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CHEVY II

OWNERS GUIDE

Your 1963 Chevy II is one of a complete line of models developed by Chevrolet in its constant effort to provide you with the finest in transportation. It will fill a wide range of transportation requirements, from an errand car to a car for vacation and travel, while combining small car size and economy with big car performance.

The information and suggestions found in this owners guide can help you enjoy, to the fullest, all the advantages and features built in your Chevy II.

Your Chevrolet dealer is well trained and equipped to inspect and service your Chevy II 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

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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.

Part No. 3793133 Second Edition

CHEVROLET OWNER PROTECTION PLAN

The Chevrolet Motor Division considers it a most important obligation to offer each owner a suggested 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 Plan Booklet. The Approved Maintenance and Lubrication Service items in this Booklet have been worked out by Chevrolet service personnel and cover items which are the owners responsibility to have checked, inspected, adjusted and lubricated at recommended mileage intervals. 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 intervals, 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 Plan will point out desirable services as they become necessary.

BREAKING-IN PERIOD

Sound design and precision manufacturing methods will permit you to operate your new Chevy II 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 the engine has completely warmed up.

DRIVING FOR ECONOMY

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

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.*

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.

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. (a) COLD ENGINE — Depress accelerator pedal to floor (if equipped with manual choke, pull choke knob all the way out while holding pedal down) then, if temperature is above 0°F., release pedal. If temperature is below 0°F., hold pedal about half-way down.

   (b) ENGINE WARM — Depress accelerator pedal and hold about half-way down.

3. Turn ignition switch to START and release as soon as engine starts. If manual choke equipped model, adjust choke position to obtain smooth engine opera-

NOTE: *Key cannot be removed from the ignition switch when in OFF position, thus guarding against accidentally leaving switch OFF but not locked. Key may be removed when the switch is in LOCK or ON position and the switch may be moved between OFF and START positions without the key.*

tion. As soon as engine will run smoothly without the choke, push the choke knob fully in.

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

WARM-UP

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

MANUAL CHOKE

The Chevy II with the Super-Thrift 4-cylinder engine is equipped with a manual choke. Since the choke operates to enrich the fuel mixture delivered to the carburetor, its improper use can result in excessive fuel consumption. Use the choke, as outlined under "Starting," only until the engine warms up. Then if the choke is still necessary to provide smooth engine operation your Chevrolet dealer should be called upon to perform such engine adjustments as may be necessary.

DRIVING WITH 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 POWERGLIDE AUTOMATIC TRANSMISSION

The Powerglide transmission is a completely automatic transmission which replaces the standard clutch and transmission. After starting the engine with the selector lever in "N" (Neutral) position, merely select the range desired and depress the accelerator. The transmission will do the rest. A gradual start with a steady, gradual increase of pressure on the accelerator pedal will enable the transmission to shift into the more economical cruising gear in the shortest possible time. Hard acceleration for fast starts will cause the transmission to remain in low gear for a considerably longer period with resultant higher fuel consumption.

The following chart will help you to become better and more quickly acquainted with the driving advantages and enjoyment built into your Powerglide automatic transmission.

OPERATING YOUR AUTOMATIC TRANSMISSION



P—PARK	Use only when car is stopped.	CAR PARKED
-*LIFT-		
R—REVERSE	For backing car—from stop.	
-*LIFT-		
N—NEUTRAL	For standing (Brakes Applied).	NORMAL DRIVING RANGE
D—DRIVE	For Forward Driving. Step hard on accelerator for extra acceleration below 40 mph	
-*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, MUD AND STEEP GRADES

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

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 off all electrical loads such as headlights, radio, heater, etc., until after engine is started.
- Turn on key, place the selector lever in "N" until car reaches 25 to 30 miles per hour and move the lever to "L" 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 thirty miles per hour, drive shaft must be disconnected.

WHEN PARKING YOUR CAR

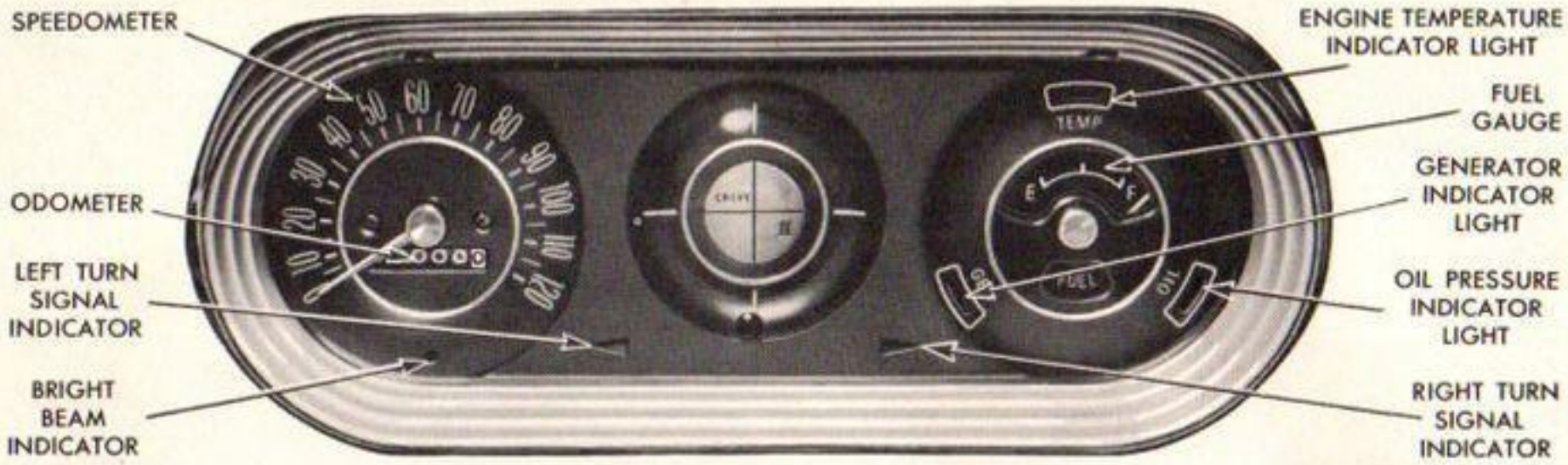
To be double safe, always engage the parking brake (see page 14) and place the transmission selector lever in "Park" position when leaving your car unattended.

AUTOMATIC TRANSMISSION DRIVING CAUTIONS

- Do not accelerate engine in 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 except for hard pulls at low speed or downhill braking at speeds below forty MPH.
- Do not shift into Reverse or Park before coming to a complete stop.
- Always engage parking brake when parked.

When towing any vehicle on its front wheels, the steering wheel should be secured to maintain a straight forward position.

INSTRUMENTS



GENERATOR INDICATOR

This indicator is a check on generator output. Normally the light appears when the ignition is turned on, may remain on or flicker on and off while the engine is idling, and goes out as engine speed increases. If the red light remains on at normal driving speeds the charging circuit is not functioning properly. See your Authorized Chevrolet dealer 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. Driving the car while this light is on can quickly result in severe engine damage.

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 as engine speed is increased.*

The instruments, gauges and warning lights conveniently grouped in the instrument cluster before your eyes will tell at a glance many important things about the performance of your car. The information on these two pages will help you to interpret all of these very helpful instruments. Familiarize yourself with their use and make it a practice to scan the instrument cluster after you start the engine and periodically as you operate your Chevy II.

SPEEDOMETER

The speedometer, located directly in front of the driver, indicates the speed of the car in miles per hour. The odometer, which operates in conjunction with the speedometer, registers accumulated mileage.

FUEL GAUGE

This electrically operated gauge indicates the amount of fuel in the fuel tank. It is operative only when the ignition switch is in the "ON" position. When the ignition switch is turned "OFF" the needle will not necessarily return to the EMPTY mark but may stop at any point on the dial.

TEMPERATURE INDICATOR LIGHT

Should the temperature of the engine coolant reach the point where there is danger of engine damage, this red indicator light will come on. If this occurs, stop the engine until the cooling system is thoroughly checked and the cause of the overheating is found and corrected. As a check on the condition of the bulb and circuit of this indicator light, it will come on when the ignition key is in "START" position but before the engine is started. The light should go out when the engine starts.

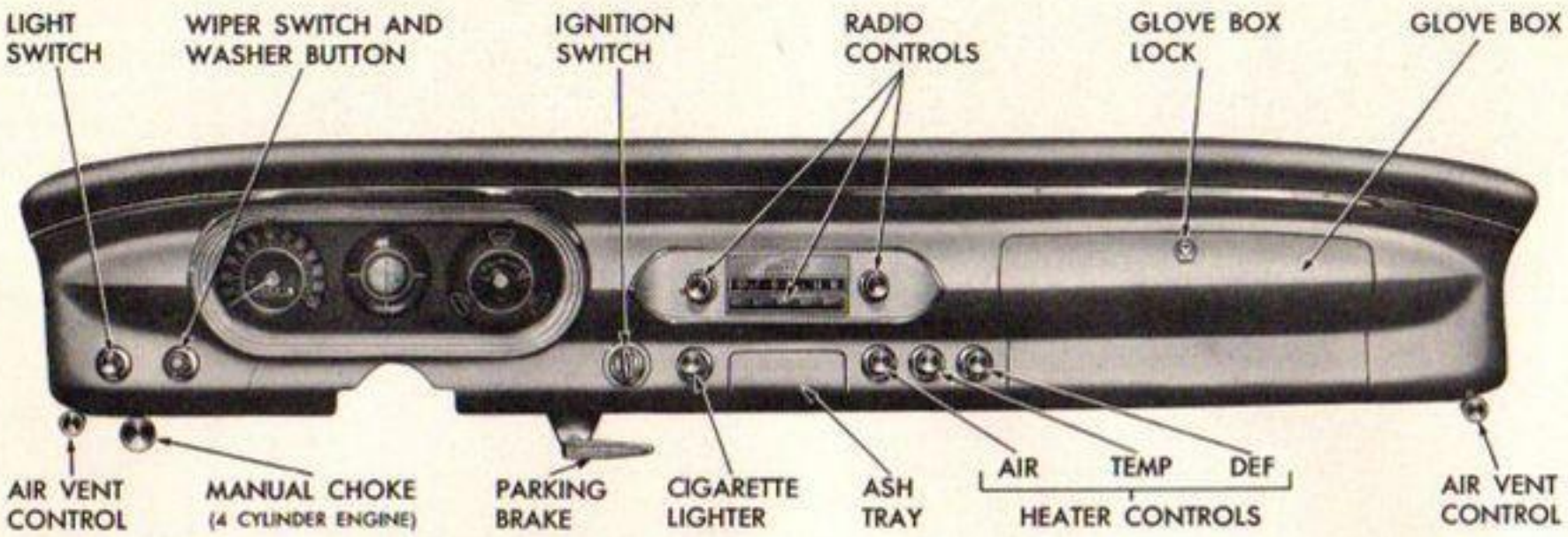
BRAKE INDICATOR LIGHT

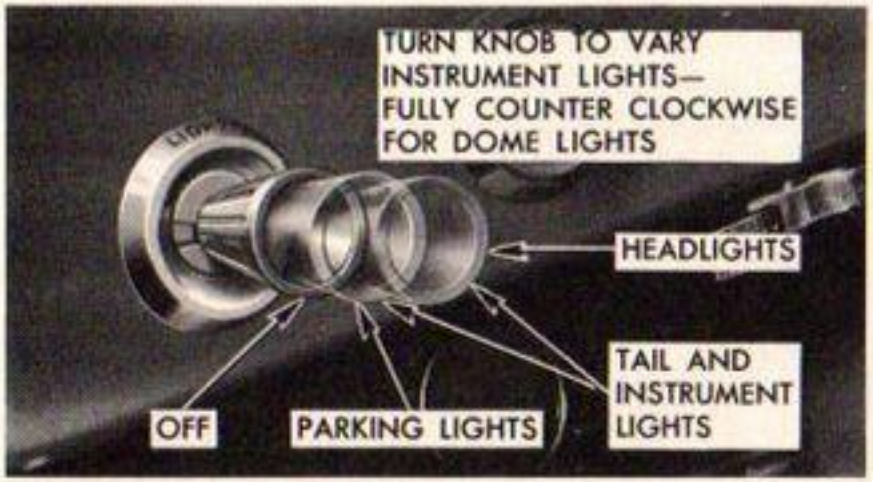
This indicator light, when installed, will flash when the ignition key is turned "ON" if the parking brake is engaged, warning you to release the brake before proceeding. See "Parking Brake" on page 14.

HEADLIGHT BEAM INDICATOR LIGHT

This indicator light will be on whenever the high beam, or "brights," of your headlights are in use. Always "dim" your headlights when approaching oncoming cars. See "Headlight Beam Switch" on page 13.

CONTROLS





LIGHT SWITCH

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

HEADLIGHT BEAM SWITCH

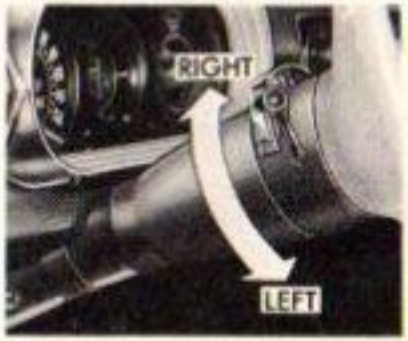




"High" and "low" headlight beams are controlled by the floor button at your left foot. The Headlight Beam Indicator, located below the speedometer dial, will be lighted when the high beams are in use. Always use "low beam" when approaching oncoming cars.

TURN SIGNAL

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

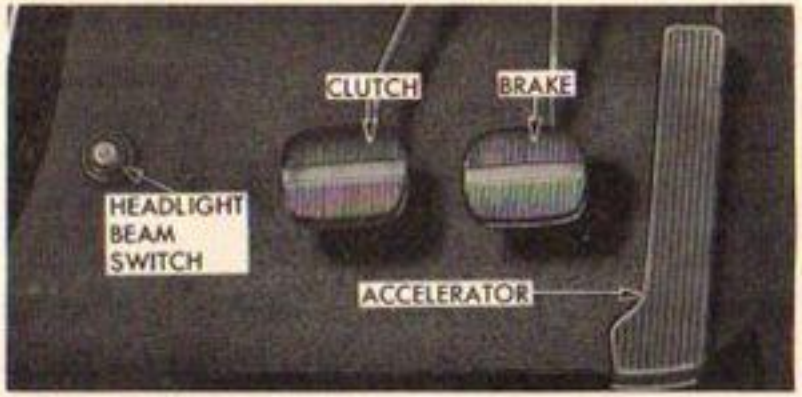


Remember to turn on the signal well in advance of your turn.

LIGHTING SYSTEM TROUBLE CHECKS

- If headlights flicker on and off rapidly, your Authorized Chevrolet Dealer should be called upon immediately to correct the overload condition.
- If the tail light fuse blows out, the instrument panel lights will also be inoperative. Check both the instrument panel fuse and the tail light fuse. (See page 40.)
- If, when signalling a turn, the indicator light comes on but does not flash, a burned out front or rear turn signal lamp on that side or an improper flasher is indicated.
- If the turn indicator comes on and stays on when signalling a left or a right turn and no "clicking" is heard, replace the flasher.
- If flasher clicks but the indicator light does not operate, replace the indicator bulb.
- If, when signalling a turn, the indicator light operation is very rapid, an improper flasher is indicated.
- Series type 2-bulb flashers are standard equipment on your Chevy II. Replace with the same type.

Foot Controls



Clutch and Brake Pedals

Both the brake and the clutch pedals are of the pendant type which provides ample footroom on the floor as well as extra leverage for easier, more positive pedal application.

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 hand operated parking brake is conveniently located just to the right of the steering column.

- Pull the cane type handle toward you to engage the parking brake. This mechanically sets the rear wheel brakes. The handle will remain in the extended position while the parking brakes are applied.
- To release the parking brake, turn the handle clockwise and allow it to return to its original position.

The brake indicator light, if installed, is illuminated, when the brake is applied, by a flashing red light.



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

Operate the washers by pressing the button in the center of the wiper control knob. This will send a measured amount of water or other cleaning agent onto the windshield and also will cause the wiper knob to turn, thus starting the wiper motor. The wiper will then continue to operate until manually turned off at the wiper knob.

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

NOTE: *The solvent will not prevent spray from freezing on glass. Do not attempt to clean windshield in freezing weather unless the cold weather precautions described in the paragraph below are observed.*

Cold Weather Washer Operation

During periods when temperatures of freezing or below can be expected, use G. M. Windshield Washer Anti-freeze and prewarm the windshield using the heater defrosters before attempting to use the washers.



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

CHEVY II RADIOS

Each of the optional "all transistor" Chevy II 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.



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.



RADIO TIPS

- Be sure your dial is exactly on the station for clearest reception.
- For local reception, raise the antenna at least as high as the roof of the vehicle. For long distance reception, extend the antenna to its full length.
- Push buttons may need to be readjusted occasionally for best reception.
- The Conelrad markings at 640 and 1240 on the radio dial indicate Office of Civilian Defense frequencies; the only frequencies which will be used in case of a national emergency.
- If radio stops playing, first check the radio fuse in the junction block; then check the antenna lead-in cable. If this does not locate the trouble, take the radio to your Authorized Chevrolet Dealer.

POWER STEERING

Chevy II optional Power Steering is designed to reduce steering effort without losing the so-called "feel" of manual steering. Power steering assistance is zero up to a pull of about three pounds at the rim of the steering wheel. At the three pound load the Power Steering unit will begin to gradually take over, until, at a pull of about eight pounds or more on the steering wheel, it will supply about 80% of the effort needed to turn the front wheels.

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.

DELUXE HEATER

The Chevy II Deluxe Heater draws outside air through the air inlet just ahead of the windshield and passes it through the heater core and into the passenger compartment in such a manner as to provide just the desired comfort level within the car. Listed on the following page are the heater operating controls. The suggested operating procedure shown in the table below and the operating tips on the following page will help you to become more quickly familiarized with heater control operations.



HEATER CONTROL SETTINGS

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

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

Heater Controls

Three control knobs comprise the control center of your Deluxe Heater, the AIR-FAN knob, TEMP knob and DEF knob.

AIR—This is the air ON or OFF control. Pull the knob fully OUT to direct outside air through the heater, push IN to completely shut OFF the air flow. DO NOT ATTEMPT TO OPERATE THE HEATER UNLESS THIS KNOB IS PULLED FULLY OUT.

TEMP—Pull this knob fully OUT to provide maximum heat output from the heater. Push in the knob as desired to permit an almost infinite degree of temperature regulation.

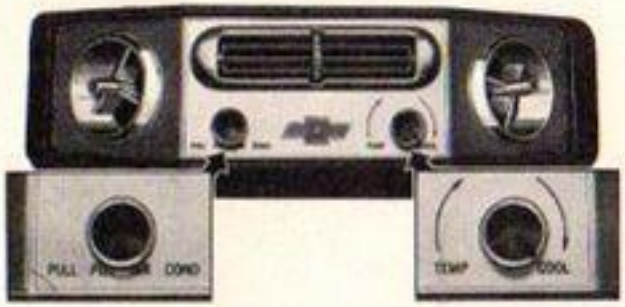
DEF—Pull this knob fully OUT to divert the entire air flow to the defroster outlets. Intermediate settings may be used to divide the air flow between these defroster outlets and the floor distributor duct.

FAN CONTROL—Turn the AIR knob to operate the three-speed blower motor. Never operate the blower in any speed unless the AIR knob is pulled fully OUT.

HEATER OPERATING TIPS

- Keep windows and vents closed. If any are open, uncomfortable drafts, dust, wind and road noise will be introduced into the car. Air Control must be pulled all the way out to operate heater.
- During moderately cold weather: move the DEF control to the "intermediate" position, the FAN control to "medium" speed and regulate the HEAT control as desired.
- During extremely cold weather: move the FAN control to the "high" speed position, the DEF control to full in position and regulate the HEAT control as desired.
- To help reduce window fogging; move the FAN control to the "high" speed position, place the DEF control in the "intermediate" position and regulate the HEAT control as desired. Windows and vents must be closed.
- "High" blower speed will insure adequate heat in the rear seat.

DELUXE AIR CONDITIONING



The Chevy II Deluxe Air Conditioning System operates in conjunction with the heater to provide conditioned air for maximum passenger comfort during every season of the year. Air flow may be directed through the two side louvers, two ball outlets and the front louver. Air conditioning controls are:

AIR CONDITIONING "ON" KNOB—left front of the air conditioning unit—pull knob fully out to divert air flow through the air conditioning unit and turn on the system.

COOLING CONTROL KNOB—right front of the air conditioning unit—turn knob clockwise to provide degree of cooling desired.

AIR-FAN KNOB—left knob of the three heater control knobs on the dash panel—pull knob fully "out" for 100% outside air, push fully "in" for 100% inside air. *During air conditioning operations it is recommended that this knob be pulled out about ¼ inch.* Turn the knob for the desired blower speed.

AIR CONDITIONING OPERATING HINTS

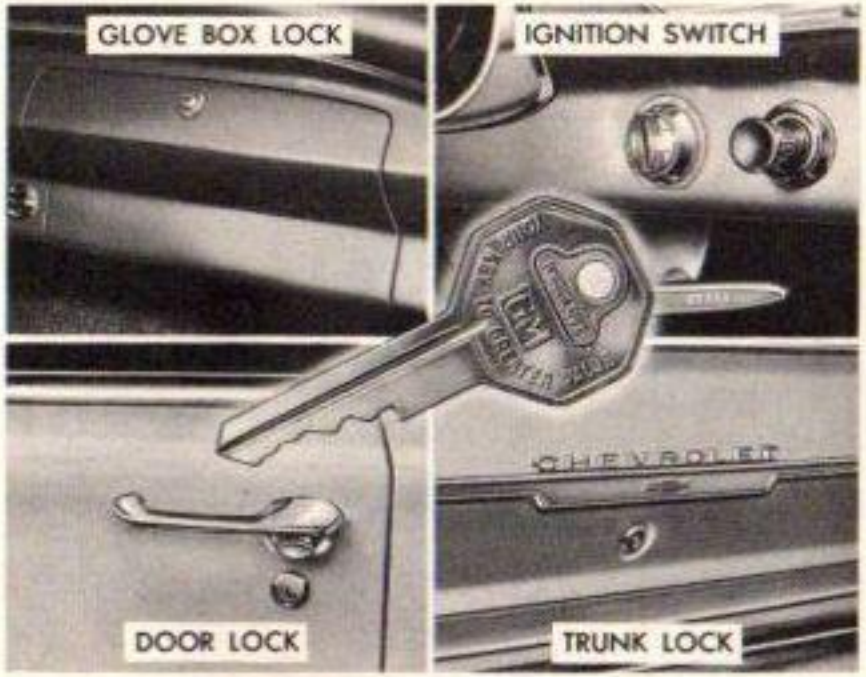
- For operation during marginal weather, use "2-level" control: move the AIR COND. ON knob partially out to divide air flow between heater distributor and the air conditioner outlets. Adjust the heater HEAT control knob and the air conditioner cooling control knob to provide desired heat at floor level and cooled air at the breathing level.
- Close all windows and vents when operating system except for the first few minutes of operation when the car interior is very hot. Close the windows as soon as the excessively heated air has escaped.

SEATS

The front seat may be quickly and easily adjusted forward or rearward to provide maximum driving comfort. (Your Authorized Chevrolet Dealer can make additional adjustments to further tailor the seat to your particular comfort requirements.)

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

KEYS, DOORS AND LOCKS

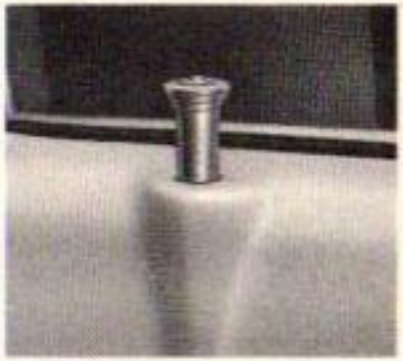


A single key operates all the locks on your Chevy II, both front doors, ignition switch, glove box and trunk.

Each key has a serial number stamped on a removable plug. This number will enable you to have another key made in the event that the original is lost.

To avoid the possibility that unauthorized persons might duplicate your key, it is strongly recommended that you record the serial number and then, with a hammer and punch, remove the knockout plug.

Door Locks



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

Locking the Doors

FRONT DOORS: *Inside*—push inside release handles fully forward. *Outside*—use ignition key.

REAR DOORS: *Inside*—push down on locking button. (Rear doors can be locked from the inside only.)

Unlocking the Doors

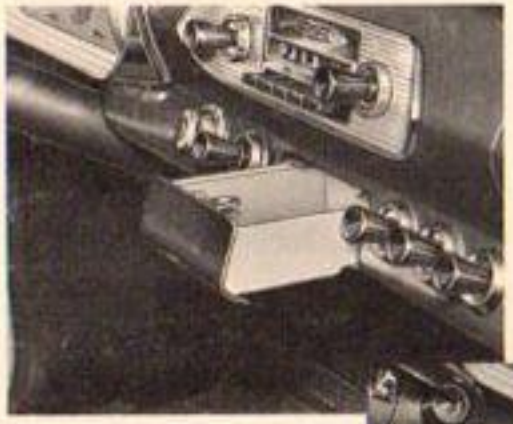
FRONT DOORS: *Inside*—pull inside release handles fully rearward. *Outside*—use ignition key.

REAR DOORS: *Inside*—lift up on locking button. (Rear doors must be unlocked from inside.)

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

ASH TRAY AND CIGARETTE LIGHTER

Pull the "drawer" out to expose the ash tray. To empty the tray, pull out to the stop, depress the tray, and remove from the instrument panel. The entire ash tray and lid assembly is thus removed. When cleaned, slide back into place. On cars so equipped, push in on the cigarette lighter to operate. When heated ready for use, it will "snap" back into normal position.





GLOVE BOX

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



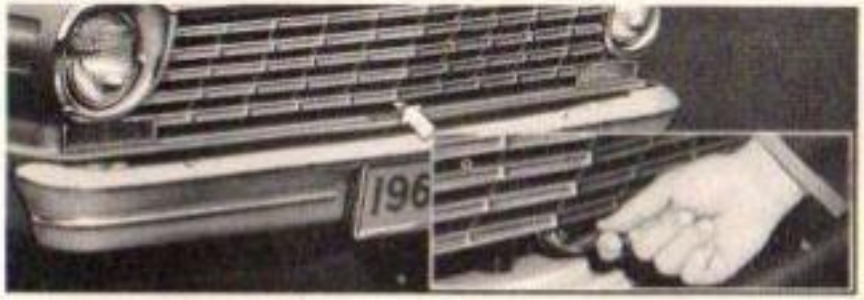
AIR VENTS



The air vents in each kick panel admit air from the vent grille just ahead of the windshield. Control knobs open and close the vents.

HOOD RELEASE

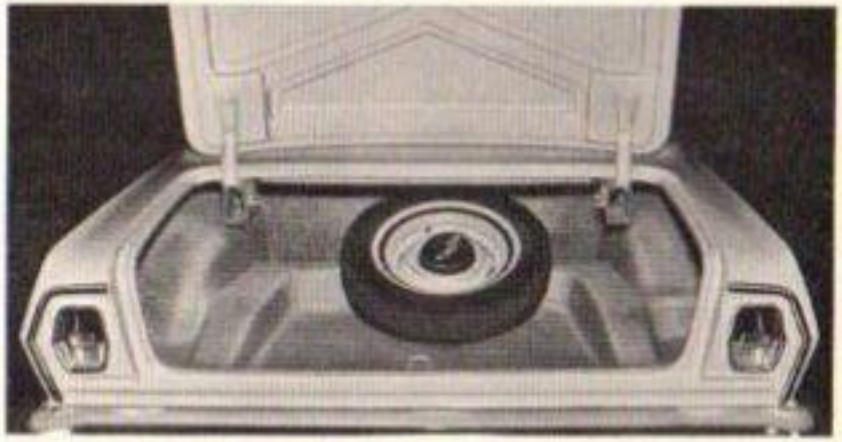
Pull the hood release to open the counterbalanced hood. If the hood must be slammed to insure closing, it is in need of adjustment. A hard slam should not be necessary.



GAS CAP

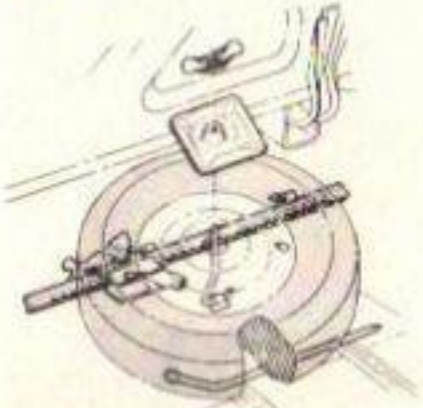
The gas cap is located in the left rear fender in all models of the 1963 Chevy II passenger cars and station wagons. Turn the cap to the left to open and to the right to close. When closed the cap fits flush with the fender. The cap is not vented.





REAR COMPARTMENT

Unlock and open the counterbalanced trunk lid with the ignition key. Close the lid firmly to close the lock. The spare tire and auto jack are located in the trunk as shown. The illustrations below illustrate proper jack and tire stowage.



SEDAN AND COUPE



CONVERTIBLE

LOWERING THE TAILGATE

Before opening the tailgate, whether your station wagon is fitted with an electrically operated or a manual tailgate, always lower the tailgate window fully.

Tailgates which have an electrically operated rear window incorporate a safety feature which prevents raising the tailgate window until the tailgate is fully closed.

Manually Operated Tailgate Window



To Open:

- Unlock the window winding lever, if necessary, by means of the ignition key.
- Pull the crank knob out.
- Turn the window fully DOWN and snap the knob back into the stowed position.
- Push the release lever located at the top center of the inner face of the tailgate to the LEFT and lower tailgate.

To Close:

- Lift the tailgate and slam to close.
- Roll up the tailgate window if desired.
- Winding lever may be locked if desired.

Electrically Operated Tailgate Window

The electrically operated tailgate window (standard equipment on three-seat station wagons—optional on all others) may be opened by means of three switches:

1. A key operated switch on the tailgate.
2. A switch on the instrument panel.
3. A switch on the left rear interior trim panel (three seat styles only).


OUTSIDE TAILGATE SWITCH


DASH PANEL SWITCH


REAR TRIM PAD SWITCH

OPERATING THE FOLDING SEATS

The rear seats of your Chevy II Station Wagon may be quickly and easily converted into cargo space where needed. The two seat style second seat and the three seat style rear seat are identical in appearance and operation.

ALL MODELS—SECOND SEAT





THIRD SEAT—THREE SEAT MODELS



Two Seat Style Rear Seat

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

Three Seat Style Seats

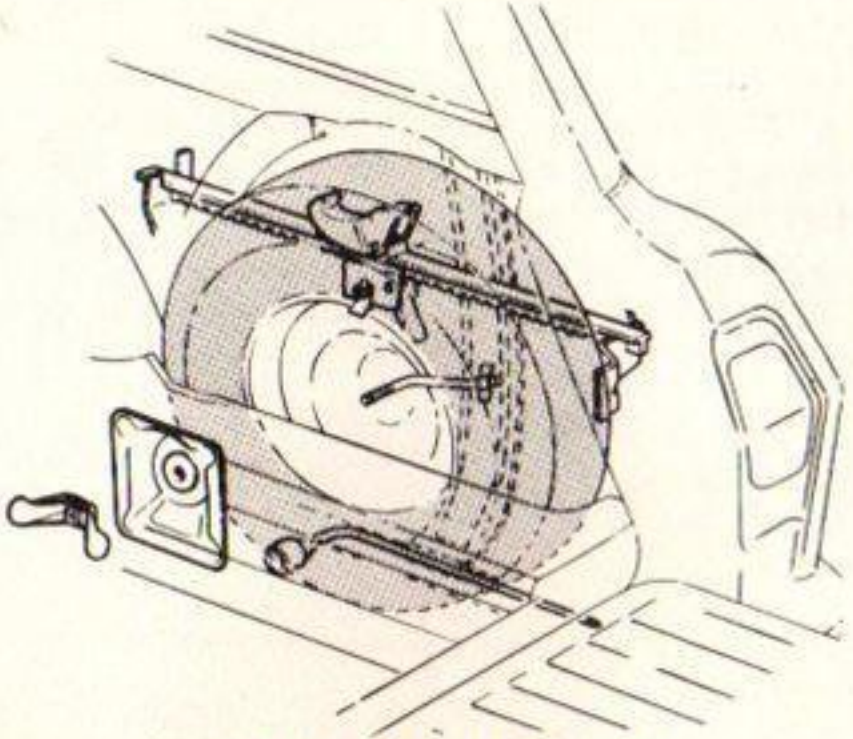
CENTER SEAT—Operate the center seat in the same manner as the rear seat in the two seat styles.

REAR SEAT—

- Open the tailgate.
- Grasp the strap at the rear of the seat cushion and rotate it over and back, forming the rear of the cargo space.
- Pull the seatback rearward and down to complete the floor of the cargo space. Reverse the procedure to raise the seat.

SPARE TIRE AND JACK STOWAGE

The spare tire and jacking equipment are stowed behind in the right rear quarter panel. The tire is covered by a plastic boot. The boot should be removed and installed while the wheel and tire are out of the vehicle. A movable flap allows access to the large wing nut which secures the tire and jacking equipment. Be sure the jacking equipment is properly installed before the tire is set into place to avoid annoying rattles.



STATION WAGON

CONVERTIBLE

Except for the folding top, the convertible model is operated in the same manner as other Chevy II models. For top and rear window operation consult the booklet "Operation and Care of the Folding Top" received with your car.

EXTERIOR APPEARANCE

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

Washing Your Car

The best way to preserve the finish is to keep it clean. Normally only frequent washings are required to maintain its original beauty. Wash the car in either warm or cold (never hot) water, not in the direct rays of the sun, and not while the sheet metal surfaces are hot. Never wipe dirt from dry painted surfaces because this may scratch the finish. The use of strong soaps and chemical detergents should be avoided and in any event cleaning agents should be promptly flushed from the surface and not allowed to dry or they may streak the finish.

Polishing and Waxing Your Car

Even though the acrylic paint on your car is more durable than conventional finishes, under certain conditions you may wish to wax or polish your car to provide maximum protection. Calcium chloride and other salts, road oil and tar, tree sap, chemicals from factory chimneys and other foreign matter may damage any known automobile finish if allowed to remain in contact with the paint film. Prompt washing may not thoroughly remove these deposits and, particularly in geographical areas where these exposure conditions are severe, properly applied polishes and waxes of known quality will provide the best protection. Many Chevrolet Dealers offer various types of polishes or waxes which have proven of real value in maintaining a good paint finish.

NOTE: *Some chemical cleaners used for removing road oil and tars from painted surfaces have been found to be detrimental to acrylic finishes. When purchasing a cleaner, make sure that the instructions specifically state that the contents can be safely used on an acrylic finish.*

BRIGHT METAL TRIM LOCATION AND TYPE

ALUMINUM	Body side and Rocker Sill Mouldings Headlight, Tail light and Parking Light Frames Radiator Grille Back-up Light Frames
CHROME	Bumpers Hood Emblem Door Handles and Key Locks Series Nameplates and Ornaments Ventipane Channel Side Window Glass Mouldings Deck Lid or Tailgate Emblem and Control Hub Caps
STAINLESS STEEL	All bright metal trim not listed above may be assumed to be Stainless Steel.

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. In severe cases, road oil and tar may be removed from aluminum trim by cleaners specified as safe for use on acrylic finishes.

It is recommended that all bright metal parts of your Chevy II, 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 4-cylinder and 6-cylinder engines are designed to operate efficiently on Regular grade gasolines. If excessive knocking occurs in your engine, 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

If you plan to operate your Chevy II outside the continental limits of the United States or Canada, there is a possibility that the best fuels available are so low in octane quality that excessive knocking and serious engine trouble may result from their use. To minimize this possibility, write to Chevrolet Motor Division, General Motors Corporation, Service Operations Department, Detroit 2, Michigan giving:

- Engine serial number (refer to page 38).
- The compression ratio of your engine (see page 39).
- The country or countries in which you plan to travel.

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

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

OIL VISCOSITY AND QUALITY

		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

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

For sustained high speed driving when the temperature is above 90° F., SAE 30 or SAE-10W-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, while the engine is hot, 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 engines will be found on Page 38.



The four-cylinder and six-cylinder crankcase dipsticks are located on the right side of the engine as shown in the four-cylinder engine illustration shown here.

COOLING SYSTEM CARE

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

system when used with the quality of water found in some areas.

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

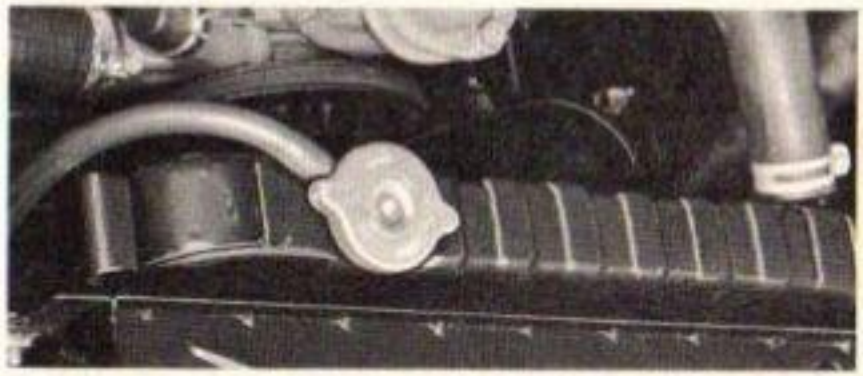
Check the coolant level regularly. Level should be 1" below top of filler neck when cold. Add water or permanent anti-freeze as required to maintain proper level. Concentration of coolant should be to 0°F. or below to insure sufficient corrosion protection.

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

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

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

Pressure Type Radiator Cap



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

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

Draining the Cooling System

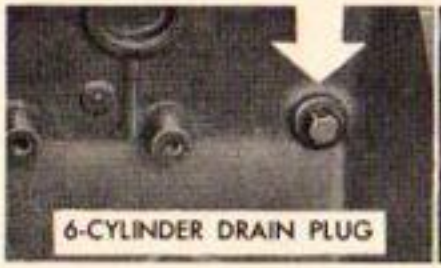
To Completely drain the cooling system:

- Open the drain cock at the center bottom of the radiator. This will drain the radiator and hoses but will not allow the coolant to drain from the engine block.



- Remove the drain plug located at the rear side of the block to complete the draining procedure.

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





TIRE CARE

Your new Chevy II 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.

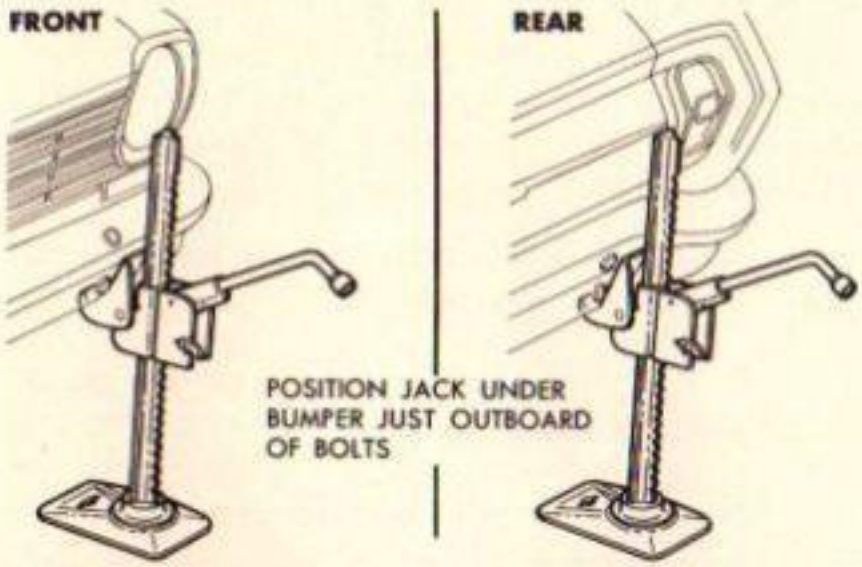
Station Wagons Only—When operating with heavy loads, improved handling will be obtained by decreasing front tire pressures 2 pounds and increasing rear tire pressures 2 pounds.

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

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

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 jack load rest must locate under the bumper as shown.

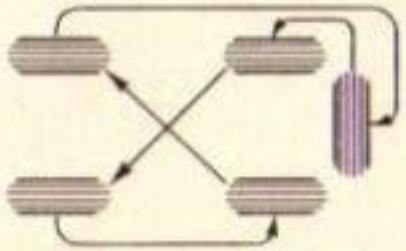


Set parking brake, block diagonally opposite wheel, remove hub cap and loosen wheel nuts. Set small lever on jack to UP position, and with jack handle, raise car until the tire clears the ground. Remove the wheel and put on the spare, tightening the wheel nuts. Move the jack control lever to down position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

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

FOR MAXIMUM TIRE LIFE

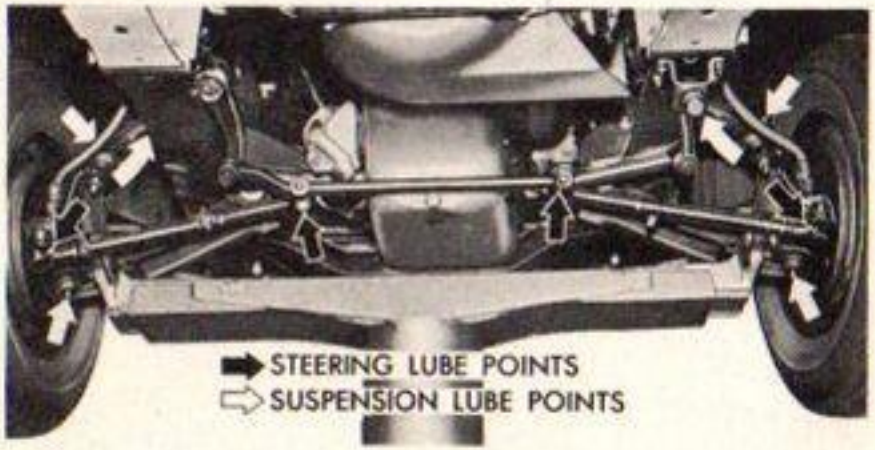
- Keep tires properly inflated.
- Check regularly for cuts, bruises and puncturing objects. Nails etc. will often be carried in the tire with no noticeable loss of air. Do not remove a puncturing object until prepared to change or repair the tire.
- Avoid sudden starts and stops; take curves and corners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



PERIODIC MAINTENANCE AND LUBRICATION RECOMMENDATIONS

FRONT SUSPENSION

Every 6,000 miles or 6 months—Lubricate fittings with lubricant specified in Note 1, page 37.



STEERING LINKAGE

Every 6,000 miles or 6 months—Lubricate fittings with lubricant specified in Note 1, page 37.

CLUTCH CROSS-SHAFT LEVER

Every 6,000 miles or 6 months—Lubricate fitting with lubricant specified in Note 1, page 37.

STEERING GEAR

Every 30,000 miles—check steering gear lubricant level in the following manner:

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

POWER STEERING PUMP RESERVOIR

Every 6,000 miles or 6 months—Check level in pump reservoir. Fill as required with automatic transmission fluid "Type A" with AQ-ATF-A mark. Check oil level and fill pump with oil hot and wheels in straight ahead position only.

FAN BELT

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

DISTRIBUTOR

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

AIR CLEANER*

Polyurethane Type

Every 12,000 miles—Clean element in suitable solvent such as kerosene, squeeze out all solvent, then soak in engine oil and squeeze out. Wrap in clean, dry cloth to squeeze out excess oil.

ENGINE OIL CHANGE*

Engine oil should be changed at 60 day or 6,000 mile intervals, which ever comes first.

Crankcase Breather Cap

At every oil change—Clean in solvent and reoil.

FUEL FILTER

Replace filter element, located in carburetor inlet, if carburetor flooding occurs.

OIL FILTER*

6,000 miles or every six months, whichever comes first—Change filter element.

CRANKCASE VENTILATION VALVE*

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

UNIVERSAL JOINTS*

Every 30,000 miles—Clean and repack with high melting point wheel bearing lubricant.

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

TRANSMISSION

3-Speed

Every 6,000 miles—Check at operating temperature and fill as necessary to level of filler plug hole with lubricant specified in Note 2, page 37.

Powerglide

Every 6,000 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" bearing the mark AQ-ATF, followed by a number and the suffix letter "A", to full mark on dipstick. Check with engine idling. DO NOT OVERFILL.

Lubricate the Powerglide control shaft between transmission and frame with lubricant specified in Note 1, page 37.

REAR AXLE

Standard Rear Axle

Every 6,000 miles—Check and keep filled to level of the filler plug with lubricant specified in Note 2, page 37.

Positraction Rear Axle

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

FRONT WHEEL BEARINGS

Every 30,000 miles—Clean and repack bearings with high melting point wheel bearing lubricant.

BATTERY

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

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

PARKING BRAKE

Every 6,000 miles — Apply lubricant specified in Note 1, page 37 to pulley bearing area, parking brake cable, cable guides and at all operating links and levers.

BRAKE MASTER CYLINDER

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

AIR CONDITIONING

Every 6,000 miles—Check sight glass under the hood, after the system has been in operation for several minutes. Sight glass should be clear. Bubbles or dirt 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 checks and proper aiming and adjustment are strongly recommended. Your Chevrolet Dealer is equipped and trained to properly service your headlamps.

ENGINE TUNE-UP

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

NOTE 1: *Lubricate with water resistant EP lube, General Motors Standard GM 4751-M.*

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

SPECIFICATIONS

SERIAL AND UNIT NUMBERS

Car—Stamped on Vehicle Identification Plate attached to left front body pillar.

Body—Stamped on plate attached to cowl panel.

Engine—Stamped on boss on block.

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

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

DIMENSIONS

Overall Length	183.0"
Height	55.0"
Width	70.8"
Wheelbase	110.0"

CAPACITIES

Gasoline Tank	
All Models	16 gal.
Crankcase (Refill)	
4 Cylinder (with oil filter change)—1 pt. filter	4 qts.
6 Cylinder (with oil filter change)—1 qt. filter	5 qts.
Transmission	
3-Speed	2 pts.
Powerglide	15 pts.
Air Conditioning	
Freon-12	2 lbs., 8 oz.
525 Viscosity Oil	10 oz.
Differential	4 pt.
Power Steering	2.3 pts.

Cooling System	4 cyl.	6 cyl.
With Heater	9 qts.	12 qts.
Thermostat	180°	180°
Radiator Pressure Cap		13 lb.

ENGINE IDLE SPEEDS

	Engine	
	4 Cylinder	6 Cylinder
Automatic Trans. (In Drive)	500 RPM	500 RPM
Manual Trans. (In Neutral)	500 RPM	500 RPM

IGNITION TIMING

4 Cylinder Engine—4° BTDC 6 Cylinder Engine—8° BTDC	(with vacuum advance line disconnected and opening on manifold covered).
Compression Pressure	140 PSI @ cranking speed, engine hot.

CLEARANCES

Valve Clearance—Hydraulic Tappets	No adjustment needed
Spark Plug Gap	.035"
Clutch Pedal Free Play	¾" to 1"
Ignition Point Gap	31°-34° Dwell or .016"

ENGINE SPECIFICATIONS

Engine Data	4 Cylinder Engine	6 Cylinder Engine
	153 Cu. In.	194 Cu. In.
	1 Barrel Carburetor	1 Barrel Carburetor
Horsepower	90 @ 4000	120 @ 4400
Compression Ratio	8.5:1	8.5:1
Bore	3.88	3.563
Stroke	3.25	3.25
Firing Order	1-3-4-2	1-5-3-6-2-4

The following 14mm plugs are provided for Chevy II engines.

	Normal Service (Original Equipt.)	Colder Plug (For Continuous Heavy Duty Oper.)
4 Cylinder Engine	AC-46N	AC-44N
6 Cylinder Engine	AC-46N	AC-44N

TIRE INFORMATION

Type	Tubeless
Size:	
Standard Sedans	6.00 x 13
Station Wagon, Coupe, Convertible	6.50 x 13
Super Sport Coupe, Convertible	6.50 x 14

FUSES AND CIRCUIT BREAKER:

A Circuit Breaker in the light control switch protects the headlamp and parking lamp circuits, thus eliminating one fuse. Where current load is too heavy, the circuit breaker 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, Dome Lights	3AG/AGC-	15 amp.
Radio (Manual and Push Button)	3AG/AGC-	4 amp.
Heater	3AG/AGC-	10 amp.
Air Conditioning (including Heater)	SAE-	20 amp.
Backup Light, Brake Signal Light	3AG/AGC-	10 amp.
Windshield Wiper Motor	SAE-	20 amp.

TURN SIGNAL FLASHER:

Type	Series 2-bulb

BULB SPECIFICATIONS

	Candle-power	Number
Headlamp		6012
High Beam	50W	(Sealed
Low Beam	40W	Beam)
Parking Lamp and Front Directional Signal	4-32	1034
Tail, Stop and Rear Directional Signal Lamps	4-32	1034
Back-up Lamp	32	1073
Instrument Lamps	3	1816
Turn Signal Indicator Lamp	2	57
Temperature Indicator Lamp	2	57
Oil Pressure Indicator Lamp	2	57
Generator Indicator Lamp	2	57
Headlight Beam Indicator Lamp	1	57
Glove Box Lamp	2	57
Dome Lamp	12	211
Courtesy Lamp (Convertible)	6	89
License Plate Lamp	4	67
Radio Dial Lamp	2	1891
Brake Indicator Lamp	2	257

MINOR TROUBLE SHOOTING GUIDE

If your car acts in the following manner: (Check here in sequence shown for possible causes.)	FUEL SYSTEM AND ENGINE								ELECTRICAL SYSTEM									COOLING SYSTEM				
	Check Fuel Gauge	Flooded Carburetor	Empty Carburetor Bowl	Poor Fuel Supply to Carburetor	Idle Adjustment*	Automatic Choke*	Oil Level and Pressure	Condition of Air Cleaner	Malfunctioning Ignition Switch	Automatic Transmission Selector Lever	Check Spark	Battery and Connections	Generator and Voltage Regulator Connections	Coil and Distributor Leads	Starter Connections and Solenoid	Damp Electrical Connections	Generator Condition*	Radiator Water Level	Air Flow Through Radiator Restricted	Fan Belt Condition and Tension Adjustment	Cooling System Thermostat	Thorough Check and Tune-up Suggested*
On the following pages, see paragraph:	A	B	D	B-C-D	E	D E	L	E	F	F	K	G	G	J	H	I	G	M	N	O	P	
See information on page number:	11						10-30	35		6-8		36					10	30			31	
CAR WILL NOT START:																						
Engine Will Turn Over	1	4		3							6			2			5					7
Engine Will Not Turn Over									2	1		3			4							5
CAR WILL START—BUT:																						
Only After Repeated Tries																						1
Stalls in a Few Seconds			2	1	3																	
Stalls When Hot					1	2		3														4
Idles Rough					1			2														3
Engine Overheats																		1	2	3	4	
"Oil" Indicator Light Comes On							1															
"Gen" Indicator Light Comes On												3	2				4			1		

*See Your Authorized Chevrolet Dealer

MINOR TROUBLE SHOOTING PROCEDURES

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

FUEL SYSTEM AND ENGINE

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

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

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



Checking Fuel Flow

(B) If the fuel tank is not empty, you may check further to see whether the fuel is reaching the carburetor. Disconnect the fuel line at the carburetor. Place a jar or cup under the open line and briefly "crank" the engine by means of the starter. If fuel spurts from the fitting, you may assume that the FUEL LINES are clear and the FUEL PUMP is operating properly. If no fuel leaves the line, either the fuel lines or fuel pump are at fault. See your Authorized Chevrolet Dealer.



Fuel Filter

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

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

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

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

ELECTRICAL SYSTEM

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

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

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

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

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

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

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

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

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

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

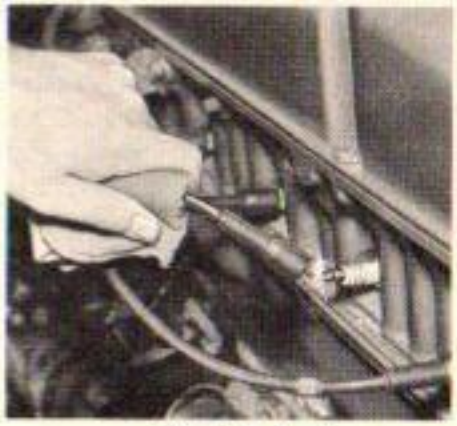
(K) If the car will still not start, check for spark at the spark plugs in the following manner:

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



Distributor and Coil Cables

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



Checking Spark

COOLING SYSTEM

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

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

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

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

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



Fan Belt Tension

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



Thermostat Installation

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