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Learn how and when to remove these template messages Please help improve this article by adding citations to reliable sources. Unsourced material may be challenged and removed. Please improve it by verifying the claims made and adding inline citations. Statements consisting only of original research should be removed. February 2020 Learn how and when to remove this template message Fullsize Chevrolet sales peaked in 1965 with over a million sold. It was the most popular American car in the sixties and early seventies, which, during its lifetime, included the Biscayne, Bel Air, and Impala. The 1971 to 1976 models are the largest Chevrolets ever built. The downsized 1977 and restyled 1991 models were awarded Motor Trend Car of the Year. Production ended in 1996. Some say the car was named after Caprice Chapman, daughter of auto executive and influential Indycar official James P. Chapman. The interior featured a highergrade cloth and vinyl seat and door trim as well as thicker, highergrade carpeting, faux walnut trim on the dashboard and door panels, pull straps on the doors and extra convenience lights. A full vinyl roof was optional. A 283 cu in 4.6 L, 195 hp 145 kW V8 engine was standard, as was a columnmounted 3speed manual transmission. All wagons included an allvinyl upholstered tworow bench seat interior with an optional third rearfacing seat for two. It was possible to have Regular Production Option RPO L72, a 425hp big block V8 with solid lifters, special camshaft and carburetor, and 11 to 1 compression. An automatic transmission, power steering, white sidewall tires and a vinyl top on the hardtops were extracost options, but most were built with them. Additionally, air conditioning, power windows, CruiseMaster speed control, power seats, an automatic headlight dimmer 1965 only and stereo radios were available. Standard transmission was a SynchroMesh three speed manual, mounted on the steering column.

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This transmission remained standard until the spring of 1971, when the Turbo HydraMatic automatic became standard. Lenses and silver trim on Caprices differed slightly from the other fullsized models. Sedans and coupe models included luxurious cloth and vinyl bench seats with a

folding center armrest in the rear seat. Caprices had unique standard wheel covers, although some of the optional wheels and wheel covers on full-sized models were optional. Coupes could also be ordered with an all-vinyl interior featuring Strato bucket seats and center console with floor shifter, storage compartment, courtesy lighting and full instrumentation at the front end of the console that was integrated with the lower instrument panel. Taillamp lenses were all red as the backup lamps were relocated into the rear bumper, unlike in the lesser full-size models that had their backup lamps in the center of the taillamps. A dual-master brake cylinder was now included, while front disc brakes were optional. Other new options included a stereo 8-track tape player, power door locks, and a fiber optic exterior light monitoring system. The same seating selections continued as before with revisions to trim patterns plus the new addition of all-vinyl upholstery as a no-cost option for conventional and Strato bench seats in sedans and coupes. Engines and transmission offerings were carried over from the previous year. The exception was the optional 425 hp 317 kW 427 cu in 7.0 L Turbo Jet V8 was no longer listed, leaving the 385 hp 287 kW 427 as the top engine. The three-speed Turbo Hydramatic transmission that previously only available with the 396 cu in 6.5 L and 427 cu in 7.0 L V8s was now optional with the 275 hp 205 kW 327 cu in 5.4 L Turbo Fire V8. As with all 1967 cars sold in the U.S., Caprices featured occupant protection safety features that included an energy-absorbing steering column, soft or recessed interior control knobs, and front outboard shoulder belt anchors.

Caprice coupes now came standard with the new Astro Ventilation system, which included extra vents in the dash, and the removal of vent wing windows. Side marker lamps became standard on all U.S. cars and the Caprice carried over the optional white corner marker lamps at the forward edge of the fenders in addition to the amber parking lamps which were illuminated with the headlights. All 1968 Chevrolets got front side marker lamps on the fender; cars with an optional engine were identified with its cubic inch displacement listed on half the bezel; the lamp itself occupied the other half. The fiber optics monitoring system was offered again as an option. The Caprice Coupe got serious competition when Chevrolet offered the cars formal roofline in the Impala series as well. The Impala Custom Coupe became the bestselling model in the line. The L72 427 cu in 7.0 L 425 hp 320 kW TurboJet V8 returned to the option list after a one-year hiatus. A new 307 cu in 5.0 L Turbo Fire V8 rated at 200 hp 150 kW replaced the 195 hp 145 kW 283 cu in 4.6 L small block as the standard engine. Inside, the instrument panel was revised with a return to the horizontal sweep speedometer and a revised three-spoke steering wheel. An optional instrument cluster had a narrow speedometer within its opening and flanking it with engine-turned instruments in the place of warning lamps. The fuel gauge, placed next to the speedometer within its own pod in the base models, was moved to its new place next to the speedometer. A tachometer took the place of the fuel gauge in the large opening left by the fuel gauge. The 119-inch 3,023 mm wheelbase, inner bodyshell and framework were carried over from the 1965 model. The station wagon was renamed the Kingswood Estate and continued to use exterior wood grain trim along with the interior trim of the Caprice sedans and coupes.

Front seat headrests were now standard equipment to meet federal safety standards and the ignition switch moved from the dashboard to the steering column and also locked the steering wheel when the key was removed. This was part of a Federal mandate for the 1970 models, but introduced a year earlier on all General Motors cars except the Corvair. The standard engine was enlarged to a 235 hp 175 kW 327 cu in 5.4 L V8 with optional engine choices including a new 350 cu in 5.7 L Turbo Fire V8 in 255 or 300 hp 220 kW versions, a 265 hp 198 kW 396 cu in 6.5 L cubic-inch Turbo Jet V8, as well as a 427 cu in 7.0 L cubic-inch Turbo Jet V8s rated at 335 hp 250 kW or 390 hp 291 kW. All V8 engines were now available with the three-speed Turbo Hydramatic transmission for the first time though the two-speed Powerglide was still offered with the 327 and 350 V8s. Power front disc brakes and fiberglass-belted tires on 15-inch 380 mm wheels were made standard equipment along with a 250 hp 186 kW 350 cubic-inch Turbo Fire V8. Optional V8s included a 300 hp 224 kW 350 and a new

265 hp 198 kW 400 cu in 6.6 L Turbo Fire V8. The top engine was a new 454 cu in 7.4 L Turbo Jet V8 offered in 345 hp 257 kW or 390 hp 291 kW versions. Both the 250 and 265 hp 198 kW Turbo Fire engines were designed to use regular gasoline while the 300 hp 220 kW 350 Turbo Fire and both 454 Turbo Jet engines required premium fuel. A threespeed manual transmission with column shift was standard equipment as in previous years but the floormounted fourspeed manual with Hurst shifter was dropped from the option list for 1970 as were the Strato bucket seats and center console previously offered on coupes. Automatic transmission options included the twospeed Powerglide on 350 V8s and Turbo HydraMatic with all engines. Camaro and Pontiac Firebird.

Caprices continued with higher grade interiors than their Impala counterparts with luxurious cloth and vinyl upholstery, wood grain trim on dash, steering wheel and door panels plus carpeting on lower door panels on both sedans and coupes. A center front seat armrest was also featured on sedans. Station wagons continued to use unique model names. The Kingswood Estate wagon was considered to be equivalent to the Chevrolet Caprice being the top level wagon. Unlike previous years, station wagons used unique rear suspension using a solid axle with leaf springs as opposed to coil springs and trailing arms on sedans and coupes. On the clamshell design, the rear power operated glass slid up into the roof and the lower tailgate with either manual or optional power operation, lowered completely below the load floor. The manual lower tailgate was counterbalanced by a torque rod similar to the torque rods used in holding a trunk lid open, requiring a 35 lb push to fully lower the gate. Wagons with the design featured an optional third row of forward facing seats accessed by the rear side doors and a folding second row seat — and could accommodate a 4 x 8 sheet of plywood with rear seats folded. The clamshell design required no increased footprint or operational area to open, allowing a user to stand at the cargo opening without impediment of a door — for example, in a closed garage. Station wagon models came only with single exhaust systems which meant lesser power ratings than coupes and sedans. This engine, along with all optional power plants, were designed to run on regular leaded, low lead or unleaded gasoline of 91 research octane or higher. To achieve this, all engines had the compression ratios lowered to 8.5:1. General Motors was the first of the big three to have all engines run on regular fuel and these changes were made to help meet the increasingly stringent emission regulations that were to come into place in years to come.

When equipped with dual exhaust, the 400 Turbo Jet was rated at 260 hp 194 kW. At years beginning, a threespeed manual transmission was standard when the model was introduced in the fall of 1970, although at midyear, the Turbo Hydramatic transmission and variable ratio power steering became standard equipment on all Caprice models and lowerline models fitted with a V8 engine. For 1971, the 400 Turbo Jet engine was rated at 300 gross horsepower with and without dual exhaust, while the more accurate net figures show it rated at 206 hp 154 kW with single exhaust and 260 with dual exhaust. The tested Caprice was powered by the 454 V8 and loaded with virtually all available options. This was done by a bumper within bumper design. Heavy gauge beams reinforced the bumper which are attached to the frame. The rear bumper also featured this design and now had the triple taillights now mounted in the bumper. Turbo Hydramatic transmission, variable ratio power steering and power front disc brakes continued as standard equipment. New to the Caprice lineup was a pillared fourdoor sedan. The Kingswood Estate model with simulated woodgrain body side trim was now named the Caprice Estate. The convertible was moved from the Impala to the Caprice lineup for the first time in 1973. New emission standards added EGR exhaust gas recirculation valves to engines with a new roller camshaft, and horsepower ratings were reduced. The standard Turbo Fire 400 cu in 6.6 L two barrel was now rated at 150 hp 112 kW while the only optional engine was the Turbo Jet 454 cu in 7.4 L V8 produced 245 hp 183 kW with dual exhaust 215 hp 160 kW with single exhaust used in station wagons. Front seats were also repositioned to give more legroom for taller drivers, but shorter people found the driving position awkward. Other body styles including the fourdoor pillared and hardtop sedans, convertible and Estate Wagon were

carried over with only minor changes from 1973.

New to the engine roster was a fourbarrel version of the small block 400 cubicinch Turbo Fire V8 rated at 180 hp 134 kW which was the standard engine on wagons and all cars sold in California, optional on other models in 49 states. The interlock feature proved so unpopular that Congress rescinded it shortly after the introduction of the 1975 models. A new option this year was a remote control for the passengerside outside rearview mirror. Instrument panels and steering wheels offeredNew tail lights now wrap around rear fenders. Caprice Classic Sport sedans now feature opera windows in the Dpillars. The Caprice convertible would be discontinued after the 1975 model year along with its fullsize Bbody counterparts including the Oldsmobile Delta 88, Buick LeSabre, and Pontiac Grand Ville. Just about 8,350 Caprice Classic convertibles found buyers in 1975.In California, the fourbarrel 155 hp 116 kW 350 V8 was the base engine and this engine was unavailable elsewhere. Optional engines included the 175 hp 130 kW 400 cu in 6.6 L small block V8 standard on wagons and 215 hp 160 kW 454 cu in 7.4 L big block, the last was not available in California. All engines except for the 454 were single exhaust systems with the introduction of the catalytic converter. Station wagons that used the 454 now featured dual exhaust as well.Carried over unchanged into 1976, the Landau featured a choice of special paint colors, sportsstled dual remote outside rearview mirrors, colorkeyed wheel covers, a landau vinyl roof with chrome band across the roof, a vinyl bodyside molding insert, and pinstriping. Inside there were colorkeyed seat belts and floor mats. Fender and dashboard emblems rounded out the package. With minor changes, the Landau would be carried over into the 1977era coupe models.Engine options remained virtually unchanged with the 350 twobarrel remained standard in everywhere but California where the 350 fourbarrel was standard.

The only change was the 350 fourbarrel was available in sedans and coupes nationwide and rated at 165 hp 123 kW. The dual exhaust equipped 454 increased 10 hp 7.5 kW, rated at 225 hp 168 kW and was still unavailable in California. Also available was the 180 horsepower 130 kW fourbarrel 400 V8 standard on wagons and optional on all other models. This was the final year for the big block 454 V8 to be offered, along with hardtop body styles and the clam shelltailgate design for the station wagon. The 1976 4door hardtop Sport Sedan was the last pillarless model offered by Chevrolet; it was offered in both the Caprice Classic and Impala series. All subsequent Caprice passenger cars were pillared sedans and coupes.The 1977 Caprice coupe and sedan were over 10 inches 250 mm shorter while the wagon was 14 inches 360 mm shorter. Wheelbases were reduced to 116 inches 2,900 mm from 121.5 inches 3,090 mm for coupes and sedans and 125 inches 3,200 mm for wagons. Width was reduced by 4 inches 100 mm for sedans and coupes; the wagons width remained virtually unchanged. Heights were increased by 2.5 inches 64 mm and trunk capacities were increased to 20.9 cubic feet 0.59 m<sup>3</sup> for sedans and 19.8 cubic feet 0.56 m<sup>3</sup> for coupes.In fact the 1977 Caprice shared the same 116inch 2,900 mm wheelbase of the intermediate sized Chevrolet Chevelle, and 1977 marked the first year in history that a midsize car, the Monte Carlo, was larger than a full sized car; this would be repeated in the 1980s by GM and Chrysler on multiple vehicles, then by Nissan in the early 2000s when the third generation Nissan Altima was bigger than the concurrent fifth generation Nissan Maxima. The introduction of such a small fullsize car was considered quite a risk for General Motors. To help ensure the car was a success, preview clinics were held by Chevrolet which returned very positive results. Furthermore, the design process for this car was revolutionized.

Chrysler responded in 1979 when it reengineered its intermediate Bbody cars, and designated them the fullsize Rbodies. However, these were not true downsized cars like GM and Ford introduced. 1977 models included a fourdoor sedan, twodoor sedan, sixpassenger twoseat station wagon and an eightpassenger threeseat station wagon. All models had window framed doors. No hardtop models were offered.This glass had sharp corners giving it three sides. The Landau Coupe features a

partially covered vinyl roof. The three-seat models featured a rear-facing third seat for two occupants making these cars eight-passenger models. The cargo capacity was reduced to 87 cubic feet (2,500 L), and although the station wagon could still carry a 4 ft 8 in (1.2 m) x 2.4 m sheet of plywood, this could now only be done with the tailgate down. The station wagons use the coil spring suspension in the rear, as for the sedans and coupes. All 1977 models were named Caprice Classics. A V8 engine was no longer standard equipment for the first time since 1965. The base engine for 1977 Chevrolet Caprice coupes and sedans was Chevy's long-running 250 cu in (4.1 L) six-cylinder powerplant rated at 110 hp (82 kW). This engine was last available in a full-size Chevy in 1973 in the lowerline Bel Air. Standard on station wagons and optional on other Caprice models was a 145 hp (108 kW) 2-barrel 305 cu in (5.0 L) version of the Chevy's small-block V8. This was the first year the 305 cu in had been used in a full-size Chevrolet; it was first introduced in 1976 in compact and mid-sized Chevrolet lines. A 170 hp (127 kW) 350 cu in (5.7 L) V8 with four-barrel carburetor was now the top engine offering as the larger 400 cu in (6.6 L) and 454 cu in (7.4 L) V8s were discontinued. Standard for all models was the three-speed Turbo Hydra-Matic automatic transmission. Performance was good when comparing the smaller 1977 Caprice to the 1976 Caprice. The 350 was available with a 2.561 axle ratio and a 3.

08 axle ratio which may explain the difference in performance times. More than 660,000 full-size Chevrolets were produced for the 1977 model year, with the most popular model being the four-door Caprice Classic sedan (212,840 produced). By 1978 more than 1 million downsized Chevrolets had been produced. Auto publications agreed with the public reception, with Motor Trend awarding the 1977 Chevrolet Caprice Car of the Year. The engine lineup remained unchanged, but numerically lower axle ratios were used in an attempt to boost fuel economy. The 305 and 350 engines went from a standard 2.561 axle in 1977 to 2.731 for wagons, to a 2.411 axle in 1978 to 2.561 for wagons. An optional 3.08 axle was also available for 350-powered Caprices. The 305 V8 engine received an aluminum intake manifold which reduced engine weight by 35 pounds. A larger brake booster was also added to help reduce braking effort. Again the front and rear styling was refreshed slightly. The 250 six gained five horsepower, while the 305 V8 lost 15 horsepower (11 kW). The change to the 305 was a result of switching from the larger Rochester 2GC carburetor to the smaller Rochester Dualjet carburetor. The 350 engine was unchanged. Please help improve this section by adding citations to reliable sources. Unsourced material may be challenged and removed. September 2016 Learn how and when to remove this template message To further improve the fuel economy of the car, efforts were made to reduce weight and improve aerodynamics. The Caprice received all new exterior sheet metal, without drastically changing the look of the car. To improve aerodynamics the hood was tapered lower, while the trunk area was higher. The grille was now an egg crate style while the taillight panel featured three separate square lights per side. All the doors and components within were redesigned to be lighter, including the window crank mechanisms, which now used a tape drive mechanism. A new frame lift jack replaced the bumper-mounted model.

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