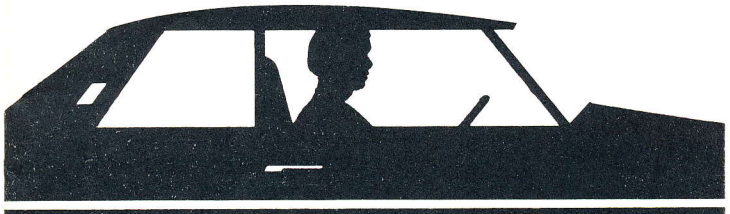
September 1974

fuel economy test results for automobiles

1975

gas mileage guide for new car buyers



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

Automobiles use nearly one-third of the country's petroleum each year. You can help conserve the Nation's fuel—and save yourself money—by insisting on good fuel economy for your 1975 vehicle.

The Federal Energy Administration is pleased to cooperate with the U.S. Environmental Protection Agency in making this booklet available to you. It will help you compare the expected fuel economy of different types and sizes of vehicles.

We also suggest that you look for labels on 1975 model cars; the label states the fuel economy for that car, thus helping you make a good selection. After that, I hope you continue to do your share—use your car wisely and conserve fuel through your driving habits. Join a carpool or use public transportation for going to work. Combine shopping errands and avoid unnecessary trips.

Your cooperative efforts will mean that you save money, that our Nation's air will be cleaner, and that our energy problems will be less severe.

John C. Sawhill
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 cars expected to be sold in this country this year.

This booklet lists the estimated fuel economy of over 250 new car line and engine combinations that met the 1975 emission standards and were certified for sale in the United States as of September 15, 1974. Additional models will be certified later this year, and a second edition of this booklet is planned for early 1975 to include these subsequently certified cars.

The cars tested were prototypes of the 1975 cars 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 cars, 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 cars were tested by professional drivers on a dynamometer, a machine which simulates a number of different driving conditions. Use of dynamometers, rather than driving cars 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 car. 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 28 minutes and the highway test 12 minutes.

The city and highway fuel economy for each car

tested was measured separately. Then the cars were grouped by car line, engine size, number of cylinders, and fuel system. In most cases more than one car of each group was tested, and the test results were sales weighted to be more representative of all cars of that group expected to be sold.

Factors Influencing Fuel Economy

The fuel economy figures for each group of cars 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 cars. The *weight* of the vehicle is the single most important factor which affects the fuel economy. The smaller the car, 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. 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 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.

Manufacturer/ Car Line	Engine Size (Cubic-inch displacement)	Cylinders	Carburetor (Number of barrels or fuel inj.)	Catalyst	Fuel Economy (in miles per gallon)	
					City	Highway
National Motors/ Coventry	260	6	1		18	24
	300	8	2		16	22
	300	8	4		15	21
	350	8	4	X	15	21

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

Cars 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 car, as well as to the car line, engine size, fuel system, and catalyst usage. Fuel economy figures based on this detailed car description are more precise than those listed in this *guide* since more factors about the car 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.

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Manufacturer/ Car line	Engine size (cu. in. disp.)	Cylinders	Carburetor (barrels/fuel inj.)	Catalyst	Fuel economy (miles per gal.) City	Hwy.
American Motors						
Gremlin	232	6	1		19	24
	258	6	1		21	30
	304	8	2	X	14	19
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
Audi						
Fox	97	4	FI		21	34
100	114	4	FI		18	28
BMW						
2002	121	4	2		19	30
530	182	6	FI		12	15
3.0 S	182	6	FI		12	15
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
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

Manufacturer/ Car line	Engine size (cu. in. disp.)	Cylinders	Carburetor (barrels/fuel inj.)	Catalyst	Fuel economy (miles per gal.) City	Hwy.
Cadillac						
Cadillac	500	8	4	X	11	16
Fleetwood 75	500	8	4	X	11	14
Eldorado	500	8	4	X	11	16
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	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
Chrysler						
Cordoba	318	8	2		11	16
	318	8	2	X	13	17
	360	8	2	X	13	22
	400	8	4	X	11	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

1975

Manufacturer/ Car line	Engine size (cu. in. disp.)	Cylinders	Carburetor (barrels/fuel inj.)	Catalyst	Fuel economy (miles per gal.) City	Hwy.
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
Dodge						
Dart	225	6	1	X	17	23
	318	8	2		11	16
	318	8	2	X	13	20
	360	8	4		13	19
Coronet/Charger	318	8	2		11	16
	318	8	2	X	13	17
	360	8	2	X	13	22
	400	8	4	X	11	17
	440	8	4	X	10	15
Coronet Wagon	318	8	2	X	12	17
	360	8	2	X	11	18
	400	8	4	X	11	16
Monaco	318	8	2	X	12	17
	360	8	2	X	11	18
	400	8	2	X	11	15
	440	8	4	X	10	15
Monaco Wagon	400	8	2	X	10	15
	440	8	4	X	10	16
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	250	6	1		14	18
	250	6	1	X	16	21
	302	8	2		10	18
	302	8	2	X	13	18
Granada	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

Manufacturer/ Car line	Engine size (cu. in. disp.)	Cylinders	Carburetor (barrels/fuel inj.)	Catalyst	Fuel economy (miles per gal.) City	Hwy.
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
Lincoln-Mercury						
Comet	250	6	1		14	18
	250	6	1	X	16	21
	302	8	2		10	18
	302	8	2	X	13	18
Monarch	250	6	1		14	18
	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
Mercedes-Benz						
240D	147	4	FI		24	31
300D	183	5	FI		24	31
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

1975

Manufacturer/ Car line	Engine size (cu. in. disp.)	Cylinders	Carburetor (barrels/fuel inj.)	Catalyst	Fuel economy (miles per gal.) City	Hwy.
Cutlass Wagon	350	8	4	X	14	18
	455	8	4	X	13	18
Delta 88	350	8	4	X	14	18
	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
Peugeot						
504	120	4	2		20	27
504 Wagon	120	4	2		17	25
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
Road Runner/Fury	318	8	2		11	16
	318	8	2	X	13	17
	360	8	2	X	13	22
	400	8	4	X	11	17
	440	8	4	X	10	15
Fury Wagon	318	8	2	X	12	17
	360	8	2	X	11	18
	400	8	4	X	11	16
Gran Fury	318	8	2	X	12	17
	360	8	2	X	11	18
	400	8	2	X	11	15
	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	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	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
Saab						
99	121	4	FI		21	27
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
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
Volkswagen						
Beetle	97	4	FI		22	33
Rabbit	90	4	2	X	24	38
Dasher	90	4	2	X	23	35
Dasher Wagon	90	4	2	X	23	35
Scirocco	90	4	2	X	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

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