

NOVA '75



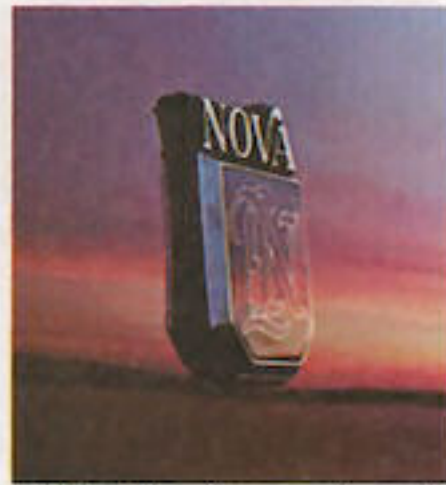
Nova's always been good. Now it's beautiful.

The compact '75 Nova has been emphatically refined along the lines of elegant European sedans. Yet it's more than ever a strong reflection of the Chevrolet engineering tradition. And clearly, economy has taken a beautiful turn for the better.

Nova's new beauty is ably represented by a new kind of Nova, one that might just be precisely right for the times.

You're looking at the '75 Nova LN—the most luxurious compact in Chevrolet history.

Nova LN's wide-back reclining front seats look and feel like big, soft lounge chairs. The front seat backs adjust to give you the right slant on comfort. And the matching materials and fabrics throughout the car are a classic example of beauty in color coordination.



There's also an electric clock, additional sound insulation, thick cut-pile carpeting and much more that says Nova LN.

But LN is not the whole Nova story for '75—not by a long shot. Much of this catalog is devoted to everything that's new and improved in *all* Novas, including the basic '75 Nova, the Nova Custom and the Nova SS.

No matter which Nova you settle on, you'll find that economy can be beautiful. But as the following pages point out, one thing hasn't changed.



The '75 Nova—with Chevrolet's new Efficiency System, a refined front suspension, new double-panel roof construction and more—is still a *supremely* practical Nova.

It just doesn't look it anymore.



**CHEVROLET
MAKES SENSE
FOR AMERICA**



**NOVA'S ALWAYS BEEN GOOD.
NOW IT'S BEAUTIFUL.**
INTRODUCING THE 1975 NOVA LN.

Just how luxurious should a compact be? We think our brand-new addition to the Nova lineup is the best answer around.

The 1975 Nova LN brings you new styling, new colors, new features, new fabrics, new available options. The end result gives

extraordinary pleasure, inside and out. That says it all, in a general kind of way. Now turn the page and let's get specific.



NOVA'S INNER GOODNESS COMES TO THE SURFACE.

We're understandably proud of that. So we've distinguished the exterior of our '75 Nova LN—front, rear and sides—with this classic LN emblem.



It appears inside, too (on the steering wheel), along with some of the nicest things that ever happened to a compact.

THANKS TO LN, NOVA'S IMAGE WILL NEVER BE THE SAME AGAIN.

To begin with, there's a careful coordination of color and style. A rich, napped, shadow-stripe cloth adorns not only the seats but the door panels as well. The instrument panel,

soft-rim steering wheel and steering column are color-keyed with a blue, graystone, red or sandstone interior.

It's quite a show, and you'll have excellent seats to enjoy it in. The two up front are wide-back reclining seats designed for individual luxury, with full foam construction and adjustable seat backs. (The rear bench seat is full foam, too, and has a special cushion design for real passenger comfort.)

Needless to say, you also get other features you might expect of the most luxurious Nova ever. Our LN boasts additional sound insulation in the floor and hood; map pockets on both front door panels; a distinctive smoked lens over the instrument cluster; an electric clock; a full-width luggage compartment mat; added interior lighting, just about anywhere you'd want it (there's a

courtesy light under the instrument panel, in the glove compartment and front ashtray, in the trunk and under the hood); carpeted lower door panels; door-jamb switches for the dome light; a cigarette lighter; bright accents on the instrument panel; a day/night rearview mirror and much more that says Nova LN.

CHOOSING THE CAR IS JUST THE FIRST OF MANY GREAT CHOICES.

You can specify lots of additional items for the interior of your Nova LN. The following are just a few of the features available.

A *power assist for the brakes* reduces much of your braking effort to a mere touch of the toe. By the way, the large, fade-resistant, ventilated disc brakes on Nova LN's front wheels are new standard equipment



Here are two things you can't order on many compacts (but just might want to on this one): power door locks and power windows.*

on all 1975 Novas.

Variable-ratio power steering makes turns and parking an easy proposition, too, and gives you good road feel at highway speeds.

*Power windows** may be operated by individual passengers, or with a master switch conveniently located for the driver.

Power door locks go very nicely with power windows. And the lock system works by using one control on either front door to lock or unlock all the doors.

Four-Season air conditioning, refined for improved output and

performance, is even available with our 6-cylinder engine in '75. It's a fine example of added driving comfort, summer or winter.

A *forced-air rear window defogger* helps clear the rear window of frost and damp-weather steam-ups.



Deluxe seat and shoulder belts seem to be a natural for an interior as nice as an LN's. All belts are color-keyed to the seat and door panel trim.

A *Comfortilt steering wheel* is available for any driver who's fussy about height and angle of the wheel. Take your pick of six easily adjusted positions—and enjoy getting in and out of the car more easily, too.

Swing-out rear side quarter windows can be ordered with the Nova LN Coupe, as a special concession to fresh-air lovers.

Radios and tape players are available in abundance. There's an AM radio, AM/FM radio, AM/FM/Stereo radio, and an eight-track stereo tape system* with either

AM or AM/FM/Stereo radio. A rear seat speaker is also available. And a hidden antenna is built into the windshield when you buy a factory-installed radio for your Nova LN (or any new Nova).

Soft-Ray tinted window glass helps reduce road glare on sunny days.

An *intermittent windshield wiper system* lets you adjust the sweep interval of the wiper blade (over a range of zero to ten seconds) to handle even the lightest rain or snow.

These are by no means the only available options. Many more are listed a bit later in this catalog. So, you'll have plenty of additional opportunity to make your own, personal imprint on the Nova LN.

However, when it comes to styling, you'll be hard put to improve upon what's been done.

THE BODY BEAUTIFUL.

The 1975 Nova LN presents what we really consider to be the smartest appearance in Nova history. And we've added a few tasty accents for good measure.

Some very subtle, color-keyed pinstriping runs the length of Nova LN's lower body. The

What a view. The glass area of every Nova's windshield and windows has increased a total of 11-15% overall for 1975. The windshield's a full 15% larger, and the coupe's rear window has grown by a whopping 21.7%.



Something very special has taken place inside the 1975 Nova LN. You'll see fabrics and other materials working together to achieve a new high in color coordination. For openers, the soft-rim steering wheel, steering column and instrument panel are all the same color. This is also true of LN's available special console with open storage compartments.

And the matching theme continues on the inside door surfaces. Nova LN's main door panel has the same lustrous shadow-stripe fabric that's on the seats, and the front doors even have map pockets (not to mention a covering of thick, cut-pile carpeting on the lower door panel). End result: the most harmonious interior ever found in a Chevy compact.

special full wheel covers have body-colored inserts and LN emblems in their centers. And decals on the front fenders discreetly express metric engine displacement (such as 4.1 LITRE, for our 250-cu.-in. standard Six).

There's also a set of deluxe bumpers (including front and rear bumper impact strips and bumper guards) and a distinctive combination of bright body moldings and silver-finish highlights. Plus LN emblems on the hood, front fenders, rear side window glass and rear panel.

IF YOU DON'T SEE IT, ASK FOR IT.

Feel at liberty to specify other features you might be missing. Here

are some of the exterior items you might want to order.

A *vinyl roof cover* comes in a choice of six colors (depending on which of ten exterior body colors you've selected).

A *bright metal roof carrier** is available on any '75 Nova coupe.

Sport mirrors in aerodynamically designed, body-colored casings

are a nice way to look back. The left-hand mirror is remote-controlled, while the right-hand mirror is manually adjusted.

White stripe or white lettered tires will no doubt be considered a must for some Nova LN drivers. Like the standard blackwalls, they're steel-belted, with radial plies.

And they add a nice touch of formality.

NOVA LN: A HARD ACT TO FOLLOW.

Undeniably. But the standard Nova does follow—with a 14-year heritage of nice surprises and buyer satisfaction all its own. And in the best Nova tradition, there's an impressive list of refinements and improvements in the basic '75 Nova. So, by all means, read on.

Presenting the wide-back reclining front seats, demonstrated by a lovely young lady. The front seat backs adjust to give you the right slant on comfort.



A most stylish family... and the most stylish compact in Chevy history. Nova LN 4-Door Sedan.



*Check your Chevy dealer on availability.

THE EVER-SENSIBLE NOVA. EMPHATICALLY REFINED FOR 1975.

Long known for its practical price and compact size, the standard Nova has suddenly become one of the more

fashionable cars on the road.

And looks aren't all. There are lots of other significant refinements in the standard Nova

(and all Novas) for '75: engineering that makes a very sensible vehicle even more so; and new standard features that

upgrade Nova's comfort, performance and overall value.

Announcing the evolutionary new Nova—in a 2-door coupe,

2-door hatchback coupe and a 4-door sedan.

Economy will probably never be the same again.



Left to right: Nova Hatchback Coupe, Nova Coupe, Nova 4-Door Sedan.

NO MATTER WHAT KIND OF NOVA YOU GET, YOU GET ALL THIS WITH IT.



'75 Nova 2-Door Coupe. Getting down to basics can be fun.

WHAT'S NEW?

You can start with the new styling we've been quietly bragging about since the front cover. Then you can go inside the '75 Nova and begin your admiration all over again.

The thick, cut-pile carpeting, standard in last year's Nova Custom, is now standard in every Nova. And the instrument panel has larger, easier-to-read speedometer graphics.

The glass area in all Nova windshields and windows has been increased to give you a better outlook.

The front-door armrests have been redesigned with integral pull bars, and the door panels now feature higher, handier handles.

All '75 Novas also have double-panel roof construction for improved sound absorption.

The air distribution system has been upgraded, too. Air exhaust louvers



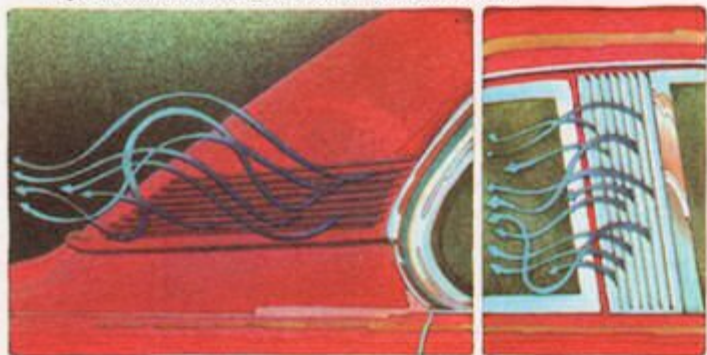
Nova's soft-rim steering wheel is among the first of many nice touches.

have been added to the sides of all '75 Novas to help increase circulation.

You'll notice, too, when you reach for the windshield washer control, that it also has been changed for the better. A new "fluid-on-demand" feature squirts fluid onto the windshield only as long as you depress the washer button.

We've also made a number of modifications

Improved ventilation is a new air exhaust lower.



in Nova's ride and handling.

For one thing, we've refined the suspension. Then, too, Nova's front-wheel tread has grown one and a half inches (to 61.3 inches). And the front suspension lower control arm ball joints now have wear-indicators to encourage timely maintenance.

So, what else is new? Well, we forward-mounted the '75 Nova's steering gear and linkage. We increased the diameter of the standard front stabilizer, too.

And, as we mentioned earlier, front disc brakes and steel-belted radial ply tires are two important new standard fea-

tures on all '75 Novas.

All of which makes us very confident you'll give the new '75 Nova some very high marks in the ride and handling department.

But perhaps the most important change in Nova is in the performance department.

INTRODUCING CHEVROLET'S NEW EFFICIENCY SYSTEM.

What is it? It's the key part of a program to make our new cars run leaner, run cleaner—and save you money every mile.

A series of significant engineering improvements will be working together for the very first time. They're designed to heighten the pleasure and lower the cost of driving—to bring you a better running Nova in many ways, along with improved fuel economy and more miles between recommended maintenance. They include things like a catalytic converter, High Energy Ignition and steel-belted radial ply tires.

Run leaner. Run cleaner. What's that mean?



For instance, when businesses run leaner, they run more economically.

That's what our 1975 Novas (and all 1975 Chevrolets) are designed to do.

By run cleaner, we mean the '75 Novas are designed to meet the stiffer new emission

standards (exhaust hydrocarbons down 50% from 1974, carbon monoxide reduced 46% from 1974), with engines that stay cleaner internally because of no-lead fuel.

Improved fuel economy. All '75 Novas are designed to bring you improved fuel economy, thanks to the new Efficiency System, new engine tuning and easy-rolling radial ply tires.

Surer starting. High Energy Ignition, standard on all 1975 Novas, develops a spark that's up to 85% hotter than that of conventional systems. We wanted to make it possible for you to approach your car with greater confidence on cold or humid mornings and to get efficient combustion at all speeds.

Faster warm-ups for Nova V8s. Chevrolet's new Early Fuel Evaporation is designed to reduce stall and chugging when you first start out. EFE uses exhaust gases in a more sophisticated way to warm the incoming fuel-air mixture, so you can be on your way sooner and more smoothly. The automatic choke cuts out faster, too, which helps save a little gas on short runs in cold weather.

Better performance. Clearly, all '75 Novas are designed to be

Nova has a wider front tread for '75. You're looking at the standard Nova Coupe.



THE CHART

	1974 Replacement Schedule*	1975 Replacement Schedule*
Engine oil	Every 4 months or 6,000 miles	Every 6 months or 7,500 miles
Oil filter	After first 6,000 miles; every 12,000 miles thereafter	After first 7,500 miles; every 15,000 miles thereafter
Spark plugs	Every 6,000 miles	Every 22,500 miles
Chassis lubrication	Every 4 months or 6,000 miles	Every 6 months or 7,500 miles
Transmission fluid	Every 24,000 miles	Every 30,000 miles

*Based on normal driving conditions. Check '75 Nova Owner's Manual for specific recommendation details.

noticeably better performers than cars of the last few years. And with catalytic converters now taking over most of the emissions control job, our engines can do what Chevy engines have long been famous for: Deliver smooth, responsive, efficient performance.

Fewer and simpler tune-ups. With High Energy Ignition, there



are no points or ignition condenser to replace. And spark plugs could last up to 22,500 miles.

Tune-ups, as we've known them, will be simpler and farther apart, due to less frequent adjustment of



timing and replacement of plugs.

More miles between oil changes and chassis lubes. Remember the good old days when you had to change the oil and grease the chassis every several thousand miles?

We've come a long way. In fact, for 1975 we've been able to extend our recommended maintenance intervals impressively. Have a look at THE CHART above. It has lots of good news, including new replacement figures on spark plugs and transmission fluid.

SOME THINGS ARE JUST TOO GOOD TO CHANGE.

In certain ways, our new compact might still be described as "good old Nova."

It still has a sensible size, a sensibly sized engine, a sensible price, and the practicality it started out with.

Nova is still cozily comfortable, too—for up to six people at a time.

A SPECIAL NOTE ABOUT A SPECIAL COMPACT.

The '75 Nova Hatchback Coupe. It's part car, part wagon and all Chevy.

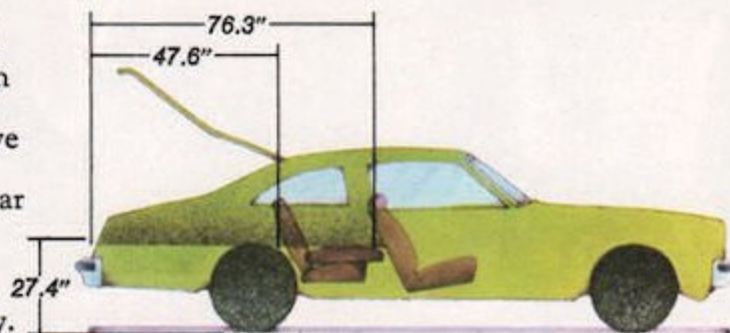
The hatch swings up and opens wide, the back seat folds down, and voilà! Over 28 cubic feet of load space materialize, with more than six feet of flat floor for long items.

For 1975, there are new-design telescopic, springless counterbalancing arms, they're a big improvement over the spring-loaded arms of the past. They make the hatch easier to open and close. They're also neater looking and leave more space for cargo.

In short, this is the car for people who can't decide whether they want styling, comfort, cargo space or economy. Nova Hatchbacks for '75 have it all.



The basic '75 Nova has room for six people. And we're sure you'll love Nova's "all-day" seats—they've got full foam construction. By the way, you don't have to pay extra for Nova's all-vinyl seat trim anymore. Now it's one of two standard upholstery materials.



We've put a lot into it. So can you.

'75 Hatchback Coupe. Our idea of a great compromise between a wagon and a car.



NOVA CUSTOMS. SMILE WHEN YOU CALL THEM ECONOMY CARS.

We prefer to call them the Nova Custom Hatchback Coupe, the Nova Custom Coupe and the Nova Custom 4-Door Sedan.

It sounds so much more refined. And they are refined—inside and out.

Custom touches you can see here include bright moldings, front and rear bumper guards and impact strips, and special "Nova Custom" I.D. on the grille, front fenders and rear end panel.

Inside, each Nova Custom has simulated teakwood inserts and "Custom" nameplates on the front door panels, and added sound insulation.

The Nova Custom bench seats are done up

handsomely and feature elongated, two-button backrests. And the instrument panel is alive with bright accents.

All in all, the Nova Custom sets itself apart very nicely.

If it sounds like what you had in mind, your search for the economy car that's right for you might well be over. You can make sure by seeing the Nova Custom of your choice at your Chevrolet dealer's.



Left background: Nova Custom Hatchback Coupe.
Right background: Nova Custom Coupe.
Foreground: Nova Custom 4-Door Sedan.

WHEN YOU START WITH SOMETHING AS SENSIBLE AS A NOVA, YOU CAN AFFORD MORE OF THESE.



Nova SS package—the Super Sport option.

THIS IS GOING TO BE MULTIPLE CHOICE.

The '75 Nova's sensible base price allows you to pick a few or a lot of the available features you might want, in order to make your Nova your Nova.

Just read the following list. Then see if you don't get ideas. With Nova, you can do something about them.

We'll start with a few amenities already found on the '75 Nova LN but which you can order on any '75 Nova.

Electric clock.
 Auxiliary interior lighting (a courtesy lamp under the dash, in the glove compartment and

front ashtray, in the trunk and under the hood, plus a "headlights-on" reminder buzzer).

MORE GOOD THINGS.

Now consider these embellishments, standard on the Nova LN and Nova Custom, but yours for the ordering on other '75 Novas.

Deluxe bumpers and guards (front and rear bumper impact strips and bumper guards).

Interior Decor/Quiet Sound Group. The package includes bright accents on the instrument panel, a right-hand door-jamb switch for the dome light, a glove compartment light, a day/night rearview mirror, a cigarette lighter and special body insulation.

Many of the things included in the Nova SS (Super Sport) package (we'll explain that package in a minute) are also available on other Novas.

Rally wheels with trim rings and bright lug nuts (not available on the Nova LN).



Power door locks, anyone?

Sport mirrors (left-hand remote-controlled, right-hand manually adjusted), encased in aerodynamically designed housings.

Heavy-duty front and rear suspension, including special springs and matching shock absorbers.
 Four-spoke sport steering wheel with identifying emblem (not available on Nova LN).



An electric clock is standard in the Nova LN—and yours to order in other '75 Novas.

NOW LET'S OPEN THAT SS PACKAGE.

It's an available Super Sport option for the Nova Custom or Nova driver who'd enjoy some of the look and feel of a sporty car. The package, available for hatchback coupe and 2-door coupe models, includes:

Some very sporty accent striping on the body sides.
 Black accent area around side windows and pillars.
 Black sport mirrors.
 Rally wheels with trim rings and special center caps.

A black-accented grille with a nice big "Nova SS" emblem in the middle.
 More "SS" I.D. on the front fenders, rear panel and on the sport steering wheel.
 Heavy-duty front and rear suspension.

You can even get air conditioning with a 6-cylinder engine.



SPORTINESS REVISITED.

You just might want to order one or more of the following items to round out your own personal concept of Nova.

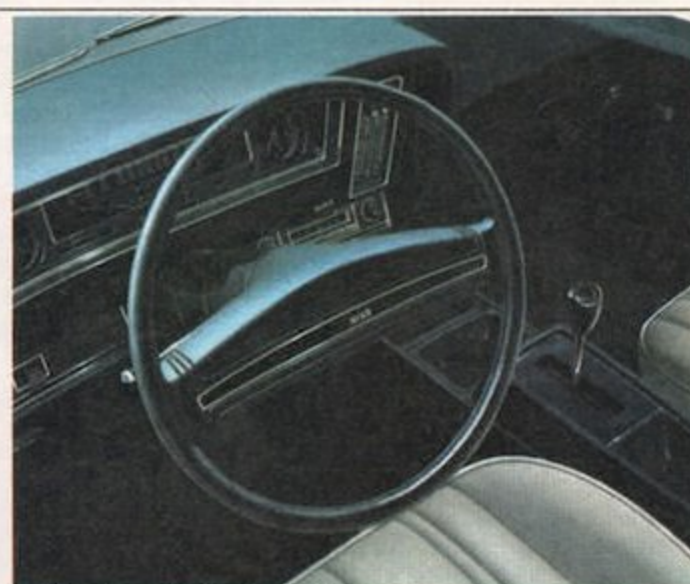
Sport suspension with 14 x 7 wheels, plus a rear stabilizer bar. The spring rates and shock absorber valving are calibrated for flatter cornering and a some-

what firmer ride.
 Radial-tuned suspension with rear stabilizer bar and 14 x 7 wheels. This suspension system matches the Nova's cornering and overall handling response to the special characteristics of steel-belted radial ply tires.
 Turbine I wheels.
 Strato-bucket seats (not available in sedans or LN models).
 Special instrumentation (tachometer, ammeter, and temperature gauge, plus an electric clock) available only in V8 models with center console.
 White stripe—or white lettered—steel-belted radial ply tires.

QUALITY ITEMS WE'VE TOUCHED ON BEFORE.

You might be interested only in the availability of features we've already mentioned while discussing the Nova LN. Since they'd enhance any '75 Nova, they deserve another mention.

Center console (with bucket seats only).



Why do you think we call it the Nova Custom?

Variable-ratio power steering.



Power windows*.
 Turbo Hydra-matic transmission.
 Power disc/drum brakes.
 Power door locks.
 AM radio.
 AM/FM radio.
 AM/FM/Stereo radio.

Stereo tape system* with AM radio.
 Stereo tape system* with AM/FM/Stereo radio.
 Rear seat speaker. (Two rear speakers are included with stereo systems.)



Roof carrier* (for coupes only).
 Four-Season air conditioning (available with all engines).



Contoured Strato-bucket front seats may be the first option you want to order.

Vinyl roof cover.
 Forced-air rear-window defogger.
 Soft-Ray tinted glass.
 Deluxe seat and shoulder belts (not available with black interiors). The metal buckles are color-keyed to the interior trim.
 Comfortilt steering wheel. Adjusts easily to any of six positions. Makes getting in and out of the car easier and lets you set wheel in driving position that's right for you.

QUALITY ITEMS WE HAVEN'T TOUCHED ON BEFORE.

There are lots of other '75 Nova options available. So, you go right on reading. As we said earlier, when you start with something as sensible as a Nova, you can afford to.

Positraction rear axle. Automatically delivers more torque to the rear wheel that has more traction. Comes in very handy on ice, sand and snow.

Color-keyed floor mats (front and rear) would add a lot to the interior scheme of things, while protecting Nova's new standard cut-pile carpeting.

Exterior Decor Package (available on Nova and Nova Custom

If you're ordering front bucket seats, consider replacing Nova's standard 3-Speed column shift with a floor-mounted shift control, either with or without a black center console. 4-Speed shifter shown below.



only): Body side moldings with black accents; bright moldings on side windows, door frames and headlight bezels.
 Body side molding
 Door-edge guards.
 Remote-control left-hand rearview mirror.
 Full wheel covers (available on Nova and Nova Custom only).
 Floor-mounted shift lever, available with standard 3-Speed transmission (except LN).
 Fuel economy indicator light.* This yellow light in the fuel gauge comes on during periods of minimum fuel economy. By moderating your acceleration and keeping the light off, you can save gas.

*Check your Chevy dealer on availability.

The new intermittent windshield wiper system has a control that lets you regulate the sweep interval of the wiper blade over a range of 0-10 seconds. Very handy when there's a mist, fog or very light rain.



Available options like body side molding and Rally wheels can enhance the good looks of a '75 Nova.



A swing-out quarter window is available for all coupes, including the Custom and LN.



IT JUST WOULDN'T BE A '75 NOVA WITHOUT ALL THESE.

ANOTHER COLUMN OF AVAILABLE OPTIONS FOR YOUR 1975 NOVA.

That's right. Here are still more available '75 Nova options. Don't stop reading now—you're doing fine.

- Wheel opening moldings.
- Swing-out rear side quarter windows (coupes only).
- Dual horns.
- Intermittent windshield wiper system. Did you see our demonstration on the preceding page?
- Heavy-duty battery.
- Heavy-duty radiator.
- Trailer hitch and load distributing platform (V8s only).
- Trailering wiring harness.
- Trailering mirrors.
- Space-Saver spare tire. A standard feature in the hatchback coupes, available in all other Novas. This reduced-profile tire takes up less space, allows more luggage space. Includes aerosol can for inflating.
- Nova Hatchback Hutch. A handy camping tent that attaches quickly and easily to Nova Hatchback



models, transforming them into economy two-sleeper campers.

Take a moment now to scan through all these good, sensible things that the 1975 Novas have in common. Then turn to the back cover of this catalog—pencil in hand—and start checking out the '75 Nova that's right for you.

COMFORT.

Chevrolet engineers don't just build a passenger compartment. They design and build a passenger environment. The following standard features help make travel time in a '75 Nova time very well spent.

- Flow-through ventilation system that circulates outside air through the inside of the car while you're driving. New air exhaust louvers for improved circulation
- Built-in blended air heater and defroster system
- Molded full foam front and rear seat construction
- Separate front frame unit, cushion-mounted to body and front end for added driving comfort
- Cut-pile carpeting.

DRIVING.

As a driver, you can relate to a car only as well as it relates to the road. And the '75 Nova relates extremely well. Here are some of the reasons why driving one is such a strong argument for buying one.



- Wide front and rear tread
- Computer-selected front coil and multi-leaf rear springs
- New, increased-diameter front ride stabilizer
- Bias-mounted rear shock absorbers
- Precise Ball-Race steering
- Self-adjusting brakes (ventilated front discs, finned rear drums). The large, fade-resistant discs on the front wheels are a new standard on Nova for '75 and feature wear sensors that sound a



warning when the linings need replacement

- Single-unit Power-Beam headlights
- 21-gallon fuel tank
- Hydraulic valve lifters
- Increased glass area in all Nova windshields and windows
- New standard steel-belted radial ply tires.

DURABILITY.

You know, and we know, that very few cars are sold to little old ladies from Pasadena. That's why this year's Nova (like all Novas before it) was built to take a good pounding from roads and weather. Look at these Nova durability features for 1975.

- Corrosion-resistant rocker panels
- Steel inner fenders, front and rear, to help protect outer fenders
- Double-panel steel construction in the roof, doors, hood and deck lid
- Sealed side-terminal battery with flame arrestor caps
- Delcotron generator with built-in solid-state regulator
- Coolant recovery system
- Retracting bumper system with hydraulic cylinders front and rear.

OCCUPANT PROTECTION.

We've built each '75 Nova carefully, and we hope you'll drive it carefully.

The following safety features are standard on every '75 Nova.

- Seat belts with push-button buckles for all passenger positions
- Two combination seat and shoulder belts for driver and right front passenger (with reminder light and buzzer, inertia reel and starter interlock)
- Two front-seat head restraints
- Energy-absorbing steering column
- Passenger-guard door locks
- Safety door latches and hinges
- Folding seat back latches
- Energy-absorbing padded instrument panel and front seat back tops
- Contoured windshield header
- Thick-laminate windshield
- Padded sun visors
- Safety armrests
- Safety steering wheel
- Cargo-guard luggage compartment (except hatchback)
- Side-guard beams.

ACCIDENT PREVENTION.

- Side marker lights and reflectors (front side marker lights flash with direction signal)
- Parking lamps that illuminate with headlights
- Four-way hazard warning flasher
- Back-up lights
- Lane-change feature in direction signal control
- Windshield defrosters, washers and dual-speed wipers
- Wide-view inside mirror (vinyl-edged, shatter-resistant glass and deflecting support)
- Outside rearview mirror
- Foot-operated parking brake
- Dual master cylinder brake system with warning light
- Starter safety switch
- Dual-action safety hood latch.

ANTI-THEFT.

By now you've been told a thousand times that most stolen cars had the ignition keys left in them. So, be glad for the



two anti-theft features below.

- Anti-theft ignition key reminder buzzer
- Anti-theft steering column lock.

A QUICK TOUR OF THE PAINT SHOP.

A wide choice of up to 16 exterior colors and 10 different two-tone combinations is offered up for your 1975 Nova.

However, not every color is meant for every model. That's because we want the exterior to go well with whichever color interior you choose. We also want it compatible with the vinyl roof you might order, or the various body stripes on the Nova LN or Nova SS.

Your Chevy dealer has a complete color chart for the 1975 Nova—inside and out—and he can quickly explain all the possibilities for the Nova of your choice. Meanwhile you can look over the exterior color list below, and the interior trim information next to it.

Exterior Body Colors.

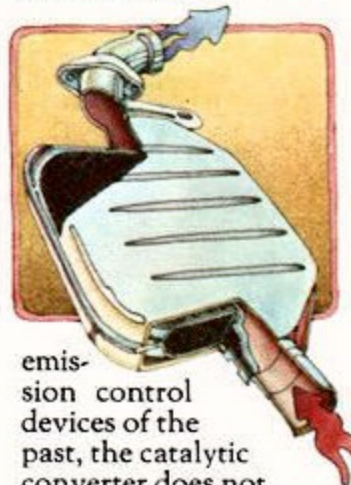
Cream Beige
Medium Blue
Midnight Blue Metallic
Light Gray
Dark Green Metallic
Dark Red Metallic
Sandstone
Dark Sandstone Metallic
Silver
Antique White
Bright Blue Metallic*
Medium Green*
Medium Orange Metallic*
Light Red*
Light Saddle Metallic*
Bright Yellow*
Vinyl Roof Colors.
Black
Dark Blue
Dark Red
Sandstone
Silver Metallic
White
Dark Brown*
Medium Green*
Red*

*Not available on Nova LN models.

IS THE NEW CATALYTIC CONVERTER REALLY NEW?

New to you, maybe. And new on Chevrolets in 1975. But this highly efficient emissions control device has been under development for a long time. GM's catalytic development program included 1,000 vehicles, going over 20 million miles.

We have so much confidence in it, we've put one into the exhaust circuit of every '75 Nova. It's a major step toward clean air. And, unlike



emission control devices of the past, the catalytic converter does not significantly restrict the '75 Nova's engine power.

INTERIOR TRIM COLOR CHOICES

NOVA	
Cloth-and-Vinyl	All-Vinyl
<input type="checkbox"/> Black* (bench seat)	<input type="checkbox"/> Black* (bench or bucket seat)
<input type="checkbox"/> Blue (bench seat)	<input type="checkbox"/> Blue (bench seat)
<input type="checkbox"/> Sandstone (bench seat)	<input type="checkbox"/> Saddle (bench or bucket seat)
	<input type="checkbox"/> Sandstone (bench or bucket seat)
NOVA CUSTOM	
Cloth-and-Vinyl	All-Vinyl
<input type="checkbox"/> Blue (bench seat)	<input type="checkbox"/> Black* (bench or bucket seat)
<input type="checkbox"/> Green (bench seat)	<input type="checkbox"/> Sandstone (bench or bucket seat)
<input type="checkbox"/> Sandstone (bench seat)	<input type="checkbox"/> Red (coupes with bench seat)
	<input type="checkbox"/> Saddle (coupes with bench or bucket seat)
	<input type="checkbox"/> White** (coupes with bench or bucket seat)
NOVA LN	
Brushed Knit Cloth	
<input type="checkbox"/> Blue	<input type="checkbox"/> Graystone
<input type="checkbox"/> Red	<input type="checkbox"/> Sandstone

*Available with your choice of black or red carpeting.
**Available with your choice of black, blue, green or red interior accents—including carpeting.



ONCE AGAIN: WHY UNLEADED FUELS?

(1) Cleaner exhaust emissions, (2) more economy of operation and (3) compatibility with the catalytic converter (no other fuel should be used).

As a precaution against error at tank-up time, all '75 Novas have specially constructed filler necks on their fuel tanks. They're specifically designed to accept only the small-diameter nozzles on pumps that dispense completely unleaded fuels. That way, you'll always get the right grade of gasoline.

POWER TEAMS

Engines	SAE Net H.P.	3-Speed	4-Speed	Turbo	Hydra-matic
250 1-bbl Six (1)	105	Std.**(2)	NA		*
4.3-litre 2-bbl V8 (1)	110	Std.**	NA		*
350 2-bbl V8 (2)	145	Std.**	NA		*
350 4-bbl V8 (1)	155	NA	*		*

*Available at extra cost
**Floor-mounted shift lever available at extra cost (except LN).
NA—not available
(1) California Emission Equipment required in California
(2) Not available in California

AS LONG AS YOU CAN PICK YOUR OWN AXLE RATIO, YOU MIGHT AS WELL LEARN HOW.

Lots of people don't know just which axle ratio is right for their kind of driving. To make it easy to pick the one that's right for you, here's a brief description of Nova's standard axle ratio and two available ratios for 1975.

Standard Axle Ratio (2.73:1)*	For best overall balance of performance and economy under normal driving conditions
Highway Axle Ratio (2.56:1)	For optimum highway cruising economy with good overall performance
High-Altitude Axle Ratio (3.08:1)	For improved overall performance in relatively hilly or high-altitude areas

*3.08:1 with the available 350 4-bbl V8

DIMENSIONS AND CAPACITIES

	Coupes	Sedans
Wheelbase:	111.0"	111.0"
Length overall:	196.7**	196.7**
Width overall:	72.2"	72.2"
Height, loaded:	54.3"	54.3"
Tread, front:	61.3"	61.3"
Tread, rear:	59.0"	59.0"
Head room, front:	38.5"	39.5"
Head room, rear:	36.3"	36.5"
Hip room, front:	53.3"	55.9"
Hip room, rear:	44.7***	46.4"
Shoulder room, front:	56.6"	56.6"
Shoulder room, rear:	55.3"	56.7"
Leg room, front:	41.7"	41.7"
Leg room, rear:	33.4"	35.3"
Luggage space (cu. ft.):	14.2***	13.0

* Nova Custom models: 197.7"

** Hatchback Coupes: 44.8"

*** Hatchback Coupes: 28.4 cu. ft. with rear seat folded down



A HANDY WORK SHEET FOR THE 1975 NOVA BUYER.

Pencil ready? We've used this page to summarize briefly the whole 1975 Nova lineup—models, standard features and

available options. Just check the right boxes, and you're well on your way to just the right Nova. Now, have yourself

a ball getting there. (Your Chevrolet dealer can answer questions on specific details, including California power teams.)

MODELS	INTERIORS	ENGINES/TRANS.	OTHER STANDARD HIGHLIGHTS
NOVA <input type="checkbox"/> Coupe <input type="checkbox"/> Hatchback Coupe <input type="checkbox"/> Sedan	<input type="checkbox"/> Std. bench seats or <input type="checkbox"/> Available Strato-bucket front seats with <input type="checkbox"/> Std. all-vinyl or <input type="checkbox"/> Std. cloth-and-vinyl seat covers <i>Standard Highlights:</i> Cut-pile carpeting; redesigned instrument panel with easier-to-read graphics; redesigned front-door armrests with integral pull bars.		FR78-14 GM-Specification steel-belted radial ply tires; manual front disc brakes; front coil and multi-leaf rear springs; front ride stabilizer; self-adjusting brakes; energy-absorbing front and rear bumpers; molded full foam seat construction.
NOVA CUSTOM <input type="checkbox"/> Coupe <input type="checkbox"/> Hatchback Coupe <input type="checkbox"/> Sedan	<input type="checkbox"/> Std. bench seats or <input type="checkbox"/> Available Strato-bucket front seats with <input type="checkbox"/> Std. perforated all-vinyl, <input type="checkbox"/> Std. sport cloth, or <input type="checkbox"/> Std. cloth-and-vinyl seat covers <i>Standard Highlights:</i> Cut-pile carpeting and carpeted lower door panels; glove compartment light; elongated 2-button backrests; brightly accented instrument panel; simulated teakwood inserts; "Custom" nameplates on front door panels.	<input type="checkbox"/> Std. 250 1-bbl. Six or <input type="checkbox"/> Std. 4.3-litre 2-bbl. V8 or <input type="checkbox"/> Available 350 2-bbl. V8 with <input type="checkbox"/> Std. 3-Speed or <input type="checkbox"/> Available Turbo Hydra-matic <input type="checkbox"/> Available 350 4-bbl. V8 with <input type="checkbox"/> Available floor-mounted 4-Speed or <input type="checkbox"/> Available Turbo Hydra-matic.	All of the above standard highlights PLUS various bright body moldings; bumper guards and bumper impact strips; extra body insulation; "Custom" I.D. on grille, front fenders and rear end panel.
NOVA LN <input type="checkbox"/> Coupe <input type="checkbox"/> Sedan	<i>Standard Highlights:</i> Individual wide-back reclining front seats with adjustable backrests; brushed knit and sewn cloth seat trim and matching door panels; color-coordinated steering wheel/steering column/instrument panel; electric clock; cut-pile carpet and carpeted lower door panels; map pockets in front doors.		All of the above standard highlights (except "Custom" I.D.) PLUS bright moldings around side windows and rear end panel; LN emblem on hood, front fenders and rear end panel; full wheel covers with body-colored accent and LN emblems; dual pinstriping on lower body; white LN emblem on rear side window glass; metric engine displacement decals on front fenders; full-width luggage compartment mat; auxiliary lighting (a courtesy lamp in the trunk compartment, under the hood, under the dash, in the glove compartment and front ashtray, plus a "headlights-on" reminder buzzer).

A PARTIAL LIST OF AVAILABLE NOVA '75 OPTIONS

- | | | | | |
|---|---|--|---|---|
| <input type="checkbox"/> Power steering | <input type="checkbox"/> Air conditioning | <input type="checkbox"/> Tinted windows | <input type="checkbox"/> Nova SS Package (described on p. 12) | <input type="checkbox"/> Hatchback Hutch (an attachable tent for hatchback coupes only) |
| <input type="checkbox"/> Power brakes | <input type="checkbox"/> AM/FM/Stereo radio | <input type="checkbox"/> Power door locks | <input type="checkbox"/> Deluxe seat and shoulder belts | <input type="checkbox"/> Turbine I wheels |
| <input type="checkbox"/> Power windows* | <input type="checkbox"/> Rear seat speaker | <input type="checkbox"/> White stripe tires | <input type="checkbox"/> Sport mirrors (incl. in Nova SS) | <input type="checkbox"/> Intermittent windshield wiper system |
| <input type="checkbox"/> Rear window defogger | <input type="checkbox"/> Vinyl roof cover | <input type="checkbox"/> Comfortilt steering wheel | <input type="checkbox"/> Color-keyed floor mats | <input type="checkbox"/> Heavy-duty battery |
| <input type="checkbox"/> Door-edge guards | <input type="checkbox"/> Roof carrier* (available on coupes only) | <input type="checkbox"/> Trailer hitch | | <input type="checkbox"/> Heavy-duty radiator |
| <input type="checkbox"/> Floor console (available with bucket seats only) | <input type="checkbox"/> Dual horns | <input type="checkbox"/> Electric clock (incl. in Nova LN) | | |
| | <input type="checkbox"/> Positraction | | | |

*Check your Chevy dealer on availability.



All illustrations and specifications in this literature are based on the latest product information available at the time of publication approval. The right is reserved to make changes at any time without notice in prices, colors, materials, equipment, specifications and models, and also to discontinue models. Chevrolet Motor Division, General Motors Corporation, Detroit, Michigan 48202. Litho in U.S.A.

