeway
637-3110

El Paso, Texas
1633 Airway Blvd.
778-5311

Houston, Texas
4807 Wake Forest St.
668-0511

North Salt Lake, Utah
845 N. Overland St.
295-9441

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

Charleston, W. Virginia
1205-1211 Virginia St., E.
344-2301

Seattle, Washington
233 Sixth, North
623-9030

Green Bay, Wisconsin
1901 S. Webster Ave.
437-6511

Milwaukee, Wisconsin
4066 N. Port Washington Ave.
934-104

CANADA

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

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

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

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

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

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

Toronto 1, Ont.
68 Richmond St., E.
(416) 362-3414

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

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

MEXICO

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

OPERATING RECORD

DATE	MILEAGE	GASOLINE		OIL		REPAIRS	
		$		$		$	

DATE	MILEAGE	GASOLINE		OIL		REPAIRS	
		$		$		$	

SERVICE LITERATURE FOR CHEVROLET CARS AND TRUCKS

The following Chevrolet publications covering the operation and servicing of Chevrolet vehicles can be purchased by filling out the order form on the last page and mailing it with your check or money order to Helm, Inc.

1970 — SHOP MANUAL SERVICE PUBLICATIONS

	Price Each
ST-130 1970 PASSENGER CHASSIS SERVICE MANUAL FOR CHEVROLET, CHEVELLE, MONTE CARLO AND NOVA Includes on-the-car adjustment, maintenance and overhaul of minor assemblies and specifications (e.g. windshield washers, distributor, etc.). Will handle most owner's requirements.	**$4.50**
ST-131 1970 CHASSIS OVERHAUL MANUAL FOR CHEVROLET, CHEVELLE, MONTE CARLO, NOVA AND SERIES 10-60 TRUCKS Includes basic off-the-car overhaul of major accessories (e.g. engine, transmission, etc.).	**$4.50**
ST-133 1970 TRUCK CHASSIS SERVICE MANUAL FOR 1970 SERIES 10-60 TRUCKS	**$4.50**
ST-136 1970 BODY SERVICE MANUAL	**$3.25**

1965 THRU 1969 — SHOP MANUALS COVERING CHEVROLET, CHEVELLE, CAMARO, CHEVY II AND CORVETTE

(See following page for Corvair and Trucks)

	Price Each
ST-130 1967-68-69 SERVICE MANUAL (spfy year) Includes on-the-car adjustment, maintenance and overhaul of minor assemblies and specifications (e.g. windshield washers, distributor, etc.). Will handle most owner's requirements.	**$4.50**
ST-72 1966 SERVICE MANUAL	**$4.25**
ST-56 1965 SERVICE MANUAL*	**$4.25**
ST-131 1967-68-69 OVERHAUL MANUAL (spfy year) Includes basic off-the-car overhaul of major assemblies (e.g. engine, transmission, etc.).	**$3.50**
ST-73 1966 OVERHAUL MANUAL	**$3.50**
ST-57 1965 OVERHAUL MANUAL	**$3.50**
ST-136 1968-69 BODY SERVICE MANUAL (spfy year)	**$3.25**
ST-136 1967 BODY SERVICE MANUAL	**$3.00**
H-60 1966 BODY SERVICE MANUAL	**$2.75**
ST-58 1965 BODY SERVICE MANUAL Above Body Manuals include all information for car bodies (except Corvette, which is in the Service Manual).	**$4.50**

*Excluding 1965 Corvette (see following page)

OTHER AVAILABLE MANUALS LISTED ON NEXT PAGE

CHEVROLET

LITHO IN U.S.A.