

# Features and Specs

## The Great One The GT0

Heavy-duty Moraine-400 main and rod bearings. Flat-top pistons with valve indents. High-performance hydraulic valve lifters and springs. Large diameter valves—2.11" intake, 1.77" exhaust (1.96" and 1.66" on 2-bbl). Dual exhausts, low-restriction mufflers, Power-Flex fan. Low-restriction air cleaner on 350 and 360. Functional hood scoop and air trap option on Ram Air; high-output cam and springs, 4-bolt main-bearing caps.

**Capacities:** The gas tank holds 21.5 gallons. Oil capacity is 5 quarts, 6 with filter. Radiator holds 17.8 quarts.

Engines:				
	Standard	Optional 2-BBL	400 H.O.	400 Ram Air
Bhp @ rpm	350 @ 5000	265 @ 4600	360 @ 5100	360 @ 5400
Torque (lb.-ft.)	445 @ 3000	397 @ 2400	445 @ 3600	445 @ 3800
Type	OHV V-8	OHV V-8	OHV V-8	OHV V-8
Bore and Stroke	4.12 x 3.75	4.12 x 3.75	4.12 x 3.75	4.12 x 3.75
Displacement (cu. in.)	400	400	400	400
Compression Ratio	10.75:1	8.6:1	10.75:1	10.75:1
Minimum Allowable Combustion Chamber Volume (cc.)	65.0	90.0	65.0	65.0
Carburetion	4-BBL	2-BBL	4-BBL	4-BBL
Camshaft Duration (deg.) intake exhaust overlap	273 289 54	269 277 47	288 302 63	301 313 76
Camshaft Lift @ Zero Lash—intake exhaust	.410 ± .011 .413 ± .011	.376 ± .011 .412 ± .011	.414 ± .011 .413 ± .011	.413 ± .011 .413 ± .011

Shipping Weight, lbs.					
Model	Engine	Stick	lbs./hp	Auto.	lbs./hp
Hardtop	265 bhp	N.A.	N.A.	3516	13.26
	350 bhp	3506	10.01	3538	10.10
	360 bhp & Ram Air	3506	9.73	3538	9.82
Convertible	265 bhp	N.A.	N.A.	3600	13.58
	350 bhp	3590	10.26	3622	10.35
	360 bhp & Ram Air	3590	9.97	3622	10.06

**Transmissions:** A fully synchro, heavy-duty, 3-speed with Hurst floor shifter is standard. Ratios are 2.42:1, 1.61:1 and 1.00:1.

Next come two versions of the fully synchronized, aluminum-case 4-speed with Hurst floor shifter: Wide-ratio—2.52:1, 1.88:1, 1.46:1 and 1.00:1. Close-ratio (available only with 3.90:1 and 4.33:1 axle ratio for special driving)—2.20:1, 1.64:1, 1.28:1 and 1.00:1.

Then there's our new heavy-duty, 3-speed torque converter Turbo Hydra-Matic, its lever mounted on the steering column. No lag, no lurching, no surprise shifts. Ratios are 2.48:1, 1.48:1 and 1.00:1, with a total torque multiplication at the start of 5.70:1 (5.09:1 with 2-bbl). The governor is set for a maximum automatic upshift at 5000 rpm.

When you order the console, it will accommodate the shift lever for all floor-shift transmissions.

Axle Ratios:						
Engine	Transmission	Standard Axle Ratio		Special-order Axle Ratios		
265 bhp	automatic only	2.93	2.56	2.78†	3.23	
350 bhp	3- or 4-speed	3.55	3.08	3.23†	3.36*	3.90* 4.33*
	automatic	3.36	2.93†	3.23*	3.55*	3.90* 4.33*
360 bhp	3- or 4-speed	3.55	3.08	3.23†	3.36*	3.90* 4.33*
	automatic	3.55		3.23†	3.36*	3.90* 4.33*
360 bhp Ram Air	4-speed only	4.33*		N.A.		
	automatic	4.33*		N.A.		

†Standard axle ratio with air conditioning

\*Air conditioning not available

Special 4.11:1 axle ratio is available, dealer-installed, but make sure you order the car with the heavy-duty 3-speed or close-ratio 4-speed and 3.90:1 axle ratio. Certain special-order combinations require extra-cost items such as a heavy-duty radiator, limited slip differential, special brakes and speedometer gear adapters. Be sure to see your dealer's detailed power train specifications for this information.

Total Final Drive Ratios:									
	Wide-ratio 4-speed				Close-ratio 4-speed				MPH
Axle Ratios	1 2.52	2 1.88	3 1.46	4 1.00	1 2.20	2 1.64	3 1.28	4 1.00	per 1000 rpm in high gear
3.08	7.76	5.79	4.50	3.08	N.A.	N.A.	N.A.	N.A.	24.5
3.23	8.14	6.07	4.72	3.23	N.A.	N.A.	N.A.	N.A.	23.4
3.36	8.47	6.32	4.90	3.36	N.A.	N.A.	N.A.	N.A.	22.5
3.55	8.95	6.67	5.18	3.55	N.A.	N.A.	N.A.	N.A.	21.3
3.90	9.83	7.33	5.69	3.90	8.58	6.40	4.99	3.90	19.4
4.11	10.36	7.73	6.00	4.11	9.04	6.74	5.26	4.11	18.4
4.33	10.91	8.14	6.32	4.33	9.53	7.10	5.54	4.33	17.4

**Steering:** Recirculating ball bearing steering gear. Standard ratio is 24:1. Power steering is 17.5:1.

**Suspension:** Heavy-duty coil springs have wheel rates of 91.0 and 110 pounds per inch, front and rear. Diameter of stabilizer bar is 1".

We'd suggest you try this already heavy-duty standard suspension before you make up your mind about the stiffer shock absorbers we have available.

**Brakes:** Diameter of finned drum is 9.5", with a swept area of 269.2 sq. in. Front disc brakes are optional at extra cost. Diameter: 11.1"; swept area: 323.6 sq. in.

## The Great Imposter The 215 HP OHC Sprint

Engine:	
Bhp @ rpm	215 @ 5200
Torque (lb.-ft.)	255 @ 3800
Type	OHC 6
Bore and Stroke	3.88 x 3.53
Displacement (cu. in.)	250
Compression Ratio	10.5:1
Minimum Allowable Combustion Chamber Volume (cc.)	57.0
Carburetion	4-BBL Quadra-jet
Camshaft Duration (deg.) intake exhaust overlap	Manual 244 244 26
Camshaft Lift @ Zero Lash—intake exhaust	.438 ± .011 .438 ± .011

High-performance main and connecting rod bearings. Heavy-duty clutch. Heavy-duty valve springs. Valve diameters: 1.92 intake, 1.60 exhaust. Split exhaust manifold. Low-restriction exhaust system—2.25" diameter exhaust and tailpipe. Low-restriction chromed air cleaner.

**Transmissions:** Fully synchro, 3-speed manual with Hurst floor shifter is standard. Ratios are 2.85:1, 1.68:1 and 1.00:1.

Or order the heavy-duty 4-speed with Hurst floor shifter. Ratios are 2.85:1, 2.02:1, 1.35:1 and 1.00:1.

Then there's our 2-speed torque converter automatic with its lever mounted on the steering column. Ratios are 1.76:1 and 1.00:1, with a total torque multiplication at the start of 4.93:1. The governor is set for a maximum upshift at 5500 rpm.

When you order the console, it will accommodate the shift lever for all floor-shift transmissions.

Axle Ratios:				
Engine	Transmission	Standard Axle Ratio	Special-order Axle Ratios	
215 bhp	3- or 4-speed	3.55:1*	3.90:1*	
	automatic	3.23:1	2.56:1	3.55:1

\*Air conditioning not available

**Suspension:** Firm front shock absorbers and rear springs and shock absorbers. Diameter of stabilizer bar is .937". Extra-stiff springs and shock absorbers are available in a special handling package.

## The Hero The 350 H.O.

Engine:	
Bhp @ rpm	320 @ 5100 rpm
Torque (lb.-ft.)	380 @ 3200 rpm
Type	OHV V-8 4-BBL
Bore & Stroke	3.88 x 3.75

Displacement (cu. in.)	350	
Compression Ratio	10.5:1	
Minimum Allowable Combustion Chamber Volume (cc.)	61.0	
Camshaft Duration (deg.) intake		273
	exhaust	289 (man.) 282 (auto.)
	overlap	54 (man.) 55 (auto.)
Camshaft Lift @ Zero Lash—intake		.410
	exhaust	.413 (man.) .414 (auto.)

## The Triple Threat The Firebird 400's

Engines:			
	400	400 H.O.	400 Ram Air
Bhp @ rpm	330 @ 4800 rpm	335 @ 5000 rpm	335 @ 5300 rpm
Torque (lb.-ft.)	430 @ 3300 rpm	430 @ 3400 rpm	430 @ 3600 rpm
Type	OHV V-8 4-BBL	OHV V-8 4-BBL	OHV V-8 4-BBL
Bore & Stroke	4.12 x 3.75	4.12 x 3.75	4.12 x 3.75
Displacement (cu. in.)	400	400 H.O.	400 Ram Air
Compression Ratio	10.75:1	10.75:1	10.75:1
Minimum Allowable Combustion Chamber Volume (cc.)	65.0	65.0	65.0
Camshaft Duration (deg.)	intake	273	288 (man.) 273 (auto.)
	exhaust	289	302 (man.) 289 (auto.)
	overlap	54	63 (man.) 54 (auto.) 76 (man.) 63 (auto.)
Camshaft Lift @ Zero Lash—	intake	.410	.414 (man.) .410 (auto.)
	exhaust	.413	.413 (man.) .414 (auto.)
			.413

**Transmissions:** A fully synchro, heavy-duty 3-speed with Hurst floor shifter is standard with 400 and 400 H.O. The Ram Air 400 takes a heavy-duty 4-speed, also on the floor. (This same 4-speed can be ordered for the 400 and 400 H.O.) You can also order our heavy-duty, 3-speed Turbo Hydra-Matic for all 3 engines. The optional console accommodates the shift lever for all floor-shift transmissions.

Engine:			
Bhp @ rpm		320 @ 5100 rpm	
Torque (lb.-ft.)		380 @ 3200 rpm	
Type		OHV V-8 4-BBL	
Bore & Stroke		3.88 x 3.75	
Displacement (cu. in.)		350	
Compression Ratio		10.5:1	
Minimum Allowable Combustion Chamber Volume (cc.)		61.0	
Camshaft Duration (deg.) intake		273	
	exhaust	289 (man.)	282 (auto.)
	overlap	54 (man.)	55 (auto.)
Camshaft Lift @ Zero Lash—intake		.410	
	exhaust	.413 (man.)	.414 (auto.)

**Transmissions:** A fully synchro 3-speed, mounted on the column, is standard. Also available are a heavy-duty 3-speed, a manual 4-speed and 2-speed automatic. Each can be floor-mounted. And the shifter for each can be accommodated by the optional console.

Engine :	
Bhp @ rpm	215 @ 5200 rpm
Torque (lb.-ft.)	255 @ 3800 rpm
Type	OHC 6 4-BBL
Bore & Stroke	3.88 x 3.53
Displacement (cu. in.)	250
Compression Ratio	10.5:1
Minimum Allowable Combustion Chamber Volume (cc.)	57.0
Camshaft Duration (deg.) intake	244
exhaust	244
overlap	25
Camshaft Lift @ Zero Lash—intake	.438
exhaust	.438

**Transmissions:** A fully synchro 3-speed with Hurst floor shifter is standard. Also available are a manual 4-speed and 2-speed automatic. Each can be floor-mounted. And the shifter for each can be accommodated by the optional console.

**Features common to all three Firebirds:** **Steering:** Standard ratio is 24:1 with 6-cyl. (28:1 with V-8 and air cond.). Power steering is 17.5:1.

**Capacities:** The gas tank holds 18.5 gallons. Oil capacity is 5 quarts (less filter). Radiator holds 12.1 quarts (Sprint), 18.6 quarts (H.O.) and 17.8 quarts for 400.

**Brakes:** Diameter—drums 9.5 inches; 269.2-sq.-in. swept area (total, std. system) front, disc diameter, 11.12 inches; 323.6-sq.-in. swept area (total, optional system).

**Suspension:** Heavy-duty springs have wheel rates of 85.0 pounds per inch (front—73 pounds per inch on Sprint only) and 90 pounds per inch (rear).

	Manual Trans.	Auto. Trans.	Optional Ratios
Firebird Sprint	3.55:1* (21.4)	3.23:1 (23.5)	2.78:1** (27.3) 3.55:1** (21.4)
Firebird H.O.	3.36:1* (22.6)	3.23:1 (23.5)	2.78:1*† (27.3) Spec. ord. 3.55:1* (21.4) 3.90:1 (19.5)
Firebird 400	3.36:1* (22.1) (22.6)	3.08:1 (24.1) (24.7)	3.55:1* (21.4) 2.56:1*† (29.7) 3.23:1** (23.5) Spec. ord. 3.90:1** (19.5) 4.33:1* (17.5)
Firebird 400 H.O.	3.36:1* (22.1) (22.6)	3.08:1 (24.7)	3.55:1** (21.4) 2.56:1*† (29.7) Spec. ord. 3.90:1** (19.5) 4.33:1* (17.5)
400 Ram Air	3.90:1* (19.5)	3.90:1* (19.5)	Spec. ord. 4.33:1* (17.5)

#Some ratios require extra-cost items like a h.d. cooling package, limited slip differential, etc. Special 4.11:1 ratio available, dealer-installed. \*\*w/automatic †w/air conditioning (a) Figure in ( ) indicates rate with firm ride and handling option—rate for rear spring on convertibles is increased to 123. •Not available w/air conditioning (automatic transmission only)