

For
1050
CHEVROLET

PREPARED AND PRESENTED
BY
CHEVROLET MOTOR DIVISION
GENERAL MOTORS CORPORATION
DETROIT 2, MICHIGAN

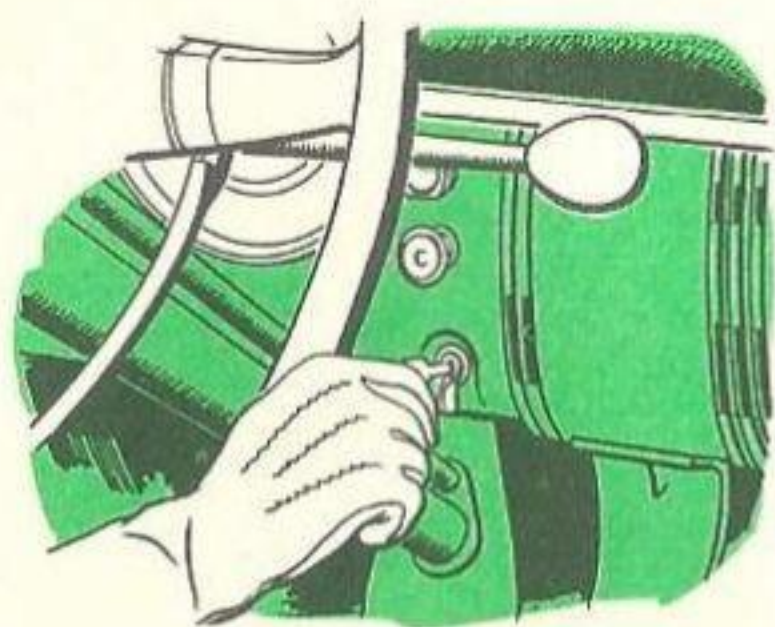
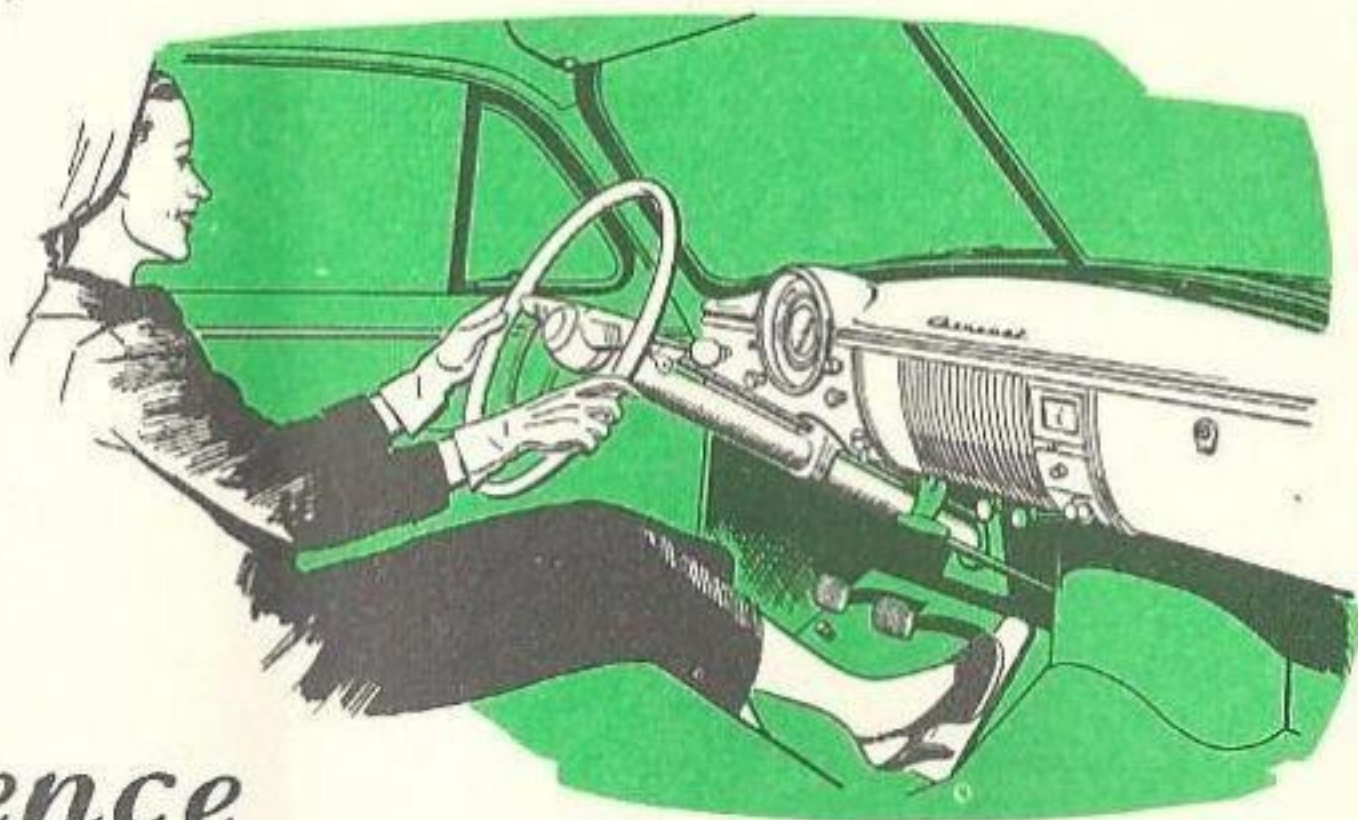
FOURTH EDITION

General Hints
and
Information
on your
New
1950 Chevrolet

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For Your Convenience

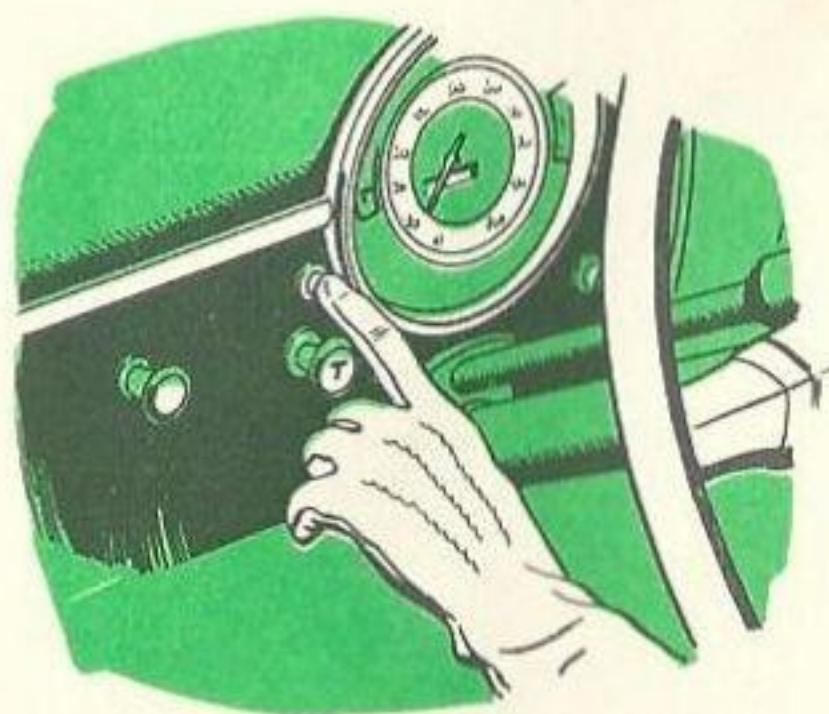


Ignition Switch

The ignition switch, located near the lower edge of the instrument panel to the right of the steering column is a three position switch. There are two "off" positions, one to the right and one to the left of the "on" (vertical) position and the key may be removed in any of these positions. When the ignition is turned off by turning switch clockwise, the key may be removed allowing ignition to be turned "ON" or "OFF" without use of key. When the ignition is turned off by turning switch counterclockwise and removing the key, the ignition is locked "OFF".

Starter Control

The starter control is of the push button solenoid type with the starter button located just to the left of the instrument cluster and directly above the throttle knob. When starting, hold accelerator pedal down halfway while pressing starter button. Should the engine be flooded, hold the accelerator down to the toe-board and press starter button until engine starts. Release the starter button as soon as the engine starts and never press the button with the engine running or serious damage may result.



Choke Control

The choke control knob is located to the right of the instrument cluster and just above the ignition switch. To provide a richer fuel mixture to assist in starting a cold engine and during warm up pull choke knob out part or all way depending upon climatic conditions. This automatically opens the throttle to provide for smooth engine operation when choking is required.



Throttle Control

The throttle control knob is located to the left of the instrument cluster and just below the starter button. Pull control knob out to open throttle.



Headlight Control

A push-pull knob for headlight control is located to the left of the starter button and throttle control knob. When the knob is pushed in against the instrument panel all lights are

“OFF”. When the knob is pulled out to the first position the parking lights, tail and license plate lamps are turned on. When the knob is pulled out to the last position, the headlamps, either the country (upper) or traffic (lower) beam dependent on the operation of the beam selector switch located on the toe-board by the driver’s left foot, are turned on. When using the country (upper) beam for driving, a red beam indicator, located directly below the numeral 50 on the speedometer dial, lights up. Never use this beam with other cars approaching. Instrument lights ordinarily are on when the knob is pulled out to either the first or second position, although they can be dimmed or turned off by rotating the knob to the right.



Parking Brake Operation

The parking brake lever operates independently of the regular foot operated braking system and applies brake pressure to the rear wheels only. The horizontal L-shaped handle is conveniently located below the instrument panel to the right of the steering column. To apply brake, pull handle straight back. To release, simply rotate handle clockwise and it will return to its normal position.

Front Seat Adjustment

The adjustment of the front seat is accomplished by a fingertip control lever located at the left side end of the seat frame. A light downward push releases the seat allowing the seat assembly to be moved backward or forward until the position is comfortable. Releasing pressure on the lever locks the seat in the selected position.



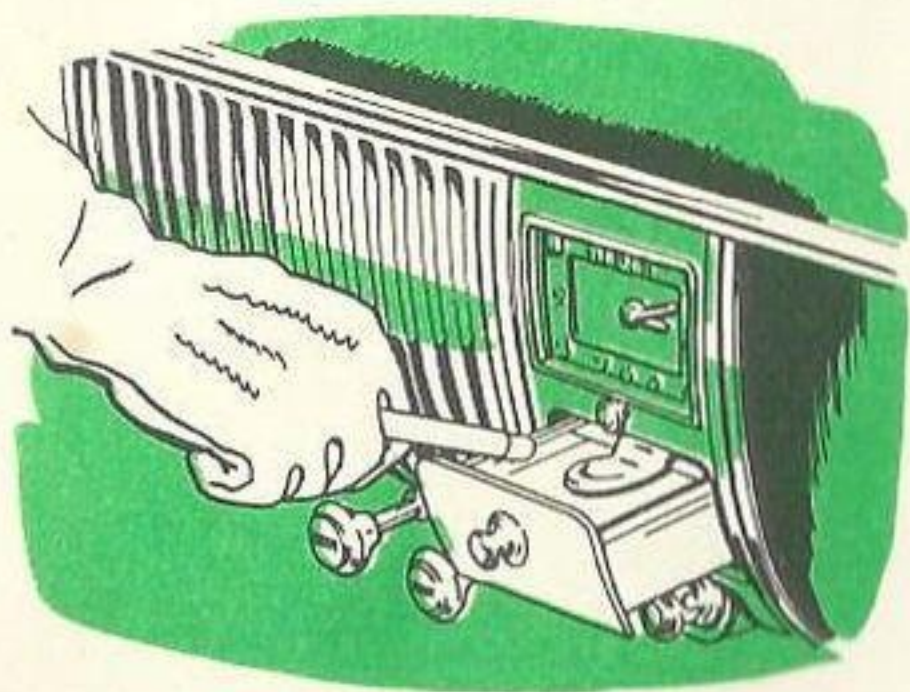
Ventilating System

An all weather ventilating system which permits controlled ventilation even under adverse weather conditions when windows must be closed is a feature of your new Chevrolet. Outside air now enters through the radiator grille at the front of the car and is delivered into the body by an air duct extending from the radiator grille to the body dash on each side of the car. Air volume is controlled by means of a butterfly valve mounted in each of the air duct lines. These valves are individually operated by knobs mounted just below the center of the instrument panel. Either the right or left hand ventilator may be opened individually, or both valves opened as desired.

NOTE: To keep out offensive odors and exhaust gases when traveling in congested traffic or when parked behind a car having its motor running, shut the outside air intake valves by pushing vent knobs in. Exhaust gases contain carbon monoxide. See Note on page 13.

Windshield Wiper Control

The windshield wiper control knob is located to the right of the instrument cluster and above the choke control button. The windshield wipers are operated by turning this knob clockwise. A Chevrolet windshield washer may be installed to assist in cleaning windshield while driving when it may become smeared from road spray of passing cars. To operate washer, press the button in the center of the wiper knob and water will be sprayed on the windshield to assist the wipers in cleaning.



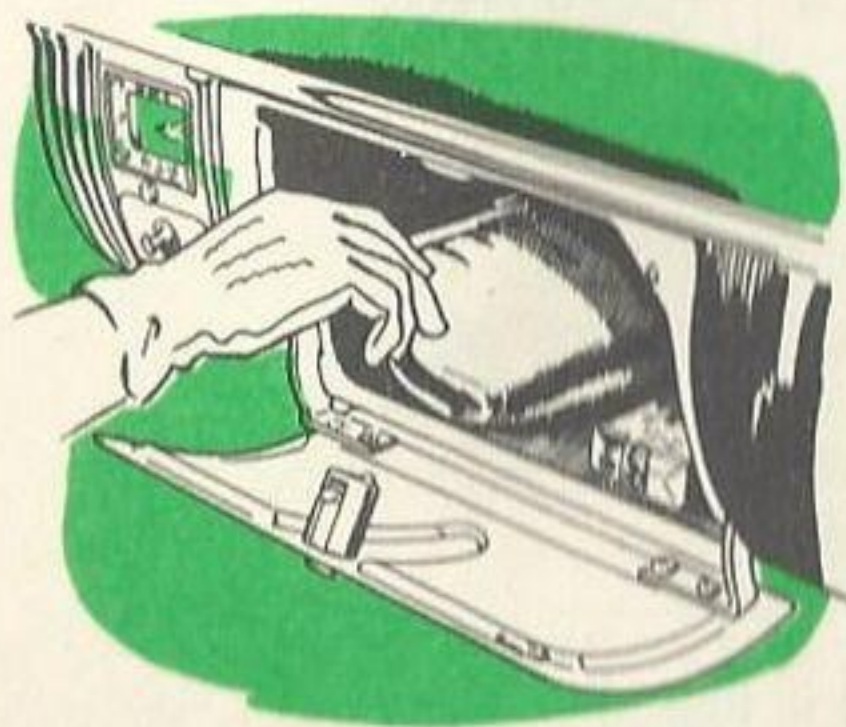
Cigarette Lighter and Ash Tray

A drawer type ash tray and a cigarette lighter centered below it are conveniently grouped together beneath the clock and just to the right of the radio grille on

Deluxe models. The lighter is operated by pushing it in and when heated it will click out for use. The ash receiver has a cigarette snuffer which is depressed for removal and emptying.

Hood Control

The hood lock is released by reaching under the top grille bar, to the right of the center of the hood, and lifting up on the release lever. The safety catch can then be released by reaching under nose of hood to the left of center, and pressing safety catch lever toward rear of car. The hood can then be lifted to the open position and the spring loaded hood supports will assist in raising and hold hood open.

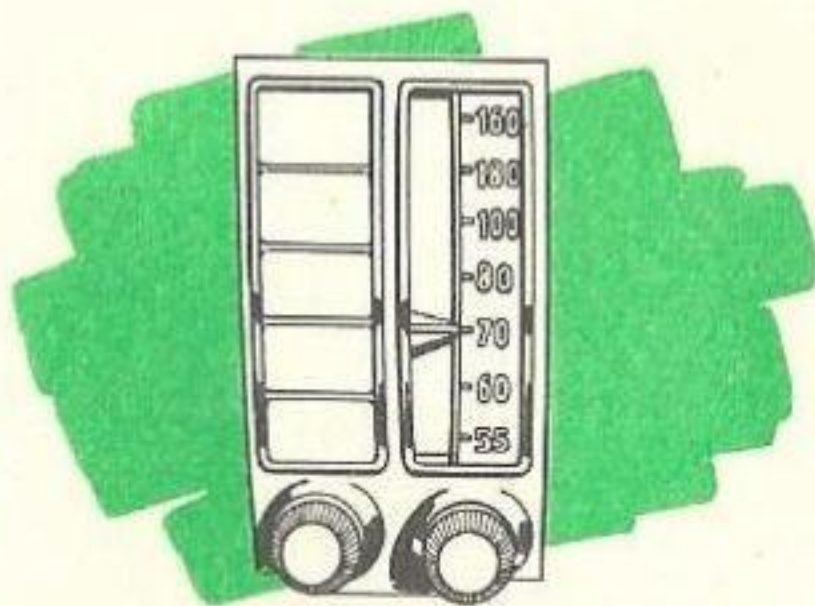


Glove Box

The glove box is located at the extreme right of the instrument panel and is equipped with a key lock mounted on the upper edge of the door. If locked, insert key in lock, turn one quarter turn and depress lock cylinder to open. An automatic light provides illumination of interior on all Deluxe models.

Radio Control Panel

When Chevrolet cars are equipped with radios, the controls are neatly and conveniently located just to the left of the radio grille. Two sets are used, one having two control knobs and the other having two control knobs plus five selector buttons for rapid station tuning. The right control knob on both sets is the "ON" and "OFF" and volume control with a tone control ring directly behind it. The left control knob is for manual tuning. On sets equipped with five selector buttons depress any one of the buttons for station selection or tune manually.



Rear View Mirror

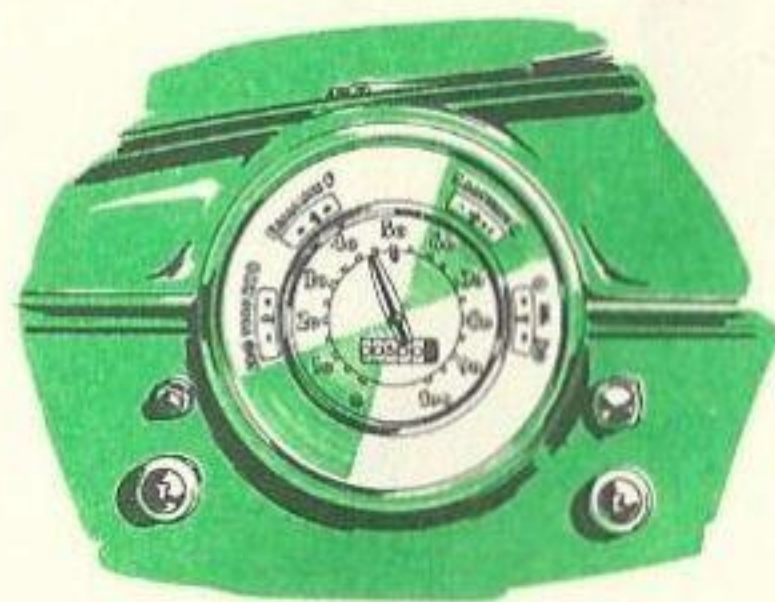
A rear view mirror is located near the top of the windshield division moulding except on convertibles, and may be rotated on its mounting to accommodate all drivers and seat positions.

Sun Visor

Sun visors are designed so as to enable them to be moved in and out on their support rods as well as revolved to the side except on convertibles and Bel-Air to better shut off the glare from the sun.

Speedometer

The speedometer located in the center of the instrument cluster is centered in front of the driver and has the ammeter, gasoline, water temperature and oil pressure gauges arranged in a semi-circle around it. The speedometer is of the circular type and registers both speed and cumulative mileage.



Gasoline Gauge

The gasoline gauge indicates the amount of fuel in the tank only when the ignition switch is turned "ON."

Charging Indicator

This gauge indicates the amount of electrical current that is supplied to or withdrawn from the storage battery. Unless the battery is fully charged, the pointer should bear toward the + (plus) side when the car is operated 15 to 20 miles per hour. The gauge pointer should bear toward the — (minus) side only when engine is idling or when accessories are being used with the engine shut off.

Temperature Indicator

This gauge indicates the approximate temperature of the coolant circulating through the cooling system. The pointer should register within a 140-180 degree range except during long continuous driving in warm weather. Should the pointer enter the red zone, the engine should be stopped and the cause investigated immediately.

Oil Pressure Gauge

The oil pressure gauge should always indicate pressure while the engine is running. If no pressure is indicated, stop the engine immediately and have the cause investigated.



Door Hold Open

A door hold-open device is incorporated in each door. When a door is fully opened this device prevents it from closing of its own weight while entering or leaving the car. Doors may be closed

easily from the hold-open position by a firm push or pull, no release is required.

Door Ventipane

The front ventilators and rear on Deluxe models, are operated directly by a combined lock and pull-to handle located on the base of the ventilator frame. A spring loaded pawl makes the lock positive and theft resistant, while a spring loaded friction device in the ventilator lower pivot holds the ventilator open to any position selected.

Your Everyday Service

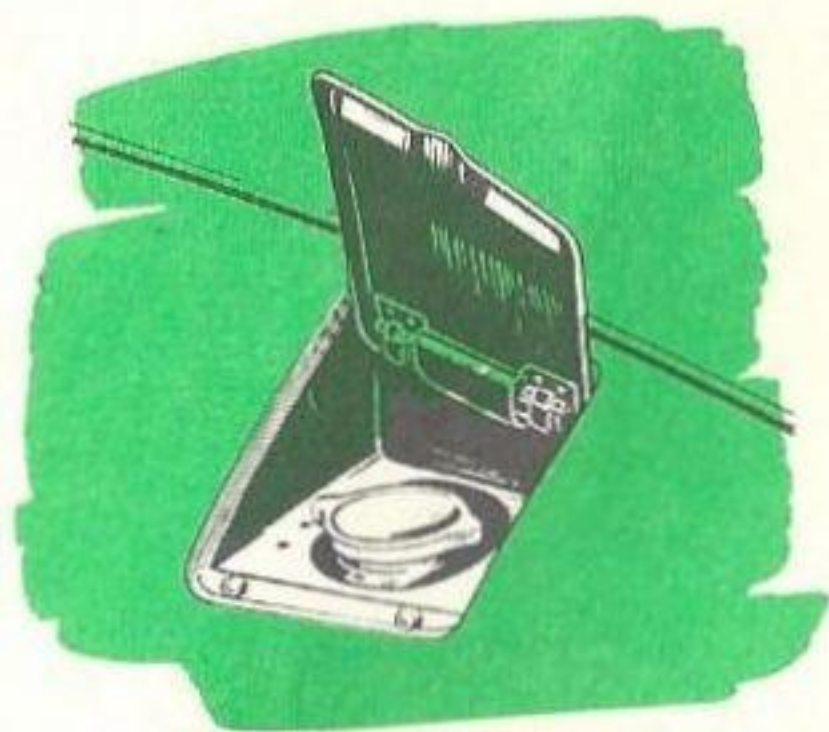


Select Your Gasoline

The Chevrolet engine is primarily designed to operate satisfactorily on the so-called "regular" grades of gasolines. Premium grades of fuel, with their higher anti-knock qualities, may be used, but little is gained in performance or economy as the compression ratio of the engine is not high enough to demand the use of premium fuel.

Gasoline Filler Cap

The gasoline filler cap is located under the spring loaded lid in the left rear fender except on Station Wagon which has an exposed cap. Should you wish to take extra precaution against theft of fuel a locking cap is available as an accessory from your Dealer.

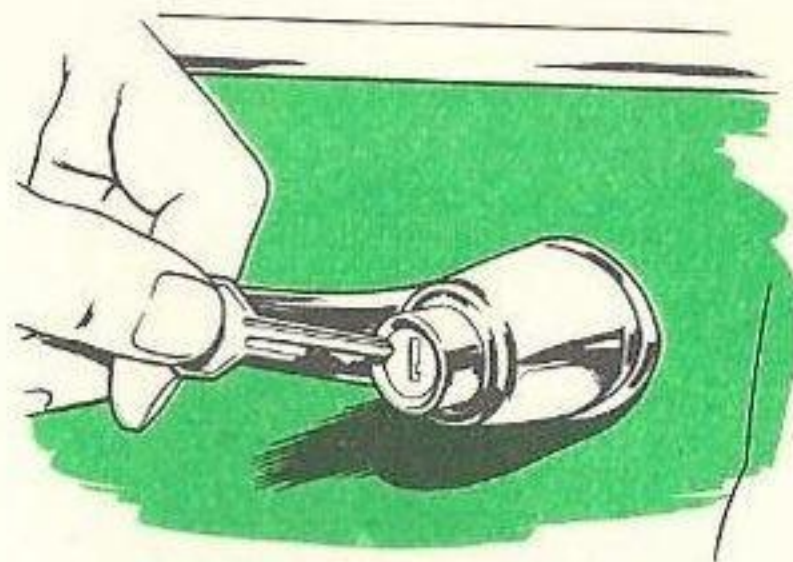


Engine Oil

Use of the proper engine oil is of great importance in obtaining maximum performance and satisfaction from your car and in the selection of the proper brand of oil it is essential to consider the reputation of the refiner or marketer.

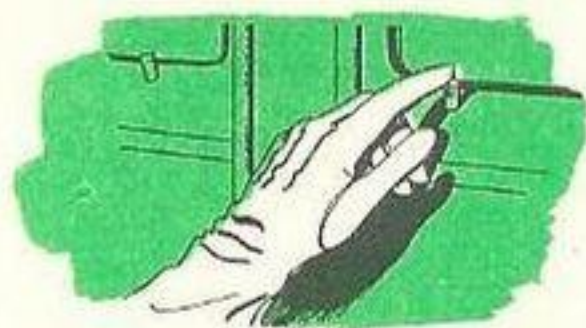
Keys and Locks

Two identical keys are furnished with the car which operate the front doors, the ignition switch, the glove compartment and trunk locks.



Door locks have spring loaded doors over the rectangular key slot which seal the keyholes securely. This key slot has a tab protruding from one side and care must be taken when inserting the key not to damage this tab.

As a protection against unauthorized persons securing the keys, the key number does not appear either on the key or the face of the locks, but on a small metal insert fastened in the key. Mark this key number on your Certificate of Title or Bill of Sale as soon as you take delivery of the car, and have your dealer knock the number insert out of the keys. To lock the doors from inside, push down the locking button located on the bottom of the window opening of each door. To lock the car from outside, either of two ways may be used.



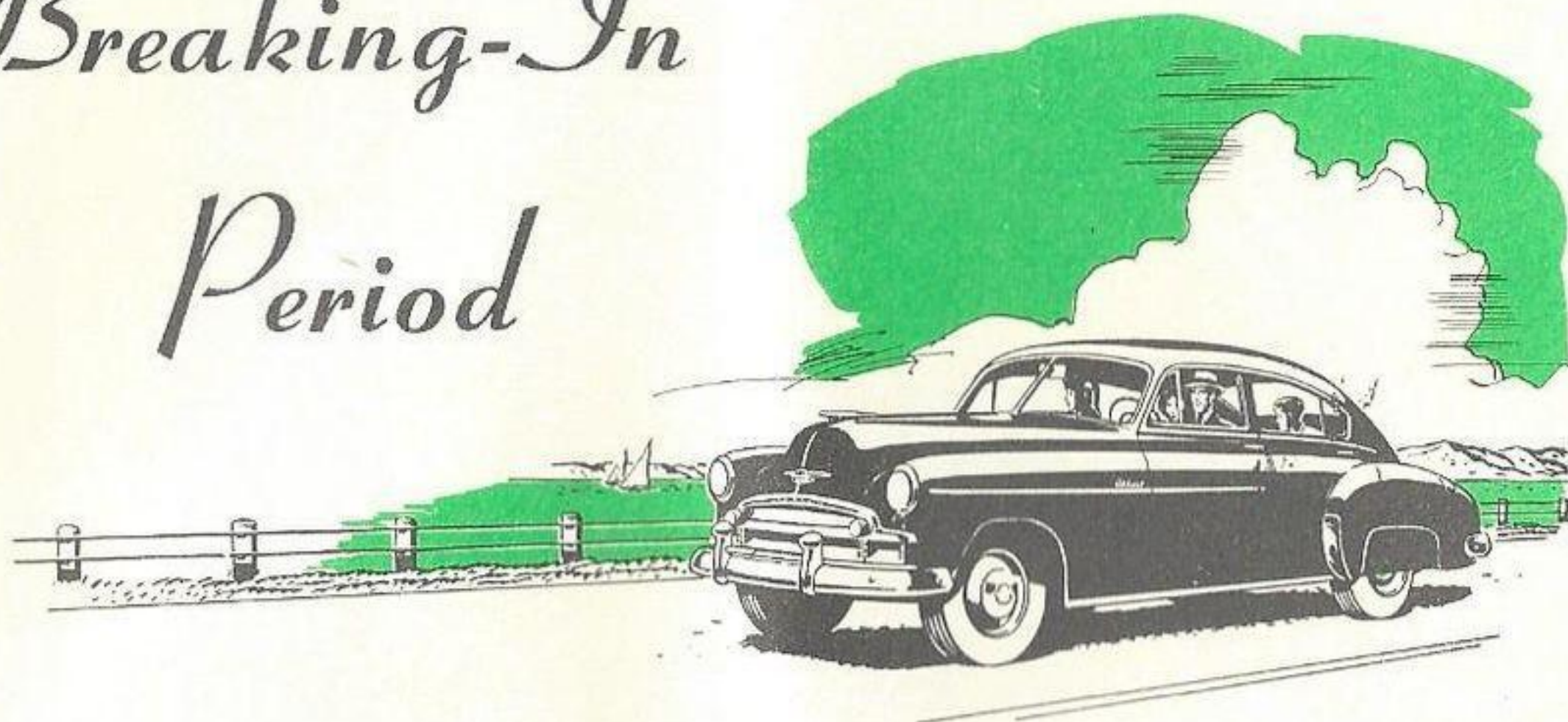
1. With the door open push down the inside locking button and push the outside handle push button in while closing the door.
2. With the door closed, insert key in the lock of the front door handle and give the key a quarter of a turn.

Sedan Rear Door Lock

A safety feature is incorporated in the rear door locks of all four-door sedans for the convenience of owners who have small children. This door lock incorporates a means of shifting the remote control link lever to provide free-wheeling on the inside or remote control door handle at the option of the owner. With the remote control link lever set in the free-wheeling position the rear doors cannot be opened from inside unless the locking button is "UP."

All four-door sedans have this lever set for positive action on these handles and may be changed to free-wheeling, upon request, by your local Chevrolet Dealer.

Breaking-In Period



Your Chevrolet car has been designed to furnish you many thousands of miles of motoring pleasure.

In order to maintain its high standard of performance and efficiency, special care should be given for the first two thousand miles as to the speed at which the car is driven and also to lubrication.

The crankcase of the engine in this vehicle as received by you is filled with a light body "breaking-in" oil. Use this oil only during the breaking-in schedule shown below. It should not be used after completion of the breaking-in schedule.

Check the oil frequently during the first 500 miles and at the end of 500 miles, drain the crankcase—while hot—and refill—using the grade of oil recommended in "Engine Lubrication."

To properly break-in the moving parts of the engine do not drive faster than:

40 miles per hour for the first 100 miles

50 miles per hour for the next 200 miles

60 miles per hour for the next 200 miles

Warning — Carbon Monoxide

Never start or run an engine in a closed garage. Avoid inhaling gases when any concentration of these is present in the air, i.e., in a garage, in congested traffic, or when stopped closely behind a vehicle with its motor running. Exhaust gases may have strong odors which normally should give warning of their presence. However, the exhaust gases from some vehicles may not be noticeable under certain conditions and the senses of people react differently. Exhaust gases contain a percentage of carbon monoxide which is a poisonous gas that, by itself, is tasteless, colorless and odorless.

To Start the Engine

1. Before starting engine make sure transmission shift lever is in neutral position.
2. Depress the clutch pedal.
3. Turn "ON" the ignition switch.
4. Hold accelerator pedal down halfway and press in on the starter button until the engine starts. Then release the button.

NOTE: Do not pump the accelerator pedal before or during the use of the starter as this will cause difficult starting.

5. Under cold starting conditions pull the choke button out part or all the way depending on climatic conditions. If the engine is warm or during summer weather it is not generally necessary to use the choke at all.

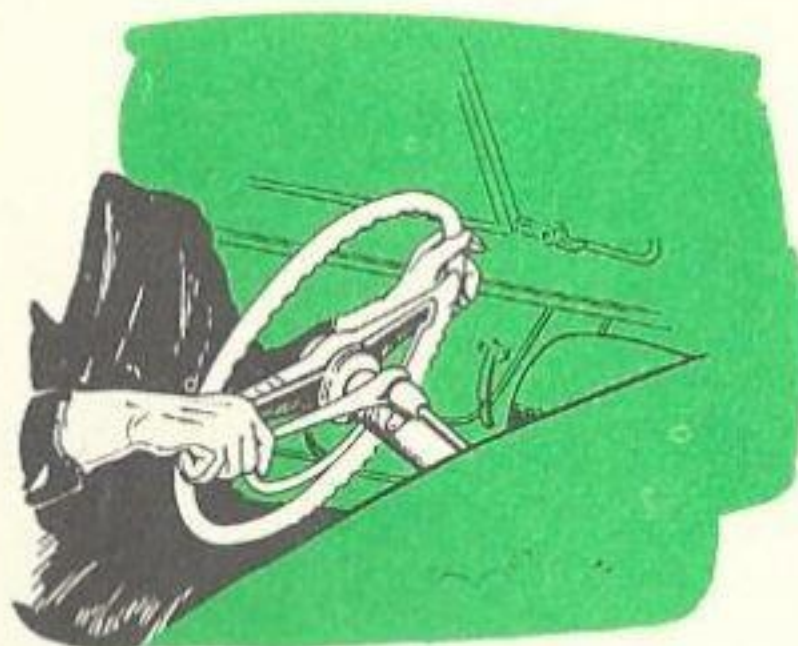
CAUTION: When starting a cold engine, it will be noted that the oil pressure gauge in the instrument cluster will register a high pressure. Allow engine to idle until engine warms up and pressures will not be affected by changes in engine speed.

6. In case the engine becomes overchoked or flooded at any time, be sure the choke button is all the way in then press the foot accelerator down fully and operate starter continuously until engine starts. This will eliminate further choking. If it becomes desirable or necessary to again choke the carburetor for starting follow the procedure in step 5.

To Start the Car

Synchromesh Transmission

The gearshift lever, mounted on the steering column, may be placed in any one of five positions — neutral, reverse, first, second or third. The operation of the gearshift lever in engaging the gears consecutively is as follows:



1. See that gearshift lever is in neutral position (lever may be raised up and down).
2. With clutch pedal depressed start engine.
3. First speed—Depress clutch pedal and raise lever toward steering wheel and then move downward until it is fully engaged in first gear location; then gradually release clutch pedal.
4. Second speed—Depress clutch pedal, push lever upwards, causing lever to cross through neutral moving away from steering wheel and engage second gear position. Release clutch pedal.
5. Third speed—Depress clutch pedal, pull lever downward until lever has reached the end of its travel into third gear position. Release clutch pedal.
6. Reverse—With car at a standstill, depress clutch pedal, raise lever, and push upward to engage reverse.

Automatic Transmission

Control of the Automatic Transmission is obtained by positioning the control lever mounted directly below the steering wheel. Cars equipped with the Automatic Transmission do not have a clutch pedal and the control lever may be placed in any position when the engine is idling by merely moving the lever. Stops have been placed at certain points in the lever travel so that it is necessary to raise the lever to place it in



certain positions. After a little experience driving the car, you will find that it is possible to select a range merely by "feel" and visual reference to the dial will not be necessary.

NOTE: The starting motor circuit on cars with the Automatic Transmission is so wired that the engine will not start unless the control lever is in either the "PARK" or "N" positions.

There are five positions available.

"PARK"

This is the parking lock and is to be used in conjunction with or instead of the pull-on parking brake. **THIS PARKING LOCK MUST NEVER BE APPLIED WHEN THE CAR IS IN MOTION.** The control lever must be raised to be placed in this position. Parking the car with the control lever in "D," "L," or "R" positions will not partially brake the car as it does when the Synchromesh transmission is left in "gear."

"N"

This is the neutral position and is to be used when the car is standing still with engine running or when pushing or towing the car.

"D"

This range is used for all normal forward driving. After the engine has been started, place control lever in "D" position and depress accelerator. Nothing more needs to be done.

"L"

This range is to be used when the going is particularly tough, such as when in deep snow, sand or on long steep grades. To operate in this range, simply move the control lever to the "L" position and drive as before. This range may also be used to secure additional braking when going down long or steep grades. The shift from "D" to "L" or from "L" to "D" may be made while the car is in forward motion without changing accelerator position but should not be attempted while car speeds are over 40 M.P.H.

“R”

This position is used when backing up with the car. To operate, bring car to a stop, raise and move control lever to the “R” position with engine idling then depress accelerator.

Pushing Car to Start Engine

If it becomes necessary to push the car to start the engine, the control lever should be left in the “N” position until the car has reached an approximate speed of 15 M.P.H. Then place control lever in “L” position to crank engine. If the road is wet or icy resulting in poor traction, it may be necessary to push car until speed of 20 M.P.H. is reached. Then place control lever in “D” range. After engine starts, return lever to “N” position for warm up.

CAUTION: It is recommended that the car be pushed rather than to be towed, because when the engine starts with the transmission in “Low” or “Drive” range, it is apt to accelerate into the rear end of the tow car.

Starting Engine in Cold Weather

When starting a car equipped with an Automatic Transmission in cold weather it is recommended that the choke knob be pulled all or part way out depending on climatic conditions. After engine starts leave choke knob part way out until engine warms up thoroughly.

Driving Cautions

The following driving cautions should be observed when driving a car equipped with Powerglide transmission.

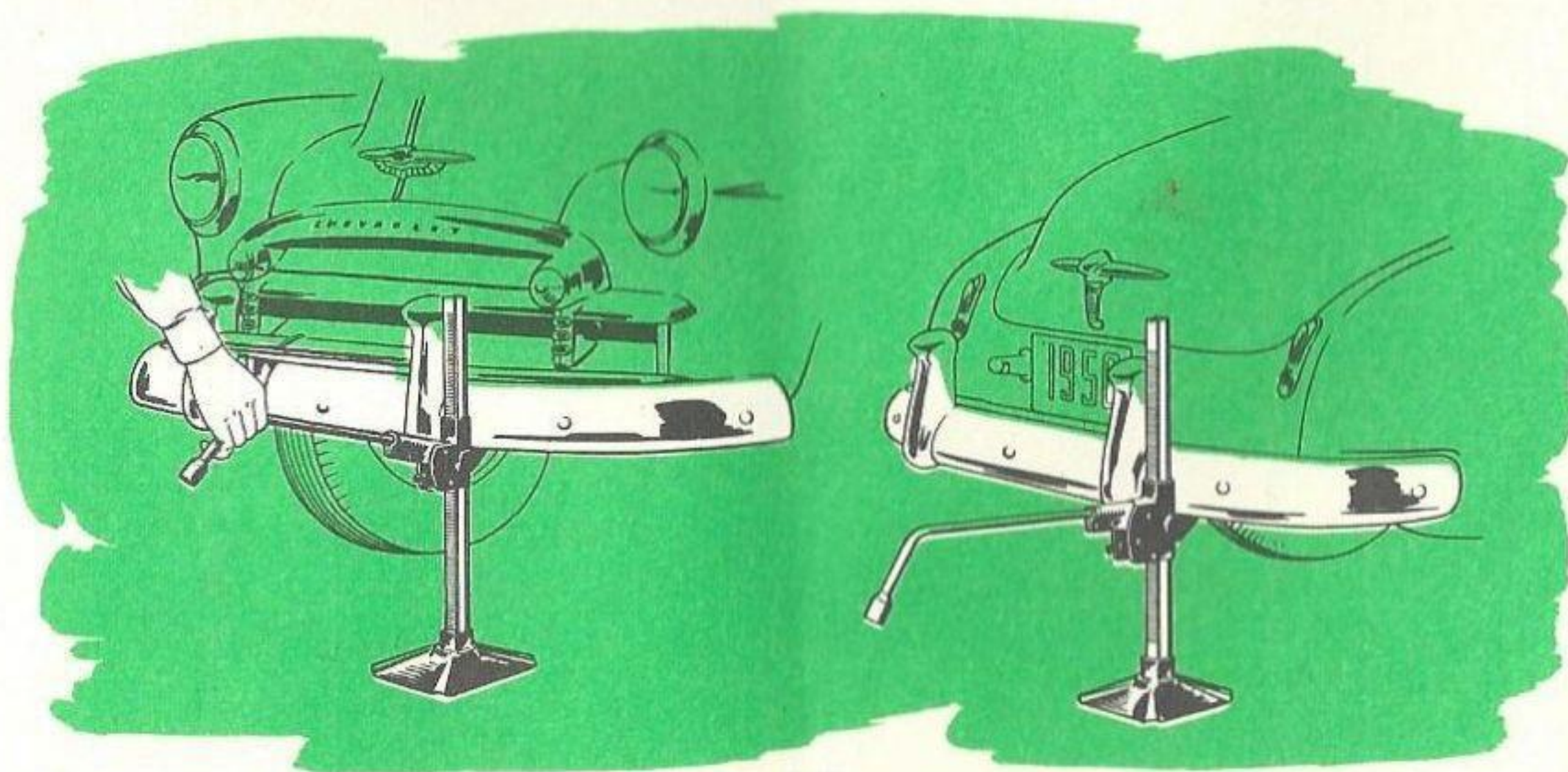
- Do not accelerate engine over 1000 RPM for over ten seconds at a time with the control lever in “Drive,” “Low” or “Reverse” positions when car is stopped and brakes engaged.
- When stopped at a traffic light on an upgrade, do not hold car by accelerating engine. Use service brake.
- When driving on an extremely steep grade, shift to “Low” rather than try to pull the hill with control in “Drive” position.
- Do not shift from “Drive” to “Low” or “Low” to “Drive” at over 40 miles per hour.
- Do not shift into “Reverse” when the car is in forward motion.
- Do not shift into “Park” position until car is brought to a complete stop.

General Information



Use of the Jack

1. Set parking brake and block wheel opposite one to be removed.
2. If rear wheel is to be removed, remove wheel shield on DeLuxe Models. Remove hub cap and loosen wheel nuts.
3. Place jack base on ground so that upright column is on the outside of the bumper face bar.
4. Draw jack body up to allow bumper to rest in jack seat and position as shown.
5. Move lever on side of jack housing to "UP" position, insert jack handle and raise jack until tire clears ground.
6. Remove wheel nuts and remove wheel.
7. In replacing either front or rear wheels, tighten wheel nuts snugly, shift lever on jack housing to "DOWN" position and lower jack until wheel touches ground. Then make certain that all nuts are drawn up tight, replace hub cap and remove jack.
8. If rear wheel shield was removed, replace wheel shield.



Rear Wheel Shields

The rear wheel shields may be removed by reaching up under the shield to reach handle of lever, pushing it away from you to clear flange and then pulling straight down. To install this shield, engage lug at lower rear corner in its bracket and, making sure that lever handle points straight down, push upper part of shield into place. Then move handle away from you and up, locking it behind lower flange of shield.



Anti-Freeze

When installing anti-freeze solutions, the quantity should be determined by the anti-freeze manufacturer's recommendation based on the cooling system capacity stated on page 29.

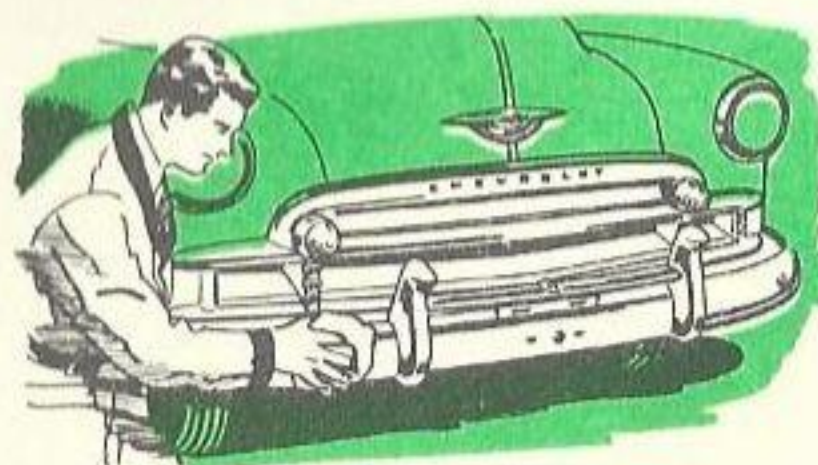
Chevrolet recommended anti-freeze compounds are those made from ethylene glycol base, denatured ethyl alcohol (ethanol) and methyl or wood alcohol (methanol) prepared by a reputable manufacturer and treated by them to reduce the rust-forming properties of water by the addition of an inhibitor in their product.

Care of Chrome

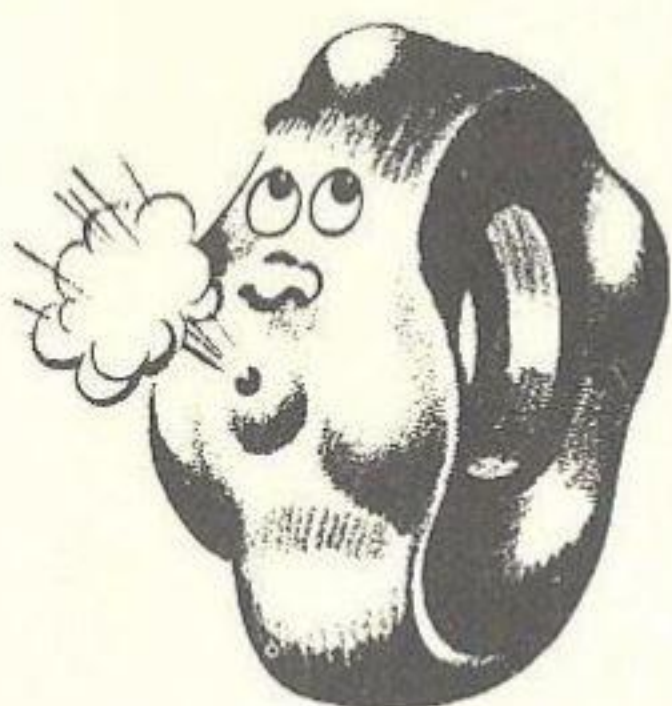
Salt and calcium chloride compounds used to clean streets of snow and ice in winter, and applied to dirt and gravel roads to lay dust during the summer months, will damage chrome plating if allowed to remain on these parts any length of time. Salt air and corrosive atmosphere of some localities are injurious to chrome plating.

The chrome can be protected by frequent washing and as a further precaution, it is well to treat the plated surfaces with wax. The wax used for polishing cars is very satisfactory. To apply, first wash with water. Then dry with a chamois and apply wax with a clean soft cloth. Finish by polishing with another clean cloth.

For chrome plated surfaces already damaged by rust, clean with a cleaning compound which your dealer can supply and then apply a protective wax coating.



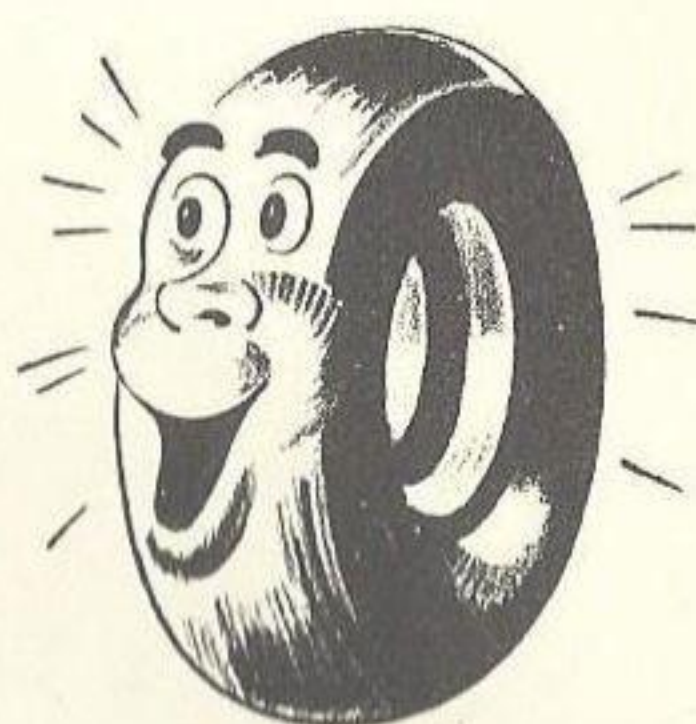
Tires



OVER INFLATION
Hard Ride—Poor Trac-
tion—Fabric Breaks—
Bruises



UNDER INFLATION
Runs Hot—Loosens
Cords—Blowouts—Un-
even Wear



PROPER INFLATION
Good Ride—Good Trac-
tion—Even Wear—More
Mileage

**GET MAXIMUM SERVICE FROM TIRES—KEEP THEM PROPERLY
INFLATED—USE AN ACCURATE GAUGE**

Extra Low Pressure Tires

Use Air Pressures As Indicated Below for Checking Proper Inflation

24 Lbs (Starting Pres-
sure) *after* the car has
been standing for three
hours or driven less than
a mile.

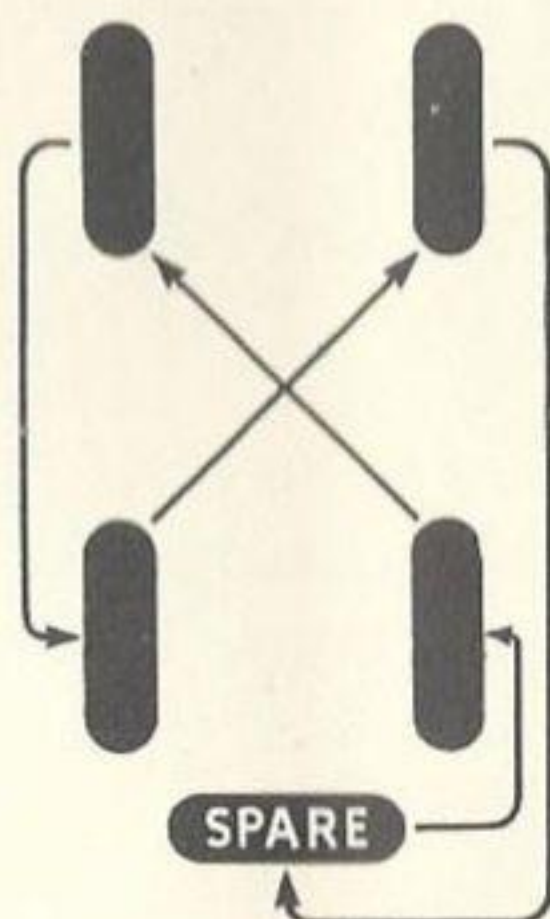
27 Lbs (City Pressure)
after driving the car
three miles or more *be-*
low 40 miles per hour.

29 Lbs (Highway Pres-
sure) *after* driving the
car three miles or more
above 40 miles per
hour.

It is normal for air pressure to build up in a tire due to driving conditions. **DO NOT LET AIR OUT OF TIRES TO REDUCE THIS INCREASE IN PRESSURE.**

Equalize Wear on Tires

CHANGE TIRES TO POSITIONS SHOWN IN DIAGRAM AT RIGHT EVERY 4000 MILES. This change of position helps smooth out uneven wear on front tires and distributes the faster wear on the rear tires over all five tires.



Clean White Sidewalls

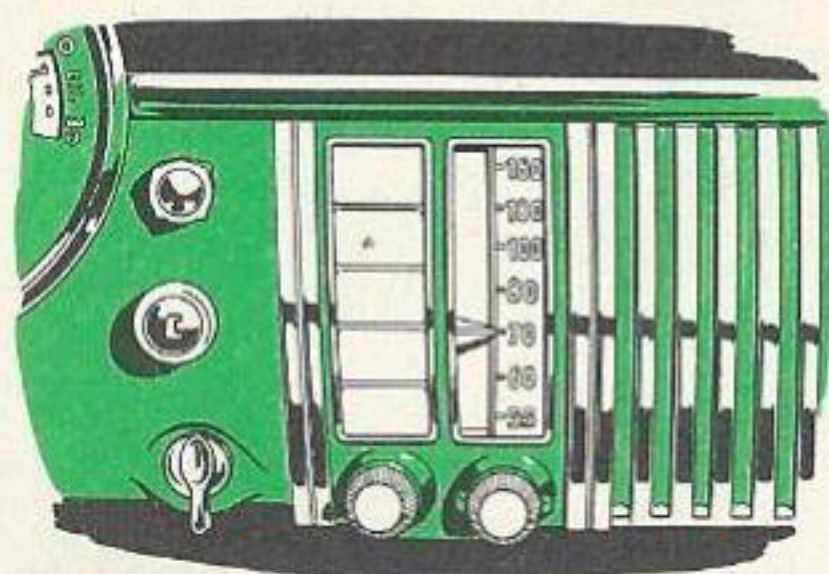
Use soap, warm water, and stiff brush to remove road grime and curb dirt from white sidewall tires. Use a fine grade of steel wool for severe cases. Do not use gasoline, kerosene or any oil product that will discolor the sidewalls or rot the rubber.

By comparing air pressure in all tires, any variation in pressures will be evident. To prevent flat tires, investigate and correct a continued loss of air in any tire.

Chevrolet Radio

SWITCH AND VOLUME CONTROL

The first portion of rotation in a clockwise direction of right knob turns on the radio with further rotation increasing volume.



MANUAL TUNING CONTROL—This control on left for manual selection of stations and affords the utmost in tuning selection.

TONE CONTROL—The chrome-plated lever behind the volume control knob controls the full tone range of your set. Rotating this lever will allow a full range from the “treble” position which reproduces speech clearly and distinctly to a gradual diminishing brilliance and accentuation of the low notes.

PUSH BUTTON TUNING—The five push buttons are for the automatic tuning of five pre-selected stations. The tuning operation is accomplished by merely pushing one of the buttons in as far as it will go. Setting up the push buttons is a simple procedure which can be done with one hand as follows:

- (a) Turn on the receiver for ten minutes or longer to allow the various circuits to stabilize. In sub-zero weather allow the receiver to warm up from thirty to forty-five minutes.
- (b) Select your five favorite stations in order of their frequency. It is suggested that they be arranged with the high frequency stations on the lower push buttons, etc.
- (c) Pull the button slightly down and out approximately one-half inch.
- (d) Turn the manual control knob until the desired station is tuned in. To secure an accurate set up turn the manual tuning knob back and forth until the station is tuned in clearly and with a minimum of background noise.
- (e) Push button in firmly to the end of its travel.
- (f) Repeat the same procedure to set up the remaining four buttons. A station setting may be changed at any time by following the above procedure.

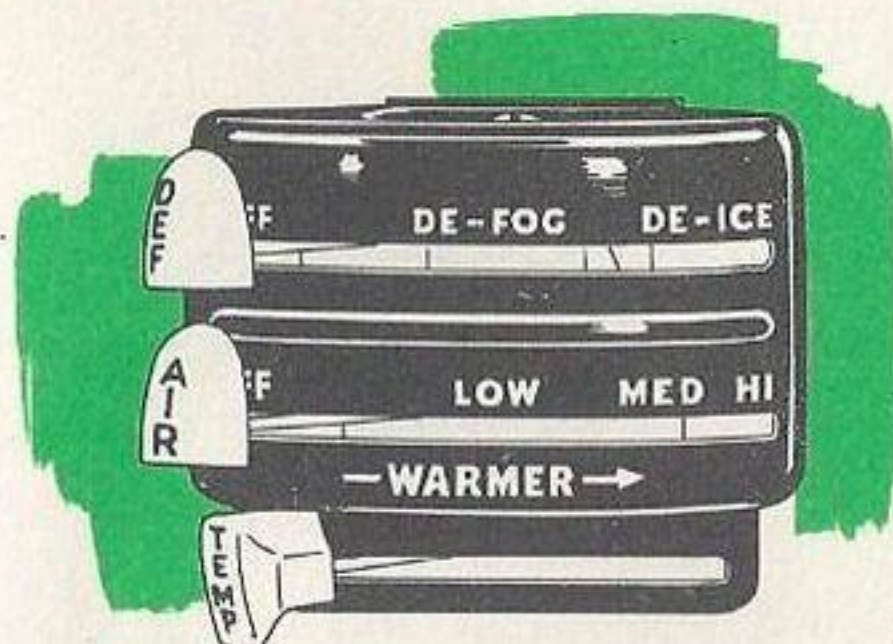
Automatic Heating Controls

One compact unit provides effective all-year control of temperature, volume, velocity, and distribution of outside air.

Moving the "Def" knob to the right increases the volume of outside air delivered to the defroster nozzles.

Moving the "Air" knob to the right opens the outside air intake duct to a maximum at LOW. Beyond this point a 2-speed blower may be actuated at MED and HI to force air into the car when traveling at low speeds.

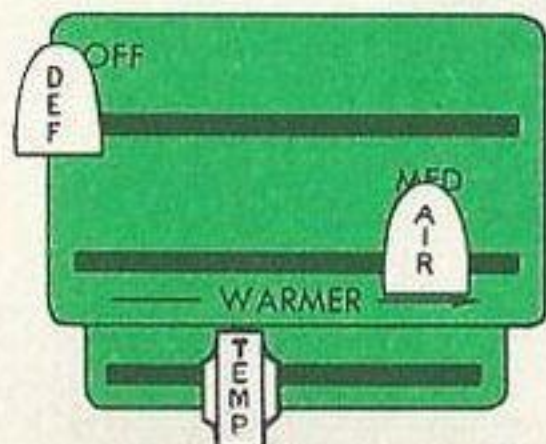
Moving the "Temp." knob to the right raises the temperature of the air delivered to the car interior and the defroster nozzles.



NOTE: To keep out offensive odors and exhaust gases when traveling in congested traffic or when parked behind a car having its motor running, shut the outside air intake ducts by moving the "AIR" knob to the "off" position and pushing the left vent knob; if open, all the way in. Exhaust gases contain carbon monoxide. See note on page 13.

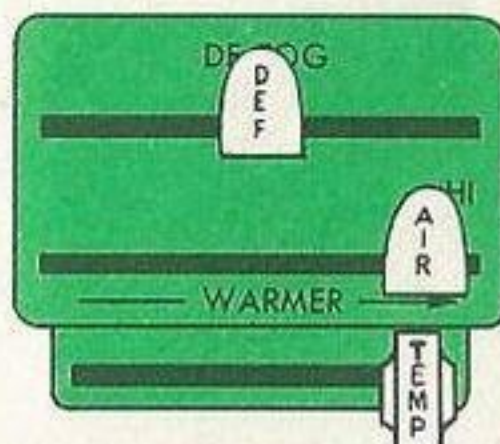
Some Average Control Settings for Winter Operation

LOW SPEED DRIVING—COLD AND DRY



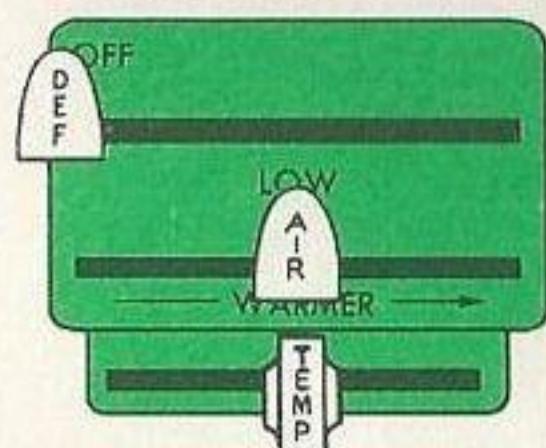
Defrosters OFF
Air MED.
Temperature MED.

LOW SPEED DRIVING—WINDSHIELD FROSTED



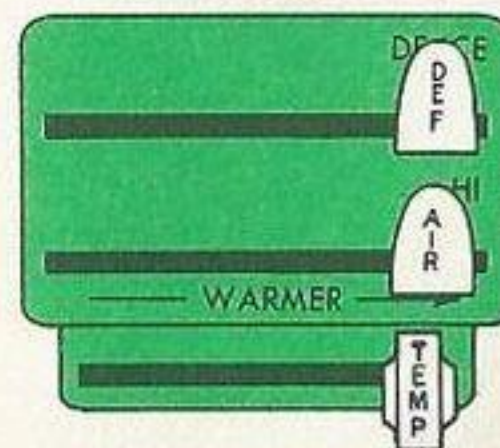
Defrosters DE-FOG
Air HIGH
Temperature MED.-HIGH

HIGH SPEED DRIVING—COLDER AND DRY



Defrosters OFF
Air LOW
Temperature MED.

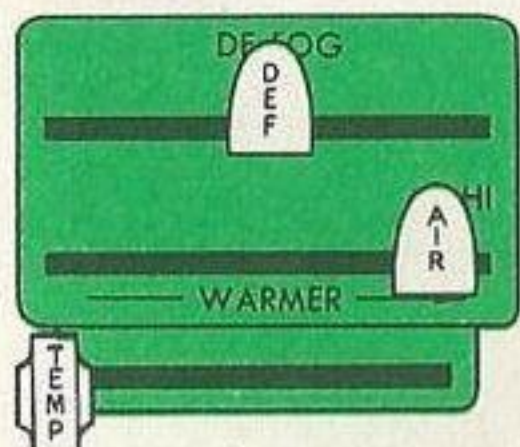
LOW SPEED DRIVING—SLEET OR ICE



Defrosters DE-ICE
Air HIGH
Temperature HIGH

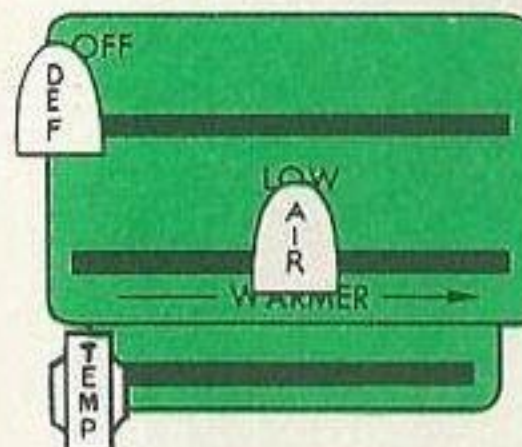
Summer Uses in Addition to Regular Ventilation

LOW SPEED DRIVING—WINDSHIELD FOGGED



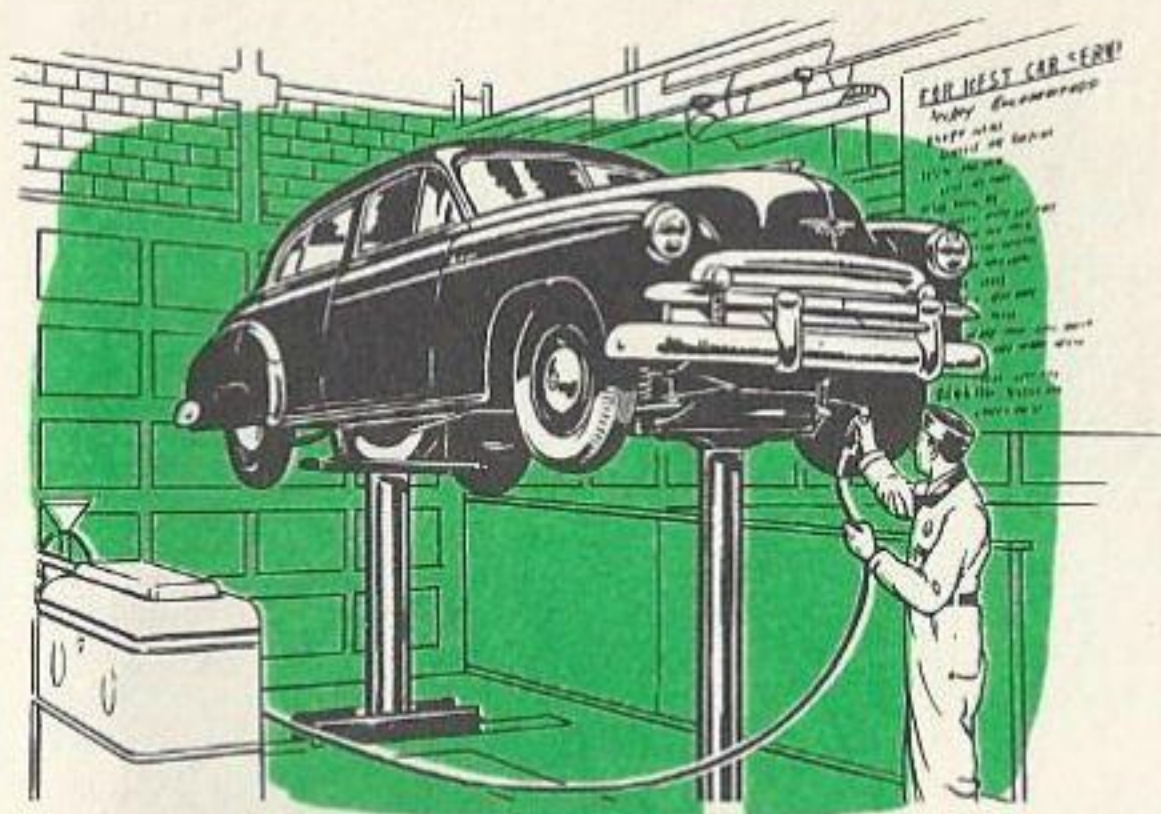
Defrosters DE-FOG
Air HIGH
Temperature OFF

HIGH SPEED DRIVING—HOT WEATHER



Defrosters OFF
Air LOW
Temperature OFF

Lubrication



ENGINE—The crankcase of the engine, as delivered to you, is filled with a light body “breaking-in” oil. Use this oil during the first 500 miles. Check the oil level frequently and maintain the level between the “Full” and “Add Oil” lines on the oil level rod. If during the first 500-mile period it is necessary to add oil, use nothing heavier than 10-W Oil.

At the end of the first 500 miles drain the breaking-in oil from the crankcase—when hot—and refill with the proper grade as indicated in the table below.

After the first oil change made at the completion of the first 500 miles the oil should be changed thereafter every 2,000—3,000 miles. Adverse driving conditions may necessitate more frequent changes and consideration should be given when driving in dust storms, cold or severe weather or on very dusty roads.

TEMPERATURE	GRADE OIL
Not lower than 32° F.....	SAE 20 or 20-W
As low as plus 10° F.....	20-W
As low as minus 10° F.	10-W
Below minus 10° F.....	10-W plus 10% kerosene

Every 1,000 Miles

CHASSIS LUBRICATION—(See Lubrication Chart on Page 27.)

STARTER SOLENOID—A few drops of engine oil should be used on fulcrum shifting mechanism lever. Do not oil solenoid plunger.

GENERATOR—A few drops of engine oil at both ends of generator.

SYNCHROMESH TRANSMISSION AND REAR AXLE—Lubricant level should be checked with unit at operating temperature. Lubricant should be level with bottom of filler plug hole. Hypoid lubricant, such as SAE 90 “Multi-Purpose” lubricant should be added if required.

Straight Mineral Oil Gear Lubricant must not be used in Hypoid Rear Axle but may be used in transmission.

NOTE: *"Multi-Purpose" Gear Lubricants must be carefully compounded and of the latest non-corrosive type and of proven quality. The lubricant manufacturer must be responsible for the satisfactory performance of his product. His reputation is your best indication of quality.*

AUTOMATIC TRANSMISSION—Check oil level with engine idling, parking brake set, transmission warm and control lever in "N" position. If necessary add only "Automatic Transmission Fluid Type A" bearing an AQ-ATF number. This oil is available at all Authorized Chevrolet Dealers and oil company filling stations in sealed containers. Extreme care must be exercised to prevent dirt from entering the filler tube when checking.

STEERING GEAR—Filled with an all-season lubricant. Check level and fill to level of filler plug hole when necessary using steering gear lubricants. "Multi-Purpose" gear lubricant as recommended for rear axle and transmission may be used.

THROTTLE CONTROL LINKAGE—A few drops of engine oil. Do not oil carburetor linkage.

DISTRIBUTOR—Lubricant cup located on side of housing is filled with chassis lubricant. Turn cup down one full turn every 1000 miles.

BRAKE MASTER CYLINDER—Maintain level $\frac{1}{2}$ " to 1" below top of cylinder. Use Delco Super No. 9 hydraulic brake fluid as required.

HOOD LATCH MECHANISM—Light engine oil.

DOOR LOCK BOLTS AND STRIKER PLATES—Use a light oil. Apply a few drops to lock bolt roller and light film to striker plates.

DOOR DOVETAIL BUMPERS AND WEDGE PLATES—Apply light film of light oil.

LOCK CYLINDERS—Lubricate with powdered graphite.

REAR COMPARTMENT LID LOCK MECHANISM—Lubricate moving parts with cup grease.

BATTERY—Fill to $\frac{1}{4}$ " above plates with distilled water. *Do not overfill.*

RADIATOR—Maintain coolant level 1" below top of tank.

Every 2,000—3,000 Miles

ENGINE CRANKCASE—Drain and refill using lubricants as recommended on chart on page 22. Flushing the crankcase with oils or solutions other than a good winter grade (10-W) engine oil is not recommended. Use three quarts of 10-W oil and idle the engine at 1000 R.P.M. (equivalent to 20 M.P.H.) until oil is hot. Then drain immediately and fill with the correct seasonal grade of engine oil.

AIR CLEANER—The filter element should be washed every 2000 miles or oftener as required with kerosene and reoiled using engine oil. If oil bath cleaner is used clean filter element and oil reservoir and refill reservoir with 1 pint SAE 50 engine oil or lighter grade in winter.

Every 3,000 Miles

SPARK PLUGS—Remove, clean and regap plugs to .035".

TIRES—Rotate tires as indicated on page 19.

Every 5,000 Miles

DISTRIBUTOR—Remove distributor rotor and place a few drops of SAE 10 engine oil on felt wicking in top of cam. Apply a small amount of petroleum jelly on distributor cam surface by holding a clean cloth which has been soaked in jelly against it while cranking starter.

HYDRO-ELECTRIC SYSTEM — CONVERTIBLE COUPE — Swing oil hole cover on upper end of power unit motor and lubricate bearing with a few drops of engine oil.

Every 10,000 Miles

FRONT WHEEL BEARINGS—Remove front wheel hub and drum and clean bearings. Repack bearings with high melting point grease. Do not pack hub between inner and outer bearing assemblies or the hub cap. Reinstall wheel, hub and drum and adjust.

FRONT WHEEL BEARINGS—ADJUST—Take up on spindle nut, using an 8" wrench, until wheel is somewhat hard to turn by hand while rotating wheel to seat all parts. Back off adjusting nut $\frac{1}{12}$ turn to point where slot in nut and hole in spindle align and install cotter pin.

BRAKE AND CLUTCH PEDALS—These pedals are lubricated at factory and should require no further lubricant. If pedal operation becomes sticky remove plug, insert lubrication fitting and fill reservoir with chassis lubricant. Remove lubrication fitting and replace plug.

STEERING COLUMN SYNCHROMESH GEARSHIFT CONTROL—This mechanism is lubricated at factory and should require no further lubricant. If shifting effort becomes sticky, remove cap from gearshift control box and fill box with a soft smooth grease.

REAR AXLE AND SYNCHROMESH TRANSMISSION—While seasonal changes of the lubricant are not required, it is recommended that the transmission and rear axle housings be drained, flushed and refilled at least twice a year or every 6,000 to 10,000 miles. Refill using a Hypoid lubricant such as SAE 90 "Multi-Purpose" gear lubricant. Straight mineral oil gear lubricant must not be used in Hypoid Rear Axle but may be used in the transmission.

Use a light flushing oil to flush out housings. Do not use water, steam, kerosene, gasoline, alcohol, etc.

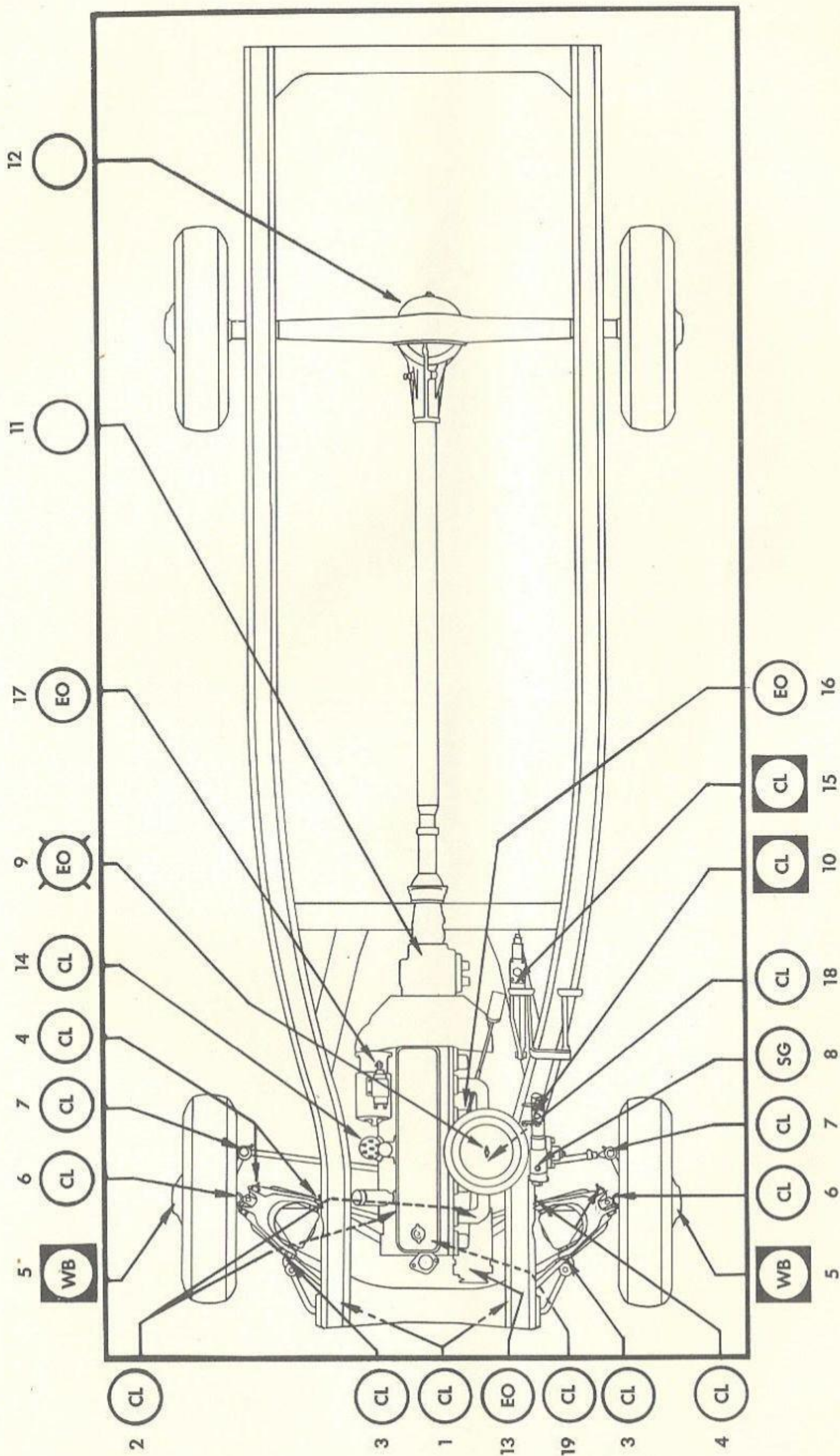
Every 15,000 Miles

AUTOMATIC TRANSMISSION—Drain and refill. Before draining, warm up transmission. Remove oil sump drain plug and converter drain plugs. After complete draining of oil sump and converter, replace drain plugs.

Make initial fill using three (3) quarts of "Automatic Transmission Fluid Type A" bearing on AQ-ATF number. Start engine and allow it to idle in neutral with parking brake applied. Complete refilling with six (6) quarts of oil. After filling, allow engine to idle for a few moments, then with hand brake applied, place selector lever in "N" position and check to see that the oil level is up to the full mark on the dip stick.

Lubrication Points

1. Lower Control Arm—Front (1 each side)
Chassis Lubricant 1,000 miles
2. Lower Control Arm—Rear (2 each side)
Chassis Lubricant 1,000 miles
3. Upper Control Arm—Front (1 each side)
Chassis Lubricant 1,000 miles
4. Upper Control Arm—Rear (2 each side)
Chassis Lubricant 1,000 miles
5. Front Wheel Bearings—High Melting Point
Front Wheel Bearing Lubricant 10,000 miles
6. Kingpin (2 each side)
Chassis Lubricant 1,000 miles
7. Tie Rod (2 each side)
Chassis Lubricant 1,000 miles
8. Steering Gear—Add Gear Lubricant
When Necessary 1,000 miles
9. Air Cleaner (See Page 24) 2,000 miles
10. Steering Column Gearshift Control (See Page 25) . 10,000 miles
11. Transmission (See Page 22, 23 and 25)
12. Rear Axle (See Page 22 and 25)
13. Generator (2 Oil Cups)
Light Engine Oil 1,000 miles
14. Distributor (1 cup)
Chassis Lubricant (See Page 23 and 24) 1,000 miles
15. Clutch and Brake Pedal Shaft (See Page 25) 10,000 miles
16. Throttle Bell Crank
Light Engine Oil 1,000 miles
17. Solenoid Linkage (See Page 22) 1,000 miles
18. Steering Connecting Rod (1 each end)
Chassis Lubricant 1,000 miles
19. Steering Idler and Third Arm (2 places)
Chassis Lubricant 1,000 miles



 LUBRICATE EVERY 1000 MILES
  LUBRICATE EVERY 2000 MILES
  LUBRICATE EVERY 10 000 MILES

Maintenance Schedule

The table below indicates some of the things which should be done at regular mileage intervals.

Mileage	Lubri- cate Chassis	Change Oil	Clean Air Cleaner	Clean Spark Plugs	Cross Change Tires	Check Brake Adjust- ment	Tune Engine	Complete Inspection by Dealer	Pack Front Wheel Bearings	Change Automatic Transmission Oil
500		★								
1000	★									
2000	★	★	★							
3000	★			★						
4000	★	★	★		★					
5000	★					★	★	★		
6000	★	★	★	★						
7000	★									
8000	★	★	★		★					
9000	★			★						
10000	★	★	★			★	★	★	★	
11000	★									
12000	★	★	★	★	★					
13000	★									
14000	★	★	★							
15000	★			★		★	★	★		★

The following operations should be done as indicated:

Period	Check Battery	Check Air In Tires	Change Rear Axle Lub.	Change Synchronesh Trans. Lub.	Add Anti- Freeze	Flush Cooling System
Weekly	★	★				
Spring			★	★		★
Fall			★	★	★	★

	Std. Engine	Engine with Automatic Trans.
Piston Displacement (cu. inches)....	216.5	235.5
SAE Horsepower Rating.....	29.4	30.4
Firing Order	1-5-3-6-2-4	1-5-3-6-2-4
Max. Brake Horsepower.....	92	105
WHEELBASE	115"	115"

CLEARANCES

Valve Clearance

Intake (Hot)	.006"-.008"	No adjust.
Exhaust (Hot)	.013"-.015"	No adjust.
Spark Plug Gap.....	.035"	.035"
Distributor Point Gap.....	.018"	.018"
Clutch Pedal Clearance.....	3/4" to 1"	None

FUSES	CAPACITY	NUMBER	LOCATION
Radio	14 AMP.....	147685.....	End of A-lead at set
Heater	14 AMP.....	147685.....	On back of switch
Defroster	14 AMP.....	147685.....	On back of switch
Headlamps	}		Thermal Circuit Breaker
Tail Lamps			
Parking Lamps			
Instrument Lights			

THERMAL CIRCUIT BREAKER—Eliminates necessity of fuses in headlamp, tail lamp, parking lamp and instrument lamp circuits. When the current load is too heavy, due to a short circuit, the circuit breaker opens and closes rapidly thus reducing current sufficiently to protect the wiring from damage. This action continues until the cause is eliminated.

Battery

CAUTION: Electric storage batteries give off highly inflammable hydrogen gas when charging and continue to do so for some time after receiving a steady charge.

Under no condition should an electric spark or open flame be allowed near the battery, particularly in the vicinity of the vent caps. Before doing any work around a battery a metallic contact between the car bumper and the ground should be made to remove the possibility of a static charge causing a spark in the vicinity of the battery. A long metal bar or a metal chain of sufficient length will accomplish this.

Manufacturer's Warranty

It is expressly agreed that there are no warranties, expressed or implied, made by either the Dealer or the Manufacturer on Chevrolet motor vehicles, chassis or parts furnished hereunder, except the Manufacturer's warranty against defective materials or workmanship as follows:

"The Manufacturer warrants each new motor vehicle, including all equipment or accessories (except tires) supplied by the Manufacturer, chassis or part manufactured by it to be free from defects in material and workmanship under normal use and service, its obligation under this warranty being limited to making good at its factory any part or parts thereof which shall, within ninety (90) days after delivery of such vehicle to the original purchaser or before such vehicle has been driven 4,000 miles, whichever event shall first occur, be returned to it with transportation charges prepaid and which its examination shall disclose to its satisfaction to have been thus defective; this warranty being expressly in lieu of all other warranties, expressed or implied, and all other obligations or liabilities on its part, and it neither assumes nor authorizes any other person to assume for it any other liability in connection with the sale of its vehicles.

"This warranty shall not apply to any vehicle which shall have been repaired or altered outside of an authorized Chevrolet Service Station in any way so as in the judgment of the Manufacturer to affect its stability and reliability, nor which has been subject to misuse, negligence or accident."

The Manufacturer has reserved the right to make changes in design or add any improvements on motor vehicles and chassis at any time without incurring any obligation to install same on motor vehicles and chassis previously purchased.

Battery Warranty

To receive the full benefit of the warranty as given by the manufacturer of the battery, register it with your nearest Delco Battery service station. Your Chevrolet dealer will be glad to handle this registration for you.

Tire Warranty

The tires that came with your car are guaranteed by the tire manufacturer, or his agent, according to the standard Tire Manufacturers Warranty.

A Series of Brief
Discussions
on
Driving

We DRIVERS

Available
to you through

Chevrolet

CENTRAL OFFICE
GENERAL MOTORS BLDG.

RM. AB-32
DETROIT 2, MICH.

This booklet, available on request, is dedicated to the safety, comfort and pleasure of the motoring public and contains such information that we already may know but perhaps know so well that we are apt to become careless with everyday usage.

The brief series of discussions dealing with the problems of driving such as night driving, power and speed, city traffic, parking, signs and signals, etc., were developed to sort of check up on our driving habits to enable us to get back to the fundamentals of good driving.

