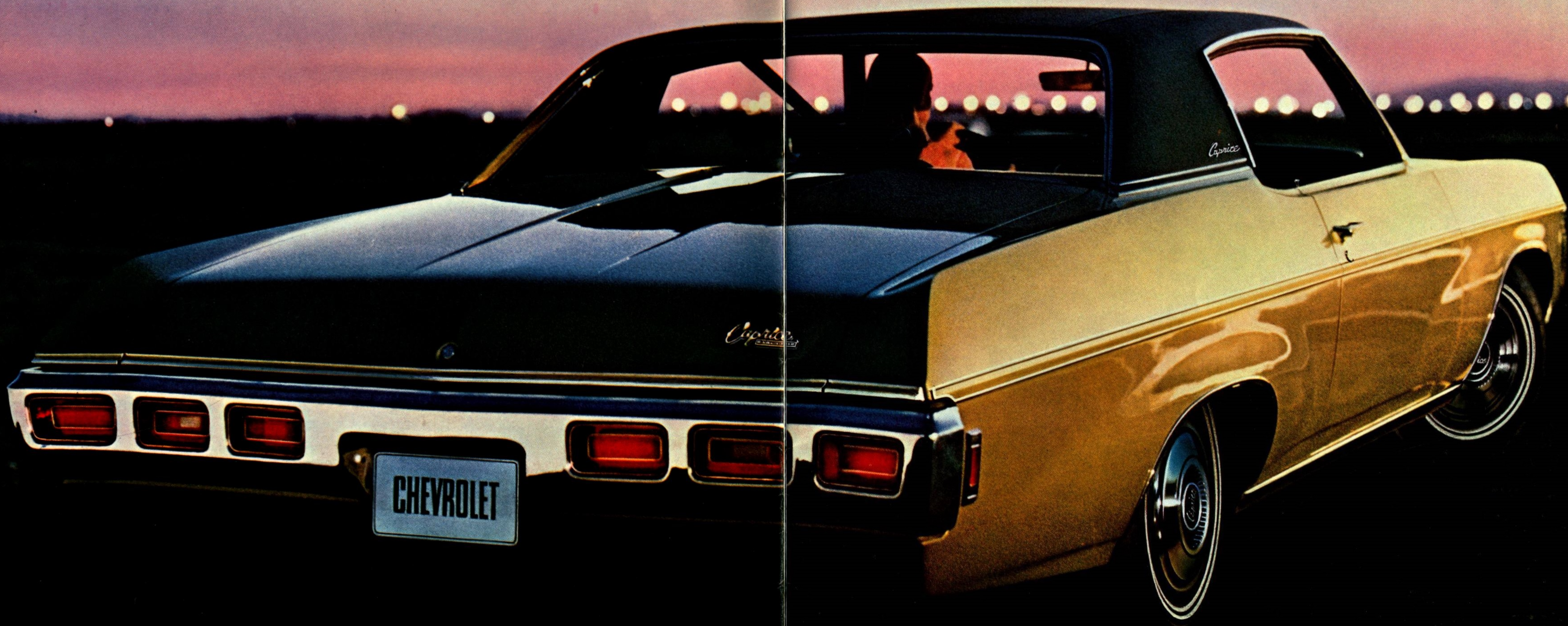


1969 CHEVROLET

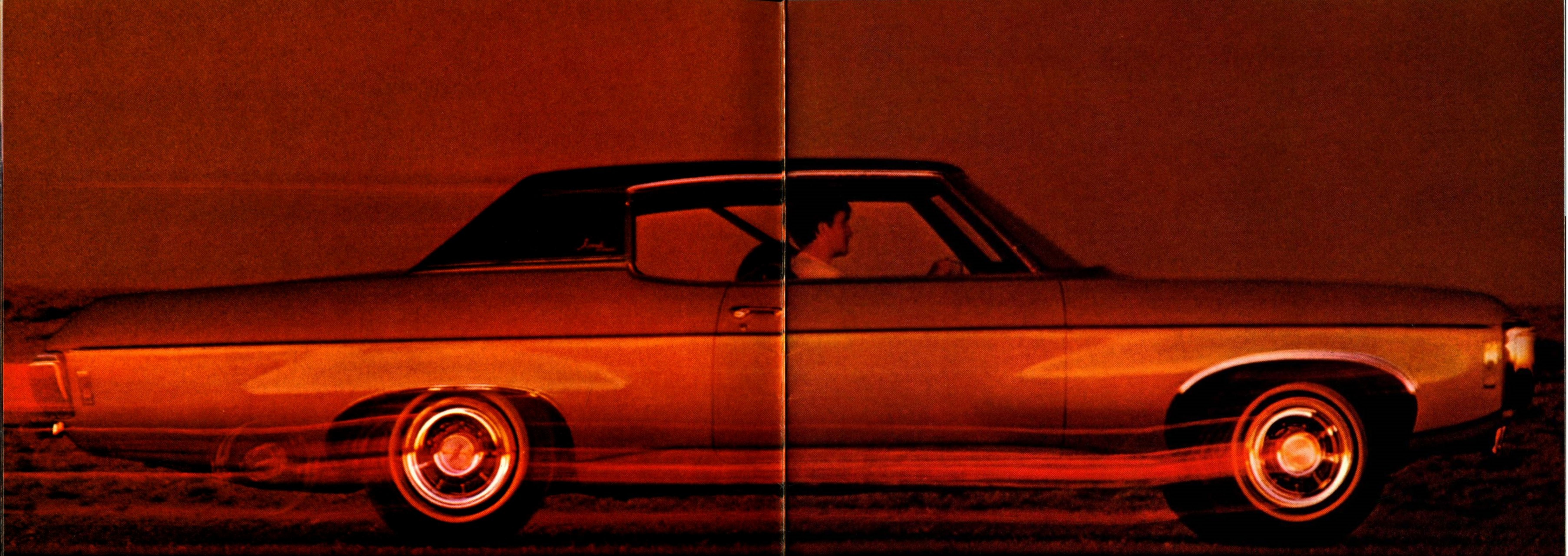
Putting you first keeps us first 





There's another angle to luxury as you see in this Caprice Coupe. A new kind of rear window, recessed tail-

lights in a full wrap-around bumper complete the effect. Isn't that enough to make you want to kick your old car?



The Impala Custom Coupe, like all Chevrolets, can make byways seem like highways. Credit it to computerized Full Coil suspension together with plenty of sound-deadening insulation. The competition is no longer competitive.



It's the silent ones who are usually strongest when the convertible is a good example. Its Body by Fisher is tough to going gets rough. This SS 427 shake and even harder to rattle.



If relaxing in the luxury interior of a 1969 Impala by Chevrolet starts you thinking that anybody who doesn't own one is standing short, it's because you're sitting pretty tall...and sitting pretty, too.

CAPRICE



▼ CAPRICE SEDAN



▲ CAPRICE COUPE

There's practically no end to the creature comforts you'll find in Caprice—either coupe or sedan. Look at a few "for instances". Strato-bucket seats with centre console you can specify in the Coupe, devastatingly rich upholstery fabrics and vinyls and a grille magnificent enough to face down the highest priced competition. If you like pure class, look over the new roof line and concave rear window of the Caprice Coupe.

Now, for some reason, pushbuttons are associated with the good life. Wouldn't it be nice to flip switches and have your headlights cleaned, your rear window defrosted and have your rear tires suddenly assume fantastic traction on ice? Idle dreams? Not any longer. They're available on Caprice and several other Chevrolet models.

As far as performance is concerned, we start you off with a 235-hp Turbo-Fire V8. And if this doesn't move you sufficiently, you can specify your way up to 390 hp.



Some of the equipment illustrated is optional at extra cost.

IMPALA



▲ IMPALA SPORT COUPE



Frankly, there aren't many cars around that can move with the smoothness and authority of Impala, no matter what you're willing to pay.

Basically, there are five ways to go Impala—Custom Coupe, Sport Coupe, Sport Sedan, Convertible and 4-Door Sedan. But with three of these models—Custom Coupe, Sport Coupe and Convertible—you can add excitement with SS 427 equipment.

It's not hard to spot an Impala. Look for the custom roof and concave rear window styling on the Custom Coupe, the curved convex rear window for 4-Door and Sport Sedans and the new roof design with convex rear window on the Sport Coupe. An SS 427 gets extra special treatment: black-accented grille, SS identification throughout, 427-cu.-in. engine and 15-inch wheels.

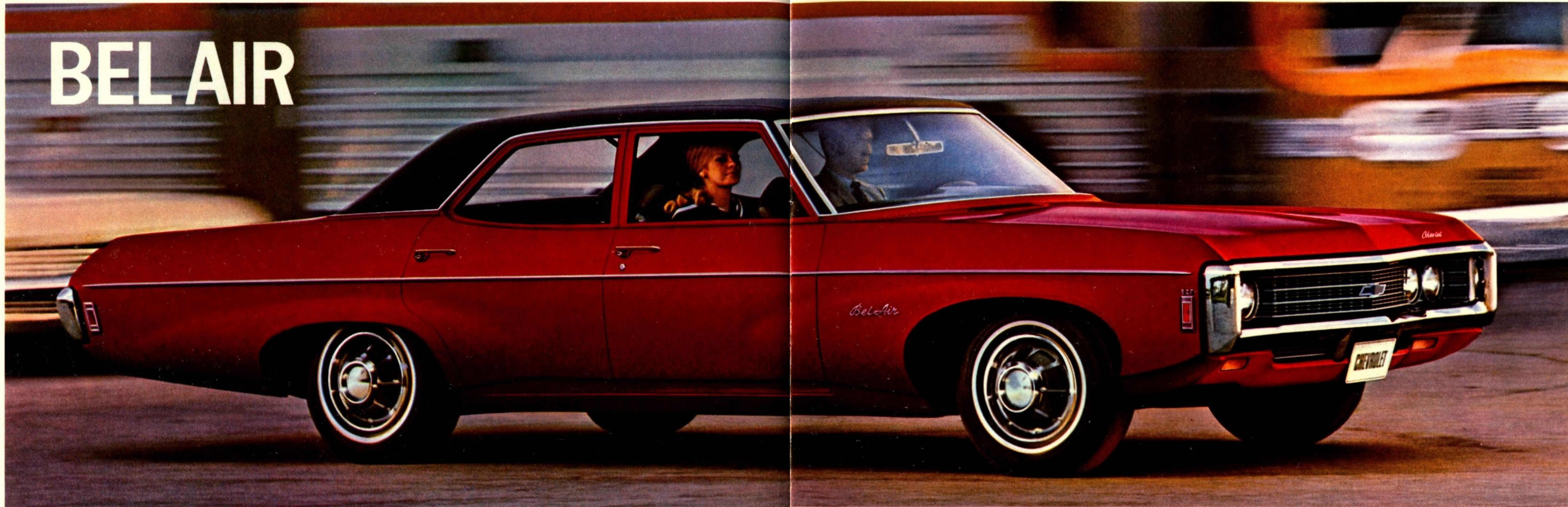
Basic power is either a 235-hp V8 or a 155-hp Six. But check and you'll find you can get five other V8s, plus two manual transmissions plus two automatics.

IMPALA SPORT SEDAN ▼



Some of the equipment illustrated is optional at extra cost.

BEL AIR



BEL AIR 4-DOOR SEDAN ▲

▼ BEL AIR 2-DOOR SEDAN



If all you want out of a car is a great ride, smart performance, superb styling and a modest price, you can stop wasting time on other cars and concentrate your attention on Chevrolet's beautiful Bel Air.

Bel Air, like all Chevrolets, keeps everything quiet with extensive sound-deadening insulation. And underneath it all is a computer-refined Full Coil suspension that makes the most wrinkled roads feel permanently pressed.

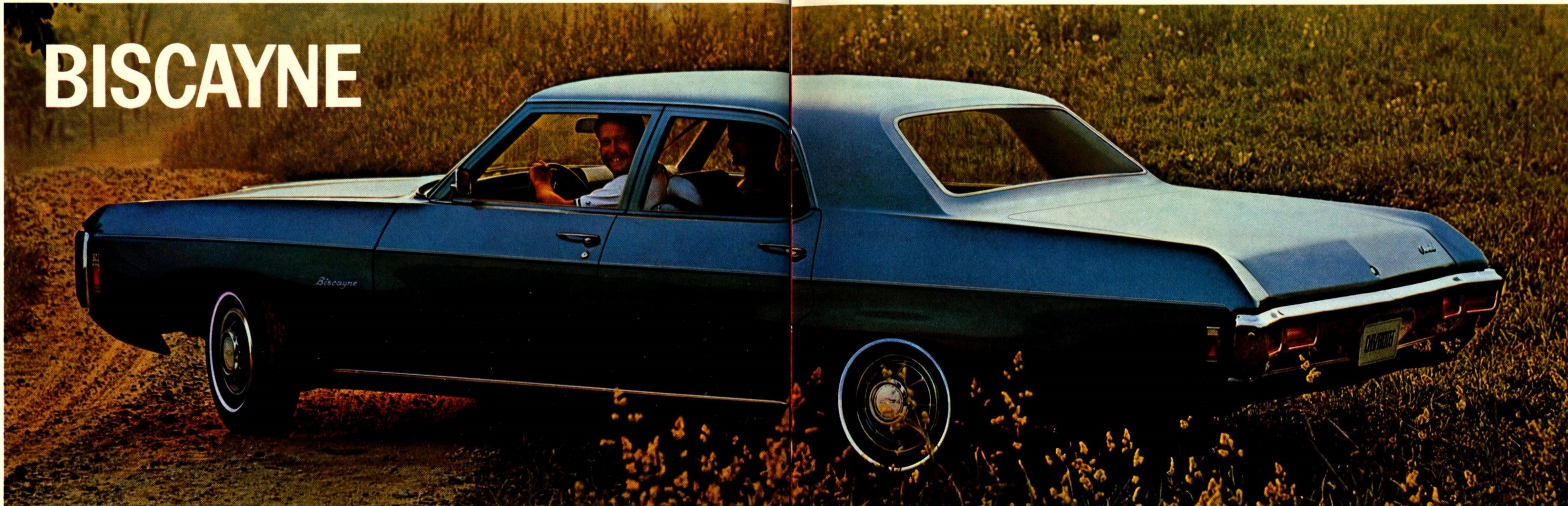
The performance of Bel Air's standard 155-hp Six or 235-hp V8 is refreshingly nimble, with plenty more on order where that came from. There's a wide selection of transmissions—manual and automatic—and rear axles, too.

Most Bel Air people seem to prefer the 4-Door Sedan, but there's a thrifty 2-Door on tap, too. Both are big, good-looking brutes . . . actually an inch longer than last year's big economy size. Inside, handsome interiors are set off by a new instrument panel. 18.5 cubic feet of usable luggage capacity, too.



Some of the equipment illustrated is optional at extra cost.

BISCAYNE



▲ BISCAYNE 4-DOOR SEDAN



Honestly now, just because Biscayne is our lowest priced, bet you thought it might look a little bit frumpy. Well, look again and ask yourself how we can do it for this kind of money. Or, for that matter, why no one else does it for this kind of money.

Certainly, the most important consideration is that it takes relatively little cash to own one (either the 2-Door or 4-Door Sedan). Secondly, it's pure quality right down to the cotter pins. After all, it's got Body by Fisher and chassis and drive line by Chevrolet . . . a formidable combination.

Something else you'll find in Biscayne is Astro Ventilation. This is Chevrolet's answer to the wind tunnel effect. Driving with the windows up, gentle breezes are wafted into the car through vent-ports at either side of the instrument panel and out again through pressure relief valves in the body. It's amazing how much easier it makes conversation. Who needs ventipanes?

BISCAYNE 2-DOOR SEDAN ▼



Some of the equipment illustrated is optional at extra cost.

WAGONS

If it's not a new
Chevrolet Walk-in Wagon
this year, it's just a
plain old wagon

For 1969, Chevrolet gives you a choice of four luxurious wagons—Kingswood Estate, Kingswood, Townsman and Brookwood. We call them The Walk-in Wagons. Here's why. There's more to the dual-action tailgate than the two-way opening feature. An easy-to-reach curb-side boarding step has been built into the floor-high bumper. Door hinges are concealed. And, with the door opened you get in or out with ease. We wouldn't settle for less than the full rear package design. Nor should you!

KINGSWOOD ESTATE WAGON. You could spend a lot of time and hundreds of

dollars more trying to find a wagon interior as luxurious as The Kingswood Estate Wagon. The instrument panel is compactly arranged directly in front of you; two-spoke steering wheel; safety armrests and front-seat head restraints; color-matched vinyls and deep-twist carpeting. There's plenty more to please you. New one-piece bumper that encloses the new grille; new sculptured wheel openings; full door-glass styling for our Astro Ventilation. And full length paneling with the rich look of wood. What Kingswood Estate doesn't give you isn't worth paying extra for. So why not save yourself the money.



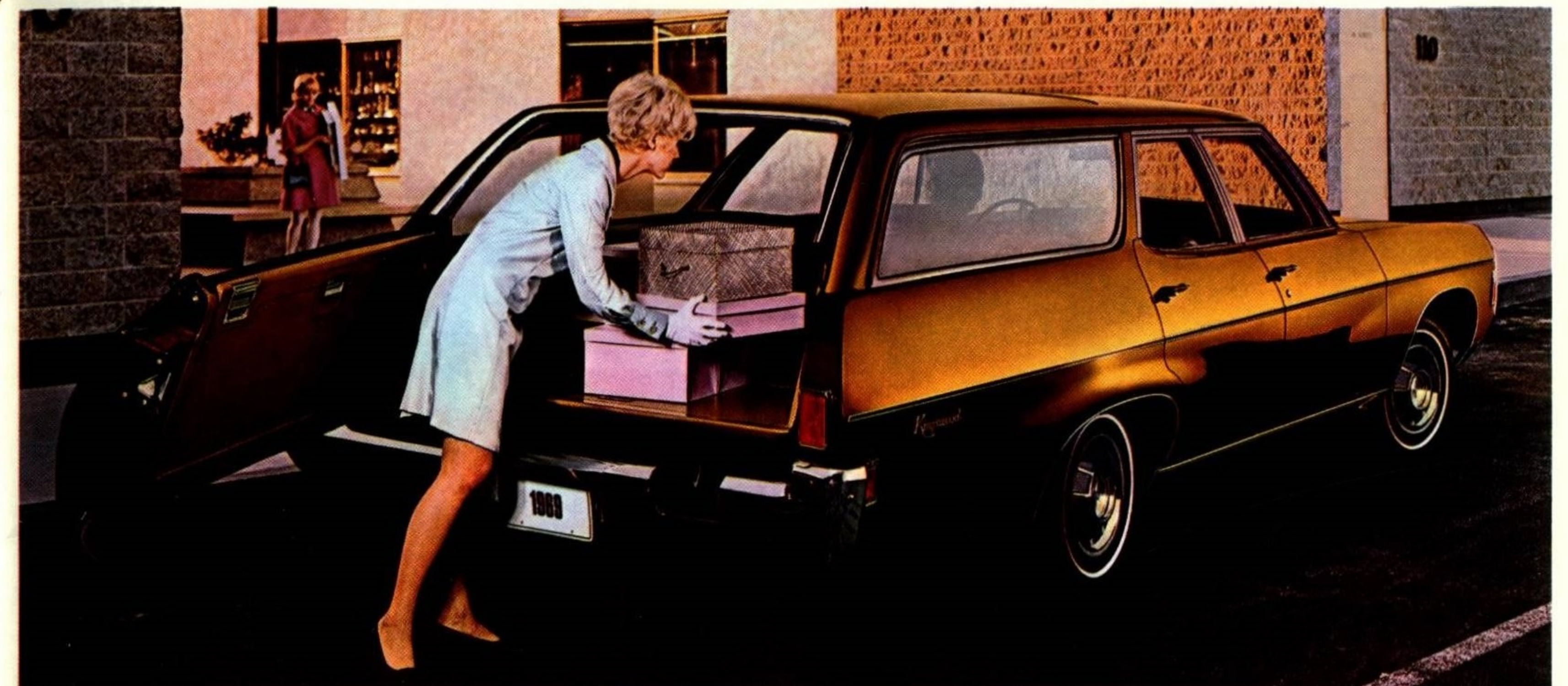
KINGSWOOD ESTATE WAGON



KINGSWOOD. If you've considered buying some other make of wagon, Kingswood says, "Reconsider." You'll get the meaning quick at the wheel. Our new standard 235-hp 327-cu.-in. V8 only whippers but, man, what authority. If you want to be bossier just order more horsepower—up to 390 if you like. You can handle it. Because your Kingswood can... with its strong Unisteel Fisher body, wide stance design and Full Coil suspension. We didn't mention luxury, because we assume you want the best. Kingswood's got it... 2-seat or 3-seaters. Everything considered, Kingswood's got everything.

TOWNSMAN. If you like a lot going for you, including a lower price, you've got it made with a Townsman. It comes with color-keyed all-vinyl upholstery, deep-twist carpeting, foam-cushioned seats, 12-inch wide rearview mirror, new anti-theft ignition, steering and transmission lock. Astro Ventilation system with larger rectangular vent-ports—stop!... or we'll have our competitors apologizing. Tri-level cargo space, too. Under the floor at the rear is a concealed stowage compartment. Add a roof luggage carrier and you've got what we call our "Tri-Level Traveler."

BROOKWOOD. If you insist on a plain wagon, we don't make one. Because even our low-priced Brookwood 2-seater won't qualify. Much too well equipped: all-vinyl interiors, carpeted floors, Astro Ventilation and Hide-A-Way windshield wipers. And you get all of Chevrolet's safety features. Stronger Body by Fisher. New anti-theft ignition, steering and transmission lock. Dual master cylinder brake system with warning light. If you happen to like extra economy and want an even lower price than the standard 327-cu.-in. V8 model, just ask for the standard 155-hp Six model. Plain foolish to buy a plain wagon!



DUAL-ACTION TAILGATE. LEFT: SWINGS OUT; RIGHT: DROPS DOWN.

KINGSWOOD WAGON



Some of the equipment illustrated is optional at extra cost.

A few things you may take for granted—but we don't

We could probably get by on looks alone, but Chevrolet owners have come to expect many inner virtues. To name a few:

ASTRO VENTILATION. Driving with the windows up air enters a Chevrolet through adjustable vent-ports at either side of the instrument panel. Lets you arrive fresh and crisp.

NEW ANTI-THEFT LOCK SYSTEM. One more discouragement to the light-fingered. You lock the ignition and both steering column and transmission selector levers are also locked. Located on steering column with larger key for easier operation.

NEW DOOR LOCK BUTTONS. Relocated for easier access and greater security.

CONCEALED HIDE-A-WAY WINDSHIELD WIPERS. Well protected and out of sight until you turn them on. Glare from bright metal is all but eliminated.

FLUSH-AND-DRY ROCKER PANELS. Rain water washes inside of rocker panel clean of corrosive salts and dirt. Incoming air dries it out as you drive along. Helps keep the body beautiful.

SELF-ADJUSTING SAFETY-MASTER BRAKES. The brake pedal stays up at the safe level because brakes adjust themselves. Ample venting increases fade resistance.

LONG-LIFE EXHAUST SYSTEM. What's the point in building an extra-quiet body and suspension if you don't hush up

the engine? That's the way we see it, too, so we fashioned our exhaust systems out of materials that have a mighty ability to turn away rust and corrosion. Now you can enjoy an engine that both puts up and shuts up—at the same time.

INNER FENDERS. You wouldn't think a car with only four wheels would need eight fenders. But there's a reason. Four of the fenders go inside the outer fenders to ward off corrosion that might mar the beauty of your Chevrolet.

DELCOTRON GENERATOR. A modern car with all its electrical equipment makes heavy demands on the battery. Takes a husky generator to keep the battery replenished. Delcotron nourishes your battery with a healthy output, even at idle speeds.

"DELCO EYE" BATTERY. The Delco Eye filler cap glows if the solution is low. High output, long life, of course.

FULL COIL RIDE. A coil spring stands ready at every wheel to soak up bumps and shock before they ever reach passengers.

ADVANCED BODY MOUNTING SYSTEM. Every point where body meets frame has been heavily cushioned to bring road noise and vibration right down to the absolute minimum.

CUSHIONED POWER. Wherever vibration can occur we do something about it.

That's why Chevrolet engines and transmissions are cushioned at all mounting points to make the going even more serene.

AND MANY, MANY THINGS TO HELP BRING YOU HOME SAFELY

In 1969 all Chevrolets feature an impressive array of safety, anti-theft and convenience equipment, more notable among these are:

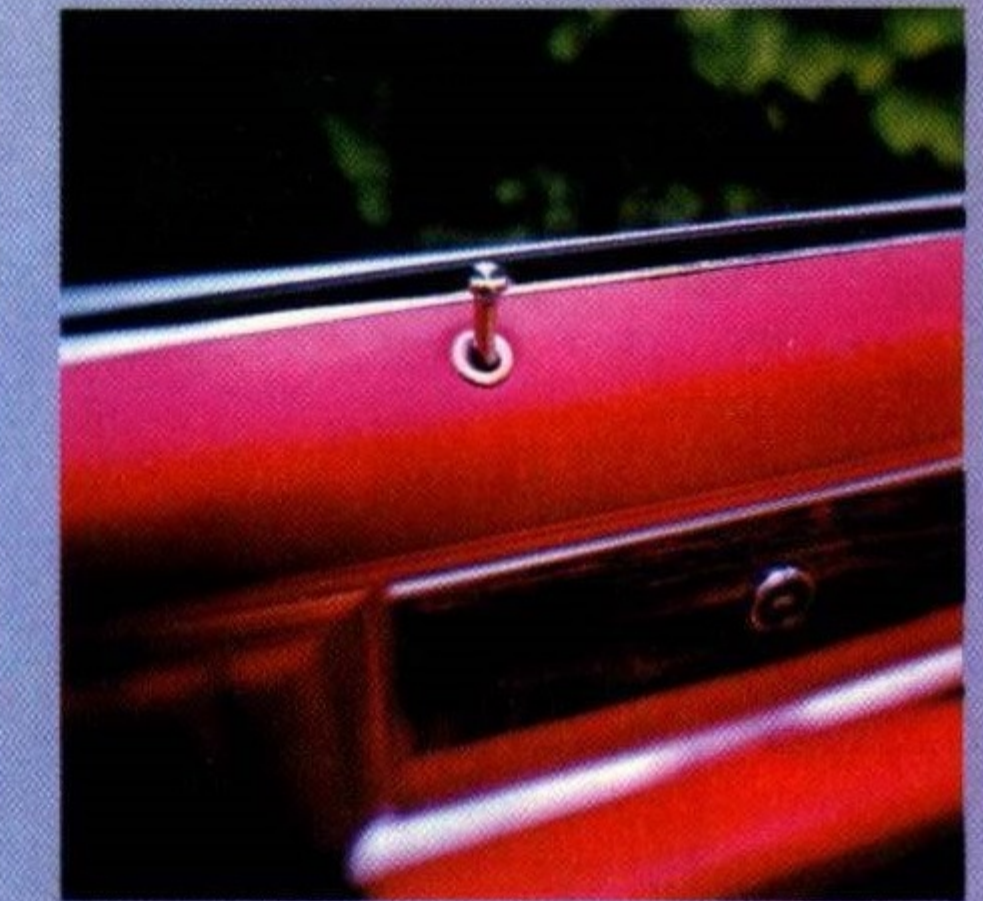
- Energy absorbing steering column • Seat belts with pushbutton buckles for all passenger positions • Driver and front passenger shoulder belts with pushbutton buckles and special storage provision (except convertibles) • Two front seat head restraints • Passenger guard door locks —with forward mounted lock buttons • Four-way hazard warning flasher • Dual master cylinder brake system with warning light and corrosion resistant brake lines • Folding seat back latches • Dual speed windshield wipers and washer • Dual action safety hood latch • Outside rear view mirror • Backup lights • Side marker lights and parking lights that illuminate with headlights • Energy absorbing instrument panel, padded sun visors • Reduced glare instrument panel top, inside windshield moldings, steering wheel hub, and windshield wiper arms and blades • Wide inside day-night mirror with deflecting base • Lane change feature in direction signal control • Safety arm rests • Thick laminate windshield • Soft, low-profile window control knobs, coat hooks, dome light • Padded front seat and intermediate seat back tops • Smooth contoured door and window regulator handles • Anti-theft ignition key warning buzzer • Anti-theft ignition, steering and transmission lock • Starter safety switch on all transmissions • Uniform shift quadrant • Cargo-guard luggage compartment • Contoured windshield header (except convertibles).



ANTI-THEFT LOCK SYSTEM



ASTRO VENTILATION



IMPROVED DOOR LOCK BUTTON LOCATION



HIDE-A-WAY WINDSHIELD WIPERS



CHILD RESTRAINT SEAT



POWER DOOR LOCK SYSTEM



POWER DISC BRAKES



HEADLIGHT WASHER



REAR WINDOW DEFROSTER



FOUR-SEASON AIR CONDITIONING



RALLY WHEELS



CONCEALED HEADLIGHTS



4-SPEED TRANSMISSION AND CONSOLE

Some fringe benefits worth bargaining for*

As if the pleasure of owning a Chevrolet weren't enough, there are all kinds of things you can order to make it more pleasurable. Some suggestions you might ponder:

HEADLIGHT WASHERS. Push a button and a pulsating spray of washer-solvent dissolves the road dirt, salt and film that reduce headlight efficiency.

ELECTRO-CLEAR REAR WINDOW DEFROSTER. Flip a switch and electricity quickly melts rear window ice. Available with Caprice Coupe and Impala Custom Coupe. With other models, a forced air defroster system can be ordered.

VARIABLE-RATIO POWER STEERING. Ratio drops as front wheels are deflected from straight-ahead position. Tight turning requires fewer turns of the wheel. You get limousine handling on the straightaway, sports car steering on the turns. Comes on Caprice and Impala with power steering.

CHILD SAFETY SEAT. May be placed on the regular front or back seat, depending upon your convenience. Shoulder and seat belts hold both seat and youngster gently but firmly in place.

4-SPEED TRANSMISSION AND CONSOLE. Real car buffs think there's nothing like the fun of 4-speed manual shifting, and we agree with them. You can specify it with Strato-bucket seats and all engines except the 155-hp Turbo-Thrift 250 Six.

FOUR-SEASON AIR CONDITIONING. Additional outlets and improved air-flow this year for cool comfort in the hottest weather.

Also available: one-setting Comfortron. Comfortron (and also Four-Season) Air Conditioning remove up to 98 per cent of air-borne dust and pollen. And that's nothing to sneeze at.

CONCEALED HEADLIGHTS. In by day, out by night, all at the touch of the headlight switch. Complete with headlight washers. Available on Caprice and Kingswood Estate Wagon models only.

RALLY WHEELS. A dashing accent for any Chevrolet, particularly SS 427 models.

POWER DOOR LOCK SYSTEM. A control at either front door locks all doors automatically.

LIGHT MONITORING SYSTEM. Light through optical fibers assures you that critical lights are functioning.

POWER DISC BRAKES. Offer sure, smooth all-weather stopping. Also available: regular power brakes.

VINYL ROOF COVER. Beautiful way to top off either Caprice or Impala hardtops or any 4-door sedan. Colors: black, parchment, dark green, dark fawn or dark blue. Color keyed to exterior color.

ENGINE BLOCK HEATER: An electric heating element in the engine has a portable plug that fits any 110V. A.C. outlet. Plug it in at night, get a quick start in the coldest weather.

SS 427 EQUIPMENT. Includes 427 engine, 15" wheels, special suspension, black-accented

grille, SS identification on grille, deck lid and front fenders.

OTHER EXTRAORDINARY EXTRAS:

• Stereo tape system • 6-Way power seat • Transistor radios • Strato-bucket front seats and centre console • Strato-back front seat with fold-down centre armrest • Automatic level control • Liquid Tire Chain • Power windows • Speed warning indicator • Windshield-mounted compass • Luggage carriers • Auxiliary lighting with ashtray light, courtesy lights, glove compartment light, luggage compartment light, underhood light, mirror map light and warning lights for seat belts, door ajar and low fuel • Soft-Ray tinted glass • Decor Group* with door and window frame moldings, rear fender skirts and wheel covers • Operating Convenience Group* with rear window defroster, remote control outside mirror and electric clock • Heavy-duty air cleaner • An assortment of rear axle ratios • Red stripe tires • Heavy-duty battery • Deluxe front and rear seat belts and shoulder belts • Ski rack equipment • Cruise-Master speed control • Highway emergency kit • Dual exhaust • Temperature-controlled fan • Appearance Guard Group* including door edge guards, front and rear bumper guards, visor vanity mirror, and front and rear floor mats • Fire extinguisher • Special Delcotron generators • Hand portable spot light • Litter container • Gas cap lock • Spare wheel lock • Right-hand outside mirror • Pedal trim • Heavy-duty radiator • Rear manual antenna • Deluxe front seat cushion • Heavy-duty front and rear seats • Comfortilt steering wheel • Trailer hitch • Car-to-trailer wiring harness • Vent-shades • Positraction rear axle • Rear seat belt retractors • Remote control safety light • Power trunk opener • Sports-styled steering wheel • Tachometer • Comfort-Car Air Conditioner

* Check your Chevrolet dealer for these and other extra-cost items, along with their model application and availability with other equipment. All items in this group may also be ordered individually.

Chevrolet performance: It moves you deeply

If Chevrolet's choice of engines and transmissions seems bewilderingly large, it's because we've tried to anticipate just about every driving requirement. Result: a perfect match of engine and transmission choices.

STANDARD ENGINES (depending upon model selected)

155-hp Turbo-Thrift 250 Six. Nurses a gallon of gasoline along as if it were never going to see another one. Single-barrel carburetor, automatic choke, short-stroke design and economy contoured camshaft. Also improved water pump sealing, fully counterweighted crankshaft and seven main crankshaft bearings. You don't have to write all this down; just ask for the Six.

235-hp Turbo-Fire 327 V8. A heftier Standard V8 for '69. Performs beautifully on regular fuel. Compression ratio: 9.00:1, two-barrel carburetor, automatic choke and general performance camshaft.

EXTRA-COST ENGINES

255-hp Turbo-Fire 350 V8. One of two 350-cube V8 engines. And it does a fantastic job on regular fuel. Compression ratio: 9.00:1, four-barrel carburetor, automatic choke and general performance camshaft.

300-hp Turbo-Fire 350 V8. The premium gas and premium performance 350 version. Compression ratio: 10.25:1, four-barrel carburetor, automatic choke and high performance camshaft.

265-hp Turbo-Jet 396 V8. Regular fuel economy with big-inch V8 performance. Compression ratio: 9.00:1, two-barrel carburetor, automatic choke and high performance camshaft.

335-hp Turbo-Jet 427 V8. Great from the word "Go!" Compression ratio: 10.25:1, four-barrel carburetor, automatic choke and high performance camshaft.

390-hp Turbo-Jet 427 V8. The King. Compression 10.25:1, four-barrel carburetor, automatic choke and high performance camshaft.

TRANSMISSIONS

3-speed Fully Synchronized. Standard on all Chevrolets (with standard engines). Synchronizing allows downshift into first gear without coming to a full stop. Wide helical gears, high-capacity front and rear bearings. On models equipped with manual transmission the engine will not start until the clutch is disengaged.

Special 3-speed Fully Synchronized. Specifically designed for higher output V8s. Required (when 3-speed manual transmission is preferred) with 350, 396 and 427 V8s.

4-speed Fully Synchronized. Mostly for the fun of it. Available with all V8s. New for all manual transmissions: clutch must be depressed before the engine will start.

Powerglide. The smoothest two-speed automatic shifting available anywhere. Three-element torque converter and two-speed planetary gearset. May be ordered with all engines but 396 and 427 V8s.

Turbo Hydra-matic. Gives you a choice of effortless automatic shifting or you can shift it yourself through the three forward gear ratios. Torque converter with three-

speed planetary gearset. "Stirrup-type" selector lever when ordered with centre console. Available with all engines.

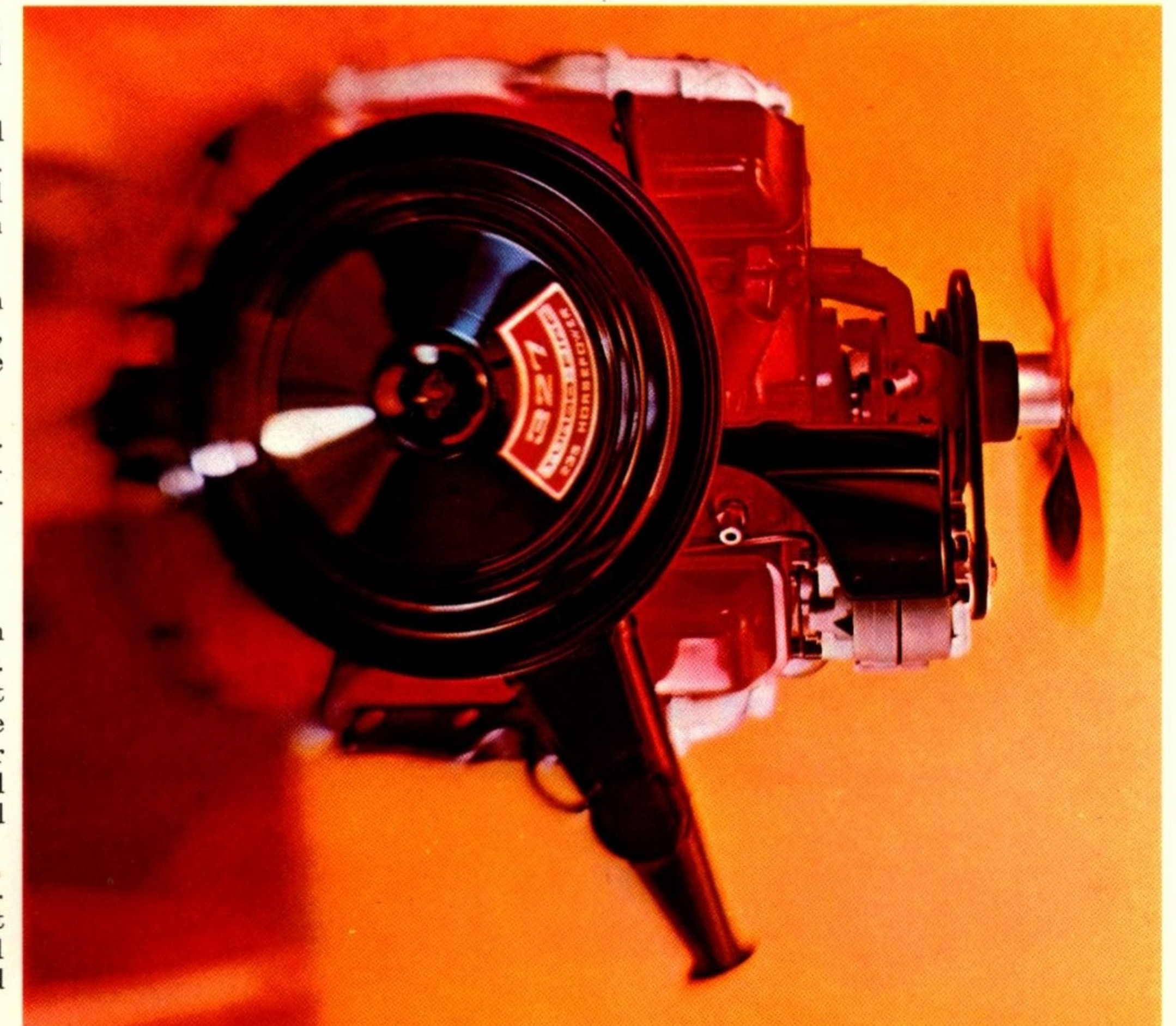
Clutch. Carefully matched to engine output. Single dry disc design with release bearing sealed in lubricant and a light aluminum alloy housing. Also available: new double-disc heavy-duty clutch.

Exhaust Emission Control. Exhaust gases are reburned to reduce air pollutants. Air injection reactor used with manual transmissions; controlled combustion system with automatic transmissions.

1969 CHEVROLET POWER TEAMS

	3-speed fully synchro- nized	Special 3-speed fully synchro- nized	4-speed fully synchro- nized	Power- glide	Turbo Hydra- matic
155-hp Turbo-Thrift 250*	•			•	•
235-hp Turbo-Fire 327 V8*	•			•	•
255-hp Turbo-Fire 350 V8		•	•	•	•
300-hp Turbo-Fire 350 V8		•	•	•	•
265-hp Turbo-Jet 396 V8		•	•	•	•
335-hp Turbo-Jet 427 V8		•	•	•	•
390-hp Turbo-Jet 427 V8		•	•	•	•

*Standard Engine. Turbo-Thrift 250 (six) not available on Caprice models, Impala Custom Coupe or Convertible.



**If Chevrolet doesn't
make what you want,
maybe what you want
just isn't a car.**

It seems clear that if you're in the market for any new car, there ought to be a Chevrolet to please you. After all, over the years Chevrolet has pleased more people than any other car in the world. We say it this way—"Putting you first keeps us first."

CAPRICE



COUPE



SEDAN

BEL AIR



2-DOOR SEDAN



4-DOOR SEDAN

BISCAYNE



2-DOOR SEDAN



4-DOOR SEDAN

IMPALA



SS 427 CUSTOM COUPE



CUSTOM COUPE



CONVERTIBLE



SPORT COUPE



SPORT SEDAN



4-DOOR SEDAN



SS 427 SPORT COUPE



SS 427 CONVERTIBLE

WAGONS



KINGSWOOD ESTATE WAGON



KINGSWOOD



TOWNSMAN



BROOKWOOD

SPECIFICATIONS

	CAPRICE*	IMPALA	BEL AIR	BISCAYNE	STATION WAGONS KINGSWOOD* ESTATE	KINGSWOOD*	119" WHEELBASE TOWNSMAN	BROOKWOOD
Body Styles *V8 only †SS427 model option available	4-dr. Sport Sedan 2-dr. Custom Coupe	4-dr. Sedan 4-dr. Sport Sedan 2-dr. Sport Coupe† 2-dr. Custom Coupe† 2-dr. Convertible†*	4-dr. Sedan 2-dr. Sedan	4-dr. Sedan 2-dr. Sedan	4-dr. 2-seat 4-dr. 3-seat Dual-Action Tailgate	4-dr. 2-seat 4-dr. 3-seat Dual-Action Tailgate	4-dr. 2-seat 4-dr. 3-seat Dual-Action Tailgate	4-dr. 2-seat Dual-Action Tailgate
Engines Standard	Six V8	250††	250††	250††	—	—	250	250
Optional	Six V8	327	327	327	327	327	327	327
	350	350	350	350	350	350	350	350
	350	350	350	350	350	350	350	350
	396	396	396	396	396	396	396	396
††NA on Caprice, models Impala Custom Coupe or Convertible Kingswood Estate & Kingswood	427	427	427	427	427	427	427	427
Transmissions Standard	3-spd. manual	3-spd. manual	3-spd. manual	3-spd. manual	3-spd. manual	3-spd. manual	3-spd. manual	3-spd. manual
Optional	H.D. 3-spd. manual 4-spd. manual** Powerglide Turbo Hydra-matic	H.D. 3-spd. manual 4-spd. manual** Powerglide Turbo Hydra-matic	H.D. 3-spd. manual 4-spd. manual** Powerglide Turbo Hydra-matic	H.D. 3-spd. manual 4-spd. manual** Powerglide Turbo Hydra-matic	H.D. 3-spd. manual 4-spd. manual** Powerglide Turbo Hydra-matic	H.D. 3-spd. manual 4-spd. manual** Powerglide Turbo Hydra-matic	H.D. 3-spd. manual 4-spd. manual** Powerglide Turbo Hydra-matic	H.D. 3-spd. manual 4-spd. manual** Powerglide Turbo Hydra-matic
**Available with a choice of ratios when ordered with 335 hp/390 hp 427 V8's	11 x 2.75 11 x 2.00	11 x 2.75 11 x 2.00	11 x 2.75 11 x 2.00	11 x 2.75 11 x 2.00	11 x 2.75 11 x 2.00	11 x 2.75 11 x 2.00	11 x 2.75 11 x 2.00	11 x 2.75 11 x 2.00
Brakes Drum Size	front (in.) rear (in.)	front (in.) rear (in.)	front (in.) rear (in.)	front (in.) rear (in.)	front (in.) rear (in.)	front (in.) rear (in.)	front (in.) rear (in.)	front (in.) rear (in.)
Lining Area, total (sq. in.)	198.4	198.4	198.4	198.4	198.4	198.4	198.4	198.4
(Power Assist front disc brakes with SS427 option)								
Steering Gear Ratios	Manual Standard (overall)	30.7:1	30.7:1	30.7:1	30.7:1	30.7:1	30.7:1	30.7:1
	Power Assist (constant ratio)	NA	NA	21.2:1	21.2:1	21.2:1	21.2:1	21.2:1
	Power Assist (variable-ratio)	19.3:1/15.5:1	19.3:1/15.5:1	NA	NA	NA	NA	NA
Turning Circle	Wall to Wall Curb to Curb	43.0 41.0	43.0 41.0	43.0 41.0	43.0 41.0	43.0 41.0	43.0 41.0	43.0 41.0
Energy Standard	Six V8	12 v. 45 amp. hr. 12 v. 61 amp. hr. 12 v. 70 amp. hr.	12 v. 45 amp. hr. 12 v. 61 amp. hr. 12 v. 70 amp. hr.	12 v. 45 amp. hr. 12 v. 61 amp. hr. 12 v. 70 amp. hr.	12 v. 45 amp. hr. 12 v. 61 amp. hr. 12 v. 70 amp. hr.	12 v. 45 amp. hr. 12 v. 61 amp. hr. 12 v. 70 amp. hr.	12 v. 45 amp. hr. 12 v. 61 amp. hr. 12 v. 70 amp. hr.	12 v. 45 amp. hr. 12 v. 61 amp. hr. 12 v. 70 amp. hr.
Chassis Suspension	Full Coil	Full Coil	Full Coil	Full Coil	Full Coil	Full Coil	Full Coil	Full Coil
Frame	Perimeter	Perimeter	Perimeter	Perimeter	Perimeter	Perimeter	Perimeter	Perimeter
Wheel Base (in.)	119	119	119	119	119	119	119	119
Length Overall (in.)	215.9	215.9	215.9	215.9	216.7	216.7	216.7	216.7
Height (in.)	54.5 (Sedan)	55.5 (4-dr. Sedan)	55.5 (4-dr. Sedan)	55.5 (4-dr. Sedan)	56.5	56.5	56.5	56.5
Width (in.)	79.8	79.8	79.8	79.8	79.8	79.8	79.8	79.8
Curb Weight, V8 (lbs.)	4025	3890 (4-dr. Sedan)	3855 (4-dr. Sedan)	3855 (4-dr. Sedan)	4375 2-seat 4430 3-seat	4355 2-seat 4415 3-seat	4305 2-seat 4360 3-seat	4300 2-seat
Curb Weight, Six (lbs.)	—	3770 (4-dr. Sedan)	3720 (4-dr. Sedan)	3720 (4-dr. Sedan)	—	—	4175 2-seat 4230 3-seat	4175 2-seat
Tread	front (in.) rear (in.)	62.5 62.4	62.5 62.4	62.5 62.4	63.5 63.4	63.5 63.4	63.5 63.4	63.5 63.4
Tires (base)	8.25 x 14	8.25 x 14	8.25 x 14	8.25 x 14	8.55 x 14	8.55 x 14	8.55 x 14	8.55 x 14
Wheel Size	14 x 5	14 x 5	14 x 5	14 x 5	Station Wagons	14 x 6 Standard	(15 x 6 with power disc brakes)	
Road Clearance (in.)	5.9 (Sedan)	5.9 (4-dr. Sedan)	5.9 (4-dr. Sedan)	5.9 (4-dr. Sedan)	6.5	6.5	6.5	6.5
Headroom	front (in.) rear (in.)	38.7 (Sedan) 37.6 (Sedan)	38.8 (4-dr. Sedan) 37.8 (4-dr. Sedan)	39.0 (4-dr. Sedan) 37.8 (4-dr. Sedan)	39.0 (4-dr. Sedan) 38.8	39.3 38.8	39.3 38.8	39.3 38.8
Legroom	front st. (in.) rear (2nd-st.) (in.)	41.4 (Sedan) 39.0 (Sedan)	41.4 (4-dr. Sedan) 39.4 (4-dr. Sedan)	41.5 (4-dr. Sedan) 39.6 (4-dr. Sedan)	41.5 (4-dr. Sedan) 39.6 (4-dr. Sedan)	41.8 37.1 (33.3 3rd-st.)	41.8 37.1 (33.3 3rd-st.)	41.8 37.1 (33.3 3rd-st.)
Hiproom	front (in.) rear (2nd-st.) (in.)	63.4 (Sedan) 62.9 (Sedan)	63.6 (4-dr. Sedan) 62.7 (4-dr. Sedan)	63.6 (4-dr. Sedan) 62.8 (4-dr. Sedan)	63.6 (4-dr. Sedan) 62.8 (4-dr. Sedan)	63.7 63.0 (49.2 3-st.)	63.7 63.0 (49.2 3-st.)	63.7 63.0 (49.2 3-st.)
Shoulder Room	front rear (2nd-st.)	62.3 61.3 (4-dr. Sedan)	62.3 61.3 (4-dr. Sedan)	62.3 61.3 (4-dr. Sedan)	62.3 61.4 (49.7 3rd-st.)	62.3 61.4 (49.7 3rd-st.)	62.3 61.4 (49.7 3rd-st.)	62.3 61.4 (49.7 3rd-st.)
Fuel Tank Capacity (gals.)	20	20	20	20	20	20	20	20
Useable Luggage Space (cu. ft.)	18.5 (4-dr. Sedan)	18.5 (4-dr. Sedan)	18.5 (4-dr. Sedan)	18.5 (4-dr. Sedan)				
Total Volume (cu. ft.)					a) 106.1 (2-st.) b) 101.3 (3-st.)	a) 106.1 (2-st.) b) 101.3 (3-st.)	a) 106.1 (2-st.) b) 101.3 (3-st.)	a) 106.1
a) incl. 12.0 cu. ft. concealed stowage compartment					b) incl. 7.2 cu. ft. concealed stowage compartment			

ENGINES

	*155-hp TURBO-THRIFT 250 SIX	*235-hp TURBO-FIRE 327 V8	255-hp TURBO-FIRE 350 V8	300-hp TURBO-FIRE 350 V8	265-hp TURBO-JET 396 V8	335-hp TURBO-JET 427 V8	390-hp TURBO-JET 427 V8
Displacement (cu. in.)	250	327	350	350	396	427	427
HP @ RPM	155 @ 4200	235 @ 4800	255 @ 4800	300 @ 4800	265 @ 4800	335 @ 4800	390 @ 5400
Torque @ RPM (ft. lbs.)	235 @ 1600	325 @ 2800	365 @ 3200	380 @ 3200	400 @ 2800	460 @ 3200	460 @ 3600
Compression Ratio	8.5:1	9.00:1	9.00:1	10.25:1	9.00:1	10.25:1	10.25:1
Carburetion	1 bbl.	2 bbl.	4 bbl.	4 bbl.	2 bbl.	4 bbl.	4 bbl.
Bore and Stroke (in.)	3.875 x 3.53	4.00 x 3.25	4.00 x 3.48	4.00 x 3.48	4.094 x 3.76	4.25 x 3.76	4.25 x 3.76
Fuel	Regular	Regular	Regular	Premium	Regular	Premium	Premium
Oil System capacity (less filter) (qts.)	3.3	3.3	3.3	3.3	3.3	3.3	3.3
Cooling System capacity (qts.)	10.0	13.0	13.0	13.0	18.3	18.3	18.3
Exhaust System	Single	Single	Single	Single	Single	Single	Dual with resonators
Valve Lifters	Hydraulic	Hydraulic	Hydraulic	Hydraulic	Hydraulic	Hydraulic	Hydraulic
Clutch Diameter (in.)	9.12	10.34	10.34	11.0	11.0	11.0	11.0
*Standard Engines (Turbo-Thrift Six not available on Caprice models, Impala Custom Coupe & Conv., Kingswood Estate, Kingswood.)							
Base Axle ratios—(without Air Cond.)	S.W.	All Ex. S.W.	S.W.	All Ex. S.W.	S.W.	All Ex. S.W.	All
3-spd. Standard Manual	3.36	3.08	3.36	3.08	3.31	3.31	3.31
4-spd. Wide Ratio Manual	3.36	3.08	3.36	3.08	3.31	3.31	3.31
Powerglide	3.36	3.08	3.36	3.08	3.31	3.31	3.31
Turbo Hydra-matic	2.73	2.73	2.73	2.73	2.56	2.56	2.73
H.D. 3-spd.			3.31	3.31	3.07	3.31	3.31
4-spd. Close Ratio						3.31	3.31

Positraction required for 3.73 (Special ratio). Optional all others.

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