



Photo courtesy of John Justin

*Chevelle SS production for 1971 dropped to a record low of 19,293 units.*

The SS 396 and SS 454 performance options were gone, replaced by a dress-up SS equipment option (RPO Z15). Any optional V-8 engine and transmission could be ordered with the new SS option.

Unavailable for a Super Sport since 1965, a small-block V-8 could now be ordered. There were two versions available, both 350 cubic inches. They were the 270hp (RPO L48) and the 245hp (RPO L65). The 402 cubic inch LS3 and LS5 454 were also available as optional engines which could be ordered with the SS equipment package. Both 350 cubic inch engines, as well as the 402 cubic inch engine, could be ordered without the SS equipment option. Only the LS5 454 engine required the SS equipment option. It should be noted that no LS6 454 engines were ever installed in any Chevelle available to the public, although 188 were installed in Corvettes.

Unless the optional 454 cubic inch engine was ordered, a plain SS badge with no engine identification was displayed on the front fenders.

Chrome valve covers and a chrome air cleaner cover were no longer part of the SS equipment option.

Both the cowl induction hood and the twin wide sports stripes were carried over from 1970. The cowl induction hood was limited to big-block cars, although it is rumored some dealers installed this option on small-block cars. Hood locking pins, which were included only with the cowl induction hood option in 1970, were now included with all Z15 optioned Chevilles.

The “blacked out” grille was carried over on the Chevelle SS, although the “blacked out” rear treatment was discontinued.

New for 1971 were single seven-inch headlights, instead of the dual units used in previous years. The parking lamps were moved from the front bumper and consolidated with the front side marker lamps into one dual lens unit, located on the outer corner of each front fender .

A remote control driver’s side mirror became standard equipment on the Chevelle SS.

For the first time, fifteen-inch wheels were standard equipment for the Chevelle SS and came in the form of rally wheels with F60 tires.