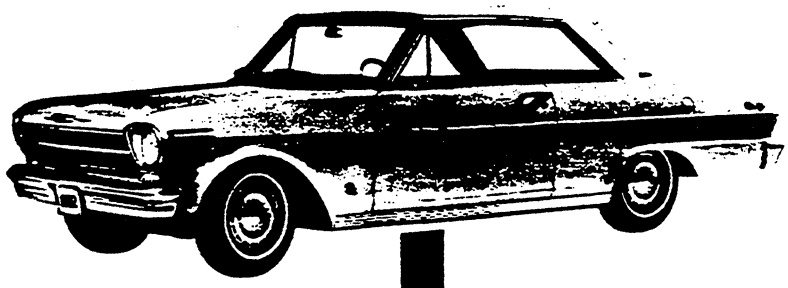
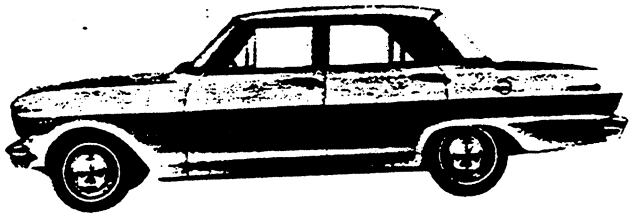
CHEVY II GENERAL



MODEL IDENTIFICATION

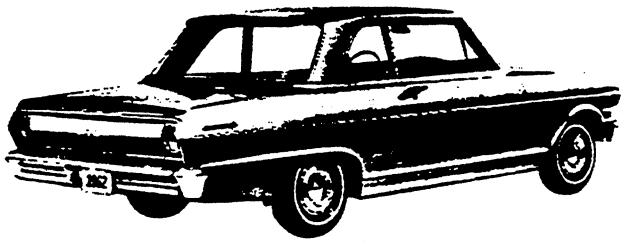
100 SERIES

MODEL 111-211 2-DOOR SEDAN, 6-PASSENGER
MODEL 135-235 4-DOOR STATION WAGON, 2-SEAT
MODEL 169-269 4-DOOR SEDAN, 6-PASSENGER



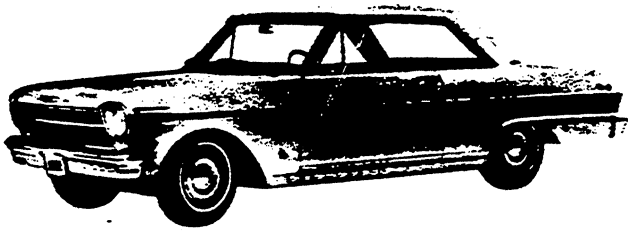
300 SERIES

MODEL 311-411 2-DOOR SEDAN, 6-PASSENGER
MODEL 345-445 4-DOOR STATION WAGON, 3-SEAT
MODEL 369-469 4-DOOR SEDAN, 6-PASSENGER



NOVA 400 SERIES

MODEL 435 4-DOOR STATION WAGON, 2-SEAT
MODEL 437 2-DOOR SPORT COUPE, 5-PASSENGER
MODEL 441 2-DOOR SEDAN, 6-PASSENGER
MODEL 449 4-DOOR SEDAN, 6-PASSENGER
MODEL 467 2-DOOR CONVERTIBLE, 5-PASSENGER



ONLY BASIC DESIGNATIONS SHOWN

VEHICLE SERIAL NUMBER

4-Cylinder Example:

Model Year	Model	Assembly Plant (Willow Run)	Unit Number (25th unit)
1962			
2	0169	W	100025

Thus: The 25th model built at Willow Run would be serial number 20169W100025

6-Cylinder Example: ●

Model Year	Model	Assembly Plant (Willow Run)	Unit Number (26th unit)
1962			
2	0269	W	100026

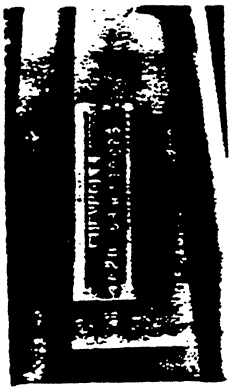
Thus: The 26th model built at Willow Run would be serial number 20269W100026

ASSEMBLY PLANTS

L - Los Angeles
S - St. Louis
N - Norwood
W - Willow Run

Starting unit number ---------- 100001 and up at each assembly plant

Location ---------- Stamped on plate attached to left front body hinge pillar



ENGINE IDENTIFICATION

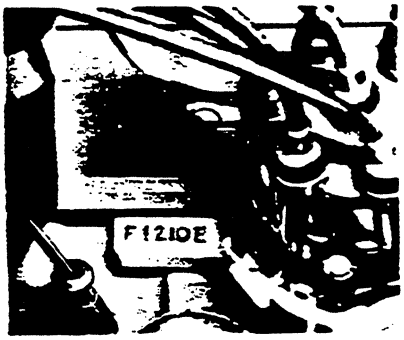
Example: F 0212 E

Source Designation	Production* Month and Date	Type Designation
F (Flint)	0212	E

153 Cubic inch 4-cylinder
- E - Regular engine, 3-speed
- EB - Regular engine, 3-speed, HD clutch
- EG - Regular engine, Powerglide

194 Cubic inch 6-cylinder
- H - Regular engine, 3-speed
- HB - Regular engine, 3-speed, HD clutch
- HF - Regular engine, Powerglide

* - Month: February, 02; 12th day of February, 12



Location:

4 and 6-cylinder ---------- Stamped on pad on right side of cylinder block to rear of distributor

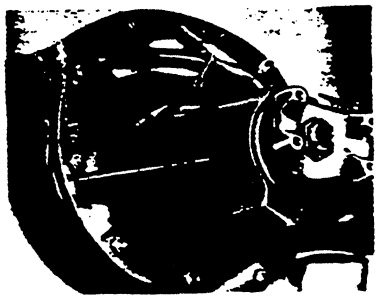
REAR AXLE IDENTIFICATION

Example: DA 0212

Source and Type Designation	Production* Month and Day
DA (Year and Axle)	0212

DA ---------- 3.08:1, 4-cyl, 3-speed (sedan)
DB ---------- 3.08:1, 6-cyl, 3-speed (sedan)

* - Month: February, 02; 12th day of February, 12



● Revised January 1962 October 1961

		ITEM	MODELS
Bright Metal Trim	Stainless Steel	Windshield reveal	All
		Rear window reveal	All exc. Convertible
		Roof drip gutter	300, Nova 400 exc. Convt.
		Belt reveal	Nova 400 Coupe & Convt.
		Windshield header and pillar	Convertible
		Front door key locks	All
	Anodized Aluminum	Body rear cove	300, Nova 400
		Headlight bezel	All
		Parking light bezel	
		Taillight bezel	
		Radiator grille	
		Parking light bezel extension	300, Nova 400
		Body side (Body side lower-Nova sedans)	
		Body side molding, extension - front	Nova 400
		Rocker sill	
	Chrome Plated Metal	Front and rear bumpers	All
		Hood emblem	
		Door handles	
		Ventipane channel	
		Series nameplates	
		Deck lid or tailgate emblem	
		Hub caps	
		Engine identification emblem	All 6-cyl. models
		Hood center	300, Nova 400
		Front fender coves	Nova 400
		Tailgate window control	All station wagons
Manual tailgate window			100, Nova 400 sta. wgns.
Power tailgate window			300 Station Wagon
Dual single speed electric windshield wipers			All
Counterbalanced folding top			Convertible

ITEM		MODELS
Instrument Panel	Instrument cluster bezel (bright)	All
	Ash tray	
	Manual interior light switch in headlamp switch	
	Glove box door lock	
	Glove box door nameplate	Nova 400
	Glove box lamp	
	Bright metal control knobs, bright bezels	
	Black plastic control knobs, bright bezels	100, 300
	Cigarette lighter	300, Nova 400
	Choke control knob, black plastic	4-cylinder models
	Rear window control switch	300 Station Wagon
Steering Wheel	Deep hub, dual solid spokes, horn button	100
	Deep hub, dual solid spokes, horn ring	300
	Two-tone deep hub, dual solid spokes, horn ring	Nova 400
Dome lamp		All exc. Convertible
Dual courtesy lamps		Convertible
Automatic interior light switch, front doors		300, Nova 400
Front door armrests		All
Rear door or quarter armrests, with ashtrays		300, Nova 400
Friction type front ventipanes		All
Door locking knobs, rear only		4-Door models
Door and window control handles - single arm		100, 300
Door and window control handles - dual arm		Nova 400
Folding rear seat		All station wagons
Folding third seat, rear facing		300 Station Wagon
Dual sunshades, bright supports		All
Coat hooks		All exc. Convertible
Rear view mirror back and support, painted		100, 300
Rear view mirror back and support, bright		Nova 400
Seat adjuster handle, bright metal		All
Door sill plates, aluminum		
Deluxe heater		

REGULAR PRODUCTION OPTIONS AND FACTORY OPTIONAL ACCESSORIES

GROUP	ITEM		NUMBER	MODELS
Engine	Battery, heavy duty		345	All
	Clutch, heavy duty		227	
	Crankcase ventilation, special		244	
	Generators	35 ampere	338	
		Delcotron, 12-42 ampere	317	
		Delcotron, 5-52 ampere	434	
		Delcotron, 23-62 ampere	435	
	Radiator, heavy duty		257	
			314	
Transmission	Powerglide		214	6-cyl. exc. wgns.
Chassis	Axle, rear	3.36:1 ratio	203	1-300 exc. wgns.
		3.08:1 ratio	676	All exc. wgns.
		3.08:1, 3.36:1 ratios, limited slip		All 4-cyl.
		3.55:1 ratio, limited slip	686	All
	Brakes	Metallic	403	
		Power	126	
	Disks, wheel		133	
	Disks, wheel (simulated wire)		599	100 4-dr. sed. 6-cyl.
	Police car chassis equipment		200	All exc. wgns.
	Shock absorbers, heavy duty, rear		253	All
	Springs	Heavy duty, front	593	
		Heavy duty, rear	392	
	Steering, power		483	2-, 4-door sedans
	Tires	6.00 x 13-4 pr., whitewall	491	
		6.50 x 13-4 pr., blackwall	661	All
		6.50 x 13-4 pr., whitewall	1796 §	All
		6.50 x 14-4 pr., blackwall	1798 §	All
		6.50 x 14-4 pr., whitewall	449	Station wagons
		7.00 x 13-4 pr., whitewall	140	All
Body	Front grille guard		135	
	Air conditioning		248	100
	Arm rests, rear		148	
	Belt unit, front seat		150	All exc. wgns.
	Bumper guard, rear		147	All
	Comfort and Convenience Equipment	Back-up lamps, inside prismatic mirror, outside mirror, 2-speed w/s wipers and washers, glove box light *		
	Folding top equipment, electric		373	467
	Folding top colors		470	
	Glass tinted (windshield only or complete)		398	All
	Grille guard, front		149	
	Pad, Instrument panel		428	
	Police car body equipment		594	100 4-dr. sed, 6-cyl.
	Radio	Manual	141	All
		Push-button	142	
	Second seat, split		259	Station wagons
	Tailgate window, power		424	2-seat sta. wgns.
	Taxicab equipment		211	100 4-door sedan

* Except Nova 400 § includes 14x5.00J wheels

ITEM	MODELS
Alarm - Parking brake	All
Belt unit - Seat, front or rear	
Brake - Vacuum power	
Cap - Gasoline tank filler locking	
Carrier - Roof luggage	Station Wagons
Clock - Instrument panel	All
Conditioner - All weather air	
Cover - Accelerator pedal	
Cover - Roof luggage carrier	Station Wagons
Deflector - Rain	All except Spt. Cpe., Convt.
Disk - Wheel	All
Disk - Wheel, simulated wire	
Extension - Coat hook	All except Convertible
Guard - Bumper rear	All
Guard - Door edge	
Guard - Radiator grille	
Lamp - Back up	
Lamp - Courtesy	All except Convertible
Lamp - Luggage compartment	All except wagons
Lamp - Portable spot	All
Lamp - Glove compartment	All except Nova 400
Lamp - Underhood	All
Lighter - Cigarette	100
Lock - Rear door safety	4-Door models
Mat - Full width floor	All
Mirror - Outside rear view	
Mirror - Inside prismatic	
Mirror - Visor vanity	
Molding - Body sill	All except Nova 400
Radio - Manual	All
Radio - Push button	
Rest - Rear door arm	100
Screen - Radiator insect	All
Tool Kit	
Unit - Litter container	
Unit - Tissue dispenser	
Unit - Tissue dispenser and litter container	
Washer - Windshield push button	

TAXI-CAB EQUIPMENT–RPO 211

MODEL APPLICATION:
4-Door Sedan - 169, 269

BODY EQUIPMENT

INTERIOR TRIM
Standard ---------- Cloth (fawn, aqua, or red)
Optional ---------- All vinyl (fawn)

FLOORS
Covering
Front and Rear ---------- Waterproof asphalt impregnated paper felt
Mats ---------- Black rubber (no spatter)

SEAT CUSHIONS AND BACKRESTS
Construction, front and rear ---------- Heavy-duty wire springs, reinforced

DOORS
Front and Rear
Jamb switches (dome lamp) ---------- Furnished on all four doors
Armrests ---------- LH & RH rear doors

INSTRUMENT PANEL
Open-door red warning lamp (all doors)
Location ---------- Bright metal bracket under instrument panel, left of steering column
Switch ----------All door jambs

CHASSIS EQUIPMENT

SUSPENSION
Front ---------- Heavy-duty coil springs
Rear ---------- Heavy-duty leaf springs
Shock absorbers --------- Heavy-duty front and rear

LUBRICATION FITTINGS
Used on front and rear propeller shaft U-joints

BATTERY ---------- Heavy-duty 53 amphere

POWER TRAIN EQUIPMENT

FOUR AND SIX CYLINDER MODELS
Spark plugs ---------- AC 46
Clutch ---------- 10" heavy-duty
Transmission (Powerglide) ---------- Heavy-duty incorporates heavy-duty front pump and cooling provisions
Radiator ----------Heavy-duty with built-in-oil cooler for Powerglide models

POLICE CAR EQUIPMENT

MODEL APPLICATION:
4-Door Sedan - 269

BODY EQUIPMENT (RPO 594

INTERIOR TRIM
Standard ---------- Cloth (fawn, aqua, or red)
Optional ---------- All vinyl (fawn)

FLOORS
Covering
Front and Rear ---------- Waterproof asphalt impregnated felt paper
Mats ---------- Black rubber (no design)

SEAT CUSHIONS AND BACKRESTS
Construction, front and rear ---------- Heavy-duty wire springs, reinforced

CHASSIS EQUIPMENT (RPO 599

SUSPENSION
Front ---------- Heavy-duty coil springs
Rear ---------- Heavy-duty leaf springs
Shock absorbers - front and rear ------- Heavy-duty

FRONT STABILIZER SHAFT
Same as production shaft used on station wagons

LUBRICATION FITTINGS
Used on front and rear propeller shaft U-joints

BATTERY ---------- Heavy-duty 53 ampere

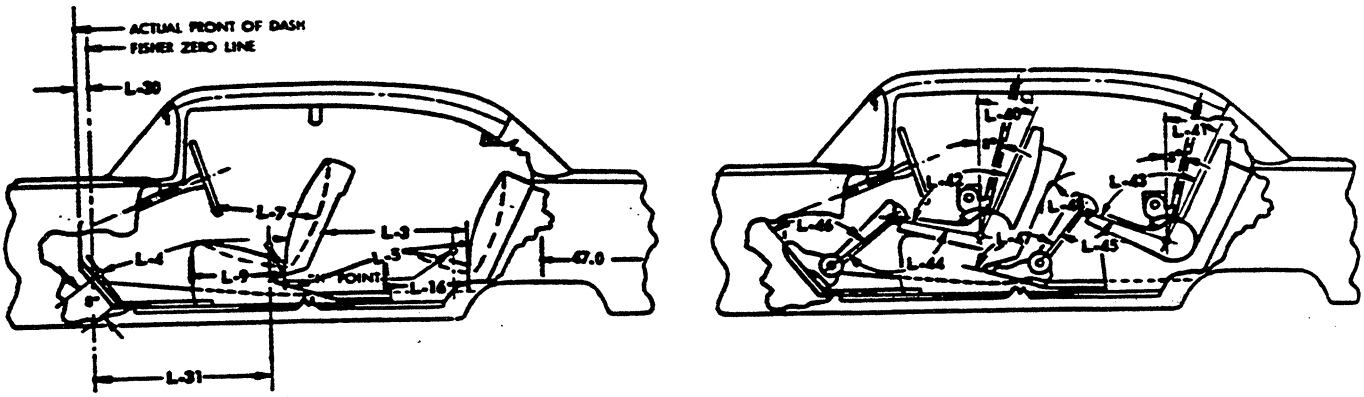
POWER TRAIN EQUIPMENT (RPO 599)

SIX-CYLINDER MODELS (194 cu in)
Clutch ---------- 10" heavy-duty
Transmission (Powerglide) ---------- Heavy-duty incorporates heavy-duty front pump and cooling provisions.
Radiator ---------- Heavy-duty with built in oil cooler for Powerglide models

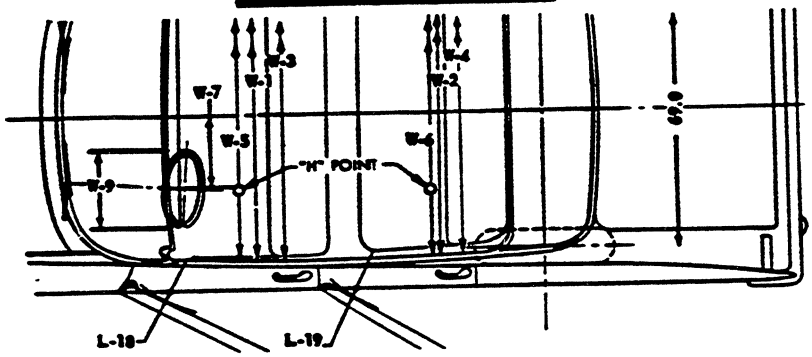
DIMENSIONS AND WEIGHTS

INTERIOR DIMENSIONS

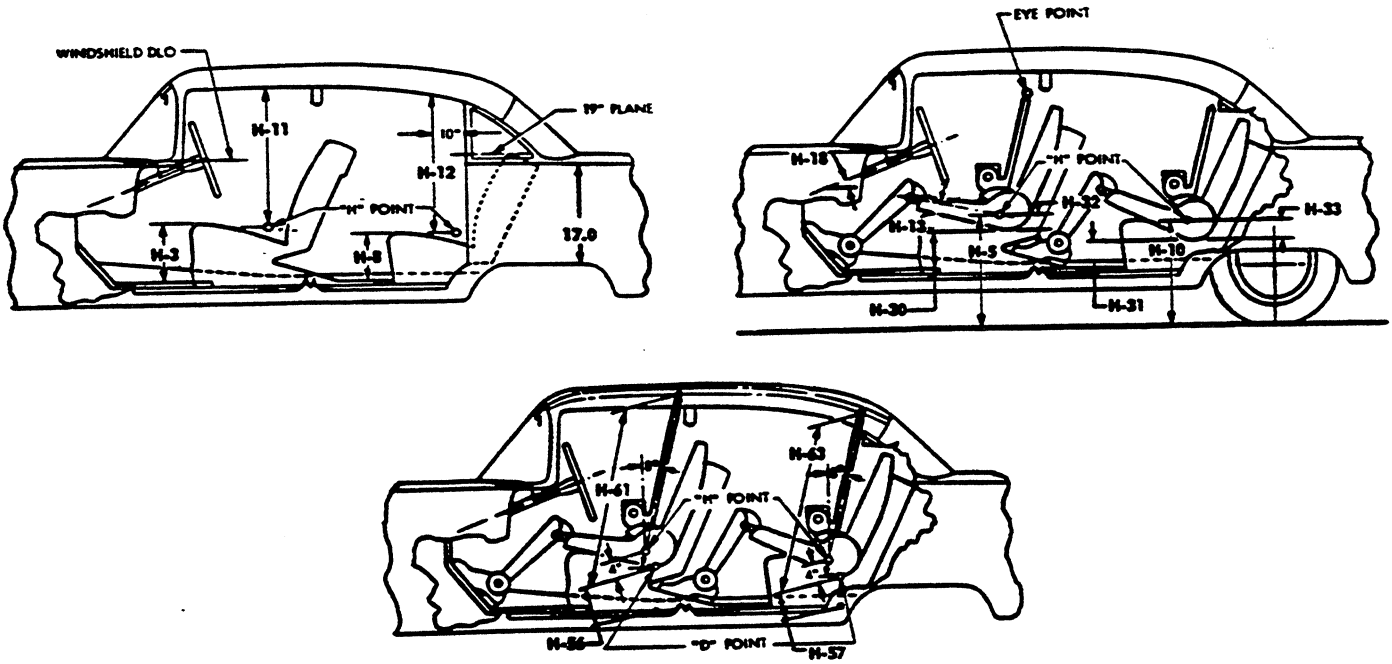
INTERIOR LENGTHS



INTERIOR WIDTHS



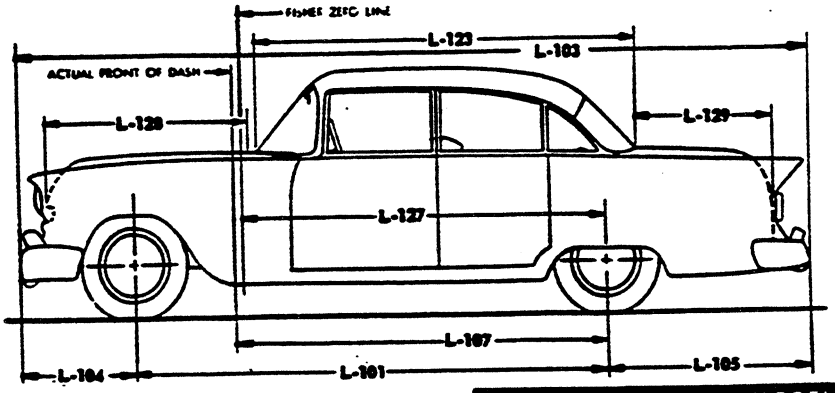
INTERIOR HEIGHTS



	CODE	DESCRIPTION		MODELS				
				211 411 441	269 469 449	437	467	235 435 445
LENGTHS	L-3	Rear compartment room		28.0		27.0	25.5	29.0
	L-4	Leg room - front		43.5				
	L-5	Leg room	rear	38.5			37.0	40.0
			third	-	-	-	-	35.0
	L-7	Steering wheel clearance to seat back		17.0				
	L-9	Seat depth - front		18.0				
	L-16	Seat depth	rear	17.5		16.5	15.5	18.0
			third	-	-	-	-	16.5
	L-17	"D" point travel		4.0				
	L-18	Entrance - foot clearance - front		15.0				
	L-19	Entrance - foot clearance - rear		12.5				
	L-30	Body "O" line to actual front of dash		.08				
	L-31	Body "O" line to "H" point - front		42.0				
	L-40	Back angle - front		25°				
	L-41	Back angle	rear	28°		27.5°	20°	27.5°
			third	-	-	-	-	22.0
	L-42	Hip angle - front		103°				102°
	L-43	Hip angle	rear	91°			90°	94°
			third	-	-	-	-	81°
	L-44	Knee angle - front		141°				140°
	L-45	Knee angle	rear	97°		91°	90°	104.5°
			third	-	-	-	-	85°
	L-46	Foot angle - front		106°				107°
	L-47	Foot angle	rear	119°		116°	115°	122°
			third	-	-	-	-	105°
	L-48	Knee clearance		4.0		3.0		5.0
WIDTHS	W-1	Hat room - front		53.5	50.5	53.5		50.5
	W-2	Hat room	rear	51.0			46.5	51.0
			third	-	-	-	-	52.5
	W-3	Shoulder room - front		55.5				
	W-4	Shoulder room	rear	54.5	55.5	54.5	46.0	55.5
			third	-	-	-	-	54.0
	W-5	Hip room - front		59.0				
	W-6	Hip room	rear	58.5	59.0	58.5	47.0	59.0
			third	-	-	-	-	36.0
	W-7	Steering wheel clearance to ℄ of car		14.5				
	W-9	Steering wheel outside diameter		16.5				
HEIGHTS	H-3	Chair height - front		12.0				
	H-5	"H" point to ground - front		19.5				
	H-8	Chair height	rear	13.0		12.5	13.0	12.5
			third	-	-	-	-	13.5
	H-10	"H" point to ground	rear	19.5				20.0
			third	-	-	-	-	21.5
	H-11	Entrance room - front		31.0		29.5		31.0
	H-12	Entrance room - rear		-	29.0	-	-	30.0
	H-13	Steering wheel thigh clearance		5.5				
	H-18	Steering column angle		26°				
	H-30	"D" point to heel point - front		5.5				
	H-31	"D" point to heel point	rear	7.0		6.5		7.0
			third	-	-	-	-	8.0
	H-32	Seat cushion deflection - front		4.0				
	H-33	Seat cushion deflection	rear	4.5			4.0	3.0
			third	-	-	-	-	3.0
	H-56	"D" point to floor - front		5.0				
	H-57	"D" point to floor	rear	3.0				3.5
			third	-	-	-	-	3.0
	H-61	Torso room - front (depressed)		39.0		38.0	39.0	
	H-63	Torso room	rear (depressed)	38.0		37.0	37.5	38.5
			third (depressed)	-	-	-	-	36.5

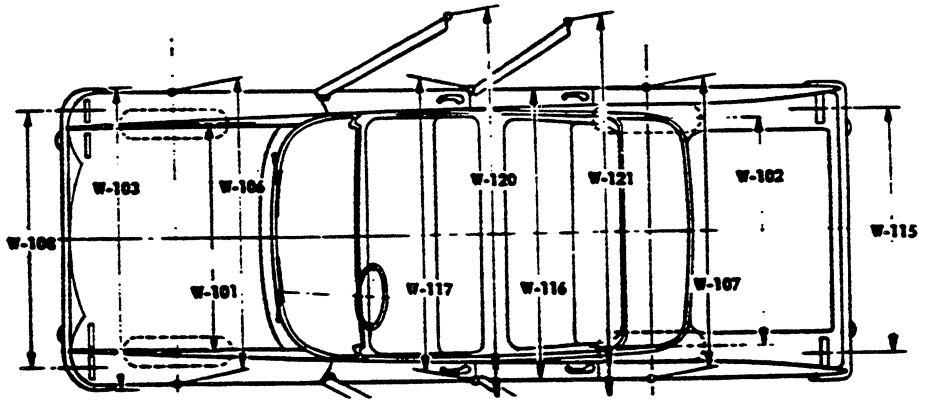
● Revised January 1962 October 1961

EXTERIOR DIMENSIONS

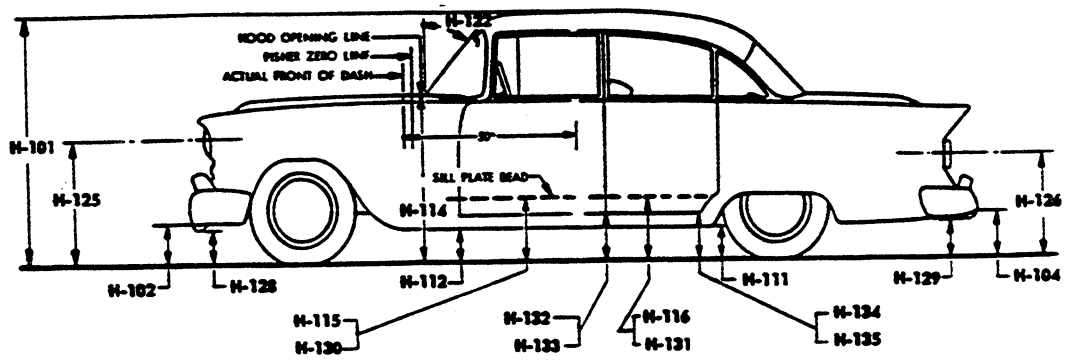


"C" SUFFIX DIMENSIONS NOT ILLUSTRATED

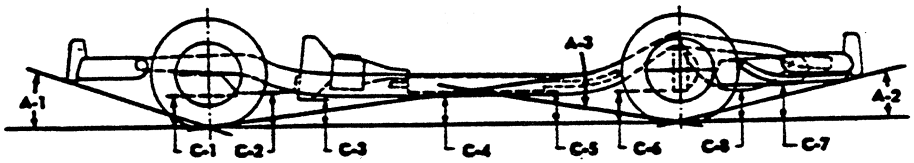
	CODE	DESCRIPTION	MODELS				
			211 411 441	269 469 449	437	467	235 435 445
LENGTHS	L-101	Wheelbase	110.0				
	L-103	Overall length - bumper to bumper	183.0				187.4
	L-104	Overhang - front	27.0				
	L-105	Overhang - rear	46.0				50.4
	L-107	Front of dash to ℄ of rear wheels	94.5				
	L-123	Body upper structure length at ℄	93.0			94.0	123.0
	L-127	Body "O" line to ℄ of rear wheels	94.5				
	L-128	Hood length at ℄	53.0				
	L-129	Deck length at ℄	34.5			33.5	
	Lc-1	Overall length-less bumpers	180.5				184.0



WIDTHS	W-101	Tread - front	56.8				56.3
	W-102	Tread - rear	56.3				55.8
	W-103	Overall width (maximum)	70.8				
	W-106	Front fender width at ℄ of wheel	70.0				
	W-107	Rear fender width at ℄ of wheel	69.5				
	W-108	Outer headlight centers width	57.0				
	W-115	Taillight centers width	56.8				58.0
	W-116	Maximum overall width of body	69.5				
	W-117	Maximum body width at center pillar	69.0				
	W-120	Overall width, front doors open	151.5	134.0	151.5		134.0
	W-121	Overall width, rear doors open	--	131.0	--	--	131.0
	Wc-1	Front bumper width	68.5				
	Wc-2	Rear bumper width	70.0				
	Wc-3	Inner headlight centers width	--	--	--	--	--
	Wc-4	Opening width at beltline - front door	40.5	29.5	40.5		29.5
	Wc-5	Opening width below beltline - front door	44.5	33.5	44.5		33.5
	Wc-6	Opening width below beltline - rear door	--	31.0	--	--	31.0
	Wc-7	Door swing out distance - front	48.0	39.5	48.0		39.5
	Wc-8	Door swing out distance - rear	--	39.0	--	--	39.0
	Wc-9	Windshield DLO width	56.5				
	Wc-10	Rear window DLO width	55.0		56.0	45.5	47.0



	CODE	DESCRIPTION	MODELS				
			211 411 441	269 469 449	437	467	235 435 445
HEIGHTS	H-101	Overall height-loaded	55.0		54.0	54.5	55.0
	H-102	Front bumper bottom to ground	13.0				
	H-104	Rear bumper bottom to ground	13.0				14.5
	H-111	Rocker panel to ground-rear	8.5				
	H-112	Rocker panel to ground-front	9.0				
	H-114	Hood at rear to ground	37.5				
	H-115	Step height-front door-loaded	13.0				
	H-116	Step height-rear door-loaded	13.0				
	H-122	Windshield slope angle	48.5°				
	H-125	Headlight centerline to ground	26.5				
	H-126	Taillight centerline to ground	25.0				26.0
	H-128	Bottom of front bumper guard to ground	--	--	--	--	--
	H-129	Bottom of rear bumper guard to ground	--	--	--	--	--
	H-130	Step height-front door-unloaded	14.5				
	H-131	Step height-rear door-unloaded	14.5				
	H-132	Bottom of front door to ground-open	11.0	11.5	11.0		11.5
	H-133	Bottom of front door to ground-closed	11.0				
	H-134	Bottom of rear door to ground-open	--	10.5	--	--	10.5
	H-135	Bottom of rear door to ground-closed	--	11.0	--	--	11.0
	Hc-1	Rear window slope angle	43°		49°	48°	29°
	Hc-2	Windshield DLO vertical height	22.5		21.0	20.5	22.5
	Hc-3	Rear window DLO vertical height	13.5		12.0		13.0
	Hc-4	Front door opening height	37.5		36.5		37.5
	Hc-5	Rear door opening height	--	37.5	--	--	37.5
	Hc-7	Overall height-unloaded	56.5		55.5	56.0	56.5
	Hc-8	Truck sill to ground-loaded	21.0				--
	Hc-9	Tailgate to ground	--	--	--	--	21.5
	Hc-10	Deck at rear window to ground	37.5				--



CLEARANCES	A-1	Angle of approach	32°
	A-2	Angle of departure	17.5° 14.5°
	A-3	Ramp breakover angle	12°
	C-1	Front suspension to ground	7.5 8.5
	C-2	Oil pan to ground	6.5
	C-3	Flywheel housing to ground	6.0
	C-4	Frame to ground	--
	C-5	Exhaust system to ground	6.0
	C-6	Rear axle to ground	6.0
	C-7	Fuel tank to ground	8.5
	C-8	Tire well to ground	--
	C-9	Minimum ground clearance	6.0

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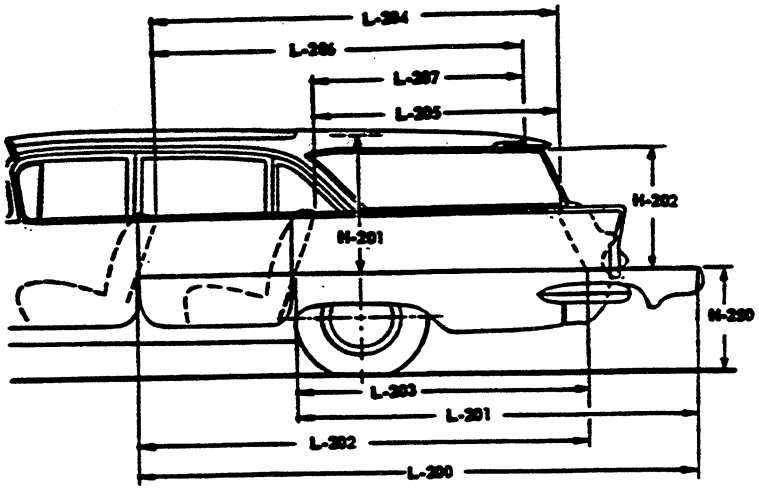
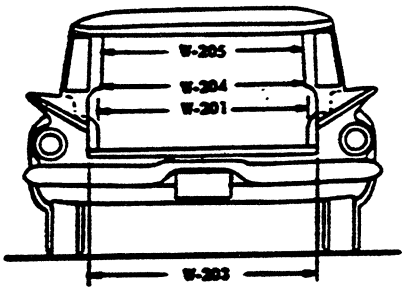
STATION WAGON CARGO AND SEDAN TRUNK CAPACITIES





CARGO DIMENSIONS

CODE	DESCRIPTION	MODELS				
		135	235	435	345	445
L-200	Maximum cargo length	108.5				
L-201	Maximum cargo length-rear seat	74.5				
L-202	Cargo length at floor-front seat	86.0				
L-203	Cargo length at floor-second seat	52.5				
L-204	Cargo length at belt-front seat	73.0				
L-205	Cargo length at belt-second seat	37.5				
L-206	Cargo length at roof-front seat	67.0				
L-207	Cargo length at roof-second seat	31.5				
W-200	Cargo width-front (rr of frt. seat back, flr. level) ʃ	57.0				
W-201	Cargo width-wheelhouse	43.0				
W-203	Rear opening width at floor	47.5				
W-204	Rear opening width at belt	47.0				
W-205	Maximum rear opening width above belt	47.0				
H-201	Maximum cargo height	32.5				
H-202	Rear opening height	28.5				
H-250	Tailgate to ground height	21.5				

ʃ Not illustrated

CARGO CAPACITIES (CU FT.)

135	4-door 2-seat wagon	Rear seat folded	76.2
235		Rear seat erect	39.2
435			
345	4-door 3-seat wagon	Rear and third seat folded	76.2
		Rear seat erect and third seat folded	39.2
445		Rear and third seat erect	--

TRUNK CAPACITIES (CU.FT.)

Model	Overall	Standard Luggage
Sedans and Coupes	25.5	13.3

100 SERIES

	VEHICLE TYPE	SHIPPING WEIGHT			CURB WEIGHT			DESIGN WEIGHT		
Model	Description	Front	Rear	Total	Front	Rear	Total	Front	Rear	Total
111	2-Door Sedan 4-cylinder	1295	1115	2410	1290	1245	2535	1480	1655	3135
111P		1310	1120	2430	1305	1250	2555	1495	1660	3155
211	2-Door Sedan 6-cylinder	1405	1095	2500	1405	1225	2630	1595	1635	3230
211P		1420	1100	2520	1420	1230	2650	1610	1640	3250
135	4-Door Station Wagon 4-cylinder	1195	1470	2665	1190	1600	2790	1400	2140	3540
135P		1210	1480	2690	1205	1605	2810	1415	2145	3560
235	4-Door Station Wagon 6-cylinder	1305	1450	2755	1310	1575	2885	1520	2115	3635
235P		1320	1455	2775	1325	1580	2905	1535	2120	3655
169	4-Door Sedan 4-cylinder	1300	1145	2445	1300	1270	2570	1485	1685	3170
169P		1320	1150	2470	1315	1275	2590	1505	1685	3190
269	4-Door Sedan 6-cylinder	1410	1125	2535	1415	1250	2665	1600	1665	3265
269P		1425	1130	2555	1430	1255	2685	1615	1670	3285

300 SERIES

311	2-Door Sedan 4-cylinder	1305	1120	2425	1300	1245	2545	1485	1660	3145
311P		1320	1125	2445	1310	1255	2565	1500	1665	3165
411	2-Door Sedan 6-cylinder	1410	1105	2515	1410	1230	2640	1600	1640	3240
411P		1420	1110	2530	1425	1235	2660	1615	1645	3260
345	4-Door Station Wagon 4-cylinder*	1220	1545	2765	1225	1665	2890	1465	2625	4090
345P		1240	1550	2790	1240	1670	2910	1480	2630	4110
445	4-Door Station Wagon 6-cylinder	1330	1525	2855	1340	1645	2985	1580	2605	4185
445P		1345	1530	2875	1355	1650	3005	1600	2605	4205
369	4-Door Sedan 4-cylinder	1310	1150	2460	1310	1275	2585	1495	1690	3185
369P		1325	1155	2480	1325	1280	2605	1515	1690	3205
469	4-Door Sedan 6-cylinder	1415	1135	2550	1415	1265	2680	1610	1670	3280
469P		1430	1145	2575	1435	1270	2705	1625	1690	3315

●

NOVA 400 SERIES

435	4-Door Station Wagon 6-cylinder	1310	1465	2775	1315	1585	2900	1525	2125	3650
435P		1325	1470	2795	1330	1590	2920	1540	2130	3670
437	2-Door Sport Coupe 6-cylinder	1425	1125	2550	1425	1255	2680	1620	1660	3280
437P		1440	1130	2570	1440	1260	2700	1635	1665	3300
467	2-Door Convertible 6-cylinder	1515	1230	2745	1520	1355	2875	1710	1765	3475
467P		1530	1235	2765	1535	1360	2895	1725	1770	3495
441	2-Door Sedan 6-cylinder	1430	1110	2540	1430	1235	2665	1620	1645	3265
441P		1440	1115	2555	1445	1240	2685	1635	1650	3285
449	4-Door Sedan 6-cylinder	1440	1135	2575	1440	1265	2705	1635	1670	3305
449P		1455	1145	2600	1455	1275	2730	1650	1680	3330

SHIPPING WEIGHT: The weight of the basic vehicle with all regular equipment and with grease and oil where required. It does not include the weight of gasoline and water.

CURB WEIGHT: The weight of the empty vehicle ready to drive. It is the shipping weight plus the weights of gasoline and water. For the weight of gasoline add 104 pounds. For the weight of water add 18 pounds to the 4-cylinder models, 24 pounds to the 6-cylinder models.

¢DESIGN WEIGHT: The curb weight of the basic vehicle plus 150 pounds for each passenger. (4-passengers, 2-front, 2-rear)

Example:

Model 269 (4-passenger) ------- 2665 + 600 = 3265

PERFORMANCE WEIGHT: The curb weight of the lowest priced 4-door sedan with regular equipment plus 600 pounds of 4-passengers.

Example:

Model 169 ----------2570 + 600 = 3170

¢ Based on passenger weight distribution of number of passengers in front and rear. For total loaded weight, add 150 pounds for each passenger in the designated passenger carrying capacity for the particular vehicle.

P - Powerglide

* - 3-seat

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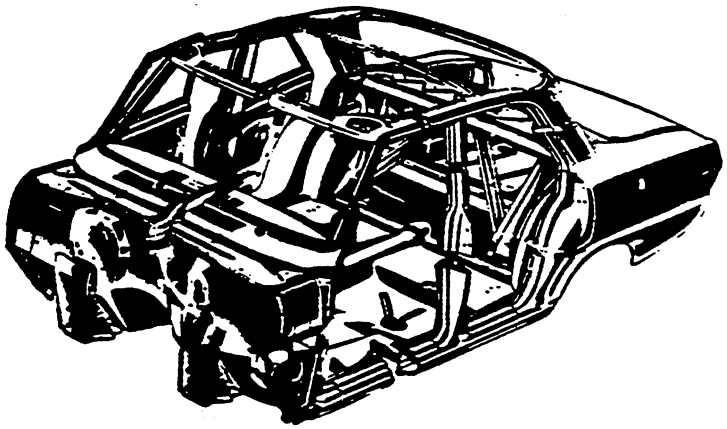
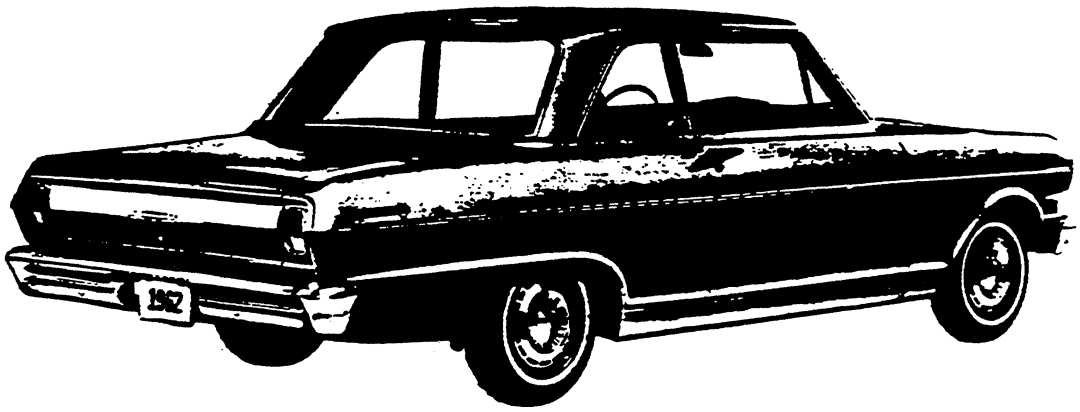
BODY



EXTERIOR PAINT PROCESS



1. RUSTPROOFING . . . The bare steel is thoroughly treated with chemicals that clean the metal and give it a corrosion-resisting surface. This chemical treatment also etches the metal which improves paint adhesion.
2. SHEET METAL PRIMER . . . A primer coat is applied to all outside and inside surfaces of the front fenders and hood. This is done by dipping or flowcoating to insure coating in all seams and secluded areas, and then baking at 390°F for 30 minutes. After baking, a coat of sealer is applied to all surfaces requiring a subsequent coat of lacquer.
3. BODY PRIMER . . . Specially formulated corrosion resistant primers are used for all areas of the body where rust could possibly develop. Areas considered especially critical are subsqquently coated with another type rust inhibiting compound after the lacquer coats have been applied.
4. PRIMER-SURFACER COAT . . . A primer-surfacer coat is applied to all outside surfaces of the body requiring lacquer and than oven baked a minimum of 45 minutes at 285°F.
5. SANDING . . . Power wet-sanding followed by hand sanding is done on all surfaces requiring lacquer. After sanding, surface is inspected and additional spot sanding is done to assure an absolutely smooth surface as a base for the lacquer.
6. LACQUERING . . . Many coats of acrylic lacquer are now sprayed on the surfaces to build up a finish of the required thickness for each color.
7. FINAL BAKING . . . To assure a durable, hard, high luster finish the lacquer is now baked 30 minutes at 235°F.
8. UNDERCOATING . . . An asphaltic based - asbestos fiber type sound deadener is sprayed inside the wheel housings and on the underside of the underbody at designated locations to block out road noises.
9. POLISHING . . . Machine buffing with special pastes to provide both a high luster and a glassy smooth surface.

9aa PAINT REPAIR . . . Any slight mars, nicks, or scratches that might occur during final assembly are factory-repaired and corrected before shipping.

EXTERIOR – INTERIOR COLOR COMBINATIONS

Exterior Colors and RPO Numbers		Interior Trim Colors and PRO Numbers					
		Models 1-211, 1-269			Model 1-235		
		Fawn	Aqua	Red	Fawn	Aqua	Red
		760	752	776	761	754	777
900	Tuxedo Black	X	X	X	X	X	X
903	Surf Green	X			X		
905	Laurel Green	X			X		
912	Silver Blue	X			X		
914	Nassau Blue	X			X		
917	Twilight Turquoise		X			X	
918	Twilight Blue		X			X	
920	Autumn Gold	X		X	X		X
923	Roman Red	X		X	X		X
925	Coronna Cream	X			X		
936	Ermine White	X	X	X	X	X	X
938	Adobe Beige	X		X	X		X
940	Satin Silver			X			X
948	Honduras Maroon	X			X		
950	Ermine White/Tuxedo Black	X	X	X	X	X	X
953	Ermine White/Surf Green	X			X		
955	Surf Green/Laurel Green	X			X		
959	Ermine White/Silver Blue	X			X		
962	Silver Blue/Nassau Blue	X			X		
963	Ermine White/Twilight Blue		X			X	
965	Twilight Turquoise/Twilight Blue		X			X	
970	Adobe Beige/Autumn Gold	X		X	X		X
973	Ermine White/Roman Red	X		X	X		X
984	Ermine White/Satin Silver			X			X

Wheels are lower body color (black with optional wheel disk and whitewall tire combination.)

EXTERIOR – INTERIOR COLOR COMBINATIONS – Cont'd.

CHEVY II 300 SERIES

Exterior Colors and RPO Numbers		Interior Trim Colors and RPO Numbers			
		Models 3-411, 3-469, 3-445			
		Fawn	Aqua	Red	Blue
		762	749	778	738
900	Tuxedo Black	X	X	X	X
903	Surf Green	X			
905	Laurel Green	X			
912	Silver Blue				X
914	Nassau Blue				X
917	Twilight Turquoise		X		
918	Twilight Blue		X		
920	Autumn Gold	X		X	
923	Roman Red	X		X	
925	Coronna Cream	X			
936	Ermine White	X	X	X	X
938	Adobe Beige	X		X	
940	Satin Silver			X	X
948	Honduras Maroon	X			
950	Ermine White/Tuxedo Black	X	X	X	X
953	Ermine White/Surf Green	X			
955	Surf Green/Laurel Green	X			
959	Ermine White/Silver Blue				X
962	Silver Blue/Nassau Blue				X
963	Ermine White/Twilight Blue		X		
965	Twilight Turquoise/Twilight Blue		X		
970	Adobe Beige/Autumn Gold	X		X	
973	Ermine White/Roman Red	X		X	
984	Ermine White/Satin Silver			X	X

Wheels are lower body color (black with optional wheel disk and whitewall tire combination.)

CHEVY II NOVA 400
SEDANS SPORT COUPE
AND STATION WAGON

Exterior Colors and RPO Numbers		Interior Trim Colors and RPO Numbers Models 437, 435, 441, 449				
		Fawn	Aqua	Red	Blue	Gold
		763*	750*	772*	739*	787*
		767¢	721¢	775¢	740¢	790¢
		766$	753$	774$	742$	789$
900	Tuxedo Black	X	X	X	X	X
903	Surf Green	X				
905	Laurel Green	X				
912	Silver Blue				X	
914	Nassau Blue				X	
917	Twilight Turquoise		X			
918	Twilight Blue		X			
920	Autumn Gold	X		X		
923	Roman Red	X		X		
925	Coronna Cream	X				X
936	Ermine White	X	X	X	X	X
938	Adobe Beige	X		X		
940	Satin Silver			X	X	
948	Honduras Maroon	X				
950	Ermine White/Tuxedo Black	X	X	X	X	X
953	Ermine White/Surf Green	X				
955	Surf Green/Laurel Green	X				
959	Ermine White/Silver Blue				X	
962	Silver Blue/Nassau Blue				X	
963	Ermine White/Twilight Blue		X			
965	Twilight Turquoise/Twilight Blue		X			
970	Adobe Beige/Autumn Gold	X		X		
973	Ermine White/Roman Red	X		X		
984	Ermine White/Satin Silver			X	X	

* - Models 437, 441, 449
¢ - Model 437 bucket seat option.
$ - Model 435.
Wheels are lower body color (black with optional wheel disk and whitewall tire combination.)

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BODY-5

CHEVY II NOVA 400
CONVERTIBLE

Exterior Colors and RPO Numbers		Interior Trim Colors and RPO Numbers Model 467				
		Fawn	Aqua	Red	Blue	Gold
		766	753	774	742	789
		770*	722*	786*	741*	791*
900	Tuxedo Black	X	X	X	X	X
903	Surf Green	X				
905	Laurel Green	X				
912	Silver Blue				X	
914	Nassau Blue				X	
917	Twilight Turquoise		X			
918	Twilight Blue		X			
920	Autumn Gold	X		X		
923	Roman Red	X		X		
925	Coronna Cream	X				X
936	Ermine White	X	X	X	X	X
938	Adobe Beige	X		X		
940	Satin Silver			X	X	
948	Honduras Maroon	X				

Exterior Colors and RPO Numbers		Folding Top Colors and RPO Numbers Model 467			
		White Reg. Prod.	Black 470H	Cream▲	Blue 470K
900	Tuxedo Black	X	X	X	
903	Surf Green	X	X		
905	Laurel Green	X	X		
912	Silver Blue	X	X		X
914	Nassau Blue	X	X		X
917	Twilight Turquoise	X	X		
918	Twilight Blue	X	X		
920	Autumn Gold	X	X		
923	Roman Red	X	X		
925	Coronna Cream	X	X	X	
936	Ermine White	X	X		
938	Adobe Beige	X	X		
940	Satin Silver	X	X		
948	Honduras Maroon	X	X		

* - Bucket seat option.
Wheels are lower body color (black with optional wheel disk and whitewall tire combination.)

▲ Cream 470J

CHEVY II 100 SERIES

	AREA		MATERIAL	TRIM COMBINATIONS		
				Fawn	Aqua	Red
Seats	Cushion and Backrest		Pattern Cloth *	Med Fawn	Med Aqua	Med Red
			Pattern Vinyl **	Dk Fawn	Dk Aqua	Dk Red
	Backrest Bolster		Leather Grain Vinyl	Medium Fawn	Medium Aqua	Medium Red
	Cushion and Backrest Facing					
	Front Seat Back					
Side Walls	Trim Insert-Upper			Lt Fawn	Lt Aqua	
	Trim Insert-Lower			Med Fawn	Med Aqua	Dk Red
	Door & Quarter Upper & Lower Panels		Painted Metal	Dark Fawn	Dark Aqua	Medium Red
	Armrest	Upper	Leather Grain Vinyl	Medium Fawn	Medium Aqua	
		Base	Plastic			
	Center Pillar		Painted Metal	Dk Fawn	Dk Aqua	
	Door Windhose		Plastic	Med Fawn	Med Aqua	
	Load Area and Wheelhouses **		Painted Metal	Dark Fawn	Dark Aqua	
	Rear Door Lock Button		Plastic			
Headlining			Cloth *	Light Fawn	Light Aqua	Light Fawn
			Pattern Vinyl **			
Sunshades			Composition Board			
Sunshade Binding			Leather Grain Vinyl			
Cowl Side Kick Panels			Composition Board	Dk Fawn	Dk Aqua	Dk Red
Rear Package Shelf *			Composition Board	Med Fawn	Med Aqua	Med Red
Instrument Panel Steering Column, Dir. Signal Hsg.			Painted Metal	Dark Fawn	Dark Aqua	Dk Red
Windshield Side Molding						Med Red
Garnish molding, W/S Upper and Back Window Upper & Sides *			Plastic	Medium Fawn	Medium Aqua	Medium Red
Steering Wheel			Painted Hard Rubber	Dk Fawn	Dk Aqua	Dk Red
Floor Covering	Passenger Area Load Area **		Rubber	Black		
	Folding Seat Back and Filler Panel ** Tailgate Load Area **		Vinyl-Painted Metal	Dark Fawn	Dark Aqua	Dk Red
Spare Tire Cover **			Leather Grain Vinyl			Med Red
Luggage Compartment Floor and Sidewalls *			Painted Metal	Gray/White Spatter		

* Sedans
** Station Wagon

CHEVY II 300 SERIES

AREA			MATERIAL	TRIM COMBINATIONS			
				Fawn	Aqua	Red	Blue
Seats	Cushion and Backrest		Pattern Cloth	Medium Fawn	Medium Aqua	Medium Red	Medium Blue
	Cushion and Backrest Center and Side Bolsters and Facings		Leather Grain Vinyl	Dark Fawn	Dark Aqua	Dark Red	Dark Blue
	Front Seat Back			Md. Fawn	Md. Aqua	Medium Red	Md. Blue
Side Walls	Trim Insert Upper and Lower Trim Insert - Center Door & Quarter Upper and Lower Panels		Painted Metal	Dark Fawn	Dark Aqua		Dark Blue
	Upper & Lower Trim Moldings		Metal	Bright			
	Armrests	Upper	Leather Grain Vinyl	Md. Fawn	Md. Aqua	Md. Red	Md. Blue
		Base	Plastic	Bright			
	Center Pillar		Painted Metal	Dk. Fawn	Dk. Aqua	Medium Red	Dk. Blue
	Door Windhose		Plastic	Medium Fawn	Medium Aqua		Medium Blue
	Load Area and Wheelhouses **		Leather Grain Vinyl				
	Rear Door Lock Button		Plastic	Dark Fawn	Dark Aqua		Dark Blue
Headlining			Cloth *	Light Fawn	Light Aqua	Light Fawn	Light Blue
			Pattern Vinyl **				
Sunshades			Composition Board				
Sunshade Binding			Leather Grain Vinyl				
Cowl Side Kick Panels			Composition Board	Dk. Fawn	Dk. Aqua	Dk. Red	Dk. Blue
Rear Package Shelf *				Md. Fawn	Md. Aqua	Md. Red	Md. Blue
Instrument Panel, Steering Column, Direction Signal Housing			Painted Metal	Dark Fawn	Dark Aqua	Dark Red	Dark Blue
Windshield Side Molding						Md. Red	
Windshield Upper, back window upper and side Garnish Moldings			Plastic	Medium Fawn	Medium Aqua	Medium Red	Medium Blue
Steering Wheel			Painted Hard Rubber	Dk. Fawn	Dk. Aqua	Dk. Red	Dk. Blue
Floor Covering	Passenger Area		Rubber, Vinyl Spatter	Md. Fawn	Md. Aqua	Md. Red	Md. Blue
	Load Area, Folding Seat Backs and Filler Panel **		Vinyl-Painted Metal	Dark Fawn	Dark Aqua	Dark Red	Dark Blue
	Tailgate Load Area **						
Spare Tire Cover **			Leather Grain Vinyl	Md. Fawn	Md. Aqua	Md. Red	Md. Blue
Luggage Compartment			Painted Metal	Gray/White Spatter			
Floor and Sidewalls *							
Luggage Compartment Mat *			Foam-Coated Cloth				

* Sedans only ** Station Wagon only

CHEVY II
NOVA 400 SERIES

AREA			MATERIAL	TRIM COMBINATIONS				
				FAWN	AQUA	RED	BLUE	GOLD
Seats	Cushion and Backrest		Pattern Cloth *	Dark Fawn	Dark Aqua	Dk Red	Dark Blue	Dk Gold
			Pattern Vinyl **					
	Cushion and Backrest Center and Side Bolsters and Facings		Leather Grain Vinyl	Medium Fawn	Medium Aqua	Medium Red	Medium Blue	Medium Gold
	Backrest Accent Panel			Ivory				
	Backrest Accent Panel Insert			Medium Fawn	Medium Aqua	Medium Red	Medium Blue	Light Gold
	Front Seat Back, Upper							
	Front Seat Back, Lower		Ribbed Vinyl					
	Front Seat End Panel - Outer ¢		Metal	Bright				
	Front Seat End Panel - Inner ¢		Painted Metal	Medium Fawn	Medium Aqua	Medium Red	Medium Blue	Light Gold
Side Walls	Trim Insert- Upper		Leather Grain Vinyl					
	Trim Insert- Upper Strip Moldings		Plastic	Bright				
	Accent Panel		Leather Grain Vinyl	Ivory				
	Accent Panel Inserts	Front		Taupe	Blue	Taupe	Blue	Md Gold
		Center		Copper	Green	Copper	Green	Mustard
		Rear		Dk Red	Aqua	Dk Red	Aqua	Dk Gold
	Upper and Lower Trim Moldings		Metal	Bright				
	Upper and Lower Finishing Panels		Painted Metal	Dark Fawn	Dark Aqua	Medium Red	Dark Blue	Light Gold
	Arm-rests	Upper	Leather Grain Vinyl	Md Fawn	Md Aqua		Md Blue	
		Base	Plastic	Bright				
	Center Pillar		Painted Metal	Dk Fawn	Dk Aqua	Medium Red	Dk Blue	Light Gold
	Door Windhose		Plastic	Medium Fawn	Medium Aqua		Medium Blue	
	Load Area and Wheelhouses ¢¢		Leather Grain Vinyl					
	Rear Door Lock Button		Plastic	Dark Fawn	Dark Aqua		Dark Blue	
Headlining			Pattern Vinyl	Light Fawn	Light Aqua	Light Fawn	Light Blue	Pale Gold
Sunshades								
Sunshade Binding			Leather Grain Vinyl	Md Fawn	Md Aqua	Md Red	Md Blue	Lt Gold
Rear Package Shelf *			Composition Board					
Cowl Side Kick Panels								
Instrument Panel, Steering Column, Dir. Sig. Hsg. Windshield Side Mldg.			Painted Metal	Dark Fawn	Dark Aqua	Dark Red	Dark Blue	Medium-Dark Gold
Windshield Upper, Back Window Upper and Side Moldings			Plastic	Medium Fawn	Medium Aqua	Medium Red	Medium Blue	Light Gold
Steering Wheel	Upper & Lower Sides & Hub		Painted Hard Rubber	Dk Fawn	Dk Aqua	Dk Red	Dk Blue	Md Gold
Floor Covering	Pass. Area	Tunnel	Deep-Twist Carpet	Medium Fawn	Medium Aqua	Medium Red	Medium Blue	Dark Gold
		Balance	Vinyl-Coated Rubber					
	Load Area ¢¢							
	Folding Seat Back and Filler Panel ¢¢		Vinyl-Painted Metal	Dark Fawn	Dark Aqua	Dark Red	Dark Blue	Medium-Dark Gold
	Tailgate Load Area ¢¢							
Spare Tire Cover ¢¢			Leather Grain Vinyl	Md Fawn	Md Aqua	Md Red	Md Blue	Lt Gold
Luggage Compt.	Floor Mat		Foam-Coated Cloth	Gray/White Spatter				
	Floor & Sides		Painted Metal					

* - Sedans and Sport Coupe.
** - Sport Coupe with bucket seats, Convertible and Station Wagon.
¢ - Bucket seats only
¢¢ - Station Wagon only.

● Revised January 1962 October 1961

GENERAL

Type -------- Unitized front end assembly bolted to body-frame intergral structure with framing members welded to underbody, forming box section side rails, cross bars, and stiffeners.

Doors and Locks

Door construction --- Double panel, hinged at front

Door handles ------- Push-button with rotary type latches. Inside push button locks on rear doors of 4-door models.

Door ventipanes ---------- Friction pivot

Hood and Trunk Lid

Type ----------Counterbalanced, with strap type hinges actuating torsions rods on trunk lid and spring loaded toggle-type hinges on rear of hood.

Hood release ---------- External

Ventilation

Type ---------- High level with double wall plenum chamber.

● **Seat Construction**

Type

Front seat ----------3/4 polyurethane
(1-3/4 polyurethane on model 435, 437, & 467)

Second and third seats ---------- Jute and cotton
(1-3/4 polyurethane on rear seat of 435, 437, & 467)

Windshield Wipers

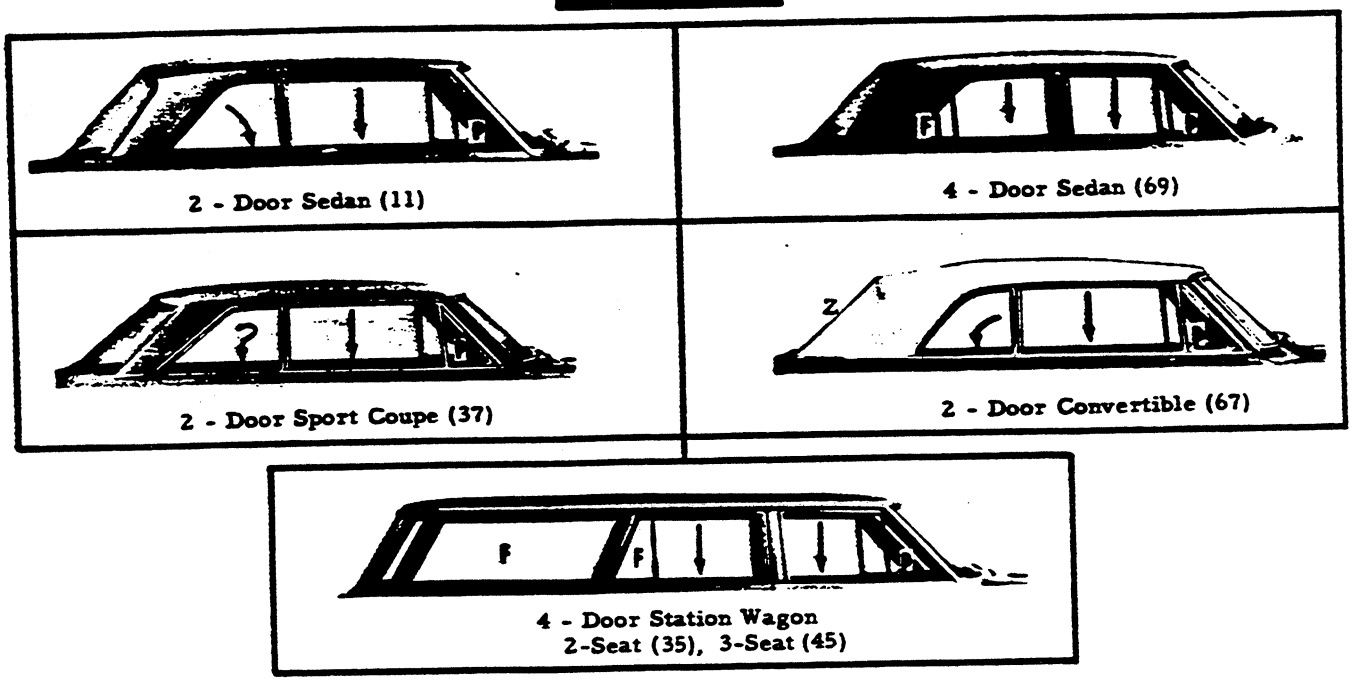
Type ---------- Dual, single speed electric

Linkage ---------- Parallel acting

Spare Tire and Tools

Location -------- Sedan, horizontal-right forward side of trunk floor: Convertible, horizontal-right rear side of trunk floor: Wagon, upright- right - rear quarter panel well. Tools consists of bumper jack and socket end type "L" wrench stored beneath tire.

WINDOW ACTION



2 - Door Sedan (11)

4 - Door Sedan (69)

2 - Door Sport Coupe (37)

2 - Door Convertible (67)

4 - Door Station Wagon
2-Seat (35), 3-Seat (45)

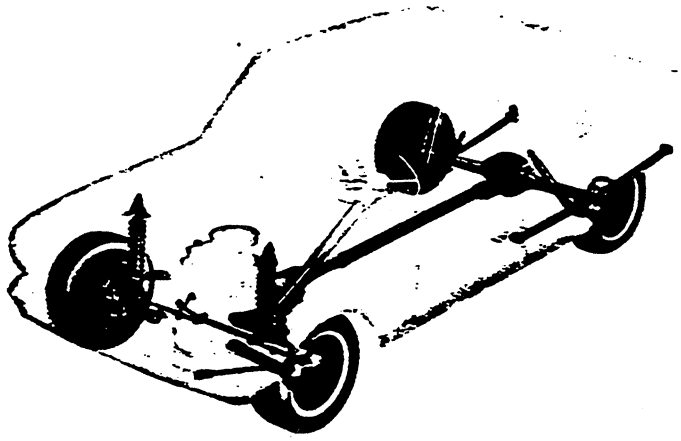
P - Pivoting - friction type
F - Fixed glass
Z - Zip out
- "Monkey" action
- Rotating

BODY GLASS TYPE AND VISIBILITY AREA

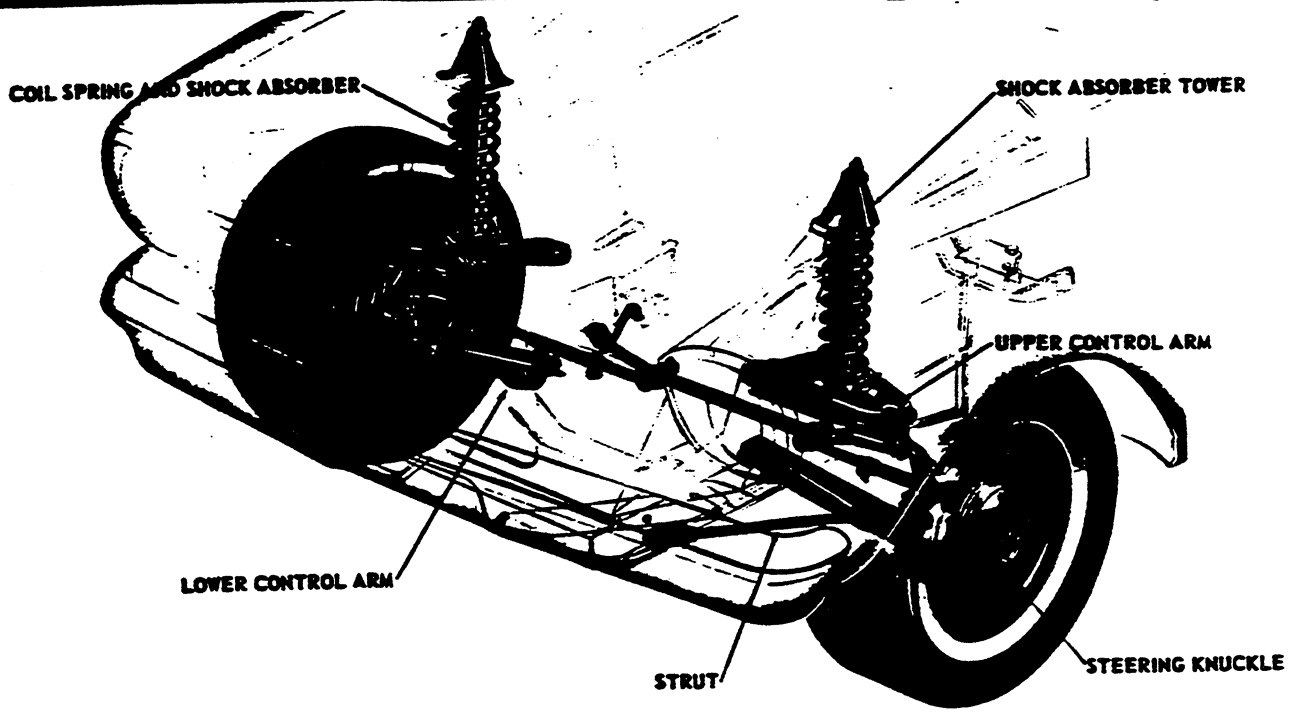
●

Location		MODELS					
		11, 41	49, 69	37	67	35	45
Windshield		Laminated safety plate					
		1007.5		898.0		1007.5	
Front door	Ventipane	Laminated safety plate					
		97.5					
	Window	Safety solid plate					
		839.0	536.0	744.0		536.0	
Rear door	Ventipane	Safety solid plate					
			79.5			152.0	
	Window	Safety solid plate					
			566.0			591.5	
Rear quarter	Window	Safety solid plate					
		435.0		408.5	318.5		
	Rear side	Safety solid plate					
						1067.5	
Back window		Safety solid plate			Plastic	Safety solid plate	
		1073.5		1117.0	803.0	698.5	
Total DLO area		3452.5	3360.0	3265.0	2861.0	4150.5	

CHASSIS



FRONT SUSPENSION



GENERAL

Description ---------- Independent, each combining spherical jointed long and short control arms constrained by concentric spring and shock absorbers bearing from above on upper control arm. Laterial and longitudinal stability provided by rubber-bushed strut attached to each lower control arm.

Provisions for Car Leveling

Station Wagons ---------- Stabilizer bar

Anti-Dive Control ------- Angle of upper control arm

WHEEL TRAVEL

Vertical, Loaded

Metal to Metal

Jounce ---------- 4.12

Rebound ---------- 4.50

Wheel to Spring Ratio ---------- 1.56

SPHERICAL JOINTS

Type ---------- Ball stud and socket-seat assembly

Number ---------- 1 at each end of steering knuckle

Ball Stud

Material ---------- High Alloy Steel

Ball Dimensions

Upper, Spherical Diameter -------- 1.292-1.300

Lower, Spherical Radius ---------- .433-.438

Seals

Upper and Lower ---------- Neoprene

Socket and Seat Assembly

Upper ---------- Grease tight welded construction incorporating sintered iron bearing.

Lower ---------- Grease tight welded construction with phenolic seat and sintered iron bearing.

SPHERICAL JOINTS (Continued)

Lubrication ---------- Grease fitting atop each socket and seat assembly.

STEERING KNUCKLE

Material and Type ---------- Forged steel with integral brake cylinder mounting, detachable steering arms.

Spindle Diameters

Inner Bearing ---------- 1.0618-1.0623

Outer Bearing ---------- .6868-.6873

Spindle Thread --------- 11/16-24 NEF-3 (modified)

SHOCK ABSORBER

Make ---------- Delco

Type ---------- Direct, double acting, hydraulic

Mounting ---------- Vertically, inside of coil spring, from top of upper control arm to support at top of spring well in fender skirt.

Piston Diameter and Travel ---------- 1.00, 6.00

CONTROL ARMS

Upper

Type ---------- Stamped "A" frame with pivot shaft bolted to spring well in fender skirt. Pivot shaft rubber bushed each end.

Lower

Type ---------- Stamped, reinforced U-shaped piece, pivoted from extension welded to side rail plate. Rubber bushed at pivot which incorporates geometry adjustment.

WHEEL BEARINGS

Type ---------- Tapered roller, two per spindle

STABILIZER BAR

Type ---------- Link
Material ---------- Heat-Treated Steel
Diameter ---------- .687
Bushing Material ------- Natural or synthetic rubber

FRONT WHEEL ALIGNMENT

▲ Caster (as shipped) ---------- (+) 1° ± 1/2°
▲ Camber (as shipped) ---------- (+) 1°±1/2° ●
Toe-in (as shipped, per wheel) ---------- .12-.18
Steering Axis Inclination ---------- 7°

FRONT SPRINGS

Application	Series	100			200			300			400							
	Model	11	35	69	11	35	69	11	45	69	11	35	37	41	45	49	67	69
90 HP Engine	Manual	A	C	A				A	C	A								
	Powerglide																	
120 HP Engine	Manual				D	E	D				D	E	A	A	E	A	B	D
	Powerglide																	

Application		A	B	C	D	E
Part Number		3792036	3792037	3792038	3792039	3792040
Type		Right hand helix				
Material		High alloy steel				
No. of Coils (Active, Total)		6.30, 7.74				
Wire Dia		.562				
OD		4.924				
PD		4.362				
Height	Free	13.50	14.10	13.32	13.88	13.70
	Working (inches @ lb)	9.20 @				
		1065	1225	1030	1170	1125
Deflection Rate (lb/inch)	@ Spring	250				
	@ Wheel *	120				

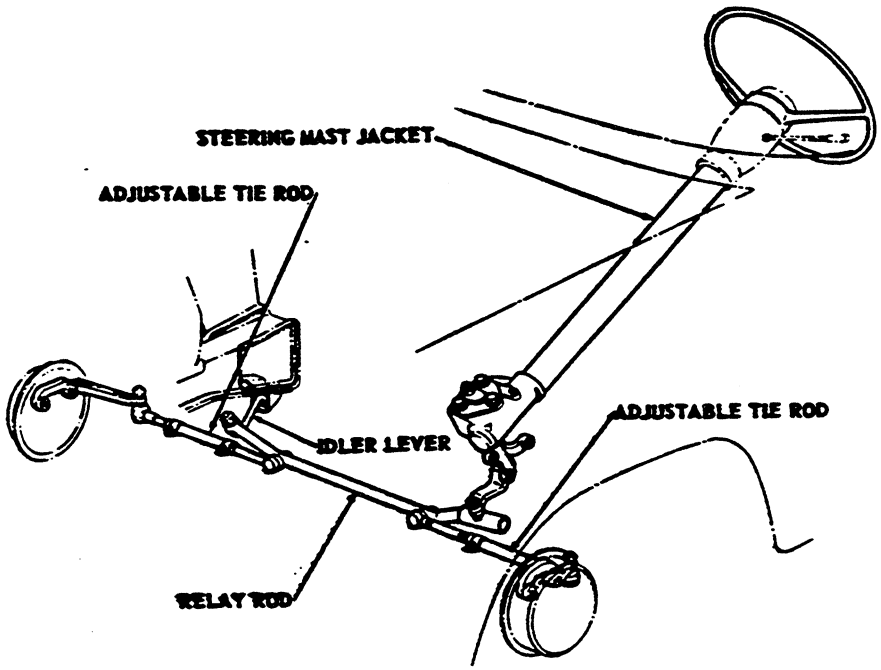
* Ride rate

CONTROL ARM BUSHING ASSEMBLIES

Type and Number ---------- Pre-Loaded; 6
(1 at each end of upper pivot shaft; 1 at lower pivot shaft)
Material ---------- Steel-encased rubber
Size (approximate)
Upper
Diameter (outer) ---------- 1.510-1.500
Diameter (inner) ---------- 1.383-1.388
Length ---------- 1.74
Lower
Diameter (outer) ---------- 1.510-1.670
Diameter (inner)---------- 1.603-1.608
Length ---------- 1.970-1.985

▲ Right and left sides equal within 1/2°

● Revised April 1962 October 1961



MANUAL STEERING GEAR

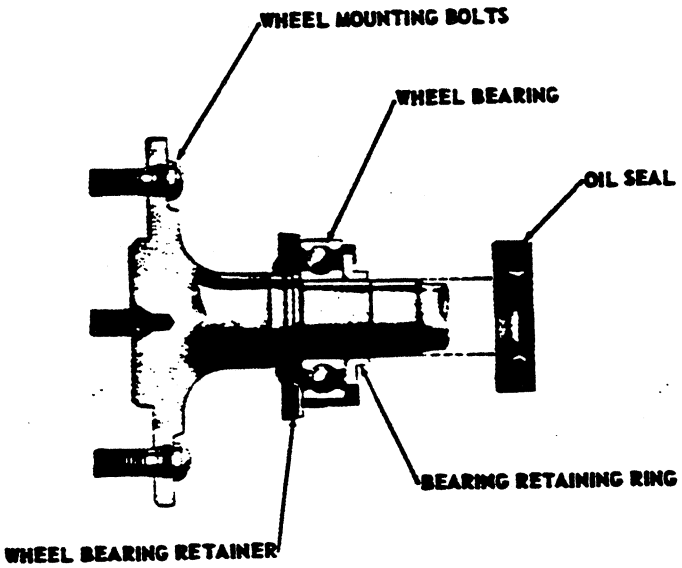
Make	Saginaw
Type	Semi-reversible Recirculating ball
Gear ratio (Steering shaft to pitman arm)	20:1
Overall ratio (turns of steering shaft to turns of wheels)	25.4:1
Steering shaft dia	.749
Steering wheel dia	16.24
Turning dia (ft)	
Outside front	
Right and left, wall to wall	39.5
Right and left, curb to curb	38.4
Inside rear	
Right and left, wall to wall	23.5
Right and left, curb to curb	23.8
Total turns of steering wheel to steering gear stops	4.72
Total turns of steering wheel to linkage stops	4.50

LINKAGE

Construction	Parallelogram With center link
Location	Rear of wheels
No. of tie rods	2

POWER STEERING (RPO 392)

Make	Saginaw
Type	Hydraulic
Pump	
Type	Vane
Location	Above generator
Drive	Crankshaft pulley
Fluid Capacity (pts)	2.3
Power Application	Double-acting Piston in power cylinder is actuated by control valve after applying approximately 3 pounds at the steering wheel
Overall Ratio	25.4:1
Gear Ratio	20:1
Total turns of steering wheel to steering gear stops	4.72
Total turn of steering wheel to linkage stops	4.50



AXLE SHAFT

HYPOID GEARS, FINAL DRIVE

AXLE RATIO	NO. OF TEETH GEAR	PINION
3.08:1	37	12
3.36:1	37	11
3.55:1	39	11

GENERAL

● Rating (lb) ---------- 2450
Description ---------- Semi-Floating, hypoid gear, Hotchkiss drive type, with overhung drive pinion supported by two tapered roller bearings.
Method of Suspension ------- Rubber-Mounted on two single leaf springs assisted by shock absorbers
Housing ---------- Pressed Steel banjo, two piece welded construction with axle housing cover welded in place
Lubricant
Capacity (Pints) ---------- 4
Recommended Type ---------- SAE 90
Passenger car hypoid lubricant or "Multi-purpose" lubricant

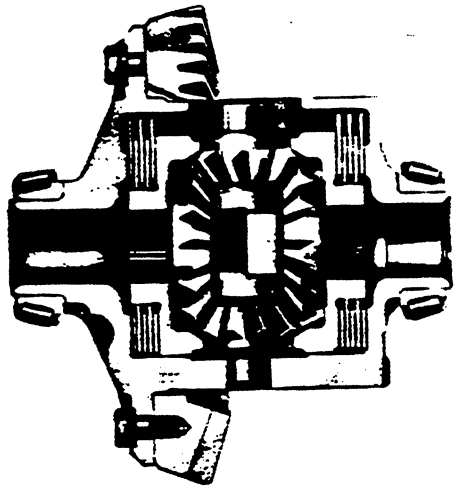
AXLE SHAFT

Construction ------- Drive flange integral with shaft
Material ---------- Forged, heat-treated steel
Minimum Diameter ---------- 1.06
Oil Seal ---------- Steel encased spring loaded synthetic rubber
Provisions for Attaching Hub ------ 4 Bolts anchored In drive flange; bolt circle diameter -------- 4.50
Wheel Bearings ---------- Sealed, single row ball

DIFFERENTIAL

Type ---------- Two pinion with Arma Steel housing
Drive Pinion Offset (℄ differential pinion to ℄ drive pinion, vertically) ---------- 1.50
Hypoid Drive Gear, PD (and OD) ---------- 8.125

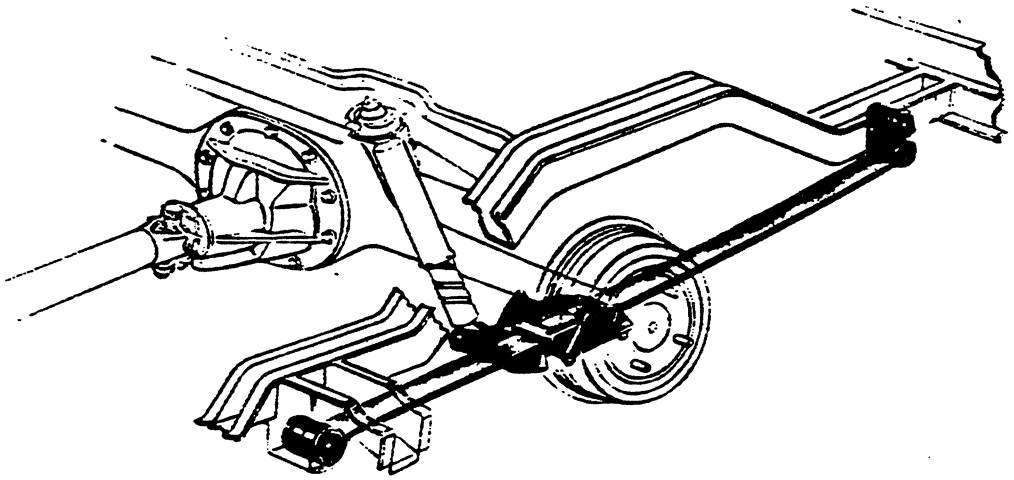
POSITRACTION



SEE POWER TRAINS SECTION FOR POSITRACTION AVAILABILITY

●Revised January 1962 October 1961

REAR SUSPENSION



GENERAL

Description ---------- Comprised of two longitudinally mounted semi-elyptical single leaf springs and two angularly mounted shock absorbers. Axle housing rubber-mounted on each spring which is rubber-bushed at shackle and hanger. Reaction torques resisted by springs.

WHEEL TRAVEL

Vertical, loaded

Metal to Metal ---------- Jounce 3.62, rebound 5.50

Wheel to Spring Ratio ---------- 1:1

SHOCK ABSORBERS

Make ---------- Delco

Type ---------- Direct, double-acting, hydraulic

Mounting ---------- From underside of kickup to anchor plate at spring axle attachment.

Piston Diameter and Travel except Station Wagons ---------- 1.00, 7.44

Station Wagons ---------- 1.00, 7.50

WHEEL BEARINGS

Type ---------- Single row ball, sealed

SUSPENSION BUMPERS

Material ---------- Rubber

Number and Location ---------- Two, one on underside of each side rail above axle housing.

● REAR SPRINGS

Application	Series	100			200			300			400							
	Model	11	35	69	11	35	69	11	45	69	11	35	37	41	45	49	67	69
90 HP Engine	Manual	E	C	E				E	D	E								
	Powerglide																	
120 HP Engine	Manual				E	C	E				E	C	F	F	D	F	A	E
	Powerglide																	

	A	B	C	D	E	F
Part Number	3792594	3792596	3792597	3792598	3792618	3792830
Type	Semi-elyptical single leaf					
Material	Chrome carbon steel					
Length, flat, between eye centers	62.50					
Eye diameters Front	1.993-2.007					
Rear	1.590-1.600					
Deflection Rate, lb/inch @ Spring	95		130	165	95	
@ Wheel						
Design Load (lb) @ pos. Camber (inches) @ centerline of Axle	600@ .29	710@ .29	855@ .01	955@ .00	650@ .29	550@ .29
Design Load Flat (lb)	653	762	894	1006	703	603

SERVICE BRAKES

- General ---------- Duo-Servo, four wheel hydraulic
- Brake Drum Assembly
  - Construction ---------- Web cast into rim
  - Webb Material ---------- HR Steel
  - Rim Material ---------- Cast iron alloy
  - Rim Bore Diameter ---------- 8.9975-9.0075
  - Swept Drum Area (width of lining x bore Circumference, sq. inches) ---------- 226.3
  - Braking Effort, Front (%) ---------- 56.7
- Brake Lining
  - Material ------- Full molded asbestos composition
  - Width
    - Front ---------- 2.25
    - Rear ---------- 1.75
  - Thickness (after grinding, minimum) -------- .16
  - Length
    - Primary ---------- 8.62
    - Secondary ---------- 9.40
    - Per Wheel ---------- 18.02
  - Method of Attachment ---------- Bonded
  - Clearance ---------- Adjust to light drag, back off 12 notches (all wheels)
  - Total Effective Area (sq. inches) --------- 144.96
- Master Cylinder
  - Mounting ---------- Engine compartment, left side of dash panel
  - Piston Diameter ---------- 1.00
  - Piston Travel (maximum) ---------- 1.00
- Wheel Cylinders
  - Mounting
    - Front ---------- Wheel spindle
    - Rear ---------- Flange plate
  - Piston Diameter
    - Front ---------- 1.00
    - Rear ---------- .875
- Foot Pedal
  - Type ---------- Pendant
  - Travel ---------- 6.4
  - Mounting ---------- From bracket secured to dash panel. Attached to master cylinder push rod
- Brake System Fluid Capacity (pints) ---------- .65
- Line Pressure @ 100 lb Pedal Load (psi) ---- ---- 830
- Braking Ratio
  - Pedal ---------- 6.4:1
  - Hydraulic ---------- 3.53:1
  - Overall ---------- 22.6:1

PARKING BRAKE

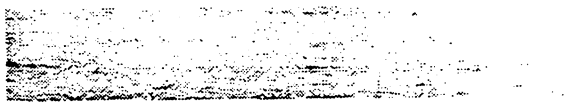
- Type ---------- Mechanically operated pull rods and cables secure the two rear service brakes
- Total Effective Area (sq. inches) ---------- 63.07
- Control ---------- Both activation and release by pawl-type brake lever mounted horizontally to right of steering column. Gripped with L-handle which when turned releases brake.

POWER BRAKES (RPO 403)

- Make ---------- Bendix, Delco
- Type ---------- Master cylinder assisted by vacuum power unit
- Power unit location ---------- Mounted in engine compartment on dash panel
- Characteristics
  - Braking assistance (%)
    - Vacuum cylinder ---------- 40 %
    - Foot pedal ---------- 60 %
  - Braking ratio
    - Pedal ---------- 3.58
    - Hydraulic ---------- 3.53
    - Overall ---------- 12.7
  - Pedal load to actuate power brakes (lb)-------- 10
- Capacity (pts) ---------- .76

HEAVY DUTY SERVICE BRAKES (RPO 686)

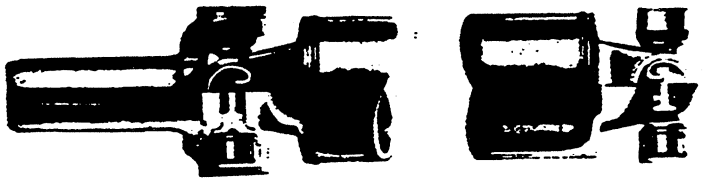
- Material ---------- Sintered iron
- Segments
  - Per shoe (front and rear)
    - Primary ---------- 6
    - Secondary ---------- 10
  - Size of segments
    - Front Primary
      - Length ---------- 1.64
      - Width ---------- 1.12
      - Thickness ---------- .21
    - Secondary
      - Length ---------- 1.64
      - Width ---------- 1.12
      - Thickness ---------- .33
    - Rear
      - Primary
        - Length ---------- 1.64
        - Width ---------- .87
        - Thickness ---------- .21
      - Secondary
        - Length ---------- 1.64
        - Width ---------- .87
        - Thickness ---------- .33
- Method of attachment ---------- Each segment welded 2 places to shoe
- Shoe clearance adjustment ---------- Adjust to light drag and back off 12 notches (all wheels)
- Total effective area, approximate (sq. inches)—104.5
- Braking effort, front (%) ---------- 56.7



STOP LIGHT SWITCH

- Type --- Mechanical, Make-break, normally "on"
- Mounting ---------- Under dash
- Activation ---------- By brake pedal

DRIVELINES



UNIVERSAL JOINTS

Quantity ---------- Two
Construction ---------- Yoke and yoke trunnion
Lubrication of trunnion bearings -------- Prepacked, anti-friction

PROPELLER SHAFT

Quantity ---------- One
Construction ---------- Welded steel tubing incorporating a yoke at each end
OD
90 HP ---------- 3.500
120 HP ---------- 2.750
Wall thickness ---------- 0.065
Length between axis of yoke bores ---------- 52.10
Yoke construction ---------- Forged steel incorporating two trunnion needle bearing assemblies.

WHEELS AND TIRES

TIRE DATA

TIRE SIZE	LOADED			INFLATION, LB (COLD)	
	ROLLING RADIUS	REV/MI	CAP./TIRE	FRT	REAR*
6.00 x 13-4 pr	11.1	892	725	24	24
6.50 x 13-4 pr	11.5	850	835		
●6.50 x 14-4 pr**	11.9	830	880		

* Station wagons 28 rear
** RPO tire

ACCESSORY WHEEL DISK FOR REGULAR PRODUCTION WHEELS →

WHEELS ●

Description
Regular production
1, 2, 3, 400-11, -69 ---------- 13 x 4J
Others ---------- 13 x 5.5J
RPO ---------- 14 x 5J
Construction ---------- Short spoke disk
Offset
13 x 4J ---------- 0.74
13 x 5.5J ---------- 1.00
14 x 5J ---------- 1.00
Method of retension ---------- 4 hexnuts, 7/16-20 UNF-2B 90° apart on a 4.50 diameter circle

SPARE TIRE LOCATION

Sedans and coupes ---------- Secured in approximate horizontal attitude against kickup, somewhat to right of center
Convertibles ---------- Same as sedans and coupes except secured on rear right sill
Station wagons ---------- Vertically, in right rear quarter panel, rear of wheelhouse

TIRES ●

Description ---------- Rayon, tubeless, blackwall
Construction ---------- 2 Ply
Size
Regular Production
1, 2, 3, 400-11, -69 ---------- 6.00 x 13-4 pr
Others ---------- 6.50 x 13-4 pr
RPO Tire ---------- 6.50 x 14-4 pr

TOOLS

Jack
Type ---------- Bumper
Stowage
Sedans, coupes and convertibles -------- Secured under tire by tire
Station wagons ---------- On bracket on rear quarter panel, secured by tire
Wheel Rim Bolt Wrench
Type ---------- Jack handle and hub cap remover
Stowage
Sedans, coupes and convertibles ------- Secured by tire under tire
Station wagons ------- On floor, secured by tire

BULBS

Lamp Usage		Requirements	Trade No.	CP
Headlamp	High beam	2	6012	50W
	Low beam			40W
Headlamp beam indicator		1	53	1
Powerglide quadrant				
Clock		1	57	2
Direction signal indicator				
Generator indicator				
Glove compartment				
Oil pressure indicator				
Temperature indicator				
Radio		1	57X	2

Lamp Usage	Requirements	Trade No.	CP
License	1	67	4
Courtesy (instrument panel)	2	89	6
Dome (roof center)	1	90	6
Luggage compartment	1	93	15
Underhood			
Park and turn (front)	2	1034	4 & 32
Tail, stop and turn (rear)			
Back up	2	1073	32
Instrument cluster	3	1816	2
Spotlamp (portable)	1	4416	30W

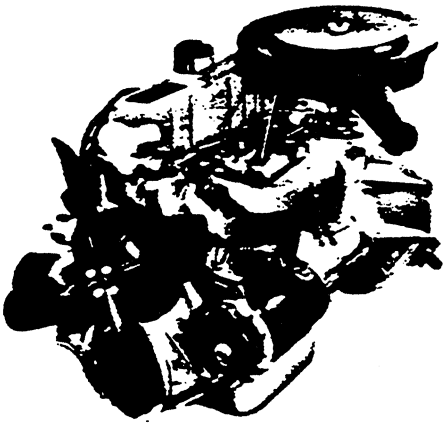
FUSES AND CIRCUIT BREAKERS

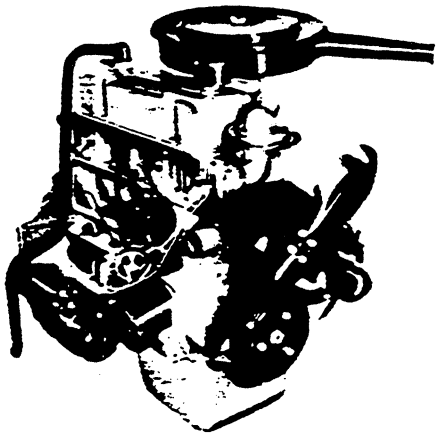
Device or circuit protected	Fuse and Rating (amp)	Circuit Breaker Rating (amp)	Location *
Air conditioning (including heater)	SAE 20		In-line
Air conditioning blower motor			EC
Windshield wiper motor		14 (2 spd, in switch)	FB
Courtesy lamps Dome lamps Glove compartment lamp License lamp Luggage compartment lamp Stop directional signal lamps Tail lamps	AGC 15		FB
Back up lamps Deluxe heater Parking brake alarm lamp	AGC 10		FB
Underhood lamp	SAE 9		EC
Radio receiver and radio lamp	AGC 4		FB
Clock lamp Instrument cluster lamps Powerglide quadrant lamp	AGC 3		FB
● Hydraulic folding top motor circuit		40	Left kick pad
Clock motor		Fuse link	Clock motor
Headlamps		15	Light switch
Direction signal indicator		Flasher	FB
Parking lamps		15	Light switch

*FC = Fuse block; EC = Engine compartment

● Revised April 1962 October 1961

POWER TRAINS





POWER TEAM COMBINATIONS

ENGINE	TRANSMISSION		AXLE RATIO	OPTIONAL RATIOS	POSITRACTION RATIOS
153 CUBIC INCH L-4 SUPER-THRIFT 153	3-SPEED	● SEDANS	3.55:1	3.08:1	3.08:1 3.55:1
		STATION WAGONS	3.55:1		3.55:1
	POWERGLIDE	● SEDANS	3.08:1		3.08:1
		STATION WAGONS	3.55:1		3.55:1
194 CUBIC INCH L-6 HI-THRIFT 194	3-SPEED	SEDANS AND COUPES	3.08:1	3.36:1	3.08:1 3.36:1
		STATION WAGONS	3.36:1		3.36:1
	POWERGLIDE	SEDANS AND COUPES	3.08:1		3.36:1
		STATION WAGONS	3.36:1		3.36:1

MULTIPLICATION FACTORS

WITH MANUAL TRANSMISSIONS

ENGINE	CARBURETION	TRANSMISSION	TOTAL GEAR REDUCTION*				AXLE RATIO	MAXIMUM AXLE TORQUE LOW GEAR-LB-FT#
			1st	2nd	3rd	Rev.		
90 HP Super-Thrift Four-Cylinder	Single Barrel	3-Speed	10.44	5.96	3.55	11.82	3.55:1	1277
120 HP Hi-Thrift Six-Cylinder	Single Barrel	3-Speed	9.06	5.17	3.08	10.26	3.08:1	1193

WITH AUTOMATIC TRANSMISSIONS

ENGINE	TRANSMISSION	SELECTOR POSITION	TOTAL TORQUE MULTIPLICATION*	AXLE RATIO
90 HP Super-Thrift Four-Cylinder	Powerglide	Drive Low & Reverse	14.01:1 - 3.08:1 14.01:1 - 5.61:1	3.08:1
120 HP Hi-Thrift Six-Cylinder	Powerglide	Drive Low & Reverse	14.01:1 - 3.08:1 14.01:1 - 5.61:1	3.08:1

* - Axle ratio x transmission ratio

\# - Gear reduction x maximum net engine torque x efficiency factor (0.90 in direct drive, 0.85 all others)

GENERAL DATA

		Synchromesh	Powerglide
Piston Displacement (Cu In)		153	
Type		Valve-in-head	
Number Cylinders		4	
Bore and Stroke (nominal)		3.88x3.25	
Compression Ratio		8.5:1	
Taxable (SAE) Horsepower		24.0	
Firing Order		1-3-4-2	
Idling Speed (RPM)		500 in neutral	475 in drive
Compression Press. (PSI)@ Cranking Speed, Engine Hot		140	
Lubrication		Full Pressure	
Power Plant Mounting		Two front, combination compression - shear type;	
		Two rear, shear type	one rear, shear type
Measurements	Fan to rear of engine block	24.23	
	Top of air cleaner to bottom of oil pan	26.49	
	Crankcase vent tube to air cleaner (width)	28.40	

ADVERTISED ENGINE RATINGS

Engine		Super-Thrift 153
Carburetor		Single Barrel
Brake Horsepower	Gross	90 @ 4000 RPM
	Net	75 @ 4000 RPM
Torque	Gross	152 @ 2400 RPM
	Net	144 @ 2000 RPM

●ENGINE SPEED AND PISTON TRAVEL

Transmission		Sedans		Station Wagon	
		Synchromesh	Powerglide	Synchromesh	Powerglide
Rear Axle Ratio		3.55:1	3.08:1	3.55:1	
Tire Size		6.00x13-4PR*		6.50x13-4PR	
Crankshaft Revolutions per Mile		3166.6	2747.4	3035.2	
Crankshaft RPM @ 1 MPH	Low	155.2	83.3	148.7	92.1
	Second	88.7		84.9	
	Third (N/V factor)	52.8	45.8	50.6	
	Reverse	175.8	83.3	168.5	92.1
Piston Travel (ft/mile)		1715.4	1491.8	1644.1	

* - 6.50 x 13-4 PR used on Coupes & Convertibles and Nova Models 441 & 449

●Revised January 1962 October 1961

VEHICLE PERFORMANCE FACTORS
(Model 169)

	3-Speed	Powerglide *
Transmission		
Performance Weight (pounds)	3170	3190
Pounds per Gross Horsepower	35.2	35.4
Pounds per Cu In Displacement	20.72	20.89
Gross Horsepower per Cu In Displacement	.591	
Power Displacement (Cu Ft/mile)	121.61	
Displacement Factor (Cu Ft/ton mile)	76.7	76.2

* - Data computed assuming zero slippage in torque converter.

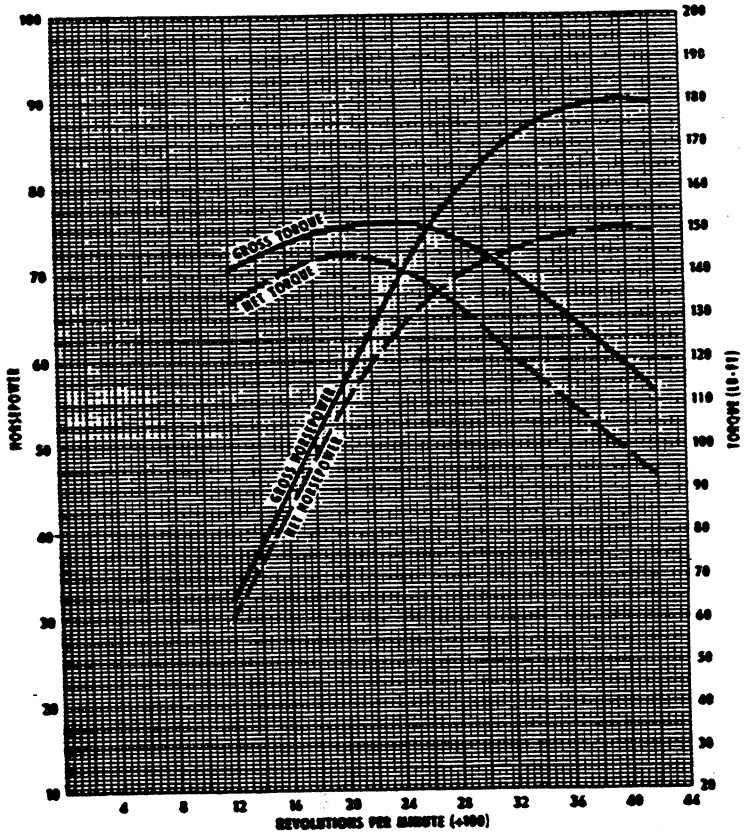
GLOSSARY

Performance Weight = Curb Weight plus 600 Lb (weight of four 150 Lb passengers)

Power Displacement = $\frac{\text{Crankshaft Revs/Mi} \times \text{Piston Displacement}}{2 \times 1728}$

Displacement Factor = $\frac{\text{Power Displacement}}{\text{Performance Wt (tons)}}$

90 HP SUPER-THRIFT 4-CYLINDER
Single Barrel Carburetor



The engine performance curves represent full throttle performance as obtained from dynamometer test data corrected to standard barometric pressure 29.92 inches of mercury and standard temperature of 60°F.

GROSS POWER and TORQUE were obtained in a regular dynamometer test with the dynamometer exhaust system, no fan, generator not charging, optimum spark advance, and optimum fuel setting.

NET POWER and TORQUE were obtained from a dynamometer test simulating actual operating conditions when the engine is in its vehicle, except the generator is not charging.

PRINCIPAL COMPONENTS

CYLINDER BLOCK

Material ---------- Cast alloy iron
Bore Diameter ---------- 3.875
No of Bulkheads ---------- 5
Water Jacket ---------- Full length
Cylinder Numbering Arrangement ---- Front to rear 1-2-3-4

CYLINDER HEAD

Material ---------- High chrome cast alloy iron
Bolt No. & Size -------- 10; .500 dia. 13 threads/in
Combustion Chamber Volume ---------- 5.31 Cu In

INLET MANIFOLD

Material ---------- Cast alloy iron
Type ---------- 2 Port, rectangular section
Heat Provision ---------- Heated by exhaust gases

EXHAUST MANIFOLD

Material ---------- Cast alloy iron
Type ---------- Low resistance
Outlet Diameter (Nominal) ---------- 2.00

CRANKSHAFT

Material ---------- High strength forged steel
End Play ---------- .002-.006
Counter Weights ---------- 4
Crank Arm Length ---------- 1.625
Vibration Damper ---------- None
Timing Gear & Tooth Type ------- Steel, Helical cut
Pulley Pitch Diameter ---------- 6.64

MAIN BEARINGS

Material ---------- Extra-life steel backed babbitt
Type ---------- Precision removable
Thrust Against Bearing No ---------- 5
Clearance ---------- .0008-.0034
Dimensions

Bearing	Theoretical Inner Dia	Effective Length	Projected Area
1-4	2.3004	.752	1.7299
5	2.3004	.760	1.7483

CAMSHAFT

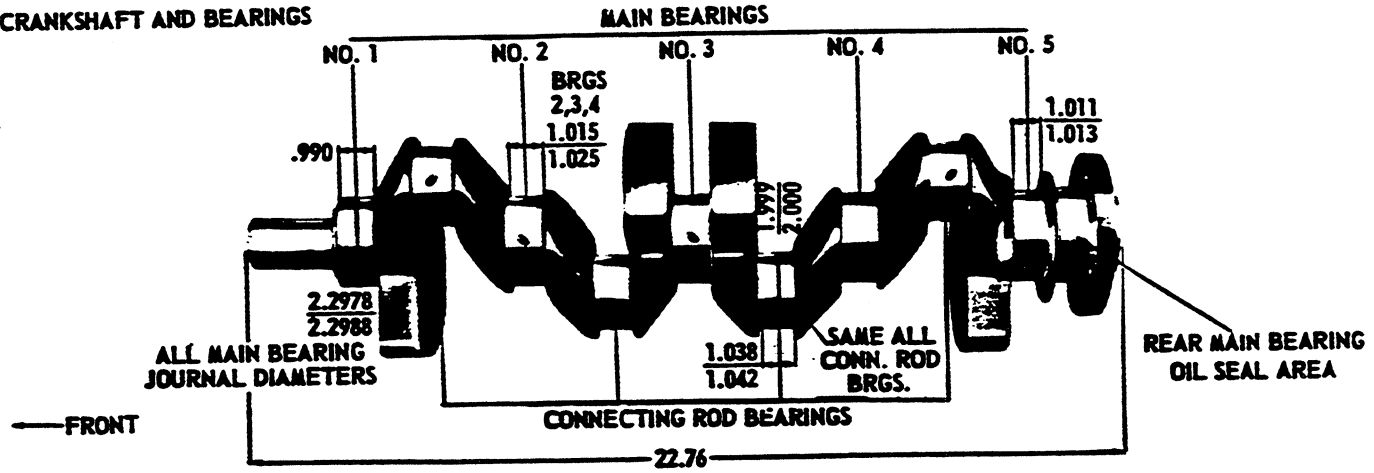
Material ---------- Cast alloy iron
Drive -------- Gear; Bakelite and fabric composition
Lobe Lift
Inlet ---------- .1914
Exhaust ---------- .1914
Bearings
Material ---------- Extra life steel backed babbitt
Dimensions

Bearing	Ream Diameter	Effective Length	Projected Area
1	1.8712	.860	1.6092
2	1.8712	.860	1.6092
3	1.8712	.860	1.6092

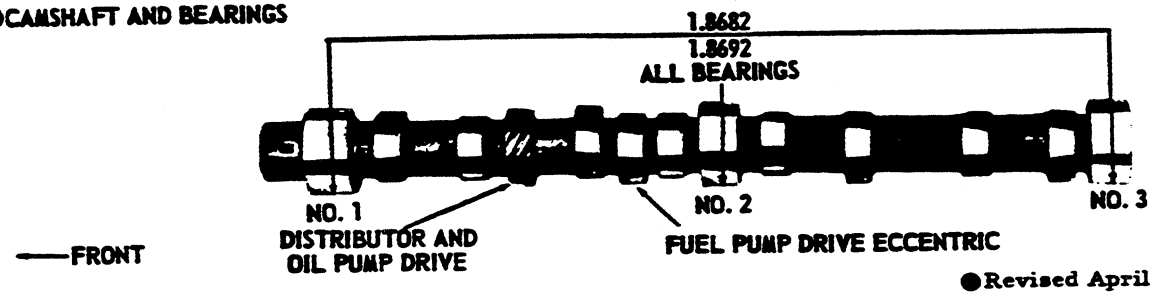
ROCKER ARMS

Type & Material ---------- Stamped steel
Ratio ---------- 1.75:1

●CRANKSHAFT AND BEARINGS



●CAMSHAFT AND BEARINGS



●Revised April 1962 October 1961

PRINCIPAL COMPONENTS - Continued

VALVE TRAIN

Type	Individually mounted overhead rocker arms push rod operated
Lifters	Hydraulic
Push Rods	
Type & Material	Hollow steel
Ends	Hardened

VALVE SPRINGS

Diameter (ID)	.880
Installed Length (In @ Lb)	
Valves Closed	1.696 @ 76-84
Valves Open	1.366 @ 155-165
Free Length	2.03
Valve Spring Dampers	None
Oil Shields	Steel cup

VALVES

Inlet Material	Carbon steel
Coating	None
Exhaust Material	High alloy steel
Coating	None
Stem to Guide Clearance	.0015-.0032

VALVE LIFT

Inlet	.3350
Exhaust	.3350

VALVE TRAIN LASH

Inlet	Zero
Exhaust	Zero

VALVE TRAIN TIMING (Including Ramps)

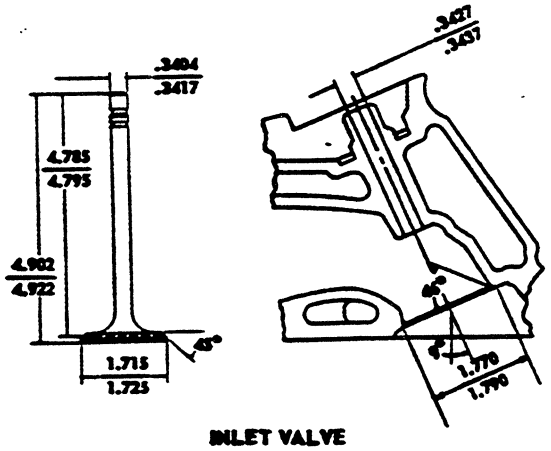
Inlet Valve	
Opens BTC	34°
Closes ABC	86°
Duration	300°
EXHAUST	
Opens BBC	68°
Closes - ATC	52°
Duration	300°

PISTONS

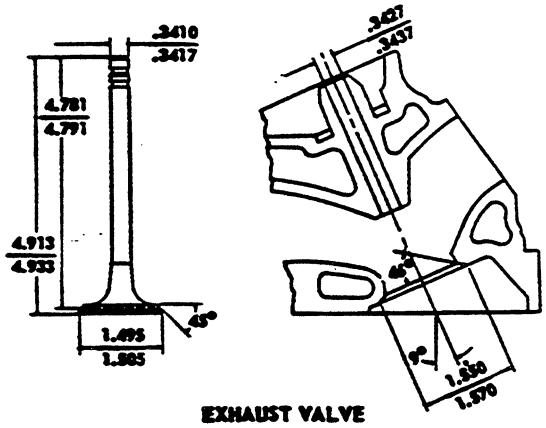
Material	Cast aluminum alloy
Head Type	Flat notched
Skirt Type	Slipper
Top Land Clearance	.035-.044
Skirt Clearance	.0006-.0010
Compression Ring Groove Depth	.2153-.2218
Oil Ring Groove Depth	.2093-.2158
Pin Bore Offset	.055-.065

COMPRESSION RINGS - UPPER

Material	Cast alloy iron
Inside Bevel	Bottom edge 30 degrees to piston vertical axis
Ring Face	Tapered
Coating	Flash chrome plating
Width	.0775-.0780
Wall Thickness	.184-.194
Gap	.010-.020



INLET VALVE



EXHAUST VALVE

COMPRESSION RINGS - LOWER

Material	Cast alloy iron
Inside Bevel	Top edge 30 degrees to piston vertical axis
Ring Face	Tapered
Coating	Wear resistant
Width	.0770-.0780
Wall Thickness	.184-.194
Gap	.010-.020

OIL CONTROL RINGS

Material	Steel
Type	Multi-piece (2 rails and one spacer)
Width	.193-.195 Assembled
Wall Thickness	.150-.156
Gap	.015-.055
Rail Coatings	Chrome plated OD

PISTON PINS

Material	Chromium steel
Length	2.990-3.010
Diameter	.9270-.9273
Clearance in Piston	.00015-.00025
Pin Mounting	Locked in rod by shrink fit

CONNECTING RODS

Material	Drop forged steel
Length (Center to Center)	5.70

CONNECTING ROD BEARINGS

Material	Extra life steel backed babbitt
Type	Precision removable
Clearance	.0007-.0027
Theo I.D.	2.0016
Effective Length	.807
End Play	.008-.014

FUEL AND EXHAUST SYSTEM

FUEL TANK

Capacity	16
Location	Attached to underbody behind rear axle
Filler Location	High in left rear quarter panel

FUEL GAUGE (Tank Unit)

Make & Type	AC electric

FUEL FILTER

In Fuel Tank	Mesh strainer in fuel line
In Carburetor Inlet	Sintered bronze filter

FUEL PUMP ASSEMBLY

Make	AC
Drive	Camshaft eccentric
Type	Diaphragm
Location	Right side front of engine
Pressure Range	3.5-4.5 PSI

AIR CLEANER

Make & Type	AC, Oil wetted Polyurethane element

CARBURETOR

Make	Rochester
Type	Single barrel, downdraft
SAE Flange Size	1.50
Throttle Bore	1.57
Venturi Diameter	1.34

EXHAUST SYSTEM

Type	Single
Exhaust Pipe O.D.	2.00
Wall thickness	.064
Tail Pipe O.D.	1.875
Wall thickness	.059
Mufflers	
Type	Single, reverse flow
Construction	Oval, sheet steel, welded
Length, Body	17.00
Width I.D.	5.00
Height I.D.	9.25
Corrosion prevention	Zinc

LUBRICATION SYSTEM

GENERAL
- Type ---------- Controlled full pressure
- Main Bearings ---------- Pressure
- Connecting Rods ---------- Pressure
- Piston Pins ---------- Splash
- Cylinder Wall ----Main & Conn. rod brg. throw-off
- Camshaft Bearings ---------- Pressure
- Valve Lifters ---------- Pressure
- Rocker Arms ---------- Pressure
- Timing Gears ---------- Oil nozzle

Oil Pressure Sending Unit
- Type ---------- Electric
- Actuation --- Opens or Closes circuit @ 2 to 6 PSI

Crankcase Ventilation ---------- Road draft type

Oil Filler
- Cap ---------- Oil-wetted metal mesh breather
- Location ----- Top forward section of rocker cover

CRANKCASE CAPACITY (Quarts)
- Refill-(Without filter change) ---------- 3.5

OIL PUMP
- Type ---------- Gear
- Normal Oil Pressure -----40 PSI (min.)@ 2000 RPM
- Regulator Valve ---------- Opens between 40-45 lbs
- Intake Type ---------- Fixed pickup with screen
- Capacity (Qts. per minute @ RPM) ------17.2 @ 2000

OIL FILTER
- Make ---------- AC
- Type ----- Full flow.Removable throw away cannister
- Location ---------- Right side front of engine
- Capacity ---------- One pint
- By-Pass Valve ---------- Opens between 9 to 11 PSI drop in pressure

LUBRICANT GRADES AND TEMPERATURES
- 32°F and Above --SAE 20W, SAE 20, or SAE 10W-30
- 0°F and Above ---------- SAE 10W or SAE 10W-30
- Below 0°F ---------- SAE 5W or SAE 5W-20

OIL PAN DRAIN SCREW
- Type ---------- Hex head
- Location ---------- Rear lower part of oil pan sump
- Size Hex Head ---------- .860-.875
- Thread ---------- 1/2 .20 UNF-2A
- Length---------- .81
- Diameter ---------- .410-.430

COOLING SYSTEM

GENERAL
- Type ---------- Liquid Pressure
- Capacity (Qts)
- ●With Heater (Standard Equipment) ---------- 9.0
- By-pass ---------- Internal

RADIATOR
- Make and Type ---------- Harrison, tube on center
- Core Constant and Thickness
  - Distance Between Fins ---------- .25
  - Distance Between Tubes ---------- .55
  - Thickness of Core ---------- 1.26
- Frontal Area (Sq. In) ---------- 229

RADIATOR, HEAVY-DUTY (RPO 257)
- Core Constant and Thickness
  - Distance Between Fins ---------- .22
  - Distance Between Tubes ---------- .55
  - Thickness of core ---------- 1.26
- Frontal Area (Sq. In) ---------- 229

RADIATOR CAP RELIEF VALVE
- Opens at ---------- Approx 13 PSI

THERMOSTAT
- Make and Type ---------- Harrison, Pellet
- Begins to Open @ ---------- 167-172°F
- Fully Opened @ ---------- 192°F

RADIATOR HOSE
- Outlet, Lower (Radiator to Water Pump) ---- 1.75 ID
- Inlet, Upper (Thermostat Hsg. to Radiator)-- 1.28 ID

FAN
- Number of Blades ---------- 4
- Diameter ---------- 16.00
- Fan Pulley Pitch Diameter ---------- 7.00

WATER PUMP
- Type ---------- Centrifugal
- Capacity ---------- 65 GPM @ 4000 RPM
- Bearing ----- Permanently lubricated double row ball
- Drive ---------- Fan belt
- Ratio (Pump to Eng RPM) ---------- .949:1

BELT; CRANKSHAFT, FAN AND GENERATOR
- Number Used ---------- One
- Angle of "V" ---------- 37°-44°
- Pitch Line ---------- 40.50
- Width ---------- .375

DRAIN LOCATIONS
- Radiator ----------Bottom center
- Type ---------- Petcock
- Engine Block ---------- Left rear side
- Type ---------- Plug

SUPPLY SYSTEM

BATTERY

Make ---------- Delco-Remy
Voltage Rating ---------- 12
Capacity (SAE) --------- 42 Amps Hr @ 20 Hr rate
Total Number of Plates ---------- 54
Number of Cells ---------- 6
Terminal Grounded ---------- Negative
Location ---------- Right side front engine compartment

GENERATOR

Make ---------- Delco-Remy
Type ---------- Two brush, shunt wound
Rating
Amps ---------- 30
Volts ---------- 12-15
Drive ---------- By fan belt
Pulley Pitch Diameter ---------- 2.88
Ratio (Gen to Engine Speed) ---------- 2.30:1

REGULATOR

Make ---------- Delco-Remy
Type ---------- Vibrator
Cutout Relay
Closing Voltage @ Generator RPM-11.8-13.5@1300
Voltage Regulator
Voltage ---------- 13.8 - 14.8
Current Regulator
Amperes ---------- 27 - 33
Location ---------- Left side front engine compartment

STARTING SYSTEM

STARTING MOTOR

Make ---------- Delco-Remy
Rotation (drive end view) ---------- Clockwise
Test Conditions --- Engine at operating temperature
No Load Test
Amps ---------- 49 - 76
Volts ---------- 10.6
RPM ---------- 6200 - 6900
Motor Drive
Engagement ---------- Solenoid
Pinion meshes at ---------- Rear
Pinion Tooth no ---------- 9
Flywheel tooth no ---------- 153

Mounting ---------- Bolted to cylinder block flange

STARTING

Ignition ---------- Four (4) positions Lock, Off, On, Start

Starting Procedure

Synchromesh ----- Place gearshift in neutral and depress clutch pedal to floor

Powerglide - Place control lever in N or P position

Initial start -- Depress accelerator pedal halfway, pull hand choke knob fully out and release pedal. Turn ignition switch to START and release as soon as engine starts. When engine is warm or outside temperature is below 0°F hold accelerator about half way open.

IGNITION SYSTEM

COIL

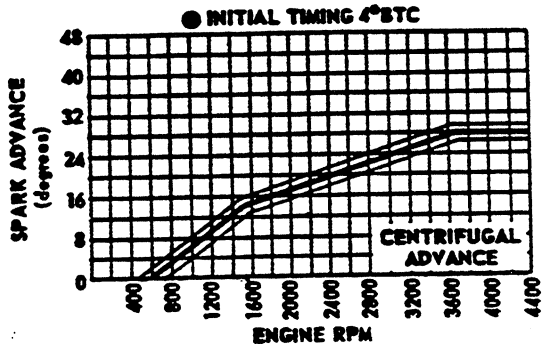
Make ---------- Delco-Remy
Type ---------- 12 volt
Amperes Drawn
Engine stopped ---------- 4.0
Engine idling ---------- 1.8 (500 RPM)

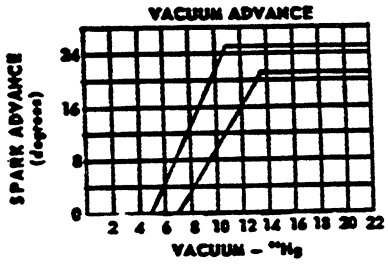
DISTRIBUTOR

Make ---------- Delco-Remy
Type ---------- Single breaker
Cam Angle ---------- 31°-34°
Breaker Gap ---------- .019
Breaker Arm Tension ---------- 19-23 oz
Centrifugal Advance Begins (RPM) ---------- 600
Max. Degrees @ RPM ---------- 28° @ 3700
Vacuum Advance Begins (In Hg) ---------- 6
Max Degrees @ In Hg ---------- 23° @ 12
Timing (Initial Design Setting)
Crankshaft Degrees @ RPM 4°-10°BTC @ 450-500
Timing Mark Location -------- Crankshaft Pulley
Firing Order ---------- 1-3-4-2

SPARK PLUGS

Make ---------- AC 46N Long Reach
Thread Size (mm) ---------- 14 x 1.25 (SAE)
Gap ---------- .033-.038
Torque (lb. ft.) ---------- 25





● Revised April 1962 October 1961

194 CUBIC INCH SIX CYLINDER ENGINE

GENERAL DATA

		Synchromesh	Powerglide
Piston Displacement (Cu In)		194	
Type		Valve-in-head	
Number Cylinders		6	
Bore and Stroke (nominal)		3.563 x 3.25	
Compression Ratio		8.5:1	
Taxable (SAE) Horsepower		30.5	
Firing Order		1-5-3-6-2-4	
Idling Speed (RPM)		500	475
Compression Press (PSI) @ Cranking Speed, Engine Hot		140	
Lubrication		Full Pressure	
Power Plant Mounting		Two at center, combination compression & shear type; one rear, full shear type	
Measurements	Fan to rear of engine block	33.03	
	Top of air cleaner to bottom of oil pan	26.55	
	Crankcase vent tube to air cleaner(width)	28.40	

ADVERTISED ENGINE RATINGS

Engine		Hi-Thrift 194
Carburetor		Single Barrel
Brake Horsepower	Gross	120 @ 4400
	Net	95 @ 4000
Torque	Gross	177 @ 2400
	Net	155 @ 2000

ENGINE SPEED AND PISTON TRAVEL

Transmission		Sedans		Station Wagon	
		Synchromesh	Powerglide	Synchromesh	Powerglide
Rear Axle Ratio		3.08:1		3.36:1	
Tire Size		6.00 x 13-4 PR*		6.50 x 13-4 PR	
Crankshaft Revolutions per Mile		2747.4		2872.8	
Crankshaft RPM @ 1 MPH	Low	134.6	83.3	140.7	87.1
	Second	76.9		80.4	
	Third (N/V factor)	45.8		47.9	
	Reverse	152.5	83.3	159.1	87.1
Piston Travel (Ft/Mile)		1491.8		1556.0	

* - 6.50 x 13-4 PR used on Coupes and Convertibles.

VEHICLE PERFORMANCE FACTORS
(Model 269)

Transmission	3-Speed	Powerglide *
Performance Weight (pounds)	3265	3285
Pounds per Gross Horsepower	36.27	36.50
Pounds per Cu. In. Displacement	16.83	16.93
Gross Horsepower per Cu. In. Displacement	.618	
Power Displacement (Cu. Ft/Mile)	154.2	
Displacement Factor (Cu. Ft/Ton Mile)	94.49	93.91

* - Data computed assuming zero slippage in torque converter.

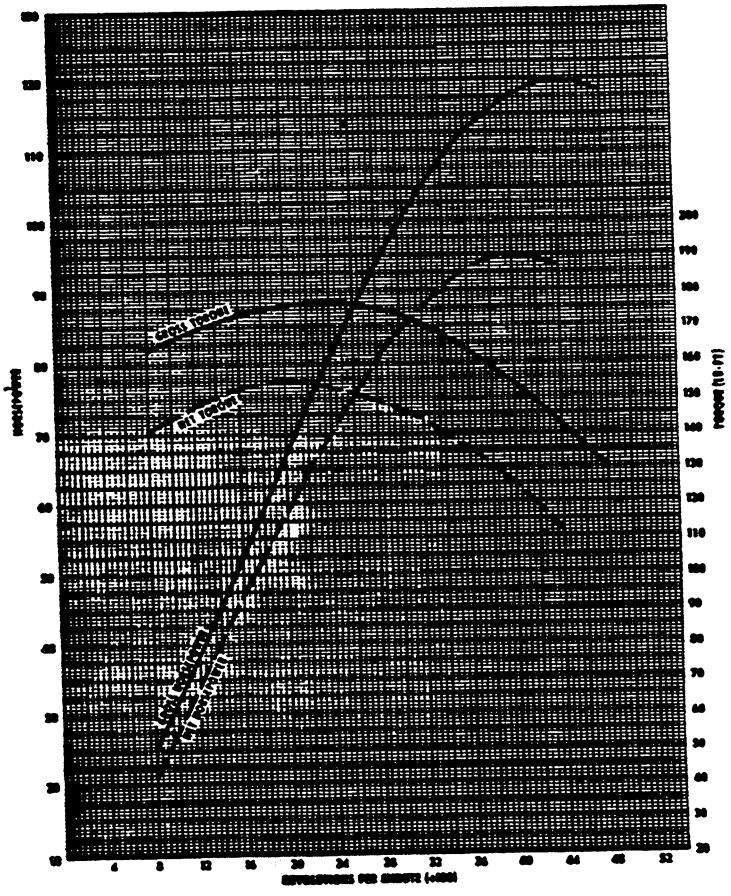
GLOSSARY

Performance Weight = Curb Weight plus 600 Lb (weight of four 150 Lb passengers)

Power Displacement = $\frac{\text{Crankshaft Revs/Mi} \times \text{Piston Displacement}}{2 \times 1728}$

Displacement Factor = $\frac{\text{Power Displacement}}{\text{Performance Wt (tons)}}$

120 HP HI-THRIFT 6-CYLINDER
Single Barrel Carburetor



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NET POWER and TORQUE were obtained from a dynamometer test simulating actual operating conditions when the engine is in its vehicle, except the generator is not charging.

PRINCIPAL COMPONENTS

CYLINDER BLOCK
Material ---------- Cast alloy iron
Bore Diameter ---------- 3.562
No. of Bulkheads ---------- 7
Water Jacket ---------- Full length
Cylinder Numbering Arrangement -----Front to Rear
1-2-3-4-5-6

CYLINDER HEAD
Material ---------- High chrome cast alloy iron
Bolt No. & Size -------- 14; .500 dia. 13 threads/in
Combustion Chamber Volume ---------- 4.49 Cu In

INLET MANIFOLD
Material ---------- Cast alloy iron
Type ---------- 3 Port rectangular section
Heat Provision ---------- Heated by exhaust gases

EXHAUST MANIFOLD
Material ---------- Cast alloy iron
Type ---------- Low resistance
Outlet Diameter (nominal) ---------- 2.00

CRANKSHAFT
Material ---------- High strength forged steel
End Play ---------- .002-.006
Counter Weights ---------- 4
Crank Arm Length ---------- 1.625
Vibration Damper --------- Rubber mounted inertia
Timing Gear & Tooth Type ------- Steel, Helical cut
Pulley Pitch Diameter ---------- 6.64

MAIN BEARINGS
Material ---------- Extra life, steel backed babbitt
Type ---------- Precision removable
Thrust Against Bearing No. ---------- 7
Clearance ---------- .0008-.0034
Dimensions

Bearing	Theoretical Inner Dia	Effective Length	Projected Area
1-6	2.3004	.752	1.7299
7	2.3004	.760	1.7483

CAMSHAFT
Material ---------- Cast alloy iron
Drive ------- Gear; Bakelite and fabric composition with steel hub

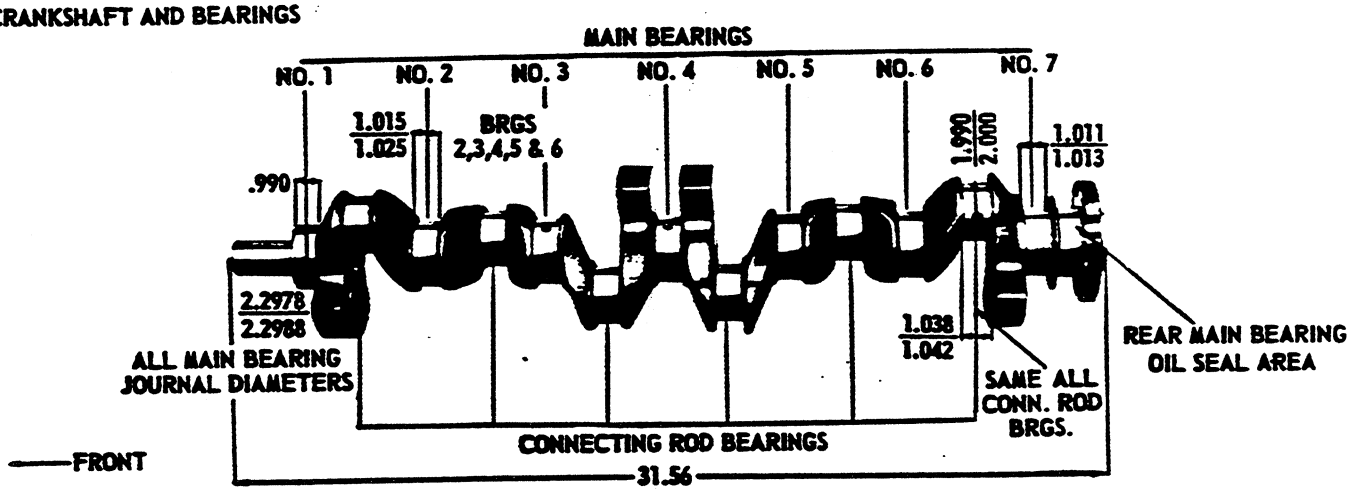
Lobe Lift
Inlet ---------- .1914
Exhaust---------- .1914

Bearings
Material ---------- Extra life steel backed babbitt
Dimensions

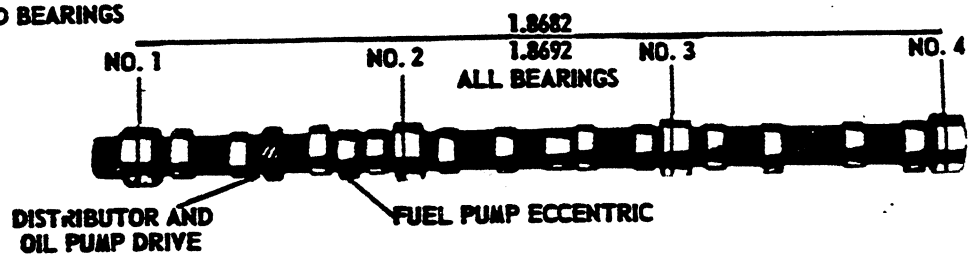
Bearing	Ream Diameter	Effective Length	Projected Area
1-4	1.8712	.860	1.6092

VALVE TRAIN
Type ---------- Individually mounted overhead rocker arms, push rod operated
Lifters ---------- Hydraulic
Push Rods
Type & Material ---------- Hollow steel
Ends ---------- Hardened

●CRANKSHAFT AND BEARINGS



●CAMSHAFT AND BEARINGS



ROCKER ARMS

Type & Material	Stamped steel
Ratio	1.75:1

VALVE SPRINGS

Diameter (I.D.)	.880
Installed Length (in @ lb)	
Valves closed	1.696 @ 76-84
Valves open	1.366 @ 155-165
Free Length	2.03
Valve Spring Dampers	None
Oil Shields	Steel caps

VALVES

Inlet Material	Carbon steel
Coating	None
Exhaust Material	High alloy steel
Coating	None
Stem to Guide Clearance	.0015-.0032

VALVE LIFT

Inlet	.3350
Exhaust	.3350

VALVE TRAIN LASH

Inlet	Zero
Exhaust	Zero

VALVE TRAIN TIMING

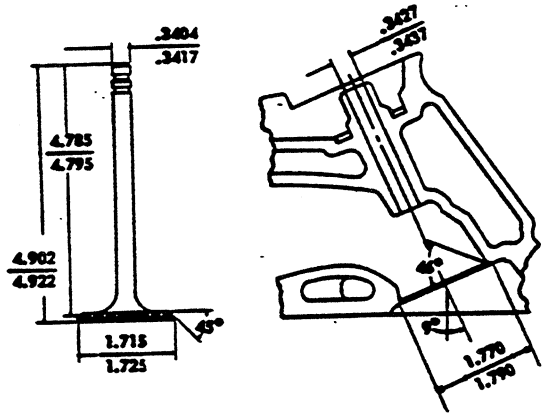
Inlet Valve	
Opens - BTC	34°
Closes - ABC	86°
Duration	300°
Exhaust Valve	
Opens - BBC	68°
Closes - ATC	52°
Duration	300°

PISTON

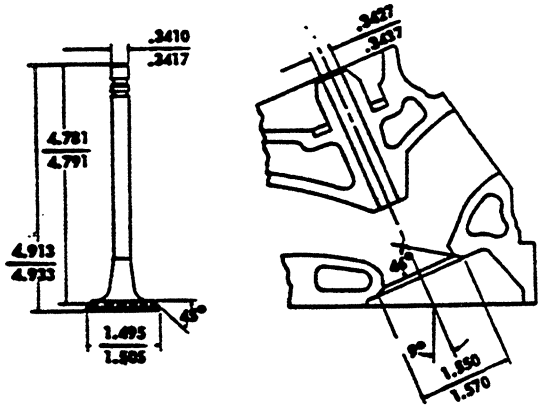
Material	Cast aluminum alloy
Head Type	Flat
Skirt Type	Slipper
Top Land Clearance	.035-.044
Skirt Clearance	.0006-.0010
Compression Ring Groove Depth	.1960-.2025
Oil Ring Groove Depth	.1985-.2050
Pin Bore Offset	.055-.065

COMPRESSION RINGS - UPPER

Material	Cast alloy iron
Inside Bevel	Bottom edge 30° degrees
Ring Face	Tapered
Coating	Flash chrome plate
Width	.0775-.0780
Wall Thickness	.168-.178
Gap	.010-.020



INLET VALVE



EXHAUST VALVE

PRINCIPAL COMPONENTS - Continued

COMPRESSION RINGS - LOWER

Material	Cast alloy iron
Inside Bevel	Top edge 30° degrees to piston vertical axis
Ring Face	Tapered
Coating	Wear resistant
Width	.0770-.0780
Wall Thickness	.168-.178
Gap	.010-.020

OIL CONTROL RINGS

Material	Steel
Type	Multi-piece (2 rails and one spacer)
Width	.187-.189
Wall Thickness	.150-.156
Gap	.015-.055
Rail Coatings	Chrome plated OD

PISTON PINS

Material	Chromium steel
Length	2.990-3.010
Diameter	.9270-.9273
Clearance in Piston	.00015-.00025
Pin Mounting	Locked in rod by shrink fit

CONNECTING RODS

Material	Drop forged steel
Length (center to center)	5.701

CONNECTING ROD BEARINGS

Material	Extra life steel backed babbitt
Type	Precision removable
Clearance	.0007-.0027
Theo I.D.	2.0016
Effective Length	.807
End Play	.0008-.0014

FUEL AND EXHAUST SYSTEM

FUEL TANK

Capacity (Gal)	16
Fuel Tank Location	Attached to underbody behind rear axle
Filler Location	Left rear quarter panel

FUEL GAUGE (Tank Unit)

Make & Type	AC electric

FUEL FILTER

In Fuel Tank	Strainer
In Carburetor Inlet	Sintered bronze filter

FUEL PUMP ASSEMBLY

Make	AC
Drive	Camshaft eccentric
Type	Diaphragm
Location	Right side front
Pressure Range	3.50-4.50 PSI

AIR CLEANER

Make & Type	AC, Oil wetted polyurethane type filter element

CARBURETOR

Make	Rochester
Type	Single barrel, downdraft
SAE Flange Size	1.50
Throttle Bore	1.57
Venturi Diameter	1.34

EXHAUST SYSTEM

Type	Single
Exhaust Pipe OD	2.00
Wall thickness	.064
Tail Pipe OD	1.875
Wall thickness	.059
Mufflers	
Type	Single, reverse flow
Construction	Oval, Sheet steel welded
Length, body	17.00
Width ID	5.00
Height ID	9.25
Corrosion prevention	Aluminum and Zinc
Resonators	None

LUBRICATION SYSTEM

GENERAL

Type ---------- Controlled full pressure
Main bearings ---------- Pressure
Connecting rods ---------- Pressure
Piston pins ---------- Splash
Cylinder walls ---- Main & Conn. rod brg. throw-off
Camshaft bearings ---------- Pressure
Valve lifters ---------- Pressure
Rocker Arms ---------- Pressure
Timing Gears ---------- Oil nozzle
Oil Pressure Sending Unit
Type ---------- Electric
Actuation ---- Opens or closes circuit @ 2 to 6 PSI
Crankcase Ventilation ---------- Road draft type
Oil Filler
Cap ---------- Oil wetted metal mesh breather
Location ---------- Forward end of rocker cover

CRANKCASE CAPACITY (Quarts)

Refill ---------- 4
With Oil Filter ---------- 5

OIL PUMP

Type ---------- Gear
Normal Oil Pressure ---- 40 PSI (min.) @ 2000 RPM
Regulator Valve ---------- Opens between 40-45 lbs
Intake Type ---------- Fixed pickup with screen
Capacity (Qts per minute @ RPM) ------ 17.2 @ 2000

OIL FILTER

Make ---------- AC
Type ----- Full flow, Removable throwaway cannister
Location ---------- Right side front
Capacity ---------- One quart
By Pass Valve ---------- Opens between 9 to 11 PSI drop in pressure

LUBRICANT GRADES AND TEMPERATURES

32°F and Above -- SAE 20W, SAE 20 or SAE 10W-30
0°F and Above ---------- SAE 10W, or SAE 10W-30
Below 0°F ---------- SAE 5W or SAE 5W-20

OIL PAN DRAIN SCREW

Type ---------- Hex head
Location ---------- Rear lower part of oil pan sump
Size Hex Head ---------- .860-.875
Thread ---------- 1/2-20 UNF-2A
Length ---------- .81
Diameter ---------- .410-.430

COOLING SYSTEM

GENERAL

Type ---------- Liquid, Pressure
Capacity (Qts)
●With Heater (Standard Equipment) ---------- 12.0
By-pass ---------- Internal

RADIATOR

Make & Type ---------- Harrison, Tube on center
Core Constant and Thickness
Distance between fins ---------- .20
Distance between tubes ---------- .55
Thickness of core ---------- 1.26
Frontal Area (Sq In) ---------- 255

RADIATOR HEAVY DUTY (RPO 257)

Core Constant and Thickness
Distance between fins ---------- .16
Distance between tubes ---------- .55
Thickness of core ---------- 1.26
Frontal Area (Sq In) ---------- 255

RADIATOR CAP RELIEF VALVE

Opens at ---------- 13 PSI

THERMOSTAT

Make and Type ---------- Harrison, Pellet
Begins to Open @ ---------- 167°-172° F
Fully Opened ---------- 192° F

RADIATOR HOSE

Outlet, Lower (radiator to water pump) ----- 1.75 ID
Inlet, Upper (thermostat hsg. to radiator) --- 1.28 ID

FAN

Number of Blades ---------- 4
Diameter ---------- 17.62
Fan Pulley Pitch Diameter ---------- 7.00

BELT; CRANKSHAFT, FAN AND GENERATOR

Number Used ---------- One
Angle of "V" ---------- 37°-44°
Pitch Line ---------- 40.50
Width ---------- .375

WATER PUMP

Type ---------- Centrifugal
Capacity ---------- 70 GPM @ 4400 RPM
Bearing ---- Permanently lubricated double roll ball
Drive ---------- Fan belt
Ratio (Pump to engine RPM) ---------- .949:1

DRAIN LOCATIONS

Radiator ---------- Bottom center
Type ---------- Petcock
Engine Block ---------- Left rear side
Type ---------- Plug

●Revised April 1962 October 1961

ELECTRICAL SYSTEM

SUPPLY SYSTEM

BATTERY

Make ---------- Delco-Remy
Voltage Rating ---------- 12
Capacity (SAE) ---------- 42 Amp Hr @ 20Hr rate
Total Number of Plates ---------- 54
Number of Cells ---------- 6
Terminal Grounded ---------- Negative
Location ---------- Right side front engine compartment

GENERATOR

Make ---------- Delco-Remy
Type ---------- Two brush, shunt wound
Rating
Amps ---------- 30
Volts ---------- 12-15
Drive ---------- By fan belt
Pulley Pitch Diameter ---------- 2.88
Ratio (Gen to Engine Speed) ---------- 2.30:1

REGULATOR

Make ---------- Delco-Remy
Type ---------- Vibrator
Cutout Relay
Closing voltage @ generator RPM-11.8-13.5@1300
Voltage Regulator
Voltage ---------- 13.8 - 14.8
Current Regulator
Amperes ---------- 27 - 33
Location ---------- Left side front engine compartment

STARTING SYSTEM

STARTING MOTOR

Make ---------- Delco-Remy
Rotation (Drive End View) ---------- Clockwise
Test Conditions --- Engine at operating temperature
No Load Test
Amps ---------- 49 - 76
Volts ---------- 10.6
RPM ---------- 6200 - 6900
Motor Drive
Engagement ---------- Solenoid
Pinion meshes at ---------- Rear
Pinion tooth no ---------- 9
Flywheel tooth no ---------- 153
Mounting ---------- Bolted to cylinder block flange

STARTING

Ignition Switch ---------- Four (4) positions Lock, Off, On, Start

Starting Procedure

Synchromesh ---- Place gearshift lever in neutral and depress clutch pedal to floor

Powerglide ------- Place control lever in N or P position

Initial Start -------- Depress accelerator pedal to floor and release. Turn ignition to START and release as soon as engine starts. When engine is warm or outside temperature is below 0°F hold accelerator about half way open.

IGNITION SYSTEM

COIL

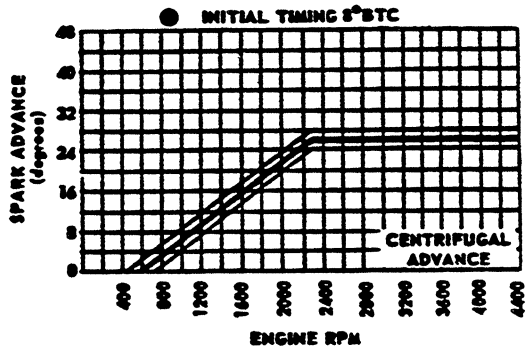
Make ---------- Delco-Remy
Type ---------- 12 Volt
Amperes Drawn
Engine stopped ---------- 4.0
Engine idling ---------- 1.8

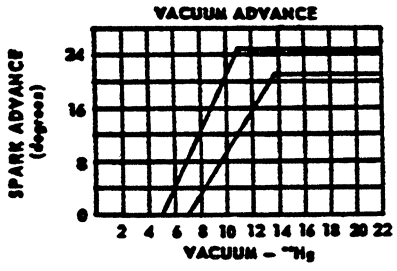
DISTRIBUTOR

Make ---------- Delco-Remy
Type ---------- Single breaker
Cam Angle ---------- 33°
Breaker Gap ---------- .019 (new)
Breaker Arm Tension ---------- 19.23 oz
Centrifugal Advance Begins (RPM) --------- 600
Max Degrees @ RPM ---------- 26° @ 2300
Vacuum Advance Begins (In Hg) ---------- 6
Max Degrees @ In Hg ---------- 23° @ 12
Timing (Initial Design Setting)
Crankshaft Degrees @ RPM 8°-12° BTC @ 450-500
Timing Mark Location ------- Harmonic balancer
Firing Order ---------- 1, 5, 3, 6, 2, 4

SPARK PLUG

Make ---------- AC, 46N (long reach)
Thread size (mm) ---------- 14 x 1.25 (SAE)
Gap ---------- .033-.038
Torque ---------- 25



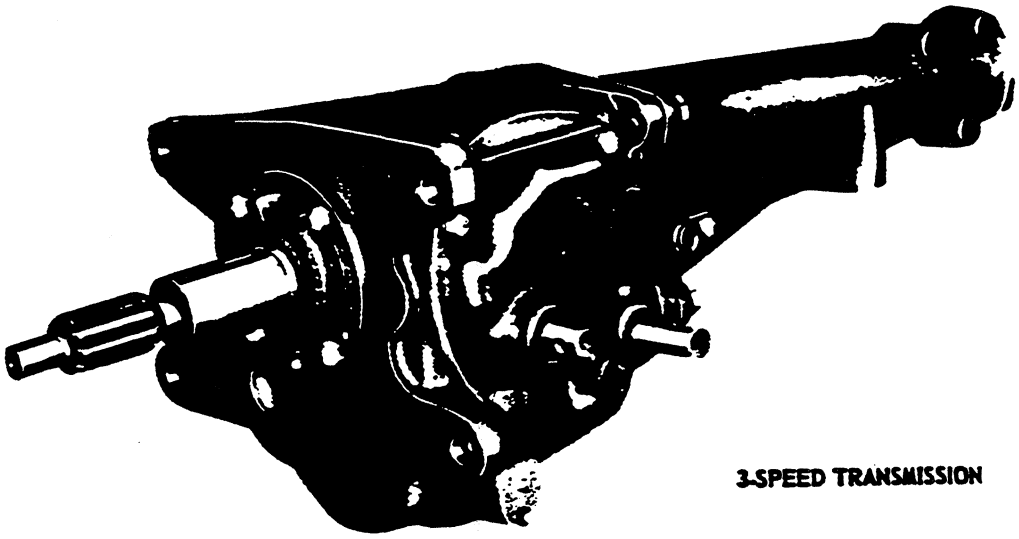


ENGINE	Name		SUPER-THRIFT 153		HI-THRIFT 194	
	Horsepower		90		120	
	Displacement (in^3)		153		194	
Transmission			3-Speed			
			Std.	Heavy Duty	Std.	Heavy Duty
Type			Single plate, dry disk			
Drive (cover, to pressure plate)			Spring steel straps			
Clutch Spring	Type		Circular plate diaphragm			
	Material		Heat treated spring steel			
	Effective plate load (lb)		1250	1900-2100	1250	1900-2100 ●
	Release		Diaphragm action			
Driven Plate Assy	Type		Spring cushioned, double faced			
	Dampers		4 springs	6 springs		◒
	Friction Ring	Material	Woven asbestos *			
		OD	8.00	10.0	9.12	10.0 ●
		ID	6.00	6.0	6.12	6.0
		Total area (sq. inches)	43.96	100.53	71.78	100.53
		Thickness (each)	.131	.135		
Bearings	Throwout		Same as in Passenger Car clutch			
	Pilot					
Controls	Clutch fork type		Same as in Passenger Car clutch			
	Pedal mounting					
Flywheel Assy	Flywheel	Material	Cast Iron Alloy			
	Ring Gear	Material	.4375 HR steel			
		Teeth no.	153			
		Depth	.4110-.4220			
		PD	12.75			
Clutch housing material			Aluminum Alloy			
Cover attachment to flywheel			6 5/16-18 bolts, 13/16 ong; shank dia. .311			

◒ - 5 sets of two concentrically mounted springs

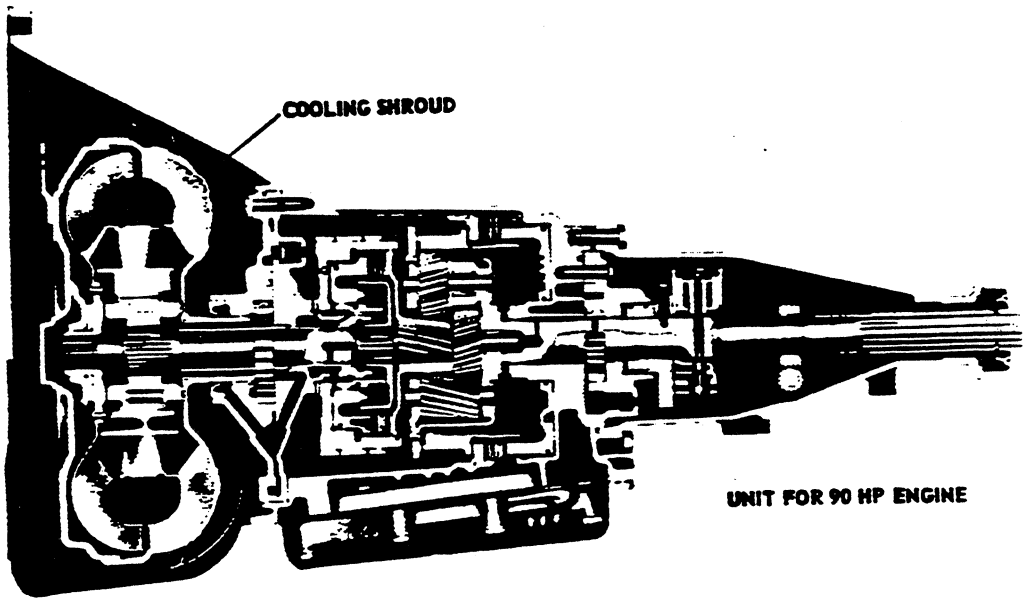
* - Woven front ring and molded rear ring for heavy duty clutches ●

●Revised January 1962 October 1961



3-SPEED TRANSMISSION

Engine	Name		Super-Thrift 153	Hi-Thrift 194
	Horsepower		90	120
	Displacement (In^3)		153	194
TRANSMISSION TYPE			3-Speed	
Case Material			Cast Iron	
Gear-Shift	Control		Remote	
	Type		Lever	
	Location		Steering Column	
Gears	Type		Helical	
	Material		Forge Steel, Hardened	
	Synchronization		2nd and 3rd	
	Constant Mesh Gears		2nd	
	Sliding Gears		1st and Reverse	
	Ratio	First	2.94:1	
		Second	1.68:1	
		Third	1:1	
		Reverse	3.33:1	
Speedometer Gears	Normal Pitch		30	28
	No. of Teeth	Drive	8	
		Driven	23	21
Lubricant	Type Recommended		SAE 90 Multi-Purpose	
	Capacity (pts.)		2	
Transmission Ext. Oil Seal			Steel encased double seal of spring loaded synthetic rubber and felt	



UNIT FOR 90 HP ENGINE

POWERGLIDE FOR 90 HP AND 120 HP ENGINES

Same as Passenger Car Powerglide for 250 HP Engine (RPO 300) except for the following differences

HYDRAULIC CONTROLS

Pressure Range (Min. and Max. psi @ idle)

	90 hp	120 hp
Drive	52-84	52-125
● Low	94	125
Reverse	115-223	90-222
Neutral and Park	52-84	52-125

● ACCELERATOR PEDAL CONTROL (OUTPUT SHAFT RPM)

	Upshift	Downshift
90 hp engine		
Closed throttle	578	525
Throttle at detent	1880	1096
Full throttle	2193	2068
120 hp engine		
Closed throttle	578	525
Throttle at detent	1880	1063
Full throttle	2193	2060

CONVERTER ASSEMBLY

Pump

Construction ---------- Cooling shroud welded to pump housing

● Size (nominal, inches) ---------- 11

Stall torque ratio ---------- 2.50:1

HIGH CLUTCH

Drive Plate

Number

90 hp engine ---------- 2

120 hp engine ---------- 3

Driven Plate

Number

90 hp engine ---------- 3

120 hp engine ---------- 4

PLANETARY GEAR UNIT

Low ---------- 1.82:1

Reverse ---------- 1.82:1

REVERSE CLUTCH

Drive Plate

Number

90 hp engine ---------- 2

120 hp engine ---------- 3

Reaction Plate

Number

90 hp engine ---------- 3

120 hp engine ---------- 4

●

TORQUE MULTIPLICATION

Maximum Overall Ratio ---------- 4.55:1

Low and Reverse ---------- 4.55:1 to 1.82:1

OIL COOLER

Description ---------- None, air cooled unit; cooling shroud welded to pump dissipates heat through windows in case

LUBRICANT

Capacity (pts.)

Dry ---------- 15

Refill ---------- 3

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1962 CHEVY II

CHAPTER THREE

Pocket Edition Super Sports by Chevy II 1962–1965

Four distinct and individual makes were marketed under the Chevrolet bow-tie emblem in 1962. These were the regular Chevrolet passenger car, the Corvair rear-engined compact, the Corvette two-passenger sports car and the new 'senior compact,' Chevy II.

The Chevy II, built on a 110-inch wheelbase, was in many ways the junior Chevrolet that the always 'different' Corvair could never hope to be. Subject of much speculation about its final form, rumors of the H-35 (Chevy II's pre-production code name) were widespread during 1961. When it made its debut as a 1962 car model, it offered the first four-cylinder Chevrolet engine since 1928, in addition to an optional 194-cubic-inch six. The 153-cubic-inch four was a lively engine that found little immediate acceptance, although it did spawn a small industry providing speed parts for its adaptation to lightweight circle-track burners. (The 153 would later provide a base for developing GM's 1977 four-cylinder sub-compact engines.)

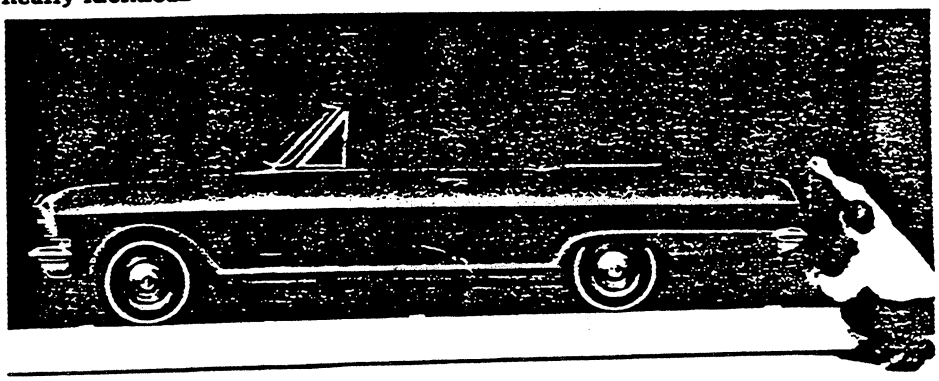
Three Chevy II series were offered for 1962, with the top models in the Nova 400 line, consisting of a Sport Coupe (hardtop), Convertible and Station Wagon. The 153-four wasn't offered in this line. Nova 400's were nicely trimmed with their version of Chevrolet's ribbed rocker panel moldings and other bright trim. All 1962 Novas used thirteen-inch wheels. Sport Coupes and Convertibles used 6.50x13 tires; no other size was offered optionally.

Technically, Chevy II's major claim to fame was its then-unique single-leaf rear springs. The *Finger-Tip Facts* book for 1962 tersely explained: "Rear Hotchkiss-type rear suspension with Mono-Plate single-leaf rear springs. Single-leaf design eliminates inherent harshness found in multi-leaf springs, and contributes to a smoother, quieter, more cushioned ride."

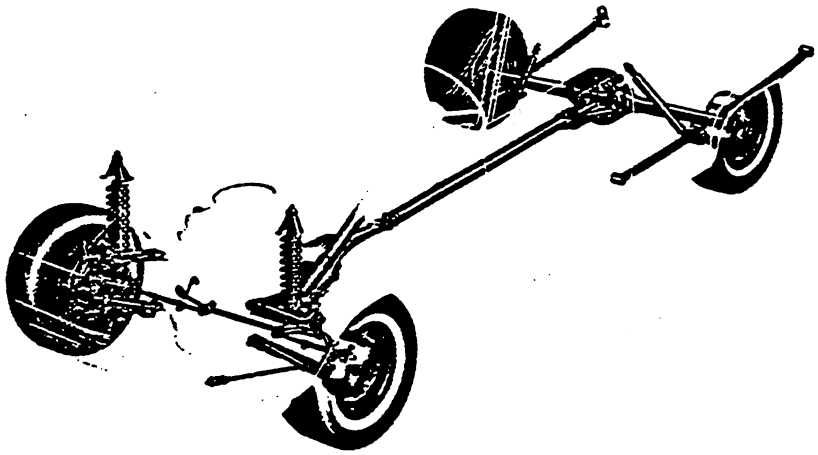
Chevy II used a fully unitized Fisher body with bolt-on front fender skins for easy replacement.

No Super Sport equipment option was offered for the 1962 Chevy II, but the customer could order front bucket seats on Nova 400 two-door models. Heavy-duty springs, shocks and sintered metallic brake linings were offered also. These, along with the 3.36:1 rear axle with Positraction that could be specified for three-speed-equipped cars, could approximate

H-35 Convertible as it was proposed on December 1, 1960. Production Chevy II Nova convertible was nearly identical.



Chevy II was a fairly conventional car, its main innovative claim was Monoplate rear springs. Front suspension used independent high-mounted coil spring spherical joint design.



the larger Super Sports' handling in some respects, but brute acceleration was certainly lacking.

Hot-rodding, hobby of thousands of ingenious Americans, was an especially growing sport in the early 1960's. Chevrolet's light and high-revving V-8's became the heart of many hot rod specials. The new Chevy II was quickly spotted as a lightweight berth for the Chevy small-block V-8's. Chevrolet had been thinking along the same lines.

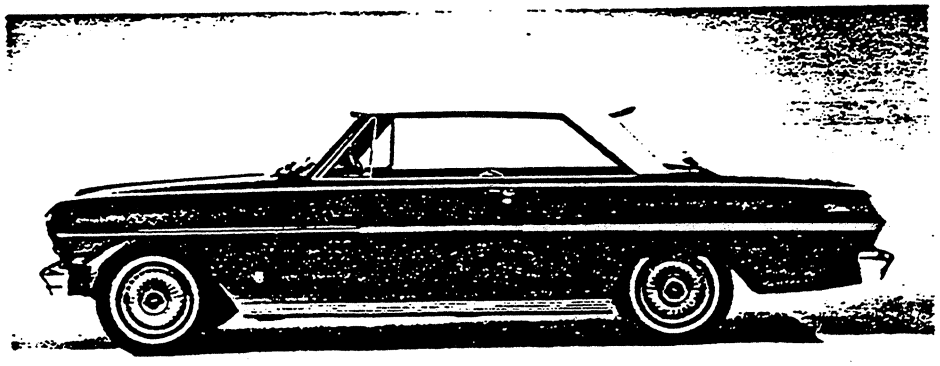
An engineer from Chevrolet Product Promotion Engineering told the author that the Chevy II was ". . . originally released on paper with a V-8. All the engineering work was done and the design existed. There was some corporate marketing decision that said 'thou shalt not build them in production with eights in '62.' I can only guess at the reason for that—probably because the BOP's [Buick-Olds-Pontiac] with their versions of the same car, had that 215 aluminum V-8 and the smallest V-8 we had was the 283, which although it was iron would run the ass off a 215."

Chevrolet's parts department quietly made the parts needed for conversion of the Chevy II to V-8 power available during mid-1962. Later in the year, part numbers appeared for 283 and 327 blocks specifically machined for Chevy II installation. These special blocks had modified oil filter housings (two inches higher) for a one-inch-shorter throw-away filter cartridge to give extra room for linkage on the left side of the V-8. Special exhaust manifolds, with outlet flanges turned thirty degrees to the rear, were also fitted. Other part numbers were listed for Chevy II V-8 oil pans, air cleaners, fuel pumps and lines; all designed to help shoehorn the small-block V-8 into the Chevy II's engine compartment. By the end of the year, special suspension parts, spindles and linkages were listed, too. The tiny 6.50x13 tires on 5½-inch rims continued to be the only available rolling stock for Chevy II's, however, by the parts book.

All 1962 Chevy II V-8's, then, were field conversions by dealers or individuals. The cost of having, say, a 300-hp 327 conversion executed could run as high as seventy-five percent of the list price of the whole $2,264 base-priced Nova 400 Sport Coupe. Few conversions were made at that rate.

Ray Brock wrote an article in *Hot Rod* illustrating the Chevy II's potential with small-block V-8 power. His test car was a Nova two-door carrying a 360-hp fuel-injected Corvette 327 which had been installed by Bill Thomas, who was just then developing his reputation for such

By March 1962 the decision to add a Super Sport to the Nova line for 1963 had been made. Prototype used different hub caps than production version.



handiwork by doing special high-performance work for Los Angeles-area Chevrolet dealers.

Using many of the available conversion parts, plus some of his own fabrications, Thomas dropped the Corvette engine into the Nova, backing it with a 2.20:1 low four-speed and 3.08 Positraction rear axle. This, Brock discovered, created a real screamer. The Nova shot to 60 mph, from rest, in 5.2 seconds; more than two seconds faster than a similarly equipped Corvette. The tiny thirteen-inch tires and Nova's single-leaf springs made for some touchy clutch work in bringing the car off the line without useless wheel hop and spin.

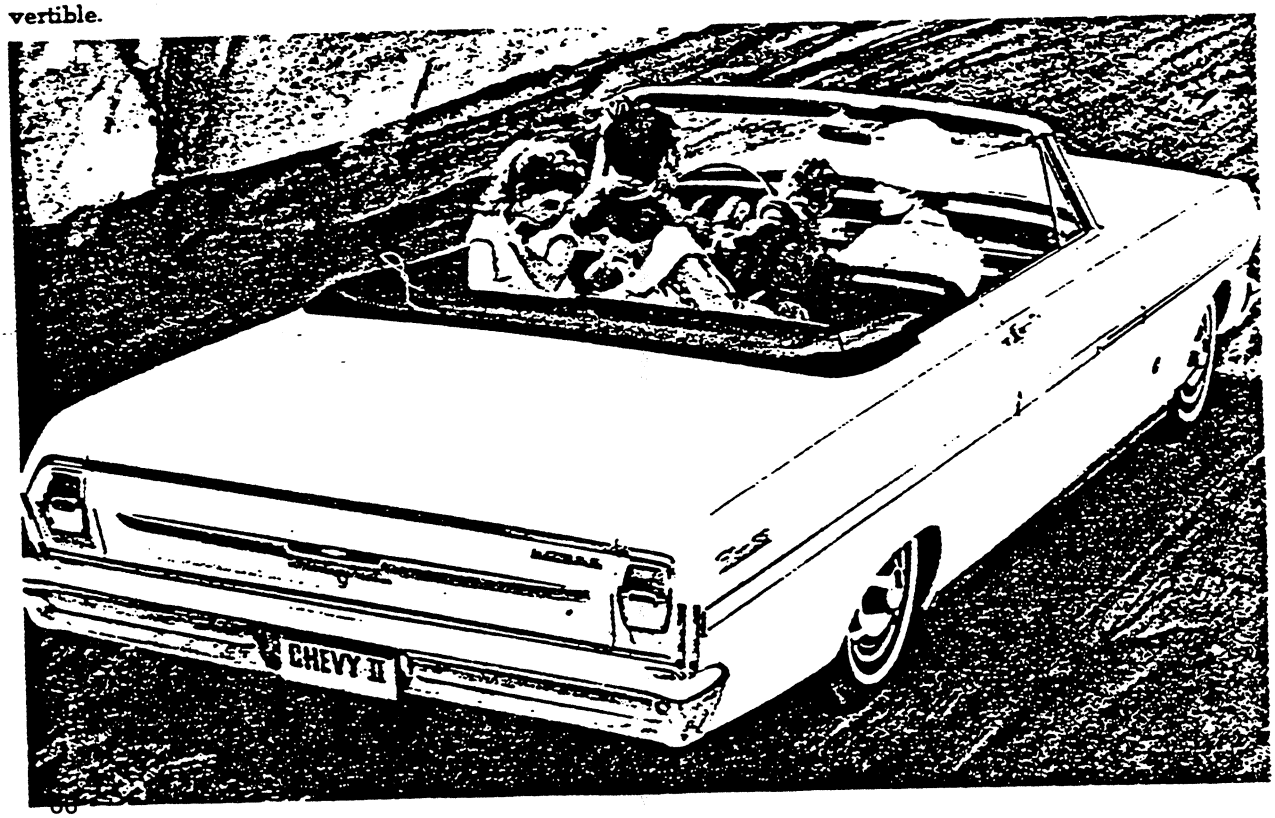
Following a run through nearby canyons, Brock commented, "With some chassis preparations and a good driver behind the wheel, the V8-Two could be quite the Grand Touring sedan." (Brock's prophecy would be born out by a Chevy II V-8 victory in Canada's 1964 Shell 4000 Rally.)

Chevrolet did authorize dealers to install the 360-hp fuel-injected Corvette engine in 1962 Novas for FX drag racing purposes. Don Nicholson campaigned one at the 1962 Winternationals.

Chevrolet enthusiasts were alerted to watch for assembly-line production of Novas with V-8's in 1963, but it was not to happen, just yet.

Novas for 1963 were very slightly restyled, with a bolder grille making the major appearance change. The big news for the year was the addition of Super Sport equipment (RPO Z03) to the Nova's option list. It was an instant success. By the end of the year 42,432 Super Sport kits had been installed on Nova Sport Coupes (out of the 87,415 total production) and Convertibles (which numbered 24,823 in Nova and Nova SS versions for the year). This represented more than thirty-seven percent of total production for the two body styles. Sport Coupe production increased by an incredible sixty-

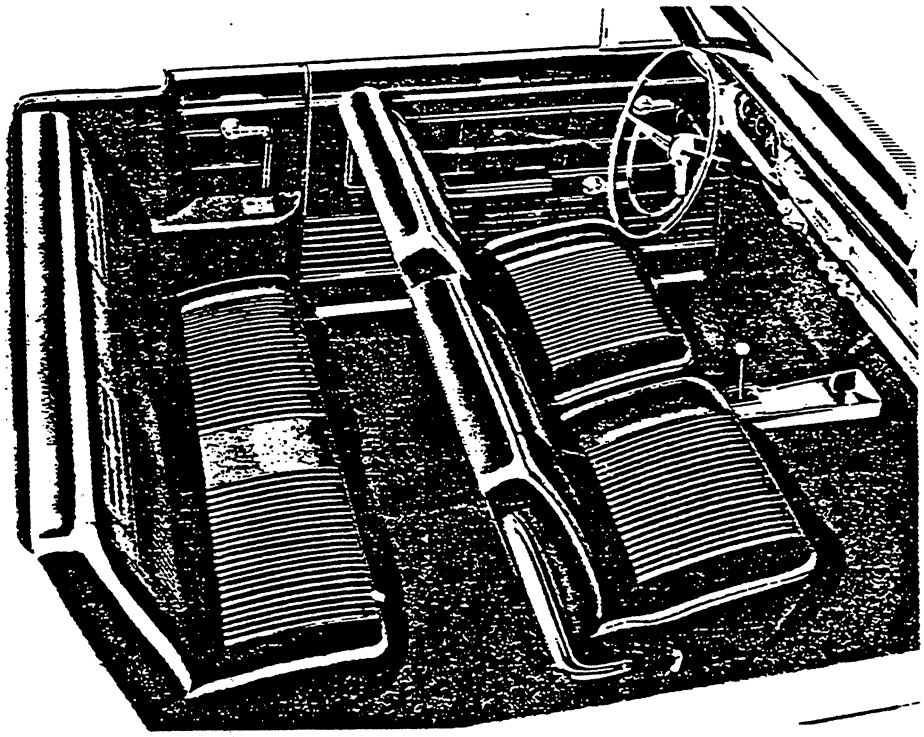
1963 was only year for Chevy II Nova SS Convertible.



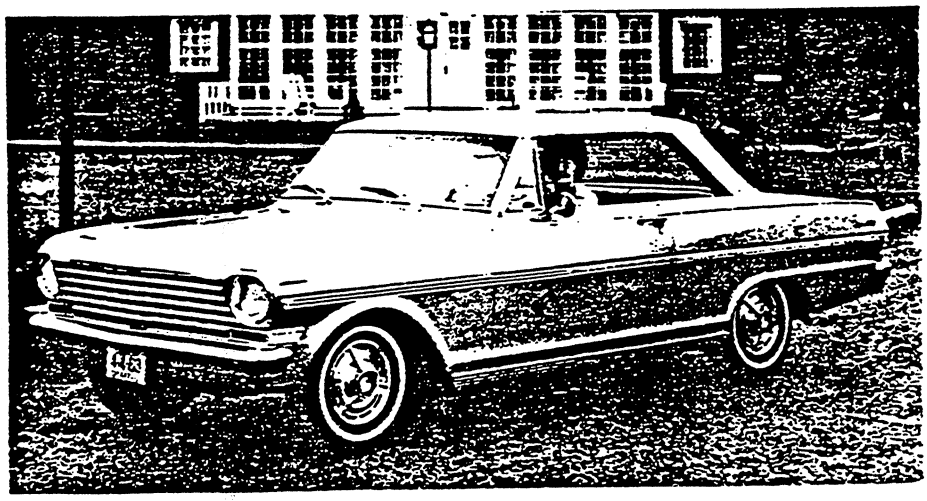
seven percent for the year compared to 1962, while Convertibles were built in only a marginally larger number, about 1,000 units more.

Super Sport equipment for the Nova 400 cost the same as for the larger Impala: $161. The package itself had some variations, of course. Most notably, the Nova SS carried a four-gauge (oil-amp-temp-fuel) instrument cluster in place of warning lights in the right opening of the instrument housing. Additional instrument panel features were a bright peak-molding

Bucket seats were standard on 1963 Nova SS. Since four-speed wasn't offered, only Powerglides had floor shift plate. Standard three-speeds had column shifts.



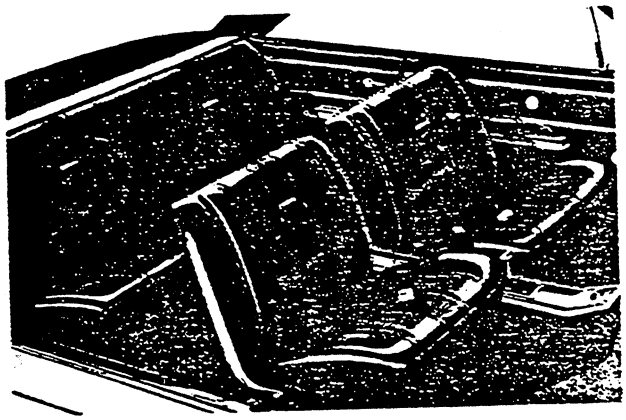
Nova SS Sport Coupe for 1963 shared Impala SS wheel covers. Six-cylinder was only power plant choice.



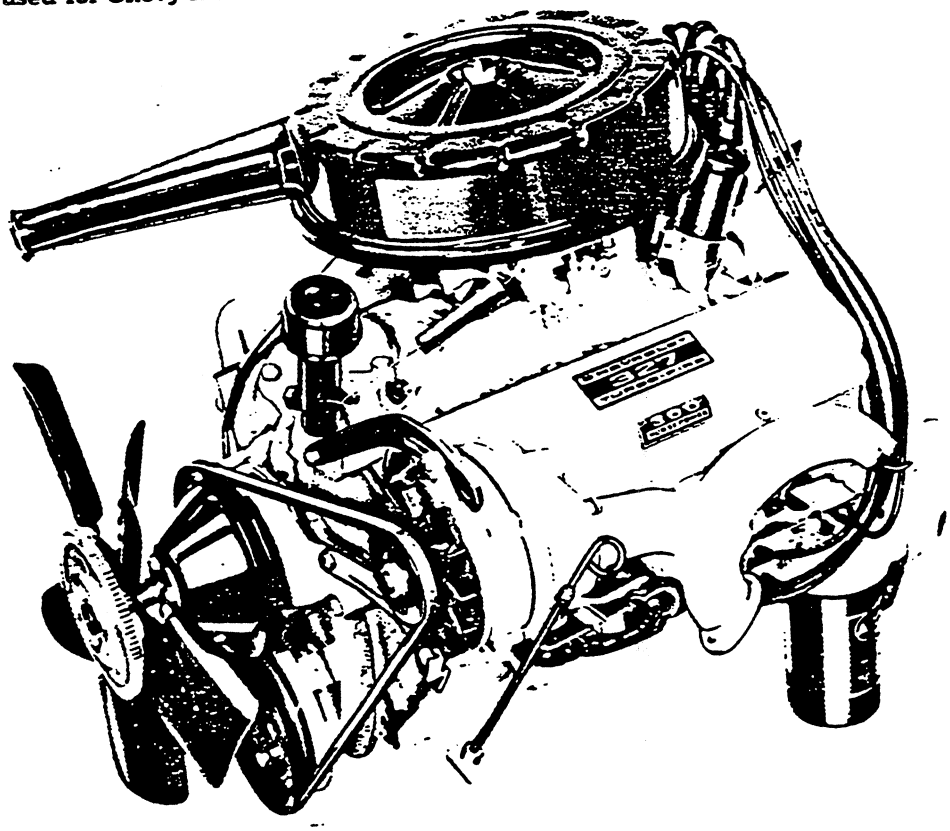
crossing the panel horizontally, with a Nova SS emblem on the lower right. An electric clock was standard. A Deluxe steering wheel, with an SS center cap, was also part of the deal. It was color-keyed to the car's all-vinyl interior, except on cars with black, red or saddle interiors. Black vinyl was reserved for SS use only. Individual front bucket seats and bright metal outside hinge moldings were included with SS equipment.

Nova Super Sports equipped with Powerglide used a "decorative floor-mounted range selector trim plate," to house the transmission shifter. A light at the rear of the semi-console provided rear-compartment floor lighting when doors were opened.

1965 Nova SS interior was nicely appointed.

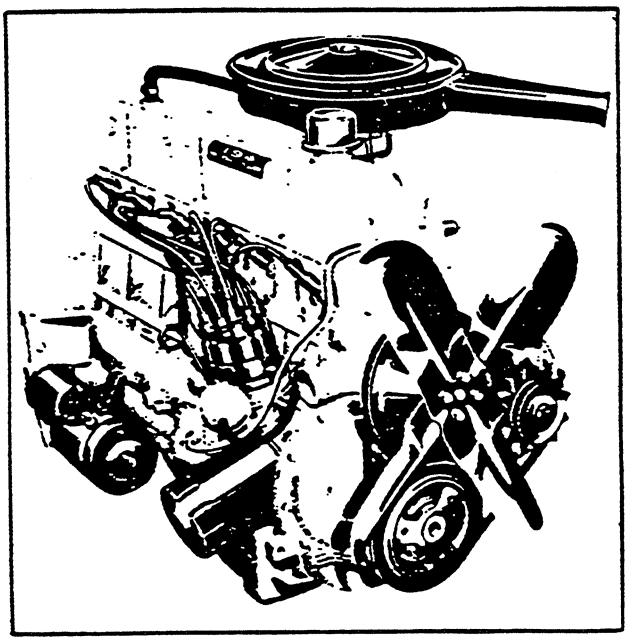


Top production engine for 1965 Chevy II was 300-hp 327. Special headers, block and other parts were used for Chevy II installation.



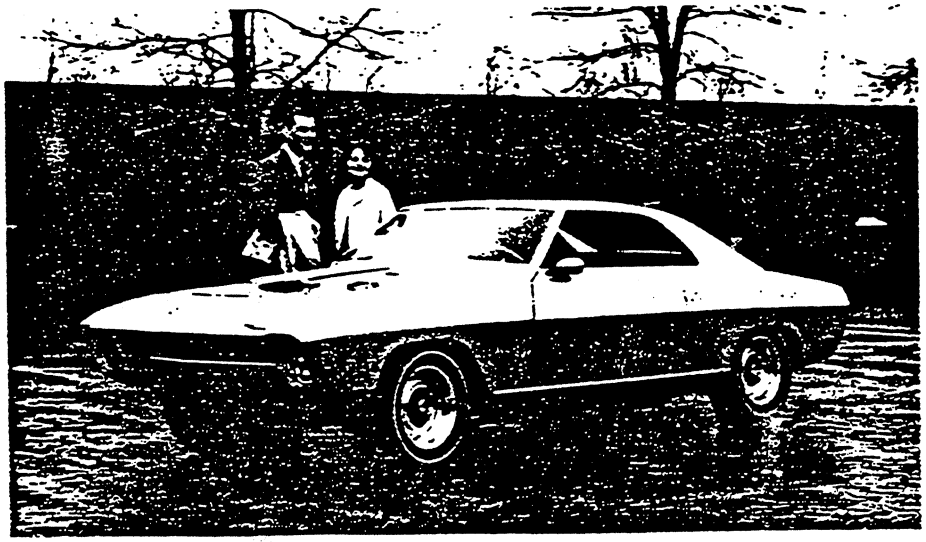
Exterior Super Sport identification was achieved by filling the Nova 400's full-length side trim strip with silver from mid-door to the rear. Special body peak moldings capped fenders and doors. The rear cove was painted silver, and a Nova SS badge bar was mounted therein. Nova SS emblems were placed on each rear fender as well. Wheel covers were borrowed from the 1963 Impala SS and were fitted to wheels with the "required additional equipment" 6.50x14 tires.

Most of the big Impala's appearance and comfort options were echoed on the Nova 400's option list. Nova also shared the new self-adjusting brake system with the larger Chevrolet. Many lubrication points on the Chevy II required attention only every 6,000 miles this year, due to the use of Teflon bushings and other advances that would soon be adopted industry-wide.



194-cubic-inch six was standard 1964 Nova engine.

Super Nova was shown at April 1964 New York Auto Show. Styling suggested 1966-67 Nova, but car was used to develop Camaro as well.



Campbell-Ewald, Chevrolet's advertising agency, announced 1964 Nova SS with this ad in enthusiast magazines during April and May 1964.

A 283-CU.-IN. V8 NEVER FOUND A HAPPIER HOME—We slung a big 195-hp 283-cubic-inch V8* into the Chevy II Nova Sport Coupe and now you'd think it was born that way.

This is the same Chevy II that spent a couple of happy years building up a following as one of the most wholesome things since brown bread. The one down-to-earth American car you wouldn't mind bringing home to mother or showing off to your friends. And the last car in the world you'd ever accuse of being pretentious. In short, a regular darb.

Now, with that V8 up front, Chevy II spends most of its time doing impressions of performance types. Give it a 4-speed all-synchro shift* and it's very close to being just that. After all, it started out with certain advantages: taut suspension, trim size, no-nonsense construction.

Is this any way for a nice, quiet, sturdy, sensible, unpretentious car like Chevy II to behave? Strangely enough, yes. Despite its new vigor, it's still a nice, quiet, sturdy, sensible, unpretentious car. With sharper teeth. Grrr. **CHEVY II NOVA** CHEVROLET

*Optional at extra cost

Chevrolet Division of General Motors, Detroit, Michigan

Although it was a pretty attractive package, the Nova Super Sport was still lacking in the power ratings. All 1963 factory-built Nova Super Sports had the same 120-hp 194-cubic-inch six introduced for 1962. This year, however, positive crankcase ventilation was added. There were plenty of heavy-duty options otherwise, including Positraction, front and rear springs, shock absorbers, clutches and sintered metallic brake linings of a new type.

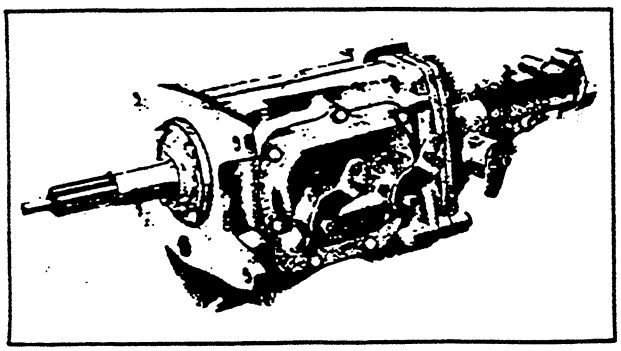
A four-speed gearbox was not offered, though. Nova customers had to choose between the standard 'three-on-the-tree' manual or Powerglide. Both used a 3.08:1 axle as standard, with 3.36:1 cogs being listed for optional installation with the three-speed manual.

A few knowledgeable Chevrolet enthusiasts, equipped with large bank accounts, continued to build Chevy II 283 and 327 V-8's using parts purchased over-the-counter at their Chevrolet dealers. The total cost of a conversion, including kit and labor, could be $1,500 or more. It was prohibitive, to say the least. Most of the conversions that were done were for FX drag racing purposes. Finally, in 1964, the V-8 would become readily available in Chevy II's. But, there would still be perplexing news for Nova enthusiasts as the year opened.

Pity the poor Nova customer at the time of the 1964 model's introduction. He'd been waiting two years for V-8 power and it was finally available to all who chose to check the space on the order blank for RPO L32, the 195-hp 283 Turbo-Fire V-8. Best of all, it only cost him $108. But, there was astonishing bad news, too. The Nova Sport Coupe and Convertible and their Super Sport kits had been dropped from production!

Chevrolet management must have seen too many Chevy II sedans on the streets of Detroit in the hands of spinster-school-teacher types to understand that the car did have a performance-orientated, youthful following. But, happily, they heard the howls of protests from customers and dealers; by mid-year the Nova Super Sport Coupe (Model 0437), returned, along with a new Nova Super Sport Coupe (Model 0447). The convertible was gone forever, though, even as convertible production in some compact lines neared record highs (compact convertibles would account for nearly fifty percent of all soft top production for 1963).

External identification of a 1964 Nova SS was created by stripping off the regular Nova's body-side belt moldings and adding thin body peak moldings similar to the new Chevelle's along the upper edges. This produced a fresh, clean new look on the three-year-old body. At the rear, the cove area was painted silver. A Nova SS badge bar was affixed to the upper right corner of the cove. Bold Nova SS emblems went onto front fenders just ahead of the door for 1964. Wheel covers were of the 1963 Nova/Impala SS design, making an encore, and 6.50x14 tires were a required added-cost option again.



Nova could be ordered with a four-speed for first time in 1964. Backing the new 283 V-8, it was the M20 box with 2.56:1 low gear.

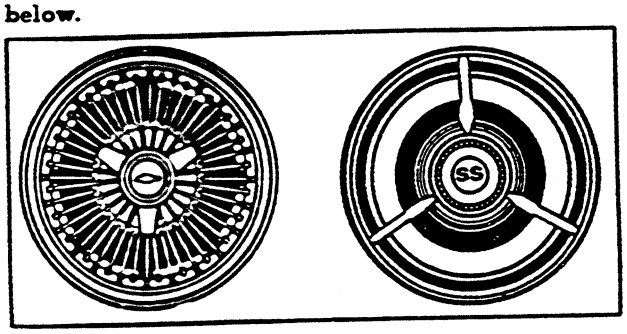
All Chevy II buyers benefited by the addition of the V-8, as larger brakes and stronger suspension components were fitted to all. Nova models were not sold with the tiny 153-cubic-inch four used for lesser Chevy II models. The standard Nova engine was once again the 194-cubic-inch 120-hp six. The 155-hp 230 six was a seldom chosen option. As in Chevelle installations, the 230 had chrome garnishes.

Inside, Nova Super Sports featured what had become traditional Super Sport appointments: individual front bucket seats, floor console for Powerglide or four-speed (offered with the 283 V-8 this year) transmissions, and all-vinyl upholstering. Gauges were included on SS cars.

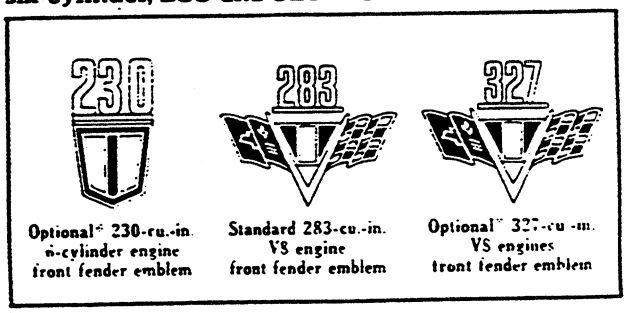
Chevrolet cataloged fourteen solid colors for the Nova SS, along with eleven two-tone combinations. These were the same as larger Chevrolets, with the exception of Goldenwood yellow which was not listed at the beginning of the year. This color was reserved for hardtops in the larger lines; possibly it was extended to the Nova Super Sport as well when it made its debut mid-year, although no confirmation of this has been made.

A Canadian Chevrolet dealer, Maurice 'Moe' Carter, used a Nova V-8 two-door sedan to show that Ray Brock's 1962 prediction that a V-8 Chevy

Nova SS had cleaner version of Impala SS hub cap (right). Accessory wire wheel covers could be ordered at extra cost (left). Early cars may have used left-over 1964 Impala SS covers, as shown on car below.



1965 Nova SS engine identification (l. to r.), 230 six-cylinder, 283 and 327 V-8's.



Optional* 230-cu.-in. 6-cylinder engine front fender emblem

Standard 283-cu.-in. V8 engine front fender emblem

Optional* 327-cu.-in. V8 engines front fender emblem

Nova SS for 1965 used full wheel covers, on standard 14-inch rims. 1965 had cleanest styling yet on original H-35 body.

II could be a GT-class performer was right on. Carter and Ian Worth, working as a driver/navigator team, pushed their Nova V-8 4,044 miles in six days to win their class in the really rough 1964 Shell 4000 Rally. They also placed second over-all in the event, which crossed Canada from west to east that April. Class 4, which found the Carter/Worth team victorious, was for cars of 244.16 cubic inches and larger. The Nova team bested eleven finishing cars, leaving nine DNF's in their wake.

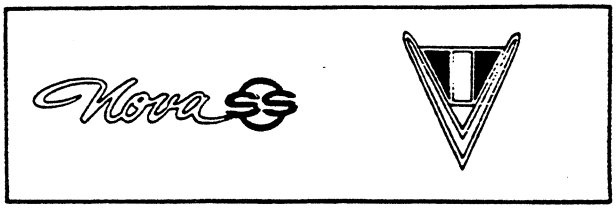
The Shell Rally Nova was equipped with most factory heavy-duty parts, including four-speed, heavy-duty clutch, 3.36:1 Positraction rear axle and 7.00x14 tires on six-inch rims. Other modifications were minor, except for the addition of armor plate protection for the oil pan and gas tank with its reserve backup tank used for '400 miles to the fill-up' cruising. Although the rally was mostly run by time and distance regulations, there were five 'speed' sections included where the cars could cut loose and cover ground as rapidly as conditions permitted.

Chevrolet announced the Nova victory with a screened black-on-orange matte-paper folder telling of the Shell 4000 and Nova's success there. On the last fold a small photo of the 1964 Nova Super Sport Coupe was included, making this one of the very few items of 1964 Chevrolet literature to include the Nova SS Coupe.

The late introduction of the Nova Sport Coupe models cut deeply into sales, as did the hot-selling new Chevelle Super Sports. Still, 30,827 1964 Nova two-door hardtops were built of which 10,576, or thirty-five percent, were Nova Super Sports.

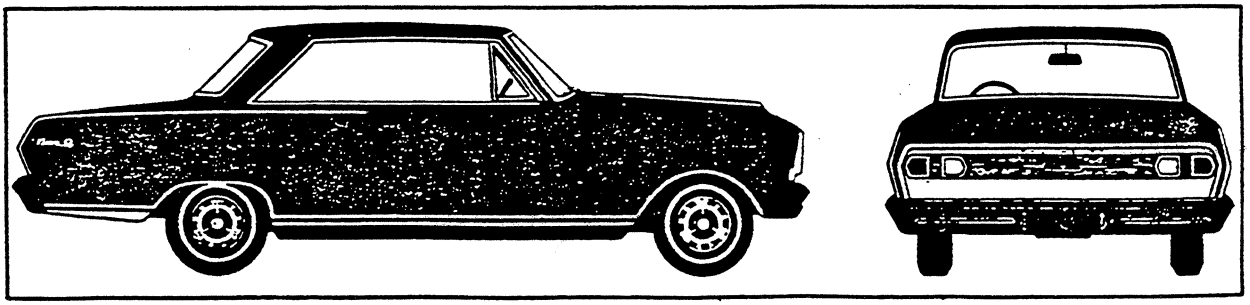
Nova Super Sport Coupes were offered right from the beginning of 1965, but sales remained sluggish as the slightly higher priced Chevelle SS (about $100 separated list prices of V-8 Chevelle and Nova Sport Coupe models) grabbed the attention of American car buyers. By the end of 1965's model run, 28,380 Nova Sport Coupes would be built, including 9,100 Nova Super Sports representing thirty-two percent of 1965 Sport Coupe production.

Chevrolet listed two Super Sport models for the 1965 Nova, the six-cylinder Sport Coupe, model 11737, and its V-8 equivalent, model 11837. They were mildly facelifted with new color-accented, bright lower-body moldings in conjunction with wheelhouse and rear fender lower moldings.



1965 Nova SS rear quarter emblem (left). 1964 engine insignia for 283 V-8 (right).

Showroom Album's silhouette of the 1965 Nova SS illustrates clean design. Rear cove was refreshingly new, too.



The Nova SS emblem moved to the rear fenders this year, and the previous rear SS badge bar was moved up out of the cove area on the right. Body crown moldings were abbreviated for 1965, beginning at the door opening and extending to the rear where they turned down. The chrome hood windsplit running down the hood center, used on 1964 Novas and Nova Super Sports, continued only on the SS for 1965 as standard equipment. The cove area was redesigned at the rear to use a ribbed filler containing taillights and the Chevrolet emblem, with silver paint filling the balance of the area below.

Unique SS full wheel covers apparently reached production sometime after the beginning of 1965 assemblies; some early Super Sports may have used the flat-faced 1964 Impala SS fourteen-inch covers. Tires were 6.95x14 on five-inch rims on Nova SS cars with V-8 power.

Under the hood the big news was the availability of the 327-cubic-inch Chevrolet V-8 for Chevy II. It was offered in the familiar 250- and 300-hp (RPO L30 and L74 production was just 324 and 319 respectively) tunes. The standard V-8 continued as the 195-hp 283, while the four-barrel, dual-exhaust 220-hp version of this famed Chevrolet engine was added to the Nova option list mid-year. The 140-hp 230 six-cylinder continued as an option for six-cylinder models (without its chrome dress-up kit, however), with the 194-cubic-inch 120-hp six remaining the standard Nova and Nova SS engine. (The 153-cubic-inch four remained in production for Chevy II 100-series sedans; reportedly only 367 were built with the tiny power plant in 1965.)

Three-speed manual gearboxes with 3.08 axles were standard in six-cylinder and base V-8 Novas, with 3.36:1 gears optional. The 327 V-8's used a stronger standard three-speed, with 3.07 gears (unless the optional 3.31 "special purpose or mountain" gear set was specified). All V-8's could be ordered with a new 4.56:1 low M-20 type four-speed and 2,014 were. Powerglide automatic transmission was offered with any engine choice, and Positraction was available for any rear axle specified.

At mid-year Chevrolet discontinued the 3.31:1 option for the 327 and made a 2.73:1 gear set standard with 250-hp 327's. At the same time, the new fully synchronized optional M13 three-speed manual gearbox was extended to Chevy II buyers ordering the 327 V-8. Then, shortly after the February 1965 revisions, yet another transmission choice, RPO M15, was announced. This was the M13 box with a different, 2.84:1 low gear, set of internal ratios.

Heavy-duty 1965 Nova SS options not already mentioned included dual exhausts for the 250-hp 327 V-8, sintered metallic brake linings, special front and rear suspension components and a tachometer for V-8 models.

All 1965 Chevy II's were distinguished by a new, cleaner front end ensemble with bumper-mounted parking/turn-signal lamps.

The first-series Nova Super Sports are rather rare today, with the V-8 models being especially sought-after by today's collectors, along with the one-year (1963) six-cylinder Nova Super Sport Convertible.

Nova SS script moved back to rear quarter panel on the 1965 Nova SS, after spending 1964 on the front fenders.

ORIGINAL COPY

AMA Specifications – Passenger Car

The information contained herein is prepared, distributed by, and is solely the responsibility of the automobile manufacturing company to whose products it relates. Questions concerning these specifications should be directed to the manufacturer whose address is shown below. This uniform specification form was developed by the automobile manufacturing companies under the auspices of the Automobile Manufacturers Association.

MANUFACTURER Chevrolet Motor Division General Motors Corporation	CAR NAME Chevy II	
MAILING ADDRESS Chevrolet Engineering Center Box 7346 North End Station Detroit 2, Michigan	MODEL YEAR 1962	ISSUED: 10-23-61 REVISED (•) 12-6-61

NOTES:

1. The Specifications herein are those in effect at date of compilation and are subject to change without notice by the manufacturer.
2. UNLESS OTHERWISE INDICATED:
   a. Specifications apply to the standard model without optional equipment. Significant deviations are noted.
   b. Specifications apply basically to 4-door sedan or equivalent.
   c. Nominal design dimensions are used throughout these specifications.

TABLE OF CONTENTS

BODY—TYPES AND STYLE NAMES—

Body type, number of passenger & style names; use manufacturer's code for series & body style.

	4-Cylinder	6-Cylinder	
Chevy II 100 Series	111	211	2-Door Sedan, 6-Passenger
	135	235	4-Door Station Wagon, 2-Seat
	169	269	4-Door Sedan, 6-Passenger
Chevy II 300 Series	311	411	2-Door Sedan, 6-Passenger
	345	445	4-Door Station Wagon, 3-Seat
	369	469	4-Door Sedan, 6-Passenger
*Chevy II Nova 400 Series		435	4-Door Station Wagon, 2-Seat
		437	2-Door Sport Coupe, 5-Pass.
		441	2-Door Sedan, 6-Pass.
		449	4-Door Sedan, 6-Pass.
		467	2-Door Convertible, 5-Pass.

* - 283 Cu. In. V-8 Engine available as an R. P. O. in Nova Series only.

AMA Specifications — Passenger Car

MAKE OF CAR CHEVROLET MODEL YEAR 1962 DATE: ISSUED 10-23-61 REVISED(•) 3-1-62

GENERAL SPECIFICATIONS

(All dimensions in inches unless otherwise indicated)

MODEL Chevy II		Additional Information Page No.	Sedans	Coupes	Convertible	Wagon
Wheelbase (L-101)		24	110.0			
Tread	Front (W-101)	24	56.8			56.3
	Rear (W-102)	24	56.3			55.8
Maximum Overall Dimensions	Length (L-103)	23	183.0			187.4
	Width (W-103)	24	70.8			
	Height (H-101)	22	55.0	54.0	54.5	55.0
Transmission—(Specify trade name – opt., not available)	Manual	13	3-Speed			
	Overdrive	14	None			
	Automatic	14	Powerglide (optional)			
Axle ratio	Manual	** 15	L-4 3-speed sedans and coupes, 3.08:1; station wagons, 3.55: L-6 3-speed sedans and coupes, 3.08:1; station wagons, 3.36:			
	Overdrive	15	None			
	Automatic	** 15	L-4 sedans and coupes, 3.55:1; station wagons, 3.55:1 L-6 sedans and coupes, 3.08:1; station wagons, 3.36:1			
Tire size		16	6.00 x 13-4 PR, 2 and 4-Door Sedans 6.50 x 13-4 PR, Sport Coupes, Convertibles & Station Wagon			
Engine *	Type, no. cyl., valve arr.	2	4 and 6-cylinder In-Line OHV			
	Fuel system (Carb., other)	6	Carburetor			
	Bore and stroke	2	3.875 x 3.25 (4-Cyl)		3.563 x 3.25 (6-Cyl)	
	Piston displ., cu.in.	2	153 (4-Cyl)		194 (6-Cyl)	
	Std. compression ratio	2	8.5:1			
	Max. bhp at engine rpm	2	90 @ 4000 (4-Cyl)		120 @ 4400 (6-Cyl)	
	Max. torque at rpm	2	152 @ 2400 (4-Cyl)		177 @ 2400 (6-Cyl)	

* - Following engines available as dealer installed options.
170 HP, 283 Cu. In. V8 in combination with 3 Speed or P/G transmission
250 HP, 327 Cu. In. V8 in combination with 4 Speed Transmission
300 HP, 327 Cu. In. V8 in combination with 4 Speed Transmission
340 HP, 327 Cu. In. V8 in combination with 4 Speed Transmission
360 HP, 327 Cu. In. V8 in combination with 4 Speed Transmission

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** - Axle ratios available are 3.70-4.11-4.56-4.88-5.14-5.43
For details of above engine transmission assemblies, see appropriate Passenger Car and Corvette Specifications.

AMA Specifications—Passenger Car

MAKE OF CAR CHEVROLET MODEL YEAR 1962 DATE: ISSUED 10-23-61 REVISED (a)

MODEL Chevy II

ENGINE—GENERAL		100-300	200-400
		4 Cyl.	6 Cyl.
Type, no. cyls., valve arr.		In-Line 4, OHV	In-Line 6, OHV
Bore and stroke (nominal)		3.875 x 3.25	3.563 x 3.25
Piston displacement, cu. in.		153	194
Bore spacing (C/L to C/L)		4.4	
No. system (front to rear)	L. Bank	1-2-3-4 (In-Line)	1-2-3-4-5-6 (In-Line)
	R. Bank		
Firing order		1-3-4-2	1-5-3-6-2-4
Compres. ratio (nominal)		8.5:1	
Cylinder Head Material		High chrome cast alloy iron	
Cylinder Sleeve-Wet, dry, none		None	
Number of mounting points	Front	Two	
	Rear	Two	One
Engine installation angle		3°51	
Taxable horsepower $\frac{Dia.^2 \times No. Cyl.}{2.5}$		24.0	30.5
Published max. bhp* @ eng. RPM		90 @ 4000	120 @ 4400
Published max. torque* (lb. ft. @ RPM)		152 @ 2400	177 @ 2400
Recommended fuel regular - premium		Regular	
Idle speed (spec. neutral or drive)	Manual	450-500	425-475
	Automatic	450-500	425-475

ENGINE—PISTONS		
Material	Cast aluminum alloy	
Description and finish	Flat notched head slipper skirt	Flat head slipper skirt
Weight (piston only) oz.	24.58	21.60

* Max. bhp (brake horsepower) and max. torque corrected as defined by SAE Engine Test Code.

(Continued)

AMA Specifications – Passenger Car

MAKE OF CAR CHEVROLET MODEL YEAR 1962 DATE: ISSUED 10-23-61 REVISED (•) 3-1-

Chevy II

POWER TEAMS

(Indicate whether standard or optional)

MODEL AVAILABILITY	ENGINE					TRANSMISSION	AXLE RATIO (Std. first) (a)	
	Displ. cu. in.	Carburetor	Compr. Ratio	BPH @ RPM	Torque @ RPM		Std.	Opt.
100-300	153	1-Bbl Down-draft	8.5:1	90 @ 4000	152 @ 2400	3-Speed Sedans & Coupes	● 3.55:1	3.08:1
						Station Wagon	3.55:1	
						Powerglide Sedans & Coupes	3.08:1	3.55:1
						Station Wagon	3.55:1	
200-400	194	1-Bbl Down-draft	8.5:1	120 @ 4400	177 @ 2400	3-Speed Sedans & Coupes	3.08:1	3.36:1
						Station Wagon	3.36:1	
						Powerglide Sedans & Coupes	3.08:1	
						Station Wagons	3.36:1	

(a) - Positraction options in 3.08:1; 3.36:1; 3.55:1

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MODEL Chevy II			100-300	200-400
ENGINE PISTONS (Cont.)			4-Cyl.	6-Cyl.
Clearance (limits)	Top land		.035-.044	
	Skirt	Top	.0006-.0010 (A)	
		Bottom		
Ring groove depth	No. 1 ring		.2153-.2218	.1960-.2025
	No. 2 ring		.2153-.2218	.1960-.2025
	No. 3 ring		.2093-.2158	.1985-.2050
	No. 4 ring		None	

ENGINE—RINGS

Function (top to bottom)	No. 1, oil or comp.	Compression
	No. 2, oil or comp.	Compression
	No. 3, oil or comp.	Oil Control
	No. 4, oil or comp.	None
Compression	Description - material, type, coating, etc.	Cast alloy iron inside bevel Upper - Flash chrome plating coating O.D. Lower - Wear resistant coating
	Width	.0775-.0780
	Gap	.010-.020
Oil	Description - material, type, coating, etc.	Multi-piece - (2 rails and one spacer expander) Spacer - steel Rails - stainless steel, chrome plated O.D.
	Width	.150-.156
	Gap	.015-.055
Expanders		In oil ring

ENGINE—PISTON PINS

Material			Chromium steel
Length			2.990-3.010
Diameter			.9270-.9273
Type	Locked in rod, in piston, floating, etc.		Locked in rod
	Bushing	In rod or piston	None
		Material	None
Clearance	In piston		.00015-.00025
	In rod		None
Direction & amount offset in piston			Major thrust side .060

ENGINE—CONNECTING RODS

Material		Drop forged steel
Weight (oz.)		20.00
Length (center to center)		5.70
Bearing	Material & Type	Extra-life steel backed babbitt
	Overall length	.807
	Clearance (limits)	.0007-.0027
	End play	● .008-.014

(A) - Measured at 2.44" from top of piston

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MODEL Chevy II	100-300	200-400
ENGINE—CRANKSHAFT	4-Cyl.	6-Cyl.
Material	Forged steel	
Vibration damper type	None	Rubber mounted inertia damper
End thrust taken by bearing (No.)	5	7
Crankshaft end play	.002-.006	
Main bearing — Material & type	Extra-life steel backed babbitt-removable	
Main bearing — Clearance		
Main bearing — Journal dia. and bearing overall length — No. 1	2.3004 x .752	2.3004 x .752
Main bearing — Journal dia. and bearing overall length — No. 2	2.3004 x .752	2.3004 x .752
Main bearing — Journal dia. and bearing overall length — No. 3	2.3004 x .752	2.3004 x .752
Main bearing — Journal dia. and bearing overall length — No. 4	2.3004 x .752	2.3004 x .752
Main bearing — Journal dia. and bearing overall length — No. 5	2.3004 x .760	2.3004 x .752
Main bearing — Journal dia. and bearing overall length — No. 6	None	2.3004 x .752
Main bearing — Journal dia. and bearing overall length — No. 7	None	2.3004 x .760
Main bearing — Dir. & amt. cyl. offset	None	
Crankpin journal diameter	1.999-2.000	

ENGINE—CAMSHAFT

Location		Above and to right of crankshaft	
Material		Cast alloy iron	
Bearings	Material	Extra-life steel backed babbitt	
Bearings	Number	3	4
Type of Drive	Gear or chain	Gear	
Type of Drive	Crankshaft gear or sprocket material	Steel	
Type of Drive	Camshaft gear or sprocket material	Bakelite and fabric composition with steel hub	
Type of Drive — Timing chain	No. of links	None	
Type of Drive — Timing chain	Width	None	
Type of Drive — Timing chain	Pitch	None	

ENGINE—VALVE SYSTEM

Hydraulic lifters (Std, opt, NA)		Standard	
Valve rotator, type (intake, exhaust)		None	
Rocker ratio		1-3/4:1	
Operating tappet clearance (indicate hot or cold)	Intake	Zero	
Operating tappet clearance (indicate hot or cold)	Exhaust	Zero	
Timing marks on flywheel, damper, other		Crankshaft Pulley	Harmonic balancer

(Continued)

AMA Specifications—Passenger Car

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MODEL Chevy II	100-300	200-400
ENGINE—VALVE SYSTEM (cont.)	4-Cyl.	6-Cyl.
Timing * — Intake — Opens (°BTC)	34°	
Timing * — Intake — Closes (°ABC)	86°	
Timing * — Intake — Duration - deg.	300°	
Timing * — Exhaust — Opens (°BBC)	68°	
Timing * — Exhaust — Closes (°ATC)	52°	
Timing * — Exhaust — Duration - deg.	300°	
Timing * — Valve opening overlap	86°	
Intake — Material	Carbon steel	
Intake — Overall length	4.902-4.922	
Intake — Actual overall head dia.	1-23/32	
Intake — Angle of seat & face	46° and 45°	
Intake — Seat insert material	None	
Intake — Stem diameter	.340-.341	
Intake — Stem to guide clearance	.0010-.0020	
Intake — Lift	.335 (Theoretical)	
Intake — Outer spring press. and length — Valve closed (lb. @ in.)	75-90 @ 1-45/64	
Intake — Outer spring press. and length — Valve open (lb. @ in.)	150-175 @ 1-3/8	
Intake — Inner spring press. and length — Valve closed (lb. @ in.)	None	
Intake — Inner spring press. and length — Valve open (lb. @ in.)	None	
Exhaust — Material	High alloy steel	
Exhaust — Overall length	4.91-4.93	
Exhaust — Actual overall head dia.	1-1/2	
Exhaust — Angle of seat & face	46° and 45°	
Exhaust — Seat insert material	None	
Exhaust — Stem diameter	.340-.341	
Exhaust — Stem to guide clearance	.0015-.0032	
Exhaust — Lift	.335 (Theoretical)	
Exhaust — Outer spring press. and length — Valve closed (lb. @ in.)	75-90 - 1-45/64	
Exhaust — Outer spring press. and length — Valve open (lb. @ in.)	150-175 @ 1-3/8	
Exhaust — Inner spring press. and length — Valve closed (lb. @ in.)	None	
Exhaust — Inner spring press. and length — Valve open (lb. @ in.)	None	

ENGINE—LUBRICATION SYSTEM

Type of lubrication (splash, pressure, nozzle) — Main bearings	Controlled full pressure
Connecting rods	Pressure
Piston pins	Splash
Camshaft bearings	Pressure
Tappets	Pressure
Timing gear or chain	Nozzle sprayed
Cylinder walls	Main & conn. rod bearing throw off

* - Including cam ramps

(Continued)

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MODEL Chevy II

ENGINE—LUBRICATION SYSTEM (cont.)

	4-Cyl. 100-300	6-Cyl. 200-400
Oil pump type	Gear	
Normal oil pressure (lb. @ engine rpm)	40 PSI @ 2000 RPM	
Oil pressure sending unit (elect. or mech.)	Electric	
Type oil intake (floating, stationary)	Stationary	
Oil filter system (full flow, partial, other)	Full-flow	
Filter replacement (element, complete)	Complete	
Capacity of crankcase, less filter-refill (qt.)	● 3.5	4
Oil grade recommended (SAE viscosity and temperature range)	32° F and above - SAE 20W, SAE 20, or SAE 10-W-30 0° F and above - SAE 10W or SAE 10W-30 Below 0° F - SAE 5W or SAE 5W-20	
Engine Service Requirement (MM, MS, etc.)	MS or DG	

ENGINE—EXHAUST SYSTEM

Type (single, single with cross-over, dual, other)		Single
Muffler No. & type (reverse flow, straight thru, separate resonator)		Reverse flow
Exhaust pipe dia. (O.D. & wall thickness)	Branch	
	Main	2 x 1/16
Tail pipe diameter (O.D. & wall thickness)		1-7/8 x 1/16

ENGINE—FUEL SYSTEM

(See Supplement to Page 6 for Details of Fuel Injection, Supercharger, etc. if used)

			4-Cyl.	6-Cyl.
Induction type: Carburetor, fuel injection, supercharger.			Carburetor	
Fuel Tank	Capacity (gals.)		16	
	Filler location		In left rear quarter panel	
Fuel Pump	Type (elec. or mech.)		Mechanical	
	Locations		Right side near front of engine	
	Pressure range		3.50-4.50 PSI	
Vacuum booster (std., optional, none)			None	
Fuel Filter	Type		Metal mesh strainer in gasoline tank and	
	Locations		sintered bronze filter in carburetor inlet	
Carburetor	Make & Model No.	*	Rochester 7020115-Synchro.	Rochester 7020105-Synchromesh
		●	Rochester 7020114-P/glide	Rochester 7020108-Powerglide
	Number of carbs., bbls. per carb. & type		One single barrel downdraft	
	Barrel size		1-9/16 or 1-31/64	
	Choke type		Manual	Automatic
	Intake manifold heat control (exhaust or water)		Exhaust.	
	Air clnr. type	Standard	Oil-wetted Polyurethane	
		Optional	None	

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* - Optional 4-Cyl. - Carter YF-3379-S on Synchromesh
- Carter YF-3402-S on Powerglide
6-Cyl. - Carter YF-3403-S on Synchromesh
- Carter YF-3404-S on Powerglide

AMA Specifications — Passenger Car

MAKE OF CAR CHEVROLET MODEL YEAR 1962 DATE: ISSUED 10-23-61 REVISED 12-1-61

MODEL Chevy II

ENGINE—COOLING SYSTEM			100-300	200-400
			4-Cyl	6-Cyl
Type system (pressure, pressure vented atmospheric, other)			Pressure	
Radiator cap relief valve pressure			13 PSI ± 1 PSI	
Circulation thermostat	Type (choke, bypass)		Choke	
	Starts to open at (°F)		167-172	
Water pump	Type (centrifugal, other)		Centrifugal	
	Number of pumps		One	
	Drive (V-belt, other)		V-belt	
	Bearing type		Permanently lubricated, double row bar	
By-pass recirculation type (internal, external)			Internal	
Radiator core type (cellular, tube and fin, other)			Tube on center	
Cooling system capacity	With heater (qt.) *		9.0	12.0
	Without heater (qt.)		8.5	11.5
	Opt. equipment—specify (qt.)		None	
Water jackets full length of cylinder (yes, no)			Yes	
Water all around cylinder (yes, no)			Yes	
Radiator hose	Lower	Number and type (molded, straight)	One, molded	
		Inside diameter	1.75	
	Upper	Number and type (molded, straight)	One, molded	
		Inside diameter	1.28	
	By-pass	Number and type (molded, straight)	None	
		Inside diameter	None	
Fan	Number of blades & Spacing		4, staggered	
	Diameter		16.00	† 17.62
	Ratio-fan to crankshaft rev.		.949:1	
	Fan cutout type		None	
	Bearing type		Double row ball	
*Drive belts (Indicate belt used by letter)	Fan		A	
	Generator		A	
	Water Pump		A	
	Power Steering		B	
	Air Conditioning		C	

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* DRIVE BELT DIMENSIONS	A	B	C
Angle of V	37-44°	37-44°	37-44°
Nominal length (SAE)	40.50	49.00	39.00
Width	.380±.005	.380±.005	.380±.005

* - Heater standard equipment on all Chevy II models.

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MAKE OF CAR CHEVROLET MODEL YEAR 1962 DATE: ISSUED 10-23-61 REVISED 3-1-62

MODEL Chevy II

ELECTRICAL—SUPPLY SYSTEM

			100-300 (4-Cyl)	200-400 (6-Cyl)
Battery	Make and Model		Delco, 1980454	
	Voltage Rtg. & Total Plates		12 Volts - 54 plates	
	SAE Designation & Amp Hr. Rtg		42 Amps Hr. @ 20 Hr. Rate	
	Location		Right side front engine compartment	
	Terminal grounded		Negative	
Generator	Make		Delco-Remy	
	Model		1100326	1100326
	Type		Two brush, shunt wound	
	Ratio—Gen. to Cr/s rev.		2.30:1	
	Gen. cut-in (hot)—engine rpm		510	
Regulator	Make		Delco-Remy	
	Model		1119000	1119001
	Type		Vibrator	
	Cutout relay	Closing voltage @ generator rpm	11.8-13.5 @ 1300	
		Reverse current to open		
	Regulated	Voltage	13.8-14.8	
		Current	27-33	
	Voltage test conditions	Temperature	Operating	
		Load	8-10 Amps	
		Other	None	

ELECTRICAL—STARTING SYSTEM

Starting motor	Make		Delco-Remy
	Model		1107259
	Rotation (drive end view)		Clockwise
	Engine cranking speed		
	Test conditions		Engine at operating temperature
	Lock test	Amps	
		Volts	
		Torque (lb. ft.)	
	No load test	Amps	49-76
		Volts	10.6
		RPM (min.)	6200-6900
Motor control	Switch (solenoid, manual)		Solenoid
	Starting procedure		SYNCHROMESH - Place gearshift in neutral & depress clutch to floor. POWERGLIDE - Place control lever in N or P position. INITIAL START - Depress accelerator pedal halfway, pull hand choke knob* fully out and release pedal. Turn ignition to START and release as soon as engine starts.

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* - 4-Cylinder models only.

AMA Specifications – Passenger Car

MAKE OF CAR CHEVROLET MODEL YEAR 1962 DATE: ISSUED 10-23-61 REVISED

MODEL	Chevy II	100-300 4-Cyl	200-400 6-Cyl

ELECTRICAL—STARTING SYSTEM (cont.)

Motor Drive	Engagement type		Positive shift solenoid
	Pinion meshes (front, rear)		Rear
	Number of teeth	Pinion	9
		Flywheel	153
	Flywheel tooth face width		.4135

ELECTRICAL—IGNITION SYSTEM

Coil	Make		Delco-Remy	
	Model		1115166	
	Amps	Engine stopped	4.0	
		Engine idling	1.8	
Distributor	Make		Delco-Remy	
	Model		1110268	1110267
	Cent'fgal adv. in crankshaft degrees @ engine rpm (nominal)	Start (rpm)	600	
		Intermediate points deg. @ rpm	14° @ 1500	18° @ 1800
		Max deg. @ rpm	28° @ 3700	26° @ 2300
	Vacuum adv. in crankshaft degrees @ in. Hg. (nominal)	Start (in Hg)	6	
		Intermediate points, deg @ in Hg		
		Max. deg. in. Hg.	23° - 25° @ 12	
	Breaker gap (in.)		.019	
	Cam angle (deg.)		31°-34°	
	Breaker arm tension (oz.)		19-23	
Timing	Crankshaft deg. @ rpm.		4°-10° @ 450-500	3°-12° @ 450-500
	Mark location		Crankshaft Pulley	Harmonic Balancer
	Cylinder numbering system (see page 2)		Front to rear 1-2-3-4	Front to rear 1-2-3-4-5-6
	Firing order (see page 2)		1-3-4-2	1-5-3-6-2-4
Spark Plug	Make and model		AC 46N (Long Reach)	
	Thread (mm)		14	
	Tightening torque (lb. ft.)		25	
	Gap		.033-.040	
Cable	Conductor type		Linen core impregnated with electrical conducting material	
	Insulation type		Rubber with neoprene jacket	
	Spark plug protector		Neoprene	

ELECTRICAL—SUPPRESSION

Locations & type	Non-metallic high tension cable

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MODEL Chevy II | 1-2-3-400

ELECTRICAL—INSTRUMENTS AND SWITCHES

Speed-ometer	Make	AC
	Trip odometer (yes, no)	No
Charge indicator—type		Tell-tale light
Temperature indicator—type		Tell-tale light
Oil pressure indicator—type		Tell-tale light
Fuel indicator—type		Gauge
Other		Parking brake alarm (Opt. equipment)
Ignition switch	Identify positions in order and circuits controlled	Lock - 25° CCW from vertical Off - Vertical On (Ignition and battery) - 40° CW from vertical Start (Ignition, battery and solenoid) - 72° CW from vertical
	Provision for illumination	None
	Location	On instrument panel to right of steering column
Main lighting switch	Identify positions and lamps controlled	Depressed - Off 1st Notch - Instrumental panel, parking, tail, license lights 2nd Notch - Same except headlights for parking lights CW rotation of knob - Dim instrument panel lights CCW rotation of knob - Brighten instru. panel & turn on dome ligh
Other light switches	Locations and lamps controlled	Headlamp dimmer - toe panel Glove compt. light - glove compt. (b) Turn signals - steering column Stop lights - at brake pedal Back-up lights - steering mast jacket (a) Courtesy - Door Jam (c) Underhood - Mercury (d) Luggage Compt. - Mercury (d Parking Brake Alarm - at Parking Brake Lever (d)
Other switches	Locations and devices controlled	Heater Blower - Instru. panel Air Conditioning - Instru. panel (d) Radio - Instru. panel (d) W/S wipers - Instru. panel PG Safety switch - Steering mast jacket (d) Oil pressure - RH side, rear engine block Generator - from voltage regulator Temperature - At thermostat housing
Windshield wiper	Make	Delco
	Type	Electric, single speed (2-speed optional)
	Vacuum booster provision	None
	Washer provision	Push button on wiper switch (d) ●
Horn	Type	Vibrator
	Number used	2
	Amp draw (each)	8.0-11.0 @ 12.5V

(a) - With 4-speed transmission, at transmission. Backup lights are optional. Rev. Form 3-59 on all models.

(b) - Standard on Nova 400, optional all others.

(c) - Standard on 300-400, optional on 100-200.

(d) - Optional on all models.

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MODEL Chevy II | 1-2-3-400

ELECTRICAL—LAMP BULBS

Give quantity used and trade number, e.g., Headlamp 2-5400 S, dual headlight 2-4001, 2-4002.
Indicate accessories which are not standard equipment by an asterisk following the numbers.

Headlamps & arrangement		2-6012
Headlamp beam indicator		1-53
Parking		2-1034 (4 CP filaments)
Tail		2-1034 (4 CP filaments)
Stop		2-1034 (32 CP filaments) (tail light bulbs)
Direction signal	Front	2-1034 (32 CP filaments) (parking light bulbs)
	Rear	2-1034 (32 CP filaments) (tail light bulbs)
	Indicator	1-57
License plate		1-67
Instrument		3-1816
Ignition lock		None
Back up		2-1073*
Dome		1-90
Clock		1-57*
Radio		1-57X *
Glove compartment		1-57
Gen. ind.		1-57
Temp. ind.		1-57
Oil ind.		1-57
Park. brake alarm		1-257*
Underhood		1-93*
Luggage compt.		1-93*
Courtesy		2-89*
PG quadrant		1-53*
Spotlamp (portable)		1-4416*

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MODEL Chevy II 1-2-3-400

ELECTRICAL—FUSE & CIRCUIT BREAKER DATA

Use trade number of fuse, e.g., SFE-10. Indicate circuit breaker by ampere capacity suffixed by letters "C.B.", e.g., 30 C.B. Where fuse or circuit breaker protects multiple circuits indicate first use by a letter and repeat the same letter for all units protected by the same fuse or circuit breaker, e.g., Parking lamp SFE-10 (a), Direction indicator same as (a).

Headlamp	15CB (a)
Headlamp beam indicator	(a)
Parking lamp	(a)
Tail lamp	AGC 15 (b)
Stop lamp	AGC 15 (b)
Direction indicator	Flasher
License plate lamp	(b)
Instrument lamp	AGC 3 (c)
Ignition lamp	None
Back up lamp	AGC 10 (d)
Dome lamp	AGC 15 (b)
Clock	Fuse link (motor)
Clock lamp	AGC 3 (c)
Radio	AGC 4 (e)
Glove compartment lamp	AGC 15 (b)
Underhood lamp	SAE 9 (f)
Wiper motor	SAE 20 (g)
Courtesy lamps	AGC 15 (b)
Parking brake alarm	AGC 10 (d)
PG quadrant lamp	AGC 3 (c)
Luggage compt. lamp	AGC 15 (b)
Heater	AGC 10 (d)
Radio lamp	AGC 4 (e)
Air conditioning (incl. heater)	SAE 20 (H)
Air conditioning blower motor	SAE 20 (J)

ELECTRICAL—LOCATION OF OUTSIDE LAMPS

Height above ground to center of bulb	Tail	Lowest	26.0
		Highest	26.0
	Stop		26.0
	Backup		24.5
	License, rear		
	Directional	Front	21.0
		Rear	26.0
	Headlamp	Inside	
		Outside*	26.5
Distance from C/L of car to center of bulb	Tail	Inside	—
		Outside	29.0
	Stop		29.0
	Backup		29.0
	License, rear		On ℄
	Directional	Front	24.0
		Rear	29.0
	Headlamp	Inside	—
		Outside*	28.5

* If single headlamps are used enter here.

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MODEL Chevy II

			100-300	200-400
			4-Cyl	6-Cyl
DRIVE UNITS—CLUTCH (Manual Transmission) (a)				
Make & type			Chevrolet, single plate, dry disk	
Type pressure plate springs			Diaphragm	
Effective plate pressure (lb.)			1250	
No. of clutch driven discs			One with two facings	
Clutch facing	Material		Woven asbestos	
	Outside & inside dia.		8.00, 6.00	9.12, 6.12
	Total eff. area (sq.in.)		43.96	71.78
	Thickness		.131 ea.	.135 ea.
	Engagement cushioning method		Springs	
Release bearing	Type & method of lubrication		Ball bearing, sealed	
Torsional damping	Methods: springs, friction material		None	
DRIVE UNITS—TRANSMISSIONS				
Manual (std. or opt.)			3-Speed standard	
Manual with overdrive (std. or opt.)			None	
Automatic (std. or opt.)			Powerglide optional	
DRIVE UNITS—MANUAL TRANSMISSION				
Number of forward speeds			3-Speed	
Transmission ratios	In first		2.94:1	
	In second		1.68:1	
	In third		1:1	
	In fourth			
	In reverse		3.33:1	
Synchronous meshing, specify gears			2nd and 3rd	
Shift lever location			Steering column	
Lubricant	Capacity (pt.)		2	
	Type recommended		Multi-purpose gear lubricant	
	SAE viscosity number	Summer	SAE 90	
		Winter	SAE 90	
		Extreme cold	SAE 80	

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(a) – Heavy-duty available as RPO.

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MODEL Chevy II | 1-2-3-400

DRIVE UNITS—MANUAL TRANSMISSION WITH OVERDRIVE None

For transmission data see manual transmission section

Overdrive	Type (planetary or other)			
	Manual lockout (yes, no)			
	Downshift accelerator control (yes, no)			
	Minimum cut-in speed			
	Gear ratio			
	Lubricant	Capacity (pt.) (Overdrive only)		
		Separate filler (yes, no)		
		Type recommended		
		SAE viscosity number	Summer	
			Winter	
			Ext. cold	

DRIVE UNITS—AUTOMATIC TRANSMISSION

Trade name		Powerglide
Type describe		Torque converter with planetary gears
Method of Selection (Lever, Push Button or other)		Lever
Selector Pattern		P-R-N-D-L
List gear ratios Selector Pattern and indicate which are used in each selector position		Drive 1.82:1 and 1.0:1 (a) Low 1.82:1 Reverse 1.82:1
Max. upshift speeds—drive range		48 ●
Max. kickdown speeds—drive range		46 (b)●
Torque convertor	Number of elements	3
	Max. ratio at stall	2.50:1
	Type of cooling (air, water)	Air
Lubricant	Capacity—refill (pt.)	3
	Type recommended	"A" Suffix "A"
Special transmission features		Air Cooled

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(a) - Maximum overall ratio 4.55

(b) - 45 for 6-cylinder ●

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MODEL	Chevy II	100-300 4-Cyl	200-400 6-Cyl

DRIVE UNITS—PROPELLER SHAFT

Number used			One	
Type (exposed, torque tube)			Exposed	
Outer diameter x length* x wall thickness	Manual transmission		3.25 x 52.10 x .065	2.750 x 52.10 x .065
	Overdrive transmission		--	
	Automatic transmission		Same as manual	
Intermediate bearing	Type (plain, anti-friction)		--	
	Lubrication (fitting, prepack)		--	
Universal joints	Make		Chevrolet	
	Number used		2	
	Type (ball and trunnion, cross, other)		Yoke and Yoke Trunnion	
	Bearing	Type (plain, anti-friction)	Anti-friction	
		Lubric. (fitting, prepack)	Prepack	
Drive taken through (torque tube or arms, springs)			Springs	
Torque taken through (torque tube or arms, springs)			Springs	

DRIVE UNITS—REAR AXLE

Description – (incl. limited slip differential)			Standard axle - Semi-floating, overhung pinion gear. Optional - Positraction axle semi-floating, overhung pinion gear; Spicer limited-slip with 4-disk clutches.	
Drive Pinion Offset			1.5	
No. of differential pinions			2 (a)	
Gear ratio and No. of teeth	Manual transmission		3.55:1 (c) •	Sedans and coupes - 3.08:1 (Station wagons - 3.36:1
	Overdrive transmission			
	Automatic transmission		Sedans - 3.08:1 Station wagons - 3.55:1	Sedans and coupes - 3.08:1 Station wagons - 3.36:1
Ring gear pitch diameter & O.D.			8.125	
Pinion adjustment (shim, other)			Shim	
Pinion bearing adj. (shim, other)			None	
Wheel bearing type			Ball	
Lubricant	Capacity (pt.)		4	
	Type recommended		Hypoid or multi-purpose lubricant	
	SAE viscosity number	Summer	SAE 90	
		Winter	SAE 90	
		Extreme cold	SAE 90	

*Center to center of universal joints, or to centerline of rear attachment.

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(a) - 4 Pinions in Positraction option

(b) - See page 2A for Positraction availability

(c) - Optional conventional 3.08:1 for sedans •

(d) - Optional conventional 3.36:1

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MODEL Chevy II | 1-2-3-400

DRIVE UNITS—WHEELS

Type & material		Short spoke disk, steel
Rim (size and flange type)		Sedans 13 x 4J; Sta. Wgns., Coupes & Conv. - 13 x 5.5J ●
Attachment	Type (bolt or stud)	4 Hex nuts (stud)
	Circle diameter	4.50
	Number and size	7/16-20 UNF-2B

DRIVE UNITS—TIRES

Standard (List option below)	Size & ply	Sedans-6.00 x 13-4 pr, Sta. Wgns, Coupes & Conv.-6.50 x 13-4 pr
	Type - Nylon, etc.	Rayon tubeless, Blackwall ●
Rev/mile at 30 mph.		892 (a)
Inflation press.(cold)	Front	24-26
	Rear	24-26 *

BRAKES—SERVICE

Type (duo-servo, balanced, self adjusting, etc.)				Duo-servo 4-wheel hydraulic	
Power brake make & type (remote, integral, etc.)				Bendix, Delco-master cylinder	assisted by vacuum power unit
Effective area (sq. in.)*				Standard	RPO 686 (metallic option)
				144.96	104.5
Gross lining area (sq. in.)**				144.96	104.5
Swept drum area (sq. in.)***				226.3	253.2
Percent brake effectiveness—front				56.7	
Drum	Diameter	Front		9.0	
		Rear		9.0	
	Type and material			Pressed steel web cast into cast iron rim	
Brake lining	Bonded or riveted			Bonded	Welded
	Front Shoe	Material		Full molded asbestos comp.	Sintered iron
		Size (length x width x thickness)	Front wheel	8.62 x 2.25 x .16	1.64 x 1.12 x .21
			Rear wheel	8.62 x 1.75 x .16	1.64 x .87 x .21
		Segments per shoe		One	6
	Rear Shoe	Material		Same	Same
		Size (length x width x thickness)	Front wheel	9.40 x 2.25 x .16	1.64 x 1.12 x .33
			Rear wheel	9.40 x 1.75 x .16	1.64 x .87 x .33
		Segments per shoe		One	10
Wheel cylinder bore	Front			1.00	
	Rear			.875	
Master cylinder bore				1.00	
Available pedal travel				6.4	
Line pressure at 100 lb. pedal load				830	
Shoe clearance adjustment				Adjust to light drag, back off 12 notches (all wheels)	

* Excludes rivet holes, grooves, chamfers, etc.
** Includes rivet holes, grooves, chamfers, etc.
*** Total swept areas for four brakes
Widest lining contact width for each brake x its drum circumference.

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* - 28 PSI for Station Wagons.

(a) 850 for 6.50 x 13 - 4 pr tires.●

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MODEL Chevy II | 1-2-3-400

BRAKES—PARKING

Type of control		Pawl-type brake lever with "L" handle
Location of control		Right of steering column under instrument panel
Operates on		Rear service brakes
If separate from service brakes	Type (internal or external)	---
	Drum diameter	---
	Lining size (length x width x thickness)	---

FRAME or UNITIZED CONSTRUCTION

Type and description	Unitized front end and body proper rigidly bolted together. Frame members incorporated into front end and body.

SUSPENSION—GENERAL (See Supplemental page 17 for details on Air Suspension)*

Provision for car leveling		Station wagon - stabilizer bar
Provision for brake dip control		Mounting angle of front upper control arm
Provision for exc. squat control		None
Special provisions for car jacking		None
Shock absorber front & rear	Type	Direct, double-acting, hydraulic
	Make	Declo
	Piston dia.	1.00
Other special features		Torque reaction rods on rear with dealer installed power team

SUSPENSION—FRONT

Type and description	Independent, combining long and short control arms with concentric spring and shock absorbers atop upper control arm. Lateral and longitudinal stability provided by strut attached to lower control arm.

(Continued)

* Air Suspension:
Air spring type
Compressor data
type
make
drive ratio
Normal operating pressures
spring rates
leveling data

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MODEL	Chevy II	100-200 4-Cyl	200-400 6-Cyl

SUSPENSION FRONT (cont.)

Spring	Type	Coil	
	Material	High alloy steel	
	Size (coil design height & I.D.; bar length x dia.	9.20 x 3.80 x 106.61 x .562	
	Spring rate (lb. per in.)	250	
	Rate at wheel (lb. per in.)	120	
	Design load (lb. @ design height)	1065 @ 9.20	1170 @ 9.20
Stabilizer	Type (link, linkless, frameless)	Link	
	Material & bar diameter	Heat-treated steel, .625	

STEERING

Mechanical (std., opt., NA)				Standard
Power (std., opt., NA)				Optional
Wheel diameter				16.24
Turning diameter	Outside front	Wall to wall (l. & r.)		39.5
		Curb to curb (l. & r.)		38.4
	Inside rear	Wall to wall (l. & r.)		23.5
		Curb to curb (l. & r.)		23.8
Outside wheel angle with inside wheel at 20°				
Mechanical	Gear	Type		Semi-reversible, recirculating ball
		Make		Saginaw
		Ratios	Gear	20:1
			Overall	25.4:1
	No. wheel turns			4.50 (lock to lock) •
Power	Type (coxial, linkage, etc.)			Hydraulic, power cylinder in linkage
	Make			Saginaw
	Trade name			Power-touch
	Gear	Type		Same as manual
		Ratios	Gear	20:1
			Overall	25.4:1
	Pump driven by			Crankshaft pulley
	Number wheel turns			4.50 (lock to lock) •
Linkage	Type			Parallelogram
	Location (front or rear of wheels, other)			Rear
	Drag link (trans. or longit.)			None
	Tie rods (one or two)			Two

(Continued)

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MODEL Chevy II 1-2-3-400

STEERING (cont.)

Steering Axis	Inclination at camber (deg.)		7°
	Bearings (type)	Upper	Spherical Joint with sintered iron bearing
		Lower	Spherical Joint with sintered iron brg. and phenolic seat
		Thrust	Vertical load on upper spherical joints
Wheel alignment (range and preferred)	Caster (deg.)		1° ± 1/2° (as shipped) * ●
	Camber (deg.)		1/2° ± 1/2° (as shipped) * ●
	Toe-in (outside tread-inches)		.12-.18 (as shipped, per wheel) ●
Steering spindle & joint type			Forged steel w/integral brake cyl. mount., detach. stg. arm
Wheel spindle	Diameter	Inner bearing	1.0618-1.0623
		Outer bearing	.6868-.6873
	Thread size		11/16-24 NEF - 3 (modified)
	Bearing type		Tapered roller

SUSPENSION—REAR

Type and description				Two longitudinal single leaf springs
Drive and torq. taken through (see page 15)				Leaf springs **
Spring	Type			Single leaf
	Material			Chrome carbon steel
	Size (length x width, coil design height and I.D.; bar length & dia.)			62.5 x 2.25
	Spring rate (lb. per in.)			95
	Rate at wheel (lb. per in.)			--
	Design load (lb. at design height)			630 @ .29 + camber ●
	Mounting insulation type			Rubber bushed at hanger and shackle
	If leaf	No. of leaves		One
		Inserts	Type and size	--
			Material	--
		Shackle (comp. or tens.)		Compression
Stabilizer	Type (link, linkless, frameless)			None
	Material			--
Track bar type				--

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* - Must be held 1/2° from side to side.

** - Torque reaction rod used with dealer installed power teams.

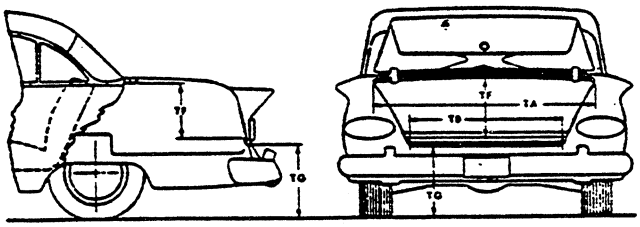
MAKE OF CAR CHEVROLET MODEL YEAR 1962 DATE: ISSUED 10-23-61 REVISED 3-1-62

BODY—GENERAL DEFINITIONS

NOTE: Included in the dimension definitions listed on this and the following pages are those which have been adopted by S.A.E. These are indicated by a number following the type of dimension, e.g. L 3. Additional dimensions have been added by the AMA Specifications Body Sub-Committee for inclusion in the Questionnaire. These are shown by an additional letter, e.g., HA. Symbol "a" added as suffix to SAE dimensions indicates an AMA modification. The dimensions are developed from the following basic points:

1. Body Dimensions are for all basic body models as indicated.
2. All interior dimensions are taken 15" outboard of car centerline (C/L) unless otherwise stated.
3. Front and rear seat free "A" points are taken 5" forward of vertical tangent to seat back 15" from center of body.
4. Depressed "A" point is the lowest point on the seat cushion depressed contour.
5. Front seat is in full down and normal rear position.
6. Unless otherwise specified all exterior height dimensions are taken with a full design load which consists of 5 passengers, 300 lbs. front, 450 lbs. rear; includes spare wheel, tire and tools, and full complement of gas, oil, water and tires to recommended pressure, etc.
7. DLO (Daylight opening - pages 22 & 24).
8. For further clarification of definitions see SAE Aeronautical—Automotive Drawing Standards, Section E-1.

BODY—TRUNK DIMENSIONS



MODEL Chevy II	Sedan	Sport Coupe	Convertible	Wagon
Usable trunk luggage capacity (See Section E-1 of SAE Automotive Drawing Standards)	13.3			--
Total trunk volume in cu. ft. with spare tire in place	25.5			--
TA—Width across the top	49.5			--
TB—Width across the bottom	43.0			--
TF—Vertical dimension at C/L from bottom to top of opening	12.0			--
TG—Vertical height from ground to trunk lower opening (normal surface of outside sheet metal - loaded)	21.9			--
Position of spare tire stowage	Horizontal - Right forward side of trunk floor		Horizontal - Right rear side of trunk floor	Upright - Right rear quarter panel well
Method of holding lid open	Torsion bars, counterbalanced			

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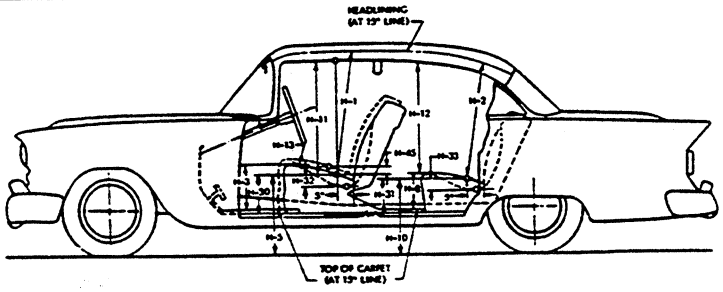
MAKE OF CAR CHEVROLET MODEL YEAR 1962 DATE: ISSUED 10-23-61 REVISED _____

BODY—HEIGHT DIMENSIONS—INTERIOR



MODEL Chevy II	Sedan	Sport Coupe	Convertible	Wagon
H1. Front headroom. Free "A" pt. to headlining at 8° back of vertical. (For "A" pt. see note 3, page 20)	39.0	38.0	39.0	
H2. Rear headroom. Free "A" pt. to headlining at 8° back of vertical	38.0	37.0	37.5	38.5 (a)
H3. Front cushion height above floor carpet at front edge of cushion. (Ignore risers)	12.0			
H5. Free "A" pt. to ground, front. Measured vertically	19.5			
H8. Rear cushion height above floor carpet at front edge of cushion. (Ignore risers)	13.0	12.5	13.0	12.5
H10. Free "A" point to ground rear. Measured vertically	19.5			20.0 (c)
H11. Entrance, front. Free "A" point to bottom of windcord, vertical	31.0	29.5		31.0
H12. Entrance, rear. Top of cushion to bottom of windcord at front edge of rear seat	29.0	--	--	30.0
H13. Steering wheel clearance to seat cushion taken on arc (wheel turned for min. clearance)	5.5			
H30. Free "A" point reference height, front. Vertical dimension to SAE horizontal reference line	5.5			
H31. Free "A" point reference height, rear. Vertical dimension to SAE horizontal reference line	7.0	6.5		7.0 (c)
H32. Front seat cushion deflection. Vertical dimension from free "A" point to depressed "A" point	4.0			
H33. Rear seat cushion deflection. Vertical dimension from free "A" point to depressed "A" point	4.5		4.0	3.0
H45. Front seat maximum vertical rise at free "A" point	.6			

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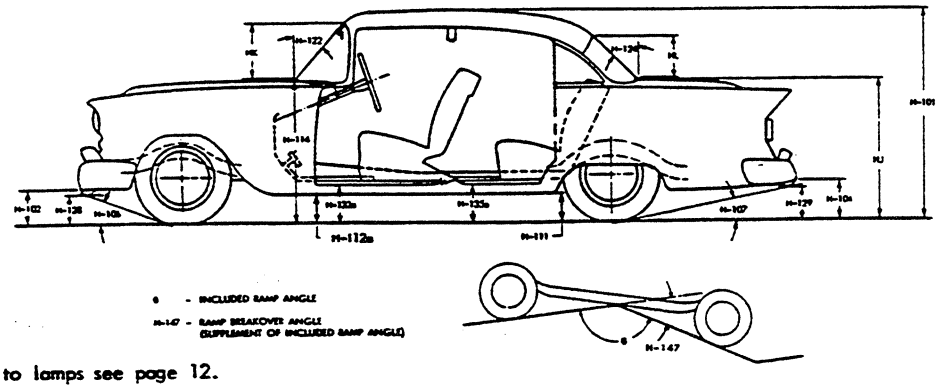
NOTE:
Torso room, a depressed dimension, is reported for H1 and H2 dimensions. Free "A" point and depressed "A" point dimensions are replaced with applicable "H" and "D" point dimensions.
(a) - 36.5 on 3-seat station wagon.
(b) - 3.5 on 3-seat station wagon.

AMA Specifications– Passenger Car

MAKE OF CAR CHEVROLET MODEL YEAR 1962 DATE: ISSUED 10-23-61 REVISED (•)

BODY—HEIGHT DIMENSIONS—EXTERIOR



θ - INCLUDED RAMP ANGLE

H-147 - RAMP BREAKOVER ANGLE (SUPPLEMENT OF INCLUDED RAMP ANGLE)

NOTE: For dimensions to lamps see page 12.

MODEL Chevy II	Sedan	Sport Coupe	Convertible	Wagon
H101. Overall height, full design load	55.0	54.0	54.5	55.0
HB. Overall height, curb weight	56.5	55.5	56.0	56.5
H102. Front bumper bottom to ground at normal section, min. height	13.0			
H104. Rear bumper bottom to ground at normal section, min. height	13.0			14.5
H106. Angle of approach. To interfering point on bumper, guard, other	32°			
H107. Angle of departure. To interfering point on bumper, guard, other	17.5°			14.5°
H111. Body Sill to Ground–Rear. Vertical dimension measured from bottom of body sill (rocker panel), excluding any flanges, to ground at front of rear wheel opening.	8.5			
H112a. Body Sill to Ground–Front. Measured vertically at foremost point of body sill (rocker panel), excluding flanges and front fender.	9.0			
H114. Hood at rear to ground. Vertical dimension C/L, excluding molding, at hood opening line at cowl	37.5			
H122. Windshield normal slope angle to vertical line on car C/L	48.5°			
H124. Backlight normal slope angle to vertical line on car C/L	43°	49°	48°	29°
H128. Bottom of front bumper guard to ground	--			
H129. Bottom of rear bumper guard to ground	--			
H133a. Bottom of front door to ground, min. dimension	11.0			
H135a. Bottom of rear door to ground, min. dimension	11.0	--	--	11.0
H147. Ramp breakover angle	12°			
H153. Min. road clearance at rear axle	6.0			
H156. Min. road clearance and location	6.0			
HJ. Deck at rear window to ground	37.5			—
HK. Windshield DLO*. Vertical height at C/L	22.5	21.0	20.5	22.5
HL. Back light DLO*. Vertical height at C/L	13.5	12.0		13.0

* See Note, page 20

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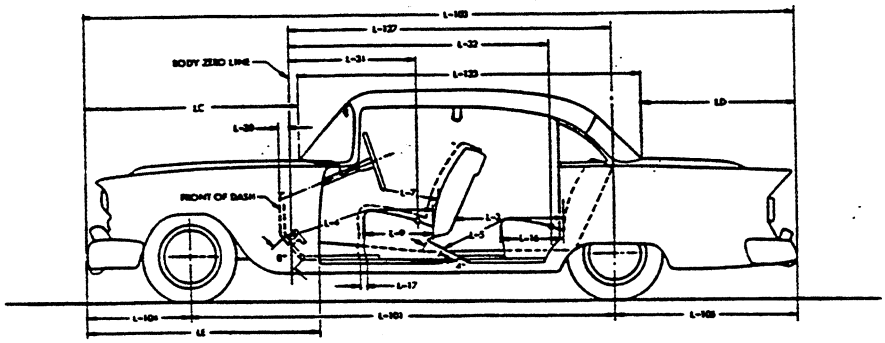
AMA Specifications—Passenger Car

MAKE OF CAR CHEVROLET MODEL YEAR 1962 DATE: ISSUED 10-23-61 REVISED

BODY—LENGTH DIMENSIONS



MODEL	Chevy II	Sedan	Sport Coupe	Convertible	Wagon
Interior	L3. Rear compartment room. Back of front seat back to front of rear seat back	28.0	27.0	25.5	29.0
	L4. Leg room, front. Ball of foot to top of seat to seat back	43.5			
	L5. Leg room, rear. Ball of foot to top of seat to seat back	38.5		37.0	40.0 (a)
	L7. Steering wheel clearance to seat back taken on arc	17.0			
	L9. Front seat depth. Front edge to vert. tan. of seat back	18.0			
	L16. Rear seat depth. Front edge to vert. tan. of seat back	17.5	16.5	15.5	18.0
	L17. Maximum "A" point horizontal travel with normal seat adjustment	4.0			
	L30. Vertical body zero line to actual front of dash. Measured horizontally*	-.8			
	L31. Vertical body zero line to free "A" point, front	42.0			
	L32. Vertical body zero line to free "A" point, rear	75.5	74.5		76.5
Exterior	L101. Wheelbase	110.0			
	L103. Overall length. Incl. bumper guards if standard equipment	183.0			187.4
	L104. Overhang, front. Include bumper guards if stand. eq.	27.0			
	L105. Overhang, rear. Include bumper guards if stand. eq.	46.0			50.4
	L123a. Body upper structure length at C/L, excl. molding	93.0		94.0	123.0
	L127. Vertical body zero line to centerline of rear wheels	94.5			
	LC. Front of car to base windshield, excl. molding	54.0			
	LD. Rear of car to base of rear window or upper structure, excl. molding	36.0		37.0	12.0
	LE. Front of car to front edge of front door	53.0			

* Precede figure with minus sign if front of dash is to rear of body zero line.

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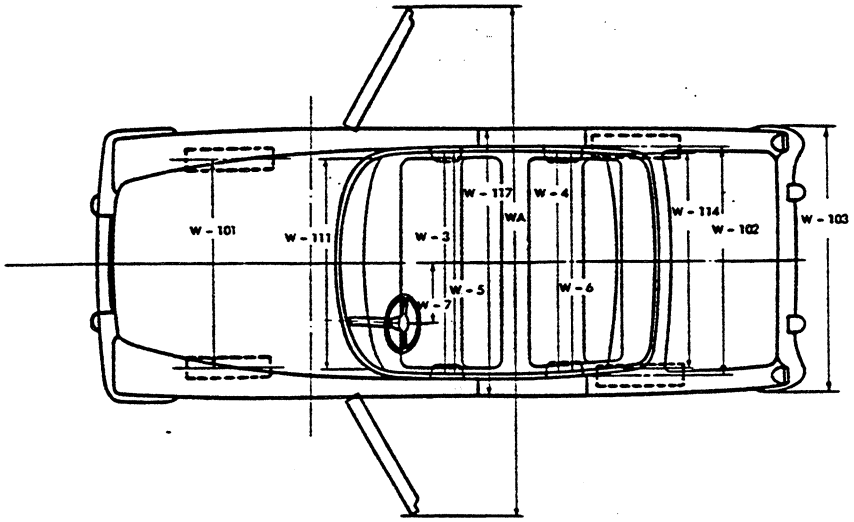
(a) - 35.0 on 3-seat wagon.

AMA Specifications—Passenger Car

MAKE OF CAR CHEVROLET MODEL YEAR 1962 DATE: ISSUED 10-23-61 REVISED (•)

BODY—WIDTH DIMENSIONS



MODEL	Chevy II	Sedan	Sport Coupe	Convertible	Wagon
Interior	W3. Front shoulder room, at garnish molding height or nearest interference 5" forward of seat back	55.5			
	W4. Rear shoulder room, at garnish molding height or nearest interference 5" forward of seat back	55.5	54.5	46.0	55.5 (a)
	W5. Front hip room, at top of seat 5" forward of vert. tan. to seat back	59.0			
	W6. Rear hip room, at top of seat 5" forward of vert. tan. to seat back	59.0	58.5	47.0	59.0 (b)
	W7. Steering wheel center (on surface plane of wheel) to C/L of body	14.5			
Exterior	W101. Front tread at ground	56.8			56.3
	W102. Rear tread at ground	56.3			55.8
	W103. Max. overall width of car incl. bumpers or moldings (specify location).	70.8			
	WA. Max. overall width of car with doors open (2 & 4 door)	134.0	151.5		134.3
	W111. Windshield DLO, max. width	56.5			
	W114. Back window DLO, max. width	55.0	56.0	45.5	47.0
	W116a. Maximum overall sheet metal width excl. hardware and applied molding (specify location)	69.5			
	W117. Max. body width at center pillar, less hardware and applied moldings	69.0			

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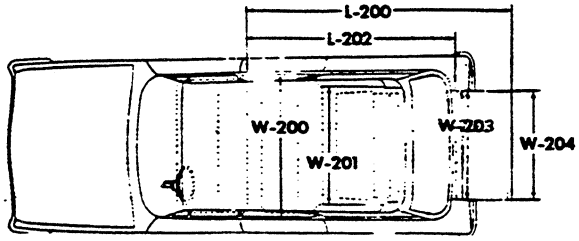
(a) - 54.0 on 3-seat station wagon.

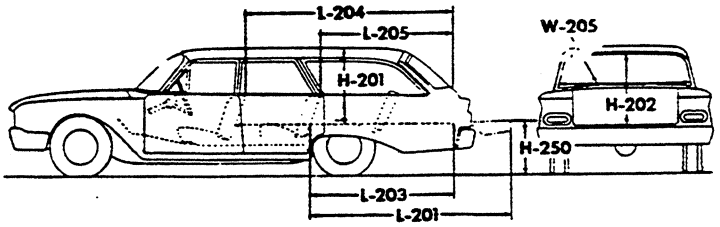
(b) - 36.0 on 3-seat station wagon.

AMA Specifications – Passenger Car

MAKE OF CAR CHEVROLET MODEL YEAR 1962 DATE: ISSUED 10-23-61 REVISED(•) _____

STATION WAGON—CARGO SPACE DIMENSIONS





NOTE: Front seat in full down and normal rear position for all measurements. Lengths and heights measured at car centerline.

MODEL Chevy II	2-Seat	3-Seat
L200 Floor length from back of front seat at floor level to end of lowered tail gate	108.5	
L201 Floor length from back of second seat at floor level to end of lowered tail gate	74.5	
L202 Floor length from back of front seat at floor level to inside of closed tail gate	86.0	
L203 Floor length from back of second seat at floor level to inside of closed tail gate	52.5	
L204 Minimum horizontal distance from top rear of front seat back to inside of top of tail gate	73.0	
L205 Minimum horizontal distance from top rear of second seat back to inside of top tail gate	37.5	
W200a Maximum width of cargo space at floor, specify location	57.0	
W201 Minimum distance between wheel houses at floor level	43.0	
W203 Rear end opening width at floor	47.5	
W204 Rear end opening width at top of tail gate	47.0	
W205 Maximum width of rear opening above raised tail gate	47.0	
H201 Maximum height, floor covering to headlining at centerline of rear axle	32.5	
H202 Maximum height of rear opening, tail and lift gates open	28.5	
H250 Platform height measured from ground to top of tail gate floor covering at rear most edge of tail gate, curb weight	21.5	
Third Seat, facing direction	--	Rearward
Tail and lift gates or sliding glass	Hinged tailgate, torsion rod counterbalanced manual retractable rear window (a)	
Cargo volume index (cu. ft.) $\frac{W4 \text{ (P. 24)} \times L204 \times H201}{1728}$	76.2	

(a) - Electrically operated on 3-seat wagon.

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MAKE OF CAR CHEVROLET MODEL YEAR 1962 DATE: ISSUED 10-23-61 REVISED (•)

MODEL Chevy II 100-200-300-400

BODY—MISCELLANEOUS INFORMATION

Drs. hinged (front, rear)	Front doors	Front
	Rear doors	Front
Type of finish (lacquer, enamel, other)		Acrylic lacquer
Hood hinge location (front, rear)		Rear
Hood counterbalanced (yes, no)		Yes
Hood release control (internal, external)		External
Vehicle (Serial) No. Location		Plate above lower hinge on LH front hinge pillar
Engine No. Location		Right side of cylinder block, to rear of distributor
Theft protection - type		Shielded ignition lock terminals key removable in "lock" or "on" position
Vent window control method (crank, friction pivot)	Front	Friction pivot
	Rear	None
Seat cushion type	Front	Polyurethane foam with zigzag springs
	Rear	Cotton-jute with zigzag spring (a)
Seat back type	Front	Cotton - zigzag springs
	Rear	Cotton - zigzag springs
Windshield type (single curved, compound curved, other)		One-piece, straight element
Rear window type (flat, curved, one piece, three piece)		One-piece, curved
Side glass type (curved, flat)		Flat
Side glass exposed surface area		1279.0
Windshield glass exposed surface area		1007.5
Backlight glass exposed surface area		1073.5
Total glass exposed surface area		3360.0

(a) - Polyurethane foam on 435-437-467.

AMA Specifications — Passenger Car

MAKE OF CAR CHEVROLET MODEL YEAR 1962 DATE: ISSUED 10-23-61 REVISED 12-1-61

MAJOR OPTIONAL ITEMS - WEIGHTS

Chevy II	CURB - WEIGHT - POUNDS			% PASS. WEIGHT DISTRIBUTION				SHIPPING * WEIGHT
				Pass. In Front		Pass. In Rear		
	Front	Rear	Total	Front	Rear	Front	Rear	
Model								
111 2-Door sedan			2535	29	71			2410
211 2-Door sedan			2630	29	71			2500
135 4-Door sta. wag.			2790	28	72			2665
235 4-Door sta. wag.			2885	28	72			2755
169 4-Door sedan			2570	29	71			2445
269 4-Door sedan			2665	29	71			2535
311 2-Door sedan			2545	29	71			2425
411 2-Door sedan			2640	29	71			2515
435 4-Door sta. wag.			2900	28	72			2775
437 2-Door sport coupe			2680	36	64			2550
345 4-Door sta. wag.			2890	28	72			2765
445 4-Door sta. wag.			2985	28	72			2855
467 2-Door convertible			2875	36	64			2745
369 4-Door sedan			2585	29	71			2460
469 4-Door sedan			2680	29	71			2550
441 2-Door sedan			2670	29	71			2540
449 4-Door sedan			2705	29	71			2575

Accessories & Equipment Differential Weights				Remarks
Air conditioning, deluxe			+85	
Manual radio			+10	
Push-button radio			+10	
Power brakes			+ 5	
Power steering			+30	
Powerglide			+20	
Bucket seats			+13	

These are weights that are reported to states for licensing purposes.

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INDEX

NEWS from CHEVROLET MOTOR DIVISION
General Motors Corporation

ORIGINAL

PM's of WED. AUGUST 30, 1961

(2553)

DETROIT -- Chevrolet Motor Division next month will introduce a new complete line of smaller cars called Chevy II.

Sized between the Corvair and standard Chevrolet, Chevy II features nine models, including station wagons, a hardtop sport coupe and a convertible.

This was announced today by Edward N. Cole, general manager of Chevrolet, at a national preview of 1962 models for representatives of press, radio and television media.

Cole also announced significant styling changes and mechanical improvements in the traditional Chevrolet lines -- Corvette, Corvair and the standard Chevrolet. Along with the addition of the Chevy II line, he said this gives the company "its finest, most varied product lineup in history." In the expanded market predicted for 1962, Cole said these products should help Chevrolet attain the highest sales in the company's 50-year history.

The Chevrolet chief executive said the Chevy II offers "a new dimension in size and function for the American motoring public." It features "maximum functionalism with thrift," he added.

Cole said the "Chevy II was designed to provide good basic transportation for the average American family and at the most reasonable cost. This includes not only the original purchase price but also more economical operating and maintenance expenses."

While the design of the Chevy II is generally along conventional lines, the car includes several outstanding mechanical features differing from standard models:

(1) Tapered plate rear springs, exclusive to the U. S. auto industry.

(2) New four- and six-cylinder economy engines developed specifically for the new line.

(3) Integral body and frame construction with bolt-on front end.

A long-time objective of auto engineers, the tapered plate spring is a five-foot steel bar which varies in thickness and width to provide uniform stress distribution. Coil springs are used in front. The new springs give a quiet, smooth, friction-free ride, Cole said.

Chevy II offers two new in-line engines designed to give a combination of good performance and maximum economy in operation, he said. Larger of the two is a six-cylinder, 194 cu. in. engine rated at 120 horsepower. The other is the first four-cylinder engine offered by Chevrolet since 1928 and has 153 cu. in. displacement and develops 90 horsepower.

Both three-speed manual and automatic transmissions will be available.

The body-frame integral designed used by Chevy II provides unusual strength and torsional rigidity along with weight savings. The highly functional design of the entire car allows maximum conversion of exterior size to interior roominess, Cole said. In addition, the unitized front end structure with bolt-on fenders provides easier access to components and parts for repair or replacement, he said.

The standard Chevrolet for 1962 has completely new styling which produces a crisp, tailored look. A number of mechanical changes and modifications will improve performance, durability and economy of all models, Cole added.

Among the major changes are a new 327 cu. in. V8 engine, a new weight-saving Powerglide automatic transmission and tires with advance two-ply design.

The new V8 engine is rated at 250 horsepower. It replaces the 348 cu. in. engine except for use in heavy trucks. Its performance equals the 348 but fuel economy and engine operating efficiency are both improved.

The redesigned Powerglide will be used on the new V8 engine as well as the two engines of the Chevy II line. Extensive use of aluminum helps save 85 pounds of weight.

The new tires contribute to improved fuel economy and ride quality while retaining load-carrying abilities, strength and durability of four-ply tires, Cole said.

The popular Corvair styling will have a fresh new appearance for 1962 through new twin ornamental grilles in front, restyled emblems, tail lights and rear exhaust grille. As a result of the strong public demand for the Monza models, a new Monza station wagon with optional bucket seats will be added.

Corvette for 1962 will display a different look through a new body side cove treatment, as well as new radiator grille and emblems. The higher powered 327 cu. in. V8 will replace the 283 cu. in. engine used in the Corvette.

In trucks, power is the big news. Chevrolet will offer as its first Diesel engine, a four-cylinder unit having 212 cu. in. displacement and 130 horsepower. Later this year, a V6 Diesel will also be added. In conventional piston power plants, Chevrolet trucks will introduce two V8's of 327 and 409 cu. in. displacement which develop 185 and 252 horsepower.

In discussing market potential, Cole believes the Chevy II will represent "substantially plus business for Chevrolet in the same manner that Corvair has added to our market penetration during the past two years."

He said Chevy II fulfills a completely different purpose in Chevrolet's lineup of cars. "We view Chevy II as an extension of our regular car line, appealing particularly to buyers seeking a slightly smaller car which is more economical to buy, operate and maintain. But we still expect the large majority of people in this country to prefer the extras in size, appearance, performance and convenience available in our full-size cars.

"While many people obviously buy the Corvair for economy reasons, its greatest popularity has been among people who want a smaller car that is unique, different, sporty and really fun to drive .... We believe the Monza will assume increasing strength in the Corvair line .... As a result, we expect the Corvair to retain a very strong position in the U. S. market in the years ahead."

While conceding that Chevy II would take some sales from Chevrolet's established lines, Cole said most of these would be made up from an expansion of the market. He also believes many Chevy II buyers will be from those formerly looking for economical transportation in good used cars or in smaller domestic or foreign models.

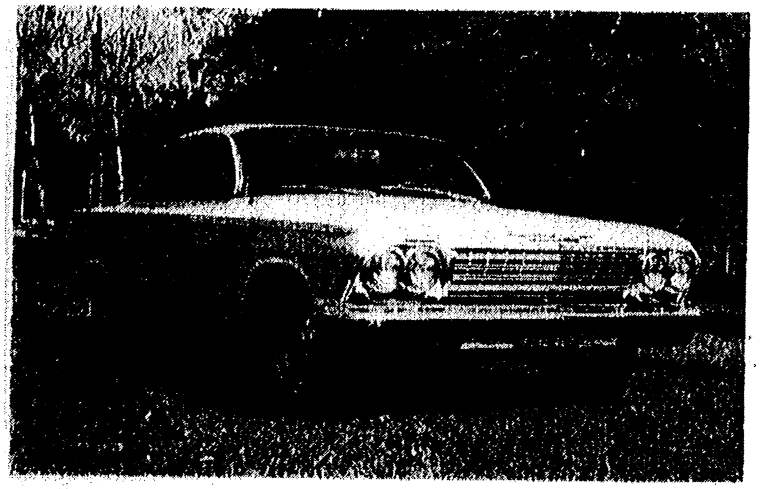
Cole was optimistic in his outlook for 1962. He agreed with other General Motors executives who have predicted sales of 7,250,000 cars and 1,150,000 trucks for the coming year.

In a market of this size, Cole said "Chevrolet will expect to secure at least its traditional share of the market. This means that Chevrolet sales for 1962 could run in the neighborhood of 1,900,000 passenger cars and 400,000 trucks."

If achieved, Cole pointed out, this would represent a new yearly high in industry sales for any one make, exceeding the record established by Chevrolet in 1955 when it sold 2,066,337 cars and trucks.

-- ee --

Real fine—the 1962 Chevy 409 bubble-top



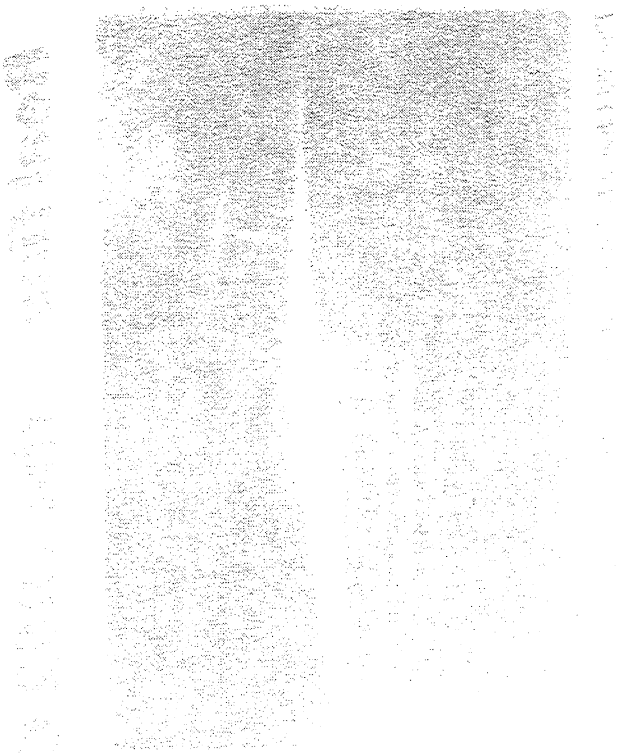
The '62 Chevy Bel Air "bubble-top" two-door hardtop.

"She's real fine, my 409..." was the song Chevy performance freaks were singing in the '60s. For 1962, the big-block became an RPO in two Turbo-Fire versions with four-barrel carbs. The 380-hp edition had one carb, high-lift cam, solid lifters and dual exhausts. The 409-hp edition had two carbs, a special lightweight valve train, solid lifters and dual exhausts.

The 409 engine could move a two-door SS hardtop from zero-to-60 mph in a mere 6.3 seconds and down the quarter mile in just 14.9 seconds. Nevertheless, the real musclecar of the year was the "bubble-top" Bel Air two-door hardtop, which was lighter in weight than the Impala. It cost less, too. The basic Bel Air V-8 sport coupe listed for $2,668. Engine prices were $428 extra for the 380-hp Turbo-Fire and $484 for the 409-hp version. Go-fast fanatics could toss in $188 for the close-ratio four-speed and get a real muscle machine for only $500 over the cost of a 283-cid Impala hardtop.

Bob Lichty, public relations manager for the Carlisle, Pa. swap meets, says that a rare high-performance engine can add up to 50 percent to a car's value and that a documented race car can get a 100 percent boost. Since most "409" equipped Bel Airs were built for customers who went drag racing, this makes the popular '62s a solid investment.

No one seems to know exactly how many of each of the '62 Chevy models were made with optional 409 engines. It is known that a total of 15,019 cars with 409s were built during the model year. This probably includes Biscaynes, Bel Airs and Impalas. Experts say that Impala Super Sports are usually worth 20 percent more than other models. However, the 409 Bel Air is still the real "musclecar" of this year and deserves such recognition.



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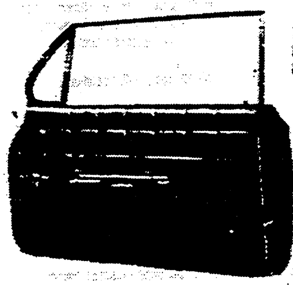
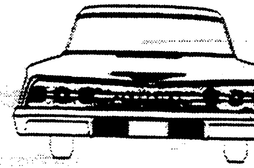
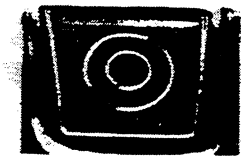


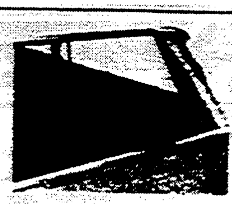
Distinctive Impala door trim, extra-long front and rear armrests with finger-tip door release, dual-styled ventipane and window regulator handles, and built-in-door safety reflectors.



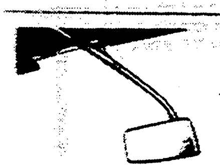
Deck lid emblem, cove molding, brushed aluminum cove area trim panel, cove area center molding and nameplate, and triple-unit taillights with built-in back-up lights. Station Wagon models basically similar . . . see pages 12 and 14.



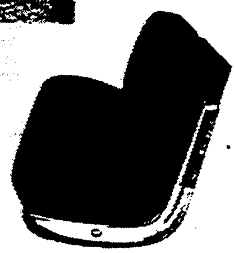
Built-in rear seat radio speaker grille in Sport Coupe and Convertible.



Simulated vent below rear window on all models except Convertible and Station Wagons.

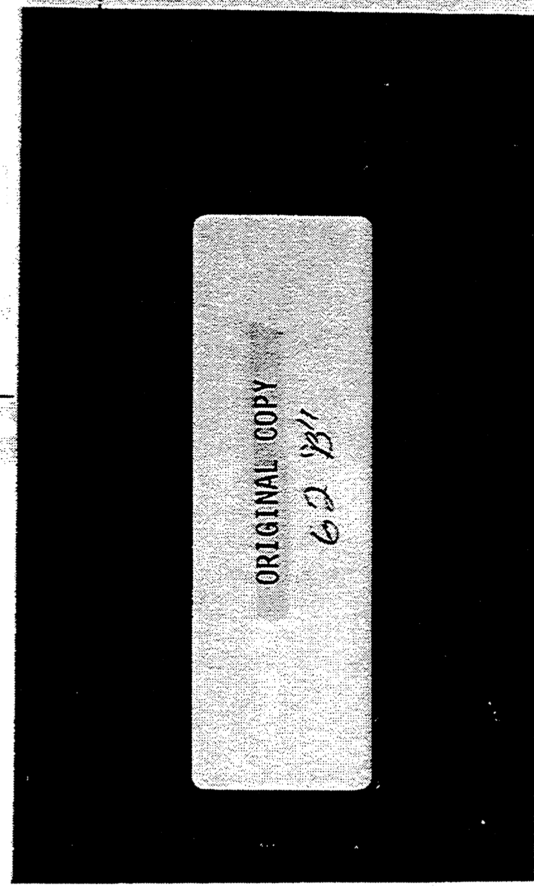


Bright metal backed rearview mirror.



Bright aluminum front seat end panels.

Impala Series Features

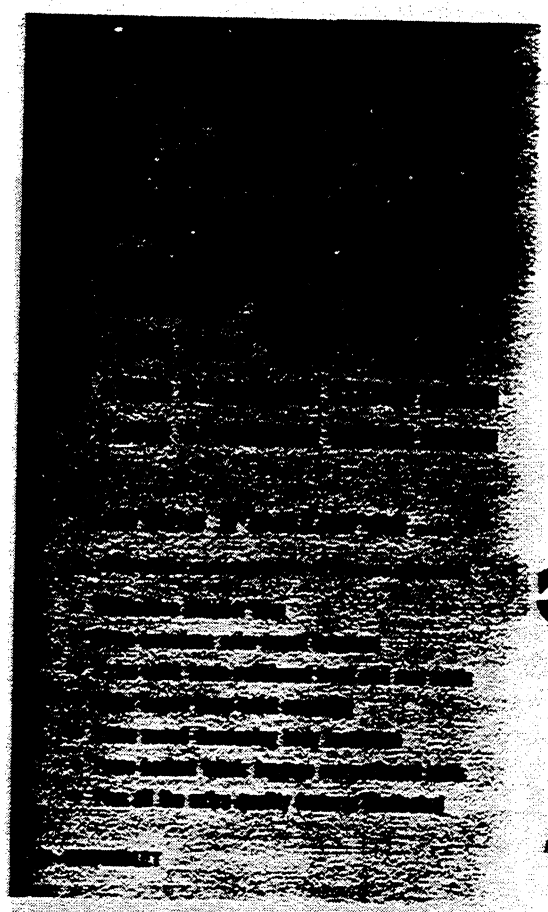


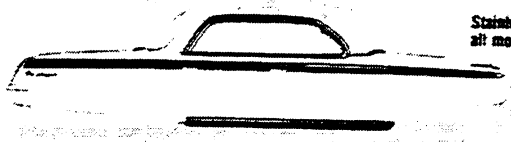
1962 Chevrolet Models . . . and index to model information

	MODEL NO. 6	MODEL NO. V8	PAGE
Impala Series (Series Features . . . pages 2-3)			
• Impala Sport Sedan (4-Door 6-Passenger)	1739	1839	4-5
• Impala Sport Coupe (2-Door 5-Passenger)	1747	1847	6-7
• Impala Convertible (2-Door 5-Passenger)	1767	1867	8-9
• Impala 4-Door Sedan (6-Passenger)	1769	1869	10-11
• Impala 4-Door 6-Passenger Station Wagon	1735	1835	12-13
• Impala 4-Door 9-Passenger Station Wagon	1745	1845	14-15
• Super Sport Equipment (Sport Coupe and Convertible)	1747-67	1847-67	16-17
Bel Air Series (Series Features . . . pages 18-19)			
• Bel Air Sport Coupe (2-Door 5-Passenger)	1537	1637	20-21
• Bel Air 4-Door Sedan (6-Passenger)	1569	1669	22-23
• Bel Air 2-Door Sedan (6-Passenger)	1511	1611	24-25
• Bel Air 4-Door 6-Passenger Station Wagon	1535	1635	26-27
• Bel Air 4-Door 9-Passenger Station Wagon	1545	1645	28-29
Biscayne Series (Series Features . . . pages 30-31)			
• Biscayne 4-Door Sedan (6-Passenger)	1169	1269	32-33
• Biscayne 2-Door Sedan (6-Passenger)	1111	1211	34-35
• Biscayne 4-Door 6-Passenger Station Wagon	1135	1235	36-37
• Biscayne Taxicab Equipment	1169	1269	38-39
• Biscayne Police Car Equipment	1111-69-35	1211-69-35	40-41

POWER TEAMS . . . pages 42-51, BODY FEATURES . . . page 52, CHASSIS SPECIFICATIONS . . . page 53, OPTIONS AND ACCESSORIES . . . pages 54-55

Model Line-Up

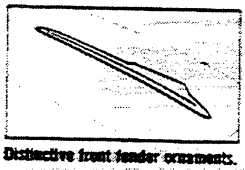




Stainless steel drip gutter cap molding on all models except Convertible.

Full-length body side molding with color-keyed insert area. (For colors see Moldings in Features section)

Wide body sill molding.



Distinctive front fender ornaments.

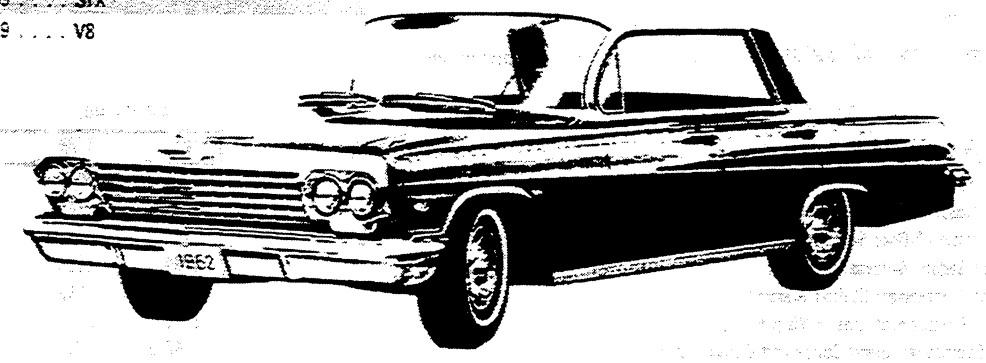
Identifying Impala nameplate and emblem on rear quarter panel.

Special sports-type steering wheel with dual thumb button horn control. Instrument panel features include cigarette lighter, central ashtray, electric clock, parking brake warning light, glove compartment lock and light, identifying emblem, chrome-capped control knobs, bright-metal instrument cluster and valance area trim plate and moldings.

Impala Series Features

Impala Sport Sedan . . . 4-Door 6-Passenger

MODEL 1739 . . . SIX
MODEL 1839 . . . . V8

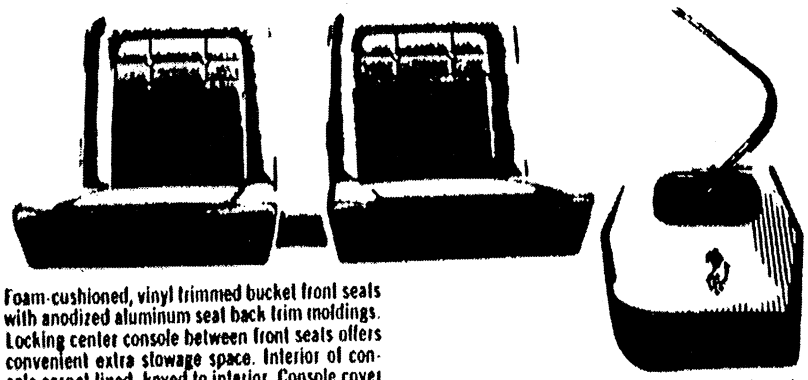


IMPALA SPORT SEDAN FEATURES

- Distinctive hardtop sedan styling
- Unique roof and rear window design
- Wide-opening 4-door convenience and easy entrance
- Ultra-luxurious interior
- Special extra-quality body insulation
- Full-length body side moldings with color-keyed insert area
- Wide body sill moldings
- Triple-unit taillights with built-in back-up lights
- Front fender ornaments
- Simulated vent below rear window
- Impala series nameplate and emblem
- Stainless steel hub caps optional full wheel covers illustrated
- Additional bright moldings and accents: windshield, rear window, roof drip cap, roof rail, ventipane frames, door window glass edges, belt line, hood and deck lid emblems, rear cove molding, aluminum cove panel, cove center molding and nameplate, hood molding and nameplate.

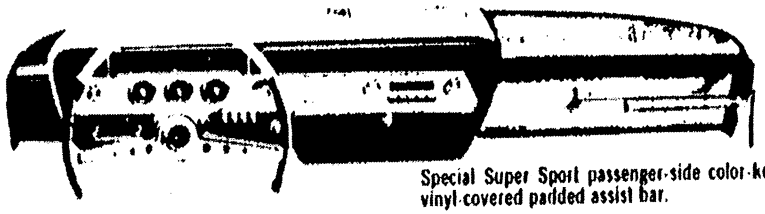
PLUS . . . ALL THE BUILT-IN QUALITY STANDARD IN EVERY '62 CHEVROLET

SUPER SPORT SPECIAL INTERIOR FEATURES...



Foam-cushioned, vinyl trimmed bucket front seats with anodized aluminum seat back trim moldings. Locking center console between front seats offers convenient extra stowage space. Interior of console carpet lined, keyed to interior. Console cover hinged to open fully rearward forming a convenient tray for rear seat passengers. Light at rear of console illuminates rear compartment.

Decorative trim plate for optional 4-Speed Synchro-Mesh transmission floor-mounted shift lever.



Special Super Sport passenger-side color-keyed vinyl-covered padded assist bar.

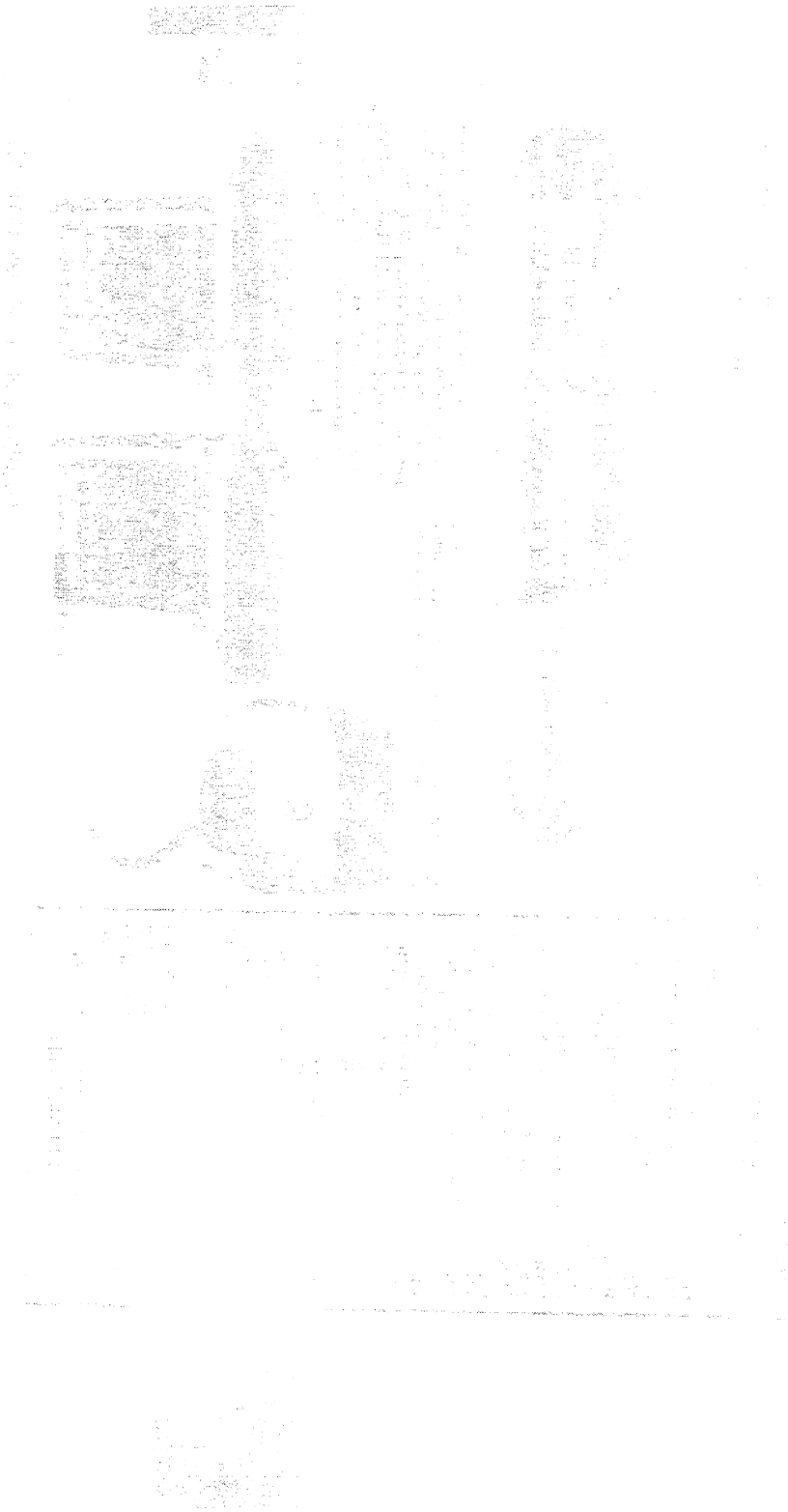
SPECIFICATIONS

Sport Coupe and Convertible except as indicated

Wheelbase			119.0
Length (overall)			209.6
Height (loaded)			55.5
Road Clearance (min.)			6.5
Tread:	Front 60.3	Rear	59.3
Width (overall)			79.0
Interior Room:		Front	Rear
Torso room		38.5	38.0
Leg room		44.5	39.0
Hip Room—Sport Coupe		63.5	55.0
—Convertible		63.5	52.0
Shoulder room—Sport Coupe		59.0	58.0
—Convertible		59.0	51.0
Entrance height—Sport Coupe		30.0	—
—Convertible		28.0	—
Luggage Compartment:			
Maximum opening width			54.0
Loading height			21.9
Maximum interior dimensions: Length 58.5 Width 73.0 Height			23.0
Total volume (cu. ft.)			29.7
Usable luggage space (cu. ft.)			19.0
Total glass area (sq. in.)—Sport Coupe			3646.3
—Convertible			3686.7
Windshield area (sq. in.)			1463.3
Rear window area (sq. in.)—Sport Coupe			941.9
—Convertible			1103.0
Tire size: Standard			7.50 x 14
Optional oversize			8.00 x 14
Turning Diameter: (feet) Curb-to-curb			40.8
Wall-to-wall			44.1
Steering Ratio: (overall) Standard			28:1
Power			24:1
Fuel tank capacity (gallons)			20

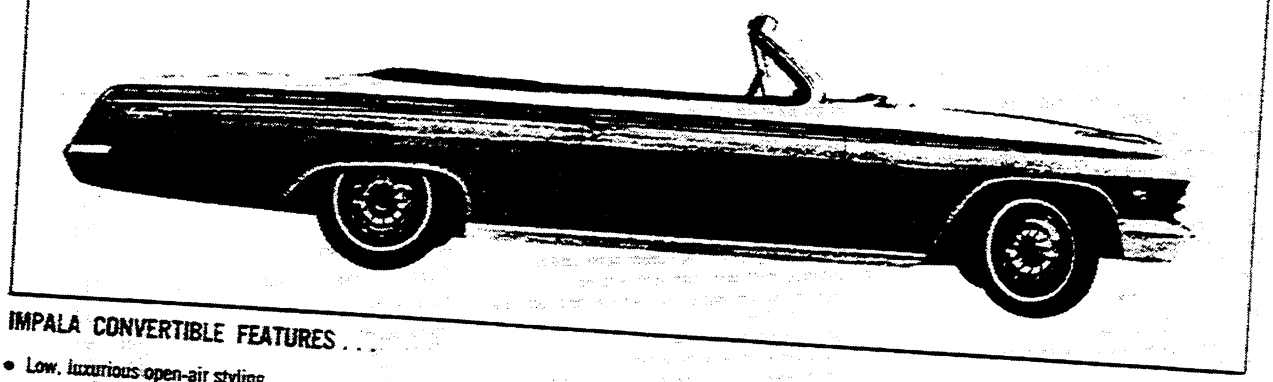
For Trim and Color Selections See pages 7 and 9, Chevrolet section.

POWER TEAMS . . . pages 42-51, BODY FEATURES . . . page 52, CHASSIS SPECIFICATIONS . . page 53, OPTIONS AND ACCESSORIES . . . pages 54-55.



Impala Convertible . . . 2-Door 5-Passenger

MODEL 1767 . . . . SIX
MODEL 1867 . . . . V8



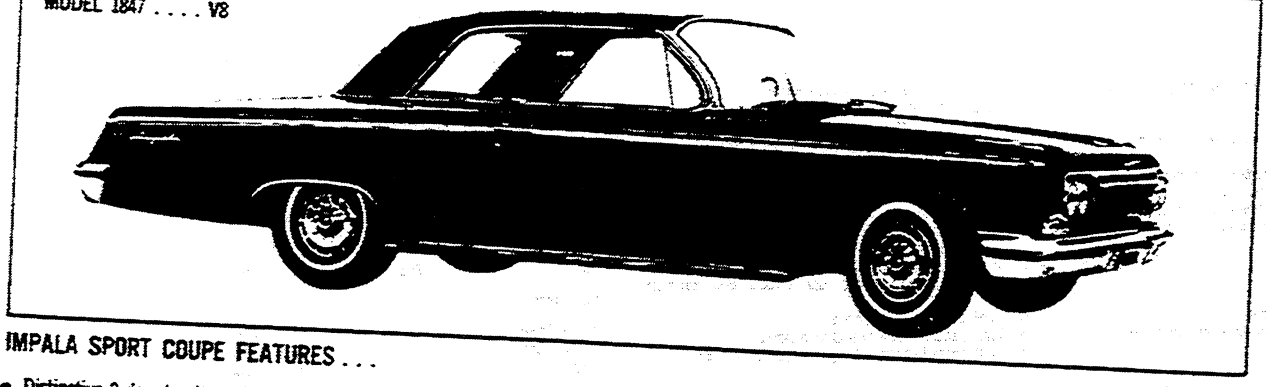
IMPALA CONVERTIBLE FEATURES . . .

- Low, luxurious open-air styling
- Distinctive compound-curved windshield
- Weather-resistant, vinyl-coated fabric convertible top
- Automatic power top operation with convenient finger-tip control
- Wide-opening 2-door convenience and easy entrance
- Ultra-luxurious vinyl interior
- Special extra-quality body insulation
- Full-length body side moldings with color-keyed insert area
- Wide body sill moldings
- Triple-unit taillights with built-in back-up lights
- Front fender ornaments
- Impala series nameplate and emblem
- Stainless steel hub caps (optional full wheel covers illustrated)
- Additional bright moldings and accents: windshield, ventipane frames, door and quarter window glass edges, belt line, hood and deck lid emblems, rear cove molding, aluminum cove trim panel, cove center molding and nameplate, hood molding and nameplate.

PLUS . . . ALL THE BUILT-IN QUALITY STANDARD IN EVERY '62 CHEVROLET

Impala Sport Coupe . . . 2-Door 5-Passenger

MODEL 1747 . . . . SIX
MODEL 1847 . . . . V8



IMPALA SPORT COUPE FEATURES . . .

- Distinctive 2-door hardtop styling
- Unique roof line and rear window design
- Convertible-styled compound-curved windshield
- Wide-opening 2-door convenience and easy entrance
- Ultra-luxurious interior
- Special extra-quality body insulation
- Full-length body side moldings with color-keyed insert area
- Wide body sill moldings
- Triple-unit taillights with built-in back-up lights
- Front fender ornaments
- Simulated vent below rear window
- Impala series nameplate and emblem
- Stainless steel hub caps (optional full wheel covers illustrated)
- Additional bright moldings and accents: windshield, rear window, roof drip cap, roof rail, ventipane frames, door and quarter window glass edges, belt line, hood and deck lid emblems, rear cove molding, brushed aluminum cove trim panel, cove center molding and nameplate, hood molding and nameplate.

PLUS . . . ALL THE BUILT-IN QUALITY STANDARD IN EVERY '62 CHEVROLET

APPOINTMENTS AND FEATURES

- Luxurious pattern cloth and leather-grain vinyl color-keyed upholstery
- Embossed vinyl headlining
- Vinyl trimmed, adjustable sliding sun visors
- All-vinyl sidewall trim
- Color-keyed deep-twist carpet floor covering
- Extra-thick foam-cushioned seats
- Bright metal instrument panel facing and molding
- Impala identification emblem on instrument panel
- Cigarette lighter
- Electric clock
- Glove compartment lock
- Glove compartment light
- Parking brake warning light
- Special sports-styled steering wheel with dual thumb button horn control
- Bright metal backed rearview mirror
- Extra-long front and rear armrests with finger-tip door release
- Built-in-door safety reflectors
- Lift-out ashtrays in instrument panel and rear armrests
- Two coat hooks
- Bright aluminum front seat end panels
- Dual dome lights with instrument panel control
- Automatic front door dome light switches
- Bright metal windshield, rear window, and roof side garnish moldings
- Crank-operated ventipanes
- Dual-styled window regulator handles
- Foam-backed fabric luggage compartment mats

COLOR SELECTIONS . . .

RPO NUMBERS AND EXTERIOR COLORS

INTERIOR	SOLID		TWO-TONE
RPO 866 Fawn	900—Tuxedo Black 920—Autumn Gold 923—Roman Red 925—Coronna Cream	936—Ermine White 938—Adobe Beige 948—Honduras Maroon	950—Ermine White & Tuxedo Black 970—Adobe Beige & Autumn Gold 973—Ermine White & Roman Red
RPO 853 Aqua	900—Tuxedo Black 917—Twilight Turquoise	918—Twilight Blue 936—Ermine White	950—Ermine White & Tuxedo Black 963—Ermine White & Twilight Blue 965—Twilight Turquoise & Twilight Blue
RPO 874 Red	900—Tuxedo Black 920—Autumn Gold 923—Roman Red	936—Ermine White 938—Adobe Beige 940—Satin Silver	950—Ermine White & Tuxedo Black 970—Adobe Beige & Autumn Gold 973—Ermine White & Roman Red 984—Ermine White & Satin Silver
RPO 842 Blue	900—Tuxedo Black 912—Silver Blue 914—Nassau Blue	936—Ermine White 940—Satin Silver	950—Ermine White & Tuxedo Black 959—Ermine White & Silver Blue 962—Silver Blue & Nassau Blue 984—Ermine White & Satin Silver
RPO 826 Green	900—Tuxedo Black 903—Surf Green	905—Laurel Green 936—Ermine White	950—Ermine White & Tuxedo Black 953—Ermine White & Surf Green 955—Surf Green & Laurel Green
RPO 892 Gold	900—Tuxedo Black 925—Coronna Cream	936—Ermine White	950—Ermine White & Tuxedo Black

Wheelbase			119.0
Length overall			209.6
Height (loaded)			55.5
Road clearance (Min.)			6.5
Tread:	Front 60.3	Rear	59.3
Width overall			79.0
Interior Room:		Front	Rear
Torso room		39.0	38.0
Leg room		45.0	42.0
Hip room		63.5	63.0
Shoulder room		59.0	58.0
Entrance height		29.5	30.0
Luggage Compartment:			
Maximum opening width			54.0
Loading height			22.0
Maximum interior dimensions:			
Length 58.5, Width 73.0, Height			23.0
Total volume (cu. ft.)			29.7
Usable luggage space (cu. ft.)			19.0
Total glass area (sq. in.)			4163.9
Windshield area (sq. in.)			1600.3
Rear window area (sq. in.)			1224.0
Tire size: Standard			7.50 x 14
Optional oversize			8.00 x 14
Turning diameter: (feet) Curb-to-curb			40.8
Wall-to-wall			44.1
Steering ratio: (overall) Standard			28:1
Power			24:1
Fuel tank capacity (gallons)			20

POWER TEAMS . . . pages 42-51, BODY FEATURES . . . page 52, CHASSIS SPECIFICATIONS . . . page 53, OPTIONS AND ACCESSORIES . . . pages 54-55.

APPOINTMENTS AND FEATURES

- Luxurious pattern cloth and leather-grain vinyl color-keyed upholstery
- Embossed vinyl headlining
- Vinyl trimmed, adjustable sliding sun visors
- All-vinyl sidewall trim
- Color-keyed deep-twist carpet floor covering
- Extra-thick foam-cushioned seats
- Bright metal instrument panel facing and molding
- Impala identification emblem on instrument panel
- Cigarette lighter
- Electric clock
- Glove compartment lock
- Glove compartment light
- Parking brake warning light
- Special sports-styled steering wheel with dual thumb button horn control
- Bright metal backed rearview mirror
- Extra-long door armrests with finger-tip door release
- Built-in rear armrests
- Built-in-door safety reflectors
- Lift-out ashtrays in instrument panel and rear armrests
- Two coat hooks
- Built-in rear seat radio speaker grille
- Bright aluminum front seat end panels
- Dual dome lights and courtesy lights with instrument panel main light switch control
- Automatic front door dome and courtesy light switches
- Bright metal windshield, rear window, and roof side garnish moldings
- Crank-operated ventipanes
- Dual-styled window regulator handles
- Foam-backed fabric luggage compartment mats

COLOR SELECTIONS . . .

RPO NUMBERS AND EXTERIOR COLORS

INTERIOR	SOLID		TWO-TONE
RPO 866—867* Fawn	900—Tuxedo Black 920—Autumn Gold 923—Roman Red 925—Coronna Cream	936—Ermine White 938—Adobe Beige 948—Honduras Maroon	950—Ermine White & Tuxedo Black 970—Adobe Beige & Autumn Gold 973—Ermine White & Roman Red
RPO 853—854* Aqua	900—Tuxedo Black 917—Twilight Turquoise	918—Twilight Blue 936—Ermine White	950—Ermine White & Tuxedo Black 963—Ermine White & Twilight Blue 965—Twilight Turquoise & Twilight Blue
RPO 874—875* Red	900—Tuxedo Black 920—Autumn Gold 923—Roman Red	936—Ermine White 938—Adobe Beige 940—Satin Silver	950—Ermine White & Tuxedo Black 970—Adobe Beige & Autumn Gold 973—Ermine White & Roman Red 984—Ermine White & Satin Silver
RPO 842—843* Blue	900—Tuxedo Black 912—Silver Blue 914—Nassau Blue	936—Ermine White 940—Satin Silver	950—Ermine White & Tuxedo Black 959—Ermine White & Silver Blue 962—Silver Blue & Nassau Blue 984—Ermine White & Satin Silver
RPO 826—827* Green	900—Tuxedo Black 903—Surf Green	905—Laurel Green 936—Ermine White	950—Ermine White & Tuxedo Black 953—Ermine White & Surf Green 955—Surf Green & Laurel Green
RPO 892—891* Gold	900—Tuxedo Black 925—Coronna Cream	936—Ermine White	950—Ermine White & Tuxedo Black

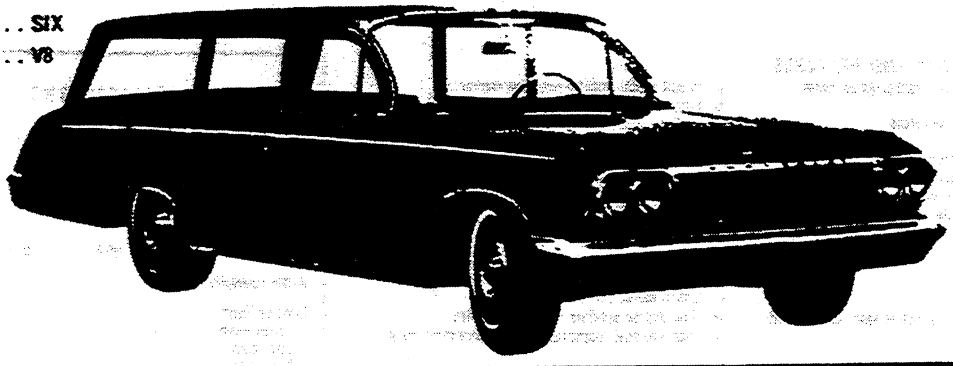
Wheelbase			119.0
Length (overall)			209.6
Height (loaded)			55.5
Road clearance (min.)			6.5
Tread:	Front 60.3	Rear	59.3
Width (overall)			79.0
Interior Room:		Front	Rear
Torso room		38.5	38.0
Leg room		44.5	39.0
Hip room		63.5	55.0
Shoulder room		59.0	57.0
Entrance height		30.0	—
Luggage Compartment:			
Maximum opening width			54.0
Loading height			22.0
Maximum interior dimensions:			
Length 58.5 Width 73.0 Height			23.0
Total volume (cu. ft.)			29.7
Usable luggage space (cu. ft.)			19.0
Total glass area (sq. in.)			3646.3
Windshield area (sq. in.)			1463.3
Rear window area (sq. in.)			941.9
Tire size: Standard			7.50 x 14
Optional oversize			8.00 x 14
Turning diameter: (feet) Curb-to-curb			40.8
Wall-to-wall			44.1
Steering ratio: (overall) Standard			28:1
Power			24:1
Fuel tank capacity (gallons)			20

POWER TEAMS . . . pages 42-51, BODY FEATURES . . . page 52, CHASSIS SPECIFICATIONS . . . page 53, OPTIONS AND ACCESSORIES . . . pages 54-55.

*Super Sport bucket seat option.

Impala 4-Door 6-Passenger Station Wagon . . .

MODEL 1735 . . . . SIX
MODEL 1835 . . . . V8



IMPALA 4-DOOR 6-PASSENGER STATION WAGON FEATURES . . .

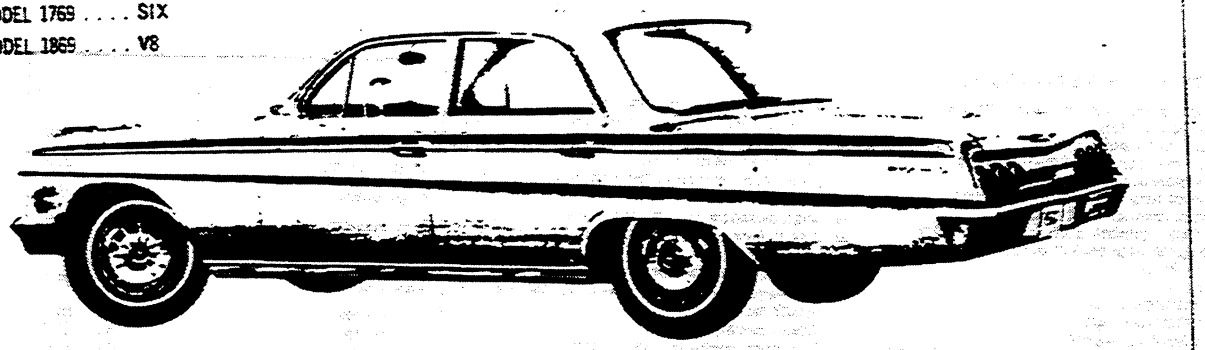
- Smart new Station Wagon styling with distinctive roof design
- Wide-opening 4-door convenience, easy entrance and loading
- Ultra-luxurious interior
- Positive locking, easy folding second seat
- Roll-down tailgate window with outside crank and lock
- Concealed stowage compartment with over 10 cu. ft. of extra cargo space (key-lock optional)
- Special extra-quality body insulation
- Full-length body side moldings with color-keyed insert area
- Wide body sill moldings
- Dual-styled taillights and back-up lights
- Front fender ornaments
- Impala series nameplate and emblem
- Stainless steel hub caps (optional full wheel covers illustrated)
- Additional bright moldings and accents: windshield, tailgate window reveal, tailgate window frame and side finish moldings, roof drip cap, ventipane frames, door and quarter window frames, belt line, tailgate cove molding, aluminum cove panel, cove center molding and nameplate, hood molding and nameplate, hood emblem.

PLUS . . . ALL THE BUILT-IN QUALITY STANDARD IN EVERY '62 CHEVROLET

Impala 4-Door 6-Passenger Station Wagon

Impala 4-Door Sedan . . . 4-Door 6-Passenger

MODEL 1769 . . . . SIX
MODEL 1869 . . . . V8



IMPALA 4-DOOR SEDAN FEATURES . . .

- Smart sedan styling with distinctive roof and rear window design
- Wide-opening 4-door convenience and easy entrance
- Ultra-luxurious interior
- Special extra-quality body insulation
- Full-length body side moldings with color-keyed insert area
- Wide body sill moldings
- Triple-unit taillights with built-in back-up lights
- Front fender ornaments
- Simulated vent below rear window
- Impala series nameplate and emblem
- Stainless steel hub caps (optional full wheel covers illustrated)
- Additional bright moldings and accents: windshield, rear window, roof drip cap, belt line, ventipane frames, door frames, hood and deck lid emblems, rear cove molding, aluminum cove trim panel, cove center molding and nameplate, hood molding and nameplate.

PLUS . . . ALL THE BUILT-IN QUALITY STANDARD IN EVERY '62 CHEVROLET

Impala 4-Door Sedan

INTERIOR APPOINTMENTS AND FEATURES . . .

- Luxurious pattern vinyl and leather-grain vinyl color-keyed upholstery
- Vinyl trimmed adjustable sun visors
- All-vinyl sidewall trim
- Color-keyed deep-twist carpet floor covering
- Extra-thick foam-cushioned seats
- Bright metal instrument panel facing and molding
- Impala identification emblem on instrument panel
- Cigarette lighter
- Electric clock
- Glove compartment lock
- Glove compartment light
- Parking brake warning light
- Special sports-styled steering wheel with dual thumb button horn control
- Bright metal backed rearview mirror
- Extra-long door armrests with finger-tip door release
- Built-in rear armrests
- Lift-out ashtrays in instrument panel and rear armrests
- Built-in door safety reflectors
- Built-in rear seat radio speaker grille
- Bright aluminum front seat end panels
- Dual courtesy lights with instrument panel main light switch control
- Automatic door courtesy light switches
- Bright metal windshield garnish molding
- Crank-operated ventipanes
- Dual-styled window regulator handles
- Foam-backed fabric luggage compartment mats

TRIM AND COLOR SELECTIONS . . .

INTERIOR	RPO NUMBERS AND EXTERIOR COLORS** SOLID			
RPO 870—856* Fawn	900—Tuxedo Black 926—Autumn Gold	923—Roman Red 925—Coronna Cream	936—Ermine White 938—Adobe Beige	948—Honduras Maroon
RPO 847—845* Aqua	900—Tuxedo Black 917—Twilight Turquoise	918—Twilight Blue 936—Ermine White		
RPO 886—879* Red	900—Tuxedo Black 920—Autumn Gold	923—Roman Red 936—Ermine White	938—Adobe Beige 940—Satin Silver	
RPO 836—831* Blue	900—Tuxedo Black 912—Silver Blue	914—Nassau Blue 936—Ermine White	940—Satin Silver	
RPO 829—821* Green	900—Tuxedo Black 903—Surf Green	905—Laurel Green 936—Ermine White		
RPO 894—890* Gold	900—Tuxedo Black 925—Coronna Cream	936—Ermine White		
RPO 814—815* Black	900—Tuxedo Black 917—Twilight Turquoise	918—Twilight Blue 923—Roman Red	925—Coronna Cream 936—Ermine White	940—Satin Silver 948—Honduras Maroon

CONVERTIBLE TOP COLORS . . .	EXTERIOR COLOR RPO												
TOP COLOR	900	903	905	912	914	917	918	920	923	925	936	938	940	948
WHITE (Standard)	•	•	•	•	•	•	•	•	•	•	•	•	•	•
BLACK (RPO 470A)	•	•	•	•	•	•	•	•	•	•	•	•	•	•
CREAM (RPO 470B)	•									•	•			
BLUE (RPO 470C)					•	•								

SPECIFICATIONS

Wheelbase				119.0
Length (overall)				209.6
Height (loaded)				55.0
Road clearance (min.)				6.5
Tread:	Front	60.3	Rear	59.3
Width (overall)				79.0
Interior Room:			Front	Rear
Torso room			38.5	38.0
Leg room			44.5	39.0
Hip room			63.5	52.0
Shoulder room			59.0	51.0
Entrance height			28.0	—
Luggage Compartment:				
Maximum opening width				54.0
Loading height				22.0
Maximum interior dimensions:				
Length 58.5	Width	73.0	Height	23.0
Total volume (cu. ft.)				29.7
Usable luggage space (cu. ft.)				19.0
Total glass area (sq. in.)				3686.7
Windshield area (sq. in.)				1463.3
Rear window area (sq. in.)				1103.0
Tire size: Standard				7.50 x 14
Optional oversize				8.00 x 14
Turning diameter (feet): Curb-to-curb				40.8
Wall-to-wall				44.1
Steering ratio (overall): Standard				28:1
Power				24:1
Fuel tank capacity (gallons)				20

POWER TEAMS . . . pages 42-51, BODY FEATURES . . . page 52, CHASSIS SPECIFICATIONS . . . page 53, OPTIONS AND ACCESSORIES . . . pages 54-55

**Super Sport bucket seat option. ***Two-tone colors not available on Convertible.

Impala Convertible

INTERIOR APPOINTMENTS AND FEATURES . . .

- Luxurious pattern cloth and leather-grain vinyl color-keyed upholstery
- Embossed vinyl headlining
- Vinyl trimmed, adjustable sliding sun visors
- All-vinyl sidewall trim
- Color-keyed deep-twist carpet floor covering
- Extra-thick foam-cushioned seats
- Bright metal instrument panel facing and molding
- Impala identification emblem on instrument panel
- Cigarette lighter
- Electric clock
- Glove compartment lock
- Glove compartment light
- Parking brake warning light
- Special sports-styled steering wheel with dual thumb button horn control
- Bright metal backed rearview mirror
- Extra-long front and rear armrests with finger-tip door release
- Built-in-door safety reflectors
- Lift-out ashtrays in instrument panel and rear armrests
- Two coat hooks
- Bright aluminum front seat end panels
- Control dome light with instrument panel main light switch control
- Automatic front door dome light switches
- Color-keyed windshield, rear window, and roof side garnish moldings
- Crank-operated ventipanes
- Dual-styled window regulator handles
- Foam-backed fabric luggage compartment mats

TRIM AND COLOR SELECTIONS . . .

INTERIOR	RPO NUMBERS AND EXTERIOR COLORS SOLID		TWO-TONE
RPO 866 Fawn	900—Tuxedo Black 920—Autumn Gold 923—Roman Red 925—Coronna Cream	936—Ermine White 938—Adobe Beige 948—Honduras Maroon	950—Ermine White & Tuxedo Black 970—Adobe Beige & Autumn Gold 973—Ermine White & Roman Red
RPO 853 Aqua	900—Tuxedo Black 917—Twilight Turquoise	918—Twilight Blue 936—Ermine White	950—Ermine White & Tuxedo Black 963—Ermine White & Twilight Blue 965—Twilight Turquoise & Twilight Blue
RPO 874 Red	900—Tuxedo Black 920—Autumn Gold 923—Roman Red	936—Ermine White 938—Adobe Beige 940—Satin Silver	950—Ermine White & Tuxedo Black 970—Adobe Beige & Autumn Gold 973—Ermine White & Roman Red 984—Ermine White & Satin Silver
RPO 842 Blue	900—Tuxedo Black 912—Silver Blue 914—Nassau Blue	936—Ermine White 940—Satin Silver	950—Ermine White & Tuxedo Black 959—Ermine White & Silver Blue 962—Silver Blue & Nassau Blue 984—Ermine White & Satin Silver
RPO 826 Green	900—Tuxedo Black 903—Surf Green	905—Laurel Green 936—Ermine White	950—Ermine White & Tuxedo Black 953—Ermine White & Surf Green 955—Surf Green & Laurel Green
RPO 892 Gold	900—Tuxedo Black 925—Coronna Cream	936—Ermine White	950—Ermine White & Tuxedo Black

SPECIFICATIONS

Wheelbase				119.0
Length (overall)				209.6
Height (loaded)				55.5
Road clearance (min.)				6.5
Tread:	Front	60.3	Rear	59.3
Width (overall)				79.0
Interior Room:			Front	Rear
Torso room			39.0	38.0
Leg room			45.0	42.0
Hip room			63.5	63.5
Shoulder room			59.0	58.0
Entrance height			30.0	29.5
Luggage Compartment:				
Maximum opening width				54.0
Loading height				22.0
Maximum interior dimensions:				
Length 58.5	Width	73.0	Height	23.0
Total volume (cu. ft.)				29.7
Usable luggage space (cu. ft.)				19.0
Total glass area (sq. in.)				4195.6
Windshield area (sq. in.)				1600.3
Rear window area (sq. in.)				1277.1
Tire size: Standard				7.50 x 14
Optional oversize				8.00 x 14
Turning diameter (feet): Curb-to-curb				40.8
Wall-to-wall				44.1
Steering ratio (overall): Standard				28:1
Power				24:1
Fuel tank capacity (gallons)				20

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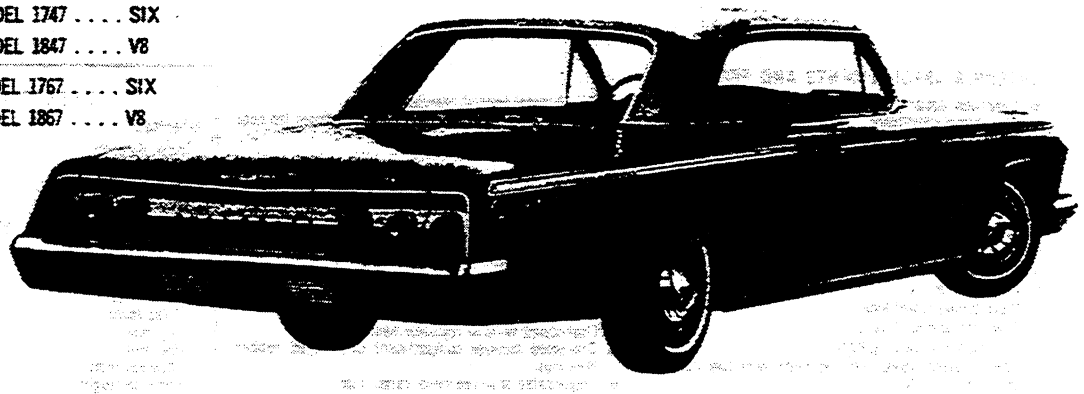
Impala 4-Door Sedan

Impala Sport Coupe and Convertible Super Sport Equipment . . .

MODEL 1747 . . . . SIX
MODEL 1847 . . . . V8
MODEL 1767 . . . . SIX
MODEL 1867 . . . . V8



RPO 240—SUPER SPORT EQUIPMENT OPTION*. . .
(In addition to or replacing regular Impala equipment)

EXTERIOR FEATURES

- Special full-length body side molding with swirl-pattern silver anodized aluminum insert panel
- Distinctive identifying SS emblem on rear fenders and rear deck
- Special Super Sport full wheel covers with simulated knock-off lugs

INTERIOR FEATURES

- Individual bucket front seats
- Ultra-luxurious all vinyl interior
- Convenient locking console compartment between front seats
- Passenger assist bar

PLUS . . . ALL THE BUILT-IN QUALITY STANDARD IN EVERY '62 CHEVROLET

*Optional at extra cost

Impala Super Sport Equipment

Impala 4-Door 9-Passenger Station Wagon . . .

MODEL 1745 . . . . SIX
MODEL 1845 . . . . V8

IMPALA 4-DOOR 9-PASSENGER STATION WAGON FEATURES . . .

- Smart new Station Wagon styling with distinctive roof design
- Wide-opening 4-door convenience, easy entrance and loading
- Ultra-luxurious interior
- Positive locking, easy folding second seat
- Lookout Lounge rear facing third seat
- Power-operated tailgate window with multiple control
- Concealed stowage compartment with nearly 6 cu. ft. of extra cargo space (key-lock optional)
- Special extra-quality body insulation
- Full-length body side moldings with color-keyed insert area
- Wide body sill moldings
- Dual-styled taillights and back-up lights
- Front fender ornaments
- Impala series nameplate and emblem
- Stainless steel hub caps (optional full wheel covers illustrated)
- Additional bright moldings and accents: windshield, tailgate window reveal, tailgate window frame and side finish moldings, roof drip cap, ventipane frames, door and quarter window frames, belt line, tailgate cove molding, aluminum cove panel, cove center molding and nameplate, hood molding and nameplate, hood emblem.

PLUS . . . ALL THE BUILT-IN QUALITY STANDARD IN EVERY '62 CHEVROLET

Impala 4-Door 9-Passenger Station Wagon

INTERIOR APPOINTMENTS AND FEATURES . . .

- Luxurious pattern cloth and leather-grain vinyl color-keyed upholstery
- Embossed vinyl headlining
- Vinyl trimmed, adjustable sliding sun visors
- All-vinyl sidewall trim
- Color-keyed deep-twist carpet floor covering
- Extra-thick foam-cushioned seats
- Bright metal instrument panel facing and molding
- Impala identification emblem on instrument panel
- Cigarette lighter
- Electric clock
- Glove compartment lock
- Glove compartment light
- Parking brake warning light
- Special sports-styled steering wheel with dual thumb button horn control
- Bright metal backed rearview mirror
- Extra-long front and rear armrests with finger-tip door release
- Built-in-door safety reflectors
- Lift-out ashtrays in instrument panel and rear armrests
- Two coat hooks
- Bright aluminum front seat end panels
- Central dome light with integral and instrument panel main light switch control
- Automatic front door dome light switches
- Color-keyed windshield, rear window, and roof side garnish moldings
- Crank-operated ventipanes
- Dual-styled window regulator handles
- Concealed stowage compartment color-keyed rubber floor mat
- Vinyl-coated textured metal cargo floor

TRIM AND COLOR SELECTIONS . . .

INTERIOR	RPO NUMBERS AND EXTERIOR COLORS — SOLID		TWO-TONE
RPO 866 Fawn	900—Tuxedo Black 920—Autumn Gold 923—Roman Red 925—Coronna Cream	936—Ermine White 938—Adobe Beige 948—Honduras Maroon	950—Ermine White & Tuxedo Black 970—Adobe Beige & Autumn Gold 973—Ermine White & Roman Red
RPO 853 Aqua	900—Tuxedo Black 917—Twilight Turquoise	918—Twilight Blue 936—Ermine White	950—Ermine White & Tuxedo Black 963—Ermine White & Twilight Blue 965—Twilight Turquoise & Twilight Blue
RPO 874 Red	900—Tuxedo Black 920—Autumn Gold 923—Roman Red	936—Ermine White 938—Adobe Beige 940—Satin Silver	950—Ermine White & Tuxedo Black 970—Adobe Beige & Autumn Gold 973—Ermine White & Roman Red 984—Ermine White & Satin Silver
RPO 842 Blue	900—Tuxedo Black 912—Silver Blue 914—Nassau Blue	936—Ermine White 940—Satin Silver	950—Ermine White & Tuxedo Black 959—Ermine White & Silver Blue 962—Silver Blue & Nassau Blue 984—Ermine White & Satin Silver
RPO 826 Green	900—Tuxedo Black 903—Surf Green	905—Laurel Green 936—Ermine White	950—Ermine White & Tuxedo Black 953—Ermine White & Surf Green 955—Surf Green & Laurel Green
RPO 852 Gold	900—Tuxedo Black 925—Coronna Cream	936—Ermine White	950—Ermine White & Tuxedo Black

SPECIFICATIONS

Wheelbase				119.0
Length (overall)				209.6
Height (loaded)				56.0
Road clearance (min.)				6.5
Tread:	Front	60.3	Rear	59.3
Width (overall)				79.0
Interior Room:			Front	2nd Seat
Torso room			39.0	40.0
Leg room			45.0	42.0
Hip room			63.5	63.5
Shoulder room			59.0	58.0
Entrance height			30.0	30.5
Cargo Compartment:				
Load floor length:		Tailgate closed		Tailgate open
Behind front seat		94.0		118.5
Behind second seat		60.0		84.5
Load floor width: Maximum overall				62.0
Between wheel houses				46.0
Height—load floor to headlining				31.5
Tailgate loading height				23.0
Rear entrance opening: Height				30.5
Width—at floor				56.5
Width—at belt				54.5
Total cargo volume (cu. ft.)				97.5
Total glass area (sq. in.)				5163.6
Windshield area (sq. in.)				1600.3
Rear window area (sq. in.)				898.6
Tire size				8.00 x 14
Turning diameter (feet):	Curb-to-curb			40.8
	Wall-to-wall			44.1
Steering ratio (overall):	Standard			28:1
	Power			24:1
Fuel tank capacity (gallons)				19

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INTERIOR APPOINTMENTS AND FEATURES . . .

- Luxurious pattern cloth and leather-grain vinyl color-keyed upholstery
- Embossed vinyl headlining
- Vinyl trimmed, adjustable sliding sun visors
- All-vinyl sidewall trim
- Color-keyed deep-twist carpet floor covering
- Extra-thick foam-cushioned seats
- Bright metal instrument panel facing and molding
- Impala identification emblem on instrument panel
- Cigarette lighter
- Electric clock
- Glove compartment lock
- Glove compartment light
- Parking brake warning light
- Special sports-styled steering wheel with dual thumb button horn control
- Bright metal backed rearview mirror
- Extra-long front and rear armrests with finger-tip door release
- Built-in-door safety reflectors
- Lift-out ashtrays in instrument panel and rear armrests
- Power-operated tailgate window with convenient front seat, third seat, and tailgate key controls
- Two coat hooks
- Bright aluminum front seat end panels
- Central dome light and third seat courtesy light
- Automatic front door dome light switches
- Color-keyed windshield, rear window, and roof side garnish moldings
- Crank-operated ventipanes
- Dual-styled window regulator handles
- Third seat footwell color-keyed rubber mat
- Vinyl-coated textured metal cargo floor

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Hip room			63.5	63.5	46.0
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