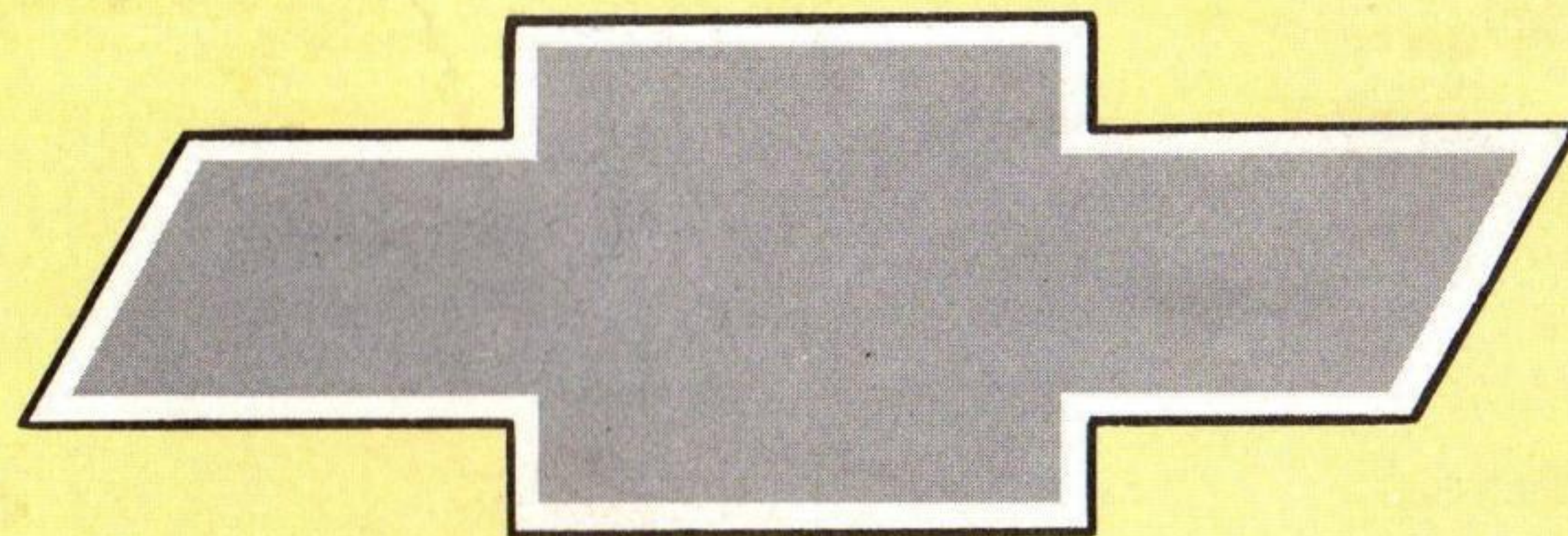
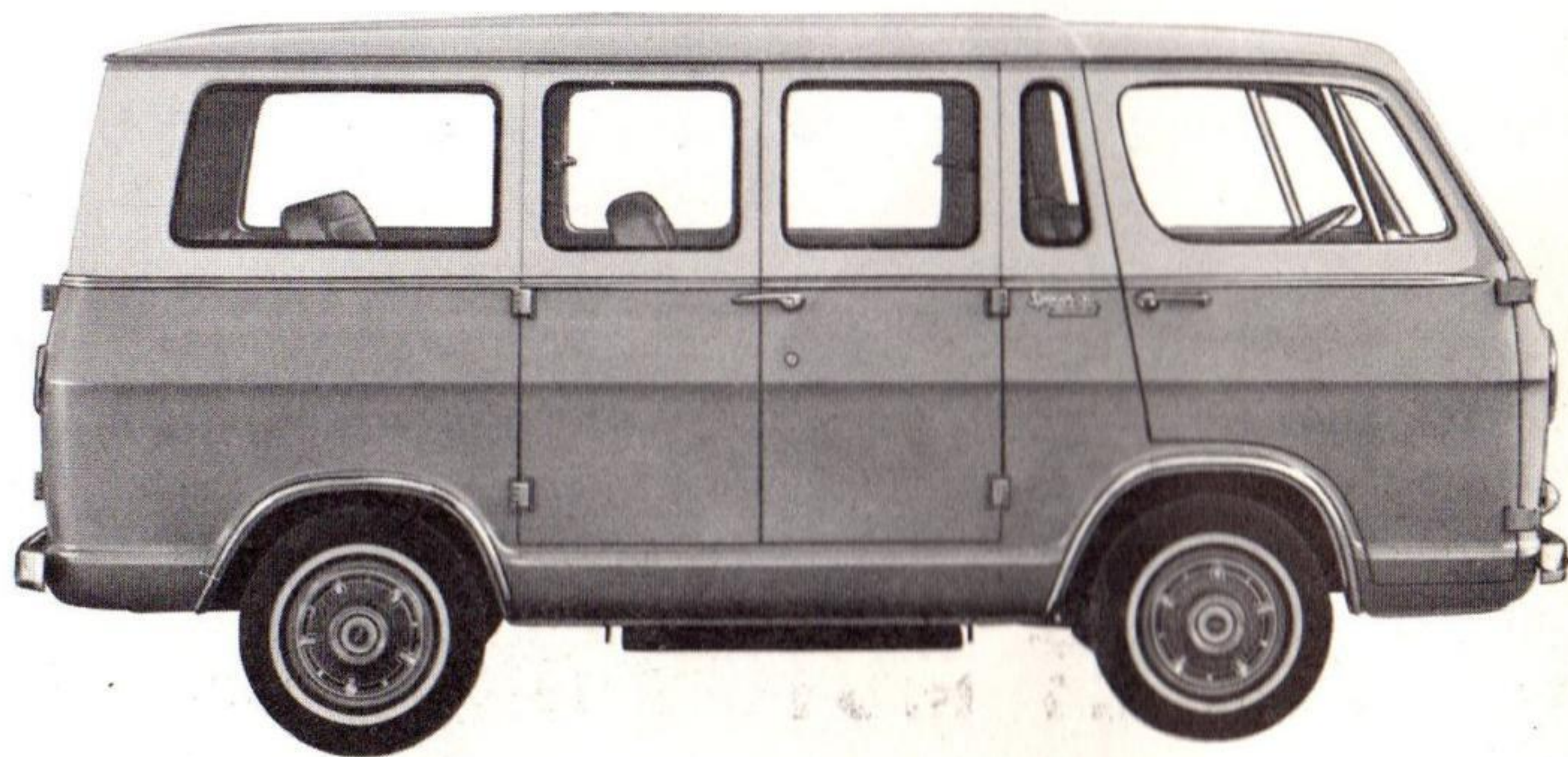
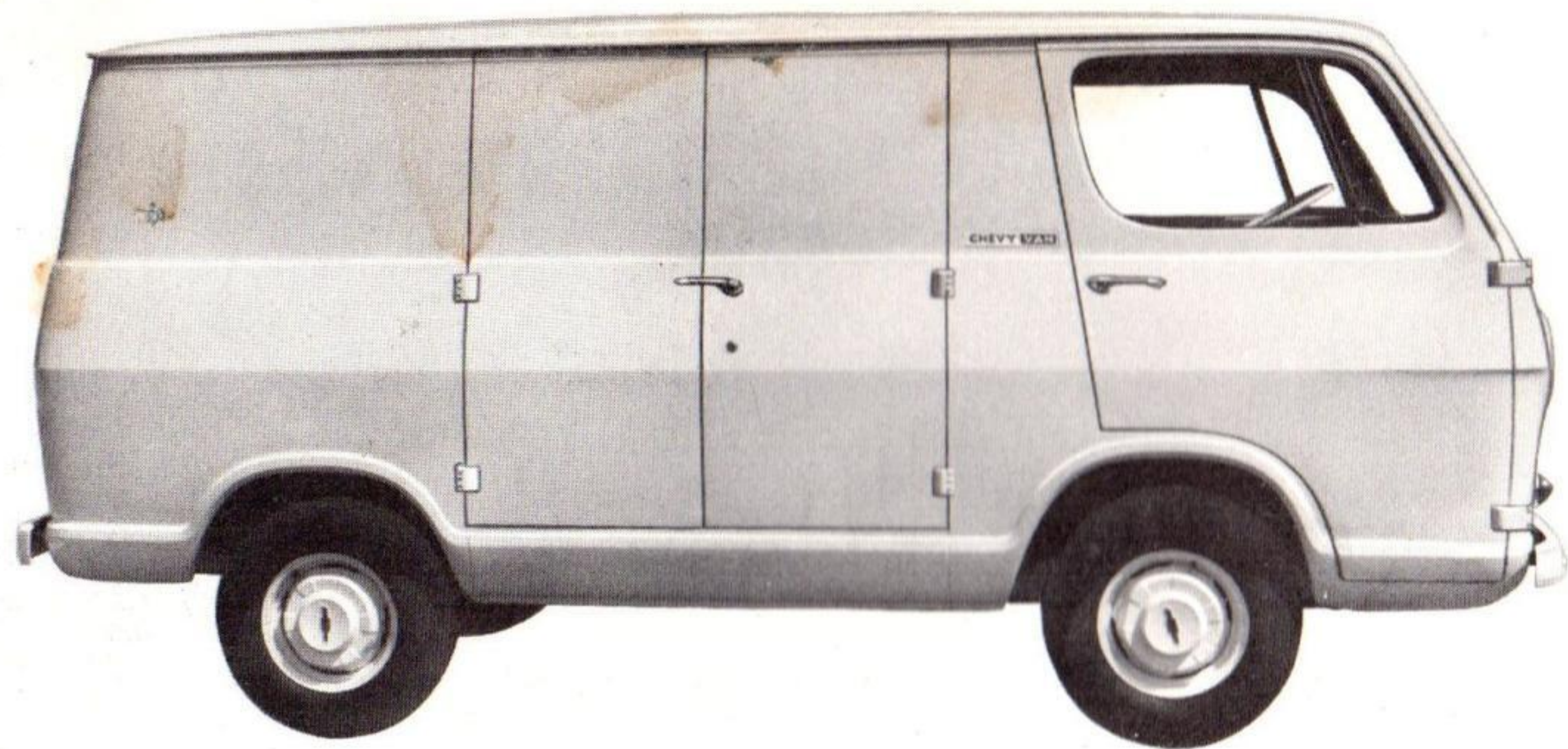


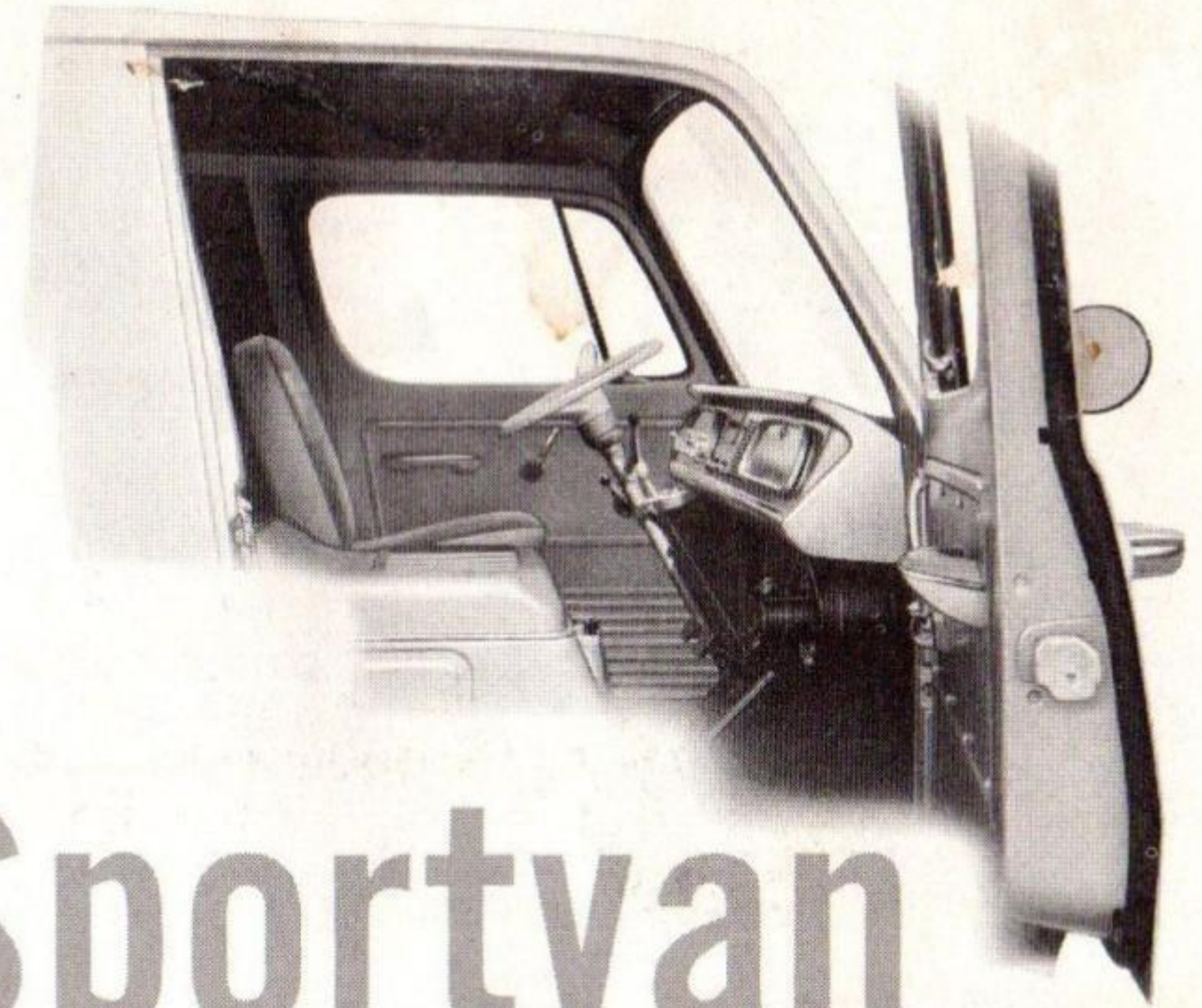
1965



Owners Guide



Guide to the Operation of the Chevy Van and Sportvan



This Owners Guide contains important information regarding the operation and maintenance of your Chevy Van or Sportvan.

To obtain maximum usage and service from this vehicle, we suggest that you familiarize yourself with the contents of this booklet and follow the recommendations outlined.

Your Chevrolet dealer has the trained per-

sonnel and specialized equipment to properly service your vehicle. Have him make regular inspections and perform any maintenance or adjustments required.

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

CHEVROLET MOTOR DIVISION • GENERAL MOTORS CORPORATION
DETROIT, MICHIGAN 48202

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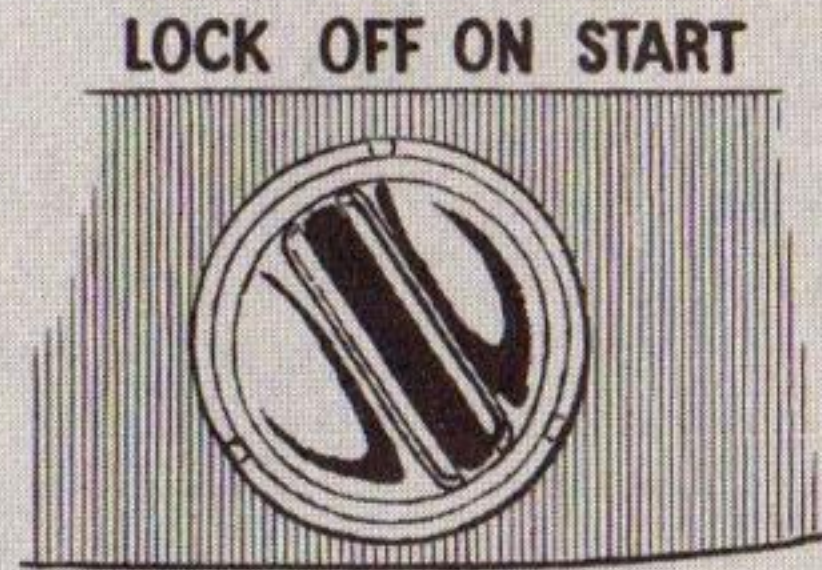
**CHEVY
VAN**



SPORTVAN

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

Starting the Engine



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 vehicle unattended.

1. **AUTOMATIC TRANSMISSION**—Place control lever in N or P position to start engine.

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

2. (a) **COLD ENGINE**—Depress accelerator pedal to floor and release, pull choke knob all the way out. If temperature is below 0°F., hold pedal about half-way down.

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

3. Turn ignition switch to START and release as soon as engine starts. Adjust choke position to obtain smooth engine operation. 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.

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 to OFF and START positions without the key.

WARM-UP

Always let the engine idle for a moment or two after starting and drive at moderate speeds for

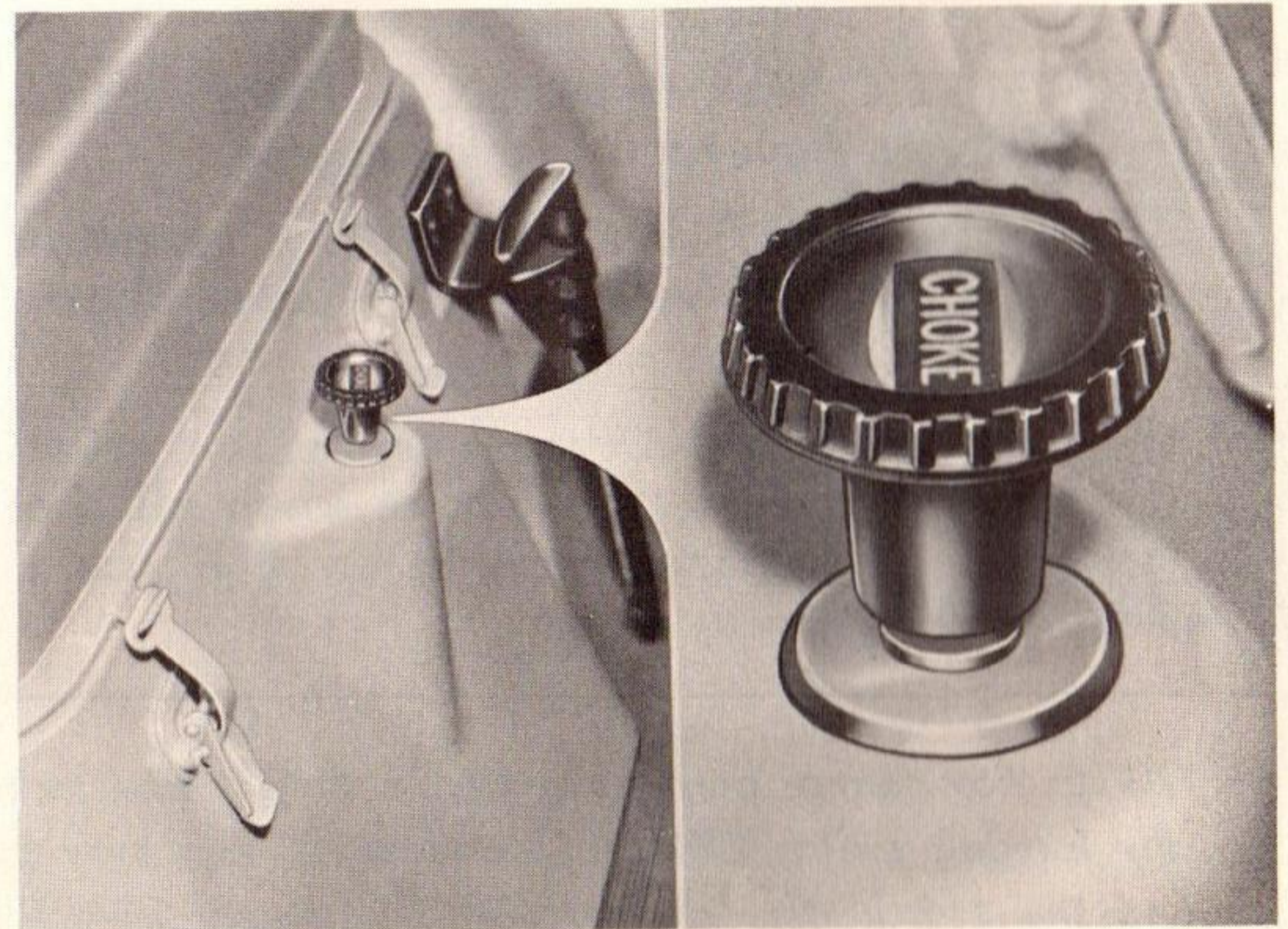
several miles, especially during cold weather, to prevent unnecessary wear to the engine, axle and transmission.

CAUTION: Carbon monoxide is a poisonous gas produced by the engine. It is colorless and odorless, so you cannot detect its presence. Be safe. Never start or run engine in a closed garage or park with engine running and windows closed.

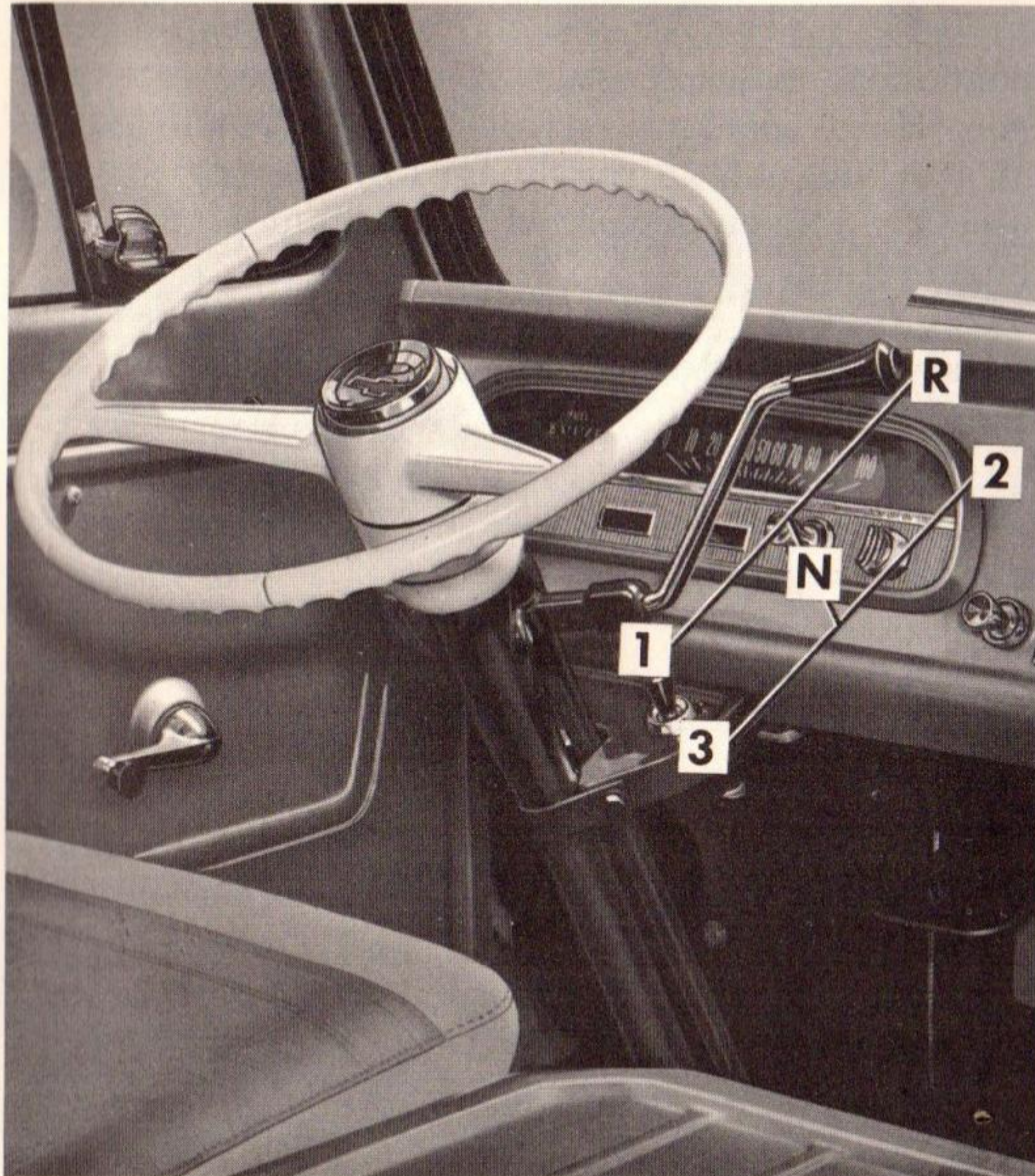
MANUAL CHOKE

The carburetor hand choke control knob is used to close the carburetor choke valve. This restricts the air intake and produces a richer fuel mixture for starting, while at the same time opening the throttle by means of a fast idle link on the carburetor.

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 the Manual Transmission



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

2nd GEAR—Release clutch pedal and depress accelerator as above, allowing the vehicle 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 the vehicle 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

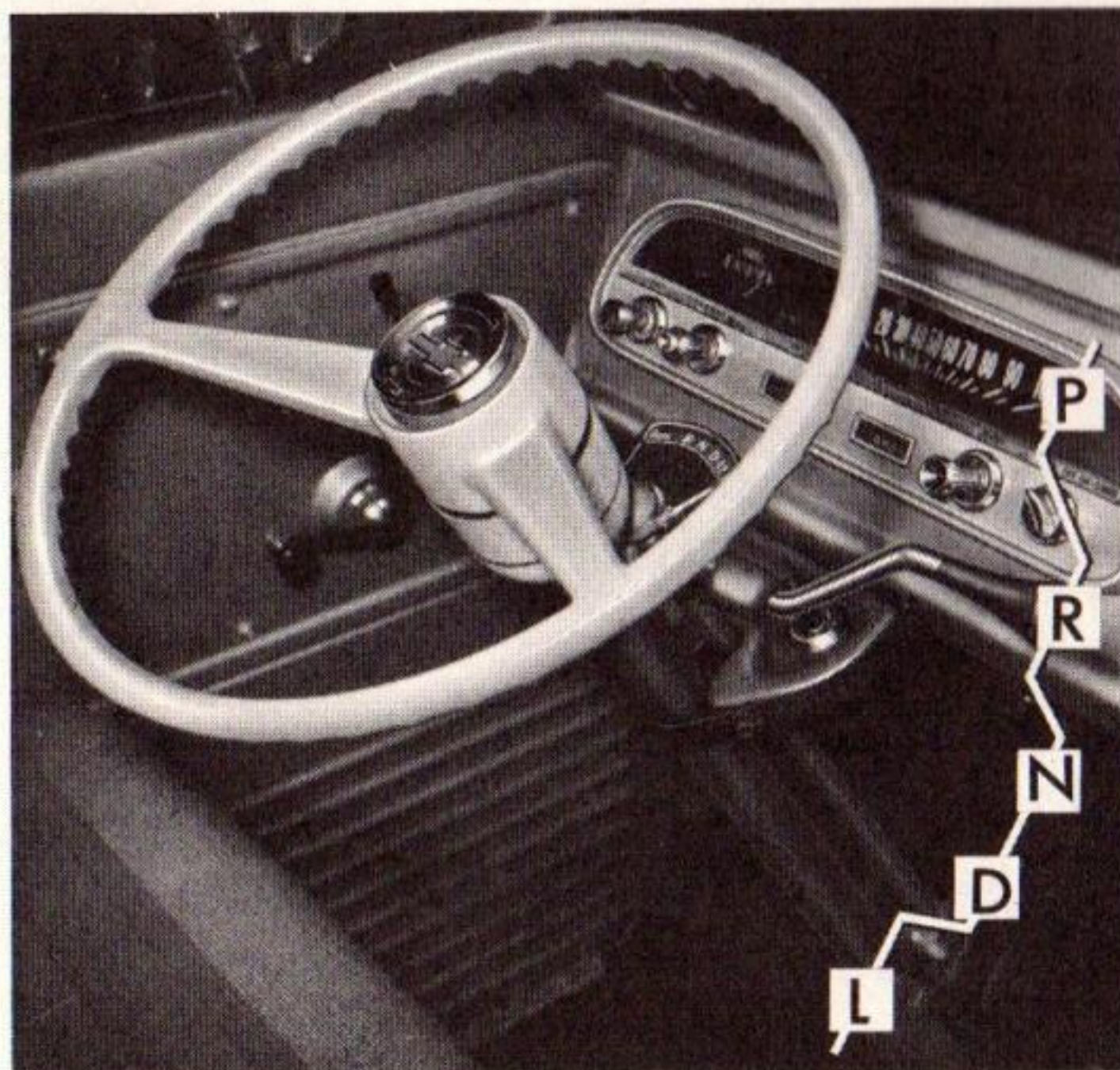
- Depress clutch pedal and turn on key.
- Place gearshift lever in Neutral position until speed reaches 15 MPH.
- Move shift lever to 3rd position and slowly release clutch pedal.

Driving with the Automatic Transmission

The automatic transmission takes the place of 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 quickly acquainted with the driving advantages and enjoyment built into your automatic transmission.



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

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

ROCKING

"ROCK" the vehicle to escape from mud, sand or snow, by slightly depressing the accelerator 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 vehicle.

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 speed 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 to start. When the engine starts, the vehicle may accelerate into the tow car.*

TOWING

The car may be towed safely on its rear wheels with the selector lever in "N" (Neutral) position at speeds of 35 miles per hour or less under most conditions.

However, the drive shaft must be disconnected

or the car towed on its front wheels if 1) Tow speeds in excess of 35 mph are necessary, 2) Car must be towed for extended distances (over 50 miles) or, 3) Transmission is not operating properly.

PARKING

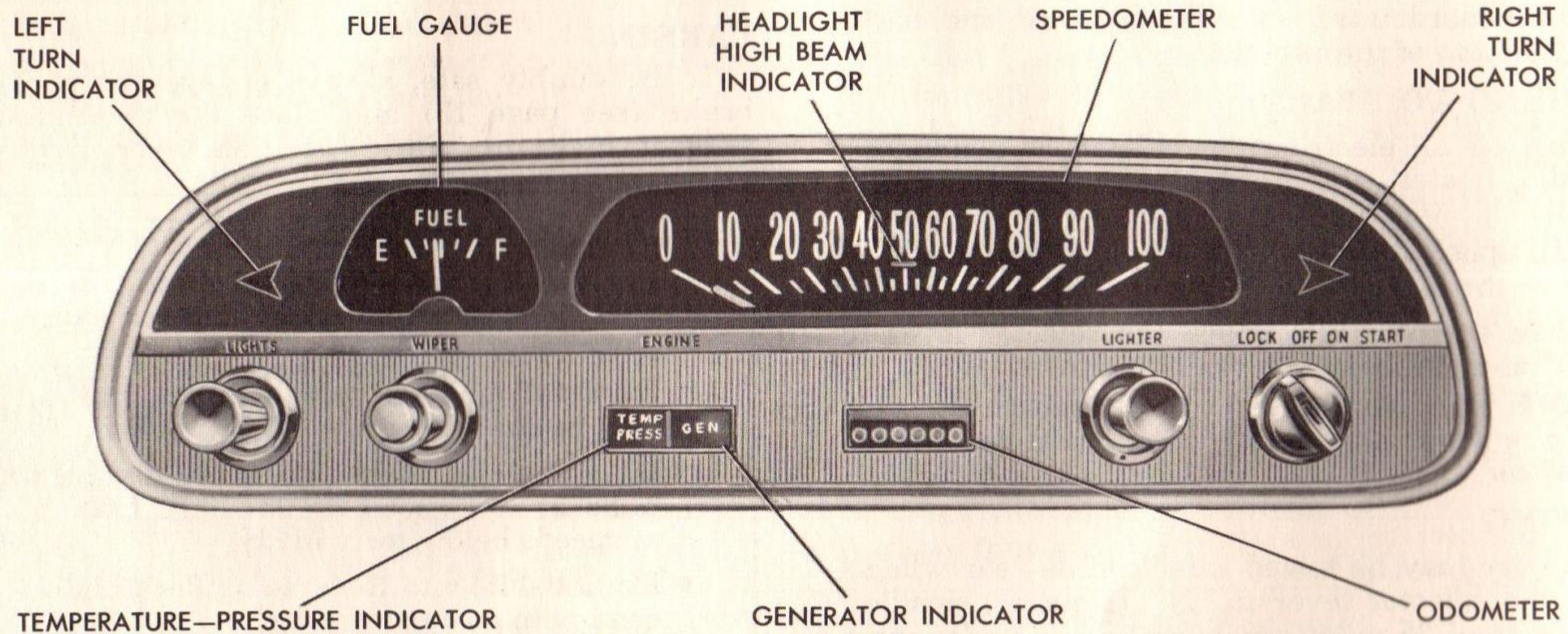
To be doubly safe, always engage the parking brake (see page 13) and place the transmission selector lever in "Park" position when parking.

AUTO. TRANS. 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 the vehicle 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 on the front wheels, the steering wheel should be secured to maintain a straight forward position.

Instruments



The instruments, gauges and warning lights conveniently grouped in the instrument cluster will tell at a glance many important things about vehicle performance. 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 when you start the engine and periodically as you drive.

TEMP-PRESS INDICATOR LIGHT

If this light should come on while the engine is running it is an indication that: 1) Engine coolant temperature has risen to the point where there is danger of engine damage and/or 2) Engine oil pressure has fallen to a dangerous level.

When the light comes on, the engine should be stopped until the engine and cooling system can be checked and the cause of the trouble found and corrected. Driving while this light is on can

quickly result in severe engine damage.

GENERATOR INDICATOR LIGHT

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

CAUTION: Never remove Delcotron wires without first removing battery ground cable.

NOTE: As a check on the condition of the Generator and Temp-Press 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.

FUEL GAUGE

This electrically operated gauge indicates the fuel level 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.

HEADLIGHT HIGH 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 or overtaking vehicles.

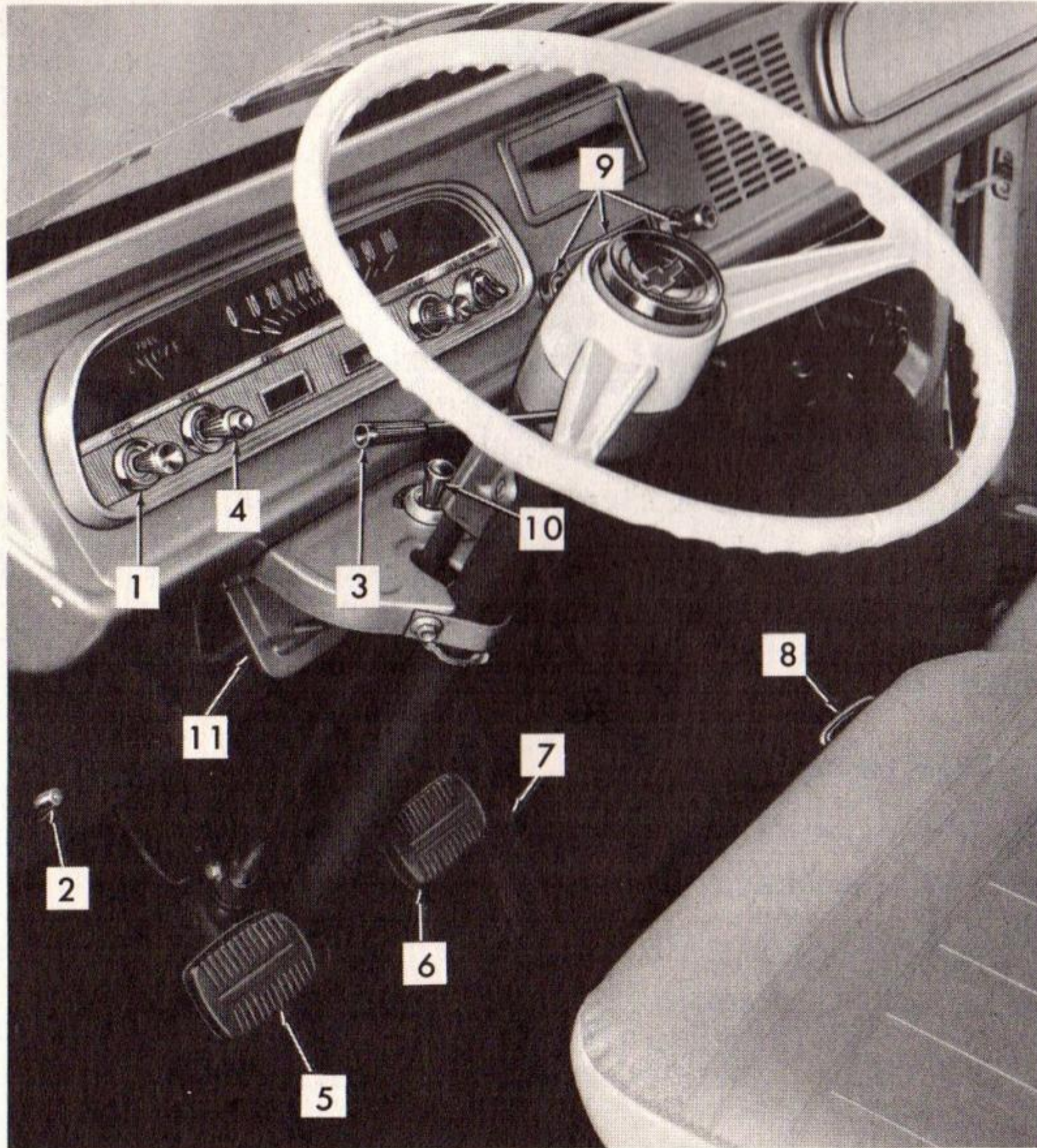
SPEEDOMETER

The speedometer, located directly in front of the driver, indicates speed in miles per hour.

ODOMETER

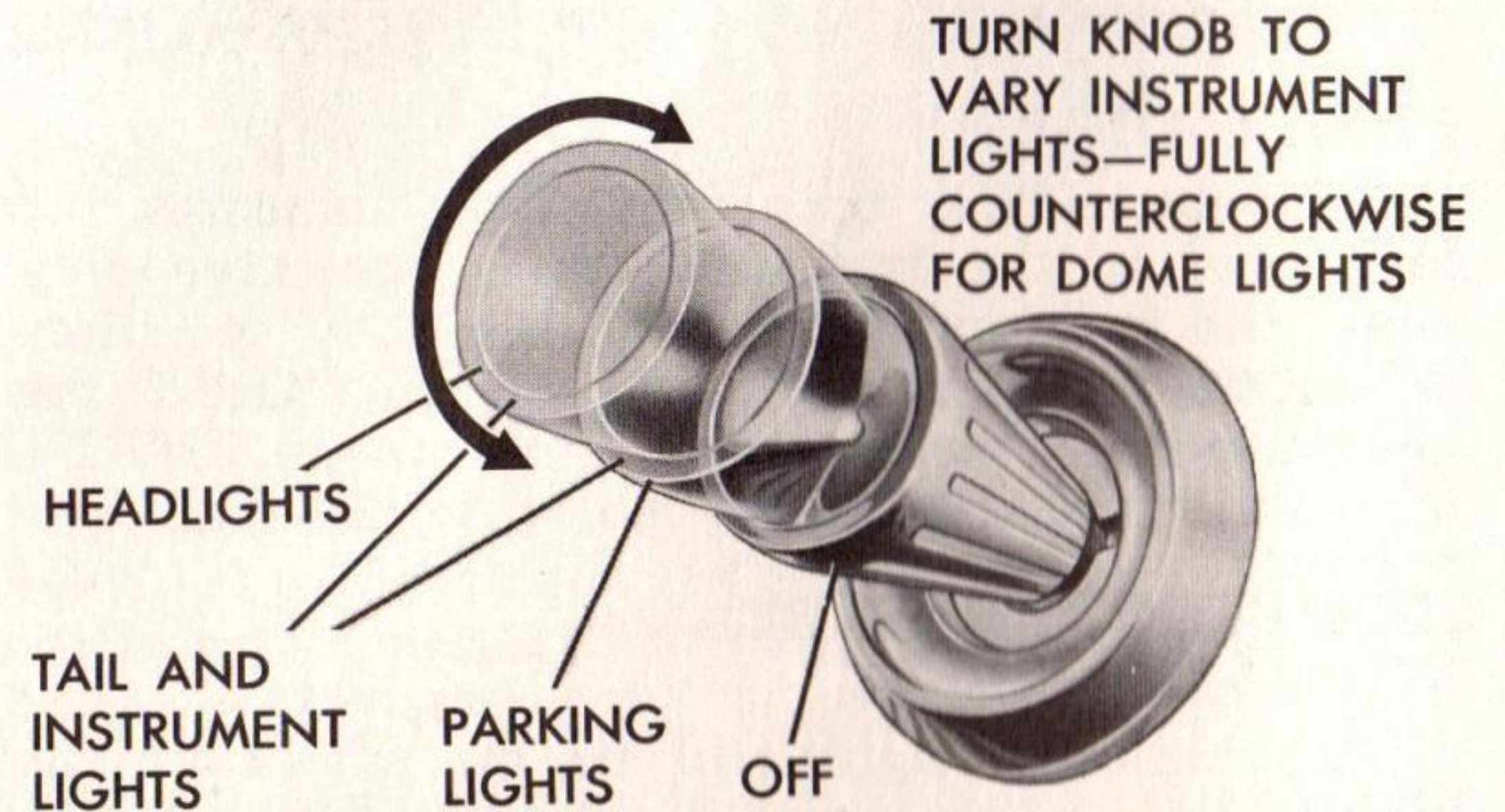
The odometer, which operates in conjunction with the speedometer, registers accumulated mileage.

Controls...



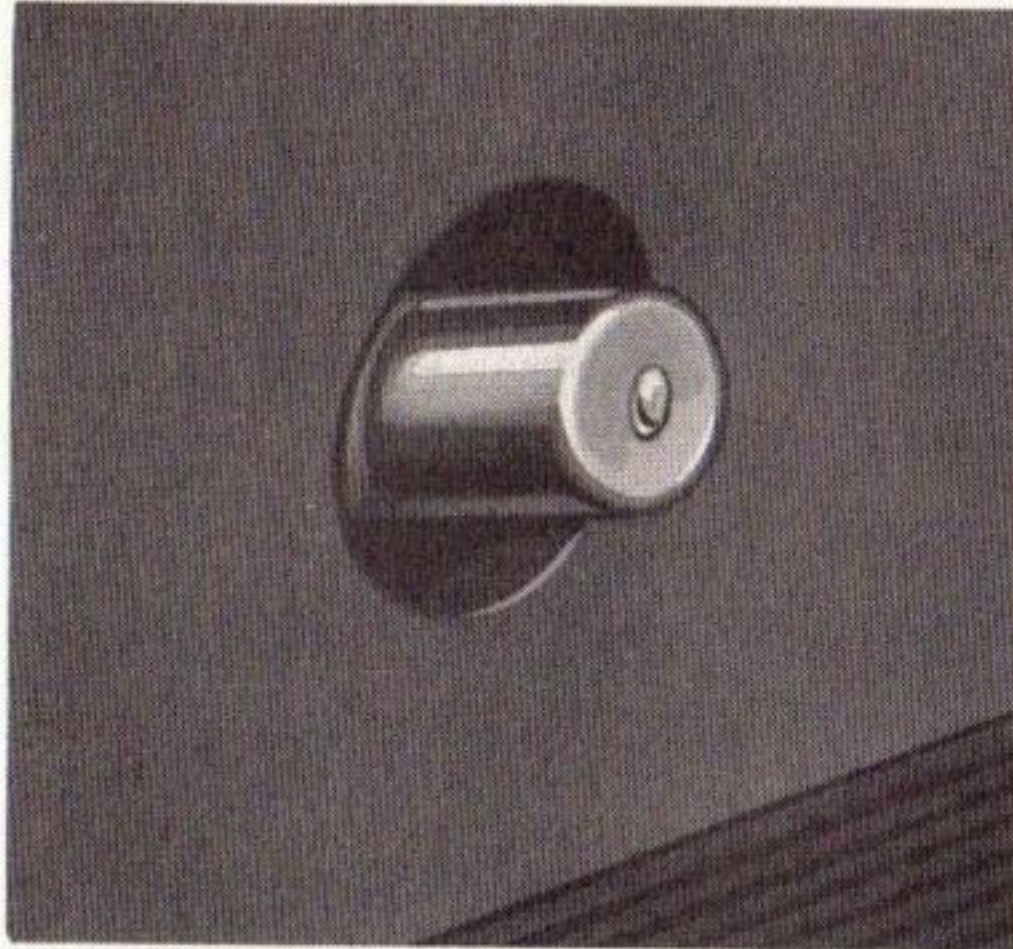
1 LIGHT SWITCH

The three-position light switch is operated as shown. Turn the knob to vary the brightness of the instrument lights. Turn the knob fully counterclockwise past the "detent" to turn on the dome light. The headlamp and parking lamp circuits are protected by a circuit breaker. An overload condition will cause the headlights to "flicker" on and off. If this flickering condition is experienced, the head lamp circuit should be checked.



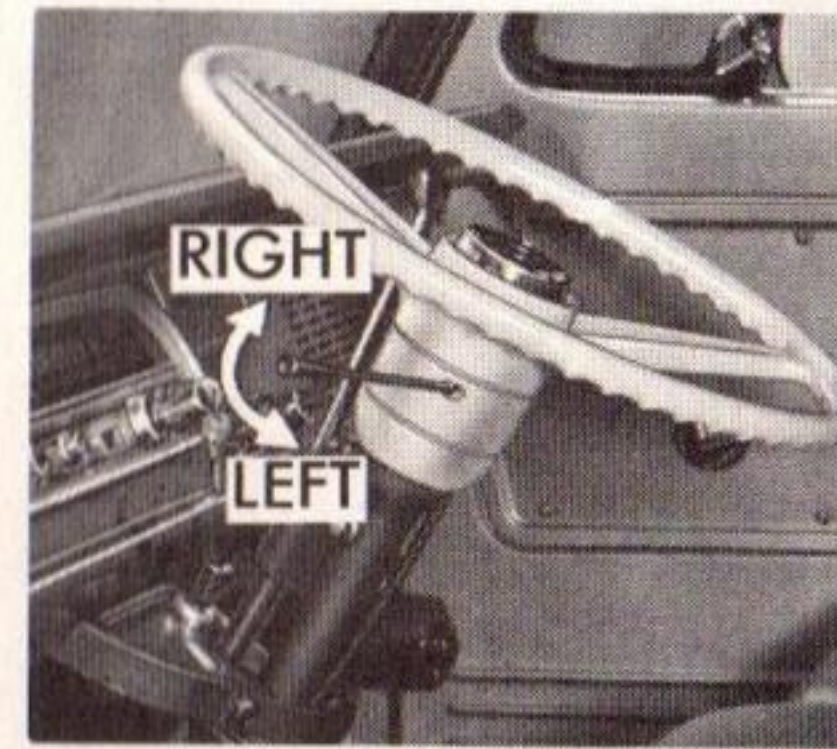
2 DIMMER SWITCH

The foot button switches the headlights to "high" or "low" beam. The red "high" beam indicator will be lighted when the headlights are on "high" beam. Always dim the lights when approaching or overtaking other vehicles.



3 TURN SIGNAL

The turn signal lever should be moved UP to signal a right turn or DOWN to signal a left turn. The green turn signal indicators in the instrument panel will signal the direction as will the front and rear turn signal lamps. When the turn is completed, the lever will automatically return to neutral position.



Get into the habit of turning on the signal well in advance of where you plan to turn. Other drivers will appreciate your consideration.

LIGHTING SYSTEM TROUBLE CHECKS

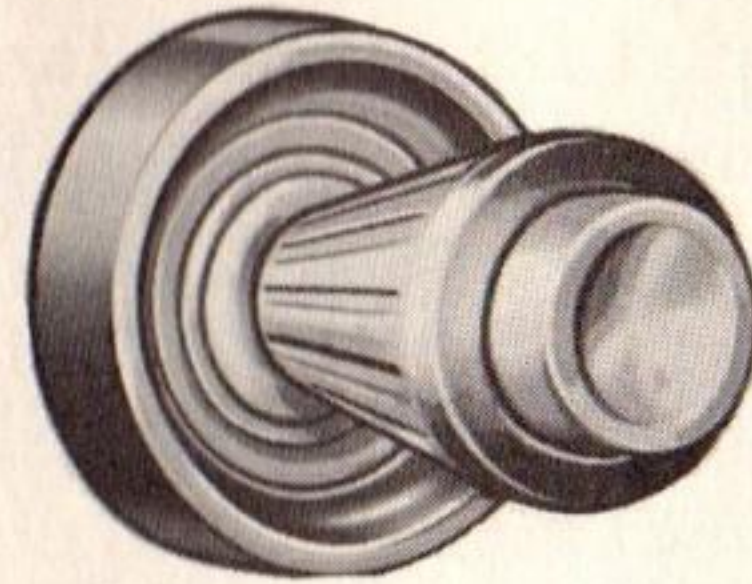
- If headlights flicker, the system should be checked immediately to find and correct the overload condition.
- If the tail light fuse blows out, the dome lamps will also be inoperative since the same fuse protects both circuits.
- If, when signaling a turn, the green turn signal indicator comes on but does not flash, a burned out front or rear turn signal lamp on that side or an improper flasher (3-bulb instead of 2-bulb flasher) is indicated.
- If the green turn signal indicator comes on and stays on but does not flash when signaling a turn in either direction, and no "clicking" is heard, replace the flasher.
- If flasher clicks but the green turn signal indicator does not operate, replace the indicator bulb.
- A series-type, 2-bulb flasher is standard equipment. Always replace with the same type flasher.

4 WINDSHIELD WIPERS AND WASHERS

Wipers

Turn the single speed wiper control knob clockwise to start, counter-clockwise 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.

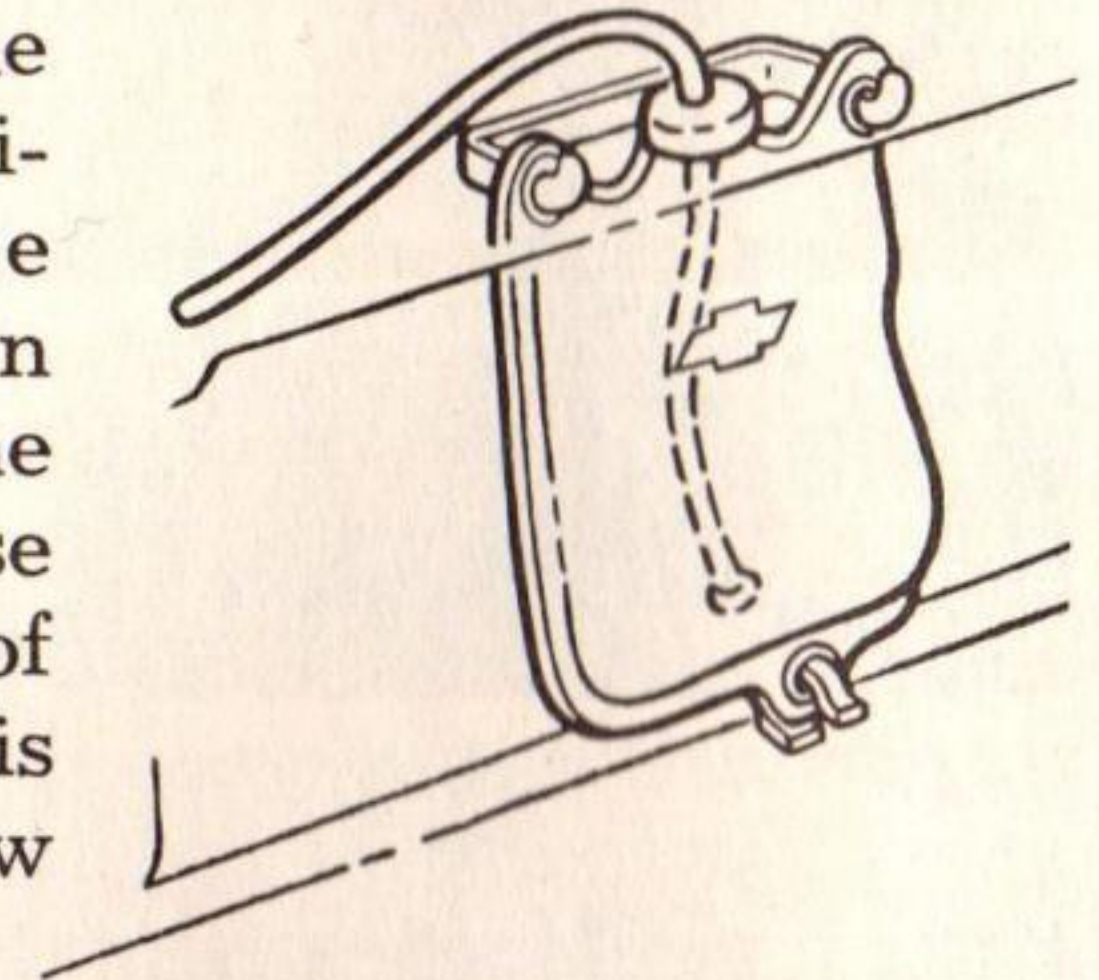
Keep the water container under the dash filled at all times. Avoid operating the washer when bag is empty. G. M. Windshield Washer Solvent added to the water aids in cutting road film and grease

from the windshield and is recommended for use at all times except when the temperature falls below freezing.

Cold Weather Washer Operation

NOTE: *Prewarm the windshield with heater defrosters before using washers.*

Use G. M. Windshield Washer Anti-freeze. Follow the directions on the Windshield Washer Anti-Freeze bottle. Fill the washer bag only $\frac{3}{4}$ full in winter. Allow space in the bag for expansion in case the selected mixture of anti-freeze and water is not able to withstand low freezing temperatures.



5 CLUTCH

See operation of the clutch pedal under, "Driving with the Manual Transmission." Excessive clutch wear can be caused by letting up the clutch abruptly rather than smoothly, and by "riding" the clutch—that is, letting your foot rest on the clutch pedal while driving.

6 BRAKE

Self adjusting brakes adjust themselves as lining wear occurs. Should brake pedal travel become excessive, drive forward and backward several times applying the brakes to stop. Pedal travel should return to normal after several reverse stops.

The brake pedal should have a hard firm feel when applied. If pedal feel becomes soft or spongy the brakes are in need of service.

7 ACCELERATOR

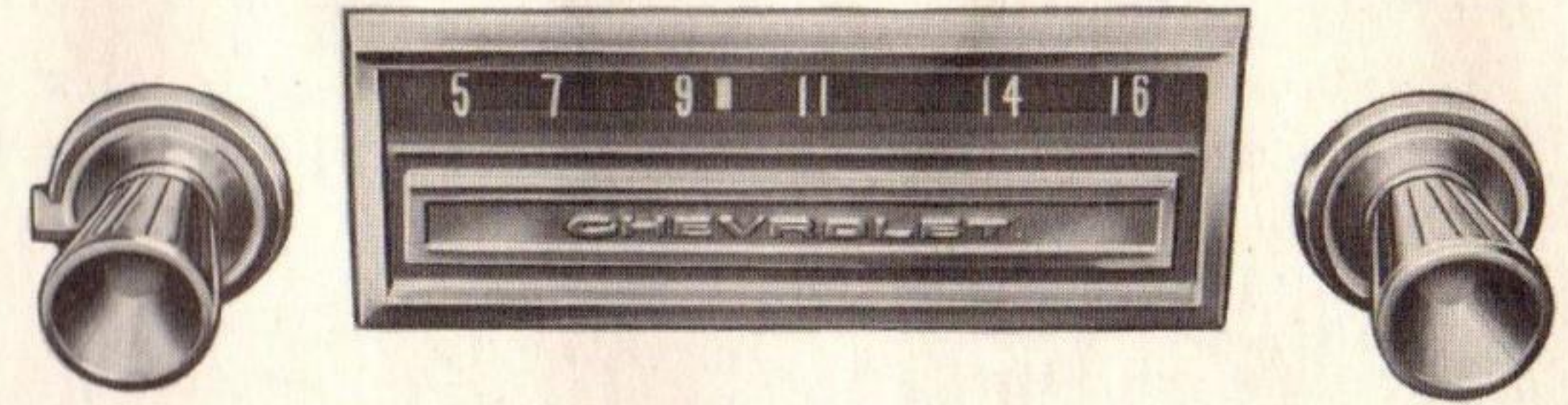
The accelerator pedal is used to open and close the carburetor throttle valve to vary engine power and thus regulate engine and vehicle speed.

8 PARKING BRAKE

The hand operated parking brake is conveniently located at the front of the engine housing.

- Pull the cane type handle upwards 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 and allow it to return to its original position.

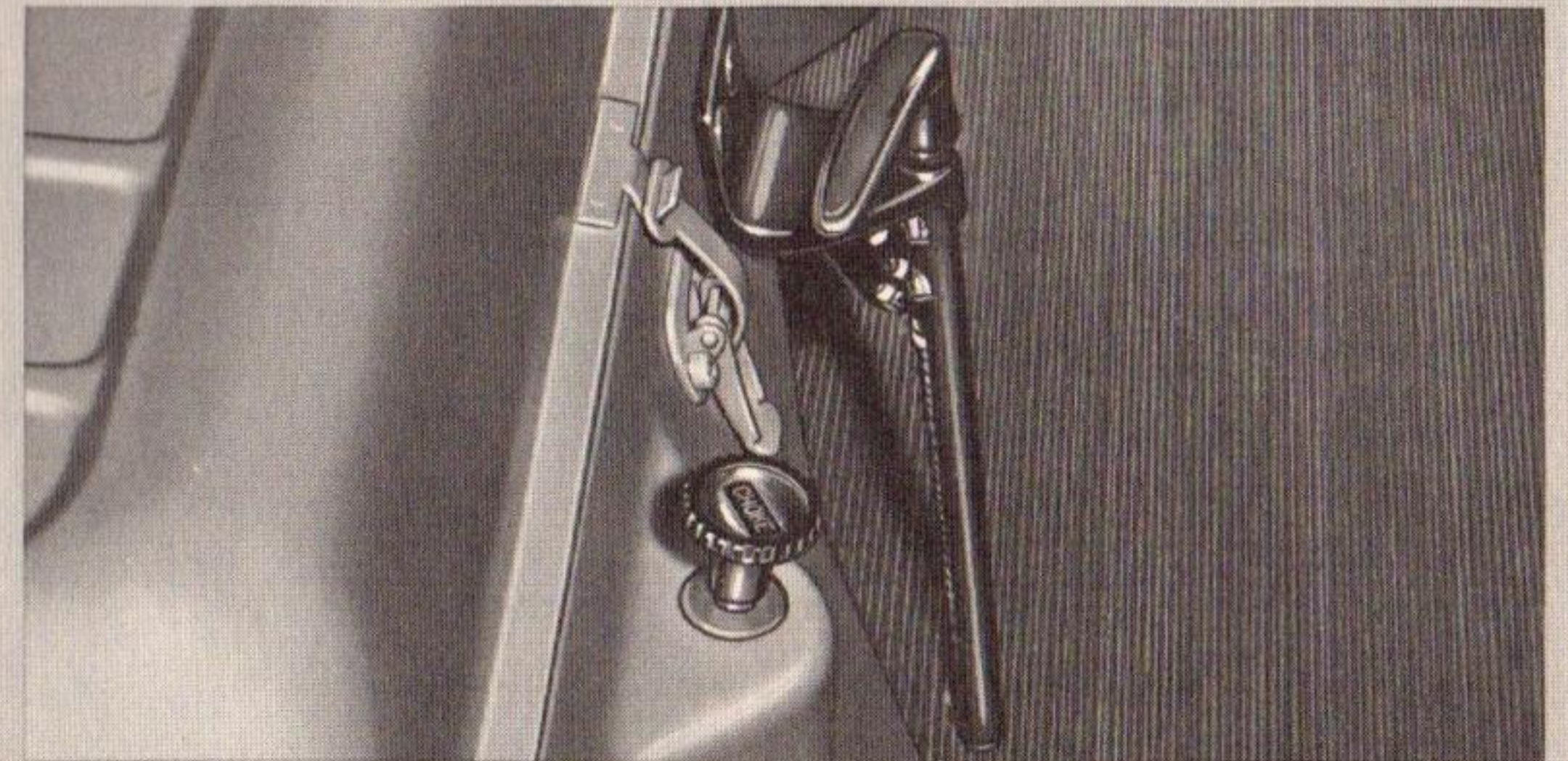
9 RADIO



LEFT HAND 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).

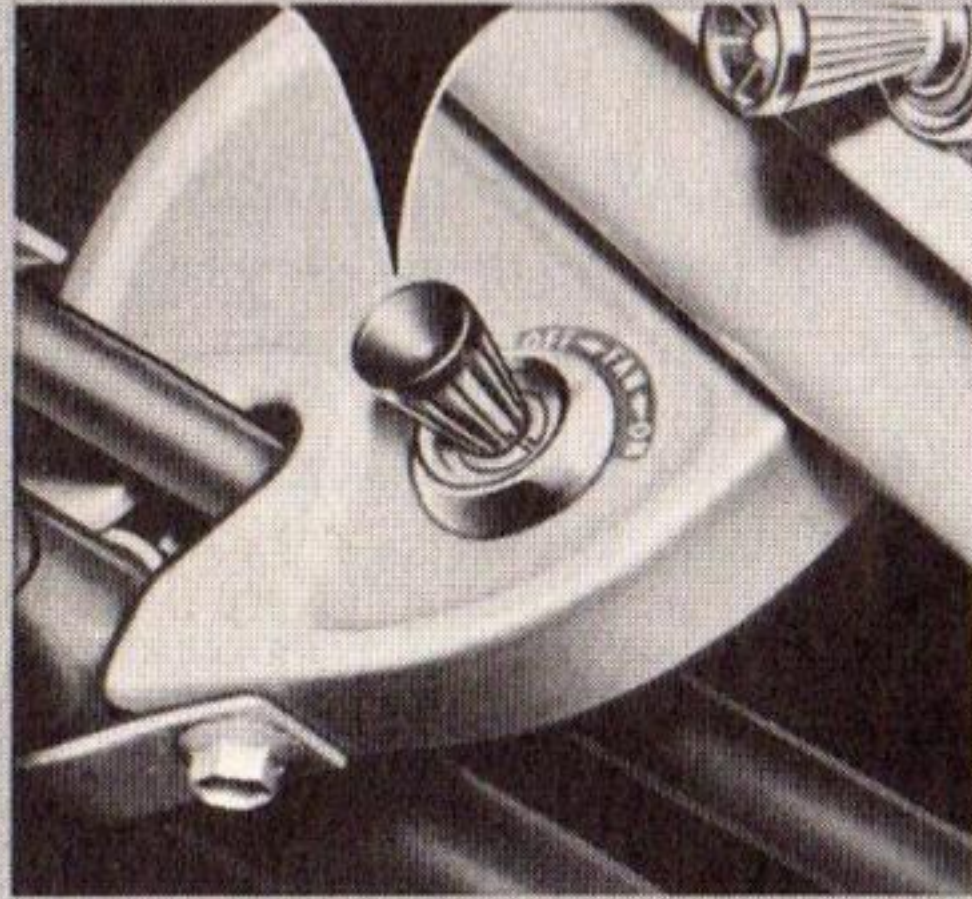
RIGHT HAND KNOB—Manually selects radio stations.



10 HEATER

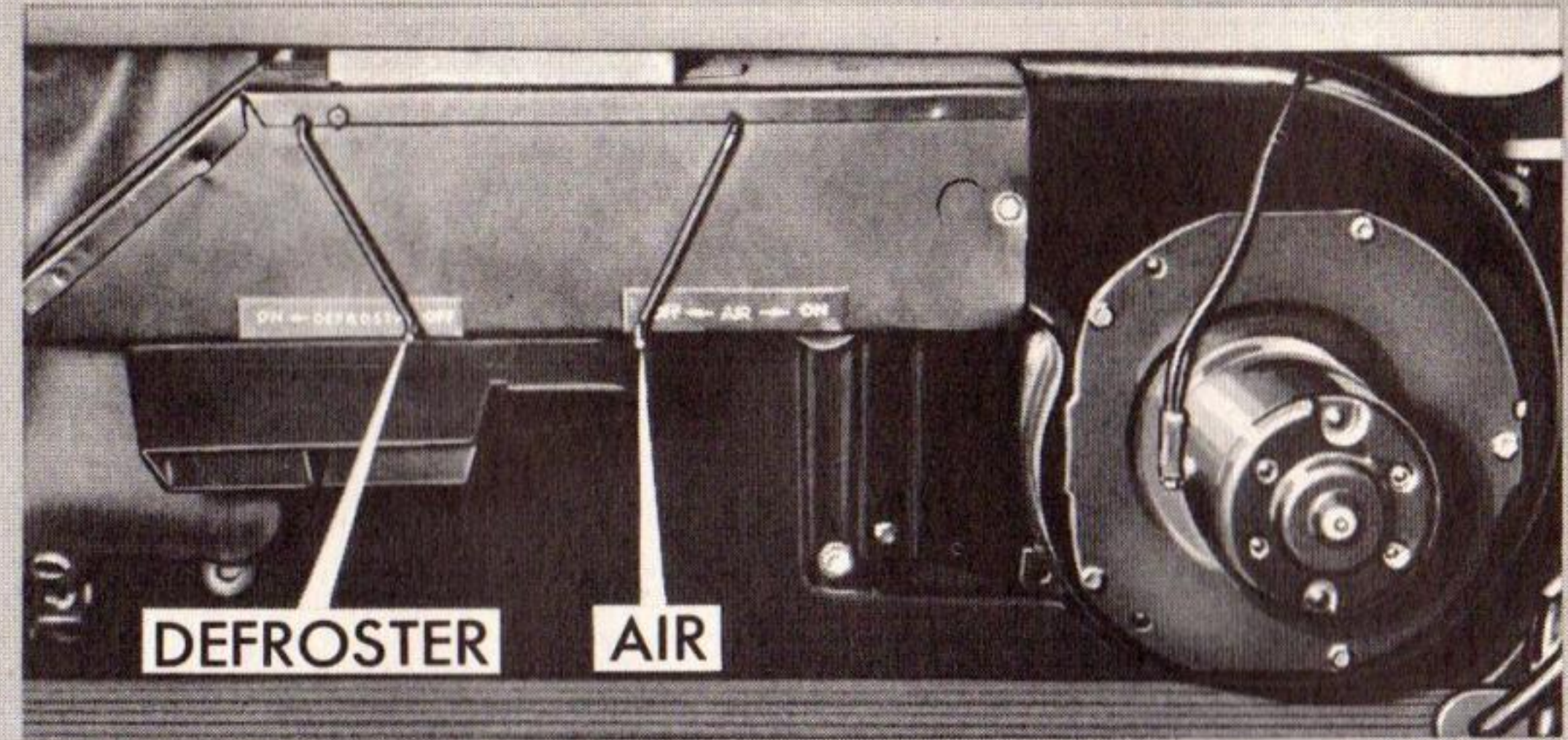
Blower Control

The three speed heater blower switch is located on the steering column support. Don't operate the blower unless the AIR lever is set on "open" or "intermediate" positions.



Defroster Lever

The three position defroster lever may be set to divert heater output air toward the floor or the windshield. The intermediate position will split the airflow to provide more balanced distribution when needed.

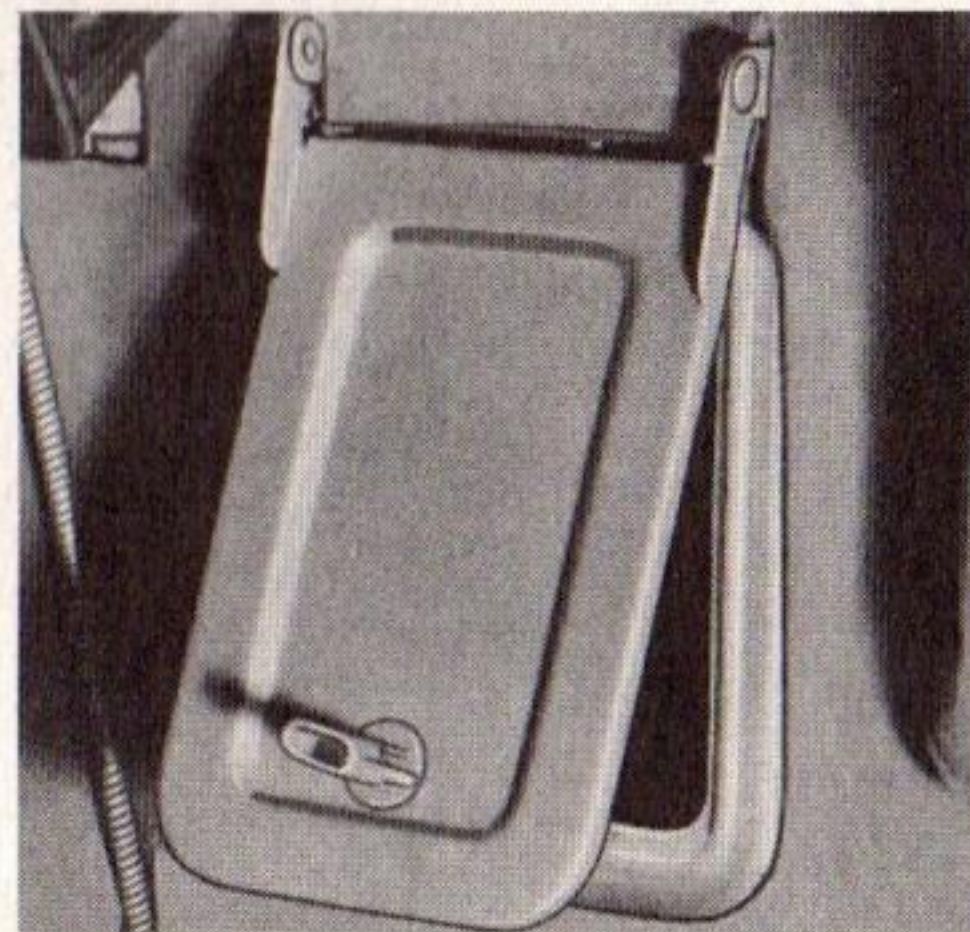


Air Lever

This lever controls the flow of air through the heater. Some output regulation is possible by means of the "open" and "intermediate" lever positions. The "off" position prevents air circulation through the heater and core.

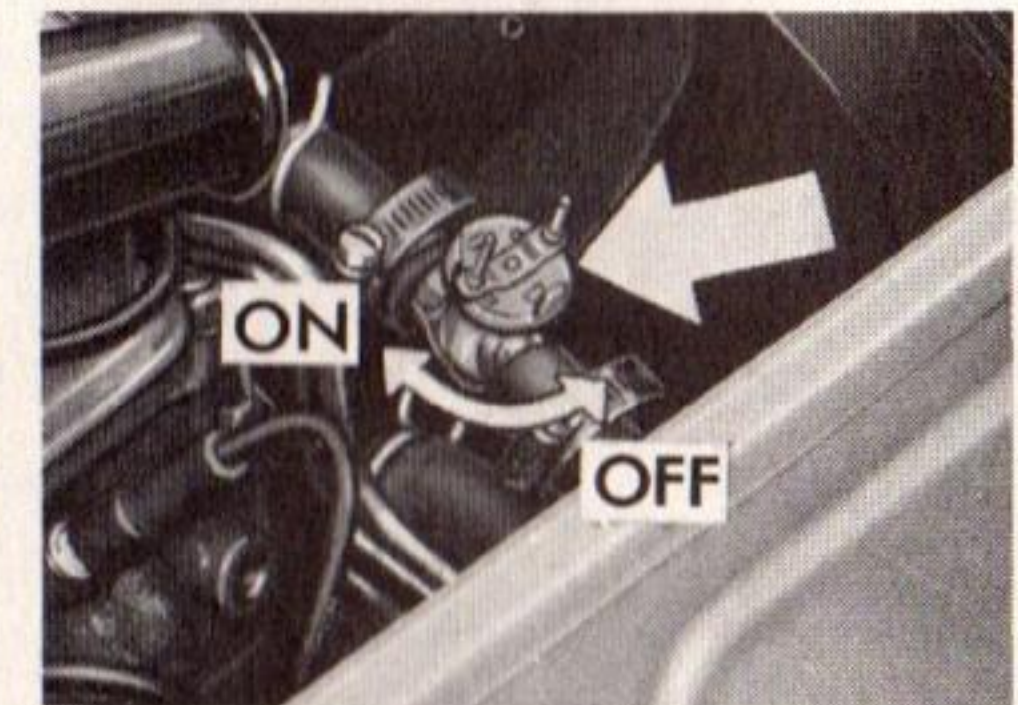
11 FRESH AIR VENT

Located just above the accelerator pedal, this vent may be opened to provide additional fresh air when desired. With the water shutoff valve closed you may also get unheated fresh air through the heater distributor.



HEATER WATER SHUTOFF VALVE (ENGINE COMPARTMENT)

This valve controls the coolant flow to the heater core, allowing the heater to be turned off during warmer months when it is not needed. The valve should be opened when heating is needed.



... Other Features

KEYS

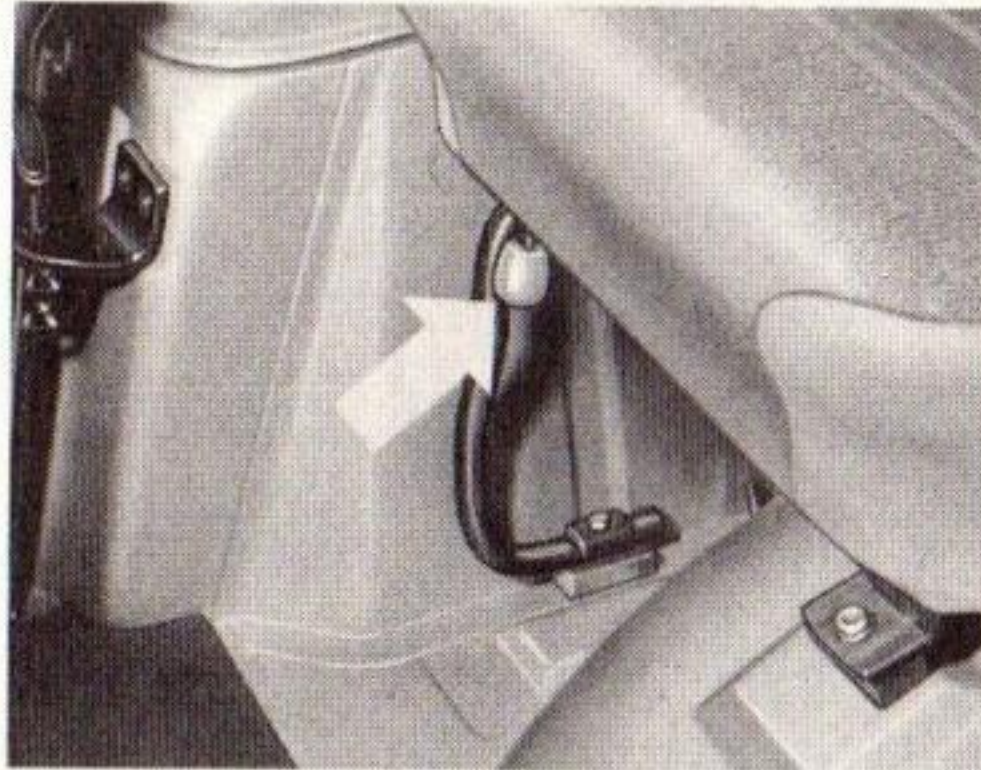
A single key operates the locks on doors and ignition switch.

Each key has a serial number stamped on a

removable plug. This number will enable you to have another key made if the original is lost.

Record the serial number. With a hammer and punch, remove the knockout plug.

SEATS



Driver's seat—The unlocking lever is located under the front of the seat as shown.

Passenger's seat—The optional passenger seats are mounted to the right side of the engine cover and over the wheel well. With the movable type seat: for access to the rear compartment lift seat slightly and then swing back out of the way. To remove from the vehicle, swing rearward and lift the entire seat out of its mount.

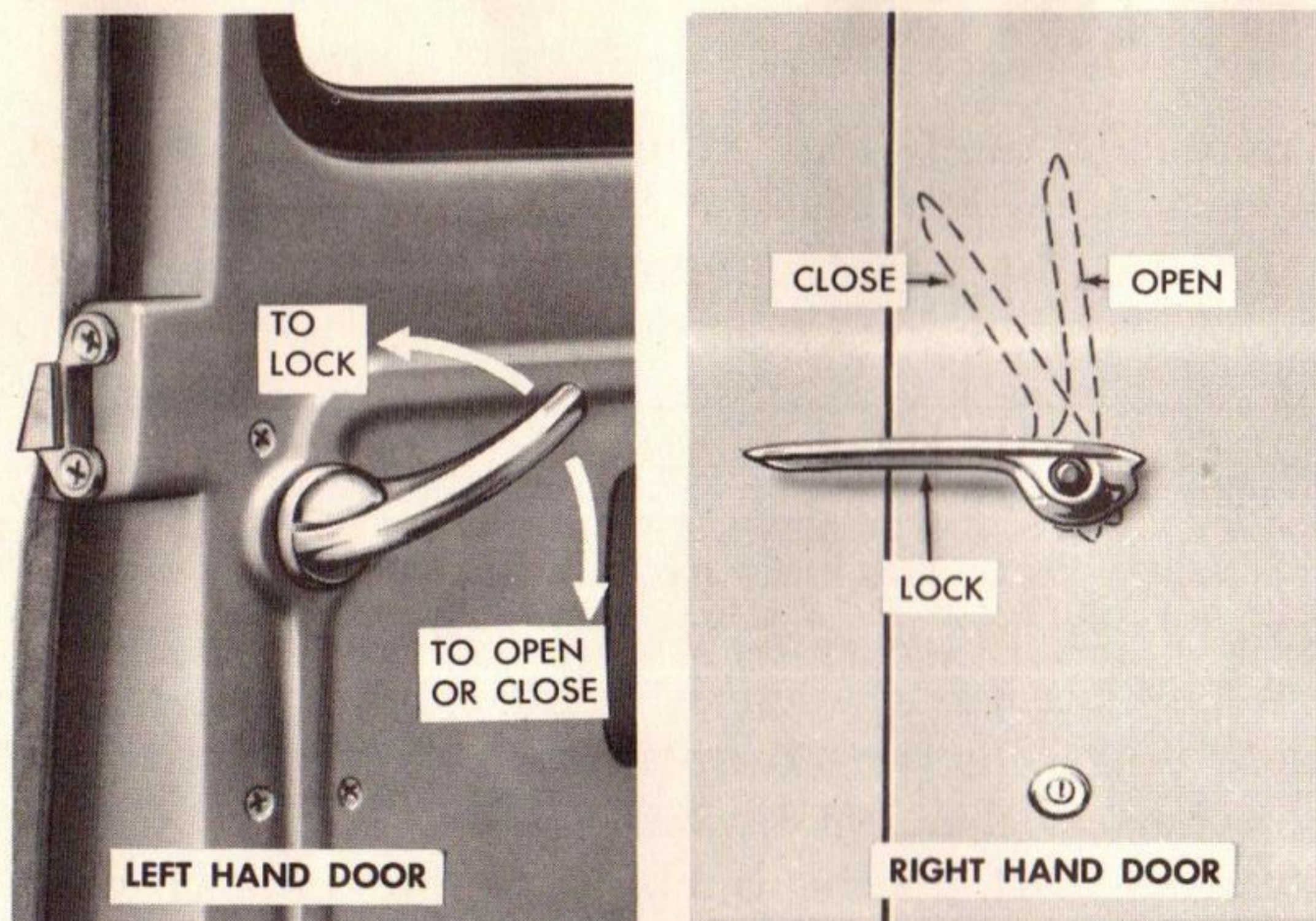
SEAT BELTS

Fasten your seat belt by pushing the metal catch into the buckle until it “snaps” into place. Tighten the belt until comfortably snug by pulling on the loose end extending from the buckle. **Do not wear belt loosely.** Loosen by turning the entire buckle outward. Lift up the buckle lever to unlatch and release the belt. **Never buckle an individual seat belt around more than one person.**

It is recommended that seat belt retractors be used on the outboard belt half only. When buckling the belt be sure it is fully extended **so there is no webbing wound around the retractor drum,** then adjust for proper fit at the buckle.

Clean belts when necessary, without removing from the car, with a stiff bristle brush using a detergent recommended for nylon. **Never bleach or dye seat belts.**

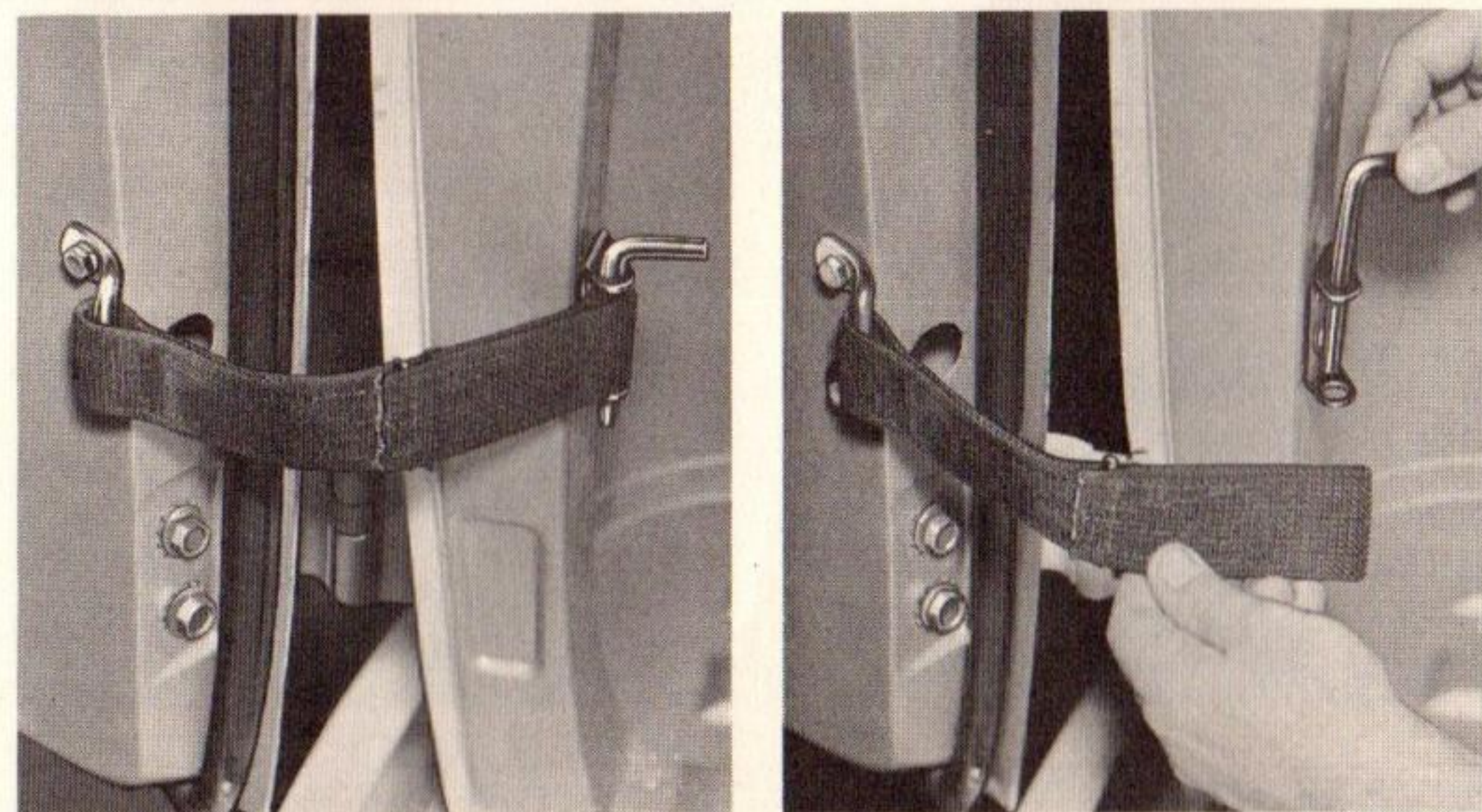
SIDE AND REAR DOORS



The side and rear doors operate in the same manner. The right hand door unlocks with the ignition key and opens when the handle is turned up. The left hand door is opened by pushing the inside handle away from you. Close the left hand door first, with the handle held away from you, then pull the handle toward you to latch the door. Hold the handle of the right hand door up while closing and then push down to latch the door. Lock with the ignition key.

Check straps keep the doors from opening further than desired.

To remove the check straps, close the doors slightly to remove tension from the holding pin and then simply lift the pin up and slide the strap loop free. Do this on each door. Replace the straps in the same manner.

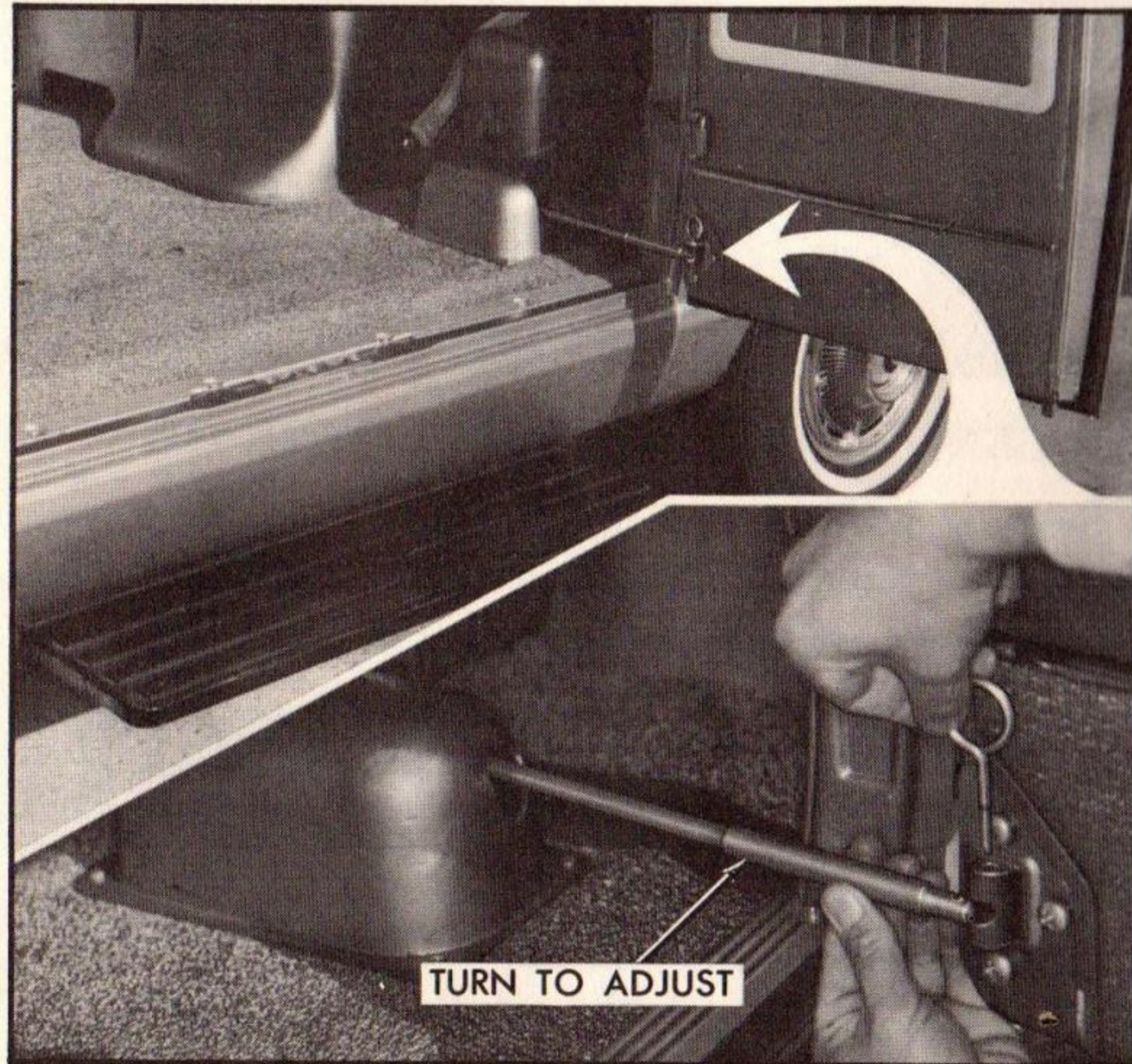


FRONT DOORS

- Each front door may be locked from the outside.
- Lock the front doors from the inside by pushing fully forward on the inside release handles.
- Open the ventipane windows by lifting up and forward on the friction locks.

Sportvan

The various Sportvan models differ from the Chevy Van chiefly in that they are especially designed for passenger use. Operating and servicing information contained in this Owners Guide applies to all Sportvan models as well as to the Chevy Van. Information on this and the following page describes the operation of those items which, since they are peculiar to the Sportvan, are not covered elsewhere in this booklet.



SPORTVAN RETRACTABLE STEP

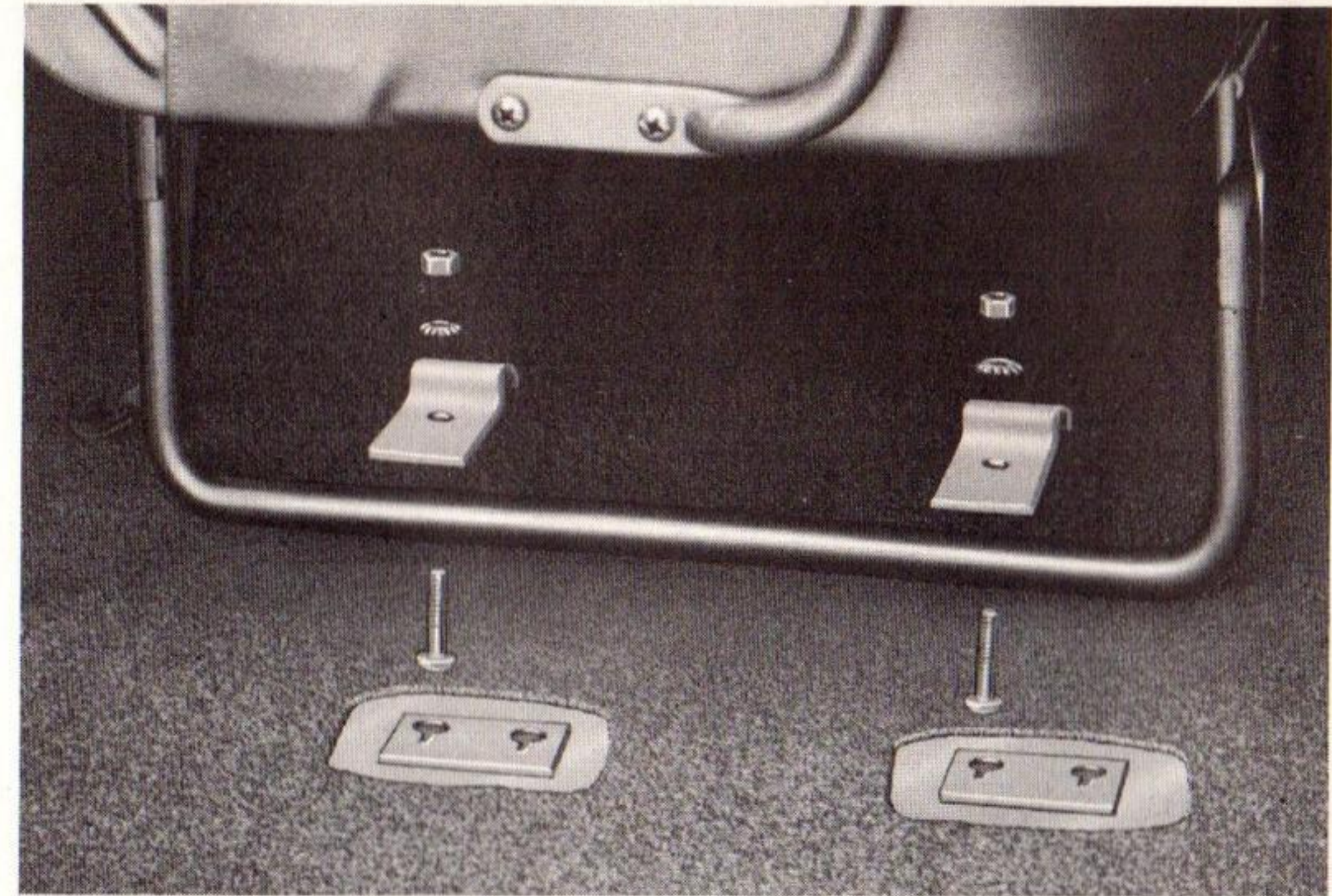
The retractable side step extends when the forward side door is opened and retracts as this door is closed.

Disconnecting the step—should the occasion arise when you do not wish the step to operate, the attaching pin may be pulled out of the door bracket, thus freeing the step operating rod. The step should be fully retracted before driving the vehicle.

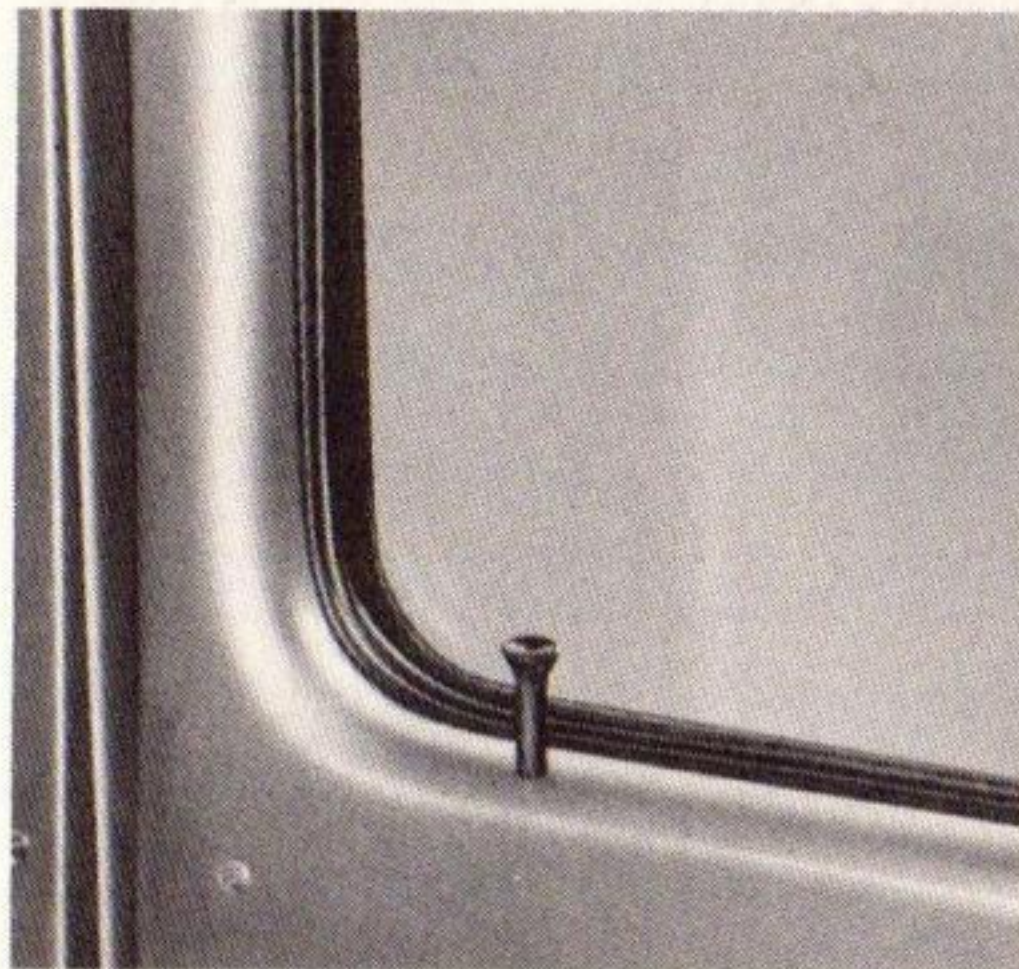
Adjusting the Step Operating Rod—The operating rod length will be properly adjusted at the factory, but, if further adjustment becomes necessary, the attaching pin may be removed and the moveable end of the rod turned in or out as necessary to insure that the step will be fully extended when the door reaches its fully open position.

SPORTVAN OPTIONAL REAR SEATS

The optional rear seats available for use in your Sportvan may be easily installed facing forward or facing each other. Each seat is fastened to the floor by means of four clamps held in place by bolts (fitted into elongated floor slots), lockwashers and nuts. The nuts may be tightened and loosened with the tire nut wrench. Store the clamps, bolts, lockwashers and nuts where they will not become lost while the seats are removed from the vehicle.



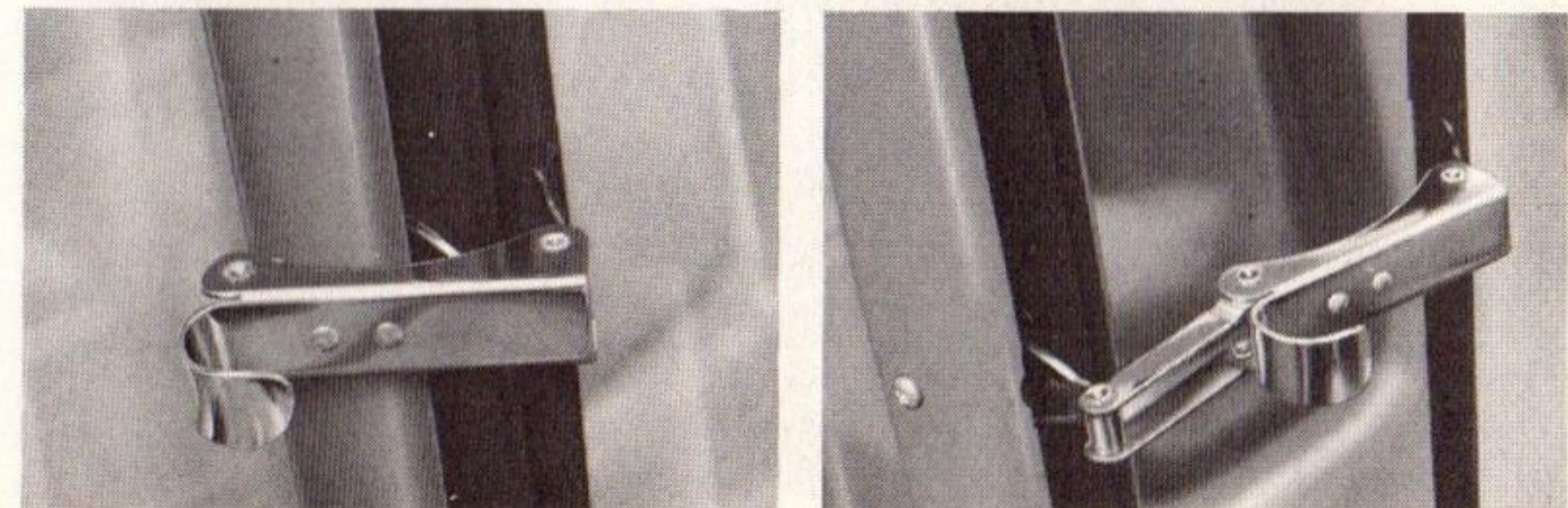
SIDE DOOR LOCK



The forward side door locks from the inside by means of a pushbutton located in the front corner of the window molding. Depress the pushbutton to lock the door; raise the pushbutton to unlock the door.

PASSENGER COMPARTMENT WINDOWS

Several of the windows in the rear passenger compartment may be opened or closed by means of finger operated swinging catches.



General Maintenance and Engine Lubrication

CLEANING

Clean all interior surfaces frequently, using a broom or vacuum cleaner. A damp cloth will wipe dust from hard surfaces.

Washing

The best way to preserve the finish is to keep it clean. Normally only frequent washings are required to maintain its original beauty. Wash 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

Even though acrylic paint is more durable than conventional finishes, under certain conditions you may wish to wax or polish your vehicle 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 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 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.

Cleaning White Sidewall Tires

Use soap, warm water or a 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.

ENGINE COMPARTMENT COVER

Two clamps hold the engine compartment cover closed. A coated chain holds the cover in the upright position.

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.

The 4-cylinder and 6-cylinder engines are designed to operate efficiently on Regular grade gasoline commonly sold in the United States and Canada.

Since the octane quality of all regular grade or of all premium grade gasolines, is not the same and factors such as altitude, terrain and air temperature affect operating efficiency, excessive knocking may result, even though you are using the grade of gasoline recommended for your engine. If excessive knocking occurs in your engine, it may be necessary to use the next higher grade of gasoline, and if knocking continues, consult your Authorized Chevrolet Dealer.

If you plan to operate your Chevy Van 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, Michigan 48202 giving:

- Engine serial number (refer to page 29).
- The compression ratio of your engine (see page 30).
- 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. 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.

In all cases excessive knocking should be avoided as much as possible in order to prevent possible engine damage. Operation of your car 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 manufacturer's New Vehicle Warranty.

OIL VISCOSITY AND QUALITY

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

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. Oils conforming to these types contain detergent additives.

SAE 5W-30 oils may be used during periods when temperatures of 32° and below are to be expected.

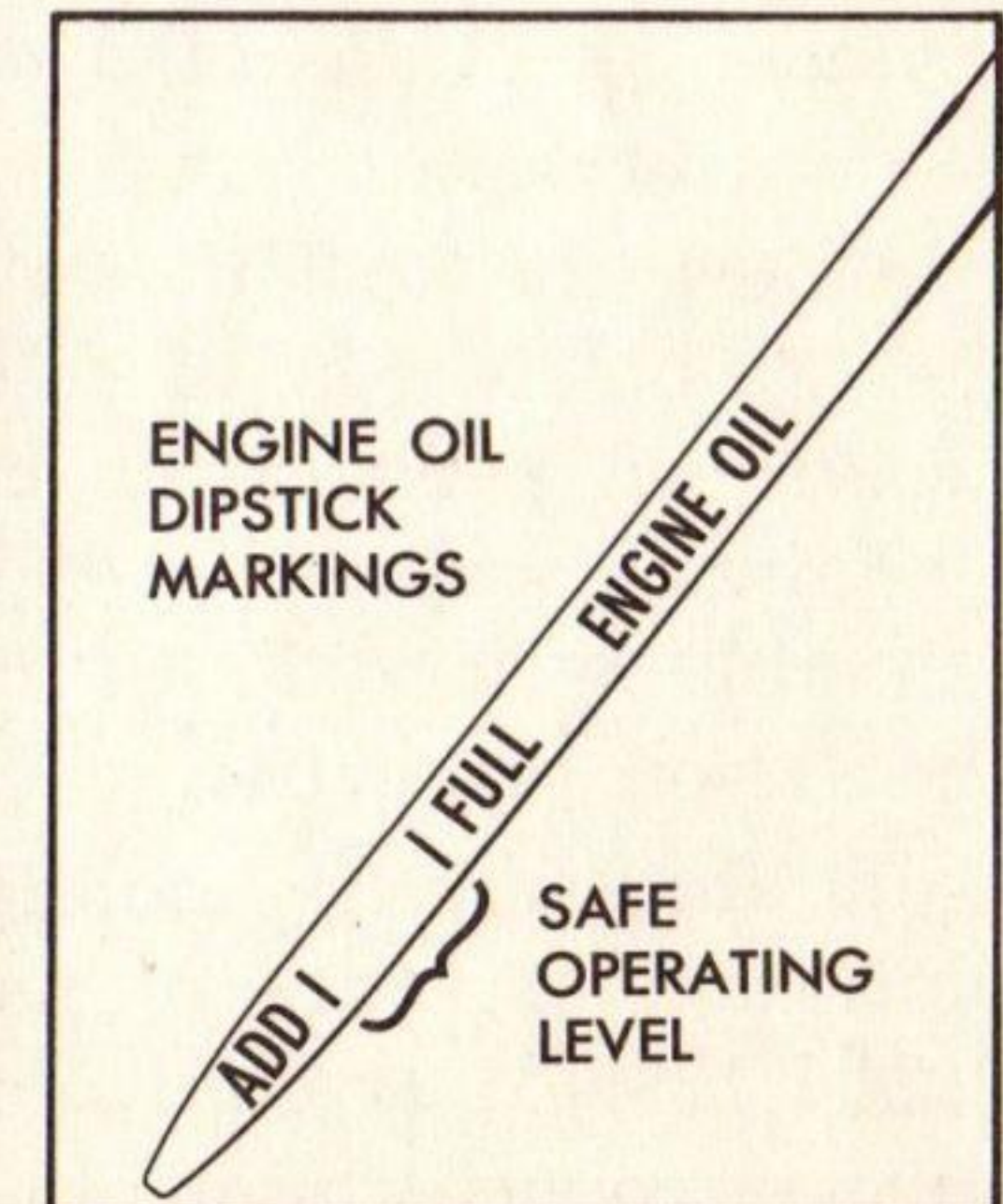
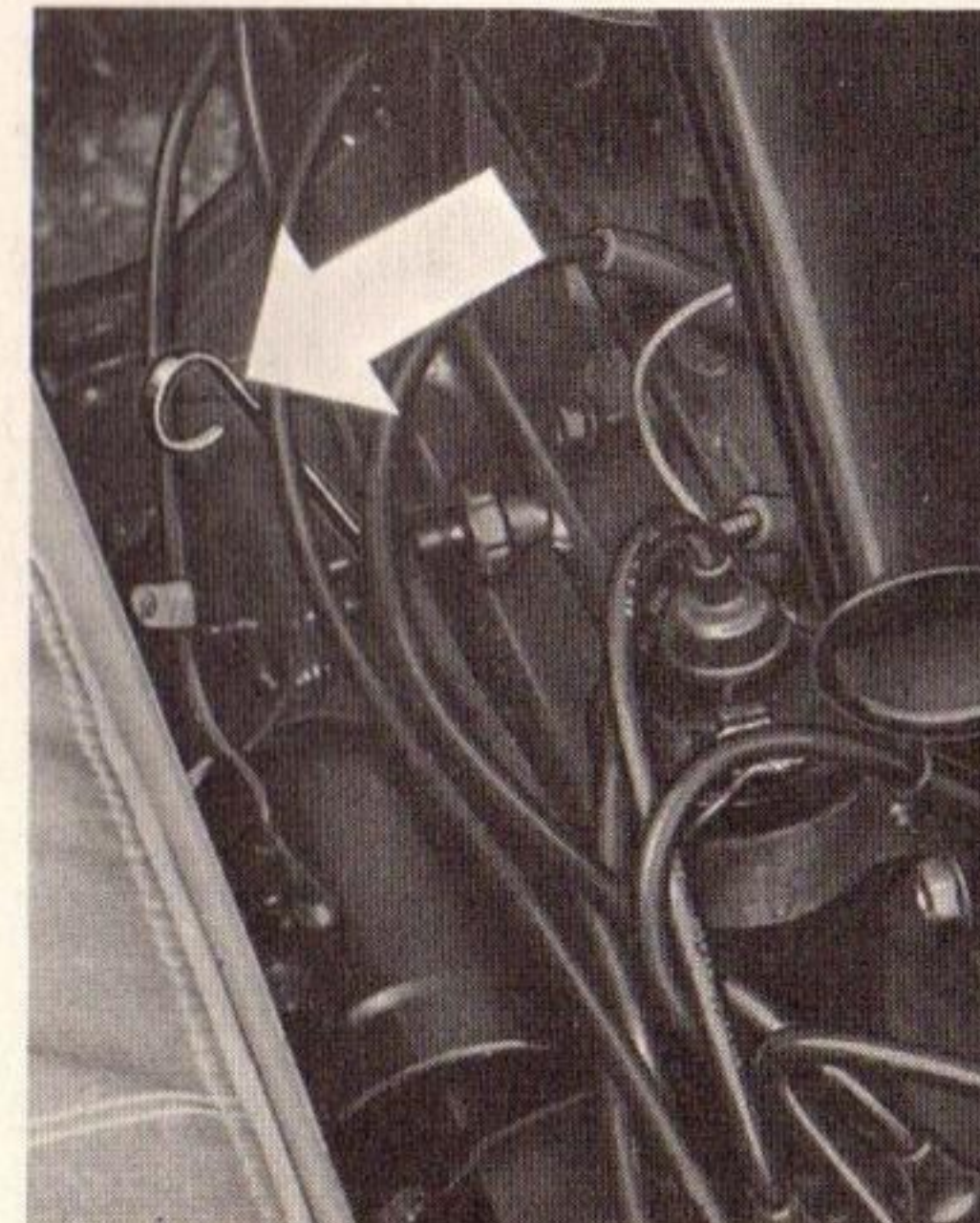
SAE 30 or SAE 10W-30 oil may be used when temperatures remain above 90° F. for extended periods of time.

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 (with engine hot) on the dipstick regularly. Keep oil level between the FULL and ADD marks, by adding oil when level is at or below ADD mark. It is not necessary to keep the level at the FULL mark. Capacity of the various engines will be found on Page 29.

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



COOLING SYSTEM CARE

Your Chevy Van 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.

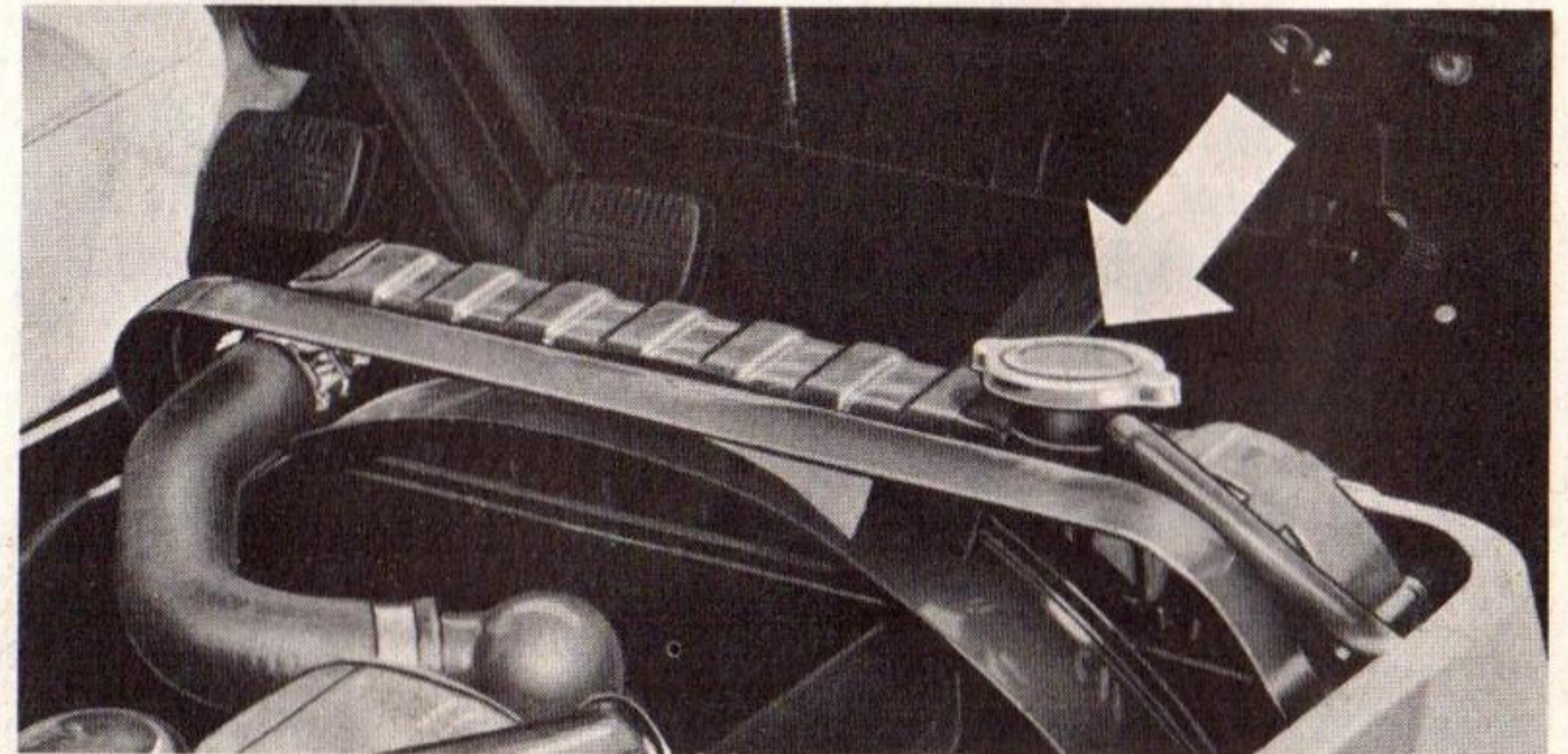
Check the coolant level regularly. Level should be 1" below top of filler neck when cold. Add water or permanent anti-freeze as required to maintain proper level. Concentration of coolant should be to 0°F. or below to insure sufficient corrosion protection.

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.

Pressure Type Radiator Cap

The pressure type radiator cap must always be installed tightly.



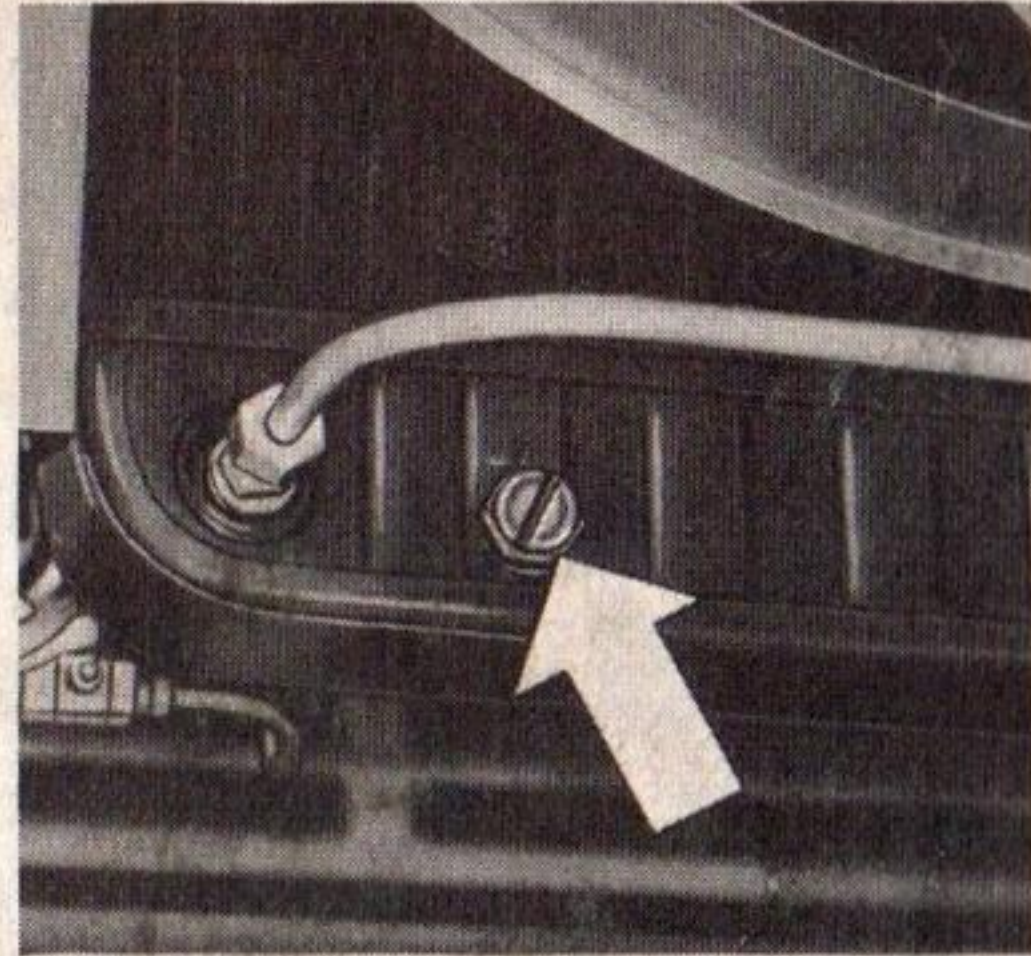
To remove the cap: Turn a quarter of a turn to allow the pressure in the cooling system to escape safely, then remove the cap.

CAUTION: Allow an overheated engine to cool for several minutes before removing cap.

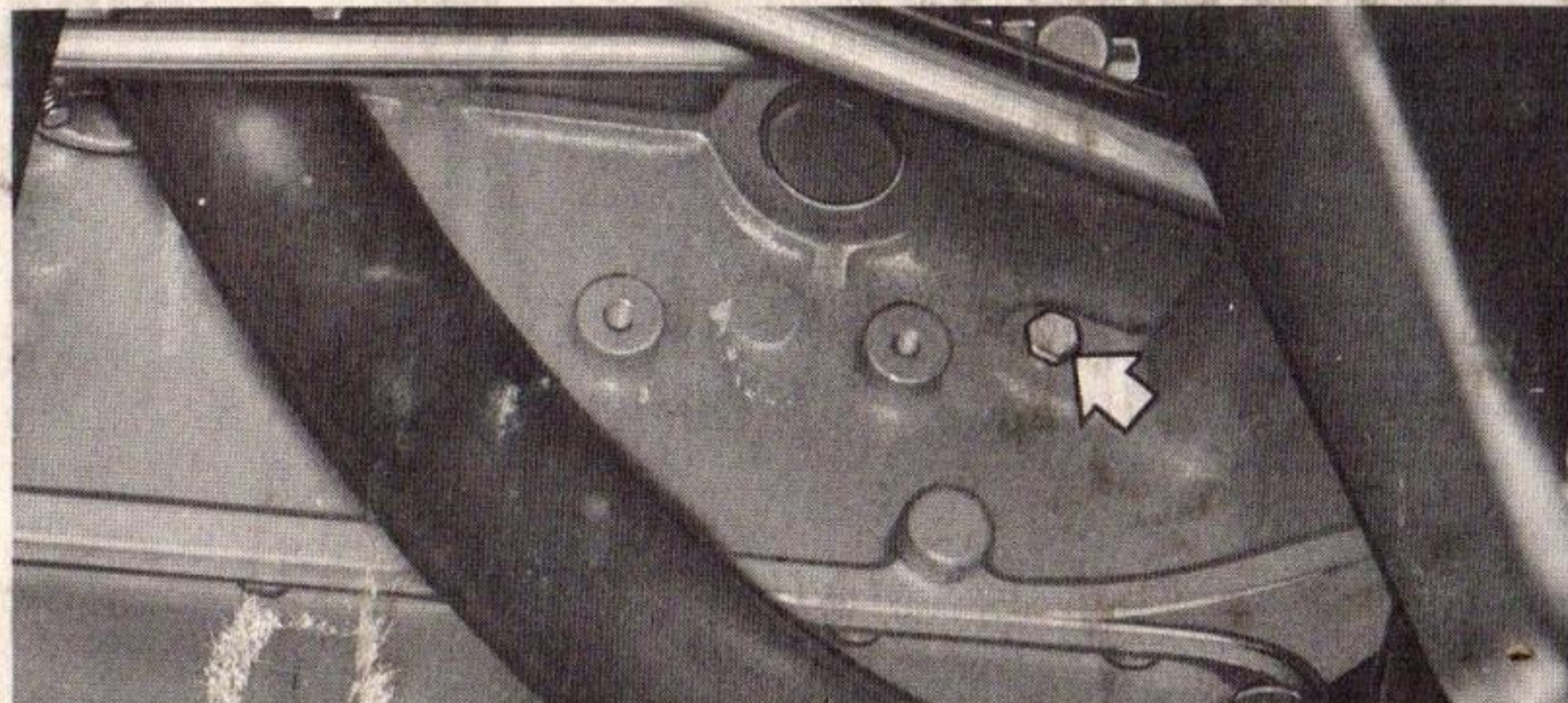
Draining the Cooling System

To completely drain the cooling system:

- Remove the drain plug from the lower left rear side 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 replace the radiator drain plug and the engine drain plug before refilling the cooling system.



TIRE CARE

Your new Chevy Van 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
Passenger Type Tires				
6.50 x 13—4 PR ^Δ	30	30	35	35
7.00 x 13—8 PR ^Δ	30	36	35	41
7.35 x 14—8 PR ^Δ	32	32	37	37
7.75 x 14—8 PR ^Δ	28	32	33	37
Truck Type Tires				
7.00 x 13—8 PR	28	60	33	65
7.00 x 14—6 PR	28	45	33	50
7.00 x 14—8 PR	28	55	33	60

*After being 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 speed prior to checks.

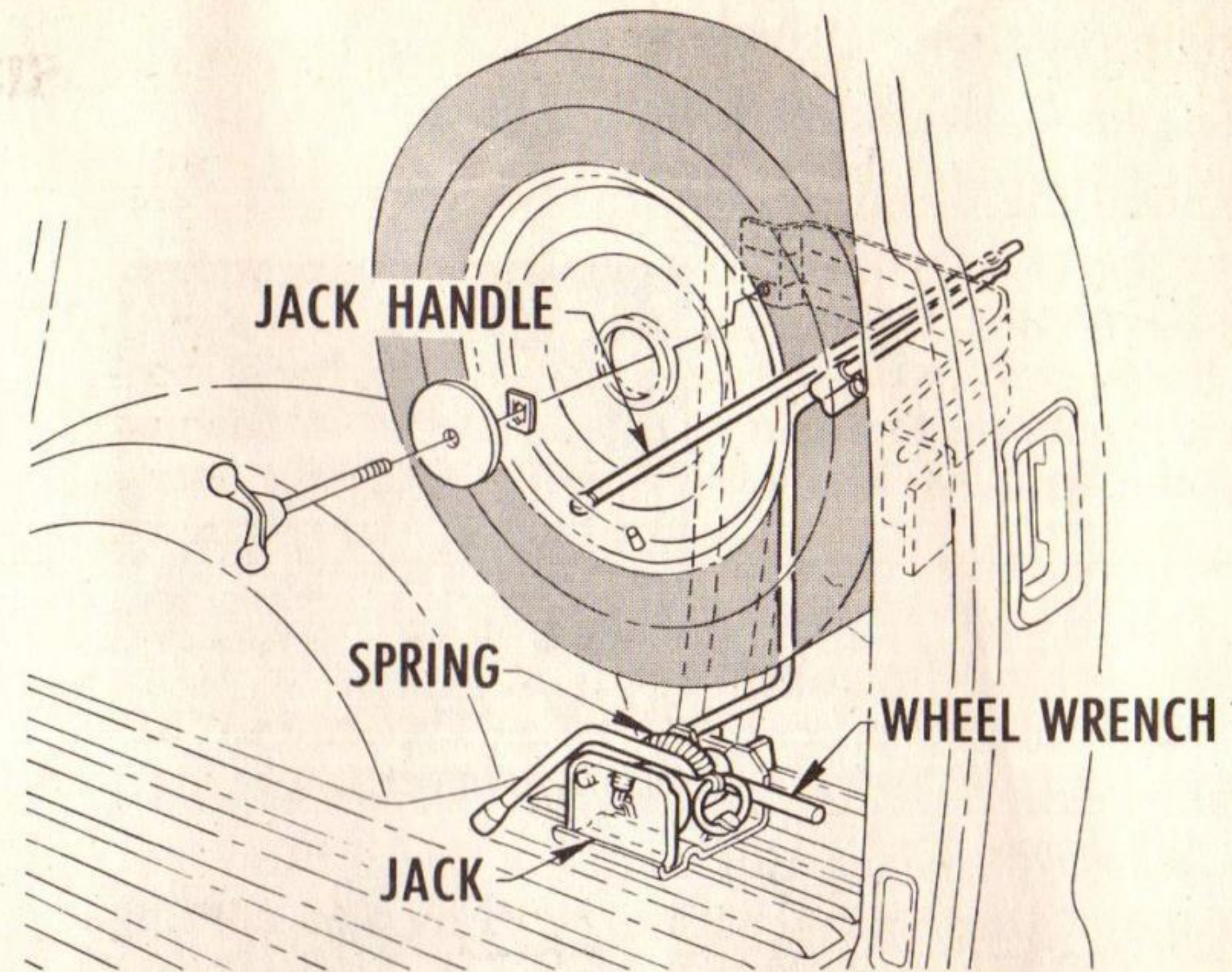
^ΔFor heavy duty operation the pressures listed may be increased by 6 psi.

CHANGING TIRES

Remove jack and spare tire from rear compartment and position jack under the axle.

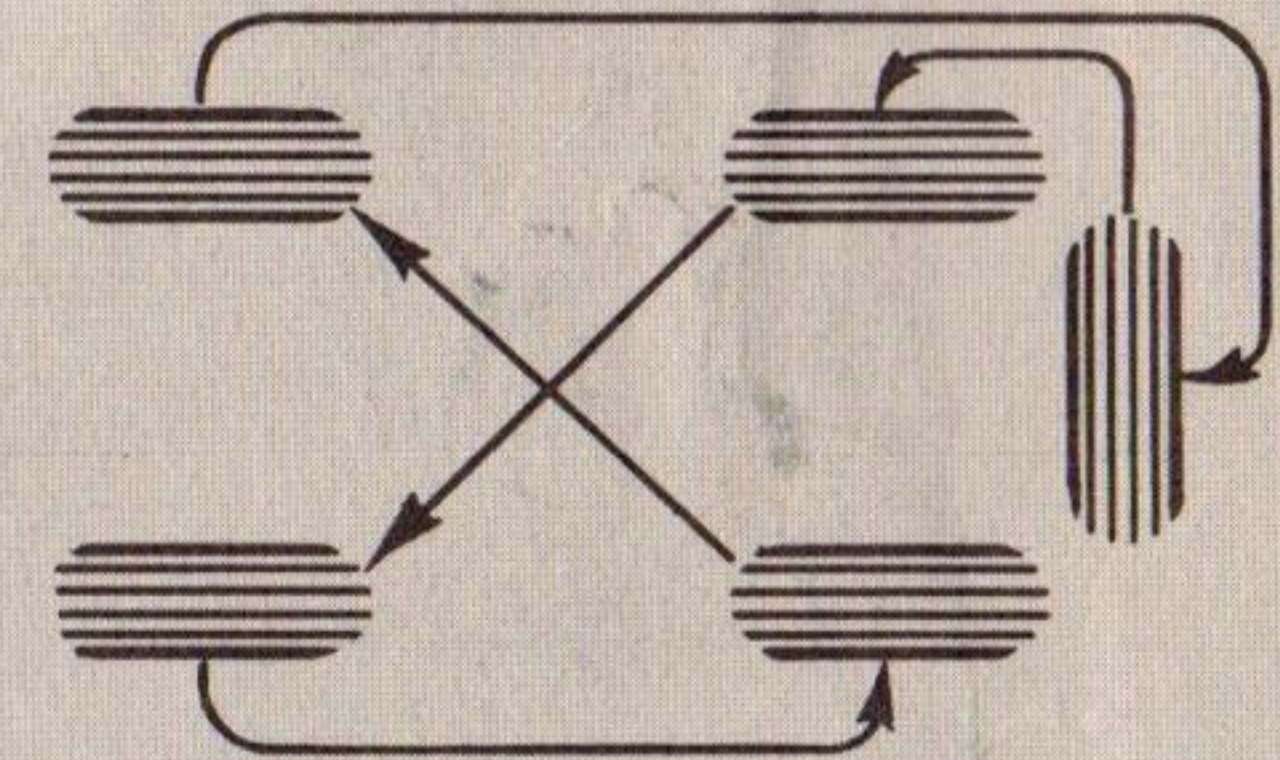
Set parking brake, block diagonally opposite wheel, remove hub cap and loosen wheel nuts. With jack handle, raise vehicle until the tire clears the ground. Remove the wheel and put on the spare, tightening the wheel nuts. Lower the jack until wheel touches ground. Retighten wheel nuts and replace hub caps.

CAUTION: On Positraction equipped vehicles, never run the engine with vehicle 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. 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 chuck-holes.
- Have wheel alignment checked periodically.
- Rotate the tires every 6,000 miles as shown.

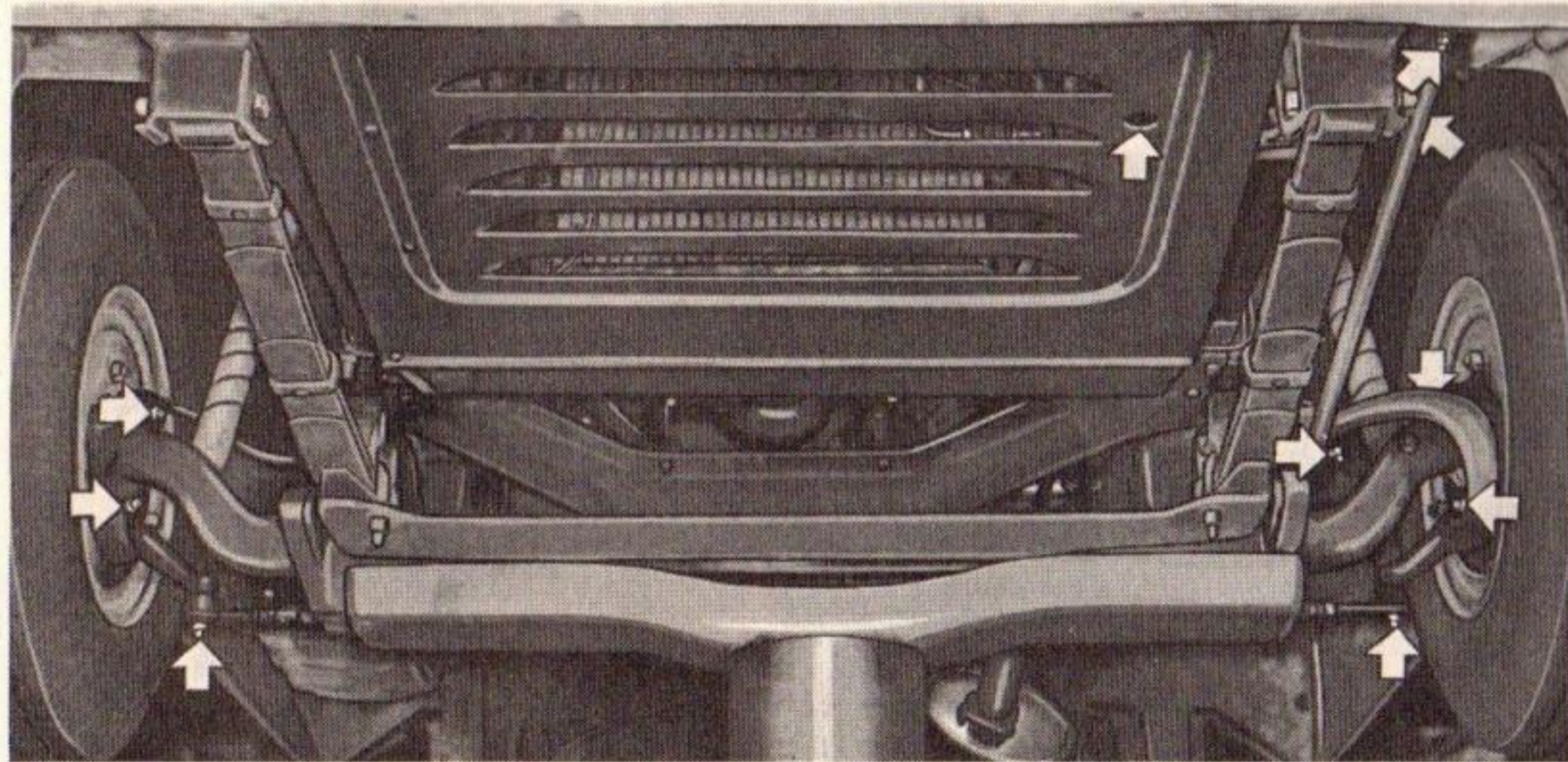


PERIODIC MAINTENANCE AND CHASSIS LUBRICATION RECOMMENDATIONS

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

FRONT SUSPENSION

Every 6,000 miles or 6 months—Lubricate fittings with water resistant EP Chassis Lubricant.



STEERING LINKAGE

Every 6,000 miles or 6 months—Lubricate fittings with water resistant EP Chassis Lubricant.

ENGINE OIL CHANGE*

Engine oil should be changed every 60 days or 6,000 miles, whichever comes first.

NOTE: For Vehicles in heavy duty operation involving continuous start-stop or prolonged idling, engine oil should be changed after 2500-3000 miles of operation. The filter should be changed after 5000-6000 miles of operation.

Crankcase Breather Cap

At every oil change—Clean in solvent.

OIL FILTER*

Every 6,000 miles or six months, whichever comes first—Change filter element. (See Note above.)

BRAKE AND CLUTCH PEDALS

Every 6,000 miles or 6 months—Lubricate fittings with water resistant EP Chassis Lubricant.

CLUTCH CROSS-SHAFT LEVER

Every 6,000 miles or 6 months—Lubricate fitting with water resistant EP Chassis Lubricant.

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

STEERING GEAR

Every 36,000 miles — Check steering gear lubricant level. If necessary, add water resistant EP Chassis Lubricant to the level of the filler plug hole.



FUEL FILTER

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

CRANKCASE VENTILATION

Valve Type*

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

Fixed Orifice Type*

Check every 6,000 miles or at every oil change. If dirty or plugged clear with suitable size drill. Twist drill by hand to remove any sludge or carbon formation.

AIR CLEANER*

Oil Bath Type

Every 6,000 miles—Check, clean if necessary, and refill (SAE-50 engine oil when temperature is above freezing; SAE-20 when temperature is below freezing).

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

Oil Wetted Paper Element Type

First 12,000 miles inspect or test element; if satisfactory, re-use element but recheck every 6,000 miles until replaced. Element must not be washed, oiled, tapped, or cleaned with an air hose.

DISTRIBUTOR CAM LUBRICATOR

4 and 6-Cylinder Engine

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

FRONT WHEEL BEARINGS

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

UNIVERSAL JOINTS

Every 6,000 miles or 6 months—Lubricate fittings with water-resistant EP Chassis Lubricant.

REAR AXLE

Standard Rear Axle

Every 6,000 miles—Check and keep filled to level of the filler plug with SAE 80 or SAE 80-90 Multi-purpose Gear Lubricant meeting requirements of U.S. Ordnance Spec. MIL-L-2105B.

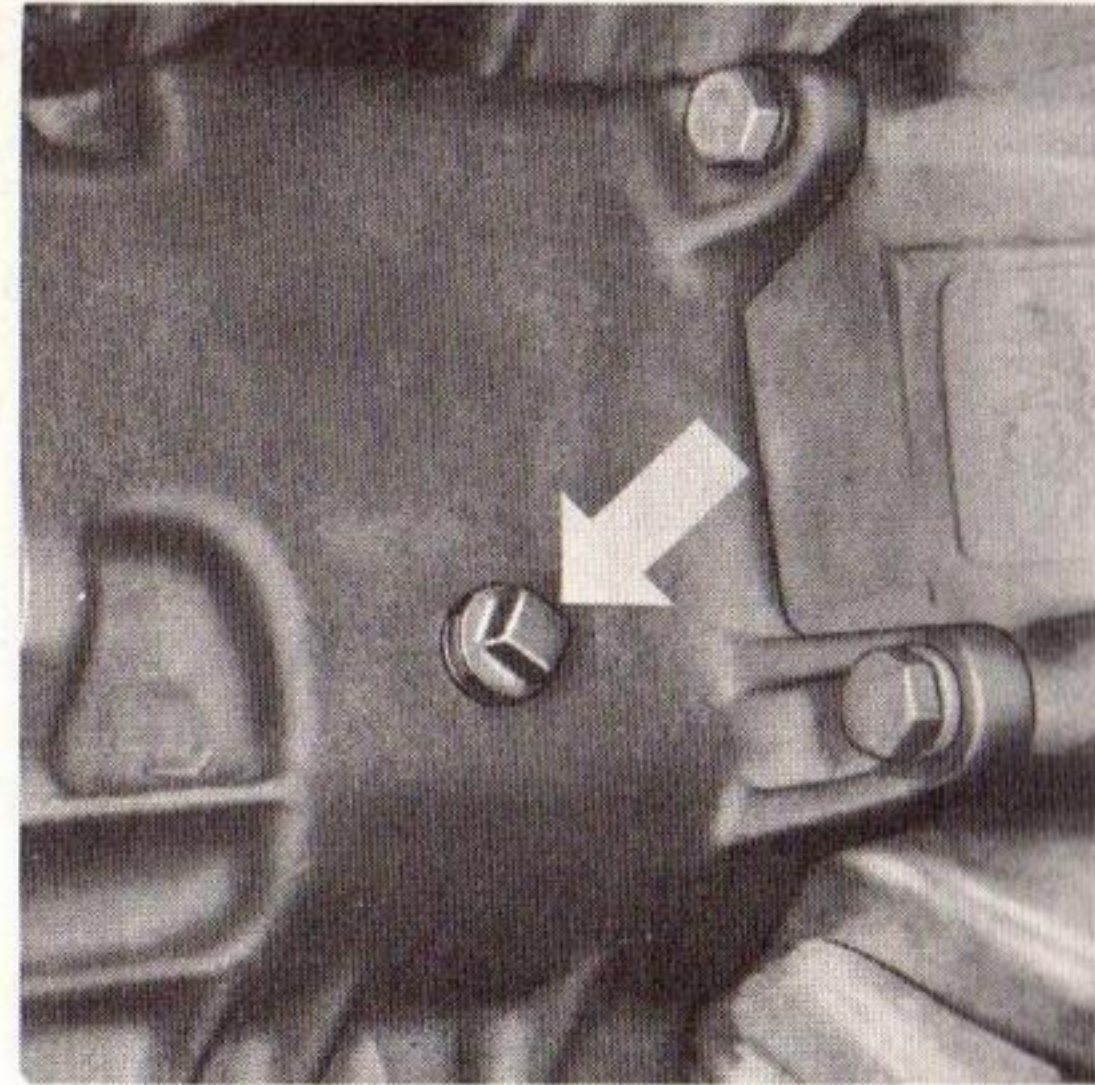
Positraction Rear Axle

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

TRANSMISSION

3-Speed

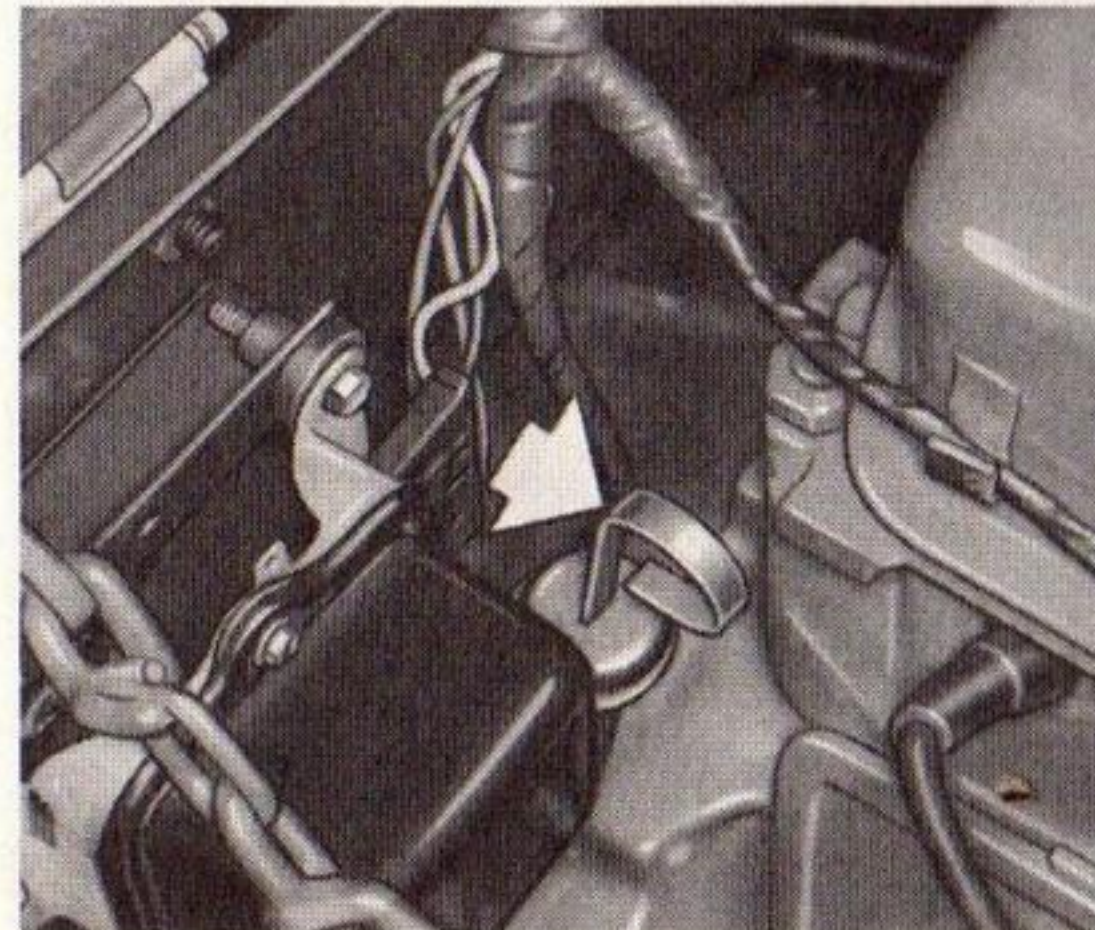
Every 6,000 miles — Check at operating temperature and fill as necessary to level of filler plug hole with SAE-80 or SAE-80-90 Multi-purpose Gear Lubricant meeting requirements of U.S. Ordnance Spec. MIL-L-2105B.



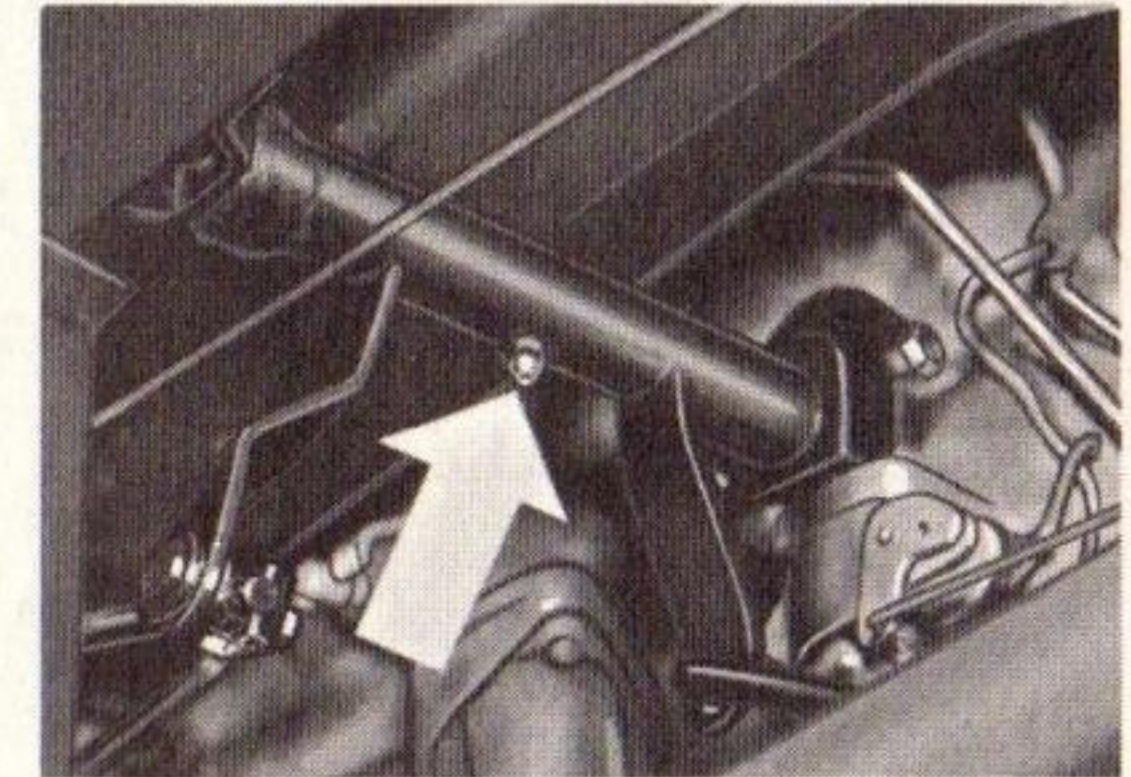
Automatic

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 OVER-FILL.

Drain sump every 12,000 miles or more often under adverse driving conditions.



Every 6,000 miles or 6 months—lubricate the automatic transmission control shaft between transmission and frame with water resistant EP Chassis Lubricant.



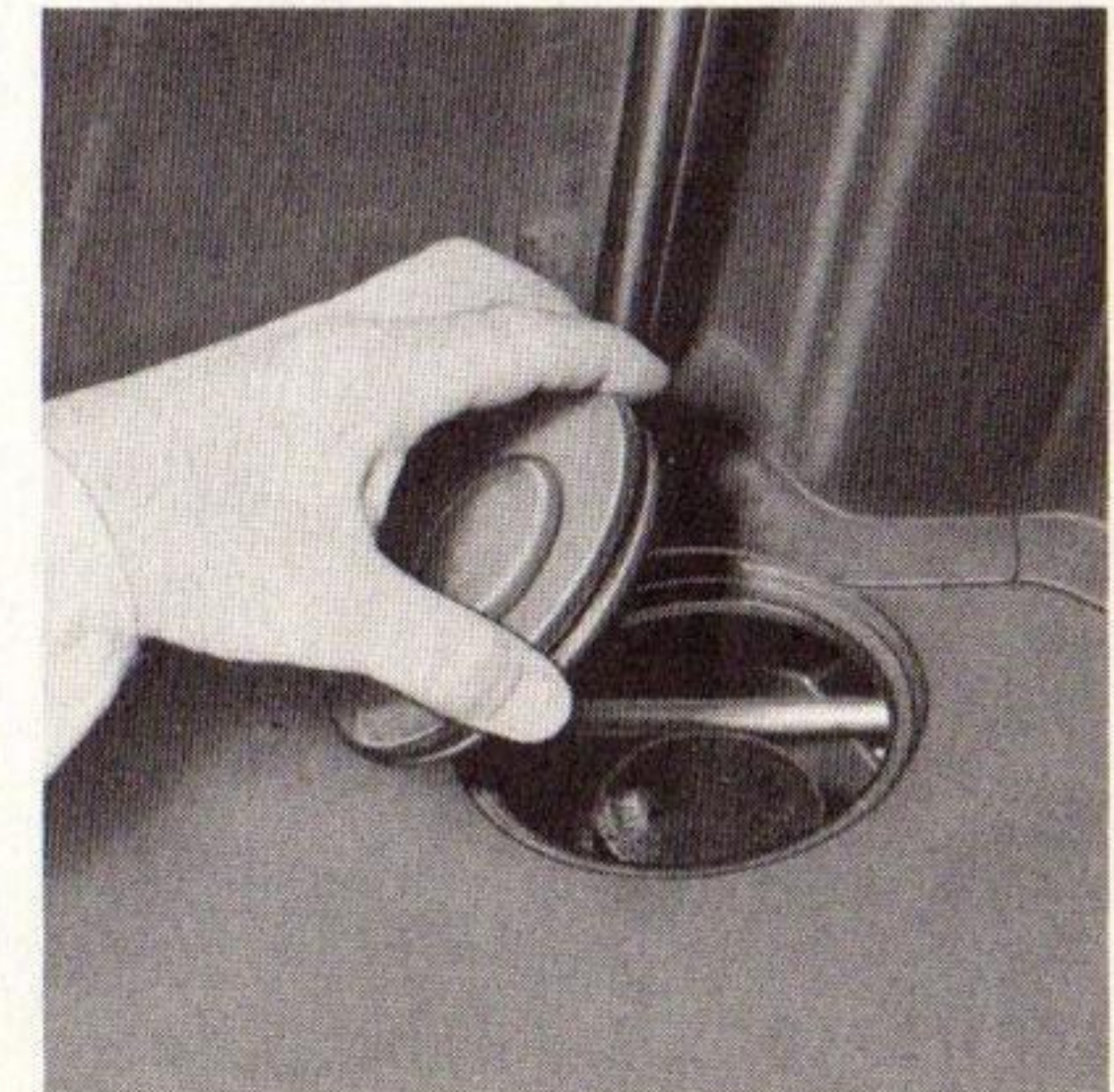
BRAKES

Lining

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

Master Cylinder

Every 6,000 miles — Check fluid and maintain $\frac{1}{4}$ " below filler opening with G. M. Hydraulic Brake Fluid, Supreme No. 11. The access cover is located beneath the floor mat in front of the driver's seat.

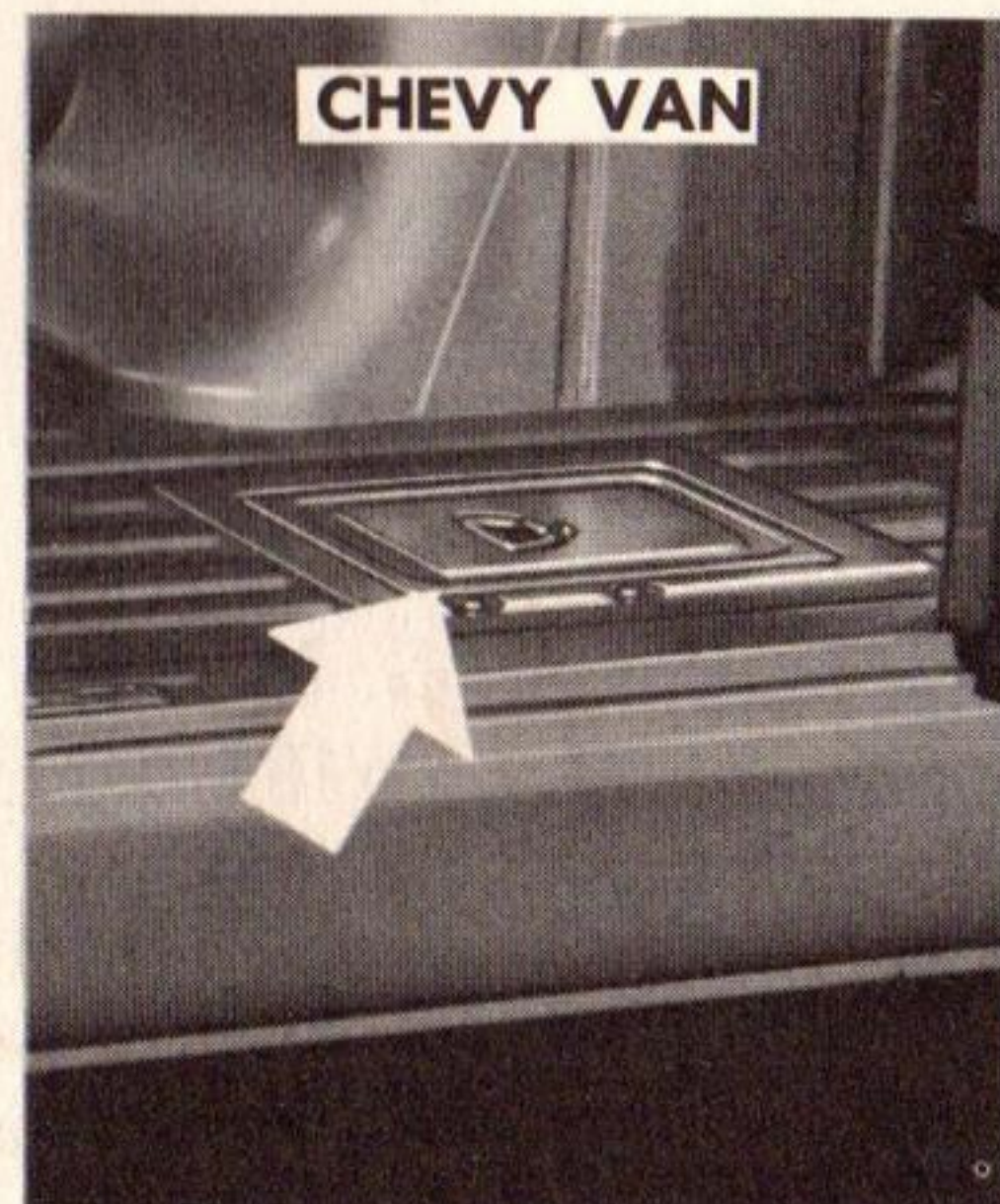
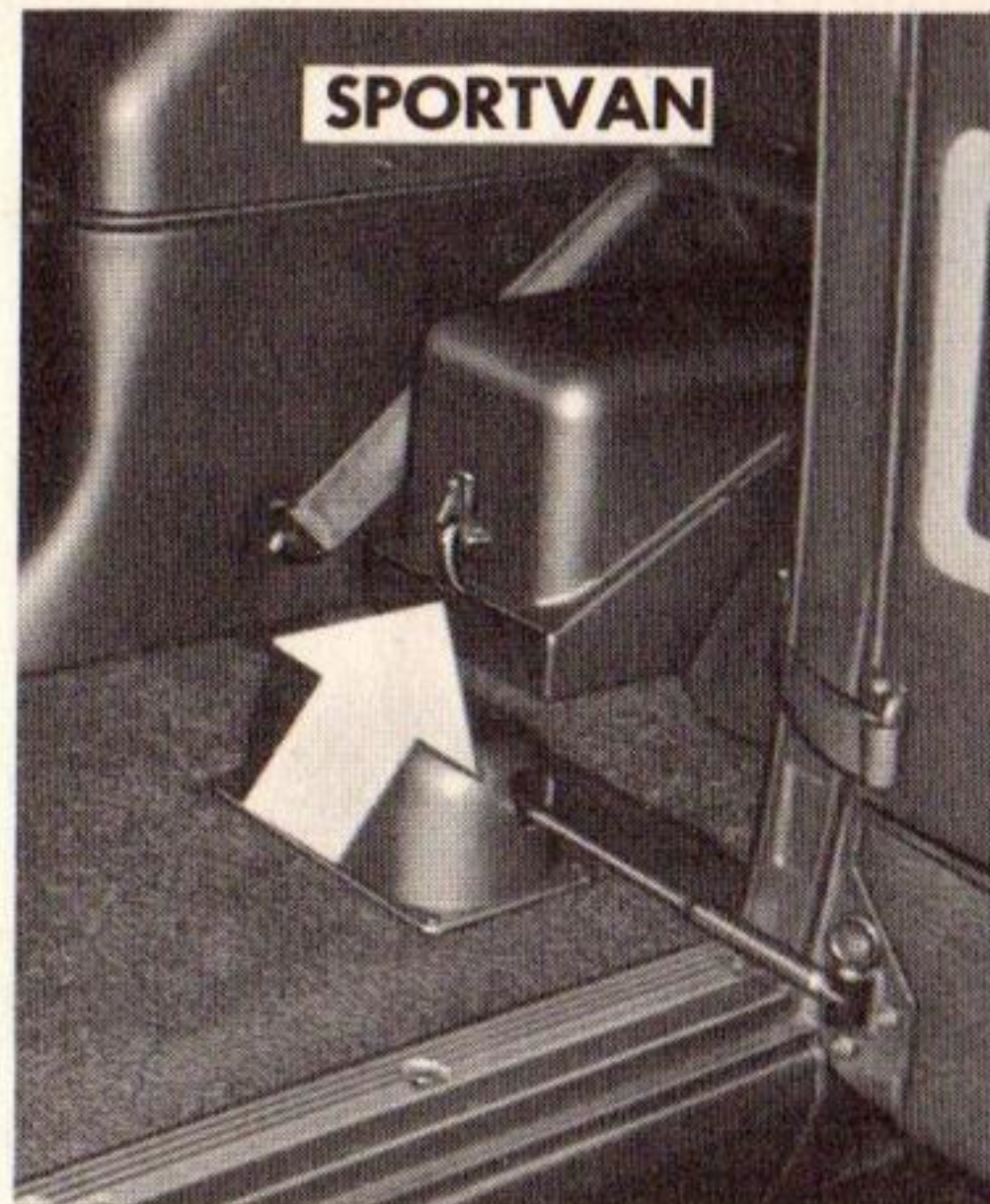


BATTERY

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 battery terminals and oil felt washer.

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 water resistant EP chassis lubricant to pulley bearing areas, parking brake cable, and at all operating links and levers.

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.

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 $\frac{1}{2}$ " with moderate thumb pressure applied midway between pulleys.

Specifications

SERIAL AND UNIT NUMBERS

Vehicle Serial No.—Stamped on Vehicle Identification Plate attached to left lock pillar.

Vehicle Rating Plate—Attached to the lower left door hinge pillar.

Engine—Stamped on boss on right side of block to rear of distributor.

DIMENSIONS

Overall Length	167.56"
Height	77.28"
Width	72.74"
Volume of load carrying area	211.20 cu. ft.
Curb weight	2860 lbs.

CAPACITIES

Gasoline Tank	20 gal.
Gas Cap	Vented

Crankcase (Refill)

4 Cylinder (with oil filter change)—1 pt. filter	4 qts.
6 Cylinder (with oil filter change)—1 qt. filter	5 qts.

Differential 4 pt.

Automatic Transmission Refill 3 pt.

Cooling System	4 cyl.	6 cyl.
Without Heater	9.5 qts.	12 qts.
With Heater	10.5 qts.	13 qts.
Thermostat	180°	180°
Radiator Pressure Cap	13 lb.	15 lb.

LOAD CAPACITY CHART

Model	Wheel-base	Gross Vehicle Weight	Front Axle Capacity	Front Spring Capacity	Rear Axle Capacity	Rear Spring Capacity	Recommended Tires		Minimum Mandatory Equipment for GVW Rating
							Front	Rear	
G1205	90	3600	2200	2000	2400	2400	6.50-13	6.50-13	RPO H06 Rear Axle. RPO F60 Front Springs, RPO G50 Rear Springs RPO H04 and H05 Rear Axle.
		4500					7.00-13-6	7.00-13-6	
		5000**		2200	2900	2900	7.00-13-8	7.00-13-8	

**—RPO GVW Plate.

ENGINE SPECIFICATIONS

Engine Data	4 Cylinder Engine	6 Cylinder Engine
	153 Cu. In.	230 Cu. In.
	1 Barrel Carburetor	1 Barrel Carburetor
Horsepower	90 @ 4000	140 @ 4400
Compression Ratio	8.5:1	8.5:1
Bore	3.88	3.875
Stroke	3.25	3.25
Firing Order	1-3-4-2	1-5-3-6-2-4

The following 14mm plugs are provided for the 4-cylinder and 6-cylinder 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

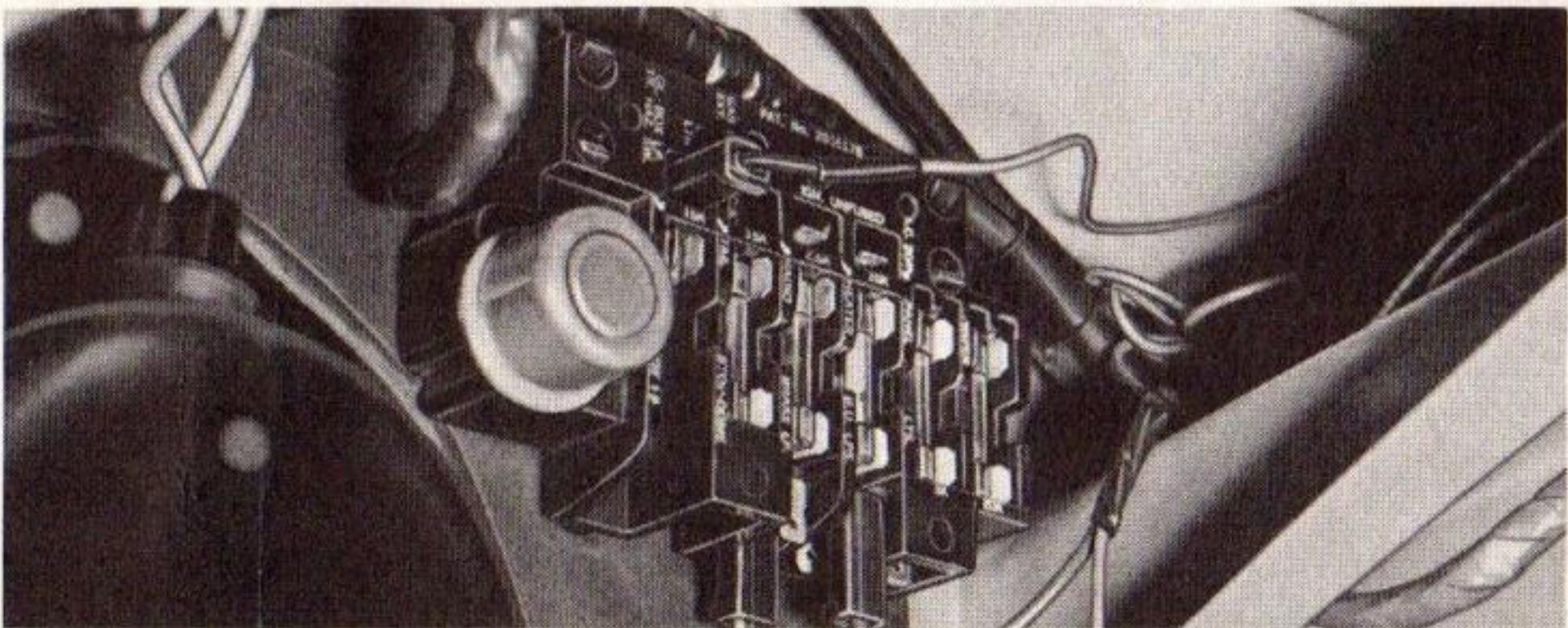
Type Tubeless
Size: Regular Production Tire
6.50 x 13—4 PR

Optional Tires
7.00 x 13—6 PR 7.00 x 14—6 PR
7.00 x 13—8 PR 7.00 x 14—8 PR

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:
Tail, Stop, Dome Lights 3AG/AGC- 15 amp.
Radio 3AG/AGC- 2.5 amp.
Heater 3AG/AGC- 10 amp.
Instrument Lights 3AG/AGC- 3 amp.
Windshield Wiper Motor SAE- 20 amp.



TURN SIGNAL FLASHER:

Type Series 2-bulb

BATTERY RATINGS 12 volt; 54 plate; 44 amp. hr.

BULB SPECIFICATIONS

	Candle-power	Number
Headlamp		
High Beam	50W	6012 (Sealed Beam)
Low Beam	40W	
Parking Lamp and Front Directional Signal	4-32	1157
Tail, Stop and Rear Directional Signal Lamps	4-32	1157
Instrument Lamps	2½	1816
Turn Signal Indicator Lamp	1	1445
Temperature Indicator Lamp	2	1895
Oil Pressure Indicator Lamp	2	1895
Generator Indicator Lamp	2½	1816
Headlight Beam Indicator Lamp	1	1445
Dome Lamps	12	211
License Plate Lamp	4	1155
Radio Dial Lamp	2	1893

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SERVICE LITERATURE *for* CHEVROLET CARS and TRUCKS

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

1965 Shop Manuals			FORM NO.	YEAR	PRICE EA.	
ST-56	Service Manual	Price each \$4.25	CHEVY II	ST-7	(1962) \$4.50	
	Applies to Chevrolet, Chevy II and Chevelle. Includes on-the-car adjustments, Maintenance and Overhaul of minor assemblies and specifications. (e.g. windshield washers, distributor, etc. Will handle most owner's requirements.)		SHOP	ST-19	(1963*) 2.25	
			MANUAL	ST-31	(1964 supplement) 2.00	
				H-30	(1964 w/'62 for complete cover.) 5.00	
ST-57	Overhaul Manual	Price each \$3.50		S & M-21	(1960) 3.75	
	Applies to Chevrolet, Chevy II and Chevelle. Includes basic off-the-car overhaul of major assemblies (e.g. engine, transmission, axle, etc.)			S & M-34	(1961) 4.25	
			CORVAIR &	ST-8	(1962*) 2.75	
			CORVAIR 95	ST-20	(1963**) 2.75	
			SHOP	ST-33	(1964 supplement) 2.50	
			MANUAL	H-35	(1964 w/'61 for complete cover.) 5.00	
				ST-59	(1965) 4.25	
ST-58	Body Service Manual	Price each \$3.50	CHEVELLE			
	Includes all information for Chevrolet, Chevelle, Chevy II and Corvair car bodies.		SHOP	ST-32	(1964) 4.75	
			MANUAL			
				ST-21	(1963) 4.50	
			CORVETTE	ST-34	(1964 supplement) 2.00	
			SHOP	H-40	(1964 w/'63 for complete cover.) 5.00	
			MANUAL	ST-60	(1965 supplement) 2.00	
				H-45	(1965 w/'63 for complete cover.) 5.00	
Available Manuals						
	FORM NO.	YEAR			PRICE EA.	
CHEVROLET SHOP MANUAL	RS-34	(1949-54)			\$4.00	
	RS-57	(1955)			4.00	
	RS-58	(1956*)			3.00	
	RS-60	(1957)			4.00	
	RS-62	(1958)			4.00	
	S & M-15	(1959-60*)			3.75	
	S & M-32	(1961)			4.75	
	ST-6	(1962*)			3.00	
	ST-18	(1963**)			3.75	
	ST-30	(1964 supplement)			3.50	
	H-10	(1964 w/'61 for complete cover.)			6.00	
	<i>*Previous year model manual must be ordered with this supplement to obtain complete coverage.</i>					
	<i>**1961 model manual must be ordered with supplement to obtain complete coverage.</i>					

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

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

	FORM NO.	YEAR	PRICE EA.
TRUCK SHOP MANUAL	RS-56	(1954)	\$3.75
	RS-54	(1955)	3.25
	S & M-56	(1956*)	3.00
	RS-61	(1957)	3.25
	RS-63	(1958)	3.50
	S & M-16	(1959*)	1.50
	S & M-22	(1960)	3.75
	ST-9	(1960-62*)	4.00
	ST-22	(1963)	4.75
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	H-15	(1964 w/'63 for complete cover.)	5.50
	ST-61	(1965 supplement)	2.75
	H-20	(1965 w/'63 for complete cover.)	5.50
CHEVY VAN SHOP MANUAL	ST-36	(1964-65 supplement)	3.00
	H-25	(1964-65 w/'63 Truck for complete coverage)	5.75

OWNER GUIDES

Chevrolet, Chevy II, Corvair, Corvair 95 and Chevelle	.30 each
Truck and Chevy Van	.40 each
Corvette	.60 each
Convertible Top booklets	.25 each

Please specify model year and vehicle when ordering.

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

AVAILABLE CHEVROLET SHOP MANUALS PRIOR TO 1949

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

AVAILABLE FILMS

1919 Chevrolet
Car Shop Manual

1923 through 1948
Chevrolet Shop Manuals

1934 through 1952
Truck Shop Manuals

Price **\$5.00 Each**

(For 1953 Truck Shop Manual,
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Please allow 30 days for order to be filled.

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

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

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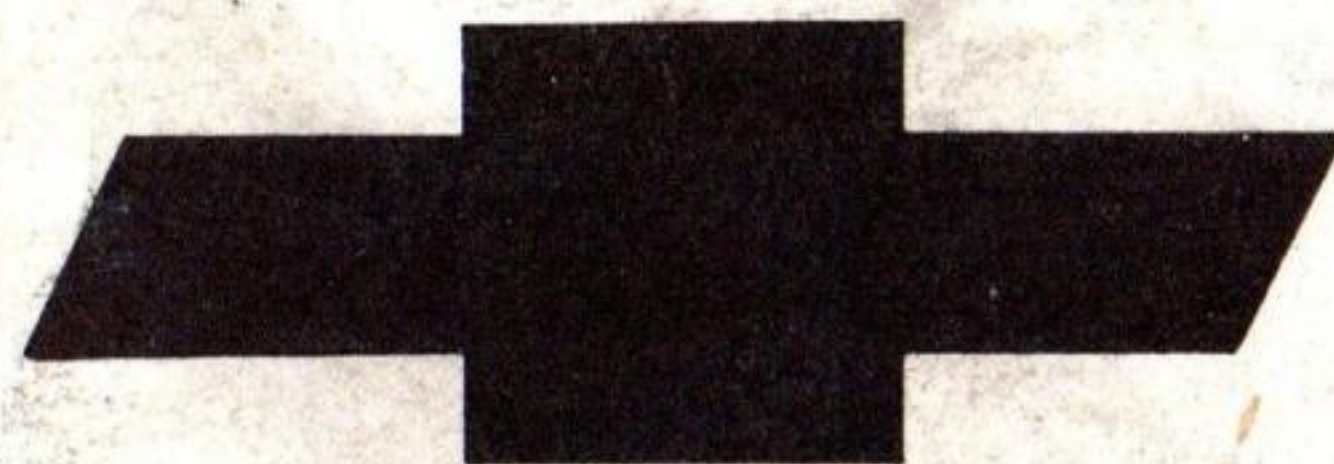
(CITY, ZONE, STATE)

RETURN REQUESTED

OWNER PROTECTION PLAN

Upon delivery of your new Chevy Van, you received an Owner Protection Plan which you should read carefully. Keep this booklet with your vehicle during the warranty period.

In the event warranty repair is required on your Chevy Van, the Chevrolet Protect-O-Plate affixed to the back cover of your Protection Plan Booklet will assist in identifying you and your Chevy Van to your Chevrolet dealer.



MERRICK CHEVROLET CO.
520 FRONT ST. BEREA, O.
PH. BEREA 4-1333