

Photo courtesy of William Rose



The SS only twin bulge hood with non-functional chrome lowers was carried over from the previous year and included with RPO Z25 Super Sport equipment. The five-spoke, fourteen-inch sport wheels were SS exclusive.

4-barrel Rochester carburetor, oval port cylinder heads, hydraulic valve lifters, 2.5-inch dual exhaust, and 10.25 to 1 compression ratio. The L35 was fitted with a black painted single snorkel air cleaner with 396 cross flags and Turbo-Jet 325hp

insignia. A pair of chrome valve covers completed the engine compartment dress-ups.

The L34, rated at 350hp, shared essentially the same Rochester Quadrajets as the L35 and the same oval port cylinder heads, but did have a little hotter hydraulic camshaft with a slight increase in lift and duration. An open element chrome air cleaner with 396 cross flags and Turbo-Jet 350hp insignia complimented the chrome valve covers.

The top performing L78 375hp 396 continued essentially unchanged from earlier L78 engines with a 4-bolt main engine block, as opposed to the 325hp and 350hp 2-bolt main version. It featured bigger rectangular port heads, solid lifter camshaft, and a Holley 4-barrel carburetor in place of the Rochester Quadrajets. The L78 featured the same engine compartment dress-ups as the L34, with the exception of the air cleaner sticker which boasted 375 horsepower! The cost of the L78 option added \$252.80 to the window sticker's bottom line.

The L78 engine could be ordered with an aluminum head option for the first time in a

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As with the Malibu sport coupe or convertible, Strato-bucket seats and a center console could be ordered on the Custom El Camino.