

BY THE NUMBERS — '67 EDITION

198,700,000 – The U.S. population – roughly 62 percent of the 2015 population

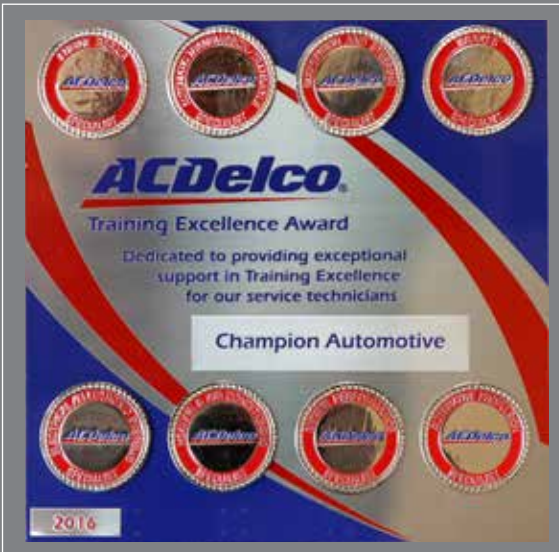
\$2,466 – The base price for a 1967 Chevrolet Camaro – the equivalent of \$17,470 today, adjusted for inflation.

\$1.40 – The new federal minimum hourly wage – the equivalent of \$9.92 today. The 2015 federal minimum wage is \$7.25.

23 – The amount of snow in inches that fell on Chicago starting Thursday, Jan. 26, 1967 – the largest single snowfall in the city's history. Only two days earlier, the temperature was an unseasonably warm 65 degrees F.

3.6 – The national unemployment rate.

NEW ACDelco TRAINING RECOGNITION PROGRAM HONORS TOP TECHNICIANS



ACDelco has been training automotive technicians for nearly 60 years. Last year, technicians such as those at your ACDelco-affiliated Professional Service Center enrolled in more than 100,000 hours of training courses, helping them learn more about the latest diagnostic and repair procedures to service your vehicle faster and more accurately.

A new ACDelco recognition program honors technicians who have achieved the highest levels of training, and you'll know they're working hard at your favorite shop by the bold plaques they're awarded. If you see one of these plaques, you know your vehicle is in good hands!

CLASSIC CORNER



1967 CHEVROLET CAMARO

The 1960s was all about the Baby Boomers. As the oldest of them were coming of age, a new automotive niche sprung up around them. Defined by sporty styling and a more personal driving experience, they came to be known as "pony" cars because of the originator of the genre – a certain model named for wild horses of the west. Chevrolet's entry, the Camaro, was introduced for 1967. Its styling was sleek yet understated, with more than a little influence in its lines from European grand-touring coupes. It would go on to become a muscle car icon, but in its first year, it was aimed squarely at the broadest section of young car buyers, many of whom weren't looking for V-8 firepower. The strategy paid off, as Camaro sales zoomed to 220,906 in that inaugural year. The car also served as the official pace car of the Indianapolis 500 in 1967. It was a strong start for a car that would go on to become a cultural icon and an aspirational dream for countless young car enthusiasts.

KNOWLEDGE IS POWER HELPS TAKE THE SCARE OUT OF CAR CARE

Take the scare out of auto care with ACDelco's updated Knowledge Is Power booklet – an informative guide to the ins and outs of vehicle repair and maintenance. It even provides tips on handling breakdowns. Go to acdelco.com, click on the Vehicle Maintenance tab and select Knowledge Is Power to download a copy today!

Your ACDelco-affiliated Professional Service Center may host hands-on Knowledge Is Power seminars. Ask about them.

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2015 ISSUE 3

NEXT-GENERATION PERFORMER

+ All-new 2016 Camaro is leaner, more powerful and more fun than ever



+ **TALKING BRAKES**
Terms to know when discussing brake work

+ **CLEAR THE AIR**
Is it time for a cabin filter change?

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ACDelco



CAMARO KEEPS ON CRUISING

ALL-NEW, SIXTH-GENERATION MUSCLE CAR IS LEANER AND MEANER

It's been nearly 50 years since Chevrolet introduced the Camaro, and for 2016, there's an all-new, sixth-generation model designed to advance the iconic car's performance legacy. In fact, it offers more power than the previous model with its available V-6 and V-8 engines, and that power is channeled through a leaner, stronger body structure. It's like the Camaro enrolled in pilates, growing muscle while losing weight. Overall, it has shed approximately 200 pounds over the previous model.

Less weight and more power is always a desirable combination in a sporty car, and the Camaro amplifies those attributes with a new suspension system developed to offer greater agility and driver feedback. The Camaro's interior also offers a greater emphasis on the driving experience, with everything ergonomically optimized, from the diameter of the steering wheel to the location of the cupholders.

On the outside, the 2016 Camaro evolves the heritage cues that helped make the fifth-generation Camaro the best-selling car in its segment from 2010-2014. It remains

instantly recognizable, with tight, taut features that reflect its leaner architecture, while advancing the Camaro's nearly five-decade history of great design.

The new Camaro goes on sale later this fall, offered in LT and SS models. The Camaro LT features a standard 2.0L turbocharged four-cylinder engine – the first-ever turbo in a production Camaro – rated at 275 horsepower. A new V-6 engine rated at 335 horsepower is available. Both engines are matched with standard 6-speed manual transmissions or an all-new 8-speed automatic.

By the way: The new Camaro's turbo-four engine offers more horsepower than any V-8 offered in the Camaro between 1972 and 1992.

And speaking of V-8s, the 2016 Camaro SS is powered by the LT1 6.2L V-8. It represents the fifth generation of the historic small-block V-8 family and is rated at 455 horsepower, making it the most powerful Camaro SS in history. It is also offered with a 6-speed manual transmission or an available 8-speed automatic.

For more details, go to chevrolet.com.



BRAKETIONARY

A QUICK LOOK AT THE TERMS YOU'LL HEAR WHEN DISCUSSING BRAKE WORK

When it comes to brakes, there is plenty to learn, and ACDelco is here to describe the basics. Let's start with how they work: When you press the brake pedal, fluid is forced through the brake lines that run to each wheel. The pressure of the fluid forces brake pads against a brake rotor, causing friction that slows the wheel and consequently, the vehicle. On vehicles with rear drum brakes, the fluid forces shoes (pads) against a drum, but the effect is the same – friction slows the wheel.

Because friction is created whenever you step on the brake pedal, the parts involved with creating that stopping power wear over time. Ensuring your vehicle has adequate friction components is essential to safe braking performance. Maintaining and replacing those parts cannot be ignored, because the longer you wait, the worse the performance will get – and it may prove more expensive when you finally take action.

Here's a rundown of the terms you'll likely encounter when discussing brakes:

Disc rotor – It's the circular part mounted behind a wheel that rotates with it. The brake pads rub against it to slow the rotation.

Disc pads – Generally about the size of your hand, the pads are just what they sound like – pads of special material that rub against the disc rotor to slow the rotation of the wheel. A pair of them acts on each rotor – one on each side – creating friction as the pads are "squeezed" against the rotor.

Caliper – With a disc-brake system, the caliper is mounted over the edge of the disc rotor and houses the brake pads. A brake line feeds hydraulic fluid to the caliper and when the brake pedal is pushed, the fluid forces the pads to squeeze against the rotor.

Drum – On vehicles with drum brakes (on the rear wheels only for most vehicles), the drum is located behind the wheel and rotates with it. When the brake pedal is pushed, the friction-creating shoes push against the drum to slow the wheel.

Shoes – They're the friction-creating pads used with a drum system. Rather than squeezing to create friction, as on a disc system, they push out against the inside surface of the drum.

Wheel cylinder – On a drum system, it receives the brake fluid from the brake line and distributes it to push the shoes against the drum.

Master cylinder – It is a mechanical device that contains a piston that forces fluid through the brake lines when you step on the brakes.

Wear indicator/wear bar – It's a piece of metal inserted in a disc brake pad that creates a squealing/squeaking sound on the rotor when the pad is worn. It's the sign the pads are near the end of their life and should be inspected and likely replaced.

Bleeding – When brake work is performed, it is imperative that no air is trapped in the brake lines. Bleeding is a process that helps ensure air is removed.

Ask your ACDelco Professional Service Center technician or advisor about these terms and components when your brakes are inspected.



BREATHE EASIER

There's a good chance your later-model vehicle has a cabin air filter that traps dust, pollen and other airborne debris. It's a feature designed to make the air in the interior cleaner and can be particularly helpful for those with allergies or other respiratory problems.

Just as the air filter for your vehicle's engine requires periodic replacement, so does the cabin filter. Replacement intervals vary by manufacturer and the driving environment, but if it's been more than a year since you've had the filter in your vehicle replaced, it's probably time to have it checked.

ACDelco offers an expanded line of cabin filters, so there's a good chance that we've got you covered, no matter what you drive. Ask your ACDelco-affiliated Professional Service Center advisor for an inspection – and breathe easier with a new filter.



WHAT'S THAT SOUND?

Do you hear water sloshing around inside your vehicle's dashboard, especially during turns? It can likely be traced to a plugged drain for the air conditioning system. The system's evaporator collects water, which is normally drained beneath the vehicle – it's the cause of that small puddle you see beneath your car after driving it. If the drain tube becomes plugged or clogged, the water backs up in the evaporator, resulting in the sloshing sound. Your ACDelco Professional Service Center technician can inspect the drain tube and clear it out.