1959 Passen



Engineering Features

1959 CHEVROLET FEATURES

CHEVROLET ENGINEERING CENTER

ENCINCERING PRODUCT INFORMATION DEPARTMENT MARRIEN, MICHIGAN - DETOBER, 1950

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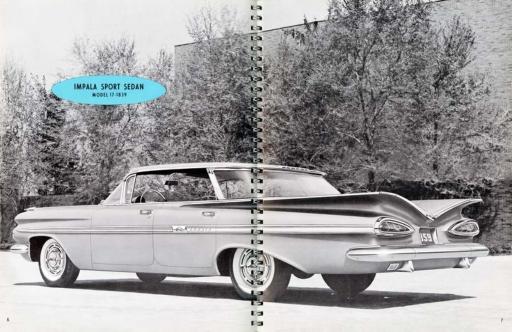
Over the years, the annual model change has proven itself a healthy stimulus to the competitive drive. Under ris influence, technology has progressed, and the industry has grown.

To the engineer it represents both a challenge and an

opportunity. To the car buyer it brings countless benefits today that might not otherwise be realized for years, in these pages are described the new and improved features of the 1959 Chevrolet – the tangible results of

aggressive application of this formula for progress.

J. Dan



THE 1959 LINE

The menual selection of hatic models is one of the most critical at the contract of a selection of the contract of the contract of the contract of the contract of the of the most of the contract of the cont

Another such reflection of public dictates is the new Impala Series. Introduced in Sport Coupe and Convertible versions last year, the Impala concept met such facorable reaction that a complete line is now offered, including a Sport Sedan and a 4-Door Sedan.

The entire line-up of fourteen basic models and a uide complement of equipment options are calculated to meet the varying preferences of a discriminating people.

- V NEW IMPALA SERIES
- ▼ NEW IMPALA FOUR-DOOR
 AND SPORT SEDAN
- NEW SERIES DESIGNATIONS

IMPALA SERIES





IMPALA FOUR-DOOR SEDAN, 6-PASSENGER

MODEL 17-1819





MODEL 15-1619



BEL AIR TWO-DOOR SEDAN, 6-PASSENGER MODEL 15-1611

BISCAYNE SERIES



BISCAYNE FOUR-DOOR SEDAN, 6-PASSENGER MODEL 11-1219

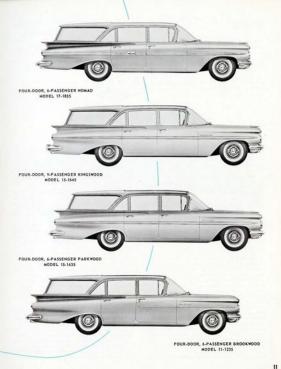


BISCAYNE TWO-DOOR SEDAN, 4-PASSENGER MODEL 11-1211 UTILITY SEDAN, 3-PASSENGER MODEL 11-1221

STATION WAGON SERIES



TWO-DOOR, 6-PASSENGER BROOKWOOD MODEL 11-1215



STYLING

The modern automobile must not only perform its primary function to complete sepisiection, but must look extremely well doing it. Unless the vehicle appearance is sufficiently striking to catch the public's eye, even the most advanced engineering developments could go unnoticed. Thus, in effect, the package assumes an importance equal to that of its contents.

Chesrolet stylists have devised a slender, sculptured body style with no hint of bulk. The niry upper structure with its short thin roof and lotty windows completes a styling theme certain to fulfill most discerning concept of automobile appearance.

Featuring bold, Slimline styling, the Chevrolet for 1959 is totally new in appearance. Though actually heavier than previous models, the car has been styled to appear extra-light and lean, Any hint of bulk or heaviness has been carefully eliminated through skillful styling techniques.

The front view of the 1959 Chevrolet is excentionally light in appearance. The upper curvature of the windshield extends deep into the roof, virtually eliminating the roof line, Dominant horizontal lines, created by the addition and relocation of front end components, accent vehicle width. Subordinate vertical lines, extending from the sloping hood to the tapering sheet metal beneath the bumper, amphasize the shorter, lower front end.

The upper portion of the front end is simply decorated by two elongated horizontal air inlets. to addition to providing air for engine cooling, the inlets house combination parking and direction signal lights in their outer extremities. The headlights are lawered more than seven inches and are relocated to the outer edges of the radiator grille, extending the grille lines the full width of the car. Slimness of the front bumger is accompated by the tapering sheet metal beneath. Twin guards on the bumper flank the license plate and follow the sheet metal contours as they curve inward.

In profile, the entire vehicle has a look of Restness which is emphasized by the airiness of the upper structure with its thinner, shorter roof panel. Between the roof and belt, lofty side windows and thin door pillars augment the onesness of the unner body. Higher bumpers, a lower, straighter belt line and shallower body sills make possible the slender appearance of the lower nortion of the body.

Accented by windsplits, the hood and fenders

car. Deeply sculptured fender details and raked front wheel openings provide highlights which further emphasize the styling theme. The light appearance of the rear quarter panels is attributable to the deep sculptured cove beneath the rear deck, new wheel openings and higher rear

Flaring sheet metal planes, edged in bright metal, create a totally new rear end appearance, On Impals models, an additional molding caps the crease dividing the deck at the center. Located at the outer extremities of the rear end name! are new tail lights of elongated "teardrop" design. At the center, a deep depression houses the license plate, which conceals the fuel filter. As in the front view, the high, alim rear bumper is accented by the sheet metal beneath. Applied guards on the humper follow the contours of the sheat metal as it curves inward. The year view is completed by the higher, wider rear window which virtually eliminates the rear roof line. On all models, except the convertible, a wide bright reveal molding surrounds the rear window.

Immediately noticeable in the all-new fashioned crafted interior is its lighter, brighter appearance. This is attributable to vast increases in visibility areas and the selection of

Decarating the interiors are distinctive pattern cloths and durable leather-like vinyls in a variety of designs. The all-vinyl sidewall trim extends to the belt creating a new, more tailored appearance. Bright vinyl strips, electrically applied to the seats and side walls in many models, provide decorative accents while creating a smooth, virtually seam-free surface. All-vinyl interiors are featured for the Impala Convertible and Brookwood Station Wagons.

slope gradually as they near the front of the bumper.

ALL-NEW SLIBLINE STYLING

ALL AND FASHION-CRAFTED INTERIORS.

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Floors are attractively covered in deep carpet, visyl-coated rubber or a combination of the two. The carpo floor in all station wagen models again is vinyl covered. Crank-operated ventipones and the fast-onerated narking brake with lift handle release are continued from the previous year on all models. The all-new instrument manel for 1959 is both decorative and functional in design. With deeply contoured areas on the left and right, the upper panel area appears to be divided into dual units. The deen upper contours together with the indented lower panel area eliminate any appearance of bulkiness. New concave lenses, recaused within deen hooded housings, reduce both place and reflections,

FRONT APPEARANCE

Contributing to the airy appearance of the 1959 Charrolet upper body is the extra-large windshield with compound corvetures. A wide brightmetal reveal molding corrounds the windshield on all models. A combination parking and direction signal light is provided in the outer extremity of each alongated air inlet. The inlet screen and bezel are annotized dominum.



Placed law in the outer extrantly of the radiator grille, dual headlights account the increased vehicle width. The light besels, like the radiator grille, are of anodized aluminum.



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BOX

DOM:

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"Chevralet" in script, a large "V", and crossed flags identify models equipped with 365 cubic inch engines. The "V" and the Chevrolet nameples are used for models with 283 cubic inch engines. For 6-cylinder models, only the nameplene is used.

A bright projectile-like arnament tops the front fenders on all except Biscopne models and Broakwood Station Wagons. A long crown molding extends rearward from the arnament on Impala and Named models.

SIDE APPEARANCE

All models one descreted by a long new quotes mobiling which extends caused the deck life, On Bit Ale, Kingswedt, and Perkwedt models, and additional bright mobiling occurs the root side, immediately obser the down, longist and Rooml models are further decreted by a bright mobiling and wide mobilings on the door frames, All models have bright ventioner frames.

rearrange transa. Fee two-training, the roof and upper rear deck are pointed one color with the balance of the cor a second. On all except Biscoyne and Brookwood models, a beight such modeling is odded, according the color break. When largela and Nemod models are two-transd, the insert area at the rear of the budy side modelling is pointed read color.

Simplicity of the 1959 design is extended to the stainless steel hub caps provided all models. From the center hub uses, decaceted by two crossed flags, six radial fins extend to the periphery. Accessory wheel disks, similar in design, are stated to assist in heake cooling.

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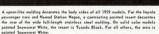
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Skatter reals, hinner in creaturection, give the upper holy of all 1955 works models to lighter, more lifes a holy of all 1955 works models to lighter, more lifes a presence. Distinctive read designs provide immediates identification for the lengals Spart Coupe and Spart Sept. The Spart Coupe real is extremely where, resulting from the extra-large new incides on dopper curvature in the expansive windshield. On the Spart Seden, the real is flatter and extends beyond the new incides.

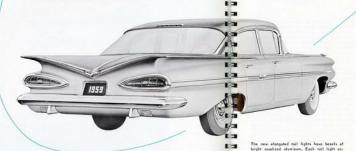




A thin full-length steinless steel molding is used for Bel Air, Parkwood, and Kingswood models. The center area is depressed and painted Snowcrest White on both solid and two-toned models. A short anodized aluminum molding identifies Biscover and Brookwood models.

REAR APPEARANCE

For conventional 2 and 4-door sedans, the rear window projects high into the roof, and is separated from the rear quarter windows by slender pillars. The large rear window for the Sport Coupe extends even deeper into the roof line. Extra-slender pillors are used at the sides. For the 4-Dear Sport Sedan, the rear window curves between the rear lock pillers. completely uninterrupted by dividing pillars. A bright reveal malding surrounds the rear window on all models except the Convertible. Above the rear window, a simulated exhaust part is incorporated into the reveal molding on the Impala Sedan, Sport Sedan and Sport Coupe.



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2-9 E-8 sembly contains two lamps which function as

combination direction signal, tail and stop lamps.

For Impala and Named models, thin vertical moldings divide each lens.

Back-up lights, magnited at either extremity of

the sheet metal below the bomper, are provided

as standard equipment for the Impala Series and

Nomed Station Wason.

The fuel filler is conceeled behind the license plate within a deep depression above the rear bumper. The depression is outlined by bright metal on Impala models. For station wason madels, the fuel filler again is concealed by a door

The rear window on all station wasons lowers into the tailante. A window regulator and tailante key lock are incorporated into a circular housing below the sear

An electric window regulator, integral with the tailgate key lock, is provided the Kingswood 9-Passenger Station Wagon, For Named and Parkwood models, the electric regulator is offered entionally.



INTERIORS





IMPALA



Excepting the Convertible, Impals and Named seats are decorated with tricolored pattern cleth and Isothergrain vinyl. Vinyl, simulating the tri-colored pattern cleth, is substituted in the Convertible. Narrow, with y spaced bonds of bright vinyl are electrically applied to the upper portions of the walls and seat backs.

Anodized aluminum end panels distinguish front seats of the Conversible, spart Cape out Spart Sedan, Alas, the Spart Coupe and Spart Sedan windskield and rear window genish meditings in addition to bright anodized aluminum real side rails. Door release levers are styled into the arment of significant spart models. The 4-Door Sedan and Named Stationards with the conversion and door release lever the conversional door release and conversible. A new seat speaker grille is provided for the conversion of the spart models. The ADOOR Sedan and Named Stationards with the ADOOR Sedan and Named Stationards with the ADOOR Sedan and Named Stationards.

New visyl heedlining with a hexagonal design decerates the Sport Coope, Sport Sedan, and Namad Station Wagon. Headlining cloth is used in the 4-Door Sedan. The Namad and all Impale models, except the Canvertible, feature deep-pile, color-keyed corperting. In the Convertible, carpet-textured vinyl-covered rubber is used.

The steering wheel on all Impals and Namad models resembles the competition type. A new half-circle horning, which incorporates two small horn buttons, replaces the full-circle horn ring previously used.

BEL AIR



Seats and side walls of Bel Air models and Parkwood and Kingswood Stellan Wagons are similar in design. Pattent colds in a geometric pattent, however, is used on the inner partino of the seat cushion and lower partino of the becketest for passeaper car models, whereas the same area on Parkwood and Kingswood models is decoured by vertical stripped pattent colds with a woven plastic backing. The special backing makes possible the peremoter sinced surface of the



fabric and provides greater breathability. A hot-pressed design of crossed flags and a "Y" decorates upper side walls.

Deep-pile carpet with vinyl-covered rubber inserts is featured. Cloth headlining is used for passenger car models, and textured vinyl headlining is featured in station waspens.

A wide bright-metal bar covers the steering wheel spokes. Integral with the bar is a half-circle horn ring.



A linear design embossed on upper portions of the bockwart and side well occurat the interiors of the Biscopre passenger cars and Breakweed Stetlen Wegons. The spatter design of the potents cloth, used the inner parties of the seat cushion and lower section on the inner parties of the seat cushion and lower section of the bockwart, is repeated on black rubber (Born of 0 Brookweed models, visy) simulates the pottern cloth powerfales on all-viral interiors.

A painted horn button cap with bright aluminum accents decorates the center of the steering wheel.





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The instrument cluster is extensively redesipped. The generates and all pressures reliable lights, previously located within the speedmenter heavying, one of the lights assuming at the acteum left of the instrument cluster, Added to this assembly at the statement cluster, Added to this assembly and the statement on Impale and Named models. Also previded as not present the light and Named models is the selectific clock, located to the astronor sight of the instrument cluster. A focusion of contract cluster, and concentrate cover place tills with knowing on other models, then the cluster cover as the Assemble code.

Bright trim provides decerative occosts on the instrument ponel. On all models, bright metal out-

lies the concere ference of the instruments, and on conficted clusters manuplate is previded show the place hav. On the loopsts and Sel Abuse the place hav. On the loopsts and Sel Abuse Sel Control Market Sel Control Marke

Faur-door sedens and station-wopen models which one equipped with secend seet armests have an osh tray built into the forest partian of the errorest. The Hip-type cover is chrome-plated on Impale and Named models, and painted on Bel Air, Parkwood and Kingswood models.





The gah tray is relocated to the center of the instrument ponel, equally convenient for front seed accupants. Mounted within the ash tray on all but Biscayne madels and Brookwaad Station Wasans is the cisanette lighter.

The extra-long amnest for Impala sport models is styled to include the door release lever. This intervetion provides a cleaner side well, and makes the possibility of catching clothing unlikely when leaving the vehicle. A red reflecte is mounted at the rear all the amnest.



The specieus new luggoge compartment of Impale and Bel Air models fectures vinyl-covered jets floor covering. Floor and side well trim panels are black with a white "woven" design. Treatment is similar for Biscoyne models; however, a rubber floor met is used.





The reer compartment of the Kingswood Station Magon with Its target recrumed-facing seat is a complete departure from previous Chevrolet 9-peasenger station wagon designs. The third seat, agonic featuring of foom placed in custom, make a feature of the carried when the entire cargo space is needed, but may be folded into the occarse floor.

Within the vehicle right side wall, the spare tire is mounted in an upright position. A switch for the electrically-controlled rear window is located at the top of the left side wall. The courtesy light also is located in the left side wall.

To facilitate entering the rear compartment, a rubber-capped step is mounted at either end of the bumper.

THE DIMENSIONAL STORY

The hold lines of the 1959 Chescolet might suggest that stelling considerations alone had determined its shape. This illusion is the poal of automorine studists.

Actually, bowever, the basic design in its earliest stayes specified roomier, more relaxing accommodations for driver and passengers, including the widest interiors in Chesrolet's history.

How this is realized despite a host of practical restrictions is a science of give and take. The 1959 Chevrolet taket further salemange of a basic advance in the dimensional science - the relationship of a contoured floor to an Xidesien leave.

The 1959 Chevrolet sedan is two inches longer, an inch lower, and two inches wider overall than its predecessor. Inside, the most noticeable improvements are in "elbow room" and scating posture. Width dimensions are greater by three to six inches, and new room to stretch out in is afforded by a redesign of the underbody. The increased length is used to enlarge the luggage compartment,

EXTERIOR. The new body is almost five inches wider, which accounts for the wider interiors, The height reduction is partly due to the flatter roof. Sten heights, measured from the top of the sill plate to the ground, are also reduced,

thus permitting easier entry. Reduced two inches in overall height, station V LONGER, LOWER SILBOUETTE

WHITE POOMIER INTERIORS SEDAN LEGGAGE SPACE 20%

GREATER

VISIBILITY AREA INCREASED UP TO 50%

models. The lower tailgate-to-ground dimension makes cargo loading easier, and provides ease of entrance to the new rearward facing third seat of the 9-passenger station wagon. Sport models, reduced in height almost two inches, are again the lowest in the model line-up.

Wheelbase is increased 1.5 inches, nearly all of which is incorporated in the distance from the dask to the center line of the rear wheels, The front bumper is located almost five inches higher, and the front overhang is reduced over

three inches. This combination, resulting in a greater angle of approach, permits motorists to enter steep driveway inclines with less likelihood of scraping. Though the rear overhang is extended more than three inches, the angle of departure equals that of last year. This is attributable to a higher rear bumper for 1959, Both front and rear treads are wider for 1959 with the front increased 1,5 inches and the rear increased 0.5 inch.

The lower overall beight serves to reduce the height of the center of gravity. This, together with increased wheelbase and wider front and rear treads, contributes to the improved vehicle stability for 1959. (See Chassis,)

INTERIOR. Increases are shown in hat, shoulder, and hip room in both frost and rear compartments of virtually all models. For sedans, hat room is increased over three inches in the front and rear; shoulder room is increased over four inches in the front compartment and over three inches in the year; hip room is over four inches greater in the front and over two inches greater in the year. These increases are even larger in sport and station wagon models,

In station wagon models, the increased body width provides a wider careo floor. Excepting the Kingswood 9-Passenger Station Wagon, the wheelhouses are the same compact design as used in 1958, which leaves a wide, virtually unobstructed loading area at the rear. For the Kingswood, the wheelhouses extend rearward to the end of the cargo compariment,

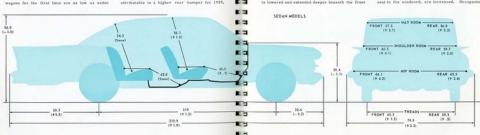
The angle of the toeboard is revised in the front compartment, thus increasing front seat leg room in most models. Front seat cushion depth, the distance from the front edge of the cushion to the backrest, in greater, contributing further to passenger comfort. In the rear compartment of sedan and sport models, the floor is lowered and extended deener beneath the front

sent. This enables year sent occupants of all models except the Sport Sedan to enjoy the same amount of ley room provided in 1958. In the Second nest leg room for station wayon models increases over two inches. This is partly due to locating the second seat four inches further rearward. Third seat leg room in the Kingswood

9-Passenger Station Wagon remains the same as in 1958. Seat depth for third seat occupants. however, is increased almost three inches, Because of the longer hady, station waren carso compartments have almost eight feet of usable cargo length with the tailgate closed. With the tailgate open, almost ten feet of cargo length is

available. Total cargo capacity, measured from the back of the frost seat to the closed tailgate with sexts folded, is up to 92 cubic feet, or four cubic fast larger than appringaly offered. In passenger car models. the increased body length is realized in the longer luggage compartment with capacity increases of five cubic feet for andan models and us to nine cabic feet for snort models. The reduced seat height increases front seat

headroom for all sedan models. In the rear, seat height and year headroom are unchanged from 1958. Headroom for front sent occupants of sport and station wagon models is decreased slightly. In the year seat of sport models and second seat of all station wagons, headroom is increased substantially with lower seat heights. Also, with lower first and second seats, entrance heights, measured from the top of the seal to the windcord, are increased. Occupants



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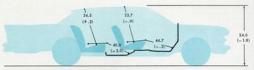
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SPORT SEDAN

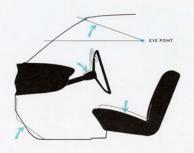
9-Passenger Seating - 6



KINGSWOOD STATION WAGON



STATION WAGON CAPACITIES (cubic feet) 32.1 (-2.2) 6-Passenger Models: COMPARTMENT 3-Passenger Seating - 92 HEIGHT 6-Passenger Seating - 52 MAXIMUM INTERIOR WIDTH 9-Passenger Model: OPENING 47.6 3-Passenger Seating - 90 WIDTH (+1.1) 6-Passenger Seating - 50



NEW DRIVING POSTURE

Immediately apparent is the more relaxed driving posture effected by a lowering of the front sect and a more nearly vertical toe board engle. Seats are deeper for greater body support. The steering column is rotated downward providing the same knee room as previously affered.

Vast increases in windshield visibility area and a shorter, lower hood line complement the new seating arrangement.



of all models, therefore, are able to enter and exit more easily.

Though third seat height is increased for the "p-sassenger station wagon, headroom increases 0,5 inch. This is due to the relocation of the spare tire to an upright position in the side wall, it areas for many occupied by the tire. The increase in seat height makes possible the deep cashion compared to the tire of the state of the state of the seat to be placed in the crease in seat height makes possible the deep cashion compared to the new third seat.

VISIBILITY AREAS. The light, siry appearance of the 1995 Chevrolet upper body is mainly attributable to vast increases in front, side, and rear glass areas. The new windshield and are window designs for all models, together with higher side windows on most models, augment the boid, Slimiline styling theme, and increase the overall visibility area up to 50 percent.

The large, new windshield has an increase in visibility area slightly over 53 percent for sedan and station wagon models and up to 61 percent for sport models. Since the windshield extends high into the roof, the upward vision angle (formed by a horizontal through eye point, rotated to windshield upper modeling) is increased

up to 9 degrees. This is especially advantageous to the driver for seeing overhead traffic signals and signs.

Excepting the Convertible and Sport Sedan, increases are shown for side window visibility areas. The thinner roof panel and lower belt line make possible these increases.

Of particular interest to the driver are the move passages car rear window designs which offer a practically undostructed rear view. The total rearrange of the process of the particular and the particular and the particular and the particular and particular and

With the redesign of the station wagon body for 1959, the rear window is completely new. Previously the wrap-around of the rear window was incorporated into the liftgate window. In 1959, since the rear window of the station wagon lowers into the italigate, the wrap-around now becomes part of the rear quarter windows.



1959 VISIBILITY AREA INCREASES (PERCENT)

AREA	4-DOOR SEDAN	SPORT SEDAN	COUPE	+53.3 +53.3 +14.4 - 25.8	
Windshield	+53.3	+51.0	+61.0		
Side Windows	+6.7	-16.6	+13.4		
Rear Window	+47.1	+24.0	+74.0		
Overall	+34.0	+18.3	+50.0	+16.8	

BODY AND SHEET METAL STRUCTURE

Visibility areas, body contours, and dimensions of the 1999 Chesroles are closely sallored to the preference of the customer. Making this possible is the body engineer ubors rapidly advancing technology has corecome many of the structural limitations that once inhibited creative desired.

Backing the approach of the body engineer is a vast storehouse of experience acquired over the years and the systematic way in which that experience is but to work.

A structure as complex as an maximabile hody delifes purely theorical analysis. In practice, every step of the way is guided, performance standards withhilited by previously successful designs. This holds two from the advances taskey of anticipated streams, which the design, fabrication and testing of components, to cond testing of complex successful.

Strict adherence to the principle that proposed designs must equal or surpass these standards gives the assurance that the new Chesvolet hody is on all counts a sound production design.



Though light and siry in appearance, the body of the 1959 Chavrolet is exceptionally strong and rigid. Benefits of the new body structure include greater beam strength in important areas and improved underbody attifices for a quieter

At the top, the shallow roof posed is of heaving range steel to insure prepar silfness. The graph steel to insure prepar silfness are similarly as windelsided and back window hander rails are of adjust plant the previous channel designs. The central roof bow of channel section is retained. Roof sider rails are of bow-section comparable must show to be more efficiently title into the body structure in the area of the wheelboures. The resultant trun-like construction better supports the tops and odd stiffness in the ear quar-

Another important atructural improvement in the rear quarter area is an adder deinforcement at the rear lock pillar. This improves attachment to the body still, and strengthens the forward portion of the wheelbouse section. The body stills, shough lower in section, retain their excellent strength by the addition of a vertical reinforcement appreximately through the conter-

A new cowl structure, though comparable in section to the 1958 design, provides up to 18

E-30 ✓ NEW STATION WAGON SEATING E-3 FULL BOX-SECTION HEADERS OVER WINDSHIELD AND REAR WINDOW E-S E-3 HEAVIER GAUGE ROOF PANEL MORE EFFICIENT STRUCTURAL INTE-GRATION OF ROOF RAILS INTO LOWER BODY ADDED ULL REINFORCEMENT HOUSE AND SILE HAT GRATION FULL-WIOTH UNDERBODY REAR CROSSWEWBER INCREASED UNDERBODY RIBBING

E-R

200

ALL-NEW HODY DESIGN

✓ NEW ACRYLIC LACQUER
FINEH

percent more air flow through the ventilation aystem.

Increased underbody stiffness is provided with

Increased underbody stiffness is provided with new ribbing in the luggage compartment area and a wider rear cross sill. Ribbing is both

20.00

longitudinal and transverse to stiffen the buggage compartment fleor and prevent vibration. The sunderbody rear cross still is extended full width in 1939, as contrasted to a similar member approximately 36 inches wide in 1936. The wider member also contributes to increased stiffness in the body year quarter area.

New front end sheet metal complements body styling, and is structurally similar to that of the 1958 design. Principal changes are in the relative proportions of the individual components. Most noticeable of these is the much larger hood panel. Due to the attendant increase in weight, additional reinforcement is added along the aldest op prevent buckling. Also, hood kinges are modified by replacing the geared action with a toggle link to insure durability with the beautier hood.

All models for 1959 feature positive-action, single-speed electric windshield wipers as regular equipment. The new wipers furnish the greater torque necessary with the larger 1959 wiper blades.

Available as an extra-cost option for all models is a wiper-washer combination consisting of 2-speed electric wipers and a push-button operated washer.

The 1959 Impala Series and the Nomad Station Wagon feature extra body insulation to provide increased comfort by reducing noise and vibration.

An extra-thick mat is used across the dash and a thick fiber mat is cemented to the underside of the instrument panel. In addition, the Sport Coupe and Sport Sedan have thick fiber mats cemented to the underside of the package shell and to the barrier behind the rear seat, Also featured on the Normad Station Wagon and

Asso teatures on the common Sattom wagen and all Impala models except the Convertible is a sound-deadening one-inch thick blanket fastened to the underside of the hood panel. This glass fiber blanket is of 50 percent greater density than the blanket used on the 1958 Impala Sport Coupe.

Optional E-Z-Eye tinted glass, which features a dark-tone band at the top of the windshield, is continued from 1958 for all models.

as continued from 1998 for all moses;
E-Z-Eye glass for the Sport Coupe is available
in two versions: tinted glass in all windows with
the rear window featuring a dark-close band, or
class rear window feature on the Sport Coupe
gives maximum protection for ear seat passesgars who might otherwise be exposed to direct
smilgh because of the extreme curvature of the
window into the body top panel. Either of the
two E-Z-Eye glass options for the Sport Coupe

must be specified when air conditioning is ordered from the factory.

A new feature for convertibles is the use of concealed fasteners on the boot which covers the folded top. The new fasteners are concealed under the top layer of fabric, thus eliminating the bright-metal caps formerly exposed on the outside of the boot.

Features pecilier to station wagons include a rectractable window on all models, eliminating need for the conventional liftgate, and the rearward facing third east of the *p-sasenger station ward before the talligate can be opened. Either meanual or power-operated mechanisms are avaliable for centrol of the window. The powerperated centrel is regular equipment on the convention of the power-operated windows. In addition to the key-operated switch on the talligate, control of the power-operated winnied the pract seat for the Kingswood.

All station wagons feature improved folding seat designs. When folded, the new second seat permits full front seat adjustment, and the new 9-passenger wagon third seat folds as a unit, eliminating seat and backrest cushion removal,

First and second seat cushions and bekress; new in shape, have the same type of general construction used in 1958. The third seat of construction used in 1958. The third seat of sign and greatly improves passenger comfort. Unlike the 1958 arrangement where detackable cushions functioned directly against body metal, the new seat is permanently installed and uses springs to supplement the third plastic foam padsprings the supplement of the third plastic foam padsprings that the property of the supplement of the third plastic foam padsprings to supplement the third plastic foam padsprings the supplement the third plastic foam padsprings the supplement the third plant the supplement the third plant the supplement the supplement the supplement the supplement that the supplement the supplement that the supplement the supplement that the

ong or the customs sain between an a principle The third seat springs operate and stewhere, similar to the 5-wire springs and stewhere, a tiffer rate, In this design, apring travel is a tiffer rate, In this design, apring travel is a tight, but sufficient to greatly increase comfort by modulating ride and vibratory shocks. The use of springs permits the seat to better adjust to individual passenner requirements.



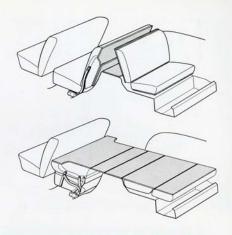
FRONT END SHEET METAL

In keeping with new overall styling, the front end sheet metal also is new, and, although changed dimensionally, retains virtually all features of the 1958 design.

The hood panel is much larger because of increased width. Retaining the structural feature of a reinforcing inner panel, the new hood has odditional re-structured results of a reinforcing inforcement along the sides to compensate for the extra weight of the larger hood. Also, because of this increased weight, houd hinges feature a toggle list, which replaces the feature general synchronous action, to maintain durability in this company.

Heavily-ribbed skirts again provide the inner reinfercement and support for the front quarter panels. The narrower section of the front fenders dictates a much deeper skirt depression to maintain proper wheelhouse section.

The Namad Station Wagan and all Impala models except the Convertible feature a sound-deadening one-inch blanket of spun glass securely fastened to the underside of the hood panel.



STATION WAGON SEAT OPERATION

The new seat folding mechanisms are of simplified design, and provide greater utility with ease of operation. Positive-type locks are used to prevent accidental folding.

To fall the second sure, the lock of the upper right hand corner of the backrest frome is released, then the backrest is pushed forward, the linkage guiding the backrest to a flat pasition on top of the stationary seat coshion. An auxiliary floor panel is attached to the backrest with a pione-type hinge, and can be released to provide the floor between the second and third seats.

The rearward-facing third sent offers greater convenience than ever before. Nathing has to be removed and conversion to lead space is accomplished in three steps. To fold the third sent, the custion is pivated on its lower front edge into what is accomply the footward to the third sent, the custion is pivated on its lower front edge into what is accomply the footward to the processor of the backrest are depressed and the backrest are depressed and the backrest are depressed and the backrest.

The third seat backrest is again supported in the upright position by two steel links which pivot in the floor and engage slatted tracks on each side of the backrest. Positive prevention of accidental backrest folding is accomplished by the locks on each side of the backrest frame, which engage lugs on the support straps.





OPTIONAL 6-WAY SEAT OPERATION

The new 6-way power seat offers the driver an infinite range of seat positions within the generous limits of its horizontal and vertical travel.

To provide such flexibility, the new power seat incorporates three reversible electric moters capable of moving the seat in six different directions. Controls include a single Away switch flashed by a 2-way switch at either side.

Up or down movement of the forward 2-way switch causes the seat to raise or lower at the front, tilting about a pivet at the rear. The seat can be raised or lowered throughout a range of 1.75 inches. Operation of the rear 2-way switch causes a similar action, raising or lowering the rear of the seat.

The central 4-way switch controls fore and aft seat movement throughout a range of A.75 linches, and can be employed to raise or lower the entire seat without disturbing the seat angle as determined by the freat and rear switches. The extent to which the center switch may be used to raise or lower the complete seat is equal to 1.75 inches less any travel used to establish seat angle. The control escurchess, shown above, is provided on those weaths not equipped with bright-morted and panels.

NEW ACRYLIC FINISH

All of Chevrolet's exterior lacquers for 1959 are of the acrylic type,

Acrylic lacquer offers important advantages over the nitrocellulose lacquer formerly used better luster retention, greater resistance to staining, and increased adaptability to various pigments. A development of years of research, acrylic lacquer has been proved in the field by its use during previous model years for special colors that were difficult to obtain with the regular nitrocellulose lacquer.

An outstanding characteristic of acrylic lacquer is its high degree of luster retention. For a protracted length of time it retains its original

LUSTER RETENTION

One of the principal advantages of the acrylic lacquer used in finishing the exterior of the 1959 Chevrolet is illustrated by the magnified schematic cross-section drawings at the right.

Ordinary automobile paints, after expoure to the action of smalight and moisture, are subject to the phenomenon known as reliabling. "This is a decomposition of the vehicle finish which results in an irregular pippenet. The laster of the finish is diminished, and, as the pigment deteriorates after exposure, the color also begins to fade. Even in areas where the pigment particles are not yet exposed on the surface, the terms of the pigment of the pigment is not perfectly an exposure, the color also begins to fade to the color and begins to fade to the color and the pigment particle of the pigment of the pigment is not provided to the pigment and the color and the pigment particle of the pigment provided the pigment provided the pigment pigment provided the pigment particle of the pigment pigment particle pigment pi

The smooth, hard surface of the acrylic lacquer remains intact, because of its superior resistance to weathering. Faithful reflection of light rays by the Magic Mirror finish is manifested by its continuing high luster.



ORDINARY AUTOMOBILE PAINTS



NEW ACRYLIC LACQUER

glass without poliabing. Experience from both inhoratory and roat incidence that in a climate such as Michigan's, a car painted with acrylic leaques needs no poliabing for as long as three years. In climates such as Florida's, where there is constant expoure to smulight and high humidity, mild poliabing may be necessary after about one year. An indirect benefit of the laster retention characteristic is reduced possibility of "un-through" from excessive polishing.

Another important characteristic of acrylic paint is its resistance to stating by oil, road tar, or smoke from certain industrial processes, with the trainishes, especially light-colored finishes, there is a susceptibility to permanent stating by such deposits. With acrylic lacquer, return these deposits normally can be removed without a trace of stain.

Verantility in color application is a further dividend accompanying use of acrylic lacquer. This advantage stems from both its stain resistance and its compatibility with a wide variety of pigments. The acrylic lacquer's improvement over its predecessor in this direction is especially pronounced with metallic colors,

In connection with research and development work on acrylic lacquer, an improved surface priming point also has evolved. This primer has a pronounced advantage over the old material struck by hard, sharp objects such as small struck by hard, sharp objects such as small stones or gravel. Possibility of bilstering of the finish cost slaes is minimized when the improved primer is used. Although it was developed especially for use with acrylic lacquer, lacquer also, and was used on 1958 models.

Also used in 1958 and retained for 1959 is an improved underbody paint. This paint, used on all under parts of the body, possesses much greater ability to withstand the corrosive action of water and sait than did the material formerly used. Application of the improved underbody used. Application of the possibility of rating-out of the rotation of the improved underbody of the rotation of the rot

CHASSIS

Road sense, ride conjost, operating case and denshility are the criteria of sound chassis design. That the all-new chassis introduced a year ago was well endowed with these qualities is attented to by the over-wholming public preference accorded that model.

Cheroles engineers have devised significant improvements in this owner-approved charsis design; and even though they necessitate najor component changes, these advancements are incorporated in the 1959 model.

The outstanding roadshilty of the 1919 Chesrolet testifies to the technological shills that conceived the new designs, and to the far-sighted operating policies that permitted their adoption.

Engineered to serve with the big, new 1959 body, the classis is improved in virtually every function, resulting in better ride and handling together with greater durability.

To the driver, important new features in the steering system mean less effort and greater smoothness for new freedom from fatigue. New 17 percent larger brakes mean greater reliability and longer brake life.

A new, amouther, more stable ride is immediately evident. The 119-inch wheelbase (1.5 inches longer), wider front and rear treads, refined 4-link rear suspension, and improved tires combine to provide increased vehicle stability and greater isolation from disturbing road ir-

In addition to new axle ratios with optional 348 cubic inch V-8 engines to provide greater feel economy and reduced noise level, major chassis options feature improvements that also add up to greater value: a softer, smoother, quieter, and more reliable lavel Air suspensions new power brake; and refined power steering.

FRAME. Because of the advanced styling of the 1999 body and the 1.5 inch increase in whether have, side rails of the chassis frame undergo dimensional changes. Sidementher extension forward of the front crossmember are shortened manyly disclose; sidementher length is increased. 1,5 inches just rearward of the front crossmember; rear overhang increases nearly 5 inches

ber; rear overhang increases nearly 5 inches. A new croamember of modified "2" section is added to the frame to maintain dimensional stability between the aidemembers. The new creasemember interconnects sidemembers at the point where the rear suspension lateral control bar bracket attackes to the frame.

Improved rigidity and atrength of the lower control arm givet shaft mounting is provided by modification to the front crossmember construction. In 1958, the rear end of the pivet shaft was mounted in a short finaged channel bracket

V EASIER STEERING V IMPROVED REAR SUSPENSION NEW LATERAL ADDED CROSSMEMBER CONTROL BAR V SOFTER LEVEL AIR SUSPENSION V NEW 17% LARGER BRAKES E 38 NEW UPPER V SAFER, STRONGER, SOFTER CONTROL ARM RIDING TIRES V DEPROVED ELECTRICAL SYSTEM ECS. E-3 ECS. E CS IMPROVED RAYON CORD TIRES LARGER BRAKES WITH NEW COOLING PROVISIONS INCREASED STEERING RATIO

on the underside of the frame sidemember. For 1999, a new bracket is attached vertically on the frame sidemember, and is reinforced in the borizontal plane by flanges which extend out from the front crossmember bottom plate. In this design, the rearmost pivot shaft meaning is more efficiently integrated into the frame structure,

New rear suspension mounting brackets are required to receive the improved 4-link rear suspension arrangement, and to permit revising the underbody for increased interior roominess.

STEERING. The steering system for 1999 is modified to decrease steering effort under all conditions, to improve dampening of road shocks and vibrations, and to provide geometry consistent with the increased wheelibase and increased vibrations and the provide geometry consistent with the increased wheelibase and increased vibrations of 20-to-1. The new steering gear combines with changes in the linkage to provide an overall steering ratio of approximate-by 24-to-1, replacing the former overall ratio of 20-to-1. This increases the other overall ratio of 20-to-1. This increases the other coveral ratio of 20-to-1. This increases the other coveral ratio of 20-to-1.

creasing steering effort under all conditions.

Another feature of the steering system for 1959 is the addition of a flexible coupling in

the steering shaft just above the steering gear.
The added coupling better isolates the steering
wheel from road vibrations and shocks by transmitting steering shaft torque through a molded

assembly of fabric laminations impregnated with rubber. Because of its fabric-rubber composition, the new coupling never requires lubrication.

The 20-to-1 steering gear ratio is retained for use with optional power steering, which features better returnability and smoother transition of power application. These improvements are accomplished largely through decreased friction at key points and reduced hydraulic reaction on the control valve spool.

Friction is reduced on the steering shaft by a new lip-type soal at the steering gen housing, replacing the former garter-spring seal, in the power cylinder, a synthetic rubber piston ring replaces the cast iron rings previously used. This new ring not only decreases the "break-away" friction of the piston, but also acts as a more efficient seal.

In the control valve, the hydraulic reaction area is reduced on the assistance-proportioning spool valve. This serves to reduce the amount of effort required before power assistance begins. Also, the amount of starting assistance is reduced, making the transition from manual to power-assisted steering much smoother.

ELECTRICAL SYSTEM, Several modifications have been made to improve and simplify the chassis electrical system for 1959. New features include a new luggage compartment wiring

harness, new battery charging circuit, and improved ignition and light switches.

The new luggage compartment harness, standard on all passenger cars except station wagons, simplifies rear end wiring. Sockets for the tail lamps are integral parts of the harness, so that replacing the lamp is easier than in previous models. Rather than remove the tail light lens, from inside the trunk, change the lamp, and reinsert the socket into the tail light housing.

Standard or accessory back-up lights, provided in a unit separate from the other rear end lights, are easily hooked into a plug-in comnector which is located at the rear of the luggage

compartment,

A simplified battery charging circuit makes servicing of the electrical system easier than in 1958. In the new arrangement, the battery charging circuit is separate from the generatorto-load circuit. The two individual circuits are both taken off the voltage and current regulator, At normal driving speeds, therefore, when the voltage is controlled by the regulator, the lights and other electrical loads are assured of full regulated voltage as in 1958. This is true even when the voltage drop in the regulator-to-battery line is appreciable, as it is when the battery's state of charge is low, At idling, of course, when the generator is producing less than 12 volts, the battery fills the car's electrical needs and its state of charge does determine the voltage available at the load.

Circuits for power-operated windows, seats and convertible tops continue to be connected to the hot terminal of the starter. These and the windshield wiper wiring are the only circuits that have wires passing through the dash. The starting motor harness has a bulkhead connector.

at the dash to accommodate it.

Wiring at the ignition switch is simplified by use of a single 4-way connector at the back of the switch instead of the one triple and three single connectors used in 1938. With this arrangement, theft-resistant qualities of the switch are retained. The ignition switch is lighted an individual lamp, rather than general instrument nosel lighting as in 1939.

An improved, larger rheostat in the main light switch is more durable than that previously used. Also improved in durability is the dome light control, in which the contact arm closes the

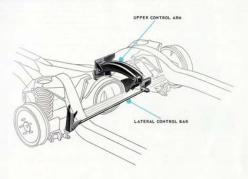
circuit by wiping contact action,

The turn signal switch has been relocated on the lower portion of the mast jacket, and is operated by means of a Bowden cable. The cancelling mechanism remains under the steering wheel hub. The new arrangement makes the wires less subject to damage during assembly.

Each of the single tail lights has two lamps. Both lamps in each unit serve as combination tail, stop, and turn signal lamps. With the exception of new styling, front end lights remain essentially the same as those previously used.

A new location for the battery in Chevrolet passenger cars makes it more accessible. It remains in the right front corner of the engine compartment, but has been moved from its low mounting on the frame to the top of the engine space, where it is now mounted to the radiator baffle. The battery also has been rotated 90 degrees from its 1958 position, so that the cells are in a transverse line.

Single-speed electric windshield wipers are standard equipment on all 1959 passenger cars. The wipers operate at a speed of 55 complete cycles per minute.



REAR SUSPENSION

The 1959 rear suspension retains virtually all of the 4-link features introduced in 1959, but is modified to provide improved stability and roll-steer characteristics and to eliminate objectionable side reactions to the frame. In addition, new rear suspension bashings provide greater durability, reduced harshness on impacts, and smoother driveline "feel," The advantage of only prings, positively-controlled vantages of only prings, positively-controlled retained, but in a improved formed lift are retained, but in an improved formed lift are

The 4-link rear suspension introduced last year proved outstanding in two important characteristics - ride quality and vertical control in starting and stopping. These advancements were made possible by giving special assignments to the new components. The springs controlled ride only. The upper and lower arms controlled

torque reactions, and the upper arms alone gave lateral control. Because each component had a more specifically defined job to do, the new designs were less compromised and, therefore,

more effective.

For 1959, this approach is carried a step further. The springs again control ride only. The control arms are relieved of lateral loads by a new independent lateral control bar. A new single upper control arm now works in combination with the two lower arms to concentrate on the anti-lift, anti-squat torque reaction assignment.

It is in the single-purpose lateral control bar design that the major advantage of the new arrangement resides.

The new lateral control bar design improves overall ride geometry by causing the suspension roll center to nearly coincide with the rear axie roll center, greatly reducing any tendency of the rear suspension to cause a lateral thrust on the rear suspension to cause a lateral thrust on the Beccuse a free rear axie tends to roll shoul its own center when one rear wheel is vertically displaced, the 1958 suspension, with lateral control fixed at a point somewhat above the axie of the rear axie of the reax

Directional stability is improved through a change in rear suspension geometry to increase understeer. To do this, the frame-mounted pivots for the lower control arms are lowered almost 1.5 inches, increasing the angle the arms made with the ground. This feature is similar to a mid-season 1958 change made on station wagon. The three links controlling rear sale windup have larger, softer rubber bankings, which contribute to smoother driveline "feet," reduced hardware of migrats, and greater durability hardware on impacts, and greater durability personnel more rubber, while lower control arm rear bankings and those of the upper control

arm contain 160 percent more. The lateral con-

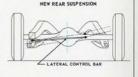
trol bar also is rubber-bushed.

LATERAL STABILITY

When a twirling baton is thrown into the sir it shaws turns about its center of gravity. Similarly, while a car is traveling over rough roads, the rear acid may be set in oscillatory motion about its weight center which is located near the center of the differential. If any suspension member opposes the lateral components of the force set up, that member will, at certain fractions of the control of the contr



The rear end geometry is such that direct transmission of the lateral forces which induce shake is avoided. Since the lateral control bar is proved on each sake of the axie weight center, it simply rotates with a lateral forces in the lateral force is it is isolated from lateral forces by virtue of its location. Consequently, the springs and shock absorbers alone exercise an effective shake-free control of both the lateral and vertical components resulting from the ou-



LEVEL AIR SUSPENSION

Optional Level Air suspension for 1959 features improved durability and an entirely new ride that is softer, smoother, and quieter.

To provide the softer ride, air apring rates are reduced 40 percent in the front and 15 percent in the rear. Also, the softer spring rates together with improvements to the basic rear suspension provide greater ride amoothness.

In the amount of available suspension travel, the softer rates occur at design height and for approximately one inch above and below design and height. Therafter, the rates increase in stiffness until, at full rebound, the sir springs are supporting approximately the same load as in the 1958 design. Modified air spring assemblies are respon-

Modified air spring assembles are responsible for the new spring characteristics. New front and rear piston contours and new front bellows control the effective area of the diaphragm working against the compressed air of the individual air spring reservoirs.

The new 1959 pistons incorporate a barrel-like shape with the greatest diameter being tangent to the beliews at design height. Therefore, the influence of the piston on the effective area of the bellows is greatest at design height. Beneath the new configuration, pistons retain the 1958 contour.

In the freat air springs, new bellows also contribute to the total ride softening— again by influencing the effective disphragm area. Unlike the former design, the new bellows are molded in the rebound position, which facilitates the "talloring" of fabric reinforcing piles with varying cord angles. The end result is a belious of variable stretching properties, causing a simlitry variable influence on effective disphragm area as the asspancion moves up and down. The area equally responsible for the 40 percent reduction in front air spring defection rates,

Leveling valves in the air spring assemblies are improved by the adoption of new, quieter check valves and new all-rubber poppet valves that are more durable than the previous rubberfaced rivet type.

In mid-season 1958, the check valve design was modified at the outside air intake to virtually eliminate failures of this component. In 1959, a resonance chamber at the outside air intake is added to silence the intake of "make-um" air.

The air compressor is lower with respect to the engine and is face-mounted to provide more rigid support. In addition, compressor pistons are cam-turned and selectively fitted to insure noise-free operation. A new compressor cylinder head incorporates carefully calibrated valve ports to better muffle compressed air fransfer.



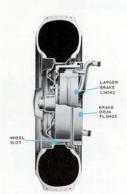
LOWER CONTROL ARM

Compressor maximum working loads are decreased by reducing the supercharging pressure. Since the compressor intake comes from the low pressure side of the air supply system, it was previously supercharged up to 25 psi. The low pressure relief is now reduced to 15 psi.

In mid-season 1958, a new drive belt with low stretch characteristics for improved durability was adopted and is comtinued for 1959. Also contributing to greater drive belt durability are the reduced compressor operating loads.

Other mid-sasson 1938 changes relative to the compressor include a new high pressure dis-charge hose and relocated discharge check valve. The discharge valve was moved from the compressor outlet to a relatively cooler location at the high pressure accumulator for improved derability. The new compressor discharge hose, longer than the previous design, is a combination of steel tubing and neopress and offers the combined advantages of cooler and fedirory to the

In the air supply system junction block, the high pressure relief valve poppet is increased in length to eliminate the possibility of it cocking and hanging up in the valve bore with a resultant loss of pressure.







BRAKES, WHEELS, AND TIRES

Recognizing the steady increase in braking reremements. Chevrolet engineers, characteristically, have effected a number of basic design changes in the service brake system. These changes result in cooler-operating brakes with the attendant advantages of reduced pull and fade plus up to 66 percent longer lining life.

Tires on all models are more durable and wear longer by virtue of an improved rayon cord.

SERVICE BRAKES. Most significant of the service brake changes is an increase of 17 percent in effective lining area (from 157 to 183.8 square inches). This is accomplished by selection of the service of the service of the service of front and 1/4 vinch for the rear. The advantage of greater brake lining area is that, for a given rate of vehicle braking, the pressure per square inch of lining area is less, and, therefore, heat concentration and wear are reduced. Further, to provide more even heat distribution across the width of the brake drums, the primary or leading show lining of each brake has a central groove from end to end. By so avoiding "bot spots," resistance to fade is further improved.

Although gross lining area is actually increased by 27 percent (to 199.5 square inches), the grooved feature reduces effective area to 183.8 square inches. The effective area lost to the groove has no effect on brake life because of the benefit of improved heat distribution.

Also contributing to cooler-operating brakes are new short-spoke disk wheels, which replace the previous full-circle disk type. The new disk wheels, each with approximately 7 square inches of ventilation area, permit air from under the car to flow over the innermost part of the brake drum and on out through the wheel. The cooling flange added to the rear brake drums in midseason 1938 is retained, and a similar flange is added to the front drums for 1959. In addition, all of the increased width of the new drums proiects into the air stream under the car.

In keeping with the new short-spoke wheel design, the accessory wheel trim disks feature slots to preserve the brake cooling feature.

POWER BRAKE UNIT. A new low-pedal power brake unit is available in 1959 either as a Regular Production Option or as a dealer-installed accessory. Featuring the greatest possible interchangeability with the regular braking system, the new unit can readily be installed or removed by the dealer.

on the unitarity of the control of t

fer of the optional unit can be accomplished with almost the same ease as changing a master cylinder.

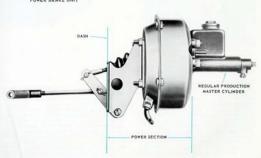
IMPROVED RAYON TIRES, More durable and longer-wearing tires are featured for 1939. Incorporating an improved rayon cord, the new tires offer up to 7 percent greater tread life, and are able to withstand up to 10 mp greater speed with relative safety. Other features of the improved tires include a softer ride and de-

creased rolling resistance.

The rayon tire cord is improved by reducing the denier from 1850 to 1100 for an increase of approximately 30 percent in the number of threads per Inch. The smaller section of the threads per Inch. The smaller section of the thread threads the smaller section of the thread threads the smaller section of the thread threads the smaller section of the tree travellity and slightly reduced weight. The increase in the number of threads per inch actually more than offsets the reduced denier of individual threads by providing an increase in tensile strength of the tire cord structure for improved darability and greater protection from improved darability and greater protection from

Regular equipment tire sizes remain the same as those used in 1958. Also continued from 1958 are 8.00 x 14-4 ply tires for mandatory use with the factory-installed air conditioning option.

POWER BRAKE UNIT



ENGINES AND CLUTCHES

Cassioner professors and resimilaçõed progress no des protestados definimientos estados liveres quem esquisa recuprante producir parado las consequentes que en esquisa recuprante parado para Tota democradação qui para para de large menera el parado parad

not steamly improved using usto the perpensance potential.

For 1939, Chemolet engineers have developed a 6-cylinder engine
that specializes in fari economy, and, at the same time, acqually detivers greater performance at sounds road speeds than its part dyessor.
This engine is one of nine available to satisfy the discretified prefersecres of the motoring public.

HI-THRIPT 6-CYLINDER ENGINE. A new camshaft and valve lifters have been incorporated in the 215 cubic into 6-cylinder engine to make it a genuine sconomy engine. These changes, together with a recalibration of the carburetor, bring about an improvement of from 5 to 10 per-

The gasoline economy resulting from the new 6-cylinder engine design is accompanied at low and medium speeds by even greater tergue than that delivered by the 1958 Blue-Flame Six. The increase in torque results in superior vehicle performance at normal are smedia.

Primarily responsible for the concurrent improvement in both fuel economy and torque are decreased valve lift and a smaller amount of valve overlap. (See charts on eage 49.)

Valve overlap — the period daring which both valves of a given cyllader are open — is nocessary, in a degree, for salisfactory engine opersation, particularly at high speeds. This is due to the fael-sir mixture and the combistion preduets having weight and, consequently, laterial, A finite length of time is required to start these galescou mixtures moving, and once they are in metion they tend to continue flowing even after the imports to here removed.

At the end of the exhaust stroke and beginning of the inities travels, the exhaust stroke and the ginning of the inities travels, the exhaust view remains open beyond top does conter. The inertia of the them out through the exhaust part, even though them out through the exhaust part, even though the pisten has began its downward mettion on the claims stroke. During this part of the cycle, the thicks stroke to part the pisten of the content of the conte

WIGH ECONOMY 6-CYLINDER

V IMPROVED V-8 ENGINES

✓ MORE EFFICIENT V-8 ENGINE
AIR CLEANERS

∀ INCREASED COOLING



63

23

200

63

63

200

25.0

200

HI-THRIFT A-CYLINDER ENGINE

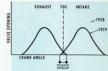
ance at lower speeds,

The inertia of the entering fuel-air mixture is used to advantage at the end of the intake stroke also, when the valve remains open beyond bottom dead center.

Early valve opening and late closing are most effective in promoting good performance at high engine speed when the events in the cycle are taking place in an extremely short time and when the velocities of the moving gases are very high. At lower speeds, however, the fresh charge being admitted and the exhaust products being

being admitted and the exhaust products being expelled have less momentum and the inertia effect is decreased. With a large amount of

VALVE OVERLAP



IMPROVED PERFORMANCE IN LOW AND MID-SPEED RANGES



walve overlap, some of the mixture is lest in the schaust, and a portion of the combustion profucts remains behind to conteminate the charge, Similarly, at low speed, late takes valve clasting pushed back into the menifold during the early part of the compression strake. The late valve opening and early valve closing effected by the new combinativalve lifter combination premote.

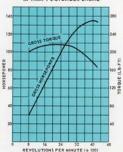
With smaller valve openings, gas velocities are increased. Ramming effect of the fuel-air

mixture entering the cylinder becomes greater, to improve low-speed volumetric efficiency and low-speed torque,

Durability also is improved by the new design since the decrease in valve seating loads reduces valve train wear and minimizes the chance of valve sering breakage.

To improve lubrication of the valve rocker arms, oil now is supplied to the valve rocker arm shafts at full system pressure. In addition, this change embodies a new method of metering oil to the push rock and valve stems. Previously, oil to the rocker arm shafts from

HI-THRIFT 6-CYLINDER ENGINE



the delivery tube was metered by a 1/16-inddiameter horizontal ordice in the block, and the delivery tube from the cylinder head to the shafts incorporated a bleed-off hole to assure minimum pressure. The horizontal ordice in the block delivery tube closed. These medifications result in full pressure delivery of oil to the rocker shafts.

Since the horizontal orifice is the block has been enlarged to obtain the full pressure feature, the function of metering oil to the push rods and valve stems now rests with the rocker arm. Each rocker arm hub has an annular groove around the inner surface. Formerty, the grooves the rocker shalts, For 1959, the rocker arm grooves are offices from the rocker shalts, and the rocker arm grooves are offices from the rocker shalt bales to provide a method of metering oil to the push rods and valve stems.

Because of the lower hood line of the 1959 Chevrolet, the air cleaner and carburetor are mounted lower than in 1958. The intake manifold, accordingly, has been redesigned to accommodate this chance.

Redesign of the radiator, introduced partly for styling reasons, also accomplishes an improvement in cooling capacity. Lower and wider than in 1958, the radiator core is increased in frontal area by over 40 aquare inches. A new high-strength, low-stretch material is used for the engine fan belt. The new material not only is longer-lived than the former material, but also minimizes the allowance that must be made for stretching of the belt in service.

The 3-point engine mounting system remains executally the same as that used in 1958. A new rear mount has been introduced, however, to improve control of engine movement by decreasing lateral deflection. Also, the spacer used between the crossmember and the former rear mount now becomes unnecessary. Engine and transmission isolation from the frame and control of vertical movement are made more uniform by elimination of the spacer, which was

The 9.5-inch disphragm spring clutch continues as standard equipment with the 6-cylinder engine. Zinc coating of mufflers, begun in 1958, is

Zinc coating of mufflers, begun in 1958, is continued.

V-8 ENGINES. Base equipment for 12-16-1800 Series is the 235 cubic inch V-8 with 2-barre carburetor, which again is available optionally with a 4-barrel carburetor ow with Ramjet Fuel Injection. Also carried over as regular production options are the 4-barrel carburetor and three 2-barrel carburetor versions of the 348 cubic inch V-8 with either 4-barrel or triple 2-barrel carburetors are obtainable or

with a special camshaft as well as with the reg-

ular camshaft.

More efficient operation under idling conditions has been effected in 1959 V-8 engines by an improvement in the vacuum spark advance system. The vacuum advance tube is connected to the intake manifold instead of the carburetor throttle body. With the full manifold vacuum, spark advance at idle is increased. This promotes more efficient combustion so that less heat is rejected to the cooling and exhaust systems. Consequently, there is reduced likelihood of overheating during prolonged idling, and idle fuel economy is improved. The change in the vacuum spark advance was made during midseason 1958 for all V-8 engines teamed with automatic transmissions, and now becomes effective with manual transmissions as well.

For 1959, dry-type air cleaners replace the old bath cleaners used on all 1958 V-8 engines except Ramjet Fuel hjection engines. The new cleaner is more efficient than the former type in removing impurities from the incoming air, and needs no servicing other than replacement of the paper element. Imagettion is recommended every 5.000 miles thereafter.

A sintered bronze fuel filter located in the carburetor inlet replaces the external sediment how filter used in 1958.

An improvement in engine cooling capacity is effected for 1959 by an increase of more than 40 square inches in the frontal area of the radiator core. Fan belts are improved by the use of a new high-strength, low-stretch material.

As with the 6-cylinder engine, the 3-point engine mounting system incorporates a new rear mount, which decreases lateral deflection of the engine.

The dual exhaust system, optional with the 2-barrel or 4-barrel 283 cubic inch '.45's and standard with the other V-8 engines, has been given more effective silencing characteristics by the addition of a resonator in each exhaust same time, hack pressure in the exhaust yet may be a considered to the constant of the buliance tube, or crossuder pipe, which no longer is required for silencing. Net engine power delivered to the division is increased through this change. Zinc coating of mufflers for correlative the control of the

Modifications to the 2-harrel carburetor result in a performance improvement for the base 283 colds lock-engine. Changes include a smaller power jet orifice to provide a leaner flaw of fuel through the jet, and a new internal vent tube to the better equalize float howly pressures. These changes not only effect a noticeably quicker and smoother response to the accelerator both on grades and at high altitudes, but also afford a allock improvement in city traffic fuel economy. Oil sealing at the rear main bearing is improved in 283 cubic inch engines by a change in the oil seal. Replacing the former asbestosjute rope seal is one of molded rubber.

Introduced during mid-seasen 1988 in the 348 cubic tech engine, the new scal is made of synthetic rubber composition formulated to resist both dry heat and oil at high temperatures. It is resinforced by a molded-in carbon steel ring. Advantages of the seal include more effective sealing and better quality control in production. Molded to fit into a machined recess, the rubber seal is less subject to variation in installation than the former scal. Service installation alto the production of the production of the seal is the seal of the seal of the seal is the seal of the seal

The 283 cubic inch V-8 engine is further improved by the addition of intake value stem seals, an outgrowth of developmental work that has now reached the point where the seals can be used in the control of the contro

The oil-resistant synthetic rubber seal is held to the outside of the valve guide by a light spring at its lower end and against the valve stem by

a similar spring at its upper end.
Air intake on the Ramjet Fuel Injection engine is modified in that the air cleaner is mounted on the radiator buikhead, to the left of the radiator. After being cleaned, the air is routed through a 4-inch flexible rubber hose to a sheet

metal adapter that leads into the air meter, Available opinionly is a special camshaft version of the Romjet Fuel hijection engine with a solid valve litters, premium grade bearings, and lightweight valves. An added feature of this engine is the provision of drilled colonal passages at either side of the spark plug bosses. The relatively uniform temperatures throughout the cylinder heads and block. Therefore, spark plug temperature is controlled, prolonging spark plug life, and high temperature problems are miniture of the colonies of the colonies of the colonies.

A similar improvement has been incorporated into all 348 cubic inch engines. The means for accomplishing this is slightly different from the method used on the 283 cubic inch engine because of the difference in cylinder head shape and spark plug location. To provide full-circle spark plug cooling in the 348 cubic inch engine, the outer deck of the cylinder head has been en-

larged at the base of each spark plug recess to accommodate a jacket for the coolant. A drilled hole at each recess registers with a corresponding hole in the cylinder block to provide a coolant passage between the block and the head. New "long-reach" spark plugs are used because of the heavier section through the spark plug recesses.

The special camabaft 348 cubic inch engines, available with either a 4-barrel carburetor or three 2-barrel carburetors, have a compression ratio of 11-to-1. These engines are equipped with solid valve lifters and premium bearings.

The semi-centrifugal disphragm spring cletch introduced during mid-eason 1958 for use with 348 cubic inch engines is continued for 1959. Hororporated in this smoother engging clutch is an improved 10,5-isch driven plate. Made of premium grade waven askeatos, the friction ring has a minimum burst speed of 7400 rpm, as compared with 6500 rpm for the previous ring. The 10-isch semi-centrifugal disphragm open continued from 35% of the 10-isch compared to continued from 55% of the 10-isch semi-centrifugal disphragm open continued from 55% of the 10-isch semi-centrifugal disphragm open continued from 55% of the 10-isch semi-centrifugal disphragm open continued from 55% of the 10-isch semi-centrifugal disphragm open continued from 55% of the 10-isch semi-centrifugal disphragm open continued from 55% of the 10-isch semi-centrifugal disphragm open continued from 55% of the 10-isch semi-centrifugal disphragm open continued from 55% of the 10-isch semi-centrifugal disphragm open continued from 55% of the 10-isch semi-centrifugal disphragm open continued from 55% of the 10-isch semi-centrifugal disphragm open continued from 55% of the 10-isch semi-centrifugal disphragm open continued from 55% of the 10-isch semi-centrifugal disphragm open continued from 55% of the 10-isch semi-centrifugal disphragm open continued from 55% of the 10-isch semi-centrifugal disphragm open continued from 55% of the 10-isch semi-centrifugal disphragm open continued from 55% of the 10-isch semi-centrifugal disphragm open continued from 55% of the 10-isch semi-centrifugal disphragm open continued from 55% of the 10-isch semi-centrifugal disphragm open continued from 55% of the 10-isch semi-centrifugal disphragm open continued from 55% of the 10-isch semi-centrifugal disphragm open continued from 55% of the 10-isch semi-centrifugal disphragm open continued from 55% of the 10-isch semi-centrifugal disphragm open continued from 55% of the 10-isch semi-centrifugal disphragm open continued from 55% of the 10-isch semi-centrifugal disphragm open centrif

The clutch pedal linkage has been improved by

relocation of the over-center spring. Formerly on the same side of the brace as the pedal arm, the spring has now been placed on the optposite side. This modification brings about a more uniform distribution of load on the splon bushings and extends the life of the bushings, A swivel between the over-center spring and its bracket minimises the tendency to squeak, and a removable stop bracket on the clutch pedal makes servicing easier.

FUEL SYSTEM. Conventional passenger cars and the 3-Passenger Kingaroos Station Wagus and the 3-Passenger Kingaroos Station Wagus have rectangular gasoline tasks with capacities of 20 gallons and 18 gallons respectively. The kidney-shaped task on 6-passenger station wagons is of 17 gallons capacity. A straker at the gas task outlet supplements the carborator inlet fore litter. On cars equipped with a dual exhaust system, the gasoline feed pipe is routed through the driveshaft tuned of the frame. This routing moves the fuel line from the hot area solicent waper lock-one market, this posting to prevent

ENGINE AVAILABILITY

ENGINE	EQUIPMENT	COMPRESSION RATIO	GROSS HORSEPOWER	GROSS TORQUE (Ib. fr.)
Hi-Thrift 235 Six-Cylinder	Single-Barrel Corburetor	8.25-to-1	135 of 4000 rpm	217 or 20-2400 spm
Turbo-Fire 283 V-8	2-Borrel Corbureter	8.5-to-1	185 or 4600 rpm	275 at 2400 rpm
Super Turba-Fire 283 V-8	4-Barrel Carbureter	9.5-to-1	230 of 4800 rpm	300 et 3000 rpm
Ramjet Fuel	Fuel Injection	9.5-to-1	250 at 5000 rpm	305 at 3800 rpm
Injection V-8	Fuel Injection and Special Comphate	10.5-to-1	290 at 6200 rpm	290 of 4400 rpm
Turbe-Thrust	4-Barrel Carburetor	9.5-10-1	250 at 4400 rpm	355 or 2800 rpm
348 V-8	4-Barrel Carburetor and Special Canshalt	11.0-to-1	300 at 5600 rpm	350 et 3600 rpm
Soner TurbouThoust	Three 2-Barrel Carburetars	9.5-to-1	280 at 4800 spm	355 at 3200 rpm
348 V-8	Three 2-Barrel Carbureters and Special Camshaft	11.0-to-1	315 or 5600 rpm	356 at 3600 rpm

TRANSMISSIONS

Designing an automative intentission is recognized as one of engineering's must estiting assignments. Cleavable consistently feals the field in intensistant development. A reconst contribution to function drinks of Todoglids, while has no sparl in energy the intensistant drinks of Todoglids, while has no sparl in energy the intensistant patterns from the consciousness of the same, function and the patterns from the consciousness of the same, function and patterns from the consciousness of the same, function and while section from these who regard manual pairs selection as an intensist feeter of the ent of deliving.

The reputation for mechanical excellence, which these transmissions above with the conventional Expend. Subject with overshive, and Powerplifes, is founded on continuing attenuous to Agril, as exemplified by the further refinements. Chronolet engineers. Educational transmissions are proportionally approximately approximately.

Outlanding among the many transmission junprovements are those which result in greater combilings of the company size. The basic 3-speed synchromesh transmission and the 3-speed with overview, as well as the Powergide automatic transmission, feature important modifications for 1991. The fully synchronized 4-speed transmission, made available in mid-anance 1994, in continued.

THEROGLIDE

The most fundamental imprevements to the Turboglide transmission are a 5-spake but second urbine, which replaces the previous 3-spake designs a 5-active face, multiple-disk reverse clotch and an 8-active face, multiple-disk forward clotch, replacing the former cone designs and three seditional phinons in the freed plasetary and three seditional phinons in the freed plasetary.

Other changes also contribute to the greater Turboglide durability for 1959. The second turbins shaft is increased in minimum section and a hearing is added to insure concentricity between it and the stator shaft. In addition, the hydraulic system is modified to meet the new clutch recurrements.

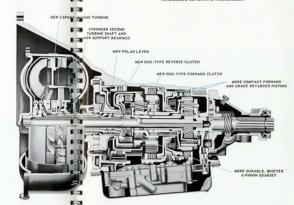
MULTIPLE-DISK GLUTCHES. Use of multipledisk clatches offers a number of advantages over the previous cone designs. While both types may be equal in helding capacity. the multiple-this clotch has much greater heat dissipating capacity during repeated engagement by vitrue of its largeposents. This is teneficial because any "power posents," the is teneficial because any "power posents," the is teneficial because any "power have the capacity of the course that the clotch have the capacity of the course of the clotch have the capacity of the course of the clotch have the capacity of the course of the clotch have the capacity of the course of the clotch have the capacity of the course of the clotch have the capacity of the course of the clotch have the capacity of the course of the clotch have the capacity of the course of the clotch have the capacity of the course of the clotch have the capacity of the course of the clotch have the capacity of the course of the clotch have the capacity of the course of the clotch have the capacity of the course of the clotch have the capacity of the course of the clotch have the capacity of the course of the clotch have the capacity of the clotch and the clotch have the clotch and the clotch have the capacity of the clotch and the clotch have the clotch and the clotch and the clotch are considered to the clotch and the clotch and the clotch and the clotch are clotch as the clotch and the clotch

Turboglide in Drive range makes no automatic or manual clutch engagements. However, when it is desired to rock the car by moving the seNEW, RUGGED TURBOGLIDE

IMPROVED POWERGLIDE

IMPROVED TRANSMISSION LINKAGE

TURROGLIDE AUTOMATIC TRANSMISSION



lector lever back and forth between Drive and Reverse, the extra energy-dissipating capacity of the multiple-disk clutches contributes significantle to durability, 20.00

E 28

20.00

20.49

BC-19

Another feature of disk clutches is the shility to provide smoother engagements. The greater frictional area provided permits greater slipping without seizing during empagement. By adding the new multiple-disk clutchen, the Turboglide automatic transmission has no cone clutches remaining in its design. A feature is 1958 was the replacement of the neutral cone with a 6-active face disk clutch. The new reverse clutch has six active faces and utilizes a displaragm-type apring both as a return spring and as a polar lever to multiply its pitton's "apply effort." The driven plates are faced with a non-metallic compound. The pressure plate is sintered iron, and the reaction plates are steel. The multiple-cliks forward clutch has right active faces, and its construction is similar to the reverse clutch with the exception of the return spring. The forward clutch piston bears on its pressure plate, and shares a return spring with the grade retarder piston.

A new design of the grade retarder and forward clutch pisnos permits independent pisnos movement, and the previously used waved-type return spring is replaced by a redial raw of cell springs acting on both picture. It is the spring pack must be overcome. In the case of Grade Retarder, which is normally applied when transmission line pressure is at its minimum, the hydraulic system minimum line pressure is increased by 20 psi to assure ample save is increased by 20 psi for the same reason.

SECOND TURBINE AND SHAFT. The new 5spoke second turbine increases durability and is improved by a more secure attachment of the casting to the hub. Formerly, the serrated steel hub was pressed into the turbine casting, but now pins are added for more positive retention.

Second turbine shaft durability is improved through new support bearings. The new bearings are located in each end of the stationary stator support shaft, and it is their function to maintain concentricity of the two shafts as well as support the loads on the second turbine shaft.

Because the completely concentric Turiogilise design employs the spaces between shafts as all passages, a certain degree of concentricity must be maintained to issuare proper oil transfer and transmission durability. Farmerly, the second grains shaft, which is piloted in the end of the engine crankshaft. With that type of arrangement, concentricity between the second turines shaft and the status support shaft was dependent on the silipment and rightly of the first turbies on the silipment and rightly of the first turbies.

The new second surbine shaft hearings permit an increase is haft minimum section. The former bearing arrangement required undercutting the shaft hencatt the splined end and providing a ring groovs forward of the stator exhaust perts. The improved front hearing requires no compremise in the turbine shaft section, since it also functionally replaces the tren ring which defines one end of the stator oil pressure exhaust passage.

The bearing added at the rear of the stator support shaft is grooved to permit stator oil flow past that point.

FRONT GEARSET. For further improvement in durability and quietness of operation, three more pinions are added to the front gearset, making a total of six pinions. When the transmission is operating in Reverse, the greatest operating tooth loads are experienced, and these loads are experienced, and these loads are experienced, and the transmission is in Drive range, the front planetary experience of the property of the property of the property twice as broad as that of the rear gearset. Consequently, the reduced building the number of the property of the pro

HYDRAULIC SYSTEM AND CASE. To provide the necessary clutch application pressure required with the new grade retarder piston and reverse clutch, minimum line pressure is increased from 50 to 80 psi. The increased line pressure permits elimination of the two check valves in the modulated pressure system.

Further insurance of faster reverse shifts is the use of a selected thickness clutch pressures catch pressures catch pressures catch pressures and paste to keep apply piston travel to a practical minimum. Reinforcing ribs added to the dickness of the paste casting permit elimination of the auxiliary straps formerly used to resinforce this plate to maintain the oil tight integrity of the valve body, transfer plate, and ditch plate assembly. Also, and ditch plate assembly, also, with the elimination of the auxiliary straps, uniform length valve body bolts are used.

Aside from those changes required by transmission internal design improvements, the discast aluminum case is modified for improved durability. In the underside of the case, the sections near the forward and reverse clutches are made heavier to increase strength in these areas.

THREE-SPEED, OVERDRIVE AND POWERGLIDE TRANSMISSIONS

All 3-speed and 3-speed with overdrive transmissions are continued in 1959 without change except for the 3-speed unit used with the 345 cubic inch V-8, which now features a wider first and reverse gear for increased durability and reduced noise. Also, the transmission ratios used with 283 cubic inch V-8 engines are extended for use with 346 sobic inch V-8 engines.

The linkage of all 3-speed and 3-speed with overdrive transmissions, however, is improved with the addition of a bell crank idler to the second and third gear linkage to reduce linkage reaction to engine movements. The bell crank idlerent control of the second control of the crank idlerent control of the second control of the control

The optional Powerglide automatic transmission is continued for 1959. With modification to the hydraulic system and reverse band linkage, both durability and smoothness of the Powerglide are improved. The mid-season 1958 thrust bearing improvement, which provided additional thrust area between the input and reaction sun sears. Is continued.

Improving reverse darability are a reinforced reverse band apply linkage together with modulated line pressure. In former Powerglied designs with ummodulated reverse line pressure, all reverse operation was under line pressure great enough to permit full throtte engine input. With reverse line pressure move modulated, reverse maggement is smoother, and the reinforced reverse band linkage is subjected to less stress in normal operation.

A modification to the pressure regulator valve helps prevent momentarily high line pressures resulting from oil pressure moving the valve to one side of its bore. Grooves added to the valve permit oil pressure to equalize around its circumference. This helps make the valve responsive only to the intended axial pressures, and independent of the side threat otherwise resulting

from high volume flow.

For 1959, Powerglide is available for use with all engines except the 283 cubic inch V-8 engine with fuel injection and special camshaft, and the 348 cubic inch V-8 engine with three 2-barrel carburetors and special camshaft.

POWER TEAMS

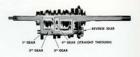
ENGINE	CARBURETION	TRANSMISSION	AXLE RATIO
* Hi-Theift 235 Six-Cylinder	1-Barrel	3-Speed Overdrive Powerglide	2.55 4.11¢ 3.36
Turbo-Fire 283 V-8	2-Barrel	3-Speed Overdrive Powerglide Turboglide	3.55 4.11 ₆ 3.36 3.36
Super Yurba-Fire 283 V-8	4-Barrel	3-Speed Overdrive Powerglide Turboglide	3.55 4.11¢ 3.36 3.36
*Ranjet Fuel Injection V-B	Fuel Injection	3-Speed 4-Speed Pawarglide Turboglide	3.55 3.55 3.36 3.36
*Ramjet Fuel Injection V-8 (Special Comshoft)	Fuel Injection	3-Speed 4-Speed	3.55 3.55
Turbo-Thrust 348 V-8	4-Barrel	I-Speed 4-Speed Powerglide Turboglide	3.36 3.36 3.08 3.08
* Turbo-Thrust 348 V-8 (Special Comshaft)	4-Barrel	3-Speed 4-Speed Powerglide**	3.36 2.36 2.08
Super Turbe-Thrust 348 V-8	3 X 2-Barrel	3-Speed 4-Speed Powerplide Turboglide	3.36 3.36 3.08 3.08
* Super Turbo-Thrust 348 V-8 (Special Canshaft)	3 X 2-Barrel	3-Speed 4-Speed	3,36 3,38

^{* -} Not evailable with oir conditioning or oir suspension.

^{** -} Heavy-duty type

e - To be replaced by 3.70:1 ratio approximately three months after start of production.





FOUR-SPEED CLOSE RATIO TRANSMISSION

The rapid gain in popularity of the fully synchronized A-speed transmission, following its introduction in mid-season 1957 on Corvette models, has led to its release in combination with the high-performance passenger car engines.

This transmission is especially suited to those applications where a high power-to-weight ratio exists as in Corvette models and passenger cars consposed with a high-performance V-8 engine.

The same total ratio spread is used for both—speed and speed close-ratio units. However, greater performance is achieved with the 4-speed ranamission since the ratio spread is power-to-weight exists, maximum acceleration and high speed performance demand a transmission of different characteristics than those found in the average passenger car units. Vehicles with a high-performance potential do not require a large gear reduction to provide high except of the property of the

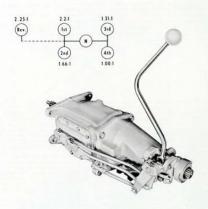
However, because the range of speed from standstill to maximum of the Corvette and high performance passenger car models is greatered than that of the average passenger car, a greatered number of transmission ratios make higher engine couptu available throughout the speed range, Four usable ratios enable the driver to realized the full potential of the engine more of the time.

The design features of the 4-speed close-ratio transmission insure quiet, easy operation coupled with great durability. All forward driving gears are helically cut, in constant mesh, and synchronized. This dealgn permits easy downshifting without double-clutching, even to first gear, providing the greatest possible use of the engine for vehicle speed control.

In this design, the engine-driven clutch gear drives a countershaft in a manner similar to the conventional 3-speed. However, gears on the countershaft remain in constant mesh with three non-sliding mainshaft gears. From front to rear, the mainshaft gears provide the third of the constant of the counterpart of the counterpart of shaft to the mainshaft gear states. Forth gear is shaft to the mainshaft.

The only sliding gear in the 4-speed unit is used to engage reverse. This differs from the conventional 3-speed transmissions which use a tion. Engagement of the constant-meah mainshaft gear shaft to the mainshaft, or, of the clutch gear shaft to the mainshaft, is accomplished mixer. In addition to darability, it is a feature of the blocker ring-type synchronizer that gear engagement cannot be completed until the appropriate shaft-to-opear synchronization is accomplished.

Gear shifting is accomplished through remote linkage, three shifter arms being provided for that purpose. Two of the shifter arms are in the usual location on the left side of the gear case. The third arm, which is used to engage reverse gear, is located on the left side of the transmission extension housing.



SHIFTER LEVER AND PATTERN

The remate gear-shifting interlock is mounted on the rear of the transmission extension, and provides a shifting pattern similar to that of a truck 4-speed transmission.

To engage reverse in the passenger cer installation, the operoter must push the selecter lever opinist a spring load os indicated by the dotted line in the diagram of geer positions and ratios evailable. On Corverte installations, the operator must life a small T handle concentric with the shift lever, to permit entry of the lever into the reverse slot.

OTHER OPTIONAL EQUIPMENT

With approximately 80 million licensed driver accumulating over 810 billion subdictionlies assually, America is a constroller animo. As in all their lising bubbls, American drivers expect soundly engineered confect and consenience in their anomabiles. Chevrolle, in recognition of this domand, devotes extensive engineering time to the development of special engineer of principal continuity in the processors. Like its prefer expectation in the list of the continuity of the list of the list

- ✓ INPROVED HEATERS AND
 AIR CONDITIONING
- V NEW TEMPERATURE-MODULATED FAN
- √ NEW SEDAN ROOF TOP CARRIER

 ✓ NEW THROTTLE LOCK
 - NEW SPEED WARNING LIGHT DEVICE

AIR CONDITIONING in the 1959 Chevrolet passenger cars is quite extensively revised from the 1958 system. Instrument panel controls and outlets of the AII Weather AIT Conditioner are similar to the 1958 components, but air systems extensive the control of the co

Relocation of the evaporator in the right side cowl pleasus chamber improves the efficiency of the air conditioner and also relieves the engine compartment of congestion. Further, provision for cooling effectiveness has been made by an increase in evaporator core area to 128 squarincrease for soyarostor core area to 128 squarinches from 94 square inches. Greater condensers and reactive capacity minimize the likelihood of excessive compressor pressure from an overchare of the system.

overcharge of the system,

Greater latitude is given the driver in 1959 as
to the source of air to be conditioned. Any combination of inside and outside air can be used.

Side nozzles have been improved by a redesign of the vanes to produce the most comfortable flow of air in the passenger compartment. Temperature again is controlled by a hot gas valve, which directs a portion of the refrigerant through a bypass line to regulate the amount of cooling.

Available as a Factory Optional Accessory or dealer installed, the All Weather Air Conditions to softened only in cars equipped with 8-cylinder engines and automatic transmission. It is not available in the convertible or in cars with fuel injection. When installed at the factory, this air conditioner is accompanied by the 8:00 x 14 size tire option. On the sport coupe, one of the E2-X-Dye thirted glass options also must be used. Available through the dealer, for all managers, care waitable through dealers, for all managers, care

models with either V-8 or 6-cylinder engines, Exceptions to the general availability are care equipped with Ramjet Fuel Injection or with special camshaft 348 cubic inch engines.

Temperature regulation in the Gool Pack is by means of the electro-magnetic cycling clutch and a thermostatic switch located in the evaporator. This system, entirely independent of the heater, operates on recirculated air exclusively.

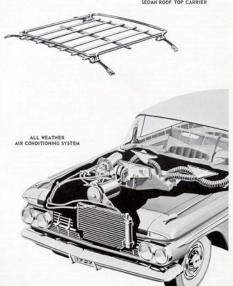
A TEMPERATURE MODULATED FAN, part of the factory-installed air conditioner, also is offered as a dealer or factory installed accessory.

By limiting fan speed, the fluid clutch reduces noise and decreases the amount of power required to drive the fan. This economy of power improves both vehicle performance and gasoline mileage.

Engine warm-up is assisted by the fan speed limit of 1,000 prm when air temperature at the fan is below 140 degrees. A bimetalist thermostat regulates he amount of silicone fluid in the drive clutch, thus controlling the amount of slipsisted as the silicone fluid in the silicone fluid shield have been assisted as the silicone fluid in the reached a maximum of 3, 100 rpm, as with the viscous fan drive for the 1978 air conditioner.

HEATERS. The Air Flow heater, completely mere in 1939, has a core area of 17,5 square inches, an increase of about 20 square inches over the previous core area. Both the air and water systems have been improved. A new air intel valve allows the air iniest to be completely sealed when the heater is not in suc. The blower provides an air flow about 11 percent greater and the provides and air flow about 10 percent greater provides and air flow about 10 percent greater.

SEDAN ROOF TOP CARRIER



by installation of a new valve in the core. Control knobs are lighted.

The recirculating heater has a larger core than the 1958 model, giving it increased heating capacity. The switch also has been improved to provide three blower speeds rather than two.

RADBOS. The power sections of all radios are transistorized in 1959 Chervolel passenger cars. With power supplied through transistors rather than vacuum tubes, the units are smaller and lighter, and comparable amplification is produced with much smaller expediture of power, use of the transistors, and the radio warmup period is virtually eliminate.

The rear seat speaker, available with any radio, is operated by a control mounted behind the tuning knob.

WINDSHIELD WIPERS AND WASHERS. Either a foot-operated or a push-button operated windshield washer can be obtained with the singlespeed electric windshield wiper that is standard equipment on all 1959 Chevrolet passenger cars.

The push-button operated washer, obtainable either factory of edien installed, uses a small centrifugal pump to deliver water or washing solution to the nozeles. Located in the bottom of the water reservoir, the pump is driven by a small electric motor on top of the jax. When the button in the center of the wiper control knob is depressed, the wiper host soundmittedly turns closelester, which was the pump of th

ing and wiping action.

After sufficient water has been sprayed on
the windshield, the washer stops automatically.
When the windshield has been wiped clean, the
driver stops the wipers by turning the control

hnob counterclockwise.
The foot-operated washer, available only as a dealer-installed accessory, consists of three against comparison of the control of the

Depressing the pump pedal also releases the spring-loaded plunger in the electric wiper motor switch, starting the wipers. The wipers continue to operate as long as pedal pressure is maintained. When the pedal is released, the pump bulb is automatically refilled with water from the reservoir and the wipers return to

"Park" position.
Use of the foot-operated windshield washer system makes it unnecessary for the driver to

remove his eyes from the road or his hands from the steering wheel,

Another wiper-washer combination is offered as a regular production option. This RPO consists of 2-speed electric windshield wipers and a push-button operated washer. Actuating force for the new piston-type washer pump is received as a push-button operated washer. Actuating force and the second of the wiper in pulses which occur as the wiper bind approaches center. The driver controls the washing and wiping operation in the same way as with the stander's single-speed wiper and the pulse of the

OTHER EXTRA-COST ITEMS. New for 1959 is a throttle lock, which holds the throttle in a fixed position to help maintain a constant speed on a parkway, freeway, or turnpike. Application of the brakes disengages the lock.

Another device calculated to help maintain a desired vehicle speed is a red light signal that lights up when the selected rate is exceeded. This "speed minder" is equipped with a dial and control knob that is used to set the signal for any car speed from 20 to 80 miles an hour.

Two roof top carriers are offered as dealerinstalled accessories for 1959. As in 1958, a acrew-on type carrier is available for station wagons. The second carrier is a clip-on model designed for use on sedans and coupes.

designed for use on secans and coupes. The new carrier is held to the roof by means of stainless steel straps, clamped at their ends to the drip moldings. Metal that comes in contact with the roof is covered with sponge rubber to protect the finish. The rails of this carrier enclose an area of approximately 11.5 square

feet.
The station wagon roof top carrier is similar to the 1958 accessory. Its rails enclose an area of approximately 18, 5 square feet. Designed for permanent installation, this carrier is secured.

to the roof by gasketed screws.

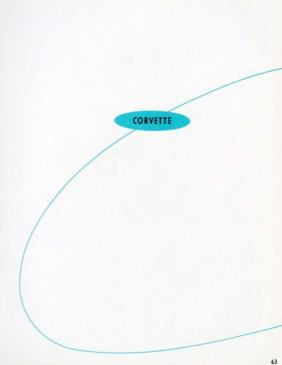
A simulated 'knock-off' bub is available as an ornament for the 1959 accessory wheel disk.

A similar ornament, carried over from 1958, is

available for the standard hub cap. Both ornaments are dealer-installed accessories.

The new wheel disk ornament, larger than the
3-point ornament for hub caps, incorporates a
2-point syninger, a clear plastic insert and the

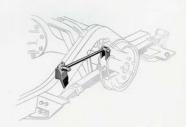
emboused crossed flags emblem.
A new radiator grilli gard is available as a
dealer-installed accessory on the 1959 models;
bolt assembles, the gard consists essentially
of a chrome-plated steel rail parallel to adout two inches above the bumper. Protection
is afforded for the full width of the grille. At a
rubber projection, is a large spinner-shaped



CORVETTE

By virtue of its outstanding performance and roadability, Corvette long has been established as a genuine space for Centering to the enthanises's instatishic appetite for precision road machinery, Corvette for 1955 features even further refinements to harding, paignounce, and stability.

- NEW RADIUS ROD REAR SUSPENSION CONTROL
- V INPROVED DESIGN SHOCK ABSORBERS
- ▼ NEW OPTIONAL ANTI-FADE BRAKES
- V POSITIVE-ACTION REVERSE INHIBITOR FOR 4-SPEED TRANSMISSION
- **V** REDESIGNED SEATS



Improved ride, performance and stability result from Corvette chassis changes which include a from Corvette chassis changes which include a refined rear suspension, new shock absorbers, and medified clutch linkage. New optional sixtered metallic brakes and a positive-action reverse inhibitor for use with the optional 4-speed verse inhibitor for use with the optional 4-speed transmission are available on the Corvette for 1995. All of the improvements incorporated into the passenger car basic 283 cubic inch engise extend to the Corvette.

With the exception of styling changes to identity the 1959 Corvette, exterior appearance is the same as in 1958. Luxurious new trim is provided for the bucket seats, and a handy stoward but is added beneath the passenger assist bar. A new regular equipment feature for 1959 is the addition of radius rooks to the rear suspen-

sion system for more precise handling and better

traction during both acceleration and braking,

The radius rods relieve the rear springs of the axle housing torque reactions of acceleration and braking. With the springs virtually free of axle housing torque, rear axle steering movements are also free of the torque influence, thus providing more consistent and precise handling.

The greater resistance to axle torque also assures smoother power flow and braking so that contact of the tires with the road is better maintained for improved performance and stability.

The radius rods control axle housing rotation and guide the rear axle by forming parallelogram linkage, utilizing the "equivalent link" length of the forward half of the suspension leaf springs, Rigid brackets are welded to the top of the frame sidemembers and the axle housing so that the radius rods are pivotally mousted above, and essentially parallel to, the front half of the rear springs. In this manner, the radius rods and the rear springs form two sides of the parallelogram, and the radius rod mounting brackets form the other two sides.

New improved design shock absorbers give the Corvette better ride control, and virtually eliminate the possibility of aeration of shock absorber fluid. Because with the new rear suspension shock absorbers need not assist in controlling sake windup, they are recalibrated to provide the best possible ride and bandling control. Front shock absorbers are compatibly recalibrated.

angle composers or delinparease, according to a contract, and the contract of the contract of

Aeration is brought about by the creation of a partial vaccoum as fluid is drawn from the reservoir when the shock shoother is extended, The new shock shoother, through the use of a nitrogen-(Illed envelope inserted in the hydraulic flaid reservoir, helps to prevent this condition from developing. When the shock absorber is short of the fall yestended position, the nitrogen gas is under compression, and, therefore, assists fluid re-entry into the cylinder. Nitrogen gas is ideally suited for this use because of its insert character.

An innovation in clutch linkage makes possible either of two types of clutch release action. One position of the linkage gives normal release action, while the other provides much shorter travel to facilitate more rapid gear changing. The short-travel feature gives the precision "feel" perfectly many apart car enthusiasis, and clutture distinct advantage in competition-type driving.

The action of the dual clutch release is effected through use of a new bracket joining the clutch pedal arm and clutch release push rod. Attached in either of two positions, the bracket





determines the mechanical advantage of the linkage. Clutch pedal travel is 6.4 inches for normal action. In the fast release position travel is reduced to 4.5 inches. A manually-controlled mechanical reverse in-

hibitor is featured on the 4-speed transmission to permit faster selection of the forward ratios. The new inhibitor positively prevents the selector lever from entering the reverse gear slot. To engage REVERSE, a small T-handle concentric with the gear selector lever must first be lifted.

With the reverse inhibitor added to the optional 4-speed transmission, the Corvette driver can freely follow the H-shaped selector pattern, thus making faster shifts for improved performance flexibility.

A new heavy-duty brake equipment option is available for the Corvette except those models with Powerglide or the heavy-duty chassis option, which already includes special brakes.

The new brake equipment option features sintered metallic linings. The linings are divided into segments, rectangular in shape. Six seg-

ments are riveted to each primary shoe, while ten segments are similarly attached to each secondary shoe. These linings are ideally suited to those applications where severe usage and high operating temperatures are encountered. Physical properties of the metallic linings are such that high brake operating temperatures do not affect their composition and, most significantly, their coefficient of friction. Thus, these brakes have virtually no tendency to decrease in effectiveness during hard usage. A related property of metallic linings contributing to reduced fade is the ability to better conduct heat away from the lining-to-drum contact area. No loss of effectiveness after driving through water is another feature of the new brake option.

For 1959, the heavy-duty chassis equipment Regular Production Option with special-cooled, Cerametalix-lined brakes is modified to provide increased rear brake cooling efficiency and reduced overall vehicle weight.

Cooling efficiency of the rear brakes is improved by new air scoops attached to the backing plates, thus eliminating the former ducts which extended rearward from the front of the body. The elimination of the body air ducts reduces overall vehicle weight.

overall vehicle weight.

Nylon cord tires, featuring greater strength
for an improved safety factor at elevated speeds,
are available as a Limited Production Option.

A clean appearance, front and rear, is effected by removal of the simulated hood louvers and rear deck lid moldings. Wheel trim disks, similar in design to those used in 1958, now include air slots to improve brake cooling.

A further brake cooling improvement is the addition of flagges, similar to those introduced on passenger car models for mid-eason 1958. The cooling flagges extend fearther into the artstream for better heat dissipation. The mass of the drums and, consequently, their heat absorbing capacity are increased with the flange addition.

Seven exterior colors, both solid and 2-tone, are offered. All exterior colors again are executed in acrylic lacquer.

Both hardtop and folding top models have all new weather seals for improved weather protection.

Seats with a more pronounced "bucket" effect

have a new trim design with widely spaced ribs on the cushion and backrest. Side wall trim is unchanged. However, the remote control door release knob is located further forward and the armrest is lowered slightly for added comfort. Dual sunshades, which mount on the windshield

header, are available as an extra-cost option. The basic instrument panel design remains the same as in 1958, except for the addition of a stowage bin beneath the passenger assist bar. Improvements include revised instruments in the cluster and the addition of padding on the passenger assist bar.

The stowage bin, painted to match the interior color, angles inward toward the cowi, providing adequate stowage capacity without sacrificing passenger leg room. The assist bar above the stowage bin is reduced in section and is padded to lessen the possibility of injury in the event of a collision.

Instruments within the cluster are easier to read. Concave lenses reduce glare and reflections, and instrument face graduations are more clearly defined. The tachometer dial is calibrated to show engine rpm in units of 100, rather than 500.

ENGINE AVAILABILITY

ENGINE	EQUIPMENT	COMPRESSION RATIO	GROSS HORSEPOWER	GROSS TORQUE (IL. ft.)
Regular Production 283 Cubic Inch V-8	4-Barrel Carbureter	9.5-to-1	230 of 4800 rpm	300 ot 3000 rpm
	Two 4-Berrel Corburators	9.5-to-1	245 or 5000 rpm	300 at 3800 rpm
Optional 283 Cubic Inch Y-8's	Two 4-Barrel Corburetors and Special Conshoft	9.5-to-1	270 on 6000 rpm	285 or 4200 rpm
	Fuel Injection	9.5-to-1	250 at 5000 rpm	305 or 3800 rpm
	Fuel Injection and Special Comshoft	10.5-to-1	290 at 6200 rpm	290 at 4400 rpm



EXTERIOR - INTERIOR COLOR COMBINATIONS IMPALA SERIES AND NOMAD STATION WAGON

	EXTERIOR		INTE	RIOR
SOLID	TWO-TONE	COLORS *		2000
COLORS	Roof & Upper Deck (or Tailgate)	Lower Body & Wheels	FABRICS	PAINT
Tuxedo Block	Snowcrest White	Tuxedo Black		
Roman Red	Snowcrest White	Ramon Red	Light	
Snowcrest White	Snewcrest White	Grecion Gray	and Medium	Medium Gray **
Conec Carel	Satin Beige	Comeo Corol	Gray	
Grecian Gray				
Highland Green	Snowcrest White	Highland Green	Light	Medium Green **
Aspen Green	Aspen Green	Classic Cream	and Medium	
Classic Cream			Green	
Frost Blue	Frest Blue	Harbor Blue	Light and	Dork Blue **
Harbor Blue	Harbar Blue	Frest Blue	Medium Blue	
Crown Supphire	Snewcrest White	Crawn Sapphire	Light and Medium	
Snowcrest White			Turquoise	Turquoise **
Gothic Gold	Satin Beige	Gothic Gold	Light and	Medium
Satin Beige			Medium Copper	Copper **
Tuxedo Black	Snowcrest White	Tuxedo Bleck		
Roman Red	Snowcrest White	Roman Red		Reds
Snawcrest White	Snowcrest White	Grecian Gray	Red e	Red ¢
Grecian Gray				

^{* -} Not available for Convertible.

^{** -} Upper and lower partions of steering wheel pointed a light tone.

e - Not available for 4-Door Sedan or Named Station Wagon.

IMPALA CONVERTIBLE TOP COLORS

EXTERIOR COLOR		TOP (OLOR	
EXTERIOR COLOR	lvory	Block	Green	Blue
Tuxedo Black	x	x		
Aspen Green	x	x	x	
Highland Green	x		×	
Crown Sapphire	x	x		
Frost Blue	×	x		×
Harber Blue	×			×
Gothic Gold	×	x		
Roman Red	×	x		
Snowcrest White	×	×		
Greeisn Gray	×	×		
Classic Cream	×	×	×	
Canes Coral	×	×		
Sotin Beige	x	×		

EXTERIOR - INTERIOR COLOR COMBINATIONS BEL AIR SERIES; KINGSWOOD AND PARKWOOD STATION WAGONS

	EXTERIOR		INTE	RIOR	
SOLID	TWO-TONE COLORS			Vestava	
COLORS	Roof & Upper Deck (or Toilgate)	Lower Body & Wheels	FABRICS	PAINT	
Tuxedo Block	Snowcrest White	Tuxedo Black			
Roman Red	Snowcrest White	Roman Red	Light		
Snowcrest White	Snowcrest White	Grecian Gray	and Medium	Medium Gray	
Cameo Carol	Satin Beige	Comeo Corol	Gray		
Grecian Gray					
Highland Green	Snowcrest White	Highland Green	Light	Medium Green	
Aspen Green	Aspen Green	Classic Cream	and Medium		
Classic Cream			Green		
Frost Blue	Frost Blue	Harbor Blue	Light and	Dark	
Harbor Blue	Harbor Blue	Frest Blue	Medium Blue	Blue	
Crown Sopphine	Snowcrest White	Crown Sapphire	Light and Medium Turquoise	Medium Turquoi se	
Gothic Gold	Satin Belge	Gothic Gold	Light and Medium	Medium	
Sotin Beige		-	Copper	Copper	

EXTERIOR - INTERIOR COLOR COMBINATIONS BISCAYNE SERIES AND BROOKWOOD STATION WAGONS

	EXTERIOR			IOR	
SOLID	TWO-TONE	COLORS			
COLORS	Roof & Upper Deck (or Tailgate)	Lower Body & Wheels	FABRICS	PAINT	
Tuxedo Block	Snawcrest White	Tuxedo Block			
Crown Sapphire	Snowcrest White	Crown Sapphire		Medium Grey	
Gothic Gold	Satin Beige	Gothic Gold			
Roman Red	Snowcrest White	Roman Red	Light		
Snowcrest White	Snowcrest White	Grecian Gray	Medium Gray		
Coneo Carol	Sorin Beige	Camee Coral			
Grecien Gray					
Sotin Beige					
Highland Green	Snowcrest White	Highland Green	Light		
Aspen Green	Aspen Green	Classic Cream	and Medium	Medium Green *	
Clossic Cream			Green *		
Frost Blue	Frest Blue	Harbor Blue	Light and	Dork	
Harber Blue	Horbor Blue	Frost Blue	Medium Blue *	Blue *	

^{* -} Gray is substituted for models 11-1221.

1959 PASSENGER CAR REGULAR EQUIPMENT - EXTERIOR

	ITEM	MODELS	
Front and rear	bumpers with twin vertical guards		
Dual headlight	16	All	
Twin parking	and direction signal lights		
	and direction signal lights		
Rear license !	emps (two)	All except Station Wagons	
Deck lid embl			
Hub cons			
Push-button di	per handles		
Outside key le	icks below front door hondles		
Dual windship	ld wipers, electric, single-speed	All	
Duel homs	MATERIAL STATE OF THE STATE OF		
A	Grille body and screen		
	Air inlet frames and screens		
	Tail light bezels		
Anodixed	Tail light dividing strips	1700-1800	
Aluminum	Body side molding	1100-1200	
	Headlight bezels		
	Parking light bexels		
Chevrolet scri		All	
	pt and "V" on hood (283 V-8 only)		
Chevrolet script and "V" on hood (283 V-8 only) Chevrolet script, "'V", and crossed flags on hood (348 V-8 only)			
Front fender ornaments		1500-1600-1700-1800	
Front fender crown moldings			
Twin back-up lights		1700-1800	
Gasoline filler behind rear license area		All except Station Wagons	
	door on left hand rear quarter panel	Station Wagons	
	in front fenders	1100-1200-1500-1600	
	in rear door or rear quarter panel	1700-1800	
	oust part above rear window	1719-1819-1737-1837-1739-1839	
	Ilgate medallian	A CONTRACTOR OF THE PARTY OF TH	
	dy and sheet metal	All	
	endaw regulator	1545-1645	
	indew regulator	All Storion Wagons except 1545-1645	
Monuel reer w		All promon mayons except 1949-1949	
	Windshield reveal	_	
	Deck lid ar tailgate peak	All	
	Rear quarter panel peak		
	Ventipane channel and post	1500-1600-1700-1800	
	Body side, double with insert area	1390-1000-1700-1000	
	Drip cop	1500-1600-1700-1800 except 1767-1867	
	Windshield piller	All and feel was and feel with	
	Rear window upper, side, and lower	All except Station Wagons and Convertible 1719-1819-1735-1835	
Bright-metal	Door upper frame and rear quarter window reveal	1719-1819-1733-1833	
Moldings	Roof side and roil	1737-1837-1739-1839	
	Reof rear	1739-1839	
	Belt reveal	1700-1800	
	Deck lid center	1700-1800 except 1735-1835	
	Rear license opening	All food - Marris	
	Tailgate window reveal, side, and top	All Station Wagons	
	Tellgate piller cap		
	Tailgate window lower reveal	1535-1635-1545-1645-1735-1835	
	Rear quarter window reveal		

1959 PASSENGER CAR REGULAR EQUIPMENT - INTERIOR

	ITEM		MODELS
	Ignition switch identif	ication plate	1100-1200
	Anadized aluminum trim molding		1500-1600
	Anadized aluminum trim melding and plate		1700-1800
	"Chevrolet" nameplot		1100-1200-1500-1600-1735-1835
	"Impala" nameplate		1700-1800 except 1735-1835
	Black plastic control i	knobs	1100-1200
	Chrome-copped control	knobs	1500-1600-1700-1800
Instrument	Black plastic vent con	tral knobs	All
Panel	Electric clock		1700-1800
	Parking brake alorn		1700-1609
	Glave comportment	Light	1500-1600-1700-1800
	Glave comportment	Lock	All
	Cigarette lighter		1500-1600-1700-1800
	Ash tray	and the second s	All
	3-Position ignition lea	k and starter switch	All
25.40.6	Deep hub, perforated s	pokes, half-circle hom ring	1700-1800
Steering		pokes, half-circle harn ring	1500-1600
Wheel	Deep hub, dual solid s	pokes, horn button	1100-1200
Crank type from	ank type front ventiganes		All
Coat heaks		All except 1767-1867	
Door looking knobs		All	
Rear seat speaker grille		1737-1837-1767-1867	
Inside rear view mirror		All	
Rear window control switch on instrument panel		1545-1645	
Rest window 6		ponel	
Interior	Single dome, center Dual side rail		All except 1739-1839-1737-1837-1767-186
Lights	Duel in desh		1767-1867
Lights	Third seat, courtesy		1545-1645
			1343-1643 All
		headlight switch (main switch)	
Automatic inte	rior light switch, front door	s only	1500-1600-1700-1800
Sonshades	Dvel		1500-1600-1700-1800
	Left hand only		1100-1200
	eat cushion padding, front a		1700-1800
	eat cushion padding, front o	nly	1500-1600
	hird seat cushion		1545-1645
Aluminum sect			1737-1837-1739-1839-1767-1867
	and rear dears or quarter po	mels	1500-1600-1700-1800
Ash tray, rear	door or quarter panels	1000	1500-1600-1700-1800
Door remote co	introl handle, conventional	type	All except 1737-1837-1739-1839-1767-186
Door remote co	introl handle, paddle type		1737-1837-1739-1839-1767-1867
	Corpet		1700-1800
Floor	Corpet, vinyl-covered	in sects	1500-1600
Covering	Rubber mat, vinyl-gove		1100-1200
		ries .	Storian Magans
	Vinyl-type cargo floor		Station Magan's
Bright	Windshield, upper and		1737-1837-1739-1839
Metol	Rear window, upper on		
Meldings	Front door, rear door o	r rear quarter trim	1700-1800
mereings	Side real rails		1737-1837-1739-1839

1959 PASSENGER CAR DEALER-INSTALLED ACCESSORIES

	ITEM		MODELS	
	Fresh oir (All	Weother)	Series 12-14-1800	
Air Conditioner	Recirculating		All	
	Parking broke	Andrews	Series 11-12-15-1600	
Alorm	Speed warning		All	
	Dummy	Left rear	All except 11-1215, 35; 15-1635, 45;	
on the second		Right retr	17, 1835	
Antenno (rodio)	Manual	Right front	All	
Amrests	Front or reor	1 11/21 11/21	Series 11-1200	
Ash Tray	Vecuum			
Belt	Seat			
Broke	Vocuum power		All	
Cop	Gosphian took	filler locking		
	Luggage (roof		All except 17-1867	
Cerrier		Continental-type)	All except 11-1215, 35; 15-1635, 45; 17-1835	
Clark	Electric		Series 11-12-15-1600	
Contoiner	Litter		341111111111111111111111111111111111111	
ampass	Illuminated			
angust .	Accelerator pe	del	All	
over	Front sent cus		A.	
Cover	Wheel (disk-ty	nigo.		
Deflectors	Roin	pe)	All except 17-1837, 39, 67	
		dlight (Autronic Eye)		
Dimmer	Tissue	ender (witnesse g.ks)	All	
Dispenser Fon	Thermostatical	0	1200-1600-1800	
Fon Srille	Rear radio spe		15-1645	
prille	Dear edge	oker	1011000	
Guard	Dear edge		All	
Guard	Front bumper and grille Gas filler and license plate		11-1211, 19, 21; 15-1611, 19	
Homess	Seat belt show	Man Prove		
Tomess	Air flaw	1047		
Heater and Defraster	Recirculating		All	
	Ash troy Backing		Series 11-12-15-1600	
	Courtesy		All except 17-1867	
			All All	
	Engine compa		Series 11-1200	
.ight(s)	Glove compart	ment	All except 11-1215, 35; 15-1635, 45;	
	Luggage comp	ortment		
		Inside-sperated	17-1835	
	200		All	
	Spot	Outside-operated Partable	All	
		Particire	Series 11-1200	
aniprime in	Cigarette			
	Cigarette			
ock	Throttle			
ock	Cigarette Throttle Floor (front or		40	
ork tor	Throttle	fissi de (prismotic)	All	
ock tot	Throttle Floor (front or Rear view		All	
ock dat diespe	Throttle Flaar (front or Reor view Viser vanity	fissi de (prismotic)	All	
ock dat diespe	Throttle Flaar (front or Reor view Viser vanity Body sill	Braide (prismotic) Outside (dear-mount)		
ighter ock tor tirrer toldings	Throttle Floor (front or Reor view Visor vanity Body sill Frant fender c	Buside (prismotic) Outside (deor-mount)	All Series 11-1200	
ock ket tierer keldings	Throttle Floor (front or Reor view Visco vanity Body still Frant fender c Hub cap as wh	In si de (pri smotic) Outsi de (deot-mount) 20 wn rel di sk		
rock Kart Kirror Koldings Desaments	Throttle Floor (front or Reor view Visus vanity Body sill Front fender c Hub cap as wh Reor fender checkers	Beside (prismotic) Outside (deprimeunt) oues sel disk molane exhaust		
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rock Norr Hirror Holdings Jenaments	Threttle Floor (front or Reor view Visor vonity Body still Front fender of Hub cop as who Reor fender si Ventilated set Manual Push-hotton *	Is able (pri se onic) Outside (deer mount) Outside (deer mount) re-wn red dick mulinted exhaust st	Series 11-1200	
ock dat dirrer daldings Jenaments Pad	Threttle Floor (front or Reor view Visac vanity Body stil Front fender of Hub cop or wh Reor fender st Ventilated set Manuel Push-botton * Signal seeking Signal seeking	In alde (prisonotic) Outside (deer-mount) op on eel disk mounted exhaust	Series 11-1200	
ock lister lister loidings los aments and	Threttle Floor (front or Roor view Visco vonity Body still Front feeder of High cop as who Rear feeder of Ventilated set Manual Push-botton * Signal seeking Radions inset	In alde (prisonotic) Outside (deer-mount) op on eel disk mounted exhaust	Series 11-1200	
nock dat dat date date date date date date d	Threatle Floor (front or Roor view Visse vanity Body still Frant fender c Hub cap ar wh Rear fender si Ventioned set Menuel * Puth-butten * Signal seeking Rediente insee Daar hondle	Enable (prison on c) Outside (dearmount) resum red disk solutional exhauss g c c c c c c c c c c c c	Series 11-1200	
ock dat dirrer daldings Jenaments Pad	Threttle Floor (front or Roor view Visor vonity Body still Frant Tender c Hub cop as wh Yentiloted sex Manuel * Puth-botten * Signal seeking Redirect inset Daar hondle Wiedshoeld gill Wiedshoeld gill	Baside (prisoners) Get side (decressions) rown rown	Series 11-1200	
ook hor Birror Birror Hospings	Threttle Float (boot or Reor view Viese venity Body still Front fender of Hub cop as who Reor fender si Ventilated set Menord * Push-botton * Signal seeking Rediener inseet Uner bondle Windshield gill Reor window	Baside (prisoners) Get side (decressions) rown rown	Series 11-1200 Aft 17-3837	
ock litro litro and oddings branents and cello	Threatle Floor (hont or Reor view Vi sar venity Body still Frant fender (Hyb (op at wh Reor fender si Ventilated see Menoud * Push-hotten * Signal-seeking Redirect insee Daset bendile Reor window Reor redire Reor redire	Baside (prisoners) Get side (decressions) rown rown	Series 21-1200 Aft 17-1837 All	
ock tor tirse toldings on one of s toldio toldio toldio presen thield gamber gamber	Threttle Float (boot or Reor view Viese venity Body still Front fender of Hub cop as who Reor fender si Ventilated set Menord * Push-botton * Signal seeking Rediener inseet Uner bondle Windshield gill Reor window	Baside (prisoners) Get side (decressions) rown rown	Series 11-1200 Aft 17-3837	
nock dat dat date date date date date date d	Threatle Floor (hont or Reor view Vi sar venity Body still Frant fender (Hyb (op at wh Reor fender si Ventilated see Menoud * Push-hotten * Signal-seeking Redirect insee Daset bendile Reor window Reor redire Reor redire	Baside (prisoners) Get side (decressions) rown rown	Series 21-1200 Aft 17-1837 All	

* - Includes front or rear antenna for sedan and sport models, front antenna only for station wagan models.

1959 PASSENGER CAR REGULAR PRODUCTION OPTIONS AND FACTORY OPTIONAL ACCESSORIES

GROUP		ITEM	NUMBER	MODELS	
	Air cleaner, oil b	ath	216	Series 11-15-1700	
	Carloreter (s)	Single 4-barrel	410	Series 12-16-1800	
	Corburetor (s)	Triple 2-barrel	573	Series 12-16-1800	
	Clutch, heavy-duty		227	Series 11-15-1700	
	Engine, 348 cubic inch V-8		576	Series 12-16-1800	
	Exhaust, dual		220		
Engine	Fan, thermostatio	ally controlled	121*		
	Filter, oil		237	All	
	Fuel injection		578	Series 12-16-1800	
		35-anp.	338		
	Generators	40-ong.	326	All	
	100000000000000000000000000000000000000	50-amp. (law cut-in)	378		
	Four-speed		685	Series 12-16-1800	
	Overfrive		315		
rossmission	Pewerglide		313	All	
	Turboglide		302	Series 12-16-1800	
	Axle, reor (limite	dalla)	675		
		ty (11-plate, 70 amp.)	345		
	Brakes, power		412	All	
	Disks, wheel		117*		
	Springs, rear (heavy-duty)		593		
hossis	Steering, power		324		
	Suspension, pir		580	Series 12-16-1800	
	suspension, air	7.50 X 14-4 ply (whitewall)	465	All except 11-1215, 3	
	Tires	8.00 X 14-4 ply (blockwoll)	283	15-1635, 45; 17-1835, 6	
		8.00 X 14-4 ply (whitewall)	588	All	
	Air conditioning	0.00 x re-e pry (militarent)	110*	Series 12-16-1800	
	Cushien, feam rul	And from some	335	38718% 12-10-1009	
	Deluxe body equi		347	Series 11-1200	
	Deluxe steering >		348	Senes 11-1200	
	Delaxe steering w	Tinted (reor window only)	388	17-1837 enly	
	Gloss	Tinted (red winds only)	308	17-1637 enty	
	Heater and	Air flow	101*	-	
	Defrester	Recirculating	116*	-	
	Pad, instrument p		427	All	
Sody	Radio and	Manual	103*	-	
	Antenna	Push-butten	104*	-	
	Seet, 6-way power		380	Series 15-16-17-1800	
	Taxical equipmen		330	3eries 13-16-17-1800 11-12-15-1619 only	
	Top, folding (cole		470	11-12-13-1619 only 17-1867 only	
	Washer, push-butt		109*	tr-1867 only	
			147	All	
	Wipers, 2-speed e		333	14 14 17 1874	
	Window (s)	Power tailgate	424	15-16-17-1835 only	
		Power	426	Series 15-16-17-1800	

ff - Includes front fonder amoments, front armrests, right hand sunshade, and cigarette lighter.

e - Includes push-button washers.

^{** -} Also includes Chassis and Engine Equipment.

1959 CORVETTE REGULAR EQUIPMENT

	EXT	ERIOR		INTERIOR	
Four Hea	dlights		Three-Spo	ske Competition-Type Steering Wheel	
Parking a	nd Turn Signel Li	ghts	Vinyl Cov	rered Instrument Ponel	
Tail, Stop	, and Turn Signal	Lights	160 MPH	Speedometer, Odometer	
Twin Lie	ense Lights		7000 RPM	A Tachameter	
	Headlight and	Parking Light Bezels		Cove Insert	
	Front Fender Crown Holding		Bright	Sill Plotes	
	Grille Frame	and Body	Metal	Step Plates	
	Grille Guerda	and License Frame		Top Header Release Latches	
	Front and Res	or Bumpers		Door Lock Lever	
	Cove Areo Re	veal Molding	Fuel, Ter	nperoture, Ammeter, Oil Pressure Goug	
	Windshield Reveal Molding Belt Reveal Molding Door Glass Frames		Ignition -	Starter Switch	
			Cigarette Lighter		
			Cowl Vent Lever		
Bright Metal	Door Push-Bu	tton Handles	Heed Rel	ease Lever	
	Door Key Locks		Rear View Mirror		
	Deck Lid Key	Lock	Ash Tray	2	
	Toll Light Be	zels	Electric (Clock	
	Rear Body Gu	ords	Cockpit C	Center Console	
		Roof Front	Stowage (Comportment	
	*Hordtop	Drip Cop	Rell-Up D	Dear Windows	
	Additional Meldings	Quarter Window Reveal	Twin Ref	lectors in Side Wall	
		Rear Window Reveal	Door Arm	rests	
Hood Emi	ilem		Glove Bo	z with Key Lack	
Deck Lid	Emblem		Podded P	Ossenger - Assist Bor	
Outside F	Rear View Mirror		Direction	Signal Control	
Wheel Di	sks		Individua	Illy Adjusted Bucket Seats	
Wheel Di	sk Omaments		Safety Be	ilts	
Convertib	ile Top		Boll-Type	e Door Handles	
Crossed	Flags in Cove Are	10	Transmis	sion Shift Lever with Shift Diagram	
Gas Fills	r Door		Headlight	t Dimmer Switch	
Twin Rec	r Funder Reflects	ors.	Windshiel	ld Wiper Control Knob	
Duel Rec	r Bumper Exhoust	Ports	Harn Butt	ten	

^{* -} If Hardtop is provided in place of Convertible Top.

1959 CORVETTE REGULAR PRODUCTION OPTIONS AND FACTORY OPTIONAL ACCESSORIES

ITEM	NUMBER	ITEM	NUMBER		
Jam, parking brake 107* Rec		Radio, signal-seeking	102*		
Axles, limited-slip	675	Sunshades	261		
Brokes, heavy-duty	686	Tires, 6.70 X 15-4 ply (whitewall)	290		
Brakes and suspension, heavy-duty	684	Top, hydraulic folding	473		
Carbureters, two 4-barrel	469	Transmission, 4-speed	685		
Fuel injection	579	Transmission, Powerglide	313		
Hardtop, auxiliary	419	Washers, windshield	109*		
Heater, air flow	101*	Wheels, 15 X 5.50K	276		
Light, courtesy	108*	Windows, power	426		

[.] Factory Optional Accessory

1959 CORVETTE EXTERIOR-INTERIOR COLOR COMBINATIONS

EXTERIOR*					INTERIOR							
	25 - 52 %	Folding Top					50					
	Cove Area (optional)	Block	White	Tur- queise	Light Blue	Block	Blue	Tur- quoise	Red			
Tuxedo Black	Inco Silver	x	x			x	x		×			
Classic Cresm		х	x			x						
Frost Blue	Snowcrest		x		x		x		×			
Crown Sopphire	White		×	x				×				
Roman Red		x	x			x		77	x			
Snowcrest White	Inco Silver	x	x	x	x	x	×	x	×			
Inca Silver	Snowcrest White	x	x			x			×			

^{* -} Wheel's painted block.

e - Includes hardtop, when used.

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