

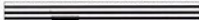
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**CHEVROLET**

passenger car engineering features

## 1958 CHEVROLET FEATURES

CHEVROLET ENGINEERING CENTER



ENGINEERING PRODUCT INFORMATION DEPARTMENT  
WARREN, MICHIGAN • OCTOBER, 1957

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The 1958 passenger car represents the most extensive engineering development program in Chevrolet's history. A Full Coil suspension, an optional Level Air ride, the new Turbo-Thrust V-8 engine, and an advanced concept in automobile styling testify to the scope of product progress.

Underlying the basic design is an entirely new body-frame relationship — one that lowers the body without compromising spaciousness, and is uniquely adapted to the most advanced suspension design ever offered in the low-price field.

Our four new series, headed by two exclusive new Impala models, are calculated to provide a quality vehicle to meet every motoring requirement.



H. F. Barr  
Chief Engineer

IMPALA SPORT COUPE

MODEL 17-1047



## THE 1958 LINE

Under four new categories, the Delray, Biscayne, Bel Air and Station Wagon Series, Chevrolet offers a total of 16 regular passenger models for 1958. Exterior ornamentation and distinctive interior trim distinguish each series. Two all new extra-quality Impala models are bright new additions to the luxurious Bel Air Series.

A new engineering series and model designation system replaces that formerly used. The odd numbered series (1100, 1500, 1700) identify models equipped with the 6-cylinder engine. Even numbered series (1200, 1600, 1800) designate 8-cylinder models.

The Bel Air models (Series 17-1800) are again the most luxurious in the 1958 line. In addition to the Impala 2-Door Sport Coupe and Convertible, Bel Air models include the 2-Door Sedan, 4-Door Sedan, 2-Door Sport Coupe, and 4-Door Sport Sedan.

The Biscayne models (Series 15-1600) are comparable to the former Series 2100. This series is

composed of a 2-Door Sedan and 4-Door Sedan.

The Delray models (Series 11-1200) might be compared to the former Series 1500 and constitute the most economical series in the model lineup. This group is composed of a 2-Door Sedan, Utility Sedan and 4-Door Sedan.

Station wagons, now grouped into a separate category, constitute the last series and are further subdivided into three classifications: Nomad, Brookwood, and Yeoman. The Nomad station wagon is a 4-door, 6-passenger vehicle featuring the same exterior trim and interior appointments as the Bel Air models. A 4-door, 6-passenger and 4-door, 9-passenger station wagon comprise the Brookwood category. These models feature exterior trim and interior appointments similar to the Biscayne models. The Yeoman category is composed of a 2-door, 6-passenger and a 4-door, 6-passenger station wagon. Their exterior trim corresponds to that of the Delray models.

### SERIES 17-1800



FOUR-DOOR SEDAN, 6-PASSENGER  
MODEL 17-1849

FOUR NEW SERIES  
SIXTEEN NEW MODELS  
DISTINCTIVE IMPALA MODELS  
NEW SERIES IDENTIFICATION



TWO-DOOR SEDAN, 6-PASSENGER  
MODEL 17-1841



SPORT SEDAN, 6-PASSENGER  
MODEL 17-1839



SPORT COUPE, 6-PASSENGER  
MODEL 17-1831



IMPALA SPORT COUPE, 5-PASSENGER  
MODEL 17-1847



IMPALA CONVERTIBLE, 5-PASSENGER  
MODEL 17-1867



SERIES 15-1600



FOUR-DOOR SEDAN, 6-PASSENGER  
MODEL 15-1649



TWO-DOOR SEDAN, 6-PASSENGER  
MODEL 15-1641

SERIES 11-1200



FOUR-DOOR SEDAN, 6-PASSENGER  
MODEL 11-1249



TWO-DOOR SEDAN, 6-PASSENGER  
MODEL 11-1241  
UTILITY SEDAN, 3-PASSENGER  
MODEL 11-1221

STATION WAGON SERIES



FOUR-DOOR STATION WAGON, 6-PASSENGER  
MODEL 17-1893



FOUR-DOOR STATION WAGON, 9-PASSENGER  
MODEL 15-1694



FOUR-DOOR STATION WAGON, 6-PASSENGER  
MODEL 15-1693



FOUR-DOOR STATION WAGON, 6-PASSENGER  
MODEL 11-1293



TWO-DOOR STATION WAGON, 6-PASSENGER  
MODEL 11-1291



The dominant theme expressed in the 1958 passenger car design is that of sculptured styling. The theme is enhanced by long, low body lines. Among the outstanding new features are wide front fenders, dual headlights, gull-type rear fenders, and new bumpers and radiator grille. Also featured are thin center pillars which lend a "hardtop" appearance to all 2-door and 4-door sedan models.

Fifteen solid colors, 12 of them new, and 14 two-tone combinations are offered for 1958.



#### FRONT APPEARANCE

The wide, low outline of the 1958 passenger car front end lends itself to the 1958 styling theme. New front fenders, wider than any previously offered, form functional crowns over the dual headlights. The expansive, bright anodized aluminum radiator grille is composed of five horizontal bars separated by concave ribs.

The front bumper is redesigned for 1958. The top center portion of the bumper is raised to form a wide, overhanging crown which offers protection to the grille and license plate. Inside the crown area, the sheet metal is ribbed and painted silver. Both the grille header bar and front bumper wrap around the front fenders, providing protection to the front end sheet metal.

A large V-shaped hood emblem and the Chevrolet crest identify models with the 8-cylinder engine. For 6-cylinder models, only the Chevrolet crest is used.



#### FENDER ORNAMENTS

Fender ornaments are provided as standard equipment items for all Bel Air and Nomad models, and are offered as accessories for the Biscayne, Delray, Brookwood, and Yeoman models. Finished in bright metal, the ornaments are approximately 2 inches high at the forward end and extend 14 inches in length.

#### HEADLIGHTS AND PARKING LIGHTS

Dual headlights, 5-3/4 inches in diameter, are located within a common frame of anodized aluminum positioned under the fender crown. The parking light and direction signal light, combined in a 2-part unit, are superimposed at either end of the radiator grille, directly under the dual headlights. Though the unit contains two light assemblies, the parking and direction signal lamps function only through the outer light assembly. The inner assembly is purely decorative.





#### COWL INTAKE

For 1958, outside air is supplied to the car interior through air inlets located on the cowl top panel. From the exterior inlets, air passes through a plenum chamber and into the passenger compartment through outlet louvers located on the cowl kick panel. The longitudinal louvers are centered between the windshield wipers.

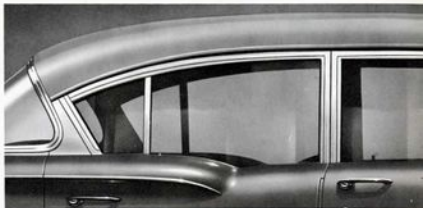


#### FENDER TREATMENT

The long front fenders form functional hoods over the dual headlights on all models. Four simulated vents, accented with anodized aluminum on Bel Air models, are located on the fender side.

The appearance of the rear fenders clearly reflect the prevailing styling theme. At the outermost part of the rear fenders, the gull-wings curve inward and drop to the rear bumper. Slightly forward of the rear bumper on the fender sides, a windsplit sweeps inward and is encircled by four bright-metal moldings on Bel Air models. The fender edge is highlighted by a bright-metal molding on all models.





### THIN PILLAR STYLING

Combining the beauty of sport models with the structural strength of the regular sedan, Chevrolet, through the thin pillar models, offers an advanced concept in passenger car styling. On Bel Air and Biscayne models, the window frames are executed in bright metal. When the windows are raised, the sleek thin pillar vehicle appears to be a sport model. Thin pillar styling is extended to Delray models, though the window frames and upper door areas are painted. The conventional design pillars are retained for station wagon models.

### TAIL LIGHTS

On all models except station wagons and the Impala Sport Coupe and Convertible, dual tail lights are carried in each rear fender. Both lights serve as tail lights but only the outer light functions for stop and direction signals. Accessory backing lights may be installed as a replacement for the two inner lights.

For the station wagon series, one tail light is situated within each rear fender. This light is a combination tail light, stop light, and direction signal light. Backing lights, available as accessories, are designed to fit under the rear bumper crown.

For the Impala Sport Coupe and Convertible, three lights are located in each rear fender. In this arrangement, the middle lights serve for backing, with the inner and outer lights as tail lights. The outer lights also function for stop and direction signals.





#### WHEEL DISKS AND HUB CAPS

Bright wheel disks are featured on all models in Series 1700-1800. Three radial fins project inward from the outer periphery, converging on a center disk. Two crossed flags, one checkered and the second black with a silver fleur-de-lis, decorate the center area of the disk. Decorative embossments add to the outer disk area.

Similar in design to the wheel disks used on Bel Air and Nomad models, the hub caps for all other models are highlighted by crossed flags and three radial fins.



#### LICENSE LIGHT

Provisions for the license plate are centered on the rear bumper beneath a wide crown. As in the front, this area is ribbed and painted silver. A light, within a rectangular housing, is mounted above the license plate in the bumper crown.



#### REAR APPEARANCE

The sculptured styling theme continues in the exterior design of the rear end. The rear deck lid, wider at the backlight area, is recessed between the rear fenders and follows their inner curvatures. Chevrolet script and a bright "V" are featured on the rear deck for models with the V-8 engine. A wide crest and and the Chevrolet script are used for models powered by the 6-cylinder engine.

The fuel filler door is located at the left of the bumper crown in the area between the trunk lid and the rear bumper on all but station wagon models. Easy access to the fuel tank is gained with the larger door opening. The disappearing door, mounted on over-center hinges, is raised by exerting a slight pressure on the upper portion of the door.

For station wagon models, the fuel filler door is located on the rear quarter panel.

**BEL AIR  
SERIES**



**BISCAYNE  
SERIES**



**DELRAY  
SERIES**



**SIDE MOLDING TREATMENT**

Individual body side moldings again distinguish models of the four series. For Bel Air models, a wide bright-metal molding, grooved at the forward end, begins on the front fender and extends to the rear quarter area. At the beginning of the rear quarter panel, a sash molding joins the side molding with the gull-wing molding.

The side molding design provides the areas for 2-toning. One color is used for the roof, upper rear quarters, deck lid, body above the side molding, hood, and forward portion of the front fenders. The second color is used on the areas below the side molding and the rear quarter below the gull-wing molding. For Bel Air models with a 2-tone exterior, the wide lance side molding features an anodized aluminum insert panel. For solid color Bel Air exteriors, the insert area is painted a contrasting color. The Impala Sport Coupe and Convertible, two special models in the Bel Air Series, have different 2-tone areas and additional bright-metal ornamentation.

The Biscayne models feature a narrow molding which begins at the front fender and follows a straight line to

the rear quarter panel where it curves downward before continuing horizontally to the end of the panel. On the front fender, a second molding, which is joined to the first at the forward edge, extends to the gull-wing area where it again joins the first molding.

For 2-tone exteriors, one color is used for the roof down to the drip molding and the area below the side molding. The second color is used for the pillars and area above the side molding. With a 2-tone exterior, the area between the upper and lower moldings is highlighted by an anodized aluminum panel. For solid color exteriors, the insert area is painted body color.

On the exterior of Delray models, a bright-metal molding begins on the front fender and follows a straight line to the rear quarter area. There it curves downward before continuing horizontally to the end of the panel. For 2-toning, one color is used for the roof, upper rear quarters, deck lid, body sides above the molding, hood, and forward portion of the front fenders. The second color is used on the areas below the gull-wing molding.



#### IMPALA MOLDINGS

Two special models, the Impala Sport Coupe and Convertible, highlight the Bel Air Series for 1958. These exclusive models feature a special body which is an inch lower than other Bel Airs and has a longer rear deck. In addition, distinctive exterior ornamentation and styling innovations set the Impalas apart from other models in Series 17-1800.

A wide, bright-metal molding, grooved at the forward end, begins on the front fender and extends to the rear quarter area. An anodized aluminum insert panel is featured on all Impala models.

A vertical chrome molding outlines the non-functional air inlet port in the rear quarter panel. From this wide molding, which marks the beginning of the inlet louvers, four thin moldings rake rearward, outlining the simulated ports. A fluted rocker sill molding extends between wheel housings. Above the rear window of the Sport Coupe, a simulated ventilator, styled to blend with the curvature of the roof line, is finished in bright-metal.

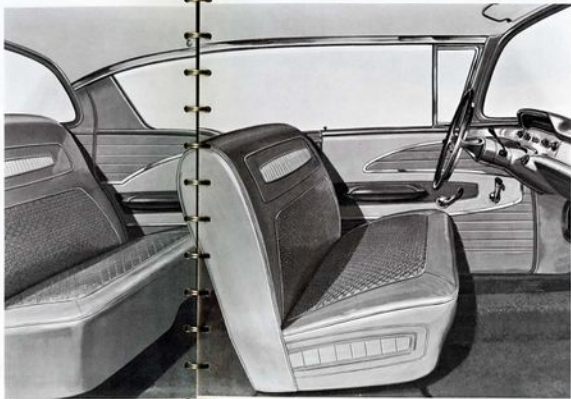
For 2-toning, the roof of the Impala Sport Coupe is painted one color with the remainder of the car a second color. Only solid exterior colors are used with the Convertible.

## 1958 INTERIORS

Luxurious interiors are featured on all 1958 models. Rich new colors are available in a variety of pattern cloths and vinyls. On Series 15-1600 and 17-1800 models, each interior is color-keyed to the exterior color combination. Distinctive treatment is provided each series through individual seat design and special side wall trim. Individual steering wheel designs also distinguish each series. All steering wheels are 17 inches in diameter and feature the basic deep-hub, dual-spoke design.

A completely new instrument panel continues the sculptured styling theme. Adding to the driver's convenience is a new foot-operated parking brake of pendulum design.

NEW SEAT AND SIDE WALL TREATMENT  
NEW STEERING WHEELS  
NEW INSTRUMENT PANELS





#### INSTRUMENT PANEL

The instrument panel for 1958 is completely redesigned and sweeps further rearward at the sides. The crown area is deeper and its smooth lines are broken only by the oblong speedometer housing. The same instrument panel is featured on all models. Through various panel finishes, decorations, and equipment, however, each series appears to have a separate, individually-styled panel.

The instrument cluster is restyled with the major instruments grouped into separate housings. Surrounding all instruments within the cluster is a textured metal insert. On Bel Air models, the insert continues from the cluster area and extends across the entire cowl area.

The long housing of the speedometer spans the entire instrument cluster. In the upper left and right hand corners of the housing are the direction signal indicators. Below the graduations of the speedometer, the tail-tale light of the generator is located in the lower left and the oil pressure light in the lower right. Centered between is the high-beam indicator.

Below the speedometer housing, the temperature gauge is located at the left with the fuel gauge at the right. Both gauges have an elongated oval shape, which conforms with the design of the speedometer. The odometer, located between the two gauges, is within a separate housing of similar design. To the left of the temperature gauge is the main light switch, which also controls the brightness of the instrument lights and the dome lights.

At the right of the fuel gauge is the cigarette lighter, a standard equipment item on all but Series 11-1200 models.

Provision for the automatic transmission quadrant is located above the steering column at the bottom of the instrument cluster. At the right of the quadrant is the ignition-starter key switch, with the windshield wiper control knob at the left. Control knobs for the ventilation outlets and the rotary-type convertible top release are located beneath the panel.

To the right of the instrument cluster, a plate in the cove area covers provisions for the accessory radio. A similar plate directly below the radio is also provided for the accessory heater controls. To the right of the heater control cover plate is the ash tray. As in 1957, the radio speaker grille is located on the crown of the instrument panel.

Providing greater passenger accessibility, the glove compartment is located nearer the right for 1958. Bright-metal script on the compartment door identifies each series. For Delray Series and Yeoman station wagons, "Chevrolet" is featured; for Series 15-1600, "Biscayne" for passenger cars and "Brookwood" for station wagons; for Series 17-1800, "Bel Air" for all regular passenger cars, "Impala" for the two special models in this series, and "Nomad" for the station wagon.

The electric clock, standard equipment for all Bel Air models, is located at the right of the glove compartment.

#### PARKING BRAKE

The new foot-operated parking brake is suspended at the left cowl side kick panel. The brake release handle, actuated by slight upward pressure, is conveniently located within easy reach of the driver.





#### SERIES 17-1800 INTERIORS



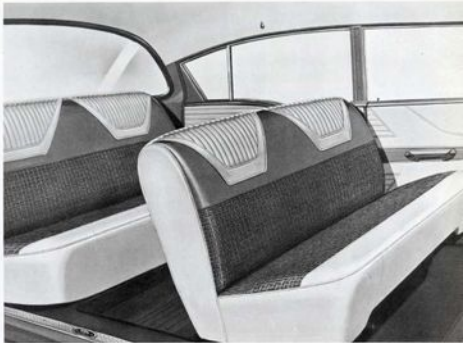
Regular Bel Air interiors are available in a choice of six color combinations, Impala models having a special interior treatment. Pattern cloth of a diamond design and sturdy leather-grain vinyls are combined to create a rich interior compartment. An interesting effect is obtained by the ribbed, oblong design on the seat backrest. This design is repeated on the front cushion side facings.

The side walls, executed in leather-grain vinyl, are trimmed in three different colors. Bright-metal inserts divide the color areas. Deep pile carpeting in front and rear compartments completes the interior.

Bel Air steering wheels feature a bright-metal horn ring integral with a wide bar covering the central portion of the wheel spokes. The hub area of the bar has an insert which houses the Chevrolet trademark.

The interior design of the Nomad station wagon is identical with regular Bel Air models.





#### SERIES 15-1600 INTERIORS

Attractively-styled interiors are featured for the Biscayne Series and Brookwood station wagons. Basket-weave pattern cloth covers the seat cushions and lower portions of the backrest. The upper portion of each backrest is finished in leather-grain vinyl, accented with two bolster inserts in a modified V-design.

The all-vinyl side walls are in two colors. A distinctive design, achieved through simulated stitching of the side wall vinyl, dominates this area.

Three trim combinations are offered for Brookwood station wagons, and five in Biscayne passenger cars. Vinyl-coated rubber mats are used in the front and rear compartments.

Steering wheel design is similar to that of the Bel Air Series; the bright-metal, however, is less extensive, and the insert in the hub area is enclosed in a wide bright-metal frame.





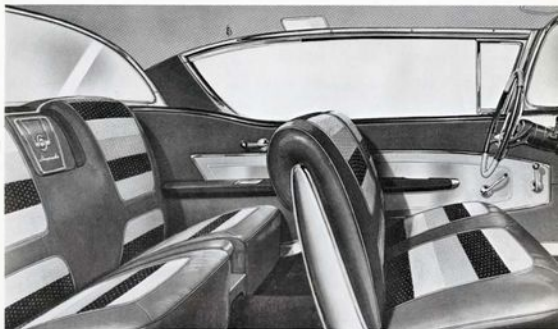
#### SERIES 11-1200 INTERIORS



Pattern cloth in a small rectangular design is used in Delray models to cover the seat cushions and lower portions of the backrests. The upper portions of the backrests are finished in contrasting leather-grain vinyl and feature a design of four large embossed rectangles. The all-vinyl side walls have the same design as the seats.

Yeoman station wagons feature the same interior design with vinyl substituted for pattern cloth in the seat trim.

The dual-spoke Delray steering wheel incorporates a horn button decorated with the Chevrolet trademark inside a rectangular frame.



### IMPALA INTERIORS

The luxuriously-appointed interior of the Impala Sport Coupe features sleek vinyls, tri-colored pattern cloth, bright chrome accents, and tinted anodized aluminum. Pattern cloth in wide horizontal stripes covers the cushions and backrests; vinyl is used on the cushion and backrest facings. The seat end panel is finished in bright chrome. Perforated vinyl in one of the seven interior color combinations is used for the headlining. Carpeting is used in the front and rear compartments.

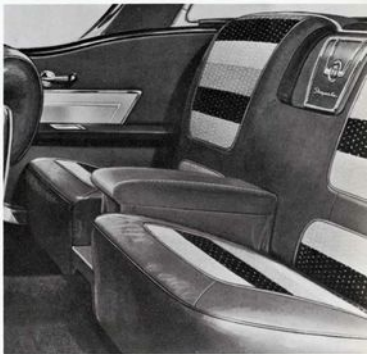
The steering wheel of both Impala models resembles the competition-type. From the lower half of the rim, two perforated spokes taper to the hub for an off-center appearance. The center hub provides further identification to the Impala models. A graceful Impala, executed in white, is centered on a satin-finished chrome background above crossed flags. The left flag features the classic fleur-de-lis in chrome centered above three bars on a red background, while the right flag features checks. Both flags are accented with a chrome border. A full-circle horn ring completes the steering wheel design.





#### IMPALA DOOR TRIM

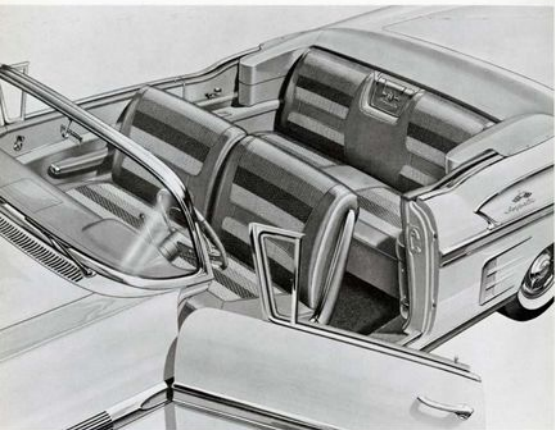
Center areas of the doors in Impala models are finished in aluminum, color-anodized to match the basic interior color. Each long, sculptured armrest features a wide reflector mounted in the concave end to pick up lights of oncoming cars when the doors are opened. Sturdy leather-grain vinyl covers the remaining door area.



#### IMPALA REAR COMPARTMENT

The luxurious rear compartment of the Impala models is designed for two passengers. Dividing the rear seat of the Impala Sport Coupe is a pop-up armrest. The armrest is raised by lifting the forward portion; when not needed, the armrest can be depressed flush with the rear seat.

The rear seat backrest of both Impala models is highlighted by a decorative central plate on which is located the Impala figure and crossed flags. This plate forms the grille for the accessory rear seat speaker.



#### IMPALA CONVERTIBLE

The Convertible features the same luxurious interior appointments as the Impala Sport Coupe. Tri-colored vinyl, simulating the pattern cloth of the Sport Coupe, is used for seat trim to provide an all-vinyl interior. Courtesy lights are again located beneath either side of the instrument panel.



#### LUGGAGE COMPARTMENT

The luggage compartment for all models is redesigned for 1958 and offers additional space. Composition board used on the front wall is continued around the side wall opposite the spare tire, giving the compartment a finished appearance.

Additional luggage space is gained with the relocation of the spare tire. Formerly in an upright position, the spare tire now tilts toward the center of the compartment to occupy the space within the flare of the right rear fender. For 1958, one end of the jack column fits into a socket on the compartment floor and the other is cradled in a bracket welded to the side wall. The tire and wheel is held against the jack column by a wing nut, using the jack base as a clamp.



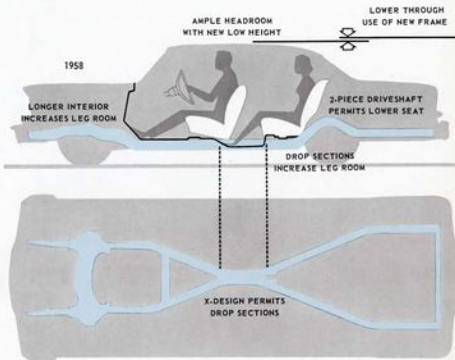
#### TAIL AND LIFTGATES

The rear compartment of all station wagons has been redesigned for 1958 in conformance with styling changes. The tailgate and liftgate have been increased in width, affording a greater loading area. The new tailgate is hinged deep in the roof panel. When the liftgate is swung upward into an open position, it is entirely out of the way, thus leaving the full height of the opening for loading the spacious cargo compartment.

The cargo compartment is designed to be both practical and attractive. The wheelhouse cover panels are finished in leather-grain vinyl and ribbed linoleum covers the load platform.



## THE DIMENSIONAL STORY



The dimensional aspect of the new Chevrolet passenger car is especially significant in that it is a major factor making possible the advanced styling for 1958. The new car is dramatically lower, longer, and wider. The lengthened interior and the new underbody design afford substantial increases in leg room for all models. The wider front tread, lower center of gravity, increased wheelbase, and lower overall height contribute to increased stability for all 1958 models.

Overall height is greatly reduced through the use of the new X-frame. The absence of conventional side rails permits the lowering of sections of the underbody, making the height reduction possible. The new design obviates the wide rear sill step-over distance necessary in some contemporary designs, the new rear sill being only 4.5 inches wide. In addition, the propeller shaft for 1958 is completely redesigned, having a third universal joint and bearing in the mid-section of the driveline. This per-

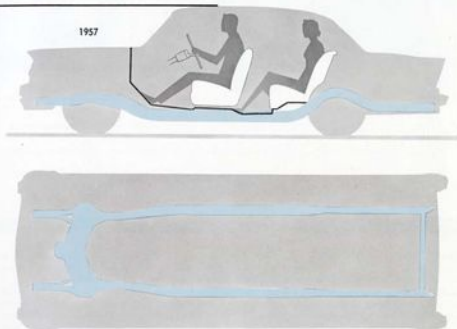
mits the shaft to dip in the middle and assume an angularity which provides the space for lowering the car underbody tunnel.

The additional interior length is derived from the longer body for 1958. The longer interior together with the new underbody design make possible the generous increase of more than 3 inches in sedan rear seat leg room. Front seat leg room remains the same as in 1957 for sedan models, but is increased substantially for station wagon models.

A gain of 4 inches in overall vehicle width enhances the new rear appearance. The new bumpers account for almost the entire increase, the body being only 0.5 inch wider.

Excepting station wagon second seat hip room which increases slightly more than one inch, hip room dimensions remain approximately the same. Impala models, however, have more than one inch greater hip room in the front seat than do other 1958 models. Other interior widths for Impala mod-

LOWER, LONGER SILHOUETTE  
SPACIOUS INTERIORS  
INCREASED WHEELBASE



1957

els remain approximately the same as for sedans.

The luggage compartment for 1958 models is up to 25 percent larger. Location of the spare tire at the extreme right helps to provide more usable space.

Front tread is increased 0.8 inch making both front and rear treads identical. This gain contributes to the greater vehicle stability for 1958.

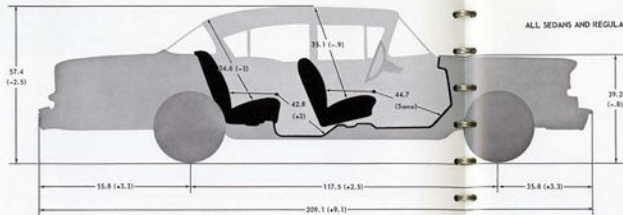
With the reduction in overall height, front seat headroom decreases less than one inch in sedan and regular sport models but gains slightly in all station wagon models. In the rear, headroom decreases one inch in sedan and regular sport models with a gain of over an inch for station wagons. The front seat headroom on the Impala sport coupe is identical with regular sport models, while rear seat headroom is slightly less. Impala convertible headroom is one inch greater in both front and rear than in the 1957 convertible.

Minimum ground clearance, despite the 2.5 inch

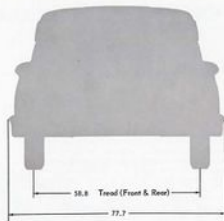
reduction in sedan overall height, is one-half inch greater than for 1957. More than 2 degrees increase in ramp break-over angle is achieved in spite of the 2.5 inch increase in wheelbase.

In addition to being lower, the new car is slightly over 9 inches longer, contributing to the new silhouette for 1958. The increase in length stems from the 2.5 inch greater wheelbase and increases in front and rear overhang. The often critical angle of departure increases slightly, even with the longer rear overhang. The angle of approach decreases 2 degrees.

The windshield with its greater wrap-around increases in area on all models. There are 1135.4 square inches of windshield area, an increase of more than 4 percent on all sedan and regular sport models. Due to lower overall height, Impala models have approximately 1065 square inches of windshield area, slightly less than other 1958 models. Side and rear glass areas also decrease slightly.



ALL SEDANS AND REGULAR SPORT MODELS



#### DIMENSIONAL DIFFERENCES

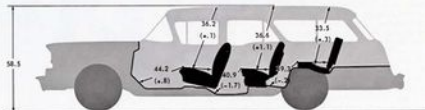
Impala bodies differ in some respects from those of sedans and regular sport models, accounting for the especially low silhouette. The new Impala models are approximately one inch lower in overall height, and the body interior length is less, the additional length being incorporated into the rear fenders and deck. Rear compartment widths are also less.

Fuller use of station wagon cargo compartment height

and width for large bulky loads is provided by increased rear opening dimensions for 1958. The liftgate which opens deep into the roof, allowing full use of cargo height, makes feasible the reduction in station wagon height. Also, load compartment length increases more than ten inches. Semi-circular wheelhouses rather than the elongated type used in 1957 provide more usable floor space.



IMPALA SPORT COUPE

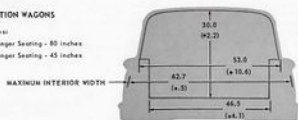


#### STATION WAGONS

##### Cargo Lengths:

3-Passenger Seating - 80 inches

6-Passenger Seating - 45 inches



NEW RIGID BODY  
HIGH AIR VENTILATION SYSTEM  
RUGGED FENDER AND HOOD CONSTRUCTION  
NEW 4-POINT SHEET METAL MOUNTING

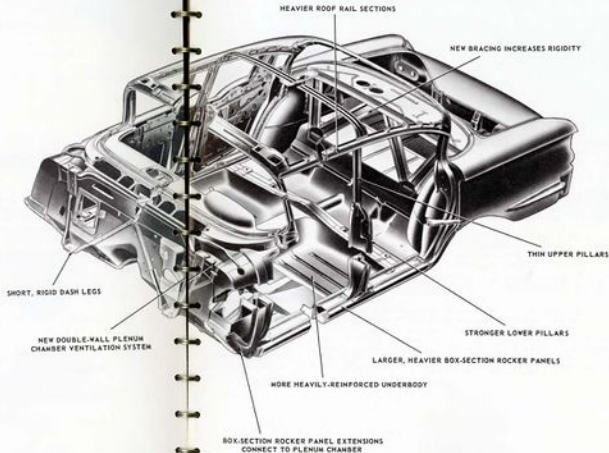
For 1958, the new Fisher Unisteel body features greater integrated strength and rigidity of the body structure. Outstanding features in the 1958 body are the new double-wall cowl with ventilation system plenum chamber, a more rigid, reinforced underbody, improved rear seat bracing, and big "side rail" rocker panels that now extend up the toe pan to the dash panel.

The new cowl is a double-wall structure which arches from frame sidemember to sidemember to provide stiffness to the entire forward portion of the body. Housed within the new cowl is the plenum chamber ventilation system. Air output for the system is increased 14 percent over past plenum chamber designs as a result of enlargements in the air outlet louvers and ventilation outlets. Also, the air path is smoother, permitting a greater volume flow.

An automobile body is highly dependent upon the underbody for its total rigidity. Chevrolet's new underbody is a heavily reinforced component that does much to strengthen the body and bring integrated strength to the 1958 body and chassis frame combination. Underbody crossmembers, increased in section and strength, form important links that join the heavy body rocker panels.

The absence of conventional side rails on the new chassis frame creates space for lowering sections of the underbody to give maximum leg room. The frame-underbody combination is instrumental in establishing the low silhouette of the 1958 Chevrolet.

Body rocker panels are increased considerably in both metal gauge and section. They form strong, box-construction body "side rails," thus improving torsional and bending rigidity. In addition, the rocker panels now extend up the toe pan to the dash panel to stiffen the body forward area. The body center pillar of 1958 thin pillar models is heavier up to the belt line than in standard sedan models of 1957. The bigger center pillars supply additional



rigidity to compensate for the new thin pillar construction.

New seat bracing increases torsional rigidity in the rear seat area by 10 percent. Two vertical side braces joined by two diagonal braces replace the three vertical braces of 1957. The heavily contoured structure of the rear quarter panels effectively augments rear body stiffness.

Rear deck sealing is improved in the new models. An efficient soft rubber seal is closely fitted around the rear deck opening to prevent the entrance of moisture and dirt. The rubber seal formerly was mounted to the deck lid, which made the seal more susceptible to improper positioning.

Consistent with the extra luxury quality evident in the appearance of the Impala Convertible and Sport Coupe, these models are especially insulated to insure a higher degree of comfort through reduction of noise and vibration. Impala models have an extra-thick mat across the dash, and the instrument panel is insulated with a 1-inch fiber glass blanket cemented to its underside. On the Impala Sport Coupe, a spun glass insulation cemented to the underside of the hood helps to absorb engine noise.

For quietness of operation, the windshield wiper linkage is housed in the plenum chamber, rather than beneath the instrument panel as in the past. As regular equipment, all series of passenger cars have windshield wipers which assure constant operation during acceleration and low manifold vacuum.

A fuel pump with integral vacuum booster is provided on all models equipped with the 6-cylinder engine. During normal operation, manifold vacuum actuates the windshield wipers. Under low manifold vacuum conditions, the vacuum booster pump automatically cuts-in to power the windshield wiper mechanism.

A new 2-speed electric windshield wiper is used with all V-8 engines as regular equipment. The electric motor is new in design, with rotary motion rather than reciprocating. When the electric windshield wiper is turned off, the motor reverses its direction and parks the wiper blades at the bottom of the windshield molding. The switch is the positive type, with two speeds and three positions (OFF, SLOW, FAST), replacing the bowden cable system. The more efficient wiper arrangement requires less current, drawing 2.5 amperes compared to the 3.5 amperes formerly required.

New station wagon features include a liftgate that extends up into the roof to provide maximum loading area, link-type tailgate supports replacing the

former cable type, and improved folding seat linkage for greater convenience and utility.

The rear seat of 9-passenger station wagons is now of folding design with detachable foam plastic padded cushions. This replaces the previous design, which required that the entire seat assembly be removed from the vehicle before utilizing load space.

The new folding design requires only that the snap-on seat and back cushions be detached, and the backrest folded forward to form part of the cargo floor. Steel links on each side of the backrest have one end pivoted at floor level and the other end sliding in a slot on the side of the backrest. At the upper end, the track or slot curbs around sharply for 180 degrees to provide an effective stop for the support link when the backrest is raised. To lower the backrest, the supporting links must be lifted slightly.

With this design, the seat is positively prevented from accidental folding caused, for example, by cargo shifting forward.

The rear seat of 6-passenger station wagons and the center seat of 9-passenger wagons feature a new linkage which permits folding these seat assemblies in unison. This is in contrast to the previous design, which mounted the seat cushion and backrest on individual linkages, and thus required a number of individual operations performed in correct sequence to fold the seat assembly.

The tail and liftgate latch releases are again incorporated into one control, but are of a new and more attractive design. A combination push-button and lock cylinder replaces the previous T-handle and lock cylinder. Depressing the push-button a short distance releases the liftgate which may be easily raised further with a convenient grab handle located on its lower edge. Depressing the push-button completely releases the tailgate latches.

New supporting links are a feature of the liftgate also. As a result, rattles are virtually eliminated and the liftgate may be raised to any of seven positions. The liftgate links are again of telescoping channel type, but the pivots at either end are re-designed to be self-compensating for wear and thus eliminate rattles from this source. Each link assembly incorporates a knurled thumb screw to tighten the linkage at any of the seven positions engaged by spring-loaded latches. By tightening the thumb screws one channel is loaded against the other to prevent the channels and latches from rattling.

Further improving the rear end appearance of the station wagons are new concealed tailgate hinges.



#### HOOD INNER PANEL

The hood features an inner reinforcing panel replacing the previous multi-piece reinforcement. The new member is very similar in appearance to the panel that has been used to reinforce the rear deck lid for many years. Greater rigidity results from the integral bracing of the hood periphery and diagonal braces from corner to corner. To prevent vibration, an impregnated felt insulator is cemented in place between the hood panel and the center of the reinforcing panel.

On the Bel Air Impala Sport Coupe, a spun glass insulation cemented to the underside of the hood helps to absorb engine noise.



#### SHEET METAL MOUNTING

Increased rigidity of the front end sheet metal enhances Chevrolet's new ride for 1958, contributing to quietness and freedom from vibration.

A new 4-point mounting securely attaches the sheet metal to the frame mountings at each side of the radiator, and, as in the past, to both sides of the cowl. The previous arrangement used only one centrally-located mount to support the weight of the forward portion of the sheet metal.

The new ventilation system location in the body cowl permits elimination of ducts from the sheet metal, making possible improved fender skirt sealing through a new one-piece fender skirt design.

## STATION WAGON SEAT OPERATION

With the new second seat design, the seat cushion and backrest linkages are interconnected by auxiliary links that cause the seat cushion and backrest to fold simultaneously. Further, an over-center action of the seat cushion linkage near the bottom of its travel together with spring clips effectively prevent accidental collapsing of the seat assembly by shifting cargo.

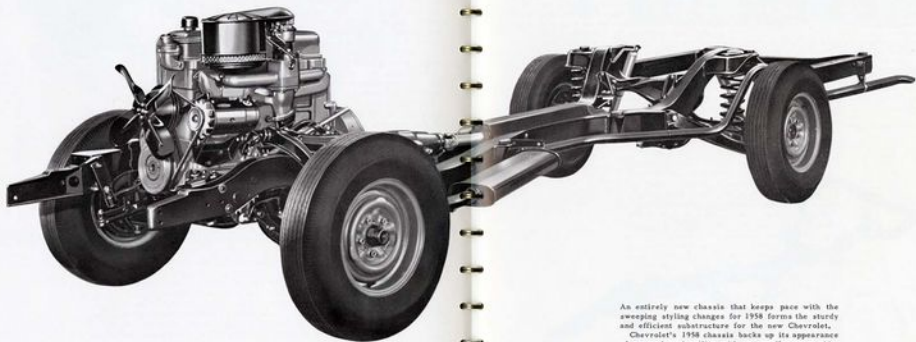
To fold the new seat assemblies, the seat cushion forward edge is lifted slightly to "unlock" the over-center linkage, then the backrest is pulled forward in one continuous motion that folds the complete assembly. Reversing this process raises the seat assembly.

The second seat of 9-passenger station wagons is again split in 1/3 and 2/3 proportions. Both sections of this seat have similar linkage although a positive latch is incorporated in the linkage of the 1/3 section to prevent accidental folding of this lighter assembly.





## CHASSIS



NEW BODY-INTEGRATED X-FRAME  
IMPROVED RIDE AND HANDLING  
NEW 4-LINK REAR SUSPENSION  
IMPROVED "DIVE" AND "SQUAT" CONTROL  
NEW LEVEL AIR SUSPENSION OPTION  
IMPROVED TRANSMISSIONS

An entirely new chassis that keeps pace with the sweeping styling changes for 1958 forms the sturdy and efficient substructure for the new Chevrolet.

Chevrolet's 1958 chassis backs up its appearance of strength and agility with an excellent new ride, sure handling ability, and exceptional durability.

A new frame of X-design, which permits lowering the vehicle passenger compartment without sacrificing ground clearance or structural strength, is the backbone of the 1958 Chevrolet. Of all-welded construction, the X-design frame has a torsional rigidity approximately 30 percent greater than the 1957 design.

In appearance, the new frame resembles a conventional rectangular frame whose sidemembers are brought together at the middle to form an unusually husky central box-section member. With this new design, torsional or twisting stresses imposed on the frame are effectively resisted by the central box-section member. In addition, the design permits large areas of the underbody to be nested below the tops of the frame members, thus providing generous leg room despite the lower 1958 vehicle overall height.

The front sidemembers are of generously proportioned box-section up to the front suspension crossmember, and of channel section forward of this area. Rear sidemembers are of two different constructions, depending upon the source: box-section all the way to the channel-section rear crossmember; or box-section ending just beyond the pickup and continuing as channel section to the rear crossmember.

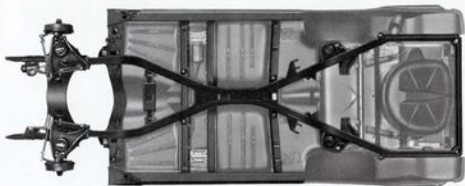
The excellent structural properties of the new X-

frame are provided largely through a specialization of function of the individual members. For example, the X-frame offers greater resistance to road shocks than the rectangular design. When one wheel of a vehicle passes over an obstacle, a vertical shock is imparted to the adjacent corner of the frame. This causes the conventional rectangular frame to twist or deflect torsionally, raising one sidemember and lowering the other. The X-frame's reaction to a vertical shock is a bending moment. The reaction does not convert to torsion until the deflection travels down the sidemember to the heavy tubular center beam, where it is strongly resisted. This capacity of the X-frame sidemembers to bend rather than twist during road shocks localizes the reaction with less deflection being transmitted to the other frame components and the body they support.

The special frame for the convertible has the same design as the basic frame with one exception. Steel plates are welded to the top and bottom of the sidemembers and center beam of the frame, reinforcing practically its entire length.

Because the underbodies of the 1958 models are far more rigid, the need for special or additional body mounts for specific models does not exist. Both the basic and convertible frames, consequently, have 12 body and 2 sheet metal mounting positions, identically located on each.





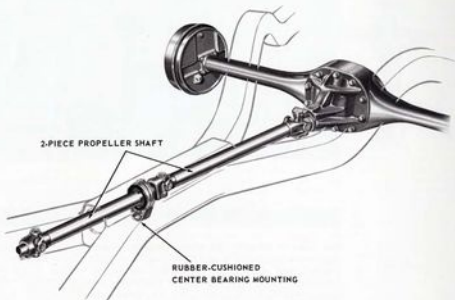
#### FRAME-BODY INTEGRATION

The structural efficiency and strength of both the body and chassis supplement each other to create an effective integrated combination. The result is a union that dramatically reduces the height of the new models and produces the rigidity essential to a quality automobile.

The close structural integration of the body and frame is evident in new body features. To compensate for the absence of conventional side rails on the new frame, the new body has bigger, stronger rocker panels that form structural rails at the sides of the new Chevrolet. In addition, the rocker panels extend up the toe pan to the dash panel so that beaming loads imposed on the body are more forcibly resisted. The big, "side rail" rocker panels, supported by the underbody crossmembers, also supply the necessary structural strength to sustain collision impacts at the sides of the body.

To bring even more rigidity to the body-frame combination, the underbody is stiffened considerably. The underbody crossmembers that receive the frame mountings are increased in size and rigidity. The new underbody crossmembers act as strong girders that link the body rocker panels to carry out the theme of close integration.

The new double-wall cowl also makes an important contribution to the integrated strength of the new Chevrolet. It functions as a bridge that arches between the frame side members to stiffen the forward area of the body. New front body mount legs are designed to transmit road shocks passing through the frame body mounts up to the double wall cowl area.



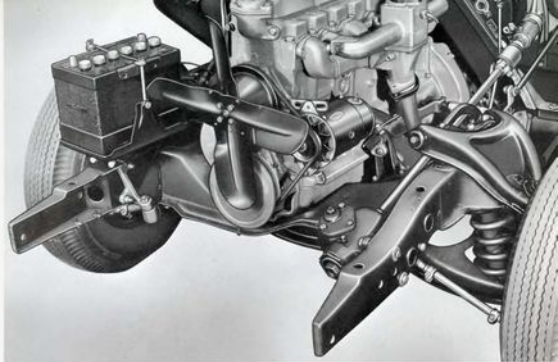
## DRIVELINE

A new 2-piece propeller shaft design is used in 1958 which permits lowering the underbody to meet the new body styling requirements.

The front section of the 2-piece unit attaches to the transmission through a universal joint in the conventional manner, and is supported at the rear by an anti-friction bearing located within the frame center beam. The anti-friction bearing is concentrically-mounted in a rubber support which controls propeller shaft movements and also modulates propeller shaft vibrations.

The rear section of the 2-piece unit connects through a universal joint to the front section just behind the anti-friction bearing support, and attaches to the rear axle through a third universal joint. The angularity of the universal joints at this section is relatively unaffected by driveline torque since rear axle wind-up is restricted by the new 4-link rear suspension.

Viewed directly from the side, the 2-piece propeller shaft is seen to dip at the middle universal joint, the front section assuming a specified angularity with the transmission while the rear section is free to follow rear axle movements. The dip at the middle universal joint provides the space for lowering the underbody.



## FRONT SUSPENSION AND STEERING

The new front suspension and steering systems not only satisfy the requirements of the new chassis, but, at the same time, provide substantial improvements in ride, handling, stability, and durability.

The physical arrangement of components is largely a product of the general lowering of the whole car in 1958. The forward mounted steering linkage permits mounting the engine lower and further forward with respect to the front crossmember and thus contributes to the lower hood line.

Perhaps the most significant improvement is that group of factors contributing to improved ride. The much softer, luxurious ride is a direct product of softer suspension deflection rates. However, in order to use the softer rates without the penalty of excessive bottoming against the frame, it is necessary to provide increased suspension travel. The frame sidemembers give the control arms greater clearance so that total up and down suspension travel is increased from 7.0 to 8.5 inches.

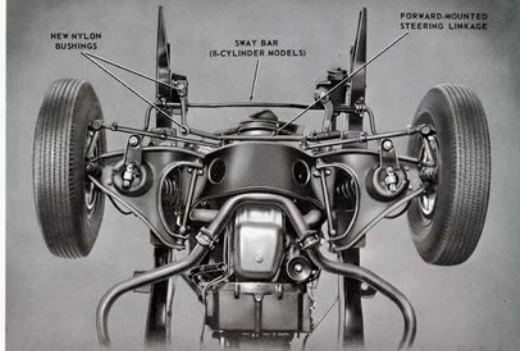
Handling and stability improvements are attributable to a combination of changes. Front wheel tread is increased from 58.0 to 58.8 inches and is identical to the rear tread, providing a wider-based support at the front and presenting the ideal situation for front and rear wheel tracking in mud, snow,

and sand. Directional stability is improved with the increased inclination of the steering knuckle from 3-1/2 degrees to 7 degrees, 11 minutes. This reduces the scrub radius of the front wheels from 3-5/8 to 2-1/2 inches. Scrub radius is the distance at the ground between two vertical centerlines, one line passing through the longitudinal center of the wheel and the other line passing through the steering knuckle. This reduction in scrub radius increases the stability of the new Chevrolet in the higher speed ranges by improving the self-aligning properties of the front wheels.

Chevrolet's excellent cornering stability is maintained despite the softer ride because of the lower center of gravity, slightly raised roll center, and wider front tread.

So that equivalent stability is maintained, all 8-cylinder models with either regular coil springs or optional air suspension are equipped with a torsional sway bar. Within its limits as a torsional spring, the sway bar acts as a link between the independently-suspended front wheels to stiffen excessive roll characteristics.

Introduced to the industry by Chevrolet in 1955, the anti-dive front suspension geometry is improved in 1958. To do this, the angle between the upper



and lower control arms is increased from 7.5 degrees to 10 degrees thereby shortening the effective radius arm of the geometry to increase the suspension reaction to braking.

The new steering system for 1958 provides faster, more responsive action with no increase in effort. Also, vibrations and shocks are better isolated from the driver's hands due to a unique new, 2-piece steering shaft design.

Although the steering gear and linkage are placed forward of the centerline of the front wheels, all the accurate steering geometry advantages of the previous symmetrical, relay link type linkage are retained. The pitman arm and idler arm are again located at the frame sidemembers, and extend rearward to the relay link which is connected to the equal length tie rods. With this arrangement, the tie rods are slightly longer than in the previous design, but are of slightly heavier section to maintain rigidity. To complete the linkage arrangement, outer ends of the tie rods are connected to forward extending steering arms from the wheel spindles.

Changes in pitman arm and steering arm lengths reduce the overall steering ratio from 25.7-to-1 to 23.0-to-1 providing faster, more responsive feel. Steering gear ratio remains 20.0-to-1.

Although the overall steering ratio is reduced, steering effort is not significantly affected because of the offsetting factor of new low friction nylon bushings on the idler arm. These self-lubricating bushings replace the previous torsional rubber type.

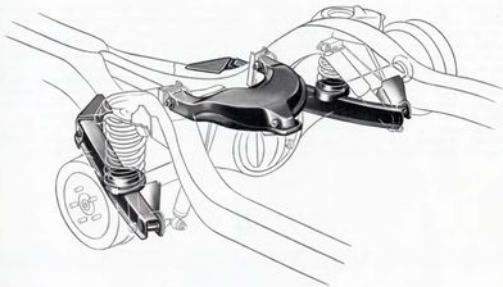
Another improvement is the universal type coupling, which has been incorporated in the lower end of the steering shaft. Although primarily added to give the steering shaft the necessary angularity to meet space requirements in the engine compartment, the coupling also reduces transmission of road shocks to the steering wheel.

Front suspension durability is improved with the adoption of higher capacity front wheel bearings, improved spherical joints, and softer ride rates.

Front wheel outer ball bearings are increased 30 percent in capacity and inner bearings 17 percent.

The lower spherical joints, which carry the vehicle weight, are now housed in a steel forging and the ball stud shank is increased in section for greater strength.

The relatively lightly loaded upper spherical joint remains similar to the previous design except that the former coil spring used to preload the assembly to compensate for wear is replaced with a rubber type ring.



#### FOUR-LINK REAR SUSPENSION

Chevrolet's new 4-link rear suspension represents a precise, efficient adaptation of coil springs and control arms to the newly designed X-frame. The result is a functional design that assures excellent vehicle riding and handling qualities.

The term "4-link," is used to describe the rear suspension and means that the axle is linked to the frame at four points, two links being formed by both the upper and lower control arms.

All rear suspension movements are described by the combined geometry of the four articulating links. The lower control arms are anchored to the frame brackets at their forward ends, and to axle housing brackets at their opposite ends. Likewise, the upper control arms are anchored to the frame brackets at their forward ends, and converge to a single point mounting on the axle housing banjo. All of the mounting points are pivoted through the medium of

compressed rubber, and never require lubrication.

With this design virtually all rear axle driving and braking forces as well as lateral cornering forces are taken by the control arms, leaving the coil springs free to perform the single function of ride cushioning. In the former leaf spring rear suspension, the springs were required to transmit driving, braking, and cornering forces as well as cushioning ride.

Improved shock absorber action is also provided with the 4-link rear suspension. Formerly, the shock absorber upper ends were attached to the chassis underbody, which permitted erratic damping of minor suspension movements. In the new design, short cantilever brackets are welded to the frame sidemembers to provide a rigid mounting for the shock absorber upper ends, assuring shock absorber control of the smallest suspension movements.

## VERTICAL STABILITY

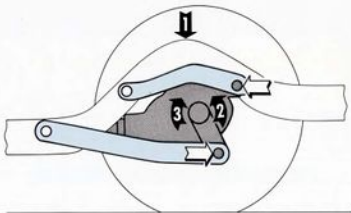
In forward driving, torque delivered to the rear axle requires something stationary to react against so that it can turn the rear wheels. In conventional suspensions, the leaf springs must restrain the axle housing from rotating in a clockwise direction. In the 4-link suspension, rear axle rotation is opposed by the control arms so that the springs are virtually unaffected.

The geometrical relationship of the axle and its control arms is arranged to eliminate rear end squat during acceleration and rear end lift during braking.

During acceleration, the shift of car weight toward the rear tends to compress the rear springs. Control arm geometry is designed, however, so that in order for the

springs to compress, the control arms must force the axle housing to rotate in a counterclockwise direction. Thus, a torque reaction is created to oppose the clockwise engine torque reaction on the housing. (The geometrical principle is similar to the familiar short and long arm (S.L.A.) front suspension arrangement that causes the front wheels to tilt appropriately on fast turns.) The result is that driving torque is utilized to produce a slight lift, rather than the conventional squat of the rear end of the car during acceleration.

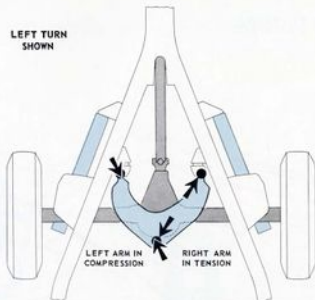
Braking forces counteract each other in the same way due to a similar but opposite relationship so that the rear end rise is minimized on rapid deceleration.



- 1** On acceleration, shift of car weight to rear tends to force frame downward.
- 2** Resulting control arm movement (white arrows) would rotate axle housing counterclockwise.
- 3** Engine torque tends to rotate axle housing clockwise, preventing control arm movement, and, in effect, "lifting" the frame.



LEFT TURN  
SHOWN

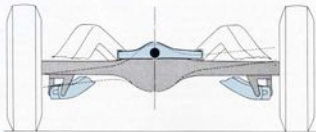


## LATERAL STABILITY

Lateral stability is primarily dependent upon the upper control arms. Lateral thrust passes through the wheels to the axle and is received by the upper arms. This lateral load places in tension one arm. The opposite arm is placed in compression. As in all other suspension functions, the lateral forces are cushioned by the rubber pivot bushings.

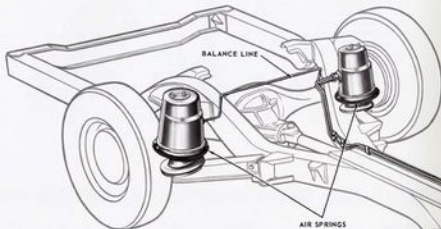
The upper control arm pivot, being centrally-located,

assures symmetry of roll steering characteristics by virtue of the resulting congruity of right and left side control arm geometry. This geometrical consistency is not shared by other coil spring rear suspensions which use a track bar and thus introduce dissimilar rear axle steer on right and left hand turns. The central pivot contributes to balanced handling, complementing balanced design of the front suspension and steering systems.



CENTRAL PIVOT PROVIDES  
SYMMETRY OF REAR AXLE STEER

## LEVEL AIR SUSPENSION



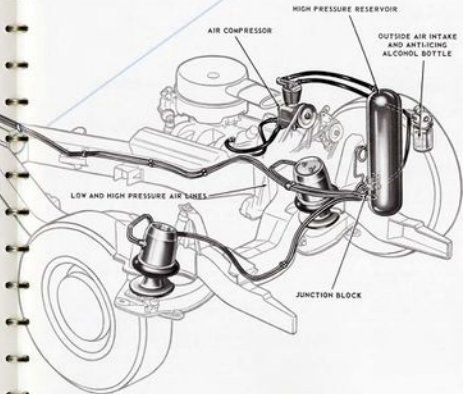
The introduction of optional Level Air suspension in 1958 represents a major engineering achievement by Chevrolet. In the new system, the entire weight of the frame and body is supported by a resilient, impact-cushioning, layer of air. The resultant ride control, or the isolation of passengers from the effects of road irregularities, is virtually unattainable in any other type suspension. Provision is made to keep the car at a single attractive standing height and to deliver the same degree of riding comfort whether the car is fully loaded or occupied only by the driver.

The Level Air suspension system consists essentially of air springs replacing the coil springs at each wheel, an air supply system, and "leveling valves" to keep the car at its design height regard-

less of the number or distribution of occupants or luggage.

The air springs perform the same function that steel springs do in a conventional suspension. They have the additional advantages, however, of variable deflection rate and oscillation damping characteristics. The air bellows react like soft springs to minor impacts and increasingly stiffer springs to greater impacts. Their self-damping properties tend to keep the wheels in constant contact with the ground and thus eliminate a large share of the work normally assigned to the shock absorbers. Shock absorber design complements this action.

The most obvious advantage of automatic leveling is that optimum suspension travel is available at all times. This is of particular interest to the



many people who must use one car for a variety of purposes, such as one and two passenger loads in everyday driving, and transportation on extended vacation trips for the entire family with luggage.

This condition is exemplified in station wagon models which conventionally require relatively stiff rear springs in order to keep a satisfactory loaded ride condition. With Level Air suspension, station wagon ride and relative height are always tailored to the load, the same as in other models.

Another feature of automatic leveling is that the chassis geometry remains essentially the same, regardless of load. Thus, handling characteristics as affected by suspension and steering geometry remain constant, and propeller shaft universal joint angles are always at an optimum for smoothest per-

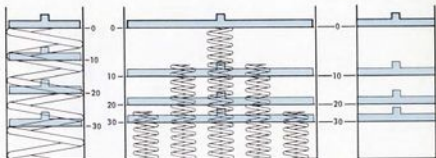
formance. Also, tire wear is less adversely affected through the consistent suspension geometry.

To achieve automatic control of vehicle height, the compressed air supply system works in conjunction with three leveling valves which are constantly sensing vehicle height. Leveling valves are located at each of the front air spring units, and at the left rear air spring unit serving both rear units.

The Level Air suspension option is available on all 8-cylinder models, except those with fuel injection where there are space limitations in the engine compartment.

A special tripod bumper jack is supplied with the air suspension option because the action of the leveling valves requires that an entire end of the vehicle be lifted.

#### VARIABLE SPRING RATE



The simple coil spring on the left is typical of constant deflection rate springs. That is, the simple coil spring will deflect very nearly the same distance for a given additional load, regardless of starting height. Thus, the movement of an imaginary piston occurs in direct proportion to the load applied.

In the center is a grouping of constant rate coil springs which collectively simulate a continuously variable deflection rate. As each of the shorter springs is brought under load, the

additional force required to move the piston a given distance becomes greater.

As the third piston is forced downward, the air pressure within the cylinder doubles each time the contained volume is halved. Consequently, the force required to depress the piston increases as the square of the distance moved, rather than in direct proportion. The result is a continuously increasing load requirement, or continuously variable deflection rate to move the piston a given distance.

## VARIABLE RATE RATE

Everything else being equal, all springs must be designed to provide a specified reaction to the sprung mass under a maximum deflection. Variable rate springs provide soft feel for boulevard ride, and increasing firmness for good ride control on more severe bumps. Air springs are eminently suited for automotive suspension systems because they possess this property.

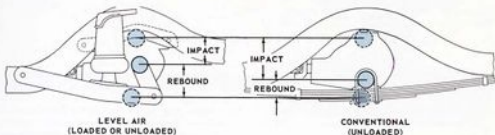
When passing over a low bump, chassis wheels suspended from variable rate springs may not pass much reaction to the car frame. The wheel suspended from the constant rate spring must react more against the frame because the deflection rate must be sufficiently high to handle large deflections.

With the chassis wheels passing over a medium bump, the variable rate springs start increasing resistance to wheel travel for good ride control. The softer initial travel of the variable rate spring, however, still keeps the total reaction to the sprung mass lower than with the constant rate springs.

In passing over a large bump, the variable rate spring may be deflected to the point that it is reacting against the sprung mass with the same force as the constant rate spring.



## AUTOMATIC LEVELING



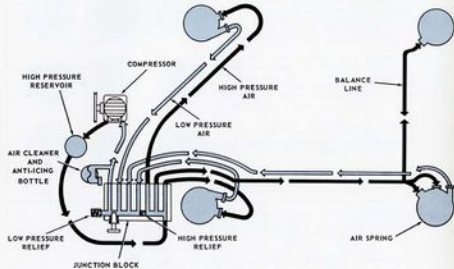
Through automatic leveling controls, Level Air suspension maintains at all times maximum utilization of the available suspension travel. Normally, metal spring suspension systems require that spring rates be adjusted to each specific application, and must be compromised to be compatible with the various standing heights they assume for different conditions of car loading. Thus, the lightly-loaded vehicle is riding near-

er the upper limits of suspension travel, and the heavily-loaded vehicle is riding near the lower limits.

With Level Air suspension, regardless of load, the relative up and down suspension travel is always in the ideal proportions, both front and rear. The result is less likelihood of the suspension striking either the upper or lower limits of travel.

## CONSTANT STANDING HEIGHT

Appearance as well as ride is enhanced since the height of the Level Air-equipped car is unaffected by variations in load. While the body of a conventionally-suspended car sits lower or higher depending upon the size and disposition of the load it is carrying, the Level Air-suspended car remains at a single attractive design height irrespective of loading conditions.



LEVEL AIR SUSPENSION SYSTEM

Basically, Chevrolet's Level Air suspension system consists of the semi-closed air supply system and the air spring units.

In operation, high pressure air leaving the compressor is stored in the high pressure reservoir which in turn is connected to the junction block. From the junction block, high pressure lines lead to each of the air spring leveling valves. The leveling valve releases air into the air spring in the amount required to keep vehicle height constant. All rear suspension leveling is accomplished through one valve at the left rear air spring. A balance line interconnects the rear air springs to maintain the same pressure in each unit.

When load is removed from the vehicle, the leveling valves exhaust some of the air spring pressure through

low pressure lines to the junction block. Here, pressure in excess of 25 pounds per square inch (psi) is released to the atmosphere. This semi-closed, low pressure air supply is retained to reduce the outside air intake requirement.

Air is introduced in the system through a small air cleaner and drawn through an alcohol container to protect the valves and orifices from icing.

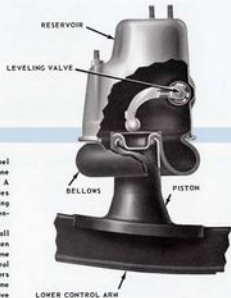
Within the junction block a relief valve releases compressed air in excess of 225 to 250 psi from the high pressure side to the low pressure side so that a continuous cycling of air through the circuit takes place.

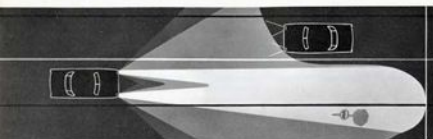
For special purposes, such as shipping of the vehicle, a manually-operated petcock on the junction block seals off the low pressure return lines.

## AIR SPRING ASSEMBLY

The air spring assemblies consist of a stamped steel reservoir rigidly mounted to the chassis frame with one end closed over by a fabric-reinforced rubber bellows. A piston fixed to the suspension lower control arm applies the vehicle weight to the center of the bellows, causing the bellows to react as a diaphragm against the air entrained under pressure within the reservoir.

Each two-way valve is opened and closed by a small arm and roller that follows piston movements. When passengers enter the car, the weight forces the frame and integral air reservoir downward; the valve control arm moves up and the intake valve opens; air enters the reservoir and the increased pressure raises the frame to design distance from the axle. When passengers leave the car, the frame and reservoir rise; the control arm opens the exhaust valve; air leaves the reservoir and the frame again returns to design height. Because of the time interval required to compensate for changes in static loading, rapid movements of the control arms due to road irregularities produce no significant effect on the pressure within the system.





1957  
LOW-BEAM



1958  
LOW-BEAM

## CHASSIS ELECTRICAL SYSTEM

A major improvement in the chassis electrical system for 1958 is the introduction of dual headlights. Other new electrical features include a safety ignition switch and an improved wiring system to accompany the higher generator output and increased current usage.

**LIGHTING.** All 1958 Chevrolet passenger cars are equipped with a dual headlight system, which was developed primarily to improve visibility with the low-beam. Illumination ahead of the car extends as much as 50 feet farther than with the 1957 system, and the light is channeled accurately along the right side of the road. If an approaching vehicle has glaring lights, the Chevrolet driver can minimize the blinding effect on himself by concentrating his vision on the distinctly-lighted right margin of the street or highway.

In the former single light system, the high-beam and low-beam filaments were incorporated in one sealed-beam unit. Since it was impossible to place both filaments at the center of focus of the reflector, one filament had to be favored over the other. The high-beam filament was placed at the

focal center, with the low-beam filament as close to it as possible. The compromise left something to be desired in low-beam illumination, whereas the new dual light system allows both high-beam and low-beam to be in focus.

Each of the 7-inch sealed-beam units formerly used is replaced with a pair of sealed-beam units of 5-3/4 inch diameter. During low-beam operation, only the outer lights, which are equipped with two filaments each, are used. The filaments at the focal centers are in operation for the low-beam, combining with optically designed lenses to give clear, definite lighting to the right side of the road. The primary "in-focus" filaments are rated at 50 watts each, as compared with the 40-watt filaments used in 1957. Consequently, the increased amount of light results in a passing beam which reaches a greater distance ahead of the car.

When the dimmer switch is set for high-beam operation, all four headlights are used. The two inner lights, which are equipped with single 37-1/2 watt filaments placed at the centers of focus, project their beams along the highway for "country" driving. They furnish the high intensity component

of the upper-beam. At the same time, the secondary filaments of the outer lights are used, providing "body" or "fill-in" to the upper-beam. The relatively general lighting given by these supplementary beams prevents extreme contrast, which is believed to be a fatigue factor in long distance driving.

The secondary filaments of the outer lights are rated at 37-1/2 watts. Thus a total of 150 watts is used for the upper-beam, an increase of 50 watts over the 100-watt upper-beam lighting of 1957.

**SAFETY IGNITION SWITCH.** A change in the ignition switch for 1958 makes it nearly impossible for a driver to leave the switch unlocked unintentionally. The modified switch has the same positions as the previous one: "ignition on" when the key is turned to the right, "ignition off but unlocked" in the vertical position, and "ignition off and locked" is the left position. With the 1958 switch, however, the key cannot be removed from the switch when it is in the "off-unlocked" position.

Thus, a motorist who shuts off his ignition and removes the key can be certain that he has not inadvertently left the switch unlocked. If the driver should wish to leave his car available for moving by a parking lot attendant, he can remove the key in the "on," or "engine running," position. In this situation, the ignition switch can be turned to the "off-unlocked" position after the key is removed. The car then can be restarted, but the switch can-

not be turned to the "off-locked" position until the key is reinserted.

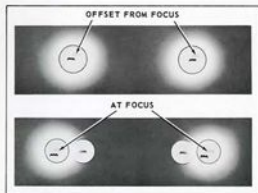
**WIRING SYSTEM.** For 1958, the former Factory Optional Accessory wiring harness is now standard equipment for all Chevrolet passenger cars.

The junction block, larger than the 1957 Factory Optional Accessory junction block, is integral with the harness, minimizing the possibility of errors in making connections. It has provisions for plugging in all accessories, accessory fuses, turn signal flasher, tail light and rheostat fuses. All fuses are named, with the ratings printed on the junction block.

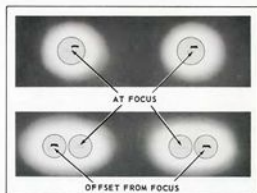
Single in-line connections throughout the car's electrical system are made by means of new improved 2-piece plastic connectors. These provide a strong grip, thus increasing the ease of making a good connection.

In order to take advantage of increased generator capacity and maintain full voltage at the headlights, wiring has been revised to reduce the voltage drop in the headlight circuits. The reduction has been achieved by an increase in wire sizes and insertion of a parallel lead from the voltage regulator to the battery circuit. Minimum resistance between the regulator and battery results from this alteration.

In keeping with the greater amount of current drawn by the dual headlights, a new circuit breaker rated at 15 amperes replaces the former 13-ampere circuit breaker in the headlight circuit.



LOW-BEAM COMPARISON



HIGH-BEAM COMPARISON

### HEADLIGHT FILAMENT LOCATION

The dual headlight system allows the location of the low-beam filaments and the primary high-beam filaments to be at the centers of focus of their respective reflectors. The secondary filaments of the high-beam provide body to the light pattern, eliminating extreme contrasts.

## TRANSMISSIONS

Among the many new transmission improvements are three versions of the 3-speed synchromesh to assure optimum performance in any power combination, as well as engine vacuum modulation with Powerglide for smoother automatic shifting. In addition, both Powerglide and Turboglide are designed to provide increased torque capacity. The 3-speed, overdrive, Powerglide and Turboglide transmissions combine with 1958 engines and axle ratios to make available a total of 18 specialized power trains.

**THREE-SPEED TRANSMISSION.** Each of the three versions of the 3-speed transmission is tailored to provide optimum performance with a particular engine. For increased performance in V-8 models, numerically smaller geared ratios are provided to accompany the more favorable power-to-weight ratios characteristic of Chevrolet passenger cars of recent years. The lower ratios for 1958 are designed to extend the vehicle speed range through which the lower gears are effective. That is, higher road speeds can be obtained in both first and second speed. Hence, acceleration occurs over a greater vehicle speed range, resulting in a performance increase.

Because the ratios are closer together for V-8 models in 1958, the speed differential between gears is less and synchronization is more easily accomplished when going to second or third speed. This results in greater ease and smoothness of operation.

The 1958 3-speed transmissions are tabulated below along with those of 1957:

GEAR	1958			1957	
	235 6-Cyl. and Overdrive Models	283 V-8	348 V-8	All	RPO (V-8 Only)
First	2.94:1	2.47:1	2.21:1	2.94:1	2.21:1
Second	1.68:1	1.53:1	1.32:1	1.68:1	1.32:1
Third	1.00:1	1.00:1	1.00:1	1.00:1	1.00:1
Reverse	2.94:1	2.80:1	2.51:1	2.94:1	2.51:1

The new ratios are provided by decreasing the ratio of the clutch shaft gear to the countershaft drive gear. Because drive in first and second is through the countershaft, first and second gear ratios are reduced by the same proportion. Along with the clutch shaft gear change, a redesigned reverse idler gear provides the new ratio for reverse.

As used with the 8-cylinder engines or in combination with overdrive, the 3-speed transmission uses a new, heavier clutch gear shaft and higher capacity groove-loaded ball bearings on the clutch gear and mainshaft.

The heavier clutch gear shaft is adopted to provide a greater resistance to twisting or increased

torsional deflection rate in those applications where engine torque is high. In such applications, the clutch-driven plate damper springs must, of necessity, be heavier, and, therefore, require a stiffer clutch gear shaft in order to keep driveline "torque rattle" to a minimum.

Providing increased capacity without increasing major dimensions are new groove-loaded clutch and gear mainshaft bearings having one more ball between the inner and outer races than do conventional eccentrically-loaded bearing assemblies. The extra ball gives proportionally increased capacity through the greater division of loads throughout the bearing assembly.

Three-speed transmission durability in reverse gear operation is improved by replacing the reverse idler thrust washer with an anti-friction radial needle thrust bearing.

**POWERGLIDE TRANSMISSION.** The 1958 Powerglide features new smoothness of operation, a new selector quadrant sequence, and increased torque capacity. To provide the new features, the transmission hydraulic system has been extensively modified, and new thrust washers have been incorporated throughout the planetary gear set.

Most basic of the changes to the hydraulic system is the adoption of engine vacuum modulation which makes the transmission sensitive to engine torque output at all times. The addition of a load-sensitive signal combines with the speed-sensitive signal of the output shaft driven-governor to provide the right mainline pressure for the smoothest possible automatic shifting under all conditions.

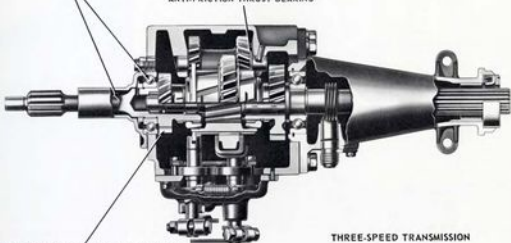
In drive range, Powerglide's vacuum modulator valve modulates an oil pressure and transmits the signal to the pressure regulator valve, thus influencing mainline pressure between a minimum of 50 and a maximum of 120 psi. In addition, oil pressure modulated by the output shaft-driven governor is brought to bear on an area of the vacuum modulator valve, thus providing the influence of vehicle speed on mainline pressure. With mainline pressure so modulated, automatic shifting may be accomplished with only fixed orifices and a single downshift timing valve between the automatic shifting valve body and the low servo and high clutch. This is because mainline pressure is nearly always in the right proportion to the time and capacity required for a smooth automatic shift transition, regardless of the speed or load condition. The function of the downshift cushion and timing valve is to provide a soft application of the low band on closed throttle downshifts, and to permit the proper delay in low band application at higher vehicle speeds. At greater vehicle speeds, the engine speed increment between direct drive and low becomes great enough that the delaying influence of the timing valve is required to permit a smooth shift.

In the previous design, two auxiliary shift timing



HEAVIER CLUTCH GEAR SHAFT AND BEARING (V-8 MODELS)

ANTI-FRICTION THRUST BEARING



THREE-SPEED TRANSMISSION

NEW CLUTCH GEAR SHAFT-TO-COUNTERSHAFT RATIOS (V-8 MODELS)

valves were used in conjunction with a fixed orifice to control the speed of low servo application under the three most varying conditions: closed throttle downshift, full throttle downshift at low speed, and full throttle downshift at high speed. This arrangement was satisfactory for use with the range of engine power formerly available. However, with the development of the new higher-output Chevrolet V-8, vacuum modulation is incorporated in the 1958 Powerglide hydraulic system to provide smoother operation under the increased range of operating conditions, and to permit higher line pressures for operation under high torque conditions. All of the advantages of vacuum modulation are extended to use with all engines.

As a result of the extensive changes required to incorporate engine vacuum modulation into the hydraulic system, the selector quadrant sequence is

also changed to essentially duplicate the more convenient Turboglide pattern. The new sequence of P-R-N-D-L is identical to Turboglide, except that Powerglide retains the low range where Turboglide has a Grade Retarder range.

Torque capacity of the planetary gearset is improved with the use of new thrust washers throughout. At each end of the planet pinions, the previous steel thrust washers are replaced with bronze washers. The new bronze washers incorporate lubrication grooves so that similar grooves formerly located on the pinion ends are deleted to eliminate a possible stress condition.

A new bronze thrust washer with an added cylindrical bearing surface is used between the low and input sun gears to positively pilot the input sun gear, radially insuring square contact of both sun gears with the thrust washer for optimum durability.

**TURBOGLIDE TRANSMISSION.** Turboglide is modified to increase torque capacity and to meet the requirements of the new chassis.

The modifications include a new multiple-disc neutral clutch, redesign of all other clutches, revised vacuum modulation, and a new transmission housing extension and output shaft. The neutral clutch, previously of cone design, is now a six, active-face plate clutch. The increased area thus afforded increases the holding ability or torque capacity of this clutch.

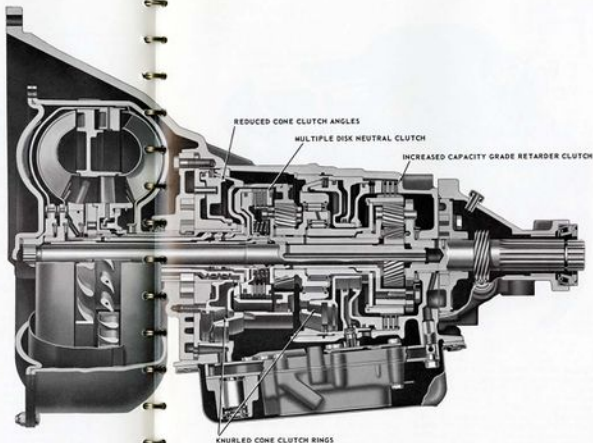
All of the other clutches retain the previous basic design but are modified to increase torque capacity. The Grade Retarder multiple-disc clutch has an additional drive disc, increasing the number of active faces from four to six, and the area by 50 percent.

The Forward and Reverse cone clutch angles are reduced from 17 to 13 degrees, thus increasing the effective application force from a given piston force.

Also, the non-metallic facings are removed from the steel cones, so that the cones bear directly on the aluminum rings, which are knurled in a special pattern to provide the best combination of oil shearing ability, holding ability and long life.

The vacuum modulator assembly is revised to keep transmission mainline oil pressure more commensurate with engine output. To do this, the diaphragm is increased in diameter and the spring pressure also increased. Calibration of the unit is such that as engine torque increases, the modulator spring causes the modulating spool valve to raise transmission mainline pressure by a greater value than in 1957.

The new chassis arrangement requires that the Turboglide overall length be reduced. This is done by using a shorter transmission housing extension and output shaft.



## ENGINES AND CLUTCHES



Encompassing a variety of choices to fulfill every motorist's power plant requirements, three basic engine designs are available in the Chevrolet passenger car line for 1958. The 235 cubic inch 6-cylinder Blue-Flame engine, with an increase in compression ratio, is the standard power plant on 1100, 1500, and 1700 Series cars. The 283 cubic inch Turbo-Fire V-8 becomes standard equipment for Series 1200, 1600, and 1800. The 265 cubic inch V-8 is discontinued.

Available as optional equipment is a new engine of 348 cubic inch displacement called the Turbo-Thrust V-8.

**TURBO-THRUST V-8 ENGINE.** This completely new overhead valve V-8 engine is available optionally with the 3-speed, Powerglide, and Turboglide transmissions. A new design from fan to flywheel,

the Turbo-Thrust V-8 has only a few minor components that are interchangeable with those of the 283 cubic inch Turbo-Fire V-8 engine.

Compression ratio of the Turbo-Thrust engine is 9.5-to-1. Included also with this optional engine are a 4-barrel carburetor, hydraulic valve lifters, 4-quart capacity full pressure lubrication system, and dual exhaust system equipped with resonators and mufflers. A full-flow oil filter is optional.

The Turbo-Thrust engine was designed primarily around a new combustion chamber. Improved induction and exhaust systems, together with the combustion chambers, combine to provide high volumetric efficiency and top performance throughout the entire operating range. The main volume of the combustion chamber, located within the cylinder block, is bounded by the walls of the cylinder bore, the flat bottom face of the cylinder head,

**NEW TURBO-THRUST 348 V-8'S**  
**NEW TRIPLE CARBURETOR OPTION**  
**HIGHER HORSEPOWER BLUE-FLAME 235**  
**IMPROVED FUEL INJECTION**  
**HIGH PRESSURE COOLING SYSTEMS**

ENGINE	EQUIPMENT	COMPRESSION RATIO	GROSS HORSEPOWER	GROSS TORQUE (lb. ft.)
Blue-Flame 235 Six-Cylinder	Single-Barrel Carburetor	8.25-to-1	145 at 4200 rpm	215 at 2400 rpm
Turbo-Fire 283 V-8	2-Barrel Carburetor	8.5-to-1	185 at 4600 rpm	275 at 2400 rpm
Super Turbo-Fire 283 V-8	4-Barrel Carburetor	9.5-to-1	230 at 4800 rpm	300 at 3000 rpm
Ramjet Fuel Injection V-8	Fuel Injection	9.5-to-1	250 at 5000 rpm	305 at 3800 rpm
Turbo-Thrust 348 V-8	4-Barrel Carburetor	9.5-to-1	250 at 4400 rpm	355 at 2800 rpm
Super Turbo-Thrust 348 V-8	Three 2-Barrel Carburetors	9.5-to-1	280 at 4800 rpm	355 at 3200 rpm

and one half the top of the piston, which is peaked.

In the conventional cylinder block, the top faces are perpendicular to the cylinders, but in the new block, the top faces are inclined 16 degrees from this typical position. As a result, the elliptical-shaped opening of the top of each bore allows the use of larger valves.

The valve ports are of generous size for low gas velocities and good volumetric efficiency. Also contributing to engine "breathing" is the relatively unshrouded position of the valves in the flat face of the head, which allows a free flow of gases through both sets of valves. Exhaust manifolds of the new engine likewise are designed to promote volumetric efficiency, providing for routing of the spent gases toward the exhaust pipe without radical change of direction.

Spark plugs are located near the center of the combustion chamber. Flame travel is uniformly short, and the possibility of detonation is minimized.

An optional feature available with this engine is an induction system incorporating three 2-barrel carburetors. Fuel economy is high under normal road load conditions, when only the center carburetor operates. During full throttle operation or when rapid acceleration is needed, all three carburetors are used to give quick, lively response.

Crankcase ventilation in the 348 cubic inch engine is generally similar to that in the 283. Longitudinal slots in the cylinder block at the junction of the

banks of cylinders facilitate the flow of ventilating air from the crankcase to the tappet valley. Before the air is discharged out the road draft tube, it passes through a labyrinth that separates any oil droplets that might be entrapped in the air. This labyrinth is formed by the underside of the intake manifold casting and sheet metal oil splash guard, which extends the full length of the manifold.

When the Turbo-Thrust engine is teamed with a synchromesh transmission, it is equipped with a coil spring clutch. This is similar to the clutch used on the Corvette, but with a 10-1/2 inch driven plate rather than the 10-inch plate. The thrust spring load is 1935 pounds, with a net load of 1835 pounds. The centrifugal feature increases loading with rising speed.

**TURBO-FIRE V-8 ENGINE.** The base engine for Series 1200, 1600, and 1800 cars is the Turbo-Fire 283 with a 2-barrel carburetor and compression ratio of 8.5-to-1. Equipped with a single exhaust system, this engine is teamed with 3-speed, overdrive, Powerglide, or Turboglide transmission. The Super Turbo-Fire, the optional 283 cubic inch engine with 4-barrel carburetor and a compression ratio of 9.5-to-1, also is available with any one of the four transmissions. Dual exhaust is obtainable as an added option with either the 2-barrel or the 4-barrel carburetor engine.

This same basic engine again is available with Chevrolet Ramjet Fuel Injection. The fuel injection



option includes a dual exhaust system and compression ratio of 9.5-to-1. Ramjet Fuel Injection is available in combination with either the 3-speed or the Turboglide transmission.

Improvement to the fuel injection system includes a more adaptable cold starting enrichment system. Formerly, an electric solenoid unseated the ball check valve to provide a direct fuel passage from pump to nozzles, giving extra fuel during starting operations. The solenoid has been replaced by a cranking signal valve in the intake manifold. This valve opens only under the extremely low manifold vacuum prevailing during cold starting. Under the previous system the solenoid provided for extra fuel during all starts, since the ball check valve was held open as long as the cranking motor was in operation. With the new system, however, the cranking signal valve will not operate for starting if the engine already has been warmed up by previous running. When the engine is hot, the manifold vacuum is higher during cranking than if the engine is cold.

Drilled passages in the air meter body have replaced some of the external vacuum lines for warm-

up and idle enrichment. The modification makes for a neater installation and insures secure connections. In an additional minor change, the vent tube from the fuel reservoir to the intake manifold now connects at the top of the reservoir. This measure precludes any splashing of gasoline into the vent tube.

A change in the throttle linkage for 1958 provides a firmer, more positive pedal feel.

An improvement in the lubrication system of all 8-cylinder engines is a 10-pound bypass spring in the optional full-flow oil filter, rather than a 5-pound spring as in previous models, for improved oil filtering.

The clutch used with 283 cubic inch engines and manually-shifted transmissions is of the diaphragm spring type. This spring has been designed for semi-centrifugal loading, with 6 of its 18 fingers reshaped and weighted.

**BLUE-FLAME 6-CYLINDER ENGINE.** Compression ratio of the 235 cubic inch Blue-Flame engine has been increased from 8.0-to-1 to 8.25-to-1 for 1958 for greater power output. This engine, which



is standard on Series 1100, 1500, and 1700 cars, now is equipped with a double-acting fuel pump to provide a vacuum booster for the windshield wipers.

An improvement to the lubrication system of the 6-cylinder engine provides an internal passage for oil to the valve mechanism. Replacing the pipe under the push rod cover leading to the top of the cylinder block is a drilled hole in the block.

The clutch used with the 3-speed synchromesh transmission is similar to the 1957 clutch, but with only 12 fingers in the diaphragm spring instead of 18 as in 1957. This alteration insures better clutch cooling and promotes smoother engagement. Another modification to the diaphragm spring is a decrease in crown. Conforming to the decreased travel of the pressure plate, a thinner friction surface is used on the driven plate to prevent dragging. The decreased release travel permits a greater mechanical advantage in the linkage, thus lowering the clutch pedal effort.

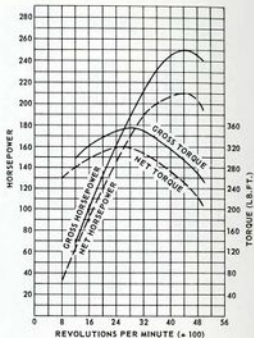
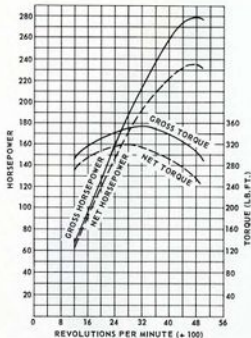
**OTHER ENGINE FEATURES.** A 3-point mounting system is used for all Chevrolet passenger car engines for 1958. Two of the mounts are paired,

being located at each side of the engine block about six inches from the front. The single rear mount fastens under the transmission extension. This system brings about more positive control of engine movement, helps isolate vibration from both chassis and body, and prevents excessive movement of the accelerator pedal.

Increased electrical loads imposed by the dual headlights, extra tail lights, and a larger heater blower in the 1958 Chevrolet necessitate the use of a larger generator. The standard passenger car generator in 1958 is rated at 30 amperes, replacing the 25-ampere generator of 1957. Lubrication of the rear bushing has been improved by recirculation of the lubricating oil.

With air conditioning or power steering, a generator rated at 35 amperes is used. The 35-ampere generator also can be obtained as a separate option.

The voltage and current regulator used in 1958 also is new. Waterproofing has been improved, and internal construction has been changed to eliminate relay chatter when the generator cuts in and out. A one-layer coil is used in place of the former coil in two layers, and a single set of con-



tacts on the cut-out relay replaces the two sets of contacts used in 1957.

A new radiator core on 1958 Chevrolet passenger cars permits the use of a smaller core and at the same time achieves a slight improvement in cooling characteristics.

Replacing the ribbon-cellular radiator is a tube-on-center core. In this radiator, the water passages are individual brass tubes. Transverse to these tubes are the air passageways, formed by a corrugated copper fin soldered to the water tubes. Frontal area and thickness of the radiator are both decreased from 1957.

The physical strength of the water tubes, much greater than that of the ribbon-cellular construction, makes possible an increase in cooling system maximum pressure to 13 pounds from the previous 7. Accordingly, a new 13-pound pressure cap also is introduced.

Accompanying the increase in cooling water pressure is a new thermostat of the "pellet" type. The large area of the bellows type thermostat used in 1957, along with the compressibility of vapor in the bellows, makes it too sensitive to pressure to be used in the new 13-pound system.

The temperature-sensitive element of the new thermostat is a small cylinder, or pellet, filled with a plastic whose melting point is 180 degrees. The valve stem projects into the pellet through a seal at one end. When the plastic melts, it ex-

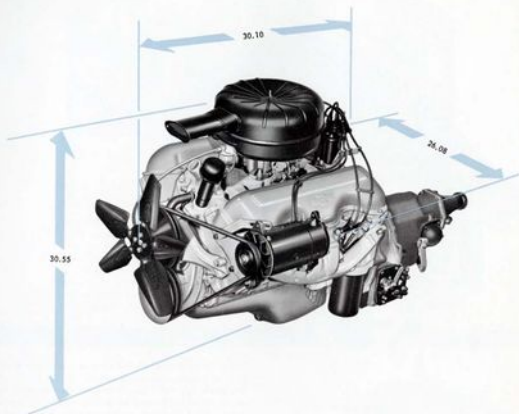
pands, squeezing the valve stem outward and opening the valve. In resolidifying, the plastic contracts, drawing the valve back onto the seat. A rubber diaphragm seals the end of the pellet. It prevents the loss of melted plastic and serves to transmit the force from the plastic to the valve stem.

The bulkhead to which the radiator is mounted has been moved forward from the 1957 position, and the radiators for all three 1958 engines are mounted in the same position, back of the bulkhead. The radiator is held by L-shaped brackets directly to the bulkhead. This bulkhead mounting allows no movement of the radiator. In previous years, the radiator was mounted to slotted flanges on the bulkhead, which allowed for some movement of the radiator. The new mounting is neater and firmer.

A shrouding ring is used with 8-cylinder engines to direct cooling air to the fan since the shorter V-8 engines are farther from the radiator than is the six in the new mounting position. This ring, a short, open-ended cylinder, extends from immediately back of the radiator to the fan.

Exhaust mufflers are zinc coated inside for extra durability through resistance to the corrosive action of exhaust gases. On V-8 models, muffler shells also have an outer wrap of uncoated steel.

All passenger cars, with the exception of station wagons, are equipped with 20-gallon fuel tanks in 1958. Gasoline tanks on station wagons have a capacity of 17 gallons.



#### COMPACT ENGINE SIZE

An important feature of the new engine is its compact size. This rugged engine, with all the benefits of increased displacement and heavy-duty components, is 0.82 inch lower, only 2.70 inches wider, and 1.78 inches longer than the 283 cubic inch V-8.





#### CYLINDER BLOCK

The cylinder block of the 348 cubic inch engine is a rigid casting incorporating advantages of the 283 cubic inch V-8 block, but with a new combustion chamber at the top of the cylinder. The main combustion volume, toward the outer side of the block, is determined by the machining of the top face of the block at a 16-degree angle from the perpendicular. This arrangement leaves a wedge-shaped space between the flat face of the cylinder head and the peaked top of the piston.



VALVES  
OFFSET



### VALVE ARRANGEMENT

The valves have been arranged to take advantage of the unusual cylinder head and block design. The two rows of valves are offset from each other, and the large intake valves in particular are advantageously placed for easy gas flow. The valve guides are integral with the head.

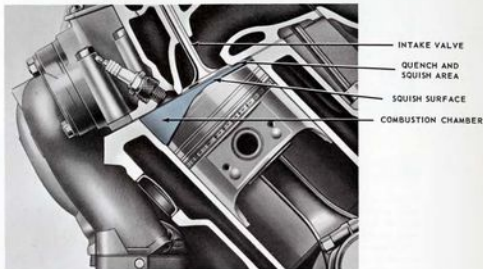
The bottom face of the cylinder head is a flat surface, with slight recesses for the valves and spark plugs, to protect these items from damage during service operations. The outer side of the head is shaped so that the spark plugs can be placed above the exhaust manifold.

### PISTON

The peaked top is an essential part of the combustion chamber design. Each of the two inclined top surfaces of the piston is at a 16-degree angle from the horizontal. This design makes one face of the piston parallel with the bottom of the cylinder head and places the other top piston face at a 32-degree angle to the cylinder head, forming the combustion chamber.

The cast aluminum pistons, of autathermic slipper-skirt design, are fitted with two compression rings and one oil control ring.





#### NEW MACHINED-IN-BLOCK COMBUSTION CHAMBER DESIGN

The combustion chamber design is new. The chamber, located principally in the cylinder block, is formed by the top of the piston, the bottom face of the cylinder head, and the upper part of the cylinder bore. This is in contrast to the more conventional combustion chamber, formed by a cavity in the cylinder head.

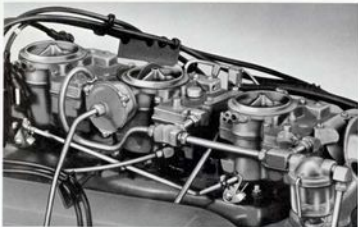
One side of the piston top is parallel to the head. The surface of the head here forms a "quench" area, which keeps the fuel mixture farthest away from the spark plugs below self-ignition temperature. The same area serves as a squish surface. When the piston approaches the top of its travel, it forces, or squishes, the mixture into the main volume of the combustion chamber under great turbulence, for good combustion. As the air-fuel mixture is forced by the squish surfaces into the combustion chamber, it passes over the valves, helping to keep them cool.

In this new combustion chamber, valves open from a

flat face with no walls to restrict passage of the fuel-air mixture or exhaust gases, in contrast to the typical design where the valves open up into a cup-like chamber, with limiting space between the valves and the walls. The result is excellent breathing through the valve passages, contributing to high volumetric efficiency. This is one of the most important advantages of the new design.

The spark plug is located near the center of the combustion chamber. The resultant uniformly short flame travel makes this design relatively immune to detonation. The highly turbulent gas mixture from the squish surface helps spread the flame of combustion rapidly for smooth engine operation.

The fully machined combustion chamber of the new engine is an important Chevrolet feature for 1958. Machining of the chambers is held to close manufacturing tolerances, insuring uniformity of volume for all cylinders.



### TRIPLE 2-BARREL CARBURETORS

The Super Turbo-Thrust 348 cubic inch engine is equipped with three 2-barrel carburetors to give this power plant both excellent economy at road load and quick, lively response to severe demands. Under ordinary driving conditions when the engine is lightly loaded, only the middle carburetor is in operation. For high speeds or quick acceleration, all three carburetors come into play.

The Super Turbo-Thrust engine has a combination fuel and vacuum pump. When the throttle is opened wide, a valve is opened mechanically. This exposes the front carburetor actuating mechanism to vacuum from the pump, and the throttle is opened. A linkage connects the front carburetor and the rear one, so that the positions of the two throttles coincide.

The intake manifold for this engine is similar to that of the Turbo-Thrust engine, except that it is modified to accommodate the three carburetors. In both cases, the manifold is a solid casting with large passages designed to nestle between the banks of cylinders for low engine height. An exhaust crossover passage is incorporated in the manifold under the center carburetor to warm the incoming fuel-air mixture and prevent carburetor icing.

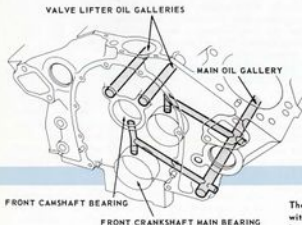
The oil splash shield on the under side extends the full length of the manifold, promoting uniform temperature of the mixture.





## EXHAUST MANIFOLD

The new exhaust manifold configuration provides free flow passages for exhaust gases, which upon leaving the cylinder head are immediately routed downward toward the exhaust pipe. Freedom from drastic bends in the gas path promotes low exhaust back pressure and more complete scavenging of the combustion chamber of spent gases. The result is that the following charge is less contaminated, and combustion consequently is more efficient.



## LUBRICATION SYSTEM

The full pressure lubrication system is contained wholly within the cylinder block and head castings. No external lines are used. The lubrication system is similar to that of the 283 cubic inch engine, with the exception of the main oil gallery, which extends along the lower left-hand corner of the cylinder block. Oil from the main gallery is routed through diagonal passages in the cylinder block, to vertical oil passages in the bulkheads, which connect the crankshaft main bearings and camshaft bearings. This routing supplies oil with a minimum pressure drop to both the main bearings and the connecting rod bearings. The full-flow oil filter is optional equipment.



### ELECTRICAL SYSTEM

Spark plugs in the new 348 cubic inch V-8 engine are located above the exhaust manifolds where they are easy to service. Wires from the distributor to the plugs are relatively short, with consequent low voltage loss in the wires. No shielding is needed for the wires, which are not subject to burning from exhaust manifold heat in their location on the engine.

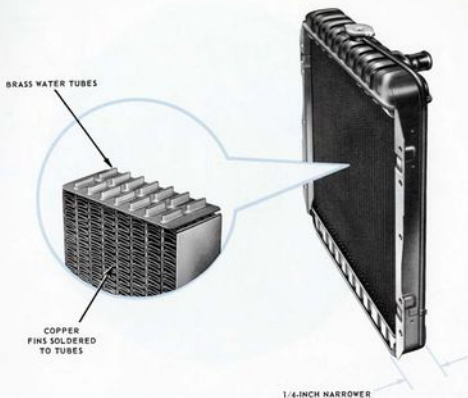
The spark plugs themselves are kept relatively cool by jacket water, which extends around 270 degrees of the plug bosses.

The starting motor on the 348 cubic inch engine is similar to that used with other Chevrolet engines, except for increased wire in the field coils for improved cranking. The new 30-ampere generator is the same as provided on other Chevrolet engines.



#### ENGINE COOLING

Efficient and uniform cylinder bore cooling is provided through the use of a water pump which has outlets at the outer water jacket of the cylinder block. The pump outlets are positioned to discharge coolant so that it can flow freely in the block, thus providing overall circulation around each cylinder bore, including the furthestmost cylinder as well as the front. This uniform cooling maintains cylinder block dimensional stability, with a minimum of temperature variation from front to rear. The coolant is discharged from the cylinder block into the cylinder heads, where it travels to the front of the heads, through the intake manifold, and through the thermostat valve and thermostat housing into the radiator core.



#### TUBE-ON-CENTER RADIATOR CORE

The new tube-on-center radiator core, with water passages consisting of individual tubes and air passages formed by corrugated fins, makes possible a higher rate of heat transfer for a given core volume than with the former cellular construction. With the frontal area and thickness of the radiator both reduced, this core still gives more effective cooling than the previous model. The lapped lock seam construction of the tubes gives considerable mechanical strength, permitting an increase in pressure from the previous 7 pounds per square inch to 13 pounds per square inch. The system, therefore, can operate at a higher temperature than previously. The increased differential between water temperature and outside air temperature makes heat transfer more rapid.

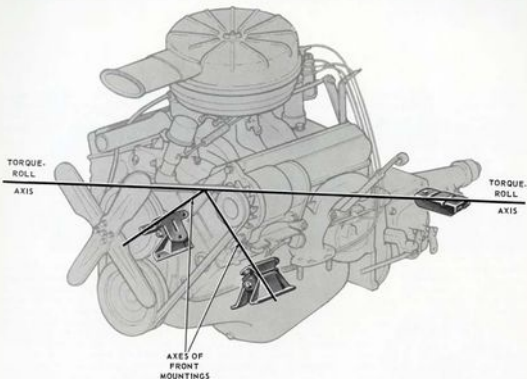




### 283 CUBIC INCH V-8 ENGINE CLUTCH

The diaphragm spring clutch used with the 283 cubic inch V-8 engine has a centrifugal feature that guards against clutch slippage at high engine speeds. At the same time, clutch pedal pressure remains light.

Six of the 18 fingers in the diaphragm spring are bent back toward the clutch cover. Each of the bent-back fingers has a weight crimped near its end. As the diaphragm spring rotates, the weights tend to be thrown outward by centrifugal force. Since the fingers are held at the outer end, the force is resolved into components acting about the pivot ring. One component of the centrifugal force pushes the spring against the pressure plate. At 4000 rpm, this force gives an additional 350 pounds pressure plate load. With the initial load of about 1550 pounds, the total pressure plate load at this speed is approximately 1900 pounds. The weights are crimped to the fingers with the open side away from the cover; increasing speed, therefore, holds the weights to the fingers more firmly, rather than tending to loosen them.



### THREE-POINT ENGINE MOUNTING SYSTEM

The three-point mounting is used with all engines. The two side mounts are about six inches from the front and four inches up from the bottom of the block. With the single rubber mounting under the transmission extension, they bring about positive control of engine movement, reducing the effect of engine movement on the accelerator pedal.

Improved control of engine movement is produced by the geometry of the mounting, with the axes of the two front mounting studs intersecting on the engine torque-roll axis. Restriction of rotary motion by the engine is provided principally by resistance of the rubber pads to shear. The pads are designed with an approximate L-shaped cross section, so that the short side of the L is subjected to compression. If a sudden bump in the road should tend to jolt the engine downward, the resistance of both sides to compression prevents excessive engine movement. Resiliency of the rubber effectively isolates engine vibration from the chassis.

## OTHER EXTRA-COST EQUIPMENT

Changes in the Chevrolet optional equipment line for 1958 include improvements in the air conditioner, deluxe heater, signal-seeking radio, and windshield washer. The power-assisted brake unit is now provided with the low pedal, whether installed at the factory or by the dealer. The vacuum-operated ash tray and litter disposal container, which became available in mid-season 1957, are offered for 1958.

**RADIO.** The signal-seeking Wonder Bar radio has a transistor-powered audio frequency system, similar to that in the push-button radio. This improvement will reduce the mortality rate of tubes, as it eliminates the high voltage tubes in the radio frequency and audio systems.

Both the Wonder Bar radio and the push-button radio have an improved tone control circuit. An even greater range of adjustment is now possible, with the increase added to the treble end of the scale. Previously, the extreme clockwise position of the control knob gave "normal" response. The new tone control circuit allows further adjustment toward the right to emphasize treble response and decrease bass response for clear and faithful reproduction of speech. Adjustment toward the bass end has not been diminished by this change.

**WINDSHIELD WASHERS.** Switch operating changes make possible by the use of electric wiper motors on all 8-cylinder cars have improved the windshield washers.

The wiper operating switch for the foot pedal is at the pedal, giving better control. When the foot-operated switch is used, washers and wipers run as long as the pedal is depressed.

On cars where the washers are controlled from the push-button on the wiper knob, the coordinator switch is located at the back of the wiper control behind the instrument panel. When this control is used, wipers and washers operate for a short time, after which the coordinator first cuts off the vacuum to the washers and then opens the wiper switch to stop the wiping action. The vacuum wiper motor coordinator for 6-cylinder cars remains unchanged from 1957.

**ROOF TOP CARRIER.** A new roof top carrier becomes available for 1958 Chevrolet station wagons. More than 18 square feet of area are enclosed by the side rails, which are supported at six locations around the perimeter. For effective weight distribution, the rack on which the cargo rests is made

up of five transverse and seven longitudinal stainless steel members. All points of contact between carrier and roof are gasketed, and fastenings are made by means of self-sealing nuts. These are inserted from the outside, so that headlining is not disturbed when the carrier is installed.

**HEATER.** One hundred percent fresh air is used by the 1958 Chevrolet deluxe Air Flow heater, with intake from the plenum chamber below the cowl inlets. The distributor duct for this heater has been redesigned to give more uniform heat distribution throughout the car interior, and the new 6-ampere blower with increased air flow gives faster warm-up of the rear seat.

**AIR CONDITIONER.** The air circuit and refrigeration regulation in the 1958 Chevrolet air conditioning system incorporate important improvements.

For more uniform cooling of the car's interior, a center cool air outlet just below the instrument panel has been provided in addition to the two side outlets in the instrument panel. The air intake system also has been revised. The principal inlet is through louvers in the cowl into a plenum chamber, and thence down to the opening in the right side kick panel. In addition, cars equipped with air conditioning have an air tube from an opening in the right radiator baffle leading back to the air conditioning evaporator. About 30 percent of the air enters by this route when the air conditioning unit is in operation. The remaining 70 percent can be taken from the car's interior or from the outside via the right cowl opening. This choice is made possible by means of an adapter connecting the air opening in the right side kick panel with the opening in the dash, leading to the air conditioning evaporator. The adapter can be opened to either the interior of the car or the outside source. When it is opened to the outside air, the air conditioning system uses 100 percent outside air. When the adapter is opened to the car interior, the air conditioner uses 70 percent recirculated air and 30 percent outside air. The air tube leading from the radiator baffle remains open at all times.

The motorist has the same options in choosing his air source during periods when he is using the heater rather than the air conditioning system since air in the air conditioning system passes through the heater coils mounted in the dash. In addition, he can combine the two units to dehumidify the air on days when the temperature is at a desirable level

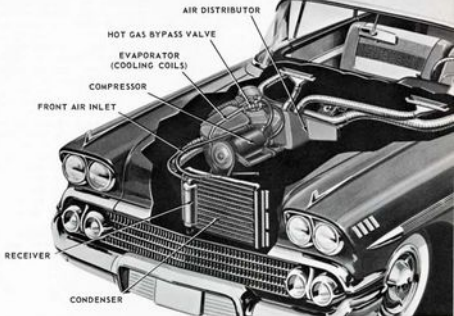
IMPROVED AIR CONDITIONER  
NEW ROOF TOP CARRIER



FAST IDLE CONTROL  
CENTER OUTLET CONTROL  
TEMPERATURE SELECTOR

CENTER AIR OUTLET

SIDE AIR OUTLET



AIR DISTRIBUTOR

HOT GAS BYPASS VALVE

EVAPORATOR  
(COOLING COILS)

COMPRESSOR

FRONT AIR INLET

RECEIVER

CONDENSER

but the air is too humid. In such cases, the air is first cooled by the cooling coils in the evaporator. Water precipitates out of the air, and is drained out at the bottom of the evaporator. On its way to the air distributor, the air then passes through the heater coils, where it is again warmed the desired amount.

The operator of an air-conditioned Chevrolet again has a choice of avenues for the conditioned air entering the passenger space. Ordinarily, he would use the two outlets in the instrument panel and the center outlet below the instrument panel, which are provided specifically for air conditioning. If he should wish a less direct supply of air, however, he can divert the air to the floor heater outlets by operating a pair of doors in the air distributor.

An important change in the refrigeration unit involves the temperature control system. Instead of a thermostatically-operated clutch to start and stop the refrigerating compressor, a hot gas valve is utilized in 1958 to achieve temperature regulation. With this arrangement, the compressor runs constantly when the air conditioner is in use. When the desired outlet air temperature is reached, a thermostatic control opens the hot gas valve, located at the evaporator end of a line running from the compressor discharge to the evaporator discharge. Reduced refrigeration is obtained in two ways. First, some of the compressed gas leaving the compressor by-passes the usual path through the condenser and evaporator, passing through a short circuit that involves no cooling. This hot gas joins the cold gas leaving the evaporator, so that the resultant mixture then entering the compressor is warmer than it would be with the hot gas valve closed. Second, the hot gas re-entering the main circuit at the evaporator outlet raises the pressure in the evaporator tubes. The increase of pressure diminishes the rate at which refrigerant passes through the expansion valve and evaporates in the evaporator tubes. With a smaller amount of gas evaporating, less heat is absorbed, and the temperature drop in the refrigerant decreases. In turn, then, a smaller amount of heat is absorbed from the air passing over the outside of the evaporator coils.

If the outlet air temperature is warmer than desired, the thermostatic control permits the hot gas valve to close. In this condition, all the refrigerant gas leaving the compressor goes to the condenser. After the system has been in operation for a time, an equilibrium point is reached, with the hot gas valve open just sufficiently to maintain the selected outlet air temperature. This selection is made by means of a sliding lever in a horizontal slot immediately below the center air outlet. Sliding this lever regulates the amount of opening allowed the hot gas by-pass valve.

Use of the hot gas valve to control temperature permits closer regulation, with less fluctuation of temperature within the car. It also reduces wear on the electromagnetic compressor clutch and the compressor itself, since there is no stopping and restarting of the compressor when the system is operating.

Greater refrigerating capacity and increased durability have been built into the 1958 Chevrolet air conditioning system by an increase in compressor capacity. The 1958 compressor has a capacity of 12.2 cubic inches, as compared with the previous capacity of 9.28 cubic inches. The condenser is increased in size, to reduce compressor head and line pressures.

Controls are conveniently located, with the temperature selector, fast idle control, and air diverter valve control mounted in the same bezel as the center air outlet. The fast idle provision insures that air conditioning will be adequate during periods of standstill in heavy traffic. The air diverter, or center outlet control, is used to choose between the instrument panel openings and the heater or defroster outlets for conditioned air discharge into the passenger space. The center air outlet opening also has a damper that can be closed by means of a small lever if only the side discharge openings on the instrument panel are to be used.

Heater controls on the instrument panel immediately to the left of the ash tray opening also are used for air conditioning. These controls, which are knobs attached to levers moving in vertical slots, are marked FAN, DEF, TEMP, and AIR. Of these, the fan and air controls come into play whenever air conditioning is used. The air control is used to determine whether the major portion of the air to be circulated through the air conditioning system will be outside air or recirculated air. The temperature control is used only when the system is being used as a dehumidifier or heater.

An added feature in the air discharge system insures adequate cooling around the legs and feet of driver and front seat passengers. This consists of series of small holes in the duct leading to the air conditioning discharge outlets, so that cool air is delivered near the floor close to the fire wall. A special engine fan is used with air conditioning installed at the factory. This is a 5-blade, 18-inch fan with a viscous drive that limits fan speed to 3200 rpm. The silicone fluid used in this drive will transmit only sufficient torque to drive the fan at this limited speed, and excessive noise and power consumption by the fan at high engine speeds are avoided.

To allow for the diminished heat load when the sun is down, the blower motor is designed to operate at decreased speed when the car headlights are turned on.

**CORVETTE**



## CORVETTE

REDESIGNED EXTERIOR  
NEW INSTRUMENT PANEL  
FUNCTIONAL BUMPERS

The 1958 Corvette features extensive styling changes which create an entirely new exterior and interior appearance. Over nine inches longer, the Corvette is highlighted by dual headlights, new grille, functional front and rear bumpers, and new divided instrument panel with a passenger assist bar.

The newly-designed radiator grille is composed of three major units. The center unit, or grille proper, features nine vertical bars in a bright-metal frame. Centered beneath the frame are parking lights recessed in oval housings. Two units finished in bright-metal, at either side of the center grille, are styled to resemble air inlet ports and are divided by functional bumpers. The bumpers wrap around the front fenders protecting this area. The license plate is mounted between bumper guards similar to those used in 1957.

Windsplits highlight the front fenders. Bright-metal, which accents the peak of the windsplits, encircles the dual headlights in each fender. Simulated air scoops, trimmed with three tapered moldings, fill the forward portion of the depression in the front fenders.

Two elongated windsplits taper rearward on the hood with decorative but nonfunctional transverse ventilation louvers between. A fresh air intake is located on the upper face of the cowl, forward of the windshield. The ventilator cover, as in 1957, is operated by a lever in the driver's compartment.

A functional 2-piece rear bumper is attached to the frame. From dual spinners, which flank the license plate at the center, the bumpers follow the contour of the rear end design and wrap around the rear fenders. At the fender ends, the bumpers form oval openings for the dual exhaust system. Rear license plate lights are located at either side in the spinners. The rear deck lid is highlighted by two wide moldings and the redesigned tail lights follow the contour of the rear fenders.

The Corvette interior is extensively restyled. All instruments are redesigned and more conveniently located. At the top of the instrument panel, in a separate semi-circular housing, the speedometer is located. Beneath the speedometer but slightly to the left are two circular housings for the fuel and temperature gauges. Similar housings at the right contain the ammeter and oil pressure gauge. The tachometer is located on the steering column immediately forward of the instrument panel. Below the circular housings to the left of the steering column are located the instrument panel knobs for the exterior lights and windshield wipers. The key-turn starter and cigarette lighter knobs are at the right. A coved area on the passenger side of the instrument panel features an anodized brushed



aluminum insert with the word "Corvette" in modern block letters. Spanning the coved area is a vinyl-covered steel assist bar. Leather-grain vinyl is used to cover the entire instrument crown area.

Conveniently dividing the front compartment, a fiber glass panel extends from the floor tunnel to the instrument panel. On this unit are located the controls for the heater, defroster, radio, and clock. The lever which operates the fresh air ventilator on the cowl is mounted to the left of this panel within easy reach of the driver. The ash tray and transmission selector lever location remain the same as in 1957.

New side walls feature applied armrests which are longer than any previously offered. Dual reflectors designed to pick up the lights of oncoming cars are mounted in the side walls to the rear of the armrests.

The bucket seats are newly-styled and feature wide-ribbed panels on cushion and backrest.

All Corvettes are again powered exclusively with the 283 cubic inch V-8 engine. The basic engine, equipped with a 4-barrel carburetor and dual exhaust system, has a compression ratio of 9.5-to-1. The generator is mounted on the right side of the engine to improve water pump efficiency by reducing belt lash at higher engine speeds.

Available optionally with the Corvette engine are the dual 4-barrel carburetor and Chevrolet Ramjet Fuel Injection. Horsepower output ranges from 230 for the base engine to 290 for the special fuel in-

jection engine equipped with a special camshaft.

As in 1957, the 290 horsepower Corvette engine has modified combustion chambers and domed pistons that raise the compression ratio to 10.5-to-1. Along with the special camshaft, it is equipped with a high-speed valve train, including solid tappets, lightweight valves, and modified valve springs. The main bearings and connecting rod bearings in this engine are of premium materials and construction. Generator and distributor are different from those on the other Corvette engines. The generator has a ball bearing at the rear, and no tachometer drive, since the tachometer is driven from the distributor.

Corvettes equipped with the 290 horsepower engine are available with 3-speed or 4-speed transmission. The other Corvette engines are available with the 3-speed, Powerglide, or 4-speed transmission.

The chassis for 1958 is modified to provide improved ride and cornering stability, while the frame is adapted to receive the new bumper brackets.

The new, more effective bumpers are supported by brackets bolted to both the front and rear crossmembers. Improving ride and cornering stability are new rear springs with greater camber for a larger ride clearance. Although spring deflection rate is unchanged, the increased camber changes the relationship between the spring and shackle so that the reaction to small bumps is much smoother and cornering stability is improved. Possibility of the rear suspension bottoming is also reduced with the larger ride clearance.







ENGINE	EQUIPMENT	COMPRESSION RATIO	GROSS HORSEPOWER	GROSS TORQUE (lbs. ft.)
Regular Production 283 Cubic Inch V-8	4-Barrel Carburetor	9.5-to-1	230 at 4800 rpm	300 at 3000 rpm
Optional 283 Cubic Inch V-8's	Dual 4-Barrel Carburetor	9.5-to-1	245 at 5000 rpm	300 at 3800 rpm
	Fuel Injection	9.5-to-1	250 at 5000 rpm	305 at 3800 rpm
	Dual 4-Barrel Carburetor and Special Camshaft	9.5-to-1	270 at 6000 rpm	285 at 4200 rpm
	Fuel Injection and Special Camshaft	10.5-to-1	290 at 6200 rpm	290 at 4400 rpm



## APPENDIX

**EXTERIOR - INTERIOR COLOR COMBINATIONS**  
**BEL AIR SERIES AND NOMAD STATION WAGON**  
 (Except Impala Models)

EXTERIOR COLORS			Instrument panel upper and lower; garnish moldings; door lock knobs; glove box door lower; radio grille screen; heater and ash tray face plate; direction signal and shift lever housing; steering jacket insert and cover; steering wheel.	Instrument panel center; glove box door upper; radio cover plates.	Interior trim combination
SINGLE	TWO-COLORS				
	Roof and Upper Body	Lower Body Color			
Onyx Black	Onyx Black	Arctic White	Gunmetal	Bright Metal	Gunmetal, Silver and White
Rio Red	Rio Red	Arctic White			
Snowcrest White (A)					
Glen Green	Arctic White	Glen Green	Forest Green	Bright Metal	3-Tone Green
Forest Green	Forest Green	Glen Green			
Colonial Cream	Colonial Cream	Arctic White			
Cashmere Blue	Arctic White	Cashmere Blue	Fathom Blue	Bright Metal	3-Tone Blue
Fathom Blue	Fathom Blue	Cashmere Blue			
Silver Blue (A)	Silver Blue (A)	Snowcrest White (A)			
Tropic Turquoise	Aegean Turquoise	Arctic White	Aegean Turquoise	Bright Metal	3-Tone Turquoise
Aegean Turquoise	Aegean Turquoise	Tropic Turquoise			
	Arctic White	Tropic Turquoise			
Sierra Gold	Arctic White	Sierra Gold	Anniversary Gold	Bright Metal	Beige and Gold
Honey Beige	Anniversary Gold	Honey Beige			
Anniversary Gold					
Cay Coral	Cay Coral	Arctic White	Dark Coral	Bright Metal	3-Tone Coral

(A) - Acrylic

# EXTERIOR - INTERIOR COLOR COMBINATIONS BEL AIR IMPALA MODELS

EXTERIOR COLORS			Instrument panel upper and lower; garnish moldings; door lock knobs; glove box door lower; radio grille screen; package shelf *; direction signal and shift lever housing; steering wheel sides &; steering jacket insert and cover; heater cover plate; ash tray face plate	Instrument panel center; glove box door upper; seat end panels; radio cover plate.	Interior trim combinations
SINGLE	TWO-COLOR *				
	Roof Color	Body Color			
Onyx Black	Arctic White	Onyx Black	Onyx Black	Bright Metal	Black, Silver and Turquoise
Glen Green	Arctic White	Glen Green	Forest Green	Bright Metal	3-Tone Green
Forest Green	Glen Green	Forest Green			
Colonial Cream	Arctic White	Colonial Cream			
Cashmere Blue	Arctic White	Cashmere Blue	Fathom Blue	Bright Metal	3-Tone Blue
Fathom Blue	Cashmere Blue	Fathom Blue			
Silver Blue (A)	Snowcrest White (A)	Silver Blue (A)			
Aegean Turquoise	Arctic White	Aegean Turquoise	Aegean Turquoise	Bright Metal	3-Tone Turquoise
Tropic Turquoise	Tropic Turquoise	Aegean Turquoise			
	Arctic White	Tropic Turquoise			
Snowcrest White (A)*					
Snowcrest White (A)†			Rio Red	Bright Metal	Red, Silver and Black
Anniversary Gold	Anniversary Gold	Money Beige	Anniversary Gold	Bright Metal	Beige, Gold and Copper
Sierra Gold	Arctic White	Sierra Gold			
Money Beige					
Rio Red	Arctic White	Rio Red	Rio Red	Bright Metal	Red, Silver and Black
Cay Coral	Arctic White	Cay Coral	Dark Coral	Bright Metal	3-Tone Coral

(A) - Acrylic

\* - Impala Sport Coupe only

† - Impala Convertible only

‡ - Upper and lower areas of steering wheel painted Silver

**EXTERIOR - INTERIOR COLOR COMBINATIONS**  
**BISCAYNE SERIES**  
 (Models 15-1641, 15-1649)

EXTERIOR COLORS				Instrument panel upper and lower; garnish moldings; door lock knobs; glove box door lower; radio grille screen; direction signal and shift lever housing; steering wheel; steering jacket insert and cover.	Instrument panel center; glove box door upper; radio and clock cover plates.	Interior trim combinations
SINGLE A	TWO-COLOR					
	Roof and Lower Body	Pillars and Upper Body	Wheels			
Onyx Black	Arctic White	Onyx Black	Onyx Black	Gunmetal	Silver	Gunmetal, Silver and White
Rio Red	Arctic White	Rio Red	Rio Red			
Cay Coral	Arctic White	Cay Coral	Cay Coral			
Forest Green	Glen Green	Forest Green	Glen Green	Forest Green	Glen Green	3-Tone Green
Glen Green	Glen Green	Arctic White	Glen Green			
Colonial Cream	Arctic White	Colonial Cream	Colonial Cream			
Cashmere Blue	Cashmere Blue	Arctic White	Cashmere Blue	Fathom Blue	Silver Blue	3-Tone Blue
Fathom Blue	Cashmere Blue	Fathom Blue	Cashmere Blue			
Silver Blue (A)	Snowcrest White (A)	Silver Blue (A)	Silver Blue (A)			
Tropic Turquoise	Arctic White	Aegean Turq.	Aegean Turq.	Aegean Turquoise	Tropic Turquoise	3-Tone Turquoise
Aegean Turquoise	Tropic Turquoise	Arctic White	Tropic Turq.			
Snowcrest White (A)	Tropic Turquoise	Aegean Turq.	Tropic Turq.			
Anniversary Gold				Anniversary Gold	Honey Beige	Beige and Gold
Sierra Gold	Sierra Gold	Arctic White	Sierra Gold			
Honey Beige	Honey Beige	Anniversary Gold	Anniversary Gold			

(A) - Acrylic

<sup>B</sup> - Wheels painted body color

**EXTERIOR - INTERIOR COLOR COMBINATIONS**  
**DELRAY SERIES**  
 (Models 11-1221, 11-1241, 11-1249)

EXTERIOR COLORS				Instrument panel upper and lower; garnish moldings; door lock knobs; glove box door lower; radio grille screen; direction signal and shift lever housing; steering wheel, steering jacket insert and cover.	Instrument panel center; glove box door upper; radio and clock cover plates.	Interior trim combinations
SINGLE #	TWO-COLOR					
	Roof and Upper Body	Lower Body	Wheels			
Onyx Black	Onyx Black	Artic White	Onyx Black	Gunmetal	Silver	Gunmetal and Silver
Glen Green	Artic White	Glen Green	Glen Green			
Forest Green	Forest Green	Glen Green	Glen Green			
Cashmere Blue	Artic White	Cashmere Blue	Cashmere Blue			
Fathom Blue	Fathom Blue	Cashmere Blue	Fathom Blue			
Rio Red	Rio Red	Artic White	Rio Red			
Colonial Cream	Colonial Cream	Artic White	Colonial Cream			
Tropic Turquoise	Aegean Turq.	Tropic Turquoise	Tropic Turq.			
Aegean Turquoise	Aegean Turq.	Artic White	Aegean Turq.			
Silver Blue (A)	Artic White	Tropic Turquoise	Aegean Turq.			
Honey Beige						
Anniversary Gold	Anniversary Gold	Honey Beige	Anniversary Gold			
Sierra Gold	Artic White	Sierra Gold	Sierra Gold			
Cay Coral	Cay Coral	Artic White	Cay Coral			
Snowcrest White (A)	Silver Blue (A)	Snowcrest White (A)	Silver Blue (A)			

(A) - Acrylic

# - Wheels painted body color

**EXTERIOR - INTERIOR COLOR COMBINATIONS**  
**STATION WAGON SERIES**  
 (Models 15-1693, 15-1694)\*

EXTERIOR COLORS				Instrument panel upper and lower; garnish moldings; door lock knobs; glove box door lower; radio grille screen; direction signal and shift lever housing; steering wheel; steering jacket insert and cover.	Instrument panel center; glove box door upper; radio and clock cover plates.	Interior trim combinations
SINGLE #	TWO-COLOR					
	Roof and Lower Body	Pillars and Upper Body	Wheels			
Onyx Black	Arctic White	Onyx Black	Onyx Black	Gunmetal	Silver	Gunmetal, Silver and White
Glen Green	Glen Green	Arctic White	Glen Green			
Cashmere Blue	Cashmere Blue	Arctic White	Cashmere Blue			
Rio Red	Arctic White	Rio Red	Rio Red			
Colonial Cream	Arctic White	Colonial Cream	Colonial Cream			
Silver Blue (A)	Snowcrest White (A)	Silver Blue (A)	Silver Blue (A)			
Coy Coral	Arctic White	Coy Coral	Coy Coral			
Tropic Turquoise	Tropic Turquoise	Aegean Turq.	Tropic Turq.	Aegean Turquoise	Tropic Turquoise	3-Tone Turquoise
Snowcrest White (A)	Tropic Turquoise	Arctic White	Tropic Turq.			
Aegean Turquoise	Arctic White	Aegean Turq.	Aegean Turq.			
Forest Green	Glen Green	Forest Green	Glen Green	Anniversary Gold	Honey Beige	Beige and Gold
Fathom Blue	Cashmere Blue	Fathom Blue	Cashmere Blue			
Anniversary Gold						
Sierra Gold	Sierra Gold	Arctic White	Sierra Gold			
Honey Beige	Honey Beige	Anniversary Gold	Anniversary Gold			

(A) - Acrylic

\* - See Bel Air Series for Models 17-1893

# - Wheels painted body color

**EXTERIOR - INTERIOR COLOR COMBINATIONS**  
**STATION WAGON SERIES**  
 (Models 11-1291, 11-1293)\*

EXTERIOR COLORS				Instrument panel upper and lower; garnish moldings; door lock knobs; glove box door lower; radio grille screen; direction signal and shift lever housing; steering jacket insert and cover.	Instrument panel center; glove box door upper; radio and clock cover plates.	Interior trim combinations
SINGLE R	TWO-COLOR					
	Roof and Upper Body	Lower Body	Wheels			
Onyx Black	Onyx Black	Arctic White	Onyx Black	Gunmetal	Silver	Gunmetal and Silver
Glen Green	Arctic White	Glen Green	Glen Green			
Cashmere Blue	Arctic White	Cashmere Blue	Cashmere Blue			
Tropic Turquoise	Arctic White	Tropic Turquoise	Tropic Turq.			
Aegean Turquoise	Aegean Turq.	Arctic White	Aegean Turq.			
Rio Red	Rio Red	Arctic White	Rio Red			
Colonial Cream	Colonial Cream	Arctic White	Colonial Cream			
Silver Blue (A)	Silver Blue (A)	Snowcrest White (A)	Silver Blue (A)			
Cay Coral	Cay Coral	Arctic White	Cay Coral	Gold	Beige	Gold and Beige
Forest Green	Forest Green	Glen Green	Glen Green			
Fathom Blue	Fathom Blue	Cashmere Blue	Fathom Blue			
Anniversary Gold	Anniversary Gold	Honey Beige	Anniversary Gold			
Sierra Gold	Arctic White	Sierra Gold	Sierra Gold			
Snowcrest White (A)						
Honey Beige						
	Aegean Turq.	Tropic Turquoise	Aegean Turq.			

(A) - Acrylic

R - Wheels painted body color

\* - See Bell Air Series for Models 17-1893



# INTERIOR COLORS AND FABRICS 17-1800 SERIES SEDANS, SPORT SEDAN, AND SPORT COUPE \*

AREA			MATERIAL	TRIM COMBINATIONS					
				Gun-metal, Silver, White	Three-Tone Green	Three-Tone Blue	Three-Tone Turquoise	Beige and Gold	Three-Tone Coral
Seats	Cushion		Pattern Cloth	Silver	Medium Green	Medium Blue	Medium Turquoise	Medium Gold	Medium Coral
	Backrest								
	Cushion Facing								
	Backrest Bolster								
	Bolster Insert and Front Seat Side Insert		Leather Grain Vinyl	Silver	Medium Green	Medium Blue	Medium Turquoise	Beige	Light Coral
	Bolster Facing							Medium Gold	Medium Coral
	Front	Upper Area						Dark Gold	
	Seat	Lower Area						Medium Gold	
	Back	Lower Cross Bar						Medium Gold	
Front Seat Side Facings									
Sidewalls	Ribbed Area		Composition Board	Gun-metal	Medium Green	Medium Blue	Medium Turquoise	Medium Gold	Medium Coral
	Armrest Insert Area			Silver	Dark Green	Dark Blue	Dark Turquoise	Medium Gold	Dark Coral
	Balance of Area			White	Light Green	Light Blue	Light Turquoise	Beige	Light Coral
	Scuff Pad			Gun-metal	Medium Green	Medium Blue	Medium Turquoise	Medium Gold	Medium Coral
	Cowl Side Kick Panels			Silver **	Light Green	Light Blue	Light Turquoise	Beige	Light Coral
Headlining		Textured Vinyl g							
Sunshade Covering		Leather Grain Vinyl							
Armrests	Upper		Plastic	Silver	Dark Green	Dark Blue	Dark Turquoise	Medium Gold	Dark Coral
	Lower								
Floor Covering			Carpet	Gun-metal	Medium Green	Medium Blue	Medium Turquoise	Dark Gold	
Package Shelf			Composition Board					Medium Gold	

\* - Except Impala Sport Coupe

g - Headlining cloth on 2 and 4-Door Sedans

\*\* - Light Gray on 2 and 4-Door Sedans

# **INTERIOR COLORS AND FABRICS** **17-1800 SERIES IMPALA SPORT COUPE AND CONVERTIBLE**

AREA			MATERIAL	TRIM COMBINATIONS					
				Black, Silver, Turquoise	Three- Tone Green	Three- Tone Blue	Beige, Gold, Copper	Red, Silver, Black	Three- Tone Coral
Seats	Cushion and Backrest		Tri-Colored & Pattern Cloth	Silver, Black, Lt. Turq.	Lt. Gray, Dk. Green, Lt. Green	Lt. Gray, Dk. Blue, Lt. Blue	Beige, Copper, Med. Gold	Lt. Gray, Black, Red	Lt., Med., Dark Coral
	Cushion and Backrest Facing		Leather Grain Vinyl	Black *	Med. Green	Med. Blue	Med. Gold	Red	Med. Coral
	Front Seat	Upper Area	Tri-Colored & Pattern Cloth	Same as Cushion and Backrest					
		Lower Area	Leather Grain	Black *	Med. Green	Med. Blue	Med. Gold	Red	Med. Coral
		Lower Cross Bar	Vinyl						
	Front Seat End Panels		Bright Metal	-	-	-	-	-	-
Side- walls	Outer Area and Scuff Pad		Leather Grain	Black *	Med. Green	Med. Blue	Med. Gold	Red	Med. Coral
	Secondary Area		Vinyl	Silver	Lt. Green	Lt. Blue	Beige	Silver	Lt. Coral
	Center Area		Anodized Aluminum	Med. Turq.	Med. Green	Med. Blue	Copper	Red	Med. Coral
Cowl Side Kick Panel			Composition Board	Black *					
Head- lining *	Upper Roof		Perf. Vinyl	Silver	Lt. Green	Lt. Blue	Beige	Silver	Lt. Coral
	Sill Area		Textured	Black *	Med. Green	Med. Blue	Med. Gold	Red	Med. Coral
Sunshades and Binding			Vinyl	Silver	Silver	Silver	Beige	Silver	
Arm- rests	Upper and Lower		Leather Grain Vinyl	Black	Dk. Green	Dk. Blue	Med. Gold	Black	Dk. Coral
Floor Covering			Carpet	Lt. Gray *	Med. Green	Med. Blue	Dk. Gold	Red	Dk. Coral
Package Shelf (Sport Coupe)			Painted Metal	-	-	-	-	-	-
Dust Boot		(Convertible)	Textured	Black *	Med. Green	Med. Blue	Med. Gold	Red	Med. Coral
Folding Top Wall			Vinyl						

\* - Medium Turquoise used in second combination.

& - Leather Grain Vinyl on Convertible.

# **INTERIOR COLORS AND FABRICS** **15-1600 SERIES SEDANS**

AREA		MATERIAL	TRIM COMBINATIONS				
			Gun-metal, Silver White	Three-Tone Green	Three-Tone Blue	Three-Tone Turquoise	Beige and Gold
Seats	Cushion	Pattern Cloth	Gun-metal	Medium Green	Medium Blue	Medium Turquoise	Medium Gold
	Backrest		Gun-metal	Green	Blue	Turquoise	Gold
	Cushion Facings	Leather Grain Vinyl	Silver	Light Green	Light Blue	Light Turquoise	Beige
	Backrest Bolster		Gun-metal	Medium Green	Medium Blue	Medium Turquoise	Medium Gold
	Bolster Insert and Facing		Silver	Light Green	Light Blue	Light Turquoise	Beige
	Front Upper Area		Gun-metal	Medium Green	Medium Blue	Medium Turquoise	Medium Gold
	Seat Lower Area			Green	Blue	Turquoise	Gold
	Back Lower Cross Bar		Silver	Lt. Green	Lt. Blue	Lt. Turq.	Beige
	Front Seat Side Facings			Dark Green	Dark Blue	Dark Turquoise	Medium Gold
Sidewalls	Forward Area	Composition Board	Gun-metal	Medium Green	Medium Blue	Medium Turquoise	Medium Gold
	Ribbed Area			Green	Blue	Turquoise	Gold
	Armrest Insert Area		Silver	Light Green	Light Blue	Light Turq.	Beige
	Scuff Area			Dark Green	Dark Blue	Dark Turquoise	Medium Gold
Cowl Side Kick Panels		Composition Board	Light Gray	Light Green	Light Blue	Light Turquoise	Beige
Headlining	Covering	Plain Napped Cloth	Silver	Dark Green	Dark Blue	Dark Turquoise	Medium Gold
	Binding	Leather Grain Vinyl		Green	Blue	Turquoise	Gold
Armrests	Upper	Plastic	Gun-metal	Medium Green	Medium Blue	Medium Turquoise	Medium Gold
	Lower	Plastic		Green	Blue	Turquoise	Gold
Floor Covering		Vinyl Coated Rubber	Gun-metal	Dark Green	Dark Blue	Dark Turquoise	Dark Gold
Package Shelf		Composition Board		Medium Green	Medium Blue	Medium Turquoise	Medium Gold

# INTERIOR COLORS AND FABRICS 11-1200 SERIES SEDANS

AREA			MATERIAL	TRIM COMBINATION
Seats	Cushion		Pattern Cloth	Gunmetal
	Backrest			
	Cushion and Backrest Facing		Leather Grain Vinyl	Silver
	Backrest Bolster			
	Front Seat Side Facings			
	Front Seat Back	Upper Area		
		Lower Area		
		Lower Cross Bar		
Sidewalls	Upper Area			Gunmetal
	Scuff Area			
	Center Area			
Cowl Side Kick Panels			Composition Board	Gunmetal
Headlining			Plain Napped Cloth	Light Gray
Sunshades	Covering		Leather Grain Vinyl	
	Blinding			
Floor Covering	Front		Rubber	Black
	Rear			
Load Space *	Sidewalls		Composition Board	Gunmetal
	Wheelhouse and Rear Wall		Textured Paint	

\* - Utility Sedan only

# **INTERIOR COLORS AND FABRICS** **17-1800 SERIES STATION WAGONS**

AREA			MATERIAL	TRIM COMBINATIONS						
				Gun-metal, Silver, White	Three-Tone Green	Three-Tone Blue	Three-Tone Turquoise	Beige and Gold	Three-Tone Coral	
Seats	Cushion		Pattern Cloth	Silver	Medium Green	Medium Blue	Medium Turquoise	Medium Gold	Medium Coral	
	Backrest									
	Cushion Facings									
	Backrest Bolster									
	Bolster Insert		Leather Grain Vinyl	Gun-metal	Light Green	Light Blue	Light Turquoise	Beige	Light Coral	
	Bolster Insert Facings			Silver	Medium Green	Medium Blue	Medium Turquoise	Medium Gold	Medium Coral	
	Front Seat	Upper Area		Gun-metal	Light Green	Light Blue	Light Turquoise	Beige	Light Coral	
		Lower Area		Gun-metal	Light Green	Light Blue	Light Turquoise	Beige	Light Coral	
	Back	Lower Cross Bar		Silver	Medium Green	Medium Blue	Medium Turquoise	Medium Gold	Medium Coral	
Front Seat Side Facing		Gun-metal	Green	Blue	Turquoise	Gold	Coral			
Sidewalls	Ribbed Area		Silver	Dark Green	Dark Blue	Dark Turquoise	Medium Gold	Dark Coral		
	Armrest Insert Area		White	Light Green	Light Blue	Light Turquoise	Beige	Light Coral		
	Balance of Area		Gun-metal	Medium Green	Medium Blue	Medium Turquoise	Medium Gold	Medium Coral		
	Scuff Area		Gun-metal	Medium Green	Medium Blue	Medium Turquoise	Medium Gold	Medium Coral		
Cowl Side Kick Panel			Composition Board		Silver	Light Green	Light Blue	Light Turquoise	Beige	Light Coral
Headlining			Textured Vinyl							
Sunshade	Covering									
	Binding									
Armrests	Upper	Plastic	Silver	Dark Green	Dark Blue	Dark Turquoise	Medium Gold	Dark Coral		
	Lower									
Floor	Front and Center	Carpet	Gun-metal	Medium Green	Medium Blue	Medium Turquoise	Dark Gold	Medium Coral		
Covering	Load Space *	Linoleum					Medium Gold			
Wheelhouse Cover Panels			Leather Grain Vinyl		Gun-metal	Green	Blue	Turquoise	Medium Gold	Medium Coral

\* - Also includes back of rear seat, backrest, bottom of cushion, and tailgate.

# **INTERIOR COLORS AND FABRICS 15-1600 SERIES STATION WAGONS**

AREA			MATERIAL	TRIM COMBINATIONS					
				Gunmetal and Silver	Three-Tone Turquoise	Beige and Gold			
Seats	Cushion		Pattern Cloth	Gunmetal	Medium Turquoise	Medium Gold			
	Backrest								
	Cushion Facings		Leather Grain Vinyl	Silver	Light Turquoise	Beige			
	Backrest Bolster			Gunmetal	Medium Turquoise	Medium Gold			
	Bolster Insert and Facing			Silver	Light Turquoise	Beige			
	Front	Upper Area							
	Seat	Lower Area		Gunmetal	Medium Turquoise	Medium Gold			
	Back	Lower Cross Bar							
	Front Seat Side Facings			Silver					
Sidewalls	Forward Area				Silver	Light Turquoise	Beige		
	Ribbed Area								
	Armrest Insert Area		Gunmetal		Dark Turquoise	Medium Gold			
	Scuff Area				Medium Turquoise	Medium Gold			
Cowl Side Kick Panels			Composition Board						
Headlining			Textured Vinyl	Silver	Light Turquoise	Beige			
Sunshade	Covering								
	Binding		Leather Grain Vinyl	Gunmetal	Dark Turquoise	Medium Gold			
Armrests	Upper		Plastic						
	Lower								
Floor Covering	Front and Center		Vinyl Coated Rubber		Medium Turquoise	Dark Gold			
	Load Space *		Linoleum			Medium Gold			
Wheelhouse Cover Panels			Textured Vinyl						

\* - Also includes rear seat backrest, bottom of cushion, and tailgate.

# INTERIOR COLORS AND FABRICS 11-1200 SERIES STATION WAGONS

AREA			MATERIAL	TRIM COMBINATIONS	
				Gunmetal and Silver	Beige and Gold
Seats	Cushion		Pattern Vinyl	Gunmetal	Medium Gold
	Backrest				
	Backrest Bolster		Leather Grain Vinyl	Silver	Beige
	Cushion and Backrest Facings				Medium Gold
	Front Seat Side Facings				Beige
	Front	Upper Area		Gunmetal	Medium Gold
	Seat	Lower Area			
	Back	Lower Cross Bar			
Sidewalls	Upper Area			Silver	Beige
	Scuff Pad				
	Center Area				
Cowl Side Kick Panels			Composition Board	Gunmetal	Medium Gold
Headlining			Textured Vinyl	Silver	Beige
Sunshades	Covering				
	Binding				
Floor Covering	Front		Vinyl Coated Rubber	Gunmetal	Dark Gold
	Center				
	Load Space *		Ribbed Linoleum		
Wheelhouse Cover Panels			Textured Vinyl		Medium Gold

\* - Also includes rear seat backrest, bottom of cushion, and tailgate.

## 1958 CORVETTE COLOR AND TRIM COMBINATIONS

EXTERIOR COLOR		INTERIOR TRIM			FOLDING TOP		
Single and 2-Tone Combinations	Cove Insert (2-Tone Only)	Charcoal	Blue-Gray	Red	Black	White	Blue-Gray
Charcoal	Inca Silver	X	X	X	X	X	
Snowcrest White		X	X	X	X	X	X
Silver Blue		X	X			X	X
Regal Turquoise	Snowcrest White	X			X	X	
Panama Yellow		X			X	X	
Signet Red		X		X	X	X	

## 1958 CORVETTE FACTORY OPTIONAL ACCESSORIES AND REGULAR PRODUCTION OPTIONS

NUMBER	ITEM	NUMBER	ITEM
101 *	Air Flow Heater	470	Folding Top Color Combinations
102 *	Signal-Seeking Radio and Antenna	473	Power Folding Top Equipment
107 *	Parking Brake Alarm	490	Interior Trim Combinations
108 *	Courtesy Light Equipment	5-522	Exterior Color Combinations
109 *	Push-Button Windshield Washer	565	Body Equipment
276	15 x 5.50K Wheels	579	Fuel Injection Equipment
290	6.70 x 15-4 Ply Whitewall Tires	677	3.70 Limited-Slip Rear Axle
313	Powerglide Transmission	678	4.11 Limited-Slip Rear Axle
419	Auxiliary Hard Top	679	4.56 Limited-Slip Rear Axle
426	Power Windows	684	Heavy-Duty Brake and Suspension Equipment
469	Dual 4-Barrel Carburetor Equipment	685	Four-Speed Transmission

\* - Factory Optional Accessory



# 1958 PASSENGER CAR DEALER-INSTALLED ACCESSORIES

ITEM			MODELS
Air Conditioner	With heater *g		All with V-8
	Without heater		
Alarm	Parking brake		All
Armrests	Front door		Delray and Yeoman only
Ash Tray	Vacuum		All
Automatic Eye	Automatic headlight dimmer		
Belt	Seat		
Brake	Vacuum power		
Cap	Gasoline tank filler locking		All except Bel Air
	Hub (full disk)		
Carrier	Wheel (Continental-type)		All except Station Wagons
	Luggage		Station Wagons only
Clock	Electric		All except Bel Air
Container	Litter		All
Compass	Illuminated		
Cover	Accelerator pedal		
Dispenser	Tissue		
Deflector	Rain		All except hardtops and Convertible
Exhaust Port	Rear fender		All
Frame	License plate	Chrome	All without Continental Carrier
		Stainless steel	
Guard	Door edge		All
Harness	Seat belt shoulder		
Heater and Defroster	Recirculating *g		
	Air flow *g		
Lamp	Ash tray		All except Impala
	Backlog		All except Convertible
	Courtesy		Delray and Yeoman only
	Glove compartment		All except Station Wagons
	Luggage compartment		All
	Spot	Inside-operated	
		Outside-operated	
	Portable		
Lighter	Under hood		Delray and Yeoman only
	Cigarette		
Mat	Floor (Blue, Green, Turquoise, Gunmetal)		All
Mirror	Rear view	Inside (prismatic)	
		Outside	
Molding	Visor vanity		
Ornament	Body sill		All except Bel Air
	Front fender crown		All
	Hub cap (2-point)		All
	Manual *g		All
	Push-button *g		
Radio	Signal-seeking *		
	Antenna	Front (manual)	All except Station Wagons
		Rear (manual)	
		Rear (dummy)	
	Speaker (rear)		
Reflector	Reflex		
Screen	Radiator insect		
Shaver	Electric	All	
Shield	Door handle		
Sunshade	Right hand	Delray and Yeoman only	
Tank	Windshield washer vacuum reserve	All with push-button washers	
Teels	Contained in kit	All	
Viewer	Traffic light		
Washer	Windshield	Push-button	All with electric wipers
		Foot-operated	

\* - Front antenna included. Also available with rear antenna on all models except Station Wagons.

g - Also available as Factory Optional Accessory (FOA).

**1958 PASSENGER CAR  
REGULAR PRODUCTION OPTIONS (RPO'S)**

NUMBER	ITEM	MODELS
216	Oil Bath Air Cleaner	Series 11-15-1700
220	Dual Exhausts	Series 12-16-1800
227	Heavy-Duty Clutch	All
237	Oil Filter	
241	Governor	Series 11-15-1700
283	8.00 x 14-4 Ply Blackwall Tires	All except 11-1291, 93; 15-1693, 94; 17-1867, 93
302	Turboglide Transmission	Series 12-16-1800
313	Powerglide Transmission	All
315	Overdrive Transmission	
320	Electric Windshield Wipers	Series 11-15-1700
324	Power Steering	All
325	45-Ampere Low Cut-In Generator	
330	Taxicab Equipment	11-1249 and 15-1649 only
338	35-Ampere Heavy-Duty Generator	All
345	Heavy-Duty Battery	
397	Power Seat	Series 15-16-17-1800
398	Tinted Glass	All
410	Four-Barrel Carburetor Equipment	Series 12-16-1800
412	Power Brakes	All
417	Engine Positive Ventilation	Series 11-15-1700
426	Power Windows	Series 15-16-17-1800
427	Instrument Panel Pad	All
465	7.50 x 14-4 Ply Whitewall Tires	All except 11-1291, 93; 15-1693, 94; 17-1867, 93
470	Folding Top Equipment	17-1867 only
573	Triple 2-Barrel Carburetor Equipment	Series 12-16-1800
576	348 Cubic Inch V-8	
578	Fuel Injection Equipment	
580	Air Suspension Equipment	
588	8.00 x 14-4 Ply Whitewall Tires	All
593	Heavy-Duty Rear Coil Springs	All except 15-1694
675	3.36-to-1 Limited Slip Rear Axle	All
676	3.55-to-1 Limited Slip Rear Axle	
678	4.11-to-1 Limited Slip Rear Axle	

# REGULAR PRODUCTION EQUIPMENT - EXTERIOR

ITEM		MODELS
Exterior	Front and rear bumpers with raised area for license plate	All
	Grille screen of anodized aluminum	
	Grille frame (chrome)	
	Dual front parking and directional signal lamps	Station Wagons
	Four headlights	
	Dual tail lights	
	Four tail lights	All except Station Wagons & Impalas
	Four tail lights with dual backup lights	
	License light in rear bumper	
	Front fender -ramp ornaments	Impalas
	Head medallion	All
	Head "V" emblem	1700-1800
	Dual windshield wipers (vacuum)	All
	Dual windshield wipers (electric)	1200-1400-1800
	Dual horns	1100-1200-1500-1600
	Push-button door handles	1700-1800
	Outside key locks, both front doors below handles	All
	Aluminum insert - body side molding (2-tone exterior only)	1500-1600-1700-1800
	Hub caps	1100-1200-1500-1600
	Wheel disks	1700-1800
	Series script on rear door or quarter panel	All
	Crest on rear quarter panel	1700-1800 except 47 and 67
	Crossed flags and figure on rear quarter panel	1747-1767-1847-1867
	Chevrolet script on deck lid or tailgate	All
	Deck lid or tailgate medallion	1100-1500-1700 except 1793
	Deck lid or tailgate "V" emblem	1200-1600-1800
	Liftgate handle	Station Wagons
	Bonderized body and sheet metal	All
	Windshield reveal	All
	Door upper frame scallop	1541-1549-1641-1649
	Rear window reveal	1741-1749-1841-1849
	Windshield pillar	All except 1767-1867
	Rear fender edge	1700-1800
	Rear fender (windsplits)	All
	Front fender chevrons	1700-1800
	Body sash	
	Body sill	1747-1767-1847-1867
	Body side, single	1100-1200
	Body side, double with insert area	1500-1600
	Body side, single with insert area	1700-1800
	Tailgate, vertical	1793-1893
Bright-metal molding	Roof front reveal	1731-1739-1831-1839-1793-1893
	Roof side reveal	
	Drip molding	1593-1594-1693-1694
	Body belt reveal	1700-1800 except 1767-1867
	Rear sail area scallop	1747-1767-1793-1847-1867-1893
	Rear sail area edge	1731-1739-1741-1831-1839-1841
	Center pillar side	1549-1649-1749-1849
	Rear quarter air scoop	1739-1749-1839-1849
		1747-1767-1847-1867
	Rear fixed vent window pillar	1149-1193-1249-1293-1549
		1593-1594-1649-1693-1694
	Headlight door	1749-1793-1849-1893

# REGULAR PRODUCTION EQUIPMENT - INTERIOR

ITEM			MODELS
Interior	Instrument panel	Two-tone finish	1100-1200-1500-1600
		Instrument cluster trim plate	All
		Panel outer trim plates	1700-1800
		Glove compartment	1500-1600-1700-1800
		Automatic light Lock	All
		Ash tray	All
		Cigarette lighter	1500-1600-1700-1800
		Electric clock	1700-1800
		3-Position ignition, lock and starter switch	All
		Script "Chevrolet"	1100-1200
		Script "Biscayne"	1541-1549-1641-1649
		Script "Bel Air"	1731-1739-1741-1749
		Script "Impala"	1831-1839-1841-1849
		Script "Brookwood"	1747-1767-1847-1867
		Script "Nomad"	1593-1594-1693-1694
	Steering wheel	Instrument panel upper trim molding	1793-1893
		Instrument panel lower trim molding	1500-1600-1700-1800
		Deep hub, dual solid spokes	1500-1600
		Deep hub, dual perforated spokes	All except 1747-1767-1847-1867
		Full-circle horn ring	1747-1767-1847-1867
	Sunshades	Horn button	1500-1600-1700-1800
		Trademark in center housing	1100-1200
		Crossed flags in center housing	All except 1747-1767-1847-1867
	Dial	Dial	1747-1767-1847-1867
		Left hand only	1500-1600-1700-1800
			1100-1200
		Dual ventilators in dash	All
		Inside rear view mirror	All
		Foam rubber seat cushion padding, front and rear	1700-1800 except 1793-1893
		Foam rubber seat cushion padding, front only	1500-1600-1793-1893
		Foam rubber seat cushion padding, third seat	1594-1694
		Armrests, front and rear doors or quarter panels	1500-1600-1700-1800
		Armrest, rear seat center pop-up	1747-1847
		Coat hooks	All except 1121-1221-1747-1867
	Rear ash tray	In front seat back	1549-1593-1594-1649-1693-1694
			1739-1749-1793-1839-1849-1893
		In rear armrests	1541-1641-1731-1741-1747
	Interior lights	Single dome, center	1767-1831-1841-1847-1867
		Dual dome, side	All except 1747-1767-1847-1867
		Dual in dash	1747-1847
	Bright-metal molding	Automatic interior light switch, front doors only	1767-1867
		Manual interior light switch integral with headlight switch (main switch)	1500-1600-1700-1800
		Crank-type front ventipanes with bright-metal frames	All
		Reflex in door armrest	All
		Bright-metal front seat end panels	1747-1767-1847-1867
		Windshield upper garnish	1747-1767-1847-1867
		Windshield side garnish	1747-1767-1847-1867
		Front door trim pad	1700-1800
		Rear door or quarter trim pad	1731-1747-1831-1847
		Rear quarter sail area garnish	1731-1739-1747-1831-1839-1847
		Side roof rail	1731-1739-1747-1831-1839-1847
	Bright-metal trim	Rear window upper and side garnish	1747-1847
		Package shelf reveal	1747-1847
		Rear speaker grille trim	1747-1847
		Scuff molding on cowl kick pad, door and rear quarter	1747-1767-1847-1867
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