



CHEVROLET

Owners Guide

1
9
6
0

Your 1960 Chevrolet is the newest and finest Chevrolet ever built—designed to serve you faithfully and economically for many thousands of miles. The information and suggestions found in this owners manual can help you enjoy, to the fullest, all of the advantages and features built into your Chevrolet.

Your Chevrolet dealer is well trained and equipped to inspect and service your Chevrolet and keep it ready to provide new car service and performance. Have him inspect and service your car at regular intervals.

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

CHEVROLET MOTOR DIVISION

• GENERAL MOTORS CORPORATION
DETROIT 2, MICHIGAN

TABLE OF CONTENTS

	Page		Page		Page
OPERATING INSTRUCTIONS		Power Steering	10	MAINTENANCE AND LUBRICATION	
Breaking-in Period	2	Power Windows	10	Convertible	19
Starting the Engine	2	Chevrolet Radios	11	Cleaning Hints	19
Ignition Switch	2	Chevrolet Heaters	12	Exterior Appearance	19
Starting	3	Chevrolet Air Conditioning	13	Washing Your Car	19
Warm-Up	2	All Weather System	13	Polishing Your Car	19
Driving for Economy	3	Cool Pack System	13	Protection of Exterior Bright Metal Parts	19
Driving with the Three Speed Transmission	4			Cleaning White Sidewall Tires	20
Driving with the Four Speed Transmission	4	OTHER FEATURES		Interior Appearance	20
Driving with the Overdrive Transmission	5	Seat Adjustment	14	Dust and Dirt	20
Driving with the Positraction Rear Axle	5	Manually Operated	14	Spots and Stain	20
Driving with the Powerglide or Turboglide Automatic Transmission	6	Power Operated	14	Gasoline and Engine Oil	21
		Keys and Locks	15	Gasoline	21
INSTRUMENTS		Ash Tray and Cigarette Lighter	15	Operation in Foreign Countries	21
Generator Indicator	7	Clock	15	Engine Lubrication	22
Oil Pressure Indicator	7	Glove Box	15	Oil Viscosity Number	22
Speedometer	8	Air Vents	16	Checking Oil Level	22
Fuel Gauge	8	Hood Release	16	Cooling System Care	23
Temperature Gauge	8	Rear Compartment	16	Tire Care	24
		Gas Cap	16	Tire Inflation Pressures	24
CONTROLS				For Maximum Tire Life	24
Light Switch	8	STATION WAGON		Changing Tires	24
Dimmer Switch	8	Lowering the Tailgate	17	CHASSIS LUBRICATION	25
Turn Signal	9	Manually Operated Tail Gate Window	17	LUBRICATION DIAGRAM	29
Brakes	9	Electrically Operated Tail Gate Window	17	MAINTENANCE GUIDE	30-31
Power Brakes	9	License Plate	17	SPECIFICATIONS	32
Parking Brakes	9	Operating the Folding Seats	18	OWNER PROTECTION POLICY	Inside Back Cover
Windshield Wipers and Washers	10	Six Passenger Style Rear Seat	18		
Wipers	10	Nine Passenger Style Seats	18		
Washers	10	Spare Tire and Jack Stowage	18		

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

OPERATING INSTRUCTIONS

BREAKING-IN PERIOD

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

It is recommended that your speed during the first 500 miles be confined to a maximum of 60 M.P.H., but do not drive for extended periods at any one constant speed, either fast or slow. During this period, avoid full throttle "jack-rabbit" starts and quick, abrupt stops. Gentle braking during the first few hundred miles of operation will result in longer brake life and better future performance. Avoid hard stops especially during the first 200 miles of operation since brake misuse during this period will destroy much future brake efficiency. Always drive at a moderate speed until your engine has completely warmed up.

NOTE: Key cannot be removed from the ignition switch when in OFF position, thus guarding against accidentally leaving switch OFF but not locked. Key

STARTING THE ENGINE

IGNITION SWITCH



START—Used only when starting engine. When released, switch returns to ON.

ON—For normal operation after engine has been started.

OFF—Turns off engine and accessories.

LOCK—Same as "OFF" except that switch cannot be moved into or out of this position without the ignition key. Always switch to LOCK when leaving your car unattended.

may be removed when the switch is in LOCK or ON position and the switch may be moved between ON and OFF positions without the key.

STARTING

1. **AUTOMATIC TRANSMISSION**—Place control lever in N or P position. The engine will not start in any other position.
SYNCHROMESH TRANSMISSION — Place gearshift control lever in Neutral and depress clutch pedal to the floor.
2. **INITIAL START**—Depress accelerator to floor and release. This presets the automatic choke.
ENGINE WARM—Hold accelerator pedal about half open.
3. Turn ignition switch to START and release as soon as engine starts.
4. **"FLOODED" ENGINE**—Depress accelerator to floor and hold while cranking engine. Never "pump" accelerator.

WARM-UP

Never race the engine or drive at high speeds until the engine has had a chance to warm up. Always let the engine idle for a minute or two after starting and drive at moderate speeds for several miles, especially in cold weather. Failure to allow sufficient warm-up time causes much unnecessary wear to the engine and excessive speeds before axle and transmission lubricant become warmed up can cause as much harm to these parts.

DRIVING FOR ECONOMY

Your new Chevrolet is designed and engineered to provide long dependable service. However, proper maintenance and wise operation must be combined to realize the maximum service and economy built into your Chevrolet.

Be sure that your car is properly tuned for use with the highest quality fuel (whether Regular or Premium), that engine oil is of a good grade and of the proper viscosity, that the air cleaner is serviced as recommended, and that the car is kept in good mechanical condition.

Always drive at sensible speeds. Race type performance and economy are not possible at the same time. Don't make "jack rabbit" starts or unnecessary fast stops. Drive at reasonable speeds until the engine and other moving parts of your Chevrolet have had time to warm up.

In a word, drive sensibly. It will pay off in higher economy, fewer repairs and increased safety.

CAUTION: Carbon monoxide is a poisonous gas produced by the engine of any car. It is odorless so you cannot detect its presence. Be safe. Never start or run engine in a closed garage.

DRIVING WITH THE THREE-SPEED TRANSMISSION

1st GEAR (LOW)—Depress clutch, shift into 1st gear, slowly release clutch pedal while pressing on accelerator. As speed increases, depress clutch pedal, release accelerator and move gearshift into 2nd gear.

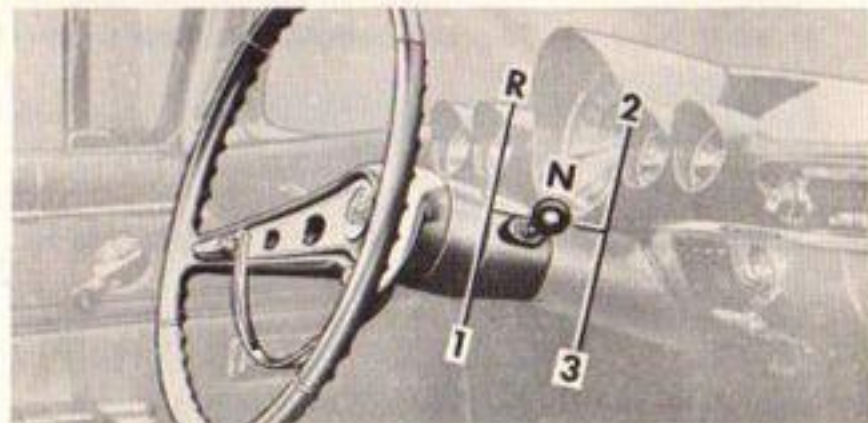
2nd GEAR—Release clutch pedal and depress accelerator as above, allowing car to gain speed, then, in same manner as before, move gearshift lever into 3rd gear.

3rd GEAR (HIGH)—Slowly release clutch pedal and depress accelerator pedal. This is the cruising gear for all normal driving.

TO STOP—Release the accelerator and depress the brake pedal. As car slows down, depress the clutch pedal and move the gearshift lever into Neutral.

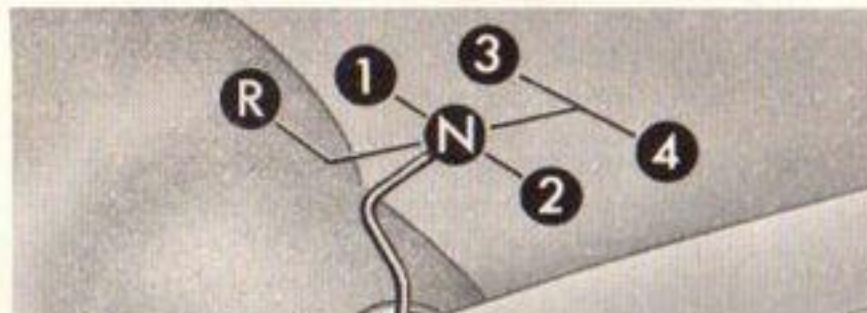
NEUTRAL—For use when starting or idling engine.

REVERSE—Operate as for 1st Gear but always at a slow speed.



PUSHING TO START

- Turn on key and depress clutch pedal.
- Place gearshift lever in Neutral position until car speed reaches 15 MPH.
- Move shift lever to 3rd position and slowly release clutch pedal.



DRIVING WITH THE FOUR-SPEED TRANSMISSION

Operation of the optional 4-speed transmission is much the same as the 3-speed, with the addition of a 4th forward gear and a different shift pattern.

DRIVING WITH THE OVERDRIVE TRANSMISSION

The optional Overdrive equipment used in conjunction with the three-speed Synchromesh transmission provides an automatic fourth, or cruising, gear. At the same road speed, the engine speed of a car in Overdrive is 22% slower than that of a car not equipped with overdrive. This contributes greatly to fuel economy, reduced engine wear, and quieter, more restful driving.



OVERDRIVE CONTROL HANDLE

With handle pulled out, the overdrive is locked out and inoperative. While the vehicle is moving the handle may be pulled out by first stepping hard on the accelerator

pedal until the transmission drops into standard drive, then pulling out the handle.

The handle may be pushed in at any time to engage the overdrive after which it can be operated as follows:

- Above 30 miles per hour the transmission will automatically drop into Overdrive when the accelerator pedal is momentarily released.
- When driving in second or third overdrive the transmission may be returned to standard drive for extra acceleration for hill climbing or passing by momentarily flooring the accelerator pedal.
- Below 26 miles per hour the overdrive will automatically disengage and return to standard drive.
- While the overdrive is disengaged (below 26 or 30 miles per hour) the transmission may be shifted between 2nd and 3rd gears without the use of the clutch pedal.
- Pull the overdrive handle fully out when pushing to start.

DRIVING WITH THE POSITRACTION REAR AXLE

The Positraction Rear Axle gives you constant driving force on both rear wheels; especially helpful in the winter and during other slippery driving conditions.

In normal use, light throttle application will supply

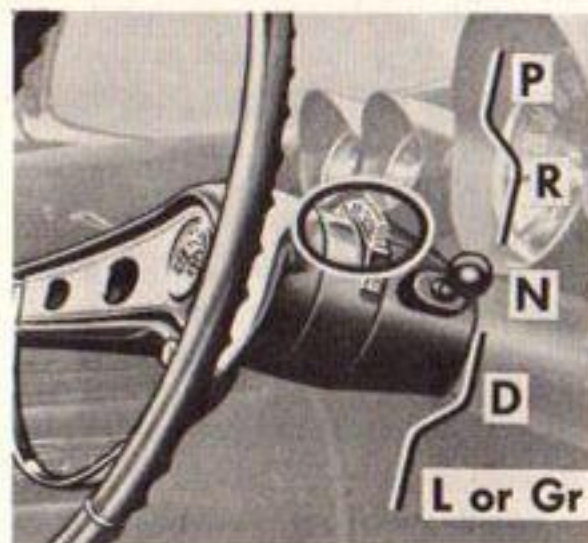
maximum traction. When starting with one rear wheel on an excessively slippery surface, slight application of the parking brake may be necessary to gain maximum traction.

DRIVING WITH THE POWERGLIDE OR TURBOGLIDE AUTOMATIC TRANSMISSION

Start the engine as outlined on page 3. Both automatic transmissions (optional equipment) are operated in much the same manner. The shift quadrants are identical

except for the full right position which is LOW on the Powerglide and GRADE RETARD on the Turboglide.

OPERATING YOUR AUTOMATIC TRANSMISSION



P—PARK	Use only when car is stopped.	CAR PARKED
—*LIFT—		
R—REVERSE	For backing car—from stop.	NORMAL DRIVING RANGE
N—NEUTRAL	For standing (Brakes Applied).	
D—DRIVE	For Forward Driving. Step hard on accelerator for extra acceleration below 45 mph—V8, 40 mph—6 cyl. (Powerglide) and below 60 mph—(Turboglide)	
—*LIFT—		
L—LOW (Powerglide)	L—for hard pulling at low speeds and climbing or descending steep grades. Shift to L only below 40 mph.	SAND, SNOW OR MUD AND ON STEEP GRADES
GR—GRADE RETARD (Turboglide)	GR—for descending steep downgrades. Shift to GR only below 45 mph.	

*Lifting clears stops that prevent unintentional shifts to "Park", "GR" or "L", giving simple 3-position shifting for all normal driving.

AUTOMATIC TRANSMISSION DRIVING CAUTIONS

- Do not accelerate engine in GR, L, D, or R with the brakes engaged. This can cause damage by overheating transmission.
- DO NOT hold car on an upgrade by accelerating engine. Use brakes.
- Do not use Low position (Powerglide) except for hard pulls at low speed.
- Do not shift into Reverse or Park before coming to a stop.

ROCKING CAR

"ROCK" car to escape from mud, sand or snow, by holding down the accelerator a small amount and moving the selector lever between "D" and "R". With a little practice the selector lever movements may be coordinated with the forward and backward motion of the car.

PUSHING TO START

- Turn on key, place the selector lever in "N" until car reaches 25 to 30 miles per hour and move the lever to "GR" (Turboglide) or "L" (Powerglide) position.
- When engine starts, move the selector lever to "D" and proceed in a normal manner.

NOTE: *It is best never to tow the car to start. When the engine starts, the car may accelerate into the tow car.*

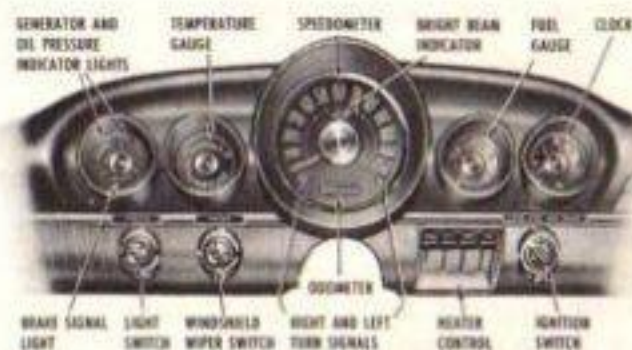
TOWING

- Place selector lever in "N" and do not exceed 30 miles per hour.
- If transmission is not operating properly, tow with rear wheels raised or drive shaft disconnected.
- If towing at speeds above 30 miles per hour, drive shaft must be disconnected.

INSTRUMENTS

GENERATOR INDICATOR

This indicator is a check on generator output. If the generator is not charging the indicator will be lighted and the cause of the trouble must be found and corrected immediately.



OIL PRESSURE INDICATOR

If this indicator remains on during normal operation it is an indication that the oil pressure in the engine is low and the engine should be stopped until the cause of the low pressure is found and corrected.

NOTE: *As a check on the condition of the Generator and Oil Pressure indicator lights, both will light up when the ignition switch is in "ON" position but before the engine is started, and while the engine is being cranked, and then should go out a few seconds after the engine starts.*

TURN SIGNAL

Move the lever up or down to indicate a right or a left turn. The instrument panel indicators, parking lights and stoplights will flash to indicate the direction of the turn. When the turn is completed the lever will return to neutral.

If, when the turn signal lever is moved to signal a turn, the dash indicator lights up but does not flash, check for a burned out parking or stop lamp on that side.

Safety Hint—use the turn signal as a flashing caution light when stopped beside the highway at night.

BRAKES

The Brake pedal is of the pendant type, providing ample footroom and extra leverage for easy safe stops.

Power Brakes

Optional power brakes make use of engine vacuum to help you bring your car to a stop with much less braking effort than needed with regular brakes. It may be wise to make several trial stops to familiarize yourself with their easier operation.

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

Parking Brake

The foot pedal type parking brake is designed with a built-in brake reserve for your safety. Push the parking brake pedal to engage the brake. If the pedal moves through its entire stroke to the "stop," further strokes are necessary. Normally a single stroke of the pedal will provide proper brake application. The pedal returns to normal position after each stroke.

The brake release handle will pop out about two inches as a visual indication that the brake is applied. Pull on this handle to release the brakes.

The brake alarm light, if installed, is located in the oil and generator indicator instrument and is illuminated when the brake is applied.

CAUTION: One stroke of the parking brake pedal is usually all that is necessary for proper parking brake application. If extra strokes are needed, have your Chevrolet dealer check the brake adjustment.



WINDSHIELD WIPERS AND WASHERS

Wipers

Turn the single speed wiper control knob clockwise to start, counterclockwise to stop.

The optional two speed wiper is operated in a like manner, but has three switch positions, OFF, SLOW and FAST.

Washers

Windshield wipers are optional with the single speed wiper while the optional two speed wiper motor is equipped with an integral washer mechanism.

Operate the washers by pressing the button in the center of the wiper control knob or stepping on the foot pedal at your left foot. This will send water or other cleaning agent onto the windshield and will also start the wiper motor. Foot pedal operated models will stop the wipers automatically. Wipers on the push button operated models must be turned off manually.

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

NOTE: The solvent will not prevent spray from freezing on glass. Do not attempt to clean windshield in this manner in freezing weather.

For winter operation, use G. M. Windshield Washer Anti-freeze and prewarm the windshield using the heater defrosters before attempting to use the washers in freezing weather.

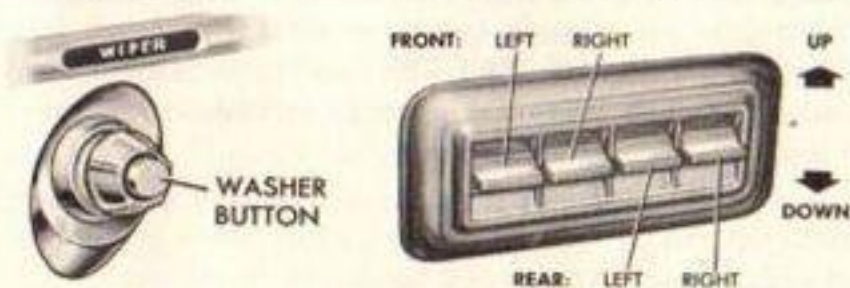
Fill only $\frac{3}{4}$ full in winter to allow expansion if water freezes.

POWER STEERING

Chevrolet optional Power Steering is designed to reduce steering effort without losing the so-called "feel" of manual steering. In operation, Power Steering will supply about 80% of the effort needed to turn the front wheels.

POWER WINDOWS

If your car is equipped with optional power operated windows, an electrical switch will replace the manual window crank at each window. Move the switch "up" to raise the window, "down" to lower the window. A master switch on the driver's door operates any or all of the windows in the car. See page 17 for electrically operated tail gate window on station wagons.



CHEVROLET RADIOS

Each of the optional Chevrolet Radios will give you the same powerful, undistorted reception. The radios differ mainly in their operating controls which are reviewed here.

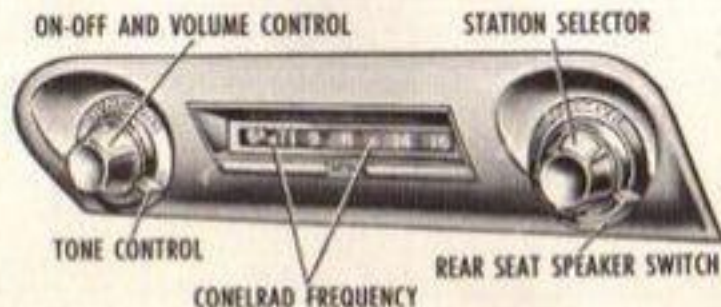
Manually Tuned Radio

LEFT HAND KNOB—The outer knob turns the set on and off and controls the volume.

The inner "wing knob" may be moved to change the tone from treble (extreme clockwise) to bass (extreme counterclockwise).

RIGHT HAND KNOB—The outer knob manually selects radio stations.

The inner "wing knob" allows continuous control of front and/or optional rear seat speakers when the rear seat speaker is installed.



Push Button Radio

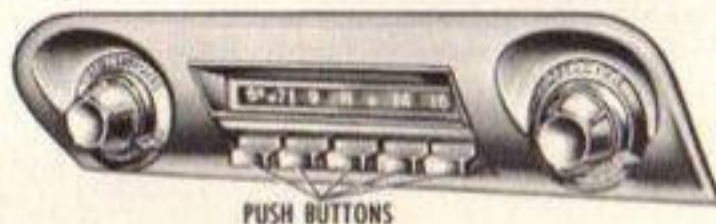
The push button radio has the manual tuning control knobs plus push buttons which automatically select preset stations when pushed in.

To preset the push buttons:

1. Warm up the radio for 10 minutes (20 minutes in freezing temperatures).
2. Pull the push button straight out as far as it will go.
3. Tune the desired station manually.
4. Push the button all the way in.
5. Check operation of push button and repeat Steps 1 through 4 if tuning is not accurate.
6. Repeat this procedure for each push button.

Antenna

Always extend the antenna to at least the level of the roof or to full length for long distance listening.



CHEVROLET HEATERS (Optional Equipment)

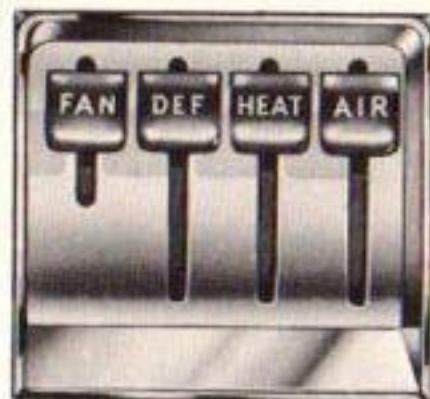
Heater Controls

*FAN—The fan switch has three speeds, high, medium and low. Never operate the fan unless the air lever is in the "down" position.

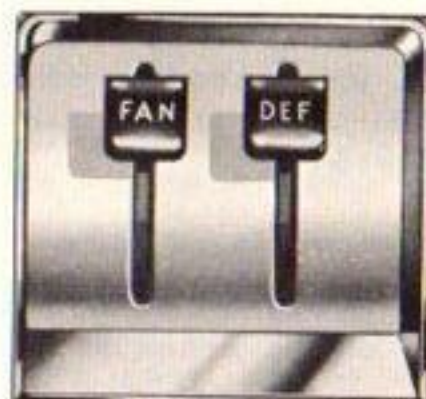
*DEF—Full down position diverts the entire airflow through the defroster ducts. A detent position provides more uniform air distribution when maximum heating or defrosting is not required.

HEAT—As this lever is depressed an automatic control regulates the heater air temperature. Full down position provides maximum heater temperature.

AIR—Full "down" position allows outside air to pass through the heater. Full "up" position is the "air off" position.



DELUXE



RECIRCULATING

*Controls so marked are the only ones found on the Recirculating Heater control panel. All the controls listed are on the Deluxe Heater Control Panel.

HEATER CONTROL SETTINGS

	FAN	DEF	HEAT	AIR
Until Engine Warms	Off	Off	Full On	Off
Heating at Lower Speeds	Hi or Med	Off or Detent	As Desired	On
Heating at Higher Speeds	Med or Low	Off or Detent	As Desired	On
Winter Deicing	Hi	On	Full On	On
Winter Defogging (All Windows)	Hi	Detent	As Desired	On
When Rear Seat is Cold†	Hi or Med	Off	As Desired	On
Summer Ventilation	As Desired	Off	Off	On
Mild Weather Defogging	As Desired	On	As Required	On

†To reduce rear seat drafts, close all windows and vents.

ALL WEATHER AIR CONDITIONING

(Optional Equipment)

All Weather Air Conditioning Panel Controls

FAST IDLE—Provides higher engine idle speed for adequate cooling while parked. Transmission should be in Neutral or Park before pulling this knob.

NOZZLE OUTLET—Puts system into operation, starts blower (low speed) and directs air flow through air conditioning duct. Cooled air may be directed through the dash nozzle outlets, the movable louvers in the control panel and through the manually operated diverter door in the air duct behind the control panel.

COLD LEVER—Move to right for desired cooling. Full right provides maximum cooling.



Heater Control Panel Controls

AIR—Full "down" provides outside air, full "up" provides recirculated air. Use "detent" position ($\frac{1}{2}$ down—20% outside air) for maximum cooling operations.

FAN—Operates blower; which automatically changes to MED speed when headlights are on.

NOTE: Other heater panel controls operate in the normal manner as shown on page 12.

CONTROL SETTINGS FOR ALL-WEATHER AIR CONDITIONING

		AIR CONDITIONING CONTROLS			HEATER CONTROLS			
		COLD LEVER	NOZZLE OUTLET	FAST IDLE	FAN*	DEF	HEAT	AIR
COOLING†	Until Comfortable	Full Right	Out	In	Hi	Off	Off	Detent
	During Extreme Heat	Full Right	Out	In	Hi	Off	Off	Detent
	During Moderate Heat	As Desired	Out	In	As Desired	Off	Off	Detent
	Slow City Driving	As Desired	Out	In	As Desired	Off	Off	Up
	While Parked	As Desired	Out	Out	As Desired	Off	Off	Detent
HEATING		Full Left	In	Off	See Page 12 for Heater Operation			

*Normally maximum comfort is attained by using HI fan and adjusting the COLD lever for comfort.

†During cooling operations all windows and vents must be closed.

NOTE: For heater operations use only full down position of the AIR lever.

COOL PACK AIR CONDITIONING



The optional Cool Pack Air Conditioning unit, a recirculating type, has only two controls. Air flow can be directed through the two side louvers, two front ball outlets, and the center outlet doors. For best rear seat cooling these sliding center outlet doors should be open. FAN—provides the desired blower speed, low, medium or high. Operates no higher than MED speed when headlights are turned on.

TEMP—Move counterclockwise to provide the degree of cooling desired.

COOL PACK CONTROL SETTINGS

	COLD	FAN
Until Comfortable	Full Left	HI
During Moderate Heat	As Desired	As Desired
During Extreme Heat	As Desired	As Desired

SEAT ADJUSTMENT

Manually Operated

Push down the small lever, move the seat to the desired position, and release the lever. Your Chevrolet Dealer can make additional adjustments to further tailor the seat to your personal comfort requirements.

Power Operated

SIX-WAY SEAT—The optional power operated, six-way seat switch operates as shown to move the seat into almost any position.

FOUR-WAY SEAT—This control will allow the optional four-way seat to be raised and lowered and moved fore and aft. The "tilting" feature of the six-way seat is not included.





KNOCK-OUT PLUG

KEYS AND LOCKS

A single key operates all locks on your Chevrolet, front doors, ignition switch, glove box and luggage compartment.

Front and rear doors may be locked from within the car by pushing down the button beside the window of each door. When the rear doors are so locked, the inside door handle is inoperative and the door cannot be opened from either side until the button is lifted up. This feature is especially valuable when children ride in the back seat of four-door models.

All doors may be locked from the outside by depressing the inside locking button, then closing the door while holding in the outside door handle plunger.

Record the serial number of your keys and then remove the knockout plug to prevent duplication by unauthorized persons.

ASH TRAY AND CIGARETTE LIGHTER

A slight pressure at the bottom of the face plate opens the ash tray compartment. Lift out the removable receptacle to empty and clean. On cars so equipped, push in the cigarette lighter to operate. When heated ready for use it will "snap" out.



CLOCK

To set the electric clock (if your car is so equipped) pull out the knob at the bottom of the face and set to the proper time. The clock is automatically regulated and turning backward or forward as required will automatically compensate for time keeping inaccuracies.

GLOVE BOX

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

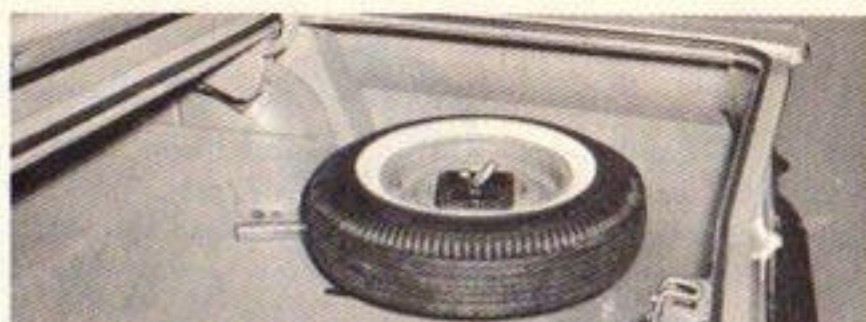
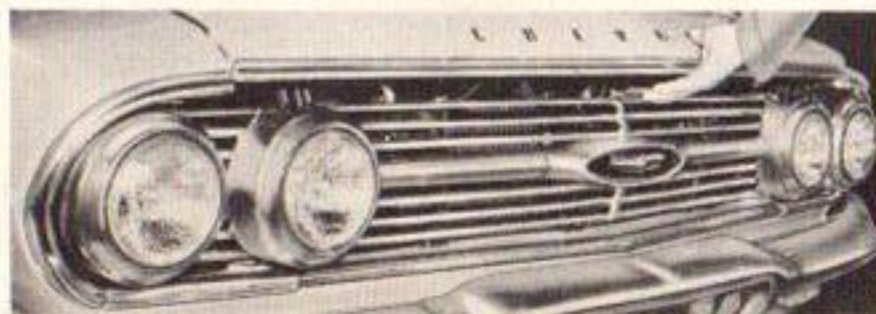


AIR VENTS

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

HOOD RELEASE

Lift the hood release to open the counterbalanced hood. Slam the hood firmly when closing to insure positive lock engagement.



REAR COMPARTMENT

Unlock and open the counterbalanced trunk lid with the ignition key. Slam the lid firmly to close and lock. The spare tire and tools are located to the right of the luggage space. Station wagon rear compartment and spare tire information will be found in the following section.

GAS CAP

The license plate bracket swings downward to expose the gas cap. This is a vented gas cap. Never replace with a non-vented cap.



STATION WAGON

LOWERING THE TAIL GATE

Manually Operated Tail Gate Window

- Swing out the window regulator handle to expose the three position selector lever.

The three positions are:

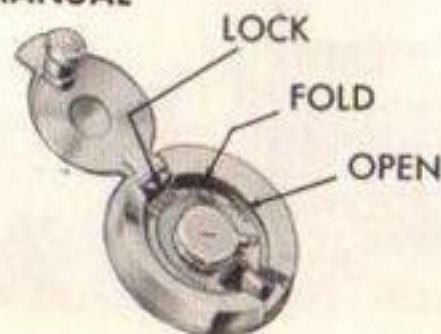
LOCK—Used to lock window and tailgate closed. Use the ignition key to move to or from LOCK.

OPEN—Allows the window to be rolled down.

FOLD—Allows the regulator handle to be folded out of the way without locking gate.

- With the selector lever in OPEN, roll the window fully down. The tailgate cannot be opened unless the window is fully down.
- Move the selector lever to FOLD and fold the window regulator handle into closed position.
- Lift the inside control handle to open tailgate.
- Close tailgate in the same manner. Tailgate may be left locked (LOCK) or unlocked (FOLD).

MANUAL



ELECTRIC



Electrically Operated Tail Gate Window

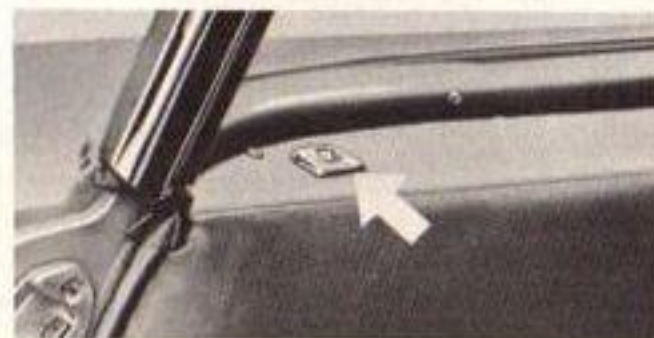
Three switches may be used to open the electrically operated tailgate window (optional equipment on all but 9-passenger models). They are:

1. A key operated switch on the tailgate.
2. A switch on the instrument panel.
3. A switch on the left rear trim panel (9-passenger style only).

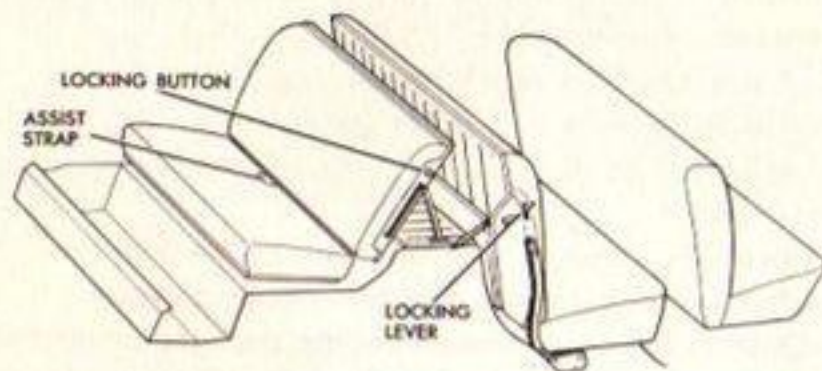
- Lower the window fully with one of the switches.
- Lift the inside control handle to open tailgate.
- Close in the same manner rolling the window up only after the tail gate is closed.

NOTE

Both the manual and electric tailgates are fitted with a safety mechanism which will not permit the gate to be opened unless the window is in the fully down position.

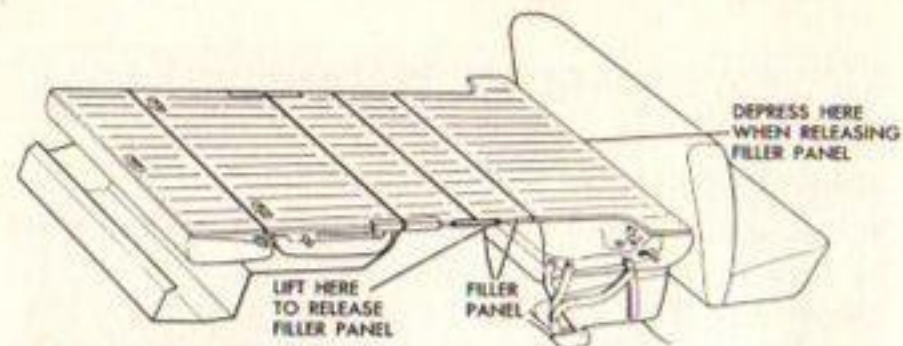


OPERATING THE FOLDING SEATS



Six Passenger Style Rear Seat

- Lift up on the locking lever on the right side of the rear seatback.
- Pull seat back forward and down.
- To raise the seat, lean on the front edge of the seat back panel to remove tension from the filler panel, lift up the filler panel at the location shown above, then lift seat back up and rearward until it locks into place.



Nine Passenger Style Seats

CENTER SEAT—Operate the center seat in the same manner as the rear seat in the 6-passenger styles.

REAR SEAT—

- Open the tail gate.
- Grasp the assist strap and rotate the seat cushion over and back, forming the rear of the cargo space.
- Depress the seat back locking button and pull the seat back rearward and down to complete the floor of the cargo space.

SPARE TIRE AND JACK STOWAGE



CONVERTIBLE

Except for the folding top, the convertible model is operated in the same manner as other Chevrolet Passenger Cars. For top and rear window operation consult the booklet "How to Operate the Folding Top" received with your car. For continued trouble free operation of the folding top, clean and lubricate the lift cylinder rods with Super No. 11 brake fluid every 5000 miles.

CLEANING HINTS**EXTERIOR APPEARANCE****Washing Your Car**

The best way to preserve the original beauty of the finish of your Chevrolet is to keep it clean. Calcium Chloride and other salts, road tar, excretion from insects, tree sap, chemicals from factory chimneys and other foreign matter may permanently damage both paint and bright metal parts. Regular frequent washings and a thorough cleaning after exposure to any of the above is recommended. Wash the car in either warm or cold (never hot) water; never in the direct rays of the sun; and always wait until the sheet metal surfaces have cooled before beginning. Never wipe off dust and dirt when surfaces are dry since this may scratch the finish.

Polishing Your Car

Your Chevrolet is finished with Magic Mirror Acrylic Lacquer. A thorough washing is generally all that is required to maintain a "new car" appearance. However, if the car is to be polished make certain that the label of the cleaner or polish used states that the product is suitable for use on acrylic lacquer finishes. Any tar or road oil remover used should indicate on the label that it is harmless to Acrylic finishes. G. M. Tar and Road Oil Remover has been especially compounded for this purpose.

Protection of Exterior Bright Metal Parts

All bright metal parts of the car should be regularly cleaned and protected against the same substances harmful to the painted surfaces. Normally, washing with water is all that is required. However, G. M. Chrome Polish may be used on CHROME or STAINLESS STEEL trim if necessary. Use special care with ALUMINUM trim. Never use auto or chrome polish, steam or any caustic soap to clean aluminum. Wash only with lukewarm water, and if necessary, a mild soap. Rinse well and dry thoroughly.

It is recommended that all bright metal parts of your Chevrolet, after being thoroughly cleaned, be given a coating of wax and rubbed to a high polish. This will serve to keep corrosive agents away from these surfaces, and should be repeated as often as required.

Cleaning White Sidewall Tires

Use soap, warm water or a tire cleaner such as G. M. Whitewall Tire Cleaner and a stiff brush to remove road grime and dirt from white sidewall tires. A fine grade of steel wool will remove severe curb scrapes. Do not use gasoline, kerosene or any oil product which could discolor or deteriorate the rubber.

CAUTION: *Some white sidewall cleaners will cause serious damage to aluminum trim. Use caution when cleaning tires with this type of cleaner that none is splashed or sprayed on aluminum trim. G. M. Whitewall Tire Cleaner will not harm aluminum trim.*

INTERIOR APPEARANCE

Dust and Dirt—Clean the interior of your car frequently, using a broom or vacuum cleaner. A damp cloth will wipe dust from hard surfaces. G. M. Leather Cleaner is available from your Authorized Chevrolet Dealer to clean any imitation leather, vinyl or coated trim fabric on seats or door panels.

Spots and Stain—Remove upholstery stains as soon as possible or they may become "set" and difficult or impossible to remove. First determine the type and age of the stain and the kind of upholstery material. Kar Kleen Upholstery Cleaner or Kar Kleen Upholstery Spot Cleaner, available from your Authorized Chevrolet Dealer, will remove most stains. For oil, grease and road grime stains not removed by these cleaners the use of a volatile type cleaner such as G. M. Upholstery Spot Remover is recommended. Do not use alkaline cleaners for they may damage the color or finish of the materials. Other solutions such as hot or cold water, ammonia water, soap, ink eradicator, etc., will probably discolor and disturb the material.

GASOLINE AND ENGINE OIL

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

GASOLINE

The Chevrolet High Thrift 6-cylinder and Turbofire V-8 engines with 2-barrel carburetion are designed to operate efficiently on Regular grade gasolines. All Chevrolet higher performance V-8 engines, both 283 and 348, are designed to operate efficiently on Premium or Super-Premium gasolines. Use of Regular grade gasolines in the high performance engines may result in excessive knocking which constitutes misuse of the engine. If excessive knocking occurs in your engine, even though you are using recommended grades of gasoline, have your Authorized Chevrolet Dealer check your engine and ignition system. In all cases excessive knocking should be avoided as much as possible in order to avoid possible engine damage. These recommendations for gasoline apply only to operation in the United States and Canada.

Operation in Foreign Countries

Before taking your car to foreign countries (except Canada) it is desirable to ascertain if suitable fuels are available. Such information can be obtained for most foreign countries from:

**General Motors Overseas Operations
Service Department
9-164 General Motors Building
Detroit 2, Michigan**

Include your engine identification number in your request for this information. For operation in foreign countries, where antiknock quality is below U. S. Standards, the following precautions should be observed.

1. Six-cylinder and V-8 engines with 2-barrel carburetion should be operated on the highest octane fuel available.
2. Certain mechanical engine modifications may be necessary on higher performance V-8 engines to adapt them for use with the lower octane fuels found in many foreign countries. Any such modifications must be at the owner's expense.

ENGINE LUBRICATION

	Every Month	Every 2 Months	First 1000 Miles	First 5000 Miles	Every 1000 Miles	Every 4000 Miles
Initial Drain Period			•			
Favorable Operations—(over 10 miles average per trip)						•
Summer (over 32° F. aver.) Less than 10 miles aver. per trip		•				
Winter (Below 32° F. aver.) Less than 10 miles aver. per trip					•	
Dusty Driving Conditions	•					
Change Oil Filter Element (if car is so equipped)				•		•

OIL VISCOSITY NUMBER

Use the following table to guide you in your selection of oil for your Chevrolet during the various seasons of the year. Use oil designated "For Service MS" or "For Service DG" in your Chevrolet.

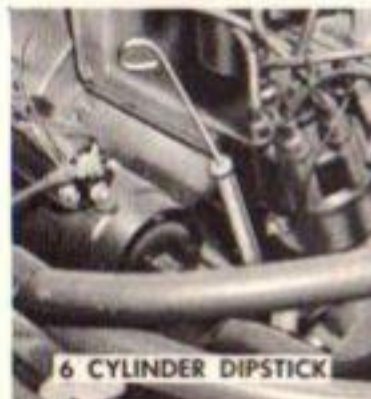
		Recommended SAE Viscosity Oil	Recommended SAE Multi-Viscosity Oil
Lowest Anticipated Temperature During Time Oil Will be in the crankcase	32° F.	SAE 20 or 20W	SAE 10W-30
	0° F.	SAE 10W	SAE 10W-30
	Below 0° F.	SAE 5W	SAE 5W-20

For sustained high speed driving when the temperature is above 90° F., SAE 30 oil may be used.

To flush the crankcase, drain and refill with SAE 10W oil, run engine at fast idle until hot, then drain immediately and refill with recommended grade of oil.

CHECKING OIL LEVEL

Regardless of the change interval being followed check the oil level on the dipstick regularly. This level is satisfactory if it falls anywhere between the marks FULL and ADD OIL. It is not necessary to keep the level at the FULL mark. Capacity of the various Chevrolet engines will be found on page 32.



6 CYLINDER DIPSTICK



V-8 DIPSTICK

COOLING SYSTEM CARE

Drain and flush the cooling system of your Chevrolet every spring and fall. Check the coolant level in the radiator regularly and maintain its level one inch below the filler cap.

CAUTION: *The radiator is equipped with a pressure type radiator cap. When removing cap, turn a quarter of a turn to allow the pressure to escape before turning the cap all the way off. In extremely hot weather or after a long, hard drive, always allow the engine to cool for several minutes before attempting to remove the pressure radiator cap. Under such conditions, the coolant in the radiator might be above the boiling point and the sudden lowering of the pressure caused by removing the cap may cause the solution to boil and gush out of the radiator.*

In the spring refill with water to which a good rust inhibitor such as G. M. Anti-rust and Water Pump Lubricant has been added. In the fall, in mild climates, follow the same procedure.

In cold climates it is necessary to refill with the correct proportion of fresh anti-freeze and water to protect against the lowest expected temperature.

Your Chevrolet is equipped with a 170° thermostat. (A 180° thermostat is available as optional equipment.)

Therefore, during freezing weather, you should protect the cooling system with a "permanent" type anti-freeze.

Should you decide to use ordinary alcohol type anti-freeze, it will be necessary to replace the thermostat with a 160° "low temperature" thermostat. It may be necessary to add to the solution from time to time since this type will boil away quickly during warm spells. Whichever type you use, check the anti-freeze content of your radiator regularly.

NOTE: *To completely drain the cooling system, open the drain cock at the right front side of the radiator, remove the drain plug at the left rear side of the 6-cylinder block or centered on each side of the V-8 block just above the oil pan. Be sure to close the drain cock and replace the drain plugs before refilling the cooling system.*



TIRE CARE

Your new Chevrolet is designed to operate most efficiently with the inflation pressures shown in the following table. Nothing will be gained by exceeding pressures shown, whereas, excessive pressures can adversely affect riding comfort and quietness. Under inflation affects vehicle handling and tire life. Adhere closely to the following inflation recommendations.

TIRE INFLATION PRESSURES

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

***STATION WAGONS ONLY**—When operating with heavy loads improved handling will be obtained by decreasing above front tire pressures 2 pounds and increasing rear tires 2 pounds.

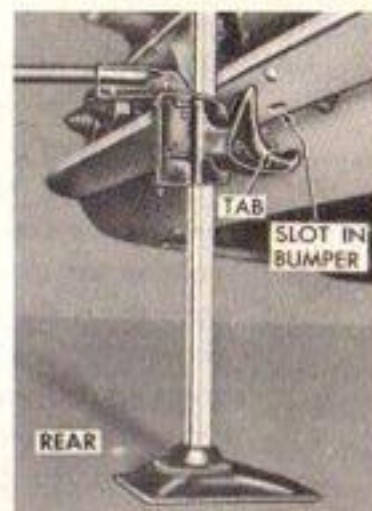
Cold—After car has been parked for 3 hours or more or driven less than one mile.

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

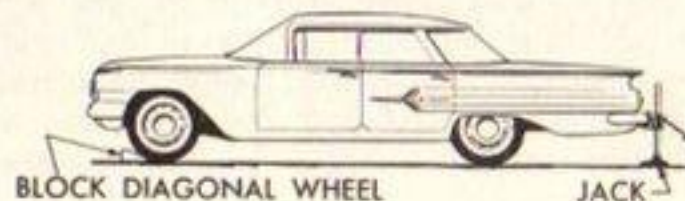
CHANGING TIRES

Remove jack and spare tire from rear compartment and position jack under bumper as shown on instruction sticker located in the spare tire storage area. The tab on the jack load rest must locate in the slot in the

bumper as shown. Be sure that the jack is placed under the bumper at the slot location only and never under any other part of the bumper or valance panel.



Set parking brake, block diagonally opposite wheel, remove hub cap and loosen wheel nuts. Set small lever on jack to UP position, and with jack handle, raise car until the tire clears the ground. Remove the wheel and put on the spare, tightening the wheel nuts. Move the

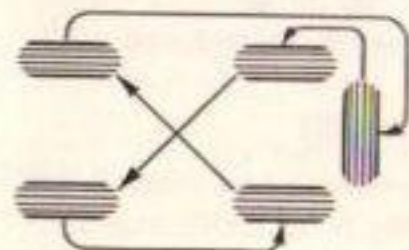


jack control lever to down position and lower car one notch at a time until wheel touches ground. Retighten wheel nuts and replace hub caps.

CAUTION: On Positraction equipped cars, never run the engine with car on jack unless the transmission is in neutral or park, since the rear wheel in contact with the ground will drive even though the other rear wheel is raised.

FOR MAXIMUM TIRE LIFE

- Keep tires properly inflated.
- Check regularly for cuts, bruises and puncturing objects. Nails etc. will often be carried in the tire with no noticeable loss of air. Do not remove a puncturing object until prepared to change or repair the tire.
- Avoid sudden starts and stops; take curves and corners slowly.
- Avoid driving over curbs, sharp objects or chuckholes.
- Rotate the tires as shown every 5000 miles.
- Have wheel alignment checked periodically, especially when tires show unusual wear.



SWITCHING
TIRES

CHASSIS LUBRICATION

1. FRONT SUSPENSION

Every 1000 miles—Lubricate 4 fittings with chassis lube.



2. STEERING LINKAGE

Every 1000 miles—Lubricate 5 fittings with chassis lube.

3. CLUTCH CROSS-SHAFT LEVER

Every 1000 miles—Lubricate fittings with chassis lube.

4. SHIFTING LINKAGE IDLER BUSHINGS

Every 1000 miles—Lubricate with light engine oil.

5. STEERING GEAR

Manual

Every 1000 miles—Check fluid level. Add steering gear lubricant to level of filler plug hole.

Power

Every 1000 miles—Service as above and check level in pump reservoir. Fill as required with automatic transmission fluid "Type A" with AQ-ATF number. Check oil level and fill pump with oil hot and wheels in straight ahead position only.

Manual or Power

Refill steering shaft coupling with chassis Lube only when required.

6. GENERATOR

Every 1000 miles—Fill both oilers with light engine oil. Do not overfill front oiler.

7. DISTRIBUTOR

Six-Cylinder

Every 1000 miles—Turn lubricant cup down one turn. (Fill cup with chassis lubricant when necessary).

Every 5000 miles—Apply small drop of light engine oil to breaker lever pivot. Apply Delco Ball Bearing and Cam Lubricant or high melting point wheel bearing lubricant to cam surface.

Eight-Cylinder

Every 1000 miles—Fill hinged cap oiler with light engine oil.

Every 5000 miles—Apply small drop of light engine oil to breaker lever pivot.

Every 25,000 miles—Replace the cam lubricator wick.

8. AIR CLEANER

Oil Wetted Type

Every 2000 miles—Clean in solvent and reoil.

Oil Bath Type

Every 5000 miles—Clean in solvent and refill with one pint of SAE 50 engine oil.

Paper Element Type

First 15,000 miles—Replace or test element; if satisfactory, element may be reused but must be rechecked every 5000 miles thereafter until replaced. Element must not be washed, oiled, tapped or cleaned with an air hose.

9. CRANKCASE BREATHER CAP

Every 4000 miles—Clean in solvent and reoil.

10. FRONT WHEEL BEARINGS

Every 10,000 miles—Clean and repack bearings with a high melting point lubricant.

11. UNIVERSAL JOINTS

Every 25,000 miles—(More often under dusty or other adverse driving conditions) clean and re-pack with a high melting point lubricant.

12. TRANSMISSION

3-Speed and Overdrive

Every 1000 miles—Check at operating temperature and keep SAE-90 multi-purpose gear lubricant at level of the filler plug.

4-Speed

Every 1000 miles—Check at operating temperature—keep SAE-90 multi-purpose gear lubricant level $\frac{1}{2}$ " below filler plug hole.

Powerglide and Turboglide

Every 1000 miles—Check fluid level on dipstick with engine idling, selector lever in Neutral position, parking brake set and transmission at operating temperature. Add Automatic Transmission Fluid Type "A" with an AQ-ATF-A number to full mark on dipstick. Check with engine idling. DO NOT OVERFILL.

Lubricate the Turboglide control Shaft between Transmission and frame with a waterproof grease.

13. REAR AXLE

Standard Rear Axle

First 1000 miles—Drain axle and refill with SAE-90 Multi-purpose Gear Lubricant.

Every 1000 miles—Check and keep filled with SAE-90 Multi-purpose Gear Lubricant to level of the filler plug.

Every 10,000 miles—(or at least once a year)—Drain and refill as above.

Positraction Rear Axle

Same as the standard rear axle but use only the special Positraction Rear Axle Lubricant available from your Chevrolet dealer.

14. OIL FILTER

First 5000 and every 4000 miles thereafter—Change filter element.

15. BATTERY

Every 1000 miles—check fluid level—keep filled with distilled water to bottom of the split ring in the vent tube. DO NOT OVERFILL.

Oil battery terminals with engine oil.

Check state of charge regularly especially in freezing weather, when an undercharged battery may freeze and break. Clean top of the battery regularly with dilute ammonia or soda solution and flush with clean water.

16. FUEL FILTER

Every 15,000 miles—replace filter element located in carburetor inlet.

17. PARKING BRAKE

Every 1000 miles—apply Lubriplate to pulley bearing area, parking brake cable at the pulleys, cable guides just behind the frame "X" member and at all operating links and levers.

18. BRAKE MASTER CYLINDER

Every 1000 miles—Check fluid level and maintain $\frac{1}{2}$ " below filler opening with G. M. Hydraulic Brake Fluid, Super No. 11.

19. AIR CONDITIONING

First 1000 miles—tighten all hose clamp connections.

Every 1000 miles—Check sight glass under the hood, after the system has been in operation for several minutes. Sight glass should be clear (except when All Weather System hot gas valve is open and hissing). Bubbles or dirt visible at all times indicate a leak which should be repaired immediately by your Chevrolet dealer.

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

HEADLAMP AIMING

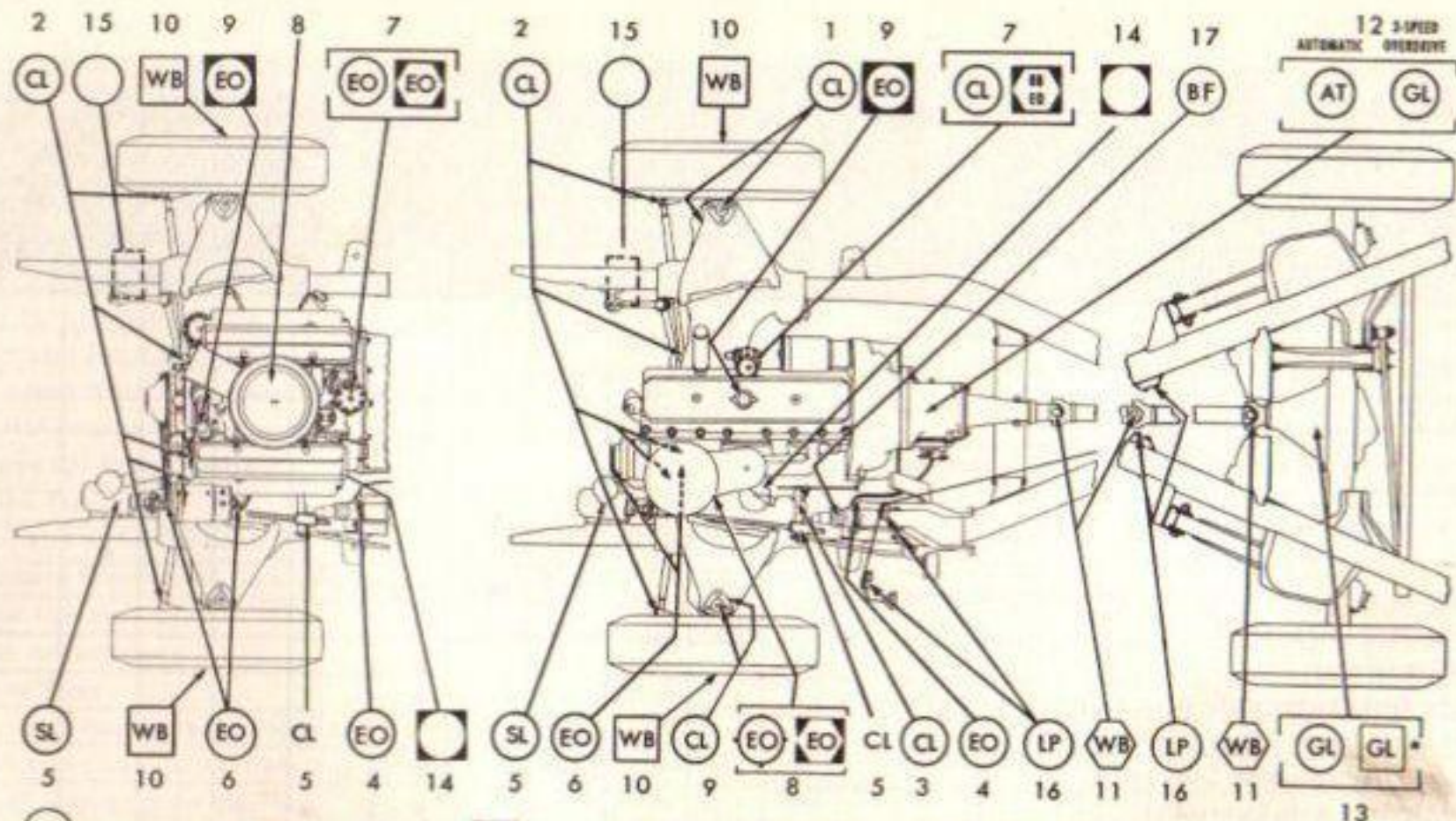
Periodic headlamp aiming is of prime importance to proper headlamp operation. Improperly aimed headlamps can be dangerous since they fail to properly illuminate the road ahead and may blind oncoming drivers even though you use the "low" beams. Periodic headlamp checks and proper aiming and adjustment are strongly recommended. Your Chevrolet Dealer is equipped and trained to properly service your headlamps.

CRANKCASE LUBRICATION

Crankcase lubrication is fully covered on page 22. Be sure to check the level of the oil in your engine regularly and to keep the oil at the proper level on the dipstick. Change the filter regularly for longest engine life.

LUBRICATION DIAGRAM

The numbers indicated on the chart on the next page correspond to the numbers of the items appearing under "Chassis Lubrication" on pages 25 through 28.



○ LUBRICATE EVERY 1000 MILES

○ LUBRICATE EVERY 2000 MILES

◼ LUBRICATE EVERY 4000 MILES

◼ LUBRICATE EVERY 5000 MILES

◻ LUBRICATE EVERY 10000 MILES

◻ LUBRICATE EVERY 25000 MILES

*Refill Positraction Rear Axle with Special Positraction Rear Axle Lubricant Only, available from Your Chevrolet Dealer.

GL — Multi-purpose or Universal Gear Lubricant *

BB — Delco Ball Bearing and Cam Lubricant

WB — Wheel Bearing Lubricant

CL — Chassis Lubricant

EO — Engine Oil

AT — Automatic Transmission Fluid (Type A)

SL — Steering Gear Lubricant

LP — Lubriplate

BF — GM Hydraulic Brake Fluid, Super No. 11

MAINTENANCE GUIDE

The following lubrication and maintenance recommendations are intended as a guide for vehicles operated under normal driving conditions. Sustained heavy duty or high speed operation, or operation under adverse driving conditions may necessitate more frequent lubrication and maintenance.

	Every 2 Weeks	Spring	Fall	First 1000 Miles	Every 1000 Miles	Every 2000 Miles	Every 4000 Miles	Every 5000 Miles	Every 10,000 Miles	Every 15,000 Miles	Every 25,000 Miles
Check Battery		•									
Check Air in Tires		•									
Flush Cooling System			•	•							
Add Anti-Freeze to Radiator				•							
Add G.M. W/Washer Solvent or Anti-Freeze to Washer Jar				•							
Change Engine Break-in Oil					•						
Change Rear Axle Lubricant					•				•		
Tighten Air Conditioning Hose Clamp Connections					•						
Lubricate Chassis						•					
Oil Generator						•					
Turn Distributor Lubricant Cup One Turn (6-Cyl.)						•					
Fill Distributor Hinge Cap Oiler (V-8)						•					
Check Transmission Lubricant						•					
Check Rear Axle Lubricant						•					
Check Radiator Fluid Level						•					
*Check Brake Master Cylinder Fluid Level						•					
Check Steering Gear Box Lubricant						•					
Check Power Steering Pump Fluid Level						•					
Inspect Tires						•					
Check Air Conditioning Sight Glass						•					

*Add only G.M. Hydraulic Brake Fluid Super No. 11.

SPECIFICATIONS

SERIAL AND UNIT NUMBERS

Car—Stamped on plate attached to left front body pillar.
 Body—Stamped on plate attached to center of cowl panel.
 Engine—Stamped on boss on block.
 8-Cylinder—On right front side of block.
 6-Cylinder—On right side of block to rear of distributor.

DIMENSIONS

Overall Length.....	210.8"
Height.....	
Standard.....	56.0"
Impala.....	54.0"
Station Wagon.....	56.3"
Width.....	80.8"
Wheelbase.....	119.0"

CAPACITIES

Gasoline Tank

6-Passenger Station Wagon, Sedan Delivery and Sedan Pickup.....	17 gal.
9-Passenger Station Wagon.....	18 gal.
All other Models.....	20 gal.

Crankcase (Refill)

6 Cylinder.....	5 qt.
8 Cylinder (283 cu. in.).....	4 qt.
8 Cylinder (348 cu. in.).....	4 qt.
When changing oil filter element, add additional.....	1 qt.

Transmission

3-Speed.....	2 pt.
3-Speed with Overdrive.....	3 pt.
4-Speed.....	1 1/2 pt.

Air Conditioning

All Weather System—Freon-12.....	4 1/2 lbs.
—525 Viscosity Oil.....	13 oz.
Cool Pack System—Freon-12.....	4 lbs.
—525 Viscosity Oil.....	13 oz.

Differential.....	4 pt.
Oil Bath Air Cleaner.....	1 pt.
Power Steering.....	1 1/2 pt.
Cooling System.....	6 cyl. 283 V-8 348 V-8
With Heater.....	18 qt. 18.5 qt. 22 qt.
Without Heater.....	17 qt. 17.5 qt. 21 qt.
Thermostat.....	170° 170° 170°

(180° Thermostat available as a special option)

Radiator Pressure Cap.....	13 lb.
----------------------------	--------

ENGINE IDLE SPEEDS

	Carburetors	
	All but 3 x 2 With Spec. Cam	3 x 2 With Spec. Cam
Automatic Trans. (In Drive)	450 RPM	—
Manual Trans. (In Neutral)	475 RPM	600 RPM

IGNITION TIMING

Six Cylinder Engine—5° BTDC

283 V-8 Engine—4° BTDC

348 V-8 Engine—8° BTDC

Eight Cylinder Engine

(Spec. Cam —12° BTDC)

(with vacuum advance line disconnected and opening on manifold covered).

CLEARANCES

Valve Clearance—Hydraulic Tappets... No adjustment needed

Spark Plug Gap..... .035"

Clutch Pedal Free Play..... ¾" to 1"

ENGINE SPECIFICATIONS

ENGINE DATA	6 Cyl. Engine				8 Cylinder Engine				
	235 Cu. In.		283 Cu. In.		348 Cu. In.				
	1 Barrel (Economy)	1 Barrel	2 Barrel	4 Barrel	4 Barrel	3 x 2 Barrel	4 Barrel with Spec. Cam		3 x 2 Barrel with Spec. Cam
Horse-power	110 @ 3200	135 @ 4000	170 @ 4200	230 @ 4800	250 @ 4400	280 @ 4800	305 @ 5600	320 @ 5600	335 @ 5800
Comp. Ratio	8.25:1	8.25:1	8.5:1	9.5:1	9.5:1	9.5:1	11.0:1	11.25:1	11.25:1
Bore	3.56	3.56	3.875	3.875	4.125	4.125	4.125	4.125	4.125
Stroke	3.94	3.94	3.0	3.0	3.25	3.25	3.25	3.25	3.25
Firing Order	1-5-3-6-2-4				1-8-4-3-6-5-7-2				

The following 14mm plugs are provided for 1960 Chevrolet engines.

	Normal Service (Original Equipt.)	Hotter Plug (For City-Type Operation)	Colder Plug (For Continuous Heavy Duty Oper.)
Passenger Car—L-6 and 283 V-8 Engines —348 V-8 Engines	AC-44 AC-44N	AC-45 or 46 —	AC-43 COM AC-43N

TIRE INFORMATION

Type.....	Tubeless	
Size:		
Standard Sedans.....	7.50-14—4 ply	
Station Wagon, Convertible, Sedan Delivery And Sedan Pickup.....	8.00-14—4 ply	
Recommended Inflation Pressures:	Cold	Hot
Station Wagons: Front.....	24 lbs.	29 lbs.
Rear.....	28 lbs.	33 lbs.
All other models: Front and Rear.....	24 lbs.	29 lbs.

FUSES AND CIRCUIT BREAKER:

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

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

Instrument and Clock Lights.....	3AG/AGC-	3 amp.
Tail, Stop, Courtesy, Glove Box, License Plate, Dome Lights and clock.....	3AG/AGC-	15 amp.
Radio (Manual and Push Button).....	3AG/AGC-	4 amp.
Heater (Deluxe).....	3AG/AGC-	14 amp.
Heater (Recirculating).....	3AG/AGC-	10 amp.
Air Conditioning (including Heater)	SAE-20 amp.	
Backup Light, Brake Signal Light.....	3AG/AGC-	10 amp.
Spotlight.....	3AG/AGC-	15 amp.
Overdrive Fuse—SAE-9 amp. Located in wiring harness on engine side of the dash panel just forward of the instrument panel.		

BULB SPECIFICATIONS

	Candle- power	Number
Headlamp Unit—		
Outer—High Beam.....	37½ W	4002
Low Beam.....	50W	(Sealed Beam) 4001
Inner—High Beam Only.....	37½ W	(Sealed Beam)
Parking Lamp and Directional Signal	4-32	1034
Tail and Stop and Turn Signal Lamps	4-32	1034
Tail Lamps (Impala only).....	32	1073
Back-up Lamp.....	32	1073
✓ Instrument Lamps.....	2	57
Direction Signal Indicator Lamp.....	2	57
Oil Pressure Indicator Lamp.....	2	57
Generator Indicator Lamp.....	2	57
Headlamp Beam Indicator Lamp.....	1	53
Ignition Lock Lamp.....	1	53
✓ Glove Compartment Lamp.....	2	57
Dome Lamp.....	15	1004
Side Rail Lamp—Sport Coupe and Sport Sedan.....	6	90
Courtesy Lamp (Convertible) or Rear Quarter Lamp (9 Passenger Station Wagon).....	6	89
License Plate Lamp.....	4	67
Radio Dial Lamp.....	2	1891
✓ Heater Control Panel Lamp.....	2	53
Clock Lamp.....	2	57
✓ Brake Alarm Lamp.....	2	257

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

**1958 Car Shop Manual must be ordered with 1960 supplement to obtain complete coverage.

PRICES SUBJECT TO CHANGE AFTER JULY 1, 1960

NOTE: Purchasers outside Domestic U. S. A. must add 30c to each publication for mailing expense. Funds MUST be payable in U. S. Currency. PLEASE ALLOW ONE MONTH FOR ALL DELIVERIES

Signature of Purchaser _____

Street Address _____

City, Postal Zone, and State _____

IMPORTANT:

**THIS IS YOUR SHIPPING LABEL.
PLEASE PRINT CLEARLY**

From

HELM Incorporated

CHEVROLET MANUAL DISTRIBUTION DEPARTMENT

POST OFFICE BOX 7706, DETROIT 7, MICHIGAN

For

(NAME)

(STREET ADDRESS)

(CITY, ZONE, STATE)

POSTMASTER: THIS PARCEL MAY BE OPENED FOR POSTAL INSPECTION IF NECESSARY.
RETURN POSTAGE GUARANTEED.

**SERVICE
LITERATURE
FOR
CHEVROLET
CARS
and
TRUCKS**

For Price and Ordering information refer to the reverse side of this sheet.

NOTE:

TEAR HERE AND MAIL COMPLETE

ORDER FORM

please
fill in
completely
and mail to:

HELM Incorporated
POST OFFICE BOX 7706
DETROIT 7, MICHIGAN

Enclosed please find Check (or Money Order—NO STAMPS) for the following Publications:

QUANTITY	YEAR	DESCRIPTION	PRICE EACH	TOTAL
	1949 thru 1954	Car Shop Manual	\$4.00	
	1955	Car Shop Manual	4.00	
	1956*	Car Shop Manual	3.00	
	1957	Car Shop Manual	4.00	
	1958	Car Shop Manual	4.00	
	1959*	Car Shop Manual	1.80	
	1960**	Car Shop Manual	3.75	
	1960	Corvair Shop Manual	3.75	
	1954	Truck Shop Manual	3.75	
	1955	Truck Shop Manual	3.25	
	1956*	Truck Shop Manual	3.00	
	1957	Truck Shop Manual	3.25	
	1958	Truck Shop Manual	3.50	
	1959*	Truck Shop Manual	1.50	
	1960	Truck Shop Manual	3.75	
	1955	Convertible Top	.25	
	1956	Convertible Top	.25	
	1957	Convertible Top	.25	
	1958	Convertible Top	.25	
	1959	Convertible Top	.25	
	1960	Convertible Top	.25	
	1956	Corvette Owner Manual	.60	
	1957	Corvette Owner Manual	.60	
	1958	Corvette Owner Manual	.60	
	1959	Corvette Owner Manual	.60	
	1960	Corvette Owner Manual	.60	
	1953	Car Owner Manual	.30	
	1954	Car Owner Manual	.30	
	1955	Car Owner Manual	.30	
	1956	Car Owner Manual	.30	
	1957	Car Owner Manual	.30	
	1958	Car Owner Manual	.30	
	1959	Car Owner Manual	.30	
	1960	Car Owner Manual	.30	
	1960	Corvair Owner Manual	.30	
	1953	Truck Owner Manual	.40	
	1954	Truck Owner Manual	.40	
	1955	Truck Owner Manual	.40	
	1956	Truck Owner Manual	.40	
	1957	Truck Owner Manual	.40	
	1958	Truck Owner Manual	.40	
	1959	Truck Owner Manual	.40	
	1960	Truck Owner Manual	.40	

Total Order

Mich. Purchasers—add 3% Sales Tax

Tax
Grand Total

CHEVROLET OWNER PROTECTION POLICY

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

Your Chevrolet dealer has presented you with a Chevrolet Owner Protection Policy Booklet. The Approved Maintenance and Lubrication Service detailed in this Policy Booklet has been worked out by Chevrolet service personnel and covers items to be checked, inspected, adjusted and lubricated at mileage intervals up to 12,000 miles. All maintenance operations which are necessary at the varying mileages on a vehicle operating under normal conditions are included.

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

