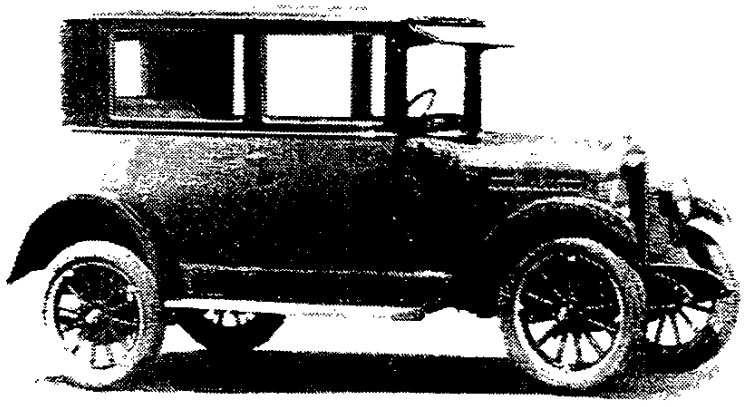
CHEVROLET



1925 Chevrolet, Superior, Series K, coach, OCW

1925

S.A.E. ENGINE TESTING FORMS — CURVE SHEET—D

1296

NAME AND MODEL 1925 - MODEL K. DATE OF TEST 2-26-25

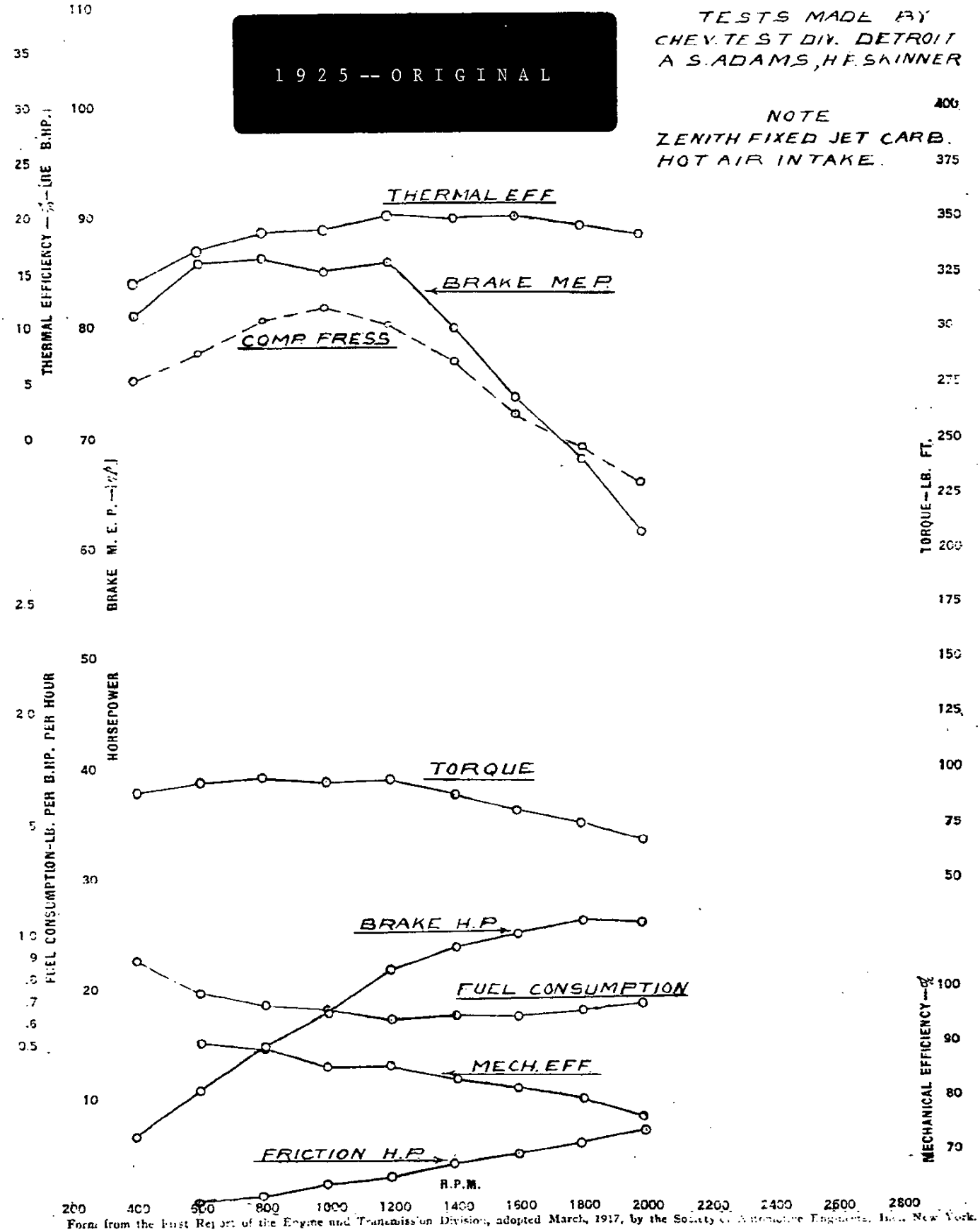
NO. CYLS. 4 BORE 3 1/16 IN. STROKE 4 IN. DISPL. 170.87 CU IN. FUEL GASOLINE

For details see specification sheet _____ *and log sheet* 1295

1925 -- ORIGINAL

TESTS MADE BY
CHEV. TEST DIV. DETROIT
A. S. ADAMS, H. F. SKINNER

NOTE
ZENITH FIXED JET CARB.
HOT AIR INTAKE.



Form from the First Report of the Engine and Transmission Division, adopted March, 1917, by the Society of Automotive Engineers, Inc., New York.

S. A. E. ENGINE TESTING FORMS—SPECIFICATION SHEET—B

Name and Model: Superior "K" (1925) Date of Test: March 17, 1925.

Manufacturer: Chevrolet Motor Company

(1) General Type: Valve in Head - Water Cooled No. of Bearings: 4

(2) No. of Cyls: 4 Bore: 3-11/16 in. Stroke: 4 in. Piston Displ. per Cyl: 42.72 cu. in. Total: 170.9 cu. in.

(3) Compression Vol. V: 12.83 cu. in. Total Vol. of Cyl.: 55.55 cu. in. Compression Ratio = Comp. Vol. / Total Vol. = V / V = 4.33

Compression Pressure: 84.3 lb. per sq. in. at: 100 r.p.m. S. A. E. "High"

(4) Type of Cyl. Casting: En Block Material: Grey Iron

(5) Type of Valves: Poppet Location: Overhead

(6) Cooling System: Water Pump, 14" fan, 2 blades, 1.23 times engine speed

Fan Diam. _____ in. No. of Blades _____ Estimated H.P. _____ Ratio of Fan to Engine Speed _____

(7) Piston, Type: One Piece, pin turns in unbushed bosses Material: Cast Iron

Wt. with Rings and Pin: 2.754 lb. Length: 3-5/8 in. Distance Center of Pin to Top of Piston: 1-7/8 in.

(8) Piston-Rings, No. per Piston: 3 Type: 2 above, 1 at bottom, concentric Step Cut Width: 3/16 in.

(9) Connecting-Rod, Type: Drop Forging, I Section, Pin Clamped in Upper End

Length, c. to c.: 7-3/8 in. Weight, Upper End: .565 lb. Lower End: 1.40 lb. Total: 1.965 lb.

(10) Piston-Rod Bearings, Diam.: .830 in. Total Length: 2-3/16 in. Material: Cast Iron Location: In Piston

(11) Connecting-Rod Bearings, Diam.: 1.50 in. Length: 1-7/8 in. Material: Babbitt Type: Cast in place

(12) Crankshaft Bearings, No.: 3 Diam.: 1-3/8 1-11/16 1-3/4

Material: Babbitt Lengths: 2-5/16 1-11/16 3"

(13) Camshaft Bearings, No.: 3 Diam.: 1-5/16 1-9/32 1-1/4

Material: Cast Iron Lengths: 2-3/8 2 1-7/16

(14) Type of Cams: Round Nose, Straight Side Type of Valve Lifters: Spherical Mushroom, 2" R

(15) Inlet Valves, No. per Cyl.: 1 o.d.: 1-1/2 in. Port Diam.: 1-5/16 in. Lift: 7/32 in. Seat Angle: 45° deg.

(16) Exhaust Valves, No. per Cyl.: 1 o.d.: 1-1/2 in. Port Diam.: 1-5/16 in. Lift: 7/32 in. Seat Angle: 45° deg.

(17) Weight of Valve Reciprocating Parts, Inlet: .822 lb. Exhaust: .822 lb. Used for Spring Design

(18) Valve-Spring Tension, Inlet Open: 47½-52½ lb. Closed: 35½-39½ lb. Exhaust Open: 47⅛-52⅛ lb. Closed: 35½-39½ lb.

(19)* Valve-Timing, Inlet Valve Opens: 16° deg. past Top Center, Closes: 52° deg. after Lower Center

Exhaust Valve Opens: 40 deg. before Lower Center, Closes: 16 deg. past Top Center

(20) Flywheel, o.d.: 13-1/8 Excl. Teeth in. Weight: 46.75 lb. Moment of Inertia: .336 Mass Ft.²

(21) Weight of Engine: 383 lb. Including: Clutch 25.00, Generator 18.80, Starter 21.36, Carb. 2.58, Transmission Support 12.83

CARBURETION

(22) Carburetor, Name and Model: Carter, Cross Throttle Nom. Size: 1 in.

(23) Specifications (Size of Nozzles, etc.)

(24) How Heated: Hot Air Stove on Exhaust Pipe

(25) General Principles of Operation

(26) Description of Intake Pipe: 1.03 I. D., 7" Horizontal each way, no riser.

IGNITION

(27) Name and Type of System: Remy, battery

(28) Type of Distributor: Remy Firing Order: 1 - 2 - 4 - 3

(29) Type of Breaker: Concentric Cam Maximum Spark Advance: 30° deg. Retard: - deg.

(30) Spark-Plugs, Name and Type: A. C. Porcelain, Single Electrode Size: 7/8 in.

(31) Location: 45° in Head Gap: Std. in.

LUBRICATION SYSTEM

(32) Type and Description: Force to center bearing, gear pump feeds dipper troughs, rest splash.

ACCESSORIES

(33) Accessories Attached During Test

Remarks: [illegible] A. L. V.

*See Notes Corresponding to Numbers Under "Rules and Directions" on Sheet A

G. M. 527
PRINTED IN U.S.A.

GENERAL MOTORS PROVING GROUND

TECHNICAL DATA SECTION

GENERAL CAR DATA SHEET

CAR Chevrolet #11 DATE 8-19-25

TYPE OF BODY Coach

MODEL NO. K ENGINE NO. 1563393 SERIAL NO. 1-K3113

BORE AND STROKE 3-11/16 x 4 NO. OF CYLINDERS 4

WHEELBASE—R NOMINAL 103"

DISPLACEMENT 170.880 CU. IN. CARBURETOR Zenith

CURB WEIGHT RF 471.5 GAS TANK CAPACITY 9 GALS.

RR 608.5 OIL CAPACITY 4 QTS.

LF 534.0 WATER CAPACITY QTS.

LR 598.0 TIRES—KIND AND SIZE Goodyear Balloon 29 x 4.4(

TOTAL 2212 Lbs. TIRE PRESSURE—FRONT 32 LBS. REAR 32

TURNING DIAMETER R 35'-7" L 36'-2"

ARC OF STEERING WHEEL 602°

NO. OF FT. FOR 10 TURNS OF REAR WHEEL 75.9583 DIAMETER 2.418'

AXLE RATIO—ENGINE REVOLUTIONS FOR 10 TURNS OF REAR WHEEL.

20 TURNS ONE WHEEL BLOCKED.

HIGH 3 3/4 INTER 67-2/3 LOW 126-13/16 REVERSE 160-2/3

RATIOS 3.8182 6.767 12.68 16.067

ENGINE R. P. M. FOR ONE M. P. H. 44.2348 35 M. P. H. 1548

MOMENT OF INERTIA OF WHEELS

5 SWINGS FRONT 5:22.1 5 SWINGS REAR 5:24.1 10 SWINGS DISC

INERTIA 35.145 LB. FT.² 36.601 LB. FT.² 96.835 LB. FT.²

TOTAL—ALL WHEELS 143.492 LB. FT.²

BRAKES TYPE

OBSERVERS:

G. M. 521 3M 7-25
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GENERAL MOTORS PROVING GROUND
TECHNICAL DATA SECTION
FUEL ECONOMY DATA SHEET

CAR Chevrolet #11 — DATE 10-22-25

TYPE OF BODY Coach — BAR 28.73"

BORE AND STROKE 3-11/16 x 4 — TEMP 29°F.

NO. OF CYLINDERS 4 — WIND Slight N.

AXLE RATIO 3.818 — ODOM 10180

TIRES—KIND AND SIZE Goodyear Balloon 29 x 4.40

TIRE PRESSURE—FRONT 32 LBS. REAR 32 LBS.

WEIGHT AS TESTED 2752 lbs.

WEIGHT OF INSTRUMENTS AND PASSENGERS 450 lbs.

LENGTH OF COURSE IN MILES = 1.0 Except where noted. .5 mi. at Max.

FUEL CAPACITY IN GALLONS 9

FUEL FEED Vacuum

CARBURETOR Zenith — JET SIZE — CHOKE SIZE

TEST DATA

SPEEDOMETER READING M. P. H.	TIME E- T_E	TIME W- T_W	CC. OF FUEL E- F_E	CC. OF FUEL W- F_W	TOTAL TIME SEC.	TOTAL FUEL CC.	MILES PER HOUR	MILES PER GALLON
10	5:55.8	5:55.9	130.0	136.0	711.7	266.0	10.12	28.45
15	3:58.7	3:59.8	142.0	148.0	478.5	290.0	15.04	25.09
20	2:57.4	2:59.0	148.0	151.0	356.4	299.0	20.20	25.31
25	2:22.0	2:24.3	156.0	160.0	286.3	316.0	25.13	23.95
30	.9 mi. 1:47.5	1:58.8	.9 mi. 150.0	172.0	238.2	338.5	30.22	22.36
35	1:41.5	1:42.0	180.0	189.0	203.5	369.0	35.37	20.50
40	1:30.2	1:30.2	201.0	209.0	180.4	410.0	39.90	18.47
45	1:22.5	1.1 mi. 1:29.5	220.0	1.1 mi. 246.0	163.9	443.5	43.93	17.07
50								
55								
Max. .5 mi.	:36.0	:37.0	140.0	145.0	73.0	285.0	49.35	13.27

OBSERVERS:

Mann.

Culver.

MILES PER HOUR = $\frac{7200L}{T_E+T_W}$ (SEC.)

MILES PER GALLON = $\frac{7570L}{F_E+F_W}$

G. M. 530 2M 8-25 4109
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GENERAL MOTORS PROVING GROUND

TECHNICAL DATA SECTION

CAR PERFORMANCE DATA SHEET

CAR Chevrolet #11 (1925) Coach

COMPARE WITH

DATE 10-29-25
BAR 29:22"
TEMP. 21°F.
WIND W
ODOM. 10249

TEST	EAST	WEST	AVERAGE
MINIMUM IDLING SPEED	9.25	9.10	9.2
MINIMUM SPEED FOR FLEXIBILITY	5.9	5.9	5.9
MAXIMUM SPEED	52.25	48.8	50.5
ACCELERATION, 10-25 MILES PER HOUR. SECONDS.	7.4	8.2	
	7.6	7.9	
	7.3	8.2	7.87
	7.3	8.8	
	7.7	8.7	
ACCELERATION, 10-35 MILES PER HOUR. SECONDS.	13.4	14.7	
	13.7	14.8	
	13.4	15.0	14.31
	13.7	15.4	
	13.6	15.2	

	FEET TO STALL			TIME TO GO OVER		
	10 MPH	20 MPH	30MPH	10 MPH	20 MPH	30 MPH
HILL CLIMB—11.65 PERCENT GRADE	815	1247				
Hill Climb 7.24% Grade				:40.0	:32.6	:27,8

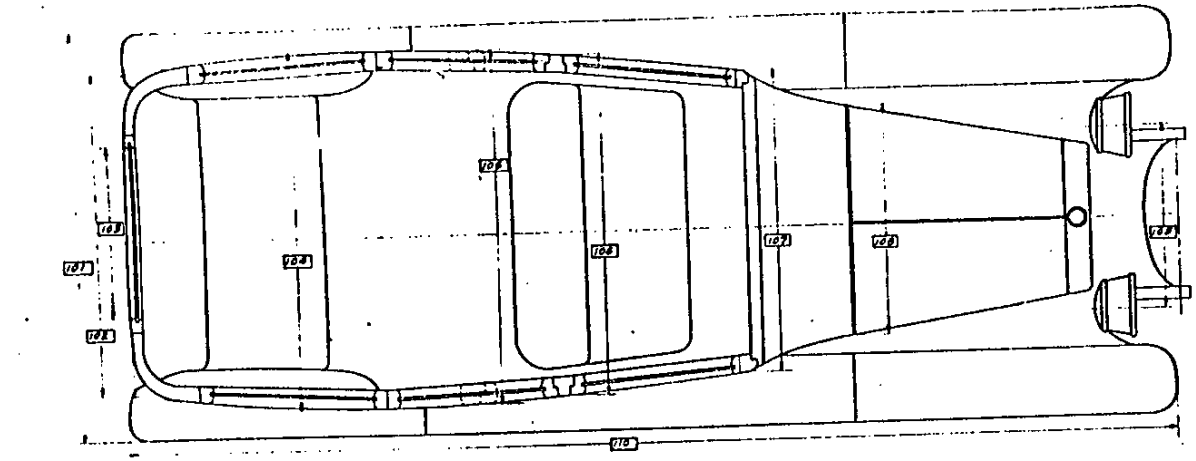
OBSERVERS
Mann,
Clavette.

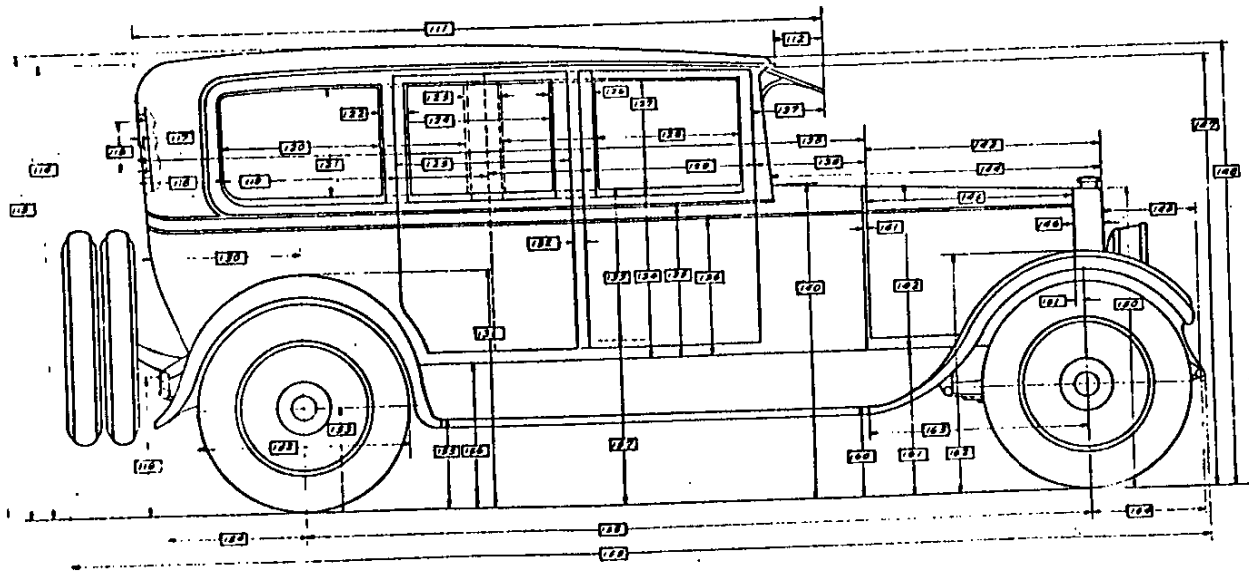
INSTRUCTIONS:
TEST LOAD TO BE 450 LBS. SPEED READINGS TO BE TAKEN WITH 5TH WHEEL SPEEDOMETER AND RECORDED IN MILES PER HOUR. STARTING SPEED ON HILL CLIMB TEST TO BE 10 MILES PER HOUR AT BEGINNING OF VERTICAL CURVE, 200 FT. AHEAD OF 11.65% GRADE.
READINGS TO BE TAKEN FROM BEGINNING OF 11.65% GRADE.

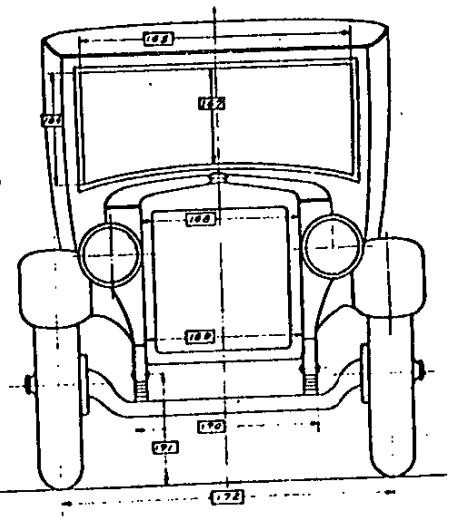
BODY DIMENSIONS
EXTERNAL

CAR MAKE _____
BODY STYLE _____
NO. _____ YEAR _____

GENERAL MOTORS CORP
GENERAL TECHNICAL COMMITTEE
PROVING GROUND SECTION







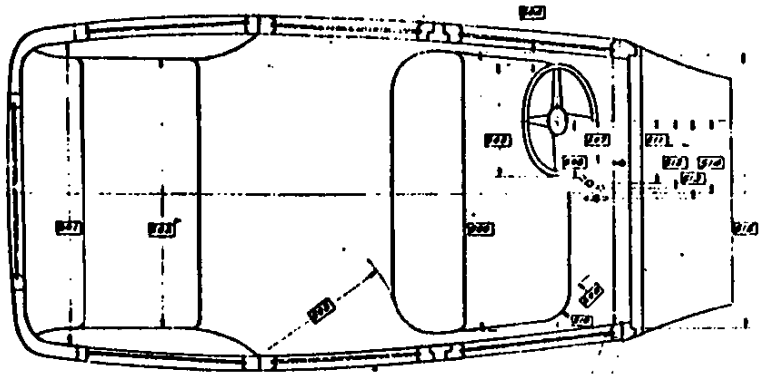
BODY DIMENSIONS
INTERNAL

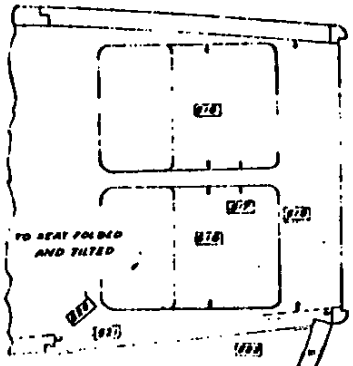
CAR MAKE _____

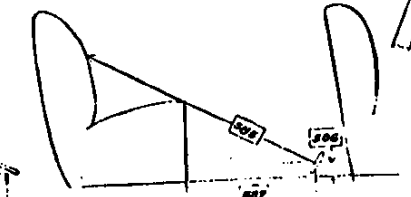
BODY STYLE _____

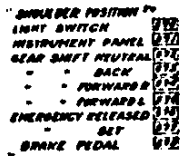
NO. _____ YEAR _____

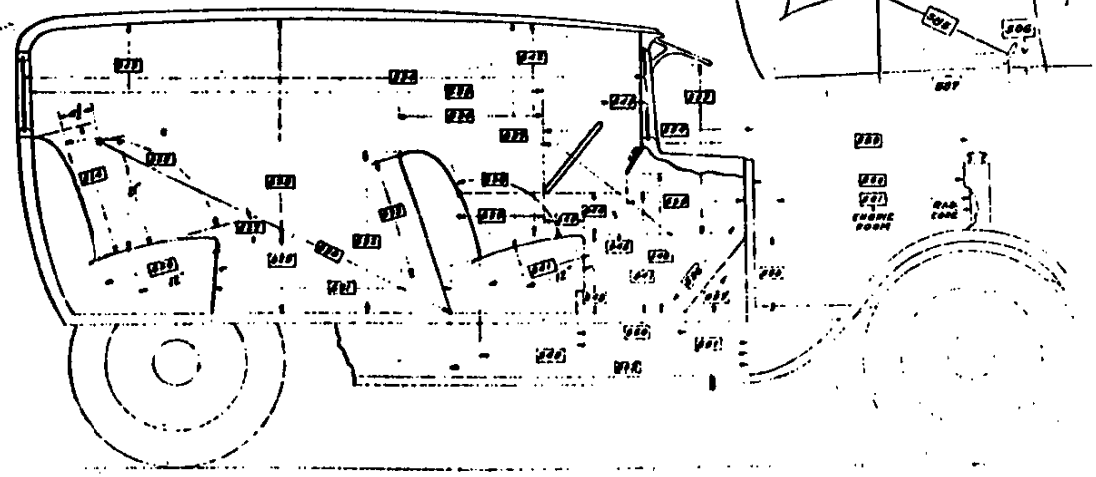
GENERAL MOTORS CORP
GENERAL TECHNICAL COMMITTEE
PROVING GROUND SECTION

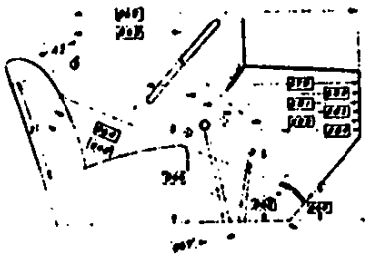












GENERAL MOTORS CORPORATION
GENERAL TECHNICAL COMMITTEE
PROVING GROUND SECTION

INTERNAL BODY DIMENSIONS
CHEVROLET-PONTIAC PRICE CLASS

			561	562	563	564	565	566	567	568	569	570	571	572	573	574	575	576	577	578	579	580	581	582	583	584	585	586	587
5 - ESSEX 6	-25	COACH			17 1/2	38	43	17	9 3/8	14		33 1/2		27 1/2		30		49 1/2	37 1/2										
6 - OVERLAND 4	-25	SEDAN			17 1/8	35	37 1/2	21	6	14		29 1/2		25		26		39 1/2	31										
11 - CHEVROLET	-25	COACH			21	35 1/2	42 1/8	14 3/8	6	14 1/2		34 1/2		85 1/2		27 1/2		38 1/2	21										
29 - STAR 4	-25	COACH			21	36	41	14		13		33 1/2		29 1/2		25		37 1/2	21										
37 - ESSEX 6	-26	COACH			22	36 3/4	44 1/2	17 1/2	7	15		34		28		30		49 1/2	33 1/2										
61 - FORD	-26	COACH			21	37	40 1/2					32 1/2																	
77 - PONTIAC	-26	COACH			22	37	42	18	7 1/2	14 3/4		33		29 3/4		27 1/2		43	36 1/2										
80 - CHEVROLET	-26	COACH			22	36	41 1/2	18 1/2	7 3/4	15		33		29		27		43	35										
48 - MORRIS COWLEY	-25	TOURING			20	36	42	15 1/2	8	14		36		26		30		29	29										
49 - CITROEN	-25	TOURING			19	37	41	15 1/2	8	14		32		32		35		35 3/4	32										
50 - TALBOT 2-10	-25	TOURING			23	41	46	12	9 1/2	17		34 1/2		31		33 1/2		39 1/2	30 1/2										
51 - RENAULT K-2	-25	SEDAN			21	35	42	15	6 3/4	21		36		30		32 1/2		34	29										
53 - FIAT 501	-25	COACH			24	41	46	12 3/4	7	18 1/2		33		33		28 1/2		34 1/2	30										
55 - AUSTIN 12	-25	SEDAN			23	39	46	12 3/4	6 3/4	15 1/2		32		33		27 1/2		35	30										
102 - OVERLAND 4	-27	COACH		17 1/2	19 1/2	36 1/2		16		13 1/2		32 3/4		25 1/2	24 1/2	23 3/4		38 1/2		41									
122 - ESSEX	-27	COACH		15 3/4	19	33 1/2		19		12		29 1/2		27 3/4	25 1/2	26 1/2		41 1/2		40 1/2									
125 - CHEVROLET	-27	COACH		17	23	37		11 3/4		13		32 1/2		29	22 3/4	24		41 1/2		43 1/4									
126 - CHRYSLER "60"	-27	COACH		15	20	36 3/4		11 1/2		13 1/2		32 1/2		27	26	29		40		41									
133 - MORRIS COWLEY		TOURING		16 3/4	19	35 3/4		15		17										42 1/2									
134 - FIAT "509"		TOURING		16 3/4	18	37		11 1/2		14 1/2																			
139 - STAR 4	-27	COACH		16 3/4	19 1/2	35 1/2		15 3/4		15		31 1/2		25 1/2	24	28 1/2		36		40 1/2									
162 - FORD	-27	COACH		17 1/2	20 1/2	36				15 3/4		31								43 1/4									
175 - ESSEX	-27	COACH		15	21	36 1/2		11 1/2		13 3/4		32 1/2		24 1/2	25 1/2	28 1/2				44 1/2									
176 - FIAT		SEDAN		16 1/2	19 1/2	37 1/2		13 1/2		17 3/4				28	26	34		30 1/2		43 1/2									
177 - FIAT 503 A		COACH		17 1/2	20	38		11		14 3/4										47 1/2									
178 - CITROEN		SEDAN		17	19 1/2	32 1/2		11 1/2		17 1/2				27	26	28 1/2		36 1/2		44 1/2									
206 - MORRIS COWL.		COACH	24 1/2	17 1/2	21 1/2	41 1/2	46	13	6 1/2	15 1/2	8	—		—	—	—	—	—	—	41 1/2	30 1/2	34 1/2	22	18 1/2	18	6 1/2			
199 - MATHIS		SEDAN																											
212 - PONTIAC	-27	COACH		16 1/2	21 1/2	37		13 1/2		14		31 1/2		27 1/2	21	25 1/2		39		41 1/2									
289 - CHRYSLER 52	-28	COACH	27 1/2	16 1/2	21 1/2	41 1/2	47 1/2	19	8	14 1/2	8	30	30 1/2	27 1/2	20 1/2	23 1/2	25 1/2	35 1/2	31	41 1/2	30	25 1/2	25	19	8 1/2	8			
319 - FORD "A"	-28	COACH	27 1/2	16 1/2	22 1/2	37 1/2	42 1/2	21	10 1/2	16 1/2	7	28	30 1/2	25 1/2	22 1/2	24 1/2	26 1/2	—	—	42 1/2	29	23 1/2	22 1/2	16	12	32 1/2			
320 - PONTIAC	-28	COACH	33 1/2	19	21 7/8	41 3/4	46 1/2	22 1/2	9 1/2	18 3/4	7 1/2	32 1/2	33 1/2	23 3/4	21 1/2	26 1/2	27 1/2	35 1/2	33 1/2	41 1/2	32 1/2	17 1/2	17 3/4	16	9	9			
321 - PONTIAC	-28	SEDAN	33 1/2	17 1/2	19 1/2	43	47 1/2	20 1/2	7	14	7 1/2	30 3/4	31 1/2	22 1/2	20 3/4	25 1/2	25 3/4	37	31 1/2	40 3/4	31	25 1/2	23 1/2	19 1/2	9	9			
322 - ESSEX	-28	COACH	27 3/4	18	20 1/2	36 1/2	44	13	8	16	7	32 1/2	34	26 1/2	25 1/2	28 1/2	28 1/2	—	—	41 1/2	35	25	23	20	9 1/2	11			
326 - CHEVROLET	-28	COACH	30 3/4	16	21	36 3/4	42	21	9 3/4	16 1/2	6 3/4	32 1/2	32	23	21	26 1/2	26 1/2	36 3/4	32 1/2	41 1/2	30	27	23 1/2	15 1/2	8 1/2	8 3/4			
348 - OVERLAND 4	-28	COACH	23 1/2	16 1/2	19 1/2	35 1/2	42	16	9 1/2	16 1/2	7 1/2	30	30 1/2	24 1/2	23 1/2	27 3/4	27 3/4	37 3/4	33 1/2	39 1/2	31 1/2	25	22	18 1/2	9 3/4	10			
349 - STAR 4	-28	COACH	26 1/2	16 1/2	20 3/4	34 3/4	41 1/2	19 3/4	8	15 1/2	7 1/2	32 1/2	32 1/2	24 1/2	21 3/4	28 3/4	27 1/2	35 1/2	29 3/4	40 1/2	29 1/2	24 1/2	21 1/2	17 1/2	11	34			
327 - PONTIAC	-28	LANDAU	32 1/2	16 1/2	18	40 1/2	46 1/2	20 3/4	7 1/2	15 3/4	7 1/2	32	32 1/2	23 1/16	21 1/2	27 1/16	27 1/2	36 1/2	32 3/4	41 1/2	31 1/2	23 1/2	16 3/4	14	8 1/2	10			
366 - CHEVROLET	-28	LANDAU	30 1/2	17	20 1/2	40 1/2	47 1/2	21	6 1/2	14 3/4	8 1/2	31	31 1/2	27 1/16	20 1/2	25 1/2	25 1/2	37 1/2	31 1/2	43 1/2	30 1/2	26	23 1/2	19 1/2	9	9			
373 - WHIPPET 6	-28	COACH	33 1/2	15 1/2	20 1/2	40 1/2	47	16 3/4	9 1/2	17 3/4	8 1/2	30 1/2	31 1/16	35	25 1/2	27 1/2	26 1/2	25	32 1/2	41 3/4	31 1/2	25 1/2	19 3/4	19 3/4	15 1/2	10			
410 - PLYMOUTH	-29	COACH	30 1/2	16 1/2	18	42	48	18 1/2	7 1/2	16	8	32 1/2	31	22	20 1/2	25	24 1/2	30 1/2	30	41 1/2	31	26 1/2	24	21	8	8 1/2			
316 - ALFA ROMEO	-28	SEDAN	27 1/2					14	6	14	7									32 1/2	27 1/2	20 1/16	17 1/2	17	7 1/2				
452 - FORD COUPE	-29	COACH	29	15 1/2	20 1/2	44 1/2	49 1/2	21 1/2	7 1/2	14 3/4	7	30 1/16	30 1/16	23 1/2	22 1/2	26 1/2	27 1/2	33 3/4	33 1/2	41 1/2	29	21 1/2	20 1/2	17 1/2	6 1/2	8 1/2			
454 - WHIPPET 4	-29	COACH	25 1/2	16	19	42 1/2	48 1/2	16	8	13 1/2	9	20 1/2	31	24 1/2	23 1/2	26 1/2	26 1/2	37 1/2	30	42	33	26 1/2	23 1/2	19	9	9 1/2			
455 - WHIPPET 6	-29	COACH	35	17 1/16	20	42	45 1/2	18 1/2	9	18	8 1/2	20	31 1/8	22 1/2	21 1/8	25 1/2	25 1/2	35	28	42	31 1/2	26 1/16	23 1/2	20	8 1/2	8			
456 - ESSEX	-29	COACH	27 1/2	17 1/2	20	41 3/8	46 1/2	17	7	15	7 1/2	32 1/2	32 1/2	25	26 1/2	27	27			42	32 1/2	26	24	21 1/2	7 1/2	10 1/2			
457 - PONTIAC	-29	COACH	34 1/2	16 1/2	22 1/2	42 1/2	49	20	7 3/4	16 1/2	7 1/2	30 1/2 / 32 1/2	31 / 33	23 1/2 / 25 1/2	21 1/2 / 23 1/2	27 1/2 / 29 1/2	27 1/2 / 29 1/2	39 1/2 / 41 1/2	31 1/2 / 33 1/2	41 1/2 / 43 1/2	31 1/2	26 1/2	22 1/2	19 1/2	10	9 1/2			
465 - CHEVROLET	-29	COACH	33 1/2	16 1/2 / 18 1/2	20 1/2 / 22 1/2	39 1/2 / 41 1/2	44 1/2 / 46 1/2	20 1/2	6	14	6 1/2	32 1/2 / 34 1/2	33 / 35	23 1/2 / 25 1/2	21 1/2 / 23 1/2	26 1/2 / 28 1/2	27 1/2 / 29 1/2	37 1/2 / 39 1/2	32 / 34	40 1/2 / 42 1/2	30	27 1/2	25 1/2	22 1/2	10 1/2	6			
476 - PONTIAC	-29	SEDAN	34 1/2	16 1/2 / 18 1/2	19 1/2 / 21 1/2	39 1/2 / 41 1/2	44 1/2 / 46 1/2	20 1/2	6 1/2 / 7 1/2	15	7 1/2	30 1/2 / 32 1/2	31 / 33	23 1/2 / 25 1/2	21 1/2 / 23 1/2	26 1/2 / 28 1/2	27 1/2 / 29 1/2	37 1/2 / 39 1/2	32 1/2 / 34 1/2	40 1/2 / 42 1/2	31 1/2	27 1/2	24	20 1/2	10 1/2	9 1/2	42 1/2 / 44 1/2	3 1/2	70 1/2 / 72 1/2
477 - PONTIAC	-29	SEDAN	34 1/2	16 1/2 / 18 1/2	19 1/2 / 21 1/2	39 1/2 / 41 1/2	44 1/2 / 46 1/2	19 1/2	7	14 1/2	7 1/2	30 1/2 / 32 1/2	31 / 33	23 1/2 / 25 1/2	22 / 24	26 1/2 / 28 1/2	26 1/2 / 28 1/2	36 1/2 / 38 1/2	33 1/2 / 35 1/2	42 1/2 / 44 1/2	31 1/2	27 1/2	24 1/2	20 1/2	10 1/2	9 1/2	42 1/2 / 44 1/2	3	70 1/2 / 72 1/2
478 - FORD	-29	COACH	29 1/16	16 3/4	21 1/16	43 1/2	49 1/16	21 1/16	8	14 15/16	6 15/16	29 1/2	30 1/16	22 7/16	20 1/2	26 1/16	26	36 1/2	32 1/2	40 3/4	29 1/2	24	21 1/2	17 1/2	8 1/2	9 1/16			
482 - CHEVROLET	-29	SEDAN	33 1/2	16 1/2 / 18 1/2	20 1/2 / 22 1/2	41 1/2 / 43 1/2	47 / 49	20 1/2	7 1/2 / 8	14 1/2	8 1/2	32 1/2 / 34 1/2	32 1/2 / 34 1/2	24 1/2 / 26 1/2	22 / 24	27 1/2 / 29 1/2	27 1/2 / 29 1/2	35 1/2 / 37 1/2	31 1/2 / 33 1/2	41 1/2 / 43 1/2	30 1/2	26 1/2	23 1/2	19 1/2	9	9 1/2	44 1/2 / 46 1/2	3 1/2	71 1/2 / 73 1/2
482 - CHEVROLET	-29	SEDAN	33 1/2	16 1/2 / 18 1/2	19 1/2 / 21 1/2	41 1/2 / 43 1/2	47 1/2 / 49 1/2	20 1/2	7 1/2 / 8	14 1/2	8	32 1/2 / 34 1/2	32 1/2 / 34 1/2	24 1/2 / 26 1/2	22 / 24	27 1/2 / 29 1/2	27 1/2 / 29 1/2	35 1/2 / 37 1/2	31 1/2 / 33 1/2	41 1/2 / 43 1/2	30 1/2	26 1/2	23 1/2	19 1/2	9	9 1/2	44 1/2 / 46 1/2	3 1/2	71 1/2 / 73 1/2
537 FORD	-29	SEDAN	29	16 1/2 / 18 1/2	19 1/2 / 21 1/2	41 1/2 / 43 1/2	47 1/2 / 49 1/2	22	8 1/2	14 1/2	7	30 1/2 / 32 1/2	30 1/2 / 32 1/2	22 1/2 / 24 1/2	20 1/2 / 22 1/2	25 1/2 / 27 1/2	25 1/2 / 27 1/2	33 1/2 / 35 1/2	30 1/2 / 32 1/2	39 1/2 / 41 1/2	29 1/2	24	20	17	10	9 1/2	42 1/2 / 44 1/2	3	70 1/2 / 72 1/2

GENERAL MOTORS CORPORATION
GENERAL TECHNICAL COMMITTEE
PROVING GROUND SECTION

INTERNAL BODY DIMENSIONS
CHEVROLET-PONTIAC PRICE CLASS

	531	532	533	534	535	536	537	538	539	540	541	542	543	544	545	546	547	548	549	550	551	552	553	554	555	556	557	558	559	560
6 - ESSEX 6 -25 COACH	20	23	18	73¾				104	16		20	35½	6	7½	13	17		10	47½	19	24				16½	12				27½
6 - OVERLAND 4 -25 SEDAN	19	23⅜	20	81¾				88	14		19	34	5	8¾	22	18		12	41	18	24				15	11½				26¼
11 - CHEVROLET -25 COACH	13	26	20½	76⅜				88	16½		19	35½	6½	9	25	17		11½	44	18	26				14½	13½				25½
29 - STAR 4 -25 COACH	21	24½	17½	78				97	15½		17	34	6	9	14	17½		11	43½	17	26				12⅞	12				25⅜
37 - ESSEX 6 -26 COACH	17	22	17	80				102	15½		21	34½	6¾	7¾	16	17		10	45	19	25				14¾	12				27¾
61 - FORD -26 COACH	16	27	18	76				93	14½		18	35½	6½	6	18	17¼		11	41½	11	25				15½	14				27½
77 - PONTIAC -26 COACH	16	25	20	76¼				91	16⅜		17½	34¼	4	8	21	16½		12	44	18½	27				15	14				33⅜
80 - CHEVROLET -26 COACH	13	26	20	77				96	16⅜		17½	35½	5¼	9½	14	16½		11½	43	18	26				14¾	13				26½
48 - MORRIS COWLEY -25 TOURING	20	21½	19	85				95	15½		20	33	9½	9	20	13		9½	44	17	24½				11½	10				
49 - CITROEN -25 TOURING	20	25	17	85				90	15½		20	31½	7½	8½	21	15⅜		11½	45	19	27				15½	10				
50 - TALBOT Z-10 -25 TOURING	18	23	19	84				99	16		19	34	6¾	6¾	19	15½		10	46½	20½	28				35½	12				26½
51 - RENAULT K-Z -25 SEDAN	23½	25½	19	85				93	14		19	33	3	7	19	15⅝		11	43½	15½	25				12	13				
65 - FIAT 501 -25 COACH	15	25	17½	81¼				101	17		19	34½	3⅞	6	16	18¾		11½	46	23	28				17	12				24
55 - AUSTIN 12 -25 SEDAN	19	24½	19	81¾				95	19		16	33	2¾	7½	19	18½		11	46	27	29				18½	12				27½
102 - OVERLAND 4 -27 COACH		25¾	21½	73⅞				83			18½	33¾	2¾	9¾	19	17¾		10½		18¾	29½	41½		31	16¾					
122 - ESSEX -27 COACH		22½	18	73¾				89			18¾	35	3¾	8	15	17		9½		20	25	41½		31½	17½					
125 - CHEVROLET -27 COACH		24½	20	76½				94			18	31⅝	5	9	17	17		11½		19½	28½	40		29½	14⅞					
126 - CHRYSLER "50" -27 COACH		25½	19½	86				86			17¾	33¾	5	7	20	16		12		21	29	47½		32	13¾					
133 - MORRIS COWL. TOURING		20½	22	86⅜				95			19	33	10½	9¾	18	13		9		18	27			34	12					
134 - FIAT "509" TOURING		21	17½	74⅜				97			17¾	32⅜	8¼	7	13	15¾		9		20⅝	27¼	43¾		27½	9¾					
139 - STAR 4 -27 COACH		23½	18	80¾				92			16¾	34	6¾	8½	12	17⅞		10¾		22¾	31	43½		31½	13⅜					
162 - FORD -27 COACH		27½	19½	75⅞				94			19	35	6¼	8½	15	17¾		12		11½	24	40¼		33¾	16½					
175 - ESSEX -27 COACH		22½	19	79⅜				98			20	34¾	7½	7	16	17½		10		19	25½	41½		34½	17¾					
176 - FIAT SEDAN		24	21½	82¾				90			20	33¼	5½	7½	17	17¾		10¾		18⅜	25¾	40		33¼	16½					
177 - FIAT 503A COACH		20½	19½	77⅝				98			19	34	8	7½	18	16¾		8		20½	28½	46½		33¼	16½					
178 - CITROEN SEDAN		26	21	82⅝				90			18½	34¾	2¼	7⅞	20	15¾		12		20¼	27¼	48½		31	14⅜					
199 - MATHIS SEDAN																														
206 - MORRIS COWL. COACH	19¾	23½	22¾	78⅞	61⅝	24	37	97	19	4¾	19	34⅝	6⅜	9¾	15	12	18	8¾	44¾	21½	28	47½	30½	31⅝	15⅞	10⅜	43	9¾	33⅞	26⅞
212 - PONTIAC -27 COACH		26	21	80¾				90			20	34	3½	8	16	16½		11		19	28½	42½		31¾	15					
289 - CHRYSLER 52 -28 COACH	19	23¾	20	83½	65¾	22¾	37½	94	15¾	5½	21¼	34¾	3	6⅞	17	17½	16	9⅞	43½	19¾	28	46	28	32	16	12	31	8½	63¾	26
319 - FORD "A" -28 COACH	22	33½	20	79½	62¾	23½	34⅜	91	15½	3¾	19	34	4½	7½	18	18	13½	12	44⅝	18½	27½	42⅜	27⅜	31½	12	11⅝	41	8	68	25¾
320 - PONTIAC -28 COACH	24¾	25¾	18⅝	82⅝	65	22¾	36	90	14⅜	6	20¾	32½	6	8¾	17	18¾	20⅜	11⅜	43½	18½	25¾	45	27¾	33½	14	13½	44	10	64⅝	30¾
321 - PONTIAC -28 SEDAN	23	26¾	22 5/16	84	67½	29	34 7/16	87	14	5⅝	18	32⅝	5⅝	5⅞	18	18½	17⅝	11½	43⅞	18⅝	28	45¾	28¾	32⅞	14	13⅝	44	10	65	31⅝
322 - ESSEX -28 COACH	23⅝	21¾	19	84½	65⅜	20½	35¾	93	14	8	19½	33½	8½	8	19	16¾	18	11	45	18¾	25¾	45	28¾	34¾	15⅞	12⅜	38	3⅞	64⅜	27⅞
326 - CHEVROLET -28 COACH	26⅜	25¾	20	81¾	62⅜	22½	36⅝	87	16½	3	19½	33	5¾	9¾	19	16⅞	20½	11½	43½	19	27¾	40	27½	30	14¾	14	43	10	63¾	28½
348 - OVERLAND 4 -28 COACH	21¾	24	21⅞	76⅞	64½	22½	36	87	14¾	4	20	34	2¾	9½	16	17	19	9½	35½	17½	27¾	33½	28	31½	16½	14	46	12	52	18¾
349 - STAR 4 -28 COACH	25½	24¾	18	82¾	65½	20	35¾	93	13⅞	4¾	19½	33½	4½	8¾	17	17¾	13¾	11	44⅝	18⅝	27⅞	45⅞	28⅝	31¼	17½	11½	43	9	64⅜	26⅞
327 - PONTIAC -28 LANDAU	23¼	27 7/16	20 7/16	84¾	66	23¾	35⅞	90	14¾	6¼	20¾	32 5/16	5½	8⅞	17	18⅞	19 9/16	11⅞	46½	18¾	29⅜	48	29	32	14⅞	13½	42	10	64⅝	30⅝
366 - CHEVROLET -28 LANDAU	27¾	26⅞	20⅞	81⅞	63	24	35⅞	89	14⅞	6	18¾	32⅞	6	9½	16	16¾	19½	12⅞	44⅝	19	29½	46	27	31	15	13½	43	9½	62	29⅝
373 - WHIPPET 6 -28 COACH	22½	25⅝	20	79¾	64	22	36	89	15	5	18⅝	33	3¾	8⅞	15	16⅝	18½	10½	47 7/16	18⅝	30½	47¾	27⅜	28	16½	13⅞	43	9½	64⅜	34½
410 - PLYMOUTH -29 COACH	25¾	23½	19¾	86	67¾	22	36	91	14½	5½	19	32¾	5½	6⅝	17	17½	17½	10⅜	45	20½	29⅜	45¾	28	33	16	12	40	8¾	64¾	29⅜
316 - ALFA ROMEO -28 SEDAN	22½	28¾	19½	77	62¾		34¾			7¾	18	32	5	7¾	17	15¾	17½	18½	43	18½	26¾	47	29	24⅝	16⅜	12	34	9½	64	34¾
452 - FORD EXPORT -29 COACH	16½	25⅝	17	79⅞	62¾	23	35¼	88	15⅜	4⅜	18	33	4½	7¾	19	18 11/16	19⅝	17	43⅞	18⅜	26¾	43⅜	27⅞	29½	14¾	8⅜	42	5¾	57¾	23⅜
454 - WHIPPET 4 -29 COACH	18	26¾	21¾	79¾	67½	22½	36¾	88	15	5½	20½	34	3½	9	11	17⅜	19¾	10	45	18	27		30	25¾	15½	14	44	9½	55⅝	22¾
455 - WHIPPET 6 -29 COACH	18	27	21¾	79¾	63⅜	21¾	36	90	16¾	5½	18	34	4½	8¾	18	17½	18½	10⅜	45¼	20	31½	47¾	28½	28½	15¾	13	40	8½	66	31 7/16
456 - ESSEX -29 COACH	20½	20¾	18	84⅞	64⅝	27½	37¾	96	15¾	7	21	34	8	7⅝	18	17	17½	10	45	18	25½		28½	33	16½	17½	37	10	63½	27
457 - PONTIAC -29 COACH	[illegible]	25	17	83	66	23½	36⅞	90	16⅝	4	19	32¾	5¾	9¾	17	18½	20¼	11¼	[illegible]	[illegible]	[illegible]	[illegible]	26¾	37¼	15½	13¼	44	10	63¾	32¾
463 - CHEVROLET -29 COACH	[illegible]	24½	12⅜	81	66	[illegible]	35½	88	[illegible]	[illegible]	19⅞	33¾	3	9½	18	16¾	20	10⅞	[illegible]	18⅞	28½	43½	28	30¾	14⅜	13¾	42	9⅝	60½	29¾
476 - PONTIAC -29 SEDAN	[illegible]	27½	22	85	67¾	[illegible]	35½	[illegible]	[illegible]	[illegible]	18½	33½	5¾	9	15	18⅞	20¾	11⅞	[illegible]	[illegible]	[illegible]	[illegible]	27¾	37⅞	15⅜	13½	44	16⅞	65¾	31⅞
477 - PONTIAC -29 SEDAN	[illegible]	28	22¾	72¾	66½	[illegible]	34½	92	[illegible]	[illegible]	19½	31½	5½	8⅝	17	18 9/16	20¾	12	[illegible]	[illegible]	[illegible]	[illegible]	26¾	37½	15¾	13½	44	10	65¾	31⅞
478 - FORD -29 COACH	20⅝	25 5/16	16⅝	79½	63⅝	27⅞	36	89	15⅜	3⅝	19	33	4½	7	17½	18¾	19	12	47⅞	18¾	25¾	45¾	27⅞	37	14¾	17⅜	41⅜	8 7/16	57¾	25¾
452 - CHEVROLET -29 SEDAN	[illegible]	26⅞	20½	83½	68⅝	[illegible]	35⅞	96½	[illegible]	[illegible]	18⅜	37⅞	3½	7⅞	17	16⅜	19⅜	12	[illegible]	[illegible]	[illegible]	[illegible]	27 9/16	30½	16¾	13½	41	10	60½	[illegible]
454 - CHEVROLET -29 SEDAN	[illegible]	26½	21	81⅝	67	[illegible]	35¾	92	[illegible]	[illegible]	16	32½	3	8⅞	16	16⅝	19¾	11½	[illegible]	[illegible]	[illegible]	[illegible]	27⅜	30¾	16¾	13⅜	41½	10⅜	60½	[illegible]
327 FORD 28 SEDAN	[illegible]	25⅝	20	81⅝	66½	24½	36½	92	[illegible]	[illegible]	17	31½	3½	6¾	19	8½	18½	12½	[illegible]	[illegible]	[illegible]	[illegible]	28	31½	14⅜	12	41	8	64½	25½

GENERAL MOTORS CORPORATION
GENERAL TECHNICAL COMMITTEE
PROVING GROUND SECTION

INTERNAL BODY DIMENSIONS
CHEVROLET-PONTIAC PRICE CLASS

				S01	S02	S03	S04	S05	S06	S07	S08	S09	S10	S11	S12	S13	S14	S15	S16	S17	S18	S19	S20	S21	S22	S23	S24	S25	S26	S27	S28	S29	S30
5- ESSEX 6	-25	COACH			40½		4	16⅜		4				7⅛		12½	9⅜										21⅝	99	20½	19	32½	14	55
6- OVERLAND 4	-25	SEDAN			47		4	16		6⅜				9		12	8⅜										21½	90	19	18	34	13	50
11- CHEVROLET	-25	COACH			46		4⅜	16		5⅜				9		13	9										21⅜	95	21	15	34	11⅝	47½
29- STAR 4	-25	COACH			46½		3	16		5½				8		11	8⅜										22½	87	20	24	34	12⅜	49
37- ESSEX 6	-26	COACH					3⅜	17		4⅜				7⅜		11½	9⅜										20⅝	92	17½	21	32½	13⅜	50½
61- FORD	-26	COACH			45½		9½	17		8							9										21½	90	19½	11	35⅜	12⅜	44½
77- PONTIAC	-26	COACH					4	16		3⅜				9		12½	9										21½	95	21⅜	16	33⅜	13⅜	49
80- CHEVROLET	-26	COACH			46⅜		3⅜	16		5⅜				10		12½	9⅜										21	90	21⅜	17	33⅜	13	46
48- MORRIS COWLET	-25	TOURING					4	16		6½				9½		11½	8½										18	91	19½	18	34½	11	50
49- CITROEN	-25	TOURING					4⅜	16		12				8½		11	8⅜										16	90	23	20	36	13⅜	48
50 TALBOT 2-10	-25	TOURING					3½	16⅜		7				8		7⅜	6½										18	99	19	18	33	13½	50
51- RENAULT 4-2	-25	SEDAN					3⅜	17⅜		10				11½		8⅜	10										20	94	27½	17	32½	13	54½
53- FIAT 501	-25	COACH					3⅜	16⅞						6		8⅜											19½	92	22	19	32½	14½	49
55- AUSTIN 12	-25	SEDAN					4⅜	16		9½				12		7	9½										20½	100	17	20	32⅜	13	52½
132- OVERLAND 4	-27	COACH			46½		2⅜	16	34½	5	6⅜			8½	10⅜		8⅜	37										19	97	31½	15	35½	10½	
122- ESSEX	-27	COACH			49½		3	17	38	4½	6⅜			7⅜	8½		10⅜	42										20½	92	21	18	34⅜	12½	
125- CHEVROLET	-27	COACH			45⅜		3⅜	16	35⅜	5½	9			9⅜	10½		9	38½										21⅜	90	20	15	34½	13	
126- CHRYSLER 50	-27	COACH			47½		2⅜	17	39⅜	13½	9⅜			10⅜	11½		10⅜	43⅜										23	88	20½	12	34½	11	
133- MORRIS COWL.		TOURING			34½		4⅜	16	34	7⅜	7			9	11		9	40										18	96	19	9	36½	9	
134- FIAT "503"		TOURING			38⅞		4⅜	16	35½	8½	5			9	9½		8½	34½										17	86	19	19	31½	12⅜	
139- STAR 4	-27	COACH			41⅜		3	16	37	5	7⅜			8⅜	10⅜		9⅜	36⅜										23	90	18	21	33	13½	
162- FORD	-27	COACH			46		3½	17	35⅜	8½							9⅜	41⅜										22	95	17	15	34½	12	
175- ESSEX	-27	COACH			45⅜		3⅜	17	38	3½	6½			7	8		9⅜	41½										22½	88	20½	18	33½	12⅜	
176- FIAT		SEDAN			45		3⅜	17	30½	8⅜	4⅜			5⅜	6		8⅜	37½										21	98	20	15	29	12⅜	
179- FIAT "503 A"		COACH			37½		2½	15½	33½	8½	8½			7⅜	5⅜		8½	35										21	90	20	15½	33⅜	10½	
178- CITROEN		SEDAN			37½		1⅞	17⅜	36½	12	9⅜			10⅜	11⅜		9⅜	40⅜										22½	90	23½	15	34⅜	15½	
199- MATHIS		SEDAN																															
206- MORRIS COWL.		COACH		42	41		1⅝	16	35⅜	8½	10½	11	9⅝	9	7½	13⅜	9	39½	16	⅜	16	35⅝	40⅜	31⅝	37⅜	34½	21	87	20	20	33⅜	10⅜	47⅜
212- PONTIAC	-27	COACH			46½		3⅜	16	37½	3½	8			9	10		9	38⅝										22	87	21	17	33⅜	12	
289- CHRYSLER 52	-28	COACH		48½	48		3⅜	17⅜	45½	15	9½	6⅜	7⅜	12	9½	13	10	40⅜	21½	7⅜	21½	42⅜	25⅜	35⅜	31⅜	36⅜	23½	90	21½	22	42½	12	52
319- FORD "A"	-28	COACH		49	45⅜		2½	17½	34⅜	0	8⅜	10⅜	11⅜	9	10	6⅜	10	44	19	⅜	19	41	15⅜	28	25⅜	35	13⅜	83	19	19	33	13⅜	48½
320- PONTIAC	-28	COACH		46½	45½		3⅜	17	35½	7⅜	7⅜	11	9⅜	8	9	12⅜	9	38⅜	17	7⅜	16	39½	16⅜	33⅜	29	36⅜	21	90	20⅜	17	30	12⅜	51
321- PONTIAC	-28	SEDAN		49	48	19	5⅜	17	44	2⅜	7	11	10⅜	8½	9⅜	12⅜	8⅜	30⅝				36⅜		26⅜	23	37⅜	22	89	19	19	34⅜	11⅜	52⅜
322- ESSEX	-28	COACH		49	45½		3½	17		0	8½			9	10⅜	6½	9⅜	41⅜	18½	1	18½	41	10⅜	30½	28	34⅜	23	94	21⅜	19	32⅜	13	55
326- CHEVROLET	-28	COACH		48⅜	46½		3⅜	16½		6	7½			9	10	13⅜	9	39	17	2	17	40⅜	18⅜	33⅜	30	34⅜	23⅜	85	19½	16	33⅜	11	52
348- OVERLAND 4	-28	COACH		50½	45½		1⅜	17	33⅜	6⅜	6⅜	8	7⅜	8	10	12	9	37⅜	16⅜	1⅜	16⅜	35⅜	16	32⅜	27½	35⅜	21⅜	93	19	22	33½	11⅜	46⅜
349- STAR 4	-28	COACH		49	45⅜		5	17	35	15	8½	10	9⅜	10	11	12	9½	44	17½	0	17½	40	15⅜	31	27	34	22	92	17½	23	33	13	52
327- PONTIAC	-28	SEDAN		47	48	23⅜	3⅜	17	42	7⅜	6⅜	10⅜	9⅜	9	10	12⅜	8⅜	36⅜				39½		26⅜	24	36⅜	20½	90	21⅜	17	34⅜	10	51⅜
366- CHEVROLET	-28	SEDAN CONVERTIBLE		47½	47	22	3⅜	16⅜	42½	1⅜	6⅜	10⅜	6⅜	9⅜	10⅜	13½	9	36⅜				36⅜		20⅜	23½	34⅜	22	89	16⅜	16	33½	12½	46
373 WHIPPET 6	-28	COACH		48⅜	46⅜		1⅜	16⅜	32	5	6⅜	7⅜	6⅜	9⅜	10⅜	10⅜	6⅜	34⅜	14⅜	2⅜	15	35⅜	10⅜	32⅜	27⅜	36⅜	22⅜	90	16	13	31⅜	12	49
610 PLYMOUTH	-29	COACH		50½	46		2⅜	17	39½	0	9⅜	10⅜	6	9⅜	10⅜	12½	10	41	16	3⅜	18	41½	24	36	32	36	22	97	22⅜	16	31⅜	12	53⅜
316 ALFA ROMEO	-26	SEDAN		47⅜	40⅜	16⅜	3⅜	17	40½	6⅜	6	9⅜	9	8	10⅜	12⅜	8⅜	37				33		20⅜	25½	31⅜	20½	93	16⅜	16	30⅜	15⅜	51
452 FORD EXPORT	-29	COACH		47½	45⅜		2⅜	17⅜			6	10⅜	11⅜	9	10	12½	11⅜	39½	19	⅜	19	41	17⅜	26	24½	34⅜	21	89	19⅜	18	33	13⅜	47½
453 WHIPPET 4	-29	COACH		51	49		3⅜	17		14⅜	7⅜	9	7	9	10⅜	12	8½	36⅜	19	1	19	36½	12	34⅜	30½	35⅜	22	85	18	15	33½	11	46
455 WHIPPET 6	-29	COACH		49⅜	45⅜		3⅜	16⅜		7⅜	6			6⅜	9⅜	14⅜	8½	39	18⅜	1⅜	18⅜	39	18	34⅜	29⅜	35	22⅜	92	19	17	33	12	49⅜
456 ESSEX	-29	COACH		47⅜	47		3	16⅝		11	7⅜	8⅜		8½	9⅜	6⅜	9⅜	39⅜	18⅜	1	18½	40½	20	30½	26	33⅜	20	95	21⅜	16	32⅜	13	54
457 PONTIAC	-29	COACH		48⅜	45⅜		3⅜	17		3	6	11	9⅜	9⅜	10⅜	12⅜	9⅜	40⅜	18⅜	1⅜	18½	42	18½	28⅜	33⅜	35	21⅜	87½	19⅜	19⅜	32⅜	13⅜	47⅜
465 CHEVROLET	-29	COACH		48⅜	46		2⅜	17		15	6⅜	9⅜	7⅜	9⅜	10⅜	13½	9⅜	40⅜	19	0	19	41⅜	20	33⅜	28⅜	33½	22	89	19	16	32⅜	14	47⅜
476 PONTIAC	-29	SEDAN		48	45⅜	9⅜	3⅜	17	46⅜	3⅜	6	13⅜	11⅜	9⅜	10	14	9½	40⅜				41⅜		26½	31⅜	34⅜	21	88	21	21	33	13⅜	47⅜
477 PONTIAC	-29	SEDAN		49⅜	45⅜	9⅜	3⅜	17	46½	3⅜	6	9	6⅜	9½	10⅜	13⅜	9⅜	40⅜				42		26½	32	34⅜	23⅜	87	20	22	32⅜	13⅜	47⅜
478 FORD	-29	COACH		47⅜	45⅜		2⅜	17⅜		7⅜	7⅜	10⅜	11⅜	8	9	9⅜	9⅜	38⅜	19		19	41	17⅜	24⅜	27⅜	34⅜	21⅜	84½	19	18	32⅜	13⅜	45⅜
482 CHEVROLET	-29	SEDAN		48⅜	45	10⅜	3	17	45⅜	15	9	7⅜	8	9⅜	10⅜	13⅜	9⅜	40⅜				41½		26⅜	32⅜	34⅜	23	97	18	14	33⅜	13⅜	47⅜
484 CHEVROLET	-29	SEDAN		48	45⅜	10⅜	3	17	41⅜	15⅜	6⅜	9⅜	6⅜	9⅜	10⅜	14	9⅜	41⅜				41		25⅜	31⅜	34⅜	23	91½	16⅜	15	33⅜	13⅜	47⅜
527 FORD	-29	SEDAN		49	47	9⅜	3⅜	17⅜	42	7⅜	7⅜	6⅜	8⅜	8⅜	9	13½	9⅜	40				41½		26	31⅜	35⅜	21	95	19	15⅜	33⅜	16	47⅜

GENERAL MOTORS CORPORATION
GENERAL TECHNICAL COMMITTEE
PROVING GROUND SECTION

EXTERNAL BODY DIMENSIONS
CHEVROLET-PONTIAC PRICE CLASS

			161	162	163	164	165	166	167	168	169	170	171	172	173
5 - ESSEX 6	-25	COACH	20 3/8	37 1/8		46 1/2	41 1/8	17 1/2			19 1/2				
6 - OVERLAND 4	-25	SEDAN	23	33 3/8			37 1/8	14 1/2			16 1/2				
11 - CHEVROLET	-25	COACH	22	34 3/8		17 3/8	38	14			19				
29 - STAR 4	-25	COACH	22 3/8	37		16	36	14 1/2			19				
37 - ESSEX 6	-26	COACH	20 1/4	36		16 3/8	41 1/4	12 1/2			19 1/2				
61 - FORD	-26	COACH	24 1/8	34 3/8			41	14 1/2			20				
77 - PONTIAC	-26	COACH	20 1/2	35 1/8		17	38 1/2	13			19 3/8				
80 - CHEVROLET	-26	COACH	22	36		17	38 1/2	13 1/2			19				
48 - MORRIS COWLEY	-25	TOURING	20	33		16					15				
49 - CITROEN	-25	TOURING	21 1/8	32 1/8			36 1/2	14 1/2			15 1/2				
50 - TALBOT 2-10	-25	TOURING		33 1/2			38 1/2	16			19				
51 - RENAULT 4CI	-25	SEDAN	21 3/8	33 1/8		17 1/2	40	16 1/2			12				
53 - FIAT 501	-25	COACH	20 1/2	34		14 3/8	35 1/2	17 3/16			19				
55 - AUSTIN 12	-25	SEDAN	21 1/2	35		16 1/2	34 1/2	15 1/2			15 5/8				
102 - OVERLAND 4	-27	COACH	19 3/8	35 1/4		16					19 1/2		17 3/8		
122 - ESSEX	-27	COACH	20 3/8	37 1/8		16 3/8					20		17 1/2		
125 - CHEVROLET	-27	COACH	22 1/2	37		17					20 1/2		16 3/8		
126 - CHRYSLER 50	-27	COACH	20 1/2	34 1/2		17 1/2					20		16 3/8		
133 - MORRIS COWL.		TOURING	22 1/2	33		16 3/8					15		16		
134 - FIAT 509		TOURING	18 3/4	33 3/8		14 1/2					17		12 3/8		
139 - STAR 4	-27	COACH	22	34 3/4		17					21		15 1/2		
162 - FORD	-27	COACH	24 3/8	35 3/8							20		16 1/2		
175 - ESSEX	-27	COACH	19 3/8	35 1/4		17 1/2					20		13 3/8		
176 - FIAT		SEDAN	20 3/8	34 3/8		15					19 3/8		15 3/8		
177 - FIAT 509A		COACH	15	34 1/2		15					17 1/4		12 1/2		
178 - CITROEN		SEDAN	20	34		15 1/2					17 1/2		14 1/2		
199 - MATHIS		SEDAN													
206 - MORRIS COWL.		COACH	21 3/8	32 1/4	24 1/2	14 1/2	37 3/8	13 1/2	13 1/2	15 3/8	16 1/2	24 1/2	14 3/8	40 1/2	
212 - PONTIAC	-27	COACH	19 1/2	35		17					20 1/2		14		
289 - CHRYSLER 52	-28	COACH	20 3/8	34 3/8	33 1/2	17 3/8	41 3/8	15	12 3/4	20	20 1/2	28	14 3/8	57	
319 - FORD A	-28	COACH	21 1/2	34 3/8	40	—	42 3/8	13 3/8	12 3/8	20	21	—	—	54 3/4	
320 - PONTIAC	-28	COACH	21	35 1/2	46	17 3/8	38 5/8	13 3/8	10 5/8	18 1/2	13 3/4	24 3/4	15 3/8	56 1/2	
321 - PONTIAC	-28	SEDAN	20 1/2	34 1/2	44 1/2	17 1/8	38 11/16	13	10 3/8	18 1/2	13 1/2	23 3/4	15	56 1/16	36 1/2
322 - ESSEX	-28	COACH	20	35 1/2	39 3/8	16 1/2	40 3/4	10 3/8	8 1/2	13 1/2	20 3/4	27 3/8	12 3/4	52 3/4	
326 - CHEVROLET	-28	COACH	21	36	46	17	38 3/4	13 1/2	11 3/8	17 1/2	19 1/2	27	15	54 3/4	
348 - OVERLAND 4	-28	COACH	19 3/4	34	23 1/2	16	35	12 3/4	11	14 3/4	20	24 1/2	12 3/8	54 3/4	32
349 - STAR 4	-28	COACH	21 1/2	35 1/2	38 3/8	17	41 3/8	12 3/8	10 3/8	18	19	27	15	56	
327 - PONTIAC	-28	LANDAU	19 3/4	35	46 1/2	17 1/2	38 3/8	13 5/8	10 3/8	18	19 3/8	26 3/4	50 1/2	56	36 3/4
366 - CHEVROLET	-28	LANDAU	21 3/8	36	40 3/8	14 3/4	39	13 3/4	11 3/4	17 1/2	19	26 3/8	15	57	37
373 - WHIPPET 6	-28	COACH	20	35 1/2	22 3/4	17	35 1/16	12 3/8	11	17 3/8	19 11/16	26 7/8	13 7/8	54 3/4	32 3/4
410 - PLYMOUTH	-29	COACH	21 3/8	35	47 1/2	14 3/4	42	13	11	19 3/8	21 3/4	27 3/8	14 3/4	57	37
316 - ALFA ROMEO	-28	SEDAN	19 3/8	34 3/8	46	15 3/8	37 3/8	12 1/2	11	19 3/8	20 1/2	27	13 1/2	53 3/8	
452 - FORD SPORT	-29	COACH	20 3/4	35 1/16	39 1/16	9 5/16	42 3/8	13 3/8	11 1/2	19 1/2	21	25 3/8	17	54 11/16	37 3/8
454 WHIPPET 4	-29	COACH	19 3/4	33 1/2	43 3/8	16 3/4	39 1/2	12	9 3/4	18 1/2	19 3/8	24 1/2	13 3/4	57 3/8	37 1/2
455 WHIPPET 6	-29	COACH	21	35 1/2	43 1/2	17	39 3/8	12 3/8	9 5/8	17 1/2	19 3/4	25 3/4	13 3/4	56 3/8	38
456 ESSEX	-29	COACH	20	35	39 3/4	16	40 1/2	11 1/2	11	20 1/2	21 1/2	26	13	54 1/2	36 3/8
451 PONTIAC	-29	COACH	20 3/4	37 1/2	46 3/8	17 1/2	40 1/2	13 3/8	10 1/2	17 1/2	19 5/8	27 3/8	13 3/8	56 3/8	35 1/2
455 CHEVROLET	-29	COACH	20 11/16	35	43 3/8	17 3/8	40 1/2	12 3/4	11 3/8	18 3/8	19 3/8	26 11/16	19 7/16	56 3/8	36 1/2
476 PONTIAC	-29	SEDAN	20 5/16	35 1/2	49	17	40 5/16	12 1/16	10 3/8	17 1/2	19 3/8	27 3/8	13 11/16	56 3/8	35 1/2
477 PONTIAC	-29	SEDAN	19 3/4	35 1/16	46 3/16	17	40 5/16	13 3/8	10 3/8	17 1/2	19 3/8	27 3/8	14	56	36 3/8
478 FORD	-29	COACH	21 1/16	34 3/8	30	9 3/8	42 1/16	13 3/8	11 1/2	19 5/16	20 3/8	25 3/8	18	54 7/16	37 3/8
482 CHEVROLET	-29	SEDAN	20 1/16	35 1/2	45 3/8	17	40 1/16	13 1/8	11 1/16	18 11/16	19 3/8	26 3/4	14 3/8	56 1/2	36 3/8
484 CHEVROLET	-29	SEDAN	20 1/16	35 3/8	45 3/8	17 1/2	40 3/8	13 3/8	11 1/8	18 3/8	19 3/8	27	14 3/8	56 1/16	36 1/16
527 FORD	-29	SEDAN	21 3/8	34 1/2	40	11 1/8	42 1/16	13 1/16	11 3/8	19 1/2	21	25 1/2	17 3/8	54 7/16	37 1/8

GENERAL MOTORS CORPORATION
GENERAL TECHNICAL COMMITTEE
PROVING GROUND SECTION

EXTERNAL BODY DIMENSIONS
CHEVROLET-PONTIAC PRICE CLASS

	101	102	103	104	105	106	107	108	109	110	111	112	113	114	115	116	117	118	119	120	121	122	123	124	125	126	127	128	129	130
6 - OVERLAND 4 -25 SEDAN	64½	50½		55			44	32½		137½	92½	9		74½			1													27
11 - CHEVROLET -25 COACH	64⅜	51⅝		62½			43	31⅝		136½	90	8⅝	70⅞	74½			1													13
29 - STAR 4 -25 COACH	65	50		52			42	33½		138½	83½	9½	70½	74½			1½													15½
37 - ESSEX 6 -26 COACH	64½	50½		52½			45⅝	35		147	91	9		70⅝			1¼													17
61 - FORD -26 COACH	65¾	47		54			46	31		135	86	8¼	65½	74¾			1¼													17½
77 - PONTIAC -26 COACH	65	49½		52¾			47¾	32		147	87⅞	8⅜		72¾			1⅛													15½
60 - CHEVROLET -26 COACH	65	50		52¾			43¼	32		108	87½	8¾		74			1¼													16½
5 - ESSEX 6 -25 COACH	64	50¾		52¾			46	36		146½	91	9	72¼	72			1⅛													14⅝
48 - MORRIS COWLEY -25 TOURING	57	42		46			40½	27		134	89	1	72	66½																20
49 - CITROEN -25 TOURING	58	48		52			40½	29½		147½			75	72																
50 - TALBOT Z-10 -25 TOURING	58½	41		46½			41	30		143½	89¼	3⅜	68¾	68⅝																19½
51 - RENAULT KZ -25 SEDAN	64½	47		51½			44⅝	25		158	89¼	2		70			1⅛													12¾
53 - FIAT 501 -25 COACH	58½	49		54			41	30		136¾	84		71⅝	70			½													18½
55 - AUSTIN 12 -25 SEDAN	60½	48		53			46½	30½		145¾	86½	3		71¾			1¼													16
102 - OVERLAND 4 -27 COACH	64½		23¾		52		40¾	32	30¾	135½	89	7⅛	68¾	67½		16		16	30¾				4½				14½		34	13¾
122 - ESSEX -27 COACH	64½		29		57¾		45½	35	32	147	91½	7⅞	71	70¾		20		16½	30½								15¾		33½	17½
125 - CHEVROLET -27 COACH	65		27		63		44	31	36	130¾	86¾	6⅞	74¾	74		19⅝		13	30¾				4				16⅝		33¾	11¾
126 - CHRYSLER 50 -27 COACH	67½		27		55		47	33½	30½	143	87	6¾	72¾	72½		19		14	34½				3½				16		37¾	22½
133 - MORRIS COWL. TOURING	57½		15	45½		43¾	40⅝	26⅝	23	130¾	87½		70⅝	64½	5½	15		9½	15¾			3¾				11¾	14½		21⅞	21¾
134 - FIAT 509 TOURING	56⅝		11⅛		47¾		37¾	30¾	26½	134	80⅝		66⅝	66⅝	4⅞	17⅝		22	25				3				14¾		23½	18
139 - STAR 4 -27 COACH	69⅞		29⅞		52½		42	33	33¼	132½	89¾		77⅞	71¾		18		20½	30¼				4				17¼		30½	20¾
162 - FORD -27 COACH	65¼		24⅜		53½		45½	31¾	33	134	85	6⅞			11	18¾		15½	31¾				3				18		29⅝	19½
175 - ESSEX -27 COACH	64		28⅜		52⅞		46	34½	31½	147⅞	90⅝	2¼	71¾	71⅝	15¼	19½		16¾	30⅝				4¼				15¾		33½	17⅝
176 - FIAT SEDAN	65⅝		21½	56¼		51½	42	32⅝	29½	146½	93½		70½	70	9½	18		9	24⅝			3¾				4⅞	16¾		22¼	22½
177 - FIAT 509 A COACH	59		16¾		50		38½	30¾	28	131½	82¼		65½	64½	9	16		10½	32				2½				16		34	17½
178 - CITROEN SEDAN	56⅝		19½	51⅞		50⅝	44½	30	28½	146½	92¾	6½	71½	70¼	9½	16¾		12¾	21			3¾				3	18¾		25	18½
199 - MATHIS SEDAN																														
206 - MORRIS COWL. COACH	58⅞	45⅝	24	—	46¼	—	41½	31⅞	23½	139⅞	83⅝	—	69¾	68	11	16¼	⅞	17⅞	30	28½	16¼	—	3⅝	—	—	—	15⅞	28	31⅞	18
212 - PONTIAC -27 COACH	66⅝		27		52¾		43⅞	32½	30½	145½	91¾	6¾	71¾	71	11	19		14½	32¼				4½				16¾		34¾	20½
289 - CHRYSLER 52 -28 COACH	67½	51½	27		55¼		36½	33½	30½	143½	90	1½	71	69¼	10	19	1⅛	13¼	34½	32¼	14⅞		4½				14⅝	33	35¾	21¼
319 - FORD 'A' -28 COACH	65½	52¼	23	—	53⅞	—	45¾	33¼	30½	133¾	86	4	73¾	71¾	10	—	⅞	18¾	31⅝	30	14½	—	3	—	—	—	14⅞	26	27⅝	18½
320 - PONTIAC -28 COACH	66¾	50½	26 17/32		53¼		43¾	35	29	145	93¾	6½	72	71½	9⅜	18⅝	⅛	15⅞	32¾	30⅝	13 11/16		4½				13¾	30¾	35⅝	20½
321 - PONTIAC -28 SEDAN	67	52½	27	54⅝		57⅛	43¾	36¼	20¾	144	96	6½	70 11/16	69¾	3¾	18	⅜	11⅜	14¾	15 9/16	13 11/16	3⅝		21 13/16	27	6¼	13¾	23 11/16	28⅜	21⅜
322 - ESSEX -28 COACH	63½	55¼	26⅞	55	—	53⅝	44¼	34¼	28	147¾	93¾	3¼	70¾	69¾	11¼	16	¼	23¾		27	14	—	5	—	—	—	23⅞	27	32½	27⅞
326 - CHEVROLET -28 COACH	66	51¾	27	—	53¾	—	43¾	34	31	141½	92½	7	72	70¾	9¼	19½	⅝	14⅞	32¼	31	13⅞	—	4½	—	—	—	13¾	31	35½	19¾
348 - OVERLAND 4 -28 COACH	64½	55	23¼		52¼		32½	31½	30¾	125	85	3¼	69¾	69¼	10	16½	⅞	15½	31	29	14½		3⅞				14½	30½	33½	18
349 - STAR 4 -28 COACH	65	53½	23½	59¼	—	49½	43⅜	35	30½	147	88	7½	71	68¼	7½	17½	¼	20	30¼	29	15	—	4	—	—	—	15	26¼	32½	19⅞
527 - PONTIAC -28 LANDAU	66½	52	26⅞	54¼		52½	43½	35	29	145 5/16	95½	6½	71¼	68⅝	9½	13⅞	¾	23½						14⅞	30	6⅜	13¾	25⅞	30	22
366 - CHEVROLET -28 LANDAU	66	51	26¾	53⅜		52⅝	43⅞	33½	30¾	141	92	6½	71⅞	69	9⅛	19¾	⅝	21 5/16						24 11/16	29⅞	6	13⅞	15⅞	29⅞	17¾
373 - WHIPPET 6 -28 COACH	64⅞	55⅝	23 7/16		51¾		40⅞	31	30½	144⅝	86	3¼	70½	66⅝	10¼	17¼	⅞	15⅞	31	28⅝	14 7/16		3½				14 7/16	30⅝	33 7/16	18¾
410 - PLYMOUTH -29 COACH	66½	54¾	27		55		46⅞	32¼	26	150½	93	2¾	70¾	69¾	8¼	19	1⅛	15	34½	32¼	14⅝		4½				14¾	32	37¼	21½
316 - ALFA ROMEO -28 SEDAN	66⅞	50¼	27⅞	52⅞		51½	41	34⅞	28⅝	152½	84¾		66½	69⅝	6½	16	1	20⅝						24⅝	28¼	4⅞	14	24 11/16	28 5/16	10¾
452 - FORD EXPORT -29 COACH	65½	50	27⅞		53⅝		46⅞	33⅞	30⅞	139	87¼	4	72⅞	71 5/16	9 11/16	29	1	19	31⅞	30	14 7/16		3⅞				14 7/16	26½	29¾	17¼
454 - WHIPPET 4 -29 COACH	67½	57½	23¼		56		43	35⅞	27	143	86	3¾	69⅞	69	5⅞	16¾	1	13¾	31	29	19½		4¾				14	31¼	35½	16
455 - WHIPPET 6 -29 COACH	67⅞	56⅞	23 5/16		56⅞		43	36	27 7/16	117	86⅞	3½	71¼	70⅞	9 7/16	17 7/16	⅞	13¼	30¼	29	13¼		4⅞				13½	31¼	35⅝	17½
456 - ESSEX -29 COACH	63¾	54	26¾		54		46¼	33¼	31	116½	90¼	2½	69⅝	69¼	9⅞	20	1½	23½	29½	27	13¾		4¾				13¾	27	37½	20¾
457 - PONTIAC -29 COACH	68½	53¾	27¼		55⅞		46½	37	26½	149	90¾	4	71⅞	70⅞	9½	18½	1	17¼	32⅞	30⅝	13¼		4⅞				13 3/16	30 11/16	35⅞	21¼
465 CHEVROLET -29 COACH	67	54	26⅞		55½		45¼	34¼	25	145	89¼	4⅞	71⅝	70½	8⅞	19⅞	1¼	14½	32¼	30⅝	13⅞		4½				13⅞	30⅞	35½	20
476 - PONTIAC -29 SEDAN	68	54¼	27	56½		54⅝	46½	37½	26	150	93⅞	4	73	70¾	9 7/16	18½	⅞	17½	17¾	15⅝	13¾	4⅞		21 11/16	27 5/16	7	13 7/16	23 11/16	26⅞	23½
477 - PONTIAC -29 SEDAN	68	53	22¼	56⅞		53½	46½	37½	25⅝	150⅞	91⅞	4	71½	70⅝	6½	18	⅞		27					23⅝	29½	7	13 5/16	25½	30½	23
478 - FORD -29 COACH	65⅝	51	23		54⅝		46½	33⅞	30½	139	86¼	4⅝	73¼	72	10	24	1	19	31 11/16	30¼	14 5/16		3				14 5/16	26½	29¾	18¼
482 - CHEVROLET -29 SEDAN	67	53½	26⅜	55⅜		54⅞	46 1/16	35	25¼	144½	87½	4½	71¼	69⅞	8⅞	18	1	12½	15 5/16	14⅝	13⅝	4		21⅝	27¼	7	13⅝	23⅞	26¾	23¼
484 - CHEVROLET -29 SEDAN	66½	53	23⅞	55½		54½	45¾	35¾	25	145½	88¼	4⅞	71½	71⅞	5¾	18 7/16	4/16	21¾						25⅝	29½	7	13¾	25¾	30½	21¾
527 FORD -29 SEDAN	65½	53⅜	23½	57⅜	—	55½	46¼	34½	30⅞	140	88	3	72½	72	10¼	25½	1	10¼	13½	11⅝	14¼	4⅞	—	22¾	26¼	6⅞	14⅞	22½	27½	22¼

GENERAL MOTORS CORPORATION
GENERAL TECHNICAL COMMITTEE
PROVING GROUND SECTION

EXTERNAL BODY DIMENSIONS
CHEVROLET-PONTIAC PRICE CLASS

	131	132	133	134	135	136	137	138	139	140	141	142	143	144	145	146	147	148	149	150	151	152	153			156	157	158	159	160
6- OVERLAND 4 -25 SEDAN	37⅛							97	14¼	47½	⅞			42½		3½		72½		45⅞								100		14⅞
11- CHEVROLET -25 COACH	38½							83¼	14		⅝			50⅛		3¼		71 7/16	14⅜	45⅞				25½	14½			103		14⅞
23- STAR 4 -25 COACH	37⅞							95⅞	16	50¾	⅞			41⅛		3¼		71⅞	14	46⅞				25½	14½			101½		14½
37- ESSEX 6 -26 COACH	37							90⅛	17	49⅞	1			44¼		4		67⅞	15	40⅞				24½	14½			111		14½
61- FORD -26 COACH	37½							91	13⅜	50¾				42		3		72¼		46⅛					16½			100		14¾
77- PONTIAC -26 COACH	38¼							85⅝	17⅛	46⅛	1¼			43⅞		3⅞		69	13¼	44⅞				26⅝	15¼			107¾		13⅞
80- CHEVROLET -26 COACH	38							90¾		46¼	⅝			40		3½		70¼	14	44⅞				27½	16			107½		14⅞
5- ESSEX 6 -25 COACH	37⅞							95¼	17		⅞			46¼		3⅞		68	14⅞	45 3/16				25	15¼			110½		14⅞
48- MORRIS COWLEY -25 TOURING	33½							102	12	44½	1			42		7		62	10	40				20	16			100		13
49- CITROEN -25 TOURING	34⅛								16	47⅞	1½			46		4		65		44¾					13⅞			111½		13
50- TALBOT Z-10 -25 TOURING	35⅞							103¼		44	⅞			42¼		2½		60⅞		41⅞					13½			113		14½
51- RENAULT K-Z -25 SEDAN	35¾							106⅝	15½	49⅞								60⅞		46¼					12¾			118½		14⅞
53- FIAT 501 -25 COACH	33							100½	19	47¼				41⅞		4		69	12½	43⅞				31½	13½			104½		13
55 AUSTIN 12 -25 SEDAN	35⅞							104¼	20½	46½	1¼			49⅞		3⅞		67	11½	41⅞				25	14¾			111¾		14¾
102- OVERLAND 4 -27 COACH	36			27½				95	14¾	45¾	1	25¾				3½		65¾	11⅞	44		25⅝		21½	14½	21		100		12¾
122- ESSEX -27 COACH	33⅞			27⅛				96½	17⅝	48½	1⅜	27¼				4		66¾	15½	44¾		29½		16¼	15⅝	23½		110¾	165¾	14¾
125- CHEVROLET -27 COACH	38¾			28½			11½	90	14¾	48½	1¼	24⅞		33¾		3¼		70½	14	46⅛		28⅝		26½	16⅞	23½		107⅝	148	15⅞
126- CHRYSLER 50 -27 COACH	37			28½				107½	16¼	49	1¼	26½		41⅝		3½		66¾	13	45½		28¾		28¾	16	23½		106½	158	13½
133- MORRIS COWLEY TOURING	31¾			25½			1⅜	100	12⅝	45½	½	23¾	30¾	41⅞		7¼		61¼	10¾	41		16⅝		21	14⅞	22½		102	142	12⅝
134- FIAT 509 TOURING	34			23			3	87⅞	11⅝	41½	1¼	25	34¾	43¾		4		59	12¾	40½		26⅝		21½	14	15¾		102¾	177⅞	12
139- STAR 4 -27 COACH	37¾			26½				97¼	16	48⅝	1¼	26¼				3¼		68¾	13¾	46¼		28½		27	15⅜	23½		102¾	159⅞	14½
162- FORD -27 COACH	37¼			28½			9⅝	93⅞	16¼	50¾	2¼	21⅝	29¼	41¼		3				46¼		28⅝			16¼	22½		99	137	16¾
175- ESSEX -27 COACH	37¼			27¾			9¾	98⅞	17½	49⅛	1¼	27½	33½	46¼		4		67⅞	14	45½		30		26½	15	21⅞		110½	166¼	14¼
176- FIAT SEDAN	35⅛			26½			6¼	104¾	17½	46½	7⅝	26	32¼	44		4⅞		67⅞	13	45		27⅞		21½	14⅜	21⅞		108½	155¾	13½
177- FIAT 509 A COACH	33			25½			5¾	86½	10¾	42	7	20½	33	43½		4		62½	13	40		26½		21	12¼	17½		106¼	140	11½
178- CITROEN SEDAN	34			28¾			9⅛	102¼	18½	46½	¾	25½	32½	49		4½		70⅛	14	44		27		24	15½	21		111½	159¾	15
199- MATHIS SEDAN																														
206- MORRIS COWLEY COACH	33		24⅛	26¼	23½	—	4⅛	95⅛	15⅜	46⅜	⅞	24⅞	32½	45¼	28⅛	4	65⅞	66½	12¾		1⅝	27⅞	13	22	14⅝	21⅛	23⅝	105	145⅞	14¾
212- PONTIAC -27 COACH	37½			27¾			10¼	93¼	17⅜	47½	1¼	24¾	35⅞	50¼		4		67	14	44½		28⅞		27	14¼	21¼		109	156½	12⅝
283- CHRYSLER 52 -28 COACH	36½	-	27¾	28	24½	19¾	5½	100¼	17¼	48½	⅝	26½	35	47½	31⅝	3½	65	67	13	44½	-1½	29¼	16⅛	27¾	14½	72½	27¼	106	166	12¾
319- FORD "A" -28 COACH	36¼		26½	28½	26¼	23¾	6½	93½	14	50	⅝	26½	34¼	45½	28	3¼	67	68¼	—	46	2½	30	14⅜	—	14⅝	20½	24	102⅞	152½	14
320- PONTIAC -28 COACH	37⅛	—	26¼	26⅛	25¼	21⅛	9⅞	98½	14½	50¾	½	28¼	36½	51	32¼	4	65⅞	67⅞	12¼	46⅞	-1⅛	30¼	14½	25⅝	14¾	21⅞	23½	110	157	14⅞
321- PONTIAC -28 SEDAN	36½	1⅛	26½	27⅞	24¾	21½	10	99¼	15	49¾	½	20¼	45¾	57¼	32⅞	4⅞	64¼	66¼	13½	46½	1	30¼	14⅝	25	14⅝	21	25⅝	110	158	13⅞
322- ESSEX -28 COACH	37¼		25¾	26¼	27⅛	24½	5½	102	16¼	46¼	1⅛	27⅝	31⅞	46¼	29	3⅞	63⅞	63⅞	14½			30	14⅞	25	14	21½	23	111½	156½	12⅞
376- CHEVROLET -28 COACH	38¼		26½	28½	25⅜	21¼	10⅛	94⅞	17½	49	1¼	27¼	34½	46	23¼	3¼	65	67¼	13½	46¼	3¾	30¼	14½	26½	15½	22¼	23⅛	166½	152	14⅞
348- OVERLAND 4 -28 COACH	36	—	26	27⅞	24⅞	20	5	94¼	14¼	46	—	25½	30	47¾	27½	3½	67¼	64½	11⅛	43	-1¼	29¼	13⅜	23	14⅞	21⅛	22	100¼	150½	12½
949- STAR 4 -28 COACH	37		26	28	24	20	5¼	98	15¼	48¾	¾	26¾	32¼	46½	28	4⅞	65	66⅞	14		4¾	28	14	26¼	15	22¼	23¾	107¼	162¾	13⅞
327 PONTIAC -28 LANDAU SEDAN	37⅛	1⅛	26¼	28⅛	25⅛	21⅛	9⅞	100¼	15⅝	48½	½	28¼	36½	50	32 7/16	4½	63⅞	65⅝	13	46½	0	30	14⅜	26	14½	20	22	110	164	13⅞
366 CHEVROLET -28 LANDAU SEDAN	36⅛	1⅛	26¼	28	25	20 5/16	9⅞	94½	12	49⅞	5/16	27⅝	34½	45⅛	30⅝	3¼	64¼	67⅝	13¼	46¾	¼	30½	14⅝	24⅛	15⅞	27⅞	24	107	160⅜	14¼
373 WHIPPET 6 -28 COACH	36⅜	—	25 5/16	27	23¾	19⅞	5	93½	14	46⅞	—	25⅞	39½	51⅞	35⅛	3½	60	64⅝	12	42⅛	-3½	29	13¼	24½	15¼	21⅛	23 5/16	109½	153	13⅞
410 PLYMOUTH -29 COACH	36½	—	25¼	27	24	21⅞	5½	100⅜	13	49⅞	¼	26⅞	34¼	47¼	33¼	1	65	67½	13½	46⅛	-⅛	30	14⅞	27½	15⅞	73½	24½	109	168	14⅞
316 ALFA ROMEO -28 SEDAN	36¼	1¼	23 1/16	26½		23 1/16	6	86½	8½	45⅞	½	25 5/16	39 5/16	41⅞	36¼	3	60⅞	62¼	13⅝	24⅞	1½	30⅝	14	22⅛	15 5/16	19⅜	21	114	168	14 9/16
452 FORD EXPORT -29 COACH	37⅞		26¼	27½	25⅞	22⅞	6¼	93½	13½	78½	¼	26¼	31⅞	44 1/16	28	3	66¼	67⅞	7	45⅞	¼	30⅝	14½	11	14	22¼	23	103½	158½	13⅞
454 WHIPPET 4 -29 COACH	36½		25¼	27¼	25	22⅞	6	93	13⅞	49½	5/16	28½	31¼	44	27½	4¼	65	66⅞	15½	46	-3¼	26¼	13⅞	23	13⅜	18⅝	22	104	148	12½
455 WHIPPET 6 -29 COACH	38		25½	27 5/16	24 11/16	22	5½	93⅞	14	49½	¼	28¼	41	53⅝	36 7/16	4⅞	66½	68¾	12⅞	47	-¼	29 5/16	14	26 1/16	15¼	27¼	23¼	112⅞	158½	14⅞
456 ESSEX -29 COACH	37		26	28	24⅞	22	4	101⅝	16½	49	¾	27½	33	48	29¼	3½	65⅞	66¾	14½	46	-2½	31	14⅞	24	15	19¾	23	110⅞	162½	12
457 PONTIAC -29 COACH	37½		26¼	28½	27⅞	25½	6½	98⅞	13½	40	1	28⅞	39½	51⅞	34½	4½	65½	67	12½	47	-⅞	30½	14⅝	25½	13⅞	21½	22⅞	110	16⅞	12⅞
465 CHEVROLET -29 COACH	37⅞		26	27⅞	26 11/16	22 7/16	6	95¼	13½	49	1⅛	27⅞	35⅞	48⅜	32	3⅞	64½	66½	13⅞	46⅞	-¼	30	14⅞	25	15⅞	22	23 7/16	106½	155	14
476 PONTIAC -29 SEDAN	36 13/16	1	26½	28⅞	27½	25¼	6	100⅝	13	49⅞	1	28¼	36⅞	53½	34	4⅞	65⅝	67¼	12	47¼	-⅞	30	14	25⅝	13¾	21⅛	22 5/16	103⅞	161	13
477 PONTIAC -29 SEDAN	36⅞	⅞	26⅞	28⅞	25⅞		6	99	14	49⅝	1¼	29½	38⅞	57½	34	4½	65¼	66⅝	11⅝	47	-⅞	29⅞	14 1/16	25⅝	13¼	21	27⅞	109½	160½	12⅞
478 FORD -29 COACH	38		26½	27 9/16	25½	22¼	6	94	14	49½	5/16	26½	31	46¼	28	3	67⅞	68½	7	43¼	⅞	31	14 5/16	11⅛	14¾	23 1/16	23 7/16	103⅝	138	14½
482 CHEVROLET -29 SEDAN	36⅝	11/16	26 5/16	27 11/16	26 7/16	22 7/16	6¼	98½	13⅞	48 7/16	1/16	27 9/16	35½	48⅛	31⅞	3¼	64⅝	66½	13⅝	46 7/16	⅝	30	14⅞	24½	14⅝	21⅛	22½	106½	156	14½
484 CHEVROLET -29 SEDAN	37 5/16		26 5/16	28	24¾	22¼	6½	97⅞	13¼	49	1¼	27¼	35⅝	48⅝	31 13/16	3⅞	64⅞	66⅝	13½	46⅝	0	29⅝	14 5/16	25	14⅞	21⅛	22 7/16	106½	155½	14⅜
537 FORD -29 SEDAN	39	⅛	26½	28⅞	24⅞	22½	6¼	93	16	51½	0	26½	31	45	28	3	67⅞	68½	8	46 5/16	-½	31	14⅝	14½	15½	23⅝	24 5/16	103⅞	143	14

CHEVROLET

SPECIFICATIONS

1925

SUPERIOR MODELS "K"

1925 COMPLETE CAR SPECIFICATIONS

MODEL	CAPACITY	DRIVE	WEIGHT FULLY EQUIPPED-POUNDS			SHIPPING WEIGHT	ROAD CLEARANCE	MIN. TURNING RADIUS	TOP MATERIAL	OVERALL DIMENSIONS		
			ON FRONT WHEELS	ON REAR WHEELS	CAR WITH GASOLINE					LENGTH TOP DOWN	WIDTH	HEIGHT TOP UP
SUP K TOURING	5 PASSENGERS	RIGHT AND LEFT	925	1025	1950	1870	$9\frac{7}{8}$	$18\frac{1}{2}$ FT.	RUBBER FABRIC	$152\frac{5}{8}$	$56\frac{1}{2}$	$72\frac{5}{8}$
SUP K ROADSTER	2 PASSENGERS		925	925	1850	1755				[illegible]		$71\frac{1}{2}$
SUP K SEDAN	5 PASSENGERS		970	1245	2215	2130				[illegible]		$73\frac{1}{8}$
SUP K COACH	5 PASSENGERS		975	1200	2175	2090				$147\frac{2}{8}$		$73\frac{1}{8}$
SUP K COUPE-2	2 PASSENGERS		990	1055	2045	1960				$147\frac{5}{8}$		$72\frac{5}{8}$
SUP K COM. CHASSIS	1000											
SUP K TOUR CHASSIS	1000											
SUP K UT. EX. TRUCK	2000		1170	1755		CHASSIS 1950	$8\frac{1}{2}$	21 FT.				

1923 CHASSIS SPECIFICATIONS

MODEL	CAPACITY OF GASOLINE TANK	GASOLINE FEED	CROSS SECTION OF TANK	FRONT SPRING				REAR SPRING			
				TYPE	LENGTH EYE TO EYE	WIDTH	NUMBER OF LEAVES	TYPE	LENGTH EYE TO EYE	WIDTH	NUMBER OF LEAVES
SUP K TOURING	10 GALLONS	VACUUM TANK SYSTEM		SEMI-ELLIPTIC	36	1 3/4	7	SEMI-ELLIPTIC	54	1 3/4	8
SUP K ROADSTER											7
SUP K SEDAN											9
SUP K COACH											9
SUP K COUPE-2											7
SUP K CHASSIS											8
SUP K COM. CHASSIS											3
SUP K UT. EX. TRUCK							8		45	2 1/2	12

1925 CHASSIS SPECIFICATIONS

MODEL	FRONT AXLE						REAR AXLE						
	SECTION	STEERING	NOM., D.A. OF SPINDLE	DIA. OF KING BOLT	WHEEL BEARINGS		TYPE	DRIVE GEARS					STATIC ANGLE OF INNER CAM
					INNER	OUTER		RATIO	TEETH		PITCH	FACE	
									RING	PINION			
SUP K TOURING	I-BEAM	FORE AND AFT	$1\frac{3}{16}$	$\frac{9}{16}$	NEW DEPARTURE #903002	NEW DEPARTURE #309001	SEMI-FLOATING	3.818-1	42	11	4.94	$1\frac{1}{8}$	$1\frac{1}{3}$
SUP K ROADSTER													
SUP K SEDAN													
SUP K COACH													
SUP K COUPE-2													
SUP K CON. CHASSIS													
SUP K CHASSIS													
SUP. K UT. EX. TRUCK.								5.43-1	38	7	3.455	$1\frac{5}{16}$	$1\frac{31}{64}$

1925 CHASSIS SPECIFICATIONS

MODEL	DIFFERENTIAL BEARINGS	REAR AXLE				
	RADIAL AND THRUST BEARING	WHEEL BEARING	PROPELLOR SHAFT			TYPE OF DRIVE
			DIA. OF SHAFT	FRONT BEARING	REAR BEARING	
SUP K TOURING	NEW DEPARTURE # 902208	NEW DEPARTURE # 901307	1 1/8	NEW DEPARTURE # 900305	NEW DEPARTURE # 901307	SPIRAL BEVEL
SUP K ROADSTER						
SUP K SEDAN						
SUP K COACH						
SUP K COUPE-2						
SUP K COM. CHASSIS						
SUP K TOUR CHASSIS						
SUP. K UT. EX. TRUCK	N.D. # 902211	N.D. # 901309	1 1/4	N.D. 900307	N.D. 901407	

1925 CHASSIS SPECIFICATIONS

MODEL	SERVICE BRAKE				EMERGENCY BRAKE			
	TYPE OF REAR WHEEL BRAKE	DIA. OF DRUM	WIDTH OF BAND	AREA SQ. INCHES	TYPE OF REAR WHEEL BRAKE	DIA. OF DRUM	WIDTH OF BRAKE	AREA SQ. INCHES
SUP K TOURING	EXTERNAL CONTRACTING	11	$1\frac{1}{2}$	$95\frac{3}{4}$	INTERNAL EXPANDING	$10\frac{11}{16}$	$1\frac{1}{4}$	70
SUP K ROADSTER								
SUP K SEDAN								
SUP K COACH -								
SUP K COUPE - 2								
SUP K COM. CHASSIS								
SUP TOUR CHASSIS								
SUP. K UT. EX. TRUCK.		$12\frac{5}{16}$	2	$130\frac{7}{8}$		12	$1\frac{3}{4}$	$116\frac{1}{2}$

1925 CHASSIS SPECIFICATIONS

MODEL	WHEEL BASE	TREAD	TIRES	TYPE OF WHEEL	FRAME				STEERING GEAR			
					OVERALL WIDTH	OVER-ALL LENGTH	SECTION	KICK UP	TYPE	ANGLE OF POST	DIA. OF POST	DIA OF WHEEL
SUP K TOURING	103	56	30 x 3½ CLINCHER FABRIC	ARTILLERY DEM. RIM. 30 x 3½	25 55/64 FRONT 44 5/32 REAR	146 1/16	4½ X 1½ X 5/32	2 7/8	WORM & GEAR	41 1/2°	1½	16
SUP K ROADSTER												
SUP K COACH			29 x 4.40 BALLOON STR. SIDE CORD	ARTILLERY 29 x 4.40								
SUP K SEDAN				DISC 29 x 4.40								
SUP K COUPE-2												
SUP K COM. CHASSIS			30 x 3½ CLINCHER FABR.	ARTILLERY DEM. RIM. 30 x 3½								
SUP K TOUR CHASSIS												
SUP. K. UT EX. TRUCK	124		30 x 3 S.S. BALLOON AND 30 x 3½ 39 CORD	ARTILLERY DEM. RIM 30 x 5 AND 30 x 3½	26 3/4 FRONT 37 REAR	176 25/32	6 x 1¾ x 5/32	2¼		49°		

1925 MOTOR SPECIFICATIONS

MODEL	CYLINDERS							CYLINDER OFFSET	PISTON PIN OFFSET	TYPE OF MOTOR	CARBURETOR MAKE	PISTON RING	
	BORE	STROKE	NO.	HEAD	CAST	WATER JACKET TOP WIDTH	WATER JACKET HEIGHT					NO.	WIDTH
SUP K TOURING	3 11/16	4	4	SEPARATE	EN-BLOC	9/16	3 3/8	8/16	NO.	VALVE-IN-HEAD	OPTIONAL: CARTER / ZENITH; DOMESTIC: EXPORT – ZENITH	3	3/16
SUP K ROADSTER													
SUP K SEDAN													
SUP K COACH													
SUP K COUPE-2													
SUP K COM. CHASSIS													
SUP K TOUR. CHASSIS													
SUP K UT. EX. TRUCK													

1925 MOTOR SPECIFICATIONS

MODEL	VALVES		PISTON DISPLACEMENT CU. INCHES	CONNECTING ROD & PISTON				CRANKSHAFT BEARINGS				FLYWHEEL		
	BORE OF THROAT	LIFT		PISTON PIN	CRANK PIN	LENGTH OF ROD	BOLT DIA.	NO.	FRONT	CENTER	REAR	DIA.	WIDTH	WT.
SUP K TOURING	$1\frac{5}{16}$	$\frac{7}{32}$	170.9	$\frac{27}{32} \times 3\frac{5}{16}$	$1\frac{1}{2} \times 1\frac{7}{8}$	$7\frac{3}{8}$	$\frac{3}{8}$	3	$1\frac{3}{8} \times 2\frac{5}{16}$	$1\frac{11}{16} \times 1\frac{11}{16}$	$1\frac{3}{4} \times 3$ (1)	$13\frac{1}{8}$	$3\frac{1}{16}$	$46\frac{3}{4}$
SUP K ROADSTER														
SUP K SEDAN														
SUP K COACH														
SUP K COUPE-2														
SUP K COM. CHASSIS														
SUP K TOUR CHASSIS														
SUP K UT. EX TRUCK														

1925 MOTOR SPECIFICATIONS

MODEL	CAMSHAFT BEARINGS			MANIFOLDS		CENTER OF SHAFT TO TOP OF CYLINDER	OILING	OIL CIRCULATED BY	OIL CAPACITY QUARTS	TYPE OF WATER PUMP	TOTAL WATER CAPACITY GALLONS
	FRONT	CENTER	REAR	INTAKE I.D.	EXHAUST I.D.						
SUP K TOURING	$1\frac{5}{16} \times 2\frac{3}{8}$	$1\frac{9}{32} \times 2$	$1\frac{1}{4} \times 1\frac{7}{16}$	$1\frac{1}{32}$	$1\frac{11}{16}$	$12\frac{13}{8}$	SPLASH - SYSTEM	GEAR PUMP	4	CENTRIFUGAL	2
SUP K ROADSTER											
SUP K SEDAN											
SUP K COACH											
SUP K COUPE - 2											
SUP K COM. CHASSIS											
SUP K TOUR CHASSIS											
SUP. K. UT. EX -- TRUCK											

1925 MOTOR SPECIFICATIONS

MODEL	HORSE POWER		FAN				IGNITION	SELF-STARTER LIGHTING AND IGNITION				
	N. A. C. C.	MAX.	DIA.	NO. OF BLADES	BEARING	BELT		OPERATED BY	TYPE	SYSTEM	BATTERY	GEAR REDUCTION
SUP K TOURING	21.7	26	15	2	BRONZE	VULCANIZED FABRIC	BATTERY AND COIL	PEDAL	ELECTRIC	REMY	WILLARD - XW-13 OPTIONAL - DOMESTIC ONLY USL XY-13 EXIDE 3XC-13-1 OPTIONAL, DOMESTIC AND ALL EXPORT	10-1
SUP K ROADSTER												
SUP K SEDAN												
SUP K COACH												
SUP K COUPE-2												
SUP K COM. CHASSIS												
SUP K TOUR CHASSIS												
SUP. K. UT. EX. TRUCK.												

1925 TRANSMISSION SPECIFICATIONS

MODEL	COUNTERSHAFT BEARINGS			IDLER GEAR BEARING	CLUTCH GEAR BEARING	MAIN BEARINGS			HAND CONTROL	UNIVERSAL JOINT	
	DIA.	LENGTH OF EACH	LENGTH OVERALL			FRONT	REAR	CENTER TO CENTER		DIA. OF PINS	LUBRICATION
SUP K TOURING	7/8	1 1/2	3	4 3/4 X 2 3/8	NEW DEPARTURE # 901207	4 1/4 X 1 3/4	NEW DEPARTURE # 90130G	6 11/16	CENTER	1"	GREASE
SUP K ROADSTER											
SUP K SEDAN											
SUP K COACH											
SUP K COUPE - 2											
SUP K COM. CHASSIS											
SUP K TOUR CHASSIS											
SUP K UT. EX TRUCK											

1925 TRANSMISSION SPECIFICATIONS

MODEL	TYPE OF TRANS-MISSION	TYPE OF CLUTCH	AREA OF CLUTCH SURFACE	RATIO OF TRANS. GEAR SPEED				GEAR TEETH		DRIVE SHAFT END		
				FIRST	SECOND	THIRD	REVERSE	PITCH	WIDTH OF FACE	ACROSS CORNER	TYPE	ACROSS FLATS
SUP K TOURING	SELECTIVE SLIDING GEAR	SINGLE PLATE	65.87	3.32-1	1.77-1	DIRECT DRIVE 1-1 RATIO	4.2-1	7-9	$\frac{5}{8}$	$1\frac{1}{16}$	SQUARE	$\frac{7}{8}$
SUP K ROADSTER												
SUP K SEDAN												
SUP K COACH												
SUP K COUPE-2												
SUP K COM. CHASSIS												
SUP K TOUR CHASSIS												
SUP.K UT.EX. TRUCK.												

ORIGINAL

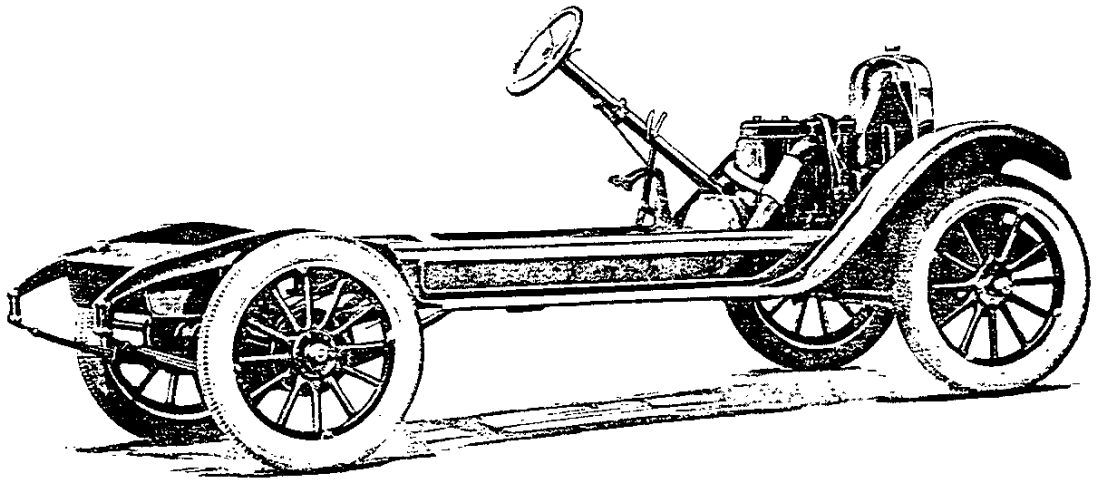
1925

A Mechanical Demonstration of

The NEW FEATURES

for Economical Transportation

CHEVROLET



THE NEW CHEVROLET CHASSIS–
All Moving Parts Completely Enclosed

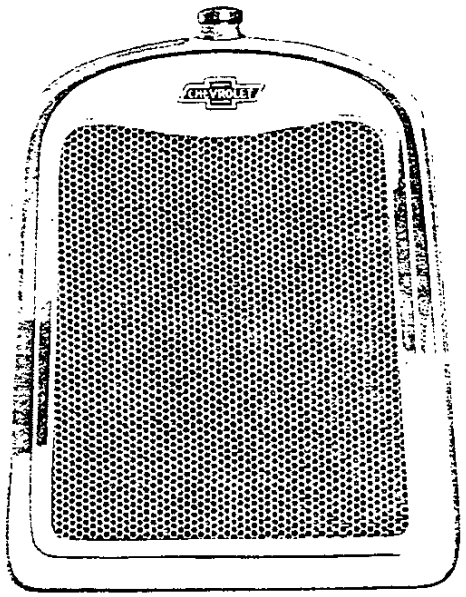
New—The Chevrolet

THE NEW CHEVROLET is truly new in every sense of the word. The following major parts of the car have been redesigned, to insure even a greater value to the buyer than ever:

Radiator	*Frame*
Motor	*Springs*
Chassis	*Steering Mechanism*
Clutch	*Bodies*
Front Axle	*Finish*
Rear Axle	

New rustless airplane metal radiator shell—new improvements in the famous Chevrolet motor—new chassis with all moving parts completely enclosed—new dry single plate disc clutch, completely enclosed with flywheel—new stronger front axle—new banjo-type rear axle construction, such as is found on the highest priced cars—new longer and stronger frame with five sturdy, steel cross members—new semi-elliptic springs, made of finest chrome vanadium steel, with rear springs underslung—new fore-and-aft steering mechanism—new bodies with latest Fisher improvements on closed cars—new durable Duco finish in beautiful colors.

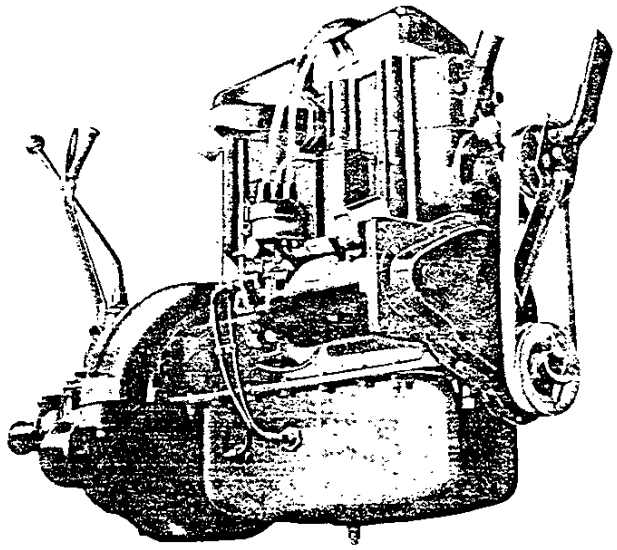
These improvements make the New Chevrolet pre-eminently the finest low priced automobile in the world.



The New Radiator

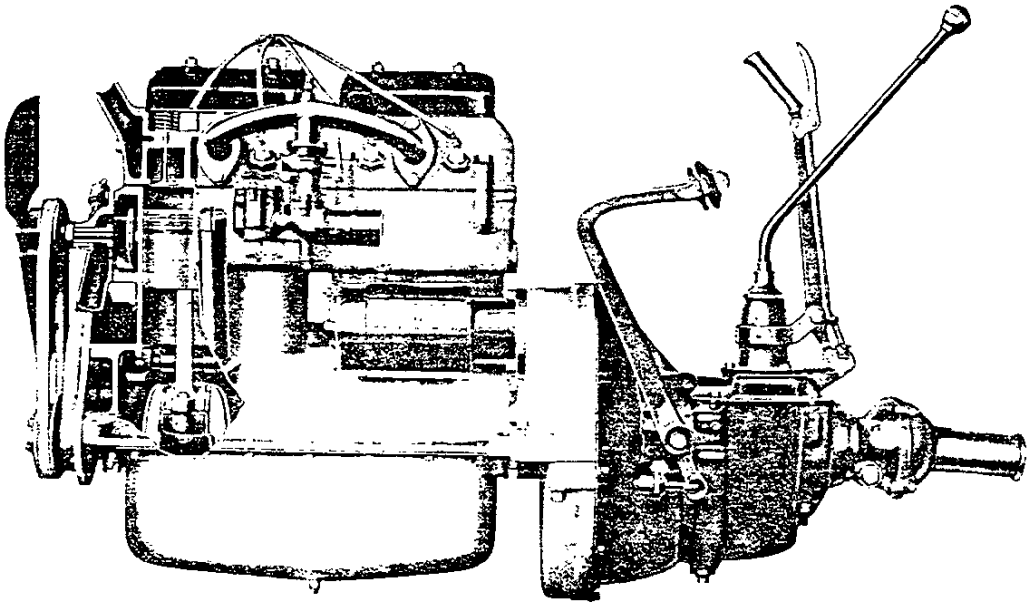
THE Harrison radiator remains the same size and capacity, but in place of a steel enameled shell, the new radiator is made of airplane metal, which is highly polished and non-rusting. The design of the front face of the shell has also been changed, adding greatly to its appearance. No change in the capacity or size of the radiator was necessary, because Chevrolet has long been recognized as one of the most efficiently cooled cars.

The Chevrolet Motor—Refined

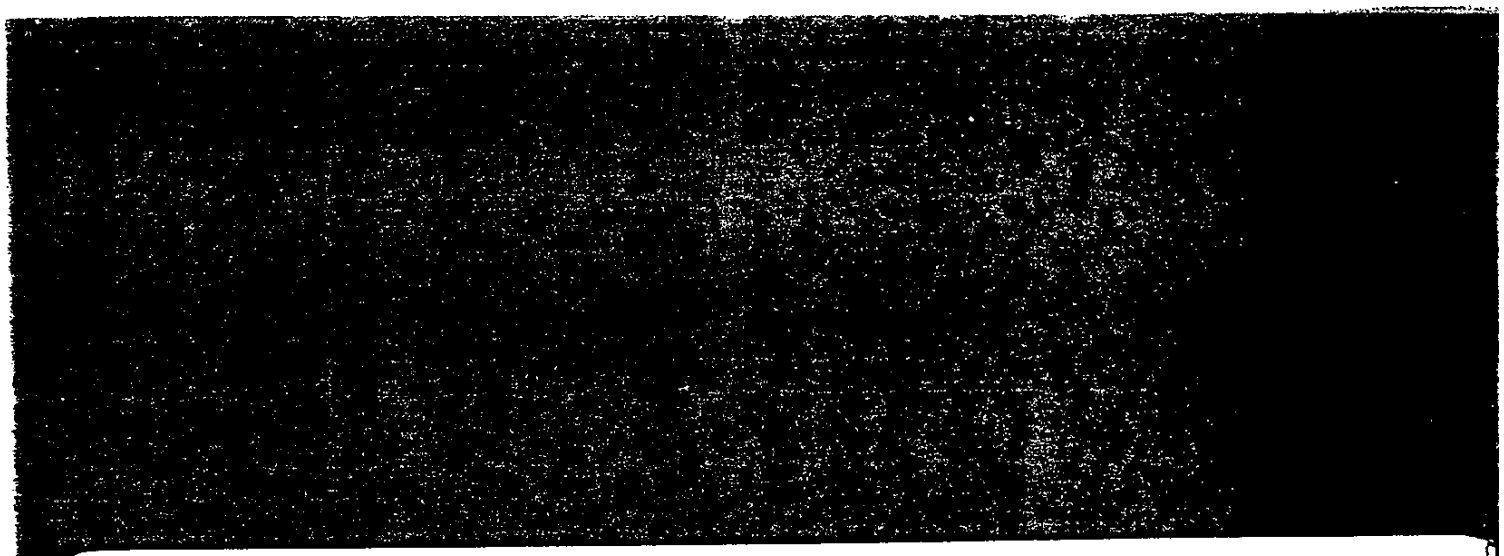


THE new refined Chevrolet motor has unusual power at all speeds under every driving condition—quick get-away in traffic—smooth acceleration—and low fuel consumption.

The overhead valves and rocker arms are completely enclosed to protect them from grease and dirt, resulting in a much quieter motor. The cylinder bore is still 3-11 16″ with a 4″ stroke. Strong lightweight cast iron pistons are used with two step-cut piston rings and one special master ring. This special ring permits more thorough cylinder wall lubrication. Drop forged connect-



The New Chevrolet Unit Power Plant.



The Chevrolet Motor—Refined

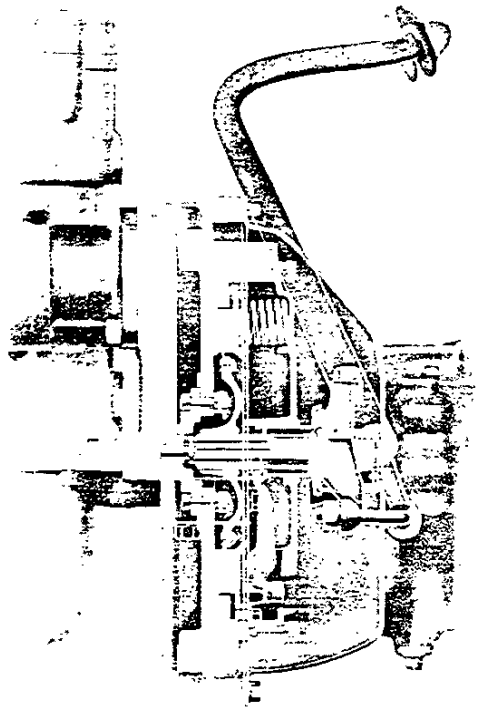
ing rods with larger bearings cast directly in them are equipped with oil dips which splash in oil troughs directly under each rod. This throws a heavy spray of oil throughout the crank case, which thoroughly lubricates the cylinder walls and all moving parts. In addition to this, the center main bearing receives oil under pressure.

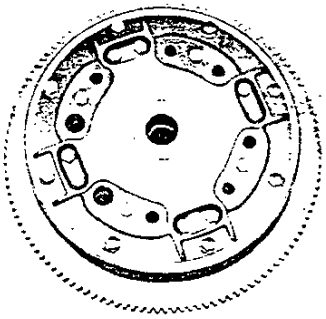
The crankshaft is four pounds heavier and is made of high carbon steel. It is mounted on three main bearings, with a larger and longer center main bearing. The flywheel is completely enclosed. Underpans protect the motor from dirt, grease and water under all road conditions. This construction leaves the oil pan accessible.

The intake manifold has been shortened and the carburetor raised twelve inches. The result is even fuel distribution to all cylinders—easy starting and low fuel consumption.

The Remy starting motor is mounted directly in the flywheel housing with all moving parts completely enclosed. The Bendix drive is fully supported at the driving end. This rigidly supports it and assures proper alignment with the teeth of the flywheel.

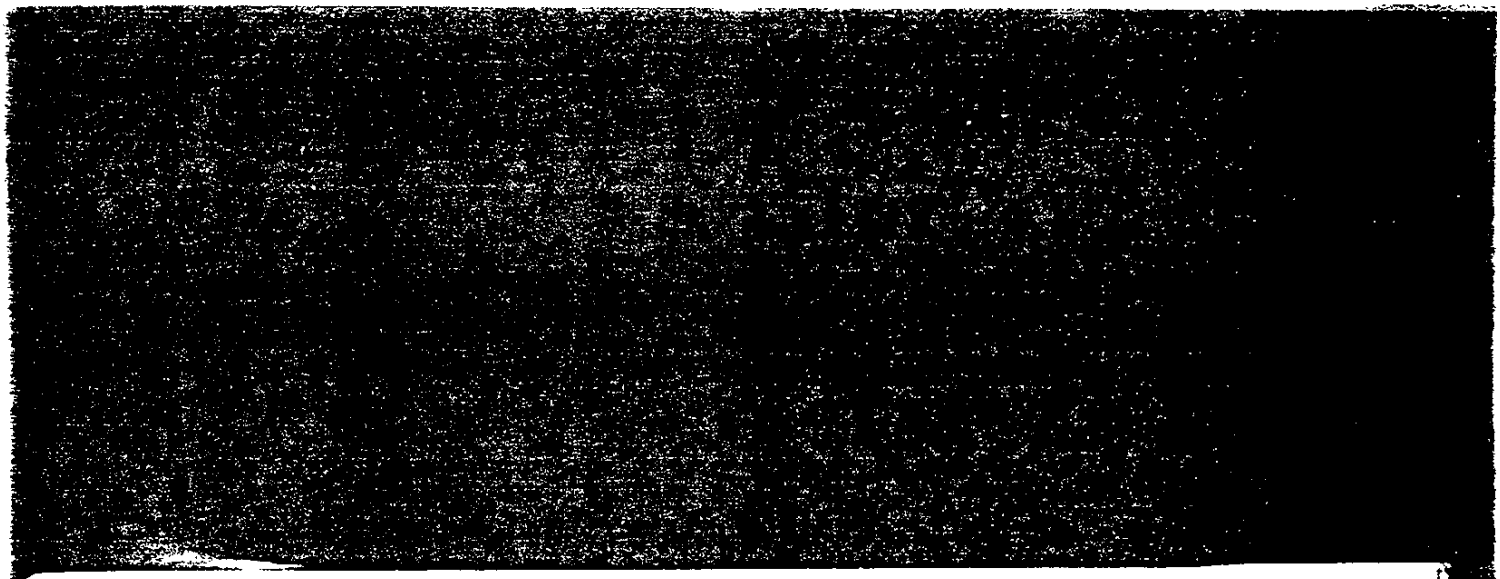
These improvements give Chevrolet power, smoothness and economy.





The New Dry Disc Clutch with Four Friction Surfaces requiring no lubrication.

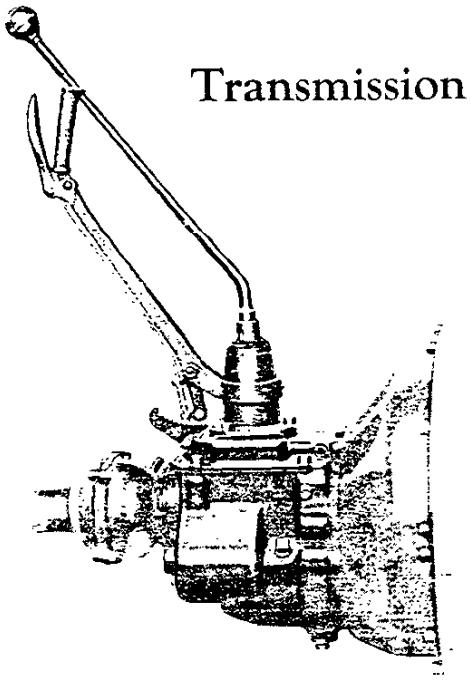
Completely Enclosed Flywheel and Disc Clutch showing internal construction.



New—A Dry Disc Clutch

THERE is a new type of clutch in the New Chevrolet. It makes gear shifting easy—it starts the car smoothly; a light pedal pressure operates it; it has more than a thousand pounds pressure action, delivering all the power to the rear axle without slippage; it is fully enclosed—it is simple—it has no internal adjustments — it requires no lubrication—what more can be wished for in any clutch?

Eight powerful springs act direct on the pressure plate, without complicated lever linkage—four friction surfaces instead of two grip and transmit the power; the light driven plate responds quickly when shifting—the graphite throwout bearing eliminates all need for lubrication; one simple adjustment outside the clutch housing permits easy adjustment of the clutch pedal throw—all these are special features of the new Chevrolet clutch.



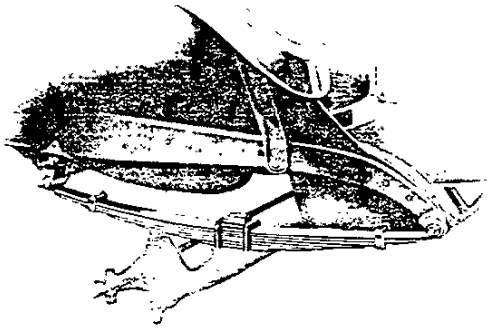
Transmission and Universal Joint

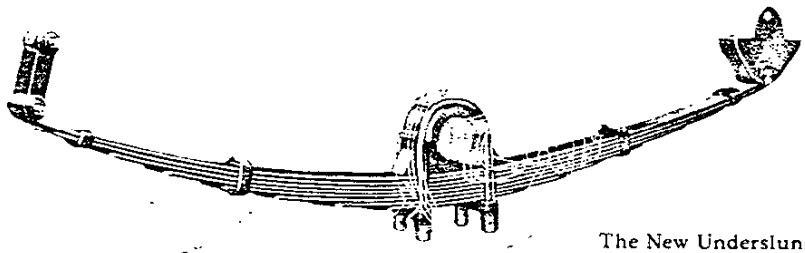
THE transmission is of the selective type, with three speeds forward and one reverse, with convenient hand gear shift lever. The gears shift in an exceptionally easy manner. All gears are made of Vanadium steel to insure long life. The transmission housing filler plug has been moved over to the right-hand side, where it is readily accessible, immediately below the floor boards, to improve the ease of lubrication. The universal joint is of the all-metal construction, with the yokes double heat-treated to add greater strength. An Alemite lubrication fitting is provided.

The New Front Axle

THE front axle is new. It is greatly increased in strength, it is more rigid, and the eye-beam has been changed to accommodate the new semi-elliptic springs. Alemite fittings have been located in the upper king bolt bushings, to insure proper lubrication of both upper and lower bearings.

The New Chevrolet Semi-Elliptic Front Springs.



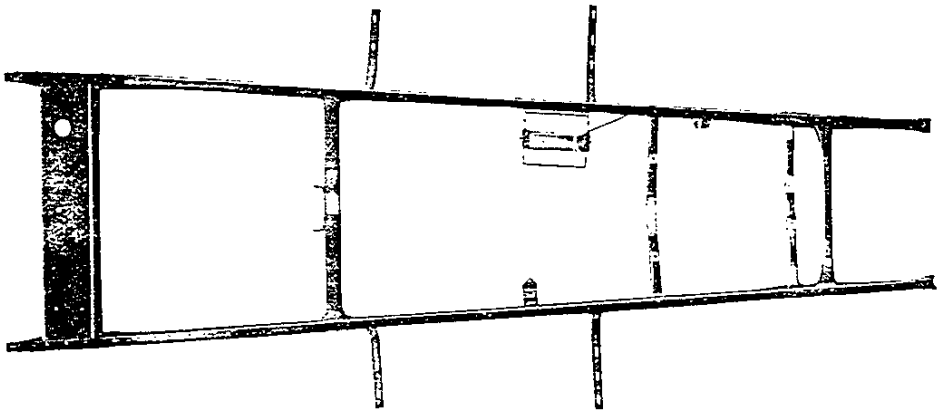


The New Underslung Semi-Elliptic Rear Springs showing U-bolt mounting.

The New Semi-Elliptic Springs

THE new Chevrolet is equipped with semi-elliptic springs front and rear, constructed of Chrome Vanadium steel. You will be agreeably surprised at the easy riding qualities of the new cars.

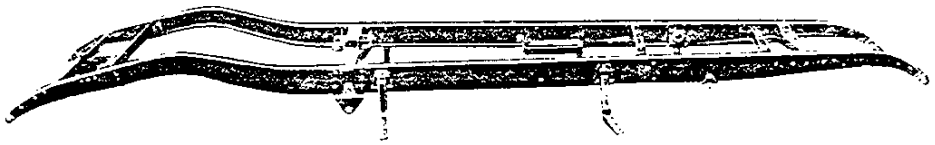
The rear springs are underslung for better roadibility. The lower center of gravity holds the car to the road. The longer springs contribute greatly to the riding comfort. Drop-forged shackles with bolts carried by bronze bushings in spring eyes give long life with minimum wear. Each shackle bolt is easily lubricated through its Alemite fitting.

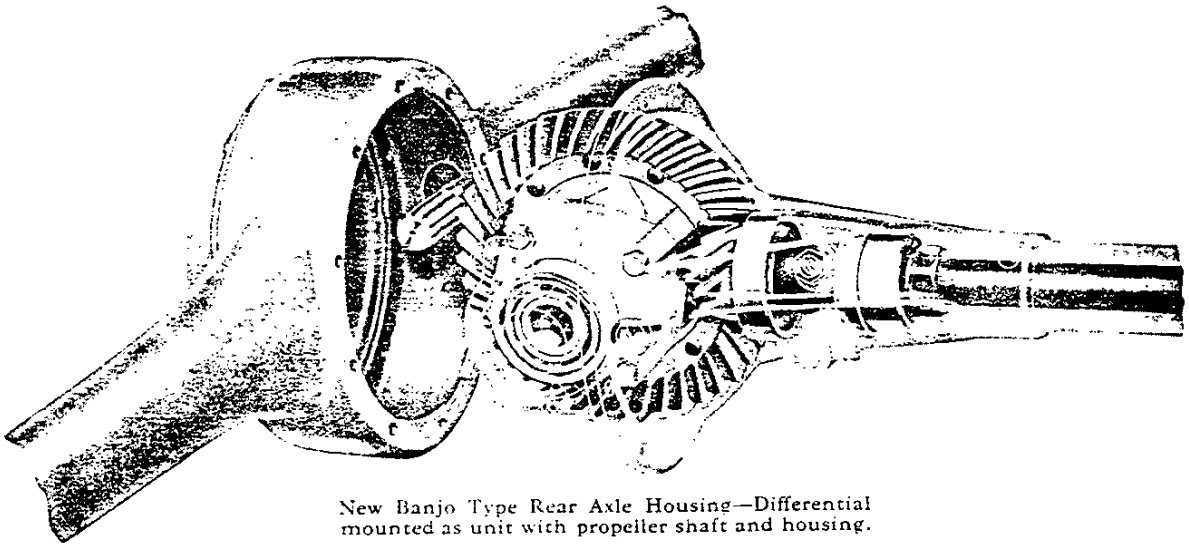


The New Chevrolet Frame showing Cross Member construction.

The New Frame

THE New Chevrolet frame is strong and sturdy. It has five heavy cross members—one more than previously used. This heavy construction furnishes a strong foundation for the New Chevrolet chassis. The front motor support is now a drop forging and the wide channel of the rear cross member completely covers and protects the gasoline tank.





New Banjo Type Rear Axle Housing—Differential mounted as unit with propeller shaft and housing.

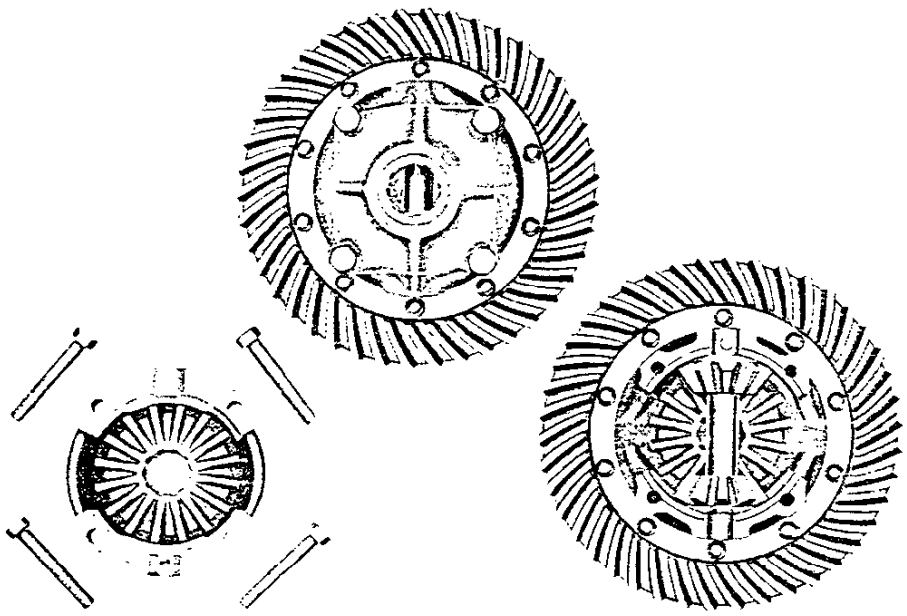
Page Sixteen

The Rear Axle Completely New

It is an axle that will handle all the famous power of the Chevrolet motor. Hills—mud—sand—every difficult road condition yields to the unfailing power transmitted through this new rear axle.

Larger, stronger, beveled driving gears quietly deliver the power to the axle shafts. Mounted as a unit with the propeller shaft and housing, the ring gear and driving pinion are always in perfect alignment. The two differential pinions are of enormously increased strength. The ring gear is now riveted to the differential assembly, eliminating all possibilities of ever working loose.

Six New Departure ball bearings save all the power for use at the wheels—spline fitted axle shafts make a better joint for power transmission. The one piece rear axle housing takes the dead weight of the car—it is the banjo type of housing used by nearly all high priced automobiles. It is lighter and stronger than a malleable housing.



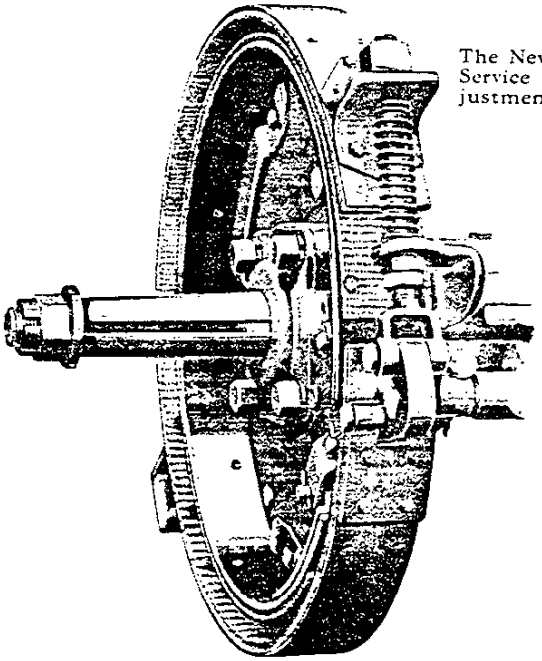
The New Differential Assembly, and view showing cover plate removed.

Details of the New Differential

THE differential in the New Chevrolet is known as the two pinion type. In this construction, two differential spider pinions are used, which are heavier and have a greatly increased tooth section.

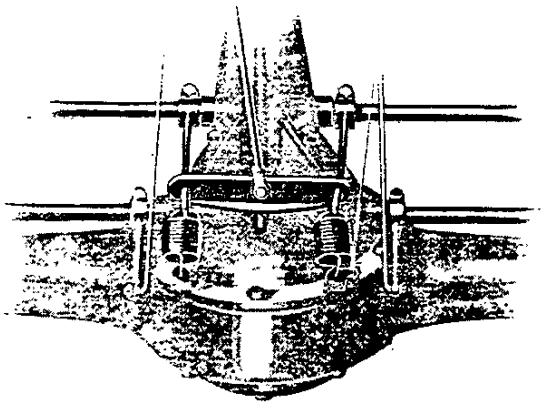
The Chevrolet metallurgists have developed a heat-treatment for the differential side gears and pinions, which greatly increases the strength of the core and at the same time maintains a hard surface, necessary for long wear. The side gears and axle shafts are now assembled by what is known as the spline fitting in place of the single key design. This method of attaching the side gears to the axle shaft is also used on the highest priced cars.

The number of teeth in the main drive pinion has been increased from nine teeth to eleven teeth, with a corresponding increase in the diameter. The main drive, or ring gear, now has forty-two teeth, in place of thirty-four. The diameter has been increased from eight inches to eight and one-half inches. Furthermore, this ring gear is riveted to the differential case, instead of being bolted, thereby eliminating all possibility of its ever working loose. The axle itself is equipped with New Departure ball bearings throughout —two radial bearings at each wheel and two fully adjustable thrust and radial bearings at the differential. A double row New Departure thrust bearing is mounted on the propeller shaft and another New Departure radial bearing is used to support the main drive shaft.



The New Brake showing Service Brake Band adjustment.

New Automatic Equalizing Device controlling Service Brakes.



The New Chevrolet Brakes

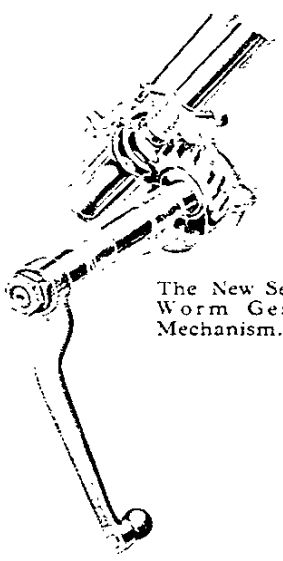
THE New Chevrolet service brake is now fully adjustable at each rear wheel. Uniform brake pressures are obtained by means of a simple brake equalizing device. Positive brake operation is applied through strong steel pull rods, connecting with the service brake pedal. The new steel brake band is heavier, maintaining a uniform grip around the brake drum.

The service brake adjustment is very easy to regulate and readily accessible.

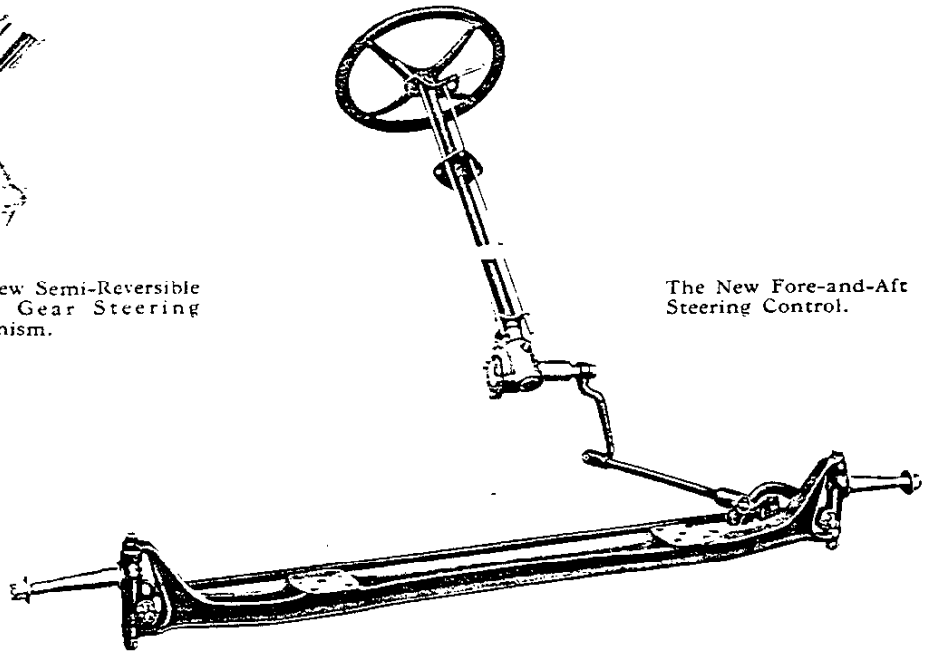
The new brake equalizing device evenly distributes the power applied through the service brake pedal to each service brake.

A feature of this type of equalizing device is its simplicity and its automatic operation.

The emergency brakes are of the internal expanding type, operating on the inside of the eleven-inch steel brake bands.



The New Semi-Reversible Worm Gear Steering Mechanism.



The New Fore-and-Aft Steering Control.

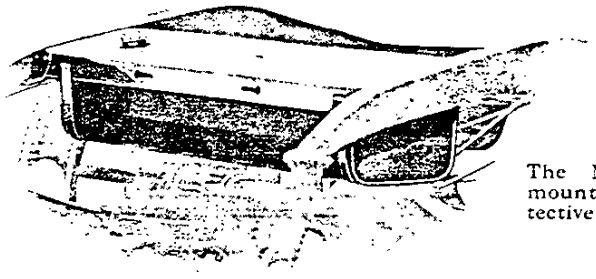
The New Steering Control

THE new steering control is of the semi-reversible type worm and gear construction with a fore-and-aft linkage to the front wheels. The worm and gear housing is securely clamped to the frame side rail and the Pitman arm of the steering gear is connected with a steering third arm of the front axle by means of a short, straight steering connecting arm. This type of construction is a valuable improvement over the cross steering method, in that it shortens up the steering linkage, giving a more positive steering control. A great many steering difficulties develop from flexible members in the steering train and by making the connecting links straight and strong, these are overcome.

The large gear reduction makes the steering very easy on the New Chevrolet. The Chevrolet gear is so designed that the steering wheel will control the road wheels with ease, but there is no possibility of the roughness of the road tending to force the steering wheel from the driver's hands. This insures both safe and easy steering.

The New Fuel Tank

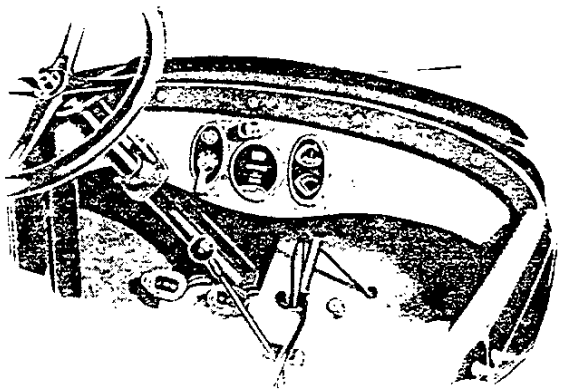
THE new fuel tank is rigidly fastened to the rear of the steel channel frame and the top is protected by the overhanging steel frame cross member. The filler cap has been located on the left side, to eliminate loss of fuel when driving on highly crowned roads. Furthermore, the fuel tank is constructed of heavy turnplate metal, with baked enamel finish outside, which protects it against rust and corrosion.



The New Gasoline Tank mounted on Frame with Protective Steel Cover.

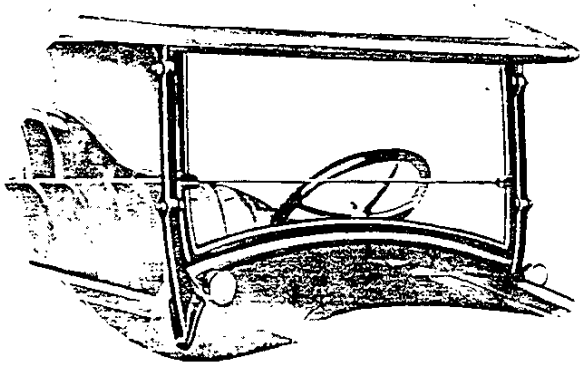
The New Instrument Board

THE instrument board on all new models has been greatly refined, both in appearance and construction. It is equipped with a paneled type ammeter and oil gauge, speedometer, switch and choke control panel, and a neat hand regulator for the automatic windshield wiper on all closed models. The instrument board has been designed to provide maximum leg room in the driving compartment.



The New Instrument Board, showing New Design and arrangement of Panel Type Instruments.

New Windshield and Cowl Lamps on Open Models



The New Windshield for Open Models.

THE windshield on the open models has been designed to provide an unobstructed driving vision. The size of the upper glass has been increased, thereby bringing the division between the upper and lower glass below the driver's sight. A rubber weatherstrip is provided. The upper and lower sections are adjustable, providing means for good ventilation when desired.

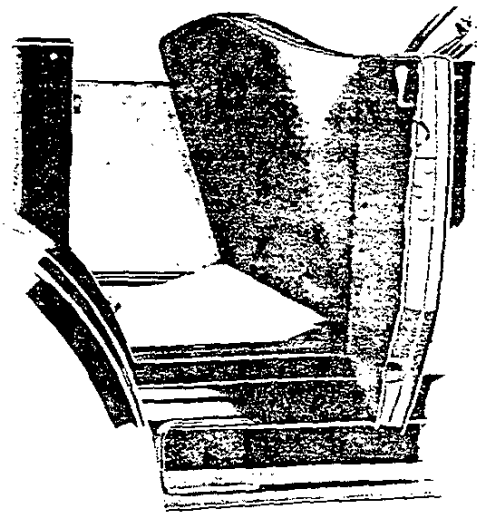
The new Chevrolet open models are also equipped with cowl lamps as standard equipment.

New Interior Designed for Greater Comfort

FOUR additional coil springs have been added to the front seat cushion: the front seat has been tilted back at the top. The back of the rear seat has been increased in thickness, and the seat cushion has been lowered at the back for additional comfort.

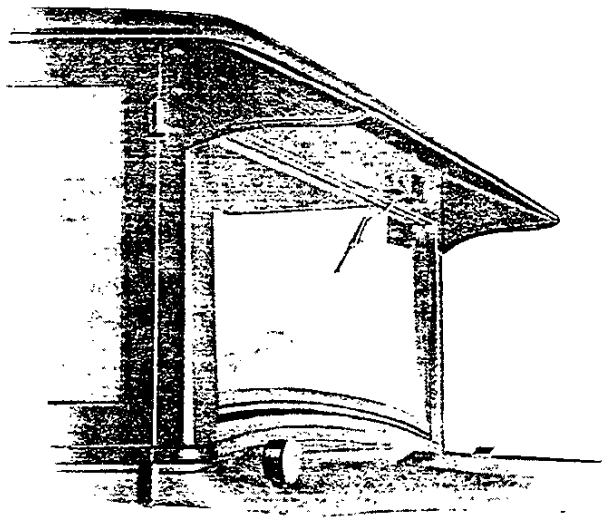
The tonneau floor boards have been lowered and the front section placed on an angle so as to serve as a foot rest.

The length of the touring body has been increased three inches, this space being distributed throughout the seating compartment.



Touring Tonneau Showing Angle Floor Board Foot Rest.

New Windshield on Closed Cars



The New VV Windshield on Closed Models.

THE closed models have the new VV one piece windshield. Its construction permits full unobstructed vision and perfect ventilation when raised.

When partially raised, it functions as a cowl ventilator, the full width of the cowl.

The windshield corner posts are constructed of hard wood with an armored steel sheath, which enables them to be reduced in size, affording maximum vision both front and side.

All closed models are equipped with automatic windshield wiper.

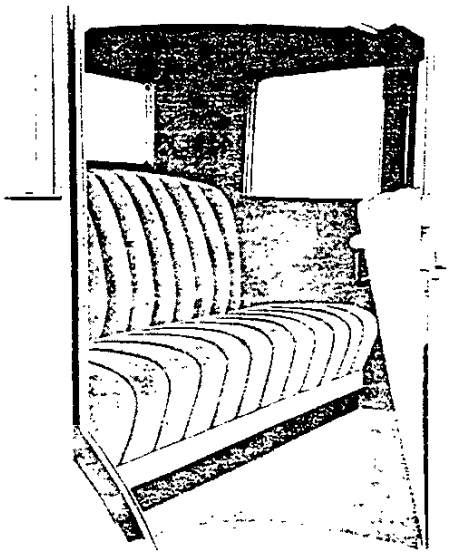
A textile leather-covered steel sun visor, and cowl lamps, are furnished as standard equipment.

New—"Body by Fisher"

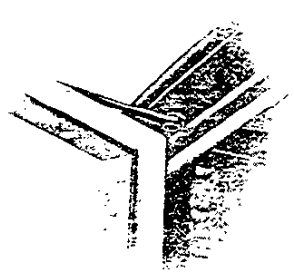
THE name plate "Body by Fisher" is guarantee of superior quality and value in Chevrolet closed cars.

The Fisher organization were pioneers in closed body construction in the United States. Today the Fisher Body Corporation is the largest producer of enclosed bodies in the world. They have tremendous financial resources, a trained organization of approximately 40,000 employes, 44 separate body building plants; also hardware factories, glass factories and lumber lands and sawmill operations.

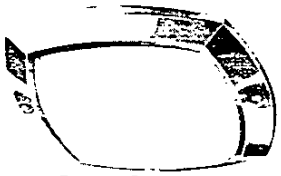
All these facilities, backed by the



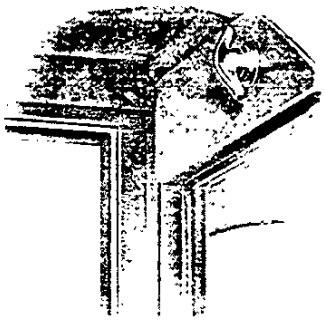
Interior of Sedan.

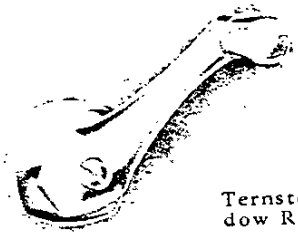


New Metal Door Check



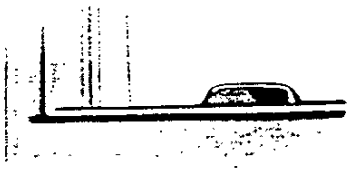
Dome Light





Ternstedt Window Regulator

New VV Windshield Regulator



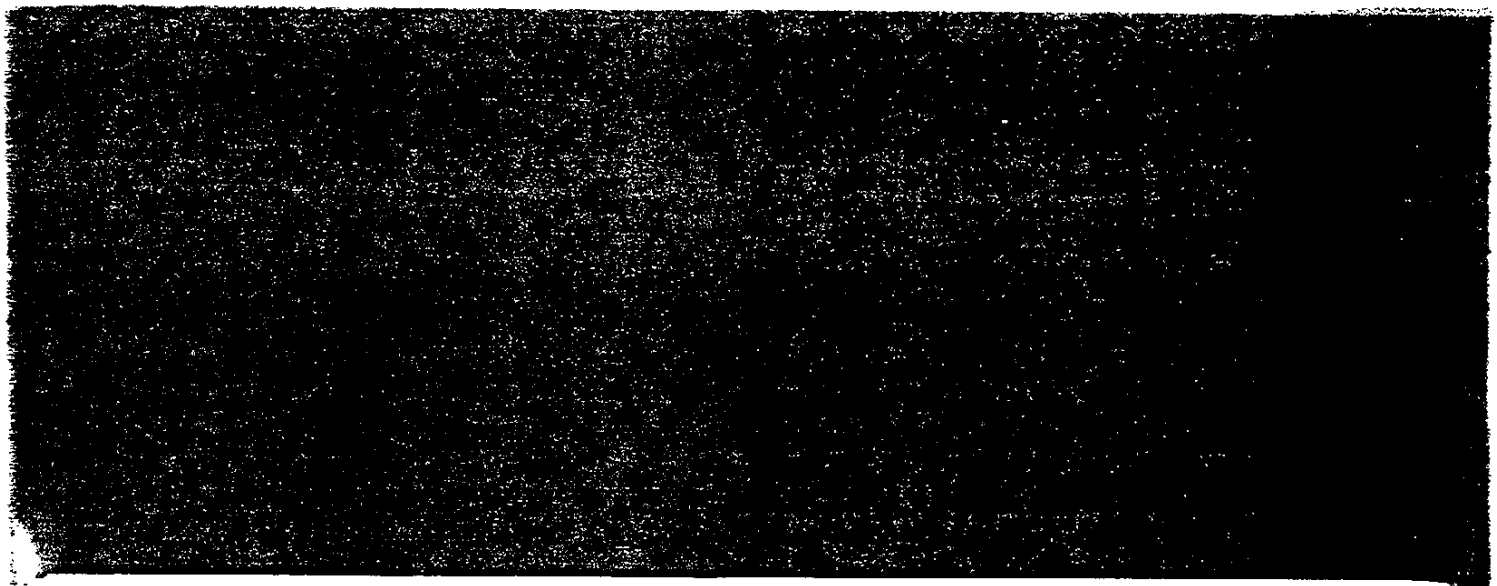
New Door Pull-to Handle

Robe Rail

New—"Body by Fisher"—*Continued*

greatest cumulative experience in the body building industry, are behind Chevrolet closed body production and assure to the Chevrolet closed car owner the utmost satisfaction and value in the coach work of his car.

Body frames that are constructed of well seasoned hardwood lumber, staunch and tight, but with the necessary flexibility to enable them to withstand the continuous road shocks without breakage or distortion; bodies that have each piece of wood securely glued and screwed together at the joints—with steel bolts where there are unusual strains; bodies that have all weather exposed surfaces armored with steel; electrically welded steel body panels; all-metal garnish moldings with mitered corners; high quality plate glass windows throughout; felt lined brass window guides; heavy extruded metal hinges, securely bolted to the frame, and all-metal door checks—all of which



New—"Body by Fisher"—*Continued*

are features of the fine Fisher bodies found on the new Chevrolet closed models.

Characteristic of Fisher body design, these beautiful closed bodies are equipped with the new VV one piece windshield, offering perfect vision and ventilation—this type of windshield, in combination with the new construction now used in the corner posts, affords much wider vision both front and side; automatic windshield wiper; textile leather covered steel sun visor; deep spring cushioned seats with beautiful upholstery; quick acting Ternstedt window regulators; positive rotary lever door locks; dome lights; improved door pull-to handles and robe rails. Everything necessary for durability, comfort, convenience and good appearance.

A special feature of the new Chevrolet coupe is the large roomy storage compartment in the rear, with weathertight cover; landau irons on the rear side panels add greatly to the fine appearance of this model.

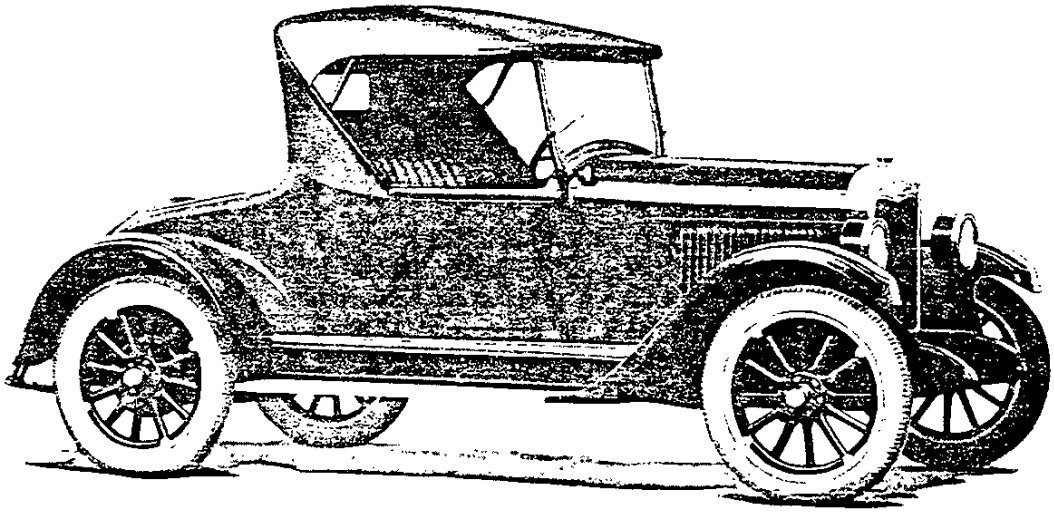
New—Duco Finish

Duco is the new finish perfected by the E. I. du Pont de Nemours & Company, Inc., and is without doubt the finest automobile finish available. Its chief characteristics are: absolutely unaffected by sun or rain, snow, dust, mud, boiling water, salt or alkali, gasoline or oil.

Duco does not check or crack. It does not become tarnished or gray as do other finishes.

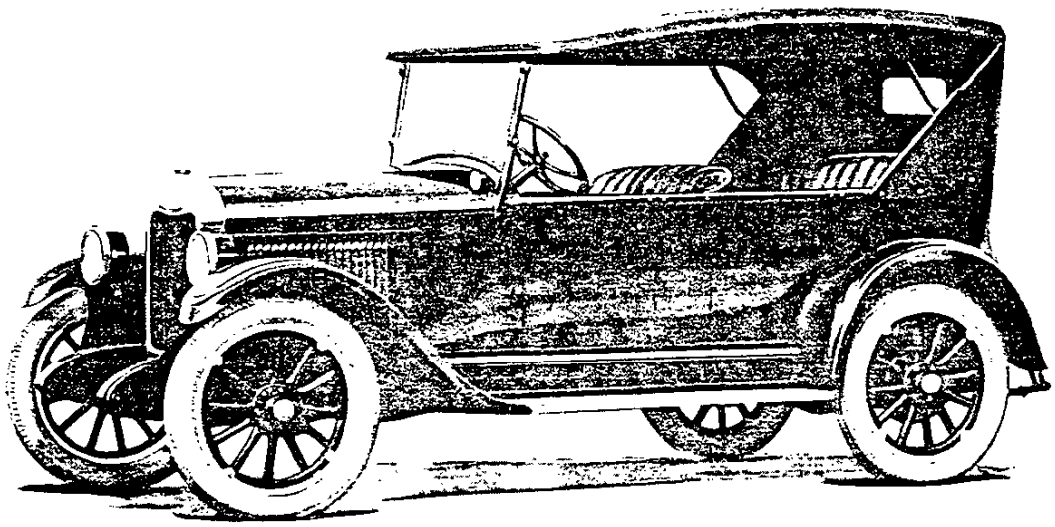
Duco's superiority lies in its scientific make-up. Duco hardens on bodies by evaporation, while other finishes dry by oxidation. Evaporation is an action in which the liquid portion of the Duco passes off as a vapor, leaving a hard, smooth, and lustrous finish. After this, there is no further change. The finish is permanently applied to last indefinitely. When Duco dries, it is hard-surfaced, yet not brittle like other finishes. It is elastic and will expand and contract with the metal of the body when subjected to extreme temperatures.

Duco is furnished in beautiful colors, striking examples of which are the new Chevrolet models.



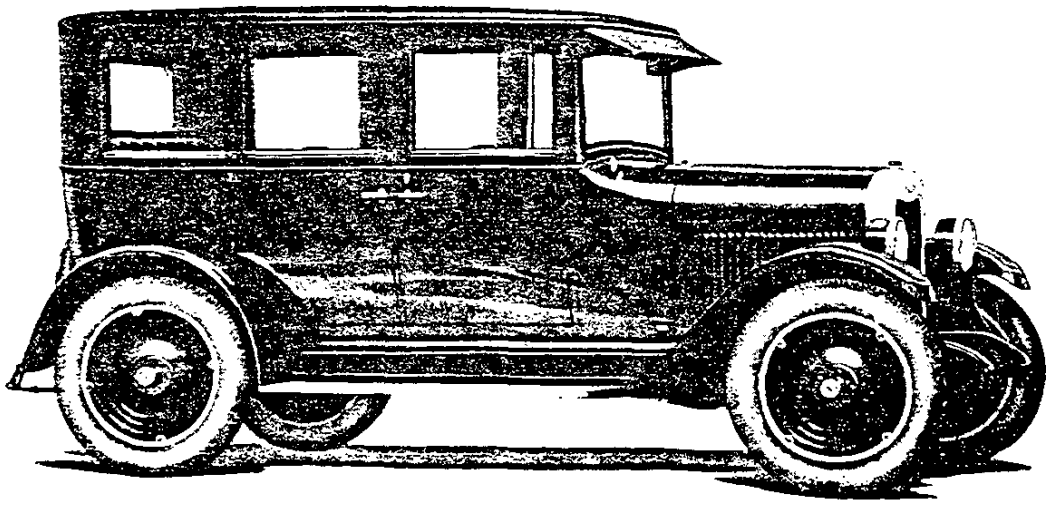
THE ROADSTER

Body and Hood Finished in Dark Blue Duco with Light Blue Stripe.



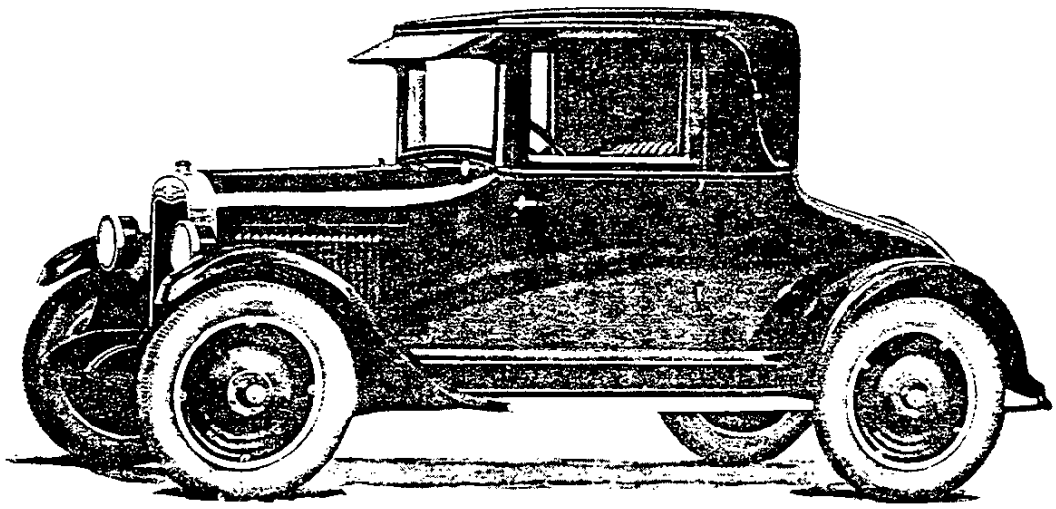
THE TOURING CAR

Body and Hood Finished in Dark Blue Duco with Light Blue Stripe.



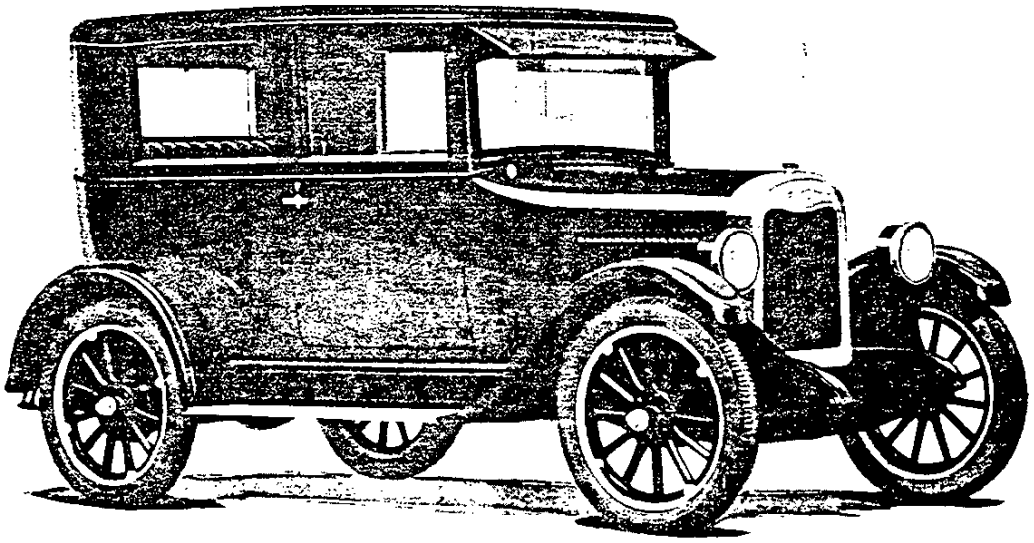
THE SEDAN

Lower Panels and Hood Finished in Aqua Marine Blue Duco with Cream Stripe—
Upper Panels in Black.



THE COUPE

Lower Panels and Hood Finished in Sage Green Duco with Orange Stripe—
Upper Panels in Black.



THE COACH

Lower Panels and Hood Finished in Dark Blue Duco with Light Blue Stripe—
Upper Panels in Black.

SPECIFICATIONS

Motor: Four-cylinder, valve-in-head type, $3\frac{1}{2}$" bore, 4" stroke.

Cylinders: *Cast en bloc including upper* half of crankcase). Head detachable.

Valves: $1\frac{1}{2}$" diameter.

Connecting Rod Bearings: $1\frac{1}{2}$ diameter, $1\frac{7}{8}$" long.

Crankshaft Bearings: Front—$1\frac{3}{8}$" diameter, $2\frac{1}{16}$" long, center—$1\frac{1}{2}$" diameter, $1\frac{1}{8}$" *long, rear*—$1\frac{3}{4}$" *diameter*, $2\frac{1}{16}$" long.

Camshaft Bearings: *Front*—$1\frac{5}{8}$" diameter, $2\frac{1}{8}$" long, center—$1\frac{3}{8}$" diameter, 2" long; rear—$1\frac{1}{4}$" diameter, $1\frac{5}{8}$" long.

Oiling System: Splash, gear pump and individual oil pockets. Pressure to center main bearings. Oil pressure gauge on instrument board.

Carburetor: Carter or Zenith.

Fuel: Vacuum feed, $10\frac{1}{2}$ gallon tank in rear, all passenger car models.

Ignition: Remy.

Starter and Generator: New improved Remy.

Instrument Panel: Equipped with ammeter, oil gauge, speedometer, lighting and ignition switch, carburetor choke and dash lamp. Panel cut away both sides to provide increased leg-room.

Clutch: Dry single-plate type, completely enclosed.

Transmission: Selective type, sliding gear, three speeds forward and one reverse in unit with motor.

Cooling: Water pump and fan. Large Harrison honeycomb radiator.

Front Axle: Drop forged "I" beam. New *Departure ball bearings in* wheels.

Rear Axle: Semi-floating type. *One-piece banjo type* pressed steel housing. Differential carrier in unit with third member assembly. Large rear cover for inspection and adjustment. All bearings are heavy duty New *Departure annular ball type, extra heavy spiral-cut* bevel driving gears.

Improved Brakes: service, external contracting on 11" rear wheel brake drums. Improved arrangement for equalizing brakes and full adjustment at each rear *wheel. Hand-control emergency, internal* expanding in 11" wheel brake drums.

*Wheels: Wood, artillery type, large hub flanges, steel tellows, demountable rims.

*Tires: $30 \times 3\frac{1}{2}$", non-skid straight side cord tires are standard equipment on all closed models.

Drive: Left side; gear shift and emergency brake levers in center, steering wheel has electric horn button in center with hand *spark and throttle levers located on* steering post. Foot accelerator.

Steering Gear: Semi-reversible full worm *and gear type, mounted in bracket* riveted to frame. 16" steering wheel.

Springs: Long chrome vanadium steel springs, semi-elliptic type, *front and rear, drop-forged* shackles. Rear springs underslung.

Wheel Base: 103".

Finish: All passenger car models finished in Duco.

Equipment: All cars equipped with Alemite lubricating system. Cowl lamps, operating from lighting switch. Storage battery. Open cars have curtains that *open with the doors, a full vision wind*shield with Rubber Weatherstrip. Closed cars are equipped with steel textile leather-covered sun visor, one-piece VV type windshield with automatic *windshield wiper.*

*Note: Disc steel wheels with balloon tires are optional equipment at small additional cost.

CHEVROLET MOTOR CO., DETROIT, MICH., *Division of General Motors Corporation*