



HELP ARTICLE ONLY

There's seriously endless topics on this 1st generation F body and thousands more than this. But here is a few.

There were 3 years of first-generation Camaro & Firebirds, 1967, 68 & 69. *Hope it helps somebody.*

Traction Bars were used on Firebirds & Camaro's fitted to the rear of 67's came about due to bad axle hop. When multi leaf springs were used and shocks offset in 68. Most of this was cured by those changes. You can find original 1967 Firebird traction bars which all seemed to be a diecast main bar (GM # was 9789807) from time to time but do get the entire bar and bracket set up (see image below). There is also a few aftermarket copies or engineered replacements in the US Market for MONO spring cars.

They were also used on Camaro's. ONE only mounted on the RHS mounted axle tube but seem to be all hollow tube bars rather than die cast and had visibly two mount holes in the bracket unlike the Firebird that shows three holes.

Remember, there is always conjecture to this... As some alterations or people blowing up diff's look for a stronger assembly / ratio and all of them at the wreckers for 67-9's back in the day would fit. Recall too - Pontiac had the additional 10 bolt BOP diff... that was really a 12 bolt.



Late 1966 GM fitted round traction bars to all 67 Camaro V8's.

Then in early 1967 the manual Camaro's had the new square bars fitted ALSO, some had round. on 12 bolt rear ends and a dealer fitment campaign kicked to help reduce axle hop.

NOT ALL cars had the main bar fitted on the assembly line. But brackets on the diff were built in for it, hence why many over the years believe they had lost the bar section.



Quiz:

You're the chief Mechanic in a durability trial. You have prepared a 68- Firebird AND a 68 Camaro both fitted with a 350 V8 & Powerglide Auto. You go into a parts shop in 1969 **allowed to buy only 3** engine or gearbox service parts, **what would they be?** But they must work with both vehicles... you're going on a trip... big trip... across the desert.... What would you get from this list? **3 parts only.**

- (A) Starter motor ___ (B) Oil Pump ___
(C) Dissy Cap ___ (D) Water Pump ___
(E) Engine Mount ___ (F) Fuel Pump ___
(G) Dissy Coil ___ (H) Top Radiator Hose ___
(I) Dissy Rotor ___ (J) Engine Gasket kit ___

WHICH 3 PARTS WOULD YOU BUY?

And why...??

Rear seats... Deluxe or Standard...?

Every so often you could hear of people who receive a seat trim kit with the wrong rear seat. "Not happy Jan" time.... Some call wanting just a rear seat trim or asking for dims on a rear seat.

The background is Firebirds came out STANDARD with rear armrests in Standard Trim option. They are deleted in Deluxe trim option in Firebird coupes.

Camaro's have the opposite. Camaro 67-9 Coupes do NOT have rear armrests. The Camaro deluxe Coupe Does.

The lower rear seat made for cars **Without** rear armrests is 134cm, they are wider than a seat WITH armrests. The deluxe rear seat or *(one with fold down as shown here too)* you will find is narrower at 122 cm. Strangely that is not something widely known or mentioned in many supply sources.

If you are going to change from Standard to a Deluxe trim, or vice versa. Figure out the rear seat situation.



Rear Fold Down 68

Door Trims Standard or Deluxe

Pretty simple.

Deluxe are molded on piece trims as lower of the 2 images show.

Standard trim is flat... with screw on armrests. Upper image.

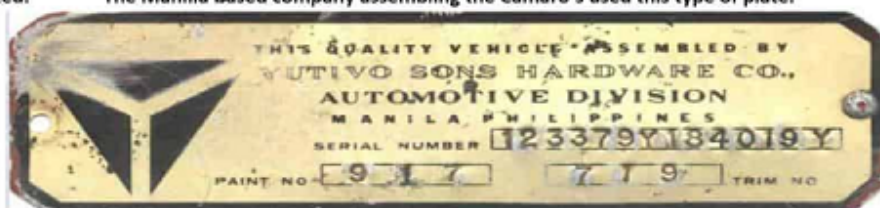
You CAN alternate from deluxe to standard, just change the window regulators and door opening mechanism on each door. Deluxe also require armrest brackets.

1967 F body door trims do not interchange in base pattern to 68-69's.



Were ALL Camaro and Firebirds "Made in the USA" - Most all but not all, most were made in Norwood Ohio and others in Van Nuys California, but due to different countries, like Australia did at the time, local content rules or assembly laws coupled with marketing needs in those countries made it viable to assemble them in Philippines, Peru, Belgium, Switzerland, Venezuela. **(No Known 1st gen Firebirds assembled commercially outside the USA).** No known RHD markets - all indicators are they were all LHD.

Several thousand were made under export agreement each year... with different VIN / Build tags fitted. The Manila based company assembling the Camaro's used this type of plate.



I saw one of these, a 68 Camaro in a ruined state in Saigon (now Ho Chi Minh City) in 2003 while there searching for Australian / American leftovers / spoils of the Vietnam era. One wonders how many ever made it to Australia...?

TOTAL PRODUCTION

1967
Camaro 285,748
Firebird 82,560
1968
Camaro 276,124
Firebird 107,112
1969
Camaro 280,858
Firebird 87,011

SIDE MARKER LAMPS:

A straightforward way to tell a 1967 from 1968 on most all US vehicles is to look at the front and rear sides for SIDE MARKER LAMPS. 1968 was the intro year of side markers for safety rules.



A quick way to tell a 1967 from 1968 or 1969 on both Firebird & Camaro models - is the 67's had vent windows in the doors