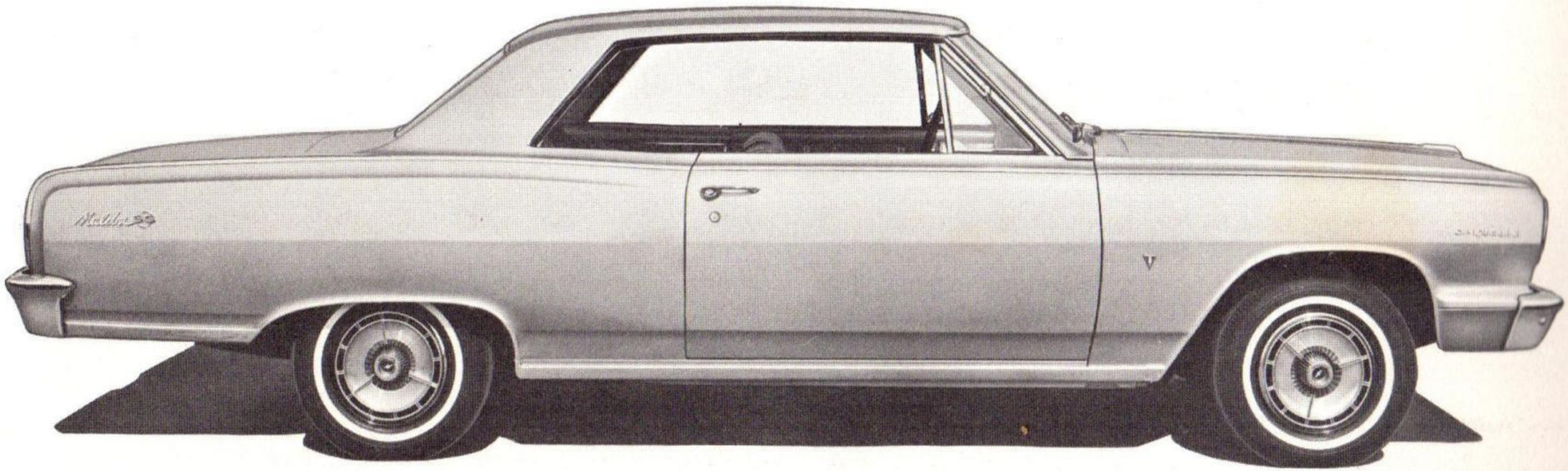
1964 OWNERS GUIDE

Chevelle



A WORD FROM CHEVROLET . . .

This Owners Guide contains important information regarding the operation and maintenance of your Chevelle.

In order to obtain maximum enjoyment and usage from your car, we suggest that you familiarize yourself with the contents of this booklet and follow the recommendations outlined.

Your Chevrolet dealer has the trained personnel and specialized equipment to properly service your Chevelle. Have him inspect your car and perform any maintenance or adjustments required.

We would like to take this opportunity to thank you for choosing a Chevrolet product—and assure you of our continuing interest in your motoring pleasure and satisfaction.

CHEVROLET MOTOR DIVISION • GENERAL MOTORS CORPORATION
DETROIT 2, MICHIGAN

SECOND EDITION

CONTENTS

All information contained in this booklet is the latest product information available at the time of printing. The right is reserved to make changes at any time without notice.

YOUR CHEVELLE'S FIRST FEW HUNDRED MILES OF DRIVING

Sound design and precision manufacturing methods will permit you to operate your new Chevelle without adhering to a formal "break-in" schedule. However, during the first few hundred miles of driving you can, by observing a few simple precautions, add to the future performance and economy of your car.

● It is recommended that your speed during the first 500 miles be confined to a maximum of 60 M.P.H., but do not drive for extended periods at any one constant speed, either fast or slow. During this period, avoid full throttle starts and, if possible, abrupt stops.

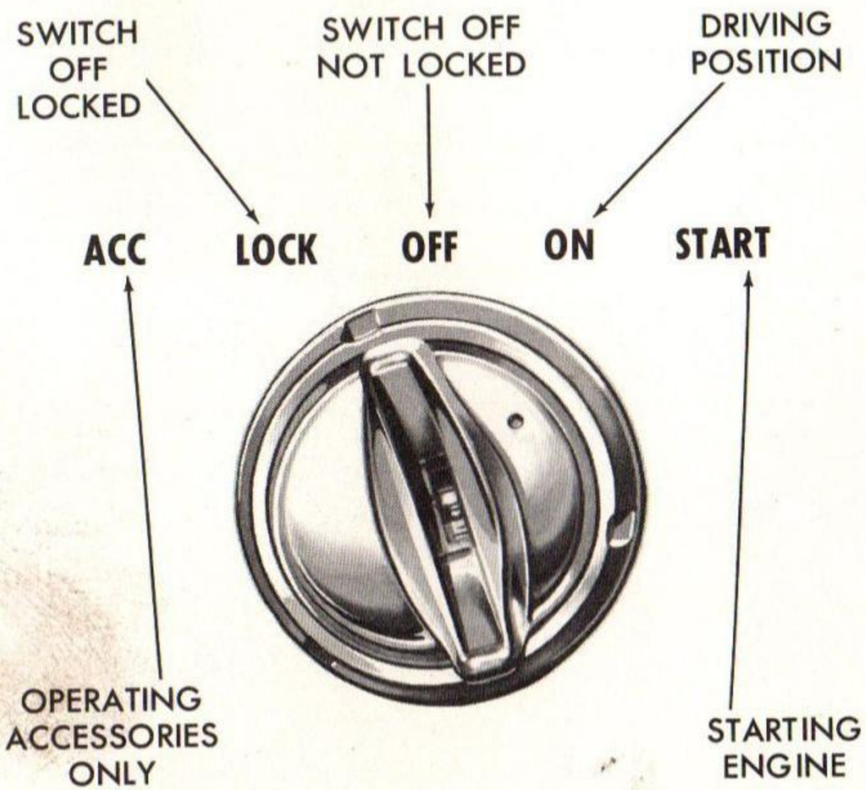
● Gentle braking during the first few hundred miles of operation will result in longer brake life and better future performance. Avoid hard stops especially during the first 200 miles of operation since brake misuse during this period will destroy much future brake efficiency.

● Always drive at a moderate speed until the engine has completely warmed up.

DRIVING FOR ECONOMY

Proper maintenance and wise operation will combine to help you achieve maximum fuel economy with your automobile. Your Authorized Chevrolet Dealer can properly tune and maintain your car but wise operation is your responsibility. Give the car sufficient warm-up time, do not make full throttle starts or sudden stops, and drive at reasonable speeds and as steadily as traffic permits to gain the benefits of all the economy built into your automobile.

IGNITION SWITCH



The ignition switch has five positions as shown. The key may be removed only when the switch is in the LOCK or ON position. The switch may be moved between OFF and START position without the key if the key is removed while the switch is in the ON position. Use the ACC position when operating accessories only. Always switch to LOCK position and remove the key when leaving your car unattended.

Do not force the key into or out of the lock. The key cannot be removed when switch is in OFF or ACC position, thus guarding against leaving switch OFF but not locked.

CAUTION: Carbon monoxide is a poisonous gas produced by the engine of any car. It is odorless, so you cannot detect its presence. Be safe. Never start or run engine in a closed garage. Do not sit in a parked car with engine running unless windows are open.

INSTRUCTIONS

STARTING THE ENGINE

. . WITH THE POWERGLIDE TRANSMISSION

—Place selector lever in N or P position. The engine will not start when lever is in any other position.

. . WITH THE MANUAL TRANSMISSIONS

—Place gearshift control lever in Neutral and depress clutch pedal to the floor.

- INITIAL START—Depress accelerator pedal to floor and release. This presets the automatic choke.

  Turn ignition switch to START and release as soon as engine starts.

  In extreme cold weather (0°F. and below) or when the engine is hot depress the accelerator pedal part way down and hold while starting.

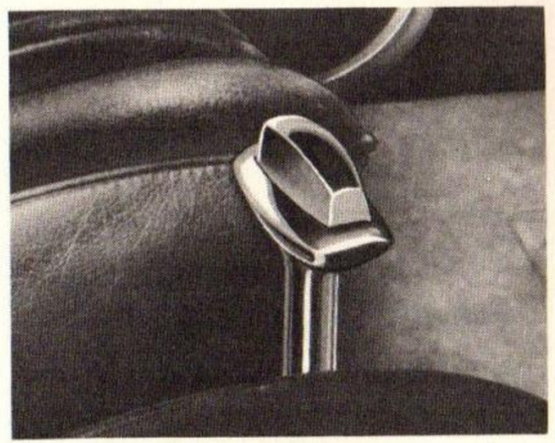
- "FLOODED" ENGINE—Depress accelerator pedal to floor and hold while cranking engine. Never "pump" the accelerator pedal.

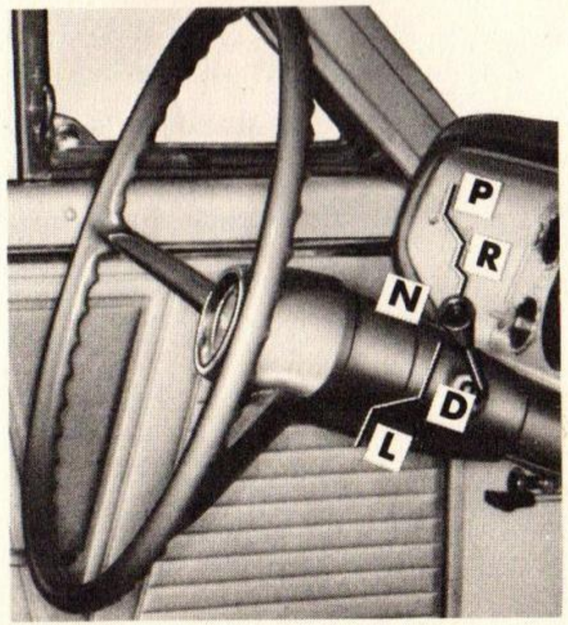
WARM-UP

Always let the engine idle for a moment or two after starting and drive at moderate speeds for several miles, especially during cold weather.

DRIVING WITH THE POWERGLIDE AUTOMATIC TRANSMISSION

The Powerglide transmission is a completely automatic transmission which replaces the standard clutch and transmission. After starting the engine with the selector lever in N (Neutral) or P (Park) position, select the range desired and depress the accelerator pedal. The transmission will do the rest. A gradual start with a steady increase of pressure on the accelerator pedal will enable the transmission to shift into the more economical cruising gear in the shortest possible time. Hard acceleration for fast starts will cause the transmission to remain in low gear for a considerably longer period with resultant higher fuel consumption. The chart below will help you to become more quickly acquainted with the operation of your Powerglide transmission. On the Super-Sport style the Powerglide shift lever is located as shown in the illustration on the right.





P—PARK	Use only when car is stopped.	CAR PARKED
–*LIFT–		
R—REVERSE	For backing car—from stop.	NORMAL DRIVING RANGE
–*LIFT–		
N—NEUTRAL	For standing (Brakes Applied).	
D—DRIVE	For Forward Driving. Step hard on accelerator for extra acceleration below 45 mph —V8, 40 mph—6 cyl.	
–*LIFT–		
L—LOW	For hard pulling at low speeds and climbing or descending steep grades. Shift to L only below 40 mph.	SAND, SNOW, MUD AND STEEP GRADES

*Lifting clears stops that prevent unintentional shifts to Park, Low or Reverse.

● **Holding Car on an Upgrade**

When stopped on an upgrade, maintain your position by applying the brakes. Never hold the car in place by accelerating engine. This could cause damage by overheating the transmission. For the same reason, the engine should never be accelerated in L, D or R with the brakes engaged.

● **"Rocking" Car**

"Rock" the car to free it from mud, sand or snow by slightly accelerating the engine as required and moving the transmission selector lever between D and R positions. Release accelerator while moving selector between D and R positions.

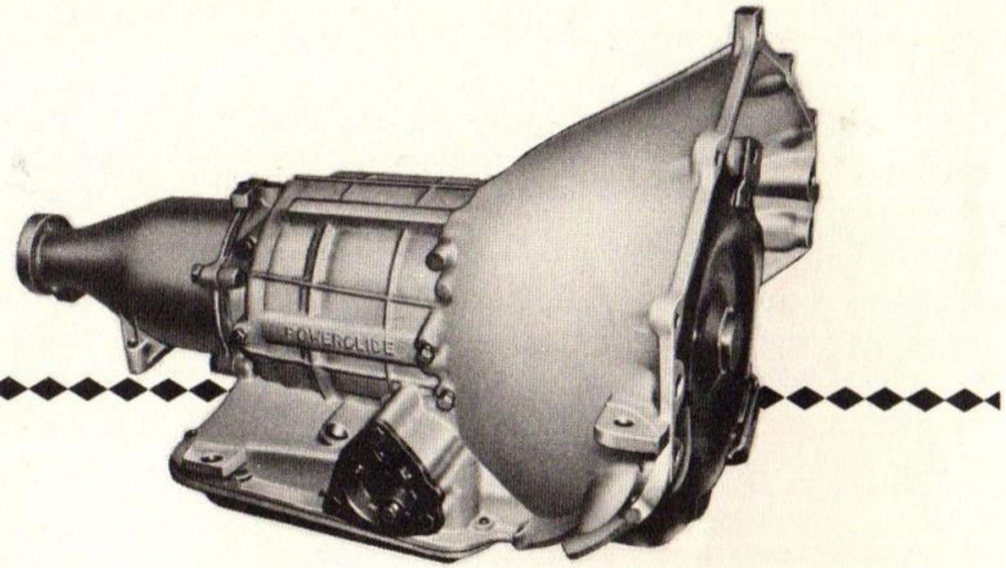
● **Pushing to Start**

Turn off all electrical loads such as radio, heater and, if possible, lights until the engine starts.

With the ignition key turned ON and the transmission in N (neutral), allow the car speed to reach 25 to 30 miles per hour. Then shift the transmission to L (low) position. After the engine starts, the transmission may be operated in the normal manner. Never tow the car to start.

● **Towing**

The car may be safely towed with the selector lever in N (neutral) position at speeds of 30 miles per hour

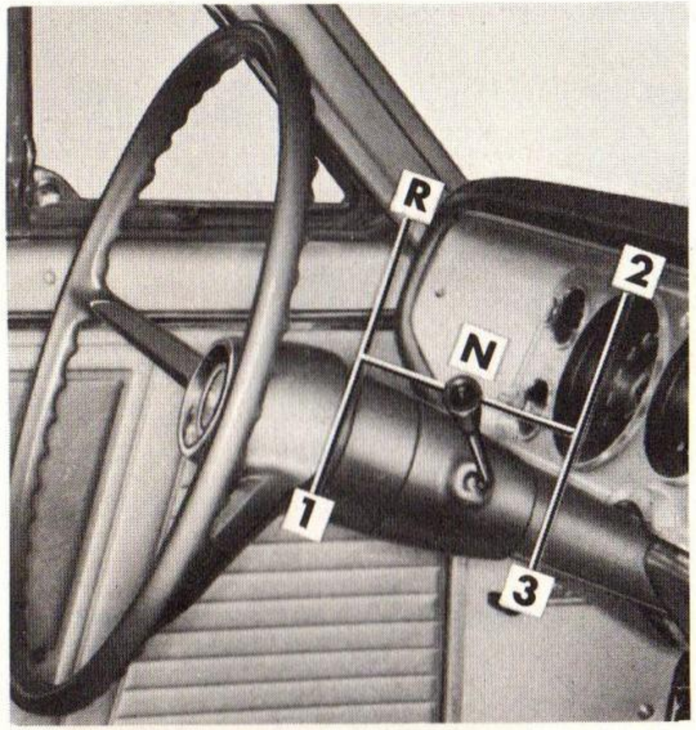


and below. In the event that tow speeds in excess of 30 miles per hour are necessary, the drive shaft should be disconnected.

However, if the transmission is not operating properly, the drive shaft must be disconnected when towing at any speed or else the car must be towed with the rear wheels raised. If towing the car on its front wheels, the steering wheel should be secured to maintain a straight ahead position.

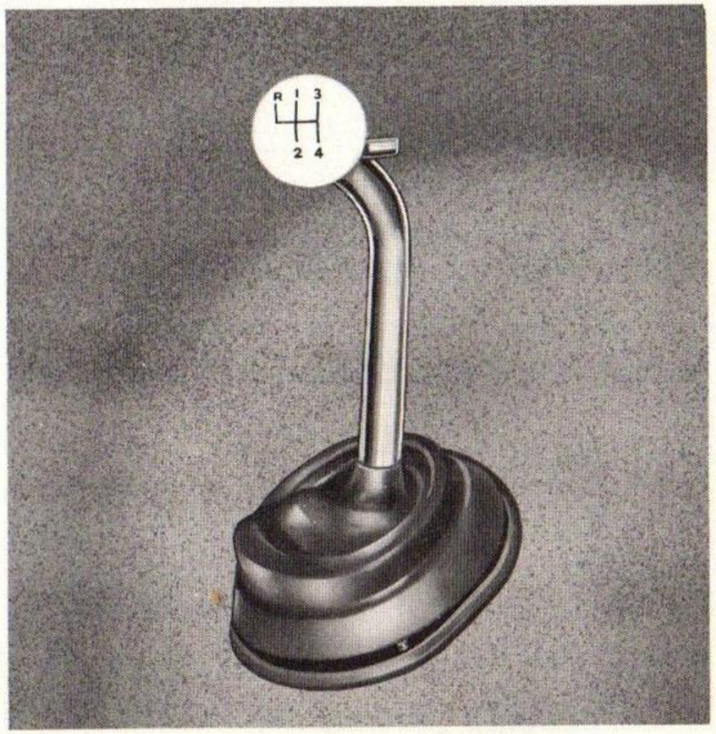
● **Parking Your Car**

To be doubly safe, always engage the parking brake and place the transmission selector lever in "Park" position when leaving your car unattended.



DRIVING WITH THE MANUAL TRANSMISSION

The 3-speed manual transmission shift positions follow the standard pattern shown at the left. The 4-speed transmission shift lever, extending from the floor, has its special shift pattern diagram located on the gearshift knob exactly as shown in the illustration to the right. Depress the clutch pedal fully before attempting to shift to a different gear, then release the pedal to move in that gear. Shifting into 2nd and 3rd gear as soon as possible will add appreciably to your fuel economy. Always shift into a lower gear before the car begins to "lug" or labor on steep grades and also when descending steep hills. Shift into 1st or Reverse gear only after the car has stopped. When a push start is necessary turn off all electrical loads such as heater, radio, and, if possible, lights, turn on the key, depress the clutch, and place the shift lever in 3rd gear. Release the clutch when your speed reaches 10 to 15 miles per hour.

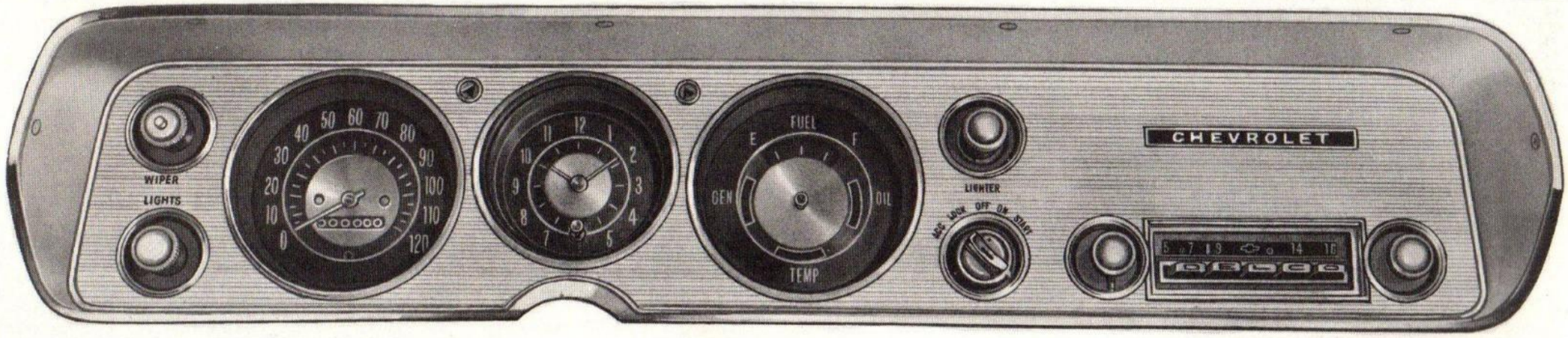


DRIVING WITH THE OVERDRIVE TRANSMISSION

The optional Overdrive transmission provides an automatic 4th, or cruising, gear. With the Overdrive control handle pulled "out," the unit is operated as a standard 3-speed transmission. Push the handle fully "in" at any time to engage the Overdrive. The unit then will operate as follows: At speeds of 30 mph and over, the transmission may be automatically shifted into 4th gear by momentarily releasing the accelerator pedal. Shift back into 3rd gear for fast acceleration by momentarily flooring the accelerator pedal. Below 26 mph the unit will automatically return to standard drive. To lock Overdrive out while moving, floor the accelerator pedal momentarily and, at the same time, pull out the Overdrive handle. For push starts, the handle should be fully "out."

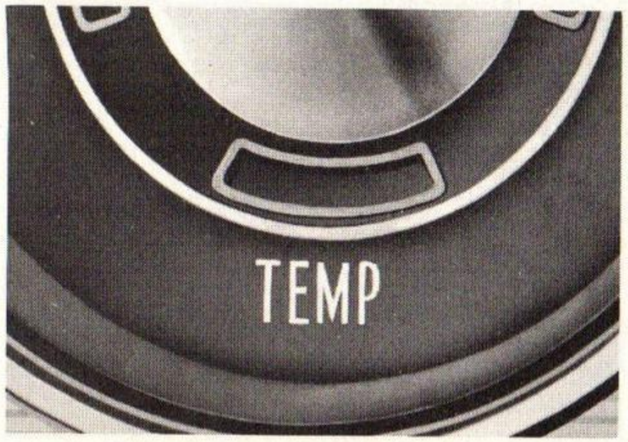
LOCKED OUT IN OPERATION

INSTRUMENTS



The instruments, gauges and warning lights conveniently grouped in the instrument cluster are designed to tell you at a glance many important things about the performance of your car. The information on this and the following three pages will enable you to more quickly understand and properly interpret these instruments. Familiarize yourself with their location and purpose and make it a practice to scan the instrument cluster as you start the engine, after it starts, and periodically as you drive your automobile.

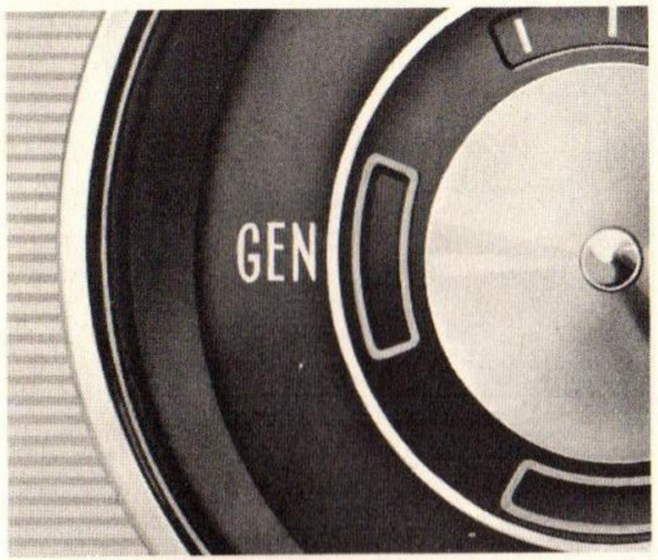
ENGINE TEMPERATURE INDICATOR LIGHT (Except Super Sport Model)



An indicator light is provided in the instrument cluster to indicate a normal operating engine temperature and also quickly warn of an over-heated engine. As you start the car, the red indicator light will go on to let you know that it is operating properly.

After the engine starts, the red light will turn off immediately. It will light up at no other time unless for some reason the engine reaches a dangerously high operating temperature. If the red light should come on, the engine must be stopped until the cause of the overheating is corrected.

Check this light frequently as you drive. Engine temperature is normal as long as the red light is off.

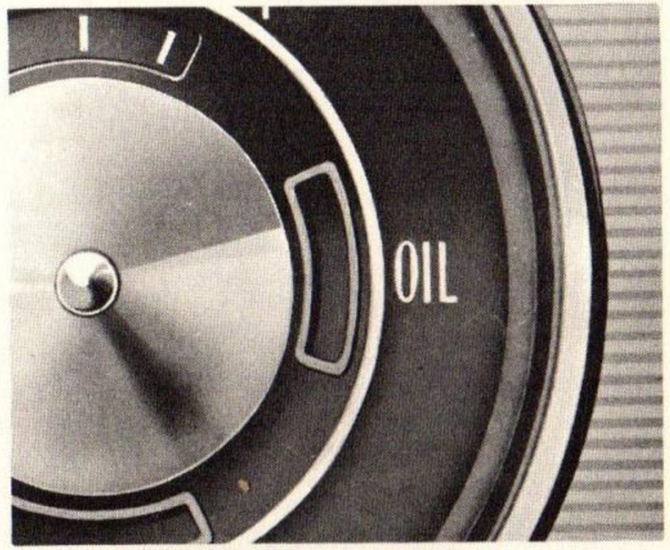


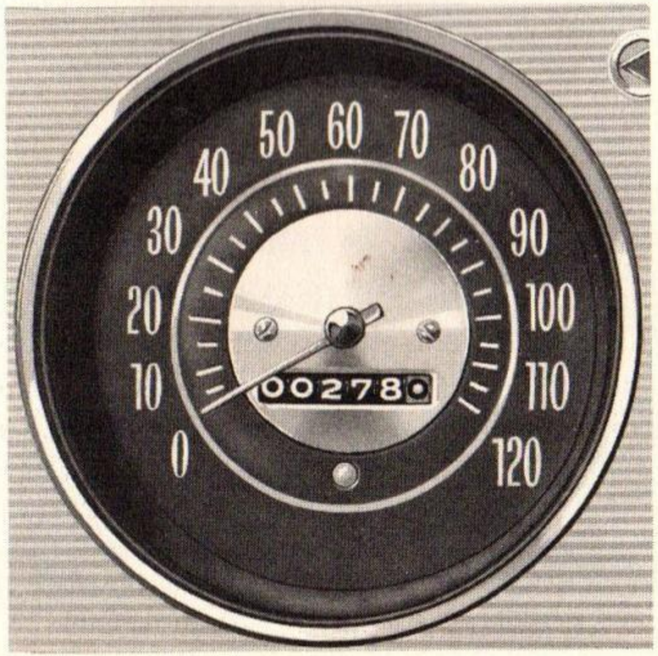
GENERATOR INDICATOR LIGHT (Except Super Sport Model)

This indicator light provides a quick check on the generating system. The red light will be on when the ignition key is in the "on" position, but before the engine is started. After the engine starts, the light should go out and remain out. If the light remains on when engine is running, have your Authorized Chevrolet Dealer check the electrical system as soon as possible.

OIL PRESSURE INDICATOR LIGHT (Except Super Sport Model)

This light will be on when the ignition switch is turned on but before the engine is started. Occasionally the light may be seen to flicker momentarily, but this will do no harm. However, if the light remains on during normal driving speeds, the engine should be stopped until the cause of the trouble can be located and corrected. Driving the car with low oil pressure can cause serious engine damage.

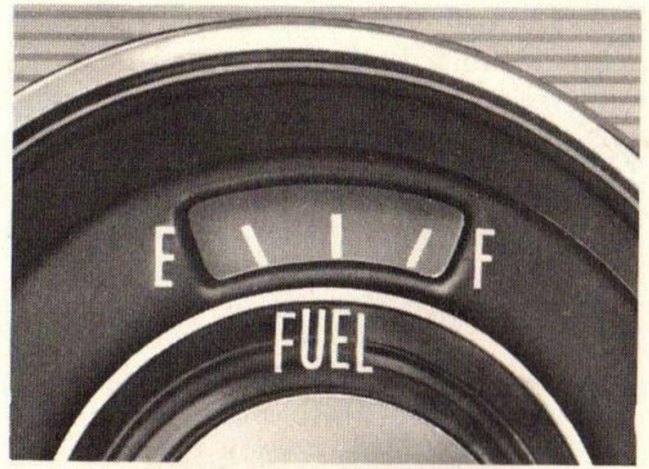




SPEEDOMETER AND ODOMETER

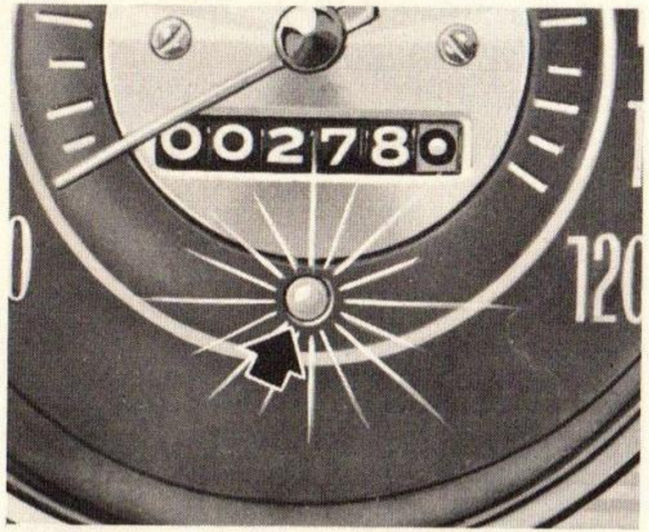
The speedometer indicates the speed of the car in miles per hour. The odometer, or mileage indicator, registers accumulated mileage and is useful for checking trip mileages, maintenance periods and fuel consumption.

FUEL GAUGE

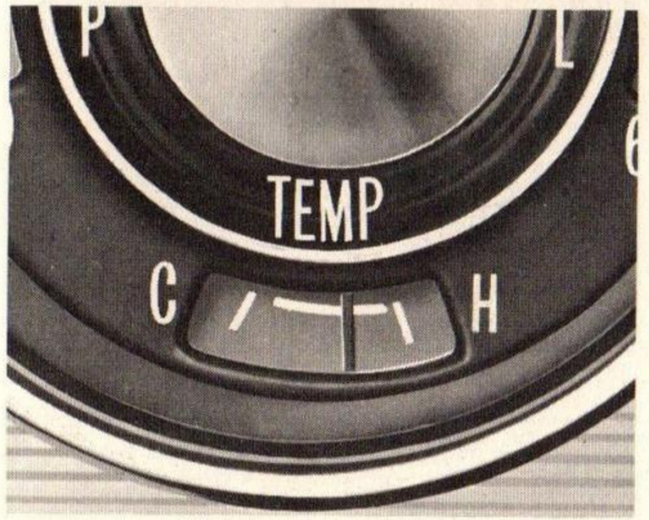


This electrically operated gauge indicates the level of fuel in the fuel tank. The gauge registers correctly when the ignition switch is in the "on" position. When the ignition switch is turned "off," the needle will not necessarily return to the empty mark but may stop at any point on the dial.

HEADLIGHT BEAM INDICATOR LIGHT



The headlights of your automobile have two sets of beams to provide you with proper nighttime visibility during all driving conditions. The "low" beams are used during most city driving. The "high" beams are especially useful when driving on dark roads since the bright beams of both outboard and inboard lamps are illuminated and they provide excellent long range illumination. The headlight beam indicator will be on whenever the high beams or "brights" are in use. The Headlight Beam Switch controls the headlight beams (see Page 14). Always "dim" your headlights – switch to "low" beam – when approaching or overtaking other vehicles.



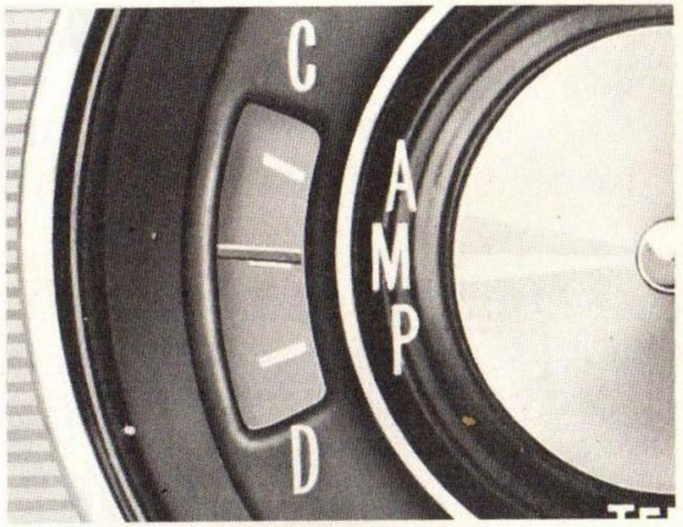
SUPER SPORT MODEL INSTRUMENTS AND GAUGES

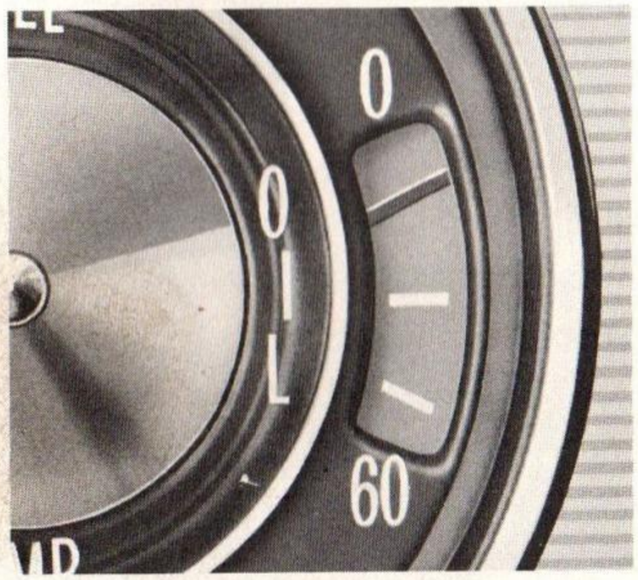
Engine Temperature Gauge

Showing engine coolant temperature, gauge readings will vary with air temperature and operating conditions. Hard driving or prolonged idling in very hot weather may produce above normal readings. The ignition switch must be on for accurate readings.

Ammeter

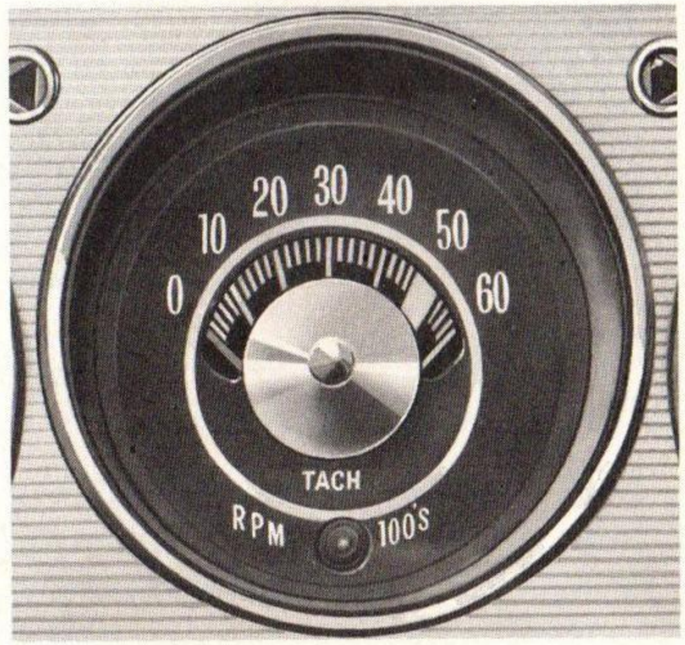
The ammeter shows the rate at which the battery is being charged or discharged. The Delcotron charging system is equipped with a regulator which controls the charge according to battery requirements. When the Delcotron generator is supplying more than the current demand, the ammeter will show the charging rate while a discharge will be shown if the current demand is more than the Delcotron output. With the battery fully charged, the charging rate will be low, thus giving an indication of battery condition.





Oil Pressure Gauge

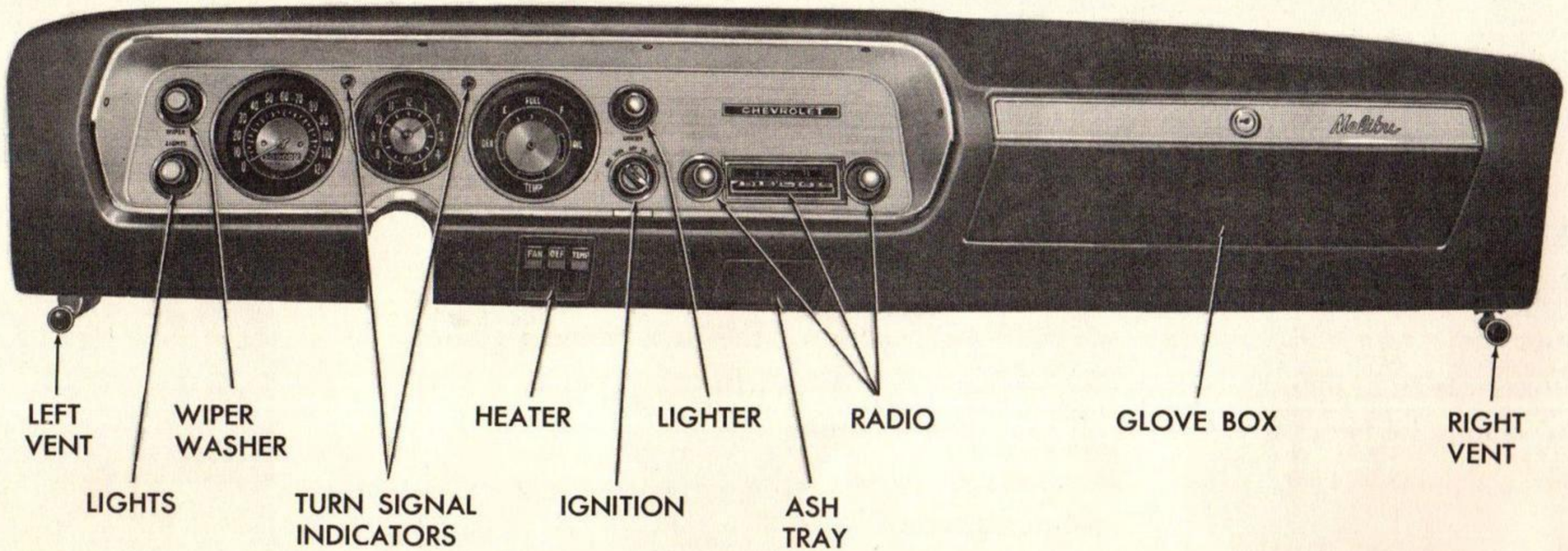
The oil pressure gauge indicates the pressure at which oil is being delivered to the various parts of the engine requiring lubrication. Pressures registered by the gauge may vary according to outside air temperatures or weight of oil being used. Oil pressure of a cold engine being operated at a given speed will be somewhat higher than when the engine is at normal operating temperature at the same speed. Prolonged high speed operation on a hot day at the given speed will result in somewhat lower oil pressure readings.

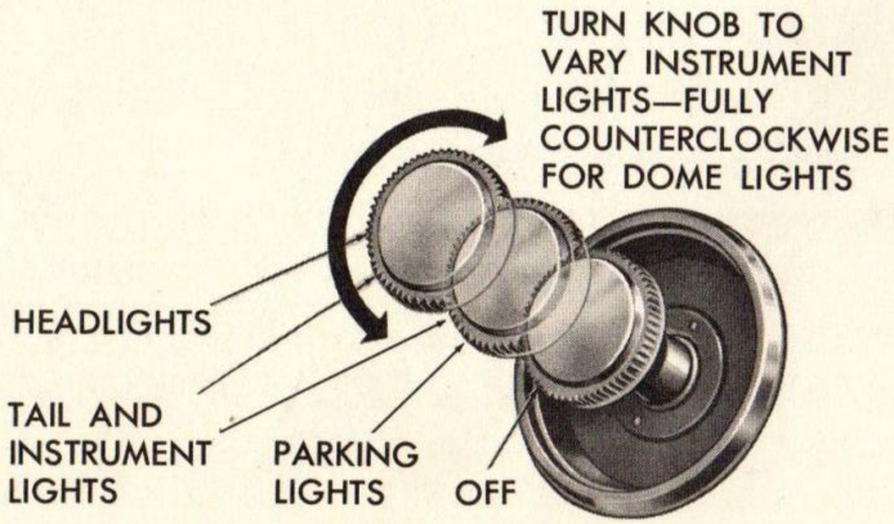


Tachometer

The tachometer indicates the speed of the engine in revolutions per minute. The colored area between 5000 and 5500 rpm, indicates the maximum speed which the engine should be run in any one gear position.

CONTROLS

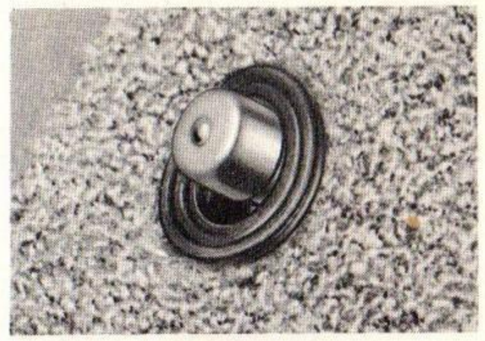




LIGHT SWITCH

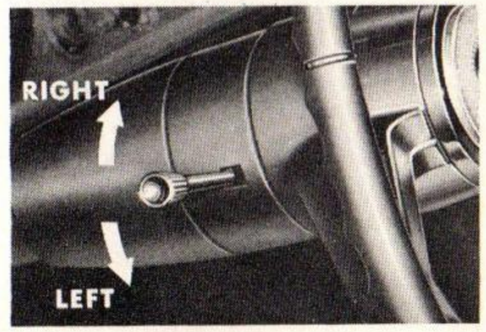
The three position light control switch controls the headlights, taillights, parking lights, instrument lights and dome lights as shown. The headlight and parking light circuits are protected by a circuit breaker in the light switch. An overload will cause the lights to "flicker" on and off. If this condition exists, have your Chevrolet Dealer check your headlight and parking light wiring immediately.

HEADLIGHT BEAM SWITCH



"High" and "low" headlight beams are controlled by the floor button at your left foot. The indicator, located below the speedometer dial, will be lighted when the high beams are in use. Always use "low beam" when approaching or overtaking other vehicles.

TURN SIGNAL LEVER



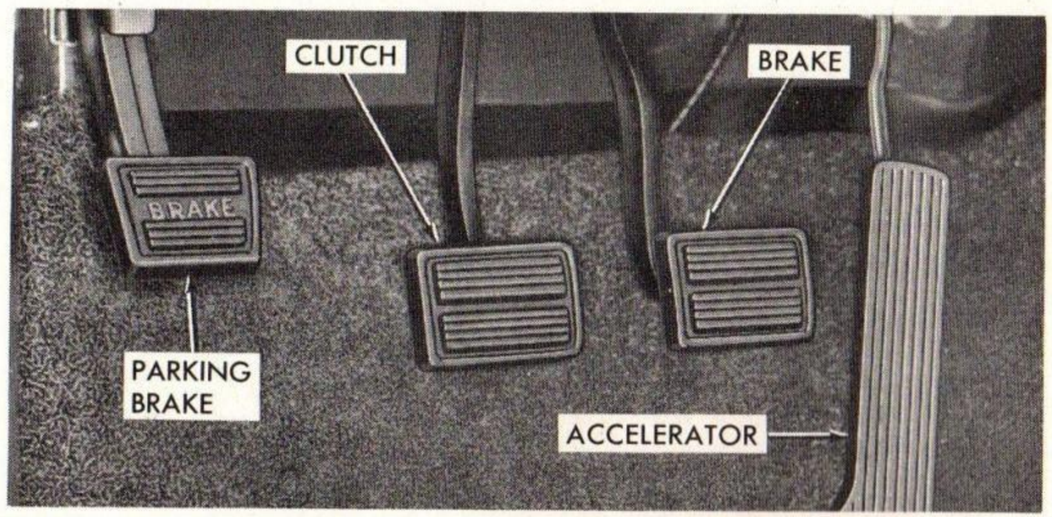
Move the lever up for a right turn and down to indicate a left turn. The instrument panel indicators will flash to indicate the direction of the turn being signaled When the turn is completed, the lever will return to neutral. In the event of a very wide turn, it may be necessary to turn off the signal manually.

LIGHTING SYSTEM TROUBLE CHECKS

- If the instrument panel lights are inoperative, check both the tail light fuse and the instrument panel fuse.
- When the turn signal indicator comes on but does not flash, check for burned out turn signal or stop lamp or an improper flasher.
- If the turn signal indicator action is extremely rapid, check for an improper flasher.
- If the turn signal indicator comes on but no clicking is heard, replace the flasher.
- Replace the turn signal indicator bulb if the flasher "clicks" but the turn signal indicator does not come on.
- Use correct type of flasher (see Page 47).
- If the headlights flicker on and off, see your Authorized Chevrolet Dealer immediately.

SELF ADJUSTING BRAKES

Your Chevelle brakes adjust themselves as necessary whenever a reverse stop is made. Should brake pedal travel become excessive, drive the car backward and forward several times applying the brakes to stop the car. Pedal travel should return to normal after several reverse stops.



Power Brakes

Optional power brakes make use of engine vacuum to help you bring your car to a stop with much less braking effort than needed with regular brakes.

A built-in vacuum reserve supplies three power assisted stops should the engine stall, after which additional foot pressure will be needed for brake response.

Vehicles equipped with optional metallic brake linings, whether with standard or power brakes, will require somewhat more relative pedal pressure when cold than conventional brake linings. This condition will exist only until the units warm up, several stops at most.

Parking Brake

The foot pedal type parking brake is designed to engage the rear wheel brakes when the pedal is pushed. To release the parking brake, pull the "Brake Release" handle. The pedal returns to normal position after setting the brake.

WINDSHIELD WIPER CONTROL

Turn the control knob clockwise to start the single-speed electric windshield wiper. Turn the knob counterclockwise to stop the wiper. The optional two-speed electric wiper is operated in a similar manner but has both a "low" and a "high" speed position.

NOTE: Do not use windshield washer in freezing weather unless the cold weather precautions described below are observed.

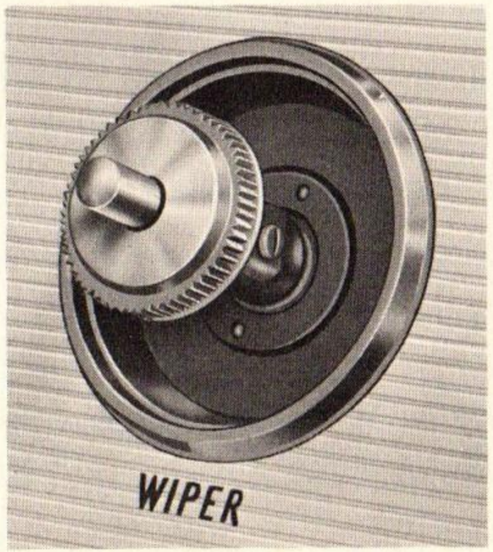
WINDSHIELD WASHER

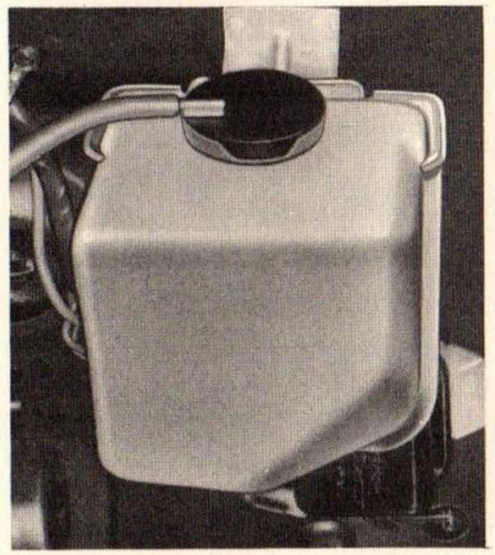
On cars equipped with a windshield washer, the operating button is located in the center of the wiper control knob. Pressing the button will send a measured amount of water or other cleaning agent onto the windshield and will also cause the wiper knob to turn, thus starting the wiper motor. The wiper will then continue to operate until manually turned off at the wiper knob.

Keep the water container under the hood filled at all times. Avoid operating the washer when jar is empty. G. M. Windshield Washer Solvent added to the water aids in cutting road film and grease from the windshield and is recommended for use at all times except when the temperature falls below freezing.

When the temperature falls below freezing, G. M. Windshield Washer Anti-freeze should be used. Even so, before attempting to use the washers during freezing weather, it is best to first prewarm the windshield by means of the heater defrosters.

Fill the washer jar only ¾ full during the winter to allow for expansion if the temperature should fall low enough to freeze the solution.



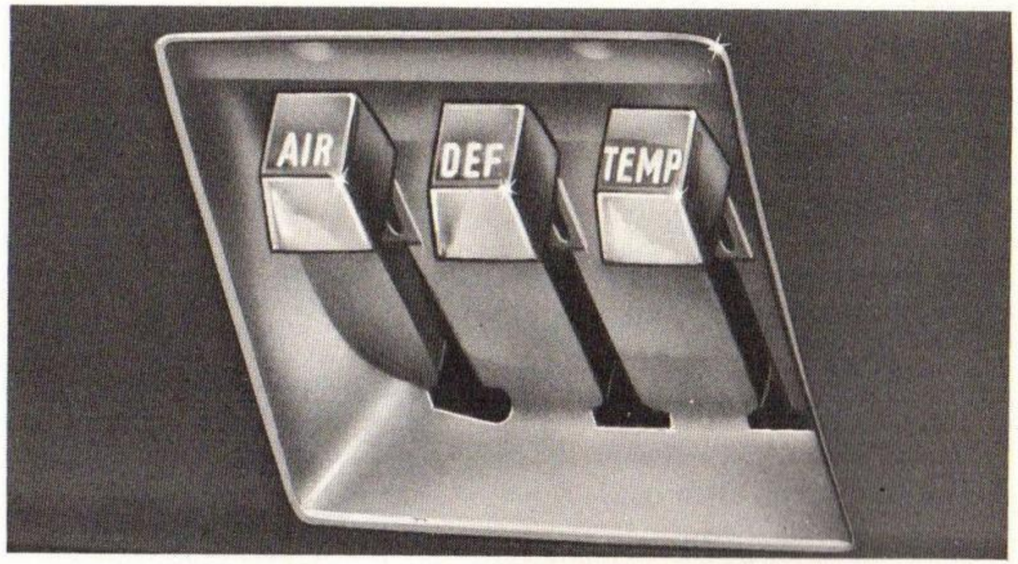


CHEVELLE HEATER

The Chevelle Heater operates on full outside air. Control operation is as follows.

Push the AIR lever half way down so outside air can pass through the heater. Further movement of the AIR lever operates the low, medium and high speeds of the fan.

Adjust the TEMP lever as required to give you the desired degree of heat. Fully down is the maximum heat setting.



DEF—Move the DEF lever down when windshield defrosting is needed. Fully down position diverts the entire air flow to the defroster.

HEATER OPERATING TIPS

The Chevelle heater draws outside air from the air inlet in front of the windshield. Always brush snow from this inlet before operating the heater.

Keep all windows and vents closed to eliminate dust, road and wind noise and uncomfortable drafts.

Operate the heater for several minutes before turning on the defroster. This will clear the system of moisture and reduce windshield fogging.

For most satisfactory heater operation and air circulation, operate fan on low or medium speeds for normal operation and high speed for quick warm-up.

All defroster controls have a detent position which diverts a portion of the air through the defroster ducts. The detent can be felt as a resistance when the control is moved from the closed position.

During summer driving, additional ventilation may be obtained by moving the DEF and AIR levers to fully open and operating the fan as desired.

AIR CONDITIONING

FOUR SEASON SYSTEM

Heating

- Move the AIR lever fully down, the AIR COND lever fully up and vary the TEMP lever as required to provide the desired floor outlet air temperatures.
- Move the FAN lever to the desired fan speed.
- Move the DEF lever down for defroster operation.

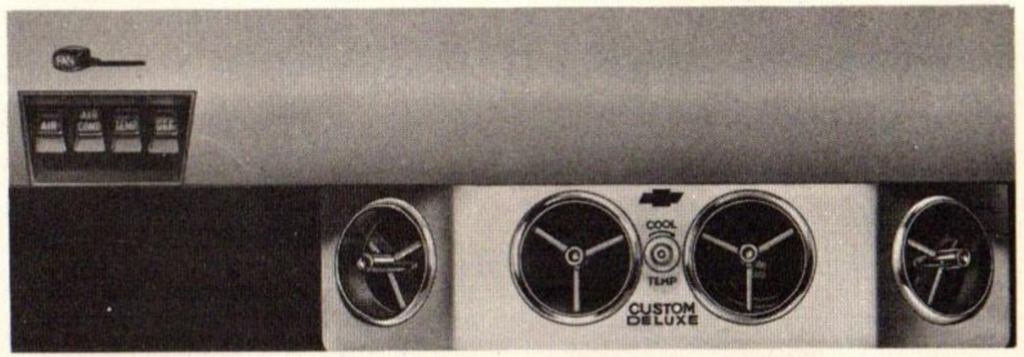
Cooling

- Move AIR lever fully up when you first turn on the system; down about ¼″ after the car has cooled down; fully down during milder weather conditions.
- Move the DEF lever fully up and the AIR COND lever fully down.
- Vary the TEMP lever as required to provide the desired conditioned air temperature through the dash outlets.
- Move the Fan lever to obtain the desired fan speed.

CUSTOM DELUXE SYSTEM

Heating

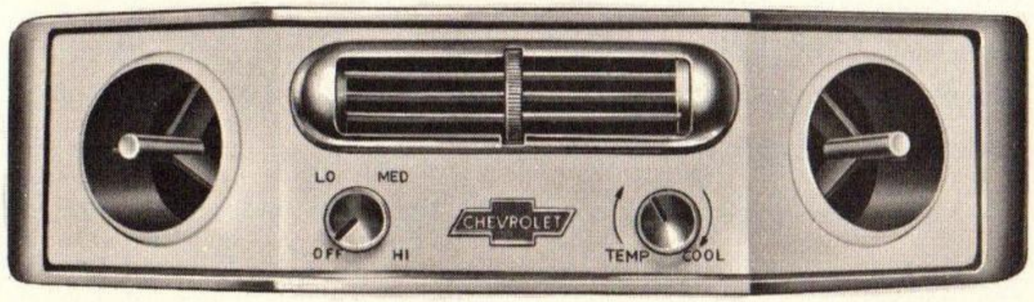
- Move the AIR lever fully down and the AIR COND lever fully up.
- Vary the TEMP lever as required to provide the desired floor outlet air temperatures.
- Move the FAN lever to the desired fan speed.
- Move the DEF lever down for defroster operation.



Cooling

- Move AIR lever fully up when you first turn on the system; down about ¼″ after the car has cooled down; fully down during milder weather conditions.
- Move the AIR COND lever fully down, the TEMP and DEF levers fully up, set the FAN lever to the desired fan speed, then vary the COOLER knob to provide the desired air temperature.

CUSTOM SYSTEM



The Custom Air Conditioning System will provide you with warm weather driving comfort.

- Turn the FAN knob to control the three-speed blower as desired.

- The TEMP-COOL knob may be regulated to provide the degree of cooling desired. Fully clockwise provides maximum cooling.

AIR CONDITIONER OPERATING TIPS

Close all windows and vents when operating the system except for the first few minutes of operation when the car interior is very hot. Close the windows as soon as the excessively heated air has escaped.

For most efficient operation when cooling the vehicle at altitudes over 4000 feet, move the TEMP lever down approximately ¼" on the All-Weather system. On the Custom and Custom Deluxe systems turn the TEMP-COOL or COOLER knob slightly counterclockwise.

Rotate the outlets to direct the cooled air as desired.

RUN THE SYSTEM FOR FIVE MINUTES EVERY WEEK – TO LUBRICATE SEALS AND MOVING PARTS.

Four Season System:

With the controls set for cooling, move the AIR COND lever down about one-quarter of its travel to supply heated air at the floor outlet and cooled air at the dash outlet. This setting will keep your feet warm while supplying cool breathing air during marginal weather conditions.

Send additional cool air to the floor, if desired, by opening the rotating door on bottom of the conditioner air duct beneath the Instrument Panel.

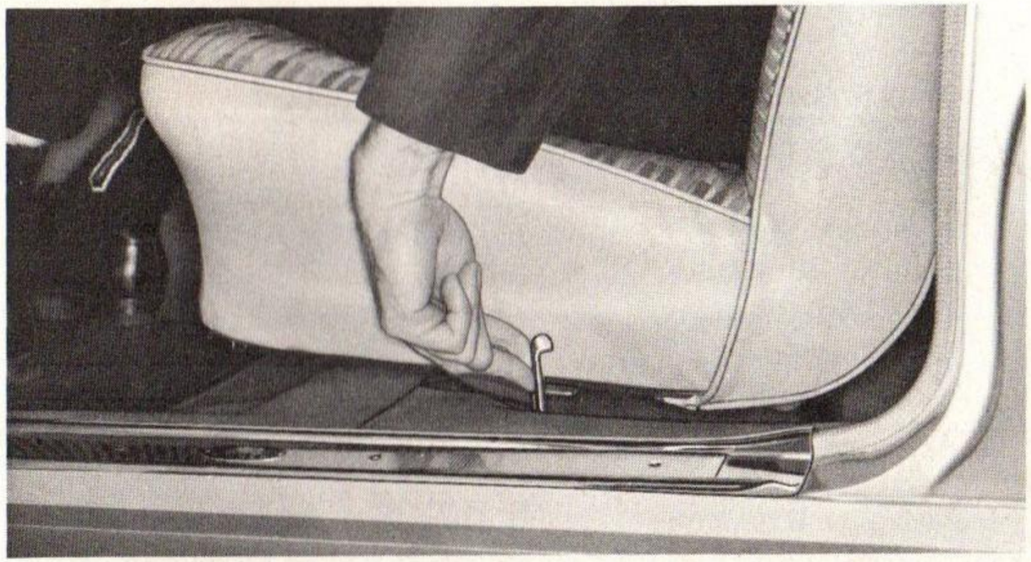
Custom Deluxe System:

With the controls set for cooling, move the AIR COND lever half way down. Vary the TEMP lever as for heating and the COOLER knob as for cooling. This will supply warm air to the floor and cool air to breathe during marginal weather conditions.

SEATS

The front seat of all Chevelle models may be quickly and easily adjusted forward or rearward to provide maximum driving comfort. (Your Authorized Chevrolet Dealer can make additional adjustments to further tailor the seat to your particular comfort requirements.) The optional electrically operated front seats provide for raising and lowering the entire front seat.

Manually Operated Front Seats



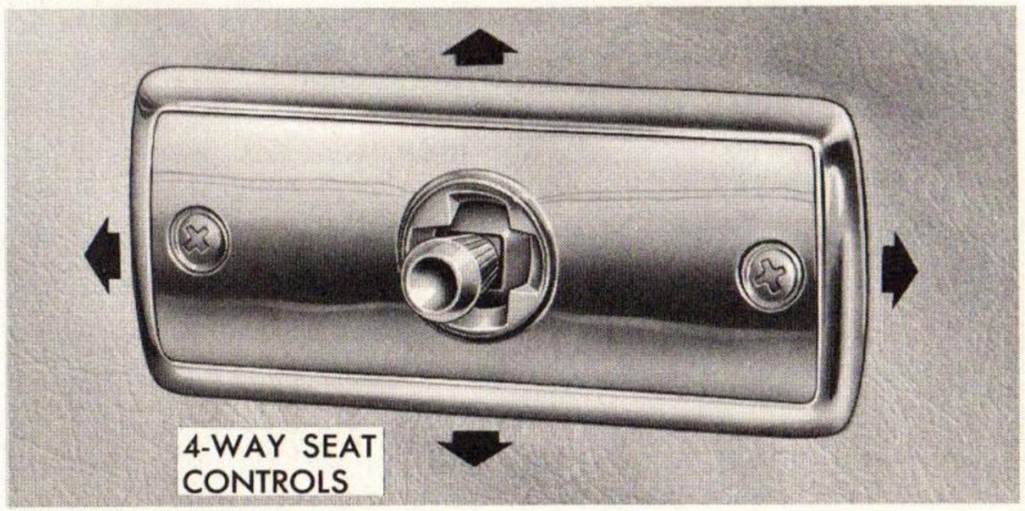
Press backwards on the seat adjuster lever, located on the driver's side of the front seat, to unlock the seat and allow adjustment to the front or rear. As the seat slides forward, it tilts also to provide best posture and increased driving ease. Release the lever to lock the seat in the desired position.

Power Operated Front Seats

The four-way electrically operated front seat combines the operation of the seat to a single control.

The control operates as follows:

The toggle switch is used to move the seat forward, rearward, up or down; corresponding to the direction which the switch is held.



#9089

KEYS, DOORS AND LOCKS

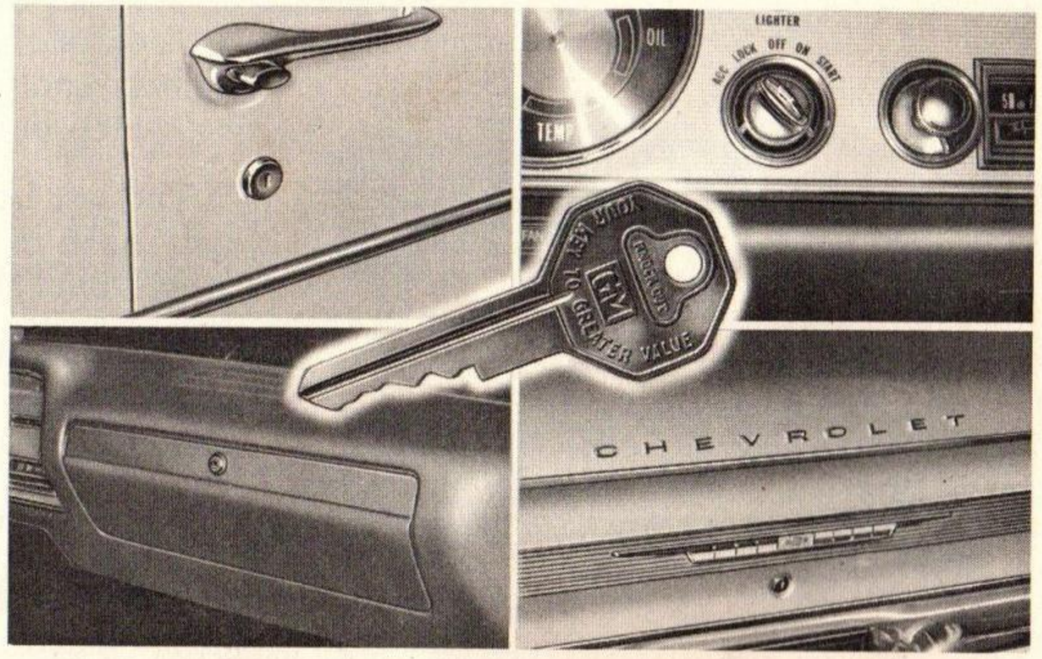
The octagonal-end ignition key operates the door locks, trunk lock, glove box lock and, on station wagons, the tail gate lock. Remember that the key may be removed from the ignition to operate another lock without turning off the engine.

The key has a removable knockout plug on which is stamped its serial number. Record this number so that you may have duplicate keys made in the event that the originals are lost. After recording the number, it is recommended that you remove the knockout plug, using a hammer and punch, and discard it so that your key cannot be duplicated by anyone else.

Door Locks

Chevelle door locks are designed for passenger safety as well as to assure the security of your car and your possessions. Always keep the doors locked when driving as well as when leaving the car unattended.

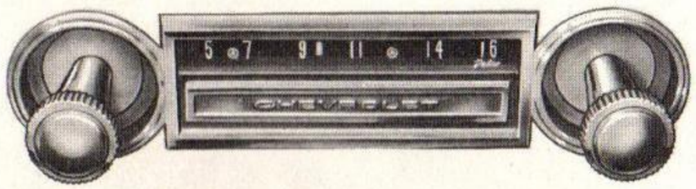
To lock each door from the outside, depress the inside locking button, hold the outside door handle opening button fully down and firmly close the door. Lock doors from inside by depressing the locking buttons located on the window sills.

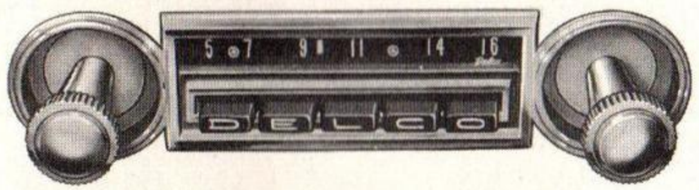


Unlock the doors from outside by means of the ignition key (front only) or from inside by lifting up on the inside locking button.

The front doors, whether locked or unlocked, may be opened from inside by lifting the inside door release handle.

The rear door release handles are inoperative whenever the inside locking button is depressed. This button must be lifted before the rear doors can be opened from either inside or outside. (This feature is of particular value if young children ride in the back seat.)





CHEVELLE "ALL TRANSISTOR" RADIOS

Each of the optional "All Transistor" Radios will give you the same tonal qualities and clear reception. To operate the radio, it is necessary that the ignition switch be in either the "on" or the "accessory" position.

The left hand radio control knob is the "on-off" switch and volume control knob. At its base is the tone control wing knob with which the radio tone may be varied from bass to tremble.

The right hand knob is the manual station selector. The wing knob at the base of the station selector knob when so equipped allows the use of either the front or optional rear seat speaker, or both speakers simultaneously.

In addition to these manual controls, the Push Button Radio provides five push buttons with which to automatically select preset stations. To preset, allow the radio several minutes to become thoroughly warmed up, pull the push button "out" as far as it will go, tune in the desired station manually and then push the button fully "in." Repeat this operation for each push button.

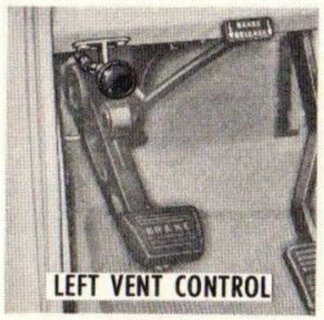
RADIO TIPS

- Push buttons may need to be readjusted occasionally for best reception.
- For local reception, raise the antenna at least as high as the roof of the vehicle. For long distance reception, extend the antenna to its full length.
- If radio stops playing, first check the radio fuse in the junction block; then check the antenna lead-in cable. If this does not locate the trouble, take the radio to your Authorized Chevrolet Dealer.

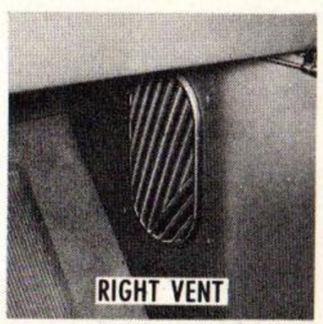
OTHER FEATURES

AIR VENTS

The air vents in each kick panel admit air from the vent grille just ahead of the windshield. Control knobs shown below open and close the vents. All-Weather Air Conditioning equipped cars have an air vent on the driver's side only.


LEFT VENT CONTROL


RIGHT VENT CONTROL


RIGHT VENT

ASH TRAY AND CIGARETTE LIGHTER

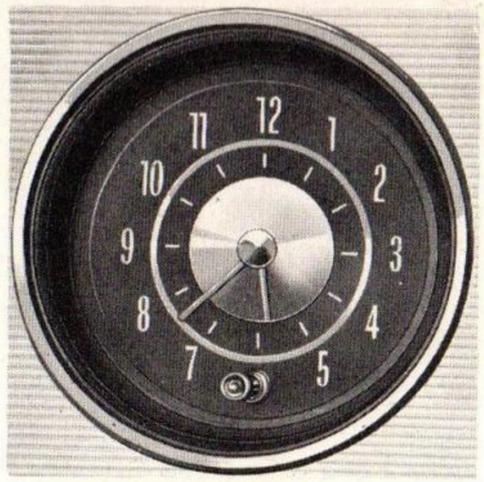
Pull out on lower edge to expose the ash tray. To remove the tray, pull fully out and then toward the right. To install, insert tray in opening and push back into place. On cars so equipped, push in on the cigarette lighter to operate. When heated ready for use, it will "snap" back into normal position.

GLOVE BOX

The glove box is locked and unlocked with the ignition key. When open, the door forms a small table for cups or glasses.

CLOCK

Reset the clock, if your car is so equipped, by pulling out the knob and turning the hands clockwise if slow, counterclockwise if fast. This will, if the clock error is three minutes or more, automatically compensate for time gain or lag. Several resettings, several days apart, may be needed to properly adjust the clock mechanism. Have your clock cleaned and oiled by a competent clock serviceman at least every two years.



POWER STEERING

The optional Chevelle Power Steering system supplies about 80% of the effort needed to turn the front wheels. Should the engine stop, your Chevelle may still be steered safely.

COMFORTILT STEERING WHEEL

Lift the control lever of the optional Comfortilt seven position steering wheel to move the wheel up, thus allowing you greater ease of entry and exit.

Adjust the wheel for maximum comfort by holding the control lever up while moving the wheel to the desired position, and then releasing the lever to lock the wheel.

Vary the wheel position frequently during long drives. You'll finish your trip less fatigued and more alert.

SEAT BELTS

Fasten your seat belts by pushing the metal catch into the buckle until it "snaps" into place. Tighten the belt until comfortably snug by pulling on the loose end extending from the buckle. Loosen the belt by turning the entire buckle outward. Lift up the buckle lever to unlatch and release the belt. Keep the belts clean with a cleaner or detergent recommended for nylon. Never bleach or dye seat belts.

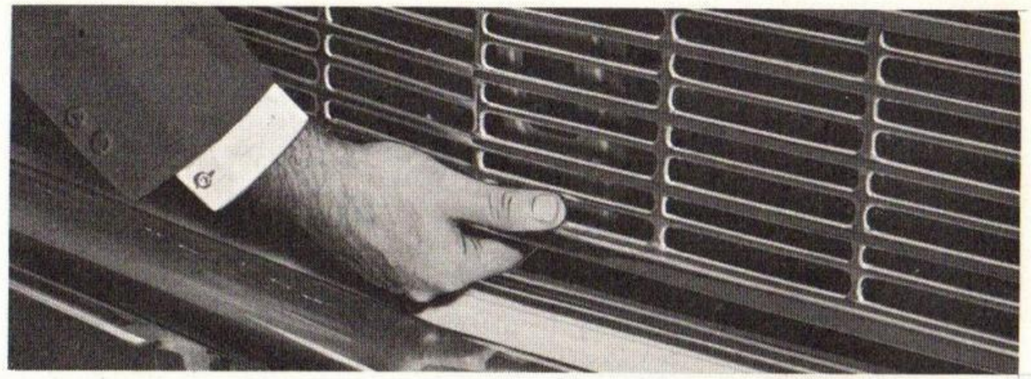
Optional seat belt retractors should be used on the outboard belt only. When buckling the belt, be sure the retractor is fully extended and then make the adjustment for proper fit at the buckle.

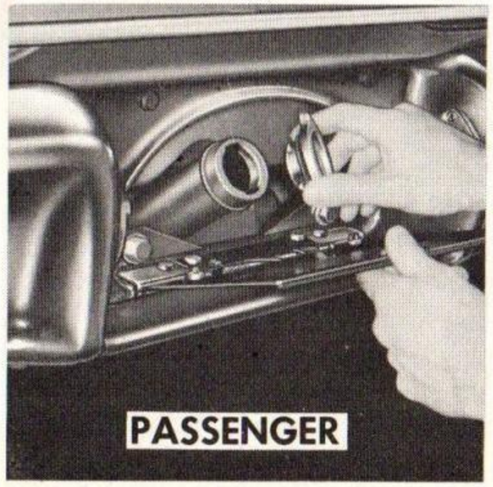
POWER WINDOWS

An electrical switch operates each side window if your Chevelle is equipped with the optional power operated windows. The drivers master switch controls all side windows in the car.

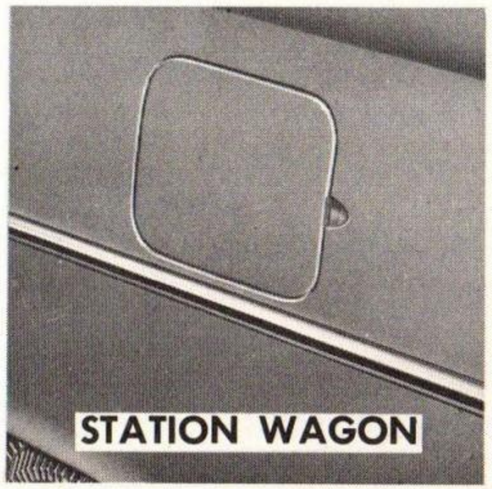
HOOD RELEASE

Pull the hood release to open the counterbalanced hood. If the hood must be slammed to insure closing, it is in need of adjustment. A hard slam should not be necessary.





PASSENGER



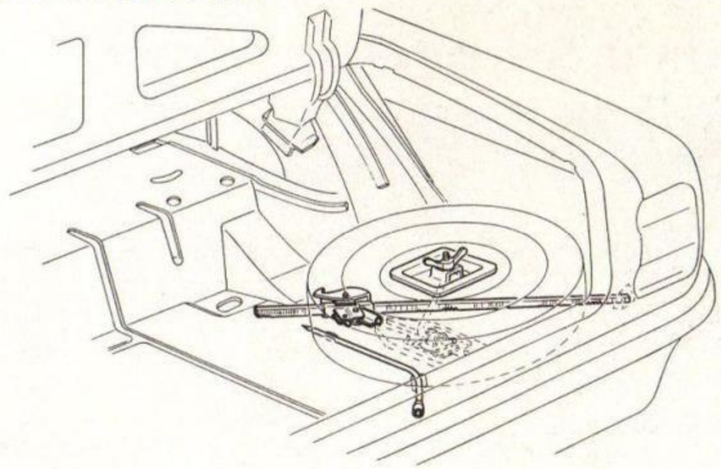
STATION WAGON

GAS CAP

The gas cap is located behind the rear license plate on all models except station wagons and in the left rear fender in all station wagons. Swing the hinged lid to expose the gas cap. If the gas cap is lost, be sure to replace it with the proper SAE cap. Use of a non-vented cap on certain models will result in collapse of the fuel tank because it will not allow air to enter the tank to replace the fuel consumed.

REAR COMPARTMENT

Unlock and open the counterbalanced trunk lid with the ignition key. Close the lid firmly to close the lock. The spare tire and auto jack are located in the trunk. The illustration shows proper jack and tire stowage.

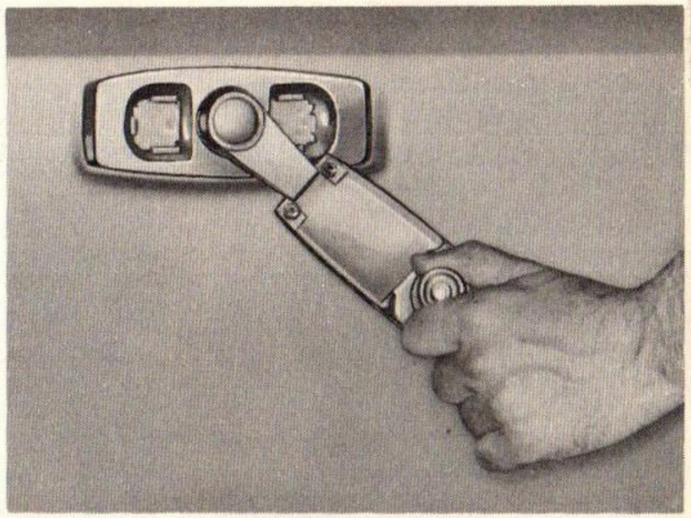


STATION WAGON

LOWERING THE TAILGATE

Before opening the tailgate, if your station wagon is fitted with an electrically operated tailgate window, it is necessary to *fully* lower the tailgate window. Operation of both types of window is outlined below.

NOTE: When operating the vehicle with the tailgate window open, the cowl vents should be opened and the front window vents closed to avoid drawing dust and other contaminants through the tailgate opening.



Manually Operated Tailgate Window

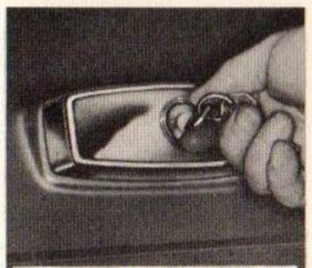
Lower the window by pulling out the window regulator handle at the arrow end and turning the handle counterclockwise. Rotate handle clockwise to a horizontal position and snap into place.

Raise the window by pulling out the window regulator handle at the arrow end and turning the handle clockwise. Rotate handle counterclockwise and snap into place.

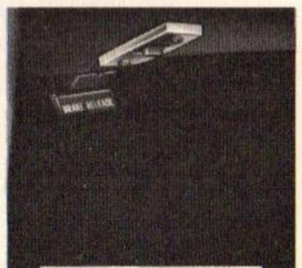
To open the tailgate, lower the window all the way down, lift the release handle located on the inside just below the window and pull the tailgate open.

To close the tailgate lift into position and slam firmly.

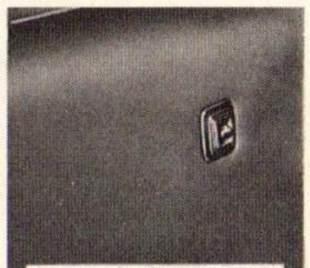
Electrically Operated Tailgate Window



OUTSIDE TAILGATE SWITCH



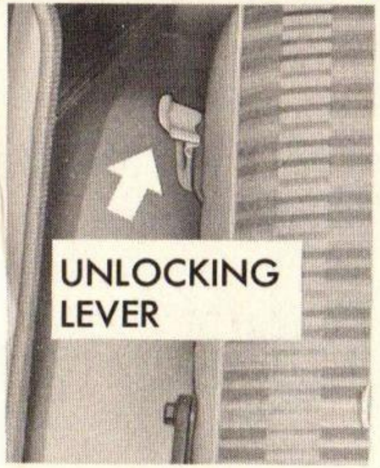
DASH PANEL SWITCH

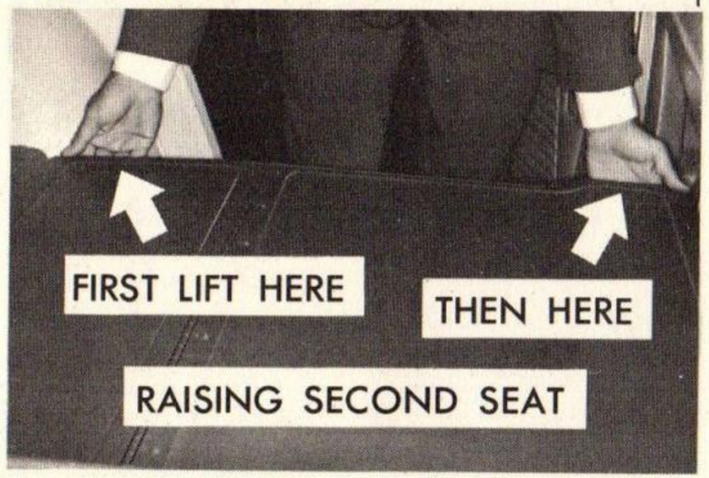


REAR TRIM PAD SWITCH

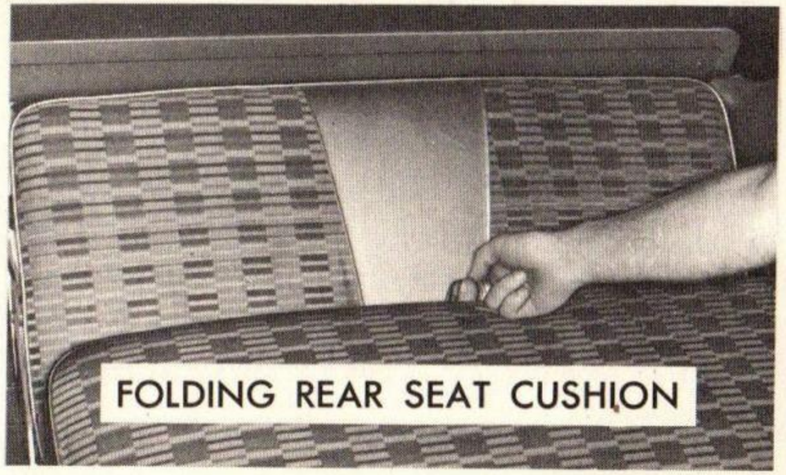
Operate the electric tailgate window (standard equipment on all three-seat station wagons—optional on all others) by means of one of the switches pictured. The rear trim pad switch (three-seat station wagon only) operates only to lower the window. If you wish, your Chevelle dealer can adjust the switch so that it may be used to raise the window as well. Open the tailgate by rolling the window *fully* down and lifting the release handle inside the tailgate.

ALL MODELS—SECOND SEAT





NINE PASSENGER—THIRD SEAT



UNLOCKING REAR SEAT BACK

OPERATING THE FOLDING SEATS

The rear seats of your Station Wagon may be quickly and easily converted into cargo space where needed.

Two-Seat Style Rear Seat

- Release the locking lever on the right hand side of the rear seatback.
- Pull seatback forward and down.
- To raise the seat, lean on the front edge of the seatback panel to remove tension from the filler panel, lift up the filler panel at the location shown above, then lift seat back up and rearward until it locks into place.
- Operate both sections of the optional two-section second seat in the same manner.

Three-Seat Style Seats

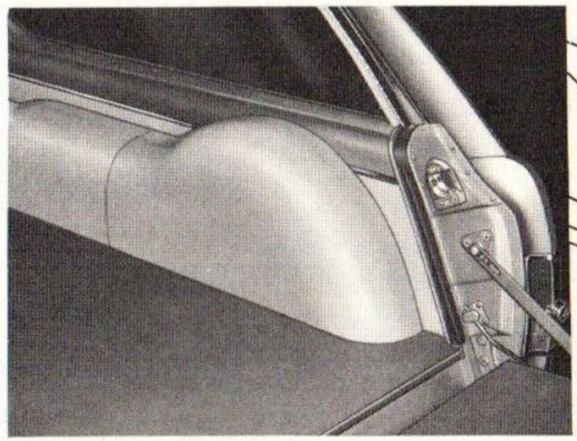
CENTER SEAT—Operate the center seat in the same manner as the rear seat in the two-seat styles.

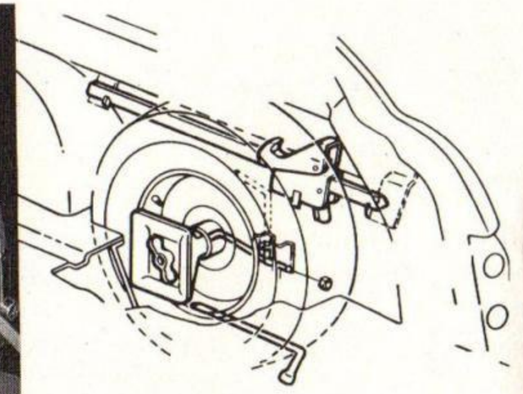
REAR SEAT—

- Open the tail gate.
- Grasp the rear of the seat cushion and rotate it over and back, forming the rear of the cargo space.
- Push outward then pull the seatback support links rearward and pull the seatback rearward and down to complete the floor of the cargo space. Reverse the procedure to raise the seat.

STATION WAGON SPARE TIRE AND JACK STORAGE

The spare tire and jacking equipment are stowed behind a removable panel in the right rear quarter panel. The panel is held in place by means of a toggle latch on its lower edge. After loosening the latch, the panel may be removed from the car. The tire is held in place by the large wing nut and the jacking equipment is securely held behind the tire.





CONVERTIBLE

Except for the folding top, the convertible model is operated in the same manner as other Chevelle Passenger Cars. Consult your booklet "Operation and Care of Folding Top." A special G. M. Plastic Cleaner, No. 985381, is available at your Chevrolet Dealer for properly cleaning the rear window.

EL CAMINO

Except for obvious differences because of the sedan pick-up body, the El Camino models are operated in the same manner as the other Chevelle Passenger Cars.

Control of the El Camino's height is provided by Air Booster rear shock absorbers. Level the vehicle with air applied to the conventional tire-type filler valve located on the top right hand side of the parcel shelf behind the seat. A minimum of 10 psi must always be maintained. Maximum air pressure for unloaded conditions is 65 psi and 90 psi for loaded conditions.

CLEANING YOUR CHEVELLE

EXTERIOR APPEARANCE

Your Chevelle is finished with General Motors "Magic-Mirror" acrylic lacquer. This is a finish of maximum beauty which, in depth of color, gloss retention and durability is superior to conventional lacquer finishes.

Washing Your Chevelle

The best way to preserve the finish and maintain original beauty of appearance is to keep it clean. Wash the car in lukewarm or cold water. Never use strong soap or chemical detergents. Cleaning agents should be quickly flushed from the surfaces.

Polishing and Waxing Your Chevelle

Although acrylic paint on your car is durable, you may wish to wax or polish for added protection. Your Chevrolet Dealer offers many polishes and waxes now available which have proven of real value in maintaining a good paint finish. When using a tar and road oil remover, be certain it is safe for use on acrylic painted surfaces.

Protection of Exterior Bright Metal Parts

Bright metal parts should be cleaned regularly to maintain luster. Washing with water is all that is usually required. However, chrome polish may be used on CHROME or STAINLESS STEEL trim if necessary. Use special care with ALUMINUM trim. Never use auto or chrome polish, steam or any caustic soap to clean aluminum.

Cleaning White Sidewall Tires

Use a tire cleaner which will not harm aluminum trim. A stiff brush is recommended to be used with the cleaner to remove road grime and dirt from white sidewall tires.

INTERIOR APPEARANCE

A few suggestions for cleaning the interior of your car . . .

- Use a good leather cleaner to clean imitation leather, vinyl or coated trim fabric on seats or door panels.
- Kar Kleen Upholstery Cleaner or Kar Kleen Upholstery Spot Cleaner will remove most stains.
- Use of a volatile cleaner is recommended for oil, grease, and road grime stains.
- Caution should be exercised when using soap and other solutions.

TRAILERS and their EFFECT on CAR OPERATION

Chevelle passenger cars are designed primarily for passenger conveyance. However, it is well known that many owners do use Chevelle to pull trailers, and when available trailer hauling options have been used, the owners have experienced very satisfactory service.

When a trailer is attached to a car, the car becomes not only a load-carrying vehicle, but a load-pulling vehicle. The demands of this type of operation are very different from those for which the automobile is primarily designed and may present problems, such as spring and tire loading, braking, cooling, lighting, and steering. However, careful driving practices and the use of factory-recommended options will better satisfy the requirements of trailer hauling.

If in the opinion of the manufacturer a part or component of a motor vehicle has been adversely affected by misuse of the vehicle with trailer loads, such part or component will not be covered by the manufacturer's warranty.

The size of and equipment for trailers, including such items as hitches and safety chains, brakes, lights, power-weight ratios and over-all length, are generally subject to safety regulations in all states, and it is the responsibility of the user to make certain that he is in full compliance with the regulations of the states in which he plans to operate with a trailer and of the Interstate Commerce Commission, if applicable, before doing so. Further, when operating a car with a trailer attached, the driver must realize that the performance, steering characteristics, and braking distance of his car have been altered, and that he must exercise greater caution to safely handle his car and trailer.

MAINTENANCE AND LUBRICATION

GASOLINE AND ENGINE OIL

In the selection of gasoline and engine oil to be used, it is best to consider the reputation of the refiner or marketer. This is the best means of obtaining gasoline and oil of high quality.

Gasoline

All Chevelle 6 cylinder engines and V-8 engines with two-barrel carburetors are designed to operate efficiently on regular grade gasolines.

All Chevelle higher performance V-8 engines are designed to operate efficiently on premium type gasolines. Use of regular grade gasolines in the higher performance V-8 engines may result in excessive knocking.

If excessive knocking occurs in your engine, it may be necessary to use the next higher grade of gasoline, and if knocking continues, consult your Authorized Chevrolet Dealer. In all cases excessive knocking should be avoided as much as possible in order to prevent possible engine damage.

If you plan to operate your Chevelle outside the continental limits of the United States or Canada, there is a possibility that the best fuels available are so low in octane quality that excessive knocking and serious engine trouble may result from their use. To minimize this possibility, write to Chevrolet Motor Division, General Motors Corporation, Service Operations Department, Detroit 2, Michigan giving: Your engine serial number (see page 45), the compression ratio of your engine (see page 46) and the country or countries in which you plan to travel.

You will be furnished details of adjustments or modifications which should be made to your engine by your Chevrolet dealer prior to your departure. Failure to make the necessary changes to your car and subsequent operation under conditions of continuous or excessive knocking, constitutes misuse of the engine for which the Chevrolet Division is not responsible under the terms of the Warranty.

After arriving in a foreign country, contact the nearest authorized General Motors dealer for brand names of the best fuels available and advice as to where they may be purchased.

OIL VISCOSITY AND QUALITY

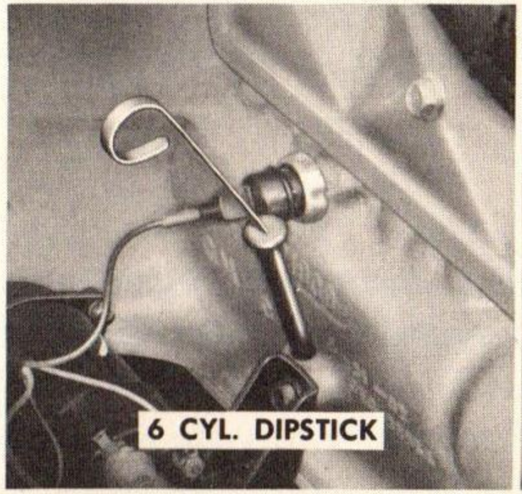
The use of high quality oil of the correct viscosity is your best assurance of continued reliability and performance from your engine. It is recommended that you use an oil which, according to the label on the can is (1) intended for service MS and (2) passes car makers' tests or meets General Motors Standard GM 4745-M.

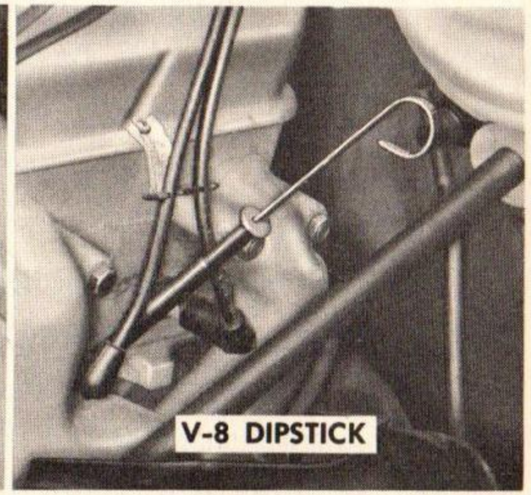
		Single Viscosity Oils	Multi-Viscosity Oils
Lowest Anticipated Temperature During Time Oil Will be in the crankcase	32° F.	SAE20 or 20W	SAE 10W-30
	0° F.	SAE 10W	SAE 10W-30
	Below 0° F.	SAE 5W	SAE 5W-20

SAE 30 or 10W-30 is recommended when most of the driving is at high speeds and/or at temperatures above 90° F.

OIL LEVEL

Regardless of the change interval being followed check the oil level (with engine hot) on the dipstick regularly. Keep oil level between the FULL and ADD marks, by adding oil when level is at or below ADD mark. It is not necessary to keep the level at the FULL mark. DO NOT OVERFILL.


6 CYL. DIPSTICK


V-8 DIPSTICK

COOLING SYSTEM CARE

The cooling system requires regular attention as follows:

- Coolant level should be 1″ below filler neck when cold.
- Keep the system leakproof by having all connections tightened regularly.

Your Chevelle engine cooling system is equipped with a 180° thermostat and is designed to operate on permanent type (ethylene glycol) anti-freeze. Non-Permanent type coolants are not recommended since they are not satisfactory for year around use and may not effectively inhibit corrosion of the engine cooling system when used with the quality of water found in some areas.

If the anti-freeze was installed at the factory or if it meets the requirements of General Motors Standard GM 1899-M which contains adequate corrosion protection, it may be left in the cooling system for 24 months or 24,000 miles, whichever occurs first.

Check the coolant level regularly. Level should be 1″ below top of filler neck when cold. Add water or permanent anti-freeze as required to maintain proper level. Concentration of coolant should be to 0° F. or below to insure sufficient corrosion protection.

Drain and flush cooling system every 24 months. Fill with mixture of permanent type anti-freeze (GM 1899-M or equivalent) and water to provide proper concentration of coolant.

Each fall have your Chevrolet dealer inspect the cooling system to insure that all connections are leakproof and anti-freeze content will provide adequate protection in cold weather.

The standard radiator cap is a 13 lb. pressure type. Air conditioned vehicles are equipped with a 15 lb. pressure type cap to provide added protection. The radiator cap must be installed tightly.

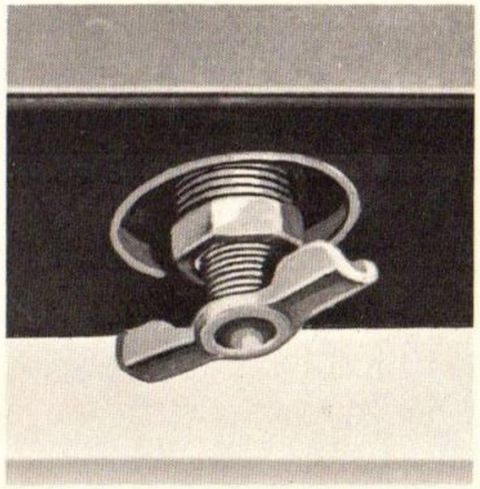
- To remove the cap: turn a quarter of a turn to allow the pressure in the cooling system to escape safely, then turn the cap all the way off.

CAUTION: After a long hard drive or after driving during extremely hot weather, never attempt to remove the radiator cap until the engine has been stopped and allowed to cool for several minutes. Then carefully remove the cap as described above.

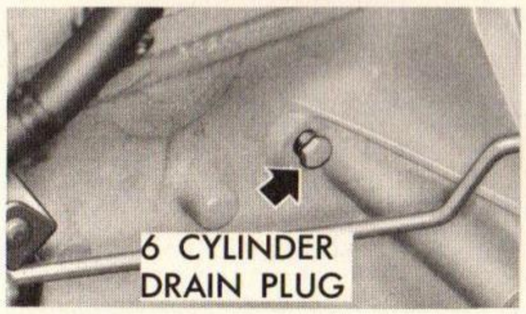
Draining the Cooling System

To completely drain the cooling system:

- All models—open the drain cock at the center underside of the radiator.
- Six Cylinder engine—remove the drain plug located at the left rear side of the block.
- Eight Cylinder engine—remove the drain plugs located on each side of the V-8 block just above the oil pan.



Be sure to close the radiator drain cock and replace the engine drain plugs before refilling the cooling system.



6 CYLINDER DRAIN PLUG

V-8 DRAIN PLUG (LEFT SIDE SHOWN)

BATTERY CARE

Check the fluid level in each cell of your battery regularly. Keep filled with distilled water to the bottom of the split ring in the vent tube. DO NOT OVERFILL.

TIRE CARE

Keep your tires inflated to the recommended pressures. Overinflation can adversely affect riding comfort and quietness while underinflation affects vehicle handling and tire life.

TIRE INFLATION PRESSURES

	COLD*		HOT**	
	Front	Rear	Front	Rear
Station Wagons & El Camino	24 lb.	28 lb.	29 lb.	33 lb.
All other Styles	24 lb.	24 lb.	29 lb.	29 lb.

*After car has been parked for 3 hours or more or driven less than one mile.

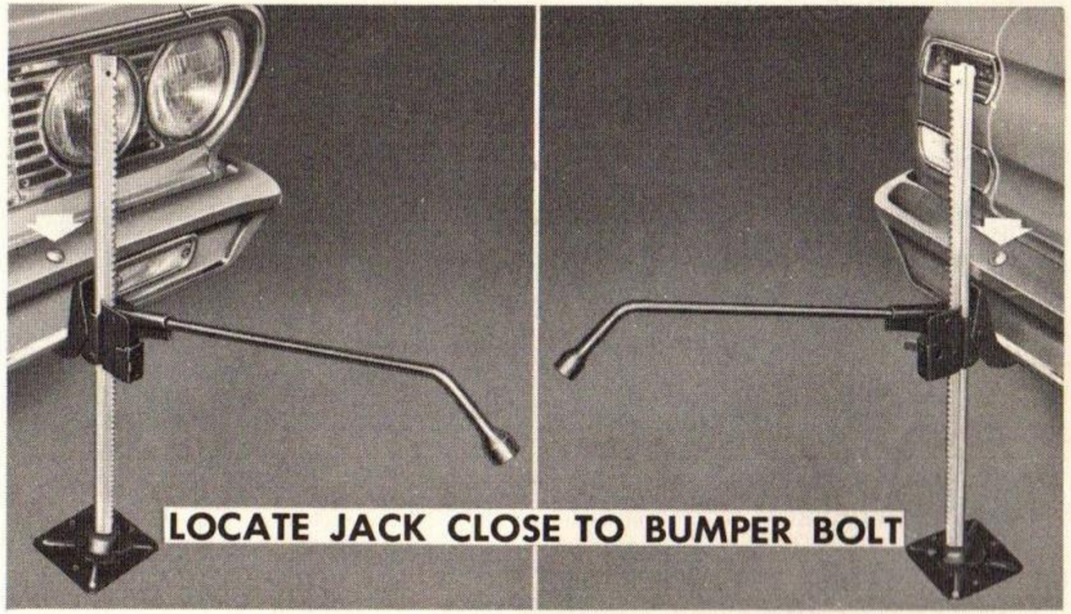
**Pressures can rise as much as 7 pounds above cold figures depending on loads carried, length of driving and car speed prior to checks.

Station Wagons only—When operating with heavy loads, improved handling will be obtained by decreasing above front tire pressures 2 pounds and increasing rear tire pressures 2 pounds.

Changing Tires

Position jack under bumper as shown. Set parking brake, block diagonally opposite wheel, remove hub cap and loosen wheel nuts. Set small lever on jack to UP position, and with jack handle, raise car until the tire clears the ground. Remove the wheel and put on the spare, tightening the wheel nuts. Move the jack control lever to down position and lower car one notch at a time until wheel touches ground. Retighten wheel nuts and replace hub caps.

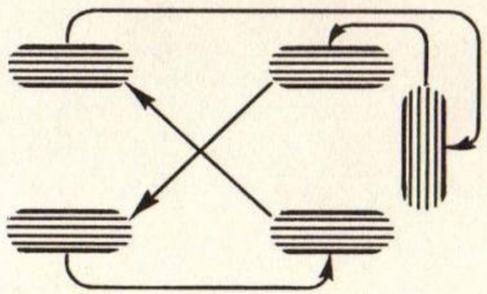
CAUTION. On Positraction equipped cars, never run the engine with car on jack unless the transmission is in neutral or park.



For Maximum Tire Life

- Keep tires properly inflated.
- Check regularly for cuts bruises and puncturing objects. Nails etc. will often be carried in the tire with no noticeable loss of air. Do not remove a puncturing object until prepared to change or repair the tire.
- Avoid sudden starts and stops; take curves and corners slowly.
- Avoid driving over curbs, sharp objects or chuckholes.
- Have wheel alignment checked periodically, especially when tires show unusual wear.
- Rotate tires every 6,000 miles as shown in diagram. ⟶

ROTATING TIRES



RECOMMENDED SCHEDULE FOR PERIODIC

The time or mileage intervals on the following pages are intended as a guide for establishing regular maintenance and lubrication periods for your Chevelle. Sustained heavy duty or high speed operations or operation under adverse conditions may necessitate more frequent servicing. To determine specific recommendations for conditions under which you use your car, consult your Authorized Chevrolet Dealer.

ENGINE OIL*

Engine oil should be changed at 60 day or 6,000 mile intervals, whichever occurs first.

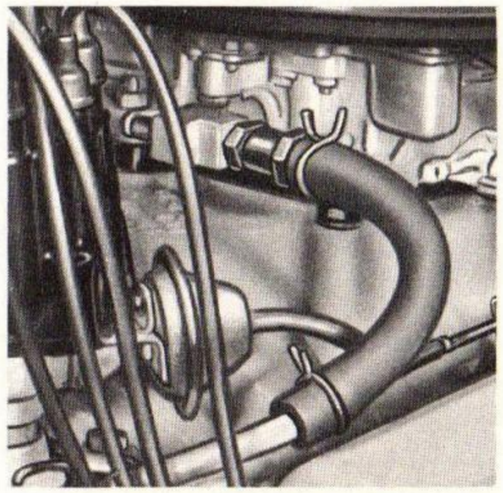
ENGINE OIL FILTER*

The oil filter should be changed at 6,000 miles or 6 month intervals, whichever occurs first.

CRANKCASE VENTILATION*

Valve Type

At every oil change the valve should be tested for proper function and replaced when necessary.

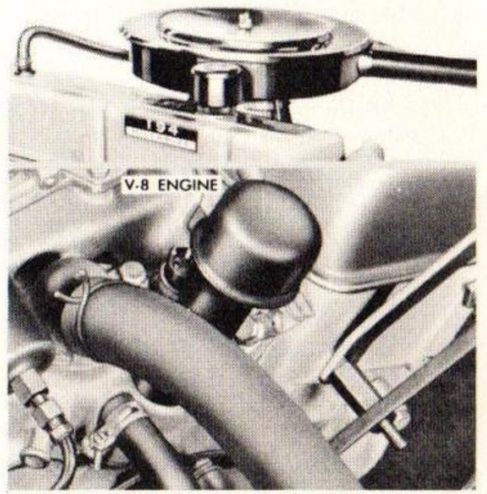


Fixed Orifice Type

Check at every oil change. If dirty or plugged, clear with suitable drill. Twist drill by hand to remove any sludge or carbon formation.

CRANKCASE BREATHER*

At every oil change the breather cap should be cleaned in solvent and re-oiled.

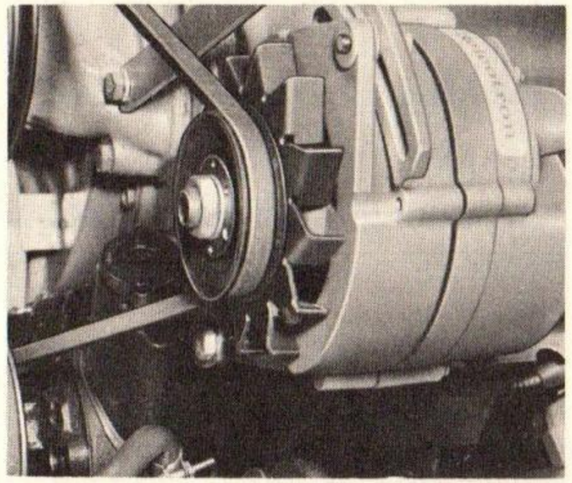


*Under prolonged dusty driving conditions, it is recommended that these operations be performed more often.

MAINTENANCE AND LUBRICATION

FAN BELT

Every 6,000 miles inspect fan belt for wear, fraying, cracking and tension. Belt should be retightened only when it deflects more than ½″ with moderate thumb pressure applied midway between pulleys.



AIR CLEANER CARE

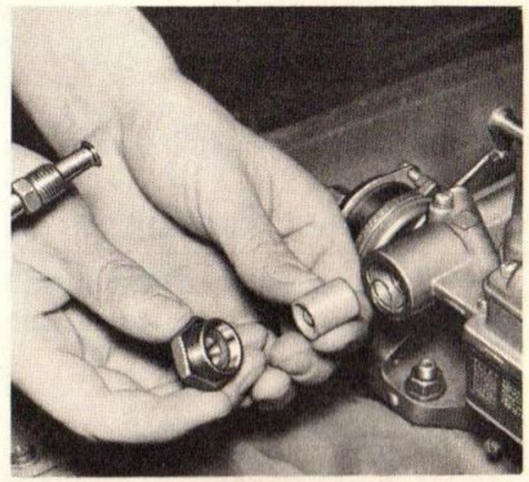
Paper Element Type — First 12,000 miles, inspect or test element; if satisfactory, element may be reused but must be rechecked every 6,000 miles thereafter. Element must not be washed, oiled, tapped or cleaned with an air hose.

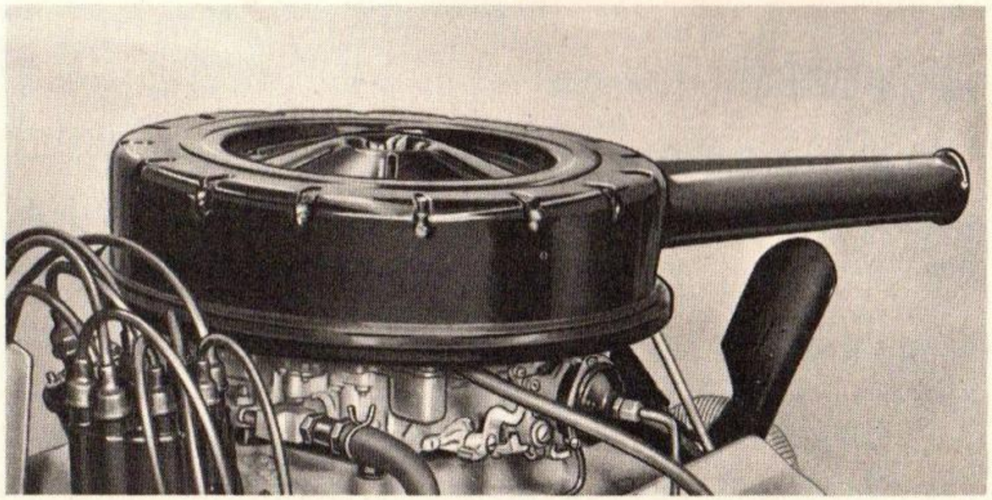
Polyurethane Type — Every 12,000 miles clean element in suitable solvent such as Kerosene, squeeze out all solvent, then soak in engine oil and squeeze out. Then squeeze in a clean dry cloth to remove excess oil.

NOTE: *Under prolonged dusty driving conditions, it is recommended that these operations be performed more often.*

FUEL FILTER

Replace filter element located in carburetor inlet if carburetor flooding occurs. Remove the fuel line and inlet fitting to replace filter as shown in figure at the right. Do not attempt to clean the filter.





ENGINE TUNE-UP

Every 12,000 miles have engine tune-up operations performed to maintain maximum engine performance and fuel economy.

DISTRIBUTOR CAM LUBRICATOR

6 Cylinder Engine

Rotate cam lubricator 180° at 12,000 mile intervals—Replace at 24,000 mile intervals.

8 Cylinder Engine

Change cam lubricator end for end at 12,000 mile intervals—Replace at 24,000 mile intervals.

BATTERY

Every 6,000 miles—Clean and oil battery terminals and oil felt washer.

BRAKES

Inspect brake linings periodically. Frequency of inspection will depend on traffic, terrain and the driving habits of the driver.

Master Cylinder

Every 6,000 miles—Check fluid level and maintain ¼" below filler opening with GM Hydraulic Brake Fluid, Super No. 11.

Parking Brake Lever and Linkage

Every 6,000 miles—Apply a zinc oxide white lubricant to parking brake lever assembly pivot points.

TRANSMISSION

3-Speed, Overdrive and 4-Speed

Every 6,000 Miles—Check at operating temperature and fill as necessary to level of filler plug hole with lubricant specified in Note 2, page 40.

Powerglide

Every 6,000 Miles—Check fluid level on dipstick with engine idling, selector lever in neutral "N" position, parking brake set and transmission at operating temperature. Add Automatic Transmission fluid "Type A" bearing the mark AQ-ATF, followed by a number and suffix letter "A" to fill mark on dipstick. DO NOT OVERFILL.

Lubricate Powerglide shift linkage at frame and transmission with lubricant specified in Note 1, page 40.

REAR AXLE

Standard

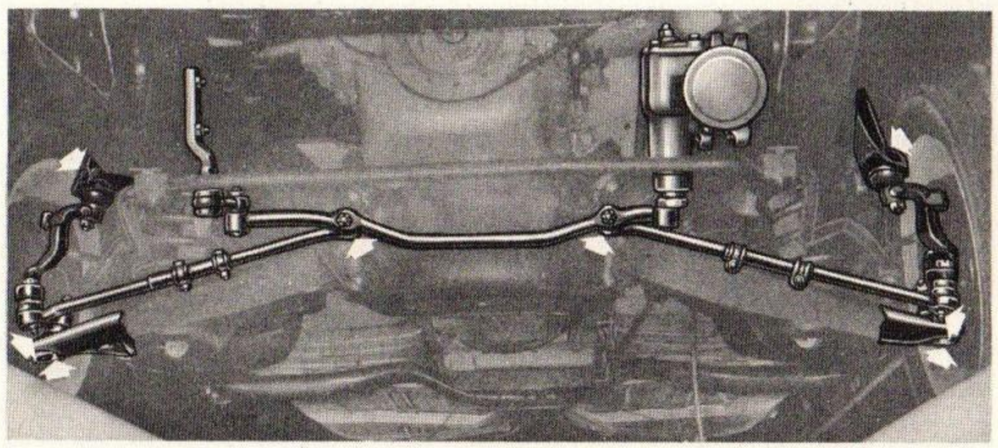
Every 6,000 Miles—Check and keep filled to level of filler plug hole with lubricant specified in Note 2, page 40.

Positraction

Same as standard axle but use only the special Positraction Rear Axle Lubricant available at your Chevrolet Dealer.

FRONT SUSPENSION

Every 6,000 miles or 6 months—lubricate 4 fittings with lubricant specified in Note 1, page 40.



CLUTCH CROSS-SHAFT

Every 36,000 miles or sooner, if necessary—remove plug, install lube fitting and lubricate with lubricant specified in Note 1, page 40.

STEERING LINKAGE

Every 6,000 miles or 6 months—lubricate with lubricant specified in Note 1, page 40. Fitting at each tie rod end (4 fittings).

STEERING GEAR (Manual)

Every 36,000 miles—check steering gear lubricant level in the following manner:

1. Remove the forward and the outboard steering gear cover attaching screws.
2. Inject steering gear lubricant into the forward cover attaching screw hole until lubricant begins to come out of the outboard screw hole.
3. Replace both cover attaching screws.

POWER STEERING

Every 6,000 miles or 6 months—check level in pump reservoir. Fill pump reservoir as required with Automatic Transmission fluid "Type A" with AQ-ATF-A mark. Oil should be at operating temperature when checking or filling operation is performed to ensure against overfilling.

FRONT WHEEL BEARINGS

Every 36,000 miles—clean, repack and adjust with a high melting point wheel bearing lubricant.

TIRES

Every 6,000 miles rotate the tires as shown on page 35.

AIR CONDITIONING

Every 6,000 miles—check sight glass under the hood after the system has been in operation for several minutes. Sight glass should be clear. Bubbles or dirt indicate a leak which should be corrected immediately by your Chevrolet Dealer.

Every week—during winter months—run the system for 10 to 15 minutes to insure proper lubrication of the seals and moving parts.

NOTE 1: *Lubricate with water resistant EP Lubricant.*

NOTE 2: *Use SAE 80 or SAE 80-90 Multi-purpose Gear Lubricant meeting requirements of U.S. Ordinance Spec. MIL-L-2105B.*

MINOR TROUBLE SHOOTING GUIDE

If your car acts in the following manner:

Check here in sequence shown for possible causes.

	FUEL SYSTEM AND ENGINE								ELECTRICAL SYSTEM									COOLING SYSTEM				
	Check Fuel Gauge	Flooded Carburetor	Empty Carburetor Bowl	Poor Fuel Supply to Carburetor	Idle Adjustment*	Automatic Choke*	Oil Level and Pressure	Condition of Air Cleaner	Ignition Switch Malfunction	Automatic Transmission Selector Lever	Check Spark	Battery and Connections	Generator and Voltage Regulator Connections	Coil and Distributor Leads	Starter Connections and Solenoid	Damp Electrical Connections	Generator Condition*	Radiator Water Level	Air Flow Through Radiator Restricted	Fan Belt Condition and Tension Adjustment	Cooling System Thermostat	Through Check and Tune-up Suggested*
On the following pages, see paragraph:	A	B	D	B-C-D	E	D-E	L	E	F	F	K	G	G	J	H	I	G	M	N	O	P	
Information on page:	11						10-32	37		6-7		43					10	33			33	
CAR WILL NOT START:																						
Engine Will Turn Over	1	4		3							6			2			5					7
Engine Will Not Turn Over									2	1		3			4							5
CAR WILL START—BUT:																						
Only After Repeated Tries																						1
Stalls in a Few Seconds			2	1	3																	
Stalls When Hot					1	2		3														4
Idles Rough					1			2														3
Engine Overheats																		1	2	3	4	
"Oil" Indicator Light Comes On							1															
"Gen" Indicator Light Comes On												3	2				4			1		

*See Your Authorized Chevrolet Dealer

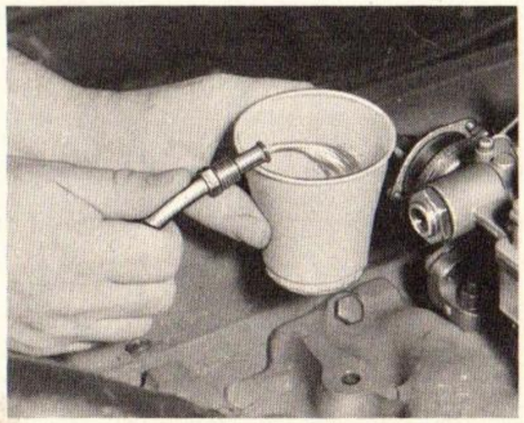
The chart on the previous page, and the information on the pages which follow, contain information designed to aid the average driver to discover, and possibly to correct, conditions resulting in minor mechanical difficulties in his car. The chart, designed to point out possible solutions to several of the most common automotive malfunctions and point out a logical checking sequence, will lead step by step to the most likely causes and corrective procedures. If, after making the checks and adjustments suggested, the source of the trouble has not been found and corrected, it is strongly recommended that an Authorized Chevrolet Dealer inspect the vehicle and make whatever repairs or adjustments are necessary.

FUEL SYSTEM AND ENGINE

If the ignition switch will cause the engine to "turn over" or "crank" but the car will not start, check Steps A through D below.

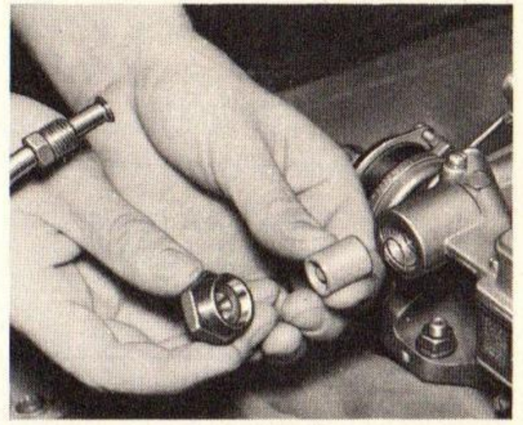
NOTE: *If Continual "flooding" of the carburetor is evidenced by a carburetor wet with fuel or black exhaust smoke, perform the operation suggested in paragraph D only.*

(A) The first and most obvious, and one of the most frequently overlooked, items to check when you have difficulty in starting your car is the amount of fuel in the tank. Make it a habit to check the FUEL GAUGE regularly and most especially at a time when the engine will "turn over" but will not start.



Checking Fuel Flow

(B) If the fuel tank is not empty, you may check further to see whether the fuel is reaching the carburetor. Remove the air cleaner and operate the throttle linkage several time while noting if a spray is visible inside the carburetor bore. If not, disconnect the fuel line at the carburetor and remove center wire from coil tower before cranking engine. Place a jar or cup under the open line and briefly "crank" the engine by means of the starter. If fuel spurts from the fitting, you may assume that the FUEL LINES are clear and the FUEL PUMP is operating properly. If no fuel leaves the line, either the fuel lines or fuel pump are at fault. See your Authorized Chevrolet Dealer.



Fuel Filter

(C) Before reconnecting the fuel line to the carburetor, remove the FUEL FILTER from the carburetor inlet and check its condition. If it appears to be clean, replace it and reconnect the fuel line. If the filter appears to be plugged, clean it as well as possible by scraping out the foreign material and cleaning in a solvent. Then reinstall the filter. Replace the filter with a new one as soon as possible.

(D) If the fuel seems to be reaching the carburetor properly, the problem may be: an EMPTY CARBURETOR BOWL caused by a "stuck shut" carburetor; a FLOODED CARBURETOR caused by a "stuck open" condition and evidenced by gasoline flowing down the outside of the carburetor; or a stuck CHOKE valve. Remove the air cleaner from the carburetor. Check that the choke valve moves freely and is not stuck. (Don't mistake normal spring tension for a stuck valve.) Tap the side of the carburetor sharply several times with a light tool such as a screwdriver handle or pliers. Replace the air cleaner and attempt to start the engine.

(E) If the car will start but stalls when hot or has a rough idle, you can suspect a faulty IDLE ADJUSTMENT, a malfunctioning AUTOMATIC CHOKE or an extremely dirty and blocked AIR CLEANER ELEMENT. Clean (oil wetted or oil bath air cleaner) or replace (paper element air cleaner) your air cleaner element if necessary. Idle adjustment or automatic choke service (other than that outlined in paragraph D above) should be performed by your Chevrolet Dealer.

If the above Fuel System checks and the checks suggested under the Electrical System following do not correct the malfunction, it is recommended that you turn to your Authorized Chevrolet Dealer for further checks, adjustments or repairs.

ELECTRICAL SYSTEM

If, when the ignition key is turned to "Start", the engine will not turn over, you have good reason to suspect electrical trouble.

(F) When there is no response at all to attempts to start the car, check the obvious—your AUTOMATIC TRANSMISSION SELECTOR LEVER must be in Neutral or Park position before the engine can be started. Turning the IGNITION SWITCH rapidly back and forth several times will sometimes correct a poor internal switch contact.

(G) The BATTERY may be discharged. If so, lights will be dim and the horn will have a poor tone if it will blow at all.

Usually a battery recharge will be necessary to return the battery to operation. Occasionally, however, a push start and long drive will recharge the battery.

NOTE: *If the battery is determined to be dead, and for no apparent reason, have your Authorized Chevrolet Dealer check the battery, the GENERATOR and the VOLTAGE REGULATOR. GENERATOR trouble should already have been indicated by the generator indicator light on the instrument panel.*

POOR BATTERY CONNECTIONS may be suspected if the car has operated properly a short time before and now not even the horn will operate. Check both ends of both battery cables. If the connections are corroded, a car may sometimes be restored to operation by removing all cable ends, scraping all contacting surfaces clean with a pen knife, and reassembling. If the cables are broken, they must be replaced. The power supply should now be restored unless the battery is dead.

(H) If, however, the lights and horn work properly but the starter will still not turn over, check the STARTER connections. A "click" from the starter solenoid indicates that the wiring to the starter is properly installed. If the wiring seems to be clean and tightly installed, the trouble is probably in the starter itself and should be referred to your Authorized Chevrolet Dealer.

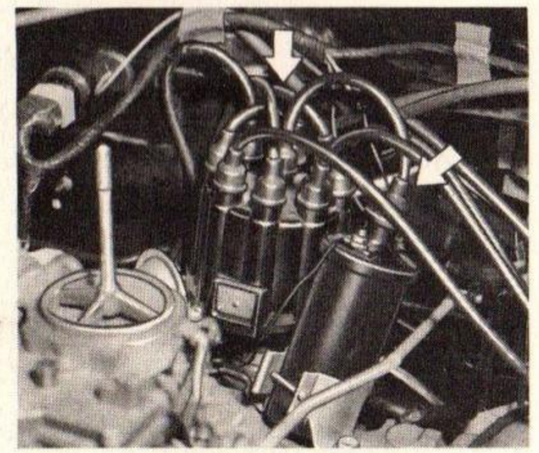
When the engine will "turn over" but will not start, the following items may be checked along with the Fuel System Checks listed previously.

(I) With a clean dry cloth wipe the ceramic portions of the spark plugs dry. In particularly damp or rainy weather dampness may be the cause of not starting, especially when the engine is cold.

(J) Check the cables at the top of the distributor and coil as well as each spark plug cable for tightness.

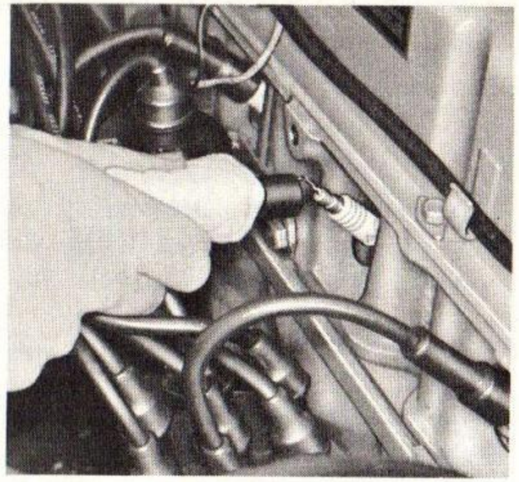
(K) If the car will still not start, check for spark at the spark plugs in the following manner:

Pull one of the spark plug wires off its spark plug. Insert a short piece of bare wire (such as



Distributor and Coil Cables (V-8 shown)

a bobby pin) between the rubber cup at the end of the spark plug wire and the tubular metal connector inside of it. **If the spark plug wire is wet or oily, wipe it dry. Wrap a dry handkerchief or facial tissue, folded several thicknesses, around the wire at least three inches back from the end and grasp the wire at this point.** Hold the bare wire about ¼ inch from the bare tip of the spark plug from which you removed the wire. When the engine is "turned over" a spark should jump across the ¼ inch space, indicating ample current supply. If no spark jumps, the difficulty is probably caused by a defective ignition part and should be corrected by your Authorized Chevrolet Dealer.



Checking Spark

COOLING SYSTEM

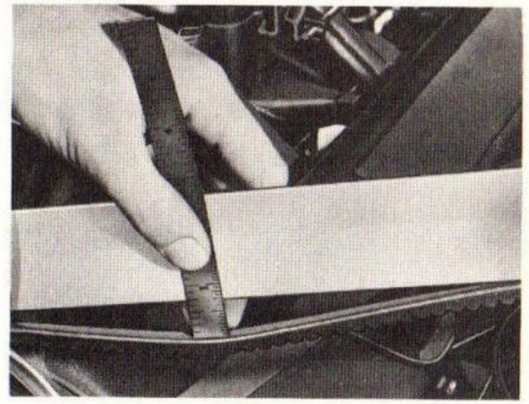
When the car will run but evidences serious overheating on the temperature gauge in the instrument panel, there are several items which may be checked.

(L) Engine overheating will occur when the OIL LEVEL falls dangerously low. Check the oil level as a matter of course.

(M) Low WATER LEVEL will, of course, cause engine overheating. Determine the cause of the low water level and have it corrected if necessary.

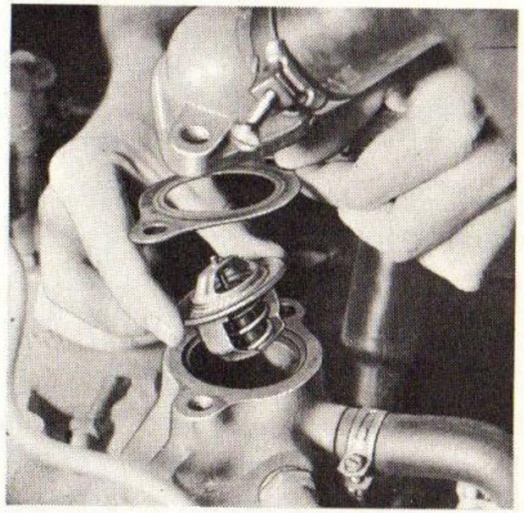
(N) Check the RADIATOR CORE. Clean it if it is plugged with bugs, leaves or other foreign material.

(O) Condition of the FAN BELT is very important, not only for engine cooling but also for proper generator operation. Check the condition of the belt. Replace it if it is worn or frayed. Loosen the generator bolts and move the generator toward the engine to remove and replace the belt. Tighten the belt, whether new or old, by loosening the generator bolts, prying with a bar on the generator until the belt is tensioned properly, then retighten the generator bolts. Proper belt tension is such that, when pressed hard at a point midway between the generator and fan pulleys, the belt will deflect about ½ inch.



Fan Belt Tension

(P) Another cause of engine overheating may be an inoperative COOLING SYSTEM THERMOSTAT. If the thermostat should fail in the closed position, it will not permit water to circulate through the system. In such an emergency the thermostat may be removed but should be replaced with a properly functioning thermostat as soon as possible.



Thermostat Installation

SPECIFICATIONS

SERIAL AND UNIT NUMBERS

Car—Stamped on vehicle identification number plate attached to left front body pillar.

Body—Stamped on plate attached to upper left corner of cowl panel.

Engine—Stamped on boss on block.

8-Cylinder—On right front side of block.

6-Cylinder—On right side of block to rear of distributor.

DIMENSIONS

Overall Length	193.9"
Height	
Coupe	53.6"
Sedan Models	54.1"
Station Wagon	54.5"
Convertible	53.6"
Width	74.2"
Wheelbase	115.0"

CAPACITIES

Gasoline Tank

All Models	20 gal.

Crankcase (Refill)

194 & 230 L-6 and 283 V-8	4 qt.
When changing oil filter element, add additional	1 qt.

Cooling System*	194 & 230 L-6	283 V-8
With Heater	12 qt.	17 qt.
Without Heater	11 qt.	16 qt.
Thermostat	180°	180°

Radiator Pressure Cap (with Air Cond.)	15 lb.
(all others)	13 lb.

**Capacities are 1 qt. more on air cond. models.*

TIRE INFORMATION

Type	Tubeless
Size:	
Regular Production	
except Station Wagons and El Camino	6.50 x 14
Station Wagons and El Camino	7.00 x 14
Optional Tires	
except Station Wagons and El Camino	7.00 x 14
	or 7.50 x 14
Station Wagons and El Camino	7.50 x 14

ENGINE SPECIFICATIONS

CARBURETOR ENGINE DATA	L-6 Engine		V-8 Engine	
	194 Cu. In.	230 Cu. In.	283 Cu. In.	
	1 Barrel		2 Barrel	4 Barrel
Horsepower	120 @ 4400	155 @ 4400	195 @ 4800	220 @ 4800
Torque	177 @ 2400	215 @ 2000	285 @ 2400	295 @ 3200
Comp. Ratio	8.5:1		9.25:1	
Bore	3.563	3.875	3.875	
Stroke	3.25		3.0	
Firing Order	1-5-3-6-2-4		1-8-4-3-6-5-7-2	

The following 14mm plugs are provided for Chevelle engines.
Spark Plug Gap..... .035″

	Normal Service (Original Equip.)	Hotter Plug (For City-Type Operation)	Colder Plug (For Continuous Heavy Duty Oper.)
194 L-6 Engine	AC-46N	—	AC-44N
283 V-8 Engine (2 Barrel)	AC-45	AC-46	AC-44
283 V-8 Engine (4 Barrel)	AC-44	AC-45	AC-43

FUSES AND CIRCUIT BREAKER:

A Circuit Breaker in the light control switch protects the headlamp and parking lamp circuits, thus eliminating one fuse. Where current load is too heavy, the circuit breaker intermittently opens and closes, protecting the circuit until the cause is found and eliminated.

Fuses, located in the Junction Block beneath the dash are:

Instrument Lights	3AG/AGC-	3 amp.
Tail, Stop, Courtesy, Glove Box, License Plate, Dome Lights	3AG/AGC-	15 amp.
Radio (Manual and Push Button)	3AG/AGC-	2½ amp.
Heater (Deluxe)	3AG/AGC-	10 amp.
Backup Light, Parking Light and Brake Signal Light	3AG/AGC-	10 amp.
Windshield Wiper	3AG/AGC-	20 amp.
Deluxe Air Conditioning (including Heater)		SAE-20 amp.
Custom or Custom Deluxe Air Conditioning		SAE-20 amp.

Overdrive Fuse, 3AG/AGC- 15 amp., is located in wiring harness on engine side of the dash panel just forward of the instrument panel.

An Air Conditioning high blower speed fuse, SAE-30 (Deluxe) or SAE-20 (Custom or Custom Deluxe) amp., is located in wire running from starter solenoid to Air Conditioning wiring harness.

TURN SIGNAL FLASHER:

Type	Series
Capacity	2-bulb

BULB SPECIFICATIONS

	Candle-power	Number
Headlamp Unit—		
Outer—High Beam	37½W	4002L (Sealed Beam)
Low Beam	55W	
Inner—High Beam Only	37½W	4001L (Sealed Beam)
Parking Lamp and Directional Signal	4-32	1157
Tail and Stop Lamps	4-32	1157
Back-up Lamp	32	1156
Instrument Lamps	2	1895
Direction Signal Indicator Lamp	1	1445
Oil Pressure, Generator and Headlight Beam Indicator Lamps	2	1895
Glove Compartment Lamp	2	1895
Dome Lamp	12	211
Courtesy Lamp (Convertible)	6	631
License Plate Lamp	4	1155
Radio Dial Lamp	2	1893
Heater Control Panel Lamp	1	1445
Brake Alarm Lamp	2	257
Transmission Shift Quadrant	1	1445

INDEX

SERVICE LITERATURE *for* CHEVROLET CARS and TRUCKS

The following Chevrolet publications covering the operation and servicing of Chevrolet Vehicles can be purchased by filling out the order form on the reverse side and mailing it with check or money-order payable to Helm Inc.

AVAILABLE SHOP MANUALS

All Chevrolet Car and Truck Shop Manuals cover the procedures for inspection, maintenance and repair of the various parts of the vehicle.

1949 thru 1954 Chevrolet Shop Manual
1955 Chevrolet Shop Manual
1956 Chevrolet Shop Manual (Supplement)*
1957 Chevrolet Shop Manual
1958 Chevrolet Shop Manual
1959-1960 Chevrolet Shop Manual (Supplement)*
1961 Chevrolet Shop Manual
1962 Chevrolet Shop Manual (Supplement)*
1963 Chevrolet Shop Manual (Supplement)**
1964 Chevrolet Shop Manual (Supplement)**
1962 Chevy II Shop Manual
1963 Chevy II Shop Manual (Supplement)*
1964 Chevy II Shop Manual (Supplement)***
1960 Corvair Shop Manual
1961 Corvair and Corvair 95 Shop Manual
1962 Corvair and Corvair 95 (Supplement)*
1963 Corvair and Corvair 95 (Supplement)**
1964 Corvair and Corvair 95 (Supplement)**
1964 Chevelle Shop Manual
1963 Corvette Shop Manual
1964 Corvette Shop Manual (Supplement)*
1954 Truck Shop Manual
1955 Truck Shop Manual
1956 Truck Shop Manual (Supplement)*
1957 Truck Shop Manual
1958 Truck Shop Manual
1959 Truck Shop Manual (Supplement)*
1960 Truck Shop Manual
1960-61 & 62 Truck Shop Manual (Supplement)*
1963 Truck Shop Manual
1964 Truck Shop Manual (Supplement)*

**Previous year model manual must be ordered with this supplement to obtain complete coverage.*
***1961 model manual must be ordered with supplement to obtain complete coverage.*
****1962 model manual must be ordered with supplement to obtain complete coverage.*

AVAILABLE OWNER GUIDES

1958 thru 1964 Chevrolet Car

1957 thru 1964 Truck

1960 thru 1964 Corvair

1960 thru 1964 Corvette

1961 thru 1964 Corvair 95 (Commercial)

1962 thru 1964 Chevy II

1964 Chevelle

AVAILABLE CONVERTIBLE FOLDING TOP BOOKLETS

Contains tips on operation and care

1961 thru 1964 Convertible Folding Top Booklets

ORDER FORM

please fill in completely and mail to:

HELM Incorporated

Post Office Box 7706

Detroit 7, Michigan

Please mail Check or Money Order—(NO STAMPS) for the publications you have ordered on form.

NOTE: *Purchasers outside Domestic U.S.A. must add 30¢ to each publication for mailing expense. Funds MUST be payable in U.S. Currency.*

All orders will be mailed within 10 days of receipt of order. Please allow approximately 30 days for postal service.

FOR PRICE AND ORDERING INFORMATION REFER TO THE NEXT PAGE.

NOTE:
TEAR HERE AND MAIL COMPLETE

SHOP MANUALS

QTY.	YEAR	DESCRIPTION	PRICE EACH	TOTAL
____	1949-54	Chevrolet Shop Manual	$4.00	____
____	1955	Chevrolet Shop Manual	4.00	____
____	1956*	Chevrolet Shop Manual (Suppl.)	3.00	____
____	1957	Chevrolet Shop Manual	4.00	____
____	1958	Chevrolet Shop Manual	4.00	____
____	1959–60*	Chevrolet Shop Manual (Suppl.)	3.75	____
____	1961	Chevrolet Shop Manual	4.75	____
____	1962*	Chevrolet Shop Manual (Suppl.)	3.00	____
____	1963**	Chevrolet Shop Manual (Suppl.)	3.75	____
____	1964** (3)	Chevrolet Shop Manual (Supplement)	3.50	____
____	1962	Chevy II Shop Manual	4.50	____
____	1963*	Chevy II Shop Manual (Suppl.)	2.25	____
____	1964*** (1)	Chevy II Shop Manual (Supplement)	2.00	____
____	1960	Corvair Shop Manual	3.75	____
____	1961	Corvair and Corvair 95 Shop Manual	4.25	____
____	1962*	Corvair and Corvair 95 (Suppl.)	2.75	____
____	1963**	Corvair and Corvair 95 (Suppl.)	2.75	____
____	1964** (1)	Corvair and Corvair 95 (Supplement)	2.50	____
____	1964	Chevelle Shop Manual	4.75	____

**Previous year model manual must be ordered with this supplement to obtain complete coverage.*

***1961 model manual must be ordered with this supplement to obtain complete coverage.*

****1962 model manual must be ordered with supplement to obtain complete coverage.*

(1) *The two manuals necessary for complete coverage at $5.00*
(2) *The two manuals necessary for complete coverage at 5.50*
(3) *The two manuals necessary for complete coverage at 6.00*

QTY.	YEAR	DESCRIPTION	PRICE EACH	TOTAL
____	1963	Corvette Shop Manual	4.50	____
____	1964* (1)	Corvette Shop Manual (Supplement)	2.00	____
____	1954	Truck Shop Manual	3.75	____
____	1955	Truck Shop Manual	3.25	____
____	1956*	Truck Shop Manual (Suppl.)	3.00	____
____	1957	Truck Shop Manual	3.25	____
____	1958	Truck Shop Manual	3.50	____
____	1959*	Truck Shop Manual (Suppl.)	1.50	____
____	1960	Truck Shop Manual	3.75	____
____	1960–62*	Truck Shop Manual (Suppl.)	4.00	____
____	1963	Truck Shop Manual	4.75	____
____	1964* (2)	Truck Shop Manual (Supplement)	2.75	____

OWNER GUIDES

QTY.	MODEL YEARS AVAILABLE	YEAR ORDERED	DESCRIPTION	PRICE EACH	TOTAL
____	1958 thru 1964	____	Chevrolet	.30	____
____	1962 thru 1964	____	Chevy II	.30	____
____	1960 thru 1964	____	Corvair	.30	____
____	1961 thru 1964	____	Corvair 95	.30	____
____	1964	____	Chevelle	.30	____
____	1960 thru 1964	____	Corvette	.60	____
____	1957 thru 1964	____	Truck	.40	____
____	1961 thru 1964	____	Conv. Top	.25	____

Michigan Purchasers—
add
4% Sales Tax

Total Order ____
(of both columns)
Michigan Sales Tax ____
Grand Total ____

Prices subject to change after July 1, 1964

PLEASE COMPLETE SHIPPING LABEL ON OTHER SIDE

AVAILABLE CHEVROLET CAR SHOP MANUALS PRIOR TO 1949

The shop manuals listed below are out of print. The information contained in these shop manuals has been prepared on microfilm. We are able to produce a 35 mm positive film strip from this microfilm. The film can be viewed through any type of film viewer adaptable to 35 mm.

11 x 8½ page reproductions are available on special order.

Please write for quotation.

AVAILABLE FILMS

1919 Chevrolet
Car Shop Manual
1923 through 1948
Chevrolet Shop Manuals
1934 through 1952
Truck Shop Manuals
Price **$5.00 Each**

Please allow 30 days for order to be filled.

SIGNATURE OF PURCHASER

STREET ADDRESS

CITY, POSTAL ZONE, STATE

IMPORTANT: This is your shipping label—**Please print clearly**

From . . . **HELM Inc.** Chevrolet Manual Distribution Department

POST OFFICE BOX 7706 • DETROIT 7, MICHIGAN

For

(NAME)

(STREET ADDRESS)

(CITY, ZONE, STATE)

POSTMASTER: This parcel may be opened for postal inspection if necessary. Return postage guaranteed.

CHEVROLET OWNER PROTECTION PLAN

The Chevrolet Motor Division considers it a most important obligation to offer each owner a recommended maintenance service guide which will relieve him of any anxiety and insure that his vehicle is regularly inspected and maintained.

Your Chevrolet dealer has presented you with a Chevrolet Owner Protection Plan Booklet. The Recommended Maintenance and Lubrication items in this Plan Booklet have been worked out by Chevrolet service personnel and cover items which are the owners responsibility to have checked, inspected, adjusted and lubricated at recommended time or mileage intervals.

If the services are carried out at the prescribed time or mileage intervals, wear and owner expense will be kept to a minimum. Additional services may become necessary as mileage accrues, however, the regular visit that you make to your Chevrolet dealer in following this Plan will point out desirable services as they become necessary.

CHEVROLET

Litho in U.S.A.—Part #3841544