

1956

CHEVROLET

FEATURES



**Passenger Car
Engineering Achievements**

1956

CHEVROLET FEATURES

PASSENGER CAR ENGINEERING ACHIEVEMENTS

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In the Engineering Features Book for 1956, we are pleased to present the outstanding new features of the passenger car, which will make this model year one of achievement and distinction.

Extensively restyled, and with a number of engineering improvements, the new car carries the previous year's complete design change to a still higher point of beauty and mechanical excellence.



E. N. Cole
Chief Engineer



THE 1956 CHEVROLET

Incorporating many significant styling and engineering developments, the Chevrolet line for 1956 is highlighted by the addition of two new body styles which expand the line to a total of 19 models plus the Sedan Delivery. In addition, a 140 horsepower, high compression six-cylinder regular production engine is offered, while both 2-barrel carburetor and power package versions of the V-8 engine are again available for 1956.

The newly introduced body styles are a Four-door "Hardtop" Sport Sedan and a Four-door, nine-passenger Station Wagon which are featured in both the 2400 and the 2100 Series. First introduced in mid-season 1955 and carried over to the 1956 line are the two-door, six passenger Nomad Station Wagon offered in the 2400 Series, and a Two-door "Hardtop" Sport Coupe available in the 2100 Series.

Extensive styling changes in all three series are made immediately apparent by a massive, lattice-pattern grille, plus restyled headlight hoods, rectangular parking lights, new bumpers and guards, and new ornamentation. Profile changes in the hood, fender lines and wheel openings also distinguish the 1956 Chevrolet. Within each series, too, important exterior and interior restyling make identification easy.

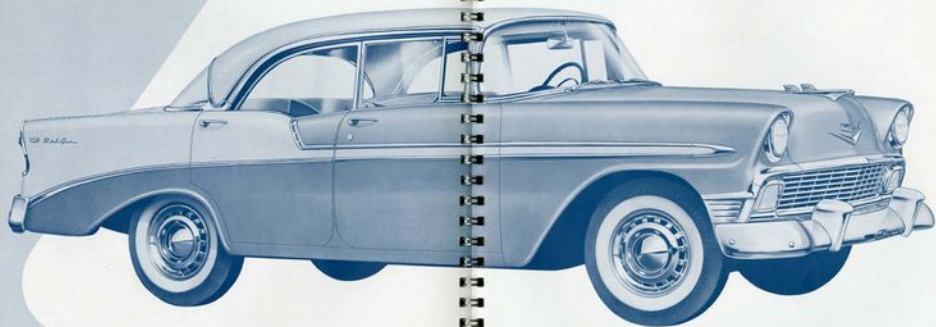
Mechanically, the 1956 Chevrolet features more agile performance made possible by a 140 horse-

power six-cylinder engine that is used not only with the conventional 3-speed transmission, but with the optional overdrive and Powerglide transmissions as well. Features of the engine include a high-lift camshaft and hydraulic valve lifters, both formerly furnished only with the Powerglide transmission. Other improvements are the more durable alldipped extra-alloy exhaust valves and a compression ratio of 8-to-1, increased from 7.5-to-1.

A new high-lift camshaft in the V-8 engine used with the Powerglide transmission increases output to 170 horsepower. The 162 horsepower rating of 1955 remains unchanged in vehicles with 3-speed or overdrive transmissions. All V-8 engines, however, feature a new optional full-flow oil filter. When equipped with the optional power package, the V-8 engine is rated at 205 horsepower which marks a new high in Chevrolet history. A high-lift camshaft and 9.25-to-1 compression ratio cylinder heads are added to the four-barrel carburetor and dual exhaust equipment of the power package to achieve this rating.

Other new features common to all 1956 models are a more durable 12-volt battery, a waterproof voltage regulator, improved headlights, electric temperature gauge, and the inclusion of direction signals as regular equipment rather than optional equipment at extra cost.

MODEL 2413-SPORT SEDAN



SERIES AND MODELS

THE 1956 LINE. 10

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THE 1956 LINE

Totalling 19 different models for 1956—an increase of three over the previous year—Chevrolet offers the largest selection of cars in its history. Available for the first time are two Four-door "Hardtop" Sport Sedans, plus two nine-passenger Station Wagons. In addition, the Two-door Sport Coupe in the 2100 Series, and the Series 2400, six-passenger "Nomad" Station Wagon which made their appearance during 1955 are continued. The model 2409, six-passenger Station Wagon is no longer offered.

Each series, the 2400, the 2100 and the 1500, is distinguished by new individualized treatment of exterior and interior trim. Two-tone exterior color combinations designed to further accent the identifying lines of each series are now available optionally for every model.

The luxury, 2400 "Bel Air" Series offers a choice of seven body styles: a Two-door Sedan; Four-door Sedan; Two-door Sport Coupe; Four-door Sport Sedan; Convertible; a Four-door, nine-passenger "Beauville" Station Wagon and the Two-door, six-passenger "Nomad" Station Wagon.

Eight models comprise the 2100 Series. These include a Two-door Sedan; Four-door Sedan; Two-door Club Coupe; Two-door Sport Coupe; and the new Four-door Sport Sedan. In addition, a choice of three station wagons is available in this series—an increase of one. These include both two and four-door, six-passenger models, and a new four-door, nine-passenger model.

Within the 1500 Series, the body styles offered are: a Two-door Sedan; a Four-door Sedan; the three passenger Utility Sedan; and a six-passenger Station Wagon. The model 1508, Sedan Delivery is again offered for light commercial use.

SERIES 2400



FOUR-DOOR SEDAN 6-PASSENGER
MODEL 2403



TWO-DOOR SEDAN 6-PASSENGER
MODEL 2402



SPORT SEDAN 6-PASSENGER
MODEL 2413



SPORT COUPE 6-PASSENGER
MODEL 2454



CONVERTIBLE 5-PASSENGER
MODEL 2434



FOUR-DOOR STATION WAGON 9-PASSENGER
MODEL 2419



TWO-DOOR STATION WAGON 6-PASSENGER
MODEL 2429



FOUR-DOOR SEDAN 6-PASSENGER
MODEL 2103



TWO-DOOR SEDAN 6-PASSENGER
MODEL 2102

CLUB COUPE 6-PASSENGER
MODEL 2124



SPORT SEDAN 6-PASSENGER
MODEL 2113



SPORT COUPE 6-PASSENGER
MODEL 2154



FOUR-DOOR STATION WAGON 9 - PASSENGER
MODEL 2119

FOUR-DOOR STATION WAGON 6 - PASSENGER
MODEL 2109



TWO-DOOR STATION WAGON 6-PASSENGER
MODEL 2129



FOUR-DOOR SEDAN 6-PASSENGER
MODEL 1503



TWO-DOOR SEDAN 6-PASSENGER
MODEL 1502

UTILITY SEDAN 3-PASSENGER
MODEL 1512



TWO-DOOR STATION WAGON 6-PASSENGER
MODEL 1529



SEDAN DELIVERY
MODEL 1508

SEDAN DELIVERY . . .

While not mentioned in the model application references in the chapters which follow, the Sedan Delivery for 1956 incorporates all of the appearance and mechanical improvements found in the Series 1500 Station Wagon.

A choice of seven solid exterior colors is offered with an interior color combination of Gold and Charcoal. Further details concerning colors and upholstery are contained in the Appendix.



THE 1956 EXTERIOR

The outstanding impression created by Chevrolet stylists in the 1956 models is one of a lower, larger car having the appearance of even greater length and width than in 1955. Featuring a new grille, new front-end sheet metal, new body side ornamentation and redesigned rear wheel openings, the car has a radically altered overall appearance. The grille, fashioned in a heavy lattice pattern, has embossed panels at the sides that wrap completely around the fenders extending as far as the wheel openings. In profile, the grille again slants slightly forward to create the feeling of forward motion. This theme is continued in the similar slope of the fender crowns which extend over the headlights, to retain the canopy-like hood effect.

From the side, the car's low silhouette is complemented by moldings which curve downward toward the rear. The impression of speed and agility is carried farther by the racy sweep of the new front and rear wheel openings.

The hood is flatter and longer, extending farther forward before dropping sharply downward to meet the grille. Fender lines are more perfectly parallel with the road emphasizing the car's length and the hoods over the headlights are broader to harmonize with the restyled hood.

The long line across the side of the car is carried far to the rear on the now nearly horizontal rear fender crown and ends abruptly in the sharp inward cut of the tail light shape.

A total of 15 new exterior colors—including 13 new shades—are featured on the 1956 line. Ten of these are available as solid, one-color exteriors. In addition, a total of fourteen two-tone combinations are available optionally.

On vehicles of the 1500 and 2100 Series, a choice is offered of conventional two-toning, or in a new two-color exterior treatment. Models of the 2400 Series are obtainable only with solid color exteriors or in a distinguishing two-tone effect. Availability of the exterior color options for specific models is charted in the Appendix at the back of this book.



FRONT VIEW . . .

Completely new front end styling highlights the luxurious appearance of the 1956 Chevrolet. Vehicle width is emphasized by the lattice pattern grille which extends onto the fenders with large, rectangular parking lights positioned below the headlights. Bright metal embossed wings extend the grille design around the fender corners to the wheel openings.

Redesigned front bumper and bumper guards repeat the lines of the grille. The center bar is wedge shaped while the bumper guards slope forward and end in bullet shaped contours at their upper extremities.

All components of the front end, the wedge shaped grille, the parking lights, the headlight hoods as well as the bumper guards emphasize the forward thrust as well as the low, wide lines of the 1956 Chevrolet.

Vehicles with the six cylinder engine are easily distinguished by a hood emblem which takes the form of a low, wide shield, similar to that of models of the preceding model year. A smaller version of this emblem above a bright metal V denotes models with the optional V-8 engine.

HOOD ORNAMENT . . .

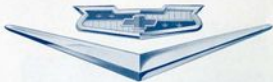
The dramatic shape of a new hood ornament symbolizes the modern styling of the 1956 Chevrolet line. The design combines a classic eagle motif with futuristic delta-shaped wings. These wings, set low upon the hood, highlight the car's lower, wider appearance.



HEADLIGHTS AND PARKING LIGHTS . . .

The new headlights are deeply recessed below the fender crowns which again extend forward to form canopy-like hoods. These are broader than in 1955 and slope forward in accord with the spirited front end styling. The headlights are framed by bright metal bezels which at their upper surface curve outward to the hoods.

New rectangular parking lights are framed in bright metal which blends into the grille styling and continues around the fender corners to the wheel opening. In common with the grille and the headlight hoods, the parking lights enhance the mobile character of the overall styling concept.



V-8 ENGINE HOOD EMBLEM . . .

A bright metal "V" prominently identifies cars powered by optional V-8 engines. Immediately above this "V" design is a small, three-color shield featuring the Chevrolet trademark in blue outlined against a red and white background.



SIDE MOLDINGS AND TWO-TONING . . .

Distinctive use of bright metal trim on the side of the car identifies each series of the 1956 Chevrolet. Models of the 2100 Series display a single side molding which forms one continuous spear beginning at the diagonal line formed by the headlight canopy. As this bright metal molding extends rearward to the front upper point of the rear bumper, it arches gently downward along its full length. The sash molding which extends downward and forward from the belt line to intersect the side molding is now furnished on all body styles including station wagons.

Series 2400 "Bel Air" models are distinguished by a double bright metal molding forming a lance effect. The top molding extends rearward in a straight line then curves upward abruptly to the belt line as a sash molding. The lower molding is the same as that for Series 2100.

Models of the 1500 Series have side ornamentation similar to the 2100 Series. However, the molding ends approximately eight inches past the sash molding.

In addition to styling value, these moldings help prevent scratching and chipping of the paint, and also serve as paint breaks for two-tone color effects.

On Series 2400 models, one color is used for the roof, pillars, rear deck, the upper portion of the rear fenders and in the area enclosed within the two side moldings. The remaining portions of the vehicle are painted in the second color. Models 2419 and 2429 feature this same method of two-toning with the exception that the second color is also used on the roof.

Models of the 2100 Series have the roof panel and pillars, as well as the area below the body side molding in one color. The second color is used on the hood, the area above the side molding to the belt line, and on the rear deck.

Special two-toning is also optionally featured by Series 1500 models. One color is used for the area above the side molding to the belt line, and forward of the sash molding. The remainder of the car is painted in the second color.

Conventional two-toning, where the roof is one color and the remainder of the car is painted in the second color, continues to be available on the 2100 and 1500 Series only.



WHEEL OPENINGS . . .

Front wheel openings, framed by a decorative flange with a flat outer surface, follow the contour of the wheel then sweep rearward and downward to blend into the simple roll-under curve of the rocker panel. The decorative flange, used on the rocker panel in 1955, has been eliminated. Higher rear wheel openings extend upward in an arc then rake sharply to the rear in a falling curve.



WHEEL DISKS . . .

Series 2400 models are equipped with new wheel disks. These full-width disks feature a spinner in the center, surrounded by Chevrolet trademarks on a black background, which in turn are encircled by black depressions near the outer periphery to simulate spokes.

Models of the 1500 and 2100 Series use hub caps which retain the basic design of those of the previous year. However, for 1956 the Chevrolet trademarks are set on a black rather than a white background.



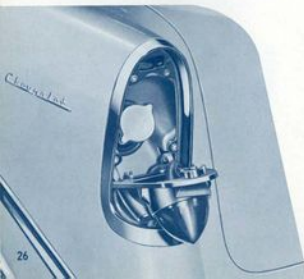
REAR VIEW

From the rear as from the front, the 1956 Chevrolet styling emphasizes luxury through massiveness and width. The low, broad contour of the rear deck is complemented by the rear bumper which has a sturdy appearance for the new year. The bumper ends are higher and follow the shape of the fenders as they wrap around their corners.

New tail lights are a prominent feature of the 1956 styling. Bright metal frames the ribbed background containing the tail light components. The hemispherical lens which serves the tail,

stop and direction signal lights, dominate the design. Located below it is the white rectangular convex lens of the accessory back-up light. A reflex button at the lower edge of the bezel completes the design. The entire tail light assembly cuts into the fender with a reverse slope.

The Chevrolet nameplates of Series 1500 and 2100 models are relocated to a position just in front of the tail light on the rear fender. The crest and nameplate of Series 2400 models are also moved to this position.



FUEL FILLER . . .

The gasoline filler cap is concealed by the left tail light in all 1956 models. By twisting a small, decorative latch located above the lens, the entire assembly swings downward to expose the filler cap. This design eliminates the door cut into the left rear fender and improves the clean-cut lines of the car.



DECK LID EMBLEM . . .

The general motif of the hood ornamentation is repeated on the deck lid. Six cylinder models continue with a shield emblem. However, models with the optional V-8 engine display a large V below a small Chevrolet shield. The tail gate ornamentation of the station wagon models is similar to that for sedans and coupes except that model 2429 features vertical, bright metal ribs spanning the tail gate, and the word "Nomad" near its upper edge. This model with the V-8 engine is identified by a small V emblem below each tail light.

REAR BUMPER GUARDS . . .

Rear bumper guards of all sedan and coupe models are new for 1956. They are seated on the upper half of the bumper center bar and contain the lights for the illumination of the license plate which is again positioned on the rear deck lid.

Station wagon models, however, retain the previous license plate mounting on a depression in the bumper center bar as well as the low conventional bumper guards which provide clearance for the tail gate when lowered.



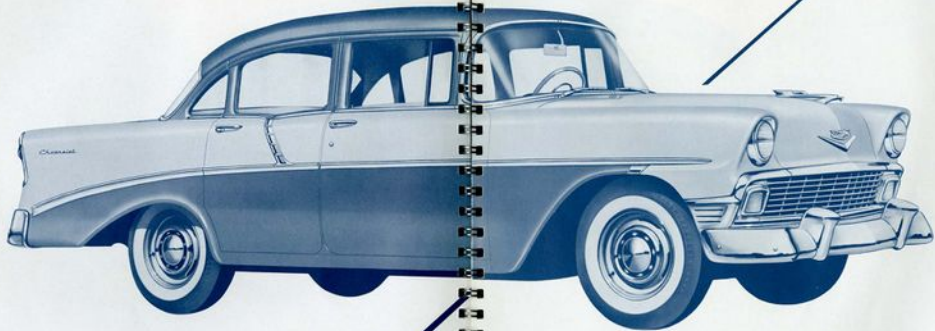
MODEL 2403-4-DOOR SEDAN



SERIES 2400

Luxury in good taste is reflected in the exterior decorative treatment furnished on Series 2400 models. New dual moldings offer distinctive side trim that is particularly effective with the optional two-tone color combinations. Wide bright metal moldings in the window area are continued while the wheel disks are restyled. The Bal Air nameplate and crest are now located on the side of the rear fender just forward of the tail light.

MODEL 2103-4-DOOR SEDAN



SERIES 2100

Models of the 2100 Series are distinguished by the single bright metal molding that sweeps the entire length of the car. In addition, this series can be identified by the unique two-tone paint design on cars featuring this option. Bright metal decoration, continued from 1955, includes sash and window area moldings. The hub cap color treatment is revised and the Chevrolet nameplate is re-located.

MODEL 1503-4-DOOR SEDAN



SERIES 1500

Added luxury in exterior appointments gives the four models in the 1500 Series a quality appearance previously found only in the higher priced lines.

The new side molding treatment emphasizes the trim lines of the vehicle and establishes areas for the tasteful distribution of colors in distinctive new optional two-tone combinations. Narrow bright metal moldings also are added which surround the windshield on all models as well as the rear window on sedans.

INTERIOR STYLING

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THE 1956 INTERIOR

In the 1956 line, all interiors feature new seat and sidewall trim styling and many interiors are executed in fabrics and vinyls having texture and color effects different from any used in previous models. Fashionable metallic accents, in several interiors, are introduced for the first time in the form of threads woven into two of the fabrics and in a plastic material that simulates bright metal.

Charcoal and Ivory is the regular interior color combination for all Series 2100 and 2400 models except model 2124 Club Coupe in which a Black and Ivory scheme is used. Optional interiors, color-keyed to the exterior colors, are available for all models in these series.

The Series 1500 interiors reflect a notable, more luxurious appearance which is in keeping with the

more extensive exterior decoration on these models. The basic color combination for sedans is Gold and Black while that for the station wagon is Gold and Charcoal. A Gold and Green optional combination is available with certain station wagon exterior colors.

Instrument panel control knobs in all models now have knurled edges which are easier to grip than the former plain-edge knobs. An ash tray is added on the Series 1500 instrument panel, making this item

regular equipment throughout the line. The bright metal insert which is a prominent feature of the Series 2400 instrument panel is restyled. Elongated rectangles, filled with black paint, replace the progression of miniature Chevrolet trademarks used in 1955 models. Other interior appointments remain unchanged, except that a single, centrally located dome light replaces the two corner lights previously furnished in the Series 2400 Sport Coupe.



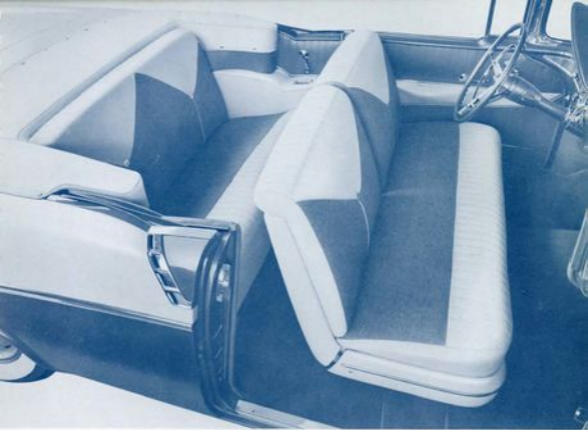
2400 SERIES SEDANS . . .

Creating an immediate impression of luxury, seat cushions and backrests of Series 2400 sedans are upholstered in a new, nylon-faced pattern cloth resembling striated plywood in appearance. This fabric, having a jacquard-type weave, is contrasted with leather-grained vinyl bolsters and facings of lighter tone.

Introduced for the first time this year is a new plastic material which has the appearance of bright metal. Welts of this flexible plastic are used to outline the backrest bolster. In addition, this bright plastic is used to cover the small buttons applied at the points of the backrest panels.

Restyled sidewalls again feature built-in arm rests. Harmonizing with the seat trim, these sidewalls are faced entirely with elascofabs and vinyls highlighted by a bright metal molding. Color-matched carpeting, used in both front and rear, adds to the plush interior styling.

Ivory and Charcoal is the standard interior trim combination, used with all exterior colors. Optional interior schemes, color-keyed to the exteriors include Light and Dark Green, Light and Dark Blue, Tan and Copper, Light and Dark Turquoise, and Yellow and Charcoal.



2400 SERIES SPORT MODELS . . .

The functional, all-vinyl interior upholstery of the 1956 Convertible features an unusual bark pattern vinyl on the cushions and backrests. This vinyl duplicates the color and appearance of the bark pattern fabric used on the companion Series 2400 Sport Coupe, Sport Sedan and Station Wagon models. Seat facings and the triangular backrest panel are light tone leather grain vinyl, as are the saddle stitched cushion bolster and backrest top facing. Extruded vinyl welts enhance the backrest.

Vinyl sidewalls and dark tone carpets complete the interior trim. Ivory and Charcoal interiors are standard with all exterior colors. Six optional trims, color-keyed to the exterior, are available.

The other sport models and the station wagons of the 2400 Series have nearly the same interior styling as that for the Convertible. Cushions and backrests are trimmed in a jacquard weave, nylon-faced bark pattern cloth. Vinyl bolsters and facings are outlined by bright plastic welts on the Sport Coupe and Sport Sedan. Perforated vinyl headlining, together with harmonizing carpeting on the front and rear compartment floors are featured by the Sport Coupe, Sport Sedan and Nomad. The nine-passenger station wagon has leather grain vinyl headlining and vinyl coated rubber floor mats.

Ivory and Charcoal interiors are standard for these models, but optional color-keyed interiors are available.



2100 SERIES SEDANS AND COUPES . . .

New pattern cloths and vinyls complement the interiors of the Series 2100 two and four-door sedans, the Sport Coupe and the Sport Sedan.

The nylon faced pattern cloth applied to the cushions and backrests features horizontal ribs separated by silver threads and broken up by a regular pattern of one long and three short dashes in a darker tone. The dark tones of the pattern cloth blend exceptionally well with the light shades of the bolsters and facings which are a textured ivory vinyl with a metallic dust, frosted appearance.

The all-vinyl sidewalls are restyled with the upper panel and scuff pad covered in frosted ivory vinyl while the center panel duplicates the seat pattern cloth design.

Plain napped cloth headlining and vinyl coated, colored rubber floor mats complete the interior trim.

Interior color combinations available are the standard Charcoal and Ivory and optional Ivory with Dark Blue or Dark Green.



2100 SERIES CLUB COUPE . . .

Retaining the features of an all-vinyl interior, model 2124 Club Coupe includes re-styled seat and sidewall trim, and a new perforated vinyl headlining.

Cushions and backrests are trimmed in dark-toned elascotab enhanced by saddle stitching which forms rectangular panels. Backrest inserts and facings are in a contrasting ivory elascotab.

Saddle-stitching is continued in the ivory center panel of the all-vinyl sidewalls. As in 1955, carpeting is used on the floors of both front and rear passenger compartments.

The standard color scheme furnished in the Club Coupe is Ivory and Black. Optional combinations of Ivory with Dark Green or Turquoise also are available.



2100 SERIES STATION WAGONS . . .

Similar interior trim is characteristic of all three station wagon models in the 2100 Series. Seat cushions and backrests are upholstered in a new vinyl material textured in an irregular patch design. Minute perforations in this vinyl permit the circulation of air, thereby adding to passenger comfort.

Textured ivory-colored vinyl with the appearance of silvered frost is used for bolsters and facings of both front and rear seats. The new sidewall design utilizes the frosted vinyl on the upper panel and scuff pad. The center panel repeats the use of the patch-pattern vinyl found on the seats. A single bright metal strip separates the top and center panels of the sidewall.

Floors of the front and rear passenger areas are covered by dark-toned, vinyl-coated rubber mats, while the load compartment is of dark-colored linoleum. Basic interior colors are Ivory and Charcoal. Optional colors are Ivory with Dark Green or Dark Turquoise.



1500 SERIES SEDANS . . .

A golden-hued interior color scheme, rich pattern cloth and extensive vinyl trim create a note of unprecedented luxury to Series 1500 sedans.

Cushions and backrests are upholstered with a new pattern cloth featuring small tone-on-tone triangles highlighted by tiny flecks of gold-colored thread. Gold ribbed-vinyl is used for cushion and backrest bolsters while beige leather-grained vinyl seat facings and beige napped cloth headlining complement the golden motif.

Restyled sidewalls repeat the use of the ribbed-vinyl on the upper panel and scuff pad. A vinyl material used in the sidewall center panel duplicates the design of the pattern cloth used for the seats.

Floor mats of both front and rear passenger areas, as well as the load platform found in the Utility Sedan are of textured black rubber.



1500 SERIES STATION WAGON . . .

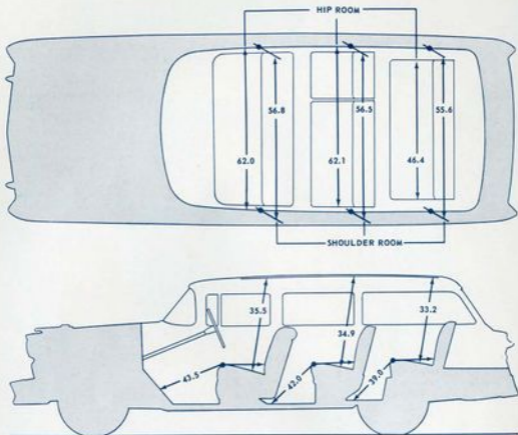
Offering a choice of two all-vinyl interior trim combinations color-keyed to the exterior, the Series 1500 station wagon interior combines durability with a handsome appearance.

Stipple-textured vinyl in Charcoal Gray or Green, perforated to permit air circulation, is used to cover cushions and backrests. Seat and backrest bolsters are of golden-toned ribbed-vinyl with Beige leather-grained vinyl used for seat facings and headlining.

New sidewall styling duplicates the seat trim. The center panel is faced with stipple-textured vinyl, and ribbed gold-colored vinyl is used on the upper panel and scuff pad.

Black rubber floor mats cover the front and rear passenger areas. Dark green or black ribbed linoleum protects the load platform, tail gate, bottom of rear seat cushion and back of backrest.

BODY STRUCTURE AND ROOMINESS 46



9-PASSENGER STATION WAGON

BODY STRUCTURE AND ROOMINESS

The new body styles for 1956, the nine-passenger Station Wagon and the Sport Sedan, incorporate body structure details which differ considerably from the other models.

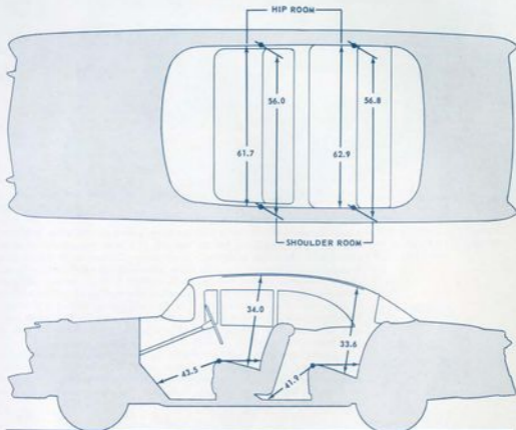
The stub center pillar of the Sport Sedan flares widely at its base to obtain the necessary rigidity for its function as the rear door hinge pillar and front door lock pillar. Two body mounts are re-located to a position directly under the pillar for additional support.

The floor of the nine-passenger Station Wagon contains a depression which extends rearward between the frame side members of the kick-up to provide leg room and foot room for the passengers in the rear seat. This necessitates a relocation

of two of the body mounts and the gasoline tank.

The numerous body changes featured by the 1956 Chevrolet involve only a limited number of dimensional revisions. The overall height of all models, continued from 1955, remains the same, as does the width. The overall length of sedans and coupes however, is increased 1.9 inches to 197.5 inches, due to bumper and bumper guard revisions. Station wagon lengths are increased by 3.7 inches to a total of 200.8 inches. Interior dimensions of all models, carried over from 1955, remain unchanged.

MODELS 2419, 2119. The two new nine-passenger station wagons carry the same exterior dimensions as do the other station wagon models. Interior dimensions for the front seat are also identical.



SPORT SEDAN

The intermediate seat is positioned slightly closer to the front seat, thereby varying the dimensions from the other models. Headroom is 34.9 inches, shoulder room 62.1 inches, hip room 56.5 inches with the leg room 42.0 inches.

Rear seat roominess is exemplified by the 33.2 inches of headroom, 46.4 inches of hip room, 55.6 inches of shoulder room and 39.0 inches of leg room.

MODELS 2113, 2413. The new Four-door Sport Sedans display the open appearance of the Sport Coupe and Convertible while comparing favorably with the Four-door Sedan in convenience and roominess. As in all sedans and coupes, the Sport Sedan is 197.5 inches in length and 74 inches in width. The overall height is 59.1 inches, the same as that of the Sport Coupe.

Interior roominess of the Sport Sedan contributes to passenger comfort. In a comparison with the regular Four-door Sedan body, the front seat of the Sport Sedan shows 61.7 inches of hip room or .3 inch less; 56.0 inches of shoulder room, which is .8 inch less; 34.0 inches of headroom or 1.6 inches less; and 43.5 inches of leg room or .2 inch less. In the rear compartment, there is 62.9 inches of shoulder room, .1 inch less; 56.8 inches of hip room, which is .2 inch more than the Four-door Sedan models, 33.6 inches of headroom or 2.0 inches less; and 41.9 inches of leg room or .7 inches less.

The Sport Sedan has a visibility area of 3310 square inches, while the new nine-passenger station wagon models feature 3973 square inches of visibility area.



NINE-PASSENGER STATION WAGONS . . .

A new addition to the Chevrolet 1956 line is the nine-passenger station wagon, a model carefully designed to fill the dual role of a large capacity car or cargo carrier with outstanding performance in either use. Through an easily operated arrangement of folding and removing seats, these nine-passenger station wagons can be converted quickly from passenger carriers to load carrying vehicles.

The three-passenger rear seat is completely removable. When in use, the cushion is supported by the underbody or the floor. The backrest is attached to a vertical support formed by two hinged sections of the load platform. These sections jack-knife to the rear and lock in place with two supports attached to the body at either side of the tail gate.

To provide adequate leg and foot room for occupants of the rear seat, the design differs from the six-passenger station wagon. A revision in the underbody and two relocated body mounts permit the extension of the floor farther rearward between the kickup of the frame side members. Underbody changes necessitate a redesign and relocation of the gasoline tank to the rear of the spare tire well.

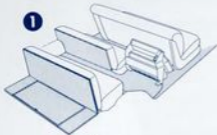


INTERMEDIATE SEAT . . .

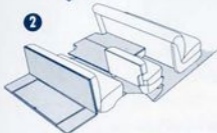
The intermediate seat in the nine-passenger station wagons is divided into two individual units. The one-third right-hand portion of this seat folds either vertically as a jump seat to permit entry to the rear seat, or folds horizontally to form part of the load platform. The left-hand two-thirds section of the seat folds horizontally to complete the cargo space.

Because of the division of the backrest into thirds, three backrest bolsters decorate the seat on model 2419, this same balancing treatment being carried to the rear seat.

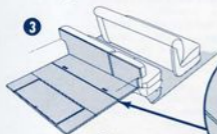
NINE PASSENGER STATION WAGON SEAT ARRANGEMENT



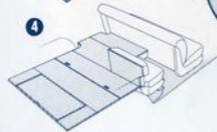
No. 1. Easy access to the rear seat is obtained by folding forward the right-hand portion of the center seat. Even with the removable third seat in place, a limited amount of cargo space is available.



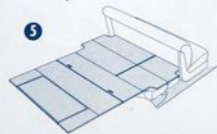
No. 2. With the third seat in place, additional load area can be obtained by folding the left-hand portion of the center seat horizontally into a floor well. This arrangement permits a seven-passenger capacity with considerable amount vacant for cargo.



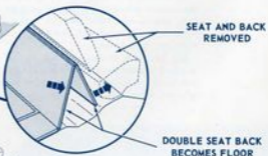
No. 3. By completely removing the third seat from the vehicle and folding the backrest support horizontally, thereby extending the load platform, cargo capacity is increased to approximately 45 cubic feet.



No. 4. A still larger load platform is obtained with the complete removal of the rear seat, and folding of the larger portion of the center seat. This arrangement is ideal for using the station wagon as an emergency ambulance with the attendant riding in the jump seat.



No. 5. Total cargo space capacity of 87 cubic feet is obtained when the rear seat is removed, and both portions of the intermediate seat are folded flat. In this arrangement, the load platform is nearly seven feet in length.





CENTER PILLAR OF SPORT SEDAN . . .

Absence of a body center pillar above the belt line is the major distinction between the new Four-door Sport Sedan and its conventional four-door counterpart.

To achieve necessary rigidity in the belt-high center pillar, extensive modifications in the design of the center pillars, underbody, and chassis frame brackets were incorporated. The pillar itself is heavily reinforced, and flares broadly at its base to the front, rear and inboard.

The full-width, U-channel brace, welded to the underbody, is reshaped to meet the broad-based pillars. It is attached with four body bolts to reinforced outrigger frame brackets. These also are relocated rearward to a point under the center pillars.

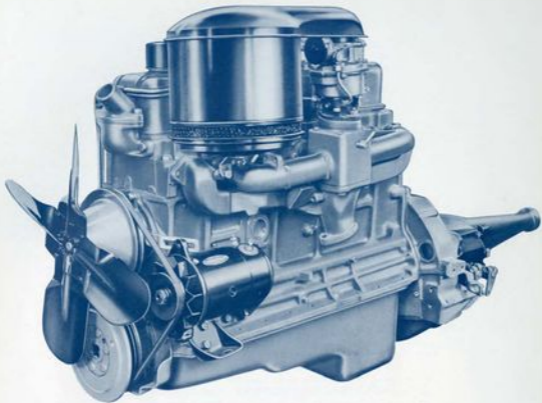


ENGINE AND CHASSIS

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REGULAR PRODUCTION ENGINE

For 1956, a more powerful six-cylinder engine, designated the Blue Flame 140, will be regular equipment on all models regardless of the type of transmission. Outstanding features of this new engine include an 8-to-1 compression ratio, high-lift camshaft, hydraulic valve lifters and alidipped extra-alloy exhaust valves. The Blue Flame 123 and Blue Flame 136 engines, previously used in 1955, are no longer available.

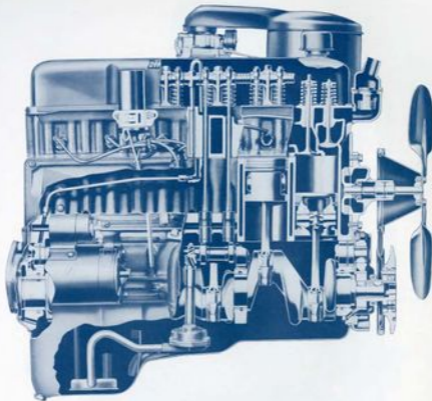
This use of hydraulic valve lifters and a high-lift camshaft on a regular production engine marks the first time that customers buying a six-cylinder Chevrolet car equipped with a three-speed transmission can enjoy the high level of performance and quietness that formerly was available only in conjunction with the optional automatic transmission.

To take full advantage of the increased octane values now being supplied in regular grade gasolines, the new 140-horsepower Blue Flame engine features the high performance combustion chamber first introduced in the Corvette. The application of a high-lift camshaft permits a freer entrance of the intake mixture into the cylinders and a more com-

plete expulsion of the exhaust gases. With a rise in engine speed, the volumetric efficiency improves significantly.

A power development increase is gained from the burning of the relatively larger volume of combustion mixture that is drawn into the cylinder by the end of the intake stroke during high speed operation. Improved fuel economy results from the higher effective compression ratio obtained at the elevated engine speeds which squeezes more energy out of the fuel consumed. Less exhaust mixture remains in the cylinder after the end of the exhaust stroke and there is less inert gas present to dilute the intake charge. Since richer combustible mixture is available at the moment of ignition, greater power is provided as it burns.

The hydraulic valve lifters, which provide quieter operation and reduce maintenance costs, eliminate the need for periodic valve train adjustments by automatically compensating for normal wear as well as variations in temperature. Extra-alloy, alidipped exhaust valves, have the significant advantage of being able to resist deposit accumulation. Their



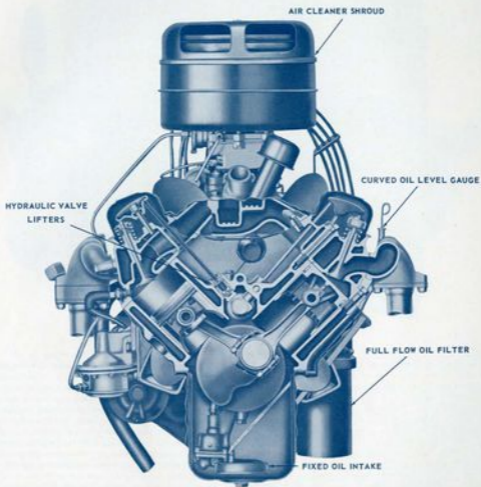
use on the V-8 engines in 1955 has established the fact that they provide exceptional durability.

Among the other new design features in the 1956 six-cylinder engine are "roll-out" type upper main bearing inserts. Formerly, to replace the upper main bearing inserts, it was necessary to drop the crankshaft far enough to permit the insert retaining dowel to drop out of its matching hole in the cylinder block. With "roll-out" type upper inserts, a tang is formed on one edge of the insert to bear against the bearing cap, preventing rotation in the assembled engine. A matching recess in the cylinder block for the tang also prevents longitudinal movement. With this design, any upper main bearing insert may be rolled out without disturbing the others. After the bearing cap is removed, a special plug is inserted in the crankshaft oil hole. By merely turning the crankshaft, the special plug then forces the upper bearing insert to turn with the crankshaft until it is free from the engine.

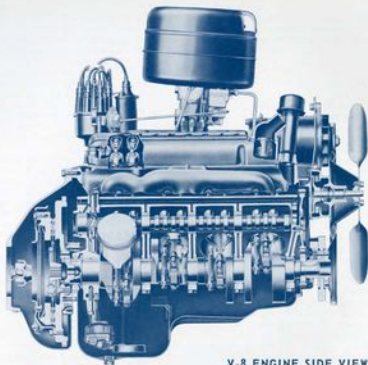
To insure a constant oil supply under all operating conditions, a fixed-type, screened oil pump intake is located near the bottom of the oil sump.

Starting of the engine under adverse conditions is improved by the adoption of new ribbed-insulator spark plugs, and longer neoprene spark plug boots. Adding ribs to the spark plug insulator increases the surface distance that an electrical charge would have to travel to by-pass the electrodes, thereby decreasing the possibility of ignition failure. Longer neoprene boots increase protection against moisture and dirt accumulations on the spark plug insulator thus achieving still greater insurance against ignition failure.

Power output of the Blue Flame 140 engine represents an increase of 17 horsepower for conventional three-speed models, and four horsepower for the models equipped with Powerglide. Of the two basic design changes incorporated into the regular production engine, the high-lift camshaft and the 8-to-1 compression ratio, the former was previously a feature of the Powerglide option. Therefore, the increased output for models equipped with Powerglide is a reflection of the increased compression ratio only. However, cars fitted with the three-speed transmissions benefit from both design changes.



V-8 ENGINE FRONT VIEW



V-8 ENGINE SIDE VIEW

V-8 ENGINE AND CLUTCH

Greater durability, smoother operation and, in most applications, greater output ratings result from important modifications to the Chevrolet V-8 engine which was first introduced in 1955. New engine features include provisions for a new full-flow oil filter, new high-lift camshaft, increased protection against carburetor icing, and a higher compression ratio for the optional power package engine.

Three separate horsepower and torque ratings for the V-8 engines are available in 1956. The 162 horsepower rating of the previous year is continued unchanged when the engine is used in combination with the three-speed or overdrive transmissions. For use with the Powerglide transmission, however, a new high-lift camshaft boosts the rated output to 170 horsepower. The 10 per cent higher valve lift increases the volumetric efficiency at higher speed ranges or, in effect, the displacement, resulting in greater power developed.

A new high compression ratio of 9.25 to 1 as well as the new high lift camshaft are featured by the engine used in the optional high-performance package. These, coupled with the four-barrel carburetor and the dual exhaust system, permit the engine to develop 205 gross horsepower, an increase of nearly

14 per cent over the 1955 engine. The exhaust system with the power package option is revised with longer muffler assemblies and shorter exhaust pipes to minimize exhaust boom.

Station wagon models and the Sedan Delivery now receive full performance benefits of the power package installation. Formerly, the dual exhaust system could not be installed on these models because of interference with the fuel tank. Now, new tanks provide clearance for the tail pipes, allowing the engine to develop its maximum power.

A faster engine warm-up and increased protection against carburetor icing are provided by modifications to the intake manifold exhaust heat riser. The enlarged passages permit a greater volume of hot exhaust gases to aid in the vaporization of fuel and the prevention of icing. In addition, the four barrel carburetor for the optional power package has a deeper heat grooving in the throttle body similar to the two barrel carburetor for improved warm-up characteristics.

A full-flow oil filter is included as a factory optional accessory on all V-8 engines for 1956. In contrast to the former by-pass type filter, all of the engine oil now normally passes through the filter

element, providing filtered lubricating oil to the bearings, cylinder walls and moving parts of the engine, which reduces wear and prolongs engine life.

Increased engine smoothness is provided by revised engine rear mounts which are stiffened in compression and softened in shear. This permits the engine to follow the chassis more closely in vertical movements and increases damping in the torque roll axis for better modulation of engine vibration resulting from power impulses.

Several changes are incorporated in the engine electrical system to provide greater convenience and reliability. Ignition dependability is improved with the addition of four deep ribs to the spark plug ceramic insulators. This increases the surface distance between the plug terminal and body, thereby increasing the resistance to flash-over and permitting the spark plug to function normally under adverse conditions.

More accurate engine temperature readings are registered with the adoption of a new electrically operated temperature gauge and sending unit. Relocation of the sending unit to the water manifold section of the intake manifold permits accurate, almost instantaneous readings. The electric unit also provides easier replacement since it is composed of separate gauge and sending unit connected by a wire. This takes the place of the former thermometer type bulb and the capillary tube which were hermetically sealed and had to be replaced as an entire assembly.

Hydraulic valve lifters, formerly available only on models equipped with the Powerglide transmissions, were released for all V-8 engines in the mid-season of 1955, and this usage is continued for 1956. The oil-bath air cleaner used with the two-barrel carburetor also was revised during the previous model year. The dome shaped external shroud was added to further reduce the sound of air being pulled into the carburetor. Air entry into the air cleaner is accomplished through two large area rectangular openings in the shroud which face forward.

Automatic choke operation was improved during

1955. The addition of a circumferential grooved land to the choke positioning piston permits free movement of the piston, thus assuring choke opening and easier restarting of a hot engine.

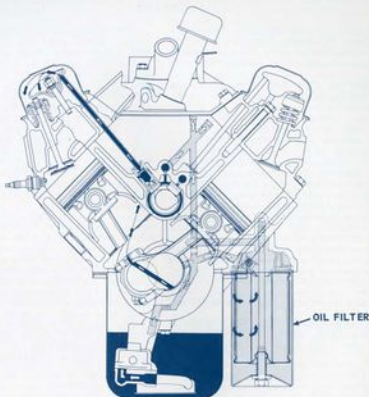
Smoother engagement, greater torque capacity, better recovery from fade and greater burst strength are featured by a new woven asbestos-faced clutch used with the V-8 engines. The clutch diameter remains 10 inches. The woven facing, replaced by a molded facing, is more suitable to the higher speed and greater torque of the V-8 engine and is used in combination with either the three-speed or overdrive transmissions.

In addition to the new clutch driven disk, power package equipped models feature a new high capacity pressure plate of coil spring design. Nine heat-treated coil springs replace the former diaphragm spring to provide greater clutch engagement pressure. The new pressure plate is centered and driven by lugs which register with openings in the clutch cover, and disengagement is accomplished through three levers that contact the clutch release bearing in the same manner as the previous diaphragm spring fingers. Arched construction of the clutch cover gives additional ventilation close to the surface of the pressure plate, thus making the entire new clutch unit more adaptable to the higher torque developed by the optional high performance package engine.

Several mid-season changes adopted during 1955 and carried over into the new model year have increased the operating smoothness of the vehicles equipped with an overdrive transmission and the V-8 engine. Four more coil springs were added to the inside of the present six cushion springs in the clutch disk hub to further modulate torque reactions. In addition, vibratory movements of the clutch driven plate hub were dampened by adding waved, washer-type, spring spacers between the hub and the plate. These vibrations occurred at low vehicle speeds under heavy lugging conditions when the torque loading and unloading on the clutch drive plate permitted the hub to intermittently slide freely on the transmission clutch shaft.

ENGINE OUTPUT RATING

ENGINE	GROSS		NET	
	HP at RPM	TORQUE at RPM	HP at RPM	TORQUE at RPM
Six Cylinder	140 at 4200	210 at 2400	125 at 4000	195 at 2000
V-8 with Three Speed Transmission	162 at 4400	237 at 2200	137 at 4000	235 at 2200
V-8 with Powerglide	170 at 4400	237 at 2400	141 at 4000	235 at 2400
V-8 with High Performance Package	205 at 4600	268 at 3000	170 at 4200	252 at 2800



OIL FILTER SYSTEM

FULL-FLOW OIL FILTER . . .

The cleanest possible supply of oil in the engine lubrication system is provided by a full-flow type oil filter, available as a factory optional accessory on all V-8 engines. Mounted in a vertical position on the cylinder block, the new oil filter features a replaceable element, no external lines and a safety by-pass valve to assure constant oil circulation.

The cylinder block casting is revised to provide a mounting pad on the left side, at the rear. The by-pass valve and full flow filter are installed on the underside of this mounting pad. Two drilled holes in the cylinder block coincide with the inlet and outlet ports of the filter body and lead to the main oil delivery riser in the block. A plug, installed in the oil delivery tube, channels the flow of oil through the filter.

The paper type filter element, replaceable from underneath the vehicle, permits rapid flow of oil with a minimum drop in pressure.

To provide installation clearance for the new filter, and at the same time additional clearance for the steering linkage, the oil pan is reshaped and the oil level indicator is recalibrated.

Installation of the optional oil filter also necessitates the re-routing of the crankcase ventilator road draft tube. The inlet of the externally mounted road draft tube is bolted to the top of the flywheel housing section of the cylinder block, registering with the outlet of the inner ventilator tube and the oil separator. The external tube crosses to the right hand side of the engine where it is exposed to the air stream below the starting motor.

A new flexible steel ribbon type oil level gauge features easier accessibility in checking the oil level. Of greater length than the previous rigid type gauge, the new unit provides a higher, easier to reach location because the flexible steel ribbon material permits curving the piloting tube which houses the flexible gauge.

CHASSIS

The chassis for 1956 incorporates refinements which achieve a softer ride, improved handling characteristics, better directional stability and greater durability while retaining the major features introduced in 1955.

For a softer ride, front suspension spring rates are reduced on all models except the Convertible and the Station Wagons. Because of the greater weight of these models, the spring rate remains the same as that used in all 1955 models.

Improved handling and directional stability are achieved through a one degree increase in the caster angle. To accommodate this change in the front suspension alignment, the steering arm ends are raised slightly to preserve correct steering geometry throughout the range of suspension movements. To preclude the possibility of the front wheels striking the frame in an extreme turn, shims are added at the steering knuckle stops which result in a slight increase in the turning diameter.

Durability of the rear suspension is improved by widening the rear spring rear hanger to three inches, an increase of one inch over the 1955 design. This wider rear hanger permits the use of additional rubber in the bushing to more effectively resist the compression forces which are produced by axle side thrusts.

To insure proper load and vehicle protection on the new nine-passenger station wagons, a new six-leaf spring with a rate of 165 pounds per inch is specified.

Front wheel bearing durability is increased by higher capacity outer bearings used in the front hubs. In the rear axle, wheel bearings are now lubricated for the life of the unit at the factory and then completely sealed, eliminating dependence upon axle gear oil for lubrication.

To allow complete utilization of the optional power package on V-8 equipped station wagons, fuel tanks have been redesigned to provide clearance for the dual exhaust system on these models.

All six-passenger station wagon fuel tanks are one inch shorter from front to rear providing a clearer path for rear axle travel as well as permitting the installation of the dual exhaust system. The nine-passenger station wagons have an entirely new fuel tank of 17 gallon capacity which is mounted back of the spare tire well.

The tubeless tires are continued as regular and optional equipment on all 1956 Chevrolet passenger cars. All models with the exception of the nine-passenger station wagons are equipped with size 6.70 x 15-4 ply rating tires as regular equipment. Because of their greater loaded weight, the nine-passenger station wagons are fitted with 6.70 x 15-6 ply rating tires as standard equipment. These extra heavy duty tires are available as optional equipment on all other models as in the past.

Other tire options include size 7.10 x 15-4 ply rating now offered on all passenger cars for its apparent riding qualities; and white wall tires available in all regular or optional sizes.

OTHER IMPROVEMENTS

ELECTRICAL SYSTEM

Safer night driving, increased durability and simplified servicing are provided by many improvements to the electrical system for 1956. These include a new battery, new headlight aiming method and other refinements and modifications to a number of the other electrical components.

An improved sealed beam headlight, introduced in mid-season 1955 and continued for 1956, increases low beam visibility by as much as 80 feet along the right hand side of the road. This is accomplished by revising the optics of the lens to more accurately control and intensify the light from the lower beam. Also, a cap over the low beam filament deflects stray light beams to reduce reflection of light into the driver's eyes from dust and moisture particles in the air.

New for 1956 is the addition of three gauge points per headlight, accurately located with respect to the optics of the headlight unit. With the addition of the three raised glass bosses, a feature exclusive to General Motors cars, service adjusting procedure

is reduced to a matter of attaching a simple gauging device to each lens and then adjusting the position of the headlight unit. This system eliminates the former need for a large service area for headlight aiming.

A more durable battery with microporous rubber separators, a new grid alloy and baffles in the plastic vent caps replaces the former unit which had wood separators. Battery life and capacity is so increased that the warranty period is extended from the previous 21 months to 36 months. The battery over-charge life is increased significantly with the new separators and grid materials which at the same time improve the discharge characteristics to a point where the battery is rated at 53 ampere hours instead of the previous 50. The new baffles in the vent caps help prevent the discharge of battery liquid with the escaping gas and thereby extend the normal service interval.

Other new features of the electrical system include new generator mountings on models with the

V-8 engine, to reduce noise and vibration. A rubber bushing is pressed into the generator front end frame and a spacer is inserted in its center to permit secure attachment without over-compressing the rubber. With the power steering option on either V-8 or six-cylinder models, both front and rear end frames carry the rubber-bushed mounting.

The voltage regulator for 1956 is made waterproof for longer life and trouble-free operation by the use of a rubber seal between the cover and the base, and by rolling the metal over under the bolts which attach components such as the coil armatures. It is located on the left fender skirt near the center of the electrical system, instead of being mounted on the radiator left hand baffle. The new location makes the unit more accessible for servicing and permits use of shorter wires.

For additional protection against water, mud and foreign matter the starting motor solenoid plunger is protected by a new neoprene boot, and the seam of the solenoid case is made water tight. The ex-

posed linkage of the starting motor assembly is lubricated as a further precaution against the accumulation of moisture.

To facilitate assembly and servicing, the wiring harness for the car is divided into two sections joined by an 8 way plug-in connector mounted on the left side of the dash panel. The main harness includes the wiring from the dash panel to the instrument panel and body while the front extension forward of the dash panel serves the headlights, parking lights, horns and voltage regulator. On cars with factory installed heaters, a special wiring harness is used which not only includes a power source for the heater blower but also includes a connector for the radio. Thus, extra wires for the heater are unnecessary and radio installation by the dealer is facilitated. A further improvement for 1956 is the addition of a fuse on the main light switch to protect the instrument panel light circuit.

Self-cancelling direction signals are now furnished as regular equipment on all models of all series.

NEW EXTRA-COST EQUIPMENT

Seat belts and shoulder harnesses are offered as accessories for all Chevrolet passenger car models for 1956. The new seat belts, based on extensive research work and testing, are carefully designed as a comfortable and dependable accessory. When properly installed in the vehicle, they help to hold the occupant in place on the car seat in the event of an accident. The belts, designed to withstand a pull test of over three thousand pounds, comply with the test standards of the Civil Aeronautics Authority.

Each accessory package contains one seat belt, together with necessary attaching parts for anchoring the belt to the body floor. The belt material of nylon and rayon harmonizes with the car interior and the quick release buckle has an attractive and durable chrome plated finish. Each link of the belt is fitted with a chrome plated three-bar slide for adjustment of the belt length to the occupant's requirement for comfort.

The installation of these belts is relatively simple. Each of the belt links is looped through a steel bracket which is bolted to the floor. The underbody is reinforced at this point from under-

neath with a large steel washer. Up to three belts per seat can be installed, according to the individual owner's desire.

A shoulder harness kit, to be used in conjunction with the seat belt is also available. One end of each of the two harness straps attaches to the seat belt, the opposite ends are then joined to a single strap which is attached to the car body. For the front seat, the harness anchoring point is the floor while for the rear seat of sedans and coupes, it is the package shelf.

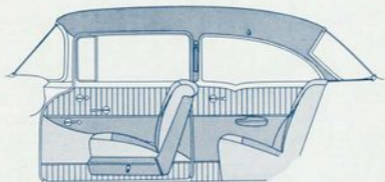
Another addition to the Chevrolet line of extra-cost equipment for 1956 is an instrument panel pad. Constructed of fiber glass and covered with leather grain elascofab, the instrument panel pad covers the upper portion or the crown of the instrument panel. The pad will be available as a Regular Production Option early in the 1956 model year.

Dall in surface finish, the pad is designed to greatly reduce the hazard of reflections from the instrument panel surface adjacent to the windshield. Outstanding not only from its safety value, the new pad is also decorative. Color-keyed to the interior it is in Red, Copper, Black, Green or Turquoise.

APPENDIX



**SERIES 2400 4-DOOR SEDAN
MODEL 2403**



**SERIES 2400 2-DOOR SEDAN
MODEL 2402**



MODEL 2403



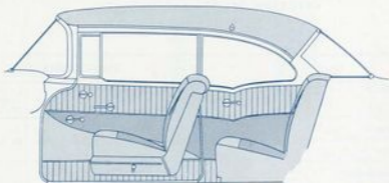
MODEL 2402

INTERIOR COLORS AND FABRICS

2400 SERIES SEDANS

AREA			MATERIAL	TRIM COMBINATIONS						
				Ivory and Charcoal	Lt. Green and Dk. Green	Lt. Blue and Dk. Blue	Tan and Copper	Lt. Turq. and Dk. Turq.	Yellow and Charcoal	
Seats	Cushion		Pattern Cloth	Charcoal	Dk. Green	Dk. Blue	Copper	Dk. Turq.	Charcoal	
	Backrest									
	Cushion Bolster		Leather Grain Vinyl	Ivory	Lt. Green	Lt. Blue	Tan	Lt. Turq.	Yellow	
	Backrest Bolster									
	Cushion Facings									
	Backrest Facings									
	Welts and Buttons		Bright Plastic							
	Front Seat	Insert	Ribbed Leather Grain Vinyl		Black	Dk. Green	Dk. Blue	Copper	Dk. Turq.	Black
		Back	Lower Cross Bar	Leather Grain Vinyl						
	Front Seat End	Upper								
		Lower								
	Panels		Molding	Bright Metal						
Sidewalls	Upper Panel		Leather Grain Vinyl	Ivory	Dk. Green	Dk. Blue	Copper	Dk. Turq.	Yellow	
	Scuff Panel									
	Center	Upper	Leather Grain Elascotab	Black	Lt. Green	Lt. Blue	Tan	Lt. Turq.	Black	
	Panel	Lower	Leather Grain Vinyl	Ivory	Dk. Green	Dk. Blue	Copper	Dk. Turq.	Yellow	
Cowl Side Kick Panels			Composition Board	Black	Dk. Green	Dk. Blue	Copper	Dk. Turq.	Black	
Headlining			Plain Napped Cloth	Charcoal	Dk. Green	Dk. Blue	Tan	Dk. Turq.	Charcoal	
Sunshades	Covering		Leather Grain Vinyl	Black	Dk. Green	Dk. Blue	Tan	Dk. Turq.	Black	
	Binding									
Arm Rests	Front and Rear*	Upper	Leather Grain Elascotab	Black	Lt. Green	Lt. Blue	Tan	Lt. Turq.	Black	
		Lower	Leather Grain Vinyl							
Floor Covering	Front		Carpet	Black	Dk. Green	Dk. Blue	Copper	Dk. Turq.	Black	
	Rear									

* - Rear arm rest on 2402 is applied type leather grain vinyl top and plastic base in same colors as the built-in arm rest.



**SERIES 2400 SPORT COUPE
MODEL 2454**



**SERIES 2400 SPORT SEDAN
MODEL 2413**



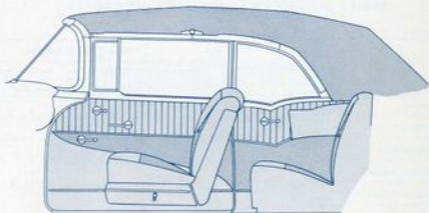
MODEL 2454



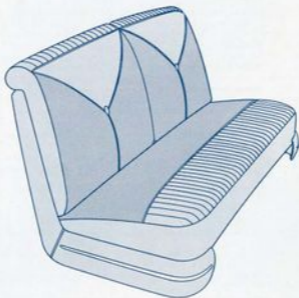
MODEL 2413

INTERIOR COLORS AND FABRICS
SERIES 2400 SPORT COUPE AND SPORT SEDAN

AREA			MATERIAL	TRIM COMBINATIONS							
				Ivory and Charcoal	Lt. Green and Dk. Green	Lt. Blue and Dk. Blue	Tan and Copper	Red and Beige	Lt. Turq. and Dk. Turq.	Yellow and Charcoal	
Seats	Cushion		Pattern Cloth	Charcoal	Dk. Green	Dk. Blue	Tan	Beige	Dk. Turq.	Charcoal	
	Backrest										
	Cushion Bolster		Leather Grain Vinyl	Ivory	Lt. Green	Lt. Blue	Copper	Red	Lt. Turq.	Yellow	
	Backrest Bolster										
	Cushion Facings										
	Backrest Facings										
	Cushion Welts & Buttons		Bright Plastic								
	Front Seat Back	Insert	Ribbed Leather Grain Vinyl	Black	Dk. Green	Dk. Blue	Copper	Beige	Dk. Turq.	Black	
		Lower Cross Bar	Leather Grain Vinyl	Black	Dk. Green	Dk. Blue	Copper	Red	Dk. Turq.	Black	
	Front Seat End Panels	Upper	Leather Grain Vinyl	Ivory	Lt. Green	Lt. Blue	Tan	Red	Lt. Turq.	Yellow	
		Lower									
			Molding	Bright Metal							
Sidewalls	Upper Panel		Ribbed Leather Grain Vinyl	Ivory	Dk. Green	Dk. Blue	Copper	Red	Dk. Turq.	Yellow	
	Scuff Pad		Ribbed Leather Grain Vinyl	Ivory	Lt. Green	Lt. Blue	Tan	Beige	Lt. Turq.	Yellow	
	Center Panel	Upper	Leather Grain Elascotab	Black	Lt. Green	Lt. Blue	Tan	Beige	Lt. Turq.	Black	
		Lower	Leather Grain Vinyl	Ivory	Dk. Green	Dk. Blue	Copper	Red	Dk. Turq.	Yellow	
Cowl Side Kick Panels			Composition Board	Black	Dk. Green	Dk. Blue	Copper	Red	Dk. Turq.	Black	
Headlining			Leather Grain Vinyl	Ivory	Lt. Green	Lt. Blue	Tan	Beige	Lt. Turq.	Yellow	
Sunshades											
Arm Rests	Front	Upper	Leather Grain Elascotab	Black	Lt. Green	Lt. Blue	Tan	Beige	Lt. Turq.	Black	
	and Rear	Lower									
Floor Covering	Front		Carpet	Black	Dk. Green	Dk. Blue	Copper	Red	Dk. Turq.	Black	
	Rear										



SERIES 2400 CONVERTIBLE
MODEL 2434



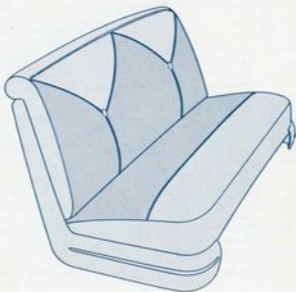
INTERIOR COLORS AND FABRICS

2400 SERIES CONVERTIBLE

AREA			MATERIAL	TRIM COMBINATIONS						
				Ivory and Charcoal	Ivory and Dk. Turq.	Yellow and Charcoal	Ivory and Red	Lt. Green and Dk. Green	Lt. Blue and Dk. Blue	Tan and Copper
Seats	Cushion		Leather Grain Vinyl	Charcoal	Dk. Turq.	Charcoal	Red	Dk. Green	Dk. Blue	Copper
	Backrest									
	Cushion Bolster		Leather Grain Elascfab	Ivory	Ivory	Yellow	Ivory	Lt. Green	Lt. Blue	Tan
	Backrest Bolster		Leather Grain Vinyl							
	Cushion Facings		Leather Grain Vinyl	Charcoal	Dk. Turq.	Charcoal	Red	Dk. Green	Dk. Blue	Copper
	Backrest Facings									
	Cushion Welts		Extruded Vinyl	Ivory	Ivory	Yellow	Ivory	Lt. Green	Lt. Blue	Tan
	Cushion Buttons		Bright Plastic							
	Front Seat	Insert	Ribbed Leather Grain Vinyl	Black	Dk. Turq.	Black	Red	Dk. Green	Dk. Blue	Copper
	Back	Lower Cross Bar	Leather Grain Vinyl							
	Front Seat End	Upper		Ivory	Ivory	Yellow	Ivory	Lt. Green	Lt. Blue	Tan
		Lower								
	Panels		Molding	Bright Metal						
Sidewalls	Upper Panel		Ribbed Leather Grain Vinyl	Ivory	Dk. Turq.	Yellow	Red	Dk. Green	Dk. Blue	Copper
	Center Panel	Upper	Leather Grain Elascfab	Black	Ivory	Black	Ivory	Lt. Green	Lt. Blue	Tan
		Lower	Leather Grain Elascfab	Ivory	Dk. Turq.	Yellow	Red	Dk. Green	Dk. Blue	Copper
	Scuff Pad									
Cowl Side Kick Panels			Composition Board	Black	Dk. Turq.	Black	Red	Dk. Green	Dk. Blue	Copper
Sunshade			Leather Grain Vinyl							
Arm Rests	Front and Rear	Upper	Leather Grain Elascfab	Black	Ivory	Black	Ivory	Lt. Green	Lt. Blue	Tan
		Lower	Leather Grain Vinyl							
Floor Coverings	Front		Carpet	Black	Dk. Turq.	Black	Red	Dk. Green	Dk. Blue	Copper
	Rear									
Folding Top Boot			Leather Grain Vinyl	Ivory	Ivory	Yellow	Ivory	Lt. Green	Lt. Blue	Tan



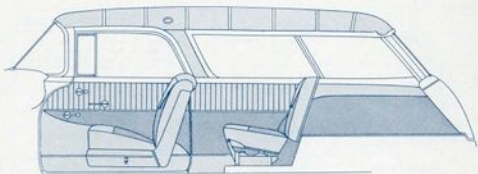
SERIES 2400 4-DOOR STATION WAGON
MODEL 2419



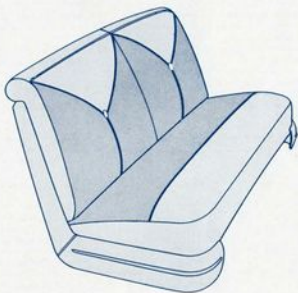
INTERIOR COLORS AND FABRICS MODEL 2419 STATION WAGON

AREA			MATERIAL	TRIM COMBINATIONS				
				Red and Beige	Lt. Turq. and Dk. Turq.	Yellow and Charcoal	Tan and Copper	Ivory and Charcoal
Seats	Cushion		Pattern Cloth	Beige	Dk. Turq.	Charcoal	Tan	Charcoal
	Backrest							
	Cushion Bolster		Leather Grain Vinyl					
	Backrest Bolster							
	Cushion Facings			Red	Lt. Turq.	Yellow	Copper	Ivory
	Backrest Facings							
	Cushion Welts		Extruded Vinyl	Red	Lt. Turq.	Yellow	Copper	Ivory
	Cushion Buttons		Bright Plastic					
	Front Seat	Insert	Ribbed Leather Grain Vinyl	Beige	Dk. Turq.	Black	Copper	Black
	Back	Lower Cross Bar	Leather Grain Vinyl	Red	Dk. Turq.	Black	Copper	Black
Front Seat End Panels	Upper and Lower	Leather Grain Vinyl	Beige	Lt. Turq.	Yellow	Tan	Ivory	
	Molding	Bright Metal						
Sidewalls	Upper Panel		Ribbed Leather Grain Vinyl	Red	Dk. Turq.	Yellow	Copper	Ivory
	Center	Upper	Leather Grain Vinyl	Beige	Lt. Turq.	Black	Tan	Black
	Panel	Lower		Red	Dk. Turq.	Yellow	Copper	Ivory
	Scuff Pads							
Cowl Side Kick Panels			Composition Board	Red	Dk. Turq.	Black	Copper	Black
Sunshades			Leather Grain Vinyl	Beige	Lt. Turq.	Yellow	Tan	Ivory
Headlining								
Arm	Upper		Leather Grain Elascob	Beige	Lt. Turq.	Black	Tan	Black
Rests	Lower		Leather Grain Vinyl	Red	Dk. Turq.	Yellow	Copper	Ivory
Floor	Front and Rear		Rubber	Red	Dk. Turq.	Black	Copper	Black
Covering	Load Space *		Ribbed Linoleum	Red	Dk. Turq.	Yellow	Copper	Black
	Wheelhouse Cover Panels			Leather Grain Vinyl	Beige	Lt. Turq.	Black	Tan

* - Back of Rear Seat Backrest, Bottom of Cushion and Tail Gate.



SERIES 2400 2-DOOR STATION WAGON
MODEL 2429



INTERIOR COLORS AND FABRICS MODEL 2429 STATION WAGON

AREA			MATERIAL	TRIM COMBINATIONS						
				Lt. Green and Dk. Green	Lt. Blue and Dk. Blue	Tan and Copper	Red and Beige	Lt. Turq. and Dk. Turq.	Yellow and Charcoal	Ivory and Charcoal
Seats	Cushion		Pattern Cloth							
	Backrest			Dk. Green	Dk. Blue	Tan	Beige	Dk. Turq.	Charcoal	Charcoal
	Cushion Bolster									
	Backrest Bolster		Leather Grain Vinyl							
	Cushion Facings			Lt. Green	Lt. Blue	Copper	Red	Lt. Turq.	Yellow	Ivory
	Backrest Facings									
	Cushion Welts		Extruded Vinyl	Lt. Green	Lt. Blue	Tan	Red	Lt. Turq.	Yellow	Ivory
	Cushion Buttons		Bright Plastic							
	Front Seat Back	Insert	Ribbed Leather Grain Vinyl	Dk. Green	Dk. Blue	Tan	Beige	Dk. Turq.	Black	Black
		Lower Cross Bar	Leather Grain Vinyl	Dk. Green	Dk. Blue	Copper	Red	Dk. Turq.	Black	Black
Front Seat End Panels	Upper and Lower		Leather Grain Vinyl	Lt. Green	Lt. Blue	Tan	Beige	Lt. Turq.	Yellow	Ivory
	Molding		Bright Metal							
Sidewalls	Upper Panel		Ribbed Leather Grain Vinyl	Dk. Green	Dk. Blue	Copper	Red	Dk. Turq.	Yellow	Ivory
	Center Panel	Upper	Leather Grain Elascotab	Lt. Green	Lt. Blue	Tan	Beige	Lt. Turq.	Black	Black
		Lower								
	Scuff Pads		Ribbed Leather Grain Vinyl	Dk. Green	Dk. Blue	Copper	Red	Dk. Turq.	Yellow	Ivory
Cowl Side Kick Panels			Composition Board	Dk. Green	Dk. Blue	Copper	Red	Dk. Turq.	Black	Black
Sunshades			Leather Grain Vinyl	Lt. Green	Lt. Blue	Tan	Beige	Lt. Turq.	Yellow	Ivory
Headlining										
Roof Bows			Bright Metal							
Arm	Upper		Leather Grain Elascotab	Lt. Green	Lt. Blue	Tan	Beige	Lt. Turq.	Black	Black
Rests	Lower		Ribbed Leather Grain Vinyl	Dk. Green	Dk. Blue	Copper	Red	Dk. Turq.	Yellow	Ivory
Floor	Front and Rear		Carpet	Dk. Green	Dk. Blue	Copper	Red	Dk. Turq.	Black	Black
Covering	Load Space *		Ribbed Linoleum							
				Dk. Green	Dk. Blue	Copper	Red	Dk. Turq.	Yellow	Black
Wheelhouse Cover Panels			Leather Grain Vinyl							

* - Back of Rear Seat Backrest, Bottom of Cushion and Tail Gate.



**SERIES 2100 4-DOOR SEDAN
MODEL 2103**



**SERIES 2100 2-DOOR SEDAN
MODEL 2102**



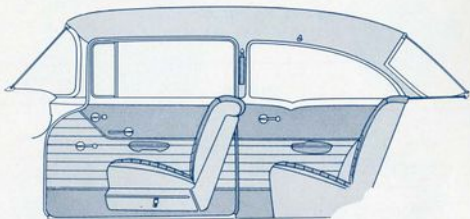
**SERIES 2100 SPORT SEDAN
MODEL 2113**



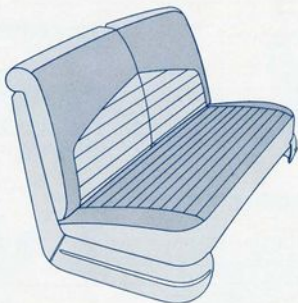
**SERIES 2100 SPORT COUPE
MODEL 2154**

INTERIOR COLORS AND FABRICS
2100 SERIES SEDANS AND SPORT COUPE

AREA			MATERIAL	TRIM COMBINATIONS				
				Ivory & Charcoal	Ivory & Dk. Green	Ivory & Dk. Blue		
Seats	Cushion		Pattern Cloth	Charcoal	Green	Blue		
	Backrest							
	Cushion Bolster		Textured Vinyl	Ivory				
	Backrest Bolster							
	Cushion Facings							
	Backrest Facings							
	Front Seat	Upper						
	End Panels	Lower						
		Molding	Bright Metal					
	Front Seat	Insert	Leather Grain Vinyl	Black	Green	Blue		
Back	Lower Cross Bar							
Sidewalls	Upper Panel		Textured Vinyl	Ivory				
	Lower Panel							
	Center Panel		Pattern Vinyl	Charcoal				
Cowl Side Kick Panels		Composition Board						
Headlining		Plain Napped Cloth	Charcoal					
Sunshades	Covering						Leather Grain Vinyl	Green
	Binding							
Arm	Front and	Upper	Plastic	Black				
Rests	Rear	Lower						
Floor	Front		Vinyl Coated Rubber					
Covering	Rear							



SERIES 2100 CLUB COUPE
MODEL 2124



INTERIOR COLORS AND FABRICS 2100 SERIES CLUB COUPE

AREA			MATERIAL	TRIM COMBINATIONS					
				Ivory & Black	Ivory & Green	Ivory & Turq.			
Seats	Cushion		Leather Grain Elascfab with Saddle Stitching	Black	Green	Turquoise			
	Backrest Bolster		Leather Grain Elascfab						
	Backrest Top Facing								
	Backrest		Leather Grain Elascfab with Saddle Stitching	Ivory					
	Cushion Facings		Leather Grain Elascfab						
	Backrest Outer Facing								
	Front Seat	Insert	Leather Grain Vinyl	Ivory					
	Back	Lower Cross Bar	Leather Grain Vinyl				Black	Green	Turquoise
	Front Seat	Upper	Leather Grain Vinyl				Ivory		
	End Panels	Lower							
	Molding	Bright Metal							
Sidewalls	Upper Panel		Leather Grain Vinyl	Black	Green	Turquoise			
	Lower Panel								
	Center Panel		Vinyl with Saddle Stitching	Ivory					
Headlining		Perforated Vinyl							
Sunshade and Binding									
Cowl Side Kick Panels			Composition Board	Black	Green	Turquoise			
Arm	Front and	Upper	Leather Grain Vinyl						
Rests	Rear	Lower	Plastic						
Floor	Front		Carpet						
Covering	Rear								



**SERIES 2100 4-DOOR STATION WAGON
MODEL 2119**



**SERIES 2100 4-DOOR STATION WAGON
MODEL 2109**



**SERIES 2100 2-DOOR STATION WAGON
MODEL 2129**

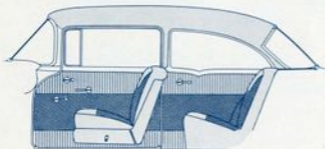
INTERIOR COLORS AND FABRICS **2100 SERIES STATION WAGONS**

AREA			MATERIAL	TRIM COMBINATIONS			
				Ivory & Charcoal	Ivory & Green	Ivory & Turq.	
Seats	Cushion		Pattern Vinyl	Charcoal	Green	Turquoise	
	Backrest						
	Cushion Facings		Textured Vinyl	Ivory			
	Backrest Facings						
	Backrest Balster						
	Front Seat	Insert	Leather Grain Vinyl	Black	Green	Turquoise	
	Back	Lower Cross Bar					
	Front Seat	Upper	Textured Vinyl	Ivory			
	End Panels	Lower					
			Holding	Bright Metal			
Sidewalls	Upper Panel		Textured Vinyl	Ivory			
	Lower Panel						
	Center Panel		Pattern Vinyl	Charcoal	Green	Turquoise	
Cowl Side Kick Panel		Composition Board	Black				
Headlining		Textured Vinyl	Ivory				
Sunshade	Covering						
	Binding	Leather Grain Vinyl	Black				
Arm	Upper	Leather Grain Vinyl					
Rests	Lower	Plastic	Charcoal				
Floor	Front	Vinyl Coated Rubber					
Covering	Rear						
	Load Space *		Ribbed Linoleum				
Wheelhouse Cover Panels			Textured Paint	Charcoal			

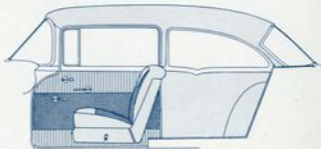
* - Back of rear seat backrest, bottom of cushion and tail gate.



**SERIES 1500 4-DOOR SEDAN
MODEL 1503**



**SERIES 1500 2-DOOR SEDAN
MODEL 1502**

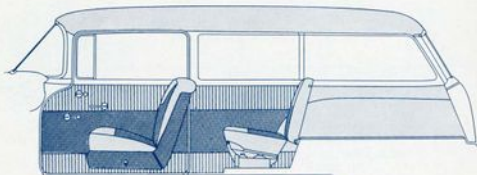


**SERIES 1500 UTILITY SEDAN
MODEL 1512**

INTERIOR COLORS AND FABRICS 1500 SERIES SEDANS

AREA			MATERIAL	COLOR
Seats	Cushion		Pattern Cloth	Black
	Backrest			
	Cushion Bolster		Ribbed Vinyl	Gold
	Backrest Bolster			
	Cushion Facings		Leather Grain Vinyl	Beige
	Backrest Facings			
	Front Seat End Panels			
	Front Seat	Insert	Ribbed Vinyl	Gold
Sidewalls *	Back	Lower Cross Bar	Leather Grain Vinyl	Black
	Center Panel		Pattern Vinyl	
	Upper Panel		Ribbed Vinyl	Gold
	Lower Panel			
Cowl Side Kick Panels			Composition Board	Black
Headlining			Plain Napped Cloth	Beige
Sunshade	Covering			
	Binding		Leather Grain Vinyl	
Floor	Front		Rubber	Black
Covering	Rear			

* - Utility Sedan load space, sidewalls are of black textured composition board; black textured paint is used on the wheelhouses.



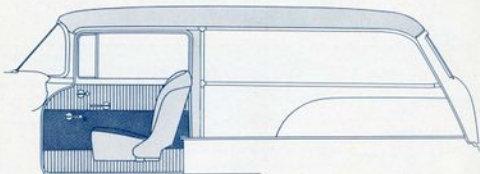
SERIES 1500 2-DOOR STATION WAGON
MODEL 1529



INTERIOR COLORS AND FABRICS **1500 SERIES STATION WAGON**

AREA			MATERIAL	TRIM COMBINATIONS	
				Green & Gold	Charcoal & Gold
Seats	Cushion		Pattern Vinyl	Green	Charcoal
	Backrest				
	Cushion Bolster		Ribbed Vinyl	Gold	
	Backrest Bolster				
	Cushion Facing		Leather Grain Vinyl	Beige	
	Backrest Facing				
	Front Seat	Insert	Pattern Vinyl	Green	Charcoal
	Back	Lower Cross Bar	Leather Grain Vinyl	Green	Black
	Front Seat	Upper			
End Panels	Lower				
Sidewalls	Upper Panel		Ribbed Vinyl	Gold	
	Lower Panel				
	Center Panel		Pattern Vinyl	Green	Charcoal
Cowl Side Kick Panels			Composition Board	Green	Black
Headlining and Sunshade			Leather Grain Vinyl	Beige	
Floor	Front		Rubber	Black	
Covering	Center				
	Load Space *		Ribbed Linoleum	Green	Black
Wheelhouse Cover Panels			Textured Paint	Green	Charcoal

* - Back of rear seat backrest, bottom of cushion and tail gate



SERIES 1500 SEDAN DELIVERY
MODEL 1508



INTERIOR COLORS AND FABRICS SEDAN DELIVERY

AREA		MATERIAL	COLOR
Seats	Cushion	Pattern Vinyl	Charcoal
	Backrest		
	Cushion Facings	Leather Grain Vinyl	Beige
	Backrest Facings		
	Back of Backrest		
Sidewalls	Upper Panel	Ribbed Vinyl	Gold
	Lower Panel		
	Center Panel	Pattern Vinyl	Charcoal
Cowl Side Kick Panels		Composition Board	Black
Headlining and Sunshade		Leather Grain Vinyl	Beige
Floor	Front	Rubber	Black
Covering	Load Platform	Paint	
Load	Upper Panel	Fiber Board	Dark Beige
Compartment	Lower Panel	Paint	
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