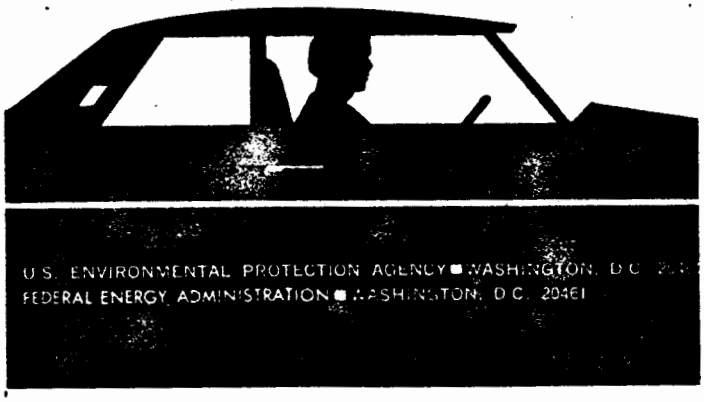
fuel economy test results for automobiles and light-duty trucks

# 1975

# gas mileage guide for new car buyers

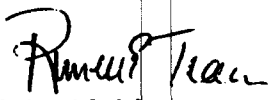
2nd edition, revised January 1975.



U.S. ENVIRONMENTAL PROTECTION AGENCY ■ WASHINGTON, D.C. 20460
FEDERAL ENERGY ADMINISTRATION ■ WASHINGTON, D.C. 20461

This is the third automobile model year for which EPA has published fuel economy data. This year we are providing information on both city-driving fuel economy *and* highway-driving fuel economy, and presenting it in a manner which makes it much easier for you to find the fuel economy of the new car that you may be considering.

All of the cars listed also meet the tougher 1975 air pollution emission standards, and hence will contribute significantly to cleaning up the air in our country. Energy conservation is also important today. By making use of this information, you can help to conserve energy by buying the most fuel-efficient new car that meets your needs and at the same time contribute to a cleaner environment.



**Russell E. Train, Administrator**
**U.S. Environmental Protection Agency**

The Nation's drivers have endorsed President Ford's efforts to reduce imports of high-priced oil by observing the 55-mile-per-hour limit, joining carpools, and avoiding unnecessary trips. Buyers of new cars and trucks have an additional opportunity to save gasoline by looking for good gas mileage in their selections.

The Federal Energy Administration, in cooperation with the Environmental Protection Agency, is pleased to help potential buyers by comparing, in this booklet, fuel economies achieved in laboratory tests on almost all 1975 cars and trucks.

Many new cars and trucks display a label listing their gas mileage figures. Take advantage of the information given on the label; it will help you choose the vehicle that meets your needs and saves gasoline money. Your 1975 vehicle should mean better fuel economy for you, as well as cleaner air for everyone.

**Frank G. Zarb, Administrator**
**Federal Energy Administration**

The U.S. Environmental Protection Agency, in cooperation with the Federal Energy Administration, has prepared this guide to provide you with comparable miles-per-gallon information for the broad range of vehicles expected to be sold in this country this year.

This booklet lists the estimated fuel economy of over 350 new car and light-duty truck line and engine combinations that meet the 1975 emission standards and are certified for sale in the United States as of January 15, 1975. This is the second edition of this booklet. It includes all of the information published earlier, and adds information for the cars and light-duty trucks certified since September 15, 1974.

The vehicles tested were prototypes of the 1975 models which the U.S. Environmental Protection Agency (EPA) tested in its own laboratory to assure compliance with air pollution standards, or which were tested by manufacturers and the results approved or confirmed by EPA. Because the same engines are used in a number of different vehicles, it is not necessary to test each particular model to see if it meets the standards or to calculate the fuel economy data presented here.

**The Fuel Economy Tests**

The vehicles were tested by professional drivers on a dynamometer, a machine which simulates a number of different driving conditions. Use of dynamometers, rather than driving vehicles out on the road, allows tests to be conducted in exactly the same way each time. Therefore, the results are more scientifically comparable.

Two tests were run on each vehicle. The first, a city driving test, is patterned on the conditions the average driver encounters going from home to work. The average speed of the city test is 20 miles per hour and includes many stops and starts. The second is a highway driving test which includes simulated interstate highway and rural driving. The average speed of the highway test is 49 miles per hour. The city test takes 31 minutes and the highway test 12 minutes.

The city and highway fuel economy for each vehicle tested were measured separately. Then the vehicles were grouped by car or truck line, engine size, number of cylinders, and fuel system. In

most cases more than one vehicle of each group was tested, and the test results were sales weighted to be more representative of all vehicles of that group expected to be sold.

**Factors Influencing Fuel Economy**

The fuel economy figures for each group of vehicles listed are estimates based on the results of these tests. This does not mean, however, that you as a driver necessarily will get the same fuel economy. Many factors affect the fuel economy of individual vehicles. The *weight* of the vehicle is the single most important factor which affects the fuel economy. The smaller the vehicle, generally the better the fuel economy. *Optional equipment,* such as automatic transmission and air conditioning, not only require more gasoline for their operation but also add weight. (These fuel economy estimates are based on tests of vehicles equipped with frequently purchased equipment.) *Your driving habits* affect fuel economy. Frequent starts and stops, long periods idling, short trips, and uneven speed decrease fuel economy. *Condition of the engine* affects fuel economy. Keeping your engine tuned will help you to get the best fuel economy and performance for your type of driving.

**How to Use This Guide**

Manufacturers are listed alphabetically. Major divisions of certain manufacturers are listed under their own name, e.g., Chevrolet is under "C," not under "G" for General Motors. Under each manufacturer is listed each of the passenger car lines he intends to sell, followed by each station wagon line. Light-duty truck lines are listed separately. Each listing includes each different engine size which will be offered within that line, including the number of cylinders in the engine and the type of fuel system (for example, two- or four-barrel carburetor or fuel injection).

In this example, the Coventry car line is offered in three engine sizes: 260, 300, and 350 cubic-inch displacement. The 300 cubic-inch displacement Coventry is listed twice because this car is offered with both a two- and four-barrel carburetor. The only Coventry that is equipped with a catalyst (a muffler-type device used to control regulated emissions by chemically converting



| Manufacturer/Car or Truck line | Engine size (cu. in. disp.) | Cylinders | Carburetor (barrels/fuel inj.) | Catalyst | Fuel economy (miles per gal.) City | Hwy. |
|---|---|---|---|---|---|---|
| **National Motors** | | | | | | |
| Coventry | 260 | 6 | 1 | | 18 | 24 |
| | 300 | 8 | 2 | | 16 | 22 |
| | 300 | 8 | 4 | | 15 | 21 |
| | 350 | 8 | 4 | X | 15 | 21 |

dangerous pollutants into harmless exhaust) is the 350 cubic-inch displacement size. Both the city and highway fuel economy for each type of Coventry are listed and are rounded to the nearest whole mile per gallon.

Many manufacturers produce vehicles for sale in California that are different from those sold elsewhere in the United States. Therefore, those available for sale in California are listed in a separate booklet.

Vehicles built by manufacturers who are participating in the Voluntary Fuel Economy Labeling Program should have a label on a rear window indicating the fuel economy of that vehicle. In some cases, the fuel economy will not be the same as that listed here. This is because certain manufacturers have elected to give more detailed information on the label that is specific to the weight, transmission, and axle ratio of the individual vehicle, as well as to the vehicle line, engine size, fuel system, and catalyst usage. Fuel economy figures based on this detailed description are more precise than those listed in this *Guide* since more factors about the vehicle are taken into consideration when computing the fuel economy information.

For an additional copy of the 1975 EPA/FEA *Gas Mileage Guide for New Car Buyers,* write: Fuel Economy, Pueblo, Colorado 81009. For bulk copies of the *Guide,* write: Fuel Economy, Federal Energy Administration, Washington, D.C. 20461.

# 1975

| Manufacturer/Car line | Engine size (cu. in. disp.) | Cylinders | Carburetor (barrels/fuel inj.) | Catalyst | Fuel economy (miles per gal.) City | Hwy. |
|---|---|---|---|---|---|---|
| **Alfa Romeo** | | | | | | |
| Alfetta | 120 | 4 | FI | | 19 | 25 |
| 2000 Spider | 120 | 4 | FI | | 19 | 27 |
| **American Motors** | | | | | | |
| Gremlin | 232 | 6 | 1 | | 19 | 24 |
| | 258 | 6 | 1 | | 21 | 30 |
| | 304 | 8 | 2 | X | 14 | 19 |
| Pacer | 232 | 6 | 1 | | 18 | 24 |
| | 258 | 6 | 1 | | 17 | 25 |
| Hornet | 232 | 6 | 1 | | 18 | 24 |
| | 258 | 6 | 1 | | 17 | 25 |
| | 304 | 8 | 2 | X | 14 | 19 |
| Hornet Wagon | 232 | 6 | 1 | | 18 | 24 |
| | 258 | 6 | 1 | | 17 | 25 |
| | 304 | 8 | 2 | X | 14 | 19 |
| Matador | 232 | 6 | 1 | X | 14 | 19 |
| | 258 | 6 | 1 | | 16 | 19 |
| | 258 | 6 | 1 | X | 15 | 21 |
| | 304 | 8 | 2 | X | 13 | 17 |
| | 360 | 8 | 2 | X | 13 | 15 |
| | 360 | 8 | 4 | X | 12 | 16 |
| | 401 | 8 | 4 | X | 11 | 15 |
| Matador Wagon | 258 | 6 | 1 | | 16 | 19 |
| | 304 | 8 | 2 | X | 13 | 17 |
| | 360 | 8 | 2 | X | 13 | 15 |
| | 360 | 8 | 4 | X | 12 | 16 |
| | 401 | 8 | 4 | X | 11 | 15 |
| **Aston Martin** | | | | | | |
| Aston Martin | 326 | 8 | 8 | X | 9 | 14 |
| **Audi** | | | | | | |
| Fox | 97 | 4 | FI | | 21 | 34 |
| 100 | 114 | 4 | FI | | 18 | 28 |
| **Austin Morris** | | | | | | |
| MG Midget | 91 | 4 | 1 | | 21 | 32 |



| Manufacturer/Car line | Engine size (cu. in. disp.) | Cylinders | Carburetor (barrels/fuel inj.) | Catalyst | Fuel economy (miles per gal.) City | Hwy. |
|---|---|---|---|---|---|---|
| **BMW** | | | | | | |
| 2002 | 121 | 4 | 2 | | 19 | 30 |
| 530 | 182 | 6 | FI | | 14 | 21 |
| 3.0S | 182 | 6 | FI | | 14 | 21 |
| **Bricklin** | | | | | | |
| Bricklin | 351 | 8 | 2 | | 12 | 17 |
| **Buick** | | | | | | |
| Apollo | 250 | 6 | 1 | X | 16 | 21 |
| Skylark | 231 | 6 | 2 | X | 16 | 24 |
| Apollo/Skylark | 260 | 8 | 2 | X | 15 | 19 |
| | 350 | 8 | 2 | X | 14 | 19 |
| | 350 | 8 | 4 | X | 14 | 18 |
| Skyhawk | 231 | 6 | 2 | X | 19 | 25 |
| Century/Regal | 231 | 6 | 2 | X | 16 | 24 |
| | 350 | 8 | 2 | X | 12 | 19 |
| | 350 | 8 | 4 | X | 13 | 20 |
| Century Wagon | 350 | 8 | 4 | X | 12 | 16 |
| LeSabre | 350 | 8 | 4 | X | 12 | 16 |
| | 400 | 8 | 4 | X | 12 | 15 |
| | 455 | 8 | 4 | X | 12 | 15 |
| LeSabre Limousine | 455 | 8 | 4 | X | 11 | 15 |
| Estate Wagon | 400 | 8 | 4 | X | 11 | 15 |
| | 455 | 8 | 4 | X | 11 | 15 |
| Electra | 400 | 8 | 4 | X | 11 | 15 |
| | 455 | 8 | 4 | X | 11 | 15 |
| Riviera | 455 | 8 | 4 | X | 12 | 15 |
| **Cadillac** | | | | | | |
| Cadillac | 500 | 8 | 4 | X | 11 | 16 |
| Fleetwood 75 (Sedan/Limousine) | 500 | 8 | 4 | X | 11 | 14 |
| Eldorado | 500 | 8 | 4 | X | 11 | 16 |

# 1975

| Manufacturer/Car line | Engine size (cu. in. disp.) | Cylinders | Carburetor (barrels/fuel inj.) | Catalyst | Fuel economy (miles per gal.) City | Fuel economy (miles per gal.) Hwy. |
|---|---|---|---|---|---|---|
| **Checker** | | | | | | |
| Marathon | 250 | 6 | 1 | X | 16 | 20 |
| | 350 | 8 | 2 | X | 12 | 17 |
| Marathon Wagon | 350 | 8 | 2 | X | 12 | 17 |
| **Chevrolet** | | | | | | |
| Vega | 140 | 4 | 1 | X | 19 | 28 |
| | 140 | 4 | 2 | X | 22 | 29 |
| Vega Kammback | 140 | 4 | 1 | X | 19 | 28 |
| | 140 | 4 | 2 | X | 21 | 29 |
| Monza | 140 | 4 | 1 | X | 19 | 28 |
| | 140 | 4 | 2 | X | 21 | 29 |
| | 262 | 8 | 2 | X | 15 | 23 |
| Nova | 250 | 6 | 1 | X | 16 | 21 |
| | 262 | 8 | 2 | X | 14 | 18 |
| | 350 | 8 | 2 | X | 14 | 19 |
| | 350 | 8 | 4 | X | 13 | 20 |
| Camaro | 250 | 6 | 1 | X | 16 | 21 |
| | 350 | 8 | 2 | X | 14 | 19 |
| | 350 | 8 | 4 | X | 13 | 20 |
| Chevelle | 250 | 6 | 1 | X | 16 | 21 |
| | 350 | 8 | 2 | X | 13 | 18 |
| | 400 | 8 | 4 | X | 13 | 17 |
| | 454 | 8 | 4 | X | 11 | 16 |
| Malibu Wagon | 350 | 8 | 2 | X | 12 | 18 |
| | 400 | 8 | 4 | X | 11 | 17 |
| | 454 | 8 | 4 | X | 11 | 15 |
| Chevrolet | 350 | 8 | 2 | X | 12 | 18 |
| | 400 | 8 | 4 | X | 11 | 17 |
| | 454 | 8 | 4 | X | 11 | 15 |
| Chevrolet Wagon | 400 | 8 | 4 | X | 11 | 15 |
| | 454 | 8 | 4 | X | 10 | 14 |
| Monte Carlo | 350 | 8 | 2 | X | 13 | 18 |
| | 400 | 8 | 4 | X | 13 | 17 |
| | 454 | 8 | 4 | X | 11 | 16 |
| Corvette | 350 | 8 | 4 | X | 13 | 20 |



| Manufacturer/Car line | Engine size (cu. in. disp.) | Cylinders | Carburetor (barrels/fuel inj.) | Catalyst | Fuel economy (miles per gal.) City | Fuel economy (miles per gal.) Hwy. |
|---|---|---|---|---|---|---|
| **Chrysler** | | | | | | |
| Cordoba | 318 | 8 | 2 | | 11 | 16 |
| | 318 | 8 | 2 | X | 13 | 17 |
| | 360 | 8 | 2 | X | 13 | 22 |
| | 360 | 8 | 4 | | 11 | 18 |
| | 400 | 8 | 2 | X | 13 | 16 |
| | 400 | 8 | 4 | X | 11 | 17 |
| | 400 | 8 | 4 | | 10 | 17 |
| Chrysler | 360 | 8 | 2 | X | 11 | 18 |
| | 400 | 8 | 2 | X | 11 | 15 |
| | 440 | 8 | 4 | X | 10 | 16 |
| Chrysler Wagon | 400 | 8 | 2 | X | 10 | 15 |
| | 440 | 8 | 4 | X | 10 | 16 |
| Imperial | 440 | 8 | 4 | X | 10 | 16 |
| **Datsun** | | | | | | |
| B-210 | 85 | 4 | 2 | | 27 | 39 |
| 710 | 119 | 4 | 2 | | 22 | 33 |
| 710 Wagon | 119 | 4 | 2 | | 22 | 33 |
| 610 | 119 | 4 | 2 | | 22 | 33 |
| 610 Wagon | 119 | 4 | 2 | | 20 | 29 |
| 280Z | 168 | 6 | FI | | 16 | 25 |
| **Dodge** | | | | | | |
| Colt | 98 | 4 | 2 | | 20 | 30 |
| | 122 | 4 | 2 | | 19 | 28 |
| Colt Wagon | 98 | 4 | 2 | | 21 | 31 |
| | 122 | 4 | 2 | | 19 | 28 |
| Dart | 225 | 6 | 1 | X | 17 | 23 |
| | 318 | 8 | 2 | | 11 | 16 |
| | 318 | 8 | 2 | X | 13 | 20 |
| | 360 | 8 | 4 | | 13 | 19 |
| Coronet | 225 | 6 | 1 | X | 14 | 22 |
| Coronet/Charger | 318 | 8 | 2 | | 11 | 16 |
| | 318 | 8 | 2 | X | 13 | 17 |

# 1975

| Manufacturer/Car line | Engine size (cu. in. disp.) | Cylinders | Carburetor (barrels/fuel inj.) | Catalyst | Fuel economy (miles per gal.) City | Hwy. |
|---|---|---|---|---|---|---|
| Coronet/Charger | 360 | 8 | 2 | X | 13 | 22 |
| | 360 | 8 | 4 | | 11 | 18 |
| | 400 | 8 | 2 | X | 13 | 16 |
| | 400 | 8 | 4 | X | 11 | 17 |
| | 400 | 8 | 4 | | 10 | 17 |
| | 440 | 8 | 4 | X | 10 | 15 |
| Coronet Wagon | 318 | 8 | 2 | X | 12 | 17 |
| | 360 | 8 | 2 | X | 11 | 18 |
| | 400 | 8 | 2 | X | 11 | 15 |
| | 400 | 8 | 4 | X | 11 | 16 |
| | 400 | 8 | 4 | | 10 | 14 |
| Monaco | 318 | 8 | 2 | X | 12 | 17 |
| | 360 | 8 | 2 | X | 11 | 18 |
| | 400 | 8 | 2 | X | 11 | 15 |
| | 400 | 8 | 4 | | 10 | 14 |
| | 440 | 8 | 4 | X | 10 | 15 |
| Monaco Wagon | 400 | 8 | 2 | X | 10 | 15 |
| | 440 | 8 | 4 | X | 10 | 16 |
| **Ferrari** | | | | | | |
| Dino 308 GT-4 | 179 | 8 | 8 | | 8 | 15 |
| **Fiat** | | | | | | |
| 128 | 79 | 4 | 2 | | 20 | 28 |
| 128 Wagon | 79 | 4 | 2 | | 20 | 28 |
| **Ford** | | | | | | |
| Pinto | 140 (2.3L) | 4 | 2 | | 18 | 26 |
| | 171 (2.8L) | 6 | 2 | X | 16 | 22 |
| Pinto Wagon | 140 (2.3L) | 4 | 2 | | 18 | 26 |
| | 171 (2.8L) | 6 | 2 | X | 15 | 22 |
| Mustang II | 140 (2.3L) | 4 | 2 | | 18 | 26 |
| | 171 (2.8L) | 6 | 2 | X | 15 | 22 |
| | 302 | 8 | 2 | | 10 | 18 |
| Maverick | 200 | 6 | 1 | X | 17 | 24 |
| | 250 | 6 | 1 | | 14 | 18 |
| | 250 | 6 | 1 | X | 16 | 21 |
| | 302 | 8 | 2 | | 10 | 18 |
| | 302 | 8 | 2 | X | 13 | 18 |



| Manufacturer/Car line | Engine size (cu. in. disp.) | Cylinders | Carburetor (barrels/fuel inj.) | Catalyst | Fuel economy (miles per gal.) City | Hwy. |
|---|---|---|---|---|---|---|
| Granada | 200 | 6 | 1 | X | 17 | 24 |
| | 250 | 6 | 1 | | 14 | 18 |
| | 250 | 6 | 1 | X | 15 | 20 |
| | 302 | 8 | 2 | X | 12 | 16 |
| | 351 | 8 | 2 | | 12 | 16 |
| Torino/Elite | 351 | 8 | 2 | X | 11 | 16 |
| | 400 | 8 | 2 | X | 10 | 14 |
| | 460 | 8 | 4 | X | 10 | 16 |
| Torino Wagon | 351 | 8 | 2 | X | 11 | 15 |
| | 400 | 8 | 2 | X | 10 | 14 |
| | 460 | 8 | 4 | X | 10 | 15 |
| Ford | 351 | 8 | 2 | X | 11 | 15 |
| | 400 | 8 | 2 | X | 10 | 14 |
| | 460 | 8 | 4 | X | 10 | 16 |
| Ford Wagon | 400 | 8 | 2 | X | 9 | 14 |
| | 460 | 8 | 4 | X | 10 | 15 |
| Thunderbird | 460 | 8 | 4 | X | 10 | 15 |
| **Honda** | | | | | | |
| Civic | 75 | 4 | 2 | | 27 | 39 |
| Civic CVCC | 91 | 4 | 3 | | 27 | 39 |
| **Lamborghini** | | | | | | |
| Urraco | 150 | 8 | 8 | | 8 | 14 |
| **Lincoln-Mercury** | | | | | | |
| Bobcat | 140 (2.3L) | 4 | 2 | | 18 | 26 |
| | 171 (2.8L) | 6 | 2 | X | 15 | 22 |
| Bobcat Wagon | 140 (2.3L) | 4 | 2 | | 18 | 26 |
| | 171 (2.8L) | 6 | 2 | X | 15 | 22 |
| Comet | 200 | 6 | 1 | X | 17 | 24 |
| | 250 | 6 | 1 | | 14 | 18 |
| | 250 | 6 | 1 | X | 16 | 21 |
| | 302 | 8 | 2 | | 10 | 18 |
| | 302 | 8 | 2 | X | 13 | 18 |
| Monarch | 200 | 6 | 1 | X | 17 | 24 |
| | 250 | 6 | 1 | | 14 | 18 |

# 1975

| Manufacturer/Car line | Engine size (cu. in. disp.) | Cylinders | Carburetor (barrels/fuel inj.) | Catalyst | Fuel economy (miles per gal.) City | Hwy. |
|---|---|---|---|---|---|---|
| Monarch | 250 | 6 | 1 | X | 15 | 20 |
| | 302 | 8 | 2 | X | 12 | 16 |
| | 351 | 8 | 2 | | 12 | 16 |
| Montego/Cougar | 351 | 8 | 2 | X | 11 | 16 |
| | 400 | 8 | 2 | X | 10 | 14 |
| | 460 | 8 | 4 | X | 10 | 16 |
| Montego Wagon | 351 | 8 | 2 | X | 11 | 15 |
| | 400 | 8 | 2 | X | 10 | 14 |
| | 460 | 8 | 4 | X | 10 | 15 |
| Mercury | 400 | 8 | 2 | X | 10 | 14 |
| | 460 | 8 | 4 | X | 10 | 15 |
| Mercury Wagon | 400 | 8 | 2 | X | 9 | 14 |
| | 460 | 8 | 4 | X | 10 | 15 |
| Lincoln Continental | 460 | 8 | 4 | X | 10 | 15 |
| Continental Mark IV | 460 | 8 | 4 | X | 10 | 15 |
| **Maserati** | | | | | | |
| Merak | 181 | 6 | 6 | | 10 | 17 |
| Khamsin | 301 | 8 | 8 | | 9 | 13 |
| Bora | 301 | 8 | 8 | | 9 | 13 |
| **Mazda** | | | | | | |
| 808 | 96 | 4 | 2 | | 21 | 30 |
| 808 Wagon | 96 | 4 | 2 | | 21 | 30 |
| RX-3 | 70 | 2R* | 4 | | 14 | 20 |
| RX-3 Wagon | 70 | 2R* | 4 | | 14 | 20 |
| RX-4 | 80 | 2R* | 4 | | 14 | 20 |
| RX-4 Wagon | 80 | 2R* | 4 | | 14 | 20 |

*Rotary engine with two rotors

| | | | | | | |
|---|---|---|---|---|---|---|
| **Mercedes-Benz** | | | | | | |
| 240D | 147 | 4 | FI | | 24 | 31 |
| 300D | 183 | 5 | FI | | 24 | 31 |



| Manufacturer/Car line | Engine size (cu. in. disp.) | Cylinders | Carburetor (barrels/fuel inj.) | Catalyst | Fuel economy (miles per gal.) City | Hwy. |
|---|---|---|---|---|---|---|
| 230 | 141 | 4 | 1 | X | 16 | 20 |
| 280/280C | 167 | 6 | 4 | X | 15 | 20 |
| 280S | 167 | 6 | 4 | X | 15 | 20 |
| 450 SE/SEL | 276 | 8 | FI | X | 11 | 17 |
| 450 SL/SLC | 276 | 8 | FI | X | 11 | 17 |
| **Oldsmobile** | | | | | | |
| Omega | 250 | 6 | 1 | X | 16 | 21 |
| | 260 | 8 | 2 | X | 15 | 19 |
| | 350 | 8 | 2 | X | 14 | 19 |
| | 350 | 8 | 4 | X | 14 | 18 |
| Starfire | 231 | 6 | 2 | X | 19 | 25 |
| Cutlass | 250 | 6 | 1 | X | 16 | 21 |
| | 260 | 8 | 2 | X | 15 | 19 |
| | 350 | 8 | 4 | X | 15 | 20 |
| | 455 | 8 | 4 | X | 13 | 19 |
| Cutlass Wagon | 350 | 8 | 4 | X | 14 | 18 |
| | 455 | 8 | 4 | X | 13 | 18 |
| Delta 88 | 350 | 8 | 4 | X | 14 | 18 |
| | 400 | 8 | 2 | X | 12 | 17 |
| | 455 | 8 | 4 | X | 13 | 18 |
| Custom Cruiser Wagon | 400 | 8 | 4 | X | 11 | 15 |
| | 455 | 8 | 4 | X | 12 | 16 |
| Olds 98 | 400 | 8 | 4 | X | 11 | 15 |
| | 455 | 8 | 4 | X | 12 | 16 |
| Toronado | 455 | 8 | 4 | X | 11 | 16 |
| **Opel** | | | | | | |
| 1900/Manta | 116 | 4 | FI | | 19 | 27 |
| 1900 Wagon | 116 | 4 | FI | | 19 | 27 |
| **Peugeot** | | | | | | |
| 504 | 120 | 4 | 2 | | 20 | 27 |
| 504 Wagon | 120 | 4 | 2 | | 17 | 25 |
| 504 Diesel | 129 | 4 | FI | | 27 | 35 |
| 504 Diesel Wagon | 129 | 4 | FI | | 27 | 35 |

# 1975

| Manufacturer/Car line | Engine size (cu. in. disp.) | Cylinders | Carburetor (barrels/fuel inj.) | Catalyst | Fuel economy (miles per gal.) City | Fuel economy (miles per gal.) Hwy. |
|---|---|---|---|---|---|---|
| **Plymouth** | | | | | | |
| Valiant/Duster | 225 | 6 | 1 | X | 18 | 23 |
| | 318 | 8 | 2 | | 11 | 16 |
| | 318 | 8 | 2 | X | 13 | 20 |
| | 360 | 8 | 4 | | 13 | 19 |
| Fury | 225 | 6 | 1 | X | 14 | 22 |
| Road Runner/Fury | 318 | 8 | 2 | | 11 | 16 |
| | 318 | 8 | 2 | X | 13 | 17 |
| | 360 | 8 | 2 | X | 13 | 22 |
| | 360 | 8 | 4 | | 11 | 18 |
| | 400 | 8 | 2 | X | 13 | 16 |
| | 400 | 8 | 4 | X | 11 | 17 |
| | 400 | 8 | 4 | | 10 | 17 |
| | 440 | 8 | 4 | X | 10 | 15 |
| Fury Wagon | 318 | 8 | 2 | X | 12 | 17 |
| | 360 | 8 | 2 | X | 11 | 18 |
| | 400 | 8 | 2 | X | 11 | 15 |
| | 400 | 8 | 4 | X | 11 | 16 |
| | 400 | 8 | 4 | | 10 | 14 |
| Gran Fury | 318 | 8 | 2 | X | 12 | 17 |
| | 360 | 8 | 2 | X | 11 | 18 |
| | 400 | 8 | 2 | X | 11 | 15 |
| | 400 | 8 | 4 | | 10 | 14 |
| | 440 | 8 | 4 | X | 10 | 15 |
| Gran Fury Wagon | 400 | 8 | 2 | X | 10 | 15 |
| | 440 | 8 | 4 | X | 10 | 16 |
| **Pontiac** | | | | | | |
| Astre | 140 | 4 | 1 | X | 19 | 28 |
| | 140 | 4 | 2 | X | 21 | 29 |
| Astre Wagon | 140 | 4 | 1 | X | 19 | 28 |
| | 140 | 4 | 2 | X | 21 | 29 |
| Ventura | 250 | 6 | 1 | X | 16 | 21 |
| | 260 | 8 | 2 | X | 15 | 19 |
| | 350 | 8 | 2 | X | 14 | 19 |
| | 350 | 8 | 4 | X | 14 | 18 |
| Firebird | 250 | 6 | 1 | X | 16 | 21 |
| | 350 | 8 | 2 | X | 13 | 18 |
| | 350 | 8 | 4 | X | 12 | 18 |
| | 400 | 8 | 4 | X | 13 | 18 |



| Manufacturer/Car line | Engine size (cu. in. disp.) | Cylinders | Carburetor (barrels/fuel inj.) | Catalyst | Fuel economy (miles per gal.) City | Fuel economy (miles per gal.) Hwy. |
|---|---|---|---|---|---|---|
| LeMans | 250 | 6 | 1 | X | 16 | 21 |
| | 350 | 8 | 2 | X | 12 | 18 |
| | 350 | 8 | 4 | X | 13 | 17 |
| LeMans/Grand AM | 400 | 8 | 4 | X | 13 | 18 |
| Grand AM | 400 | 8 | 2 | X | 12 | 17 |
| | 455 | 8 | 4 | X | 12 | 17 |
| LeMans Wagon | 400 | 8 | 2 | X | 12 | 17 |
| | 400 | 8 | 4 | X | 12 | 15 |
| Pontiac | 400 | 8 | 2 | X | 12 | 17 |
| | 400 | 8 | 4 | X | 12 | 15 |
| | 455 | 8 | 4 | X | 11 | 18 |
| Pontiac Wagon | 400 | 8 | 4 | X | 11 | 15 |
| | 455 | 8 | 4 | X | 11 | 15 |
| Grand Prix | 400 | 8 | 2 | X | 12 | 17 |
| | 400 | 8 | 4 | X | 13 | 18 |
| | 455 | 8 | 4 | X | 12 | 17 |
| **Porsche** | | | | | | |
| 914 | 109 (1.8L) | 4 | FI | | 21 | 33 |
| | 120 (2.0L) | 4 | FI | | 20 | 30 |
| 911S/Carrera | 164 | 6 | FI | | 18 | 29 |
| **Rolls-Royce** | | | | | | |
| Silver Shadow | 412 | 8 | 2 | X | 9 | 12 |
| **Saab** | | | | | | |
| 99 | 121 | 4 | FI | | 21 | 27 |
| **Subaru** | | | | | | |
| Subaru | 83 | 4 | 2 | | 25 | 33 |
| Subaru Wagon | 83 | 4 | 2 | | 23 | 31 |
| **Toyota** | | | | | | |
| Corolla | 97 | 4 | 2 | | 21 | 33 |
| Corolla Wagon | 97 | 4 | 2 | | 21 | 33 |
| Corona | 133 | 4 | 2 | | 19 | 28 |
| Corona Wagon | 133 | 4 | 2 | | 19 | 28 |

| 1975 Manufacturer/Car line | Engine size (cu. in. disp.) | Cylinders | Carburetor (barrels/fuel inj.) | Catalyst | Fuel economy (miles per gal.) City | Hwy. |
|---|---|---|---|---|---|---|
| Celica | 133 | 4 | 2 | | 18 | 27 |
| Corona Mk. II | 156 | 6 | 2 | X | 17 | 21 |
| Corona Mk. II Wagon | 156 | 6 | 2 | X | 17 | 21 |
| **Triumph** | | | | | | |
| Spitfire | 91 | 4 | 1 | | 21 | 32 |
| TR-7 | 122 | 4 | 2 | | 20 | 29 |
| **Volkswagen** | | | | | | |
| Beetle | 97 | 4 | FI | | 22 | 33 |
| Rabbit | 90 | 4 | 2 | X | 24 | 38 |
| | 90 | 4 | 2 | | 24 | 38 |
| Dasher | 90 | 4 | 2 | X | 23 | 35 |
| | 90 | 4 | 2 | | 23 | 36 |
| Dasher Wagon | 90 | 4 | 2 | X | 23 | 35 |
| | 90 | 4 | 2 | | 23 | 36 |
| Scirocco | 90 | 4 | 2 | X | 24 | 38 |
| | 90 | 4 | 2 | | 24 | 38 |
| Thing | 97 | 4 | FI | | 22 | 33 |
| **Volvo** | | | | | | |
| 240 | 121 | 4 | FI | | 16 | 26 |
| 245 Wagon | 121 | 4 | FI | | 17 | 24 |
| 160 | 182 | 6 | FI | | 15 | 22 |



| Manufacturer/ Truck line | Engine size (cu. in. disp.) | Cylinders | Carburetor (barrels/fuel inj.) | Catalyst | Fuel economy (miles per gal.) City | Hwy. |
|---|---|---|---|---|---|---|
| **A M General** | | | | | | |
| Post Office Vehicle | 232 | 6 | 1 | | 17 | 24 |
| | 258 | 6 | 1 | | 14 | 18 |
| **Cadillac** | | | | | | |
| Commercial Chassis | 500 | 8 | 4 | X | 11 | 14 |
| **Chevrolet** | | | | | | |
| Vega Panel Express | 140 | 4 | 1 | X | 21 | 31 |
| | 140 | 4 | 2 | X | 22 | 31 |
| LUV Pickup | 110 | 4 | 2 | | 19 | 27 |
| Pickup | 250 | 6 | 1 | X | 14 | 19 |
| | 350 | 8 | 2 | X | 12 | 17 |
| | 350 | 8 | 4 | X | 13 | 18 |
| | 454 | 8 | 4 | X | 10 | 14 |
| Van | 250 | 6 | 1 | X | 14 | 20 |
| | 350 | 8 | 2 | X | 12 | 17 |
| | 350 | 8 | 4 | X | 13 | 17 |
| Blazer | 250 | 6 | 1 | X | 14 | 18 |
| | 350 | 8 | 2 | X | 12 | 17 |
| | 350 | 8 | 4 | X | 13 | 17 |
| El Camino | 250 | 6 | 1 | X | 16 | 21 |
| | 350 | 8 | 2 | X | 13 | 18 |
| | 400 | 8 | 4 | X | 13 | 17 |
| | 454 | 8 | 4 | X | 11 | 16 |
| **Datsun** | | | | | | |
| Pickup | 119 | 4 | 2 | | 20 | 31 |
| **Dodge** | | | | | | |
| Pickup | 225 | 6 | 1 | X | 16 | 26 |
| | 318 | 8 | 2 | X | 13 | 18 |
| Van | 225 | 6 | 1 | X | 16 | 26 |
| | 318 | 8 | 2 | X | 13 | 18 |
| Ramcharger | 318 | 8 | 2 | X | 13 | 18 |

# 1975

| Manufacturer/Truck line | Engine size (cu. in. disp.) | Cylinders | Carburetor (barrels/fuel inj.) | Catalyst | Fuel economy (miles per gal.) City | Fuel economy (miles per gal.) Hwy. |
|---|---|---|---|---|---|---|
| **Ford** | | | | | | |
| Courier Pickup | 109 | 4 | 2 | | 19 | 25 |
| Pickup | 300 | 6 | 1 | X | 15 | 20 |
| | 302 | 8 | 2 | X | 13 | 18 |
| | 360 | 8 | 2 | | 11 | 14 |
| | 360 | 8 | 2 | X | 11 | 17 |
| | 390 | 8 | 2 | | 11 | 15 |
| Van (Econoline/ Club Wagon) | 300 | 6 | 1 | X | 15 | 20 |
| | 351 | 8 | 2 | | 11 | 17 |
| Bronco | 302 | 8 | 2 | X | 13 | 18 |
| Ranchero | 351 | 8 | 2 | X | 11 | 17 |
| | 400 | 8 | 2 | X | 10 | 15 |
| | 460 | 8 | 4 | X | 10 | 16 |
| **GMC** | | | | | | |
| Pickup | 250 | 6 | 1 | X | 14 | 19 |
| | 350 | 8 | 2 | X | 12 | 17 |
| | 350 | 8 | 4 | X | 13 | 18 |
| | 454 | 8 | 4 | X | 10 | 14 |
| Van | 250 | 6 | 1 | X | 14 | 20 |
| | 350 | 8 | 2 | X | 12 | 17 |
| | 350 | 8 | 4 | X | 13 | 17 |
| Jimmy | 250 | 6 | 1 | X | 14 | 18 |
| | 350 | 8 | 2 | X | 12 | 17 |
| | 350 | 8 | 4 | X | 13 | 17 |
| Sprint | 250 | 6 | 1 | X | 16 | 21 |
| | 350 | 8 | 2 | X | 13 | 18 |
| | 400 | 8 | 4 | X | 13 | 17 |
| | 454 | 8 | 4 | X | 11 | 16 |
| **Jeep** | | | | | | |
| Jeep | 232 | 6 | 1 | | 17 | 20 |
| | 258 | 6 | 1 | | 14 | 19 |
| | 304 | 8 | 2 | X | 15 | 19 |



| Manufacturer/ Truck line | Engine size (cu. in. disp.) | Cylinders | Carburetor (barrels/fuel inj.) | Catalyst | Fuel economy (miles per gal.) City | Fuel economy (miles per gal.) Hwy. |
|---|---|---|---|---|---|---|
| **Mazda** | | | | | | |
| B 1600 Pickup | 96 | 4 | 2 | | 20 | 28 |
| Rotary Pickup | 80 | 2R* | 4 | | 13 | 20 |
| *Rotary Engine with two rotors | | | | | | |
| **Oldsmobile** | | | | | | |
| Driveaway Chassis | 455 | 8 | 4 | X | 12 | 16 |
| **Plymouth** | | | | | | |
| Van | 225 | 6 | 1 | X | 16 | 26 |
| | 318 | 8 | 2 | X | 13 | 18 |
| Trail Duster | 318 | 8 | 2 | X | 13 | 18 |
| **Toyota** | | | | | | |
| Hilux | 133 | 4 | 2 | | 18 | 27 |
| Hilux Camper | 133 | 4 | 2 | | 18 | 25 |
| Land Cruiser | 258 | 6 | 2 | | 10 | 15 |
| **Volkswagen** | | | | | | |
| Bus (Wagon, Kombi, Panel) | 109 | 4 | FI | | 18 | 25 |

GPO : 1975 O - 569-461