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1967 Chevrolet Camaro Restoration Guide

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1967 Chevrolet Camaro

Factory-Correct Restoration Guide

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About This Guide

This is the RestorationEssentials factory-correct restoration guide for the 1967 Chevrolet Camaro — one model, one year, nothing else. Every specification in this guide was checked against marque references, factory literature excerpts, and enthusiast documentation before it was written.

Our operating ethic is simple: we don't lie and we don't steal, we offer value. That means three things for this guide. First, no invented specifications — every number has a source. Second, where reputable sources disagree, the disagreement is disclosed in the text and in the Sources, Conflicts & Omissions section rather than papered over. Third, where a detail could not be verified, it is omitted and the omission is recorded — an honest gap beats a confident fabrication.

How to use this guide: start with the VIN and cowl-tag decoding sections to establish exactly what your car was when it left the factory. Use the engine, transmission, axle, paint, and casting sections to verify that what is on the car today matches what should be there. Use the rust and restoration-sequence sections to plan the work. And keep this guide in the shop — it is a working document, not a coffee-table book. A final note: these cars are over fifty years old. Parts have been swapped, tags have been lost, and memories have faded.

Trust the metal — casting numbers, date codes, and stampings — over stories. When in doubt, photograph everything and verify against the factory service manual for your year.

1. Manufacturer History: Chevrolet

Chevrolet was founded in 1911 by Louis Chevrolet and William C. Durant, and by the 1960s it was the best-selling automotive brand in America — the 'Heartbeat of America' in its own advertising. Chevrolet's formula was simple and devastatingly effective: full-size-car engineering values (V8 power, automatic transmissions, real road manners) delivered at prices working families could afford, backed by the largest dealer and parts network in the country.

Chevrolet's performance era was built on the small-block V8. Introduced in 1955 as a 265-cubic-inch engine, the small-block grew into the 283, 327, 350, and 400, and became the most-produced, most-swapped, most-supported V8 in automotive history. The big-block Mark IV family (396, 427, 454) gave Chevrolet its heavy artillery for the muscle-car wars. For the restorer, no engine family on earth enjoys deeper parts, documentation, and interchange support than the Chevrolet small-block.

The 1960s were Chevrolet's golden decade of performance: the 1963 Corvette Sting Ray, the 1964 Chevelle and its SS, the 1967 Camaro (Chevrolet's answer to the Mustang), the Nova's transformation from economy compact to giant-killer, and the 1970 Monte Carlo, which invented the affordable personal-luxury coupe. Chevrolet sold performance in every showroom in America, which is why its cars dominate the restoration hobby today — and why factory-correct examples command real premiums over the sea of clones.

The 1970s brought unleaded fuel, lower compression, and the end of the gross-horsepower era. For the restorer of a 1962-1973 Chevrolet, the news is almost all good: factory service manuals are thorough and 1967 Chevrolet Camaro

widely available, reproduction parts exist for nearly every wear item and most trim, casting-number references are mature, and the marque clubs make verification possible down to the fastener level.

2. Model History: Chevrolet Camaro

Chevrolet answered the Ford Mustang on September 26, 1966, when the first Camaro went on sale. The Camaro rode GM's new F-body platform: a 108-inch wheelbase, a bolt-on front subframe carrying the



and front suspension, and leaf-spring rear suspension. It was engineered from the start to take everything from a 230-cubic-inch six to a big-block 396, and Chevrolet's option sheet let buyers build anything from a commuter to a Trans-Am homologation special.

The first-generation Camaro (1967-1969) made its legend through option packages: RPO Z22 Rally Sport (hidden headlights and bright trim, any engine), RPO Z27 Super Sport (SS350 with the 295-hp 350; SS396 with 325, 350, or 375-hp 396s), and RPO Z28 - the December-1966 surprise built to homologate the 302 small-block for the SCCA Trans-Am series. Roger Penske and Mark Donohue's Sunoco Camaros won the Trans-Am championship in 1968 and 1969. The 1969 COPO 427 cars, including the 69 aluminum-block ZL1s, are the rarest first-generation Camaros ever built.

The second-generation Camaro arrived as a 1970-1/2 model in February 1970 with dramatic styling, a wider track, and a refined chassis - and it kept the performance faith longer than most: the 1970 Z/28's solid-lifter LT1 350 (360 hp) is one of the great small-blocks ever built. But compression fell for 1971, SAE net ratings arrived for 1972, a 174-day UAW strike gutted 1972 production, and the SS package was dropped after 1972.

For the restorer, the Camaro is the best-supported car in this program. The small-block Chevrolet is the most reproduced engine on earth; first-generation sheetmetal, trim, and interiors are available at unmatched depth; and the documentation culture - the Camaro Research Group, factory assembly manuals, judging standards - is the hobby's gold standard. The flip side: Camaros are the most cloned cars on earth. SS badges, Z/28 stripes, and DZ suffix stamps are cheap; paperwork is not. Trust the metal, verify the tags, and never pay performance money without performance documentation.

3. What Makes the 1967 Unique

This guide is the companion to the factory-correct restoration guide for the 1967 Chevrolet Camaro. Where that volume covers how to restore one, this volume covers how to BUY one - and, more importantly, how to avoid buying a story. The 1967 Camaro is the most cloned first-year pony car in the hobby: SS badges, Z/28 stripes, and big-block hoods bolt onto any of the 220,906 cars Chevrolet built, and the 1967's documentation quirks make fakes harder to catch than on later years.

The central fact of 1967 Camaro authentication: the VIN tells you almost nothing. Digit 3 identifies only 6-cylinder versus 8-cylinder. There are no X-codes on 1967 cowl tags (they arrived on Norwood cars in December 1968). A 1967 Z/28 - all 602 of them - carries a VIN that reads as an ordinary V8 Camaro. Every performance claim about a 1967 Camaro must be proved downstream of the VIN: engine pad

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stampings, transmission and axle stamps, the build sheet, and the Protect-O-Plate.

What to demand, in order of reliability: (1) The factory build sheet - found under seats, above the gas tank, or behind door panels on survivors; it lists every RPO on the car. (2) The Protect-O-Plate - the stamped metal warranty plate issued with the car, carrying the VIN, engine suffix, and delivery data. (3) Original drivetrain stampings - the engine pad suffix (MO for a real 1967 302), transmission tag, and axle stamp - with factory broach marks and period-correct fonts. (4) Date-code alignment - block, head, intake, and component dates must all predate the cowl-tag build date. A single part cast after the car's build date is an automatic fail.

The 1967-specific forgery tells: reproduction cowl tags (real 1967 tags have no X-codes - an X-code on a 1967 tag is an instant tell), restamped MO engine pads (compare the font and broach marks against known-original 1967 examples; most restamps fail under magnification), and 'converted' SS396 cars (the SS hood, badging, and 396 are all bolt-on; only the drivetrain stampings and paperwork separate a real L78 from a 283 car wearing \$3,000 of trim). The 104 Indy Pace Car festival cars and the 602 Z/28s are the most faked 1967 variants - treat every claim as guilty until proven innocent.