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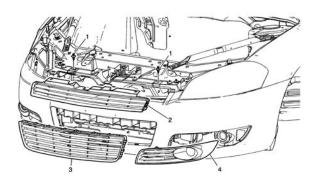
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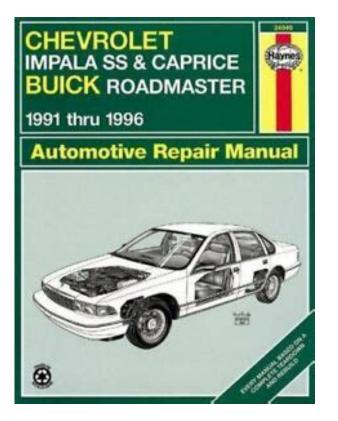


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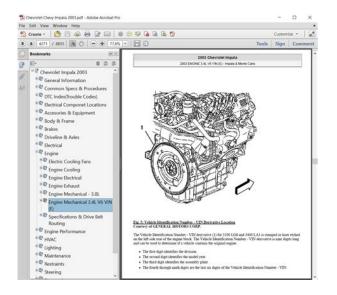


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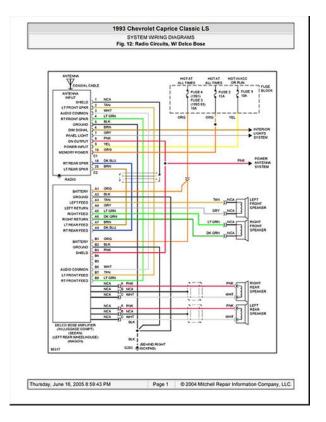
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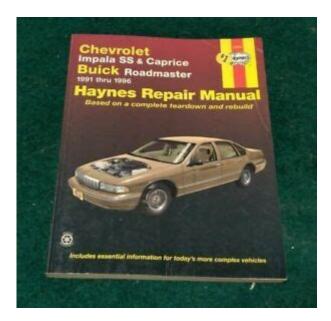
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Regular servicing and maintenance of your Chevrolet Caprice can help maintain its resale value, save you money, and make it safer to drive. Take your entire manual with you on every journey. This particular model of the vehicle saw some noticeable design changes from previous iterations as the angular chassis was replaced with a modern curved frame. Engine sizes varied from 4.3 liter V8 through to 5.7 liter, with 4 speed automatic transmission a standard feature. All required maintenance details, as well as full schedule of servicing can be found in the Caprice 19911996 repair manuals. Our Haynes manuals are also available in both print and digital formats. Please set a password for your account. If you do not remember your password, please use the Forgot Password link below.Manufacturer names and logos in the RockAuto catalog are trademarks of their respective companies and are used only to identify their products. All rights reserved. The 13digit and 10digit formats both work. Please try again.Please try again.Used GoodItem is in good condition with minor signs of use. 100 % satisfaction guarantee and ships directly from Amazon. Small and few imperfections such as slightly curved corners, binding lines, and light scuffs may be presentSomething we hope youll especially enjoy FBA items gualify for FREE Shipping and Amazon Prime. Learn more about the program. Then you can start reading Kindle books on your smartphone, tablet, or computer no Kindle device required. Show details. Ships from and sold by Amazon.com. In order to navigate out of this carousel please use your heading shortcut key to navigate to the next or previous heading. Each manual contains easy to follow steppystep instructions linked to hundreds of photographs and illustrations.



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All wagons included an allvinyl upholstered tworow bench seat interior with an optional third rearfacing seat for two. It was possible to have Regular Production Option RPO L72, a 425hp big block V8 with solid lifters, special camshaft and carburetor, and 11 to 1 compression. An automatic transmission, power steering, white sidewall tires and a vinyl top on the hardtops were extracost options, but most were built with them. Additionally, air conditioning, power windows, CruiseMaster speed control, power seats, an automatic headlight dimmer 1965 only and stereo radios were available. Standard transmission was a SynchroMesh three speed manual, mounted on the steering column. This transmission remained standard until the spring of 1971, when the Turbo HydraMatic automatic became standard.Lenses and silver trim on Caprices differed slightly from the other fullsized models. Sedans and coupe models included luxurious cloth and vinyl bench seats with a folding center armrest in the rear seat. Caprices had unique standard wheel covers, although some of the optional wheels and wheel covers on fullsized models were optional. Coupes could also be ordered with an allvinyl interior featuring Strato bucket seats and center console with floor shifter, storage compartment, courtesy lighting and full instrumentation at the front end of the console that was integrated with the lower instrument panel. Taillamp lenses were all red as the backup lamps were relocated into the rear bumper, unlike in the lesser fullsize models that had their backup lamps in the center of the taillamps. A dualmaster brake cylinder was now included, while front disc brakes were optional. Other new options included a stereo 8track tape player, power door locks, and a fiber

optic exterior light monitoring system.

The same seating selections continued as before with revisions to trim patterns plus the new addition of allvinvl upholstery as a nocost option for conventional and Strato bench seats in sedans and coupes. Engines and transmission offerings were carried over from the previous year. The exception was the optional 425 hp 317 kW 427 cu in 7.0 L Turbo Jet V8 was no longer listed, leaving the 385 hp 287 kW 427 as the top engine. The threespeed Turbo Hydramatic transmission that previously only available with the 396 cu in 6.5 L and 427 cu in 7.0 L V8s was now optional with the 275 hp 205 kW 327 cu in 5.4 L Turbo Fire V8. As with all 1967 cars sold in the U.S., Caprices featured occupant protection safety features that included an energyabsorbing steering column, soft or recessed interior control knobs, and front outboard shoulder belt anchors.Caprice coupes now came standard with the new Astro Ventilation system, which included extra vents in the dash, and the removal of vent wing windows. Side marker lamps became standard on all U.S. cars and the Caprice carried over the optional white corner marker lamps at the forward edge of the fenders in addition to the amber parking lamps which were illuminated with the headlights. All 1968 Chevrolets got front side marker lamps on the fender; cars with an optional engine were identified with its cubic inch displacement listed on half the bezel; the lamp itself occupied the other half. The fiber optics monitoring system was offered again as an option. The Caprice Coupe got serious competition when Chevrolet offered the cars formal roofline in the Impala series as well. The Impala Custom Coupe became the bestselling model in the line. The L72 427 cu in 7.0 L 425 hp 320 kW TurboJet V8 returned to the option list after a oneyear hiatus. A new 307 cu in 5.0 L Turbo Fire V8 rated at 200 hp 150 kW replaced the 195 hp 145 kW 283 cu in 4.6 L small block as the standard engine.

Inside, the instrument panel was revised with a return to the horizontal sweep speedometer and a revised threespoke steering wheel. An optional instrument cluster had a narrow speedometer within its opening and flanking it with engineturned instruments in the place of warning lamps. The fuel gauge, placed next to the speedometer within its own pod in the base models, was moved to its new place next to the speedometer. A tachometer took the place of the fuel gauge in the large opening left by the fuel gauge. The 119 inch 3,023 mm wheelbase, inner bodyshell and framework were carried over from the 1965 model. The station wagon was renamed the Kingswood Estate and continued to use exterior wood grain trim along with the interior trim of the Caprice sedans and coupes. Front seat headrests were now standard equipment to meet federal safety standards and the ignition switch moved from the dashboard to the steering column and also locked the steering wheel when the key was removed. This was part of a Federal mandate for the 1970 models, but introduced a year earlier on all General Motors cars except the Corvair. The standard engine was enlarged to a 235 hp 175 kW 327 cu in 5.4 L V8 with optional engine choices including a new 350 cu in 5.7 L Turbo Fire V8 in 255 or 300 hp 220 kW versions, a 265 hp 198 kW 396 cu in 6.5 L cubicinch Turbo Jet V8, as well as a 427 cu in 7.0 L cubicinch Turbo Jet V8s rated at 335 hp 250 kW or 390 hp 291 kW. All V8 engines were now available with the threespeed Turbo Hydramatic transmission for the first time though the twospeed Powerglide was still offered with the 327 and 350 V8s.Power front disc brakes and fiberglassbelted tires on 15inch 380 mm wheels were made standard equipment along with a 250 hp 186 kW 350 cubicinch Turbo Fire V8. Optional V8s included a 300 hp 224 kW 350 and a new 265 hp 198 kW 400 cu in 6.6 L Turbo Fire V8. The top engine was a new 454 cu in 7.4 L Turbo Jet V8 offered in 345 hp 257 kW or 390 hp 291 kW versions.

Both the 250 and 265 hp 198 kW Turbo Fire engines were designed to use regular gasoline while the 300 hp 220 kW 350 Turbo Fire and both 454 Turbo Jet engines required premium fuel. A threespeed manual transmission with column shift was standard equipment as in previous years but the floormounted fourspeed manual with Hurst shifter was dropped from the option list for 1970 as were the Strato bucket seats and center console previously offered on coupes. Automatic transmission

options included the twospeed Powerglide on 350 V8s and Turbo HydraMatic with all engines.Camaro and Pontiac Firebird.Caprices continued with higher grade interiors than their Impala counterparts with luxurious clothandvinyl upholstery, wood grain trim on dash, steering wheel and door panels plus carpeting on lower door panels on both sedans and coupes. A center front seat armrest was also featured on sedans.Station wagons continued to use unique model names. The Kingswood Estate wagon was considered to be equivalent to the Chevrolet Caprice being the top level wagon. Unlike previous years, station wagons used unique rear suspension using a solid axle with leaf springs as opposed to coil springs and trailing arms on sedans and coupes.On the clamshell design, the rear poweroperated glass slid up into the roof and the lower tailgate with either manual or optional power operation, lowered completely below the load floor. The manual lower tailgate was counterbalanced by a torgue rod similar to the torgue rods used in holding a trunk lid open, requiring a 35 lb push to fully lower the gate. Wagons with the design featured an optional third row of forwardfacing seats accessed by the rear side doors and a folding secondrow seat — and could accommodate a 4 x 8 sheet of plywood with rear seats folded. The clamshell design required no increased footprint or operational area to open, allowing a user to stand at the cargo opening without impediment of a door — for example, in a closed garage.

Station wagon models came only with single exhaust systems which meant lesser power ratings than coupes and sedans. This engine, along with all optional power plants, were designed to run on regular leaded, lowlead or unleaded gasoline of 91 research octane or higher. To achieve this, all engines had the compression ratios lowered to 8.51. General Motors was the first of the big three to have all engines run on regular fuel and these changes were made to help meet the increasingly stringent emission regulations that were to come into place in years to come. When equipped with dual exhaust, the 400 Turbo jet was rated at 260 hp 194 kW. At years beginning, a threespeed manual transmission was standard when the model was introduced in the fall of 1970, although at midyear, the Turbo Hydramatic transmission and variableratio power steering became standard equipment on all Caprice models and lowerline models fitted with a V8 engine. For 1971, the 400 TurboJet engine was rated at 300 gross horsepower with and without dual exhaust, while the more accurate net figures show it rated at 206 hp 154 kW with single exhaust and 260 with dual exhaust. The tested Caprice was powered by the 454 V8 and loaded with virtually all available options. This was done by a bumper within bumper design. Heavy gauge beams reinforced the bumper which are attached to the frame. The rear bumper also featured this design and now had the triple taillights now mounted in the bumper. Turbo Hydramatic transmission, variableratio power steering and power front disc brakes continued as standard equipment. New to the Caprice lineup was a pillared fourdoor sedan. The Kingswood Estate model with simulated woodgrain body side trim was now named the Caprice Estate. The convertible was moved from the Impala to the Caprice lineup for the first time in 1973. New emission standards added EGR exhaust gas recirculation valves to engines with a new roller camshaft, and horsepower ratings were reduced.

The standard TurboFire 400 cu in 6.6 L twobarrel was now rated at 150 hp 112 kW while the only optional engine was the TurboJet 454 cu in 7.4 L V8 produced 245 hp 183 kW with dual exhaust 215 hp 160 kW with single exhaust used in station wagons. Front seats were also repositioned to give more legroom for taller drivers, but shorter people found the driving position awkward. Other body styles including the fourdoor pillared and hardtop sedans, convertible and Estate Wagon were carried over with only minor changes from 1973. New to the engine roster was a fourbarrel version of the small block 400 cubicinch Turbo Fire V8 rated at 180 hp 134 kW which was the standard engine on wagons and all cars sold in California, optional on other models in 49 states. The interlock feature proved so unpopular that Congress rescinded it shortly after the introduction of the 1975 models. A new option this year was a remote control for the passengerside outside rearview mirror. Instrument panels and steering wheels offeredNew tail lights now wrap around rear fenders. Caprice Classic Sport sedans now feature opera windows in the Dpillars. The Caprice convertible

would be discontinued after the 1975 model year along with its fullsize Bbody counterparts including the Oldsmobile Delta 88, Buick LeSabre, and Pontiac Grand Ville. Just about 8,350 Caprice Classic convertibles found buyers in 1975.In California, the fourbarrel 155 hp 116 kW 350 V8 was the base engine and this engine was unavailable elsewhere. Optional engines included the 175 hp 130 kW 400 cu in 6.6 L small block V8 standard on wagons and 215 hp 160 kW 454 cu in 7.4 L big block, the last was not available in California. All engines except for the 454 were single exhaust systems with the introduction of the catalytic converter. Station wagons that used the 454 now featured dual exhaust as well.

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