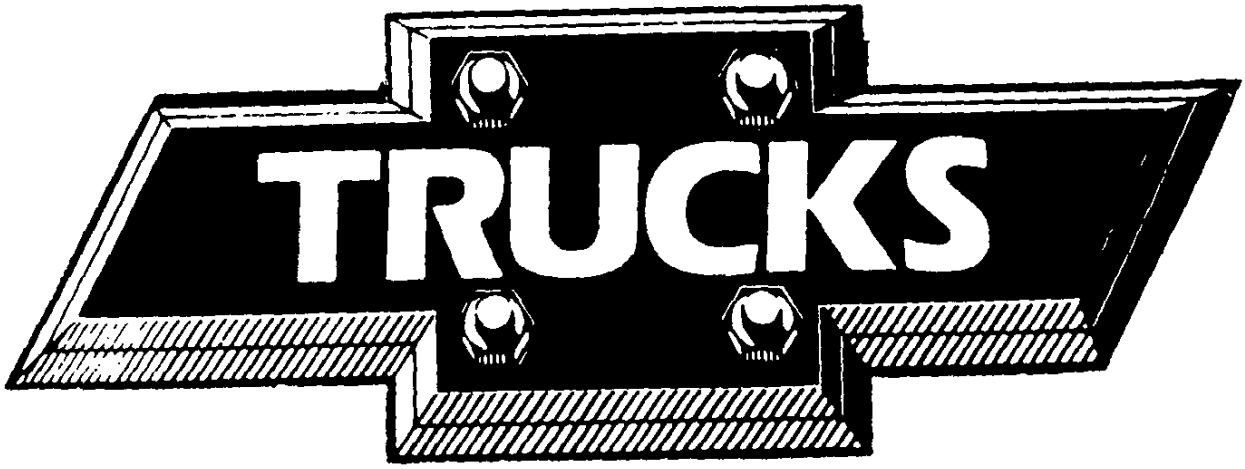
CHEVROLET



1930

CHEVROLET

SPECIFICATIONS

UNIVERSAL JAN. 1.

1930

MODELS	CYLINDERS										INTAKE MAN. FOLD INSIDE DIA.	CARBURATOR MAKE
	BORE	STROKE	NO.	HORSE POWER N.A.C.C.	HORSE POWER MAX.	COMP. RATIO.	PISTON DISPLACEMENT. CU. IN.	HEAD	CAST	CYLINDER OFFSET		
PHAETON	$3\frac{5}{16}$	$3\frac{3}{4}$	6	26.3	50 AT 2600 R.P.M.	5.07 TO 1	194	SEPARATE	EN-BLOC	NONE	$1\frac{5}{32}$	DOMESTIC & EXPORT - CARTER.
ROADSTER.												
SPORT ROADSTER												
SEDAN												
COACH												
COUPE												
SPORT COUPE												
[illegible] COUPE												
[illegible] SEDAN												
[illegible] CHASSIS												
[illegible] CEL												
[illegible] PHAETON CHASSIS												
COMMERCIAL CHASSIS												
UTILITY TRUCK												

1930 UNIVERSAL MOTOR SPECIFICATIONS

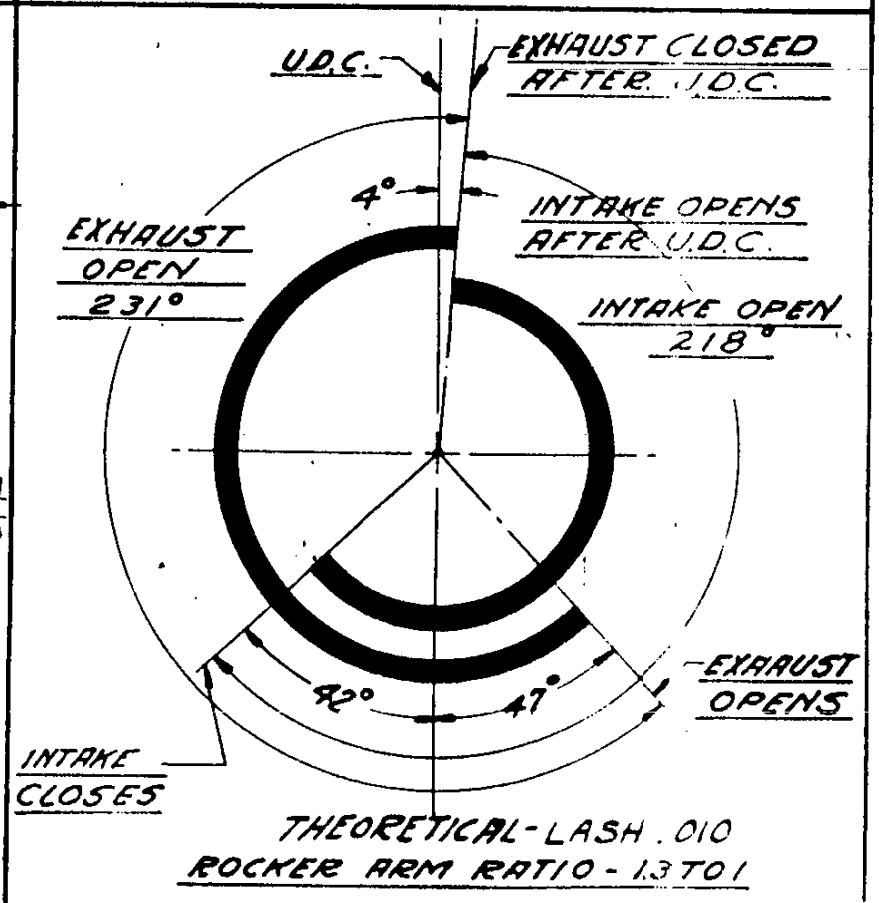
MODELS	CAMSHAFT BEARINGS			CRANKSHAFT BEARINGS					CRANKSHAFT CENTER TO TOP OF CYLINDER
	FRONT	CENTER	REAR	FRONT	CENTER	REAR	CLEARANCE	MATERIAL	
PHAETON	1 3/16 x 1 13/16	1 25/32 x 1 1/8	1 5/8 x 1 11/32	1 15/16 x 1 3/4	2 x 2	2 1/16 x 2 3/16	.0005 X .0025	BRONZE & BABBITT OPTIONAL - STEEL & BABBITT	10.753
ROADSTER									
SPORT ROADSTER									
[illegible]DAN									
[illegible]CH									
[illegible]UPE									
[illegible]PORT [illegible]UPE									
CLUB SEDAN									
SEDAN CHASSIS									
SEDAN DEL.									
PHAETON [illegible]SSIS									
[illegible]									

1930 UNIVERSAL MOTOR SPECIFICATIONS

MODELS	TYPE OF MOTOR	CONNECTING ROD & PISTONS							PISTON RINGS	
		PISTON PIN	PISTON PIN OFFSET	CRANK PIN	LENGTH OF ROD	WEIGHT OF PISTON	CLEARANCE TOP	GROOVE DEPTH	No.	WIDTH
PHAETON	VALVE IN HEAD	1 X 2 7/8	NONE	2 X 1 5/8	7	1.8 LBS.	.011	.150	3	5/32
ROADSTER										
SPORT ROADSTER										
SEDAN										
COACH										
COUPE										
SPORT COUPE										
CLUB SEDAN										
SEDAN CHASSIS										
SEDAN DEL.										
[illegible] CHASSIS										
COMMERCIAL CHASSIS										
UTILITY TRUCK										

1930 UNIVERSAL MOTOR SPECIFICATIONS

MODELS	VALVES						
	HEAD DIA.	SPRING PRESSURE	BORE OF THROAT	LIFT	LASH	TAPPET	TIMING DIAGRAM.
PHAETON	1 11/32 - EXHAUST 1 29/64 - INTAKE	VALVE CLOSED. 45 LBS.	1 13/64 - EXHAUST 1 5/16 - INTAKE	.277	HOT — EXHAUST .008 AT VALVE INTAKE .006 AT VALVE	.989 / .990 .003 / .006 .212	
ROADSTER							
SPORT ROADSTER							
SEDAN							
COACH							
COUPE							
SPORT COUPE							
CLUB [illegible]							
[illegible]							
SUBMODEL							
PHAETON CHASSIS							
[illegible] CHASSIS							
[illegible]							



1930 UNIVERSAL MOTOR SPECIFICATIONS

MODELS	FAN DIA.	FAN NO. OF BLADES	FAN BEARING	FAN BELT	STARTING, LIGHTING & IGNITION TYPE	DISTRIBUTOR TYPE	MANUAL RETARD	AUTOMATIC ADVANCE	DIST. POINT OPENING	SYSTEM	BATTERY	GEAR RATIO	LENS
PHAETON	15 3/4	4	FRONT DUPLEX COMPOSITION REAR BRONZE	VULCANIZED FABRIC ONE PIECE "V" TYPE	6-VOLTS - SEPARATE UNITS HIGH TENSION DISTRIBUTOR GROUND RETURN SYSTEM	SEMI-AUTOMATIC	12°	26°	.018 TO .025	REMY IGNITION REMY STARTER & GENERATOR	WILLARD DELCO U.S.L. EXIDE — OPTIONAL — DOMESTIC — 6 EXPORT	STARTER TO FLYWHEEL - 10-4-1	HEADLAMP - 9 9/32 X 8 3/4 - MONOGRAM
ROADSTER													
SPORT ROADSTER													
SEDAN													
COACH													
COUPE													
[illegible]													
[illegible]													
SEDAN CHASSIS													
[illegible]													
[illegible] CHASSIS													
COMMERCIAL CHASSIS													
UTILITY TRUCK	15 3/4	4											

MODELS	FLYWHEEL			OILING SYSTEM	OIL PRESSURE	OIL DRAINED	OIL CAPACITY	TYPE OF WATER PUMP	UPPER HOSE	LOWER HOSE	WATER CAPACITY QUARTS
	No. TEETH	TOOTH WIDTH	WEIGHT.								
PHRETON	104	3/4	32 LBS.	CENTER MAIN BEARING IS PRESSURE FEED SPLASH SYSTEM OIL CIRCULATED BY ROTOR PUMP IN CRANKCASE	12 LBS. AT 30 MILES PER HOUR.	EVERY 3000 MILES - SUMMER EVERY 500 MILES - WINTER	5 QTS. REFILL	CENTRIFUGAL	1 1/4 DIA. X 9 3/8	1 1/4 DIA. X 1 5/8 - 2-PIECES.	10 QTS.
ROADSTER.											
SPORT ROADSTER											
[illegible]											
COACH											
COUPE											
SPORT COUPE											
[illegible] SEDAN											
SEDAN CHASSIS											
SEDAN DEL.											
PHAETON CHASSIS											
COMMERCIAL CHASSIS											
UTILITY TRUCK											11 QTS.

1930 UNIVERSAL MOTORS SPECIFICATIONS

MODELS	TYPE OF TRANS-MISSION	TYPE OF CLUTCH	AREA CLUTCH SURFACE	RATIO OF TRANS. GEAR SPEEDS				GEAR TEETH		DRIVE SHAFT END		
				FIRST	SECOND	THIRD	REVERSE	PITCH	WIDTH OF FACE	ACROSS CORNER	TYPE	ACROSS FLATS
PHAETON	SELECTIVE SLIDING GEAR 3-SPEEDS FORWARD-1-REVERSE	SINGLE PLATE DRY 6½ O.D. X 9 O.D. X .125-.135 THICK.	65.87 SQ IN.	3.32 TO 1	1.77 TO 1	1 TO 1 - DIRECT DRIVE	4.2 TO 1	7/9	5/8	1 1/16	SQUARE	7/8
ROADSTER												
SPORT ROADSTER												
SEDAN												
COACH												
COUPE												
SPORT COUPE												
CLUB SEDAN												
SEDAN CHASSIS												
SEDAN DEL.												
PHAETON CHASSIS												
COMMERCIAL CHASSIS												

	FIRST	SECOND	THIRD	FOURTH	REVERSE
UTILITY TRUCK — 4 FORWARD 1 REVERSE	6.165 TO 1	3.474 TO 1	1.746 TO 1	1 TO 1 DIR. D	6.297 TO 1

1930 UNIVERSAL TRANSMISSION SPECIFICATIONS

MODELS	COUNTERSHAFT BEARINGS			IDLER GEAR BEARINGS	MAINSHAFT PILOT BEARING	MAINSHAFT BEARINGS			HAND CONTROL	UNIVERSAL JOINT	TRANS LUBRICATION
	DIA.	LENGTH OF EACH	LENGTH OVER ALL			FRONT	REAR	CENTER TO REAR		DIA OF PINS	
PHAETON											
ROADSTER											
SPORT ROADSTER											
SEDAN											
COACH											
COUPE											
SPORT COUPE	7/8	1 1/2	3	3/4 X 2 3/8	3/4 X 1 9/16	NEW DEPARTURE #901207	NEW DEPARTURE #901306	6 13/16	GEARSHIFT & EMERGENCY BRAKE LEVER IN CENTER	11/16	GREASE 1 QT.
CLUB SEDAN											
SEDAN CHASSIS											
SEDAN-DEL.											
PHAETON CHASSIS											
COMMERCIAL CHASSIS											
UTILITY TRUCK	REAR #120483 NYATT #C-1306 FRONT #120485 NYATT #C-1305			2 7/8 X 1 1/2	#120486 NYATT-RM-135	NEW DEP. #901208		7 3/8		13/16	1 1/2 QTS

1930 UNIVERSAL TRANSMISSION SPECIFICATIONS

MODELS	WHEEL BASE	TREAD	TIRES	WHEELS	FRAME				STEERING WHEEL			
					OVERALL WIDTH	OVERALL LENGTH	SECTION	KICK UP	TYPE	ANGLE OF POST	DIA. OF POST	DIA OF WHEEL
PHAETON	107	56 3/4	4.75-19 BALLOONS	DISC DEM. RIM	FRONT 25 59/64 REAR 44 3/64	4 TO 4 148 13/32 OVERALL 150 5/8	4 3/4 x 1 3/4 x 9/64	4 7/8	SEMI-REVERSIBLE FULL WORM GEAR.	40°-22'	1 1/2	17 DIA. WHEEL TURNS FROM LOCKED TO LOCKED POSITION-2 1/4 TIMES
ROADSTER												
SPORT ROADSTER				WIRE DROPCENT								
SEDAN				DISC DEM. RIM								
COACH												
COUPE												
SPORT COUPE				WIRE								
CLUB SEDAN				DISC DEM. RIM								
SEDAN CHASSIS												
SEDAN DEL.										40°-51'		
PHAETON CHASSIS										40° 22'		
COMMERCIAL CHASSIS										43° 52'		
UTILITY TRUCK	131	56	5 x 30 S.S.C.	DISC DEM. RIM	26 21/64 37	187 3/16	6 x 2 1/4 x 5/32	2 1/4		45° 55'		17 1/4

1930 UNIVERSAL CHASSIS SPECIFICATIONS

MODELS	CAPACITY OF GAS TANK	GAS FEED	CROSS SECTION OF TANK	FRONT SPRINGS				REAR SPRINGS			
				TYPE	LENGTH EYE TO EYE	WIDTH	No OF LEAVES	TYPE	LENGTH EYE TO EYE	WIDTH	No. OF LEAVES
PHAETON	11 GALLONS	A.C. PUMP - CAMSHAFT DRIVEN		SEMI-ELLIPTIC	36	1 3/4	7	SEMI-ELLIPTIC	54	1 3/4	7
ROADSTER											6
SPORT ROADSTER											7
SEDAN											8
COACH											8
COUPE											6
SPORT COUPE											7
CLUB SEDAN											8
SEDAN CHASSIS											8
SEDAN-DEL											8
PHAETON CHASSIS											7
COMMERCIAL CHASSIS	10 1/4 GAL.						8				8
[illegible]									45	2 1/2	13

1930 UNIVERSAL CHASSIS SPECIFICATIONS

MODELS	SERVICE BRAKES				EMERGENCY BRAKES			
	TYPE OF BRAKE	DIA. OF DRUM.	WIDTH OF LINING	EFFECTIVE AREA SQ. IN'S.	TYPE OF REAR WHEEL BRAKE	DIA OF DRUM	WIDTH OF LINING	AREA SQ. IN'S.
PHAETON	FRONT & REAR INTERNAL EXPANDING	FRONT & REAR. 11 1/2	FRONT & REAR - 1 1/2	REAR- 50 1/2 FRONT - 50 1/2	INTERNAL EXPANDING	11 1/2	1 3/4	27
ROADSTER								
SPORT ROADSTER								
SEDAN								
COACH								
COUPE								
SPORT COUPE								
CLUB SEDAN								
SEDAN CHASSIS								
SEDAN DEL.								
PHAETON CHASSIS								
COMMERCIAL CHASSIS								
UTILITY COUPE	STAR EXTERNAL CONTRACTING	FRONT-11 1/2 REAR - 12 1/8	FRONT 1 1/2 REAR 2	FRONT 50 1/2 REAR-136 1/2		12	1 3/4	27 45/64

1930 UNIVERSAL CHASSIS SPECIFICATIONS

MODELS	SERVICE BRAKE	FRONT AXLE							
	DIVISION OF POWER	SECTION	STEERING	NOM. DIA OF SPINDLE	DIA OF KING BOLT	WHEEL BEARINGS		JACK CLEARANCE	CASTOR ANGLE
						INNER	OUTER		
PHAETON	REAR - 50% FRONT - 50%	I BEAM	FORE & AFT	1 3/16	3/4	NEW DEPARTURE #909002	NEW DEPARTURE #909001	9 1/8 INCHES	2°15'
ROADSTER									
SPORT ROADSTER									
SEDAN									
COACH									
COUPE									
SPORT COUPE									
CLUB SEDAN									
SEDAN CHASSIS									
SEDAN-DEL									
PHAETON CHASSIS									
COMMERCIAL CHASSIS									
UTILITY TRUCK	REAR - 75% FRONT - 25%								3°15'

1930 UNIVERSAL CHASSIS SPECIFICATIONS

MODELS	FRONT AXLE			REAR AXLE							
					DRIVE GEARS					DIA. OF AXLE INNER END	REAR AXLE OIL
	TOE IN	KING PIN TRANSVERSE ANGLE	SPINDLE TRANSVERSE ANGLE	TYPE	RATIO	TEETH RING	TEETH PINION	PITCH	FACE		
PHAETON	MIN. -0-7-10" MAX. 0-10'-45"	7°10'	1°30'	SEMI-FLOATING	4.100	41 SPIRAL BEVEL.	10	4.37	1 1/4	1 1/16	2 QTS.
ROADSTER											
SPORT ROADSTER											
SEDAN											
COACH											
COUPE											
SPORT COUPE											
CLUB SEDAN											
SEDAN CHASSIS											
SEDAN-DEL.											
PHAETON CHASSIS											
COMMERCIAL CHASSIS											
[illegible] TRUCK					5.428 TO 1	38	7	3.234	1 3/16	1 4/16	3 QTS.

1930 UNIVERSAL CHASSIS SPECIFICATIONS

MODELS	REAR AXLE					
	DIFFERENTIAL RADIAL & THRUST BEARINGS.	WHEEL BEARINGS	PROPELLER SHAFT DIA. OF SHAFT	PINION SHAFT FRONT BEARING	PINION SHAFT REAR BEARING	TYPE OF DRIVE
PHAETON	NEW DEPARTURE #902100	NEW DEPARTURE #901307	1 1/16	NEW DEPARTURE #905206	NEW DEPARTURE #901307	EXTRA HEAVY SPIRAL CUT BEVEL GEAR
ROADSTER						
SPORT ROADSTER						
SEDAN						
COACH						
COUPE						
SPORT COUPE						
CLUB SEDAN						
SEDAN CHASSIS						
[illegible]						
[illegible] CHASSIS						
[illegible] COMMERCIAL CHASSIS						
[illegible] UTILITY [illegible]	NEW DEP. #902101	NEW DEP. #901309	1 1/8	NEW DEP. #905307	NEW DEP. #901407	

1930 UNIVERSAL CHASSIS SPECIFICATIONS

MODELS	CAPACITY	DRIVE	CURB WEIGHT (CAR WEIGHT, OIL, SPARE, GASOLINE & WATER) TOTAL	FRONT	REAR	SHIPPING WEIGHT	ROAD CLEARANCE	MIN TURNING RADIUS	TOP MATERIAL	OVERALL DIMENSIONS LENGTH TOP DOWN	WIDTH	HEIGHT TOP UP
PHAETON	5 PASSENGER	RIGHT & LEFT	2375	1145	1230	2265			RUBBER FABRIC	157 3/16	68	68 5/16
ROADSTER	2 PASSENGER		2305	1150	1155	2195				154 1/8		68 17/32
SPORT ROADSTER	2 * PASSENGER		2360	1140	1220	2250				154 1/8		68 17/32
SEDAN	5 PASSENGER.		2725	1215	1510	2615				154 1/8		69 9/16
COACH	5 PASSENGER.		2625	1215	1410	2515				154 1/8		69 9/16
C[illegible]E	2 PASSENGER.		2525	1230	1295	2415	8 3/8	19 3/4 FT.		154 1/8		67 25/32
S[illegible] COUPE	2 * PASSENGER		2635	1235	1400	2525				154 1/8		67 29/32
CLUB SEDAN	5 PASSENGER		2685	1230	1455	2575				154 1/8		69 9/16
SEDAN CH[illegible]S										150 5/16		
SE[illegible]-DEL.			2600	1240	1360	2490				156 5/16		69 7/16
PH[illegible] CHASSIS										150 5/16		
COMMERCIAL CHASSIS CAB			2280	1220	1060	2170				156 5/16		72 7/16
UTILITY TRUCK CAB			2835	1475	1360	2710	8 1/2	23 2/3		193 1/32		76 31/32

* RUMBLE SEAT

1930 UNIVERSAL CAR SPECIFICATIONS

S.A.E. ENGINE TESTING FORMS

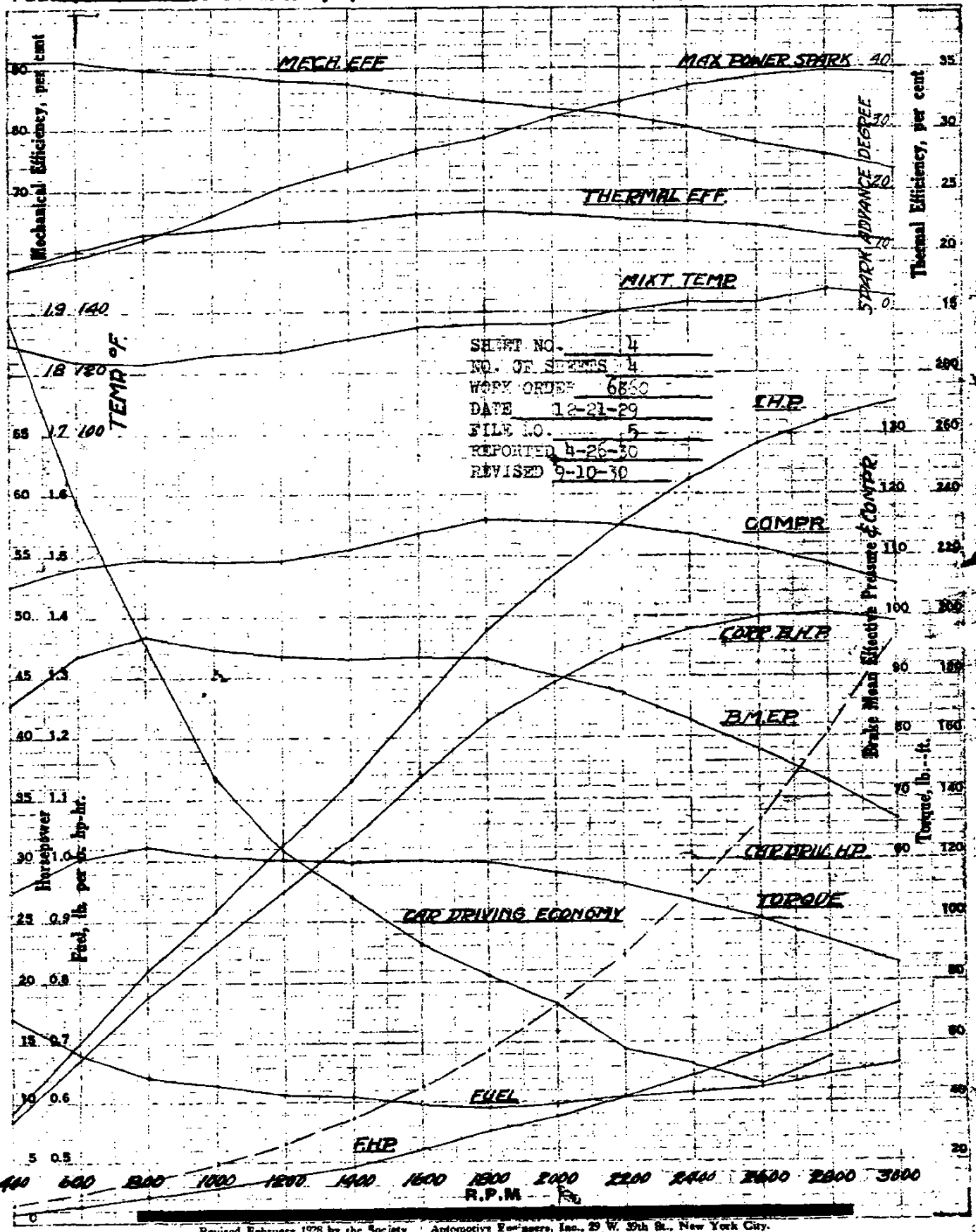
CURVE SHEET—D1

LOW AND MEDIUM SPEED, LOW-POWER ENGINES

FIRM CHEVROLET MODEL 1930 UNIVERS. SERIAL NO. *1990664 AVERAGE OF ENGINES *1423332 AND TEST NO. _____ DATE _____

NO. CYL. 6 BORE 3 5/16 STROKE 3 3/4" DISPLACEMENT 193.9 COMPRESSION RATIO 4.95 TO 1

FUEL RED CROWN For Details see Specification Sheet _____ and Log Sheet _____



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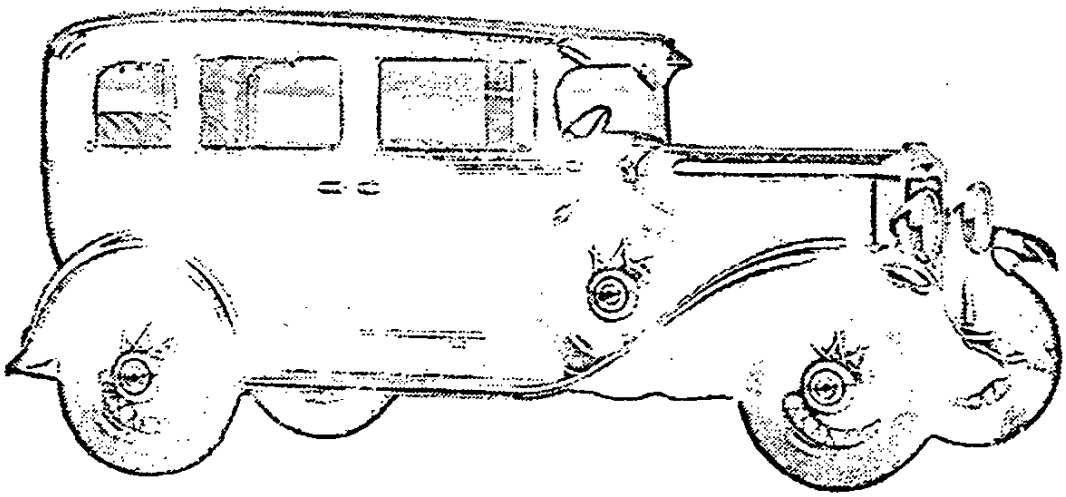
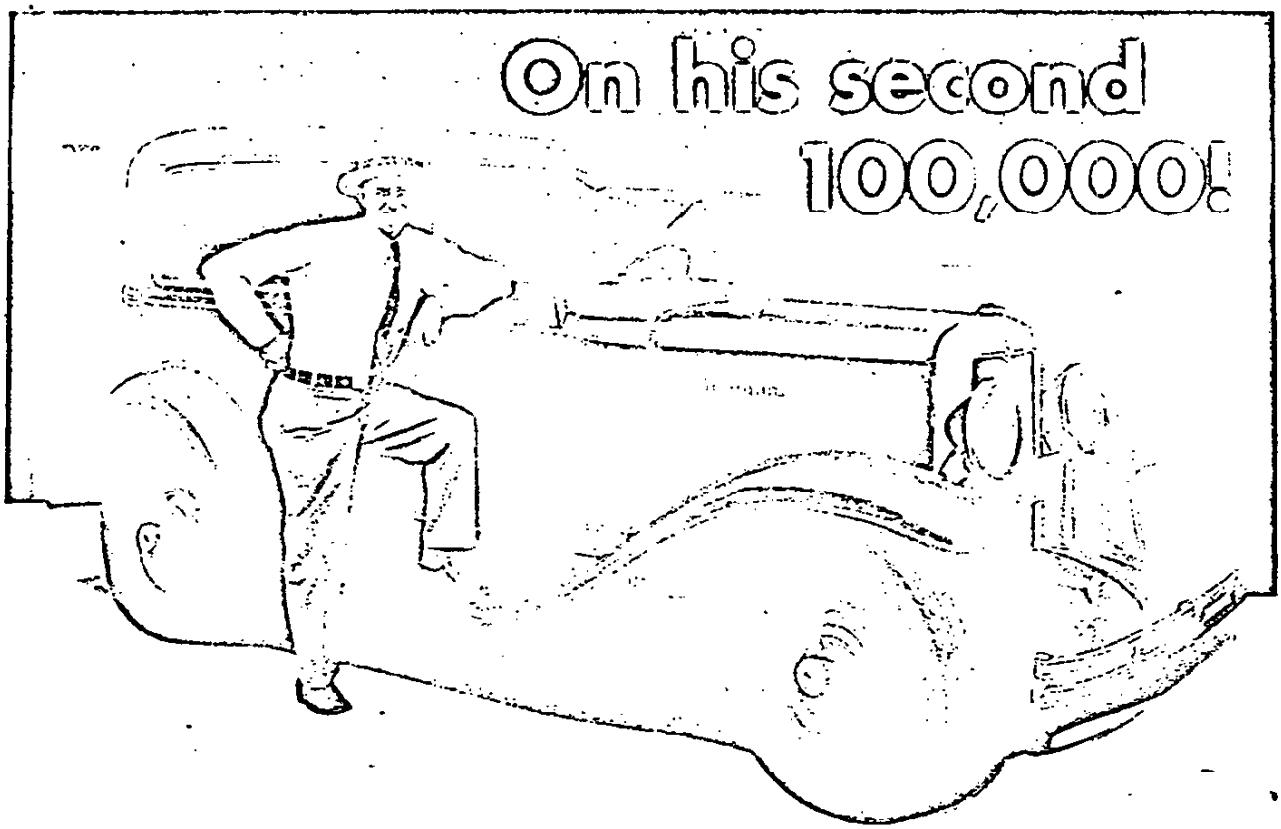
CHEVY PARTS and CARS

VOL. 2 NO. 2 MARCH-APRIL, 1964





Yet the motor, transmission and differential still have their original

GENUINE CHEVROLET PARTS

When the speedometer turns up 100,000 miles, with everything in the car running sweet and smooth, you naturally feel like telling the world about it. That's what happened to M. C. Bledsoe of Harlingen, Texas, and that is how we got this impressive story of the durability and sound construction of genuine Chevrolet parts. Because there are a lot of owners, like Mr. Bledsoe, talking about Chevrolet stamina, most people know what they want when they need replacements. They want genuine Chevrolet parts and nothing else. So, naturally, the garage that carries these parts gets the business.

CHEVROLET MOTOR COMPANY, DETROIT, MICHIGAN
A Division of General Motors

GENUINE CHEVROLET PARTS

CHEVY PARTS and CARS

Vol. 2 No. 2 March - April , 1964

Published by the Big Seven Restorers Club for the members of the National Chevrolet Restorers Club. Available to club members only.

Editor : Paul "A" Peterson

CONTENTS :

LETTERS

Editor:
Enclosed is my renewal for 1964 and a check for a new membership for my Father-in-law. He is the proud owner of a beautiful and well-kept 1940. Send him all back issues for 1962 & 1963.

Paul, words cannot express the joy I have received from reading the club magazines. I have used the information often while restoring my 1931 Chevrolet.

J. L. Kehler, 143 Clinton Ave., Elyria, Ohio
(We were able to increase the size of our club magazine due to many other members sending in a new member for 1964)

Editor:
I am interested in purchasing a fully restored Chevy as follows: 1930-31 Touring, 1932 Roadster, 1929-32 Conv. Coupe or a 1932 Conv. two-door Landau Phaeton. Will return any pictures sent to me. A. N. Rodway, 1112 Rutherford Road, Cleveland Heights, Ohio

CLASSIFIED ADVERTISING

PARTS FOR SALE

(2) 1932 Chevy bugle type horns. $ 15.00 (2) 1937 Chevy master bumpers - new $ 30.00 F. O. B. C. E. LOWERY, Rt. 4 Box 113, Harriman, Tenn.

Two Chevy front axles complete with wheels, bearings, spindles, rims and hub caps. One has disc wheels and is about 1927, other has wooden wheels and demountable rims - 1918 - 1924 ? Price $ 15.00 each f. o. b. JOHN KERGEL, 3208 Claremont Ave., Berkeley, Calif. 94705

New balls installed on your pitman and spindle arms. $ 5.00 per ball. FURMAN M. TESTON, Jr. 4707 Oakview Dr., Savannah, Georgia

Selling my entire new and used license plate collection. Send SSAE with your wants. Also have (5) 16" chrome wheel rings to fit Chevy, Ford, etc. $ 6.00 ppd. (1) 19" Model A Ford wheel, $ 3.00 f. o. b. W. A. BUWALDA, 17332 Park Ave, Lansing, Illinois 60438

Hundreds of new Chevy parts. SSAE with list. C. A. JONES, Jr. Box 398, Nashville, Georgia.

CARS FOR SALE

1930 Chevy Coupe. New rings, starter, fuel pump. Dismantled down to frame. Everything there -ready for restoration. DALE E. NEWTON, 38638 Glenraven Rd., Palmdale, Calif.

1923 Chevy Superior Utility Express made into a hearse - only 2900 miles. Needs complete restoration - missing only horn & distr. cap. MALCOLM L. YAPLE, Box 22, Keysville, Va.

PARTS WANTED

Need a new full length muffler and tail-pipe for a 1932 Chevrolet coupe. For Sale : 1932 Chevy (3) window coupe, good condition - no rust. FRED ABBUHL, Box 174, Madison, N. Y. 13402

Need right rear bumperette with foot step for 1932 Chevy coupe. GEORGE NOVAK, 587 Michigan Ave., Mansfield, Ohio. 44905

Needset of new pistons for 1926-28 Chevy. Oversize .010 to .060. ORVILLE WRIGHT, R. R. 2, Summitville, Indiana

UNIVERSAL MODEL CHEVROLET

New Features and Improvements

Frame

Single, rubber mounted Brake Cross Shaft with oilless bearings.
Improved Exhaust Pipe Joint at Manifold.

Springs

Tension Plates replaced by Delco-Lovejoy Hydraulic Absorbers, Front and Rear.
Self-adjusting Spring Shackles.

Front Axle

Reduced King Pin inclination.
Improved Spring design in Steering Tie Rod.
Large and better fully enclosed Brakes.

Rear Axle

Increased Axle Ratio.
Larger Drive Gears.
Drive Pinion Integral with Shaft.
Improved Differential Pinion Lubrication.
Increased Differential Strength.
Stronger Splines on Propeller Shaft.
Large fully enclosed Four Shoe Brakes.

Engine

Improved Valve and Port design.
Improved Heated Tee Manifolds.
Increased Horsepower.
Light cast iron Pistons with bronze bushings.
Improved Air Cleaner.
Improved and enlarged Oil Pump.
Felt Sealed Push Rod Cover.
Ventilated Rocker Arm Cover.
Larger Carburetor Venturi.
Larger Accelerating Pump.

Clutch

Improved Pedal Stop.

Transmission

Six-Spline Main Shaft.
Longer Hand Brake Lever.
Improved Lubrication of Pilot Bearing.
Closer manufacturing limits to insure better operation.

Universal Joint

Increased Spline size.
New Speedometer Drive Gear.

Fuel System

Improved Electric Gasoline Gauge.

Steering Gear

More comfortable wheel position.
Improved Steering Connecting Rod.

Wheels

Larger, stronger flanged Brake Drums.
Larger section tires.
Wire Wheels standard on Sport Roadster, and Sport Coupe

Electrical and Instruments

New, improved Instrument arrangement.
New, improved Lighting Switch.
New Thermogauge to indicate water temperature.
New, electrically operated Gasoline Gauge on Instrument Panel.

Body

Lower, more comfortable seats on open models.
New Trim Material on open models.
New improved Top Material on Open Models.
New colors.
New Sport Roadster with Rumble Seat.
Sloping Windshield on all closed models.
More comfortable Seat and Back Cushions, on closed models.
New upholstery on closed models.
Improved Toe Board enclosure.
Improved Instrument Panel.

January Release

MECHANICAL SLIDE FILM

"1930 MECHANICAL FEATURES"

ENGINE

The improvements or refinements in the Universal Model Engine has resulted in a smoother, quieter and more powerful engine.

The brake horsepower has been increased over the entire speed range. At one thousand revolutions per minute 24.5 horse power is developed and at 2600 revolutions per minute 50 horse power is developed. This increase in power in combination with the increased rear axle ratio insures a considerable improvement in hill climbing ability and acceleration.

More positive lubrication of the center main bearing is provided and a larger volume of oil is carried to the rocker shafts. Both the upper and lower halves of the connecting rod bearings are cross grooved to insure adequate lubrication. The deeper grooves in the piston pin bushings provide ample supply of lubricant at these points.

Pistons

The pistons, with bronze bushings, are the same pistons that were used in production for the last few months of 1929.

In servicing this bushed type of piston a special piston jig, Kent Moore No. U-45, Fig. 1, has been developed. This jig is made to be mounted on a bench, but will work equally well in an arbor press. A driver and bushing for removal and replacement

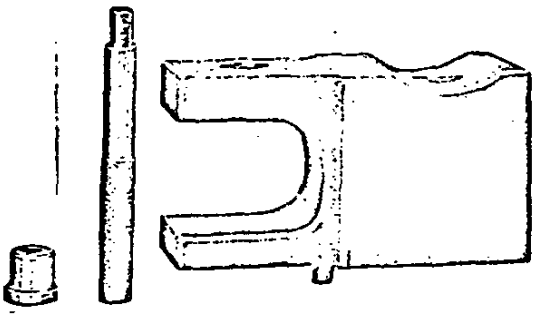


Figure 1

of bushings is furnished as a part of it. The rounded portion of the jig is babbitt lined to prevent scoring of pistons.

Removal of Piston Pins

Where piston pins have seized in the bushings, the pins can be removed by using the babbitt side of the jig and pressing the pin out with the arbor. Extreme care should be taken, while performing this operation, to see that the piston is centered in the jig to allow the pin to pass through the hole in the jig.

Removal and Replacement of Bushings

In the removal and replacement of bushings this same jig is used. The piston is centered on the anvil part of the jig and the bushing pressed out. The piston must rest securely against the face of the anvil while this operation is performed.

In replacing bushings the piston is placed on the anvil and bushing pressed into proper position. The oil hole in the bushing and the oil hole in the piston must be in perfect alignment as the piston pin receives its lubrication through this hole.

Piston Pin Fit

In fitting piston pins the same care should be taken with this piston as with the unbushed type. The bushing must be reamed with the special piston reamer, Kent Moore No. KMO-950-B, which is an expansion reamer and assures alignment of both holes.

In operation the expanding pilot is placed in one side of the piston, Fig. 2, the reamer clamped in a

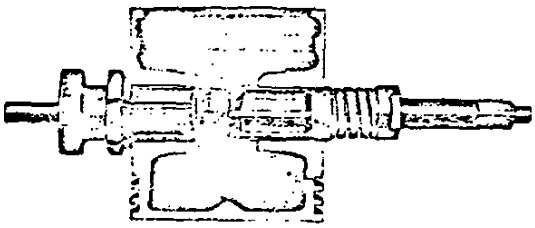


Figure 2

vise and the piston placed over the reamer. Next expand the blades so as to remove from .001" to .002" stock from the bushing, making as many cuts as is necessary to bring bushing to piston pin size.

After the piston has been reamed the bushings should be burnished. See Fig. 3. The burnishing

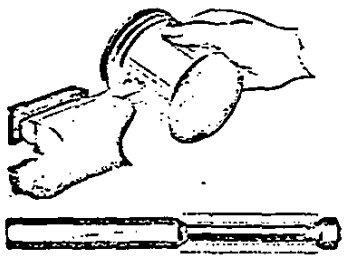


Figure 3

tool, Kent Moore No. N-355, must be clamped in a vise, the piston pin placed on the small end and the nut turned up until the pin is held tight. Forcing the piston over the pin and turning back and forth will further assure a perfect bearing for the pin which cannot be obtained by reaming only.

After reaming and burnishing, the piston pins should be fitted to the pistons by what is best known as a thumb push fit. Fig. 4, best describes

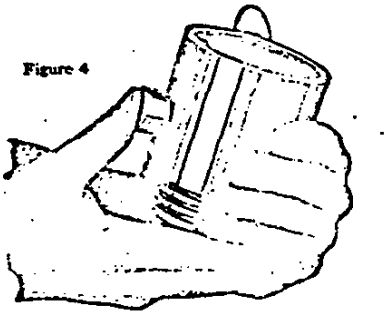


Figure 4

what is considered a correct fit. Held in this position you should just be able to push the piston pin through both holes with some effort.

When correctly fitted and with the rod assembled, the pin should be just tight enough to hold the

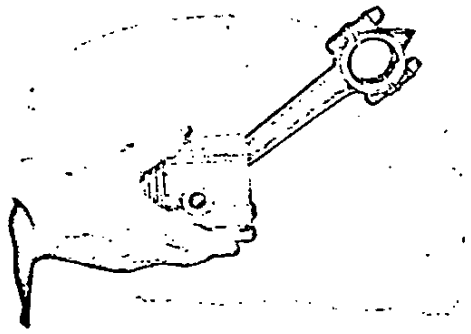


Figure 5

weight of the rod as in Fig. 5. You should still be able to drop the rod with a slight shake.

Fitting Pistons

This type of piston should be fitted to the cylinders the same as the previous or unbushed type, that is, with from .002" to .003" clearance between the cylinder wall and the piston. By this we mean that the piston should fit tight on a .002" feeler and lock on a .003" feeler.

Cylinder Head and Valves

All of the intake passages, in the cylinder head, have been increased in size to insure free flow of the fuel mixture. The intake ports in the head are increased to $1\frac{1}{8}$" diameter with a corresponding increase in the diameter of intake manifold sleeves.

These new intake manifold sleeves, are used on both passenger car and truck motors and cannot be used on previous six-cylinder motors.

The intake valves have been enlarged to $1\frac{15}{32}$" head diameter and the exhaust valves have been reduced to $1\frac{11}{32}$" head diameter. The 1929 valves were $1\frac{3}{32}$"-head diameter.

For identification purposes the valves will be marked. The intake valve will carry the Genuine Chevrolet Trade Mark and the letters "IN", the exhaust valve will also carry the Genuine Chevrolet Trade Mark and the letters "EX". The 1929 valve will carry only the Genuine Chevrolet Trade Mark.

These valves are not interchangeable and must be used in the port they were designed for.

Rocker Arm Cover

Three louvres have been added in the top of the rocker arm cover. These louvres are formed in the curved dome of the cover and face the rear, permitting the entrance of clean air and excluding water, which rolls off the domed cover. This arrangement provides ample ventilation under all conditions and prevents condensation of moisture inside the cover when the engine is stopped under winter conditions.

These improved valve rocker arm covers can be installed on any six-cylinder motor by the use of 1930 studs and spacers.

Carburetor

The new Carter Carburetor used on the Universal Model engine is known as the RJHO8-150S model.

The well jet has been reduced to increase fuel mileage and the venturi diameter has been increased to improve the performance of the carburetor.

The following is a table showing the part number and size of the various correct jets for both the RJHO8-136S and RJHO8-150S model carburetors:

	RJHO8-136S (1929)		RJHO8-150S (1930)	
Part Name	Part No.	Jet Size	Part No.	Jet Size
Multiple Jet Nozzle	835863	48	836298	48
Well Jet, Standard	835875	57	836307	56
Well Jet, Rich	348855	56½	362834	55½
Well Jet, Lean	348857	58	348855	56¼
Well Jet, Extra Lean	348859	59	835875	57
Well Jet, Extra Extra Lean	348861	60	348857	58
Pump Jet	836135	72	836135	72
Low Speed Jet	835860	51	836296	53

The lever which operates the accelerator pump plunger arm is provided with three adjustments or settings. See Fig. 6. The first hole or setting is

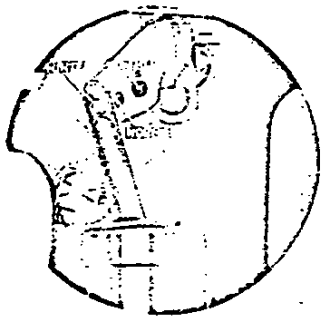


Figure 6

for winter driving and is marked "W", the center hole is for normal climatic conditions and is not marked, while the third hole is for summer and is marked "S".

The cars, when shipped from the manufacturing plants, have the pump plunger arm set in its normal position and the change from normal to summer setting should be made when atmospheric temperatures are consistently above 65 degrees F. The change from normal or summer setting to winter setting should be made when atmospheric temperatures are consistently below 65 degrees F.

The center or normal setting will give fair performance, for usual climatic conditions, but if the best performance is desired, changes should be made according to the above instructions.

Air Cleaner

The air cleaner has been improved by reversing the position of the intake slots and providing for a freer flow of the air.

With the intake slots located at a greater distance from the exhaust manifold, the air entering the carburetor is much cooler and a greater amount of air is handled in the same space because of its greater density.

These combined refinements result in improved engine performance by insuring delivery of clean, cool air to the carburetor in larger quantities.

This new air cleaner should never be used on any 1929 six-cylinder engine.

4-WHEEL BRAKES
Universal Model

The new improved four wheel brakes on the Universal Model Passenger Cars and ½-Ton Trucks are of the internal expanding type. The brake shoes expand on the inside of the brake drums on the slightest pressure of the brake pedal or hand brake lever.

The service brakes operate independently of the emergency brakes and consist of eight brake shoes, four on the front and four on the rear, connected by a series of brake linkage which acts not only as an equalizing but proportioning medium.

The emergency brake consists of four brake shoes, at the rear wheels, connected to the hand brake lever by a series of brake linkage.

These brakes have been designed and developed to give consistent and efficient service with long life under all conditions but in order to keep them so, it is advisable that the following rules be observed:

First—Never reline brakes with a lining other than the Genuine Chevrolet Brake Linings as these linings were designed and developed by Chevrolet Engineers for this particular brake. These linings will be marked for identification purposes with the Genuine Chevrolet Trade Mark.

If other than Genuine Chevrolet Brake Lining is used a series of troubles will occur such as scored drums, locking brakes, slipping brakes, noisy brakes, high brake pedal pressure, etc.

Second—Best results will be obtained when riveting linings on old shoes by first warming the lining so that it will become more flexible. This warming process can best be done, in the winter time, by laying the linings on a radiator or near a steam coil.

Third—In riveting linings to the shoes always start in the center and work out to the ends to insure the lining being drawn up snug against the face of the shoes.

Fourth—After brakes have been relined they should be burnished. This is done by driving the car less than a mile with the brakes partially set.

Fifth—It is important that the front wheel bearings never be overlubricated or grease will overflow into the brake drums. The rear axle grease level should be closely watched as well as the rear wheel packing to keep oil from the rear brake drums.

Never oil the brake mechanism on the inside of the brake drums. Oil or grease on the lining ruins it from a braking standpoint and even if it is washed off with gasoline and appears to be as good as new, the braking effect has been entirely lost.

Sixth—In checking brakes for equal braking power, it is good practice to oil all clevis pins and idler levers of the chassis brake linkage to allow for free movement of all moving parts.

Seventh—On all overhaul jobs the front brake cross head, front brake cable conduit and the cam operating levers should be filled with grease. The brake camshaft and brake lever felts should be saturated with 600-W before installation.

Eighth—The brake cables used on the two front service brakes will be damaged if they are twisted or kinked in any way before or during assembly.

Ninth—When installing the front wheel oil deflector or axle shaft bearing retainer both sides of the gaskets should be covered with a coat of shellac or thick paint to insure a tight seal at these points.

Brake Adjustment

These brakes are very simple and easy to adjust and all service men should follow the procedure outlined very closely to be sure owners are getting the maximum efficiency out of these brakes that is built into them.

Brake Cross Shaft Brace Nut Wrench

As no standard open end wrench can be used on the brake cross shaft brace nut, the special wrench, Kent Moore KMO-955, Fig. 7, is necessary. In

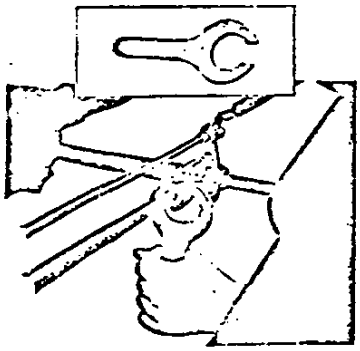


Figure 7

operation the wrench slips over the adjuster and on to the nut, and it is then free to turn. As can be see in Fig. 7, this is accomplished by the large throat or opening below the wrench jaws.

Truck Brake Gauge

A new truck brake gauge, Kent Moore number N-381, Fig. 8, is essential for making correct brake

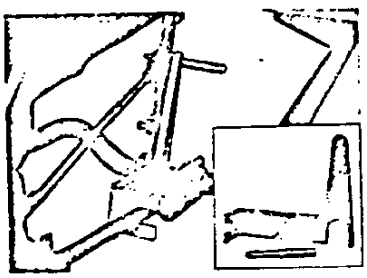


Figure 8

adjustments on Universal Model 1½-ton trucks.

The gauge centers over brace rod and locks into position with the centering pin and correct adjustment can then be made easily and correctly.

4-Wheel Brakes

Universal Model Series AD
Passenger Cars and ½-Ton Trucks

THE CORRECT METHOD OF ADJUSTMENT

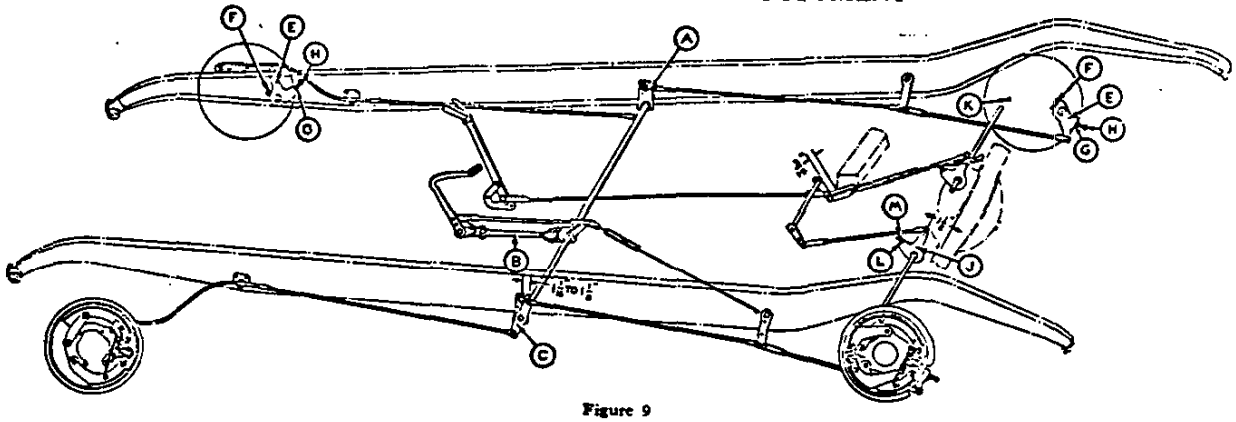


Figure 9

Chassis Service Brake Linkage

First—Disconnect pedal pull back spring, brake pedal pull rod, front and rear adjustable pull rods.

Second—Loosen cross shaft bracket nuts and set cross shaft brackets "A" vertically with frame by adjusting cross shaft brace "B" to align and permit free movement of cross shaft. Tighten cross shaft bracket nuts.

Third—Set cross shaft outer levers "C" so that the eye of the lever is $1\frac{1}{16}$" to $1\frac{1}{8}$" from center of bracket "A".

Fourth—Set brake pedal against its stop and adjust pedal pull rod to its proper length and connect.

Fifth—Hook up pull back spring.

Sixth—Adjust front adjustable pull rods to their proper length and connect. Adjust rear adjustable pull rods to their proper length so that cam operating levers "E" are against their stops "F" and connect pull rods. *Note:* The front brake cables must be adjusted so that there is no slack in them. This is done by pulling back on the rear end of the cable so that the pull does not quite move the cam lever "E" and screwing rod into cable end.

Re-Centralizing Service Brake Shoes

First—Adjust front wheel bearings to proper tension and loosen *all* centralizer clamp bolts "F", making sure centralizers are free to move by tapping cam operating levers, up and down, lightly with a hammer.

Second—Apply brakes hard and then set brake pedal in normal braking position and clamp up the centralizer bolts "F" with pressure still on the brake pedal.

Adjusting Service Brake Shoes

For all normal adjustments, to compensate for wear or after shoes have been re-centralized, it is only necessary to adjust the brake shoes as follows:

First—Jack up all four wheels and loosen check nuts "G" and turn the adjusting screws "H" to the right until the brake shoes drag lightly on the drums. Tighten check nuts "G".

Second—Check brakes for equal braking power, left and right side, slacking off on the side which pulls the harder until they are equal. This should be done on a level clean floor or on the crown or center of a road. *Note:* If, after installing new shoes or linings, the brakes develop a light pull to the left or right, do not re-adjust until the linings have had a chance to wear in.

Chassis Emergency Brake Linkage

First—Disconnect pull back spring, front and rear adjustable pull rods.

Second—Set hand brake lever to its extreme forward position and adjust front adjustable pull rod so that cross shaft levers clear edge of third cross member by $\frac{3}{16}$" and connect pull rods.

Third—Adjust rear adjustable pull rods so that eyes of levers are $1\frac{1}{2}$" from front face of banjo housing and connect.

Re-Centralizing Emergency Brake Shoes

First—Loosen both centralizer clamp bolts "E" making sure that centralizers are free to move by tapping cross shaft, up and down, lightly with a hammer.

Second—Pull the hand brake lever with moderate pressure and with lever set in this position, tighten centralizer bolts "K".

Adjusting Emergency Brake Shoes

First—Jack up both rear wheels and loosen check nuts "L" and turn the adjusting screws "M" to the right until the shoes drag lightly on the drums. Tighten check nuts "L".

Second—Check brakes for equal braking power, slacking off on the side which pulls the harder until brakes are equal. This should be done on a level clean floor or on the crown or center of the road.

4-Wheel Brakes

Universal Model Series LR
1½-Ton Trucks

THE CORRECT METHOD OF ADJUSTMENT

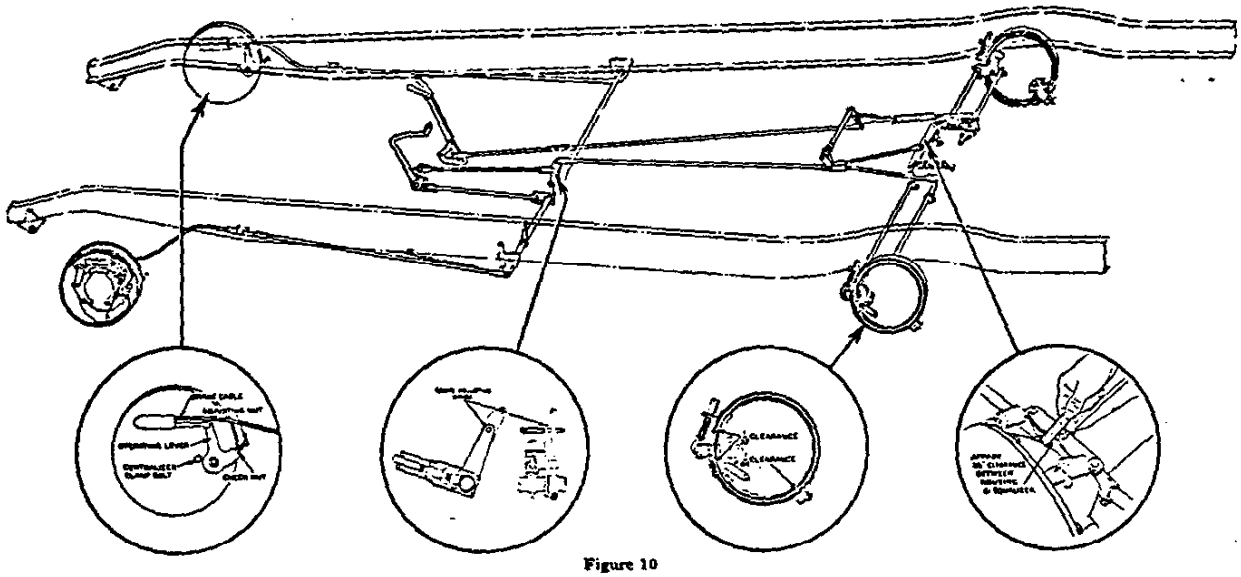


Figure 10

Chassis Brake Linkage

First—Disconnect brake pedal pull rod, rear adjustable pull rod, front pull back spring and front adjustable pull rods.

Second—Set cross shaft outer lever against its stop and adjust front adjustable pull rods to their proper length and connect. *Note:* The front brake cables must be adjusted so that there is no slack in them. This is done by pulling back on the rear end of the cable so that the pull does not quite move the cam lever and screwing rod into cable end.

Third—Hook up front pull back spring.

Fourth—Insert brake adjusting gauge and adjust rear adjustable pull rod so that there is approximately ¾" clearance between axle housing and equalizer bar and connect pull rod.

Fifth—Adjust brake pedal pull rod to proper length, remove gauge and connect pull rod.

Re-Centralizing Front Service Brake Shoes

First—Adjust front wheel bearings to proper tension and loosen both centralizer clamp bolts, making sure centralizers are free to move by tapping cam operating levers, up and down, lightly, with a hammer.

Second—Apply brakes hard and then set brake pedal in normal braking position and clamp up the centralizer bolts with pressure still on the brake pedal.

Adjusting Service Brakes

For all normal adjustments, to compensate for wear or after front brake shoes have been re-centralized, it is only necessary to adjust the shoes and bands as follows:

First—Jack up all four wheels and loosen check nuts and turn adjusting screws to the right until the front brake shoes drag lightly on the drums. Tighten check nuts.

Second—Remove rear wheel discs, rotate drum and adjust heel of band to obtain $\frac{1}{64}$" minimum clearance.

Third—Adjust lower toe to $\frac{1}{32}$" clearance. Adjust upper toe to $\frac{1}{32}$" clearance. *Note:* Lower toe adjustment is obtained by raising or lowering brake operating shaft bracket. This bracket is not rigid and can be moved by tapping with hammer. Upper toe adjustment is obtained by tightening or loosening adjusting nut in usual manner.

Fourth—Check brakes for equal braking power, left and right side, slacking off on the side which pulls the harder until they are equal. This should be done on a level clean floor or on the crown or center of a road.

Chassis Emergency Brake Linkage

The emergency brake linkage should only be adjusted or reset when the hand brake lever has reached its farthest point of travel, without stopping the car, and when this happens proceed as follows:

First—Disconnect pull back spring and rear adjustable pull rods.

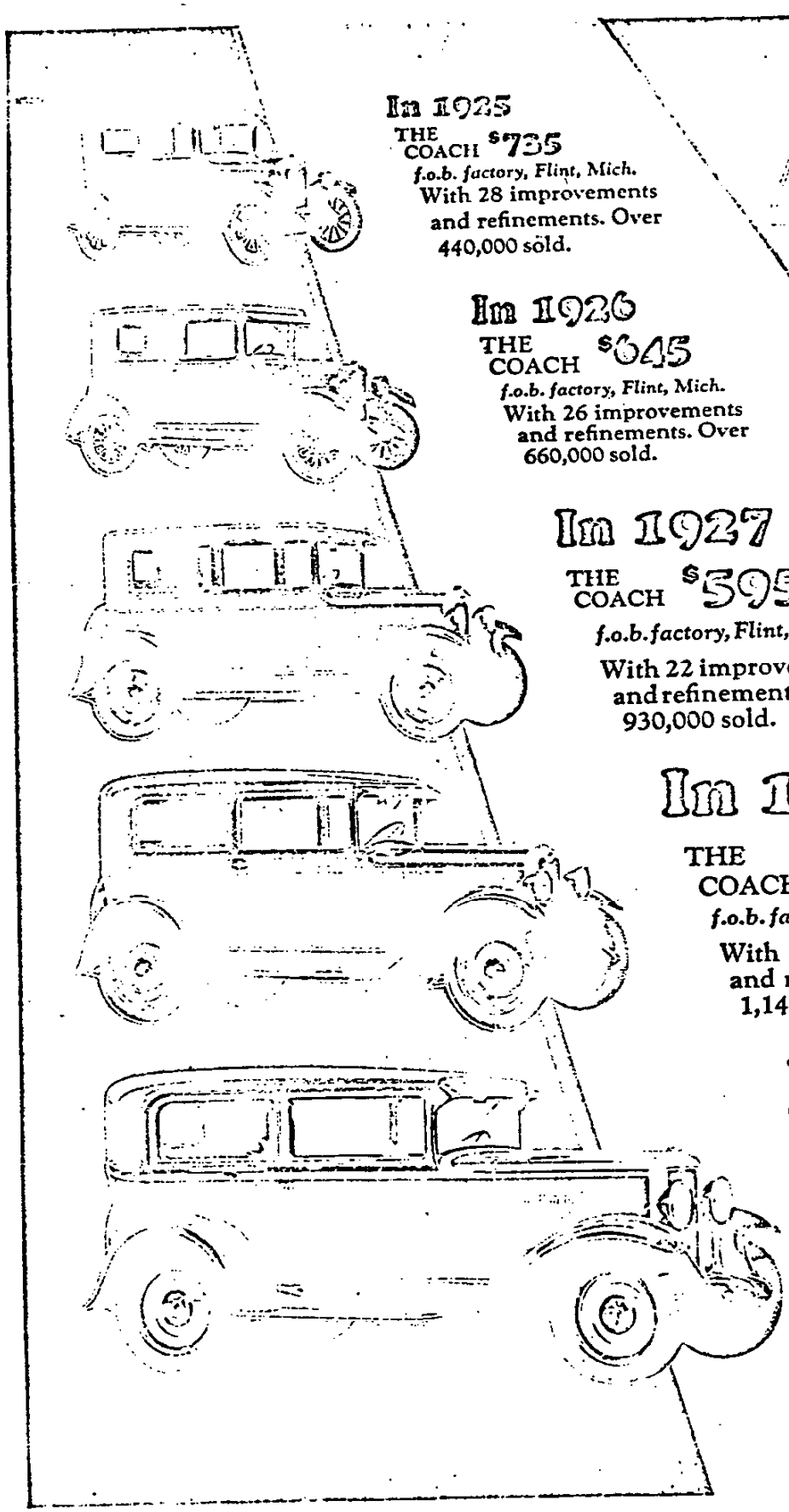
Second—Adjust front pull rod until brake levers, on cross shaft, point downward and toward the rear axle.

Third—Adjust rear adjustable pull rods to proper length and connect. Hook up pull back spring.

Adjusting Emergency Brakes

For all normal adjustments it is only necessary to adjust bands to compensate for wear as follows:

First—Loosen turnbuckle lock nuts and turn turnbuckle to the right or clockwise until the brakes drag lightly on drums. Tighten lock nuts.



CHEVROLET

In 1925

THE COACH $735

f.o.b. factory, Flint, Mich.

With 28 improvements and refinements. Over 440,000 sold.

In 1926

THE COACH $645

f.o.b. factory, Flint, Mich.

With 26 improvements and refinements. Over 660,000 sold.

In 1927

THE COACH $595

f.o.b. factory, Flint, Mich.

With 22 improvements and refinements. Over 930,000 sold.

In 1928

THE COACH $585

f.o.b. factory, Flint, Mich.

With 24 improvements and refinements. Over 1,140,000 sold.

In 1929

THE SIX-CYLINDER COACH $595

f.o.b. factory, Flint, Mich

With 26 improvements and refinements. Over 1,350,000 sold.

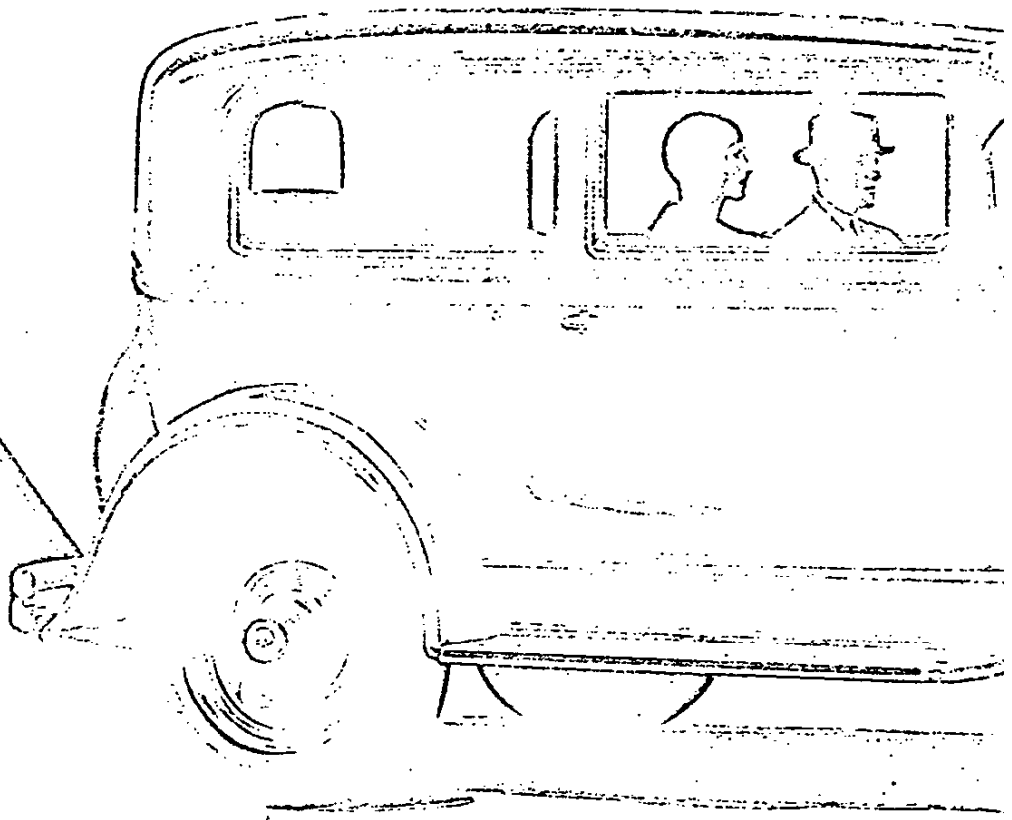
In a few short years CHEVROLET has added over 150 improvements and reduced the price $170

During the past five years Chevrolet has established a record of continually increased quality and value not approached by any other automobile manufacturer in the world.

Back in 1925, Chevrolet announced a high quality car of advanced design, the Coach selling for the then unheard-of low price of $735. Each year since, the public has been offered a finer and more desirable Chevrolet, incorporating many mechanical advancements and refinements. During the last five years, Chevrolet cars have embodied 150 distinct improvements. Yet, during this self-same period, Chevrolet prices have been greatly reduced —the Coach now selling for $170 *less than in 1925!*

Thus, Chevrolet's policy of progress through constant improvement has given the buyer of a low-priced automobile an entirely new standard of what he has a right to expect for his money. It has won for Chevrolet a continually growing public preference—with ever-increasing volume production. And it has established Chevrolet as the outstanding quality leader in the low-price field—given Chevrolet a leadership which is demonstrated more clearly than ever before in the Chevrolet Six of today!

In 1930



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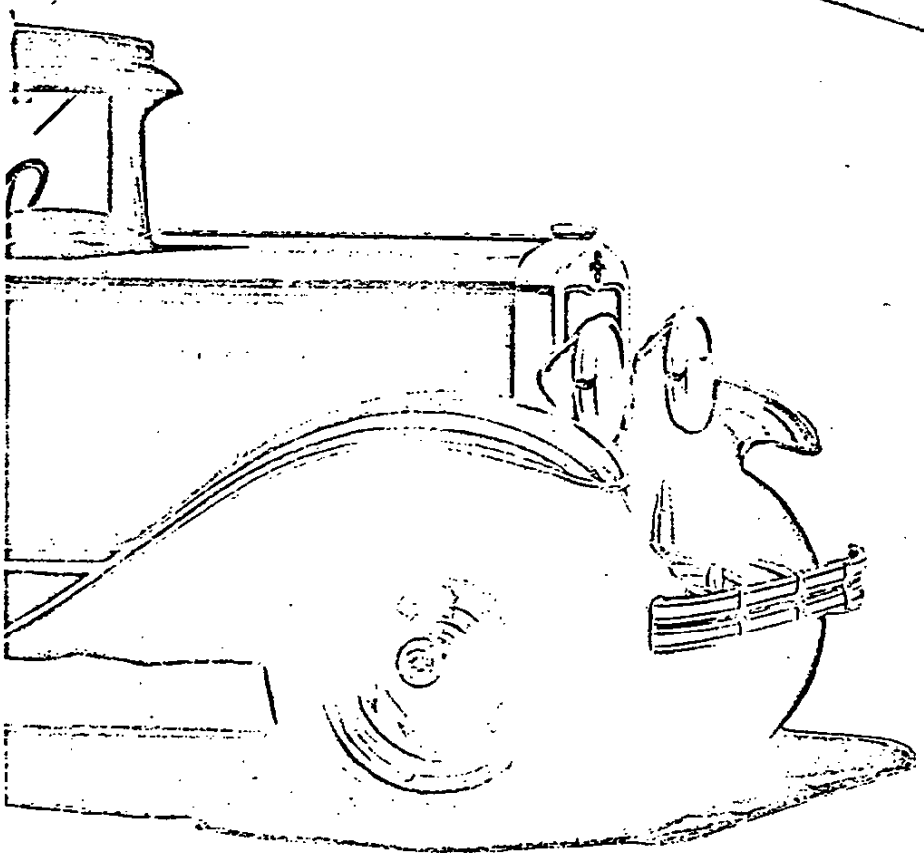

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CHEVROLET *only* $565

f. o. b. factory
Flint, Mich.
Bumpers and spare tire extra

Rear Axle

The rear axle has been improved. The design of the drive pinion has been improved by making it integral with its shaft, making the connection with the propeller shaft further forward by means of a splined sleeve, Fig. 11. This is known as "stem

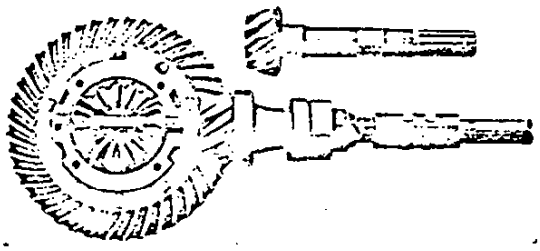


Figure 11

pinion" construction, and by this means, absolute alignment of the pinion teeth with the bearings and splines is maintained.

The differential unit has been improved and strengthened by increasing the diameter of the case, at the point of bearing mounting, with a corresponding increase in the inside diameter of the differential bearings. The teeth in the differential gears and pinions have been enlarged, and the pinion shafts increased in size.

The propeller shaft splines have been increased in diameter to increase the strength of this part.

The differential oil dipper has been improved in design to insure delivery of lubricant to the differential gears and pinions at all speeds. Fig. 12. This is

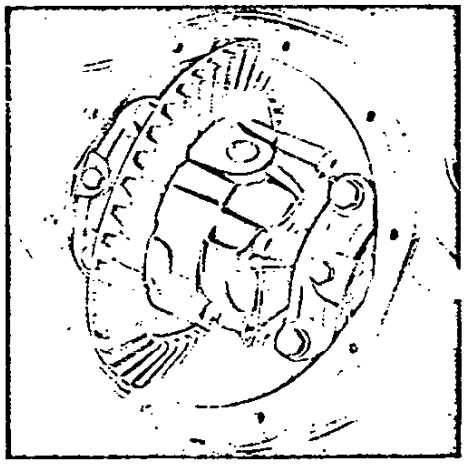


Figure 12

accomplished by means of a pressed steel dipper which is mounted on two of the differential case bolts over a large slot cast in the differential case cover.

As the differential unit revolves, the open end of the oil dipper travels below the oil level and a quantity of lubricant is picked up. As the dipper travels upward the lubricant is fed into the slot in the cover and lubricates the gears, pinions and shafts in the case.

This improved lubrication insures long life of the differential parts and quiet operation.

New Axle Tools

On account of the larger differential side bearings two new special tools are necessary to remove and replace these parts.

The puller, Kent-Moore number TR-278-R, Fig. 13, has been designed to remove these parts quickly and without damage on all model cars and trucks. The puller is made with a locking clamp

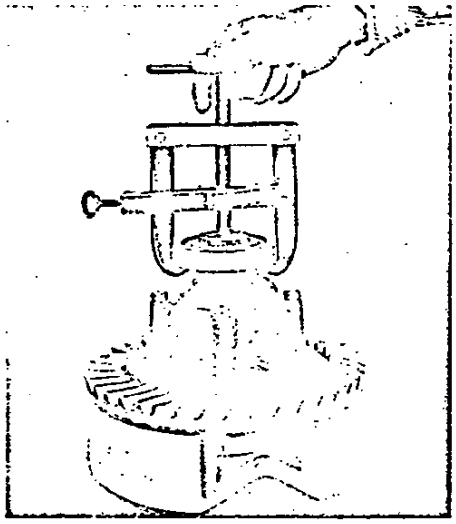


Figure 13

which holds the puller fingers in place back of the bearing.

This new tool replaces pullers TR-278 and K-228, which were used on models prior to 1930. Dealers now having tool number TR-278 can bring this tool up to date by purchasing the new centering plugs and driving off the old plug and filing off the burrs from the pilot end of the screw so that the new centering plugs fit on it.

The new driver, Kent Moore N-375, Fig. 14, has been designed for use in replacing these parts on

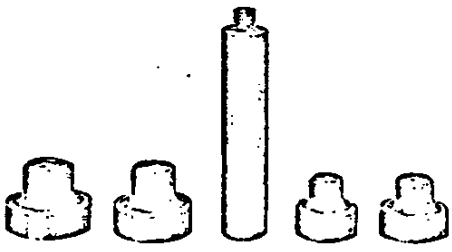


Figure 14

all models. The tool consists of a driver and four centering heads.

These heads pilot into the differential case and center over the bearing cone when driving the bearing into place.

This new tool replaces previous drivers, which can be brought up to date by the addition of parts TR-20-27-1 driver and N-375-2 and N-375-4 heads.

Spring Shackles

The conventional spring shackles have been replaced by new self-adjusting shackles. With these improved shackles the bushings in the spring eyes, at the rear end of both springs, as well as the bushings in the brackets, are eliminated.

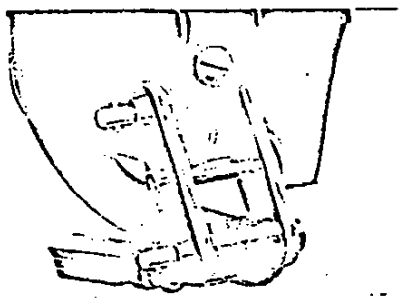


Figure 16

In these self-adjusting shackles hardened and ground tubular pins, having tapered ends, are pressed into the springs and brackets. The sturdy, hardened pressed steel shackles are also provided with tapered holes which fit the tapered pins. The two shackles are held on the tapered pin by a bolt passing through the center. This bolt is provided with a heavy plate spring, which automatically takes up any play which may occur by wear of the tapers.

The outer shackles are provided with fittings, through which oil is forced into the tubular pins, which form a reservoir of large capacity. The tapered holes in the shackles are grooved to insure proper distribution of the lubricant.

In removing spring shackles the weight of the car should be lifted from the springs to eliminate the possibility of the shackle flying off, after the nut has been removed from the spring shackle bolt.

In servicing these new spring shackles, two new special tools are necessary.

The new spring shackle press, Kent Moore No. N-377, Fig. 17, designed to remove and install

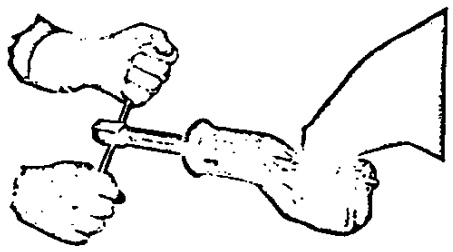


Figure 17

shackle pins. The barrel of this press is long enough to accommodate the new shackle pin allowing for the removal and replacement of this part in one operation.

In operation, fit one end of the new pin over the pilot end of the screw, and center the guide pin through the old pin, which is being removed. This lines up the new shackle pin so that the old pin is forced out and the new pin pressed into place.

The spring shackle tension washer gauge, Kent Moore No. N-384, Fig. 18, is necessary to get the

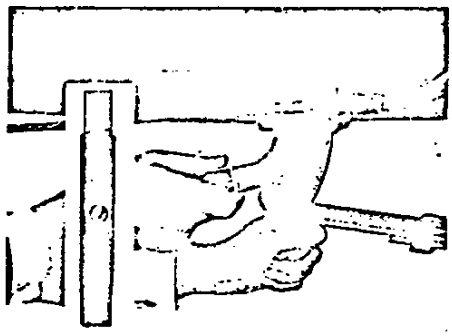


Figure 18

correct tension of spring shackles on the shackle pins. It is made up of two hardened feeler gauges, one for use with the short shackles and the other for the long shackles.

The gauge should be used when installing new shackles and pins, or when adjusting the tension washer which holds the shackles in place.

Both ends of the gauge are machined to the correct thickness of the space between the edge of tension washer and shackle. Draw up the nut on center bolt through shackles, hold gauge in place until washer begins to tighten on end of gauge, then washer is up to correct tension.

If tension washer is not drawn up far enough, there will be play in shackles and if washer is drawn up too tight, shackles will bind and their true purpose destroyed.

After adjusting the tension of these spring shackles it is necessary to lock the bolt nut by bending up the two diagonally opposite lips of the lock washer.

Shock Absorbers

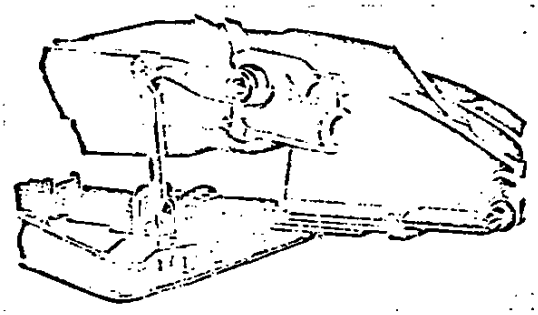


Figure 19

Delco-Lovejoy hydraulic shock absorbers have been added at both front and rear ends. Their purpose is to dissipate the excess energy stored up in the springs when they deflect, due to road shocks, and to return the springs to their normal position with maximum comfort to the passenger.

These shock absorbers have been adjusted at the factory to meet all ordinary driving conditions and no further adjustments are necessary.

Where owners complain of hard riding it usually can be taken care of by one or more of the following:

First—Tire pressure must be held at the recommended pressure of 35 pounds.

Second—Spring shackles must not be too loose or too tight to get maximum results from these shock absorbers.

Third—Chassis springs may be stiff and this can be remedied by brushing the sides of both the front and rear springs with the oil drained from the crankcase.

The oil used in these shock absorbers has a very low viscosity and temperature changes will have little effect on the fluidity of the oil. This oil is sold in half-gallon cans, part No. 822537, which is slightly in excess of the quantity required to fill a set of four absorbers. *There are no substitutes for this oil.*

Any actual oil leak will cause a shortage of oil in the absorber, which can be determined by disconnecting the link rod from the car axle and pulling down on the absorber arm. If the arm goes down easily a part of the way, then comes to a stop and goes down slowly the rest of the way, there is not enough oil in the absorber. The oil can be replenished by removing the entire relief valve on the top of the absorber and filling until the oil flows from the hole.

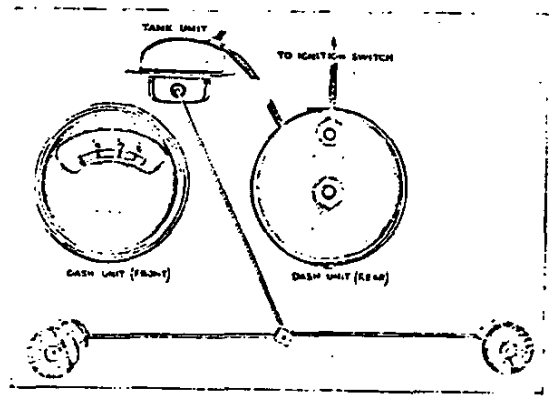
Any time the absorbers are replenished with oil, extreme care should be exercised in order not to allow any foreign matter or grit to get into the absorber.

If, after wiping the oil off the absorber and driving the car a few days, the absorber leaks oil, it should be replaced with a new one, returning the old one through the regular channels.

Electrical Gasoline Gauge

The gasoline gauge on the tank has been replaced by an electrically operated dash gauge. This gauge is composed of two units, a dash unit, mounted on the instrument panel, and a tank unit assembled to the gasoline tank.

The dash unit consists of two coils spaced and wound so that they have like polarity in the faces exposed to the armature which is integral with the pointer. The face or dial has a scale graduated in degrees between "empty" and "full".



The tank unit consists of a housing enclosing a rheostat or resistance unit with a moving arm which is actuated by a float arm immersed in the fuel of the tank. All steel parts of the tank unit are cadmium plated, the rheostat or resistance coil is chromel wire wound on a celeron core and the remaining parts are brass, thus making the entire assembly completely rust proof.

The outer terminal of the dash unit marked "ignition" is connected by a wire to the ignition switch so that the gasoline gauge is operated only when the ignition is turned "on". The center terminal, marked "tank" is connected by a single wire to the terminal on the tank unit. The return circuit is through a ground as both the dash unit and tank unit are grounded in their respective locations.

When the gasoline tank is empty, the floats are at their lowest position and the rheostat or resistance in the tank unit is completely cut out, which results in one of the coils in the dash unit being completely "shorted" out and the other coil attracts the armature and the indicator points to "empty".

As fuel is added in the gasoline tank the float raises and resistance is continually added to the circuit of one coil, causing it to become weaker; and the resistance is gradually cut out of the other coil, making it stronger, hence, the indicator will move in exactly the same ratio toward "full" on the gauge. The same action is reversed as fuel is consumed from the gasoline tank and the indicator moves toward "empty" in proportion to the fuel used.

Owing to the design of the gasoline gauge, current consumption is very low, between 1/6th to 1/10th ampere. As far as car operation is concerned, this amount of current is negligible and can be entirely disregarded. The operation of this gauge does not depend upon the strength of the magnetic field, therefore fluctuations in the battery voltage will not cause any error in the gauge reading.

On account of the double float design, which overcomes the action of surging or splashing of fuel in the gasoline tank, the indicator or pointer remains steady at all times.

In general, service will be by replacement of the inoperative unit. Exceptions are the glass, gasket and bezel ring of the dash unit. To replace the tank unit it is necessary to drop the tank.

Trouble Chart

Gauge Action	Cause	Remedy
1. Pointer will not move when ignition switch is turned.	Break in line between Dash Unit and Ignition Switch	Repair line.
2. Gauge shows "Full" under all conditions.	Break in line between Dash Unit and Tank Unit.	Repair line.
3. Gauge shows "Empty" under all conditions.	a. Wires reversed on Dash Unit.	Reattach wires to proper terminals.
	b. Dash Unit not "grounded."	Replace Dash Unit.
	c. Tank Unit not "grounded."	Replace Tank Unit.

Do not attempt to lubricate either Dash Unit or Tank Unit.

Instruments

The new airplane type, indirectly lighted, instrument panel is entirely new. The instruments are all mounted on a single carrier plate by means of small screws which are assembled from the rear. This permits individual removal of instruments for service.

The new thermogage functions as a thermometer, indicating the temperature of the water in the cylinder head. A metal bulb containing a highly expansive gas is inserted in the cylinder head and is connected by a small tube to the indicating instrument which operates as a pressure gauge, but indicating relative temperatures of the water by gradual movement of the pointer.

In general, service will be by replacement of the complete unit. Exceptions are the glass, bezel ring and the gasket.

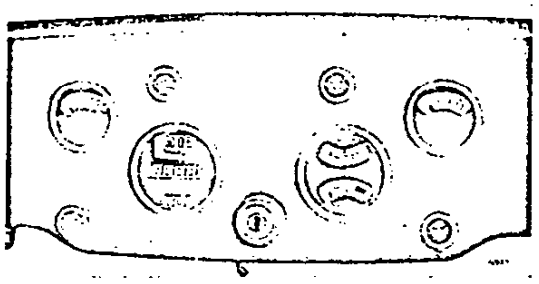


Figure 21

KMO 952 Spark Throttle and Control Nut Wrench

Due to the location and design of the spark throttle and control nuts, ordinary wrenches and pliers can not be used. This very thin walled wrench has a 12-point or double hex opening and special length handle bent in such a way that the operation becomes easy. Head is slotted to slip over control rods.

New Accessories for The Greatest Chevrolet

For the Universal Model cars there is available a group of accessories of exceptional merit, each item having been especially designed by Chevrolet engineers to exactly harmonize with the "Greatest Chevrolet in Chevrolet History" in both appearance and performance.

Improved Chevrolet Bumper

The improved bumpers for 1930 offers several important mechanical improvements. The inside back bar on the rear fender guard has been lengthened and curved around to fit behind the medallion. This gives the fender guard additional strength to withstand the most severe impacts.

The front bumper bars have also been placed somewhat farther apart to give a wider contact surface.

Both front bumper bars and rear fender guards are embellished with graceful oval-shaped medallions capped with stainless iron and highly polished. Another pleasing factor is the finish of the eyebolt heads at the ends of the front bumper and rear fender guards. These bolt heads are capped with stainless iron which is highly polished and will not tarnish. This handsome new bumper is full chromium plated, giving it a pleasing appearance that will last longer than any other method of plating. It is striped with black enamel.

Genuine Chevrolet Sportlight

The Genuine Sportlight is a new item in the accessory line and will undoubtedly be very popular because of its usefulness to the driver of any car.

It is controlled from a convenient handle inside the car and can be turned up or down, left or right. It casts a clear, sharp, penetrating beam ahead of the car. This is especially valuable in night driving against bright lights.

The Chevrolet Sportlight is full chromium plated and harmonizes with the exterior of the Chevrolet car.

With every Sportlight, an instruction sheet covering its installation, is enclosed.

Genuine Chevrolet Wire Wheels

An entirely new Genuine Chevrolet Wire Wheel is offered for 1930. With its large chromium plated hub cap and small wheel diameter, it compares favorably in appearance with any wire wheel on the market.

Fenders, with fender wells, for both left and right side, are also available so that cars can now be equipped with wire wheels, with side carrier installation in any combination desired.

There are two types of wire wheels sold through the parts department. The first is of the threaded nipple type and the second of the riveted spoke or production type.

The first type will be sold in the prime coat only while the second type will be furnished in the prime coat or standard production color. Where wheels are purchased in prime coat the following painting instructions should be closely followed:

1. Light sand primer on entire outside surface of wheel.
2. Tack rag for color varnish. Use DuPont tack rag varnish No. 10.
3. Spray one solid covering coat outside and inside with shalimar orange color varnish, DuPont No. 186, or color desired. Formula—80% by volume color varnish and 20% by volume turpentine, to which a small amount of rubbing varnish, DuPont No. 189, should be added. The color varnish and turpentine must be mixed very carefully. First add a very small amount of turpentine and work color varnish into paste; then add balance of turpentine and mix thoroughly before adding rubbing varnish.
4. Air dry at least three hours.
5. Spray one solid covering coat outside and inside with pale wheel finishing varnish, DuPont No. 187. Formula—95% by volume of pale wheel finishing varnish and 5% by volume shalimar orange color varnish.
6. Air dry overnight.
7. After the tire is assembled to wheel, touch up scratches with mixture of equal parts shalimar orange color varnish and pale wheel finish varnish.

for Economical Transportation

CHEVROLET

IT'S WISE TO CHOOSE A SIX

10,000 dealers offer you the protection of Chevrolet's New Service Policy

One of the finest features of Chevrolet ownership is the new and broad-gauged owner's service policy which is now in force throughout Chevrolet's great national organization of more than 10,000 authorized dealers.

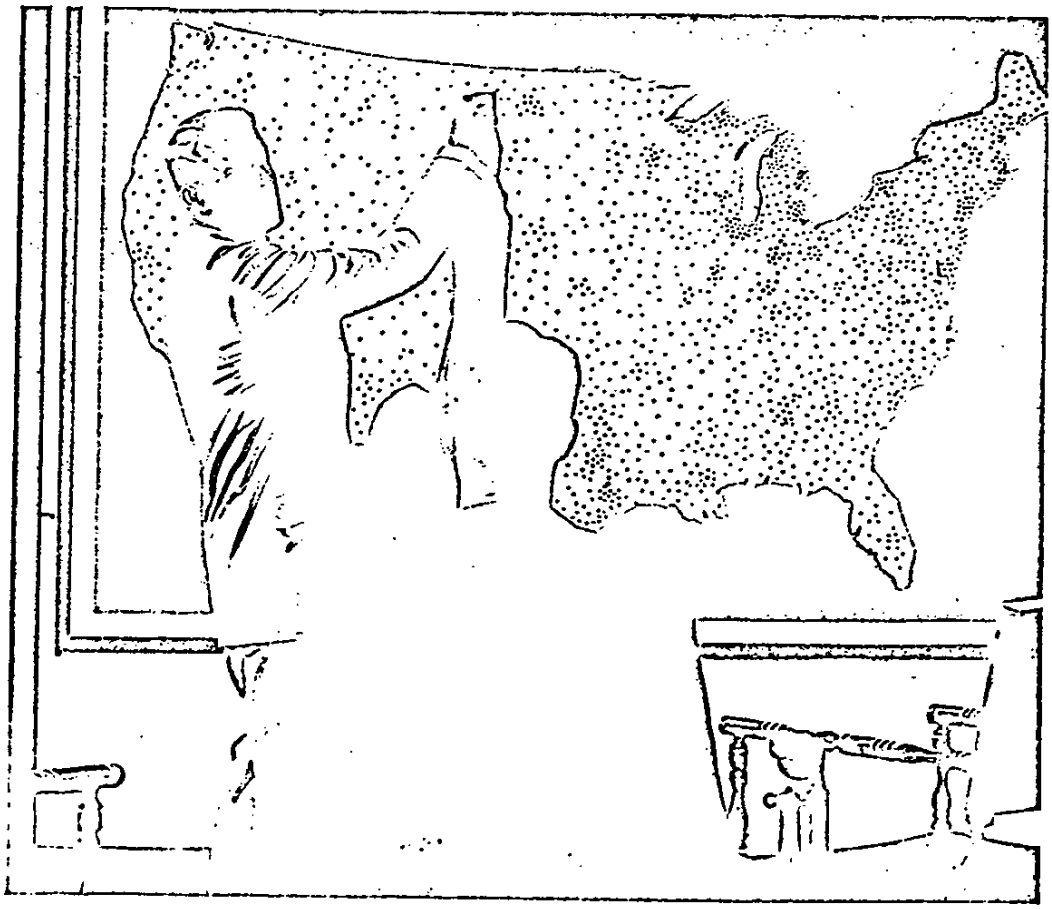
Introduced some six months ago, this new policy has met with nationwide approval and is, beyond question, one of the important reasons why tens of thousands of new buyers each week are finding it wise to choose a Chevrolet Six.

The new Chevrolet service policy is more than a matter of verbal promises. It is a signed document which constitutes an agreement between the dealer and the purchaser of a Chevrolet Six. It contains the following provisions:

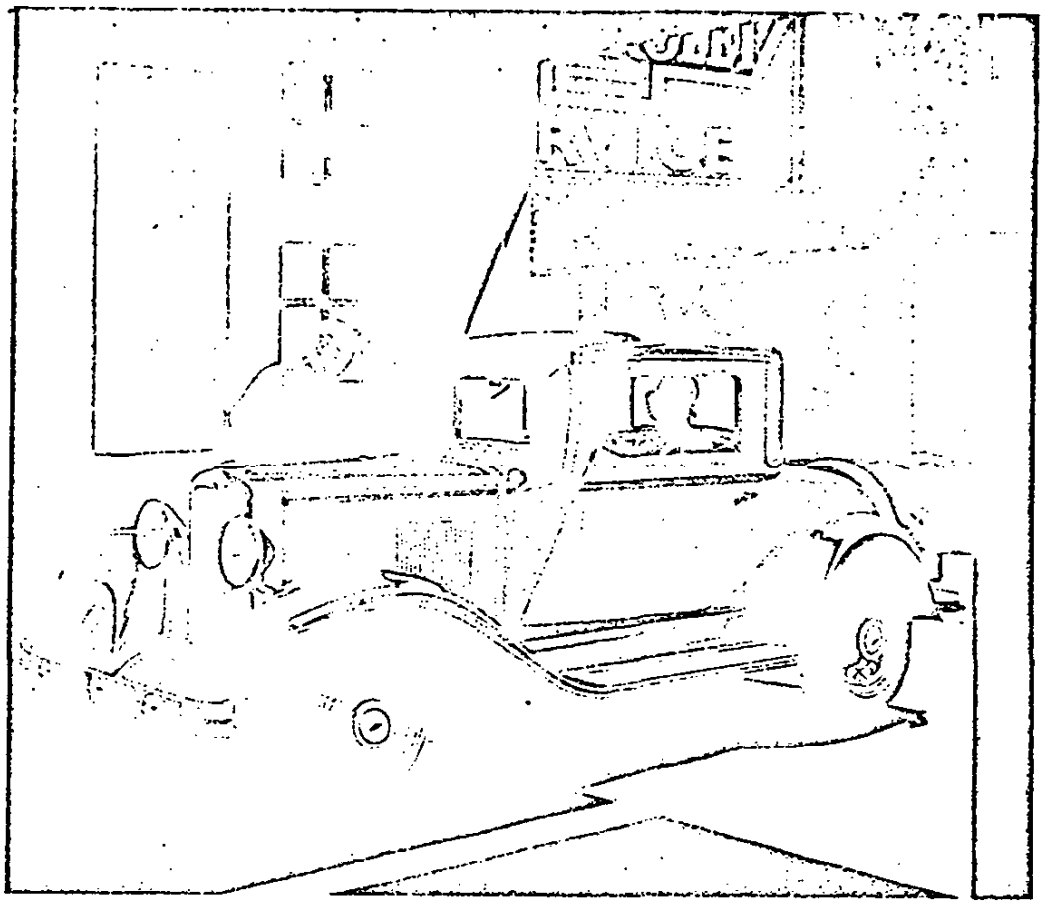
1—that the car will be delivered in proper condition—carefully inspected, adjusted and lubricated . . . ready to operate satisfactorily from the day it is placed in service;

2—that the car will be given free inspection and adjustment by the dealer after it has completed its first five hundred miles of usage;

3—that the car will be given free inspection at the thousand-mile mark and periodically thereafter as long as it continues in operation;



Wherever you travel in your Chevrolet, there is always the satisfying knowledge that Chevrolet service is conveniently near. A great organization of more than 10,000 Chevrolet dealer service stations covers every section of America.



Every authorized Chevrolet service station is manned and equipped to give prompt, courteous, efficient service at low cost. Illustrated is the Chevrolet Sport Coupe, priced at $655, f. o. b. Flint factory.

4—that all replacements covered by Chevrolet's standard warranty will be made without charge for either parts or labor; and—

5—that the foregoing provision will be carried out by any authorized Chevrolet dealer in the United States—permitting the owner to change his residence or to travel in any section of the country with complete confidence that the guarantee on materials and workmanship will be promptly and cheerfully made good.

This is the most liberal service policy ever offered in connection with a low-priced automobile. Moreover, it is the *only* policy embodying these features that has the wholehearted support of 10,000 dealers in America alone.

As a result of its many unusual provisions, the buyer of a Chevrolet Six obtains more than a fine motor car at low cost—he enjoys the permanent protection of a dependable transportation service on a nationwide scale.

Obviously, so liberal a policy could be justified only by a car of modern design, fine materials and outstanding dependability. And because it saves money for the Chevrolet owner, it confirms the ever-growing idea that it's wise to choose a Six—not only for smooth performance, genuine comfort and distinctive beauty, but also for truly economical transportation!

CHEVROLET MOTOR COMPANY, DETROIT, MICHIGAN
Division of General Motors Corporation

CHEVROLET SIX

Sport Roadster...$555	Club Sedan.....$665	ROADSTER or PHAETON	Sedan Delivery...$595	1½ Ton Chassis..$520
Coach.....$565	Sedan.....$675	$495	Light Delivery Chassis.....$365	With Cab.....$625
Coupe.....$565	Special Sedan.....$725		Roadster Deliv'y..$440	*Prices f. o. b. factory Flint, Mich., special equipment extra*
Sport Coupe.....$655	*(Wire wheels standard on Special Sedan)*		*(Pick-up box extra)*	

Duco Color Specifications

Universal Models

Color Combination No. 26
(Phaeton)

Hood	Saxon Gray	Dupont No. 2445599
Hood Moulding	Bloss Vale Green	Dupont No. 2446042
Hood Stripe	Talina Brown	Dupont No. 2101586
Disc Wheel	Saxon Gray	Dupont No. 2445599
Disc Wheel Stripe	Bloss Vale Green	Dupont No. 2106042
Body	Saxon Gray	Dupont No. 2445599
Body Belt	Bloss Vale Green	Dupont No. 2446042
Body Stripe	Talina Brown	Dupont No. 2101586
Sill Moulding	Bloss Vale Green	Dupont No. 2446042
Sill Moulding Stripe	Talina Brown	Dupont No. 2101586
Instrument Panel	Bloss Vale Green	Dupont No. 2446042
Windshield Frame	Saxon Gray	Dupont No. 2445599
Windshield Side Arm	Bloss Vale Green	Dupont No. 2446042
Windshield Bracket	Bloss Vale Green	Dupont No. 2446042
Windshield Panel	Bloss Vale Green	Dupont No. 2446042
Windshield Panel Depression	Saxon Gray	Dupont No. 2445599

Color Combination No. 27
(Roadster)

Hood	Staunton Blue	Dupont No. 2446065
Hood Moulding	Black	Dupont No. 2442504
Hood Stripe	Tusk Ivory	Dupont No. 2101301
Disc Wheel	Black	Dupont No. 2442504
Disc Wheel Stripe	Tusk Ivory	Dupont No. 2101301
Body	Staunton Blue	Dupont No. 2446065
Body Belt	Black	Dupont No. 2442504
Body Stripe	Tusk Ivory	Dupont No. 2101301
Sill Moulding	Black	Dupont No. 2106153
Instrument Panel	Black	Dupont No. 2442504
Windshield Frame	Staunton Blue	Dupont No. 2446065
Windshield Side Arm	Black	Dupont No. 2442504
Windshield Bracket	Black	Dupont No. 2442504
Windshield Panel	Black	Dupont No. 2442504
Windshield Panel Depression	Staunton Blue	Dupont No. 2446065

Color Combination No. 28
(Sport Roadster)

Hood	Black	Dupont No. 2442504
Hood Moulding	Ayres Gray	Dupont No. 2446365
Hood Stripe	Shalimar Orange	Dupont No. 2101376
Wire Wheel	Shalimar Orange (Japan)	Dupont No. 186
Body	Black	Dupont No. 2442504
Body Belt	Ayres Gray	Dupont No. 2446365
Body Stripe	Shalimar Orange	Dupont No. 2101376
Sill Moulding	Ayres Gray	Dupont No. 2106365
Instrument Panel	Black	Dupont No. 2442504
Windshield Frame	Ayres Gray	Dupont No. 2446365
Windshield Side Arm	Black	Dupont No. 2442504
Windshield Bracket	Black	Dupont No. 2442504
Windshield Panel	Black	Dupont No. 2442504
Windshield Panel Depression	Ayres Gray	Dupont No. 2446365

Color Combination No. 29
(Coupe)

Hood	Scarabe Green	Dupont No. 2445769
Hood Mouldings	Arizona Gray	Dupont No. 2106101
Hood Stripe	Tusk Ivory	V. E. P. No. 2342
Disc Wheels	Scarabe Green	Dupont No. 2445769
Disc Wheels Stripe	Tusk Ivory	V. E. P. No. 2342
Roof and Upper Black Panels	Black	Dupont No. 2443312
Body—Upper	Scarabe Green	Dupont No. 2445679
Body Belt	Arizona Gray	Dupont No. 2446101
Body Belt Stripe	Tusk Ivory	V. E. P. No. 2342
Body—Lower	Scarabe Green	Dupont No. 2445679
Sill Moulding	Scarabe Green	Dupont No. 2445679
Window Offsets—Rear	Black	Dupont No. 2443312
Window Offsets—Side	Scarabe Green	Dupont No. 2445679
Window Garnish Mouldings	Drab Gray	Dupont No. 2446552
Sunshade Panel	Black	Dupont No. 2443312
Windshield Header Panel	Black	Dupont No. 2443312
Windshield Frame	Scarabe Green	Dupont No. 2445769
Windshield Weatherstrip Windshield Retainer	Arizona Gray	Dupont No. 2446101
Instrument Panel	Scarabe Green	Dupont No. 2445169
Instrument Panel Depression	Black	Dupont No. 2443312

Color Combination No. 30
(Coach)

Hood	Classic Blue	Dupont No. 2445673
Hood Moulding	Classic Blue	Dupont No. 2445673
Hood Stripe	Tusk Ivory	V. E. P. No. 2343
Disc Wheels	Classic Blue	Dupont No. 2445673
Disc Wheel Stripe	Tusk Ivory	V. E. P. No. 2342
Roof and Upper Back Panels	Black	Dupont No. 2443312
Body Upper	Classic Blue	Dupont No. 2445673
Body Upper Stripe	Tusk Ivory	V. E. P. No. 2342
Body Belt	Classic Blue	Dupont No. 2443312
Body Belt Stripe	Tusk Ivory	V. E. P. No. 2342
Body—Lower	Classic Blue	Dupont No. 2445673
Sill Moulding	Classic Blue	Dupont No. 2445673
Window Offsets—Rear	Classic Blue	Dupont No. 2445673
Window Offsets—Side	Classic Blue	Dupont No. 2445673
Window Garnish Mouldings	Dray Gray	Dupont No. 2446552
Sunshade Panel	Black	Dupont No. 2443312
Windshield Header Panel	Black	Dupont No. 2443312
Windshield Frame	Classic Blue	Dupont No. 2445673
Windshield Weatherstrip Windshield Retainer	Classic Blue	Dupont No. 2445673
Instrument Panel	Classic Blue	Dupont No. 2445673
Instrument Panel Depression	Classic Blue	Dupont No. 2445673

Color Combination No. 34
(Sedan Delivery)

Hood	Coolie Blue	Dupont No. 2445253
Hood Moulding	Budda Blue	Dupont No. 2104752
Hood Stripe	Tusk Ivory	V. E. P. No. 2342
Disc Wheel	Coolie Blue	Dupont No. 2445253
Disc Wheel Stripe	Tusk Ivory	V. E. P. No. 2342
Roof and Upper Back Panels	Coolie Blue	Dupont No. 2445253
Body—Upper	Coolie Blue	Dupont No. 2445253
Body Belt	Budda Blue	Dupont No. 2444752
Body Belt Stripe	Tusk Ivory	V. E. P. No. 2342
Body—Lower	Coolie Blue	Dupont No. 2445253
Window Offsets—Rear	Coolie Blue	Dupont No. 2445253
Window Offsets—Door	Coolie Blue	Dupont No. 2445253
Window Garnish Mouldings	Black	Dupont No. 2443312
Sunshade Panel	Black Leather Covered	
Windshield Header Panel	Coolie Blue	Dupont No. 2445253
Windshield Frame	Coolie Blue	Dupont No. 2445253
Windshield Weatherstrip Windshield Retainer	Coolie Blue	Dupont No. 2445253
Instrument Panel	Coolie Blue	Dupont No. 2445253
Instrument Panel Depression	Coolie Blue	Dupont No. 2445253

Color Combination No. 35
(Sedan)

Hood	Boulevard Maroon	Dupont No. 2444181
Hood Moulding	Black	Dupont No. 2886153
Hood Stripe	Aurora Red	V. E. P. No. 5108
Disc Wheel	Boulevard Maroon	Dupont No. 2444181
Disc Wheel Stripe	Aurora Red	V. E. P. No. 5018
Roof and Upper Back Panels	Black	Dupont No. 2443312
Body—Upper	Black	Dupont No. 2443312
Body—Upper Moulding	Boulevard Maroon	Dupont No. 2884181
Body Belt	Black	Dupont No. 2443312
Body Belt Stripe	Aurora Red	V. E. P. No. 5018
Body—Lower	Boulevard Maroon	Dupont No. 2444181
Sill Moulding	Boulevard Maroon	Dupont No. 2444181
Window Offsets—Rear	Black	Dupont No. 2886153
Window Offsets—Side	Black	Dupont No. 2886153
Window Garnish Mouldings	Grained Mahogany	
Belt Finishing Panels	Grained Mahogany	
Sunshade Panel	Black	Dupont No. 2443312
Windshield Header Panel	Black	Dupont No. 2443312
Windshield Frame	Black	Dupont No. 2443312
Windshield Weatherstrip Windshield Retainer	Black	Dupont No. 2443312
Instrument Panel	Boulevard Maroon	Dupont No. 2444181
Instrument Panel Depression	Black	Dupont No. 2443312
Robe Rail Rod	Veldt Gray	Dupont No. 2445556

Color Combination No. 36
(Club Sedan)

Hood	Lama Gray	Dupont No. 2445512
Hood Moulding	Lama Gray	Dupont No. 2445512
Hood Stripe	Eos Red	V. E. P. No. 5092
Disc Wheel	Lama Gray	Dupont No. 2445512
Disc Wheel Stripe	Eos Red	V. E. P. No. 5092
Roof and Upper Back Panels	Black Leather	
Roof Side Cover Panel	Black	Dupont No. 2443312
Body—Upper	Black	Dupont No. 2443312
Body—Upper Moulding	Lama Gray	Dupont No. 2885512
Body Belt	Lama Gray	Dupont No. 2445512
Body Belt Stripe	Eos Red	V. E. P. No. 5092
Body Lower	Lama Gray	Dupont No. 2445512
Sill Moulding	Lama Gray	Dupont No. 2445512
Window Offsets—Side	Lama Gray	Dupont No. 2445512
Window Garnish Mouldings	Drab Gray	Dupont No. 2446552
Sunshade Panel	Black	Dupont No. 2443312
Windshield Header Panel	Black	Dupont No. 2443312
Windshield Frame	Lama Gray	Dupont No. 2445512
Windshield Weatherstrip Windshield Retainer	Lama Gray	Dupont No. 2445512
Instrument Panel	Lama Gray	Dupont No. 2445512
Instrument Panel Depression	Black	Dupont No. 2443312
Robe Rail Rod	Drab Gray	Dupont No. 2446552

Fisher Body Service Bulletin

VOLUME 2 — NUMBER 16

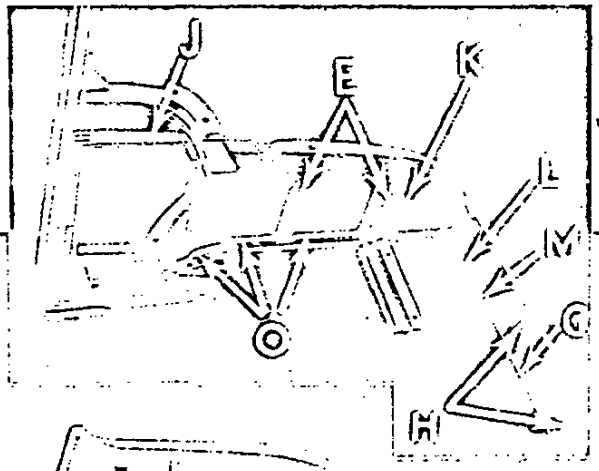
The Construction and Service of Coupe Body Sills

The previous fifteen bulletins of *Vol. 2* have included a complete description of the wood structure, the metal panels, the upholstery, the hardware, and the service requirements of sedan type Fisher bodies. In the forthcoming series, the construction and service requirements of the standard coupe bodies, including both business and sport types, will be similarly presented.

The present bulletin deals with that portion of the coupe body sills that extends back of the lock pillar including the upright members of the body proper, which are attached to it. The construction of the front half and its adjoining members corresponds to the sedan type, already explained fully in *Bulletin No. 1, Vol. 2.*

ILLUSTRATION NO. 131

Cut-out showing differences of construction of main body sills in sport coupe



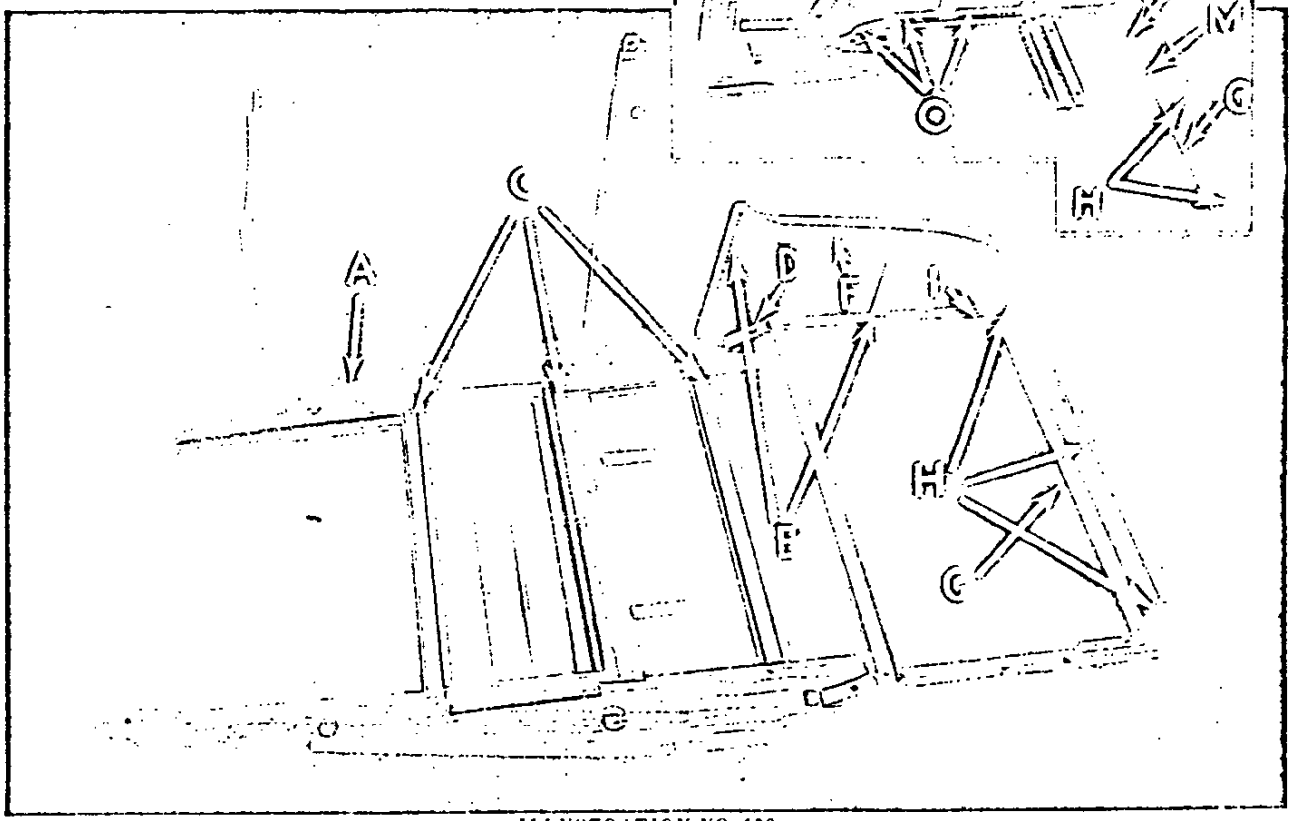


ILLUSTRATION NO. 130

Shown above is construction of main body sill and attached wood members of business coupe (only right side shown)

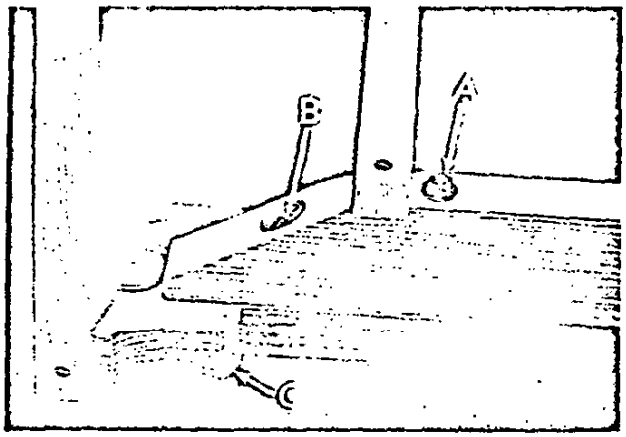


ILLUSTRATION NO. 132
Close-up of lap joint at kick-up section of main side sill assembly

THE BODY SILL

BUSINESS COUPE—As in the sedan types, the main section of the side sill is milled in one piece (*see A in Ill. No. 130*). However, there are two sections of the complete side sill. The additional piece that is screwed, bolted, and glued to the main section forms a kick-up assembly which allows clearance for the rear axle.

There are three cross sills joined to the side sills at points where reinforcement is desirable (*see C in Ill. No. 130*). Also a rear cross sill (*see G in Ill. No. 130*) which has three strainers that extend to the deck lower bar (*see H in Ill. No. 130*). The deck side rail (*see F in Ill. No. 130*) has two wood strainers at point *E in Ill. No. 130.*

SPORT COUPE—While the general construction of the sport coupe corresponds to that of the business coupe, the cut-out (*Ill. No. 131*) shows the following differences in construction, namely: the side compartment frame (*see J in Ill. No. 131*); the positions of the two strainers that extend from the main side sill to the deck side rail (*see E in Ill. No. 131*); and the hinge bracket, to which the hinge of the rumble seat back is attached, this being bolted to the main side sill and deck side rail (*see K in Ill. No. 131*).

A wood cross member assembly in two pieces (*see L in Ill. No. 131*) is attached to the main side sills and is specially milled to act as a stop for the deck lid when it is raised into position as a rumble seat back. To this member and the rear cross sill is nailed a metal pan (*see M in Ill. No. 131*) which provides drainage through grooved openings in the rear cross sill.

There are two strainers which extend from the rear cross sill to the deck lower bar (*see B in Ill. No. 135*).

Trim sticks, to which are attached the fibre board foundation of the deck compartment trim, are nailed to the top of the kick-up section of the sill at *O in Ill. No. 131.*

JOINTS

In both the business and sport coupes the joints of the body sills and of the several wood members attached to them are scientifically designed to add supplementary strength to the whole body assembly. All joints are glued and screwed or bolted together in set-up body jigs (*see Bulletin No. 1, Vol. 1, Ill. No. 4*). They are further reinforced by specially designed metal braces which bind the framework together securely at vital points of strain or shock.

The main side sill assembly is constructed of two pieces, instead of three as in the sedan, and is joined by a full lap joint (*see D in Ill. No. 130 or close-up of Ill. No. 132*). They are glued together and further secured at *A* and *B* by heavy bolts. This illustration also shows at *C* how the main side sill is milled to receive the wheel housing.

The construction of this joint as well as the next described are identical in both business and sport coupes.

A close-up (*Ill. No. 133*) shows the combination of lap

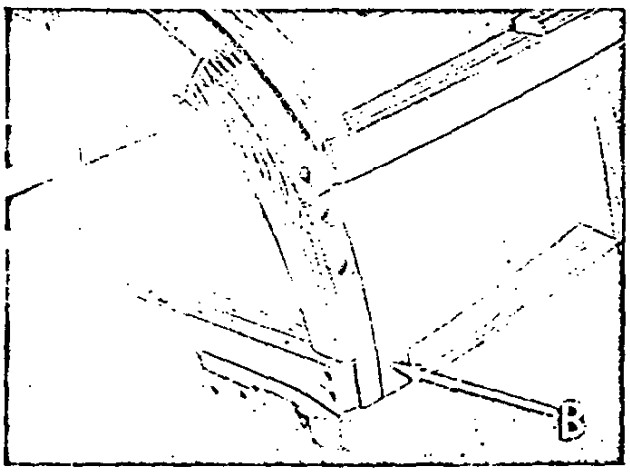


ILLUSTRATION NO. 133
Close-up of lap joints of rear and side sills and deck rail

joints which secures the main side sill to the rear cross sill and deck side rail. These joints are glued together and further secured by screws at both sides and bottom of the combined joint. This makes an exceptionally strong joint in the wood frame at a point that is subjected to unusual strains. The filler block to the right of the deck side rail on the business coupe body not only acts as a strainer but also serves as a foundation to which the deck lower panel is nailed (*see B in Ill. No. 133*).

The lower portion of this deck side rail is glued, bolted, and metal-braced to the rear and main side sills in a lap joint and united in a dovetail joint with its upper half at the point of greatest curve. This rail is milled in two pieces to secure the full strength of straight grained wood throughout the entire length of this member. This construction is identical in both coupe types. A view of this joint is shown in *Ill. No. 133*.

The cross sills are attached to the main side sills by mortise and tenon joints and are glued and further secured with wood screws.

In the sport coupe the lock pillar of the right side compartment frame is glued and screwed to the main side sill (*A in Ill. No. 136*), *as illustrated on page 4*, the hinge pillar of the side compartment frame forming an integral part with the body lock pillar assembly (*see C in Ill. No. 136*).

A filler block which forms the bottom for the doorway frame of the side compartment is screwed and glued to the main side sill (*see B in Ill. No. 136*).

BRACES

The coupe body pillar-to-sill braces are similar to those of the sedan type already described in *Bulletin No. 1, Vol. 2*. Other braces that are attached to the coupe body sill are the deck side rail to main side sill braces in the business coupe (*see I in Ill. No. 130*) and the deck side rail to rear cross sill braces in the sport coupe (*see A in Ill. No. 135*). The business coupe has additional support at the inside of the deck side rail in the wood filler block which is screwed to the rail (*see B in Ill. No. 133*).

The hinge bracket, on which the hinge of the rumble seat deck lid swings, also acts as a metal brace, being bolted to the main side sill and the deck side rail.

A metal plate is screwed to the lock pillar and the bottom board of the deck side compartment frame and acts both as a brace for these two members and as a stop for the door itself (*see Ill No. 131*).

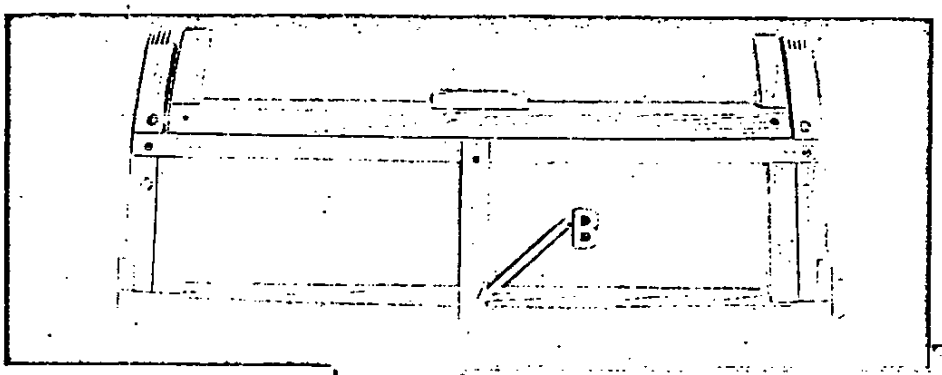


ILLUSTRATION NO. 134
Above—shows view of business coupe rear sill and attached members

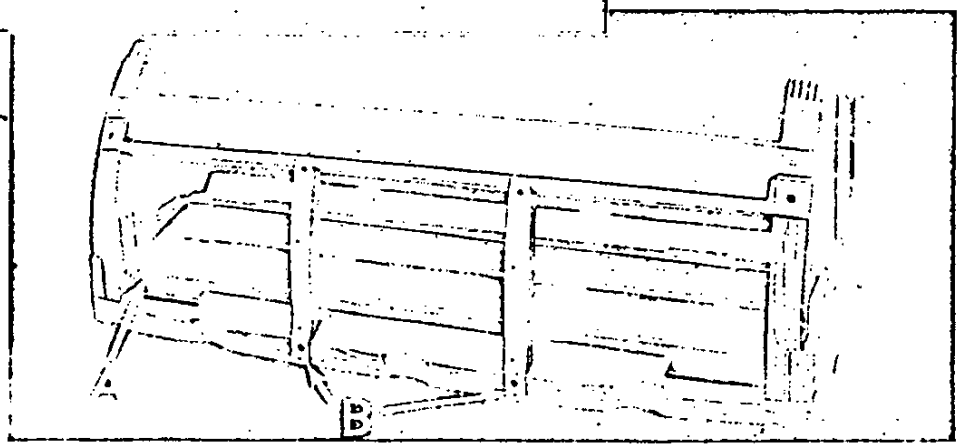


ILLUSTRATION NO. 135
At the right—shows view of sport coupe rear sill and attached members

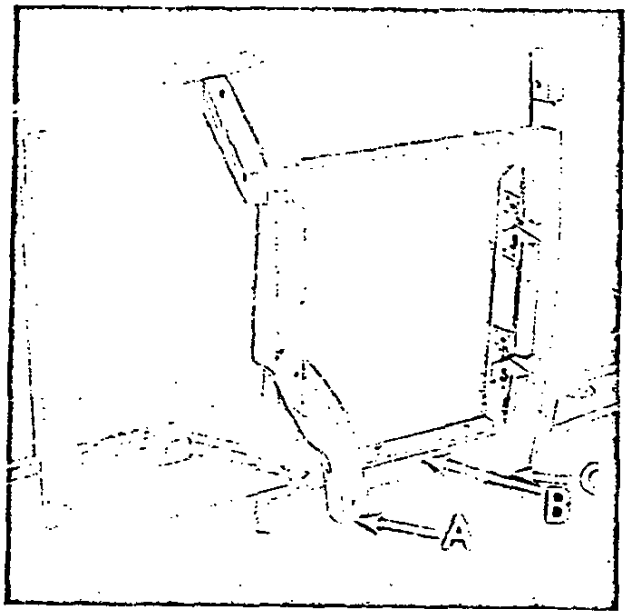


ILLUSTRATION No. 136
Section of side sill showing attachment of side compartment frame

SERVICE REQUIREMENTS

In repair work be careful not to damage the electric lighting wires which are grooved into the sills and covered with metal strips.

Swelling of Floor Boards

Remove the floor board and plane off enough of the wood at the side of the board to allow clearance for friction tape. Apply tape on the edges of the floor board and restore the board to its original position.

Loose Pillar to Sill Brace

Unscrew the brace and apply friction tape between it and the wood parts, then reinstall the brace, using larger size screws if necessary.

Loose Joint at Rear Cross and Main Side Sills

Remove metal brace and insert a wood wedge, which has been covered with F.S. No. 601 friction paste, at the inside of deck side rail, driving the wedge outward until the joint is tight, then reinstall the brace, applying friction tape between the metal and wood. If necessary, use larger screws to fasten brace securely. In the sport coupe this brace is further reinforced by a bolt which extends through the deck side rail.

Questions and Answers

Question—What should be used to thin R. & M. Roof Joint Compound?

Answer—Boiled linseed oil should be used to thin R. & M. Roof Joint Compound.

Question—Why do you recommend the use of turpentine on a file when metal-finishing solder or aluminum?

Answer—In metal finishing, turpentine is recommended for use on the blade of the file because it prevents the teeth from clogging with metal filings and consequently scratching the metal. Also, turpentine applied lightly on the metal panel saves considerable time in this operation.

Question—What is the best way to stop a noise at the front end of the two-piece drip moulding?

Answer—A noise at this point indicates that the moulding is loose and rubbing on the metal panels. To eliminate this trouble, drill one or more holes in the moulding, countersink, and insert nails or screws. Plug the holes with aluminum or solder wire, refinish, and touch up.

Question—How can a service station regrain the metal garnish moulding?

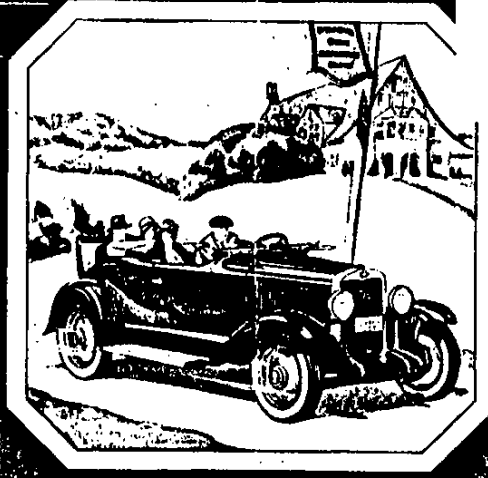
Answer—It is not possible to satisfactorily regrain this moulding. This work is done only by manufacturers having special dies, rolls, and equipment. It is always necessary to replace a damaged garnish moulding of this type.

Question—What would cause the cowl metal next to the sill to crack at the front?

Answer—A common reason is that the shim at the front body tie-down bolt extends out too far, permitting the cowl metal to ride on the shim. This pinches the metal and causes the panel to crack—(*for details see Vol. 1, Bulletin No. 1*). If investigation shows this shim to be free of the panel, the remaining cause is that the front body tie-down bolt has been pulled down so tightly as to create a severe strain at this point. Increase the thickness of the shim at this point and adjust the bolt as explained in *Vol. 2, Bulletin No. 5.*

G.M.
CHEVROLET

1930
#2



CHEVROLET

The Greatest

CHEVROLET

in Chevrolet History

A SIX IN THE PRICE RANGE OF THE FOUR

The Greatest CHEVROLET

in Chevrolet History

Again, Chevrolet has used the savings from its great volume production to build a smoother, faster, better Six—at prices within the reach of all.

Retaining all those basic qualities which have brought to the Chevrolet Six such great success—this new car offers, in addition, every worthwhile advancement that a year of engineering research has developed.

Some of the advancements in design and construction are illustrated and described on the following pages. Consider them carefully—then go for a ride, and learn what they mean in terms of finer performance!

Smoother — Faster — Better

CHEVROLET

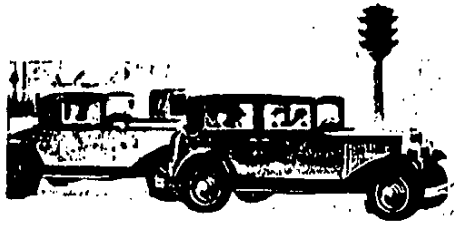
Improved Features of the New Chevrolet Six

There are many improvements in the new Chevrolet Six—making it, by every standard of comparison, the Greatest Chevrolet in Chevrolet History.

Many of these improvements cannot be seen when you inspect the car on the showroom floor—but once you take the wheel and drive, you sense their presence immediately.

You will find faster acceleration, greater safety, greater comfort, finer handling ease—in short, greater value in every respect than was ever before available in a Chevrolet car.

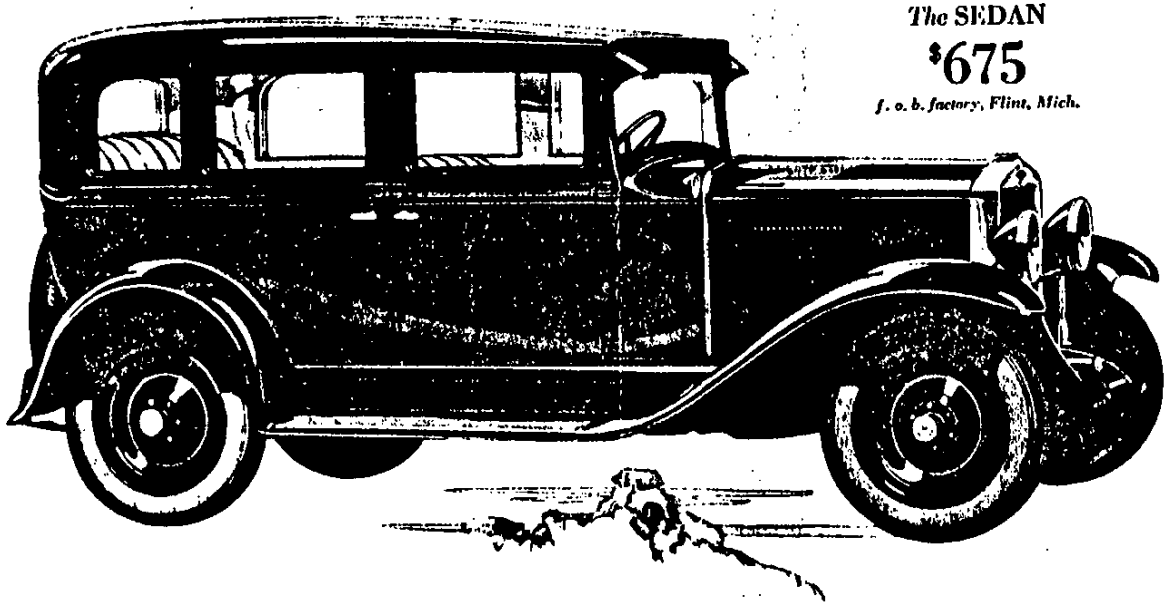
First in importance is the 50-horsepower six-cylinder valve-in-head engine.



The SEDAN

$675

f. o. b. factory, Flint, Mich.



THE SEDAN—The new Fisher Body Sedan with its four large doors and its roomy, richly-upholstered interior, ideally meets every requirement for a family car. The rear seat is equipped with arm rests—and the front seat is adjustable. Equipment is especially complete—giving to the interior an air of custom smartness.

IMPROVED FEATURES OF THE NEW CHEVROLET SIX

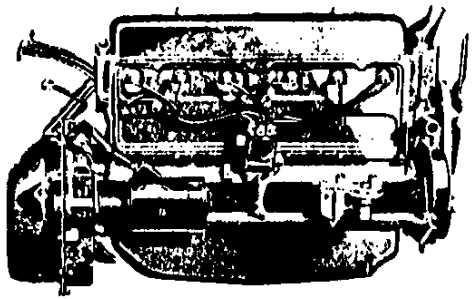
(Continued from page 2)

Tremendous advancement has been made in the past few years in engine design. And the Chevrolet motor brings you every advantage of this engineering progress.

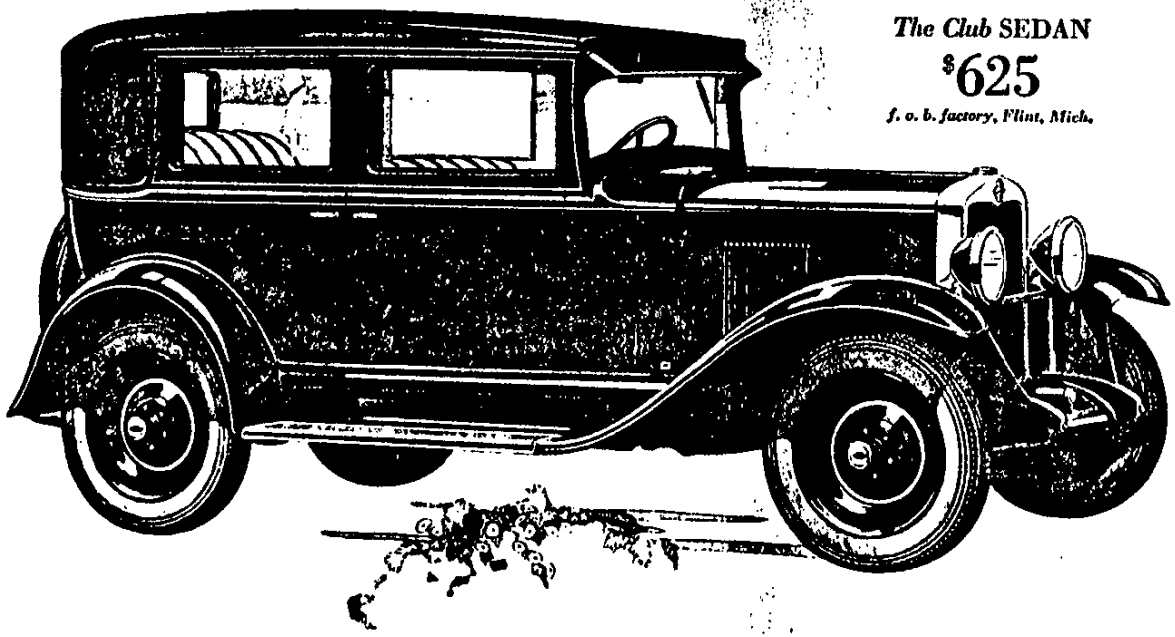
It is the product of many years of designing and testing—in the most thoroughly-equipped engineering laboratories and on the great General Motors Proving Ground.

It incorporates many advanced features which contribute to every phase of performance, economy and dependability.

A special high compression combustion chamber gives faster acceleration, higher speed and more power. Automatic lubrication of the valve mechanism results in extremely quiet operation. A big 48-pound crankshaft, both statically and dynamically balanced, contributes to smoother operation. Thoroughly lubricated bearings add to dependability and endurance. An improved hot-spot manifold and larger carburetor venturi give improved performance with even greater economy of fuel. And new bronze bushed pistons—two pounds lighter per set—result in greater smoothness, faster acceleration and longer life.



The Chevrolet 6-Cylinder 50-Horsepower Valve-in-Head Engine



The Club SEDAN

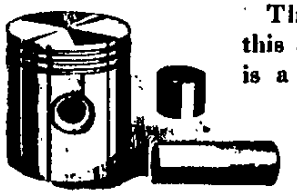
$625

f. o. b. factory, Flint, Mich.

THE CLUB SEDAN—Close-coupled, yet with ample room for five passengers, this exceptionally attractive model is at home in any company—a car for those who demand the utmost in comfort and appearance. The body is built by Fisher—and reveals all the Fisher superiorities in design, appointments and craftsmanship.

IMPROVED FEATURES OF THE NEW CHEVROLET SIX

(Continued from page 4)



Light Weight Bronze Bushed Pistons

The net result of this advanced design is a type of engine performance new and unique in a low-priced car. The power flows with delightful smoothness at every speed—no vibration, no body rumble, no noise fatigue.

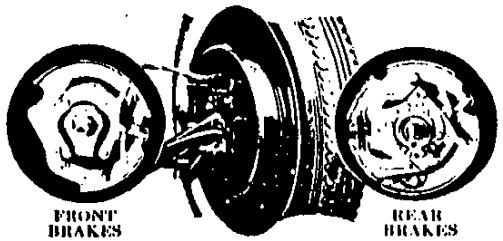
Acceleration is remarkably fast. There is a great reserve of power that carries you over the steepest hills.

And you can drive in perfect comfort at high speeds for any length of time.

SAFETY

In safety, as well as in motor performance the new Chevrolet Six is exceptional.

The braking system has been entirely re-designed, with fully-enclosed, internal-expanding *water-proof* brakes both front and rear. The brake lining is of a new type and is particularly resistant to heat—which means that it is long-lived, as well as extremely efficient. An equalizing system balances the pressure at the wheels. A special upper shoe design insures uniform distribution of wear on the lining, and, in

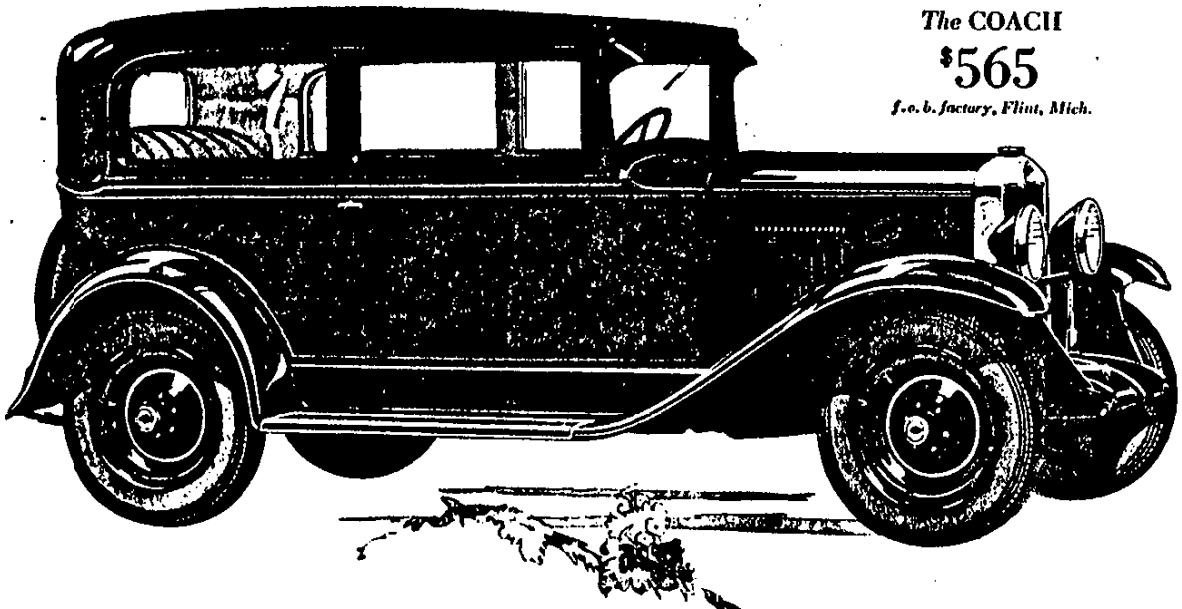


Chevrolet Fully-Enclosed 4-Wheel Brakes

The COACH

$565

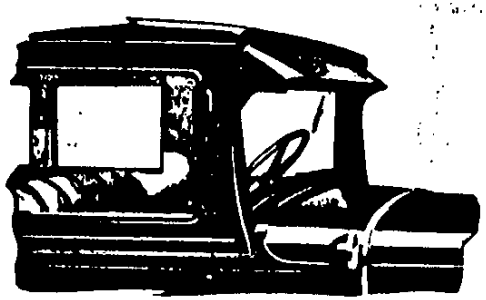
f. o. b. factory, Flint, Mich.



THE COACH—This popular model, with its full-sized Body by Fisher, seats five people in perfect comfort. The right front seat folds forward to give easy access to the rear. The driver's seat is adjustable, forward and back, to provide a comfortable driving position for everyone. The doors are made exceptionally wide for safety and comfort.

IMPROVED FEATURES OF THE NEW CHEVROLET SIX

(Continued from page 6)



Chevrolet Fisher VV Non-Glare Windshield.

addition, prevents locking. And adjustment is extremely easy—through a simplified screw control.

Other features which you will appreciate are the two-beam head lamps and the new Fisher non-glare windshield. Each of these features is a great contribution to the safety and satisfaction of motoring. The two-beam head lamps are controlled by a foot-operated switch, permitting courtesy without the inconvenience of dimmed lights. And the new non-glare windshield makes night driving safer by reflecting downward, away from the driver's eyes, the light from the head lamps of automobiles approaching from the rear.

RIDING COMFORT

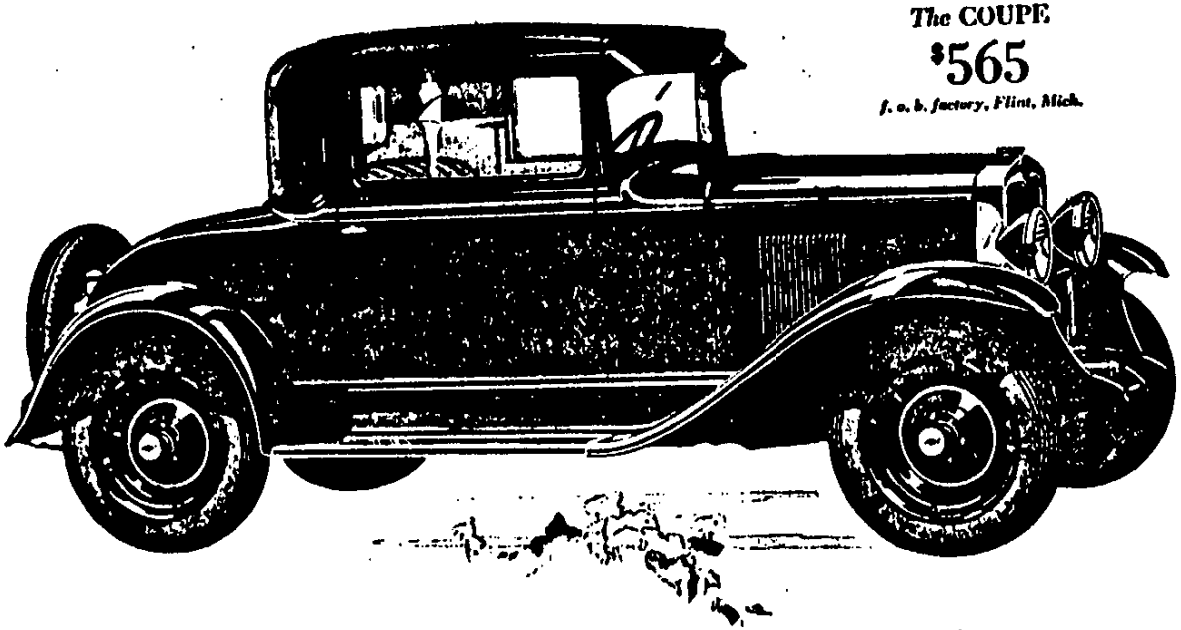
Delco-Lovejoy hydraulic shock absorbers —the most popular hydraulic shock ab-

Chevrolet's Two-Beam Head Lamps

The COUPE

$565

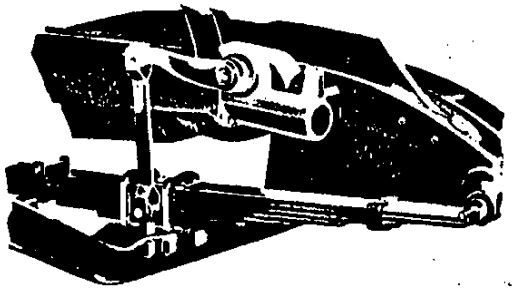
f. o. b. factory, Flint, Mich.



THE COUPE—The Coupe, with Body by Fisher, is the most distinctive two-passenger enclosed car that Chevrolet has ever offered. An unusually spacious seat with a large luggage compartment makes this model particularly suited for salesmen—as well as for those who desire individual transportation. The seat is adjustable to meet individual driving preferences.

IMPROVED FEATURES OF THE NEW CHEVROLET SIX

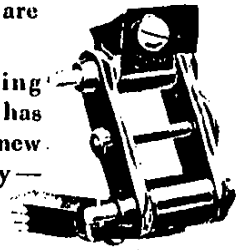
(Continued from page 8)



Delco-Lovejoy Hydraulic Shock Absorber

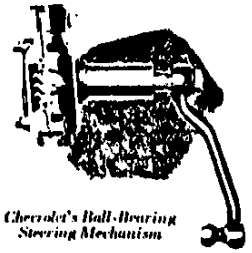
sorbers in the world—have been made standard equipment on all passenger models, both front and rear. They are positive and quiet in their action and result in an exceptionally smooth ride over all types of roads.

The four long semi-elliptic springs—designed for use with the new hydraulic shock absorbers—are equipped with new type spring shackles, which are self-adjusting.

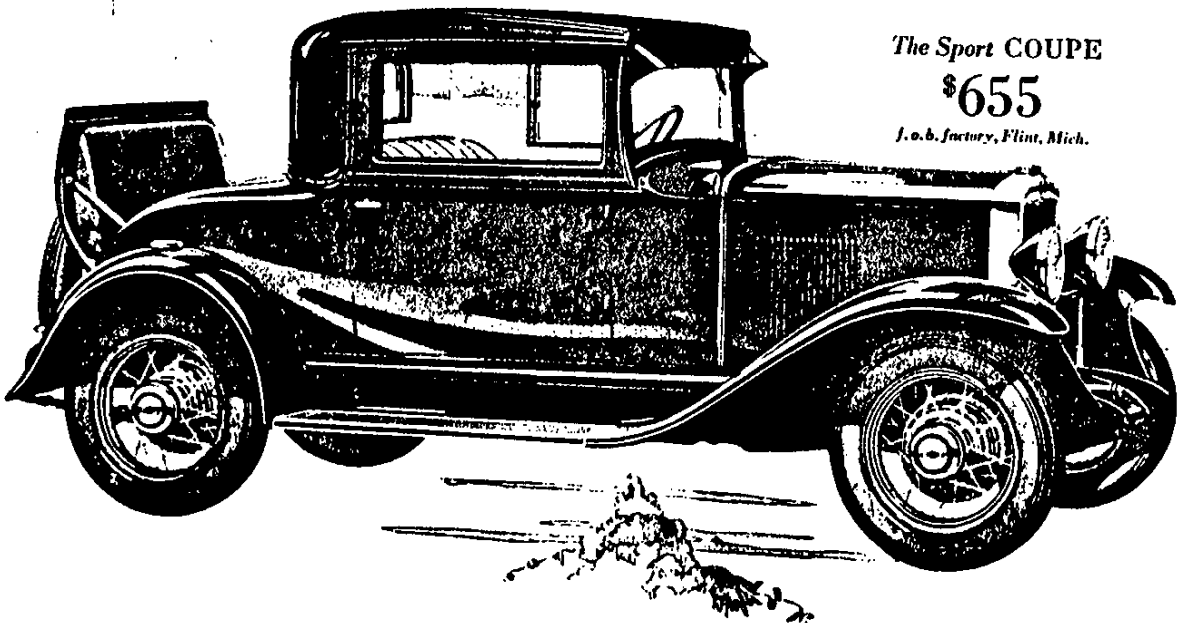


Chevrolet's Self-Adjusting Spring Shackles

The full ball-bearing steering mechanism has been improved by a new front axle assembly—which gives the front wheels finer balance and increases roadability. The steering wheel has been set lower—a feature which, combined with the new adjustable driver's seat, assures a restful driving position for every Chevrolet owner.



Chevrolet's Ball-Bearing Steering Mechanism



The Sport COUPE

$655

f. o. b. factory, Flint, Mich.

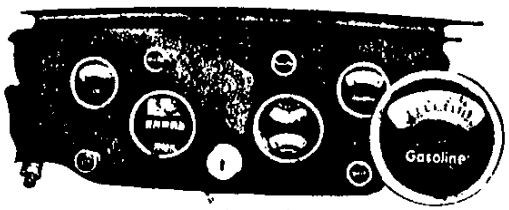
THE SPORT COUPE—Equipped with smart wire wheels, with large ornamental hub caps, the Chevrolet Sport Coupe is an unusually beautiful car. A spacious rumble seat makes it easily adaptable for four passengers—and the rear glass is adjustable to permit conversation with the occupants of the rumble seat.

IMPROVED FEATURES OF THE NEW CHEVROLET SIX

(*Continued from page 10*)

COMFORT AND CONVENIENCE

Equally outstanding are the beautiful Fisher bodies—equipped throughout with the comfort and convenience features found on cars much higher in price. The seats are unusually deep and wide. The upholstery materials are richer and more durable. The instrument panel carries a new and more convenient grouping of the control instruments—including a new dash gasoline gauge. And numerous refinements in closed models—such as robe rail, foot rests, arm rests, dome light, remote control door handles, smoking sets and generous door pockets—contribute to comfort, convenience and interior beauty.



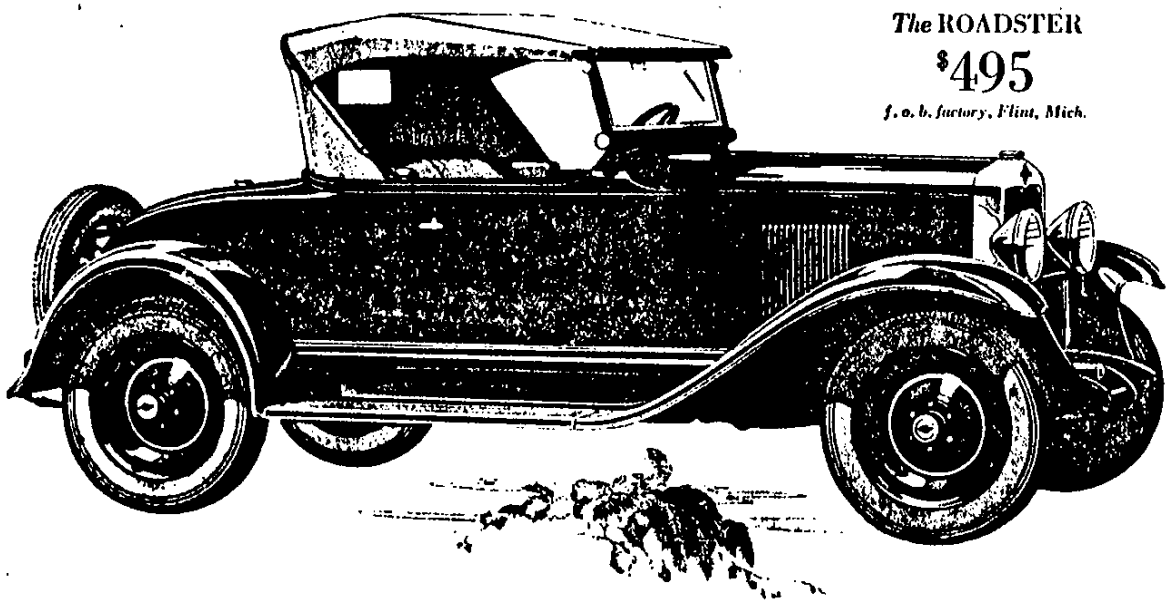
New Dash Gasoline Gauge

New, larger, full-balloon tires with smaller wheels give the entire car a fleeter, racier appearance—as well as finer comfort and greater roadability. Wire wheels, with large ornamental hubs and hub caps are standard equipment on the Sport Coupe and Sport Roadster.

The ROADSTER

$495

f. o. b. factory, Flint, Mich.

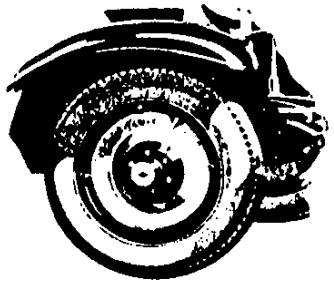


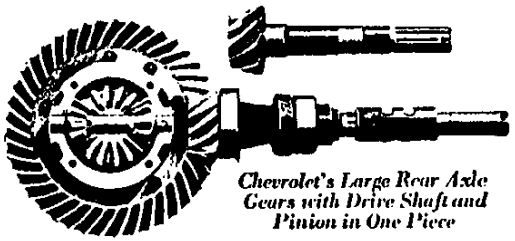
THE ROADSTER—The Chevrolet Roadster is one of the most attractive body creations in the Chevrolet line. It is ideally suited for those who seek the utmost economy—combined with outstanding comfort, convenience and performance. The top folds neatly back—and close-fitting curtains afford protection in any weather.

IMPROVED FEATURES OF THE NEW CHEVROLET SIX

(Continued from page 12)

In addition, the Greatest Chevrolet in Chevrolet History includes all those basic features for which Chevrolet cars have been noted in the past. Heavy banjo-type rear axle . . . 107-inch wheelbase . . . modern fuel system, with safety gasoline tank in the rear . . . heavy channel steel frame . . . honeycomb Harrison radiator—these and scores of additional features which have proved their value overmillions of miles of service, haveallbeen retained in the new Chevrolet.





Chevrolet's Large Rear Axle Gears with Drive Shaft and Pinion in One Piece

A RIDE WILL CONVINCE YOU

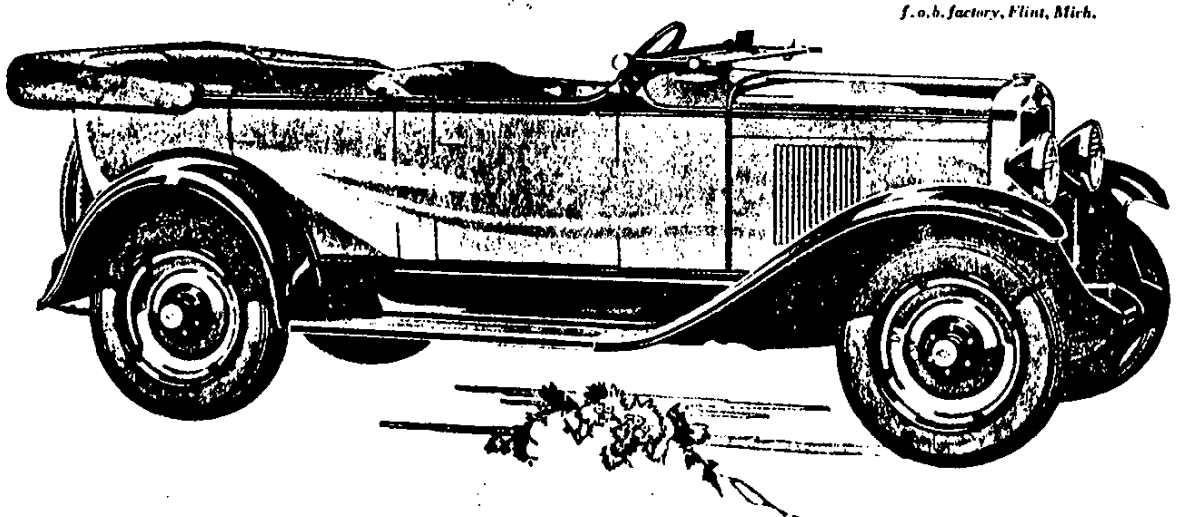
But no written description can give you any idea of the extra value and quality provided in this new car. To appreciate, in full measure, its fine performance and big-car comfort—you must take the wheel for a road demonstration.

The new Chevrolet is finer in every way —in beauty, in performance, in comfort, in safety and in dependability. Yet it still remains "a Six in the price range of the four."

The PHAETON

$495

f. o. b. factory, Flint, Mich.

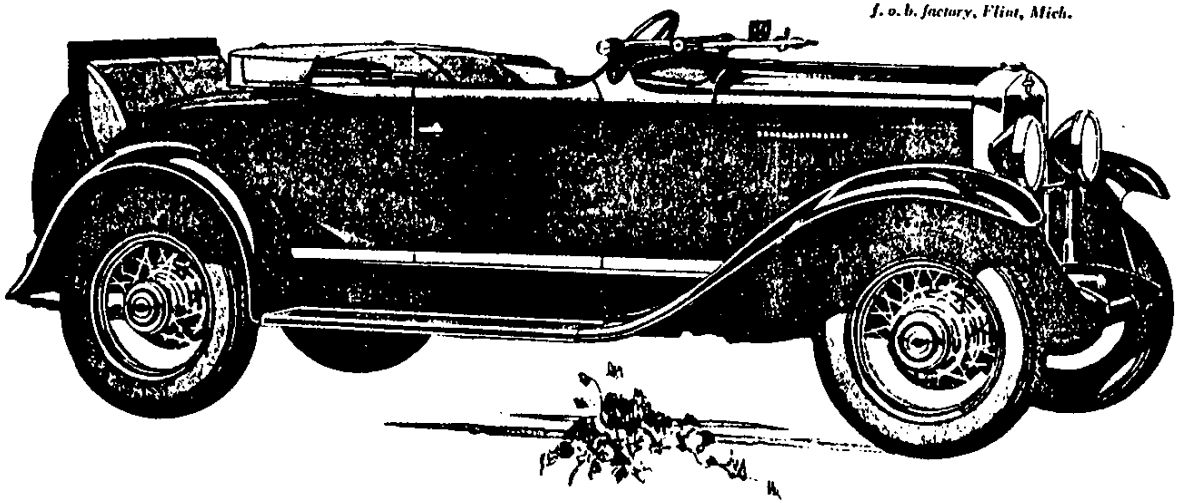


THE PHAETON—The Chevrolet Phaeton surpasses all Chevrolet's previous achievements in providing outstanding open car value. Stylish, roomy and convenient—it accommodates five passengers in comfort. The seats have been lowered, the seat backs tilted, and the cushion springs have been made deeper and more resilient. The top is easily raised and lowered.

The Sport ROADSTER

$555

f. o. b. factory, Flint, Mich.

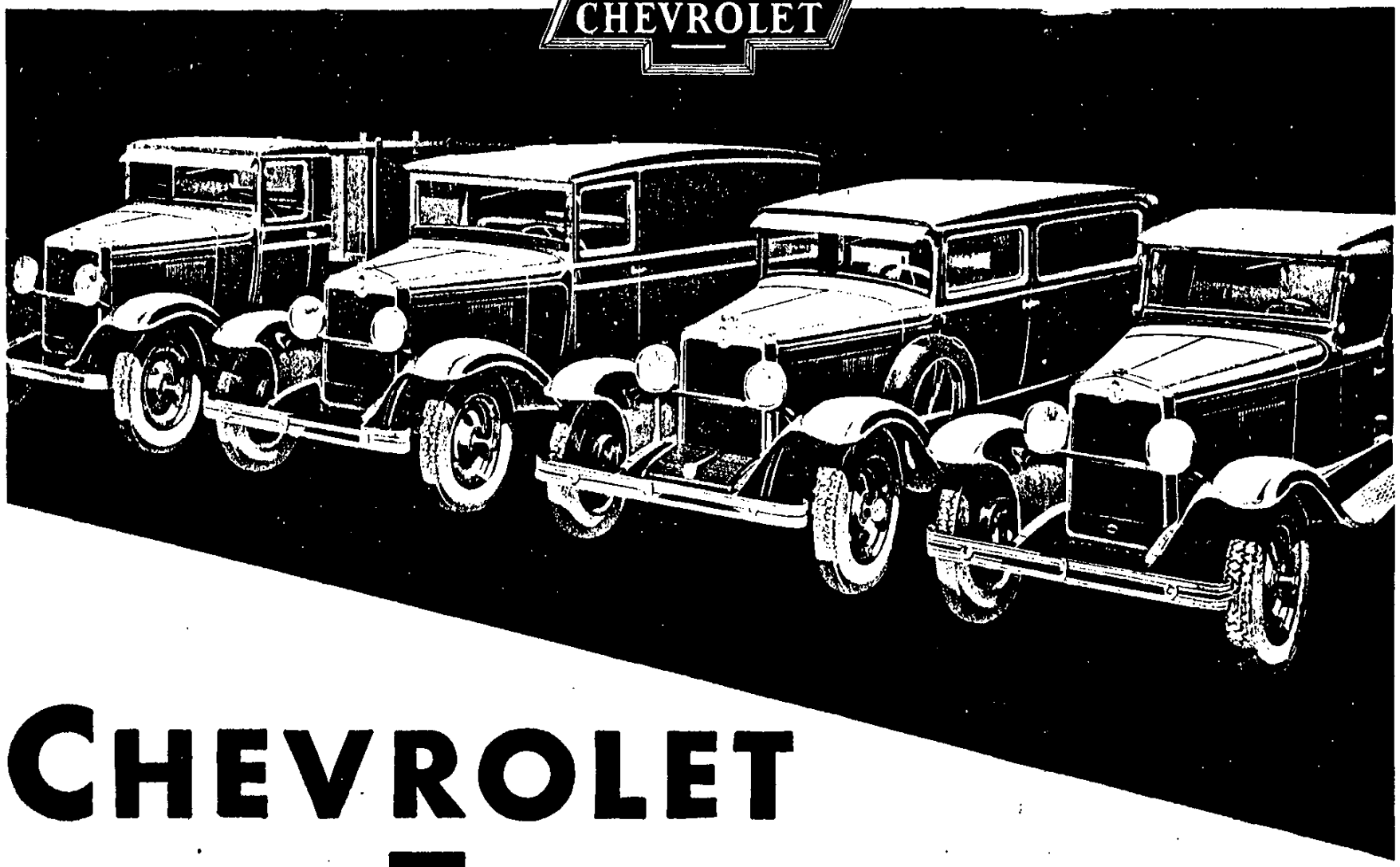


THE SPORT ROADSTER—This long, low, racy model, with its smart wire wheels of the large ornamental hub type, is one of the most beautiful cars to be seen on the highways. It can instantly be arranged to accommodate four passengers in perfect comfort—for the rumble seat is unusually deep and spacious. The top folds neatly back, and the top boot is standard equipment.

1930 — ORIGINAL

for Economical Transportation

CHEVROLET



CHEVROLET TRUCKS

The UTILITY 1½-TON TRUCK—The LIGHT DELIVERY—The SEDAN DELIVERY—The ROADSTER DELIVERY

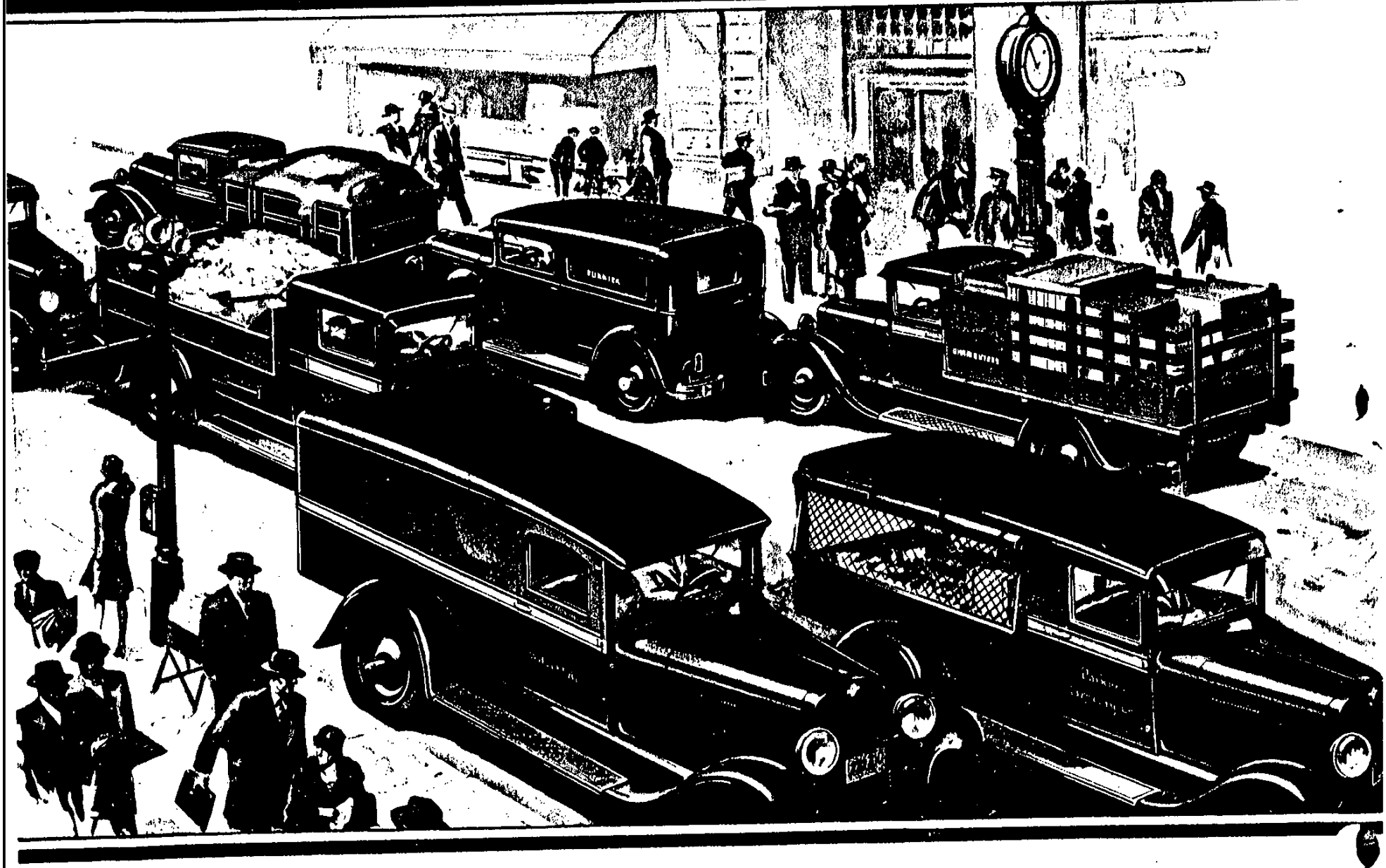
CHEVROLET

THE CHEVROLET

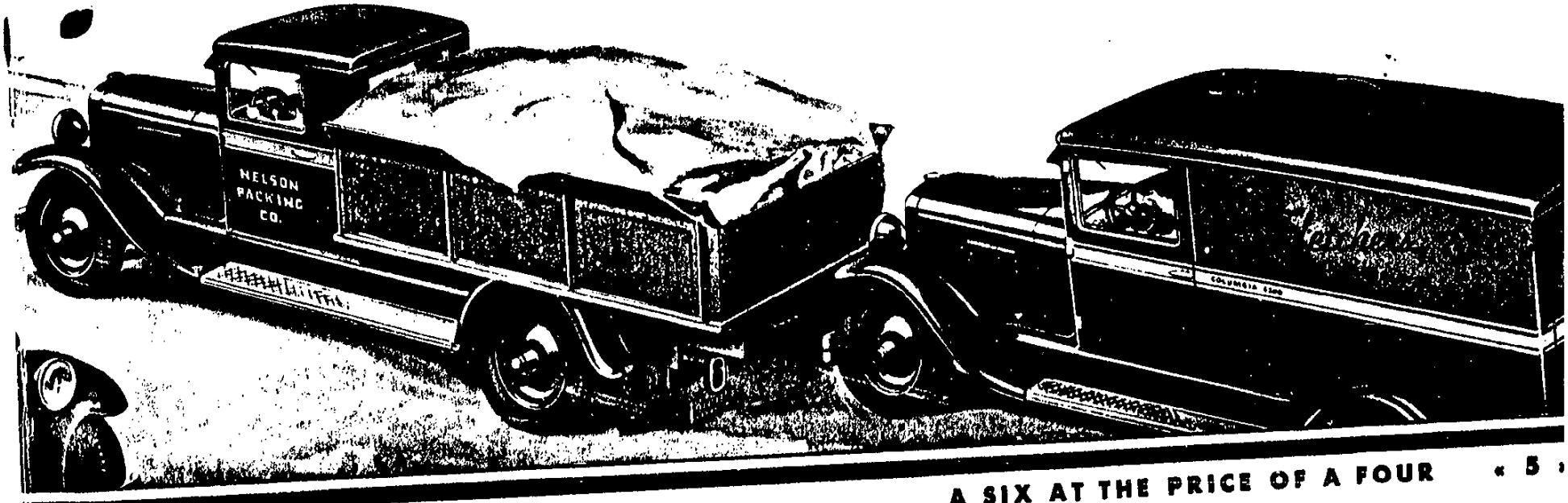
6-CYLINDER UTILITY TRUCK

1½ TONS CAPACITY

THE CHEVROLET UTILITY 1½-TON TRUCK



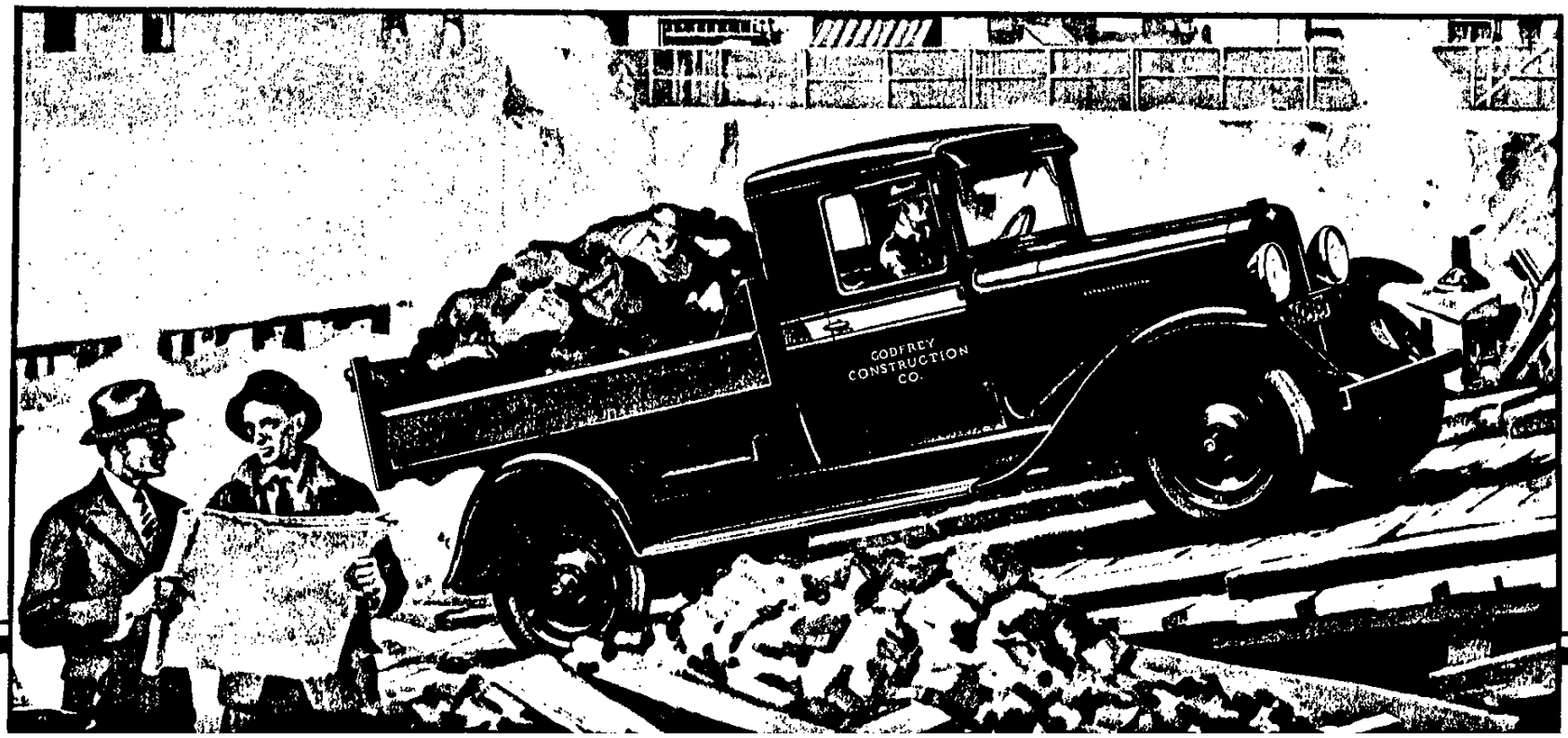
No matter what you pay, here are the things you should be sure to get in the truck you buy



PERFORMANCE—

Power to handle a capacity load

Speed to get your job done quickly



CHASSIS STRENGTH to carry a full load

THE Chevrolet six-cylinder 1½-Ton Truck has a wheel base of 131 inches. Its 15¾-foot channel steel frame supports the body 35 inches behind the rear axle. You can mount a body up to 108 inches behind the Chevrolet Cab and be assured that it is properly supported and balanced.

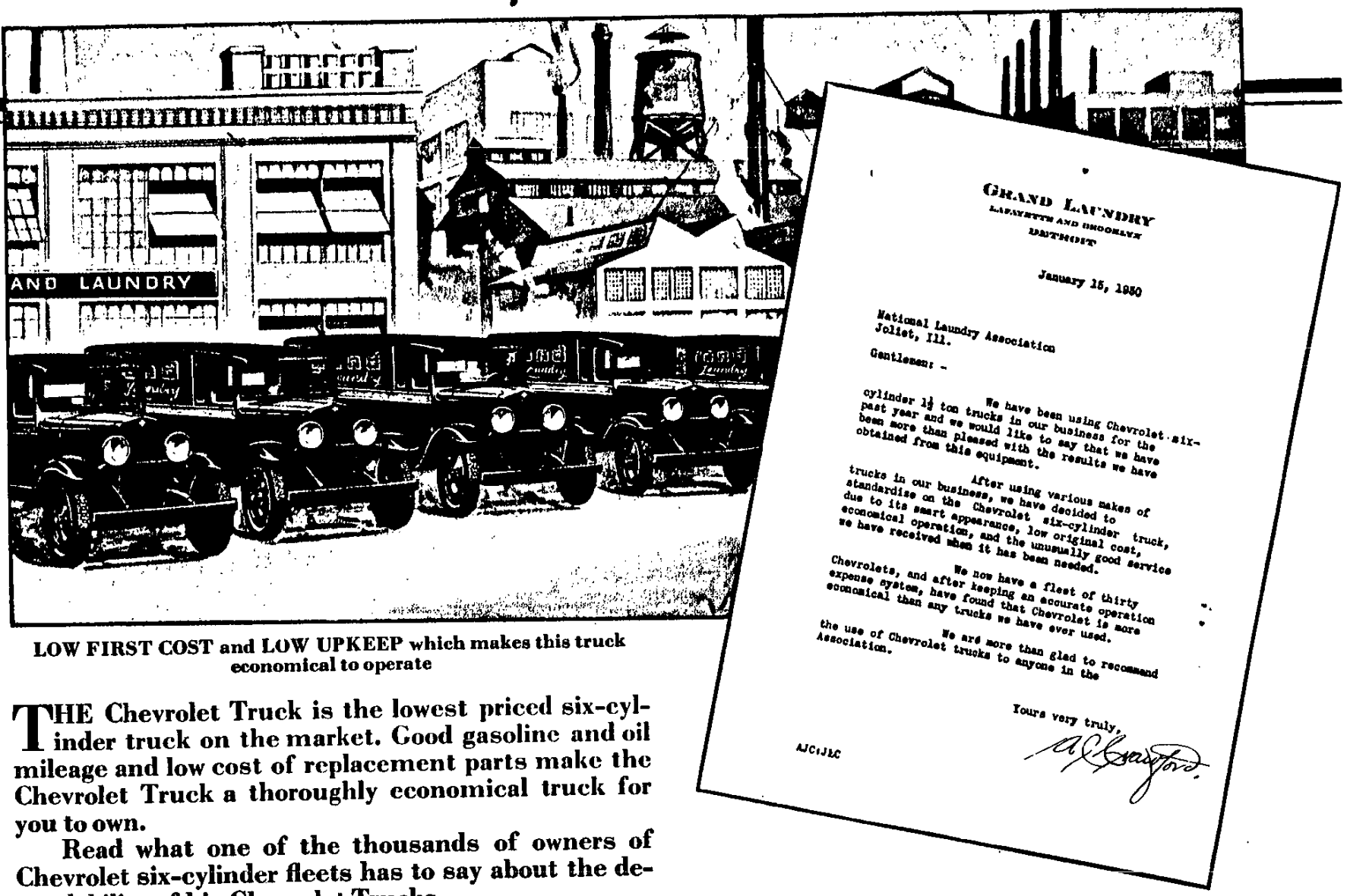
The Chevrolet Truck frame is reinforced with five heavy cross members. Each joint is rigid, being carefully riveted, which assures you sturdiness and strength in your Chevrolet six-cylinder truck.

ECONOMY—

Dependability which keeps the truck in constant operation

Low first cost and low upkeep which makes this truck economical to operate

A



GRAND LAUNDRY
LAFAYETTE AND BROOKLYN
DETROIT

January 15, 1930

National Laundry Association
Joliet, Ill.

Gentlemen: -

We have been using Chevrolet six-cylinder 1½ ton trucks in our business for the past year and we would like to say that we have been more than pleased with the results we have obtained from this equipment.

After using various makes of trucks in our business, we have decided to standardize on the Chevrolet six-cylinder truck, due to its smart appearance, low original cost, economical operation, and the unusually good service we have received when it has been needed.

We now have a fleet of thirty Chevrolets, and after keeping an accurate operation expense system, have found that Chevrolet is more economical than any trucks we have ever used.

We are more than glad to recommend the use of Chevrolet trucks to anyone in the Association.

Yours very truly,

AJC:JLC

LOW FIRST COST and LOW UPKEEP which makes this truck economical to operate

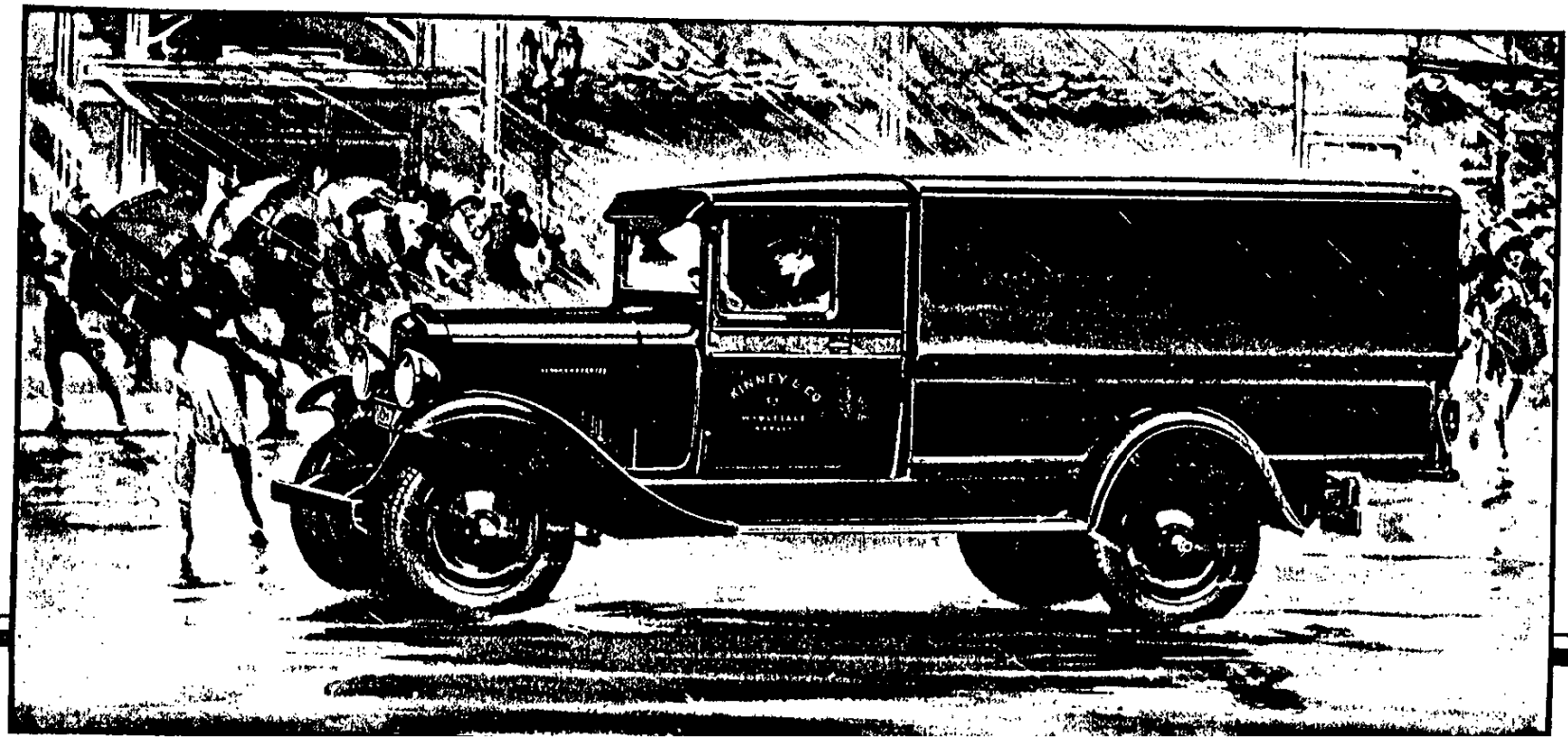
THE Chevrolet Truck is the lowest priced six-cylinder truck on the market. Good gasoline and oil mileage and low cost of replacement parts make the Chevrolet Truck a thoroughly economical truck for you to own.

Read what one of the thousands of owners of Chevrolet six-cylinder fleets has to say about the dependability of his Chevrolet Trucks.

COMFORT AND CONVENIENCE

Protection and driving comfort that appeal to every truck driver

Ease of handling that speeds up your work

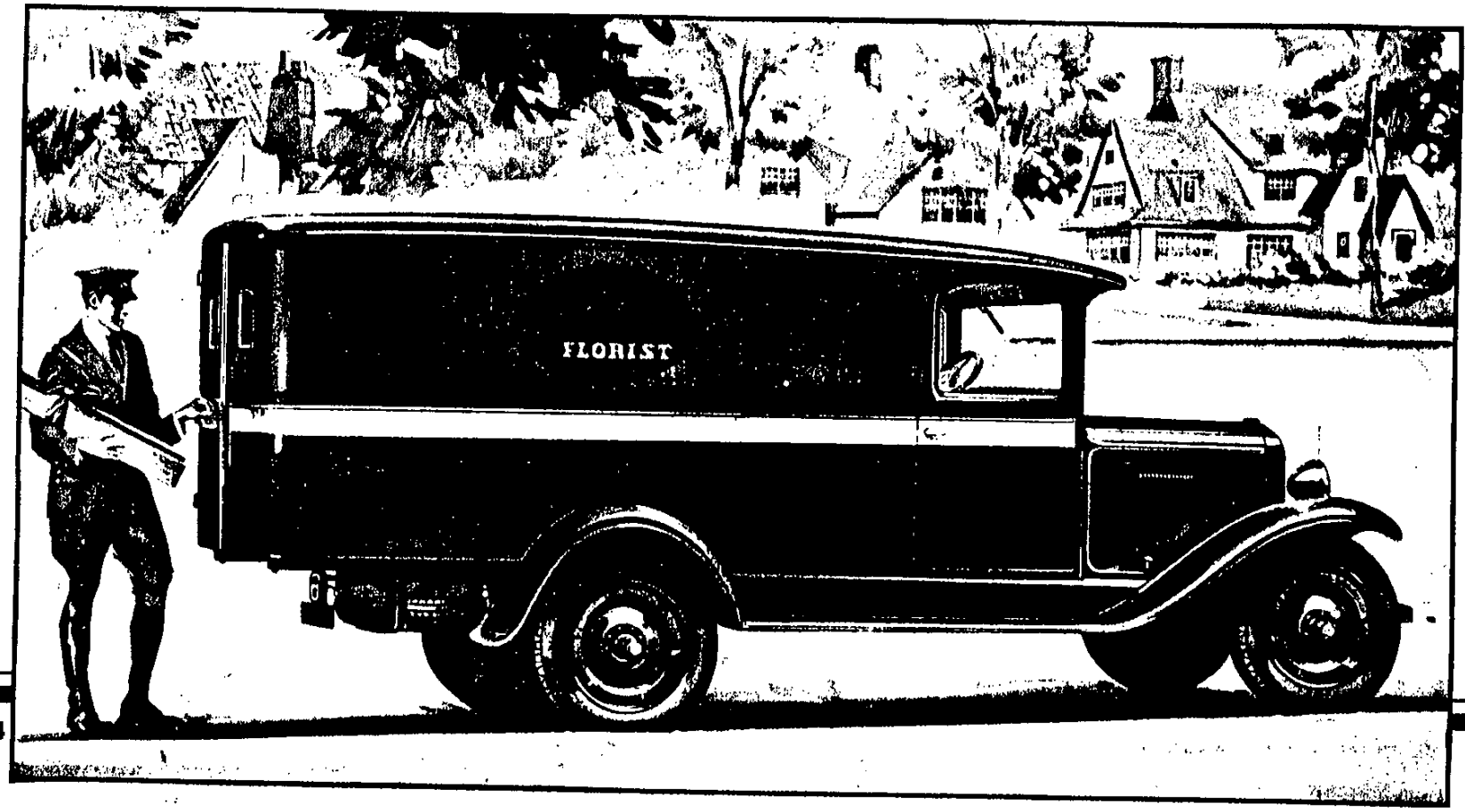


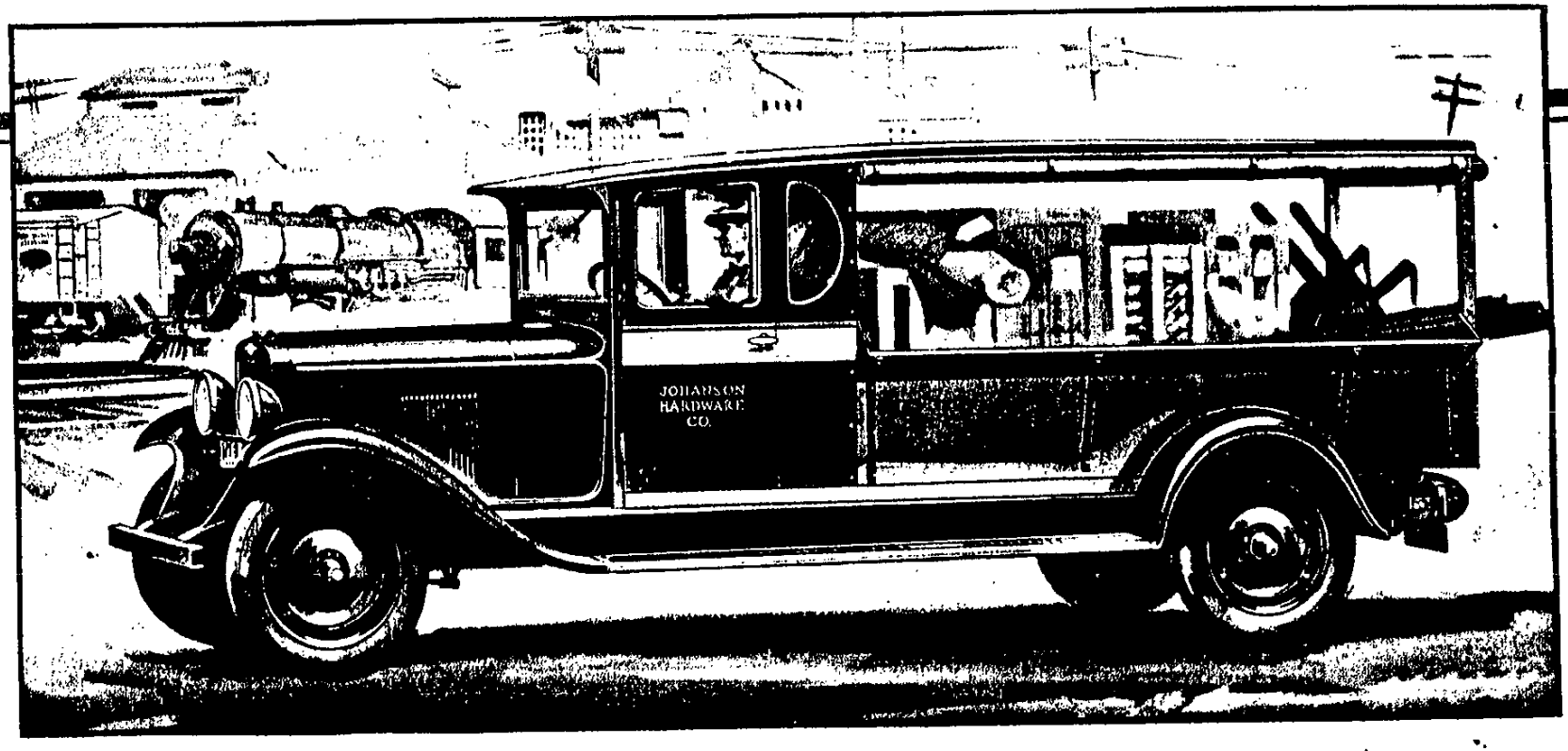
EASE OF HANDLING that speeds up your work

YOUR truck must operate in all kinds of weather. The Chevrolet Truck gives you proper protection, clear vision, good ventilation, and easy access to all driving instruments. Two beam headlights with a foot control make night driving easy and safe. Chevrolet Trucks are easy to handle, even with a capacity load. They are easy to steer and have a short turning radius. They have powerful four-wheel brakes and an entirely separate set of emergency brakes. The specially designed "kick-up" in the Chevrolet frame allows an unusually low loading height. This is a great saver of time and effort in the handling of your loads.

APPEARANCE—

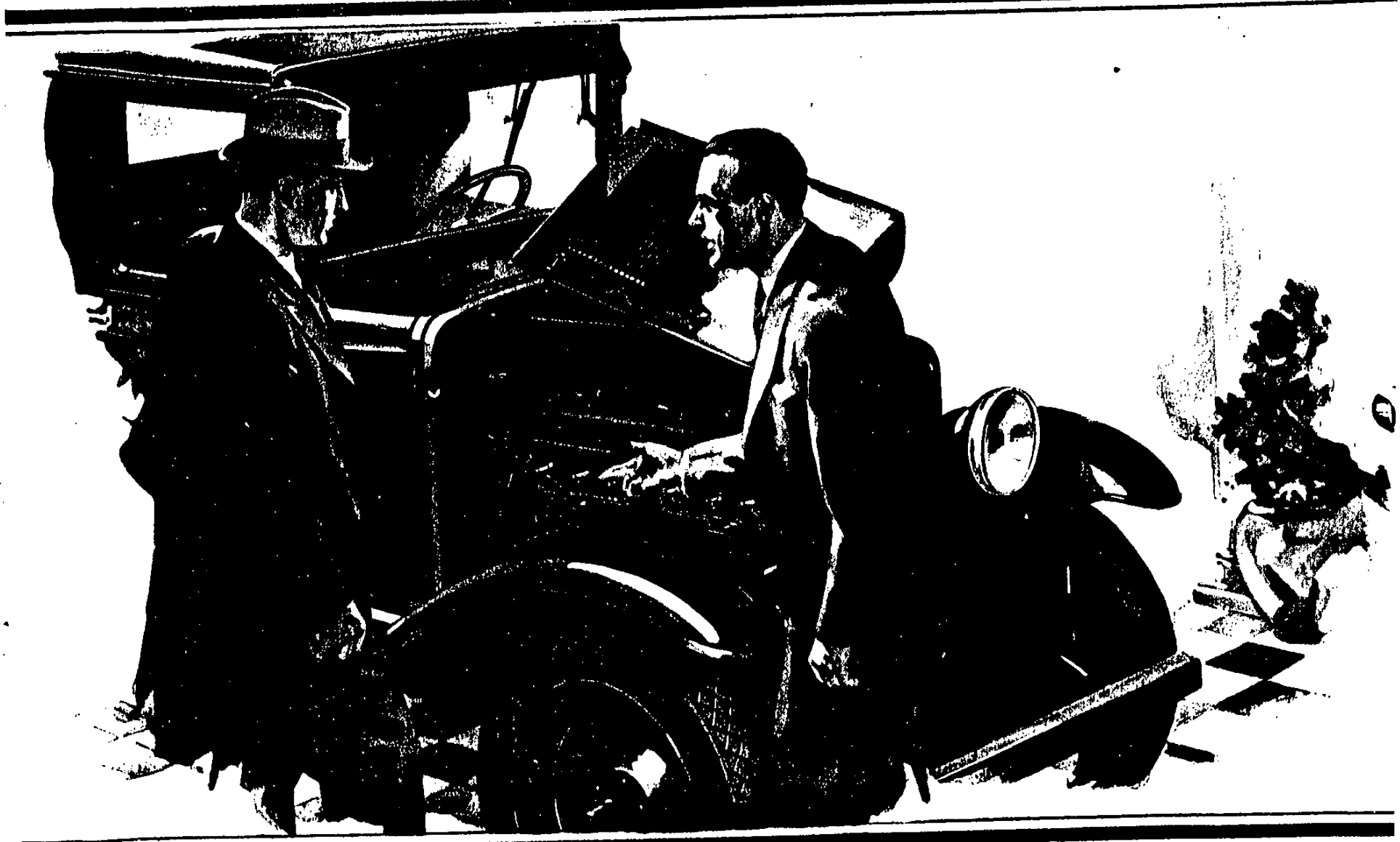
that will be of decided advertising value to your business

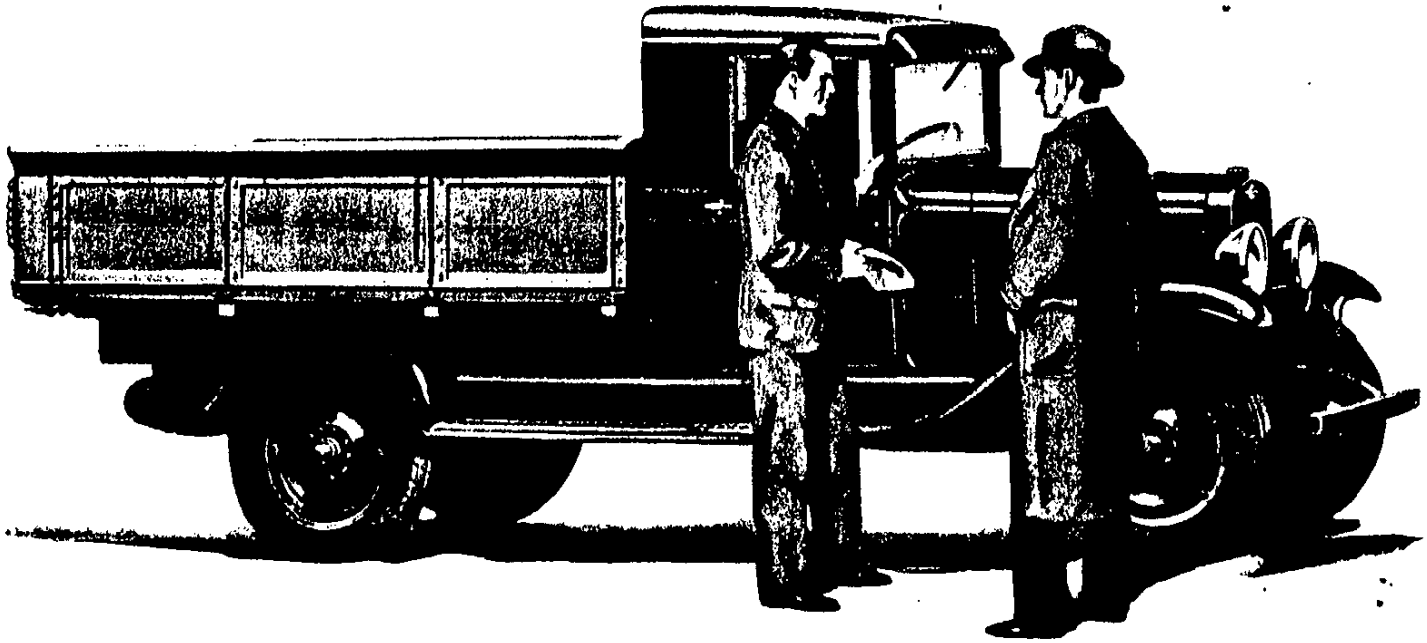




AS an owner of a Chevrolet 1½-Ton Truck, you can justly be proud of its appearance. Chevrolet Trucks have one-piece, full-crown fenders, disc wheels, bullet type headlamps, a specially designed truck radiator, a strong channel bumper, and a long hood with fifteen narrow louvres.

A large assortment of smart, good-looking, and practical bodies are available for Chevrolet six-cylinder trucks.





Here are some of the many

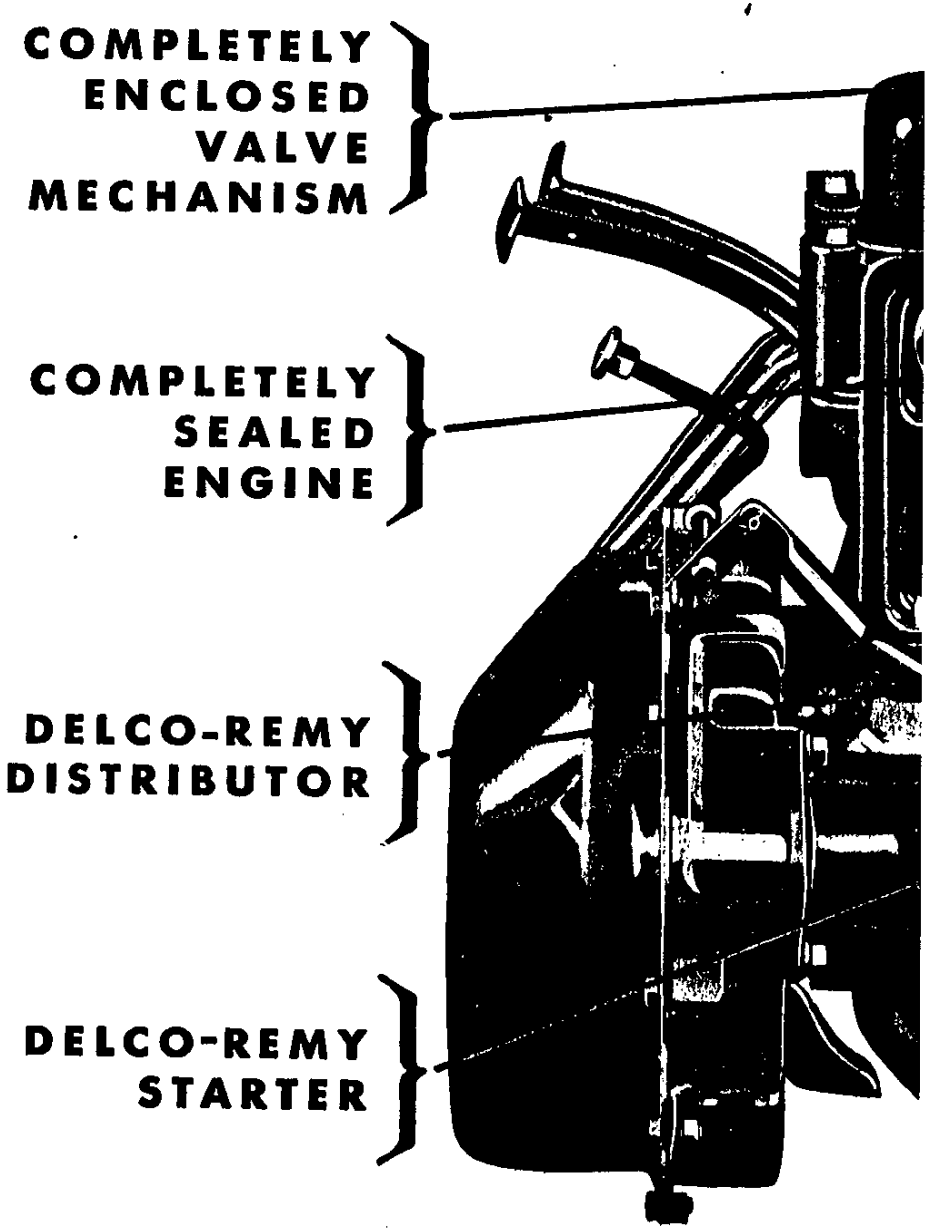
quality features of the Chevrolet

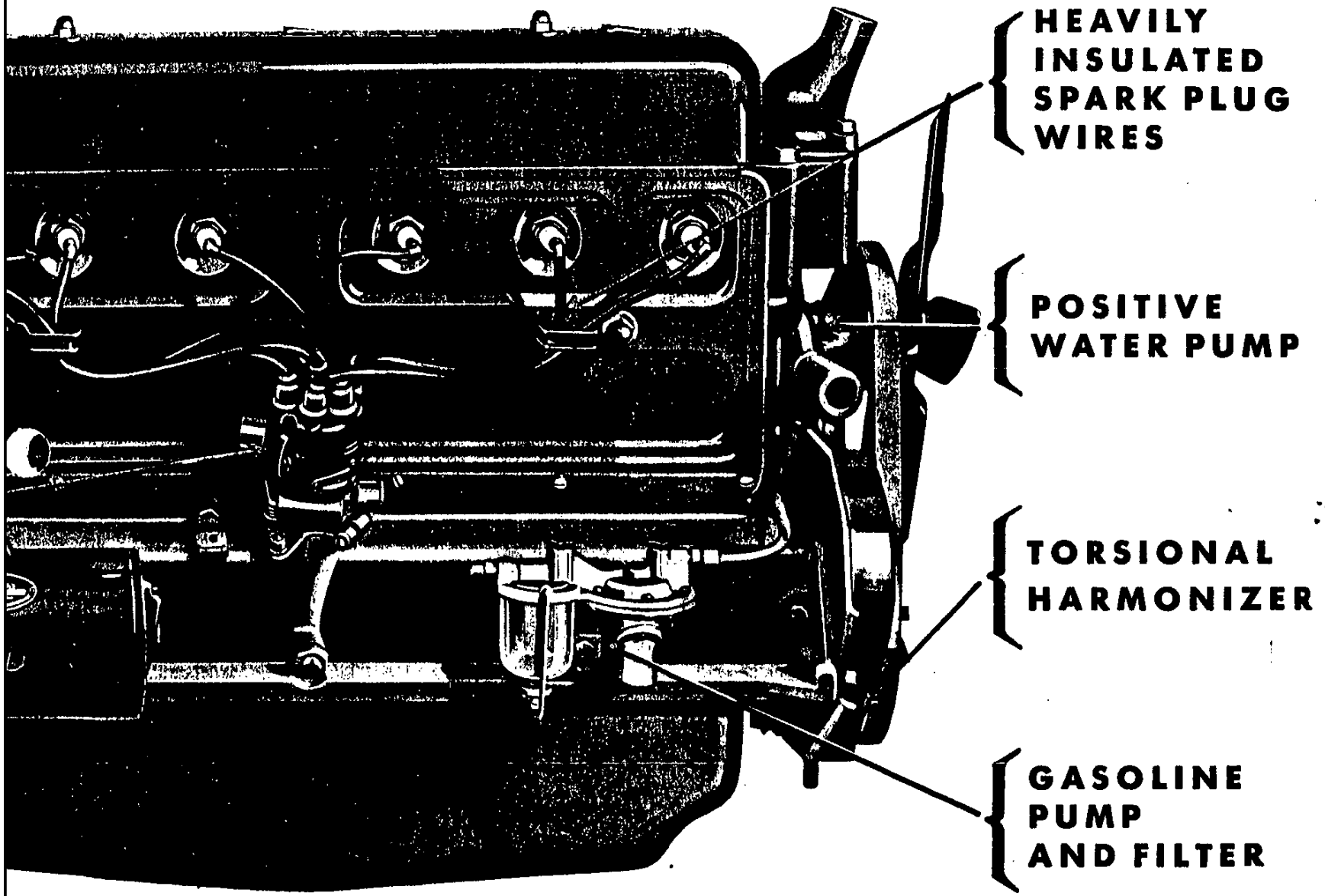
UTILITY 1½-TON TRUCK

CHEVROLET'S

6-CYLINDER 50-HORSEPOWER ENGINE

This great 6-cylinder engine is the result of years of designing and testing in the most thoroughly equipped laboratories and on the world's largest and most complete proving ground. Every feature was checked and rechecked before this engine was placed in production. Tremendous progress has been made in the past few years in engine design. This new six reflects this progress and combines with every desirable feature, the assurance of continued performance only made possible by the use of the finest of materials throughout.




HEAVILY INSULATED SPARK PLUG WIRES
POSITIVE WATER PUMP
TORSIONAL HARMONIZER
GASOLINE PUMP AND FILTER

Every Feature of

THE CHEVROLET

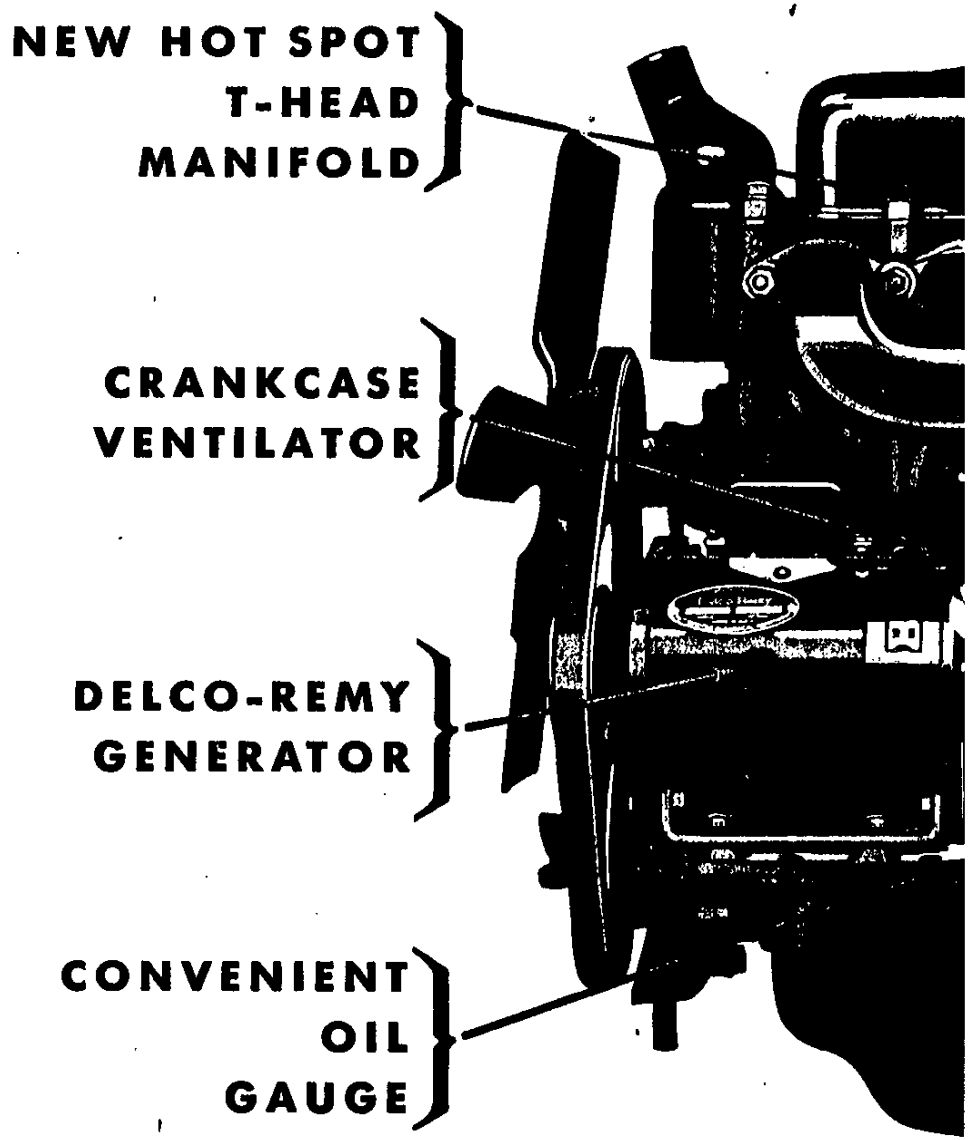
6-CYLINDER

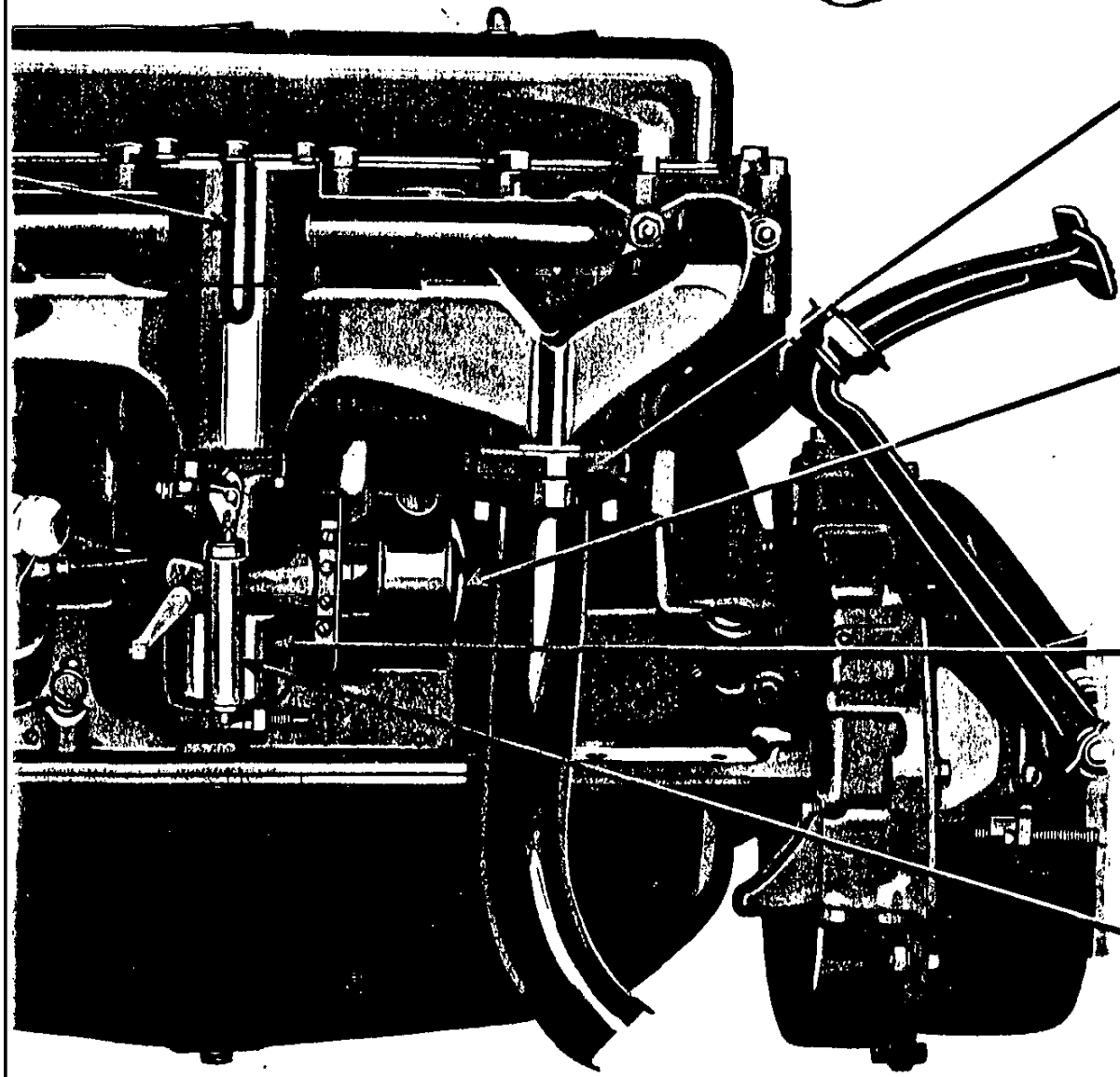
ENGINE

adds to

its economy and

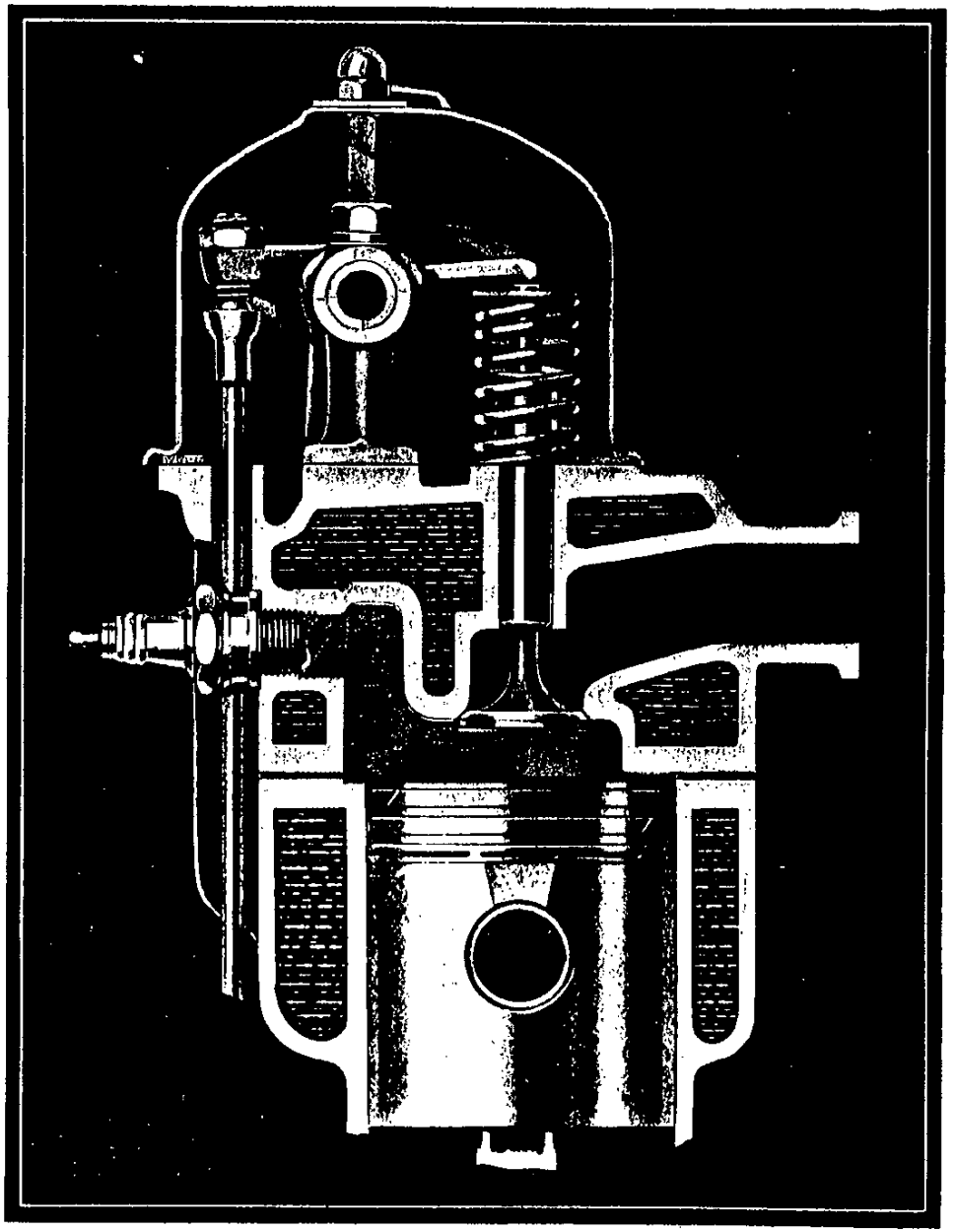
durability




LEAK-PROOF EXHAUST COUPLING
AC AIR CLEANER
IMPROVED CARBURETOR
IMPROVED ACCELERATING PUMP

CHEVROLET'S SPECIAL COMBUSTION CHAMBER DESIGN

makes possible the use of high compression with ordinary fuel



LIGHTWEIGHT BRONZE BUSHED PISTONS

The new pistons have been made lighter and the piston pins fitted in bronze bushings. This provides longer life and greater durability.

AUTOMATIC LUBRICATION OF VALVES

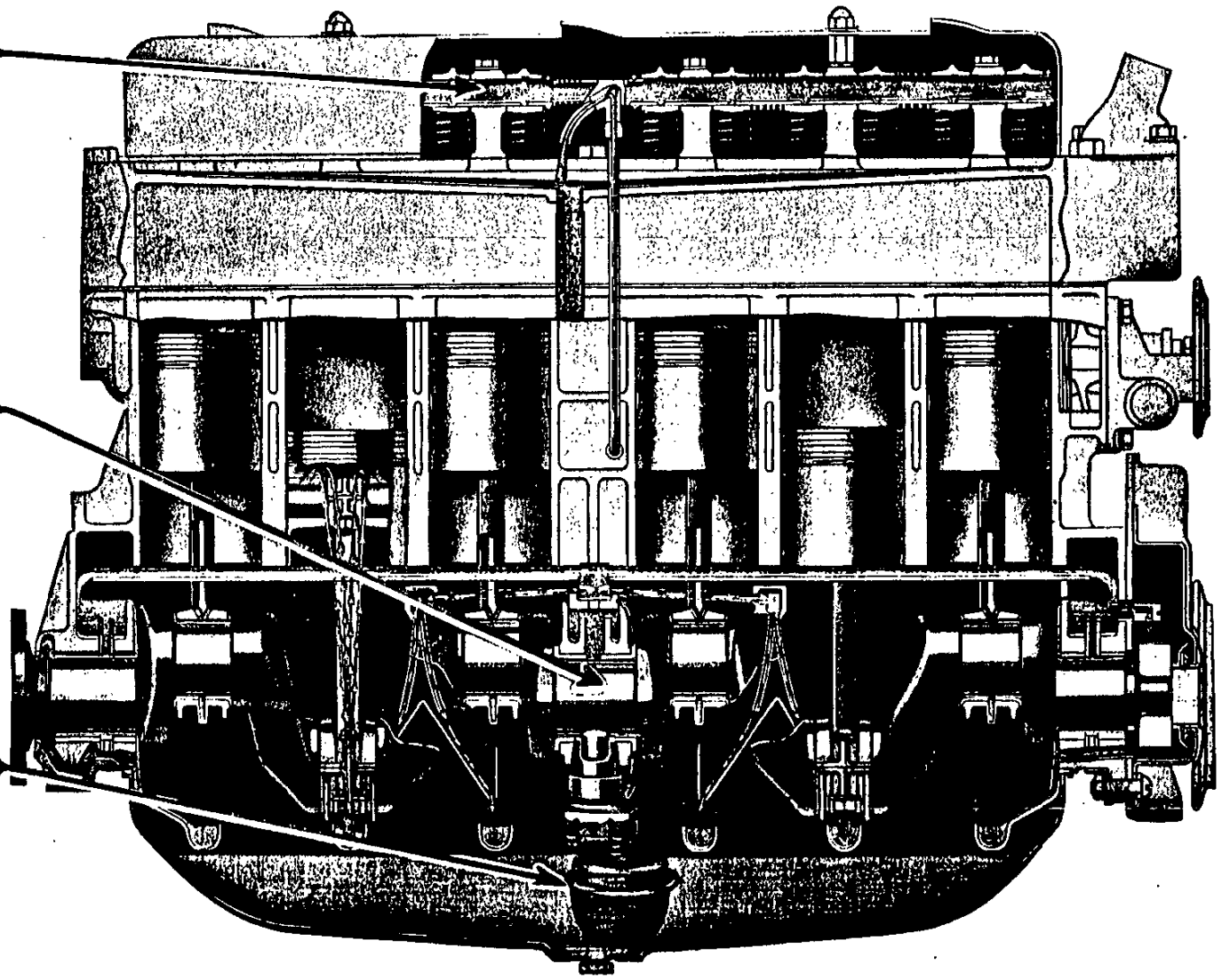
Oil is pumped up to the valve operating parts, thoroughly lubricating them at all engine speeds. This is another feature which adds to the smooth, quiet operation of Chevrolet trucks.

48-POUND CRANKSHAFT

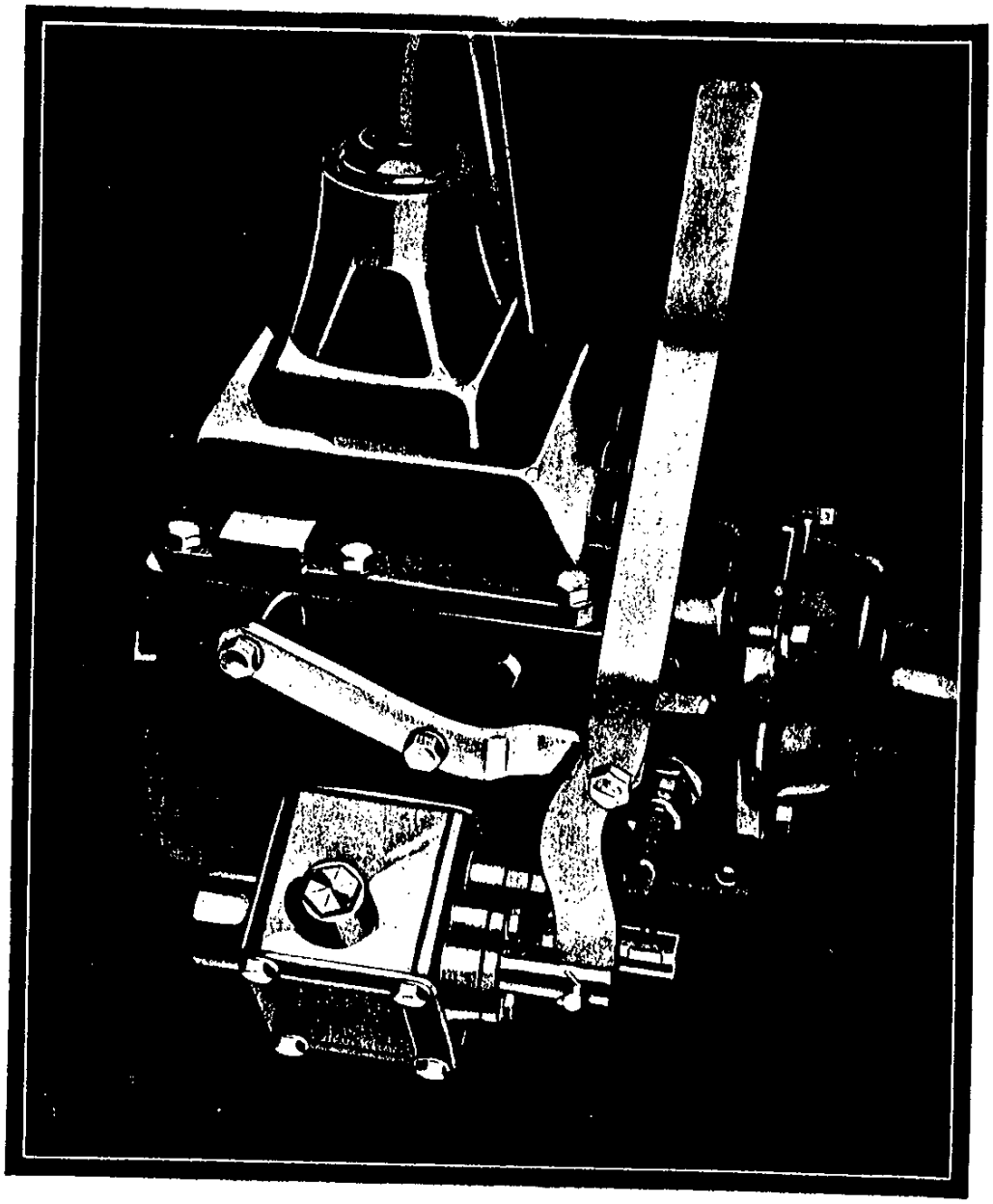
Chevrolet's rugged, 48-pound crankshaft is accurately balanced. It is equipped with large, thoroughly lubricated main and connecting rod bearings.

LARGE POSITIVE OIL PUMP

The oil pump is of the vane type and will last throughout the life of the truck. It is positive in its action and delivers a plentiful supply of oil to every bearing surface. This year its capacity has been increased 30 per cent.



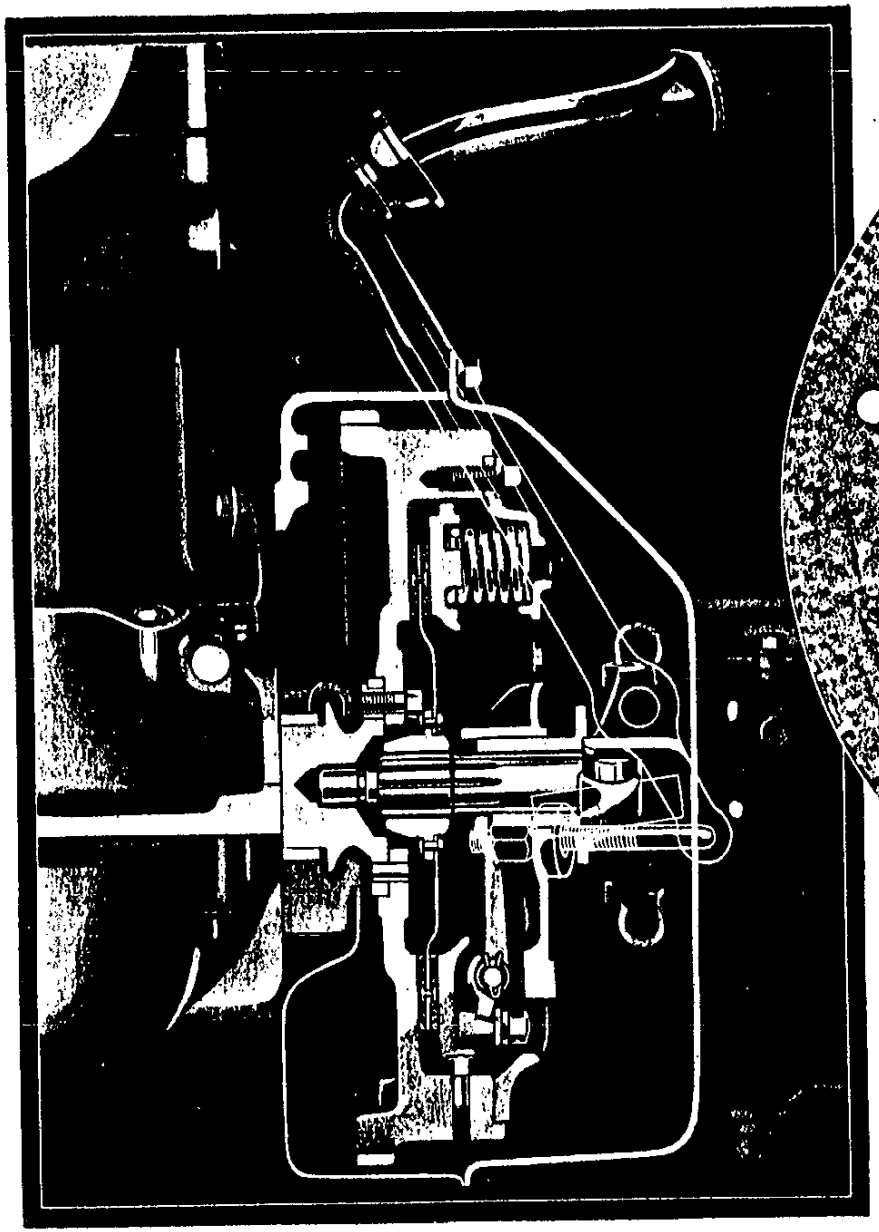
CHEVROLET'S Four-Speed TRANSMISSION and Dry Disc CLUTCH

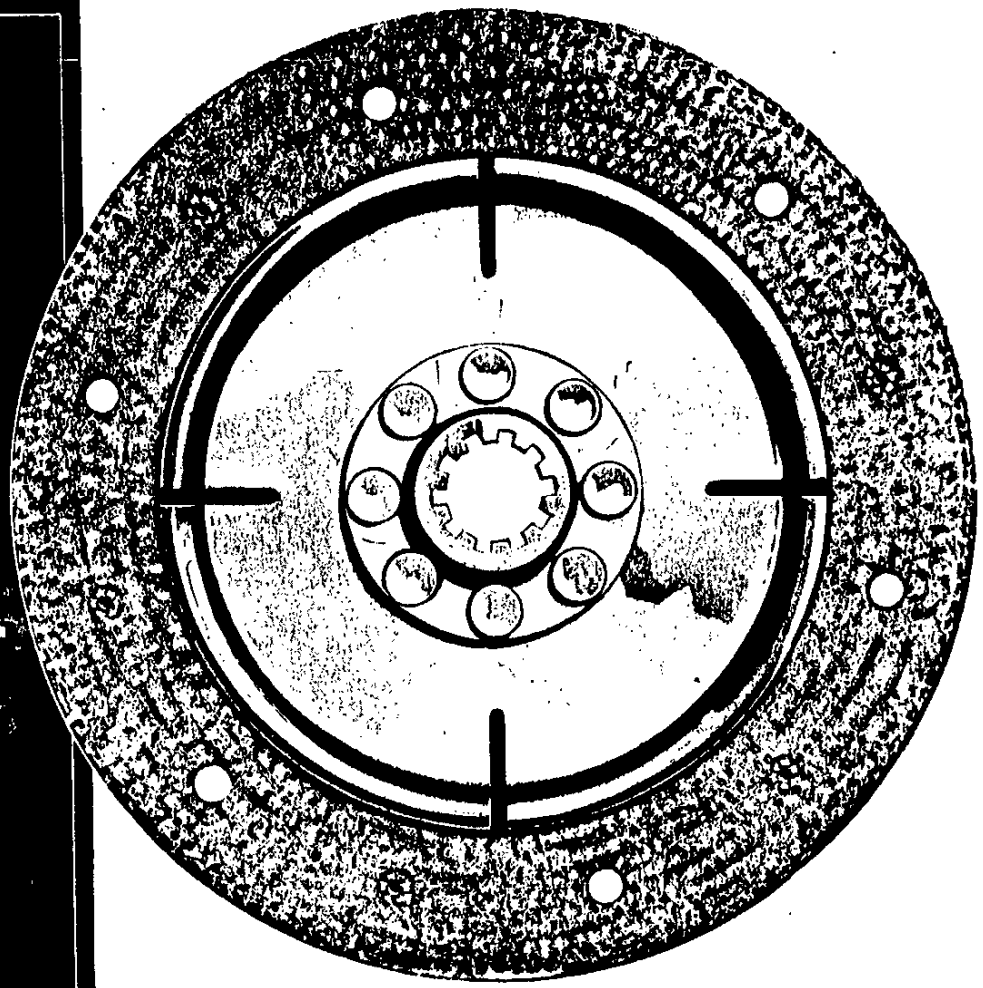


THE CHEVROLET 4-SPEED TRANSMISSION

Chevrolet Utility 1½-Ton Truck has a four-speed forward transmission. It gives you a total gear reduction of 33½ to 1. This reduction provides enormous pulling power in bad places without affecting speed on the road.

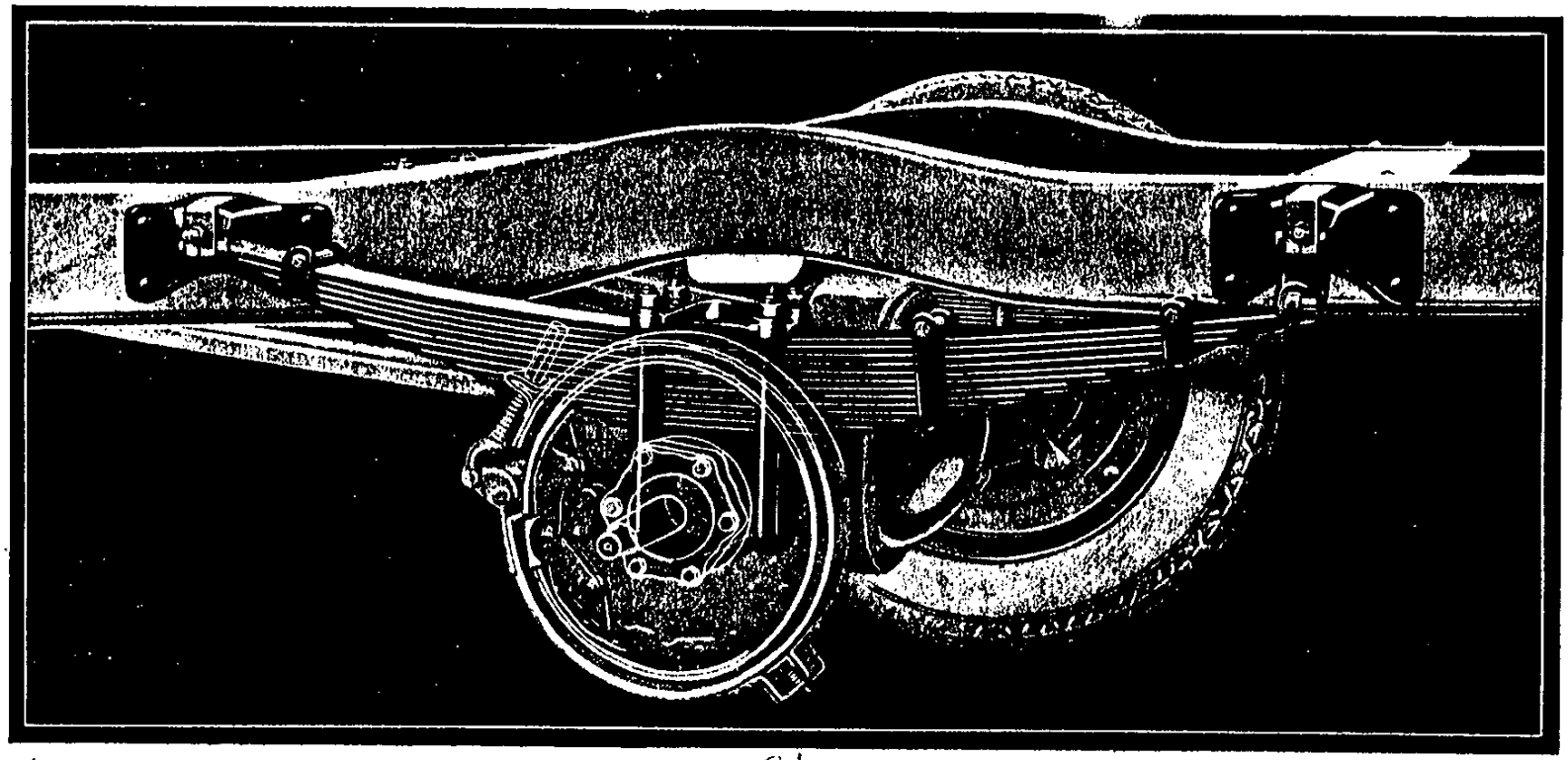
Chevrolet four-speed transmission also provides a convenient opening for quickly installing a power take-off.





THE CHEVROLET DRY DISC CLUTCH

Chevrolet six-cylinder trucks have an improved Dry Disc Clutch. This clutch requires no lubrication or adjustment. It is extremely smooth and easy in action, quiet in operation, and is built for very long life.



CHEVROLET'S

SEMI-ELLIPTIC SPRINGS

of truck type construction offer both strength and resiliency

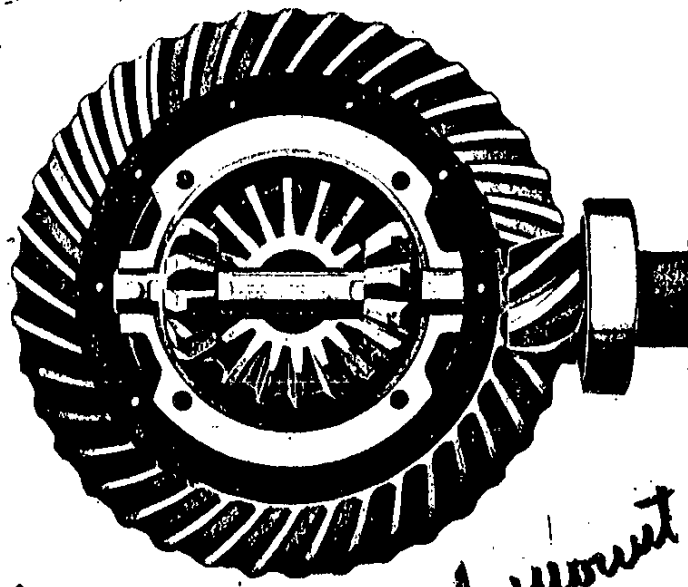
These heavy duty, semi-elliptic springs are set parallel to the frame and body load. This type of spring construction best eliminates dangerous side sway and frame and body strains which sometimes develop with other spring designs.

In addition, the semi-elliptic spring also supports the frame well behind the rear axle and provides a better proportioning of the load.

CHEVROLET'S

REAR AXLE

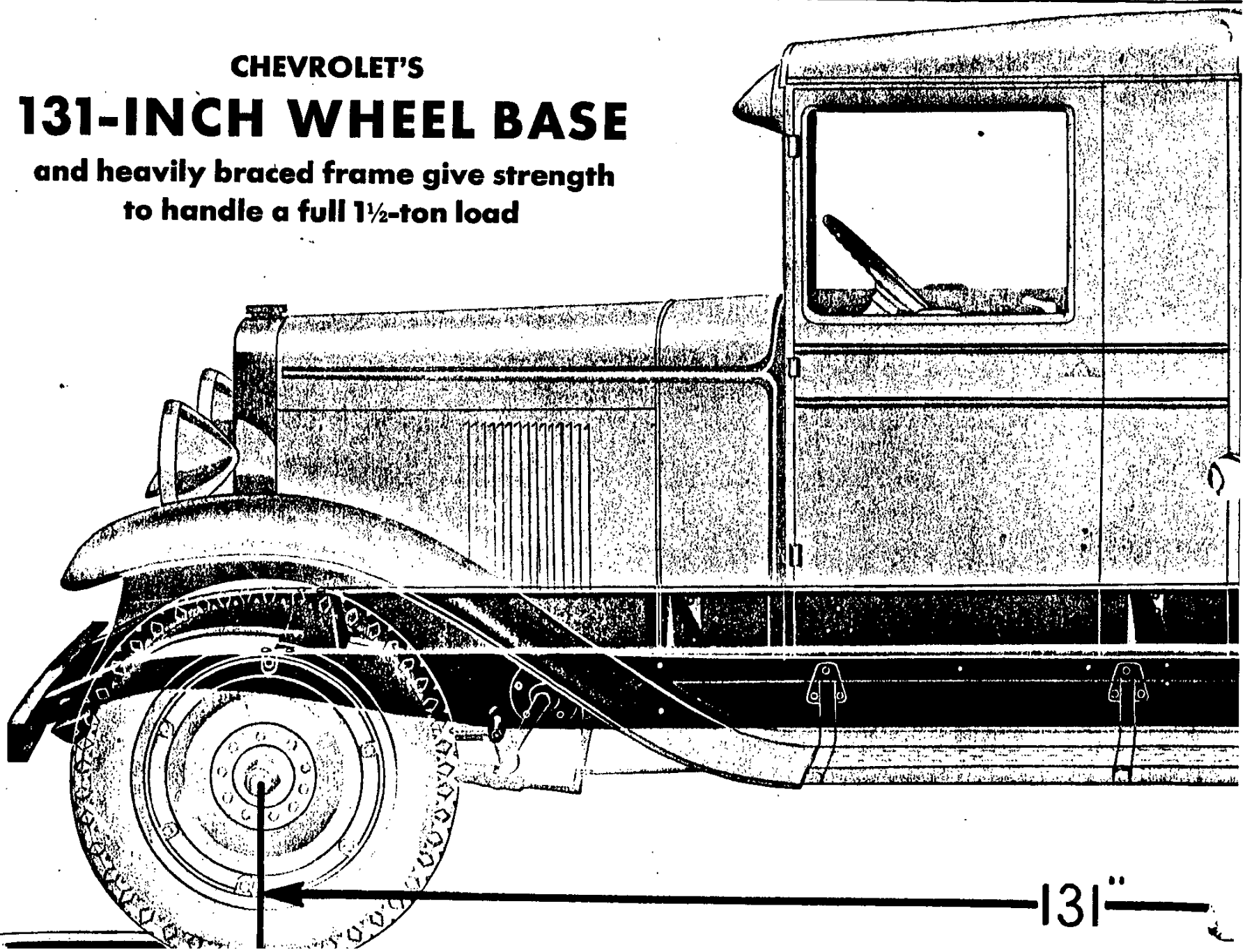
The massive, strongly built rear axle of the Chevrolet Truck is of spiral bevel type. It has been greatly strengthened and improved. The gear ratio is 5.43 to 1, which gives you tremendous pulling power and quick acceleration. All gears have been made larger and stronger. The differential is lubricated by a rotary deflector.



CHEVROLET'S

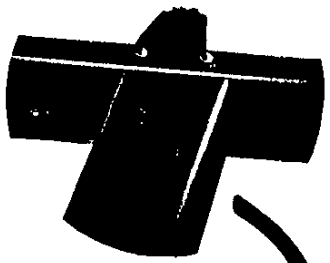
131-INCH WHEEL BASE

and heavily braced frame give strength to handle a full 1½-ton load



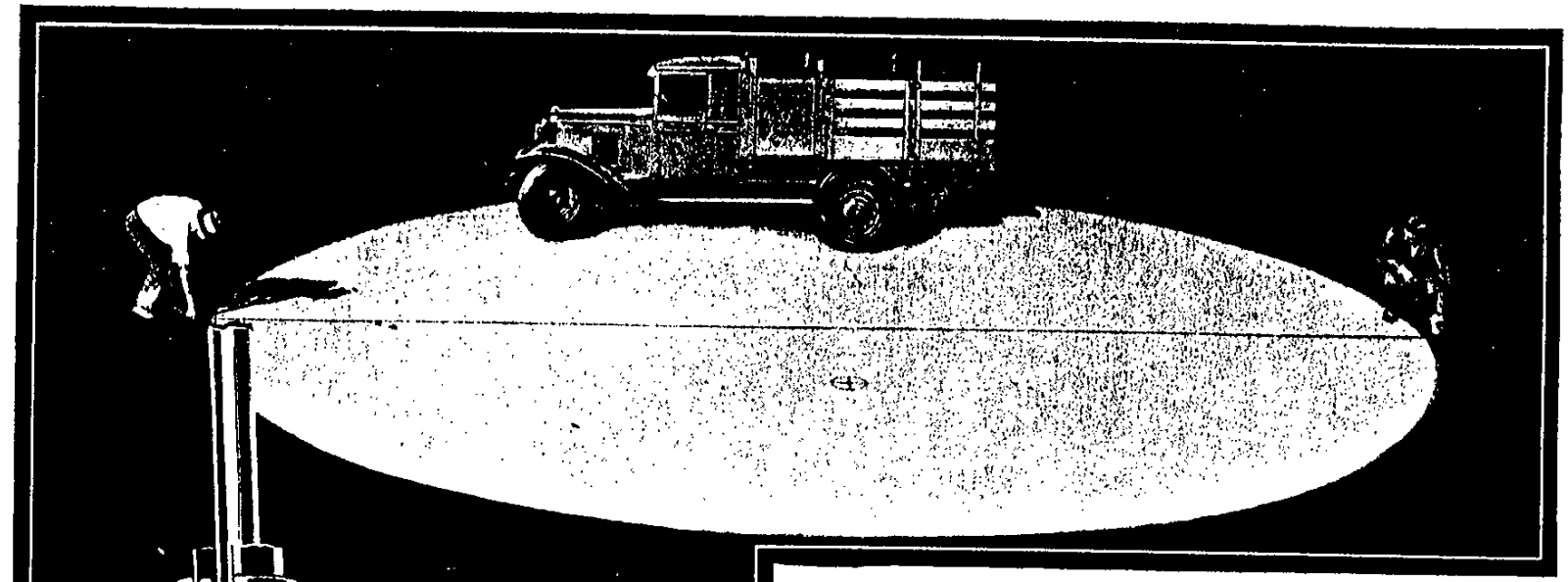
N for chassis

The frame of your Chevrolet Truck is 15¾ feet long. It is made of heavy channel steel which is 6 inches deep with 2¼-inch flanges. With the truck frame extending 35 inches in back of the rear axle, you can carry a capacity load safely and without strain to the truck.

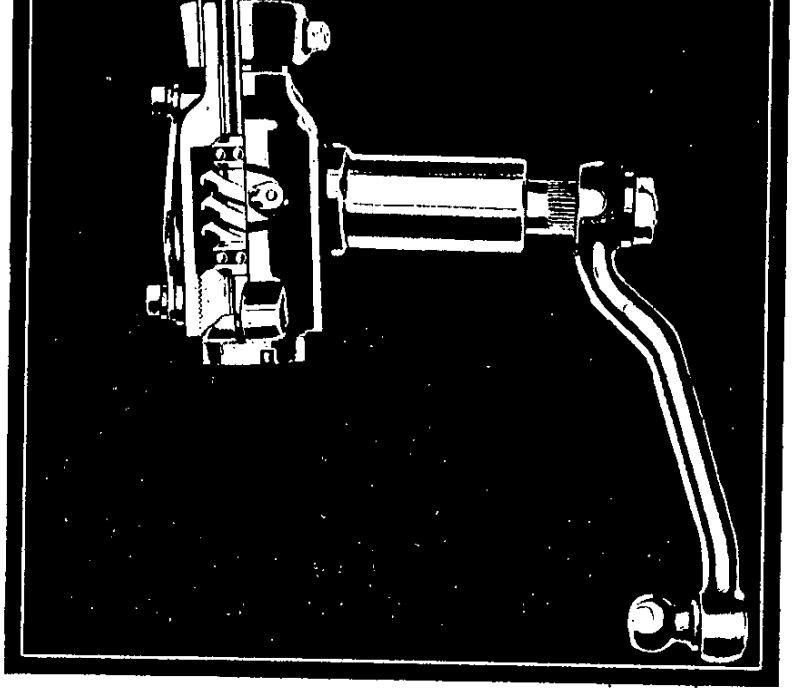


Five of these heavy riveted cross members firmly brace the Chevrolet truck frame

108"



The above illustration shows this test being made at the General Motors Proving Grounds. To determine turning radius, water is poured on the front tire and the truck driven in a circle.



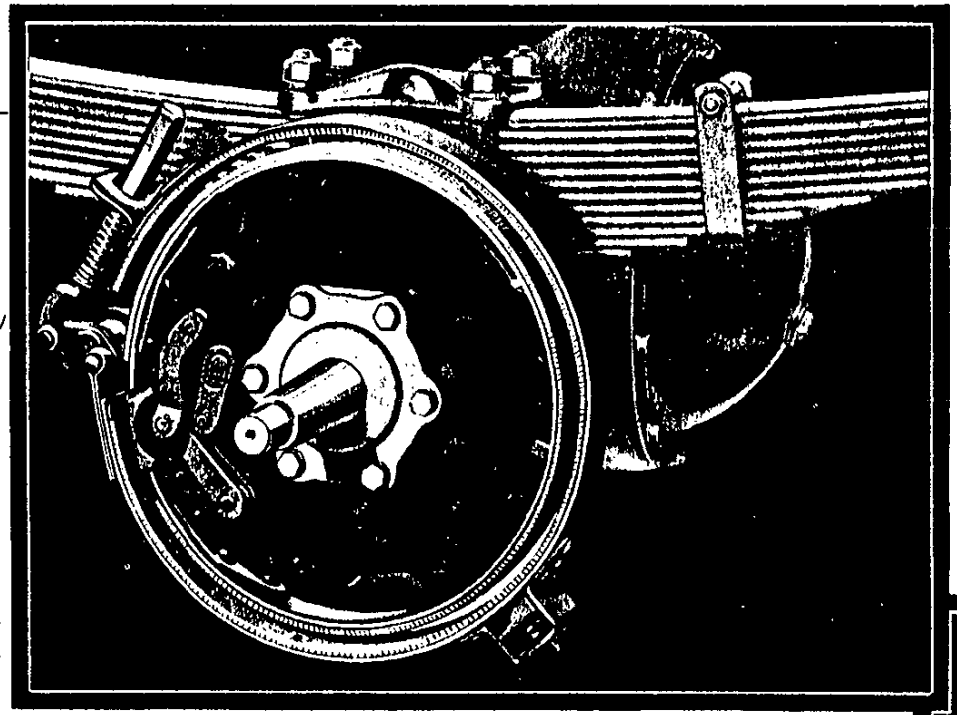
CHEVROLET'S SEMI-REVERSIBLE

STEERING GEAR

The Chevrolet steering mechanism is equipped with four ball bearings. This makes the truck easy to steer, easy to park, and enables the driver to get in and out of alleys easily. Its short turning radius of only 23 2/3 feet makes it easy to turn around in narrow streets and back up to loading platforms.

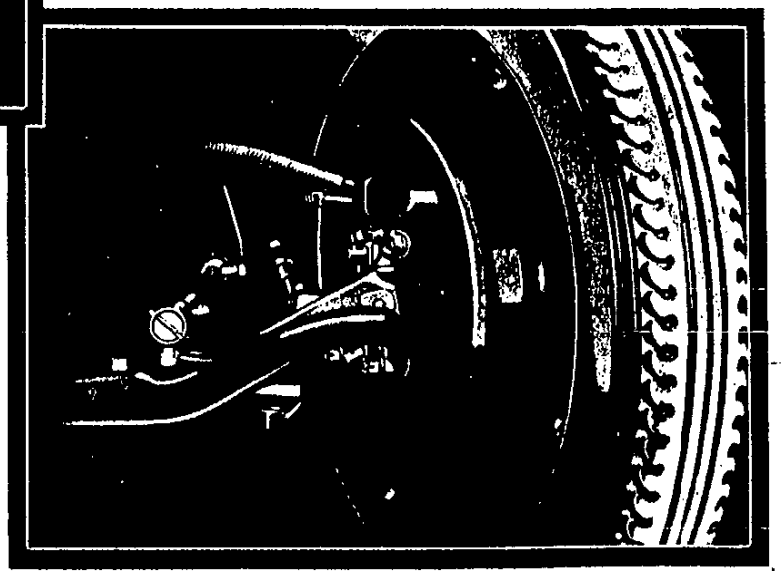
T. Rowbotham

CHEVROLET'S FOUR-WHEEL BRAKES



SEPARATE EMERGENCY BRAKES ON REAR WHEELS

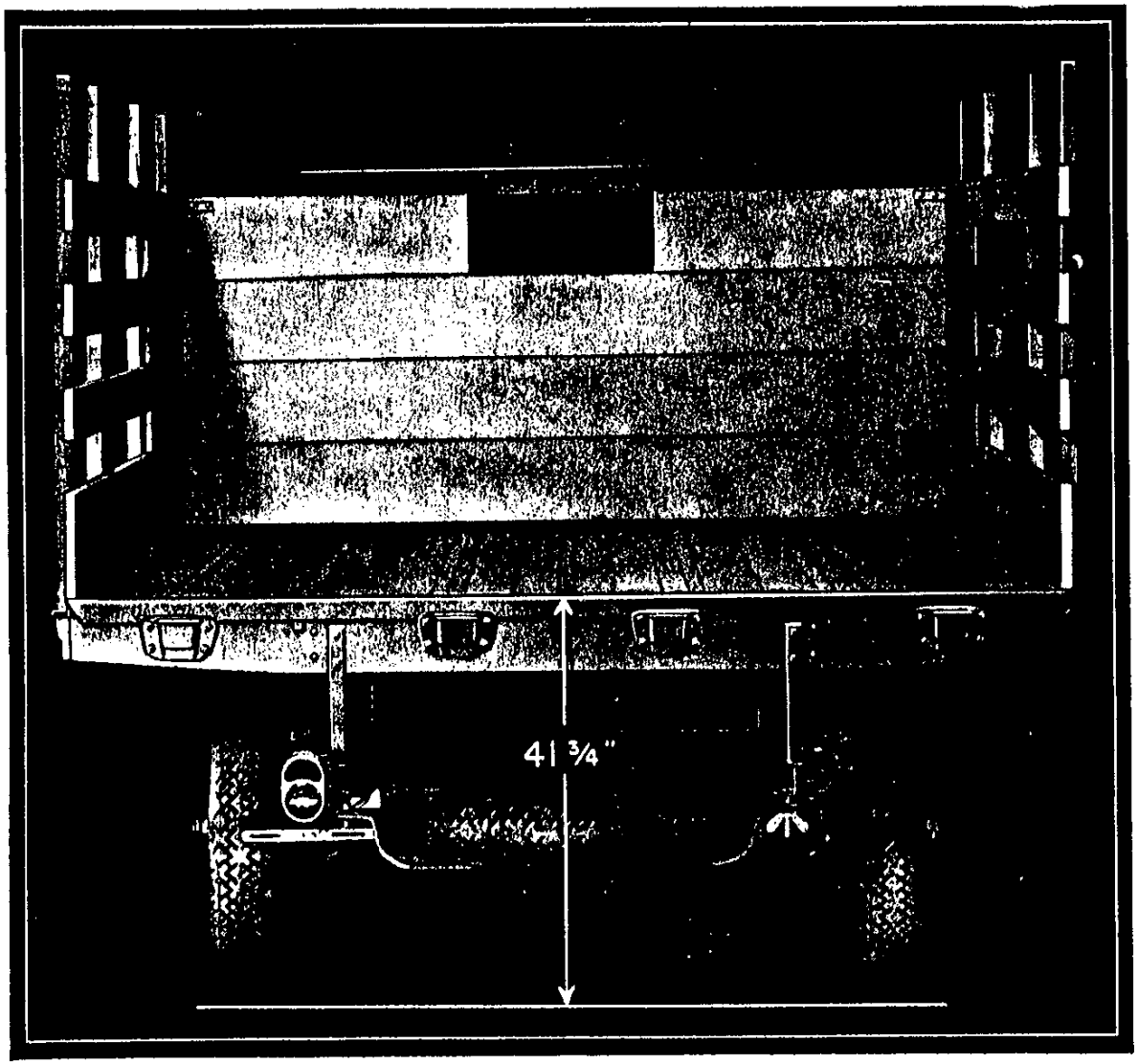
The service brakes, as shown at the left, on the rear wheels are large and powerful. They are the external-contracting type. Chevrolet brakes are safe and positive; they will bring your truck to a quick stop, when fully loaded. In addition, there is an entirely separate set of emergency brakes—another important safety factor.



NON-LOCKING INTERNAL-EXPANDING FRONT BRAKES

The front brakes, as shown at the right, on the Chevrolet Utility 1½-Ton Truck are fully enclosed. They are of an improved design and the diameter has been increased to 11½". These brakes are quiet and positive in their action.

CHEVROLET'S LOW PLATFORM HEIGHT



Your Chevrolet Six-Cylinder Truck gives you an extremely low loading height. You can readily appreciate the many advantages of this feature, particularly if you load or unload often or have heavy goods to handle.

The Chevrolet Truck illustrated at the left is equipped with a stake body, and the top of the platform is only 41¾ inches from the ground. This is approximately the same height as box car and standard loading platforms.

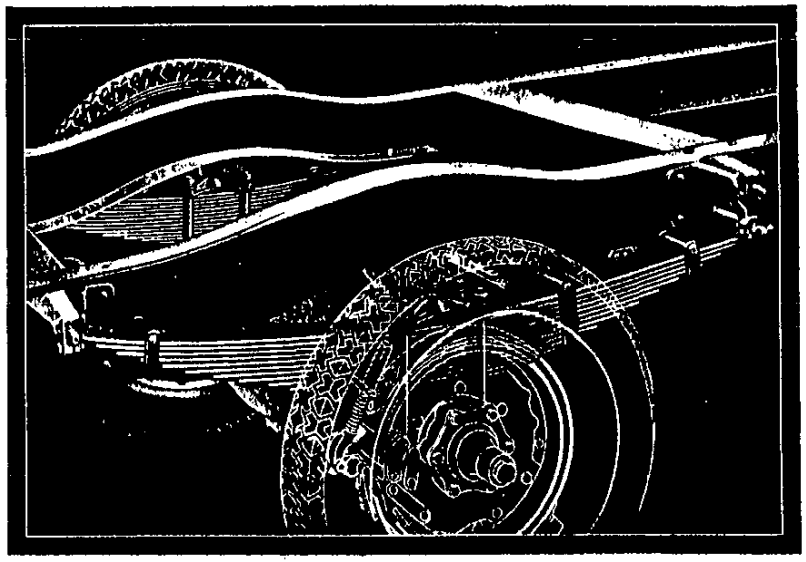
Narrow bodies which can be mounted between the rear fenders will even reduce the loading height about 7 inches more.

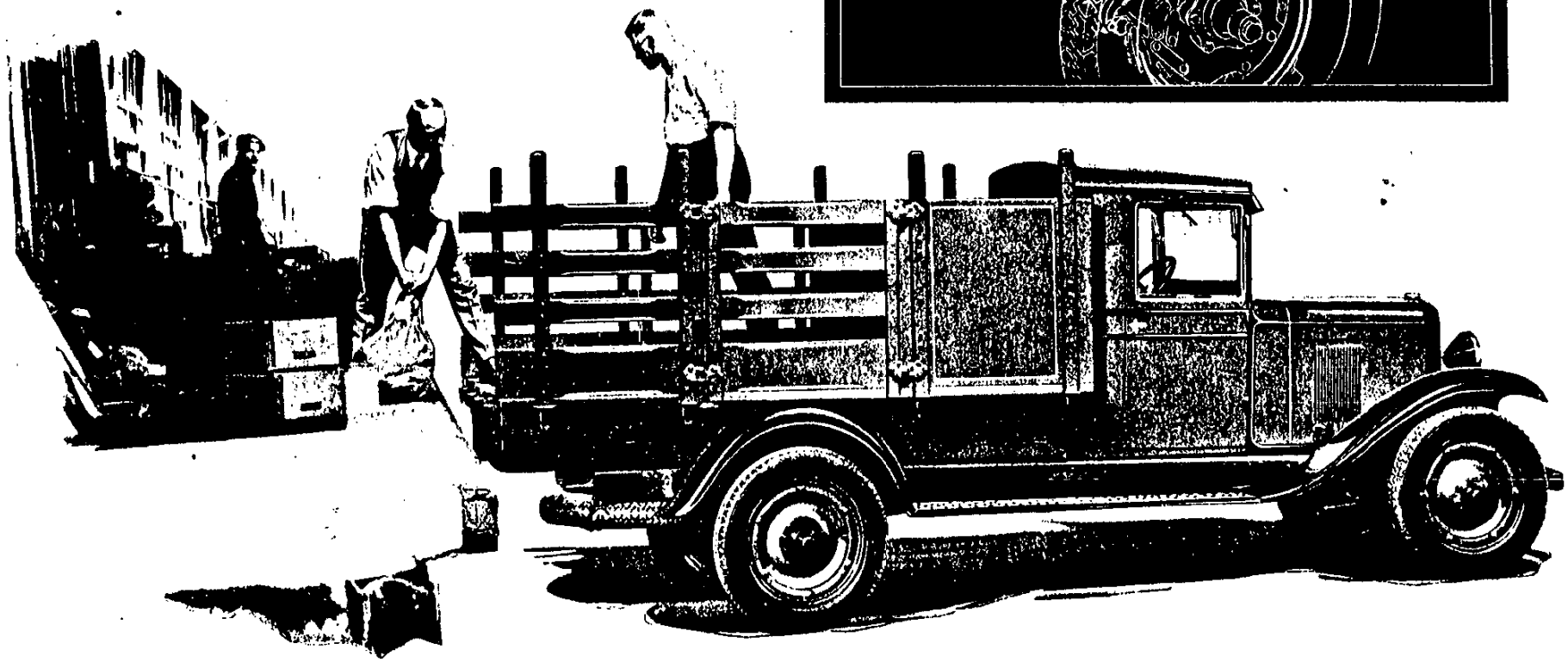
The low loading height, so important to the truck user, is provided for in the Chevrolet Utility Truck by a specially designed "kick-up" feature over the rear axle.

SPECIAL KICK-UP FEATURE OF THE CHEVROLET

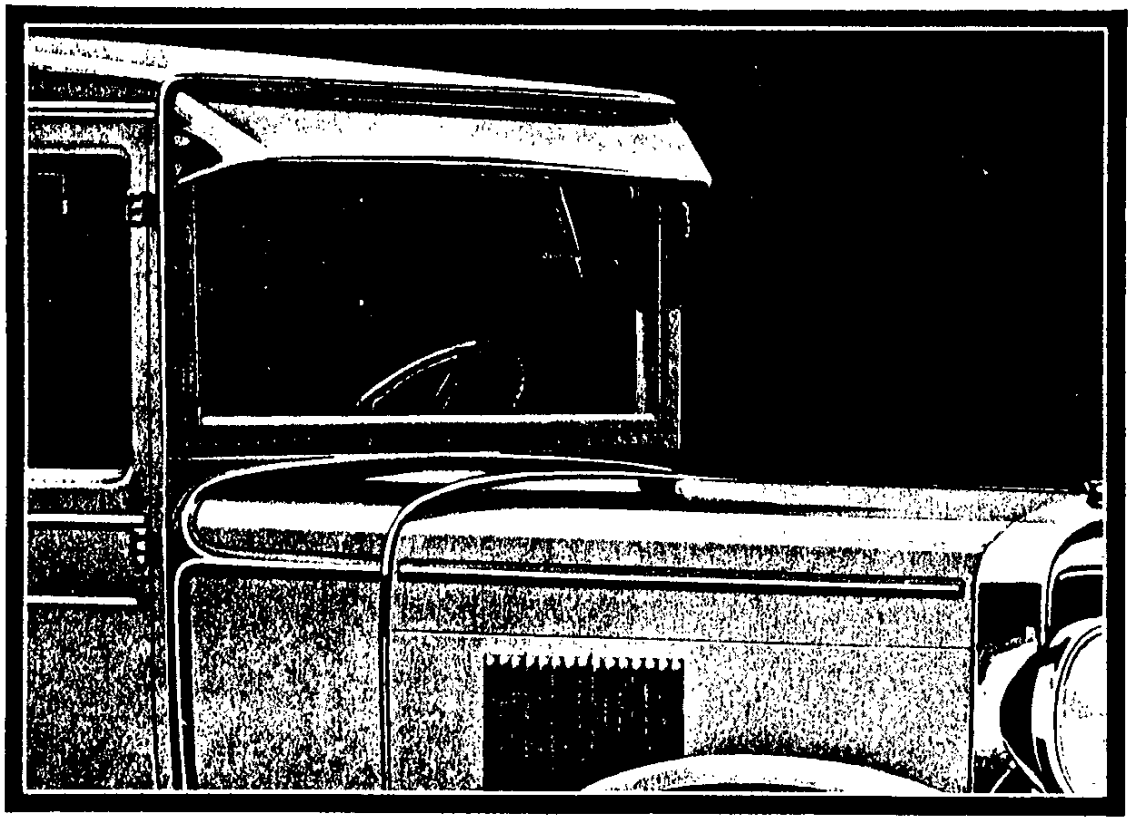
CHASSIS FRAME

Body sills fit over the frame and are cut out for this "kick-up." This allows a low and level body mounting.





THE CHEVROLET CAB
IS COMFORTABLE
IN ALL KINDS OF WEATHER

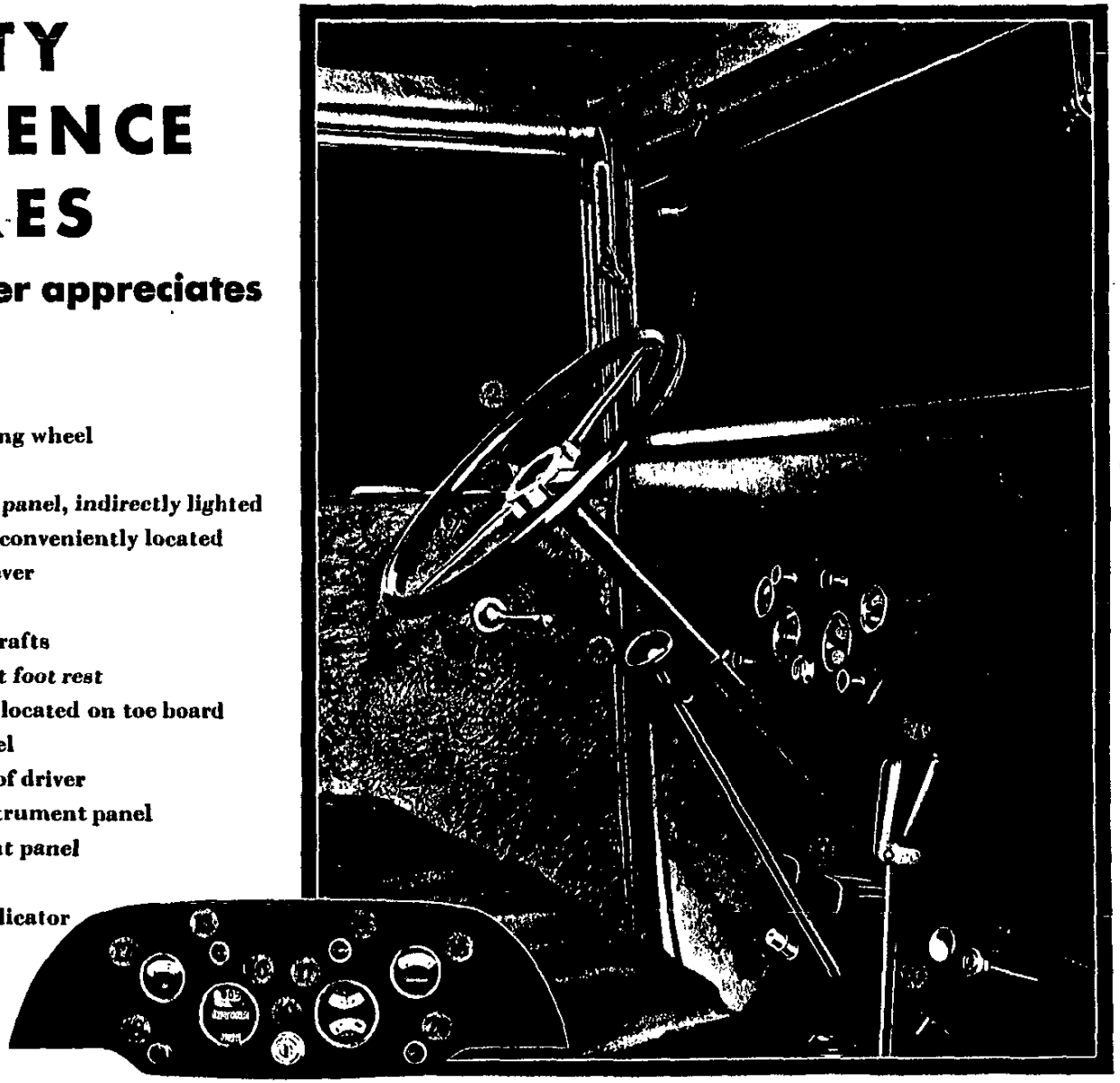


The Chevrolet Cab gives you proper protection, clear vision, and good ventilation. It has tight fitting doors, with large plate glass windows which raise and lower by means of Ternstedt regulators. Deep spring cushions are an additional comfort feature for you.

TWENTY CONVENIENCE FEATURES

which every truck driver appreciates

1. Windshield wiper
2. 17¼-inch notched steering wheel
3. Large horn button in center of steering wheel
4. Ternstedt window regulator
5. Attractive airplane type instrument panel, indirectly lighted
6. Four-speed transmission, shift lever conveniently located
7. Long, convenient emergency brake lever
8. Foot control switch for headlamps
9. Pedals tightly enclosed to prevent drafts
10. Accelerator provided with convenient foot rest
11. Starting motor button conveniently located on toe board
12. Oil gauge located on instrument panel
13. Carburetor choke within easy reach of driver
14. Conveniently located throttle on instrument panel
15. Electric gasoline gauge on instrument panel
16. AC speedometer
17. Ammeter and water temperature indicator
18. Handy lighting switch
19. Combination ignition switch and lock
20. Spark control conveniently located to driver



Every feature of the Chevrolet Truck was de

1. **Semi-reversible Steering**
   The safest and most desirable for ease in truck handling.

2. **Running Boards and Fenders**
   The new Utility 1½-Ton Trucks are provided with full length steel running boards and one-piece full crown fenders, front and rear.

3. **Tire Equipment**
   30 x 5", 6-ply truck type tires, are standard equipment. 32 x 6", 8-ply are optional equipment for rear, at small additional cost.

4. **Semi-elliptic Springs**
   These are heavy truck type and prevent side sway and body and frame racking.

5. **Alemite Lubrication**
   Provides simple, positive methods for thoroughly lubricating the chassis.

6. **Four-Wheel Brakes**
   Large, positive, 4-wheel brakes, make it possible to stop the truck quickly and safely.

7. **Banjo Type Rear Axle**
   The sturdier Chevrolet Truck rear axle, with one-piece housing and rugged gearing, is an important dependability feature.

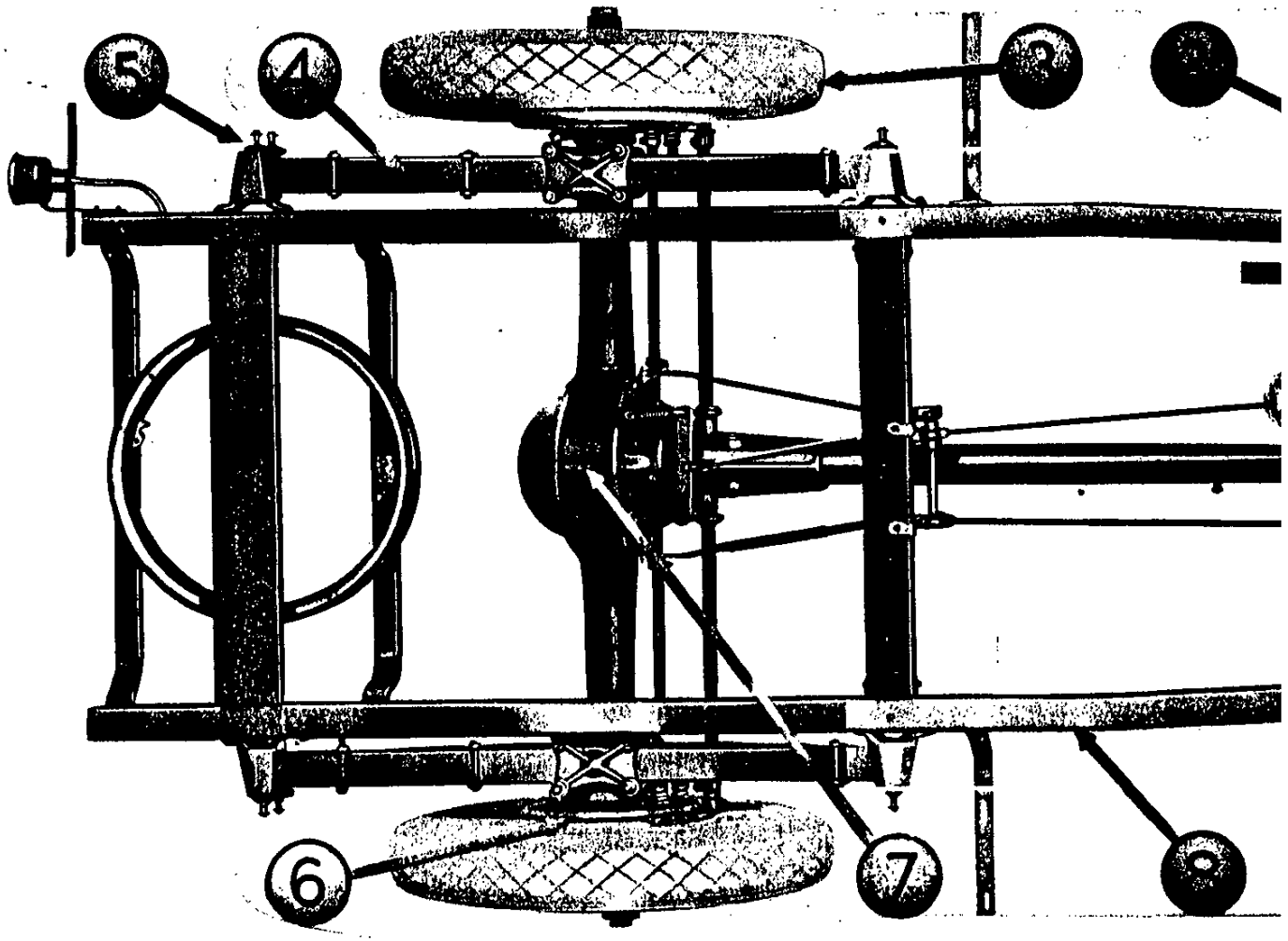
8. **Six-Inch Channel Steel Frame**
   The long, deep, rugged steel frame furnishes a sturdy foundation for all types of bodies and is supported with five heavy cross members.

9. **Four-Speed Transmission**
   The four-speed transmission, with its low gear, gives unusual power in the new Utility 1½-Ton Truck. High gear provides ample speed for any truck job.

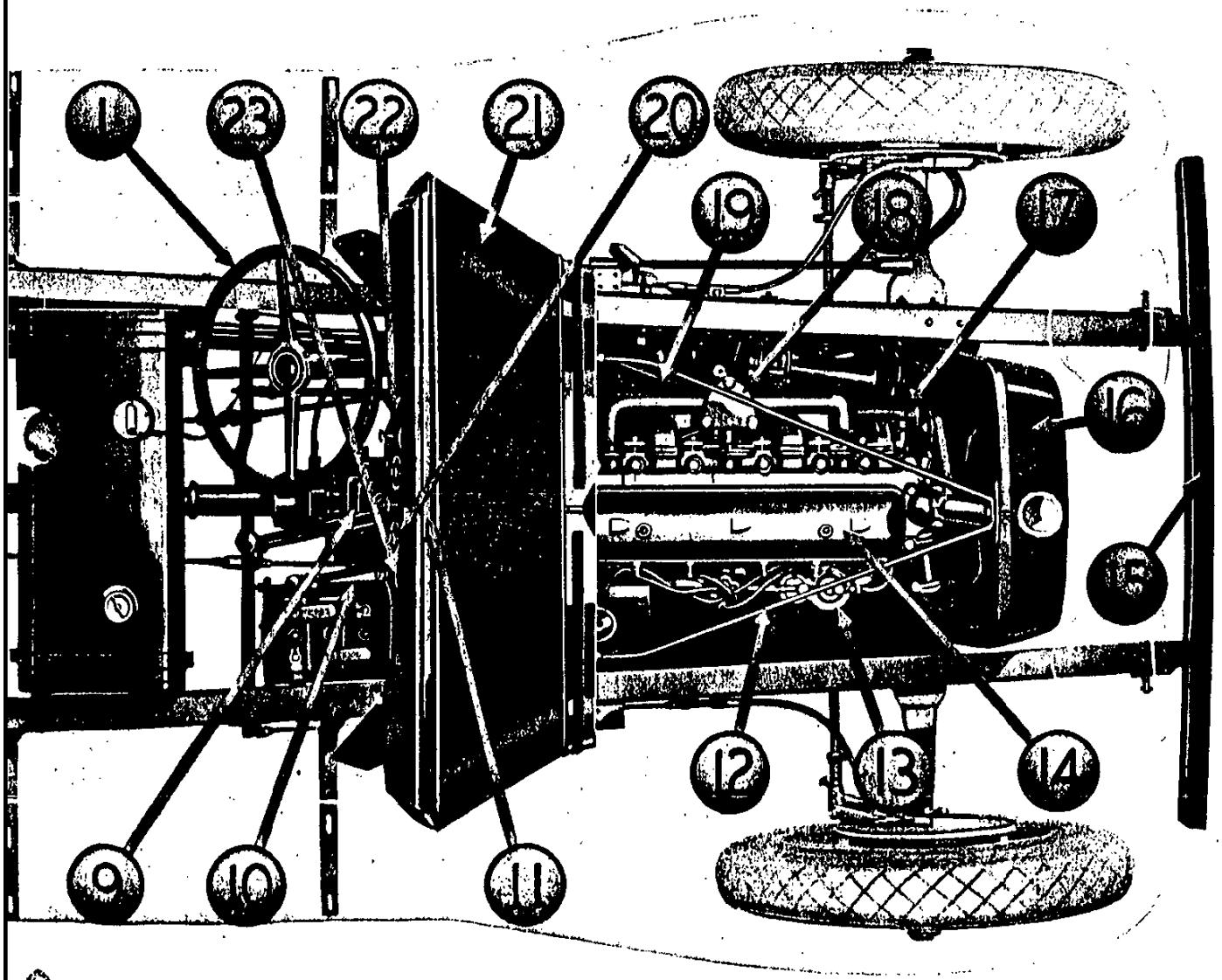
10. **Emergency Brakes**
    The new Utility 1½-Ton Trucks are equipped with an entirely separate set of emergency brakes. This is an imporant safety feature.

11. **Single Plate Clutch**
    The dry disc single plate clutch requires no lubrication, is completely enclosed and is self-adjusting.

12. **Vane Type Oil Pump**
    This simple, positive pump is not affected by wear.



ed to increase its dependability and economy



13. Fuel Pump

The improved AC fuel pump insures the proper flow of gasoline to the carburetor. The fuel enters the rear of the pump and passes through a glass filter bowl, where all sediment settles at the bottom.

14. Valve-in-Head Motor

Recognized as the most efficient design—a factor in Chevrolet's outstanding power and economy.

15. Heavy Steel Bumper

This bumper, rigidly mounted to the front of the chassis frame, is an added protection to the truck.

16. Harrison Honeycomb Radiator

This design of radiator has the highest cooling efficiency, due to its large radiating surface. Specially designed truck radiators are standard equipment on the Utility 1½-Ton Trucks.

17. Delco-Remy Electrical System

This is the same type of electrical equipment used on the highest priced cars and trucks.

18. Carburetor

The improved Carter carburetor has been specially designed for the new motor. It has an accelerating pump which operates when the throttle valve is suddenly opened. This gives more rapid acceleration.

19. Air Cleaner

This keeps the dust and grit out of the motor and insures greater economy of operation.

20. Water Temperature Indicator

This instrument, with its gauge mounted on the instrument panel, always keeps the driver informed as to the temperature of the water in his motor.

21. Cowl

The new Utility 1½-Ton Trucks are equipped with a cowl which makes possible simpler body mountings and gives added appearance to the trucks. This feature also makes it possible to shift the cab from one chassis to another easily and quickly.

22. Instrument Panel

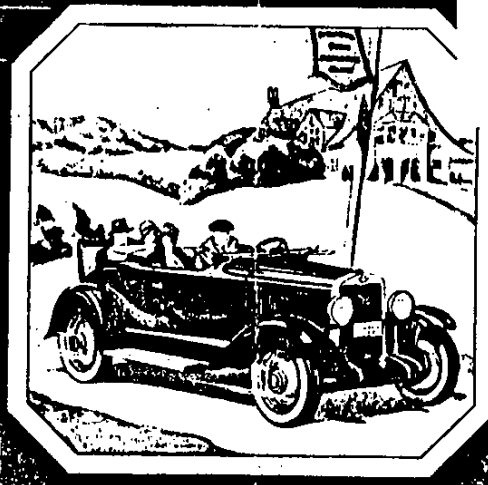
The instrument panel is indirectly lighted and carries a complete grouping of all the control instruments.

23. Gasoline Gauge

Electrically operated gasoline gauge conveniently located on instrument panel.

G.M.
CHEVROLET

1930
#2



CHEVROLET

The Greatest

CHEVROLET

in Chevrolet History

A SIX IN THE PRICE RANGE OF THE FOUR

The Greatest

CHEVROLET

in Chevrolet History

Again, Chevrolet has used the savings from its great volume production to build a smoother, faster, better Six—at prices within the reach of all.

Retaining all those basic qualities which have brought to the Chevrolet Six such great success—this new car offers, in addition, every worthwhile advancement that a year of engineering research has developed.

Some of the advancements in design and construction are illustrated and described on the following pages. Consider them carefully—then go for a ride, and learn what they mean in terms of finer performance!

Smoother — Faster — Better

CHEVROLET

Improved Features of the New Chevrolet Six

There are many improvements in the new Chevrolet Six—making it, by every standard of comparison, the Greatest Chevrolet in Chevrolet History.

Many of these improvements cannot be seen when you inspect the car on the showroom floor—but once you take the wheel and drive, you sense their presence immediately.

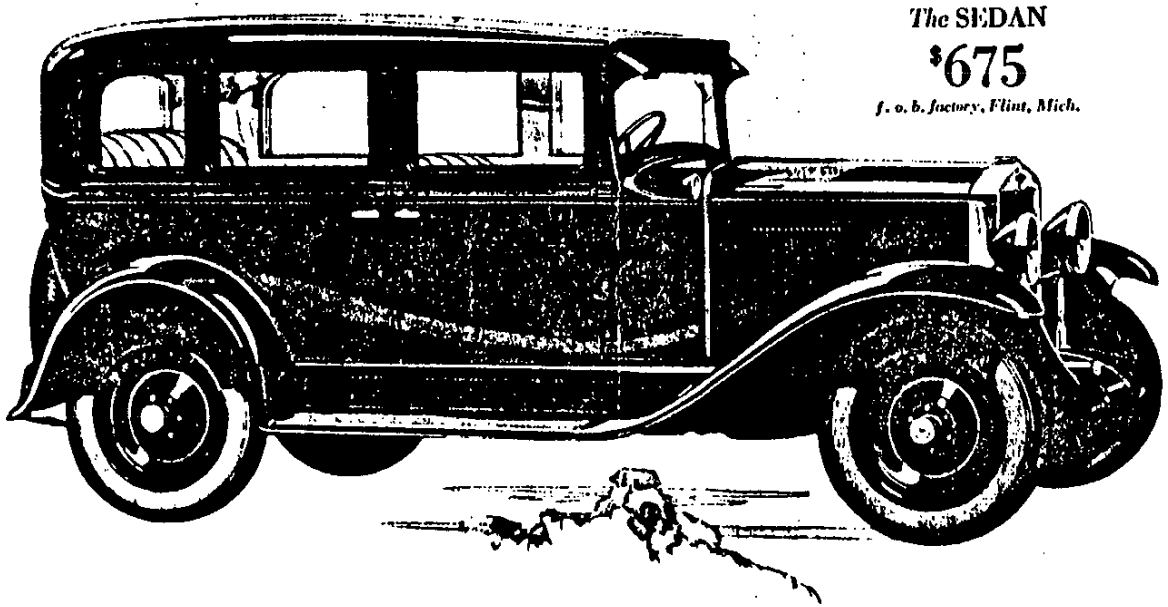
You will find faster acceleration, greater safety, greater comfort, finer handling ease—in short, greater value in every respect than was ever before available in a Chevrolet car.

First in importance is the 50-horsepower six-cylinder valve-in-head engine.

The SEDAN

$675

f. o. b. factory, Flint, Mich.



THE SEDAN—The new Fisher Body Sedan with its four large doors and its roomy, richly-upholstered interior, ideally meets every requirement for a family car. The rear seat is equipped with arm rests—and the front seat is adjustable. Equipment is especially complete—giving to the interior an air of custom smartness.

IMPROVED FEATURES OF THE NEW CHEVROLET SIX

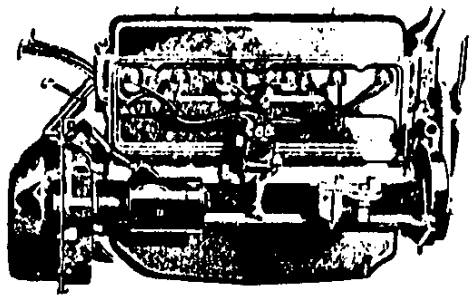
(Continued from page 2)

Tremendous advancement has been made in the past few years in engine design. And the Chevrolet motor brings you every advantage of this engineering progress.

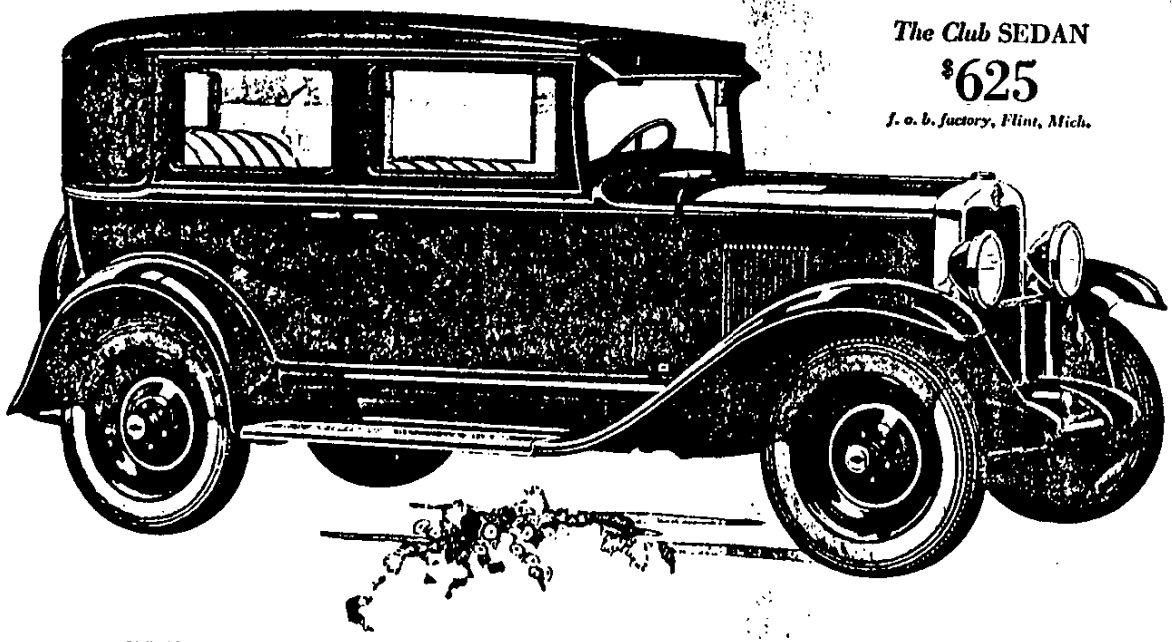
It is the product of many years of designing and testing—in the most thoroughly-equipped engineering laboratories and on the great General Motors Proving Ground.

It incorporates many advanced features which contribute to every phase of performance, economy and dependability.

A special high compression combustion chamber gives faster acceleration, higher speed and more power. Automatic lubrication of the valve mechanism results in extremely quiet operation. A big 48-pound crankshaft, both statically and dynamically balanced, contributes to smoother operation. Thoroughly lubricated bearings add to dependability and endurance. An improved hot-spot manifold and larger carburetor venturi give improved performance with even greater economy of fuel. And new bronze bushed pistons—two pounds lighter per set—result in greater smoothness, faster acceleration and longer life.



The Chevrolet 6-Cylinder 50-Horsepower Valve-in-Head Engine



The Club SEDAN

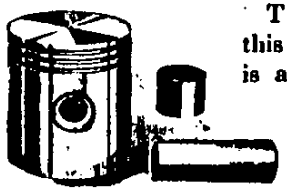
$625

f. o. b. factory, Flint, Mich.

THE CLUB SEDAN—Close-coupled, yet with ample room for five passengers, this exceptionally attractive model is at home in any company—a car for those who demand the utmost in comfort and appearance. The body is built by Fisher—and reveals all the Fisher superiorities in design, appointments and craftsmanship.

IMPROVED FEATURES OF THE NEW CHEVROLET SIX

(Continued from page 4)



Light Weight Bronze Bushed Pistons

The net result of this advanced design is a type of engine performance new and unique in a low-priced car. The power flows with delightful smoothness at every speed—no vibration, no body rumble, no noise fatigue.

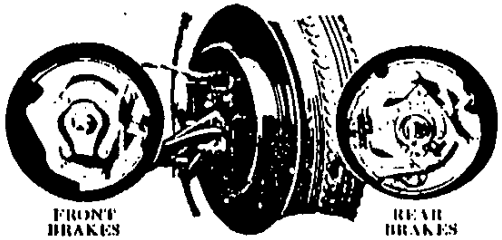
Acceleration is remarkably fast. There is a great reserve of power that carries you over the steepest hills.

And you can drive in perfect comfort at high speeds for any length of time.

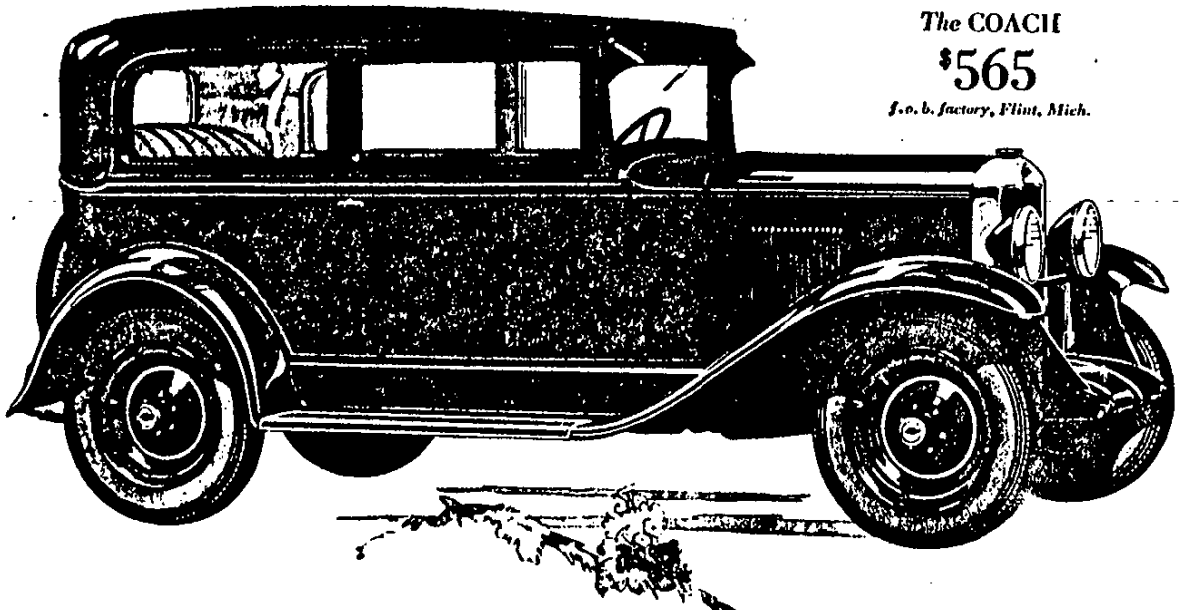
SAFETY

In safety, as well as in motor performance the new Chevrolet Six is exceptional.

The braking system has been entirely re-designed, with fully-enclosed, internal-expanding *water-proof* brakes both front and rear. The brake lining is of a new type and is particularly resistant to heat—which means that it is long-lived, as well as extremely efficient. An equalizing system balances the pressure at the wheels. A special upper shoe design insures uniform distribution of wear on the lining, and, in



Chevrolet Fully-Enclosed 4-Wheel Brakes



The COACH

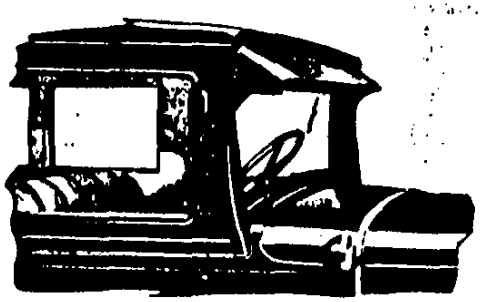
$565

f. o. b. factory, Flint, Mich.

THE COACH—This popular model, with its full-sized Body by Fisher, seats five people in perfect comfort. The right front seat folds forward to give easy access to the rear. The driver's seat is adjustable, forward and back, to provide a comfortable driving position for everyone. The doors are made exceptionally wide for safety and comfort.

IMPROVED FEATURES OF THE NEW CHEVROLET SIX

(Continued from page 6)



Chevrolet Fisher VV Non-Glare Windshield.

addition, prevents locking. And adjustment is extremely easy—through a simplified screw control.

Other features which you will appreciate are the two-beam head lamps and the new Fisher non-glare windshield. Each of these features is a great contribution to the safety and satisfaction of motoring. The two-beam head lamps are controlled by a foot-operated switch, permitting courtesy without the inconvenience of dimmed lights. And the new non-glare windshield makes night driving safer by reflecting downward, away from the driver's eyes, the light from the head lamps of automobiles approaching from the rear.

RIDING COMFORT

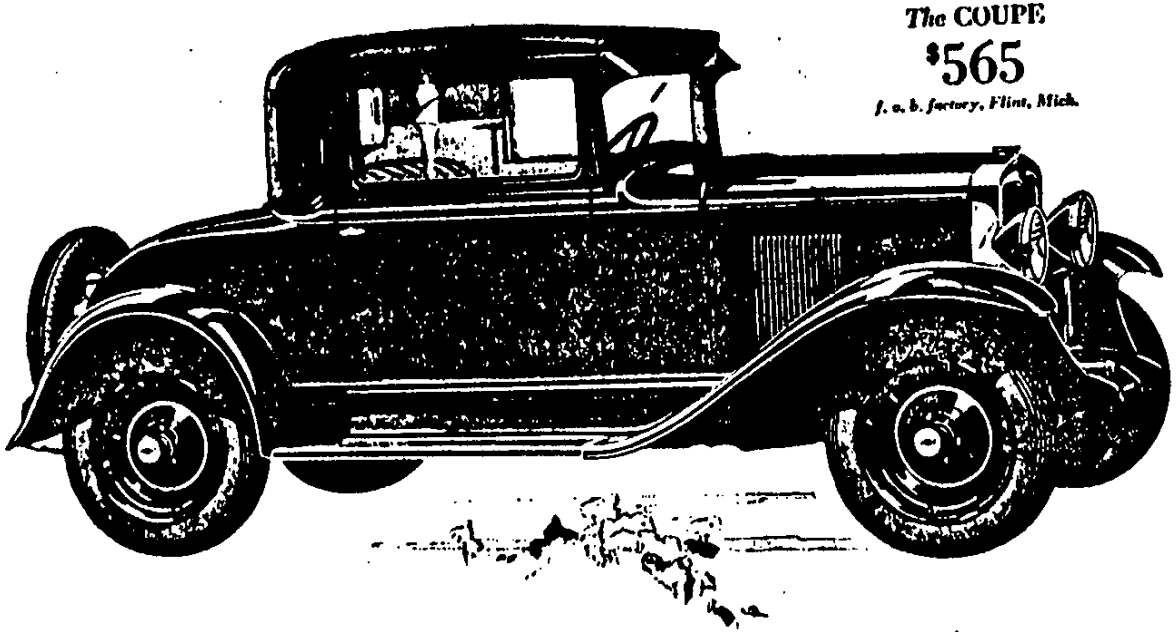
Delco-Lovejoy hydraulic shock absorbers —the most popular hydraulic shock ab-

Chevrolet's Two-Beam Head Lamps

The COUPE

$565

f. o. b. factory, Flint, Mich.

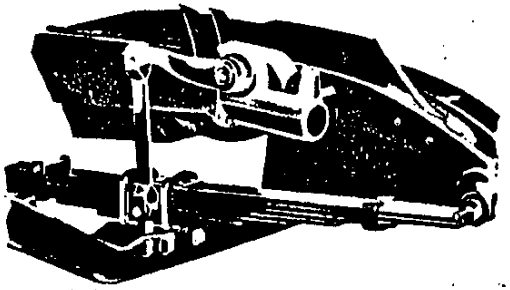


THE COUPE—The Coupe, with Body by Fisher, is the most distinctive two-passenger enclosed car that Chevrolet has ever offered. An unusually spacious seat with a large luggage compartment makes this model particularly suited for salesmen—as well as for those who desire individual transportation. The seat is adjustable to meet individual driving preferences.

Page Seven

IMPROVED FEATURES OF THE NEW CHEVROLET SIX

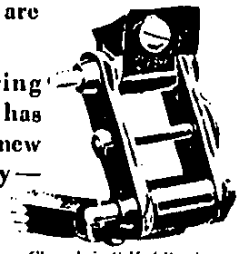
(Continued from page 8)



Delco-Lovejoy Hydraulic Shock Absorber

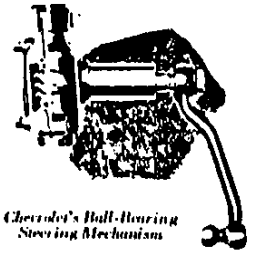
sorbers in the world—have been made standard equipment on all passenger models, both front and rear. They are positive and quiet in their action and result in an exceptionally smooth ride over all types of roads.

The four long semi-elliptic springs—designed for use with the new hydraulic shock absorbers—are equipped with new type spring shackles, which are self-adjusting.

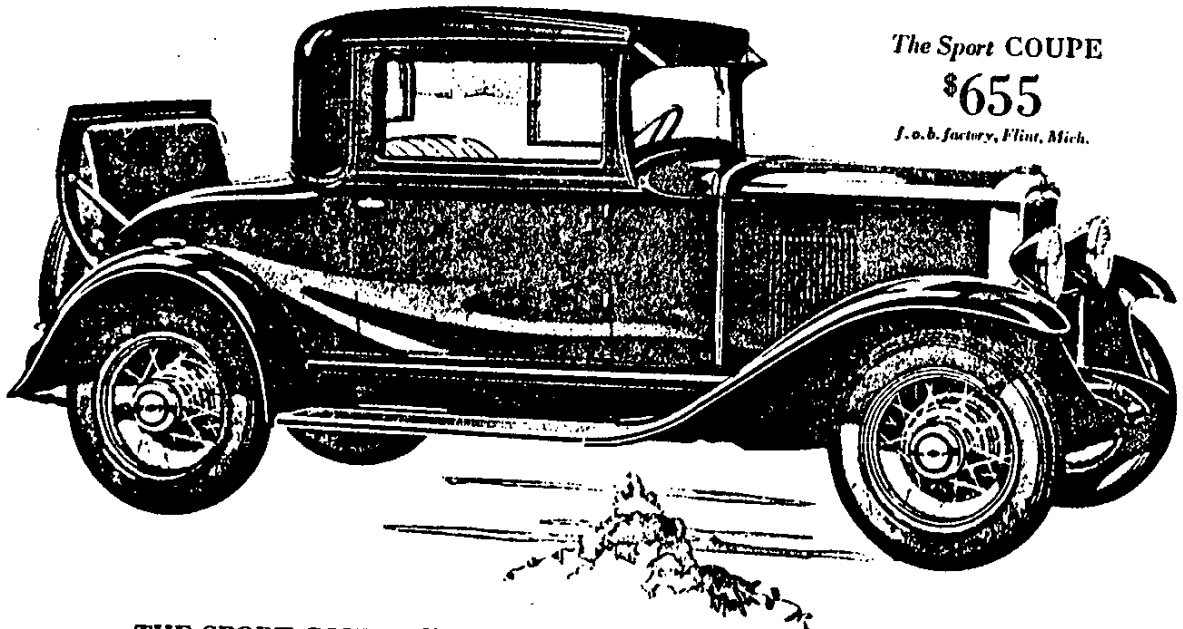


Chevrolet's Self-Adjusting Spring Shackles

The full ball-bearing steering mechanism has been improved by a new front axle assembly—which gives the front wheels finer balance and increases roadability. The steering wheel has been set lower—a feature which, combined with the new adjustable driver's seat, assures a restful driving position for every Chevrolet owner.



Chevrolet's Ball-Bearing Steering Mechanism



The Sport COUPE

$655

f. o. b. factory, Flint, Mich.

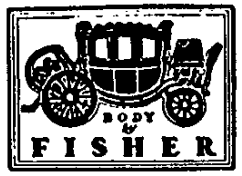
THE SPORT COUPE—Equipped with smart wire wheels, with large ornamental hub caps, the Chevrolet Sport Coupe is an unusually beautiful car. A spacious rumble seat makes it easily adaptable for four passengers—and the rear glass is adjustable to permit conversation with the occupants of the rumble seat.

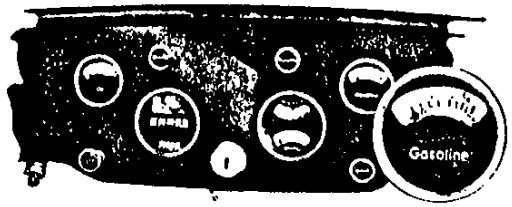
IMPROVED FEATURES OF THE NEW CHEVROLET SIX

(Continued from page 10)

COMFORT AND CONVENIENCE

Equally outstanding are the beautiful Fisher bodies—equipped throughout with the comfort and convenience features found on cars much higher in price. The seats are unusually deep and wide. The upholstery materials are richer and more durable. The instrument panel carries a new and more convenient grouping of the control instruments—including a new dash gasoline gauge. And numerous refinements in closed models—such as robe rail, foot rests, arm rests, dome light, remote control door handles, smoking sets and generous door pockets—contribute to comfort, convenience and interior beauty.





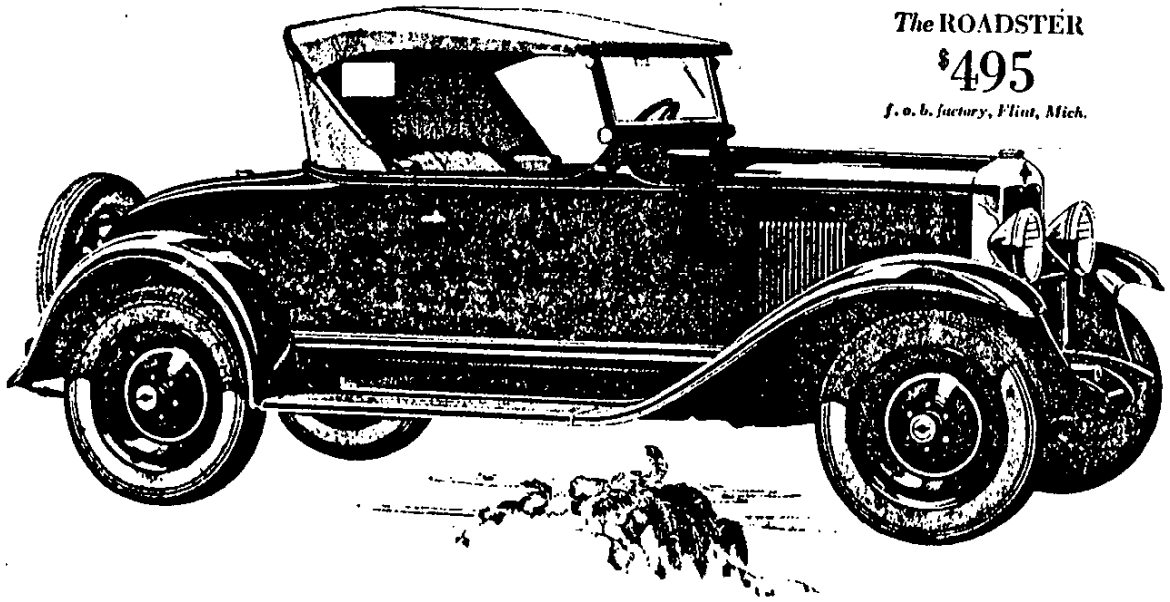
New Dash Gasoline Gauge

New, larger, full-balloon tires with smaller wheels give the entire car a fleeter, racier appearance—as well as finer comfort and greater roadability. Wire wheels, with large ornamental hubs and hub caps are standard equipment on the Sport Coupe and Sport Roadster.

The ROADSTER

$495

f. o. b. factory, Flint, Mich.

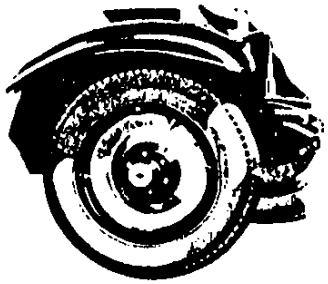


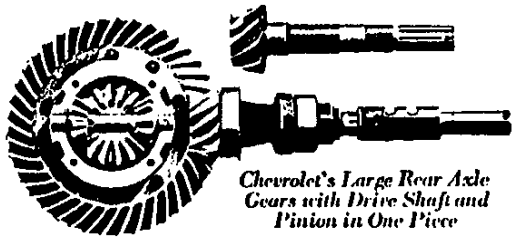
THE ROADSTER—The Chevrolet Roadster is one of the most attractive body creations in the Chevrolet line. It is ideally suited for those who seek the utmost economy—combined with outstanding comfort, convenience and performance. The top folds neatly back—and close-fitting curtains afford protection in any weather.

IMPROVED FEATURES OF THE NEW CHEVROLET SIX

(Continued from page 12)

In addition, the Greatest Chevrolet in Chevrolet History includes all those basic features for which Chevrolet cars have been noted in the past. Heavy banjo-type rear axle . . . 107-inch wheelbase . . . modern fuel system, with safety gasoline tank in the rear . . . heavy channel steel frame . . . honeycomb Harrison radiator—these and scores of additional features which have proved their value overmillions of miles of service, haveallbeen retained in the new Chevrolet.





Chevrolet's Large Rear Axle Gears with Drive Shaft and Pinion in One Piece

A RIDE WILL CONVINCE YOU

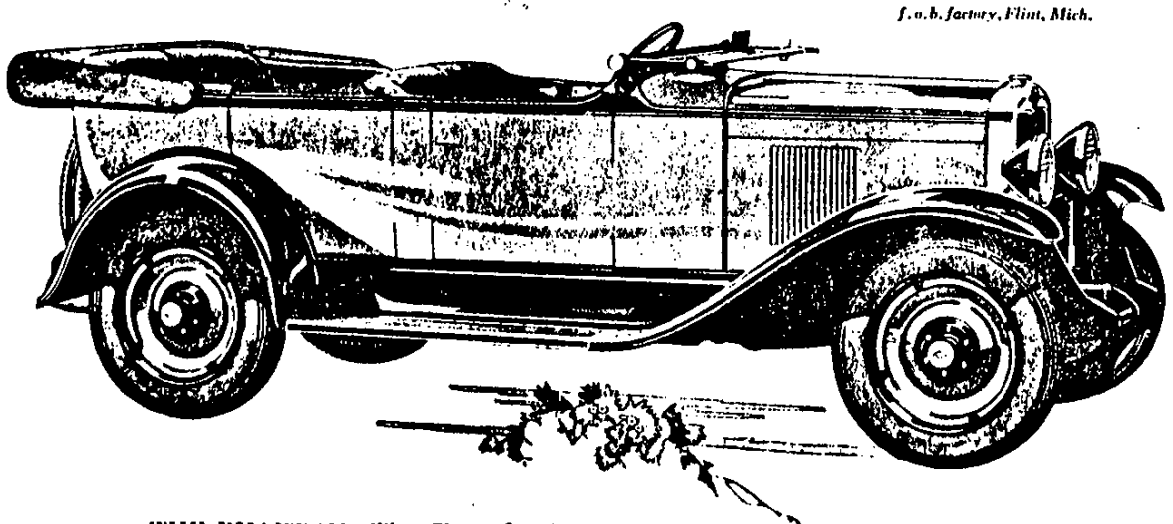
But no written description can give you any idea of the extra value and quality provided in this new car. To appreciate, in full measure, its fine performance and big-car comfort—you must take the wheel for a road demonstration.

The new Chevrolet is finer in every way —in beauty, in performance, in comfort, in safety and in dependability. Yet it still remains "a Six in the price range of the four."

The PHAETON

$495

f. o. b. factory, Flint, Mich.

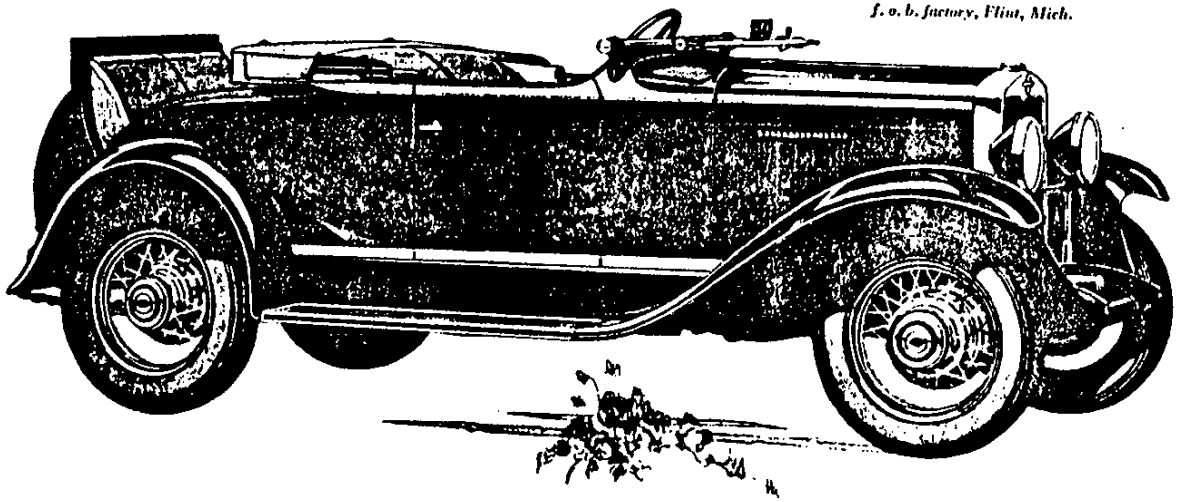


THE PHAETON—The Chevrolet Phaeton surpasses all Chevrolet's previous achievements in providing outstanding open car value. Stylish, roomy and convenient—it accommodates five passengers in comfort. The seats have been lowered, the seat backs tilted, and the cushion springs have been made deeper and more resilient. The top is easily raised and lowered.

The Sport ROADSTER

$555

f. o. b. factory, Flint, Mich.



THE SPORT ROADSTER—This long, low, racy model, with its smart wire wheels of the large ornamental hub type, is one of the most beautiful cars to be seen on the highways. It can instantly be arranged to accommodate four passengers in perfect comfort—for the rumble seat is unusually deep and spacious. The top folds neatly back, and the top boot is standard equipment.