Your Chevrolet Corvette Operator's Manual



INTRODUCTION

A warm welcome to a new form of motoring pleasure is extended to you as a Corvette owner. This is your introduction to an all new and distinctive design in which Chevrolet combines many of the desirable features of the passenger car into a truly fine and beautiful sports car.

This temporary pamphlet has been prepared to provide you with necessary information on features, driving, care and maintenance of your new Corvette pending publication of the illustrated and more comprehensive Maintenance Manual. The attached stamped and self-addressed post card has been provided for your convenience in obtaining your copy of the Maintenance Manual when it becomes available.

Read the information contained herein carefully and keep it as a handy reference. Your Chevrolet dealer, who is equipped to perform complete maintenance on the Corvette, will be glad to assist you in any problems concerning the operation and servicing of your car. Do not hesitate to consult him.

All information and specifications contained in this literature are based on the latest product information available at the time of publication approval. The right is reserved to make changes at any time without notice.

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INSTRUMENTS AND CONTROLS

SPEEDOMETER

The speedometer located on the instrument panel above the steering column registers both speed and accumulated mileage. A hood over the upper portion of the speedometer reduces reflections during night driving.

FUEL GAUGE

The fuel gauge located adjacent to the ignition switch is operated electrically to indicate the amount of fuel in the 18 gallon fuel tank with the ignition switch turned on. When the ignition is turned off, the pointer returns to the empty mark.

TEMPERATURE GAUGE

The electrically operated temperature gauge located to the left of the tachometer shows engine coolant temperature in the cylinder head. Temperature indications will vary with thermostat range, outside air temperature and operating conditions of the vehicle. Long hard drives or prolonged idling in very hot weather may produce above normal temperature indications.

TACHOMETER

The tachometer located in the lower center of the instrument panel indicates the speed of the engine in revolutions per minute. Incorporated into the tachometer is a revolution counter which indicates the cumulative total of engine revolutions.

AMMETER

This instrument, located to the right of the tachometer, shows the rate at which the battery is being charged or discharged. The generator is equipped with a regulator which controls the charge according to battery requirements. When the generator is supplying more than the current demand, the ammeter will show the charging rate, while a discharge will be shown if the demand of the equipment switched on is greater than the generator output. When battery is fully charged, the charging rate will be low, thus giving an indication of the condition of the battery.

OIL PRESSURE GAUGE

This gauge on the instrument panel is installed primarily as an indicator to show whether or not the oil pump is working and does not necessarily indicate the condition or quantity of oil in the crankcase. The oil pressure gauge should always indicate pressure when the engine is running. If no pressure is indicated, stop the engine immediately and have the cause corrected. When starting a cold engine, it will be noted that the oil pressure gauge will register a high oil pressure. As the engine warms up, the pressure will drop until it reaches a point where changes to higher speeds will raise the pressure very little if at all. If oil pressure registers abnormally high after the engine is thoroughly warmed up, it may indicate the possibility of plugged oil lines and passages and should be inspected to determine the cause.

CLOCK

An illuminated electric clock is located to the right of the oil pressure gauge. The clock is set by pushing in and turning the knob at the bottom of the dial.

LIGHT CONTROL KNOB

The light control knob is located at the extreme left of the lower instrument panel and controls a two position push-pull switch. Pull knob to first position for parking, tail, license and instrument panel lights. In the second position, headlight beams replace parking lights. Instrument panel lights may be regulated by rotating the knob.

WINDSHIELD WIPER CONTROL

The windshield wiper control knob, which is rotated to regulate wiper action, is located adjacent to the light control knob at the lower left side of the instrument panel.

HEATER AND DEFROSTER CONTROL

The Corvette recirculating heater and defroster, which is available as a factory installed optional accessory, has a single control knob located above the ignition switch and adjacent to the speedometer.

To control the heater, push knob fully "In" and turn clockwise to desired blower operation. Warm air from heater is deflected down towards the floor. To turn off rotate counterclockwise to the stop.

To operate defroster, pull knob out or partially out and turn clockwise to desired blower velocity.

The warm air is divided between the heater and defroster in proportion to the amount of control knob pull-out.

KEY STARTER AND IGNITION SWITCH

The four positions of the key starter (reading clockwise) are: LOCK, OFF, ON and START. To operate, turn switch to START. As soon as the engine starts, release switch, which will return to ON position. The key is required only when turning to or from LOCK position,

CHOKE

The choke, located on the instrument panel above the fuel gauge, is used to provide a richer fuel mixture to assist in starting a cold engine. Pull choke knob out part way or all the way depending upon climatic condiions. This automatically opens the throttle to provide for smooth engine operation when choking is required.

CAUTION: Excessive use of the choke will provide a fuel mixture too rich to burn. Some of this unburned fuel will leak past the pistons and dilute the engine oil, resulting in improper lubrication, excessive engine wear and poor performance. When it is necessary to use the choke for starting, it should be pushed part way in as soon as the engine starts and all the way in as soon as the engine will run smoothly without its use.

RADIO CONTROLS

The Corvette signal seeking radio is available as a factory installed optional accessory. When installed, the radio controls are located in the upper center of the instrument panel and consist of left and right inner and outer control knobs, push button controls, a favorite station selector, and an automatic tuning bar. A complete description of the operation of the Corvette radio is contained on pages 23 and 24.

LIGHTER

The lighter is located on the upper face of the instrument panel above the oil pressure gauge and is operated by pushing in and releasing. When heated, it automatically clicks out for use.

HOOD LOCK CONTROLS

The hood lock is operated by two controls located under each side of the instrument panel. The hood lock is released by pulling out the control knobs. This releases the hood to enable it to be raised manually to the open position. The hood is hinged at its forward end to supports at the sides of the radiator and is spring loaded to assist in the manual raising of the hood. A telescoping hood support, which locks when the hood reaches the open position, is provided. To lower the hood, it must first be raised to disengage the hold-open support and then lowered fully to engage the hood lock.

PARKING BRAKE AND ALARM LIGHT

The parking brake, which is located under the instrument panel to the left of the steering column, operates independently of the service brakes and is applied by pulling straight back on the T-handle. To release, simply turn the handle slightly and push in to normal position. A parking brake alarm light, located below the speedometer, operates only with ignition switch on to indicate by means of a flashing red light when the parking brake is applied.

DIRECTIONAL SIGNAL

A directional signal lever is located on the left side of the steering column forward of the steering wheel. Moving this lever downward for a left turn and upward for a right turn will impart a flashing signal through the parking and stop lights to indicate direction of turn. The signal direction is indicated to the driver by a flashing arrow in the speedometer.

HORN RING

A horn ring is provided on the steering wheel to control the operation of the horn. Finger tip pressure at any point on this ring will provide the electrical contact necessary to blow the horns.

AIRSCOOP CONTROL

The air scoop is opened and closed by means of the control handle located below the instrument panel. A rachet mechanism provides several positions for the regulation of the air admitted.

HEADLIGHT DIMMER SWITCH

Beam selection for high or low headlight beams may be made by exerting foot pressure on the dimmer switch located at the left side of the floor toe board. A headlamp beam indicator is provided in the speedometer and a small opening beneath the 70 mile mark is illuminated when the high beams are on.

WINDSHIELD WASHER CONTROL

The foot operated windshield washer control is located at the left side of the floor toe board to the right of the headlight dimmer switch. Depressing the washer control with the engine running operates both the washer and the windshield wiper.

BRAKE PEDAL

Depressing the foot operated pendent type brake pedal, which is supported from the master cylinder attached to the dash panel, applies the hydraulic service brakes at all four wheels in proportion to the pressure applied on the pedal.

ACCELERATOR

The accelerator pedal controls engine speed and is designed to provide the proper "feel", neither too light nor too firm, for smooth control.

POWERGLIDE SELECTOR LEVER

The selector lever for the transmission is mounted on the side of the floor tunnel within convenient reach of the driver. Lever positions are indicated on the top of the lever knob. More detailed information on selector lever positions can be found on page 12.

SEAT ADJUSTER

The seat adjuster control lever is located on the front of driver's seat frame near the left corner and when pulled upward allows the seat to be adjusted forward or backward.

DOOR LOCK INSIDE HANDLE

To open the door, the lock is released from either inside or outside the car by grasping the ball handle on the door inner panel and pulling rearward.

CORVETTE FEATURES

KEYS AND LOCKS

A single key operates both the ignition switch and luggage locker lid lock. Record the key number upon delivery of the car.

PACKAGE COMPARTMENTS

A package compartment is provided in the interior paneling of each door. The compartment has a hinged cover that may be easily lifted with a footman strap.

ASH TRAYS

An ash tray is provided in each door forward of the package compartment. To emtpy, simply lift ash tray and remove.

FOLDING TOP COMPARTMENT

The folding top, when lowered, is stowed in a compartment behind the driver and passenger seats. A hinged lid, which is secured by a push button lock between the seat backs, covers the top compartment and also serves to anchor the rear of the top, when raised, by means of two bushings in the lid, into which are inserted the ratchet-type spring loaded clamps on the top rear bow. See Operation of The Folding Top, page 21.

DOOR VENTILATOR AND WINDOW

For protection against inclement weather, snap-on type plexiglass side window and ventipane assemblies are provided which may be quickly and easily installed to or removed from each door. The ventipanes are friction type and without handles, requiring direct hand pressure for opening and closing. When not in use they are stored in a bag in the luggage locker. For installation instructions, see page 20.

REAR VIEW MIRROR

The rear view mirror is mounted on the top center of the instrument panel and is adjustable to accommodate all driving positions.

COURTESY LAMPS

Courtesy lamps are located under the bottom flange of the instrument panel near each end of the panel. These lamps illuminate the floor area and are automatically lighted by means of a switch on the body pillar when either door is opened.

LUGGAGE LOCKER

A spacious luggage storage area is provided at the rear of the body. Access to this storage area, as well as to the spare tire stowed beneath the luggage locker floor is gained by inserting the key into the lock below the rear bumper and turning until the lid is released from the lock. Then insert fingers under lid edge and raise to open position. The lid hinges are spring loaded for ease in opening and counterbalanced to remain in the open position without support.

NOTE: The wheel wrench, scissors jack and handle, which are provided as tools, as well as the door window and ventilator assemblies, are stored in the luggage locker when not in use.

3. Hold accelerator pedal down halfway and turn key starter to START. Release as soon as engine starts. Key starter will automatically return to ON.

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

4. As soon as the engine starts, push the choke knob in part way until engine idles smoothly. After engine has warmed up, push choke knob in all the way.

   NOTE: When starting a cold engine, it will be noted that the oil pressure gauge will register a high pressure. Do not accelerate the engine excessively until the oil is sufficiently warm to permit a lower pressure. If the gauge does not show any pressure, stop the engine immediately and determine the cause.

5. In case the engine becomes overchoked or flooded at any time, be sure the choke button is all the way in, then press the foot accelerator down fully and operate starter continuously until engine starts. This will eliminate further choking. If it becomes desirable or necessary to again choke the carburetor for starting, follow the procedure in steps 2-5.

   NOTE: Excessive use of the choke will provide a fuel mixture too rich to burn. Some of this unburned fuel will leak past the pistons and dilute the engine oil, resulting in improper lubrication, excessive engine wear and poor performance.

DRIVING WITH POWERGLIDE

Place the selector lever in "D" and press the accelerator for smooth, effortless driving in city or country. Powerglide automatically selects the range most suited to your driving needs. Starting, the car moves forward in automatic low, changing to cruising range between 10 and 52 M.P.H. depending on accelerator position. While cruising at speeds below 45 M.P.H., Powerglide will change automatically to low

range when accelerator is fully depressed for maximum acceleration. At low speeds above 10 M.P.H., this change may occur before accelerator is fully depressed. As the car slows to a stop, Powerglide changes to low range at 9 M.P.H. in readiness for the next start.

NOTE: The above road speeds are approximate and may vary with individual cars.

"L"position should be used when climbing very steep grades at reduced speed, or when pulling through deep sand and snow. At speeds below 40 M.P.H. this range may be used to provide additional engine braking for descending steep grades or slowing down on slippery pavement.

"R" position reverses Powerglide for backing. Bring car to a complete stop and move selector lever to "R" position with engine idling.

Remember that Powerglide is completely automatic. Simply move the selector lever to the desired position and press accelerator to go. Do not attempt to force a change from low to cruising range by releasing the accelerator. In wide open acceleration, Powerglide will change from low to cruising range at 52 M.P.H. During moderate acceleration, this change may occur as low as 10 M.P.H. Because Powerglide automatically selects the range best suited to any driving condition, maximum performance and economy is assured.

DRIVING CAUTIONS

A few driving cautions should be observed:

: Do not accelerate engine for over ten seconds in "D", "L", or "R" when car is held with brakes.

: When stopped on an upgrade, do not hold car by accelerating engine except very briefly. Use service brake.

: Move selector lever to "L" for extremely hard pulls at low road speed.

: Do not move selector from "D" to "L" at speeds over 40 M.P.H.

: Never move selector to "R" when car is moving forward.

: Engage parking "P" only when car is completely stopped.

TOWING AND PUSHING CAUTIONS

: Do not push the Corvette.

: Do not lift the Corvette, front or rear, to tow.

: If your Corvette must be towed, place selector lever in "N". Do not exceed 45 M.P.H. The tow rope should be secured to the front suspension. If the transmission is not operating properly, the propeller shaft should be disconnected from the rear axle before any towing is attempted.

: Should it ever be necessary to start the engine by towing the car, place the selector lever in "N" until the car reaches 15 M.P.H. on a dry surface or 20 M.P.H. on a slippery road. Turn key starter to ON and move selector to "L". When engine starts, move selector to "D".

NOTE: Use extreme care to prevent car from accelerating into tow car when engine starts. Avoid using too short a tow line to minimize this possibility.

: Using the Corvette to push or pull other vehicles is not recommended.

BREAKING-IN PERIOD

To maintain the high standard of performance and efficiency of your Corvette, special attention should be given for the first two thousand miles to lubrication and the speed at which the car is driven. The crankcase of the engine is filled with a light body "breaking-in" oil. USE THIS OIL ONLY DURING THE FIRST 500 MILES OF DRIVING.

Check the oil frequently during the first 500 miles. At the end of 500 miles, drain the crankcase while hot and refill with the grade of oil recommended on page 25. Check oil level each time gas is purchased and change at recommended drain periods.

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

40 miles per hour for the first 100 miles.

50 miles per hour for the next 200 miles.

60 miles per hour for the next 200 miles

GENERAL INFORMATION

GASOLINE AND ENGINE OIL

The engine is designed to delivery maximum performance with "Premium" grades of gasoline. Use of the proper engine oil is also of great importance in assuring maximum performance and economy. See recommendations on pages 25 and 28.

GASOLINE FILLER CAP

The gasoline filler cap is located under the lid in the left rear fender to the rear of the door opening. This cap is designed with a built-in spring loaded valve to prevent pressure build-up and surging of gasoline out of the tank on turns.

COOLING SYSTEM FILLER CAP

A pressure type radiator auxiliary tank filler cap is provided on the top rear portion of the auxiliary tank located on the right side of the engine. When removing, rotate left to first stop to relieve pressure in system, then turn cap again to remove.

ENGINE OIL FILLER CAP

The oil filler cap for the engine lubrication system is located at the top center portion of the rocker arm cover and is rotated to the left to remove.

CAUTION: Do not confuse the oil filler cap with the adjacent cooling system filler cap on the radiator auxilary tank.

ENGINE OIL LEVEL ROD

The engine oil level rod, located on the right side of the crankcase, is marked FULL and ADD OIL. Check oil frequently and maintain level between these two lines. Avoid overfilling.

TRANSMISSION OIL LEVEL ROD

The powerglide transmission oil level rod on the right side of the engine is marked FULL and ADD 1 QT. Check every 1000 miles with transmission in Neutral, engine warm and idling. Avoid overfilling.

USE OF THE JACK

1. Set parking brake, move selector lever to park position, and block diagonally opposite wheel.

2. To remove wheels, position jack on the ground under car at following locations:

   a. At front wheel place jack under the front suspension lower control arm near outer end.

   b. At rear wheel place jack under rear axle housing near rebound strap.

3. Rotating jack handle clockwise, raise car until tire clears ground.

4. To lower, turn handle counterclockwise.

   CAUTION: Do not get underneath car when it on jack

SPARE TIRE STORAGE

The spare tire is stowed in a well in the floor of the luggage locker. A plywood cover retained by a bolt and stationary nut, overlaps the floor surrounding the well. To gain access to the tire, lift up floor mat, remove cover retaining bolt and remove cover.

THE CORVETTE BODY

The Corvette body is composed of plastic glass fiber material molded into one compact unit and covered with a Duco finish.

The glass fiber material is light weight, has excellent strength properties, and will not corrode or be affected by oil, grease, weathering, or most chemicals. It will not dent but may be punctured, cracked, torn, or otherwise damaged by very large forces such as produced by sudden impact or shock contact. See your Chevrolet Dealer in the event of damage to the body of your Corvette.

CARE OF THE FINISH

To preserve the original beauty and value of the finish, keep it as clean as possible. When washing the car, always use clear cold water. Never wash in the direct rays of the sun. Maintain the original gloss by application of a mild liquid polish. Abrasive polishes and cleaners may do the job quicker, but may also remove some of the good finish.

All chrome parts can best be maintained by frequent washing and occasional waxing. Since a protective clear finish has been baked on chrome parts, abrasives or strong cleaning agents are harmful. Therefore, scouring methods of chrome cleaning MUST BE AVOIDED.

Repairs to scratches or abrasions that occur on parts having this protective coating must be performed within a reasonably short time, to prevent further deterioration of the finish. It is recommended that repairs be made only by those who are familiar with the proper procedures and who use approved refinishing materials.

CARE OF THE COOLING SYSTEM

The cooling system should be kept clean. The use of a rust-inhibitor in the cooling system when plain water is used as a coolant will materially aid in keeping the system clean. Also use only rust-inhibiting anti-freeze solution, following the manufacturer's specifications. To insure uniform distribution of the anti-freeze throughout the cooling system, it is recommended that the anti-freeze be mixed to proper proportions before adding to the system through the auxiliary tank. The vapor line connecting the radiator auxiliary tank with the top of the radiator should be checked regularly to see that it does not bend or sag between ends and accumulate a pocket of water or vapor that would prevent a transfer of air.

To drain the complete cooling system less auxiliary tank, open drains at the bottom of the radiator and lower left rear side of engine block.

CARE OF THE TIRES

Under Inflation	Proper Inflation	Over Inflation
Runs Hot	Good Ride	Hard Ride
Loosens Cords	Good Traction	Poor Traction
Uneven Wear	Even Wear	Bruises
Blowouts	More Mileage	Fabric Breaks

To enjoy maximum service from your tires - maintain these recommended pressures:

Starting Pressure - 24 Lbs. when car has been standing three hours or driven less than a mile.

City Pressure - 27 Lbs. after driving a car three miles or more below 40 miles per hour.

Highway Pressure - 29 Lbs. after driving car three miles or more above 40 miles per hour.

Hard driving normally increases tire pressures. Do not "bleed" tires to reduce this higher pressure. Valve caps should always be installed and tightened firmly to prevent dust and water from entering and damaging valve seats. The caps also act as an air seal.

To help prevent uneven wear of front tires and to distribute wear evenly over all five tires they should be changed as follows every 5000 miles. Spare to right rear, right rear to left front, left front to left rear, left rear to right front, and right front to spare.

Your Corvette is equipped with 6.70 x 15 - 4 ply rating white-wall tires which should be maintained at the above recommended pressures for maximum service. It is intended that these tires be used only for normal operation of your car such as experienced in average passenger car usage. For reasons of safety, it is recommended that these tires not be used for extreme vehicle operation such as racing.

NOTE: The simulated knock-off type of hub caps installed on some Corvette wheels are to be removed by prying off in the manner of conventional hub caps. DO NOT ATTEMPT TO KNOCK OFF!

USE OF TIRE CHAINS

Do not use tire chains on your Corvette rear wheels as clearance between tires and wheelhouse is insufficient to permit operation with chains installed.

INSTALLATION OF DOOR VENTILATOR AND WINDOW

To install, open door and insert offset extension on front bottom edge of window frame into slot in upper forward door area, then lower serrated extension on bottom edge of assembly into slot in top of door to secure window at rear. Turn thumbscrew on brace at ventilator division strip into bracket in door trim rail to complete the installation.

To remove, loosen thumbscrew, pull on lever at rear of door to release, lift up rear of assembly and remove by withdrawing offset extension from front of door.

OPERATION OF THE FOLDING TOP

To raise the top, push button between seat backs to release top compartment lid lock. Open lid and lift folding top out of compartment, then close lid to locked position. Insert top rear bow clamps in lid bushings, then lift top to raised position and secure front latches to windshield header by hooking latches in the latch holes provided in windshield header and locking.

To lower the top reverse this procedure. The rear clamps are released from the top compartment lid by depressing the release on each clamp and lifting up on the grip.

NOTE: To prevent damage to paint finish, the folding top compartment lid and the luggage locker lid are hinged so that both can not be fully opened at the same time.

CARE OF THE FOLDING TOP

To avoid water stains, mildew, or possible shrinkage of the top material, do not keep the top folded for extended periods of time if it is damp or water soaked. Permit top to dry out in a raised position before stowing. Also avoid pasting advertising stickers, gummed labels or masking tape on the plastic back window. In addition to being difficult to remove, the adhesive on these stickers may also be injurious to the plastic composition of the window. To clean the back window, use cold or warm water and a mild soap solution. After washing, rinse with clear water and wipe with a slightly moistened clean soft cloth. When removing road dust, do not use a dry cloth. Use a soft cotton cloth moistened with water and wipe cross-wise of the window to remove superficial dust. Never use solvents or cleaners of alcoholic or other chemical content. These liquids may possibly have deteriorating effect on the plastic and also on the lacquer finish below the window if spilled.

HEADLIGHT SCREENS

A wire protector screen is provided to cover each headlight opening. Since some State Laws prohibit the use of such screens, it may be necessary to remove them in cases where

a conflict with a State Law does exist. Where in doubt, it is recommended that the owner make a check to determine the legality of screens in the particular State in question. If removal is required, then proceed as follows:

1. Remove screw from bottom of chrome rim surrounding headlight opening.

2. Lift up rim, screen, and housing assembly and remove from opening.

3. Place assembly upside down, remove screws retaining housing and screen to rim, and discard screen.

4. Reassemble housing to rim, install to headlight opening, and secure at bottom with single screw.

LICENSE PLATE COMPARTMENT

The license plate is housed at the rear in a compartment within the luggage locker lid. Access to this plate is gained by removing the screws securing the chrome bezel to the license plate opening and removing the chrome bezel and plastic cover from the opening.

NOTE: Some State Laws prohibit the use of these transparent license plate covers. Where in doubt, it is recommended that the owner make a check to determine legality of the license plate cover in the particular State in question. If removal of the cover is required, then proceed as follows:

1. Remove chrome bezel attaching screws and bezel.

2. Remove transparent plastic cover.

3. Replace bezel and attaching screws.

4. Clean out sealing compound in drain slot at lower edge of lid at centerline of lid. This will permit water trapped in the license plate compartment to drain out between inner and outer panels of the lid.

THE CORVETTE RADIO

The Corvette signal seeking radio that is available as a factory installed optional accessory can be operated either manually, with push-buttons, or by means of a tuning bar. A description of the controls is contained below:

SWITCH AND VOLUME CONTROL -- Rotate left inner knob clockwise to turn on radio and control volume.

TONE CONTROL -- Rotate left outer knob to provide desired tonal quality.

MANUAL STATION SELECTOR -- Rotate right inner knob to select desired station.

MORE STATION SELECTOR -- Rotate right outer knob to any one of four positions to determine range of stations available for selection with the automatic tuning bar. Turning this knob clockwise increases number of stations for tuning bar operation, while turning the knob counterclockwise decreases the stations available.

AUTOMATIC TUNING BAR -- Push in automatic tuning bar located above radio dial to advance to nearest station in range that has been predetermined by the position of the more station selector knob. As this tuning bar is successively pushed in, the station position selected will advance on the frequency band until the end of the selected range is reached. Additional operation of the tuning bar will then automatically return to select again the first station in the predetermined range. If tuning bar is pressed in during push button operation, it will return the button in operation to the "off" position. Tuning bar operation will automatically accomplish fine tuning to select stations at positions of best reception on the band.

FAVORITE STATION SELECTOR -- The favorite station selector is used to pre-select stations for push button operation of the radio. It is located under a hinged plate above the pushbuttons and consists of five red index pointed tabs that slide on a horizontal bar. The stations may be pre-selected in accordance with the following procedure:

1. Warm up radio at least ten minutes. In sub-zero weather allow thirty minutes or more.

2. Move manual control knob to position of best reception of favorite station with lowest frequency.

3. As accurately as possible, move left red index tab to corresponding position on dial.

4. This procedure should be followed until all five stations are selected in order of increasing frequency and all tabs are properly positioned. Push button operation for best reception of the selected stations will then be available.

   NOTE: If a selector tab is positioned more than 30 Kilocycles from the selected favorite station, the corresponding push button may select instead a station other than the desired favorite station. If such is the case, simply move the selector tab away from the unwanted station and toward the desired favorite station the necessary amount to correct this condition.

PUSH BUTTONS -- Push in desired button to the full extent of its travel to select station that has been pre-set to the button with the favorite station selector described above.

The screen type radio antenna is mounted between the luggage locker lid inner and outer panels.

PERIODIC LUBRICATION AND MAINTENANCE

ENGINE LUBRICATION FIRST 500 MILES

The engine crankcase of your new Corvette is filled with a light body "breaking-in" oil at the factory and it is recommended that this oil be used for the first 500 miles. Check frequently and maintain the proper level. If it is necessary to add oil, use nothing heavier than SAE 10W oil. At the end of the first 500 miles, the crankcase should be drained - when hot - and refilled to the proper level with the recommended oil.

ENGINE LUBRICATION AFTER 500 MILES

After the first 500 miles, the oil should be changed every 2000-3000 miles. If equipped with an oil filter, the filter element should be changed at 6000-mile intervals. Adverse driving conditions such as dust storms, cold or severe weather, or very dusty roads may necessitate more frequent changes.

GRADES OF OIL

The grades of oil best suited for use in an engine at the various temperatures are shown in the following table:

If You Anticipate That the Lowest Atmospheric Temperature Will Be	Use Viscosity Grade
Not lower than 32° F. above zero	SAE 20Wor SAE 20
Not lower than 10° F. above zero	SAE 20W
Not lower than 10° F. below zero	SAE 10W
Below 10° F. below zero	SAE 5W (see note)

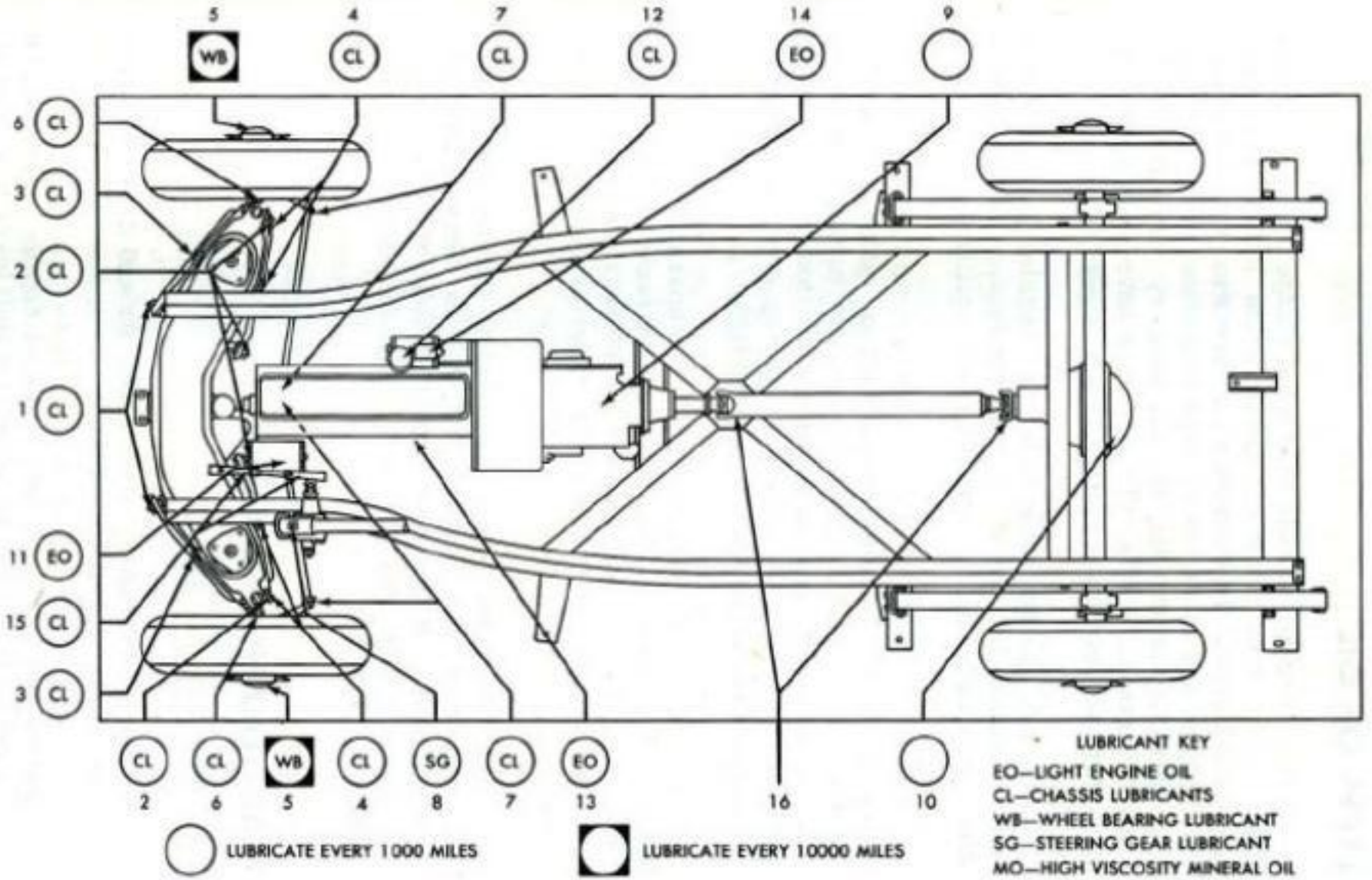
NOTE: SAE 5W oils are particularly advantageous during low temperatures because of their easy starting and quick-flow characteristics. The easy starting characteristics of these oils greatly reduce the drain on the battery in cold weather.

At engine operating temperatures, the SAE 5W oils designated "For Service MS" are similar in viscosity, or body, to high quality SAE 10W oils and give equivalent lubrication protection and oil economy.

These oils are intended for use under all operating conditions and atmostpheric temperatures that may be encountered when below zero temperatures are expected. They may be retained in the crankcase during the warmer days that occur during the winter season.

LUBRICATION POINTS

1. Lower Control Arm - Front (1 each side)
   Chassis Lubricant . . . . . 1,000 miles
2. Lower Control Arm - Rear (2 each side)
   Chassis Lubricant . . . . . 1,000 miles
3. Upper Control Arm - Front (1 each side)
   Chassis Lubricant . . . . . 1,000 miles
4. Upper Control Arm - Rear (2 each side)
   Chassis Lubricant . . . . . 1,000 miles
5. Front Wheel Bearings - High Melting Point
   Front Wheel Bearing Lubricant . . . . . 10,000 miles
6. Kingpin (2 each side)
   Chassis Lubricant . . . . . 1,000 miles
7. Tie Rod (2 each side)
   Chassis Lubricant . . . . . 1,000 miles
8. Steering Gear - Add Gear Lubricant
   When Necessary . . . . . 1,000 miles
9. Transmission (See Pages 29 and 31)
10. Rear Axle (See Pages 29 and 30)
11. Generator (2 Oil Cups)
    Light Engine Oil . . . . . 1,000 miles
12. Distributor (1 Cup)
    Chassis Lubricant (See
    Page 29) . . . . . 1,000 miles
13. Throttle Bell Crank
    Light Engine Oil . . . . . 1,000 miles
14. Solenoid Linkage (See Page 28) . . . . . 1,000 miles
15. Steering Connecting Rod (1 each end)
    Chassis Lubricant . . . . . 1,000 miles
16. Propeller shaft Universal Joints (1 each end)
    Permanently lubricated - Do not lubricate
17. Air Inlet Extension (1 each carburetor)
    Not Illustrated -- (See Page 30) . . . . . 2,000 miles


5
WB
4
CL
7
CL
12
CL
14
EO
9
6
CL
3
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11
EO
15
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3
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WB
5
CL
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SG
8
CL
7
EO
13
16
10
LUBRICATE EVERY 1000 MILES
LUBRICATE EVERY 10000 MILES
LUBRICANT KEY
EO—LIGHT ENGINE OIL
CL—CHASSIS LUBRICANTS
WB—WHEEL BEARING LUBRICANT
SG—STEERING GEAR LUBRICANT
MO—HIGH VISCOSITY MINERAL OIL

TYPES OF OIL

In service, crankcase oils may form sludge and varnish and under some conditions corrosive acids unless protected against oxidation. To minimize the formation of these harmful products and to supply the type of oil best suited for various operating conditions, the oil industry markets several types of crankcase oils. These types have been defined by the American Petroleum Institute as follows:

"Service ML" (Comparable to former Regular Type) - Generally suitable for use in internal combustion engines operating under light and favorable service conditions.

"Service MM" (Comparable to former Premium Type) - Oil having the characteristics necessary to make it generally suitable for use in internal combustion engines operating under moderate to severe service conditions which present problems of sludge, varnish or bearing corrosion control when crankcase oil temperatures are high.

"Service MS" and "Service DG" (Comparable to former Heavy-Duty Types) - Oils having the characteristics to make them generally suitable for use in internal combustion engines operating under unfavorable or severe types of service conditions.

For maximum engine protection under all driving conditions, oils designated "For Service MS" or "For Service DG" are recommended. If these are not available, oils designated "For Service MM" may be used. Not recommended: oils designated "For Service ML."

MAINTENANCE SCHEDULE

EVERY 1000 MILES

Chassis Lubrication: See pages 26 and 27 for location of chassis lubrication points.

Starter Solenoid: A few drops of engine oil should be used on the pivots of the starter shift lever mechanism. Do not oil solenoid plunger.

Generator: Fill cups at both ends of the generator with SAE 20 oil. Reservoirs are designed to prevent over-oiling.

Rear Axle: At operating temperature, lubricant should be level with filler plug hole in each unit. Add hypoid lubricant such as SAE 90 "Multi-Purpose". Do not use straight mineral oil gear lubricants.

NOTE: "Multi-Purpose" gear lubricants must be the latest non-corrosive type of proved quality. The lubricant manufacturer must be responsible for the satisfactory performance of his product. His reputation is your best indication of quality.

Powerglide Transmission: Check oil level with engine idling, parking brake set, transmission warm and control lever in "N" position. Add only "Automatic Transmission Fluid Type A", bearing an AQ-ATF number when level reaches "Add 1 qt." mark on oil level rod. Do not allow dirt to enter filler tube.

NOTE: A good grade 10-W engine oil may be used temporarily in emergencies.

Steering Gear: Check level and fill with steering gear lubricant. "Multi-Purpose" gear lubricant may be used.

Distributor: Lubricant cup on side of housing is filled with chassis lubricant. Turn cup down one full turn.

Battery: Fill to 1/4" above plates with distilled water. Do not overfill.

Radiator: Maintain coolant level 1" below top of the auxiliary tank.

Shock Absorbers: Sealed type shock absorbers require no service.

Throttle Rod Bell Crank: Apply a few drops of engine oil. Do not oil carburetor linkage.

Brake Master Cylinder: Maintain level 1/2" to 1" below filler opening. Use GM Hydraulic Brake Fluid, Super 9.

Hood Latch Mechanism: Apply light engine oil.

Door Lock Bolts and Striker Plates: Use light oil on lock bolt gears and striker plates.

Luggage Locker Lid Cylinder: Lubricate with powdered graphite.

Luggage Locker Lid Lock Mechanism: Lubricate moving parts with cup grease.

EVERY 2,000 - 3,000 MILES

Engine Crankcase: Drain and refill, using lubricants as recommended on page 25. If flushing is desired, use only SAE 10-W oil (3 qts.), and run engine at fast idle until oil is hot. Drain immediately and fill with correct grade of oil.

Carburetor Air Inlet Extensions: Inspect screens and remove any accumulation of foreign material. If extensions are removed they must be aligned when installed with the "V" on the extension in line with the center of the boss on the carburetor air horn.

EVERY 5,000 MILES

Distributor: Apply a little petroleum jelly to cam.

Spark Plugs: Remove, clean and regap plugs to .035".

Tires: Rotate tires as described on page 20.

Rear Springs: Spring leaves are permanently lubricated by non-metallic liners and do not require periodic lubrication.

EVERY 10,000 MILES

Front Wheel Bearings: Remove wheel hub and drum assembly. Clean and repack bearings with high melting point grease. Do not pack hub between inner and outer bearings or the hub cap. Replace wheel, hub and drum assembly and while rotating wheel, tighten spindle nut with 8" wrench until wheel is somewhat hard to turn. Back off nut 1/12 turn and install cotter pin.

Rear Axle: Normally, seasonal changes are not required but may be advisable in severe service. Refill with hypoid lubricant such as SAE 90 "Multi-Purpose" gear lubricant. Do not use straight mineral oil gear lubricant.

EVERY 25,000 MILES

Powerglide Transmission: Drain and refill. Flushing is not recommended. Before draining, warm up transmission. Remove drain plug from sump. After draining, replace plug. Fill using four (4) quarts of "Automatic Transmission Fluid Type A" bearing an AQ-ATF number. Idle engine in neutral with hand brake set. After a few moments, check oil level and if necessary, add enough oil to bring it up to the full mark on the dip stick.

MAINTENANCE IN BRIEF

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

Mileage	Lubricate Chassis	Change Oil	Clean Spark Plugs	Rotate Tires	Check Brake Adjustment	Tune Engine	Complete Inspection by Dealer	Pack Front Wheel Bearings
500		*						
1000	*						*	
2000	*	*						
3000	*							
4000	*	*						
5000	*		*	*	*	*	*	
6000	*	*						
7000	*							
8000	*	*						
9000	*							
10000	*	*	*	*	*	*	*	*

After 10,000 miles repeat above schedule starting with 1,000 mile operations at 11,000, 21,000, 31,000 miles, etc. Change Powerglide Transmission oil every 25,000 miles.

The following operations should be done as indicated.

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

TECHNICAL DATA

CAR SERIAL NUMBER - Stamped on plate attached to left front body hinge pillar.

ENGINE NUMBER - Stamped on boss on right side of cylinder block to the rear of ignition distributor.

ENGINE

Type		6-cylinder in line valve-in-head
Bore		3-9/16"
Stroke		3-15/16"
Piston Displacement		235.5 cu. in.
Compression Ratio		8.0:1
Max. Brake Horsepower at R.P.M.		145@4200
AMA Horsepower		30.4
Torque at R.P.M.		212 ft. lbs. @ 2600
Firing Order		1-5-3-6-2-4
Spark Plugs		AC Model 44-5, 14 mm; AC-43 COM (optional use for continuous high speed operation)
Carburetors		3 Carter Side Entrance With Manual Choke
Valve Timing:	Intake Opens	19° 30' B.T.D.C.
	Intake Closes	44° 30' A.B.D.C.
	Exhaust Opens	59° B.B.D.C.
	Exhaust Closes	5° A.T.D.C.

TRANSMISSION

Type		1953 Powerglide
Ratios:	Max. Torque Converter	2.1:1
	Drive, Low, and Reverse Planetary Gears	1.82:1
	Drive Range	3.82:1 to 1:1
	Low Range	3.82:1 to 1.82:1
	Reverse	3.82:1 to 1.82:1

REAR AXLE RATIO. 3.55:1

STEERING RATIO (Overall) 16:1

BATTERY . . . . . 6 volt, 15 plate, 100 amp/hr. rating

TIRES:	Size	6.70 x 15-4 ply rating
	Pressures (cold)	Recommended 24 lbs./sq. in. front and rear
CURB WEIGHT (approximate)		2850 lbs.

DIMENSIONS

Wheelbase	102"
Length (Overall)	167.25"
Width (Overall)	69.8"
Height (Over Windshield)	51.5"
Tread: Front	57"
Rear	58.8"
Turning Diameter	38'

CAPACITIES

Fuel Tank		18 Gal.
Crankcase		5 Qt.
Cooling System (Without Heater)		17 Qt.
Transmission:	Total	11 Qt.
	Sump Refill	4 Qt.
Rear Axle		3-1/2 Pt.

GENERAL SERVICE DATA

Valve Clearance:	Intake (Hot)	.010"
	Exhaust (Hot)	.020"
Spark Plug Gap		.035"
Wheel Alignment:	Caster	0° - 1°
	Camber	0° - 1°
	Toe-in	0 - 1/8"
Distributor:	Point Gap (Used)	.016"
	Point Gap (New)	.019"
	Breaker Arm Tension	19 - 23 oz.

Distributor points to break when steel ball in flywheel is in line with pointer on flywheel housing.

Brake shoe clearance adjustment - to light drag and back off 7 notches.

Fan Belt adjusted to 7/16" to 1/2" deflection with light pressure on belt at a point midway between pulleys.

LAMP BULB DATA

Location	Candle Power	Number
Headlamp	45-35 (Watts)	Sealed Beam
Headlamp Beam Indicator	1	51
Parking and Drectional Signal	3 - 21	1154
Tail and Stop-Directional Signal	3 - 21	1154
Parking Brake Alarm Lamp	6	82
License Plate Lamp	3	63
Instruments	2	55
Directional Signal Indicator (Speedometer)	2	55
Electric Clock	2	55
Courtesy Lamp	6	82
Radio Dial	2	52
Cigarette Lighter	1	51
Ignition Switch	1	51

FUSE DATA

Fuses	Capacity	Location
Directional Signal	14 AMP	End of lead at gasoline gauge terminal
Radio	14 AMP	End of lead at accessory junction block
Heater	14 AMP	End of lead at accessory junction block
Parking Brake Alarm	14 AMP	End of lead at accessory junction block

THERMAL CIRCUIT BREAKER - Protects all lamps in car except those incorporating fuses. When current load is too heavy, such as encountered in shorts, the circuit breaker opens and closes rapidly, reducing current sufficiently to protect wiring until cause is eliminated.

OWNER SERVICE POLICY

Upon delivery of your new Chevrolet, you received an Owner Service Policy which you should read carefully and keep with your car during the Warranty period.

Under the terms of this policy you are entitled to receive, from any Chevrolet dealer in the U.S.A. or Canada, an inspection and adjustment, on a no charge basis, if the policy coupon is presented during the first 1,500 miles of vehicle operation.

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

MANUFACTURERS WARRANTY

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

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

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

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

TIRE AND BATTERY WARRANTIES

The tires and battery furnished with your new Chevrolet carry separate warranties and should be registered with the nearest agent of the particular manufacturer. Your Chevrolet dealer will gladly assist you in this registration.