1957

CHEVROLET Engineering Achievements

PASSENGER CAR FEATURES

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PASSENGER CAR ENGINEERING ACHIEVEMENTS

BOOK NO.

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The 1957 Chevrolet passenger car, described in the following pages, reflects another year of intensive engineering development.

Styling changes bring new and advanced lines to the current medels. New 283 cubic linch displacement V-8 engines; the Turboglide, "leavery" autoematic treasmission; a fuel injection system of revolutionary design; and numerous chassis improvements are illustrative of the mechanical advances available to the custamer in 1957.

> H. J. Barr Chief Engineer



THE 1957 CHEVROLET

A product of extensive engineering development, the 1957 passenger car incorporates many far-reaching new features designed to keep Chevrolet at the forefront of contemporary passenger cars in performance, styling and readability.

All-encompassing appearance changes, larger engines, revolutionary new fuel injection, a new automatic transmission and extensive chassis revisions, combine with numerous owner-proven components to produce

a vehicle outstanding in every characteristic.

The body and sheet metal changes which develop the new appearance for 1957 are many. Every detail is styled for a lower and longer sillouette, to emphasize the luxurious appearance usually associated with higher priced lines. Penders are redesigned to accommodate the all new ventitpriced lines are reduced to the second second second second and eliminated, the cowl is lower, permitting an increase in windshield glass area for all models. New rear quarter panels incorporate line to accentuate the low, horizontal lines. Bumpers and grille are entirely new, setting the styling keynote of an integrated appearance. Bright touches of gold set off luxurious Bel Air models. Interiors display restricts and the second second second second second second second second second seat design and fabrics.

A number of chasis changes augment the already outstanding qualities of ride and handling. New fourteen-inch diameter wheels are used and wider, lower pressure tires provide a softer ride. An increase in rear axie travel is provided through redesign of the ear springs and front read the ready of the rea

For the first time, Chevrolet offers a fuel injection system, which replaces the intake manifold and conventional carburetor, providing a more consistently accurate fuel-air mixture, with resultant increases

in performance.

In addition to the six-cylinder engine and an improved 265 cubic inch displacement V-8, a larger, more powerful V-8 engine is available. The new engine, with a 283 cubic inch displacement, is offered in four versions, ranging up to 283 horsepower when used in combination with feel injection and high performance cameshaft.

Featured on all V-8 engines, a thicker cylinder block top deck, an improved ignition system with an advanced design distributor, and an improved exhaust system result in greater performance and durability,



SERIES AND MODELS

THE 1957 LINE		ł	10.0					1
SERIES 2400 .		ŀ				,	0	1
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THE 1957 LINE

A greatly diversified line-up of twenty passenger cars, including the Corvette, again is offered by Chevrolet for 1957. All specific models are carried over from the previous year with one exception; the nine-passenger Bel Air Station Wagon is replaced by one of six-passenger capacity. Models of each series, the 2400, the 2100 and the 1500 are distinguished by individualized exterior trim and color areas as well as interior upholstery and appointments.

Seven models are available in the Bel Air series. These are the Two-door Sedan, Four-door Sedan, Two-door Sport Coupe, Four-door Sport Sedan, the Convertible, the Nomad and the Four-door, six-

passenger Station Wagon,

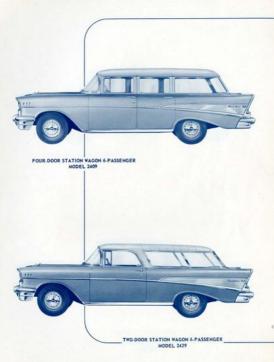
Series 2100 is composed of eight models. These include the Two-door Sedan, Four-door Sedan, Twodoor Club Coupe, Two-door Sport Coupe, Fourdoor Sport Sedan, Two-door, six-passenger Station Wagon, Four-door, six-passenger Station Wagon, and the Four-door, nine-passenger Station Wagon,

A Two-door Sedan, Four-door Sedan, Utility Sedan and a Two-door, six-passenger Station Wagon comprise the 1500 series. The Sedan Delivery is again available for commercial use and not included in the passenger car line-up.





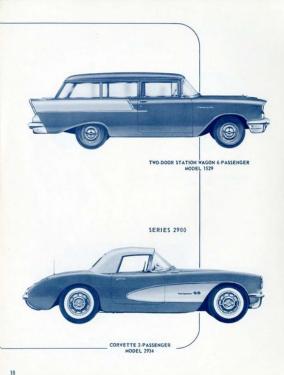












EXTERIOR STYLING

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SERIES 1500			. 32		31





FRONT VIEW . . .

The new and modern front end design is the result of styling integration of sheet metal, grille and the front bumper. Reproportioned and redesigned, the components oil contribute to the prominent impression of vehicle width, length and a lower overall height.

Styled into one unit, the grille-lumper combination consists of three moin elements blending into the sheet metal controls. The upper her extends along the lewer head edge, then exches down to the heavy-lower element which is the burger pager. A lettice pattern elements upille screen, featuring long rectangles, forms the background for the central grille bur containing the parking lights at either end and the Chevolet medillation in the center.

A lower, flotter hood, conforming to the styling theme, is 1-1/2 inches lower at the cowl and retains the same height differential at the forward edge. Twin hood ornaments distinguish the new Chevrolet, replacing the single ornament of previous years. New hood emblens again provide the differentiation between models with six and cicht-evilinder engines.



HOOD ORNAMENTS . . .

An outstanding note of identification is provided the 1957 Chevrolet by the new twin hood ornaments with overall contours extending the entire length of the hood horizontal surface.

Bright concove depressions at either side of the hood extend rearward to the decerative, non-functional oir intakes containing bright metal, rocket shaped ornaments. From the arnaments rearward, the contour is convex, topering to the cond os windsplits augmenting the twin oir scoop design.

HEADLIGHT AND AIR INTAKE . . .

Headlights are spaced 1.3/10 inches further oper for 1957 and are oppin receased under hoods farm, and by the fenders. The forevoil edge of each hood is variously to be high small based. The appear half of the wide grills, surrounding the headlight, coastists of a dall block wire nesh and forms the oir intoke for the body ventilation system, while the lower portion is purely decreative. This method of introducing air into the body replaces the please chamber system of previous models,





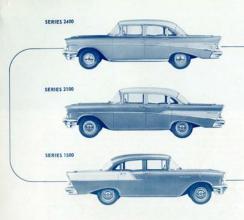
GRILLE-BUMPER COMBINATION .

The functional and decountive grille-hosper combination is composed of three main elements which blend that his sheet metal cantous and cantilutes to the low, clean-cut lines of the front and styling. The bright metal header her, attached to the hood, orches to meet the homper proper. The homper is a massive element which replaces the fourer parties of the fender consens and sweeps under and access the which width. At either and the content is extended forward, forming mustive decountive intensets to replace the former applied hosper parels. The grille design fenter as harizated centre by, Character and Charact



HOOD EMBLEM . . .

Located on the forward edge of the hood the word "Chevrolet," in script, above a large flet Y identifies the 1957 models with V.8 engines. Six-cylinder models display only the Chevrolet nameplate, in larger script. The nameplates and emblems of Series 2100 and 1500 are in bright metal, while those for the Bel Air series are of oold anodized aluminum.



SIDE MOLDINGS AND TWO-TONING . . . Individual body side moldings again distinguish models of each of the three series. Bel Air vehicles display a large, lance-type molding beginning immediately to the rear of the headlight and arching gently downward along the full length of the car to blend into the rear bumper. At the rear quarter area another molding branches off sharply upward, then horizontally rearward to the fender crown molding. A rolled anodized aluminum panel with a shallow, floted design, fills in the area defined by the two body side moldings. The gold anadized aluminum Bel Air nameplate and crest are located in this area, at the rear edge of the fender. A bright metal sill molding completes the side trim.

Series 2100 models have the same lance and rear quarter moldings as the 2400 series, without the rear quarter insert panel. The Chevrolet nameplate, in script, is located in the insert area.

Models of the 1500 series feature body side armamentation consisting of a sash molding which extends diagonally forward and downward from the dip in the belt line to the horizontal rear fender trim. A bright metal Chevrolet nameplate is located on the front fender, just forward of the door

While providing a distinguishing appearance to each of the three series, the body side moldings also serve to define grace for two tone color effects

In addition to solid color exteriors which are available on all models, a distinctive two-tone combination is offered for all models of the three series, with only the convertible excluded.

Bel Air model two-toning provides one color on the roof, and pillars. The second color is used on the lower body, sheet metal rear deck and wheels.

Two toned models of the 2100 series display one color on the roof, pillars and rear quarter insert area. The second color covers the remaining areas of the vehicle. Series 1500 two-toning features one color on the roof, pillars, wheels, sheet metal and entire body, except the upper quarters and deck lid, where the second color is applied.





FENDER TREATMENT . . .

FERGUEN I IREA IMENT.

From fender courses extend forward to form functional peaks over the headlights and odd to the Illusion of length. The forward edge of each peak is outlined in bright metal. Beginning on the forward edge, or vindspill lime runs along the full length of the fender cream. An outstanding note of identification is given all 1957 models by three vertical D-shaped lowers located on the fender side, behind the headlight. The lowers are of glad analytical cluminom as Bel Air models and are painted indentations in the fenders of vehicles of the 2010 and 1500 areas.

Rear feeder crowns extend horizontally rearward, then xweep back sharply at a reverse angle down to the bumper guard and tail light combination. A wide melding covers the crown of Bel Air models, beginning at the rear window and sweeping down to the tail light. Series 1500 and 2100 models also display are fender crown molding which, however, extends only a shert way along the fender top.

Wheel openings sweep to the rear for an expression of speed and are framed by flot beads which add massiveness to the appearance as well as strength and rigidity to the fender construction.



WHEEL DISKS AND HUB CAPS . . .

New fourteen-inch wheels and low pressure tires are standard equipment on all models. The tires are larger in cross-section, and appear softer and fatter, assuming the proportions usually associated with higher priced cars.

Bel Air wheel disks ore entirely new in design. The round central partian of the disk displays three windsplits branching off et equal distances from the familiar Chevrolet medallian which is centrally located on a round, dull black background. Semi-cylindrical contours extending to the wheel rim, complete the wheel disk design.

Hub caps of Series 1500 and 2100 are also entirely new, resembling somewhat the central portion of the Bed Air disk. The identifying Chervolet medallion in the center is highlighted by three windsplits extending toward the auter periphery. Decorative embossments surround the central element.



REAR VIEW .

The rear end appearance of the 1957 Chevrolet also continues the theme of massiveness and laury. High rear fender fins provide an impression of width and, together with the crnamental bumper guard and tail light combination, lend the rear end an appearance of prestige, in keeping with the overall styling.

New bumper guards house the tail lights and form the lower portion of the rear fender to continue, as on the front, the integration keynate.

The license plate is again located on the dock lid below the emblem, illuminated by a light in the upper surface of the humper face but. Vehicles with six-cyllader engless retain the large Chevalet modellions as deck lid emblems. Models with the optional sight-cyllader engines display a large Yea and "Chevalet" in script as the deck lid decoration. Bel Air models feature this areamentation in gold anodized aluminum, while chomes is used on Series 2100 and 1500.

Station wagan models again have the license plate mounted in a depression in the rear bumper and illuminated by lights incorporated into the applied bumper guards located at either side of the license.

An accessory deck lid trim panel is available on all sedan and coupe models. The horizontally ribbed trim panel, of extruded anadized aluminum, extends along the lower educ of the deck lid, onto the body.

FUEL FILLER DOOR . . .

The central portion of the left rear fender crown molding is hinged and swings open sideways to reveal the gosoline filler cap. The door is mounted on over-center hinges, needing no latches to keep it shut. A food tank vent, composed alplastic tubing, is incorporated in the gosoline filler pipe, to help prevent overflow on filling the tank.





BUMPER GUARD-TAIL LIGHT COMBINATION . . .

The massive new tail light and bumper goord cambination imparts a look of lawary to the 1957 reast and spin. Continuing from the rear fender crown mailting, the large bright metal unit consists of two sections. They are created shaped portion houses the tail, stop and direction signal lights. The lower section furction as a bumper goord and contains provisions for the accessor bumper good and contains provisions for the accessor buckup lights which are deeply recessed in the central portion of the unit. The back-up light actends received to accentuate the which le length appearance.

LICENSE PLATE LIGHT . . .

The single rectangular license plote light is located at the top center of the rear bumper face bar, which is restyled with a flat upper surface and on overhanging crawn. The license plote is again mounted on the deck lid. Station wagon models have lights located in bumper nuards at either side of the license plote.







SERIES 2100 SUMMARY

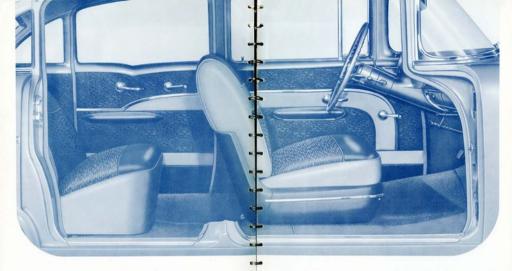
A versatile group of eight models comprises the 2100 series. Each model is distinguished by the single lonce molding sweeping along the entire length of the vehicle and the Chevrolet nameplate and ving molding on the reor fender. Other items of exterior ormanentation include new hub caps, bumpers, grille, as well as identification emblems.





INTERIOR STYLING

THE 1957 INTERIOR	 34
SERIES 2400	 40
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THE 1957 INTERIORS

Chevrolet models for 1957 feature completely restyled interiors which display new seat design, and steering wheels as well as entirely new instrument panels. The striking array of pattern cloths and vinyis farther compliments the design. Interiors are color-keyed to the exteriors on all 2400 and

2100 series models as well as on the Series 1500 station wagon.

Front seat backreets of all models are reshaped

Front seat backreats of all models are reshaped for a more silender appearance and greater passenger comfort. The new design also permits unusual styling effects for the backreat bolster treatment. New long and slender applied-type arm rests conform to the sleek seat and sidewall styling. The instrument panel is completely restyled. A

deep cove, bright aluminum on Bel Air and painted on Series 2100 and 1500 models, contains all the control knobs. A new instrument cluster, featuring large, full-faced dials is located directly in front of the driver. All models for 1957 have basically the same two-spike steering wheel with a deeply recessed hub. The two spikes are offset to provide a smart off-center appearance and allow as unobstructed view of the instruments. The radio speaker grille is relocated to the top of the instrument nemel.



INSTRUMENT PANEL . . .

The new instrument panel, featuring an extremely deep overhanging crown, heightens the impression of speciousness and sets the styling keynote for the 1927 interiors. Lastruments are installed under a deep, flot hood,

Instruments are installed under a deep, first band, superingment of the instrument pand crows, directly in feast of the driver. The head is framed in charme on Series 2000 and 2010 models. Full-freed queeps, while not latitudes and sufficient lights for the presenter and plants. The large, much spenderment, containing the objects of the plants. The large, much spenderment, containing the objects and high-lasen indicator on well as the extensities mannitude, disministers the clarest. At the left of the spendermeter is the temperature gauge, and of the right the field gauge. The reddy appetite graph is religious for the spendermeter.

to the top of the instrument panel crews.

A new feature of the 1957 instrument panel is the illumination provided for all control knobs. Green plastic lenses form the lawer surface of the gazoline and temperature gauge housings, through which the light used to

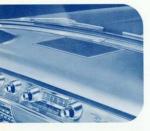
other gouge housings, through which the light used is illustrate the ideals is cast down on the central knobs. All cantral knobs are deeplyrecassed hencoth the overhousing crown. The deep set central knobs blend with the distinctive design of the instrument ponel. The knobs are all facated on massive basels extending from the ponel surface. These benefits or highly metal on the little whickes and are painted silver on Series 2100 and 1500 models. The control knobs are black plantic, encound in bright metal on Series 2000 and 2010, and salid black plantic on Series 1500 models. The control knob function is discussed to a black exactablean with white letters. Series 1500 models, however, here plain silver painted exactablean.

The cove insert is aluminum with small block squares on Bel Air models, and is painted silver on vehicles of the 2100 series. The entire cave as well as the remaining parties of the instrument panel is asisted silver on Series 1500 models. A bright metal molding separates the ignest from the lawer portion of the panel on 2100 series vehicles. A gold-plated Bel Air nameplate, lacated on the insert at the right, identifies models of the 2400 series. This is replaced by the word "Chevrolet," in bright metal script, on Series 2100 and 1500 vehicles. Centrals for the lights and windshield wiper are at the left of the steering column, while the ignition lack and classatta lighter, or association for one, one at the right, Accessory radio controls and dial are easin located in the center of the panel, directly above the glove compartment. The electric clock, which is standard equipment on all Bel Air models, is located at the right hand side of the sensel.

REAR VIEW MIRROR . . .

Rear view mirrors of sport sedan models are relocated from the windshield header to the windshield lower genrish molding, providing better rear view visibility. On all other body styles the mirror mounting on the windshield header is restrained.

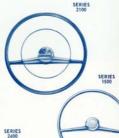




RADIO GRILLE . . .

The relocation of the radio speaker grille from the right end to the top center of the instrument panel provides a more ideal distribution of sound as well as a wider dynamic speaker range.





STEERING WHEELS . . .

All models for 1957 feature basically the same two-spake steering wheel with a deeply recessed hub. The two spakes of the new wheel describe a wide arc to create a smart off-center appearance and present an unabstructed view of the instruments.

The steering wheel of Series 2400 models cerries the words Bel Air on the hub, while the words Two-Ten identify vehicles of the 2100 series. Both series feature a full circle horn-blowing ring which is replaced by a horn button on Series 1500.

The steering column is a massive unit which blends into the contour of the instrument cluster to become an integral part of the instrument panel styling.

SEAT DESIGN . . .

Front seats of all models feature slender backrests. This permits the bolsters or bolster inserts to wrop around to the rear of the seat to heighten the effect of roominess and provide new seat styling. Front seat tracks are also modified to give slight increases in front seat head room of most models.



ARMRESTS

Amerants for 1957 over the applied type for all models of the 2000 and 2010 series. The Bel Air armers, on siderably longer than the 1956 version, harmonizes well with the interior styling theme and provides a greater measure of support, repordless of the position of the sect. The armers of Series 2010 models, atthough each through the sect. The armers of Series 2010 models, atthough a bab. Bel Air and Series 2100 models are ablong in at bab. Bel Air and Series 2100 models are ablong in the shape, and graveids a hand grip for Classing the door.





STATION WAGON ASH TRAYS . . .

All station wagon models of the 2400 and 2100 series feature rear seat ash trays for 1957. These are available as a single ash tray in the front seat back of four-door models, or as dual ash trays, one in each rear quarter trim panel of two-door vehicles as shown.





SERIES 2400 INTERIORS . .

Bel Air conventional sedans and the foun-door station woopen display similar seet and sidewall frim, which woopen falleys is militar seet and sidewall from, which flets the luxury incorporated into the 1937 models. A synchronized packed on the customs and backwarts. A new crushed goins visible, in light tones, is used on the backwart balter which is set off by two inserts of dark tone, ribbed, patent leather visible, the properties of the p

The upper and fower ponels simulate the dark tone patters cloth of the seats. The arched center ponel and upper portion of the scuff pod are of light tone learner ground viryl, while patent leather viryl is used for the scuff pod are of the potent pode. Carpeting, froat and rear, covers the floars of the sedons, while viryl coated rubber is used on the station wood, while viryl coated rubber is used on the station wood.

An entirely different seat and sidewall design is featured by the sport sedan, sport coupe and the Nomad.

The backrest inserts and the cushion are trimmed in the nylon-faced pattern cloth common to all Bel Air models except the convertible. Light tone leather grain vinyl is

used on the bockrest, cushion insert, and facings, while dark tone leather grain vinyl covers the front seat end panels. Bright plastic and vinyl wells accomitate the seat trim.

The distinctive sidewalls feature cloud pattern sidewall

cloth an the upper panel and the center panel insert. Leather grain vinyl in light tones is used on the center panel, while this some fabric, in dark rones, is provided on the scuff pad. Light tone pique vinyl is used for the headlining of

Light tone pique viny! is used for the headlishing of the sport coupe and sport sedon, while a weave pattern viny! headlishing and bright metal roof bows are utilized by the Namad. Carpeting covers both front and rear compartment floors of these models.

The convertible features seat and sidewall trim which is basically identical to the other sport models. However the pattern cloth of the backrest inserts and outshions is replaced by a vinyl having a golf ball pattern. The backrest and cushion inserts utilize a viryl with situality.

stitching to provide a ribbed effect.

Sidewalls are covered by the same galf ball pattern
vinyl, with leather grain vinyl providing the contrast.

As an other Bel Air models, dark tone corpet covers
the assumeer compartment floor.



SERIES 2100 INTERIORS. . . . All models of the 2100 series, except the club coupe, have similar styling of seat and sidewall trim, with the station wagans differing from the other models only in colors and fabrics.

Seats of sedan and sport coupe models use a nylanfaced, Jacquard-type, picket pattern cloth on the cushions and backresst. Cushion and backress to alters are of light tone ribbed vinyl, while light tone leather grain vinyl is used for the facings and balster inserts. Dark tone leather orain vinyl covers the froat seat end agents.

Sidewalls feature a light tone nailhead pattern vinyl on the upper panel, picket pattern vinyl on the center panel, and a dark tone leather arain vinyl scuff and.

Viryl costed rubber covers both the frest and reor compartment floors. Station wopan models differ from the sedans and coupes, in that the pattern clath of the cushions and backrests is replaced by an lace pattern viryl, which is also used on the center panel of the sidewalls. A light tone weave pattern vinyl is used for the headlining.

The club coope for 1957 again displays an all viny, one-of-a-bind interior. Cushian and backwasts are of Incopattern alescofab in dark tones while the bolsters are in light tone leather grain electofab with ivery horizontal sodile stitching. This some leather grain electofab is also used for the facings. Leather grain vinyl, in dark tones, covers the frast seat end panels.

The center panel and upper insert of the sidewalls duplicate the Inco pattern vinyl of the cushians and back-rests. Leather grain vinyl, in light tones on the upper and lower panels and in dark tones on the sport and lower panels and in dark tones on the scuff pad, completes the sidewall trim. Saddle stitching on the lower panel further enhances the door panel destine.

Weave pattern vinyl is used for the headlining, and carpeting covers both the front and rear possenger compartment floors.



SERIES 1500 INTERIORS . . .

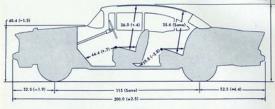
The distinctive seat trim of Series 1500 sedans features a new, gray and black, nylon and rayon faced cabblestone pattern cloth, which is used on the cushions and backrests. Black leather grain vinyl forms the backrest bolster, cushion insert. factines, and front seat end panels.

Sidewalls harmonize with the seat trim. Cobblestone pattern vinyl in gray and black is used for the upper panel, while black leather grain vinyl covers the lower portion of the sidewall. Black rubber floor mats cover the front and rear compartment floors.

An optional interior is also available on the sedan models. Silver colored vinyl replaces the black on the balsters, facings, cushion inserts and sidewall center panels.

The Series 1500 station wagon reports the sent and sidewall design of the sedens but in all virgil materials, and in a choice of two colors. Cobblestone pattern virgil, in black and groyr or green and groyr, covers the cushion, backers, and upper posel of the sidewall's. Black or green leather grain virgil is used on the baltery, facings, front sent end passed, and the lower passed of the sidewall's limited to the passed of the sidewall's compared to the passed of the sidewall's color of the sidewall's co

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VISIBILITY, SIZE AND ROOMINESS

4-DOOR SEDAN

Extensive body and chassis changes, completely restyled sheet metal and bumpers, as well as interior refinements, account for a large number of dimensional revisions.

All models feature an increase in visibility area. With a lower cowi, due to the elimination of the plenum chamber, the opening of the windshield is increased in size along the lower edge. The increase amounts to 73.4 square the work of the contract amounts to 73.4 square the contract amounts to 73.4 square the country of the contract amounts of 73.4 square the country of the contract amounts of 73.4 square the country of

Overall lengths of the new models have been revised to a universal 200,0 inches form 200.8 inches for the station wagons and 197.5 inches for the other models. With the redesigned front end sheet metal and bumper, the front overhang is decreased 2.5 inches. However, the angle of approach is reduced to 21 degrees and 35 minutes. The massive area bumper increases the rear overhang to 92.5 area bumper increases the rear overhang to 92.5 to 12 degrees and 17 minutes. Wheelbases as well to 12 degrees and 17 minutes. Wheelbases as well as front and rear wheel treads remain unchanged.

Redesigned chassis components, including 14 inch-wheels, decrease chassis heights at the forward end. However the minimum 6.1 inches under the eras spring front hanger is retained. Lower chassis heights also contribute to a slight decrease in overall height for all 1957 models. All 2-door and 4-door sedan models as well as the club coupe now measure 60.4 inches in height. All station wagons

are lowered to 60.6 inches except the Nomad which measures 59,2 inches and model 2119 which is 62.4 inches. Sport coapes are 59.0 inches high while sport sedans and the convertible are lowered in overall height to 58,9 inches. Maximum overall width is also decreased for all models from 74.3 to 73.9 inches

Frost seal adjusters of all models except the station wagons are slightly modified for repositioning the seat one inch to the rear. In addition, a review and revision of all dimensions was made to eliminate differences in specifications between design figures and production car measurements. As a result, frost seal tegroom dimensions undergo changes, varying from an increase of .84 inch on the sport coape models to a decrease of .3 inch on the station wagon.

Adjustment of specifications as well as the seat repositioning reduce rear seat legroom throughout the line, varying from a decrease of 1.7 inche on the Nomado to 3.5 inches not he nine-passenger station wagon. For the same reason other interior measurements are also changed. Front seath head-room changes vary from a .1 inch decrease on the sport sedan to a .64 inch increase of the convertible. Somewhal teams head-room changes are listed for the rear real. The shadow of the seather than the state of the seather than the seather thas the seather than the seather than the seather than the seather

A detailed listing of dimensional changes for all models will be found on page 114, in the Appendix.

VENTILATION, BODY AND SHEET METAL

A completely new and higher capacity ventilation system, a deeper windshield and a roomier engine compartment are the results of related structural changes in the cowl assembly and the front end sheet metal. The reshaped hood panel is also new in structure and more effectively counterbalanced. The basic body structure, except for the cowl, is unaffected by the extensive appearance changes,

The ventilation system is completely new, redesigned to keep pace with the styling changes. The plenum chamber of previous models is eliminated. Air is introduced into the system through screened openings located in the fenders above each headlight, then flows rearward through round ducts extending under the fenders, through the skirts and into each side of the dash panel. The system has a water separation feature, consisting of a sharp dip and a metal drain tube at the front portion of each duct, to collect and drain off any water which may enter,

One of the outstanding new features of the ventilation system is the substantial increase in air flow volume at highway speeds, nearly 22 per cent over the previous design. At 60 miles per hour this system is capable of introducing 746 cubic feet of air per minute into the vehicle interior, as compared to 611 cubic feet per minute with the plenum chamber system. The water drainage capacity is also increased.

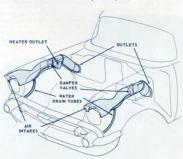
Another feature is the comparatively high level of air intake. The screened intakes are located 35.9 inches above the ground, only 6 inches lower than the former plenum chamber intake,

With the elimination of the double-walled plenum chamber, the body cowl and dash assembly is completely redesigned, the cowl being approximately one inch lower at the centerline of the body. Only four main panels comprise the body forward construction. The new dash panel is rigidly braced by dash legs which extend down to the frame. In turn, the dash panel reinforces the upper shroud panel which forms the upper section of the cowl, Lower shroud panels, reinforced at the hinge pillars

by channel section braces complete the structure, The completely new styling as well as the new ventilation system also account for numerous hood and sheet metal revisions. Restyled fender contours require new fender skirts which must also accommodate the air ducts. The two-piece welded skirt forms a wheel well, providing considerable usable space immediately behind the wheel and under the fender. The air ducts extend rearward from the headlight, through the vertical portion of the skirt, and into the enlarged engine compartment,

The new hood construction is an indication of the quality designed into the 1957 Chevrolet. To provide the necessary rigidity to its broad, flat surface, the hood is braced by a sturdy arrangement of channel section reinforcements and cross bracing, to minimize any deflection

The entirely new front bumpers feature redesigned frame-to-bumper attachments. An additional diagonal brace, extending from frame to bumper wranaround, replaces the fender bracket attachment of previous years.





AIR INTAKE . . .

Ventilation system air intakes are located beneath headlight heads. The actual intakes surround only the upper portion of the headlamp, but the grille design is continued around the lower portion as well, for a symmetrical appearance.

The relatively high location of the oir intakes, away from low lying dirt and hear of the road, assures a confortable supply of oir to the vehicle interior. In addition, the forward position and scoop-like design of the intakes provide, a thigh which is speed, a greater volume of oir than that obtainable with the former pleasum chamber design.



VENTILATION OUTLETS . . .

Large round louvered outlets, located at either side of the dash, beneath the instrument panel, are designed for an even distribution of the larger quantities of incoming air available with the new ventilation system. Outlets are controlled by knobs at either end of the instrument panel. Central knobs are relocated to the heater controlled panel when the optional oil flow heater is specified.

HOOD HINGES . . .

The year type hood hinges are engineered to reduce the latital effort required to raise the hood, and to maintain a more constant affort requirement throughout the hood travel.

The geometry of the hinge is rearranged to increase its mechanical advantage, and the spring is placed outhourd, under the fender, for a cleaner engine compartment appearance. The rigid flanged channel section hood rear reinforcement, to which the hinges are attached, assures uniform hinge action.



HOOD

The new head pased is tomewhat wider at the forward edge, and is considerably necrower at the energy, with ideal animal parallel to each other. The first hood discussion of the energy of the energy



ENGINE AND CHASSIS

ENGINE AND CLUTC	н .	20.0		
FUEL INJECTION .				
ELECTRICAL				
CHASSIS				3





ENGINE AND CLUTCH

Three basic engines, including a new 283 cubic inch displacement V-8, are offered to meet the widely varying power requirements of the motoring public. Ratings range from 140 horsepower in the standard Blue Flame six to 270 horsepower in the standard version of the new 283 cubic inch V-8. A new highly responsive from lajection system extends this six, the optional 162 horsepower Turbo-Fire 265 V-8 and 81 four 283 cubic inch engines are performance-keyed to five transmission—sale combinations so that a total of seventeen compatible power trains are now available.

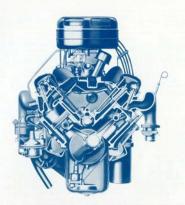
The new 283 cubic inch V-8 engine, having a , 125 inch larger bore than the Turbo-Fire 265, is available in four versions which differ as to carburetion, exhaust system, cambaff, and valve train. Compression ratios range from 8.5-to-1 on the Turbo-Fire 283 to 10.5-to-1 on the competition version with fuel injection.

The two-barrel Turbo-Fire 283 is rated at 185 horsepower and teamed with either Powerglide or the new Turboglide transmission. The Super Turbo Fire 283 with four-barrel carburetor and dual exhausta has a compression ratio of 9.5-to-1 and a gross output rating of 220 horsepower. It is offered with any one of three transmissions - the standard three-speed synchromesh, Powerglide or Turboglide. All high performance engines, the Corvette Y-8's,

are based on the new 235 cubic inch displacement. The dual four-barrel "Corvette" V-8 is rated at 245 horsepower, has 9,5-to-1 compression ratio, hydroxile valves lithers and dual exchant system, and offered, including the close ratio three-speed synthemesh. The competition version of this engine is rated at 270 horsepower, and has a competition camulaft and a high-speed valve train. It is teamed with the standard three-speed or the Coher-ratio description of the control of the standard three-speed or the Coher-ratio description of the control of the cont

During the model year, a fuel injection system will replace the dual four-harvel carburetors. Priority will go first to the special competition engine featuring a 10, 5-to-1 compression ratio and raising its rating to 283 horsepower. As availability permits, fuel injection will be installed on the regular "Corvette" V-8 engine increasing its output to 250 horsepower.

In addition to increased performance capabilities,



the new V-8 engines share many significant new features which contribute to greater efficiency and durability. The standard Blue Flame six, while basically unchanged, is made even more dependable.

nanically unchanged, is made even more dependance. Engine serial numbers for both six-cylinder and V-8 are discontinued. A new schedule of letters and numbers, stamped in the same location, identify the engine manufacturing plant, month, day of assembly, and type of engine.

NEW 283 CUBIC INCH V-8 ENGINE. The new 283 cubic inch displacement V-8 has many advanced features designed to bring improvements over previous V-8 engines in virtuality every characteristic. These range from freer breathing, more accurately timed and more uniform mixture burning, to improved lubrication and greater overall durability. Cylinder head itsele posts are increased in size,

Cylinder head inlet ports are increased in size, making it possible for the engine to take in large quantities of fuel-air mixture more rapidly. Exhapts ports are also larger and, when complemented by the ram's horn type exhaust manifolds, allow more complete expulsion of burned gases. The result is freer breathing and more efficient operation.

Spark plug electrodes are located so that they

protrude farther into the combustion chamber, resulting in shorter flame travel and more uniform burning of the combustion mixture, for a gain in mechanical octane numbers. The combustion chamber contour, at the spark plug location, provides a small boss so that the spark plug will remain flush with the combustion chamber wall and thus prevent

deposit build-up at the spark plug threads. New metal heat deflection shields, installed between the spark plug wires and the exhaust manifold, protect spark plug wires and boots from the heat of the manifold.

The cylinder block top deck is more uniformly thick to minimize local stresses. With the new arrangement, head bolts are more firmly anchored,

and cylinder bore distortion is minimized. Front and intermediate main bearings are .0625 inch wider than on V-8 engines of the previous

inch wider than on V-8 engines of the previous model year, providing longer bearing life through reduced unit load.

The piston second compression ring is designed

with the inside bovel in the lower position instead of at the top. This results in balanced pressures behind the ring, with better compression and oil control characteristics on engine overrum and high

ENGINE	EQUIPMENT	COMPRESSION RATIO	GROSS HORSEPOWER	GROSS TORQUE (Ib.fr.)
Blue Flome 235 Six Cylinder	Single-Bbl. Corburetor	8.0:1	140 at 4200 rpm	210 at 2400 rpm
Turbs-Fire 265 V-8	2-Berrel Carburetor	8.0/1	162 at 4400 rpm	257 of 2400 rpm
Turbo-Fire 283 V-8	2-Borrel Carburetar	8.5:1	185 or 4600 rpm	275 ot 2400 rpm
Super Turbs-Fire 283 V-8	4-Barrel Carbureter Dual Exhaust	9.5:1	220 at 4800 rpm	300 et 3000 rpm
High Performance "Corvette" 283 V-8	Dual 4-Bbl. Carb. Dual Exhaust	9.5:1	245 at 5000 rpm	300 of 3800 rpm
	Fuel Injection Dual Exhaust	9.5:1	250 at 5000 rpm	305 of 3800 rpm
	Dual 4-Bbl. Corb. Competition Comshoft Dual Exhaust	9.5:1	270 at 6000 rpm	285 ot 4200 rpm
	Fuel Injection Competition Comshaft Dual Exhaust	10.5:1	283 of 6200 rpm	290 of 4400 rpm

vacuum conditions. The combination expander and spacer for the oil control ring is redesigned and made of stainless steel, replacing the former heat treat hardened, drawn steel part. The new expander-spacer lends itself to closer manufacturing tolerances and results in improved oil control.

In place of the former metered pressure oil system, oil is supplied to the valve lifter gallerie under fall pressure, resulting in improved filling of oil eration at high speeds. Both the hydraulic valve lifters, and the mechanical lifters which are used exclusively on the highest output version of the 285 cubic lach engine are designed to meter the oil lifter is continued as a regular production option.

An improved oil baffle covers the surface of the inlet manifold exhaust crossover passage to minimize the possibility of carbonization of oil in the

valve lifter compartment.

A new camshaft with a higher design lift for both intake and ethnut values is used on all 283 cubic inche engines, with the exception of the competition (Corvette' engine. The new cam contours account in large measure for the high output. Idle stability is improved through a reduction in valve overlap, ligher capacity valve spring and damper assemblies paring dampers assemblies are pring dampers new reduce valve train noise and improve the performance of the valve operating mechanism.

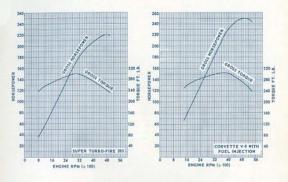
Connecting rod bearings and the front and intermediate main bearings of both. "Corvettee" eights are of a premium type continued from mid-season 1954. The new bearings are steel-backed aluminum alloy material with a thin lead-tin-copper overlay, and possess excellent distillity and score residually to the continue of the continue of the continue of former high performance engine bearings. A new semi-centrilipical clatted is introduced for use in 283 cubic inch V-8's with synchro-mesh transmissions. Due to the increased pressure plate load at high engine speeds, the clutch slippage is minimized, resulting in reduced clutch fade. An improved clutch is used with the standard six-cylinder engine and Turbo-Fire 265.

A new distributor, used on all 283 cubic inch V-8 engines except the "Corvette" versions, permits accurate point settings to be made while the engine is running.

A greater quantity of hotter air is supplied to the untornatic choic of the new engine through the use of a tube pressed into the center takedown chamber of the exhaust manifold. The increased volume action of the exhaust manifold is the increased volume action of the exhaust manifold is the increased with the engine and the properties and increased fuel economy on cold engine starting. A store cast into the side of the manifold was used on previous V-8 engines. Restarting of the two-barrel Turbo-Fire 283 engine after a short run is facilitated by a new torsion spring which the volume of the engine is still warm and the choke spring cooled off.

Triple filtering of fuel is provided by the addition of a new highly efficient fuel filter which supplements the filter mounted in the fuel tank and the filter screen built into the carburetor. The new filter, which has a removable sediment bowl for clean-out, is mounted adjacent to the carburetor.

The dual exhaust system is equipped with a new balance the which equalizes flow of spent gases through both mufflers throughout the conlect hand chanter pipes, and passes around the click hand chanter pipes, and passes around the front of the oil pan. In addition to providing better expulsion of exhaust gas and lower back present during engine warm-up, corresion of the right hand moisture in the system,



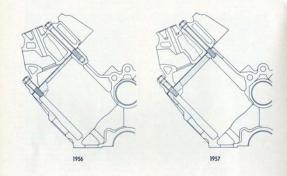
TURBO-FIRE 265 V-8 ENGINE, The greatly improved trubn-Fire 255 continues in availability from 1956, and incorporates all the features of the new 283 cable inches greatly and the result in improved performance and greater durability. The improved higher capacity clutch, used with the standard six-cylinder engine, is also used with the Turbo Fire 245 - synchromesh combination.

RECULAR PRODUCTION SIX-CYLENDER ENGINESS have an improved stater, a more reliable system, and a higher capacity clutch. The carburders and air cleaner are also revised to accommodate the lower bood. The starting motor assembly is completely enclosed to protect the solenoid from accumulations of road dirt that could interfere with so operation. Greater efficiency in solenoid operation is reflected in the current requirement which is reduced by for cent.

A new fuel strainer is added to the carburetor at the fuel inlet to supplement the filter in the tank. The strainer assures cleaner fuel thus reducing the possibility of carburetor flooding due to the entry of foreign matter, Improved clutch facing materials, both the molded

and women now used interchangeably, have a higher burst strength and greater life expectancy. Plate pressure is also increased. A slight reduction in facing thickness permite installation of the diaphragm spring with a slightly conical shape. The result is approximately seven per cent higher preresult is approximately seven per cent higher preresult is approximately seven per cent higher preture additional approximation of the preture additional approximation of the preduction of the present the present preduction of the preduction of the preture of the pret

The carburetor and air cleaner are redesigned for lower overall height. The carburetors air horn is shorter and has a larger diameter. The oil is those the carburetor by means of a center stud replacing the former clamping method. Other changes necessitated by the lower hood line are a reshaping of the radiator upper tank and moving of the water many control of the carburetor of the control of the carburetor of the carbure



CYLINDER HEAD ATTACHMENT . . .

Cylinder bare distortion resulting from localized stresses in the V-8 cylinder black are minimized by increasing ond more evenly distributing the thickness of the top of the black. Farmerly the cylinder head hald-down balts threaded into bases integral with the cylinder head hald-down balts threaded into bases integral with the cylinder head with the cylinder based balts are encounterformed in the heavier cylinder black to deck, and extend down into the water jacket, thus carrying the gas pressure localing on the cylinder black through the bases on the cylinder black through the safety for the bases on the cylinder black through the safety for the bases on the cylinder black through the need for balt bases on the cylinder black through the need for balt bases on the cylinder back through the safety for the bases on the cylinder back. The hald-down balts are self-scaling and threads are conted with a sealing compound to further insure watertights connections.





EXHAUST PORTS 9 PER CENT LARGER THAN IN 1956

CYLINDER HEAD . . .

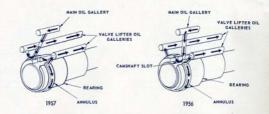
Performance and efficiency are improved through larger index and exhaust parts in the new V-8, cylinder heads which increase the ability of the engine to take in large quantities of nicheal mixture for efficient combustion, and accelerate the exhaust of burned gases with a minimum of restriction. The overell height of the cylinder head is increased to provide the added space requirements of the entranged parts.

EXHAUST SYSTEM . . .

More complete cylinder scovenging of V-8 engines is obtained through one streamlined om's hear type exhaust manifolds. The new manifolds have larger gas passages which godewlip increase in cross-sectional orea, from the inlet port of the cylinder head, to the out-the which termines in a center teachedown. The manifolds is which termines in a center teachedown. The manifolds expected in the cylinder which contains the contract of the cylinder which expenditure to the cylinder with expensive contracting the enforced solvants parts in the cylinder heads.

An improved ottochment of achoust pipe to manifold results in quiette operation and quester derability. The new [old has an inner sleeve cround which a farmed substrate packing is pleed. A new three-half parties tillings flooge balts to the exhaust manifold, and public stillings flooge balts to the exhaust manifold, and public remains a small connection. The straing has packing and forming a small connection. The straing has packing and engines utilized a welface achoust pipe flooge secured to the achoust manifold by two boths.





LUBRICATION . . .

Lubricating oil under full pressure is supplied to the valve lifter oil galleries of Y-8 engines. Improved filling of the hydroutic valve lifters and reduced possibility of oil ceration is realized at higher speeds. Oil flow through the hollow push rads for rocker arm and valve lubrication is resoluted by a modified valve lifter oil central valve.

In previous V-8 engines a milled slot on the outer diameter of the consheft rest journal mettered the amount and reduced the pressure of all which passed from the min ail gallety to the galleties, we the delited heles in the camsheft were beerings. In the new system, the delited oil passage from the main gallety intersects the annulus under the conshelt rear bearing. Thus ail under direct pressure is supplied to the volve little galleties, which are also cannected to the annulus through delited passage. Incerest installation or tenting of the conshelf was present to the supplied to the constant of the supplied to the conshelf power of the supplied to the supplied to the conshelf power of the supplied to the conshelf power of the supplied to the suppl

The mechanical valve lifters used in the competition ("Coverte" "engine likewise or modified to control the amount of sil to the hellow push rods for rocker orm and valve labelcritis. The ail passage fementy located in the lifter body ennoles is reised to the upper section of the lifter body. Pail pressure ail from the lifter galler; is reduced in pressure and enters the new critice through lifter and the lifter body.

DISTRIBUTOR . . .

A new advanced design distributor is used on both the Tutole Fire 233 and Super Tutole Fire 235. Geneter occursery of distributors point gap setting is maintained throughout of transposing the breaker point plate and the governor weights. This places the breaker paints directly above the shall bearing, thus which they flushes the gap the shall bearing, thus which they flushes the gap the shall be used of the blearing or day ancement of

The addition of a can lubricates, which consists of a ubricant-seturated wick secured to the breaker plate by a nylon clip, also aids in maintaining point gop setting. The new lubricator reduces the possibility of seconing of the com, and will lost for the life of the breaker points. An access door is provided in the distributor cop for setting the breaker app when the engine is running.





STARTING MOTOR AND SOLENOID . . .

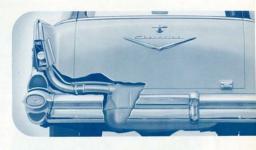
The storting motive selected, askensid galaxys, and listgo of thesis is and eight-cylinder engines are one bishgo of thesis and eight-cylinder engines are one bishemiclased in the redesigned pinion causing to provide completely enclosed storting motive assembly for better engines storting. The selected has been redesigned to provide a more efficient anit. The new schemal is a smaller, within a smaller jump spring and overnunsing clutch. Current requirements are opportunistely 35 mayners, compared to the former demand of 55 mapures. In the provious designs, the selection of the selection of the storting of the selection of the the selection of the selection of the selection of the selection of the two selections. and the exposed plunger and linkage were subjected to the accumulation of foreign motter. The basic design of the starting motor remains unchanged.

When the Turboglide transmission is used the starting nator is attached directly to a pad on the cylinder black, which improves the dimensional relationship between the starter and flywheel ring gear. In synchromesh units, the starter is mounted on the clarkth housing, and the Powerglide starter mounting is on the flywheel housing, as in nervious models.



SEMI-CENTRIFUGAL CLUTCH . . .

Clutch slippage, with resultant generation of heat and clutch fade, is minimized by increased pressure plate load at higher engine speeds through a new semi-centrifugal clutch. Three floating rollers, installed between and equally spaced around the outer diameters of the clutch cover and pressure plate, exert a direct load on the pressure plate through a rolling wedge action when engine speed is increased. The advantage of a light initial clutch pedal effort is retained at low engine speeds, and high pressure plate loading and fast clutch lockup, for high engine speed and high speed gear shifting are provided by centrifugal action of the rollers. Since the rollers are independent of the clutch release levers, clutch lash and the clutch release bearing are not affected. The semi-centrifugal clutch with a premium high burst facing driven plate is regular equipment on all engines with one or two four-barrel corburetors and synchromesh transmissions.

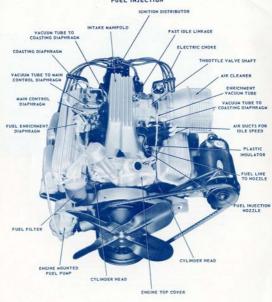


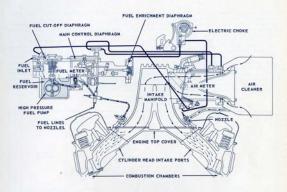
FUEL FILLER VENT . . .

Faster filling of the fuel tank with a minimum of spillings is provided by the addition of a new pige which extends from the top of the gasoline tank to the top of the filler neck. In the previous design the displaced oir had to force its way out against Incoming gasoline, cousing turbulence in the tank and filler neck, resulting in a slaw filling note and possible possible overflow.

The fuel filler cop is redesigned to prevent loss of fuel when cornering or parking on grades with a full tank. New oil passages in the gasket and cop are used to vent the tank, replacing the former depression in the top of the filler neck.

CHEVROLET V-8 WITH RAMJET FUEL INJECTION





RAMJET FUEL INJECTION

Chervolet Ramjet Fuel Injection is an entirely new, highly efficient system for supplying a precipity controlled air and fuel mixture to each cylinder of the engine. Among its advantages are faster resposes to the accelerator and a resulting sense of greater smoothness, both during engine warm-up and under normal operating conditions. Starting is quick and positive, even in severe weather, and smoother idling and low speed operation, together with greater overall fuel economy, is obtained.

Carburetors and their various disadvantages are eliminated, For instance, field atomized by air passing through the carburetor venturi, is carried all the way from the carburetor, through the intake manifold, to the intake ports at each cylinder. This makes it necessary to provide intake manifold passages large enough for easy breathing, but small idle so that the fuel will use at the set above the the proper mixture ratio. Furthermore, carburetors must be heated to hely vaporize the gaseline to prevent the formation of ice in the carburetor air-fuel passage on coid starts due to the refrigerating action of the carburetor venturi and the atomization of the fuel. The heat required expands the incoming air, making it less dense, causing loss of nower.

On the other hand, the Chevrolet Rample Foul injection system supplies first under pressure right up to the cylinder head intake ports through interest wided to supply clean air, unencombered by an extended to supply clean air, unencombered by the injection nozales, mixes thoroughly with the fast intake port. Here the fuel, finely atomized by the injection nozales, mixes thoroughly with the fast between the control of the carbon of the control of the c

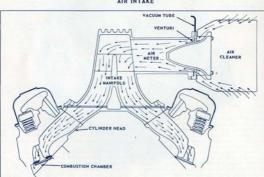
icing or help atomize the fuel. As a result, the incoming air is not subjected to external heat and a larger quantity of air is drawn into the combustion chamber. Volumetric efficiency is thus improved

and engine power increased.

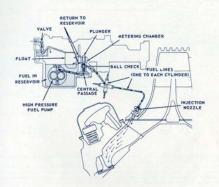
In bread principle, the operation of the Chevrolet Ramplet Feel Injection system is simple. The accelerator controls the volume of air admitted to the control of the control of the control of the tem continuously measures the volume of incoming air and automatically meters the precise quantity of fuel to be mixed with the air. Other mechanisms earlich the mixture for acceleration, shill climbing ery of fuel to the nozale for starting, provide for smooth engine idling, and cut-off fuel when coasting downhill,

The system includes specially designed components, such as nair metering system, fixed linetering system, and fuel nozzles. The one-pince cast iron intake manifold and engine cover used on carburetor model Chevrolet engines is replaced by two separate alaminame castings. The lower casting forms the top cover of the engine, while the upper contains the air passages and mounting for the air metering and fast metering systems. Other encomponents include an audiculary fast litter, a special ignition include an audiculary fast litter, a special ignition through a flexible drive, and a new electric choking system for cold starting.

AIR INTAKE



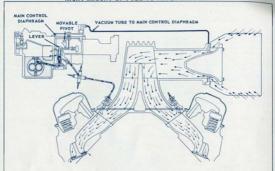
Outside air for the engine is routed through an air cleaner, where dust and foreign matter are differed out, and then passes into an air meter, the intake manifold, cylinder head, and combustion chamber. The estimate to the air meter is through a venturi or narrow passage. This passage also has a small opening leading to a vacuum tube. As the outside air rushes into the engine through the venturi, it tends to draw the air out of the tube, which creates a vacuum in the tube. The degree of vacuum is an accurate measure of the volume of air being drawn into the engine. A large volume of air creates high vacuum in the tube, while a small volume of air results in low vacuum.



A facil mater is used to supply and regulate fuel to the engine. The regular engine fuel pump sends feel through a fine filter and into a reservoir in the feel meter housing. The quantity of fuel in the reservoir is maintained at a fixed level by a float-controlled valve. Another fall pumps, submerged in the reservoir fuel, is driven by the ignition distribution of the controlled valve. Another fall point, submerged in the reservoir fuel, is driven by the ignition distribution of the control of t

chamber. At this point the fact can go either to the injection mozales at the intake ports, or back to the reservoir, depending upon the position of a plunger. When the plunger is raised, for 10 we back to the reservoir. As the plunger is lowered, a portion of the fact itows to the injection nonzies and the remainder returns to the exervoir. The flow from the pump when fact pressure is shout 15 pounds or higher so that any vapors which may have formed arc compressed back into a liquid.

RIGHT AMOUNT OF FUEL TO MATCH AIR FLOW



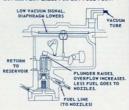
As the incoming air passes through the venturi and is measured, it sends a vacuum signal to a main control diaphragm in the fuel meter. Depending upon the amount of vacuum, the diaphragm meters fuel by raising or lowering the plunger through a lever, thus delivering with high accuracy the precise

quantity of fuel required by the engine for the volume of air being used.

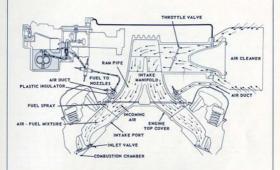
All levers in the fuel metering system are counterbalanced so that their movements are unaffected by their own weight. Lever positions are determined only by forces exerted by the sensing devices.



LOW AIR FLOW CALLS FOR LOW FUEL FLOW.



FUEL MIXES WITH AIR AND IS DRAWN INTO THE COMBUSTION CHAMBER

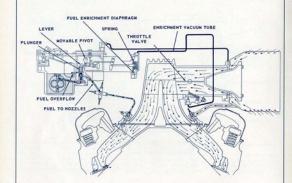


The intake manifold has eight individual passages, called ram pipes, one for each cylinder. The deal injection nozates are mounted in plastic inautitare in the lower part of the intake manifold, near the cylinder head intake ports. As the iniet valves open, fivel apray from the nozates, which has mixed with the oursubing air, enters the combustion chamber where it is compressed and ignited in the same manner as in a conventional carbureter system. A thettile valve, custrailed by the divers through the thettile valve, custrailed by the divers through the thettile valve, custrailed by the divers through the conventional passages and the conventional passages are also as a supervision of feet supplied to the senting.

So that the amount of fuel injected is determined solely by the fuel metering system, and not in-

fluenced by variations in vacuum, the nozales are designed to inject fuel into atmospheric pressure at all times. This is accomplished by supplying air from the air cleaner to a small chamber in each nozale. The fuel injected from a small orfice passes through this chamber, and out a small opening to the intake port.

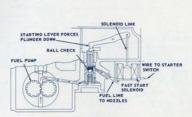
The arrangement has the added advantage of assuring a consistently accurate fuel air ratio for idling the engine. The volume of air passing through the chamber, although smaller when compared with the volume flowing through the inside manifold in normal driving, constitutes a major share of the air used by the engine during closed throttle or idling conditions.



The movable pivot in the facil metering system is connected by a red to a foot enrichment disphragm, and is normally held in a position which provides maximum eccanny of operation. The enrichment disphragm is controlled by vacuum created when air rushes past the opening at the throttle valve. When the throttle valve is partially opseed, air rushes through the small space of the opening on its way to the engine, and tries to draw air out of the enrichment avocum tube. The resulting wacum the control of the enrichment avocum tube. The resulting vacuum the holds the movable pivot in the foot economy position, buddet he movable pivot in the foot economy position.

When fast acceleration or more power is called for, the driver presses on the accelerator which opens the throttle valve wider. The incoming air now has a larger opening to pass through, and therefore draws less on the enrichment vacuum tube, reducing the vacuum. The spring now overcomes the reduced vacuum force and moves the pushed toward the end of the lever, moving the planger down. Therefore, fuel return to the reservoir is reduced and fuel flow to the injection nozales increased. The richer mixture gives increased power for fast acceleration.

FASY COLD STARTING

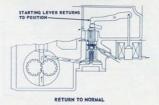


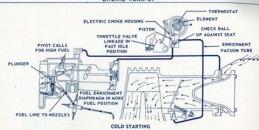
STARTING FUEL

For fast engine starting, it is necessary to get fuel to the nozales quickly when the starting motor is turned on. Since it would take from 20 to 30 seconds at cranking speed for the fuel pump to build up enough pressure to unseat the ball check, a solenoid is used to open a direct fuel passage to the nozales,

When the starting motor is engaged, the solenoid,

which is automatically energized at the same time, forces a solenoid link upward. This, in turn, pushes the starting lever which forces the plunger down, unseating the ball check. Fuel then is routed directly from the fuel pump to the nozales. The solenoid is de-energized when the driver releases the key-turn starting switch.

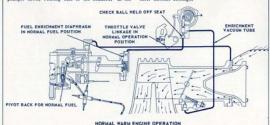




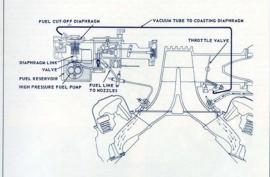
After starting and during warm up, it is desirable to farnish slightly richer feel mistares than would normally be supplied. This is accomplished by changing the position of the pivot in the facil metering system to call for more facil. The facil enrichment system and an electric choke are used for this air meter to the facil enrichment disphragm passes through the electric choke housing. On cold starts, vacuum in the housing polls a check ball upward against a seat, cutting off the vacuum to the enrichment disphragm. As a result, the spring moves plunger down, recuing fuel to the nozales. In the

choke housing the vacuum is then applied to the bottom of a piston. At the top end, the piston is linked to a thermostat heated by an element which carries electric current whenever the lightine switch is on. As the thermostat is heated, it relaxes and lovest position the piston pushes the check ball off its seat, returning the fuel enrichment system to normal operation.

The electric choke also controls linkage which holds the throttle valve slightly open for fast engine idling after cold starts. As the thermostal heats up, the linkage and engine idle speed return to their normal settings.



FUEL IS CUT OFF WHEN COASTING



When coasting downhill or decelerating from higher engine speeds, an automatic fuel cut-off system stops fuel waste and discharge of exhaust fumes containing unburned fuel. Other gains are quiet engine operation and the elimination of exhaust sputtering.

When going downhill with the foot off the accelerator, the throttle valve is closed, but the engine, being pushed by the vehicle, tries to pull in large quantities of air. This creates an unusually high vacuum at the closed throttle valve. This vacuum is used to send a signal, through a tube, to a is used to send a signal, through a tube, to a

disphragm located above the high pressure feel pump. The high vecuum raises the disphragm and a connecting link opens a valve over the feel pump, and discharges the finel directly back to the found of the feel pump. The feel pump is discharged in the fuel reservoir, none going pump is discharged in the fuel reservoir, none going to the injection nonzelse or engine. The high vacult middless as the vehicle slows down, closing the valve over the fuel pump, and feel again flows to valve over the fuel pump, and feel again flows to valve over the fuel pump, and feel again flows to feel to make the feel pump. The feel pump is the feel of the stage, and passengers are not aware of the change.



ELECTRICAL SYSTEM

The chassis wiring harness is divided into separate units, connected by bulkbash connectors making it unnecessary to route electrical wiring through sheet metal. In this segmented wiring system, a bulked connector is used to connect the wiring harness one partment wiring harness. Another connector on the passenger side of the dash to the engine compartment wiring harness. Another connector on the redeer a kirt connects the headingny wiring harness that's bulkbash connector on the radiator filter baffle ploin the engine compartment wiring harness to the grille harness, which services the front parking lamps, direction signal lamps, and horns.

The bulkhead connector on the passenger side of the dash panel has been revised and enlarged to accommodate an accessory junction block which is used with all heater installations. When the junction block is used, it becomes the central panel for all of the electrical services in the car, serving as the terminal point for the tail lamps, and electrical some lamps, instrument panel lamps, and electrical transfer and the car is the contract of the contract of the contract of the car is the ca

stalled in their respective lines. The headlamp and parking lamp electrical circuits are protected by a single circuit breaker which is located in the redesigned light switch.

Usage of plag-in connectors in the system is extended, and improved connectors, known as multiplags because they accommodate several circuits, and the stalled, activates all seven terminals of the switch. At the same time it forms a cover over all off the terminal points, perventing acceptable previous confident in the several circuits of the several circuits and the several circuits are several circuits and the several circuits and the several circuits are several circuits and the several circuits and the several circuits are several circuits are several circuits and circuits are several circ

The battery location is moved to the front of the engine compariment adjacent to the radiator baffle, In this new location, the wider hood opening facilitates battery maintenance.

The fuel indicator gauge on the instrument panel is improved by an increase in the magnetic field which results in a more accurate indication of the quantity of fuel remaining in the tank.

CHASSIS

A softer ride, improved handling and braking, greater atractural rigidity and durability are achieved through numerous chassis refinements. While the basic chassis features are retained from 1956, many major components are affected, among them the tires and wheels, front and rear suspensions, frame, brakes, and rear axie.

A new improved ride is the product of new lower pressure tires, a vehicle weight increase of approximately one hundred pounds, a decrease in unsprung weight, new front and rear springs, and the improved shock absorber valving. The front suspension deflection rate is increased from 100 to 109 pounds per inch to compensate for increases in the sprung weight.

New 7.50 x 14-4 ply rating tires require 22 pounds per square inch pressure, two pounds less than the 6,70 x 15-4 ply tires they replace. The new tires the presence of the presence while maintaining stability and ind carrying capacity. The nine passenger station segon is equipped with 7.50 x 14-6.

Ride is further improved, particularly on rough roads, by decreased likelihood of the rear suspension "bottoming" against the chassis frame when severe bumps are encountered.

Rear suspension characteristics are improved by an increase in rear axle clearance, gained by raising the rear spring front mounting and changing to positive spring camber. Both front and rear shock absorbers are recalibrated to conform to the new geometry.

Handling characteristics are also favorably affected by the more nearly horizontal mounting of the rear springs. The new position contributes to the attainment of zero steer at two-passenger load. This has the effect of neutralizing the tendency of the vehicle to understeer (steer out of turns) or oversteer (steer into turns).

Front suspension durability is further increased by a change in the steering knuckle lower control arm spherical joint assembly. In the new design, further advantage is taken of the efficiency and long wearing properties of the non-metallic bearing liner by extending the liner down to cover a greater surface on the ball stud.

Vehicle braking is improved by the reduction of





FRAME

Increased front chassis rigidity, and stronger front bumper mounting result from redesigned front crossmembert-aidmember broces. In 1956 the broces nested within the sidemembers where the two were jointed. The new broce position is inverted as that the open sides of the broces and sidemembers now face each other. The rece of each broce is welded to the frome front crossmember. The broces then ongle toward the sidemembers to which they are welded, to form a strong box sider that extends for 10 lacks to the front of the frame. the possibility of uneven pull. This is accomplished in part by equipping the from brake shoes with new, improved facing material that is less sensitive to temperature variations. In addition, the front secondary brake shoe pull-back springs are increased to the proper state of the primary shoes make a positive application that the primary shoes make a positive application before the secondary shoes are catuated. Now only pulse the former city fype. The new coil aprings provide improved retention of the brake shoes replace the former city fype. The new coil aprings provide improved retention of the brake shoes to the shoe and drum.

Models with a three speed or overdrive transmission can now be equipped with a high-pedal power brake option that maintains the brake pedal at a level with clutch pedal height result was offered only as an accessory. The high-pedal unit does not replace any of the regular brake system components. It acts as a booster that supplies a definite portion of the brake application pressure, in the same manner as the low-pedal unit option to the property of the maintained of the property o

transmission.
Structural rigidity of the chassis is increased by
a design change at the front end of the frame. New
crossmember-to-sidenember braces are welded to
the frame sidemembers, forming a rigid box structure that strengthens the entire forward section of
the frame and provides a stronger front bumper.

attachment mounting.

The rear axie is quieter and its durability is increased through the adoption of higher capacity bearings, improved lubrication, reinforcement of differential carrier and case, and phosphate treatment of season.

New higher capacity rear wheel ball bearings replace the 1956 bearings of the same type. Also contributing to the improved rear axle performance are new tapered roller bearings that replace the barrel roller type formerly used at the sides of the differential.

Rear axle lubrication has been improved in two ways. A new drain plug in the bottom of the axle housing facilitates periodic changing of the lubricant to to remove contaminants, and a new oil baffel ledge gea cast into the differential carrier directs the flow with of lubricant to the mesh point of the differential drive gear and pision.

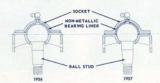
The carrier and case are substantially stiffened

by increased thickness and reinforcing ribs at critical areas throughout their entire structures,

The differential drive gear and pinion gear are phosphate treated to provide a protective coating, which aids in conditioning during break-in and reduces the possibility of scoring.

Rear axie durability is also favorably affected by the fourteen inch wheels. Lateral thrusts on the smaller wheels, due either to side shids or to hitting the curb, impose less strain on the said and wheel bearings, because the moment arm is shorter. The moment arm is the distance represented by a vertical line from the center of the less gaz reduction is required, and with the same engine torque the rear-axie torque is lower, thus reducing stress on components.

Because smaller wheels require less gear reduction, the adoption of the new fourteen inch wheel accessitates new rear axis ratios. A new 3.3-to-11 gifes and Tarbogide transmissions. The 3.5-to-1 ratio axie, formerly used with Powerglide, is now used with the three-speed sporkroment transmission. The 4.11-to-1 ratio axie is again used with axis with the three-speed sport axis transmission, axis with the three-speed closer ratio transmission, axis with the three-speed closer ratio transmission.



SPHERICAL JOINTS . . .

Now design lower control own spherical joint assemblies improve front suspension downkilly. The spherical joint sector in which the bell seets is deeper. As a result, the non-metallic bearing metrical that lines the interior of the socket now occurs mere than height the half. The odditional bearing lining within the joint increases resistance to weer, particulary from side thrust. A new grease seel is such, conference to the redship of the property of the pr



REAR SPRINGS . . .

Vehicle handling is improved by changing the mounting of the rear springs to a more horizontal position to attain zero steer at two-passenger load, on important handling factor. The new spring position is acquired by raising the spring mounting hale one inch on the front hanger.

Rear springs also contribute to improved ride because of a change to positive spring camber the increase rear Clearance and decreases the possibility of "bottoning" at the rear sale. In 1955, the rear springs had a negative camber, or a slightly convex design. The new springs are slightly cancever in design. Their increased "box" drops the rear sale approximately 1/2 inch to accommedate the nearlier sheeks, while maintaining 1956 chasts in being that the rear of the whicle.

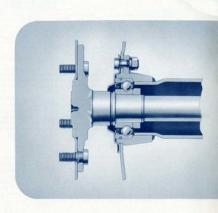
WHEELS . . .

The new Listont dismeter wheels for 1957 retain a Sinch rin, but have a newly developed in content. The new rin is designed to reduce the possibility of circlical size loss from tabeless times, during severe which conventing. In common property profiles, the new rin control opposers similar to past designs, with new rin control opposers similar to past designs, with a control of the drop center which is narrower. The tire outer beed sent network of a Schopers page, the new extends farmer were. Therefore, with a broader size sent and narrower drop center, the next open depression of the first band must be forced before not in loss to increased.

1956 1957







REAR WHEEL BEARINGS . . .

Lerger, higher capacity near wheel hall bearings provide general durability for 1957. The new 3-inch outer diameter bearings are designed to take greater threat loads than the 2.8-inch outer diameter hall bearings of 1956. The new wheel bearings receive lubrication directly from the calc, unlike the previous scaled-far-like type bearings. The integral bearing seel is retained to assure the all tight integrity of the near acid.



AUTOMATIC TRANSMISSION		7
OTHER TRANSMISSIONS		

TURBOGLIDE AUTOMATIC TRANSMISSION

Turboglide, an entirely new automatic transmission, provides features enhancing every facet of automobile performance and comfort.

Gambining excellent performance with the shealule monothness attainable only through the elimination of nateseatic shifting. Turboglide also features low weight and inherently trouble free design. Turboglide, which features excellent torque multiplication that extend to higher valuels speed for a surpasses the previous non-shifting automatic transmissions. An another performance beaut is provided by a deal and the previous speed of the previous provided by the Daws Mill speed control is now effectively provided through a unique bill retarder.

Forming the hasis for many of its functional features, Turboglide embodies a unique hybro-dyside arbitists a unique hybro-dyside and the superior of the superior deriving principle that sliminates any clutch or band type engagement from seasoffil to top speed. Three methods individually to the output shall through the elements of twe simple planetary generate. Thus, total torque multiplication is the product of both could be superior to the superior desired to the superior desired

A perfectly smooth torque multiplication transition transition transition from standard in highway crusting speed in the unstatabable identification of Turbegifet. This semination is especially impressive due to the high maximism and the standard standard in the standard s

The Turbegilde design readily lends itself to the actensive use of aluminum resulting is spectucilar weight savings. The outer transmission housings for example, is the largest single discussion in the world to date, and weighs only nightly more than 15 possels. The Turbegilde transmission option solds only four proofs to the curb weight of a Christopher of the Curb weight of the Curb

Turboglide design eliminates the necessity for a low range, because the basic arrangement is inherently speed and load sensitive and capable of unusually broad ratio coverage.

Downkill braking, which in other automatic transmissions is achieved by using low range to drive the engine faster, is more effectively provided in Turbeglide by an arrangement which utilizes the converter itself as an energy dissipating device, and the state of the state of the state of the state and the state of the state of the state of the provider part of the state of the state of the cent greater braking effort, while engine speed is increased less than with Powerglide.

Decreased maintenance is an advantage of the all-clutch design, since the hydraulically applied clutches do not require periodic adjustment to com-

THIRD TURBINE STATOR OVERRUNNING SECOND TURBINE FIRST TURBINE CONVERTER HILL RETARDER PRONT PLANETARY DISK CLUTCH GEARSET FRONT OIL PUMP NEUTRAL DEAD BLANGTING FORWARD BRAKE GEARSET CLUTCH DIE-CAST ALUMINUM CLUTCHES VALVE BODY REVERSE DUAL-PITCH STATOR

pranate for wear. The absence of any automatic shifting eliminates a host of intricate shift time devices. Sources of oil traks are practically eliminated since there is only one tapped hole in the control of the con

a heat expansion rate nearly equal that of the steel valve spools. This selection of materials reduces the dirt sensitivity of Turboglide by aliminating the compromise in tolerance required when designing a dis cast aluminum valve body to work with steel valve spools under widely varying temperatures. By using similar metals, the clearances remain nearity the same over the entire constaling temperature.

I range, and thus prevent the entry of foreign matter, as he every other automatic transmission on the market, the use of metals with dissimilar best expansion characteristics necessitates the use of large clearances when hot, in order to provide the proper operating clearances when cold. Thus, with these was designs possibility exists for foreign matter to himder proper value action.



SELECTOR QUADRANT . . .

The new selector quadrant sequence, identifying Turboglide equipped vehicles, provides a greater ease in rocking the vehicle in mud or snow.

The Turboglide selector sequence requires that the operator lift the lever only when engaging Park or Hill Retorder. Therefore, the operator need only push the selector lever back and forth between the gating limits to engage Reverse and Drive alternately.

A safety switch operating in conjunction with the selector lever permits starting the engine only in Park or Neutral.

DRIVING TECHNIQUE

Turboglide, for 1957, gives the driver new freedom from mechanical manipulations. For all forward driving under power, drive range provides the torque multiplication needed at any given speed and throttle position. For situations other than forward driving, Turboglide offers exceptional control with a minimum

glide offers exceptional control with a minimum number of selector positions, each designed for specific applications.

PARK (P) position provides a positive mechanical, aliding-bolt type lock that will hold the car on the steepest grades. Completely independent of the vehicle service and parking brakes, the parking posihicle service and parking brakes, the parking posistarting the engine. To apply the parking lock, the car should first be completely atopped, then by lifting the selector lever slightly it can be passed over the gating stop into Park.

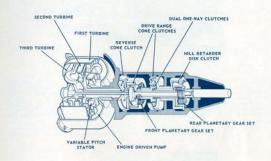
REVERSE (R) position may be selected from the Drive position without lifting the selector lever. In this way rocking out of mud or snow is facilitated. A maximum torque multiplication of 3-to-1 at stall is more than ample for all reverse requirements.

NEUTRAL (N) position permits engine operation without driving the car, leaving it free to roll. Also, the safety switch permits the engine to be started with the transmission in Neutral. Park and Neutral are identical in functional characteristics except that Park locks the drive train preventing vehicle movement,

DRIVE (D) range is the position for all forward driving, from starting to highway cruising.

Only in Drive range is the high performance stator blade angle available, and it is obtained by depressing the accelerator through a detent-type resistance beyond the full throttle position.

HILL RETARDER (HR) position provides an excellent control of vehicle speed when descending steep grades or throughout any type of prolonged deceleration. Hill Retarder may be engaged at any vehicle speed up to 45 miles per hour, by litting the selector lever slightly toward the steering wheel and pulling the lever down as far as it will go,



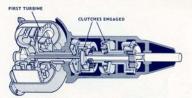
POWER FLOW

The broad ratio coverage is achieved through an ingenious coupling of the turbines to the planetary elements. It is an arrangement that permits a continuous amplification of the ratio change taking place in the converter.

The mechanical connections between the turbines and the planetary elements are arranged so that any one of the turbines can drive the output shalt any one of the turbines can drive the output shalt any one of the turbines can drive the output shalt any one content of the cont

There is no sensation of one turbine taking over where another left off, because that does not occur. Actually, the individual turbines share the torque delivered to the converter and either multiply it or simply transmit it to the output shaft. The contribution made by each turbine to the total driving torque is determined by which speed and the power output of the engine. The greatal redistribution of the driving load, toward the second and first turbines as acceleration is called for, and toward the to level off, is inherent in the design. No auxiliary sensing devices are required.

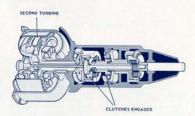
The third turbine drives the output shaft by direct mechanical connection through the front and rear planet carriers. The first and second turbines also drive the output shaft, independently of each other, but through gear sets. The first, or starting turbine, drives the output shaft through the rear son pear. The reaction members of both gear sets are attached to one-way clutches.



STARTING FROM STANDSTILL is the condition during which the greatest torque multiplication may be produced.

As the torque converter pump speed increases with engine speed, the first turbine receives nearly all of the driving energy available. This causes the first turbine to turn the rear planetary sun zear. forcing the planets to walk around the ring gear, and drive the planet carrier and transmission output shaft in reduction. The ring gear cannot turn backward because of its one-way clutch.

In starting from a standstill torque multiplication is the product of the converter ratio times the 2.67-to-1 reduction of the rear planetary gearset.

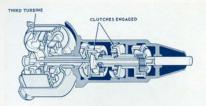


MID-RANGE ACCELERATION is provided through the progressive and overlapping action of all three turbines as vehicle speed increases.

With vehicle speed increasing from a standstill, the first turbine receives and transmits a diminishing portion of the converter pump output. However, as first turbine output decreases, the amount of energy driving the second turbine increases it causes the brouge on the second turbine increases it causes the brouge on the second turbine increases it causes the proper of the second turbine increases it causes planet pinions to walk around the sum gear which cannot turn rearward because of its one-way clutch, In this manner, the planet pinions drive the planet carrier and output shaft through the front planetary gearset which has a 1.63-to-1 ratio.

Thus, a liquid smooth torque multiplication transition is provided from the high multiplication, low speed first turbine to the higher output speed and lower multiplication of the second turbine.

The power delivered to the second turbine decreases as the power delivered to the third turbine increases. Because of its direct connection to the transmission output shaft, the third turbine is most favorable for acceleration at higher speeds.

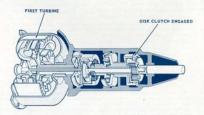


CRUISING performance is obtained when the torque converter reaches the fluid coupling point. With the converter in a fluid coupling condition, all output is through the third turbine which is directly connected to the transmission output shaft,

The first and second turbines are permitted by their one-way clutches to free wheel in the converter oil stream.

At any speed up to 60 miles per hour, an increase in torque multiplication is available by depressing

the accelerator through the detent resistance beyond the full threatle position. This changes the pitch of the stator blades to their high angle, which provides a greater redirection of oil entering the pump, to increase the torque multiplication and permit the engine speed to increase for greater power input to the converter. Above speeds of 60 miles per hour at full throttle, the stator freewheels regardless of blade angle, and the converter ceases to multiply torque.



HILL RETARDER may be applied at speeds up to 40 miles per hour to control vehicle forward speed when descending grades.

When the hill retarder position is applied, the multiple disk clutch on the rear planetary gearset ring gear is engaged and all other clutches are released. This drives the first turbine at 2.67 times output shaft speed, while the second and third turbines free wheel. The consequent pumping action of the first turbine creates oil flow in the converter, which effectively brakes the vehicle by increasing engine speed and by transferring kinetic energy into heat in the converter oil. The heat is then dissipated by the engine cooling system.



DUAL PITCH STATOR . . .

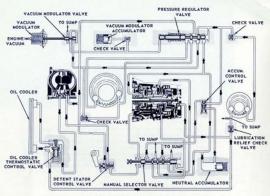
A substantial performance boost at the operators toe-tip results from a dual pitch states incorporated in the Turboolide torque converter.

In all terape converters a state is assential to redirect the all from the tubine to the pump, in order to accomplish trape multiplication. The emount of strape multiplication, then, depends upon the degree of all redirection by the states, On states with faced blade angles to compensine must be made, because the angle and only affects the maximum terape multiplication, but also determines the speed arms of the state of the state

The Turkoplide deal pitch states materially reduces the element of componities through its shifty to change hided conplex, and time demond. The deal pitch states in normally in its low maple position, providing excellent multiplication throughout a beard range of whicke speech, Maximum multiplication of 3.83-61-0 occurs at appreximately 1700 engine ram, or full threating from standardill. However, for this highest strape multiplication, by depressing the occurrent production of the control of the

The variable pitch states consists of twenty air fail section extruded aluminum blodes arranged radially around a multi-piece hub. Each states blade is affixed to an individual crask arm. The crask arms serve the dual purpose of hability the blades in assembly and engaging a groove in the pitch control piston, to position each blade saitively.

The states hab is mode in two halves, and is split on the centerline of the blade creaks to facilitate assembly. The freat half of the states hab contains the overrunning clutch that permits the states assembly to freewheel when the coupling phase of converter operation is reached. A cylinder bore in the rear hub half contains the blade onagle positioning pistan.



DRIVE RANGE - THRU DETENT

HYDRAULIC CONTROL . . .

Further evidence of Turboglide design simplicity and trouble-free operation is apparent when examining the hydraulic control circuit in a typical situation.

Elimination of all automatic shifting requirements reduces the function of the hydraulic control circuit to providing all under pressure for manually controlled clutch applications and stator movements, in addition to maintaining all pressure and circulation in the converter and supplying all to one lubrication point.

Oil temperature is controlled by a thermostatic valve, which receives the circulating ail leaving the converter. When the temperature of this oil reaches 180 degrees Fahrenheit the valve completely closes and directs the ail through the heat exchanger incorporated in the bottom tank of the enaine cooling system radiator.

To minimize power losses, transmission oil pressure is regulated in proportion to engine torque. A diaphragm

exposed to the engine intoke manifold vacuum is mechanically connected to a spool volve. This valve modulates oil pressure by varying on opening to the sump, then sending the modulated oil to a pressure regulator valve. Thus, as the engine intoke vacuum fluctuates according to power demand, the oil pressure is modulated as necessary to hold the clutches stationary.

As in the Powerplide automatic treasmission, there are two oil pumps in the Turbagilite outmatic transmission. The larger pump is driven by the engine through the torque converter pump cover, and the smaller pump is driven by the transmission output shoft, With this arrangement, the larger pump supplies oil pressure when the vehicle is standing still nor traveling at low speeds, and the smaller pump supplies oil pressure when the smaller pump supplies oil pressure which speeds. The use of a pump on the output shoft also permits the vehicle to be push-started.

OTHER TRANSMISSIONS

In addition to the new Turboglide automatic transmission, the overdrive, three-speed, and improved Powerglide transmissions are continued in availability. Both the conventional and Corvette versions of Powerglide include design modifications resulting in greater durability.

in greater durability.

Several 1956 mid-season design changes increase

durability of the Powerglide transmission. Three of the changes combine to effect an improved flow of cooling oil over the clutch plates. The feed hole is drilled straight through the input shaft to give two inlet orifices. The number of oil holes in the outside of the clutch hab is increased from six to fifteen. Five equally apaced holes are indexed in three planes for unform oil distribution.

To prevent end threat disphragm action of the clatch flange from restricting oil flow to the plates, six alots are machined across the face of the clutch drum hab. A new anti-friction, radial needle low sun threat washer is used on N-8 models, and a new apring steel clutch hab threat washer is used on all models. Use of the needle hearing requires a new selective its washer in from of the clutch as new selective its washer in from of the clutch is more durable. The tip chamfer on all Powerglide gear tests is reduced to improve sear life.

In mid-season 1956, the standard three-speed and overdrive transmissions received a new "cam and roller" detent cover assembly on all passenger cars including the Gorvette. Designed to improve "shift feel" and operational dependability, the new mechnaism provides greater detent pull-in and hold-in forces, and places less dependence upon the pre-

cision of the operator's motions.

The improved detent characteristics eliminate the

ine improved octent characteristics estimate the need for gating of the shifter tube. The slotted washer which served this purpose is removed to permit more freedom in moving the shift lever. In shifting from first to second, for instance, no care need be exercised in passing through Neutral, The cross-over is smoother and requires less conscious effort.

scious effort.
In addition to the new cam and roller detent cover assembly, the standard three-speed transmission has an adjustable cam located in the upper end of the mast jacket. The cam is notched and accessible

through a slot in the shift lever housing. In the former design, this adjustment necessitated disassembly for shim replacement.

The close ratio three-speed transmission, introduced on the 1956 Corvette, and the Corvette-type Powerglide are now available in combination with the dual four-barrel carburetor and fuel injection

engine options.

The close ratios, 2,2-to-1, 1,31-to-1 and direct are consistent with the performance capacity of the high output engines. Intended primarily for racing, the transmission delivers effective torque multi-the transmission delivers effective torque multi-specific properties. Further, because the ratio are closely stepped, synchronizing time for upshifting and downshifting is reduced. These advantages equip the control properties of the control of the contr

The transmission is basically the same as that used on the conventional passenger car. Design changes in the clutch gear, countergear and second speed gear account for the numerically lower ratios. A new clutch gear bearing, mainshaft rear bearing and synchronizer snap rine increase the capacity

of the unit.

The standard three-speed transmission is again available as regular equipment on all passenger care except those equipped with the two-barrel carburetov erasion of the 280 cubic inch V-8 engine. The three-speed with overdrive transmission option duction six-cylinder engine, the Turbo-Fire 255 V-8, and the Super Turbo-Fire 259 V-8. The Powerside automatic transmission option is continued automatic transmissions to continued automatic transmission option is continued as available with all engines but the 260 cubic inch the special competition cannabaff.

the special competition camphait.

The Turboglide automatic transmission option is available in all passenger cars equipped with the new Turbo-Fire 283 cubic inch V-8's, except those

with the special competition camshaft.

Available with all four of the Corvette-type V-8's

is the three-speed close ratio transmission introduced in mid-scason 1956. Corvette V-8's equipped with the special competition camshaft are teamed exclusively with the close-ratio three-speed.





THREE-SPEED TRANSMISSION DETENT COVER . . .

The farks, shift lewers and interlock mechanism connected to the detent cover one unchanged. In the former detent cover one draign, shift heir positions were indexed by spring-looded balls that drepped into depressions on a consurface inside the cover. The new com is formed on the sides of two filter bill relates spring-looded in a scissors ornogenent to beer against rollers attacked to the shift forks. Because the design has less internal friction, operating effort is reduced. Moreover, the new comes have a wider range, or entreace way, into detent so that the rollers are actually pulled into place while on the approach.







BUMPER GUARD CUSHIONS

CONTINENTAL CARRIER

OTHER EXTRA COST EQUIPMENT

RADIOS. Extensively redesigned. Chevrolet radios utilize printed circuits and multi-plug for simplified internal wiring and reduction of individual connections.

Bubb-bup and the content of the content

A transistor in the pash-button radio eliminates the need for a power supply transformer and mechanical vibrator. The heavy-duly transistor is extremely rugged due to its simple construction. This current-operated, low-impedance current amplifier is particularly suited for use in conjunction with today's automobile electrical systems. Better retired in the configuration of the configuration of the vibrator, cutting electrical and mechanical hum of the vibrator,

A more sensitive signal seeking tuner can select lower power stations on the combination signalseeking, push-button receiver. A simplified method of setting each push-button for favoric station, Setting is selection provides more precise tuning. Setting is accomplished by pulling the push-button out, pressist tuned in, and then pressing the push-button back into place.

AUTOMATIC ANTENNA. A new radio antenna, installed in the right rear fender, is controlled by a toggle switch on the instrument panel. The switch has three positions, up, neutral, and down. The new antenna, which can be extended approximately 60 inches, has a cut-off feature to prevent overrunning its limit of travel. A matching unit, extended manually, is available for the left rear fender,

AIR CONDITIONING. The air conditioning system is redesigned to provide an easily installed unit which can now operate in combination with the conventional deluxe air heater. A new control panel designed for simplicity of operation makes possible complete control form a single location. The new unit is available as a factory-matched option on manual transmission. Ease of installation makes it possible for a dealer to equip any 1957 passenger car with the new air conditioner.

MEATERS. The deluxe heater is redesigned, providing quieter operation and improved circulation within the passenger compartment. All heater controls are conveniently located on a single control panel redesigned for simplicity of operation,

The deluxe heater core is now mounted in an opening in the dash, and the blower motor is mounted opening in the dash, and the blower motor is mounted in front of the dash on the fender minimizing noise in the passenger compartment. An air duct located between the blower and heater core carries either the outside air diverted from the new air initake, or the recirculated air from inside the car, to the heater core.

The recirculating heater, is mounted on a plate



which covers the dash opening provided for the deluxe heater.

The method of installing the molding at the bottom of the windshield is revised to ensure ample air velocity from the defroster manifold to the windshield for proper defrosting.

BUMPER GUARD CUSHONS. Conical in shape and modded in black rubber, the bumper guard cushions provide an attractive new accessory to protect front end bright metal during parking operations. The cushious are easily installed by removing the existing cover plate on the bumper guards and securing with the integral cushion bolt,

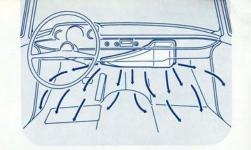
CONTINENTAL THE CARRIER. Recessions to secondaries the smaller size wheels and tires, the continental tire carrier for 1937 features a new lock assembly which is designed for easier operation and more positive engagement. The tire cover is of a drum type, replacing the formed type which exposed the wheel bulk cap. The Charrolet trade-time than the dram, and the dram, and the dram, the contract of the dram of th

AIR CONDITIONING SYSTEM . . .

In addition to the levers of the conventional heeting system which now include controls for the left and right outside air ducts, temperature, and defrostre, two additional levers are used. One controls the air conditioner themposta and the other a valve which regulates air flow through outlet nozzles at either side of the instrument oone!

The right hand air intake duct is fitted with a "Y" to supply outside air to the air conditioning system. The duct can be closed by a lever on the control panel permitting recirculation of air from insuling the ear.







HEATING SYSTEM . . .

from the as a temperature of the control of the con

A new control ponel is used with the deluve heater and agreeups all wealisting and heat control levers in a validation and heat control levers in a validation. The left hand lever controls the left hand location. The left hand lever controls the left hand were weathering exist. The right hand lever has there position when he has the function are recirculated as a second to the heater functions as a recirculation should be heater functions as a recirculation during the heater care. The control weathering the ventilation, but the heady for sentiment wentilation, in the fully depressed position, all of the noutile of its diverted through the heater care. Proposition hlower wirtch, and the temperature and definition of the department of the position has the proposition of the temperature and definite pushed the levers are continued from 1956. The regular products pushed the proposition has under the instrument ponel are entitled in delivous heater insulations.



THE 1957 CORVETTE

The Carvette for 1957 features new 281 cubic inchidisplacement engines, and a tronger, more derable displacement engines, and a tronger, more derable driveties. In addition to the new 220 horsepower regular profution engine, there versions of the new optimal high performance V-B are available. New Chevrolet feel injection is introduced in combination with the high performance engine. The basic chassis and reinference plants body centilina without

The more powerful V-8 engine is available with four-hard calculation as regular equipment, or with dust four-hard carbustion as regular equipment, or with dust four-hard carbusts in terraced to \$5.5-to I from \$-1.5 to 1.5 to 1

The modified hydraulic valve lifters, used on conventional passenger cars, are used on all Corvette engines, with the exception of those with the competition camehalt. The mechanical lifters used with this camehalt are modified to improve metering of oil to the upper valve train.

The rear axie, as in the conventional passenger car, is improved, featuring a heavily reinforced differential varier and case, higher capacity rappered relier differential side bearings, higher capacity rear axie wheel bearings, and an oil baffle ledge which improves lubrication of the ring gear

and pinion.

Rear axie ratios of 3,70-to-1 and 3,55-to-1 are
continued for use with the three-speed close ratio
and special Powerglide transmissions respectively.
Also for use with the three-speed transmission, the
optional 4,11-to-1 rear axie catio is retained.

The more durable Powerglide transmission and the more positive shifting cam and roller detent mechanism, which entered production in mid-season 1956, are continued for 1957.

A stankess seed molding, approximantly 2 inches wide, is added to the facility edge of the Covertie harding, extending from either drip molding. Bright metal ammeplates, with the words. Their lipsection in acript, are becated above the deck tild emblem and in each side panel depression to identify molding or consideration of crossed Covertie figs, becated in the side panel depression of devision of crossed Covertie figs, becated in the side panel depression of crossed Covertie figs, becated in the side panel place, adds further identification. Covertie enterior and interior colorer continue without change.





EXTERIOR - INTERIOR COLOR COMBINATIONS ONE COLOR EXTERIORS SERIES 2400

		31	ERIES 2		050000		_	_
	ALL SERIE	S 2400 EXCEPT	2434		2434 ONL	Y		
OUTSIDE	Instrument panel upper and lower; garnish mold- ings; door lock red knobs; heater cover panel; ash tray face plate.	Turn signel housing; steer- ing wheel; instrument cluster; geor- shift control housing.	Trim	Instrument panel upper and lower; garnish mold-ings; door lock rod knobs; heater cover panel; ash tray face plate.	Turn signal housing; steer- ing wheel; instrument cluster; geor- shift control housing.	Trim		DING OP
Onys	Onyx	Silver	Silver	Natader	Silver	Red	Std.	Black
Black	Black		and Black	Red		and Silver	-	
Inco Silver	Matador Red	Metader Red	Red and Block	Motodor Red	Silver	Red and Silver	lvory	Block
Imperial trary	Matador Red	Matedor Red	Red and Black	Hotodor Red	Silver	Red and Silver	lvory	Block
Matadar Red	Matador Red	Motodor Red	Red and Black	Motodor Red	Silver	Red and Silver	Ivery	Block
Horbor Blue	Harber Blue	Herber Blue	Medium and Dark Blue	Harbor Blue	Harbor Blue	Medium and Light Blue	lvory	Light Blue
Lorkspur Blue	Harber Blue	Harber Blue	Medium and Dark Blue	Harbor Blue	Harbor Blue	Medium and Light Blue	Ivery	Light Blue
Tropical Turquoise	Tropical Turquoise	Tropical Turquoise	Medium and Dark Turquoise	Tropical Turquoise	Tropical Turquoise	Medium Turquoise	Ivery	Block
Surf Green	Highland Green	Highland Green	Medium and Dark Green	Highland Green	Highland Green	Medium and Light Green	Ivory	Medius Green
Highland Green	Highland Green	Highland Green	Medium and Dark Green	Highland Green	Highland Green	Medium and Light Green	Ivery	Mediur Green
Colonial Cream	Onyx Black	Silver	Yellow and Black	Onyx Block	Silver	Yellow ond Silver	Ivory	Block
Sierro Gold	Sierro Gold	Sierro Gold	Beige and Copper	Sierro Gold	Sierre Geld	Beige and Copper	Ivary	Ton Belge
Adobe Beige	Sierra Gold	Sierro Gold	Beige and Copper	Sterre Gold	Sierre Geld	Beige and Copper	Ivery	Ton Belge
Coronado Yellow (2434 only)	-	_	-	Onyx Block	Silver	tvary and Silver	Ivory	Block
Conyon Corel (2434 only)	-	-	-	Onyx Block	Silver	lvory and Silver	Ivary	Block
Dusk Pearl (2434 only)		_	-	Onyx Block	Silver	Ivary and Silver	Ivery	Block
Lourel Green (2434 only)		_	_	Onyx Block	Silver	Ivory and Silver	Ivery	Block

EXTERIOR - INTERIOR COLOR COMBINATIONS ONE COLOR EXTERIORS SERIES 2100

	2102	2103 2113	2154	2109	2119 212	2124
OUTSIDE	Trim	Instrument panel upper and lower; garnish moldings; door locking red knobs; ash tray face plate; heater cover panel	Turn signal housing; steer- ing wheel; instrument cluster; gearshift control housing.	Trim	Instrument ponel upper and lower; garnish moldings; door lacking red knobs; ash tray face plate; heater cover panel	Turn signal housing; steer- ing wheel; instrument cluster; georshift control housing
Onyx Block	Ivery and Charcoal	Onyx Black	Silver	Ivery and Chercoal	Onyx Black	Silver
Inco Silver	Ivery and Charcoal	Onyx Black	Silver	Ivery and Charcool	Onyx Block	Silver
Imperial Ivary	Ivery and Charcoal	Onyx Block	Silver	Ivery and Charcoal	Onyx Block	Silver
Horbor Blue	Light and Medium Blue	Harbor Blue	Larkspur Blue	Ivery and Chercoal	Onyx Block	Silver
Larkspur Blue	Light and Medium Blue	Harbor Blue	Lorkspor Blue	Ivery and Charceal	Onyx Block	Silver
Tropical Turquoise	Ivery and Charcoal	Onyx Black	Silver	Ivery and Charceal	Onyx Block	Silver
Surf Green	Light and Medium Green	Highland Green	Surf Green	Light and Medium Green	Highland Green	Surf Green
Highland Green	Light and Medium Green	Highland Green	Surf Green	Light and Medium Green	Highland Green	Surf Green
Colonial Cream	Ivery and Charcoal	Onyx Black	Silver	Ivery and Chargool	Onyx Block	Silver
Sierra Gold	N.A.		_	Copper and Beige	Sierra Gold	Sterra Gold*
Adobe Beige	Ivery and Charcoal	Onyx Black	Silver	Copper and Beige	Sierra Gold	Sierra Gold*
Metader Red	Ivery and Charcoal	Onyx Block	Silver	Ivory and Charcool	Onyx Block	Silver

^{* -} Beige in 2124

SERIES 1500

	1502	1503	1512 1508		1529 ONL	v.
	1302	1303	1312 1308		1927 ONL	
OUTSIDE	Trim	Instrument ponel upper; garnish moldings; dear lacking rad knobs.	Instrument panel center and lower; form signal housing steering wheel; has button cap; instru- ment cluster; gear- shift control housing.	n Trim	Instrument ponel upper; garnish moldings; door locking red knobs.	Instrument panel center and lower; turn signal housing; steering wheel; horn butten cop; instru- ment cluster; gear- shift control housing.
Onyx Block	Black and Gray	Onyx Block	Silver	Black and Gray	Onyx Black	Silver
Imperial Ivory	Black and Gray	Onyx Block	Silver	Block and Gray	Onyx Black	Silver
Horbor Blue	Black and Gray	Onyx Block	Silver	Black and Gray	Onyx Black	Silver
Lorkspor Blue	Black and Gray	Onyx Block	Silver	Black and Gray	Onyx Black	Silver
Tropical Turquoise (N.A. in 1508)	Black and Gray	Onyx Block	Silver	Black and Gray	Onyx Black	Silver
Surf Green	Black and Gray	Onyx Block	Silver	Light and Dark Green	Highland Green	Silver
Highland Green	Black and Gray	Onyx Block	Silver	Light and Dark Green	Highland Green	Silver
Colonial Cream (N.A. in 1508)	Black and Gray	Onyx Black	Silver	Black and Gray	Onyx Black	Silver
Adobe Belge (N.A. in 1508)	Block and Gray	Onyx Black	Silver	Light and Dark Green	Highland Green	Silver
Matador Red	Block and	Onyx Block	Silver	Black and Gray	Onyx Block	Silver

Instrument panel center, radio cover panel, and clack cover panel are silver on all Series 2100 cors.

EXTERIOR - INTERIOR COLOR COMBINATIONS TWO COLOR EXTERIORS SEPIES 2400

OUTSID	E COLORS		Instrument panel upper and lower; garnish	Turn signed housing
FIRST COLOR*	SECOND COLOR*	Teim	moldings; doer lack rad knobs; heat cover panel; ash tray face plate.	steering wheel; instrument cluster; gearshift control housing.
India Ivary	Onyx Black	Red and Black	Motodor Red	Motodor Red
Imperial Ivary	Inco Silver	Red and Black	Motodor Red	Motodor Red
Larkspur Blue	Harbar Blue	Medium and Dark Blue	Harbor Blue	Larkspur Blue
India Ivory	Larkspur Blue	Medium and Dark Blue	Harbor Blue	Lorkspur Blue
India Ivary	Tropical Turquaise	Medium and Dark Turqueise	Tropical Turquaise	Tropical Turqueis
Surf Green	Highland Green	Medium and Dark Green	Highland Green	Surf Green
India tvory	Surf Green	Medium and Dark Green	Highland Green	Surf Green
India Ivery	Coronada Yellow	Silver and Black	Onyx Black	Silver
Onyx Black	Colonial Cream	Yellow and Black	Onyx Black	Silver
ladia Ivary	Colonial Cream	Yellow and Block	Onyx Block	Silver
India Ivery	Conyon Corel	Silver and Black	Onyx Block	Silver
Adobe Beige	Sierra Gold	Beige and Copper	Sierra Gold	Adobe Beige
India Ivery	Motodor Red	Red and Black	Matadar Red	Motodor Red
Imperial Every	Dusk Peorl	Silver and Black	Onyx Block	Silver
Colonial Cream	Lourel Green	Silver and Black	Onyx Block	Silver

First color covers roof and pillors; second color covers remainder of exterior.
 Instrument panel center and rodio cover panel are bright metal in all Serios 2400 cors.

EXTERIOR - INTERIOR COLOR COMBINATIONS TWO COLOR EXTERIORS SERIES 2100

20000000	Section of	2102	2103 2113	2154	2109	2119 2129	2124
OUTSIDI	COLORS	1	Instrument panel upper and lower; garnish moldings;	Turn signal housing; steer- ing wheel;	200	Instrument panel upper and lower; garnish moldings;	Turn signal housing; steer- ing wheel;
FIRST* COLOR	SECOND*	Trim	door locking rod knobs; ash tray face plate; heater cover panel.	instrument ponel cluster; georshift control housing.	Trim	door locking red knobs; ash tray face plate; heater cover panel.	instrument ponel cluster; gearshift control housing
India	Onyx Black	Ivery and Charceal	Onyx Block	Silver	Ivory and Charcoal	Onyx Black	Silver
Imperial Ivery	Ince Silver	Ivery and Charcoal	Onyx Block	Silver	Ivery and Charcool	Onyx Black	Silver
Lark spur Blue	Harbor Blue	Light and Medium Blue	Herbor Blue	Lorkspur	Ivery and Charcoal	Onyx Block	Silver
India Ivery	Lorkspur Blue	Light and Medium Blue	Herber Blue	Lorkspur Blue	Ivery and Charcoal	Onyx Black	Silver
India	Tropical Turqueise	Ivery and Charcoal	Onyx Block	Silver	Ivery and Charcoal	Onyx Black	Silver
Surf Green	Highland Green	Light and Medium Green	Highland Green	Surl Green	Light and Medium Green	Highland Green	Surf Green
India Ivery	Surf Green	Light and Medium Green	Highfond Green	Surf Green	Light and Medium Green	Highland Green	Surf Green
India Ivery	Coronado	Ivory and Charcoal	Onyx Block	Silver	Ivery and Chargeal	Onyx Black	Silver
Colonial	Onyx Block	Ivery and Charcoal	Onyx Block	Silver	Ivery and Charcoal	Owyx Black	Silver
India	Colonial	Ivery and Charcoal	Onyx Block	Silver	Ivery and Charcoal	Onyx Black	Silver
India	Conyon	Ivory and Charceal	Onyx Block	Silver	Ivery and Charcost	Onyx Black	Silver
India	Motodor Red	Ivery end	Onyx Block	Silver	Ivery and Charcoal	Onyx Block	Silver
Imperial Ivory	Dusk Pearl	Ivery and Charceal	Onyx Black	Silver	Ivery and Charcoal	Onyx Block	Silver
Colonial	Lourel	Ivery and Charceal	Onyx Black	Silver	Ivery and Charcoal	Onyx Block	Silver
Adobe Beige	Sierra Geld	N.A.			Copper and Beige	Sterre Gold	Adobe Belge

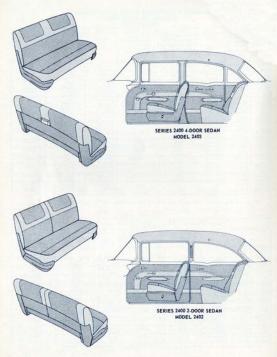
^{* -} First color covers roof, pillars, and insert area; second color covers remaining exterior areas.

Instrument panel center, radio cover panel, and clack cover panel are silver on all Series 2100 cars.

SERIES 1500

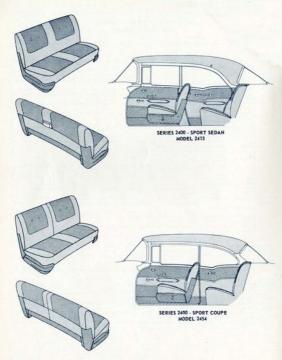
		150	2 1503	1512	-	1529 ONL	Y
	COLORS	Trim	Instrument panel upper; garnish moldings; door locking rad	Instrument ponel center and lower; turn signal housing; steering wheel; harn button cop; instru-	Trim	Instrument ponel upper; garnish moldings; door	Instrument panel center and lower; turn signal housing; steering wheel; horn butten cop; instru-
FIRST*	COLOR*		knobs.	ment cluster; gear- shift control housing.		locking red knobs.	ment cluster; geor- shift control housing.
India Ivary	Onyx Black	Black and Grey	Onyx Block	Silver	Black and Gray	Onyx Black	Silver
Lork spur Blue	Harber Blue	Block and Gray	Onyx Block	Silver	Black and Gray	Onyx Block	Silver
India Ivery	Lork spur Blue	Black and Gray	Onyx Block	Silver	Black and Gray	Onyx Black	Silver
India	Tropical Turqueise	Black and Gray	Onyx Block	Silver	Black and Gray	Onyx Black	Silver
Highland Green	Surf Green	Black and Gray	Onys Block	Silver	Light and Dark Green	Highland Green	Silver
India	Surl	Black and Gray	Onyz Block	Silver	Light and Dark Green	Highland Green	Silver
Onyx Block	Colonial Cream	Black and Gray	Onyx Block	Silver	Black and Gray	Onyx Black	Silver
India Ivary	Colonial Cream	Black and Gray	Onyx Block	Silver	Light and Dark Green	Highland Green	Silver
India Ivory	Meteder Red	Black and	Onys Block	Silver	Block and Gray	Onyx Black	Silver
Imperial	Inco	Black and	Owyx	Silver	Black and	Onyx	Silver

First color covers upper quarters and deck or tailgate; second color covers remaining exterior areas.



INTERIOR COLORS AND FABRICS 2400 SERIES SEDANS

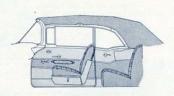
						TR	IM COMBIN	ATIONS		
	AREA		MATERIAL	Block & Silver	Block & Yellow	Block &	Med. & Dk. Green	Med. & Dk. Blue	Med. & Dk. Turq.	Beige
Seats	Cushion		Pottern Clath *	Block &	Block &	Block &	Block &	Block &	Block &	Block &
	Backrest		Pattern Clath .	Silver	Yellow	Red	Green	Blue	Turq.	Copper
	Cushion Bell	ster								
	Bockrest Bo	later Insert	Potent Leather Vinyl	Block	Block	Block	Dk. Green	Dk. Blue	Dk. Turq.	Copper
	Backrest Bo	later								
	Cushion & B	ockrest Facings	Leather Grain Vinyl	Silver	Yellow	Red	Med Green	Med.Blue	Med. Turq.	Beige
	Front Seat	Upper Sides								
	Bock	Upper Insert	Patent Leather Vinyl							
		Lower								
		Bor Leather Grain Vinyl	Block	Black	Block	Dk.Green	Dk.Blue	e Med.Turq. Dk.Turq. Block & Turq. a Med.Turq.	Copper	
	Front Seat E	nd Panels								
	Welts		Plastic				Bright			
Sidewalls	Upper and L	ower Panel	Pottern Sidewall Cloth	Black &	Block & Yellow	Block &	Block & Green	Black & Blue		Black &
	Center Pane		Anna de la companya dela companya dela companya dela companya de la companya dela companya de la							
	Upper Scuff	Ped	Leother Grain Vinyl	Silver	Yellow	Red	Med. Green	Med. Blue	Med.Turq.	Beige
	Lower Scuff	Pod	Patent Leather Vinyl							
Cowl Side	Kick Ponels		Composition Board	Block	Block	Block	Dk. Green	Dk.Blue	Dk. Turq.	Copper
Headlinin	9	17.5								
Sun	Covering		Plain Napped Clath	Ls.Gray	Yellow	Lt. Grey	Med. Green	Med.Blue	Med. Turq.	Beige
shedes	Binding		Leather Grain Vinyl							
Am	Front	Outer	Leather Grain Vinyl			2500		- August	2000000	
Rests	and Rese	Bose	Plastic	Silver	Yellow	Red	Med.Green	Med.Blue	Med. Turq.	Beige
Floor	Front								300 CO TO	
Covering	Rear		Corpet	Block	Black B	Black	Med. Green	Med.Blue	Med. Turq.	Copper



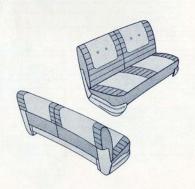
INTERIOR COLORS AND FABRICS 2400 SERIES SPORT COUPE AND SPORT SEDAN

						TRIM C	OMBINATI	ONS		
	AREA		MATERIAL	Block &	Med. & Dk. Green	Med. & Dk. Blue	Med. & Dk. Turq.	Beige &	Black & Yellow	Block 8
Seats	Bockrest In	serte		Block &	Block &	Black &	Block &	Black &	Block &	Block 8
	Cushion		Pattern Cloth *	Silver	Green	Blue	Turq.	Copper	Yellow	Red
	Bockrest									Red
	Cushion Ins	erts	Leather Grain Vinyl	Silver	Med. Green	Med. Blue	Med.Turq.	Beige	Yellow	
	Focings				-					
	Front Seat Back	Upper Insert	Pattern Cloth *	Block &	Black & Green	Black &	Block & Turq.	Black & Copper	Block & Yellow	Block &
		Upper Sides	and the second second			and the same of	Language Language		1000	
		Lower	Leather Grain Vinyl	Silver	Med. Green	Med. Blue	Med.Turq.	Beige	Yellow	Red
		Lower Cross Bar Leather Grain Viny	Block Dk.Green J	Dk. Blue	Dk. Turq.	Copper Copper Black & Copper	Block	Block		
	Front Seat E	ind Ponels								100
	Welts		Plastic				Bright			
Sidewalls	Upper Ponel		Pattern Sidewall	Block &	Block &	Block &	Black &	Block &	Block &	Block !
	Center Pane	Insert	Cloth	Silver	Green	Blue	Turq.	Copper	Yellow	Red
	Center Pane	1	Leather Grain Vinyl	Silver	Med. Green	Med. Blue	Med Turq.	Belge	Yellow	Red
	Scall Ped		Leather Grain Vinyl				202703			
Cowl Side	Kick Ponels		Composition Board	Block	Dk. Green	Dk. Blue	Dk.Turq.	Copper	Block	Block
Headlinin	1		Textured Vinyl	Silver	Lt.Green	Lt. Blue	Lt. Ture.		Yellow	Red
Sunshades			Sextured York	Sitver	Lt. Green	Lt. Blue	Lt. Turq.	Belge	Yellow	Red
Arm	Outer		Leother Grain Vinyl	Silver	w. 4 C	u at	Med Tora	Belge	Yellaw	Red
Rests	Bose		Plastic	311467	Med. Green	Med. Dive	Med. Lurq.	Deobe	Telsow	Res
Floor	Frent		Corpet	Black	Mad Green	Mad Bloo	Med. Turg.	Cooper	Block	Block
Covering	Rear		STATE OF THE PARTY					-	-	

^{* -} Cloud Pattern

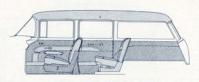


SERIES 2400 CONVERTIBLE MODEL 2434



INTERIOR COLORS AND FABRICS 2400 SERIES CONVERTIBLE

						TRIM	COMBINATI	ONS		
	AREA		MATERIAL	Ivery &	Ls. & Med. Green	Ls. & Med. Blue	Ivery & Turq.	Copper& Beige	Silver & Yellow	
Seats	Backrest In	serts			100000			200	2000	2.70
	Cushien		Pattern Vinyl *	Silver	Med.Green	Med.Blue	Med. Turq.	Copper	Silver	Silver
	Backrest			-	-					
	Cushion In	serts	Ribbed Vinyl	Ivery	Lt.Green	Ls.Blue	Ivery	Beige	Yellow	Red
	Facings		Leather Grain Vinyl							
	Front Sect	Upper Insert	Patters Vinyl *	Silver	Med.Green	Med. Blue	Med.Turq.	Copper	Silver	Silver
	Bock	Upper Sides	Ribbed Vinyl	Ivory	Ls. Green	Lt.Blos	Ivery	Beige	Yallow	
		Lower	Leather Grain Vinyl	livery	Lt. Green	Lt. Dive	landy	Deige	Istibe	Reo
		Lower Cross Bar	Leather Grain Vinyl	Silver	Med. Green	Med. Blue	Med. Turq.	Copper	Silver	Silver
	Front Seat End Panels							CONTRACT OF THE PARTY OF THE PA	SAN	
	Welte		Plastic	Bright						
Sidewolls	Upper Pane	d.	Pattern Visul *	Silver	Med Green		Med.Tura	Cooper	Silver	Silver
	Center Pon	el Insert	Pamera Vinys	Sitver	Med. Ureen	Med Dive	Med. Turq.	Capper	Silver	Silver
	Center Pon	el	Leather Grain Vinyl	lvory	Lt.Green	Lt.Blue	Ivory	Beige	Yellow	Red
	Scuff Pad		Leather Grain Vinyl							
Cowl Side	Kick Panels		Composition Board							
Sunshades			Leother Grain Vinyl	Silver	Med. Green	Med.Blue	Med.Turq.	Copper	Silver	Silver
Arm	Outer		Caumer Grain Vinys							
Rests	Bose		Plastic							
Floor	Front		-	Block				200	70	
Covering	Rear		Carpet	Brock	Med.Green	med.dlue	Med.Turq.	Copper	Block	Block
Folding To	ep Boot		Leather Grain Visyl	Every	Lr. Green	Lt.Blue	Ivery	Beige	Yellow	Red

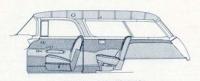


SERIES 2400 6-PASSENGER STATION WAGON MODEL 2409

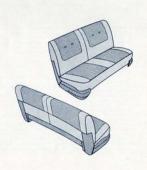


INTERIOR COLORS AND FABRICS MODEL 2409 STATION WAGON

					TRIM COMBINATIONS Black & Black & Black & Med. & Med. & Med. & Med. &					
	AREA		MATERIAL	Block & Silver	Black & Yellow	Block &	Med. & Dk. Green	Med. & Dk. Blue	Med. & Dk. Tyrq.	Beige 8
Seats	Cushion			Block &	Block &	Block &	Block &	Block &	Black &	Block 8
	Bockrest		Pattern Clash *	Silver	Yellow	Red	Green	Blue	Turq.	Copper
	Cushion Bel	ater		100	1000	28.0	2.00	1000	2000	
	Backrest Bo	Ister Insert	Patent Leather Visyl	Block	Block	Block	Dk. Green	Dk.Blue	Dk. Turq.	Соррес
	Backrest Bo	later	The second second	-	1		-			
	Cushion & B	ockrest Facings	Leother Grein Vinyl	Silver	Yellow	Red	Med. Green	Med.Blue	Med.Turq.	Beige
	Front Seat	Upper Sides			1	0.00	- Carrier Co	-	N. Carlonna	100
	Bock	Upper Insert	Potent Leather Yinyl						Black & Turq. Ok. Turq. Med. Turq. Black & Turq. Med. Turq. I turq. Lt. Turq.	
		Lower					100			
		Lower Cross	Leather Grain Vinyl	Black Block Block Dk.Green Dk.Blue Dk.Tu	Dk. Ture	Copper				
	Front Seat E	nd Ponels								
	Welts		Plastic				Bright			
Sidewalls	Upper Panel		Pattern Sidewall	Block &	Block &	Block &	Block &	Block &	Block &	Block 8
	Lower Panel		Cloth	Silver	Yellow	Red	Green	Blue	Turq.	Copper
	Center Pane	1								
	Upper Scuff	Ped	Leather Grain Vinyl	Silver	Yellow	Red	Med.Green	Med. Blue	Med. Turq.	Beige
	Lower Scuff	Pod	Potent Leather Vinyl	Block						
Cowl Side	Kick Ponel		Composition Board	Block	Black	Black	Dk.Green	Dk.Blue	Dk. Turq.	Copper
Headlinin	g and Sunsha	las	Textured Vinyl	Silver	Yellow	Red	Lt. Green	Lt.Blue	Lt. Turq.	Belge
Arm	Outer		Leather Grain Vinyl	Ev.	33307	2000	The Later of	200001	and the second	
Rests	Bose		Plastic	Silver	Yellow	Red	Med.Green	Med.Blue	Med.Turq.	Beige
Floor	Front and Re	ror .	Vinyl Coated Rubber	Block	Block	Red	Med.Green	Med. Blue	Med.Turq.	Copper
Covering	Lood Space		Ribbed Linoleum	Block	Yellow	Red	Lt. Green	Lt.Blue	Lt. Turq.	Copper
Wheelhous	e Cover Pon	de	Leother Groin Vinyl	Black	Black	Black	Dk. Green	Dk.Blue	Dk. Turn.	Copper



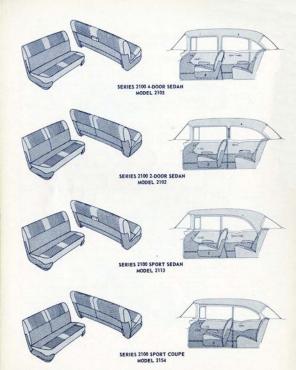
SERIES 2400 NOMAD STATION WAGON MODEL 2429



INTERIOR COLORS AND FABRICS MODEL 2429 STATION WAGON

						TR	IM COMBIN	ATIONS		
	AREA		MATERIAL	Block &	Block & Yellow	Block &	Med. & Dk. Green	Med. & Bk. Blue	Med. & Dk. Turq.	Beige !
Seats	Bockrest Inc	ert	Pattern Clath *	Block &	Block &	Block &	Block &	Block &	Black &	Block I
	Cushion		-Pattern Clath *	Silver	Yellow	Red	Green	Blue	Turq.	Copper
	Backrest							1		
	Cushion Inse	erts	Leother Grain Vinyl	Silver	Yellow	Red	Med Green	Med.Bloe	Med. Turq.	Beige
	Focings									
	Front Seat Book	Upper Insert	Pattern Cloth *	Black &	Block & Yellow	Block &	Block & Green	Block &	Block & Turq.	Block &
		Upper Sides	Leather Grain Vinyl	Silver	Yellow	Red	Med. Green	Med. Blue	Med Turq	Belge
		Lower		-						
		Lower Cross Bor	A CONTRACTOR OF THE PARTY OF TH	Block	Block	Block	Dk.Green	Dk.Blue	Dk. Turq.	Copper
	Front Seat E	nd Panels					- Laboratory	The Table		
	Welte		Plustic				Bright			
Sidewalls	Upper Panel		Pattern Sidewall	Block &	Block &	Block &	Block &	Block &	Block &	Block 8
	Center Pone	Insert	Clath	Silver	Yellow	Red	Green	Blue	Turq.	Copper
	Center Ponel		Leother Grain Vinyl	Silver	Yellow	Red	Med. Green	Med.Blue	Med. Turq.	Belge
	Scuff Pad		Leather Grain Vinyl	Black		- war				1000
Cowl Side	Kick Panels		Composition Board	Block	Block	Block	Dk.Green	Dk.Blue	Dk. Turq.	Copper
Headlining										
Sunshodes			Textured Vinyl	Silver	Yellow	Red	L1.Green	Lt.Blue	Lt.Turq.	Beige
Am	Outer	10-11	Leather Grain Vinyl		Sugar	283	Shear -	2000000	10000	
Rests	Bose		Plastic	Silver	Yellow	Red	Med-Green	Med.Blue	Med.Turq.	Belge
Floor	Front and Re	er .	Corpet	Block	Black	Block	Med. Green	Med. Blue	Med. Turq.	Copper
Covering	Load Space		Ribbed Lineleum	Block	Yellow	Red	Med. Green	Med.Blue	Med. Turq.	Copper
Wheelhous	e Cover Pone		Leather Grain Vinyl	Silver	Yellow	Red	Med.Green	Mad Bloo	Med Turn	Belge

⁻ Cloud Patter



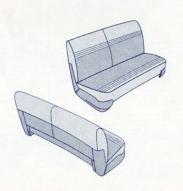
INTERIOR COLORS AND FABRICS 2100 SERIES SEDANS AND SPORT COUPE

				1	RIN COMBINAT	ION	
	AREA		MATERIAL	Ivery & Lt. Green Med. Cree Charcosi Med. Gree Ivery Lt. Green		Lt. Blue 8 Med. Blue	
Seets	Cushion		Pattern Cloth *			Med. Blue	
	Bockrest		Pattern Cloth	Charcest	Med. Green	Med. Blue	
	Cushion Facings Balater Inserts	sj				1	
	Bockrest Facing Bolster Inserts	42	Leather Grain Vinyl	Ivory	Lt. Green	Lt. Blue	
	Cushion Bolster						
	Backrest Balster		Ribbed Vinyl				
	Front Seat	Upper					
	Back	Lower					
		Lower Cross Bor	Leather Grain Vinyl	Charcool	Med. Green	Med. Blue	
	Front Seat End I	Ponels					
Sidewells	Upper Panel		Textured Vinyl	Ivery	Lt. Green	Lt. Blue	
	Lower Panel		Leather Grain Vinyl				
	Center Panel		Pattern Vinyl	Charcoal	Med. Green	Med. Blue	
Cowl Side K	Ick Panels		Composition Board				
Headlining			Plain Napped Clash	100			
Sunshades	Covering		Prain Happen Claim	Lt. Grey	Lt. Green	Lt. Blue	
	Binding		Leather Grain Vinyl				
Arm	Front and	Outer	Leather Grain Viny!	Ivory	Lt. Green	Lt. Blue	
Rests	Rear	Inner	Plastic		L. ureen	Lr. Blue	
Floor	Front		Vinyl Coated Rubber	Block	Med. Green	Med. Blue	
Covering Rear	Rear		Yinyi Coated Rubber	Breck	Med. Green	Med. Blue	

⁻ Ficket Potten



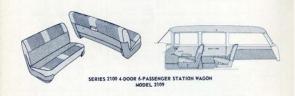
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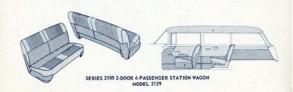


INTERIOR COLORS AND FABRICS 2100 SERIES CLUB COUPE

				TRIM COMBINATION					
	AREA		MATERIAL	Ivory & Charcoal	Lt. Green & Med. Green	Copper 8 Beige			
Seats	Cushion		Pottern Elascofob **	Charcoal	Med. Green	Copper			
	Backrest		Pattern Elascotos	Chartean	mea. Green	Copper			
	Cushion and Backre	at Bolatera	Lesther Grain Elascofab with Saddle Stitching	Ivory	Lt. Green	Beige			
	Cushion and Backre	st Facings	Leather Grain		Cir Olda				
	The state of the s	Upper	Cioncordo						
	Front Soot Back	Lower							
		Lower Cross Bor	Leather Grain Vinyl		1				
	Frent Seat End Pan	els		Charcool	Med. Green	Copper			
Sidewalle	Center Panel and U	pper Insert	Pattern Vinyl **						
	Scuff Pad		Leother Grain Vinyl						
	Upper and Lower P	onel	Leather Grain Vinyl						
Headlining a	and Sunshades		Textured Vinyl	Ivery	Lt. Green	Beige			
Sunshade Bl	nding	A PRODUCTION	Leather Grain Vinyl						
Cowl Side K	ick Ponels		Composition Board	Chercoel	Med. Green	Copper			
Arm	Frent and	Outer	Leother Groin Vinyl	Ivory	Lt. Green	Beige			
Resta	Reor	Inner	Plastic	Ivory	Li. Green				
Floor	Front		Corpet	Block	Med. Green	Copper			
Covering	Reor		Capit	Direct.	men. Green				







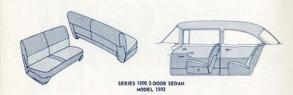
INTERIOR COLORS AND FABRICS 2100 SERIES STATION WAGONS

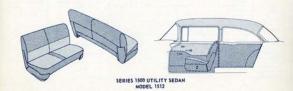
				TRIM COMBINATIONS					
	AREA		MATERIAL	Ivery & Cherceel	Lt. Green & Med. Green	Beige 8			
Seats	Cushion		Pattern Vinyl **	Charrent	Med. Green	Copper Belge			
	Bockrest		Pattern Vinyl,"	Chercesi	Med. Green				
	Cushion Facings Balster Inserts	¢.							
	Bockrest Focing Bolster Inserts	42	Leother Grain Vinyl	Ivery	Lt. Green				
	Cushion Belster								
	Bockrest Bolster		Ribbed Vinyl						
	Front Seat	Upper							
	Bock	Lower			1				
		Lower Cross Bor	Leather Grain Vinyl	Chercoel	Med. Green	Copper			
	Front Seat End F	onels							
Sidewells	Upper Ponel		Textured Vinyl	Ivery	Lt. Green	Belge			
	Lower Panel		Leather Grain Vinyl						
	Center Panel		Pattern Vinyl	Chercool	Med. Green	Copper			
Cowl Side K	ick Panel		Composition Board		200.000				
Headlining			Textured Vinyl	100					
Sunshades	Covering		Textures Vinys			Seige			
	Binding		Leather Grain Vinyl	Ivery	Lt. Green				
Arm	Outer		Ceamer Grain Finys		10				
Rests ¢	Inner		Plastic						
Floor	Frent		Vinyl Coated Rubber	Block					
Covering	Reor		Tiny: Course Russer	D. O. A.	Med. Green	Copper			
	Load Space *		Ribbed Lineleum	Charged	mee. Ureen				
Wheelhouse !	Cover Panels		Textured Paint						

[·] Back of rear seat backrest, bottom of cush

e - Front door only.



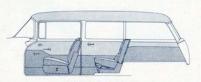




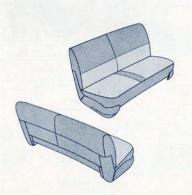
INTERIOR COLORS AND FABRICS 1500 SERIES SEDANS

	AREA		MATERIAL	COLOR		
			OPT.	STD.		
Seats	Cushien		Pottern Cloth *	Black and Gray		
	Backrest		Pottern Cloth			
	Bockrest Bolster					
	Cushion Insert			Silver		
	Cushion and Backrest Fa	eings				
	Front Seat End Panels		Leather Grain Vinyl	Block	Black	
	Front Seat Back	Upper		-		
		Lower		Silver		
		Lower Cross Bor		1		
Sidewalls	Upper Panel		Pattern Vinyl *	Bloc	k and Gray	
	Lower Panel		Leather Grain Vinyl	Silver	Block	
Cowl Side Ki	ck Ponel		Composition Board	Block		
Headlining			Plain Napped Clath	Light Groy		
Sunshodes	Covering		Preix Reppes Class			
	Bloding		Leother Grain Vinyl			
Floor	Front		Rubber	1		
Covering	Rear		377.00	Block		
Lood	Sidewolls		Composition Board			
Space	Wheelhouses and Rear Wa	ii .	Textured Paint			
(1512)	Floor Covering		Rubber			

^{* -} Cobblestone Pottern



SERIES 1500 STATION WAGON MODEL 1529



INTERIOR COLORS AND FABRICS 1500 SERIES STATION WAGON

	AREA		MATERIAL	TRIM COMBINATIONS			
				Black and Gray	Green and Gra		
Seats	Cushion		Pattern Vinyl *		Green and Gray		
	Backrest		Pattern Vinyl	Black and Gray			
	Bockrest Bolster		1 - 1 - 1	-	-		
	Cushion Insert						
	Cushion and Backrest Fe	scings			Medium Green		
	Front Seat End Panels		Leather Grain Vinyl.	Block			
	Front Seet Back	Upper			500		
		Lower					
		Lower Cross Bar					
Sidewolls	Upper Ponel		Pattern Vinyl *	Black and Gray	Green and Gray		
	Lower Panel		Leather Grain Viny!	Black Medium G			
Cowl Side 1	(ick Ponel		Composition Board	Disex	Medium Green		
Headlining	and Sunshades		Textured Vinyl	Ivery			
Floor	Front		Rubber	Block			
Covering	Center		Kutter				
	Leodspace **		Ribbed Linoleum	Black	Medium Green		
Wheelhouse	Cover Ponels		Textured Point	DIBER	Medium Green		

^{** ·} Back of rear seat backrest, bottom of cushion and tailgate.

DIMENSIONAL CHANGES FOR 1957

	2-Door	Sedans	4-Door	Sedons	Sport	Sedons	Sport (oupes	Conve	rtible	Non	bos	Ster		Other	Station you s
Overall Length	200.0	+2.5	200.0	+ 2.5	200.0	+2.5	200.0	+2.5	200.0	+ 2.5	200.0	8	200.0	8	200.0	8
Overall Height	60.4	250	60.4		58.9	1000	59.0	100	59.0	100	59.2	1775	62.4	1000	60.6	100
Overall Width	73.9	4	73.9	= .4	73.9	4	73.9	4	73.9	4	73.9	4	73.9	4	73.9	4
Front Overhong	32.5	-1.9	32.5	-1.9	32.5	-1.9	32.5	-1.9	32.5	-1.9	32.5	-1.9	32.5	-1.9	32.5	-1.9
Rear Overhang	52.5	14.4	52.5	+4.4	52.5	+4.4	52.5	+4.4	52.5	-4.4	52.5	-1.1	52.5	-1.1	52.5	-1.1
Front - Head Room	36.0	+.4	36.0	+.4	33.9	1	34.5	+.1	34.8	+.6	34.7	4	36.1	+,6	36.1	+.6
Leg Room	44.4	+.7	44.4	+.7	44.2	+.7	44.2	+.8	44.1	+.7	43.1	3	43.3	2	43.4	3
Shoulder Room	56.6	2	56.9	+.1	56.0	Some	36.8	Some	56.8	Some	56.4	4	56.8	Same	56.8	Some
Hip Room	61.9	1	62.1	+.1	61.9	+.2	61.9	+.2	61.9	+.2	62.0	Some	62.1	+.1	62.1	+.1
Rear - Head Room	35.6	Some	35.6	Same	33.6	Some	34.0	+.1	34.0	Some	34.2	4	33.2	Same	35.3	+.1
Leg Room	39.8	-2.8	39.8	-2.8	39.2	-2.7	36.6	-1.9	36.6	-2.1	42.2	-1.7	39.6	4.6	42.6	-2.0
Shoulder Room	56.6	Some	56.4	Same	56.8	Some	56.7	Same	48.4	Sime	56.0	Some	55.4	Same	56.5	Same
Hip Room	62.9	1	63.0	Some	62.9	Same	54.2	Some	50.1	Some	61.5	Same	46.4	Same	61.5	Same
Center-Head Room	1100	-						1000		0	1-0		35.4	+.5		
(2119) Leg Room					Land I	10		100					38.5	-3.5		
Shoulder Room					1 17					-	9. 7		57.1	+.6		
Hip Room					11 12	4000							62.2	+.1		

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