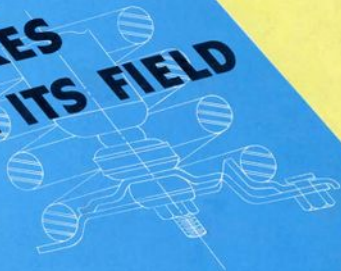


# CHEVROLET

FOR

1952

**FINEST  
ENGINEERING  
FEATURES  
IN ITS FIELD**





**BACK OF THE BEAUTIFUL NEW 1952 CHEVROLET . . .**

**ALL THE SUPERIOR ENGINEERING, RESEARCH AND MANUFACTURING RESOURCES**

**OF AMERICA'S LARGEST BUILDER OF MOTOR CARS**

**Y**OU'LL find proof of better engineering in the many fine-car features exclusive to Chevrolet in its field, and in the solid, deep-down quality in every part and pound.

You'll find the results of large-scale research in the many features pioneered and perfected by Chevrolet and General Motors . . . features that others have found it easier to copy in principle than to match in performance.

You'll find the benefits of greater manufacturing facilities in the fact that with all its finer quality, Chevrolet is the lowest-priced line in the low-price field . . . and built to cost you less for operation and maintenance.

Year after year, more people buy Chevrolets than any other car . . . and that's why, year after year, Chevrolet can give you more car for your money!

## 40 YEARS AHEAD WITH VALVE-IN-HEAD DESIGN!

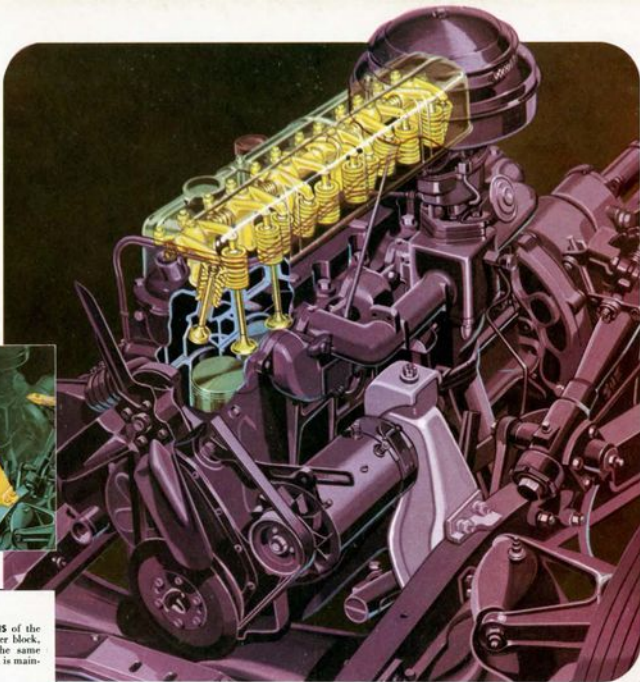
Every new automobile engine introduced in recent years (and any new engine likely to be introduced in the future) is of valve-in-head design—the same type of engine that Chevrolet has pioneered, improved and perfected over 40 years and improved again for 1952! Why this trend to valve-in-head? Because placement of valve above the cylinder permits better engine “breathing”—more efficient combustion chamber design—more complete and uniform cooling.

Chevrolet has built more valve-in-head engines than all other manufacturers combined . . . and all the advantages of this years-ahead experience are yours in Chevrolet for 1952!

**NEW CENTERPOISE POWER** is a New for '52 three-point engine mounting system with two front mountings and one rear mounting. Front mountings are located high alongside the engine, one on each side, while the rear mounting is at the extreme rear of the transmission, with the result that the engine is suspended from the front mountings, not resting on top of them.



**CAST ALLOY IRON PISTONS** of the same material as the cylinder block, expand and contract at the same rate. As a result, accurate fit is maintained.



*Note: The following printed pages show only a few of the many fine features of Chevrolet's valve-in-head engine. For the detailed story of valve-in-head design see the special engine transmission section starting on page 27.*

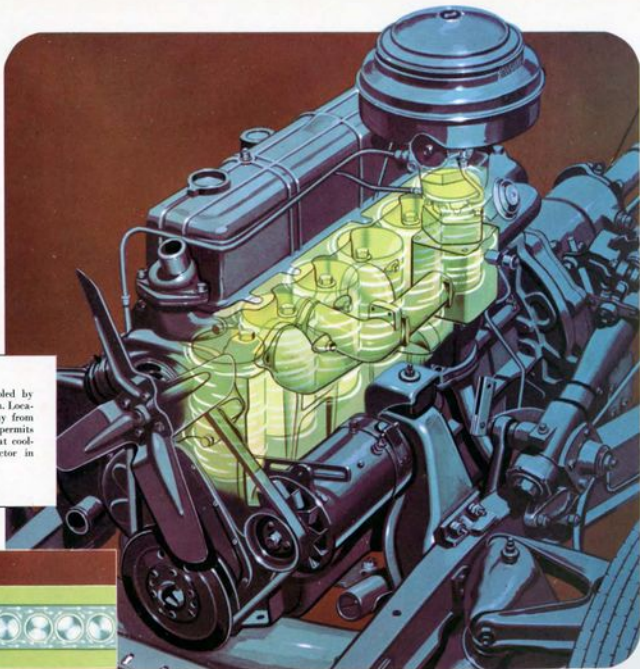
## COMPLETE AND UNIFORM COOLING PROTECTS CHEVROLET ENGINE PERFORMANCE

An engine can be no better than its cooling system. Chevrolet's engine is inherently easier to cool because of its valve-in-head design. Generous full-length water jackets run the full length of the piston stroke *without valve ports to restrict or interfere with circulation of the coolant*. In every respect, Chevrolet's cooling system fully capitalizes on this important advantage of valve-in-head design to give you protected engine performance under all weather conditions.



**VALVE SEATS** are cooled by water surrounding them. Location of the valves away from the cylinder walls permits more efficient valve seat cooling—an important factor in any engine.

**CLEAR, UNOBSTRUCTED CIRCULATION** of coolant around the cylinder barrels is possible because valves are *not* placed in the cylinder block. The water jackets extend the full length of the piston travel.





## NO OTHER LUBRICATING SYSTEM LIKE IT!

Chevrolet's 4-way lubricating system is exclusive, the only one of its kind in any car. Each moving part receives the right kind and amount of lubrication, at the right time. That's the type of lubrication that means minimum friction, minimum wear, and longer life. That's the type of lubrication that pays off in lower operating costs and repair bills. That's the type of lubrication that is yours in the 1952 Chevrolet!

**1 METERED PRESSURE** keeps valves operating quietly and dependably. Pressure-controlled oil is directed by a tube to the rocker arm bearings, and along the rocker arms to the valve stems and push rods.

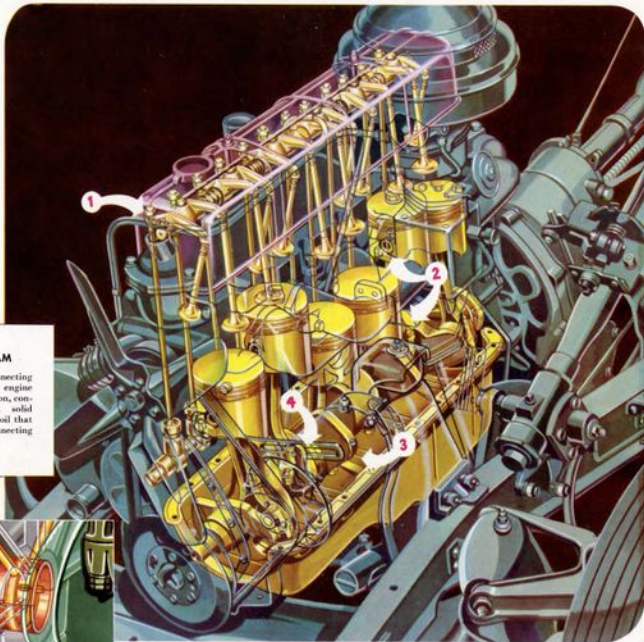
**2 VAPOR SPRAY** constantly covers cylinder walls with a clinging mist of oil in controlled quantity for efficient piston operation and long piston life.

### PRESSURE STREAM

**3** provides proper connecting rod lubrication at all engine speeds. At every revolution, connecting rods intercept solid streams of high-pressure oil that constantly flushes the connecting rod bearings.

### DIRECT PRESSURE

**4** lubrication of crankshaft and camshaft bearings provides the highest degree of protection. Oil under positive pressure is forced through drilled passages in the crankcase to lubricate these vital bearings.



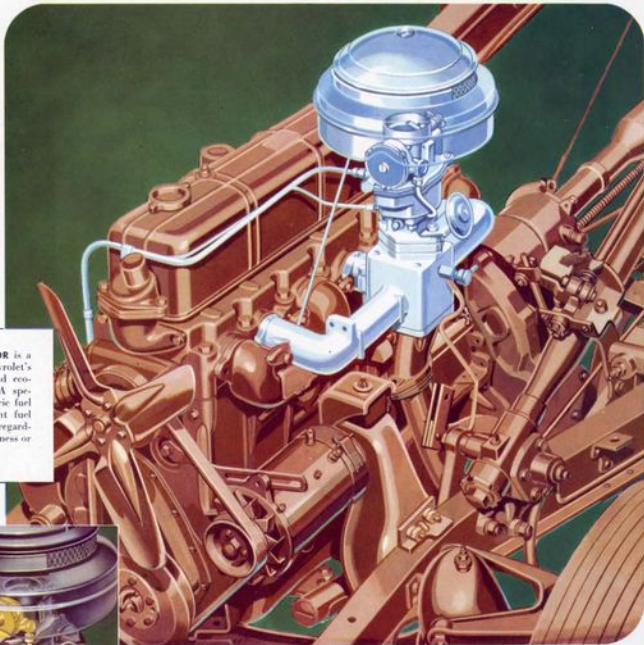
## NEW CARBURETION IN AN UNEXCELLED FUEL SYSTEM

The Chevrolet fuel system is designed to give you maximum economy with sparkling performance and full power when you call for it. To this end, the fuel mixture and ignition timing are *automatically* adjusted to engine requirements throughout the entire range of speed and power. A leaner, more economical gasoline mixture is provided at moderate speeds, and a richer more powerful mixture when maximum performance is demanded. This is accomplished by *both* vacuum and centrifugal control of the ignition system and is coordinated with the fuel system. Unlike some low-priced cars, Chevrolet does *not* depend alone on vacuum control of ignition.



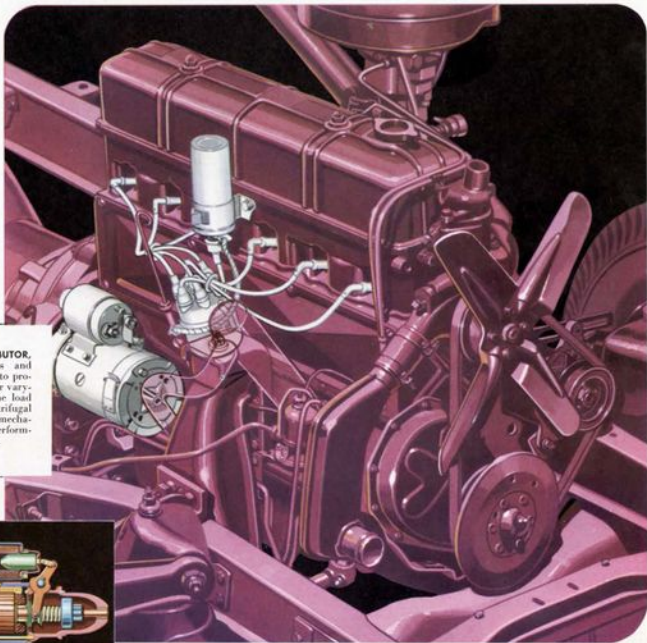
**THIS NEW CARBURETOR** is a major factor in Chevrolet's smooth, dependable and economical performance. A specially designed concentric fuel bowl ensures a constant fuel supply to the cylinders, regardless of the curve's sharpness or the hill's steepness.

**THE NEW AUTOMATIC CHOKE** on Chevrolet's great 105-h.p. engine provides greater driving ease, easier all-weather starting, and even smoother operation. A vacuum-operated piston and thermostatic control varies choking during the warm-up period to prevent stalling and keep your engine running smoothly.



**QUICK STARTING,  
DEPENDABLE PERFORMANCE,  
EASY SERVICING WITH  
CHEVROLET'S PRECISION  
ELECTRICAL SYSTEM**

Out at the great General Motors' Proving Ground, a new Chevrolet speeds through the "bathtub"—a huge trough of water deep enough to douse the engine thoroughly as the wheels send up showers of spray. But Chevrolet's electrical system is so thoroughly insulated and protected that the engine passes this supreme test with purring ease. And yet the distributor, coil, battery, generator and starter are placed at the sides of the engine where they can easily be reached, inspected and serviced.



**THE CHEVROLET DISTRIBUTOR.**  
*Automatically advances and retards ignition timing to provide the proper spark for varying conditions of engine load and speed through a centrifugal and vacuum control mechanism. Result: finer performance, greater economy.*



**THE CHEVROLET STARTING MOTOR** is solenoid operated with a positive shift mechanism to engage the starter pinion with the flywheel. This means more positive starting under all conditions, particularly in cold weather, because the starter will not "kick out." Only Chevrolet in its field provides such positive starting.





## POWERglide

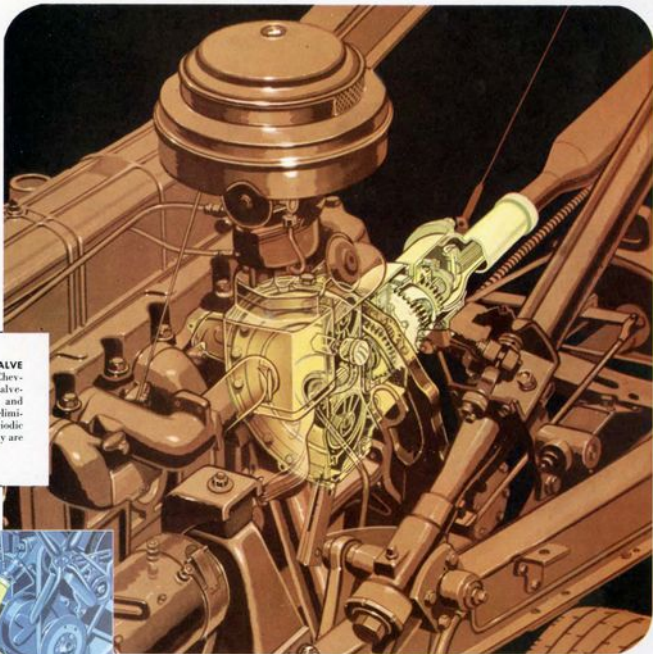
### FIRST, FINEST AND SMOOTHEST AUTOMATIC TRANSMISSION IN THE LOW-PRICE FIELD!

It's the *only* automatic transmission in its field so *smooth* in operation . . . no up-shifts or down-shifts at any speed, at any time. It's the *only* one in its field so simple in design and construction . . . no complicated intermediate gears to get out of adjustment. It's the *only* one in its field so thoroughly proved by so many owners over so many miles . . . a record of reliability and trouble-free service which assures your own greater satisfaction with Powerglide.



**HYDRAULIC-HUSHED VALVE LIFTERS** are a feature of Chevrolet's great 105-h.p. valve-in-head engine. Smooth and quiet in operation, they eliminate the need for periodic valve adjustments as they are *self-adjusting*.

**POWERGLIDE IS OIL-COOLED**, not air-cooled. The thermostatically controlled system provides cooling only when it's needed . . . helps to insure quicker warm-up and more dependable cold weather operation.



For more detailed Powerglide information, see the special transvision section starting on page 41.

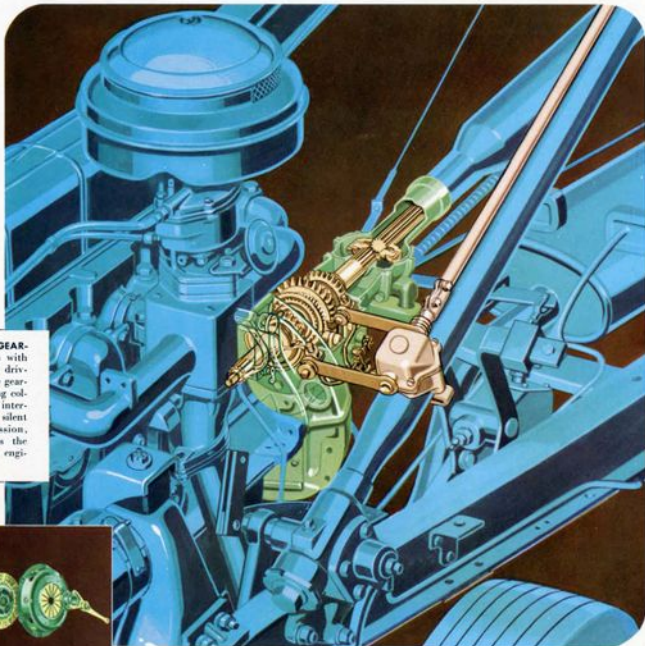


## EASY, SILENT SHIFTING WITH CHEVROLET'S GREAT SYNCHRO-MESH TRANSMISSION

You couldn't ask for a finer, more reliable standard gearshift system than you find in the 1952 Chevrolet! Helical gears are used throughout the transmission and synchronized in second and third for easier, quieter shifting and longer life. The mainshaft is supported by three bearings to provide a smooth flow of power and greater durability. The shifter interlock system is sturdy, simple and positive, allowing you to shift gears with a short, easy motion of your hand on the steering column gearshift lever.



**CHEVROLET'S SMOOTH GEAR-SHIFT SYSTEM** operates with dependability under all driving conditions. From the gearshift lever on the steering column, through the shifter interlock system to the silent synchro-mesh transmission, the system incorporates the finest of materials and engineering design.

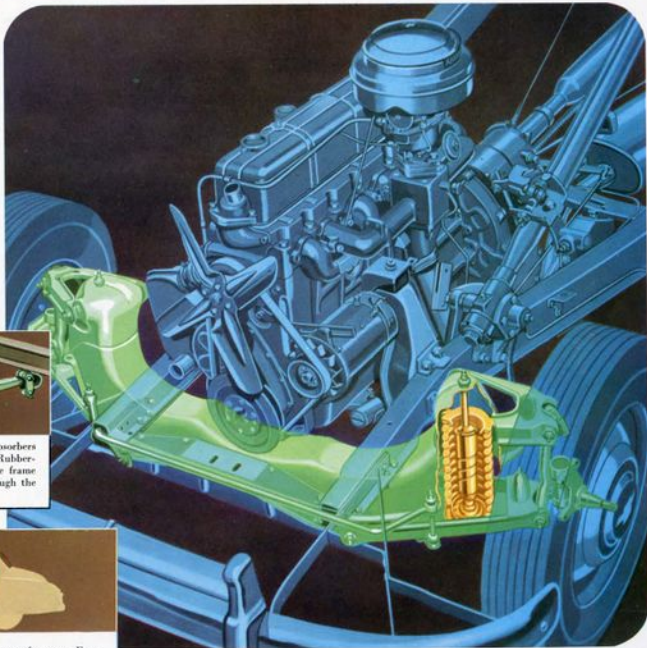


**CHEVROLET'S EASY-OPERATING DIAPHRAGM-SPRING CLUTCH** operates smoothly and with minimum pedal pressure under all conditions. Because of its superior design, it requires progressively less pedal pressure as it disengages, which is not the case with the more common coil-spring clutch.



## A SMOOTHER, FLATTER RIDE IN THE NEW 1952 CHEVROLET

Now for 1952, Chevrolet brings you an even finer ride . . . and Chevrolet has long been considered first for comfort in its field! Improved airplane-type shock absorbers work with Chevrolet's famous Knee-Action to smother the jolts and jars more efficiently than ever before. Chevrolet, you know, is the *only* car in its field with Unitized Knee-Action . . . the entire front suspension assembled and balanced as a unit before it joins the chassis.



**THE REAR SUSPENSION SYSTEM** features the improved shock absorbers diagonally mounted to increase stability and prevent sway. Rubber-insulated pivots and shackles insulate the springs from both the frame and the axle, preventing the "telegraphing" of road noises through the springs and frame into the body.



**CENTER-POINT SEATING** places all passengers in the comfort zone. From low-pressure tires to the De Luxe foam rubber seat cushions, the ride is engineered for maximum comfort and minimum maintenance. The improved shock absorbers are sealed for life.

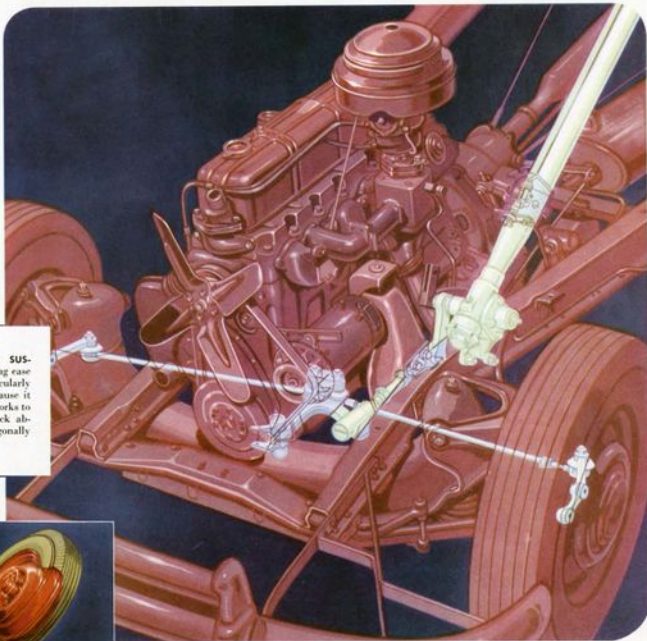
**CENTER-POINT STEERING FOR  
EASIER, SURER CONTROL  
—ANOTHER GREAT  
CHEVROLET EXCLUSIVE  
IN ITS FIELD**

With balanced length tie rods to each wheel, the Chevrolet steering system centers control *between* the front wheels. The better balance of this advanced steering geometry brings you easy, positive steering and excellent stability under all road conditions. The steering gear is of the worm and roller type with the worm mounted in two tapered roller bearings and the roller mounted on ball bearings.



**CENTER-POINT REAR SUSPENSION** adds to steering ease and driving safety, particularly at highway speeds, because it increases stability and works to prevent sway. The shock absorbers are mounted diagonally as shown.

**5-INCH WIDE BASE RIMS** carrying low-pressure tires put a large soft cushion on the road that adds both to steering stability and riding comfort.



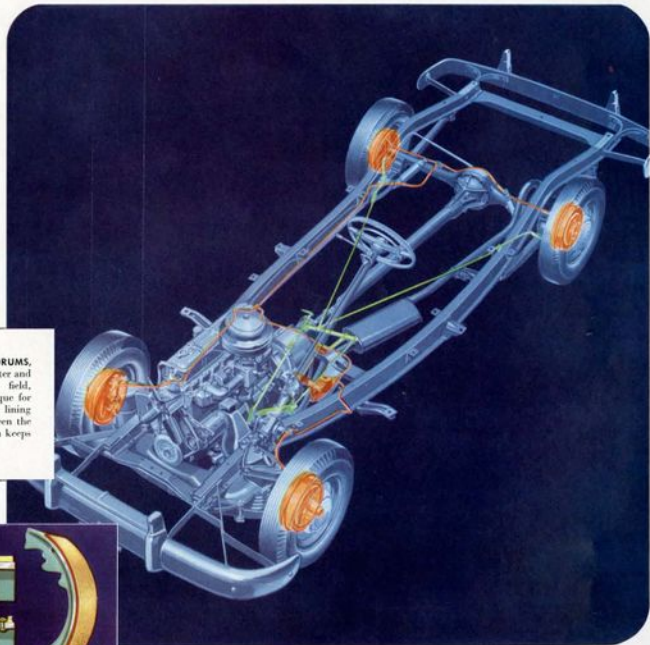
**JUMBO-DRUM BRAKES—  
LARGEST IN THE LOW-PRICE  
FIELD — STOP YOU SMOOTHLY  
AND SAFELY WITH MINIMUM  
PEDAL PRESSURE**

An easy press of your foot on the pedal and Chevrolet's Jumbo-Drum brakes bring you to a swift, sure and gentle stop. These *self-energizing* brakes make use of the car's momentum in both forward and reverse as an important aid in brake application. That means it takes less pressure on your part to stop your Chevrolet at any speed on any road. Long life and maximum performance is assured by bonded linings and a drum design that keeps out dirt and water.



**CHEVROLET'S BRAKE DRUMS,** a full 11 inches in diameter and largest in Chevrolet's field, exert more braking torque for a given force between lining and drum. A seal between the backing plate and drum keeps the brakes clean.

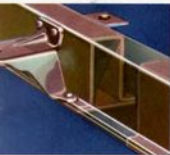
**BRAKE LININGS ARE BONDED** to brake shoes, *not riveted* as in other low-price cars. Because there are no rivets to limit lining life or to score brake drums, usable lining thickness is virtually doubled.





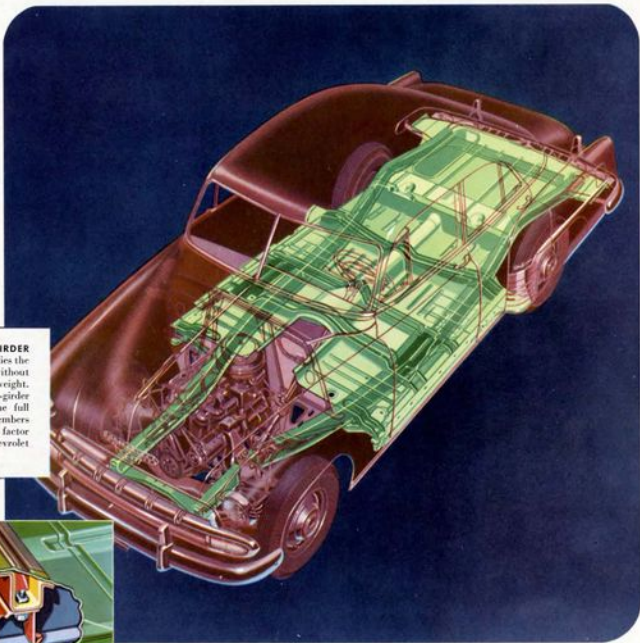
## A FULL LENGTH BOX-GIRDER FRAME FOR GREATER STRENGTH AND RIGIDITY

The Chevrolet frame is the only one of its kind in the low-price field . . . double-drop construction with heavy "hat-section" box girders extending the *full length* of the frame. A flanged channel crossmember at the front provides rigid support for the radiator. The front suspension crossmember is the strong semi-tubular type, while the two additional crossmembers are of full box-girder construction. The result is a base of massive strength and rigidity to which the body is attached.



**CHEVROLET'S BOX-GIRDER CONSTRUCTION** multiplies the strength of the frame without adding unnecessary weight. This "hat-section" box-girder construction extends the full length of frame side members . . . a strength and safety factor you get only with Chevrolet among low-priced cars.

**CHEVROLET'S BODY TO FRAME ATTACHMENTS** occur at 20 points, each at an area of great body stiffness. Thin rubber shims insulate the body from noise and vibration, yet permit rigid attachment to the frame. Body and frame thus become a unit of great strength.



# BODY BY FISHER

*Superb quality and  
construction with  
luxurious comfort  
built in*



ASK any motorist to name the outstanding manufacturer of automobile bodies and see if he doesn't say, "Fisher." That's because Body by Fisher has won world-wide recognition for smarter styling, finer workmanship and materials, and greater safety and comfort

throughout. In the low-price field, only Chevrolet offers you the important advantages of Body by Fisher . . . advantages that mean greater pride and satisfaction for you in Chevrolet ownership. You will enjoy the lasting strength and beauty of Fisher Body through the miles.

# NINE STEPS TO THE "NINE LIVES" OF CHEVROLET'S LASTING AND LOVELY FINISH



- 1 RUSTPROOFING.** The bare steel body enters a giant tunnel where hundreds of nozzles spray it with a special chemical which forms the base coat for the rust-resistant finish. A chemical bath follows to neutralize any salts remaining on the surface.



- 2 PRIMER COAT.** Skilled workmen spray on a primer coat on all surfaces, inside and out, top and bottom. This is a base to which the glaze can adhere and, as a further protection against corrosion, the primer coat is baked on in the "hot room" at torrid temperatures.



- 3 GLAZING.** Now the body receives a double application of a tough, pigmented surface coat, which can be sanded to velvet smoothness. Then back it goes into the "hot room" for more baking.



- 4 WET SANDING.** In a hand operation using water and sandpaper, Fisher craftsmen sand the body to prepare it for lacquering. The sanding continues until the surface acquires an almost incredible degree of smoothness.

## 5-6-7

Now the sanded body receives not one, not two, but *three double coats* of fine lacquer. And now all the preparatory work pays off in the smoothness and permanence of the lacquer finish.



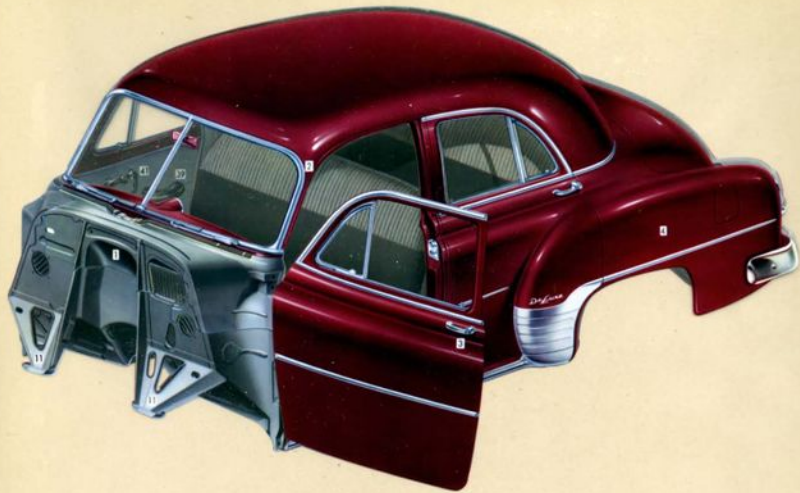
- 8 SOUND DEADENING.** Special sound deadening material is sprayed on the underside of the fenders to insulate the body from stone noises, and to provide additional protection against rocks which might be thrown up by the wheels.



- 9 POLISHING.** Here's the final step to a finish of great brilliance and durability. Special polishing pastes and machines bring out all the inherent lustre of Chevrolet lacquers, and the body is ready to join the chassis.



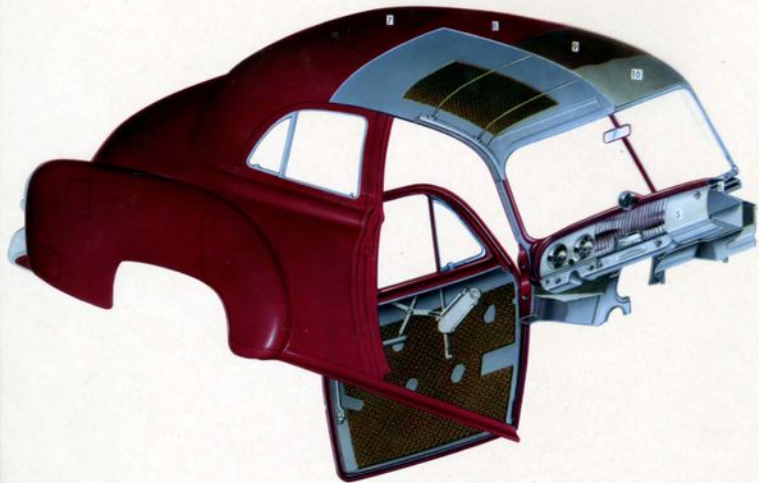
The Chevrolet Body by Fisher contains many additional features, and in the transmission section which follows we invite you to inspect the advantages of material, design and craftsmanship that can be found only in Body by Fisher.



IN CHEVROLET UNISTEEL BODIES BY FISHER, STEEL IS WELDED TO STEEL . . . ABOVE YOU . . . BELOW YOU . . . AND ALL AROUND YOU . . . TO PROVIDE THE **HIGHEST** DEGREE OF SAFETY AND RIGIDITY.

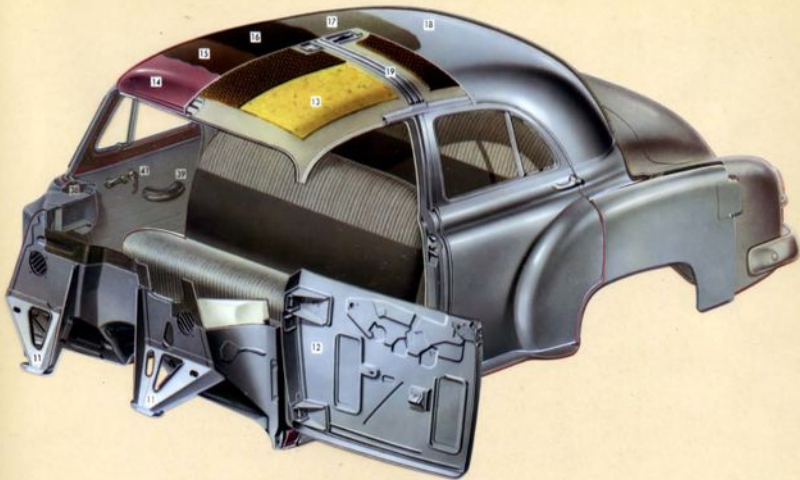
1. All-welded cowl and instrument panel assembly. Each body unit, strong in itself, reinforces — and gains added strength from other units.
2. Windshield pillar design permits wide visibility. These pillars form rigid box girders that blend into the turret top and the cowl assembly to provide great strength at the front corners of the body.
3. Push-button door locks operate easily and safely in all weather. Closed ends of the handles prevent catching clothing.
4. The distinctive rear fender contours enhance over-all car length, and the gently rounded crown blends smoothly into the rear body design.





5. The Safety-Sight instrument panel with its conveniently grouped instruments and recessed control knobs adds to driving ease and safety. The curved design eliminates glare from instrument light reflections in the windshield.
6. The entire instrument panel is a self-reinforcing, flanged girder structure that ties in the entire front end of the body . . . literally stronger than steel.

**7-8-9-10.** The finish is a masterpiece of industrial art. Major steps in building up from unfinished metal to durable beauty include: rustproofing, primer coat, filler coat and multiple coats of fine lacquer combining to create a finish far smoother and more practicable than on other comparably priced cars.



11. Rigid out-rigger type dash-to-frame braces support both sides of the body front end, and are fastened directly to the box girder chassis frame.
12. Doors are formed from two heavy steel panels, welded into a self-reinforcing box-like structure. Openings in the inner panel for servicing mechanical hardware are covered with steel plates, screwed in place to preserve the strength of solid steel.
13. Extra comfort and quiet are achieved through complete insulation. An extra layer of thick sound-absorbent material in the roof of the DeLuxe models provides even greater sound deadening and weather insulating properties.

- 14-15-16-17-18. The bare steel is given a rustproof chemical treatment and then is sprayed with a primer coat of excellent adhesive qualities which serves to bond the subsequent finishes to the steel. After baking, a double filler coat of spray glaze is applied, baked on, and then sanded to a silky finish. Finally, the color finish of three double coats of fine lacquer is applied and is polished by skilled craftsmen to a gleaming luster.
19. This sturdy, heavy, mid-point roof bow construction ties in the body sides and strengthens the turret top . . . an exclusive construction in the low price field.



- 20. S-shaped upholstery springs provide restful support and will retain their resiliency for years to come.
- 21. Upholstery fabrics are of exceptional quality. Easy to clean, they retain their beauty over a long, long time.
- 22. The steel floor of the car is insulated with heavy jute pads and sound deadener to exclude road noise and increase driving comfort.

- 23. Box section sills on each side of the body are welded to the all-steel floor and upright members to provide the strongest type of construction.
- 24. The interior of the dash panel is heavily insulated and covered with an attractive, durable fiber material to minimize engine heat and noise inside the car.

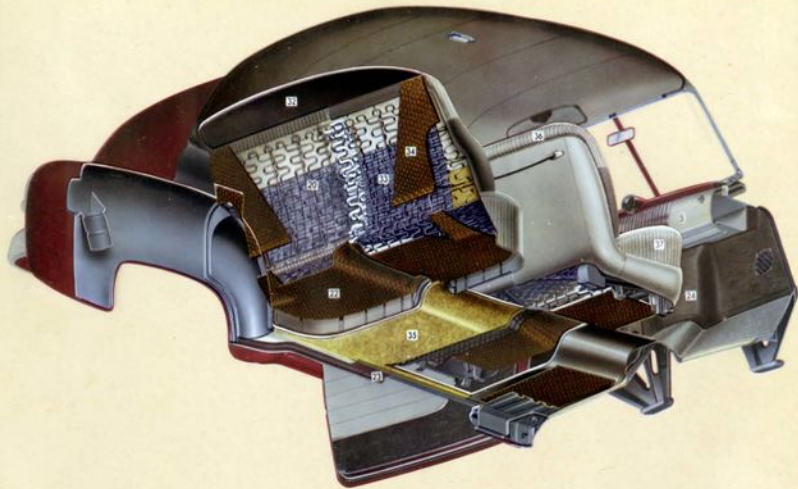


25. The heavy rubber floor mat in the front compartment is attractive and easy to keep clean.
26. Flat S-shaped upholstery springs permit ample room between the cushion and the floor, and more toe room for rear seat passengers. The large underseat opening increases the efficiency of the ventilating and heating system.
27. A heavy layer of cotton padding is applied over the support pad and springs to prevent spring protrusion and give years of service.
28. On DeLuxe models, foam rubber seat cushions provide truly

luxurious comfort front and rear. The millions of tiny air cells in the foam rubber will not sag, crush or become flattened.

29. The durable, deep pile rear carpeting of DeLuxe models reduces road noise as well as complementing the interior color scheme.
30. Seat backs, like seat cushions, give soft restful support. Backed by thick layers of cotton padding, they retain their appearance and shape for thousands of miles of hard service.
31. The spacious rear package shelf is of steel construction covered with a leather-like material in a color that harmonizes with the over-all interior.





32. The steel panel forming the rear parcel shelf is welded to the body at the sides and back so that the entire rear structure will remain quiet and free from rattles.

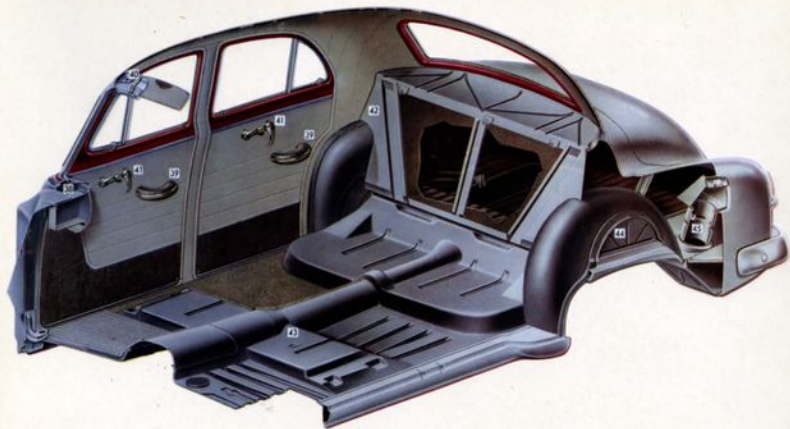
33. Flat continuous 5-springs in the rear seat afford restful support and will last for years.

34. A heavy fiber board insulation covers the underside of the seat back. This material imparts a finished look to the trunk compartment, resists scuffing, and is held firmly in place by steel clips.

35. The body floor is of heavy steel construction, covered with thick insulating materials, carpets and mats.

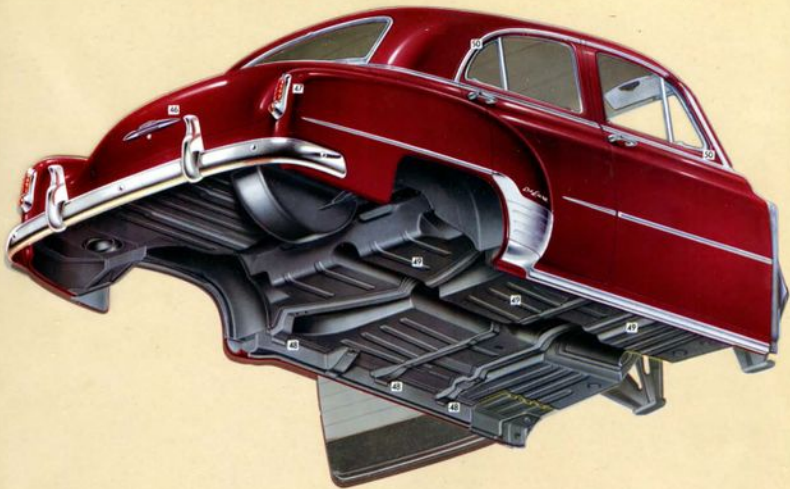
36. The top of the front seat back is of safety roll design, providing extra safety for rear seat passengers in the event of sudden or unexpected stops.

37. Seat back and seat cushion angles are designed for the most correct and comfortable seating posture with proper support for driver and passengers.



38. This cross-section of cowl and instrument panel shows the girder construction that adds so much strength to the body.
39. Door pulls serve both as convenient handles and comfortable arm rests.
40. The welded juncture of the box-section windshield pillar, box-section side roof rail, and the windshield header brace results in great strength at the body corner.
41. Inside door handles are of an attractive low hub design, placed close to the trim panel to avoid catching clothing. Parents of small children can feel safe in a 4-door Chevrolet because door locks are easily adjustable to make inside handles inoperative when the inside locking button is depressed.

42. The steel parcel shelf and rear seat back support are welded to form a giant frame to tie in the entire rear end of the body.
43. The entire steel floor is braced and ribbed to give greater strength.
44. Double wall all-welded rear fenders afford greater strength, cleaner cut design, and offer far more resistance to rust and corrosion than single thickness, detachable type fenders. Outer panels are accessible if repairs are required.
45. A special fuel tank whistling signal helps eliminate gasoline spillage. Should the spillage occur, the built-in gasoline fill housing permits the gasoline to run out harmlessly under the fender of the car.



46. Turn the key and the counter-balanced trunk lid springs free of the lock ready to be raised with one finger. Inside, there's room for everything you're apt to want wherever you may be going.
47. Reflector-guard tail lights reflect lights from other cars when your lights are out to afford maximum protection at night.

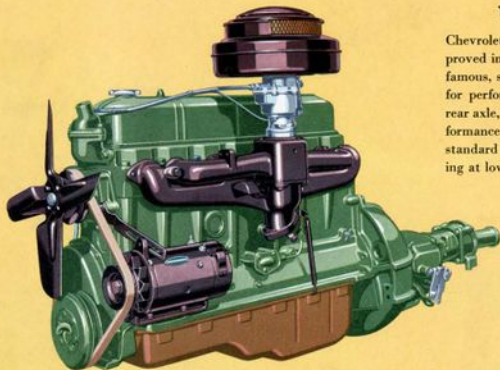
48. Underbody box section cross braces, stiffen the entire floor structure and add great over-all strength to the body.
49. Depressed ribbing imparts greater strength without adding weight.
50. No-draft ventilation permits any occupant of the car to select just the degree of ventilation he desires.

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 1950 CHEVROLET  
 GM CORP. DETROIT, MICH.

Choose this *Standard Power Team*  
for Finest STANDARD DRIVING at Lowest Cost

#### THE STANDARD POWER TEAM

Chevrolet's fine standard valve-in-head engine, most proved in its field and improved again for 1952 . . . the famous, silent synchro-mesh transmission, unsurpassed for performance and dependability . . . the standard rear axle, designed to give you the finest balance of performance and economy . . . that's Chevrolet's great standard power team. It gives you finest standard driving at lowest cost!



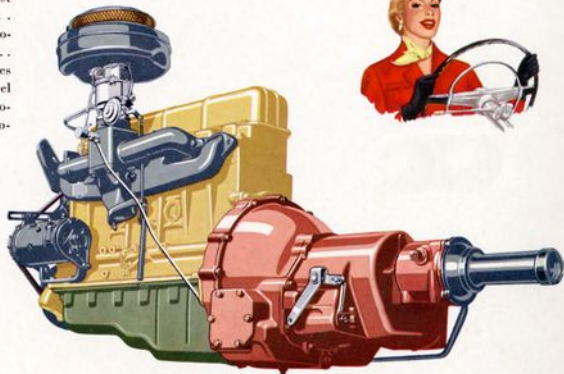


# Choose this *Automatic Power Team* for Finest NO-SHIFT DRIVING at Lowest Cost

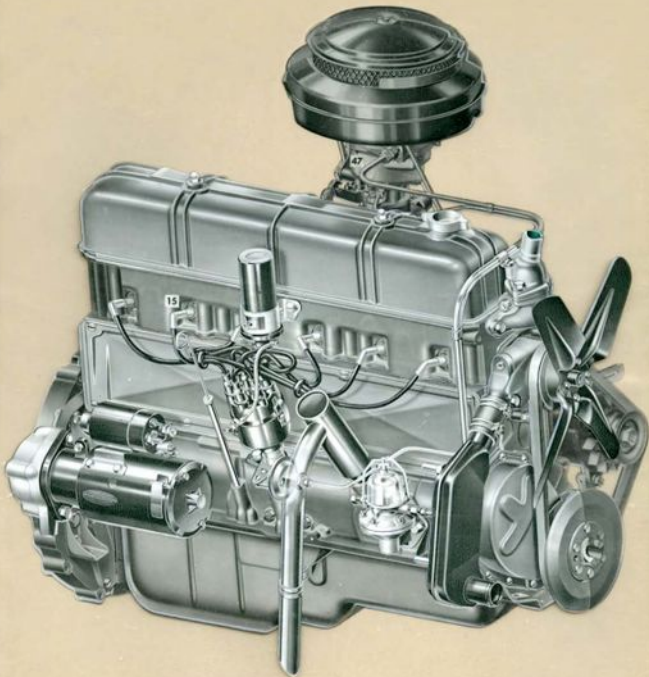
## THE AUTOMATIC POWER TEAM

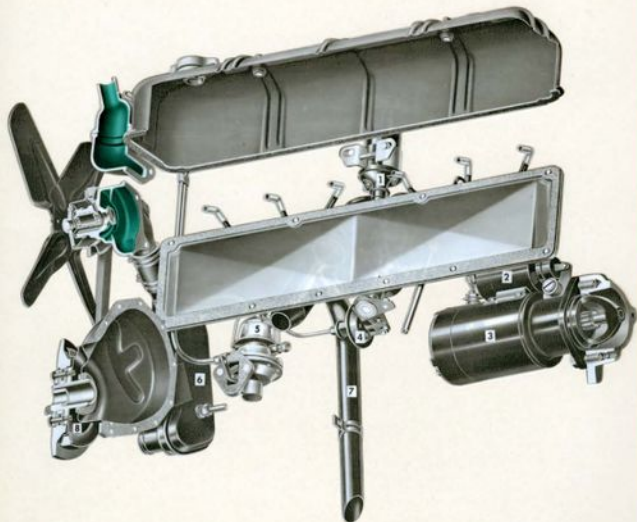
A 105-h.p. valve-in-head engine with Hydraulic-Hushed valve lifters, the most powerful engine in the low-price field . . . Powerglide, first, finest and smoothest automatic transmission in the low-price field . . . the Econo-Miser rear axle that reduces engine revolutions in relation to wheel travel . . . that's Chevrolet's great automatic power team. It gives you finest no-shift driving at lowest cost!

(Optional on De Luxe models at extra cost)



With 235 cubic inches in displacement and 105 horsepower, this great Chevrolet high out-put engine brings you new standards of performance . . . more power, higher compression, faster acceleration, greater speed, smoother, more silent operation. Yet, it retains traditional Chevrolet economy and durability, thanks to the advanced valve-in-head design and the high quality of materials and workmanship. Together with Chevrolet's sensational POWERGLIDE AUTOMATIC TRANSMISSION, this new engine forms a **power package** that revolutionizes low-cost motoring!





**1.** The heavy-duty ignition coil is of waterproof design and insulated with oil for positive operation.

**2.** The electrically magnetized starter solenoid is operated by a push button on the dash. The plunger mechanically engages the starting pinion with the fly-wheel and then closes the electrical circuit. This positive engagement of the pinion is an exclusive feature in the low-price field.

**3.** Chevrolet's superior starting system will be particularly appreciated in cold weather. The pinion remains engaged until the engine starts.

**4.** The octane selector permits the most favorable setting of the engine spark for peak performance and maximum economy.

**5.** The fuel pump, operated by the camshaft, draws gasoline from the tank and pumps it to the carburetor. A built-in screen assures a clean gasoline supply.

**6.** The oil cooler — connected to the engine water cooling — thermostatically controls the temperature of the transmission oil supply.

**7.** Harmful crankcase fumes and gases are drawn off by the crankcase ventilator.

**8.** The harmonic balancer reduces crankshaft and engine vibration for smoother operation and longer engine life.

**9.** Hydraulic-Hushed valve lifters make periodic valve adjustments unnecessary and minimize tappet noises.

**10.** The entire overhead valve mechanism receives a positive oil supply for quiet operation and long life.

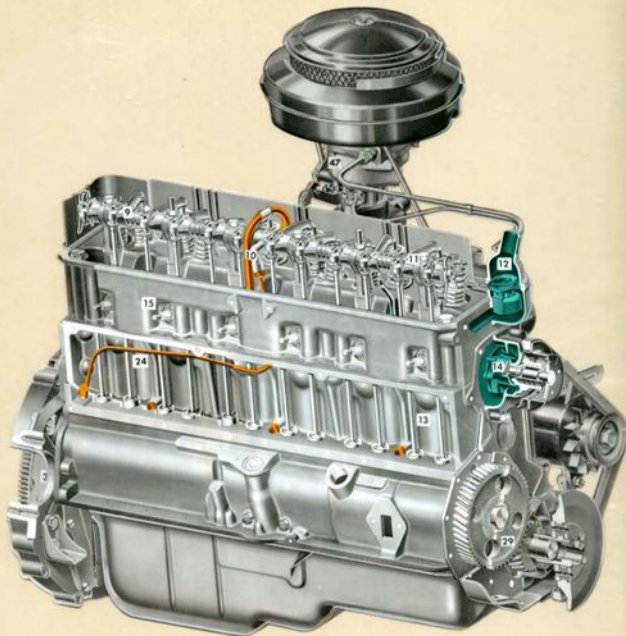
**11.** Off center rocker arms multiply camshaft lift, making high cam lifts unnecessary. This slowly rising cam action is smoother and entails less wear.

**12.** The cooling system thermostat controls engine temperatures and reduces the warm-up period.

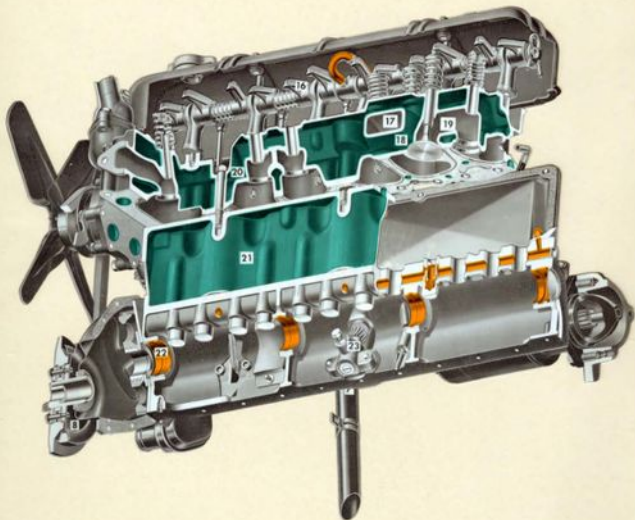
**13.** Sturdy, solid-steel push rods connect the valve lifters to the valve rocker arms to actuate the intake and exhaust valves.

**14.** Chevrolet's water pump operates on a double-row ball-bearing that is sealed for life, requiring no further lubrication.

**15.** The large spark plugs have a wide heat range and feature a strong, durable shell. Long insulator life adds thousands of miles of service.







**16.** This overhead valve design gives maximum fuel economy with long life and minimum maintenance. The entire mechanism is positively lubricated by a metered oil supply.

**17.** In valve-in-head design, exhaust passages can be located in the engine head. More direct, they offer less restriction to swiftly moving gases.

**18.** Large water passages dissipate unwanted engine heat quickly.

**19.** Each valve seat is completely encircled by water passages for proper cooling . . . a distinguishing feature of good engine design.

**20.** Every section of the engine head incorporates large water passages which contribute to more complete and uniform cooling.

**21.** The entire engine block acts as a flow tube to carry the cooling water from the water pump to the cylinder head.

**22.** Each of the four camshaft bearings receives force feed lubrication . . . the best type for these stationary bearings.

**23.** The gear type oil pump in the crankcase is driven by the camshaft through the distributor shaft, providing a positive source of supply for Chevrolet's exclusive four-way oiling system.

**24.** Metered oil is piped to the overhead valve mechanism. (See Item 10 for additional details.)

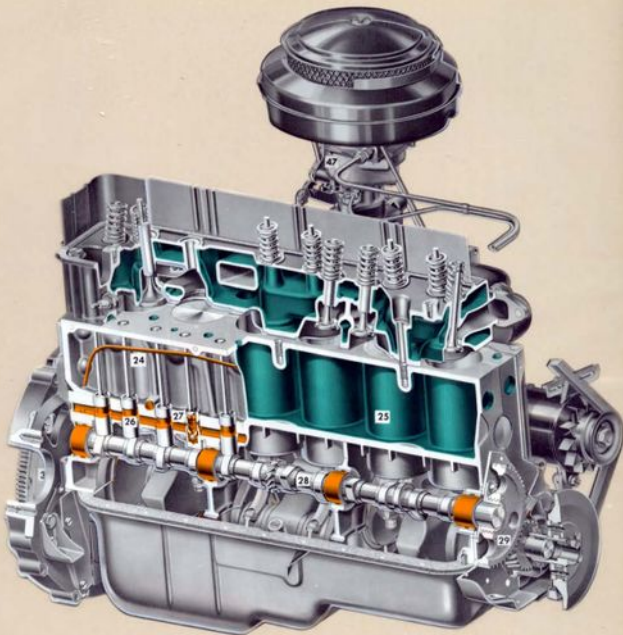
**25.** Each of Chevrolet's cylinder barrels is entirely encircled with coolant.

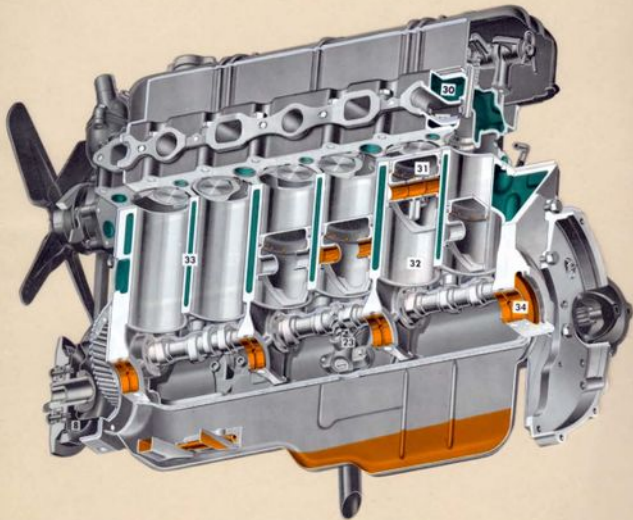
**26.** An oil gallery feeds oil under pressure directly to each hydraulic valve lifter, insuring quiet and efficient operation.

**27.** Hydraulic valve lifters, a feature of America's most costly cars, smooth out engine performance, subdue valve noise and eliminate the need for periodic valve adjustments.

**28.** Only Chevrolet in the low-priced field uses a forged steel camshaft... stronger and more durable than cast iron.

**29.** The fiber camshaft timing gear operates quietly at all speeds. Only two simple timing gears are used for long life and high precision.





**30.** Valve-in-head design makes possible the use of large water passages to maintain uniform temperatures throughout the engine head.

**31.** Lightweight cast iron pistons give exceptional durability and maximum performance. The close fit saves gas and oil.

**32.** Each cylinder wall is thoroughly lubricated by a vapor spray thrown off the connecting rod dippers that completely permeates the engine interior.

**33.** Cylinder barrels are separated by full-length water passages extending the entire length of the piston stroke.

**34.** Four large main bearings support the heavy crankshaft. The precision type bearing inserts can easily be replaced, should the need ever occur.

**35.** The direct inlet (and exhaust) passages afforded by valve-in-head design permit better engine "breathing," improved performance and higher efficiency.

**36.** Locked in the connecting rods, piston pins float in closely fitted bronze bushings in the pistons. Adequate support and proper lubrication give maximum durability.

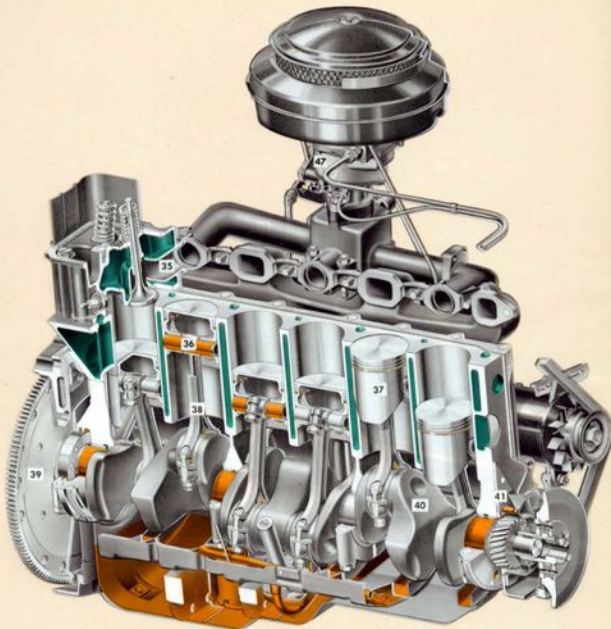
**37.** The lightweight cast iron pistons are equipped with only three rings to allow freer piston travel. Maximum oil economy is achieved without additional rings.

**38.** Each connecting rod is forged from steel for utmost strength and long life. Precision bored bearings are cast as an integral part of the rod.

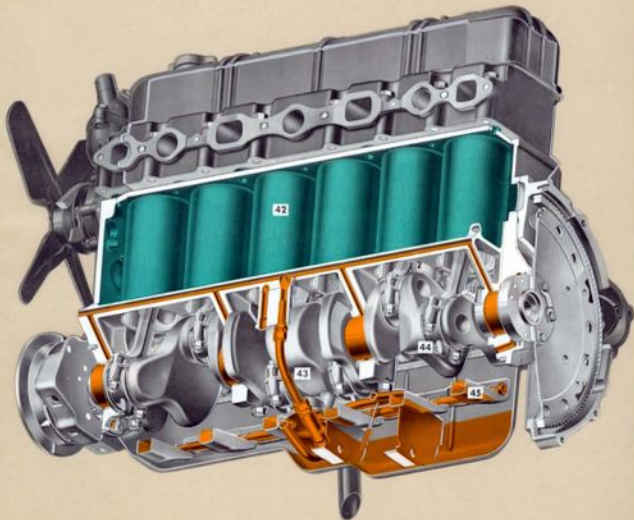
**39.** This more powerful engine features an all-steel flywheel. The steel starter ring gear has exceptional wearing qualities.

**40.** The heavy crankshaft is forged from a single steel block under a process that increases material density and causes the grain to follow the contours of the shaft. Result: greater strength.

**41.** Oil under pressure to nozzle furnishes positive lubrication to the engine timing gears.







**42.** Extra-size water jackets completely surround all cylinder bores. Valve-in-head design permits the use of the most effective cooling system design in use today.

**43.** Oil lines carry lubricant to all working parts of the engine. Chevrolet's four-way lubrication has proved to be a most efficient and economical system.

**44.** At high speed, a dipper on each connecting rod intercepts a solid jet of oil at each revolution, creating the high pressure required to flush the entire bearing with lubricant.

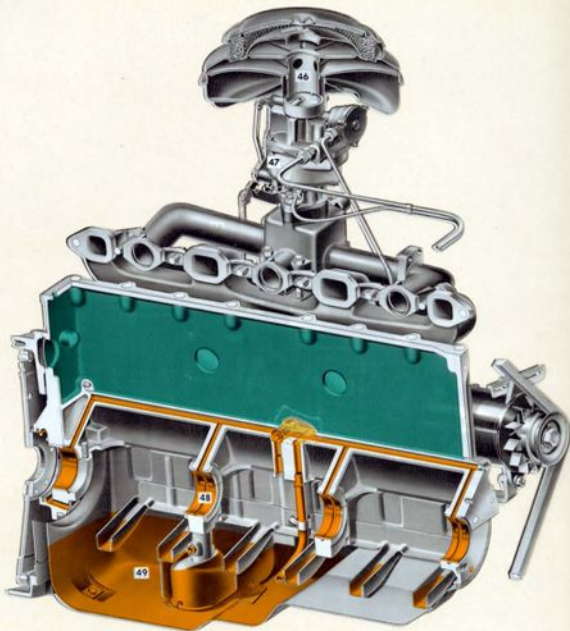
**45.** In starting — and during lower engine speeds — each connecting rod dipper scoops oil from the trough suspended under the path of the connecting rod bearing.

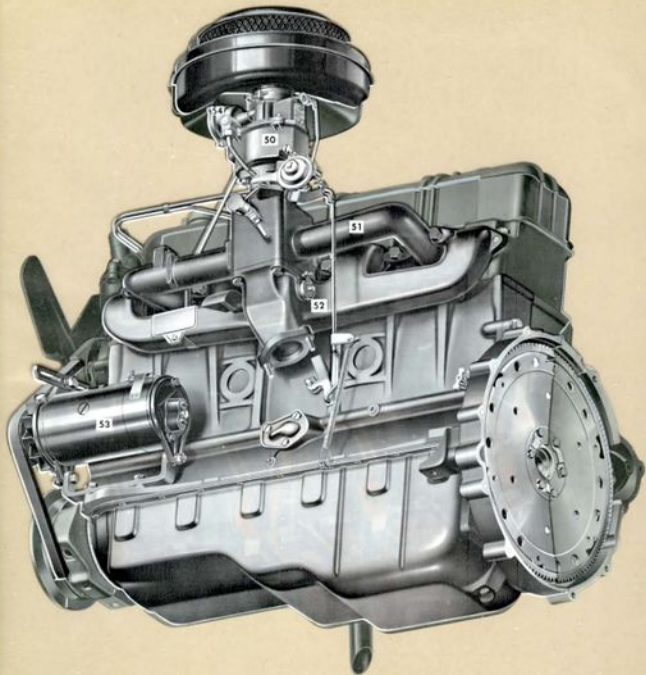
**46.** A large, efficient air cleaner provides a constant supply of clean air for the engine.

**47.** The new and improved Power-Jet carburetor contributes importantly to efficient performance and smoother operation with traditional Chevrolet economy.

**48.** Direct pressure forces oil through rifle-drilled passages in the crankcase to the crankshaft bearings.

**49.** The main oil supply is carried in the crankcase oil pan. Oil is drawn through a close-meshed screen to the oil pump.





**50.** The Power-Jet carburetor is equipped with an automatic fast idle device to keep the engine ready for instant starting.

**51.** The circular cross-section intake manifold is parallel to the ground and affords uniform fuel distribution to all cylinders.

**52.** A thermostatically controlled valve directs hot exhaust gases around the intake manifold to reduce warm-up time and to increase combustion efficiency.

**53.** This heavy-duty, high-capacity generator operates in conjunction with a voltage and current control to maintain battery efficiency. Ample capacity is provided to keep the battery fully charged during coldest weather when electrical demands are heaviest.

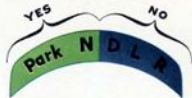
**54.** A new vacuum operated automatic choke provides greater driving ease, positive, all-weather starting and smoother operation.

# POWERglide

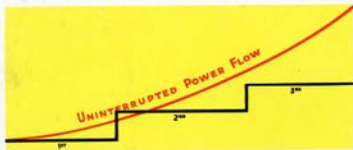
*makes you the master  
of every  
driving situation*

Powerglide driving is so easy, so relaxing, you'll never want to drive any other way. There's nothing particularly new to learn, no special skills to acquire. It's just a matter of fewer driving operations, and wonderful new ease and safety of control under all driving situations. But come take a trial spin on these pages. And then ask for a *real* demonstration behind the wheel!

A SAFE START.



The starter won't function unless the control lever is in "Park" or "Neutral" position. This important safety feature prevents surprise or accidental starts in "Drive", "Low" and "Reverse" positions. However, with the lever in "Park" you can start safely on a hill without using the brakes.



**A SMOOTH TAKE-OFF.** Slip the control lever over to "Drive" and nudge the accelerator. How smoothly and quietly you move out! That's because oil does it all without gear-shifting or power surges of any kind.



**RESERVE POWER TO SPARE.**

Push the accelerator down and pass the car ahead with a wide margin of safety. And if you want breathtaking acceleration from a stop, just slip the control lever into "Low."







# **TWO-HANDED STEERING SAFETY.**



Stop light's red ahead, so brake to a smooth stop. Stop light's green, so nudge the accelerator again. That's all there is to it! Both hands remain on the wheel as you glide smoothly through traffic.



# **UP THE HILLS WITH EASE.**



No worry about shifting gears or stalling, no engine strain. Powerglide automatically selects the right driving ratio to meet the power requirements of the situation.



# **DOWN THE HILLS WITH SAFETY.**



Your engine holds back to save your brakes when you descend a hill or decelerate. For mountain driving or emergency stops, "Low" position greatly increases this braking effect of the engine.



# **ROCK RIGHT OUT OF TROUBLE.**



You can rock right out of sand or mud by flicking the control lever back and forth between "Low" and "Reverse." You don't even have to lift your foot from the accelerator.



# **TAKE SNOW AND ICE WITH SURE-FOOTED TRACTION.**



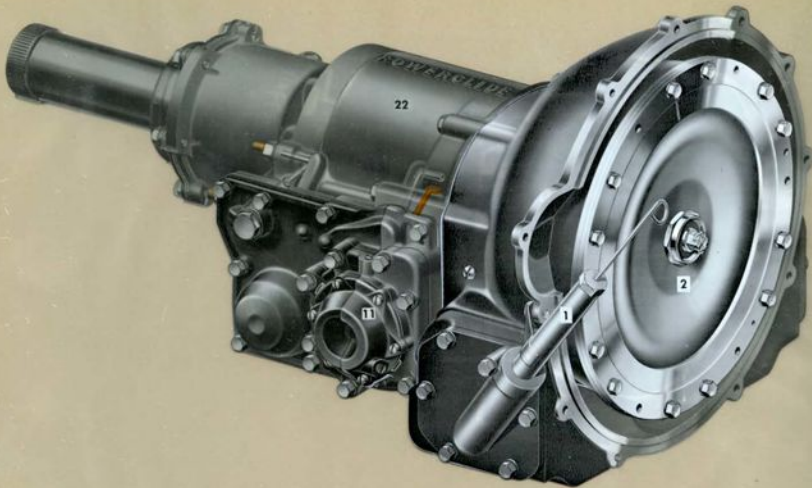
What a wonderful new sense of safe control on snow and ice! There's less wheel spinning and skidding because power is applied smoothly, in proper ratio, without sudden up-shifts or down-shifts.



# **PARK WITH PUSH- PROOF SECURITY.**



Set the control lever in "Park" and you can be sure that your Chevrolet won't roll, or be pushed. In this position, the car is rightly gear locked wherever you leave it.



TIME-PROVED **POWERGLIDE** AUTOMATIC TRANSMISSION . . .

This unit, which almost "thinks" for the driver, has proved its durability, dependability and safety, over more miles, for more owners, than any other automatic transmission in the low-price field! POWERGLIDE TRANSMISSION, 105 HORSEPOWER VALVE-IN-HEAD ENGINE AND ECONOMIZER REAR AXLE, form a revolutionary AUTOMATIC POWER TEAM that brings you finest no-shift driving at lowest cost.

1. The POWERGLIDE fill pipe and oil level indicator is easily reached

from the engine compartment. Oil capacity is nine quarts, which need be changed only at 25,000 mile intervals.

2. As POWERGLIDE does not require a conventional clutch, the unit is bolted directly to the flywheel. Oil replaces gears in POWERGLIDE AUTOMATIC TRANSMISSION. There are no up-shifts or down-shifts . . . just a smooth, unbroken flow of liquid power from zero to top speed.

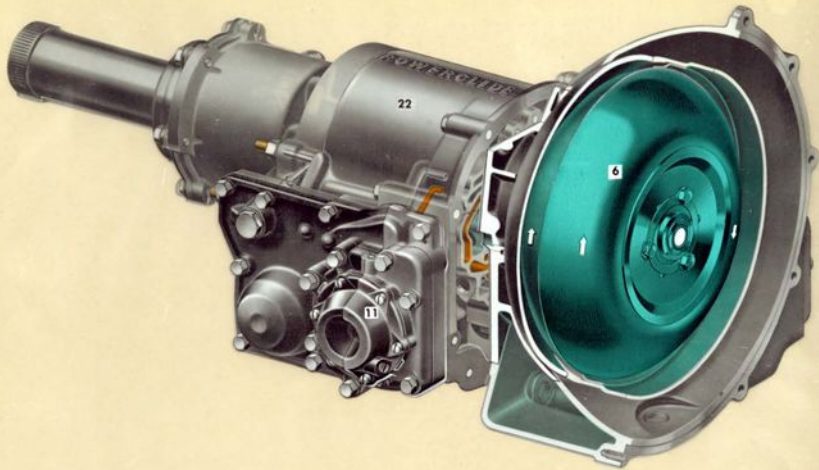


**3.** The oil is filtered through a fine wire mesh screen to assure a clean supply. The low central location of the intake insures a constant oil supply regardless of steep grades or fast car motion.

**4.** The main oil supply or sump is contained in the bottom of the outside

POWERGLIDE housing . . . a strong cast gray-iron structure.

**5.** The internal converter housing is of strong stamped steel construction. Located here are the pump and turbine which operate in oil and replace the gears found in conventional transmissions.



POWERGLIDE  
A GM Product  
MADE IN U.S.A.

**6.** External view of turbine or driven member. It is fabricated of high precision steel stampings that are spot-welded and copper brazed to form a single unit. Engine power is transmitted to the turbine by oil. There is no metal to metal contact to cause wear. At peak engine performance, the pump drives oil at the rate of 55 gallons (one barrel) per second to energize the turbine. Here is flashing power and performance, free from

vibration because it is oil-cushioned. On ice or slippery roads, wheel spinning or skidding is minimized because no jerky or excess power is applied to the wheels. POWERGLIDE permits you to "rock" the car backward and forward to pull out of heavy snow, mud or sand. Just press the accelerator gently and move the control lever back and forth between "Low" and "Reverse" — conveniently placed side by side.

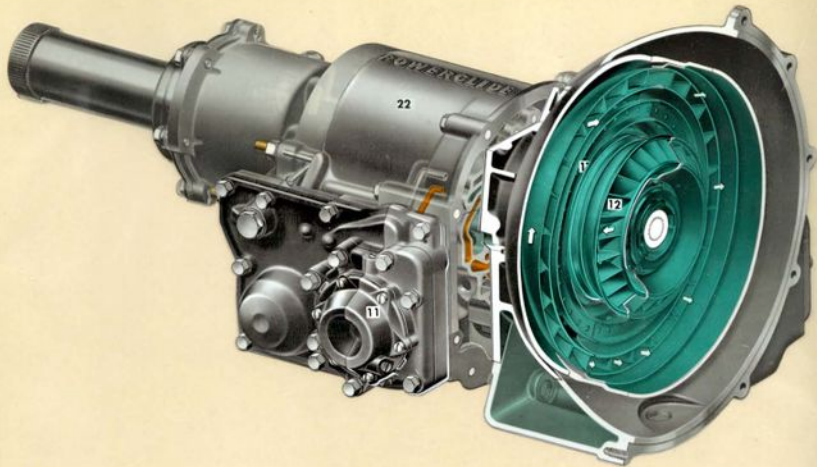




**7-8.** Internal or working side of turbine showing vane structure. A similar unit attached to the engine and called the primary pump faces this turbine like an orange sliced in halves. Oil from the primary pump enters the turbine at the outer edge (7) and follows curving vanes indicated by arrows and dotted lines, to emerge at (8), near the center. The curved path bends and redirects the flow of oil to impart tremendous energy to the turbine. Unused energy is redirected back into the pump by other elements called stators.

**9.** Additional vanes built into the turbine member working with a corresponding set in the pump member provide engine hold-back or braking when the accelerator is released. These vanes also make it possible to "push-start" the car at the unusually low speed of 12 to 14 miles per hour.

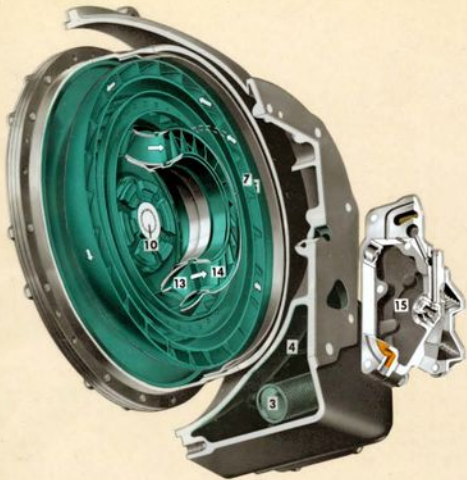
**10.** The sturdy steel shaft is splined to the turbine member.



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FORD MOTOR COMPANY  
FORD MOTOR COMPANY

**11.** Section of modulator control cover. The entire operation of the POWERGLIDE transmission is automatic. When the control lever is moved to positions other than "PARK," corresponding changes within the transmission are accomplished by means of oil pressure and valves. Vacuum from the engine is used in conjunction with oil pressure to effect smooth, silent and synchronized operation.

**12.** After the circulating oil has passed through the turbine, it comes in contact with two stator members equipped with vanes to redirect the oil back to the primary pump to add its remaining energy to the power supplied by the engine. At start, the stator members are stationary, enabling POWERGLIDE to furnish more power and less speed to the rear wheels. Through this TORQUE MULTIPLICATION, power is obtained with oil instead of gears.

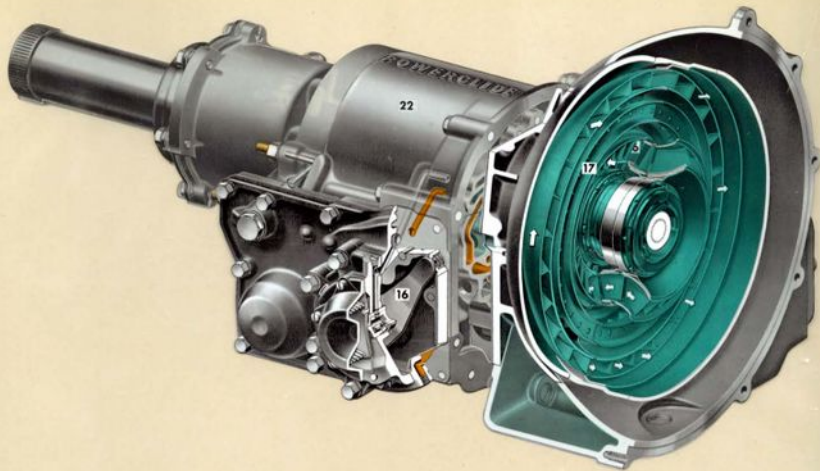


**13-14.** Cross-section view of the two stators in their "nested-together" position with arrows indicating the direction of oil flow. Although these stators remain stationary to multiply torque when necessary, they are free to turn with the turbine at high speeds. In this case, POWERGLIDE supplies more speed and less power, even more effectively than the driver could do by shifting a conventional gear transmission into high gear.

POWERGLIDE in "Drive" — about 95% of the time the car is in use —

does practically all the thinking for the driver by automatically selecting the right drive ratio for every driving situation. You are **not** limited to three speeds forward.

**15.** Vacuum from the engine and oil pressure from the transmission are harnessed together to form a balancing system that controls the automatic power flow from the engine to the rear wheels.



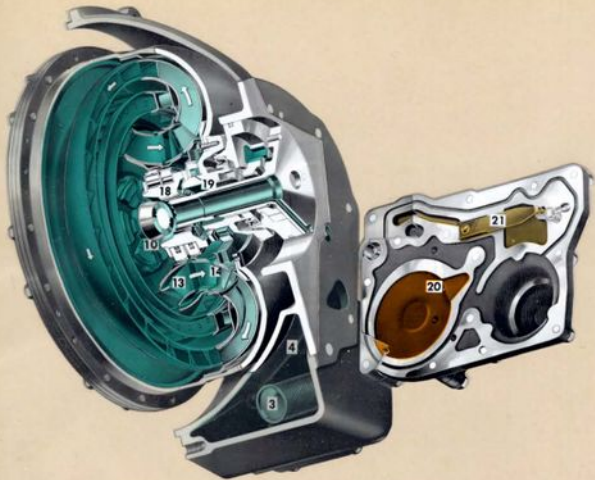
REARVIEW MIRROR, 22" x 14" x 14" (1/2")  
 1965-1966 GM Corp. 1965-1966  
 Copyright © 1965 GM Corp.

**16.** Here a section of cover has been removed to expose the modulator control lever. The lever is actuated by a vacuum diaphragm so that changes in engine speed can be balanced with hydraulic pressure in the POWERGLIDE unit. The purpose of this modulator control is to increase oil pressures when high torque is being transmitted.

**17.** The stator members are mounted on a finely machined support firmly attached to the transmission case, and play a major part in supplying either

the power or speed required for different driving conditions. Every component of POWERGLIDE has been engineered and built to exacting standards for efficient operation and long, dependable use.

When stopping temporarily on an upgrade, simply hold the car with the foot brake. When you start, just press the accelerator and your car glides away like magic.



**18.** In order to supply required power or speed, the two stator members must be free to remain stationary or turn in the same direction as the turbine. Therefore, each stator hub is equipped with a roller-type free-wheeling device which permits it to either lock on the shaft or turn freely in one direction.

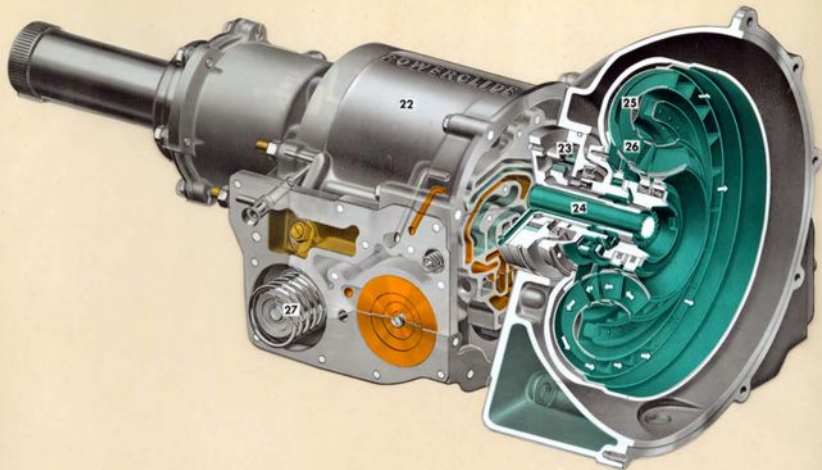
**19.** The secondary pump — the final link in the oil flow circuit — is a booster or supercharger which directs the oil from the turbine and stators

back into the primary pump so that the remaining energy can be added to the engine power for economy and high over-all efficiency.

**20.** This is the cover for the low range and reverse servo mechanism which actuates low or reverse at the command of the driver.

**21.** The thermostatic oil control valve automatically opens the pipe line to the oil cooler to maintain oil temperatures within closely prescribed limits.





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**22.** The automatic POWERGLIDE unit is composed of a high efficiency torque converter, coupled to an auxiliary transmission (22) which can supply emergency low or reverse when required.

**23.** When the engine is started, a gear type pump in the transmission instantly builds up oil pressure to expel any air from the converter. This pump also supplies lubrication and oil pressure for the automatic operation of the POWERGLIDE transmission.

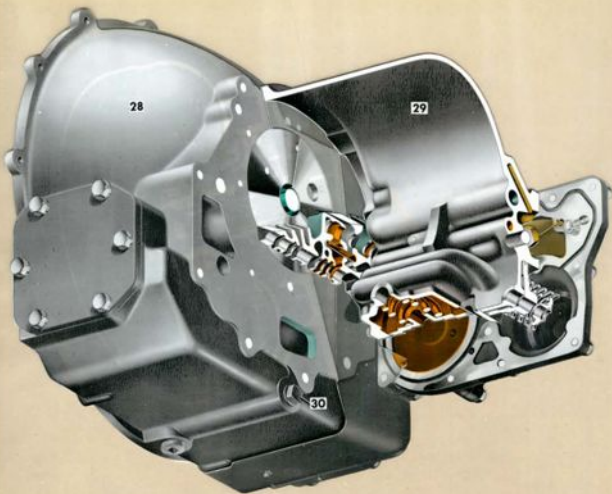
**24.** This is the shaft which conveys the smooth power from the converter to drive the car without "steps or surges."

The arrows at the bottom of the drawing indicate the flow of oil through the stators, primary and secondary pumps.

**25.** Indicates the curved vanes of the primary pump which is driven by the engine. This pump puts into motion the oil that drives the turbine and the car, without direct mechanical connections.

**26.** The secondary pump acts as a booster to the primary pump, increasing its capacity in the higher range of driving speeds.

**27.** When the control lever is placed in "Reverse" this servo sets the reversing mechanism in motion.

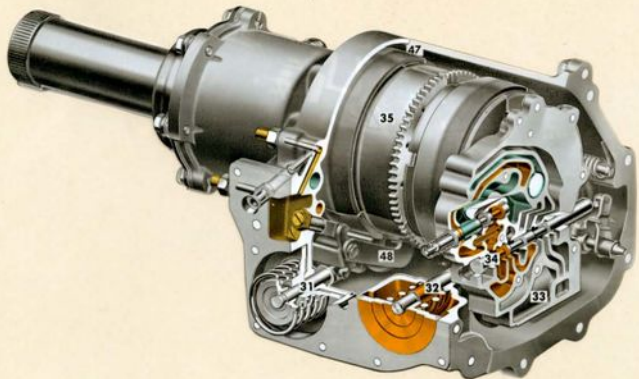


**28.** The torque converter housing is of cast iron construction and machined to extremely close dimensions. High precision is made possible by the very latest and finest automatic machinery.

**29.** The planetary transmission case is another example of superb engineering and workmanship. This piece, too, is drilled, tapped and machined

by precise machinery under the watchful eyes of electronic controls and highly skilled technicians.

**30.** Drain plugs are located in protected positions in the bottom of the transmission case, readily accessible for the 25,000 mile oil change.



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**31.** The reverse servo. When the control lever is placed in "Reverse," the servo "locks-up" the reverse band, causing the car to reverse direction.

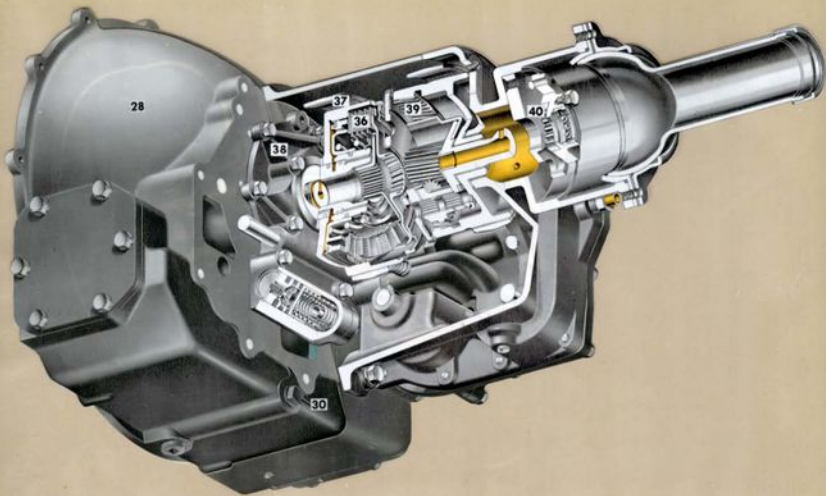
**32.** In "Low," hydraulic pressure energizes this servo, causing it to "lock-up" the low drum. Power output is multiplied almost 2 to 1, furnishing more power than would be available in the conventional three-speed transmission.

**33.** The valve body contains many passages to accomplish automatic

operation. This is the "mechanical brain" that thinks for the driver.

**34.** When the lever is moved to any position except "PARK," the manual control valve opens and closes the required oil circuits or passages for oil pressure to accomplish the change automatically and effortlessly.

**35.** A large external gear is an integral part of the planet carrier. In "PARK" position, this gear is mechanically locked so that the rear wheels cannot turn.



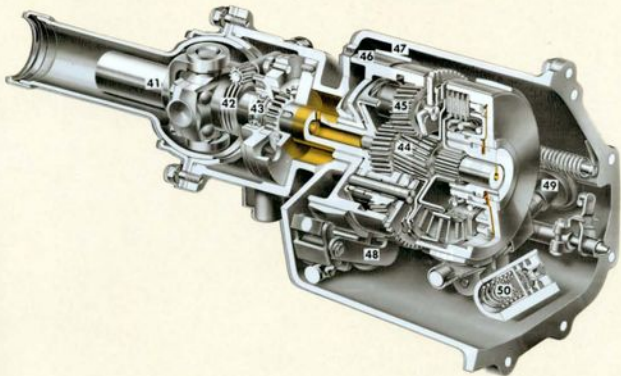
**36.** Located in the auxiliary transmission, the drive range clutch is composed of nine separate interleaving clutch plates. In "Drive," the plates are clamped together. In "Low" position, they do not touch each other.

**37.** A friction material is bonded to the underside of the low range band for extremely long life and silk-like engagement.

**38.** The valve body casting has large reinforcing ribs for maximum rigidity.

**39.** Planetary gears are in constant mesh and provide the super-power low and reverse without clashing or noise.

**40.** The rear oil pump supplies lubrication and pressure requirements. Driven by the output shaft, it cuts in at road speeds to save engine power.



REVERSE GEAR, 41-42  
 BALL-BEARING ASSEMBLY, 43  
 PLANETARY GEAR, 44  
 SHORT PINION GEAR, 45  
 REVERSE DRUM, 46  
 REVERSE BAND, 47  
 LEVER MECHANISM, 48  
 ADJUSTMENT PROVISION, 49  
 HYDRAULIC ACCUMULATOR, 50

**41-42.** The universal joint and the speedometer gears are lubricated from the POWERGUIDE main supply.

**43.** A ball-bearing assembly supports the rear of the transmission output shaft.

**44.** Planetary gear teeth are helical-cut for quiet operation and long life.

**45.** These short pinion gears are needle-bearing mounted.

**46.** The reverse drum is machined from a close-grained casting.

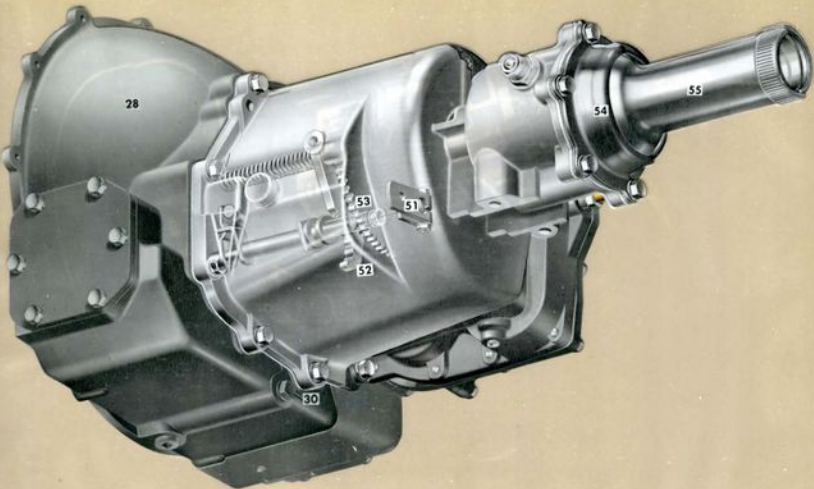
**47.** The satin-smooth exterior of the reverse drum is engaged by the external band, to effect reverse gear operation.

**48.** A lever mechanism applies the reverse gear band. It is hydraulically operated when the control lever is placed in "Reverse" position.

**49.** Provision is made for adjusting the low range band to compensate for slight wear over many thousands of miles of service. An adjustment is also provided for the reverse band.

**50.** The hydraulic accumulator acts as a guardian or surge control to cushion the shifts that take place in the auxiliary transmission.





- 51.** This is the mechanical link for the manual valve which operates through the parking lock shaft. When applied, the parking device rigidly locks the transmission to hold the car on the steepest hills or grades.
- 52.** Teeth on the parking lock pawl engage teeth on the large gear (53).
- 53.** Should the control lever be placed in "PARK" position while the car

is moving forward, a spring device permits harmless intermittent engagement until the car stops, when fixed engagement occurs.

- 54.** The universal joint is sealed in a sturdy housing.

**55.** This sleeve permits the forward end of the torque tube housing to slide back and forth in accordance with road conditions.

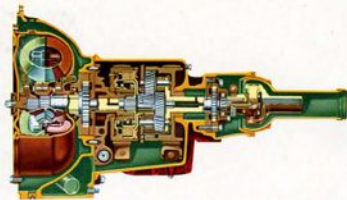
When you drive POWERGLIDE, you drive the finest automatic transmission at lowest cost. Your first POWERGLIDE mile will be a completely new driving experience. As the miles unfold, you will continue to thrill . . . mile after mile . . . each one a new revelation in sheer driving pleasure.

# POWER *Glide*

*There's nothing  
like it in the  
low-price field!*

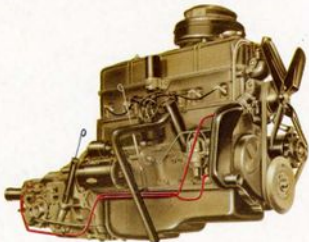


**UNINTERRUPTED POWER FLOW.** Powerglide is smoother. There are no intermediate or starting gears that up-shift and down-shift on their own accord and to your surprise.



**FEWER PARTS.** Powerglide is simpler with fewer parts than any other automatic transmission in its field. Moreover, many key parts are larger and more rugged for longer, more trouble-free service.

**OIL-COOLING.** Chevrolet's Powerglide cooling is thermostatically controlled under all conditions. Unlike air cooling, it can never over-cool or make any noise; nor does it consume any power on its own.



# IMPORTANT DIFFERENCES THAT BRING YOU **IMPORTANT ADVANTAGES!**

Here are some other reasons why Powerglide is unique in its field . . . features that mean greater pleasure and satisfaction with Powerglide . . . reasons why you'll prefer Powerglide when you compare.



**OVERRUN COUPLING FOR ENGINE BRAKING.** Only Powerglide provides it. On a hill or during deceleration in "Drive," the engine holds back to save your brakes. The shift to "Low" for extra powerful engine braking is entirely under your control.

**3.55 to 1 REAR AXLE RATIO.** Chevrolet's EconoMiser rear axle has the right ratio to combine performance with economy—provides an overdrive effect *without* the extra cost of an overdrive!



**MORE CONVENIENT STARTING.** The engine will start with the control lever in either "Park" or "Neutral" . . . *not* in "Neutral" alone. "Park" position starting is a great convenience and safety factor on hills.



**EASIER ROCKING.** On the Powerglide quadrant, "Low" and "Reverse" are side by side . . . *not* at opposite ends of the quadrant. You need not release the accelerator because you need not pass through "Neutral" or any other range.

**EASIER PARKING.** As in rocking, maneuvering into a parking place requires only a short flick of the control lever to back up or go forward. You don't have to pass through "Neutral" to reach "Reverse."

# STANDARD EQUIPMENT

Model	DE LUXE							SPECIAL					
Line	PLATE LINE	STYLELINE						STYLELINE					
Body style		2-Dr. Sedan	4-Dr. Sedan	2-Dr. Sedan	Sport Coupe	Bel Air	Convertible	Station Wagon	4-Dr. Sedan	2-Dr. Sedan	Sport Coupe	Business Coupe	Sedan Delivery
EXTERIOR EQUIPMENT AND DECORATION													
Bumper and guards, front & rear		x	x	x	x	x	x	x	x	x	x	x	x
Front license plate guard		x	x	x	x	x	x	x	x	x	x	x	x
Gravel deflectors, front & rear		x	x	x	x	x	x	x	x	x	x	x	x
Headlight rims, bright metal		x	x	x	x	x	x	x	x	x	x	x	x
Dual parking lights		x	x	x	x	x	x	x	x	x	x	x	x
Tail and stop light	Single							x					
	Dual	x	x	x	x	x	x		x	x	x	x	x
Rear license plate light	In tail light							x					x
	Separate unit	x	x	x	x	x	x		x	x	x	x	x
Hood ornament		x	x	x	x	x	x	x	x	x	x	x	x
Hood emblem		x	x	x	x	x	x	x	x	x	x	x	x
Ornamental deck lid handle		x	x	x	x	x	x	x	x	x	x	x	x
Tail gate nameplate								x					
Rear fender shields	Bright metal	x	x	x	x	x	x						
	Black rubber								x	x	x	x	x
Rear wheel cover panels		x	x	x	x	x	x	x					
Bright metal moldings	Body sill moldings	x	x	x	x	x	x	x	x	x	x	x	x
	Body belt moldings	x	x	x	x	x	x	x	x	x	x	x	x
	Windshield divider molding	x	x	x	x	x	x	x	x	x	x	x	x
	Windshield reveal	x	x	x	x	x	x						
	Side window reveals or frames	x	x	x	x	x	x						x
	Rear window reveal	x	x	x	x								x
	Rear window divider & moldings					x							
	Front fender moldings	x	x	x	x	x	x						
	Side door moldings	x	x	x	x	x	x						
	Rear fender moldings	x	x	x	x	x	x						x
	Drip molding					x							
Concealed gasoline filler		x	x	x	x	x	x		x	x	x	x	
Gasoline filler overflow alarm		x	x	x	x	x	x		x	x	x	x	
Push button door handles		x	x	x	x	x	x	x	x	x	x	x	x
Key locks, both front doors		x	x	x	x	x	x	x	x	x	x	x	x
Dual horns		x	x	x	x	x	x	x	x	x	x	x	x
Exterior color options	Single colors	9	9	9	9	4	10	4	9	9	9	9	4*
	Two-tone combinations		4	4	4	11			4	4	4	4	

\*New additional colors are available on special order at no extra cost.

Model	DE LUXE							SPECIAL					
Line	PLATE LINE	STYLELINE						STYLELINE					
Body style		2-Dr. Sedan	4-Dr. Sedan	2-Dr. Sedan	Sport Coupe	Bel Air	Convertible	Station Wagon	4-Dr. Sedan	2-Dr. Sedan	Sport Coupe	Business Coupe	Man Delivery
VISION AND VENTILATION													
Safety plate glass throughout		x	x	x	x	x	x*	x	x	x	x	x	x
Curved windshield glass		x	x	x	x	x	x	x	x	x	x	x	x
Curved rear window glass		x	x	x	x			x	x	x	x	x	x
Ventipanes, with bright metal frames	Front door	x	x	x	x	x	x	x	x	x	x	x	x
	Rear door		x										
Ventipane drip shields, front door	Painted	x	x	x	x			x	x	x	x	x	x
	Bright metal					x							
Openable rear quarter windows		x	x	x	x	x	x		x				
Dual dash ventilators		x	x	x	x	x	x	x	x	x	x	x	x
Dual windshield wipers		x	x	x	x	x	x	x	x	x	x	x	x
Full width defroster slots		x	x	x	x	x	x	x	x	x	x	x	x
Rear view mirror	Inside	x	x	x	x	x	x	x	x	x	x	x	x
	Outside												x
Sunshades	One								x	x	x	x	
	Two	x	x	x	x	x	x	x					
	Swivel adjustment	x	x	x	x	x	x	x	x	x	x	x	x
	Sliding adjustment	x	x	x	x	x	x	x	x	x	x	x	x
VINYL PLASTIC REAR WINDOW													
INSTRUMENT PANEL													
Two-tone finish		x	x	x	x	x	x	x					
Bright metal radio grille		x	x	x	x	x	x	x	x	x	x	x	x
Glove compartment	Lock	x	x	x	x	x	x	x	x	x	x	x	x
	Automatic light	x	x	x	x	x	x						
Ash tray		x	x	x	x	x	x	x					
Cigarette lighter		x	x	x	x	x	x	x					
39-hour clock		x	x	x	x	x	x	x					
Bright metal escutcheon around gearshift shaft		x	x	x	x	x	x	x					
INTERIOR APPOINTMENTS AND UPHOLSTERY													
Steering wheel	3-spoke								x	x	x	x	x
	2-spoke	x	x	x	x	x	x	x					
	Two-tone finish	x	x	x	x	x	x	x					
	Horn blowing ring	x	x	x	x	x	x	x					
	Horn button								x	x	x	x	x

## COMPARISON CHART

Model		DE LUXE										SPECIAL					
Line		PLAT-LINE	STYLELINE								STYLELINE						
Body style		2-Dr.	Sedan	4-Dr.	Sedan	2-Dr.	Sedan	Sport Coupe	Belt Air Convertible	Station Wagon	4-Dr.	Sedan	2-Dr.	Sedan	Sport Coupe	Business Coupe	Sedan Delivery
INTERIOR APPOINTMENTS AND UPHOLSTERY—Continued																	
Control knobs	Ivory plastic	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
	Bright metal inserts	X	X	X	X	X	X	X	X	X							
Arm rests	Front	X	X	X	X	X	X	X	X	X							
	Rear	X	X	X	X	X	X	X	X								
Rear compartment ash tray	One	X	X							X							
	Two			X	X	X	X	X	X								
Coat hooks (2)		X	X	X	X						X	X	X	X			
Assist straps		X	X	X													
Robe cord	One	X	X														
	Two	X	X	X													
Interior light	One dome light	X	X	X	X				X	X	X	X	X	X	X		
	Two side lights								X								
	Automatic switches in both front doors	X	X	X	X	X	X	X	X	X							
Package shelf		X	X	X	X	X					X	X	X	X			
Package shelf molding		X	X	X	X												
Bright metal moldings	On garnish moldings	X	X	X	X	X	X										
	On scuff pads	X	X	X	X	X	X	X	X	X							
	Rear window dividers								X								
Foam rubber seat cushion pads	Front	X	X	X	X	X	X	X	X	X							
	Rear	X	X	X	X	X	X	X	X								
Basic seat upholstery	Pattern cloth												X	X	X	X	
	Chevron pattern cloth and plain broadcloth	X	X	X	X												
	Genuine leather									X							
	Genuine leather and novelty pattern cloth									X							
	Leather fabric										X						X
Leather fabric scuff pads	On doors	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
	On quarter panels	X	X	X	X	X	X					X	X				
Step plates on door sills	Painted											X	X	X	X	X	X
	Etched aluminum	X	X	X	X	X	X	X	X	X							

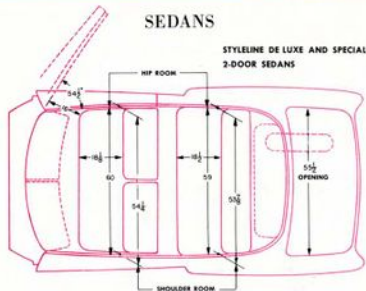
<b>Model</b>		<b>DE LUXE</b>						<b>SPECIAL</b>						
<b>Line</b>	<b>PILIT- LINE</b>	<b>STYLELINE</b>						<b>STYLELINE</b>						
<b>Body style</b>		2-Dr. Sedan	4-Dr. Sedan	2-Dr. Sedan	Sport Coupe	Bat Air	Convertible	Station Wagon	4-Dr. Sedan	2-Dr. Sedan	Sport Coupe	Business Coupe	Sedan Delivery	
<b>INTERIOR APPOINTMENTS AND UPHOLSTERY—Continued</b>														
Extra roof insulation		x	x	x	x	x								
Exposed roof bows	Bright metal					x								
	Wood grain finish							x						
	Painted						x							
Front floor covering	Rubber	x	x	x	x			x	x	x	x	x	x	x
	Carpet					x								
Rear floor coverings	Carpet	x	x	x	x									
	Rubber							x	x	x	x	x	x	
	Linoleum							x						
	Plywood													x
<b>LUGGAGE COMPARTMENT AND TOOLS</b>														
Rear deck lid	Concealed hinges	x	x	x	x	x	x	x	x	x	x	x	x	
	Counterbalanced	x	x	x	x	x	x	x	x	x	x	x	x	
	Automatic lock	x	x	x	x	x	x	x	x	x	x	x	x	
Fiber board sidewalls, black		x	x	x	x	x	x	x	x	x	x	x	x	
Rubber floor mat, black		x	x	x	x	x	x	x	x	x	x	x	x	
Illuminated by windows in both tail lights		x	x	x	x	x	x	x	x	x	x	x	x	
Spare tire position	Vertical	x	x	x	x	x	x	x	x	x	x	x	x	
	Horizontal in covered well in floor							x						x
Bumper jack		x	x	x	x	x	x	x	x	x	x	x	x	
Combination jack handle-wheel wrench		x	x	x	x	x	x	x	x	x	x	x	x	
Tool hold-down spring		x	x	x	x	x	x		x	x	x	x	x	



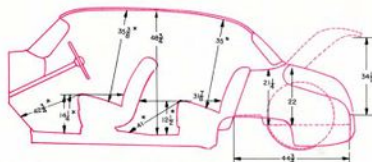


# PASSENGER CAR

## SEDANS



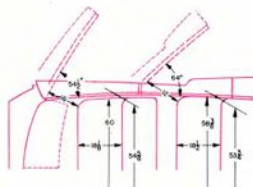
The Fleetline De Luxe 2-Door Sedan varies in the following dimensions: rear seat depth 18 inches; rear hip room width 52 1/2 inches; luggage compartment opening width 48 3/4 inches.



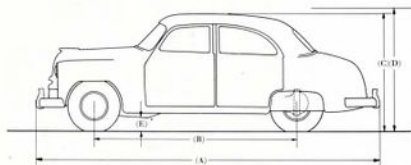
FRONT SEAT ADJUSTMENT 4 INCHES. SEAT SHOWN IN REAR POSITION.  
\*MEASURED 15 INCHES FROM CENTER OF CAR.

The Fleetline De Luxe 2-Door Sedan varies in the following dimensions: front seat head room 34 1/2 inches; and rear seat head room is 34 1/2 inches. Trunk depth is as follows: 22 inches over rear axle and 25 inches to the rear of axle.

## STYLELINE DELUXE AND SPECIAL 4-DOOR SEDANS



## EXTERIOR DIMENSIONS



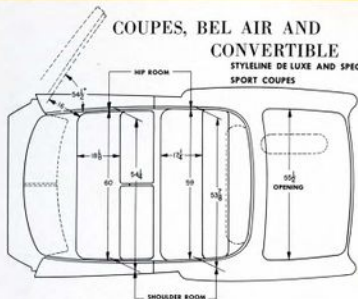
- (A) Overall length: 197 3/4" all models except Station Wagon which is 197 1/2".
- (B) Wheelbase: 115" all models.
- (C) Height over roof, loaded: Curb weight of Styleline De Luxe 4-door Sedan, plus five passengers (110 lb. each). The design height of frame from ground, thus established is used for all other models: Fleetline De Luxe 2-door Sedan—62 1/2"; All Styleline Sedans, Sport and Business Coupes—60 1/2"; Bel Air—61 3/4"; Convertible, top down, windshield height—59 1/2".
- (D) Height over roof, unladen: Fleetline De Luxe 2-door Sedan—61 1/2"; All Styleline Sedans, Sport and Business Coupes—59 1/2"; Bel Air—61 3/4"; Convertible, top down, windshield height—61 1/2".
- (E) Road clearance under exhaust pipe: 7 1/4" all models, except the Convertible which is 7 1/2".

VEHICLE: Front wheel track: all models 56 1/2".  
WIDTH: Rear wheel track: all models 50 1/4".  
Width over body, maximum: all models 73 3/4".

# DIMENSIONS

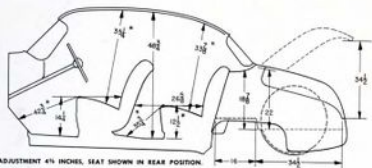
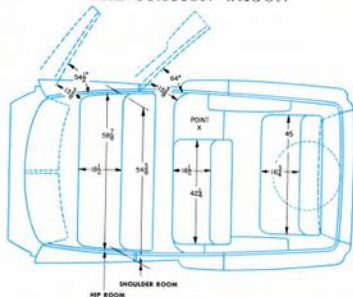


## COUPES, BEL AIR AND CONVERTIBLE STYLELINE DE LUXE AND SPECIAL SPORT COUPES



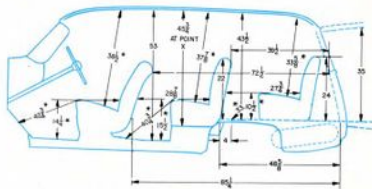
The Bel Air and the Convertible vary in the following dimensions:  
Bel Air—rear hip room width 52 1/2 inches; front seat shoulder room 53 1/2 inches. Convertible—front seat shoulder room 53 1/2 inches; rear seat shoulder room 46 1/2 inches; rear seat hip room 48 1/2 inches.

## THE STATION WAGON



FRONT SEAT ADJUSTMENT 4 1/4 INCHES. SEAT SHOWN IN REAR POSITION.  
\*MEASURED 15 INCHES FROM CENTER OF CAR.

The Bel Air and the Convertible vary in the following dimensions:  
Bel Air—front seat height 33 1/2 inches; rear seat height 12 inches; front seat headroom 34 1/2 inches; rear seat headroom 33 1/2 inches; floor to ceiling 68 inches. Convertible—front seat height 33 1/2 inches; rear seat height 12 inches; rear seat headroom 34 1/2 inches; floor to ceiling 68 inches. Business Coupe has no rear seat; dimensions vary as follows: Front seat headroom 34 1/2 inches; floor to ceiling height 43 1/2 inches.



FRONT SEAT ADJUSTMENT 4 1/4 INCHES. SEAT SHOWN IN REAR POSITION.  
\*MEASURED 15 INCHES FROM CENTER OF CAR.

# CHEVROLET

## Specifications

### POWER PLANT

**Engine Types:** 6-cylinder, valve-in-head 216.5 cu. in. displacement. Bore x stroke, 3 1/8 x 3 3/4 in. Compression ratio, 6.6:1. Horsepower, 92 at 3400 rpm.

**Pistons:** Lightweight cast alloy iron, with slipper skirt. Surfaces treated to resist wear. Three rings, all above pin.

**Crankshaft:** Drop-forged steel. Counterbalanced. Rubber-foam harmonic balancer.

**Main Bearings:** Four, thin-wall babbit, precision interchanging.

**Lubrication Systems:** Four-way, (1) pressure streams to connecting rod bearings, (2) full pressure to main and camshaft bearings and timing gears, (3) metered pressure to valve mechanism, (4) splash to cylinder walls. Gear pump. Crankcase ventilator. Refill capacity, 5 qt.

**Fuel System:** Single throat, down-draft carburetor; concentric float bowl, vacuum fuel enrichment valve, enclosed accelerator pump with fuel-lubricated piston, manual choke with fast-idle mechanism. Air cleaner. Thermostatic manifold heat control. Octane Selector. 16-gallon tank. Overflow alarm and concealed filler in sedans and coupes.

**Cooling System:** Pressure type with four-pound cap. Ribbed cellular radiator. Permanently lubricated water pump with self-adjusting seal, thermostatic heat control. Nozzle-jet valve seat cooling. Water jackets full-length of piston stroke around all cylinders. Capacity, 15 qt.

**Electrical Systems:** Automatic spark control. Sealed ignition coil. 14 mm spark plugs. High-output ventilated generator, with current and voltage regulators. Solenoid-operated push-button starter, with positive shift.

**Clutch:** Ventilated, diaphragm-spring type, with permanently lubricated ball throwout bearing.

**Transmission:** Three-speed Synchro-Mesh. Steering column gear-shaft. Gear ratios: Low and Reverse, 2.94:1; intermediate, 1.68:1; high, 1:1.

**Power Plant Mounting:** Rubber-cushioned, 3-point. High side mountings.

### CHASSIS

**Frame:** Full-length box-girder type. Extra reinforcements in Bel Air. Front VK structure of I-beams in frame of Convertible.

**Front Suspension:** Unitized Knee Action. Life-sealed double-acting shock absorbers. Ride stabilizer.

**Rear Suspension:** Rubber-cushioned semi-elliptic springs. Metal covers with fabric liners. Tension-type shock mountings. Life-sealed, double-acting shock absorbers, mounted diagonally.

**Rear Axle:** Hypoid, semi-floating, with six ball and roller bearings. Ratio, 4.11:1.

**Drive System:** Torque tube, with fully enclosed universal joint and tubular propeller shaft.

**Brakes:** Hydraulic, self-energizing. Bonded linings. 11-inch drums, with cast alloy iron braking surfaces. Mechanical operation of rear brakes for parking.

**Steering:** Centerpoint. Semi-reversible type; gear ratio, 19.4:1.

**Wheels:** Short-spoke, steel disk. Wide base rims.

**Tires:** Extra-low pressure type. 6.70-15-4 ply. (Station Wagon—6.70-15-6 ply.)

**Exterior Dimensions (nominal):** Wheelbase, 115 inches. Overall length, 197 3/4 inches. Overall width, 74 inches.

**Chassis Equipment:** Bumpers and guards. Front license guard. Front fender moldings on De Luxe Series. Gravel deflectors, front and rear. Bumper jack. Jack handle and wheel wrench.

### LIGHTS—HORN—BATTERY

**Lights:** Thermal circuit-breaker-protected lighting system. Sealed beam headlights, beam indicator on speedometer. Parking lights in radiator grille. Tail and stop lights with separate reflector buttons. Rear license light. Single tail, stop, and license light on Station Wagon, automatically positioned with tail gate. Dome light, with manual switch; except Bel Air which has sidelights—automatic switch at each front door in De Luxe Series. Matched horns.

**Battery:** Fifteen-plate, 100 ampere-hour.

### INSTRUMENT PANEL—CONTROLS—VISION

**Instruments:** Speedometer, oil pressure and gasoline gauges, battery charge and engine heat indicators. Adjustable indirect lighting.

**Controls:** Two-spoke steering wheel, with full-circle horn-blowing ring, De Luxe Series; three-spoke wheel, with horn button, Special Series. Rubber-padded clutch, brake, and accelerator pedals; foot-controlled headlight dimmer switch. Illuminated three-position ignition lock switch, heavy plastic control knobs, with bright metal inserts in De Luxe Series. Finger-tip gearshift lever. L-handle for parking brake.

**Vision:** Two windshield wipers. Two full-width windshield defroster openings. Two adjustable sunshades in De Luxe Series; one in Special Series. Adjustable rear view mirror.

### BODIES

**General Features:** Fiber Unionite construction with integral rear fenders, welded-in instrument panel, and solid steel underbody. Turbotop top, except hydraulically operated folding top on Convertible. Thorough insulation. Polished pyraline lacquer finish. Safety plate glass, except vinyl plastic rear window in Convertible. Large, sloping, curved windshield. Friction-type ventpines for No Draft ventilation, with drip shields in front doors of all Turbotop models. Lowering windows in all doors. Lowering rear quarter windows in two-door sedans, Bel Air, and Convertible; sliding in De Luxe Sport Coupe and Station Wagon. Friction-type ventpines in rear doors of De Luxe four-door sedan. Dual ventilators in dash panel, individually controlled. Inclined plane front seat adjustment. Push-button door handles, with key locks in both front doors. Concealed door hinges.

**Exterior Decoration and Equipment:** Bright metal moldings on body sill, belt line, and windshield divider. Bright metal ventipane frames. In addition in De Luxe Series: bright metal moldings on doors, rear fenders, windshield reveal, side window reveals of sedans and Sport Coupe, rear window reveal of sedans, Sport Coupe and Bel Air, and rear window dividers of Bel Air; bright metal rear fender shields (black rubber in Special Series); rear wheel cover panels.

**Interior Appointments:** Chrome-plated, low-hub hardware. Rear seat foot rest in floor panel. Two coat hooks in sedans, Sport Coupes, and Business Coupe. Package shelf in sedans, coupes, and Bel Air, with metal molding in De Luxe sedans and Sport Coupe. Etched aluminum step plates in De Luxe Series; painted steel in Special Series. Leather fabric seat pads on doors and rear quarter panels. In addition, in De Luxe Series: foam rubber cushion pads in front seats and in rear seats of sedans and coupes; front arm rests in all models; rear arm rests in sedans and coupes; rear compartment ash tray in four-door sedan and Station Wagon; one in each rear seat arm rest of two-door sedans and coupes; bright metal moldings across tops of scuff pads; and across lower edge of side window garnish moldings in sedans and coupes; extra sound insulation on roof panel of sedans, Sport Coupe, and Bel Air; bright metal side window frames in Bel Air and Convertible; and exposed roof bars with bright metal finish in Bel Air and with wood finish in Station Wagon.

**Luggage Compartment Features:** of sedans and coupes: Counterbalanced, automatically locking deck lid, with concealed hinges. Black leather-grained sidewall trim and rubber floor mat. Illuminated from window in each tail light housing. Spare wheel and tire mounted vertically in wall at right side. Hold-down spring to retain tools. Station Wagon has 4 doors—center and rear seats removable for extra luggage space.

### COLORS—UPHOLSTERY

**Complete details covering Exterior Colors and Interior Upholstery, together with Models and Body Styles, will be found in the 1952 Styling Album.**

### Special features of De Luxe models with automatic drive.

**Engine Type:** 235.5 cubic inch displacement. Bore x stroke, 3 1/8 x 3 3/4 inches. Compression ratio, 6.7:1. Horsepower, 105 at 3400 rpm.

**Piston Rings:** One twist-type and one taper-face compression ring, one wide-slot oil control ring.

**Valve Mechanisms:** Self-adjusting hydraulic valve lifters.

**Fuel System:** Automatic choke.

**Cooling System:** Transmission oil cooler.

**Transmission:** Automatic, hydraulic torque converter, with planetary gears for reverse and emergency low. Manual selector for hydraulic control of transmission and mechanical parking lock control. Safety switch in starter circuit. Maximum torque converter ratio, 2.2:1. Parasitic gear ratio, 1.82:1. Over-all ratios: Drive, 2.2:1; Low and Reverse, 4:1. Refill capacity, 9 qt.

**Rear Axle Ratio:** 3.55:1.

**Tires:** 7.10-15—4-ply on Convertible.

*The right is reserved to make changes at any time without notice, in prices, colors, materials, equipment, specifications and models, and also to discontinue models.*



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