OWNER MANUAL

CHEVROLET

1952

PREPARED AND PRESENTED

BY

CHEVROLET MOTOR DIVISION

GENERAL MOTORS CORPORATION

DETROIT 2, MICHIGAN

General Hints and Information on your 1952 Chevrolet

First Edition

INTRODUCTION

This booklet has been prepared to introduce you to your 1952 Chevrolet. Each section covers basically the things you are interested in for the everyday operation of your vehicle, and is presented in such manner to give you the information you may require for pleasurable driving.

The subject index at the right is a ready reference to the key subjects and will enable you to find any subject covered in this booklet.

You have been provided with an Owners Service Policy which describes additional services to which you are entitled. A facsimile of this policy is shown on page 32.

SUBJECT INDEX

Page

FOR YOUR CONVENIENCE 2

YOUR EVERYDAY SERVICE 8
- Gasoline 8
- Gasoline Filler Cap 8
- Hood Lock 8
- Engine Oil 9
- Engine Oil Level Rod 9
- Powerglide Oil Level Rod 9
- Radiator Filler Cap 9
- Keys and Locks 10
- Sedan Rear Door Lock.....10

BREAKING-IN PERIOD 11
- To Start the Engine 12
- To Start the Car 13
  - Synchromesh Transmission 13
  - Powerglide Transmission....14
    - Push Starts 15
    - Towing Car 15
    - Driving Cautions 15

GENERAL INFORMATION ..16
- Use of the Jack 16
- Rear Wheel Shields 17
- Anti Freeze 17
- Draining Cooling System 17
- Care of Finish 17
- Convertible Rear Window 18
- Tires 19
- Radio Controls 20
- Automatic Heating Controls 21

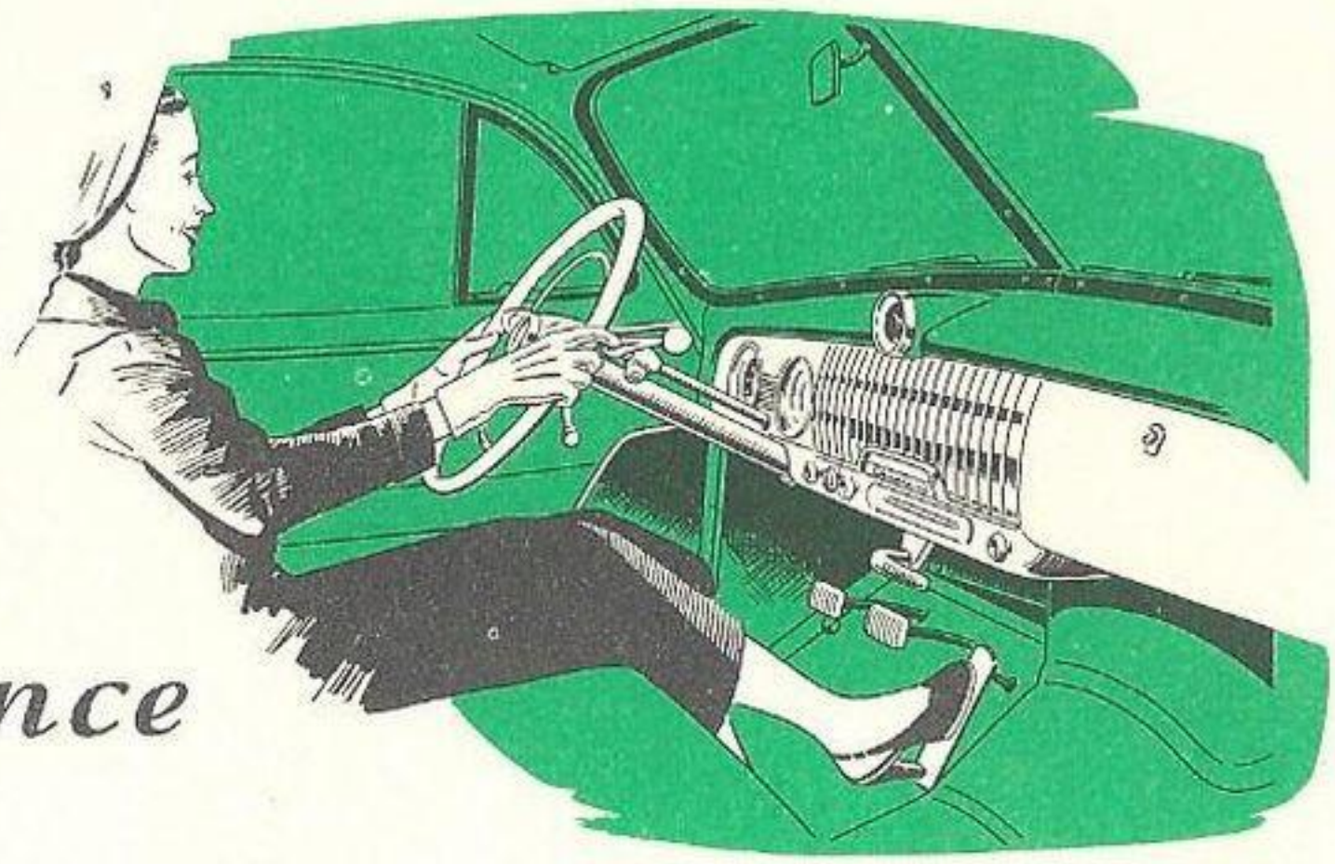
LUBRICATION 22
- Maintenance Schedule 27
- Lubrication Chart 28-29

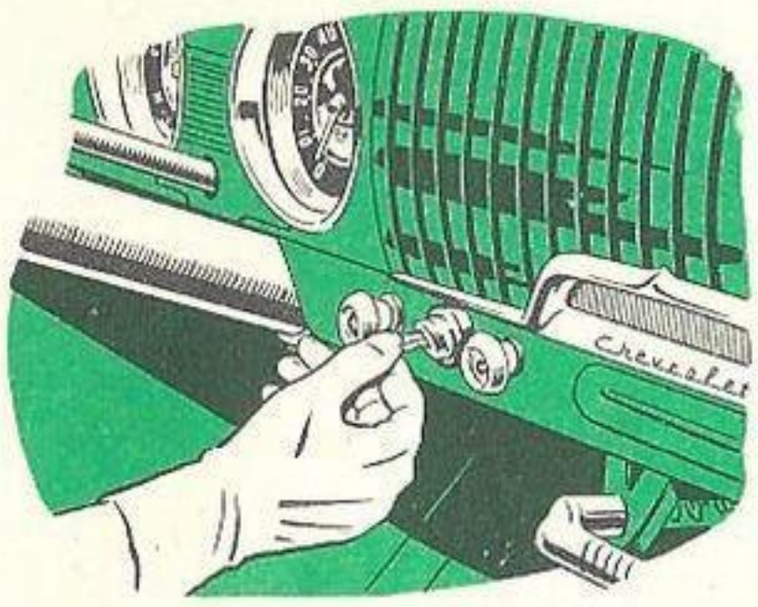
DATA 30-31

OWNERS SERVICE POLICY..32

WARRANTY....Inside back cover

For Your Convenience

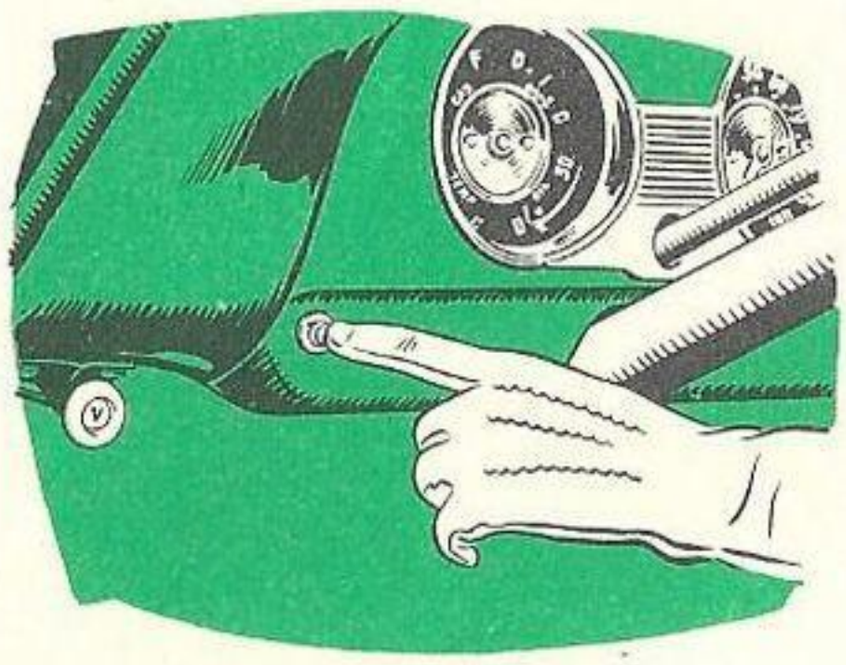




Ignition Switch

The ignition switch is located to the right of the windshield wiper knob and 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 with the switch 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."

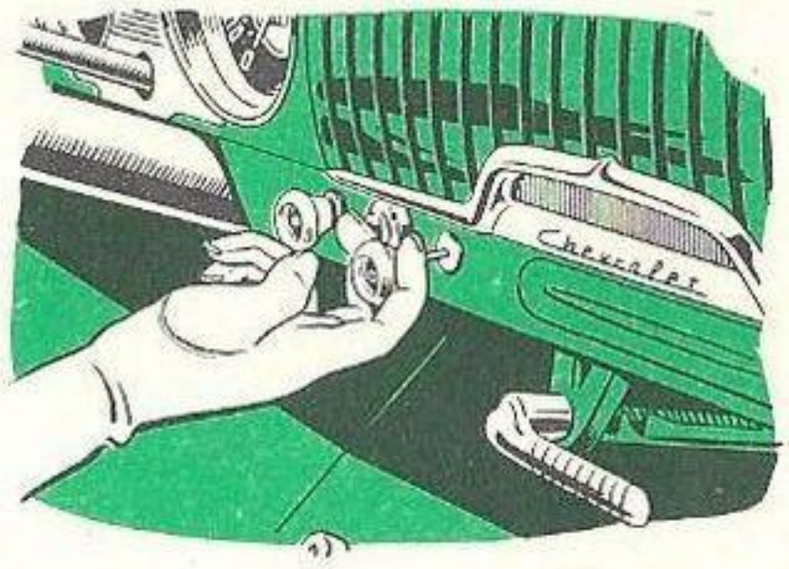
Starter Control



The starter control is of the push button solenoid type with the starter button located at the left of the steering column and the light switch knob. When starting, hold accelerator pedal down halfway while pressing starter button. Release the starter button as soon as the engine starts and never press the button with the engine running. Should the engine become flooded, hold accelerator down to the toeboard and press starter button until engine starts.

On vehicles equipped with Powerglide, starter is inoperative unless selector lever is in "N" or "Park" position.

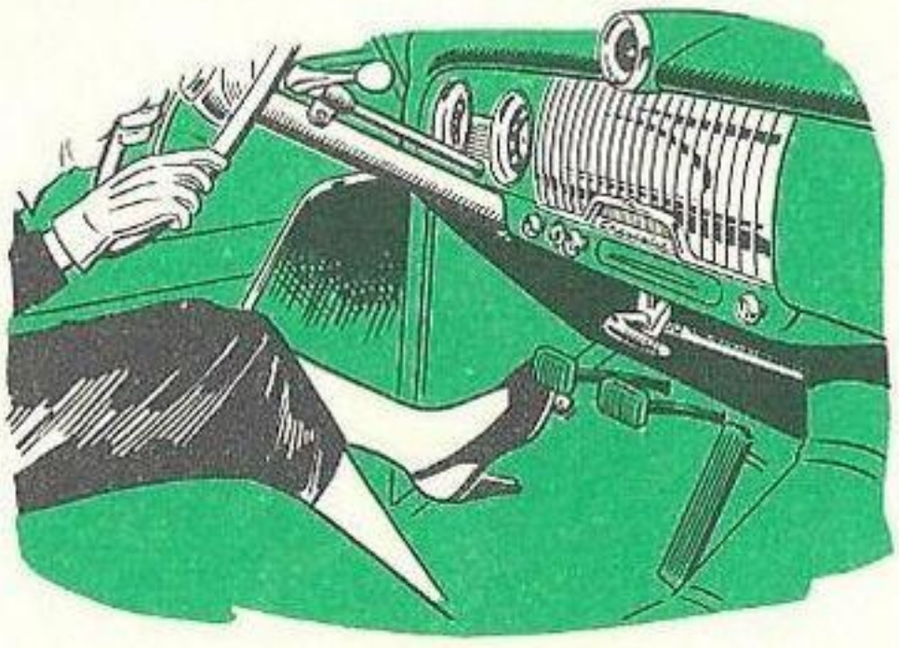
Choke Control



The choke control knob, except on Powerglide cars which are equipped with an automatic choke carburetor, is located to the right of the ignition switch and is used to provide a richer fuel mixture to assist in starting a cold engine. 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.

Windshield Wiper Control

The windshield wiper control knob is located to the left of the ignition switch. To operate wipers at variable speeds, turn this knob clockwise as required. A Chevrolet windshield washer can be installed which may be used to aid in cleaning the windshield when dirty or when smeared with road spray from passing cars. The button in the center of the wiper control knob, when depressed and then released, will cause water from washer to be sprayed on the windshield to assist wipers in cleaning.



Light Control

A push-pull knob for light control is located at the left of the steering column. 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 lights, license light and instrument panel lights are turned on. When the knob is pulled out to the second position the parking lights turn off and driving lights are turned on. Control of the driving lights is by a selector switch located on the toe-board to the left of the clutch pedal. Depressing this switch will change the driving light beam from traffic (lower) to country (upper) or vice-versa. When using the country (upper) beam for driving, a red beam indicator, located between the 40 and 50 on the speedometer dial, lights up. Never use this beam when other cars are approaching.

Instrument panel lights may be dimmed or turned off by rotating light control knob clockwise.

Dome Light

The dome light switch on all models except the Bel-Air and the Convertible is at the front of the dome light. Switch in the Bel-Air and Convertible is located on the front of the lower left rear quarter trim panel. The dome light in the Convertible is inoperative unless headlamps or parking lamps are turned on. Automatic door switches are used on both front doors of Deluxe models only.

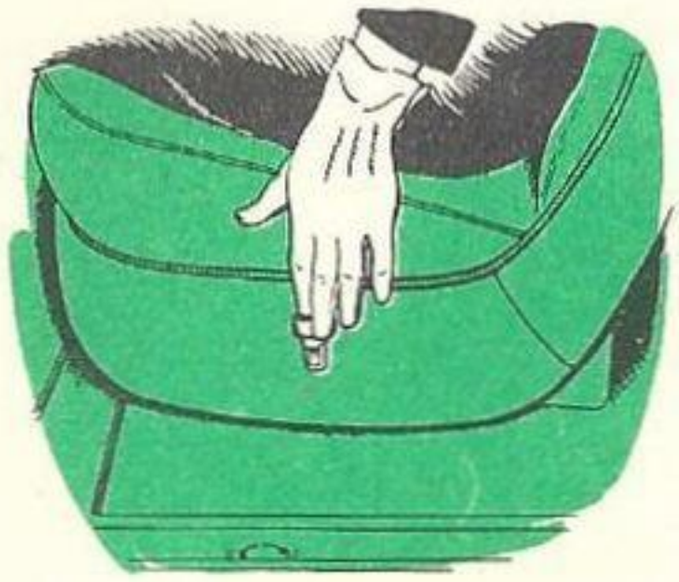


Parking Brake

The parking brake handle is an L-shaped handle conveniently located below the instrument panel and to the right of the steering column. To apply brake, which operates independently of the foot-operated brake, pull handle straight back. To release, simply rotate handle clockwise and push it in to its normal position.

NOTE: Be sure that the parking brake is completely released by pushing the handle in all the way.

Seat Adjuster



The front seat adjuster is located at the left end of the seat frame. With a downward push on this fingertip control lever, the seat is released allowing a backward or forward motion of the seat assembly. Releasing pressure on lever locks the seat in the selected position.

Ventilating System

Control knobs for the all weather ventilating system, which permits controlled ventilation even under adverse conditions when windows must be closed, are located at the extreme right and left ends of the instrument panel. Either the right or left hand ventilator may be opened individually or both ventilators may be opened as desired by pulling knobs out.

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 11.



Cigarette Lighter and Ash Tray

A tilt type ash tray is located at the right end of the radio grille on all DeLuxe models. The ash tray has a cigarette snuffer which, when depressed, allows ash tray to swing out. For removal and emptying of tray, depress snuffer and lift ash tray compartment up disengaging it from chrome tray facing. Directly below the ash tray, on DeLuxe models only, is the cigarette lighter. The lighter is operated by pushing it in and when heated it automatically clicks out for use.

Glove Compartment



The glove compartment is located at the extreme right of the instrument panel. The door of the glove compartment may be opened by pressing on the push button located at the upper edge of the door. To lock the glove compartment, insert key and turn one quarter turn. An automatic light on DeLuxe models, provides illumination inside compartment when door is opened.

Rear View Mirror

The rear view mirror, which may be rotated on its mounting to accommodate all drivers and seat positions, is located near the top of the windshield division moulding on all models except the Bel-Air. The Bel-Air mirror is mounted on the windshield divider so that its position is just above the top of the instrument panel.

Sun Visor

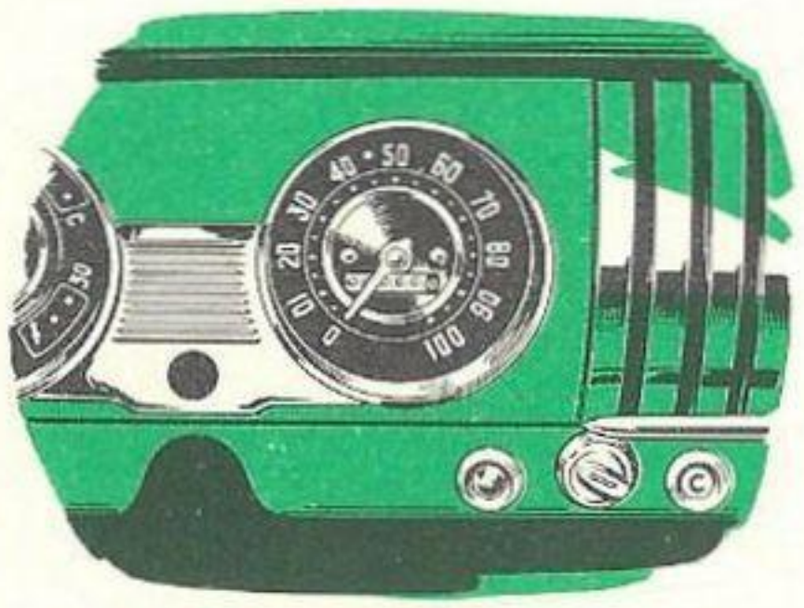
The sun visors, two on DeLuxe models and one on Special models, are designed so they may be positioned to shut off the glare from the sun.

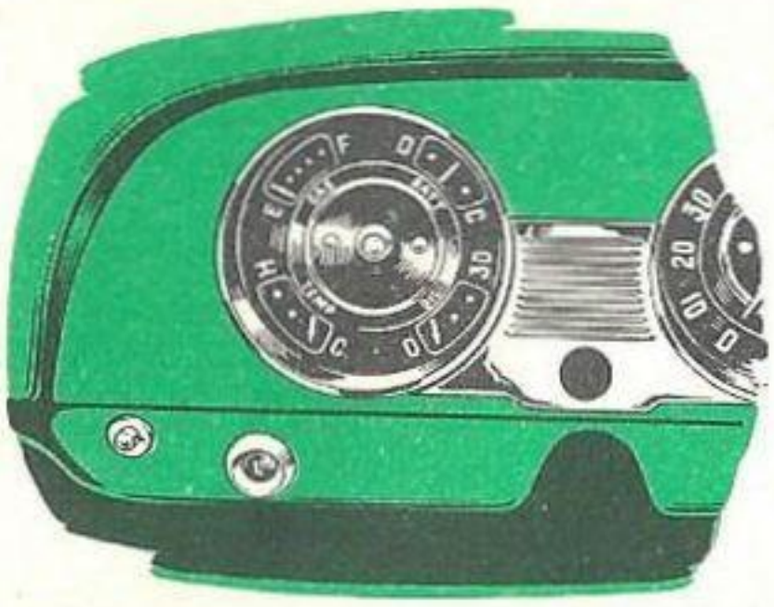
Clock

DeLuxe models are equipped with an illuminated, stem wind clock located on the top center of the instrument panel. The clock is set by pulling out and turning the stem wind knob at the bottom of the dial and a regulating screw is provided at the top of the dial.

Speedometer

The speedometer located to the right of the steering column is of the circular type and registers both speed and cumulative mileage.





Instrument Cluster

The instrument cluster located to the left of the steering column encloses the temperature gauge, fuel gauge, charge indicator and oil pressure gauge, reading clockwise from the lower left side.

Temperature Gauge

This gauge shows the temperature of the cooling liquid in the engine. The needle should register at about the center mark except on long, hard drives in summer weather, when it may register close to the "H" mark.

Fuel Gauge

The fuel gauge is operated electrically and indicates the quantity of fuel in the tank only when the ignition is turned on. When the ignition is turned off, the pointer returns to the empty mark.

Charge Indicator

This gauge shows only whether the battery is being charged or discharged. The generator is equipped with a regulator which regulates the amount of charge to fit the requirements of the battery at a given time.

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 persons are entering or leaving the car. Doors may be easily closed from the hold-open position by a firm push or pull. No release is required.

Door Ventipane

The front door ventipane on Special and DeLuxe models and rear door ventipanes on DeLuxe 4-door models, are operated directly by a combined lock and pull-to handle located at the base of the ventipane frame. A spring-loaded pawl makes the lock positive and theft resistant. A spring-loaded friction device in the ventipane lower pivot holds the ventipane open to any position selected.



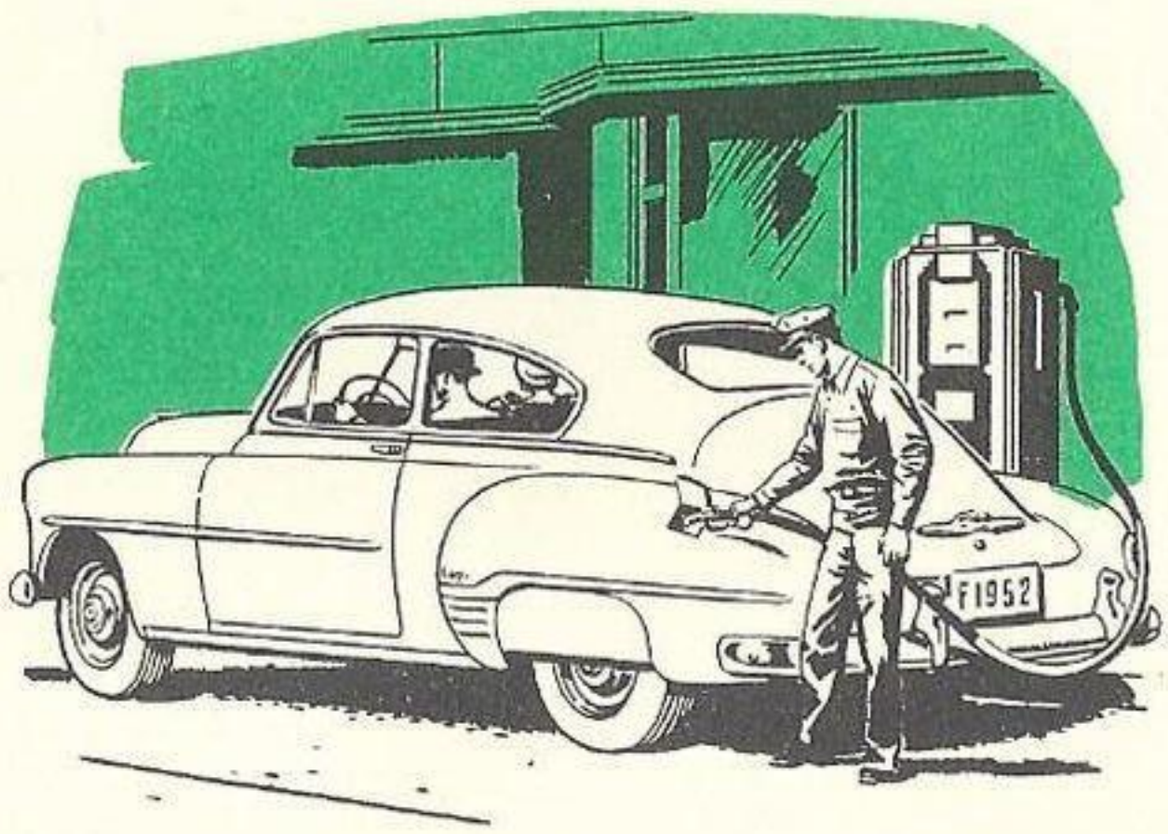
Radio Control Panel

When a car is equipped with a radio, the dial is centered below the radio grille and mounted horizontally. The controls are mounted in the depressed panel below the dial. Two radio sets are available, one which has manual tuning and the other having five selector buttons for rapid automatic station tuning.

Heater Controls

When a car is equipped with the Chevrolet outside-air-type heater, the heater controls, consisting of temperature, air, and defroster knobs, are designed to fit the instrument panel. The temperature, air and defroster knobs are mounted in the first three grooves on the left side of the radio grille. All controls are in the "off" position when raised to the top of the grille and are in the "on" position when pushed downward.

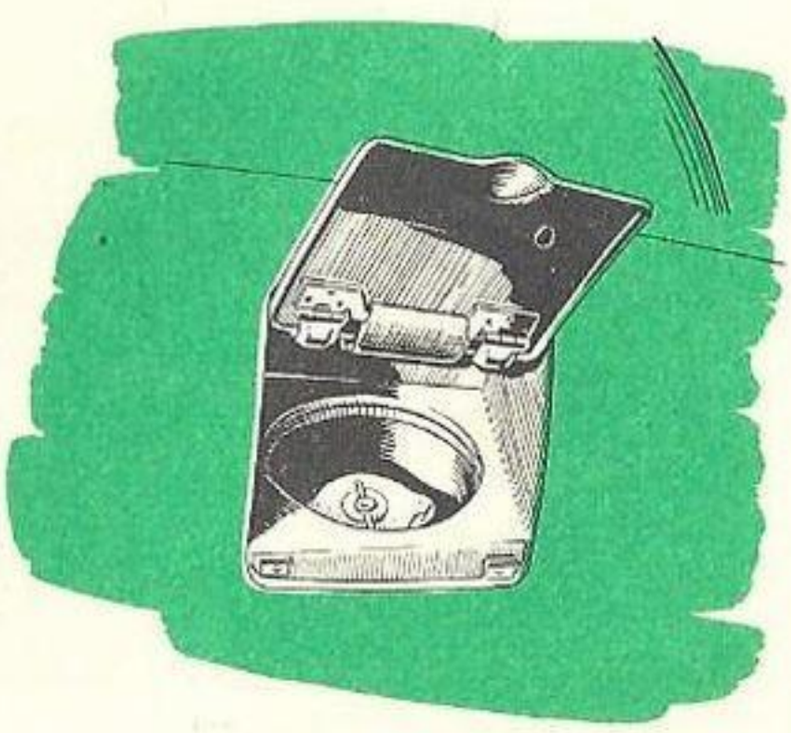
Your Everyday Service



Gasoline

The Chevrolet engine is designed to give its best performance and economy utilizing the so-called "REGULAR" grades of gasoline.

Gasoline Filler Cap



The gasoline filler cap is located under the lid in the left rear fender, except on the 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.

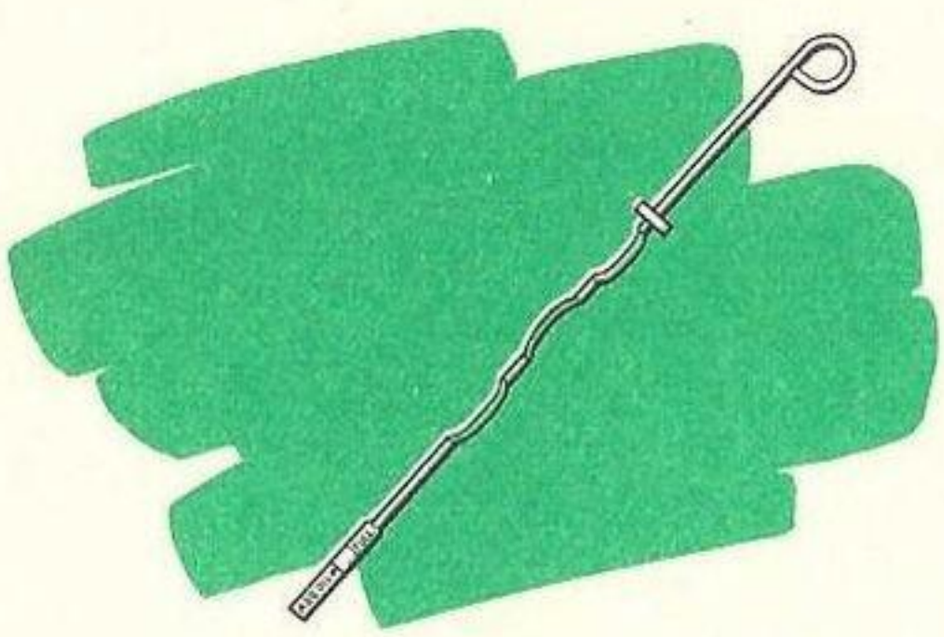
All models, except Station Wagon, are equipped with a fuel tank filler signal which emits a whistle while tank is being filled. The signal ceases when tank is within approximately one gallon of being full.

Hood Lock

The hood release lever is located under the top grille bar, slightly to the left of the center of the hood. Lifting the lever slightly will release the hood lock and when raised further, it releases the safety catch. The hood can then be lifted to the open position and the spring loaded hood supports will assist in raising and hold hood open.

Engine Oil

Use of proper engine oil is of great importance in obtaining maximum performance and satisfaction from the car. See recommendation under "Lubrication" on page 22.



Engine Oil Level Rod

The oil level rod is a bayonet type indicator located on the right side of the crankcase. This rod is marked "Full" and "Add Oil" and these notations have broad arrows pointing to the level lines. Check oil level each time gas is purchased and maintain level between these two lines. Fill or add oil through filler cap hole on top of valve cover. Avoid overfilling as this will cause the oil to foam.

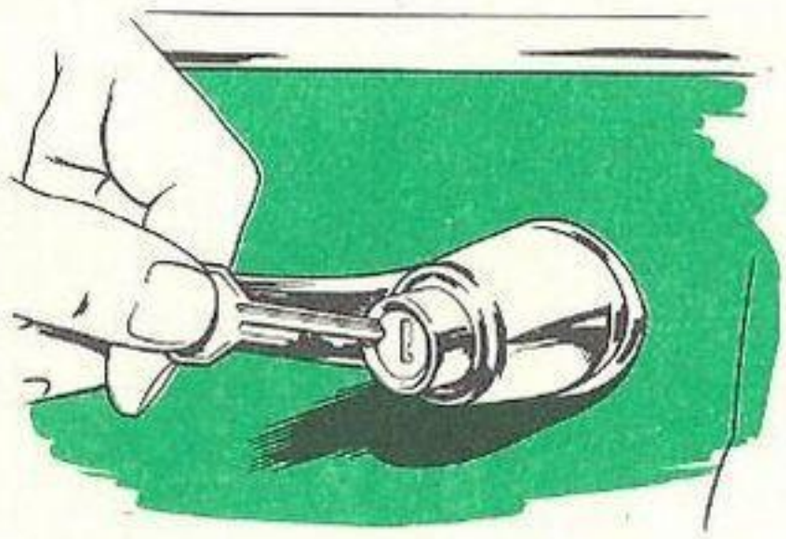
Powerglide Transmission Oil Level Rod

The Powerglide transmission filler tube and oil level rod is located in the engine compartment on the right side just opposite the starting motor. This rod is marked "Full" and "Add 1 Qt." with arrows pointing to these two lines. Check oil level every 1000 miles with engine idling, transmission warm, parking brake set and control lever in "Neutral." Extreme care must be exercised to prevent dirt from entering filler tube when checking and oil should only be added when level reaches "add 1 quart" mark on oil level rod. See Lubrication section for filling instructions.

Radiator Filler Cap

A pressure type radiator filler cap is used to prevent coolant loss. When removing this type cap from a hot engine, rotate to left to first stop, which is vented position, to relieve pressure in system. When pressure is relieved, turn cap again to left to remove. Turn cap all the way to the right when installing.

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 the Certificate of Title or Bill of Sale as soon as you take delivery of the car, and have the dealer knock the number insert out of the keys. For additional protection against loss of the vehicle, always lock the ignition and doors when leaving it unattended.

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.



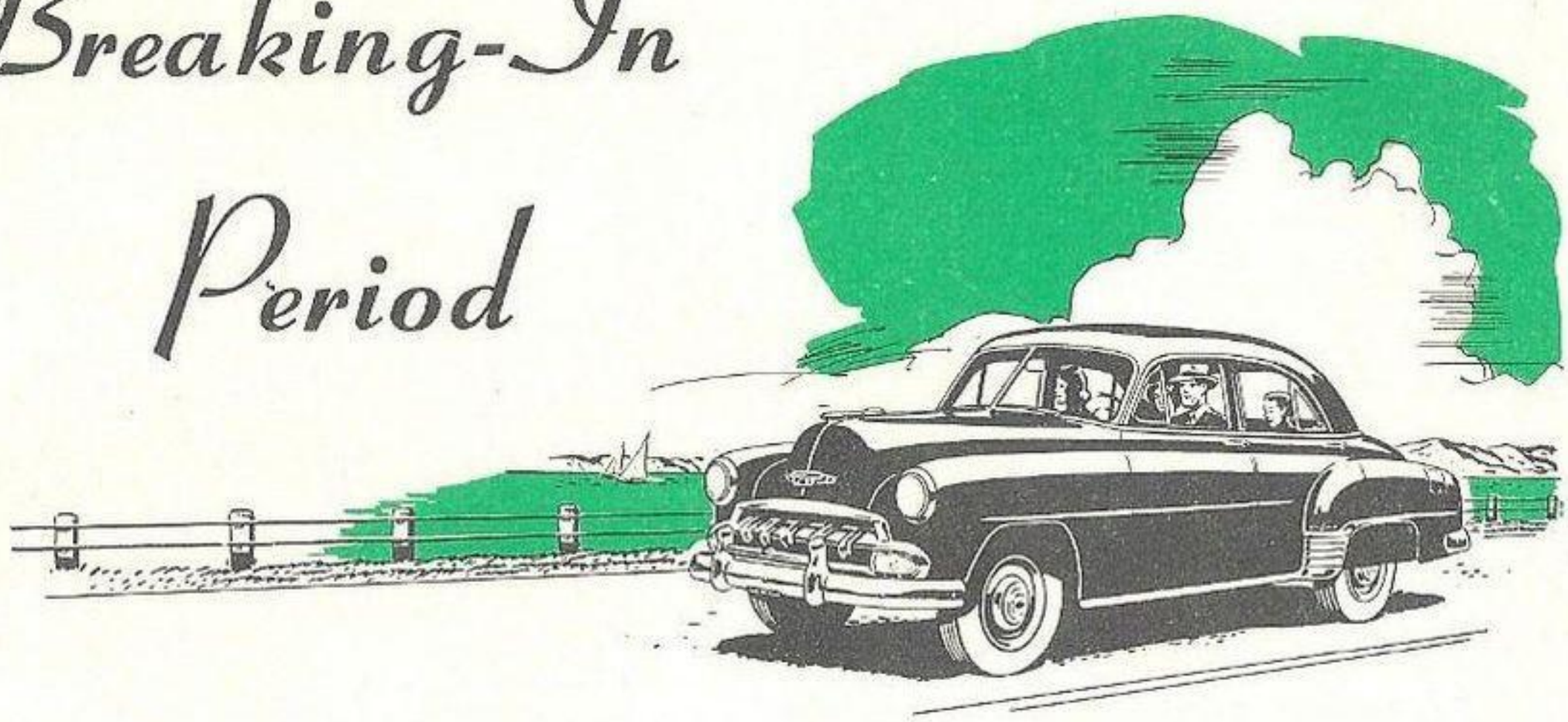
1. With the door open push down the inside locking button and push the outside handle push button in while closing the door.
2. With the door closed, insert key in the lock of the front door handle and give the key a quarter of a turn toward rear of car. Then turn back to vertical position and remove.

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 the local Chevrolet Dealer.

Breaking-In Period



The Chevrolet car has been designed to furnish 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 is filled with a light body "breaking-in" oil. USE THIS OIL ONLY DURING THE FIRST 500 MILES OF DRIVING.

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." Check oil level each time gas is purchased and change at recommended drain periods.

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

Cars with Manual Choke Carburetor

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. Pull the choke knob out part or all the way depending on climatic conditions. As soon as the engine starts, push the choke knob in part way until engine idles smoothly. After engine has warmed up, push choke knob in all the way. If the engine is warm, 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 the oil pressure gauge reading drops to approximately the center mark on the gauge.

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.

Cars with Automatic Choke Carburetor

1. Place selector lever in neutral "N" or "Park" position.

   NOTE: Starter on Powerglide equipped vehicles will not operate unless selector lever is in "N" or "PARK" position.

2. Press accelerator pedal to floor once and release (in order to set fast idle and automatic choke).

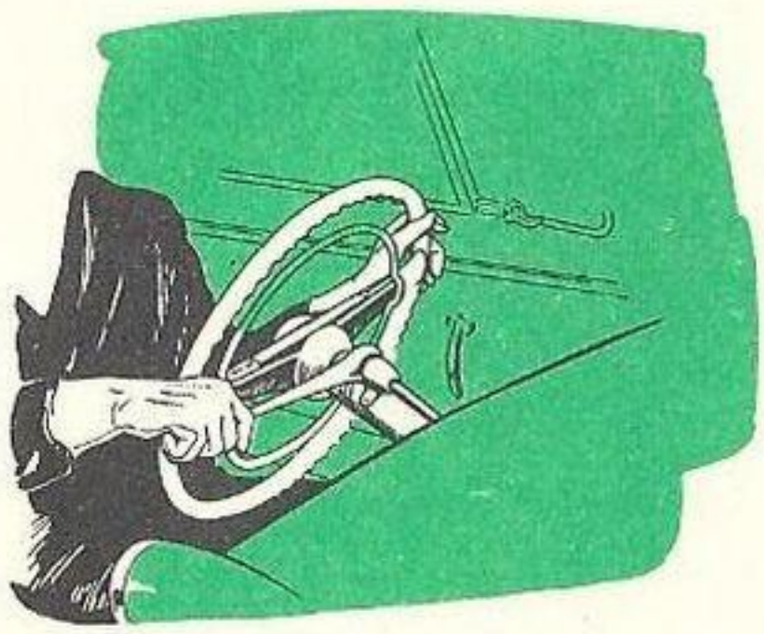
3. Turn on ignition switch and press starter button. Release starter button as soon as engine starts.

   NOTE: Before driving car, press accelerator down slightly and release. This operation will select the proper fast idle step for the prevailing temperature.

When starting a warm engine hold accelerator pedal down half way while pressing starter button. Should the engine fail to start in five to ten seconds, it is possible that the engine is flooded. In that case, press the accelerator pedal slowly to the floor board and hold it there when starting. This opens the choke valve and relieves the flooded condition.

CAUTION: Do not "pump" the accelerator pedal with a flooded engine as this merely aggravates the condition.

To Start the Car

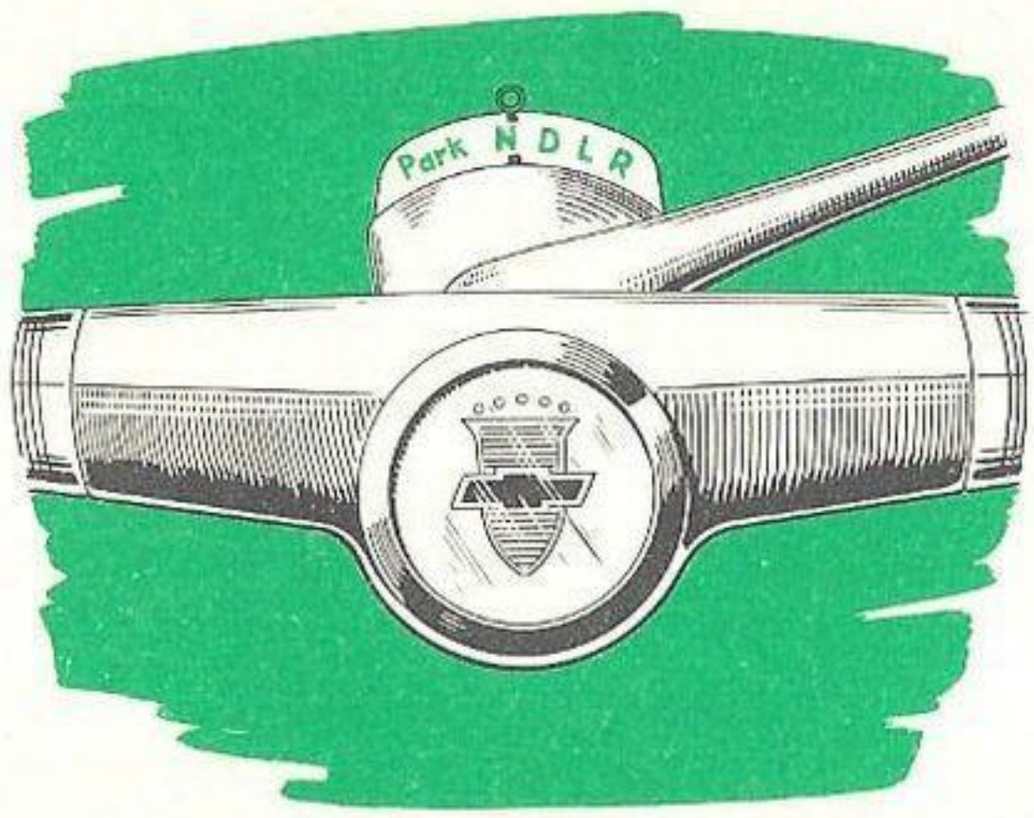


Cars with Synchromesh Transmission—The gearshift lever mounted on the steering column, may be placed in any one of five positions—neutral, reverse, first, second or third. The operation of the gearshift lever in engaging the gears consecutively is as follows:

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.

Cars with Powerglide Transmission — Control of the Powerglide transmission is obtained by positioning the control lever mounted directly below the steering wheel. Cars equipped with the Powerglide 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, it will be possible to select a range merely by "feel" and visual reference to the dial will not be necessary



There are five positions available.

"PARK"—This is the parking lock position 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 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 with control lever in "N" 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 towed, because when the engine starts with the transmission in "L" or "D" range, it is apt to accelerate into the rear end of the tow car.

Towing Car—If car must be towed for any reason set control lever at "N" and do not exceed 45 M.P.H. If transmission is not operating properly, tow with rear wheels raised.

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

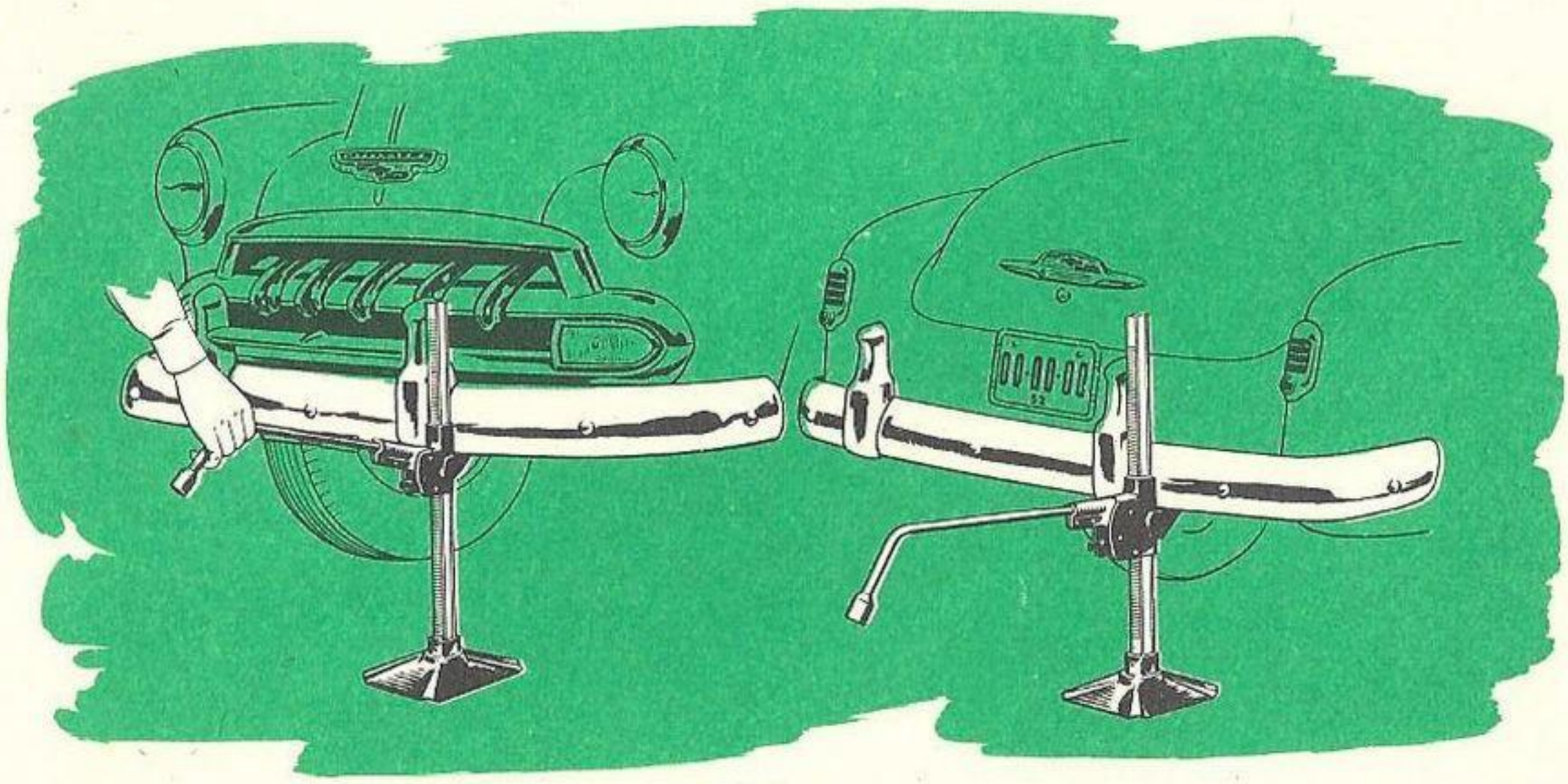
- Do not accelerate engine over 1000 RPM for over ten seconds at a time with the control lever in "D," "L" or "R" positions when car is held from moving by engagement of brakes.
- When stopped at a traffic light on an upgrade, do not hold car by accelerating engine except for a very brief interval. Use service brake.
- When driving on an extremely steep grade, shift to "L" rather than try to climb the hill with control in "D" position.
- Do not shift from "D" to "L" or "L" to "D" at over 40 miles per hour.
- Do not shift into "R" 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. Lift up slightly and push handle toward tire to clear flange and then pull 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 toward tire 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 30.

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.

Draining Cooling System

When draining the cooling system in cold weather to prevent freezing and possible cracked cylinder block, it is necessary to open drain cocks at radiator lower fitting and at left lower side of engine block at rear near exhaust pipe.

Care of Finish

One of the best ways to preserve the original beauty of the Chevrolet finish and to protect the value of your investment, is to keep it as clean as possible. Frequent washing is helpful, especially if the car is operated in an area where salt air may come in contact with the finish. Tree sap, road tar, excretion from insects and smoke from factory chimneys all contain harmful chemicals and other foreign matter that may permanently damage the finish of the car. Always use cold water in washing a car. Never wash it in the direct rays of the hot sun and always wait until the sheet metal surfaces are cooled

off. Washing is also important in winter time if the car is driven a lot where salt or calcium chloride is used to melt snow or ice on the streets.



If the finish becomes slightly dulled by the presence of "spent pigment," take the car to a Chevrolet dealer who is equipped to polish it to bring back its original glossiness. This operation consists of washing the car thoroughly and following up with application of a mild liquid polish. This will remove the "spent pigment" and restore a high luster without harming the finish.

It is well to remember that the polishes and cleaners which do the job fastest and easiest are not necessarily the best. A polish containing harmful amounts of abrasive will do the job quicker, but it may also remove some of the good finish as well as the dull oxidized color. A polish requiring a little more time and "elbow grease" is desirable. If you plan on polishing your car yourself, you will find G.M. Body Polish or Chevrolet's Triple Action Polish a safe and efficient product to use.

Polishing the car is not necessary at the time of delivery or at any specific time. If it is planned to give the car this service, probably the best plan would be to have the job done every three or four months, depending on the time the finish begins to be dulled.

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.

Material restrictions that are a result of the nation's defense effort, have made it necessary to change the plating process on some bright metal exterior parts on the car. Consult the local Chevrolet Dealer for specific information regarding the care and protection to be given to such chrome plated parts.

Rear Window

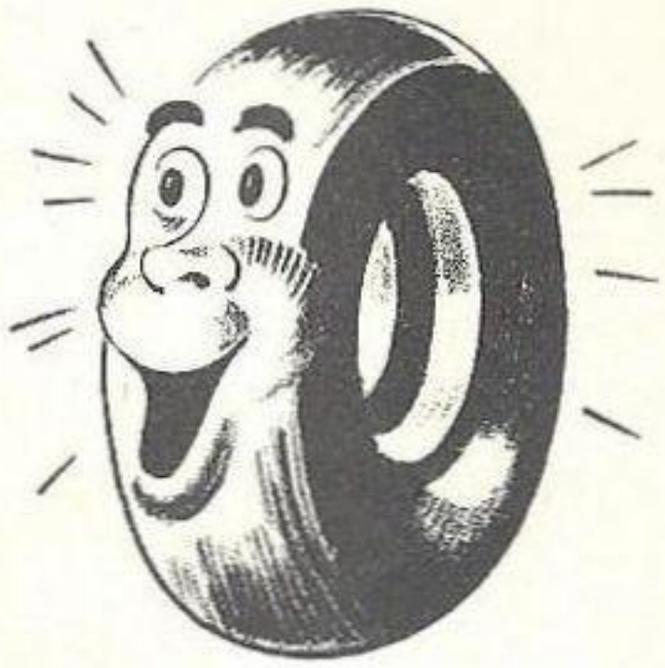
The rear window in the Convertible is made of clear vinyl plastic and is retained in the top back curtain by zipper fasteners, one along the bottom and the other along the sides and top.

NOTE: For instructions on care and maintenance of the plastic rear window in your Convertible, be sure to read complete instructions given in the folding top operating instructions booklet which is in the Glove Compartment.

Tires







OVER INFLATION
Hard Ride—Poor Traction—Fabric Breaks—Bruises

UNDER INFLATION
Runs Hot—Loosens Cords—Blowouts—Uneven Wear

PROPER INFLATION
Good Ride—Good Traction—Even Wear—More Mileage

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

Use Air Pressures As Indicated Below for Checking Proper Inflation

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

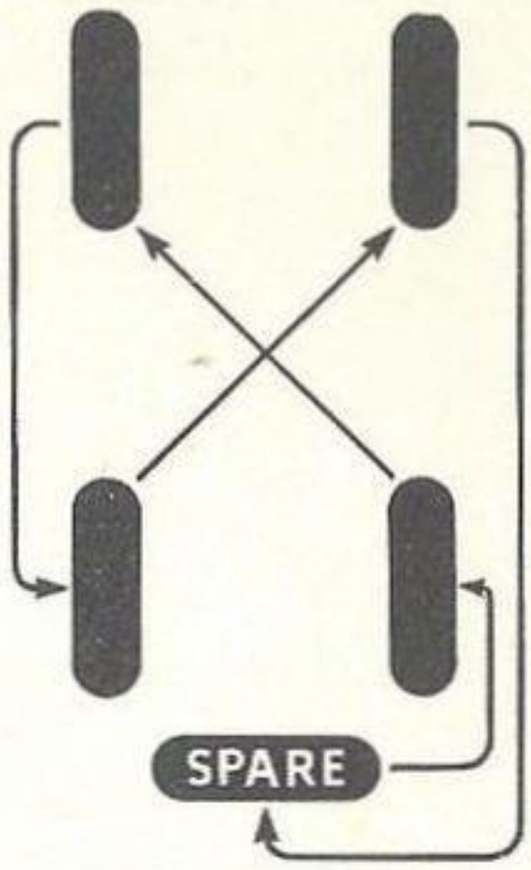
27 Lbs (City Pressure) *after* driving the car three miles or more *below* 40 miles per hour.

29 Lbs (Highway Pressure) *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

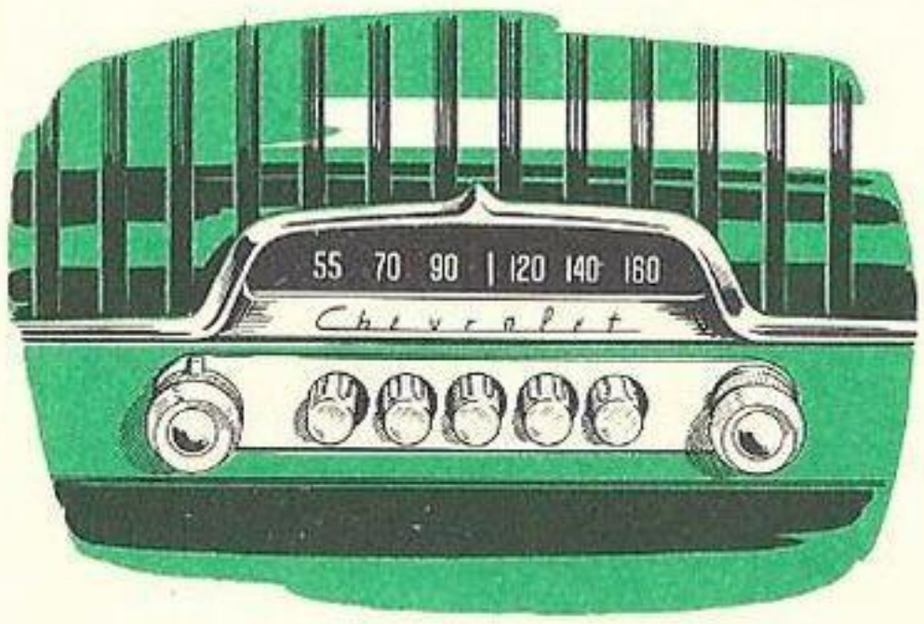
CHANGE TIRES TO POSITIONS SHOWN IN DIAGRAM AT RIGHT EVERY 5000 MILES. This change of position helps smooth out uneven wear on front tires and distributes the faster wear on the rear tires over all five tires.



NOTE: For tire pressures of Station Wagon and Sedan Delivery see Tire Pressures in Data Section, page 30.

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 left knob on push button set and right knob on manual set, turns on the radio, with further rotation increasing volume.

MANUAL TUNING CONTROL—This knob on right of push button set and left on manual set, provides for manual selection of stations and affords the utmost in tuning selection.

TONE CONTROL—The eared knob behind the volume control knob controls the full tone range of your set. Rotating this knob 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. Pre-selection of stations with 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 low frequency stations on the left push buttons, etc.

(c) Push the button slightly to the right and pull 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.

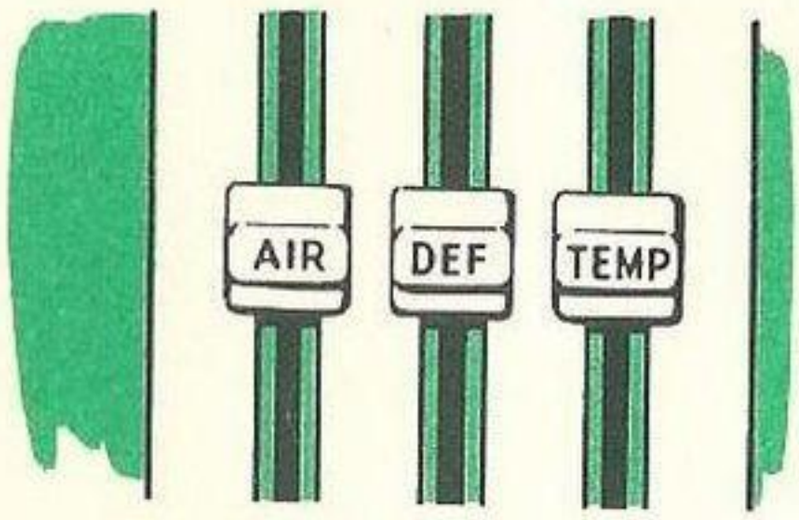
(f) Repeat the same procedure to set up the remaining four buttons. A station setting may be changed at any time by following the above procedure.

Automatic Heating Controls

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

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

The "AIR" knob has three positions. Moving knob down opens the outside air intake duct to a maximum at the first position. Beyond this point a 2-speed blower may be actuated by pushing knob down to second or third position which will force air into car at low speeds.

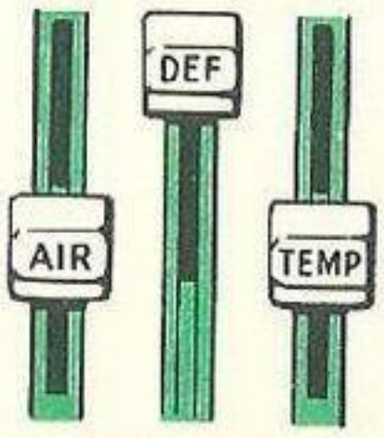


Moving the "Temp." knob down raises the temperature of the air delivered to the car interior and the defroster nozzles.

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 11.*

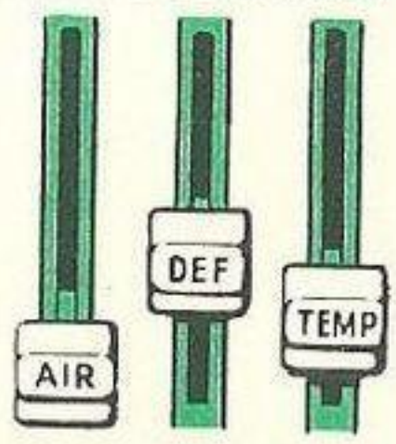
Some Average Control Settings for Winter Operation

LOW SPEED DRIVING—COLD AND DRY



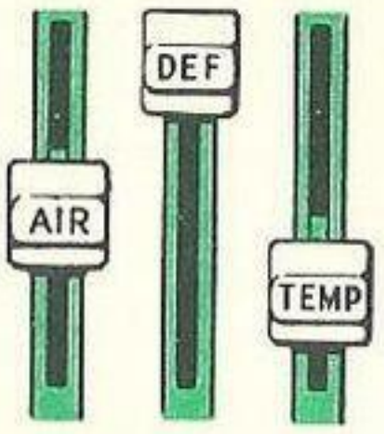
Defrosters.....OFF
Air.....MED.
Temperature....MED.

LOW SPEED DRIVING—WINDSHIELD FROSTED



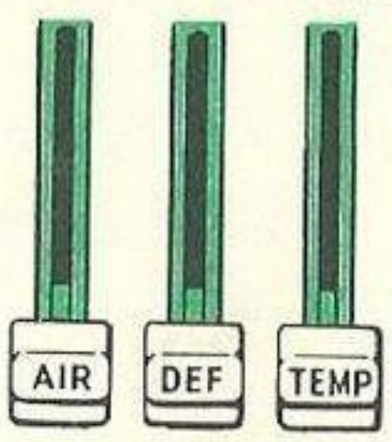
Defrosters.....DE-FOG
Air.....HIGH
Temperature
MED.-HIGH

HIGH SPEED DRIVING—COLDER AND DRY



Defrosters.....OFF
Air.....LOW
Temperature.....MED.

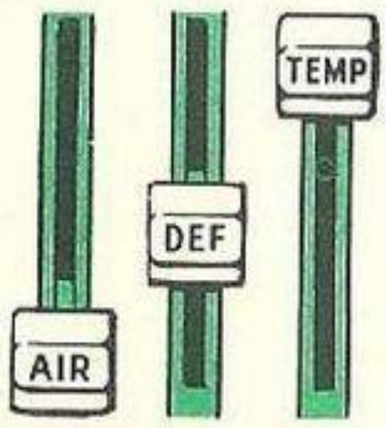
LOW SPEED DRIVING—SLEET OR ICE



Defrosters.....DE-ICE
Air.....HIGH
Temperature.....HIGH

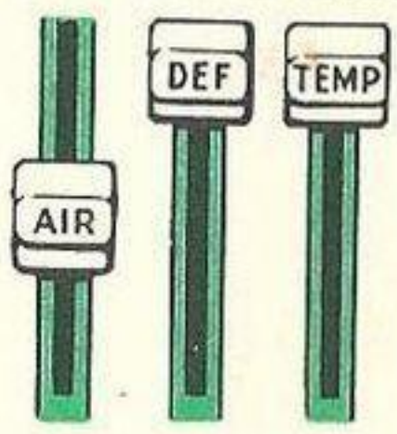
Summer Uses in Addition to Regular Ventilation

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 S.A.E. 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 and type as indicated in the table below.

GRADES OF OIL

TEMPERATURE	GRADE OIL
Not lower than 32° F.	SAE 20 or SAE 20-W
As low as plus 10° F.	SAE 20-W
As low as minus 10° F.	SAE 10-W
Below minus 10° F.	SAE 10-W plus 10% kerosene or SAE 5-W when available

NOTE: SAE 10-W plus 10% kerosene or SAE 5-W is recommended only for those territories where the temperature falls to and below minus 10°F. for protracted periods: If SAE 5-W is used, kerosene or other diluents SHOULD NOT BE USED."

TYPES OF OILS

Crankcase oils in service, unless protected against oxidation, may form sludge and varnish and under some conditions corrosive acids.

To minimize the formation of these harmful decomposition products and to supply the type of oil best suited for the different operating conditions, the oil industry markets several types of crankcase oils.

These types are defined by the General Committee, Division of Marketing, of the American Petroleum Institute as follows:

"Regular Type"—This term designates motor oil generally suitable for use in internal combustion engines under moderate operating conditions.

"Premium Type"—This term designates motor oil having the oxidation stability and bearing corrosion preventative properties necessary to make it generally suitable for use in internal combustion engines where operating conditions are more severe than regular duty.

"Heavy-Duty Type" — This term designates motor oil having the oxidation stability, bearing corrosion preventative properties, and detergent dispersant characteristics necessary to make it generally suitable for use in both high speed Diesel and gasoline engines under heavy-duty service conditions.

For maximum protection of your Chevrolet Engine under all driving conditions, it is recommended that Heavy-Duty Type Motor Oils be used. If the Heavy-Duty Type Oils are not available, Premium Type Oils may be used. Under no conditions, except for extremely light duty, should the Regular Type Oils be used.

DRAIN PERIODS

After the first oil change made at the completion of the first 500 miles, the oil should be changed thereafter every 2000-3000 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.

LUBRICATION PERIODS

Every 1,000 Miles

CHASSIS LUBRICATION—(See Lubrication Chart on Page 29.)

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.*

POWERGLIDE 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 and only when level reaches "add 1 quart" mark on oil level rod. 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.

NOTE: A good grade 10-W engine oil may be used temporarily in emergencies. Replace with Automatic Transmission Fluid as soon as possible.

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 ½" to 1" below top of filler opening. Use G.M. Hydraulic Brake Fluid, Super No. 9 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 ¼″ above plates with distilled water. *Do not overfill.*

RADIATOR–Maintain coolant level 1″ below top of tank.

SHOCK ABSORBERS–Sealed type shock absorbers are used and require no further maintenance other than replacement if necessary.

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 (S.A.E. 10-W) engine oil is not recommended. Use three quarts of S.A.E. 10-W oil and idle the engine at 1000 RPM (equivalent to 20 M.P.H. road speed) 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 5,000 Miles

SPARK PLUGS–Remove, clean and regap plugs to .035″.

TIRES–Rotate tires as indicated on page 19.

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.

REAR SPRINGS–Repack using a soft smooth cup grease to which 8% to 10% graphite has been added.

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 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–Seasonal changes of the lubricant are not required. When refilling is necessary, 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.

Every 25,000 Miles

POWERGLIDE TRANSMISSION–Drain and refill. Before draining, warm up transmission. Remove oil sump drain plug and converter drain plug. 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 an AQ-ATF number. Start engine and allow it to idle in neutral with hand brake set. Complete refilling with six (6) quarts of oil. After filling, allow engine to idle for a few moments, then check to see that the oil level is up to the full mark on the dip stick.

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	Rotate Tires	Check Brake Adjust-ment	Tune Engine	Repack Rear Spring Covers	Complete Inspec-tion by Dealer	Pack Front Wheel Bearings
500		★								
1000	★								★	
2000	★	★	★							
3000	★									
4000	★	★	★							
5000	★			★	★	★	★	★	★	
6000	★	★	★							
7000	★									
8000	★	★	★							
9000	★									
10000	★	★	★	★	★	★	★	★	★	★

After 10,000 miles repeat above schedule starting with 1,000 mile operations at 11,000, 21,000, 31,000 miles, etc.

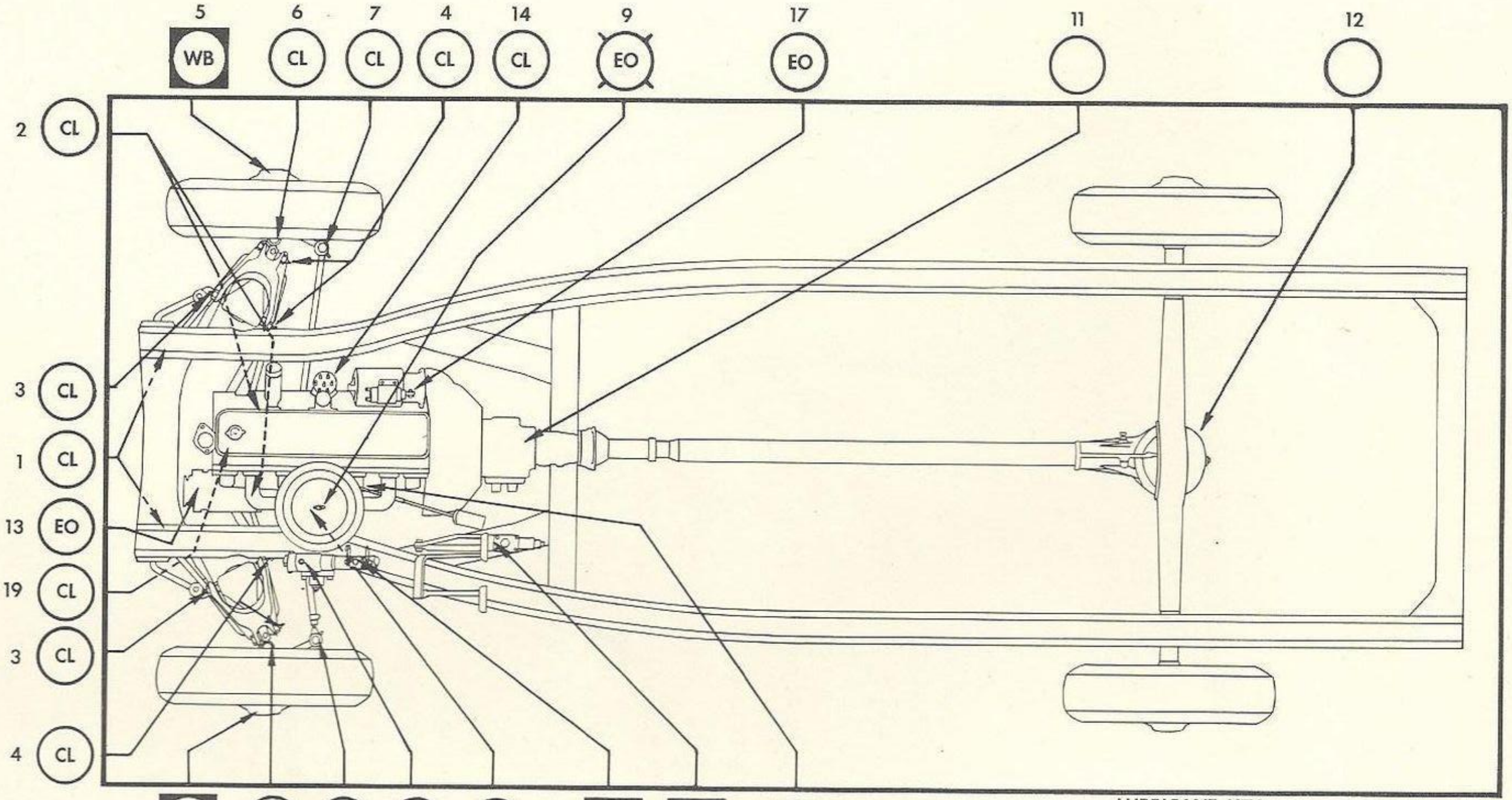
CHANGE POWERGLIDE TRANSMISSION OIL EVERY 25,000 MILES

The following operations should be done as indicated:

Period	Check Battery	Check Air In Tires	Add Anti-Freeze	Flush Cooling System
2 Weeks	★	★		
Spring				★
Fall			★	★

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 25) ..... 2,000 miles
10. Steering Column Gearshift Control (See Page 26) .... 10,000 miles
11. Transmission (See Page 24 and 26)
12. Rear Axle (See Page 24 and 26)
13. Generator (2 Oil Cups)
    Light Engine Oil ..... 1,000 miles
14. Distributor (1 cup)
    Chassis Lubricant (See Page 24 and 25) ..... 1,000 miles
15. Clutch and Brake Pedal Shaft (See Page 26) ..... 10,000 miles
16. Throttle Bell Crank
    Light Engine Oil ..... 1,000 miles
17. Solenoid Linkage (See Page 23) ..... 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



LUBRICANT KEY

EO—LIGHT ENGINE OIL WB—WHEEL BEARING LUBRICANT
CL—CHASSIS LUBRICANT SG—STEERING GEAR LUBRICANT

LUBRICATE EVERY 1000 MILES

LUBRICATE EVERY 2000 MILES

LUBRICATE EVERY 10000 MILES

Data

CAR SERIAL NUMBER

Stamped on plate attached to left front body hinge pillar.

ENGINE NUMBER

Stamped on boss on right side of engine block to the rear of ignition distributor.

TIRE PRESSURES (cold)

6.70x15—4 or 6 Ply Rating—Front and Rear ..... 24 lb.
7.10x15—4 Ply Rating—Front and Rear—
Convertible w/P.G. ..... 24 lb.
6.70x15—6 Ply Rating—Station Wagon and Sedan Delivery
Front ..... 26 lb.
Rear ..... 30 lb.

CAPACITY CHART

Gas Tank ..... 16 gal.
Cooling System ..... 15 qt.
Transmission—Synchromesh ..... 1½ pt.
—Automatic ..... 9 qt.
Differential ..... 3½ pt.
Engine ..... 5 qt.

BULB SPECIFICATIONS

	Candle Power	Number
Headlamp	45-35 Watts	Sealed Beam
Parking Lamp	3	63
Tail and Stop Lamp	3-21	1154
Tail Lamp (Sta. Wagon & Sed. Del.)	3	63
Stop Lamp (Sta. Wagon & Sed. Del.)	21	1129
License Plate Lamp	3	63
Ignition Lock Lamp	1	51
Headlamp Beam Indicator	1	51
Instrument Cluster	2	55
Speedometer	2	55
Clock	3	63
Glove Compartment	2	55
Dome Lamp (except Convertible and Bel Air)	15	88
Dome Lamp (Convertible)	2	55
Side Lamp (Bel Air)	6	82

LICENSE DATA

	Std. Engine	Engine with Automatic Trans.
Bore (Inches)	$3\frac{1}{2}''$	$3\frac{9}{16}''$
Stroke (Inches)	$3\frac{3}{4}''$	$3\frac{15}{16}''$

	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″-.024″	.018″-.024″
Clutch Pedal Clearance	¾″ to 1″	None

FUSES	CAPACITY	NUMBER	LOCATION
Radio	14 AMP	147685	End of lead at accessory junction block
Heater—Outside Air Type	14 AMP	147685	End of lead at accessory junction block
Heater—Recirculating	14 AMP	147685	On back of switch

THERMAL CIRCUIT BREAKER—Protects all lamps in car, therefore, eliminates necessity of fuses in 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.

Owner Service Policy

Upon delivery of your Chevrolet, you received an Owner Service Policy from your Chevrolet dealer. Please read it carefully.

Under the terms of this policy you are entitled to receive, from any Chevrolet dealer in the U.S.A. or Canada, an inspection and adjustment, on a no charge basis, if the policy coupon is presented within 1500 miles of vehicle operation.

Any Chevrolet dealer in the U.S.A. or Canada is authorized to replace, without charge for material or labor, any parts found to be defective under the terms of the Chevrolet Factory Warranty.

Always keep this Service Policy with your car during the Warranty period as it serves to introduce you to any Chevrolet dealer.

OWNER SERVICE POLICY

1. Delivery . . . The Dealer will see that the vehicle is properly prepared before delivery to the owner, in accordance with Standard Factory instructions.

2. Use of Owner Service Policy . . . The Owner Service Policy introduces the owner to all authorized Chevrolet Service Stations and entitles the owner to receive service in accordance with the terms of this Policy. The owner should carry this Policy in the vehicle at all times.

3. Installation of Parts Furnished Under Warranty . . . Parts supplied under the manufacturer's warranty will be installed by any Chevrolet dealer in the United States or Canada without any charge for labor. The manufacturer's warranty is set forth at length in the Owner's Manual.

4. 1000-Mile Adjustment . . . The attached coupon, when signed by the Selling Dealer, entitles the owner to the inspection and adjustments as listed on the back of said coupon. These services are to be given free by any Chevrolet dealer in the United States or Canada upon presentation and surrender of the coupon.

5. Inspections . . . In order that your Chevrolet vehicle may provide maximum service and dependability, we suggest that you have it inspected every 30 days or 1000 miles by an authorized Chevrolet service station.

6. Tourist Privilege . . . Upon presentation of this Policy by the owner when touring, any Authorized Chevrolet Service Station in the United States or Canada will perform the services as outlined in paragraphs three, four and five regardless of where the vehicle may have been purchased.

7. Change of Residence . . . In case the owner changes his residence from one location to another before the warranty period has expired, the Authorized Chevrolet Service Station serving the locality into which the owner moves will, upon presentation of this Policy, render any no-charge service to which the owner may be entitled as outlined in paragraphs three, four and five.

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.

LITHO IN U. S. A.