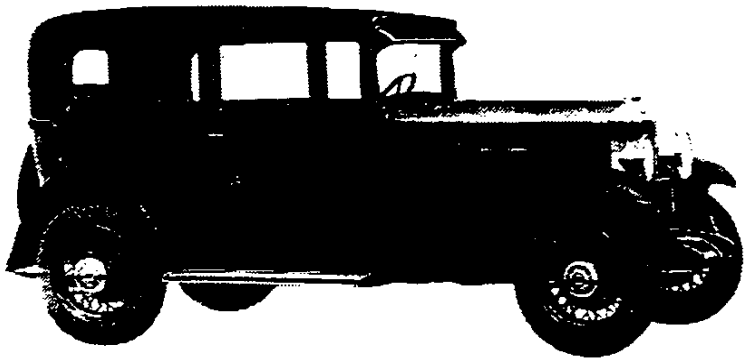
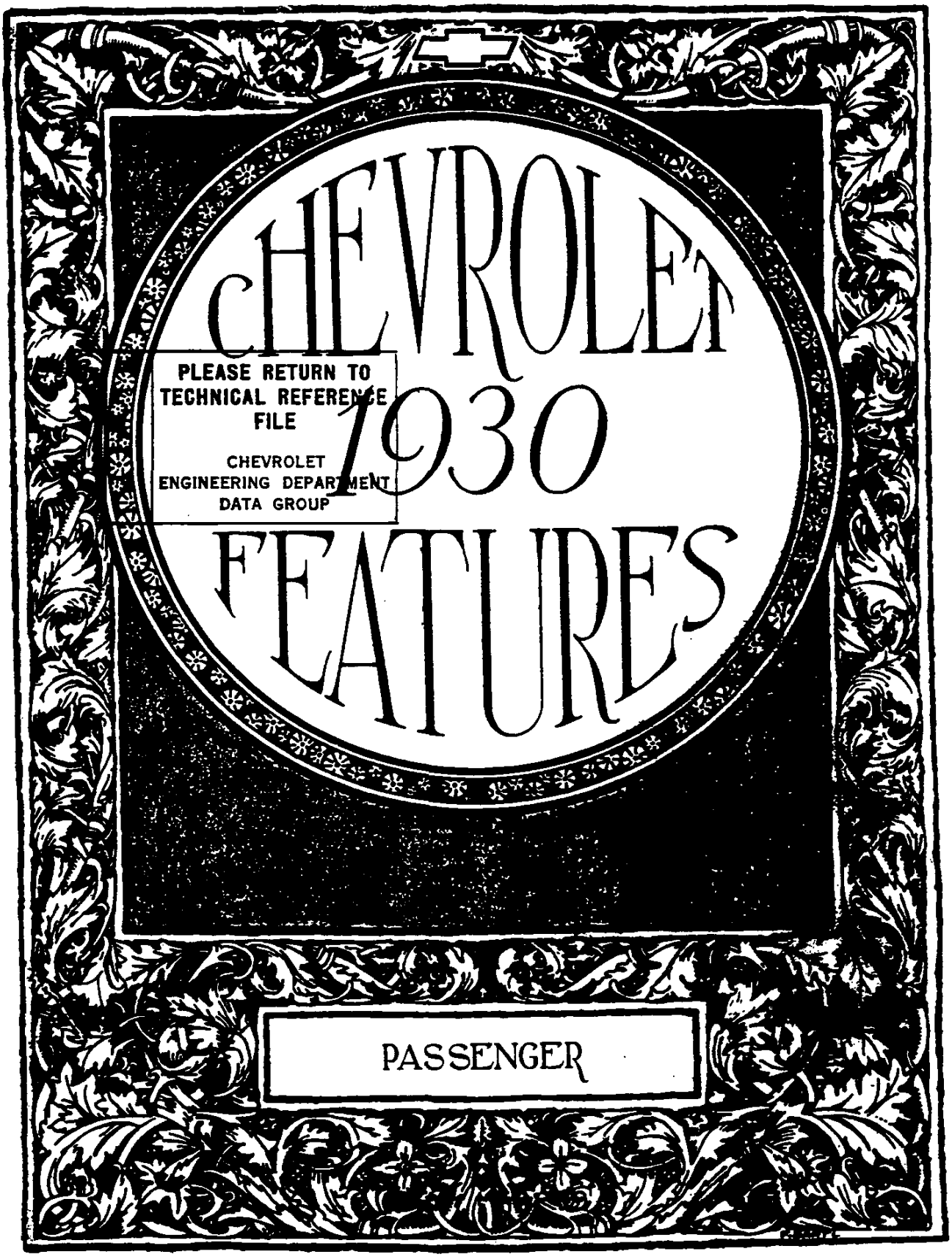
CHEVROLET



1930 Chevrolet. Universal. coach. OCW

1930



INTRODUCTION

THIS BOOK OF CHEVROLET ENGINEERING FEATURES IS COMPILED FOR THE PURPOSE OF PROVIDING AUTHORIZED PERSONS WITHIN THE CHEVROLET ORGANIZATION WITH ADVANCE INFORMATION CONCERNING THE 1930 MODELS. THIS INFORMATION IS STRICTLY CONFIDENTIAL, AND IS NOT INTENDED FOR PUBLICATION.

THE FOLLOWING DATA WAS COLLECTED CONSIDERABLY IN ADVANCE OF PRODUCTION, AND IS UP-TO-DATE AS OF OCTOBER 1, 1929. NO REVISIONS WILL BE MADE IN THIS BOOK TO COVER SUBSEQUENT CHANGES.

ONLY SUCH FEATURES AS ARE NEW FOR 1930, OR WERE ADDED TO THE 1929 MODEL LATE IN THE SEASON, ARE DESCRIBED IN DETAIL. COMPLETE SPECIFICATIONS WILL BE AVAILABLE LATER IN DIFFERENT FORM.

THIS BOOK NO. 1 IS ISSUED TO

MR. W. G. Lewellen

AND IS INTENDED FOR HIS USE ONLY.

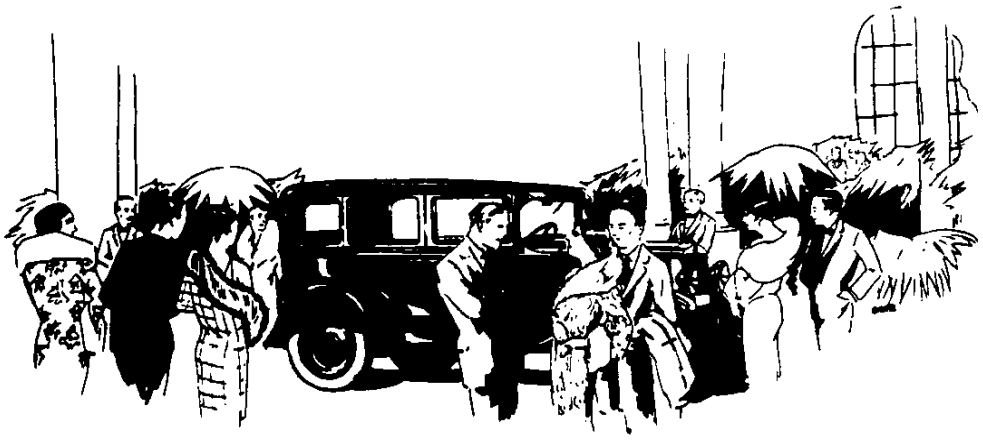
CHEVROLET MOTOR COMPANY

ENGINEERING DEPARTMENT

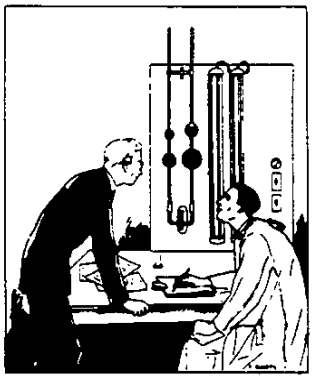
OCTOBER
FIRST
1 9 2 9

CHEVROLET ENGINEERING

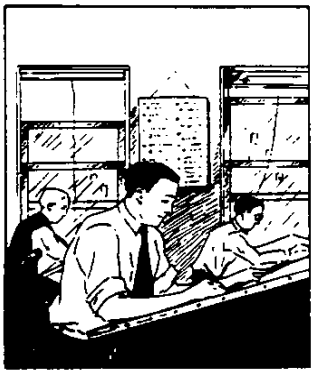
AT THE BEGINNING OF THE 1929 SEASON CHEVROLET STEPPED OUT OF THE FOUR CYLINDER FIELD, IN WHICH IT HAD ESTABLISHED AN ENVIABLE REPUTATION FOR GIVING THE PUBLIC THE GREATEST POSSIBLE VALUE PER DOLLAR. THE 1929 SIX CYLINDER MODEL NOT ONLY MAINTAINED THAT REPUTATION BUT MADE AVAILABLE TO THE PUBLIC, FOR THE FIRST TIME IN AUTOMOTIVE HISTORY, A HIGH GRADE SIX CYLINDER AUTOMOBILE IN THE PRICE RANGE OF THE FOUR CYLINDER MODELS. THE ENTHUSIASM WITH WHICH THIS INNOVATION WAS RECEIVED, PROVED THAT CHEVROLET HAD AGAIN SUCCEEDED IN ANTICIPATING THE MOTORISTS' DESIRES. THE DEMAND FOR THIS REMARKABLE PRODUCT WAS SO GREAT THAT WITHIN EIGHT MONTHS AFTER THE CHEVROLET SIX WAS ANNOUNCED, ONE MILLION CARS AND TRUCKS HAD BEEN PRODUCED. THE PRODUCTION FOR THE ENTIRE YEAR WILL UNDOUBTEDLY REACH 1,300,000, THE GREATEST PRODUCTION IN CHEVROLET HISTORY.



HOWEVER, THIS OUTSTANDING EXPRESSION OF PUBLIC PREFERENCE FOR THE FIRST CHEVROLET SIX HAS SERVED TO SPUR THE ENGINEERING ORGANIZATION ON TO GREATER EFFORTS IN FURTHER REFINING THE PRODUCT, TO GIVE THE PUBLIC EVEN GREATER VALUE PER DOLLAR. THE SAME CAREFUL ATTENTION TO DETAIL IN DESIGNING AND TESTING WHICH WAS REFLECTED IN PREVIOUS MODELS HAS BEEN ACCORDED THE 1930 MODELS, AND THE MOTORIST IS AGAIN ASSURED OF A THOROUGHLY ENGINEERED AND TESTED PRODUCT.



THE EXPERIMENTAL DESIGN AND TEST WORK WHICH HAS RESULTED IN THE NEW AND IMPROVED 1930 CHEVROLET SIX WAS ACCOMPLISHED BY A STAFF OF EIGHTEEN ENGINEERS, EACH OF WHOM CONCENTRATED HIS EFFORTS ON SPECIFIC UNITS OR PROBLEMS. SEVENTY DRAFTSMEN WERE REQUIRED TO WORK OUT THE ENGINEERS' IDEAS, AND MAKE THE NECESSARY DRAWINGS FROM WHICH THE PRODUCT IS MANUFACTURED.

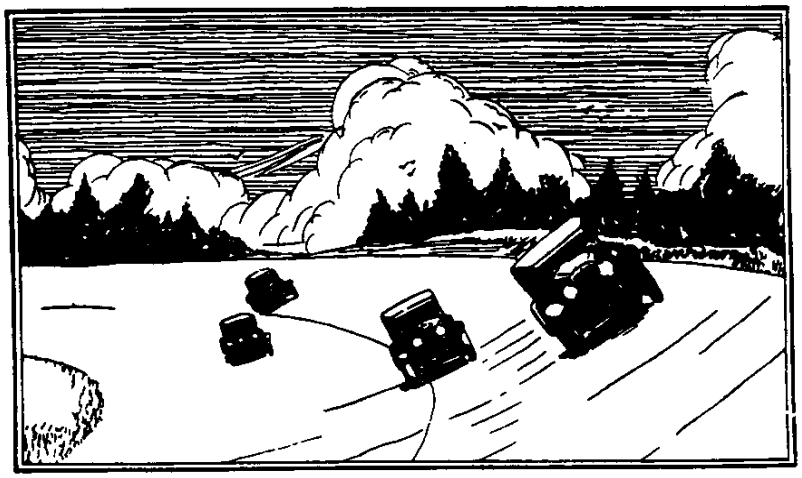


ALL EXPERIMENTAL PARTS WERE MADE AND ASSEMBLED IN THE CHEVROLET EXPERIMENTAL LABORATORY, WHICH IS HOUSED IN A SEPARATE, MODERN BUILDING APART FROM ALL PRODUCTION ACTIVITIES, AND IS EQUIPPED WITH THE MOST MODERN PRECISION MACHINERY. THIS LABORATORY HAS 44,400 SQUARE

FEET OF FLOOR SPACE AND IS MANNED BY A FORCE OF 104 EXPERT MECHANICS.

ALL THE WELL ORGANIZED FACILITIES OF THE GENERAL MOTORS PROVING GROUND ARE AT THE DISPOSAL OF CHEVROLET FOR TESTING EXPERIMENTAL AND PRODUCTION CARS. A RESIDENT CHEVROLET TEST CREW CONDUCTS TESTS ON CHEVROLET PRODUCTS, DAY AND NIGHT, IN WINTER AND SUMMER, UNDER CONDITIONS MUCH MORE SEVERE THAN WOULD BE ENCOUNTERED BY THE AVERAGE MOTORIST, OVER EVERY CONCEIVABLE KIND OF ROAD. CHEVROLET CARS AND TRUCKS ARE DRIVEN OVER ONE MILLION MILES EACH YEAR AT THE PROVING GROUNDS, A FORCE OF TWENTY-FIVE DRIVERS AND MECHANICS BEING EMPLOYED.

THE RESULTS OF EACH DAYS' TESTS ARE REPORTED IN MINUTEST DETAIL, AND THE ENGINEERS ARE ENABLED TO STUDY THE RESULTS OBTAINED WITH THEIR DESIGNS. WITH THESE FACILITIES THE CHEVROLET OWNER MAY BE SURE THAT HE RECEIVES A THOROUGHLY ENGINEERED PRODUCT AND THAT EXPERIMENTS ARE NEVER MADE AT HIS EXPENSE.



NEW FEATURES AND IMPROVEMENTS IN THE 1930 MODELS

BRAKE CONNECTIONS

1. SINGLE, RUBBER-MOUNTED CROSS SHAFT WITH OILLESS SPHERICAL BEARINGS.
2. SEPARATE EMERGENCY BRAKE OPERATION.

EXHAUST SYSTEM

3. IMPROVED EXHAUST PIPE JOINT AT MANIFOLD.

SPRINGS

4. TENSION PLATES REPLACED BY DELCO-LOVEJOY HYDRAULIC SHOCK ABSORBERS, FRONT AND REAR.
5. REDUCED FRONT SPRING RATE.
6. SELF-ADJUSTING SPRING SHACKLES.

FRONT AXLE

7. REDUCED KING PIN INCLINATION.
8. LARGER AND BETTER FULLY ENCLOSED BRAKES.
9. IMPROVED SPRING DESIGN IN STEERING TIE ROD.

REAR AXLE

10. INCREASED AXLE RATIO.
11. LARGER DRIVE GEARS FOR INCREASED LIFE AND STRENGTH.
12. DRIVE PINION INTEGRAL WITH SHAFT.
13. IMPROVED DIFFERENTIAL PINION LUBRICATION.
14. INCREASED DIFFERENTIAL STRENGTH.
15. STRONGER SPLINES ON PROPELLER SHAFT.
16. LARGE FULLY ENCLOSED FOUR-SHOE BRAKES.

ENGINE

17. IMPROVED VALVE AND PORT DESIGN.

18. IMPROVED HEATED TEE MANIFOLDS.

19. INCREASED HORSEPOWER.

20. LIGHT CAST IRON PISTONS WITH BRONZE BUSHINGS.

21. IMPROVED AIR CLEANER.

22. IMPROVED AND ENLARGED OIL PUMP.

23. IMPROVED STEEL BACK MAIN BEARINGS.

24. IMPROVED OIL PAN TO PREVENT OIL LEAKAGE.

25. IMPROVED OIL SEPARATOR.

26. CHECK VALVE IN REAR BEARING CAP TO PREVENT OIL LEAKAGE.

27. FELT-SEALED PUSH ROD COVER.

28. VENTILATED ROCKER COVER.

29. IMPROVED ACCELERATING PUMP.

30. LARGER CARBURETOR VENTURI.

31. IMPROVED LOCKS ON REAR MOTOR BOLTS.

CLUTCH

32. IMPROVED ONE PIECE CLUTCH DISC WITH RIVETTED FACINGS.

33. IMPROVED PEDAL STOP.

TRANSMISSION

34. SIX-SPLINE MAIN SHAFT.

35. LONGER HAND BRAKE LEVER.

36. IMPROVED LUBRICATION OF PILOT BEARING.

37. CLOSER LIMITS TO INSURE BETTER OPERATION.

UNIVERSAL JOINT

38. INCREASED SPLINE SIZE.

39. NEW SPEEDOMETER DRIVE GEARS FOR CLOSER READING.

FUEL SYSTEM

40. IMPROVED ELECTRIC GASOLINE GAUGE.

STEERING GEAR

41. MORE COMFORTABLE WHEEL POSITION.

42. IMPROVED HORN BUTTON.

43. STRONGER PITMAN ARM BALL.

44. IMPROVED STEERING CONNECTING ROD.

CONTROLS

45. IMPROVED SPRING RETURN CHOKE.

WHEELS

46. LARGER, STRONGER FLANGED BRAKE DRUMS.

47. LARGER SECTION TIRES ON SMALLER WHEELS.

48. WIRE WHEELS STANDARD ON SPORT ROADSTER AND SPORT COUPE.

SHEET METAL

49. HOOD BUMPER ADDED TO PREVENT RATTLE.

ELECTRICAL AND INSTRUMENTS

50. NEW, IMPROVED INSTRUMENT ARRANGEMENT.

51. NEW, IMPROVED LIGHTING SWITCH.

52. NEW THERMOGAGE TO INDICATE WATER TEMPERATURE.

53. IMPROVED CONCEALED LIGHTING.

54. NEW, ELECTRICALLY OPERATED GASOLINE GAUGE ON INSTRUMENT PANEL.

TOOLS

55. SINGLE SCREW JACK.

BODY

56. LOWER, MORE COMFORTABLE SEATS ON OPEN MODELS.

57. NEW TRIM MATERIAL ON OPEN MODELS.

58. BUTTONS IN SEAT CUSHIONS ON OPEN MODELS.

59. NEW, IMPROVED TOP MATERIAL ON OPEN MODELS.

60. NEW COLORS.

61. NEW SPORT ROADSTER WITH RUMBLE SEAT.

62. SLOPING WINDSHIELD ON ALL CLOSED MODELS.

63. MORE COMFORTABLE SEAT AND BACK CUSHIONS ON CLOSED MODELS.

64. NEW UPHOLSTERY ON CLOSED MODELS.

65. IMPROVED TOE BOARD CLOSURE.

66. IMPROVED INSTRUMENT PANEL.

COMMERCIAL

67. INCREASED AXLE RATIO.

68. STRONGER DIFFERENTIAL.

69. IMPROVED DIFFERENTIAL LUBRICATION.

70. NEW SPEEDOMETER GEARS FOR CLOSER READING.

ACCESSORIES

71. NEW THERMOSTAT.

72. FENDER WELLS.

73. IMPROVED BUMPERS AND FENDER GUARDS.

74. IMPROVED CAR HEATER.

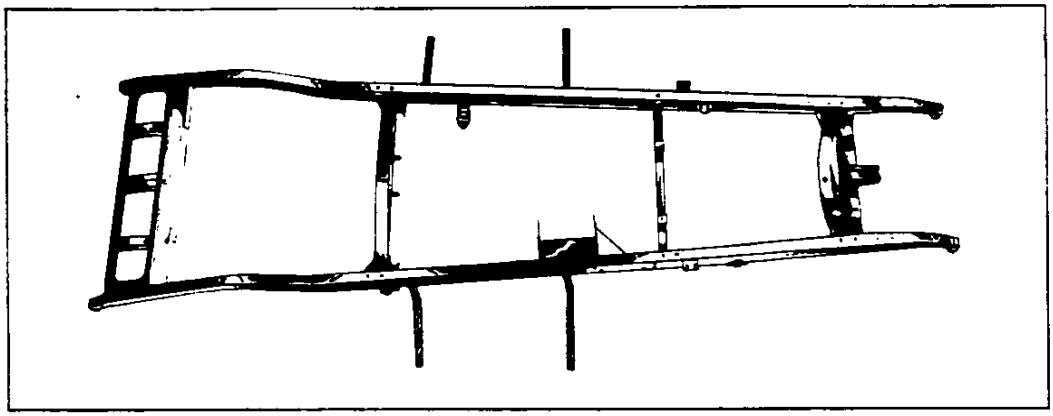
75. IMPROVED LARGE HUB WIRE WHEELS.

76. IMPROVED TIRE LOCKS.

DETAIL DISCUSSION OF THE NEW 1930 FEATURES

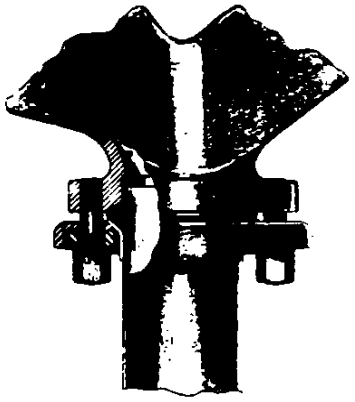
FRAME

THE 1929 FRAME WITH ITS STURDY SIDE RAILS, CROSS MEMBERS AND BRACKETS HAS PROVEN SO SATISFACTORY THAT THE SAME DESIGN AND CONSTRUCTION HAVE BEEN RETAINED FOR 1930.



EXHAUST CONNECTION

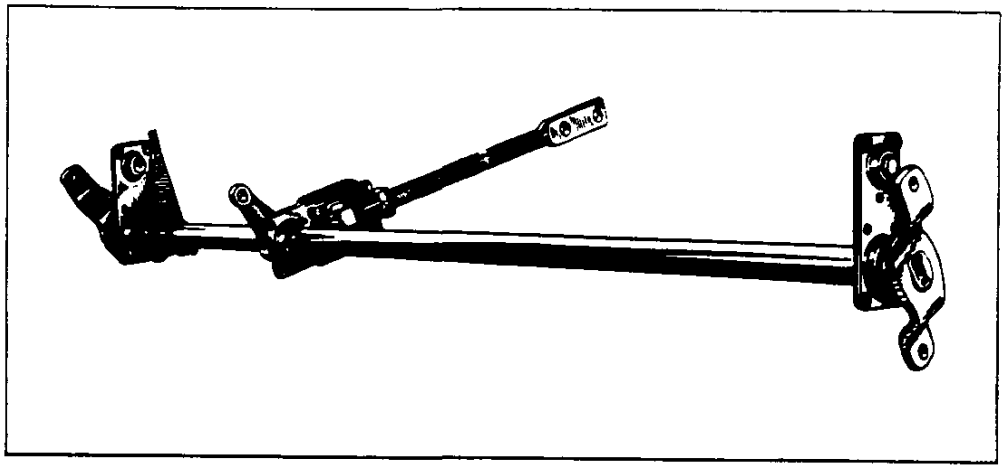
THE EXHAUST PIPE PACKING JOINT AT THE OUTLET FROM THE MANIFOLD HAS BEEN IMPROVED. IN THE NEW DESIGN A CONICAL SHELL IS SECURELY SPOT-WELDED TO THE EXHAUST PIPE AND ASBESTOS ROPE IS CLAMPED BETWEEN THIS SHELL AND THE COUNTERSUNK MANIFOLD BY MEANS OF STUDS AND BRASS NUTS. THE BRASS NUTS PREVENT RUSTING DUE TO OXIDATION AND INSURE EASY DISASSEMBLING. THIS JOINT PROVIDES AGAINST LEAKAGE AND ASSURES THE PASSENGERS' SAFETY AND COMFORT.



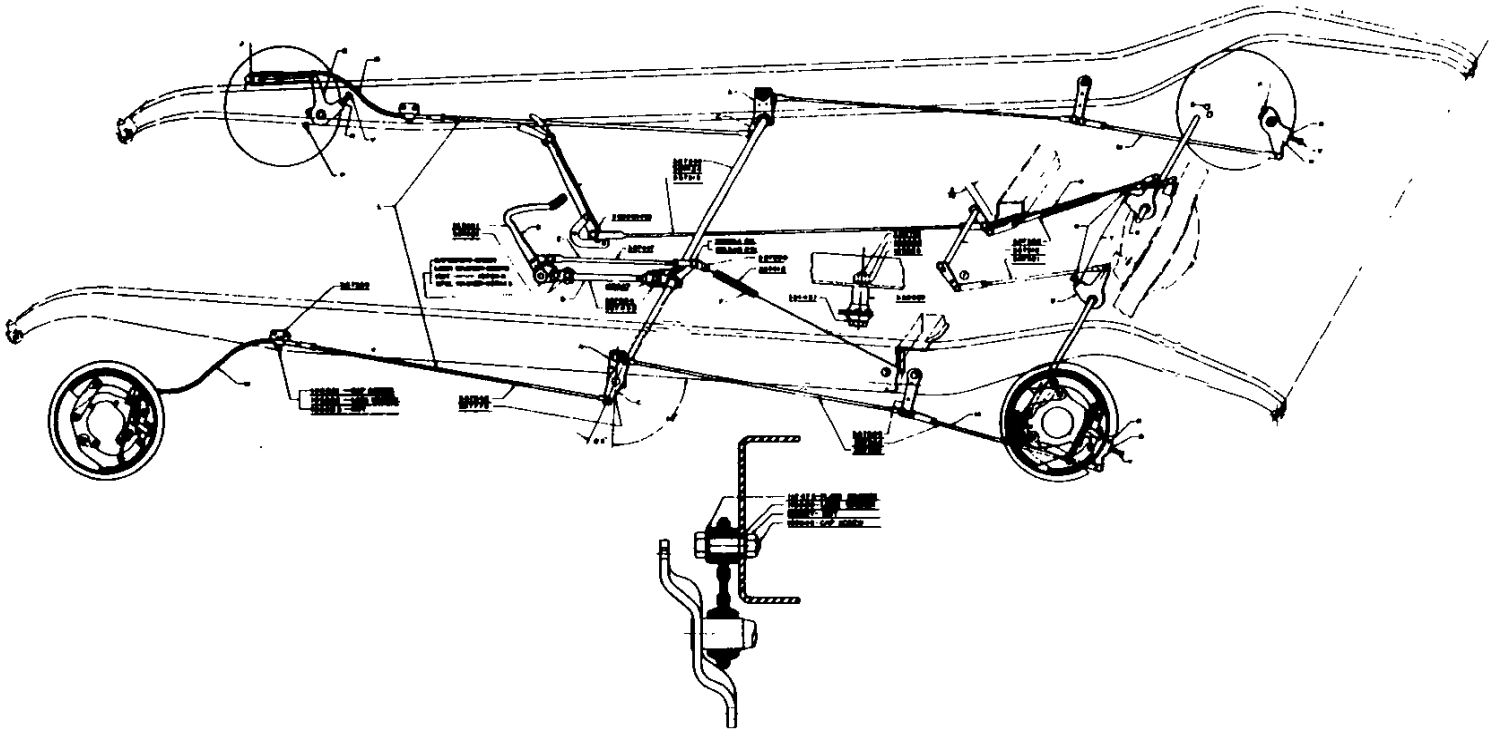
BRAKE CONNECTIONS

THE BRAKE CONNECTIONS HAVE BEEN COMPLETELY REDESIGNED IN CONJUNCTION WITH THE NEW AND IMPROVED INTERNAL BRAKES WHICH ARE DESCRIBED IN DETAIL ELSEWHERE.

A SINGLE BRAKE CROSS SHAFT IS LOCATED BELOW THE FRAME JUST BACK OF THE TRANSMISSION. IT IS MOUNTED ON THE FRAME BY MEANS OF RUBBER-INSULATED BRACKETS. THE RUBBER IS FORCED OVER A TUBE AND INTO A CAVITY IN THE TWO-PIECE STAMPED BRACKET UNDER TREMENDOUS PRESSURE, SO THAT THE TENDENCY OF THE SHAFT TO OSCILLATE ABOUT THE MOUNTING BOLTS IS RESISTED BY THE FRICTION OF THE RUBBER ON ITS RETAINING MEMBERS.



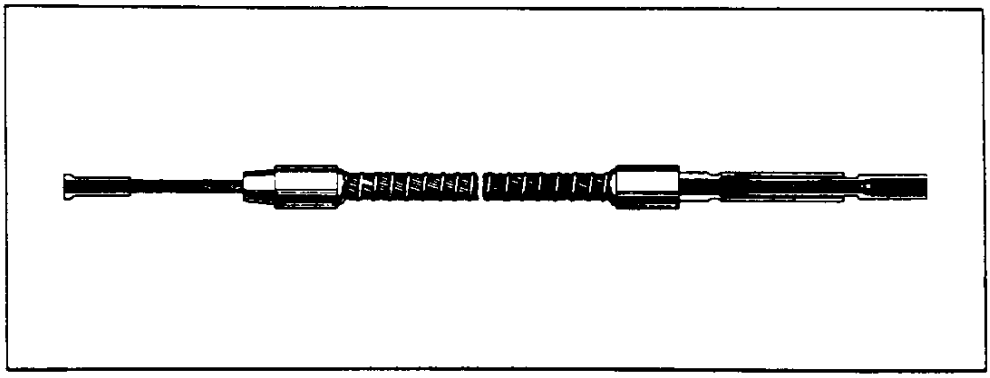
THE SHAFT IS SUPPORTED IN SPHERICAL BEARINGS HAVING PRESSED STEEL SHELLS FILLED WITH A GRAPHITE COMPOSITION WHICH FORMS A SILENT, OILLESS BEARING FOR THE SHAFT. A BRACE, ALSO PROVIDED WITH THE SAME TYPE OF SPHERICAL BEARING, IS ATTACHED TO THE PEDAL STOP, TAKING THE PEDAL PULL DIRECT, THEREBY ELIMINATING THE BENDING OF THE CROSS SHAFT.



BRAKE ADJUSTMENT DIAGRAM

THE PEDAL PULL IS EXERTED ON THE CROSS SHAFT AT A DISTANCE FROM ITS CENTER BECAUSE OF THE DESIRABILITY OF A STRAIGHT PEDAL PULL ROD. THE DIAMETER OF THE CROSS SHAFT IS REDUCED AT ITS SHORT END TO INSURE EQUAL TORSIONAL STRENGTH THROUGHOUT THE SHAFT, RESULTING IN EQUAL BRAKING PRESSURE ON BOTH SIDES.

BOTH FRONT AND REAR BRAKES ARE OPERATED BY LEVERS ATTACHED AT THE OUTER ENDS OF THE CROSS SHAFT. THESE LEVERS ARE OF EQUAL LENGTH ON EACH SIDE OF THE SHAFT AND TRANSMIT AN EQUAL FORCE TO FRONT AND REAR BRAKES.

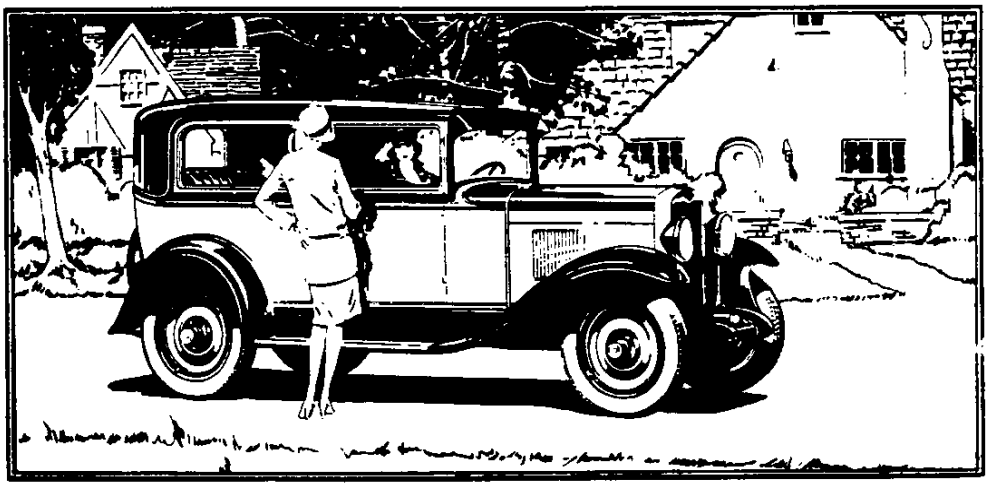


IDLER LEVERS ARE LOCATED SO AS TO GIVE CORRECT BRAKE GEOMETRY. THE FRONT BRAKE CONNECTION FORWARD OF THE CROSS SHAFT LEVER IS OF VERY HIGH GRADE FLEXIBLE STEEL CABLE, OF THE SAME KIND WHICH IS USED IN SUSPENSION BRIDGE CONSTRUCTION. THIS CABLE WITH ITS FLEXIBLE CASING PERMITS EQUAL BRAKE APPLICATION WITH ANY POSITION OF THE FRONT WHEELS.

COMPLETE EQUALIZATION OF THE FOUR BRAKES IS EFFECTED BY MEANS OF THE UNIFORM TORSIONAL STRENGTH AND RUBBER MOUNTING OF THE CROSS SHAFT.

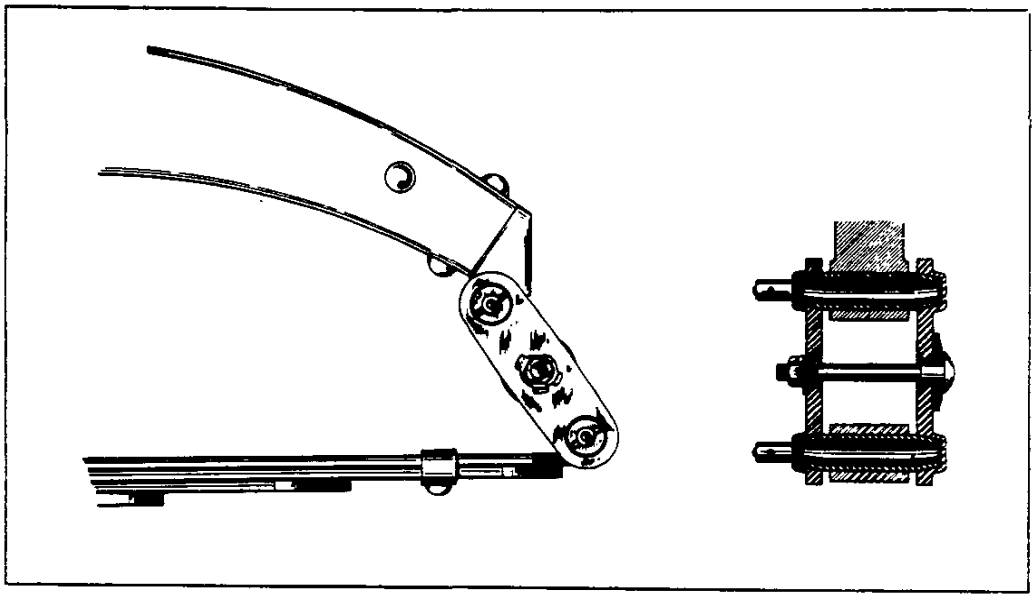
COMPARATIVE SPECIFICATIONS

	1929	1930
CROSS SHAFT	DOUBLE	SINGLE
MOUNTING	STATIONARY METAL BRACKETS	OSCILLATING RUBBER BUSHED BRACKETS
BEARINGS	SPHERICAL - DIE CAST	SPHERICAL GRAPHITE COMPOSITION
PROPORTIONER RATIO	40% FRONT 60% REAR	50% FRONT 50% REAR
BRACE MOUNTING	TO TRANSMISSION CASE	TO PEDAL SHAFT THROUGH STOP
BRACE ADJUSTMENT	SLOTS AND FRICTION	THREADED ROD AND NUT
FRONT BRAKE CONNECTIONS	RODS AND IDLER LEVER	ROD, CABLE AND FRAME BRACKET



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. WITH THE ELIMINATION OF THESE BUSHINGS THE WEAR, WITH ITS CONSEQUENT NOISE, IS ALSO ELIMINATED.



IN THESE SELF-ADJUSTING SHACKLES HARDENED AND GROUND, TUBULAR PINS HAVING TAPERED ENDS ARE PRESSED INTO THE SPRINGS AND BRACKETS TO A DEFINITE RELATION. THE STURDY, HARDENED PRESSED STEEL SHACKLES ARE ALSO PROVIDED WITH TAPERED HOLES WHICH FIT THE TAPERED PINS. THE TWO SHACKLES ARE HELD ON THE TAPERS BY A BOLT PASSING THROUGH THE CENTER. THIS BOLT IS PROVIDED WITH A HEAVY PLATE SPRING WHICH AUTOMATICALLY TAKES UP ANY PLAY WHICH MAY BE OCCASIONED 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 MAKING FREQUENT LUBRICATION UNNECESSARY. THE TAPERED HOLES IN THE SHACKLES ARE GROOVED TO INSURE PROPER DISTRIBUTION OF THE LUBRICANT.

SPRINGS

THE REBOUND TENSION PLATES HAVE BEEN OMITTED FROM BOTH THE FRONT AND REAR SPRINGS, AND THE LOADING RATE OF THE FRONT SPRINGS HAS BEEN REDUCED FROM 385 TO 345 POUNDS PER INCH OF DEFLECTION. THESE CHANGES WERE MADE TO ACCOMODATE SHOCK ABSORBERS.

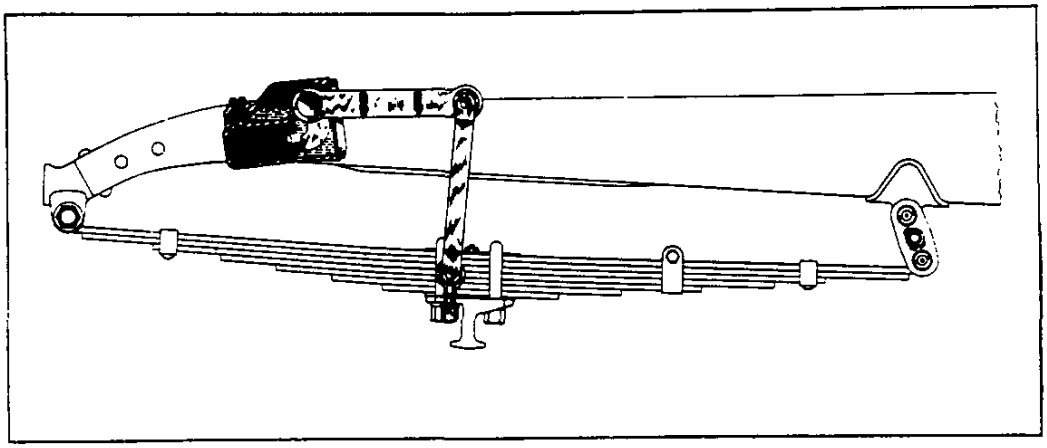
SHOCK ABSORBER

DELCO-LOVEJOY HYDRAULIC SHOCK ABSORBERS HAVE BEEN ADDED AS STANDARD EQUIPMENT 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 PASSENGERS.

THE SHOCK ABSORBER HOUSING IS DIVIDED INTO TWO COMPARTMENTS, THE LOWER ONE BEING IN THE FORM OF A CYLINDER PROVIDED WITH AN INTAKE VALVE AND A RELIEF VALVE. THE RESERVOIR COMPARTMENT IS FILLED WITH A SPECIAL HIGH GRADE OIL WHICH RETAINS ITS FLUID CHARACTERISTICS TO TEMPERATURES AS LOW AS FORTY DEGREES BELOW ZERO.

WHEN ROAD SHOCKS DEFLECT THE SPRINGS TOWARD THEIR "BUMPER"

POSITION THE PISTON IN THE SHOCK ABSORBER CYLINDER IS FORCED OUTWARD BY THE PISTON SPRING AND THE INTAKE VALVE OPENS TO PERMIT THE FLOW OF OIL FROM THE RESERVOIR INTO THE CYLINDER.



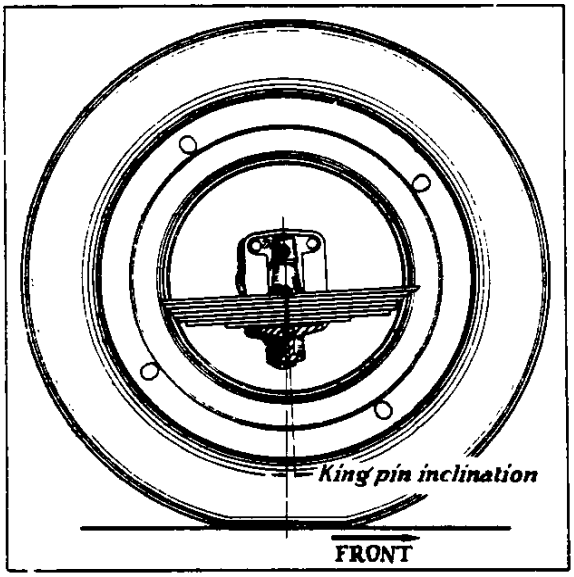
WHEN THE SPRINGS DEFLECT TOWARD THEIR UNLOADED POSITION THE PISTON REVERSES ITS DIRECTION AND THE INTAKE VALVE CLOSES, MAKING IT NECESSARY FOR THE OIL TRAPPED IN THE CYLINDER TO ESCAPE VERY GRADUALLY THROUGH THE RELIEF VALVE. THIS GRADUAL TRANSFER OF THE OIL RETARDS THE REBOUND ACTION OF THE SPRINGS, INSURING AN EASY FLOATING MOTION TO THE BODY.

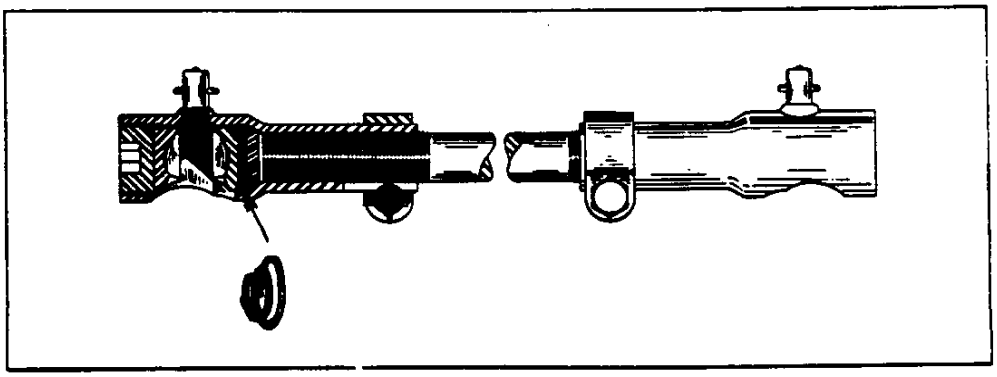
THE ACTION OF THE VALVE MECHANISM IS RENDERED NOISLESS BY THE HEAVY PISTON SPRING AND OIL CUSHIONING OF THE MOVING PARTS. ALL LINK JOINTS ARE BUSHED WITH HIGH GRADE OIL-RESISTING RUBBER BUSHINGS WHICH INSURE QUIET OPERATION.

ANOTHER FEATURE OF THESE REMARKABLE SHOCK ABSORBERS IS THE RIGID LINK RODS WHICH CONNECT THE OPERATING ARMS WITH THE CHASSIS. THEY INSURE POSITIVE TRANSMISSION OF ALL COMPRESSION AND REBOUND MOVEMENTS OF THE CAR SPRINGS TO THE SHOCK ABSORBERS, RENDERING THEM ACTIVE UNDER ALL CONDITIONS.

FRONT AXLE

CAREFUL ANALYSIS AND EXHAUSTIVE TESTS HAVE PROVEN THAT THE INCLINATION OF THE KING PIN AND THE SPRING PRESSURE EXERTED ON THE STEERING CONNECTIONS PLAY A VERY IMPORTANT PART IN THE ELIMINATION OF LOW SPEED SHIMMY. THIS IS ACCOMPLISHED IN THE 1930 CHEVROLET SIX BY THE INTRODUCTION OF A SEPARATE TAPERED SPACER BETWEEN THE AXLE I BEAM AND THE FRONT SPRING SO THAT THE KING PIN ANGLE IS MAINTAINED AT THE POINT OF MAXIMUM STEERING EFFICIENCY. THE STEERING TIE ROD HAS BEEN REDESIGNED TO INCORPORATE A NEW SPIRAL TYPE OF SPRING MOUNTED AT THE INNER END OF THE BALL SEAT. THIS SPRING EXERTS SUFFICIENT PRESSURE TO INSURE PROPER STEERING CONTROL. THIS DESIGN ALSO INSURES SUFFICIENT CLEARANCE BETWEEN THE BRAKE DRUM AND STEERING TIE ROD UNDER ALL CONDITIONS.

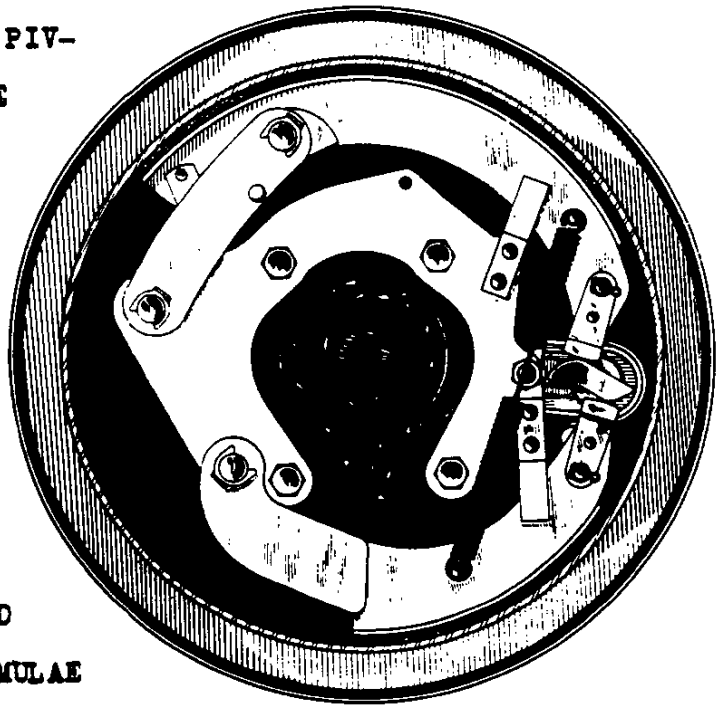




FRONT BRAKES

THE FRONT BRAKES ARE ENTIRELY NEW. THE DIAMETER HAS BEEN INCREASED TO 11-1/2 INCHES. THESE BRAKES ARE FULLY ENCLOSED AND ARE OF THE ARTICULATED SHOE TYPE. TWO SHOES ARE PROVIDED IN EACH BRAKE, THE UPPER ONE BEING MOST EFFECTIVE FOR FORWARD BRAKING AND THE LOWER ONE FOR REVERSE BRAKING.

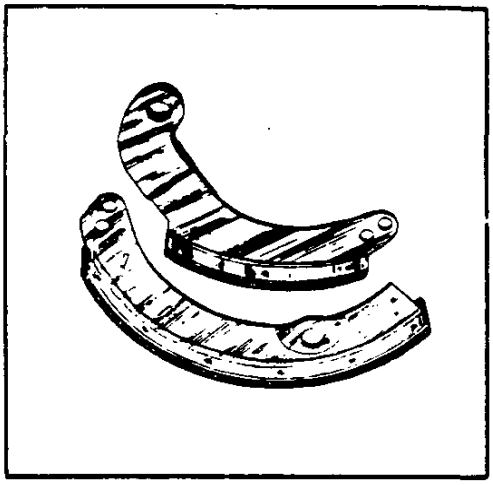
THE BRAKE ACTUATING MECHANISM IS MOUNTED ON A SUPPORT PLATE WHICH IS RIGIDLY BOLTED TO THE STEERING KNUCKLE. THE SHOES ARE PIVOTED ON A STURDY ANCHOR PLATE WHICH IS ALSO BOLTED TO THE STEERING KNUCKLE.



THE REVERSE SHOE IS PIVOTED DIRECTLY ON THE ANCHOR PLATE WHILE THE FORWARD SHOE IS ARTICULATED BY MEANS OF A LINK, ALSO MOUNTED ON THE ANCHOR PLATE. THE PIVOT POSITIONS WERE VERY CAREFULLY DETERMINED BY MATHEMATICAL FORMULAE AND CHECKED BY ROAD TESTS TO INSURE THE MOST EFFECTIVE BRAKE APPLICATION WITHOUT DANGER OF LOCKING. ARTICULATION OF THE UPPER SHOE INSURES UNIFORM DISTRIBUTION OF WEAR, PREVENTS DISTORTION OF THE SHOE DUE

TO HIGH TEMPERATURE AND PREVENTS LOCKING OF THE BRAKES.

THE BRAKE SHOES ARE OF T SECTION, THE FLANGE AND WEB OF WHICH ARE WELDED TOGETHER BY A SPECIAL WELDING PROCESS. THE GUIDES ARE SECURED TO THE SHOES BY PROJECTION WELDING. THIS CONSTRUCTION PRODUCES SHOES WHICH ARE EXTREMELY RIGID AND RETAIN THEIR SHAPE UNDER ALL BRAKING CONDITIONS. AFTER WELDING, THE SHOES ARE VERY CAREFULLY MACHINED TO INSURE ACCURATE LOCATION OF THE PIVOT POINTS. THE LINING RIVETTED TO THE SHOES WAS ESPECIALLY SELECTED TO GIVE THE PROPER FRICTIONAL CHARACTERISTICS IN COMBINATION WITH THE AMOUNT OF ACTUATION DESIGNED INTO THESE BRAKES.



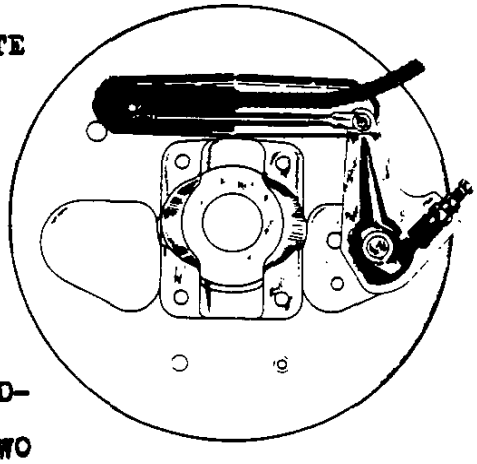
WHILE THE LINING AREA IS VERY LITTLE GREATER THAN IN THE 1929 MODEL, THE LINING HAS A HIGHER COEFFICIENT OF FRICTION AND CONTACTS THE DRUM AT A GREATER DISTANCE FROM ITS CENTER, GIVING MUCH BETTER OVERALL BRAKE PERFORMANCE.

THE SHOES ARE PROVIDED WITH PIVOTED HARDENED STEEL ROLLER SECTORS WHICH CONTACT THE CAM. THE CURVATURE OF THESE SECTORS WAS CAREFULLY DETERMINED IN COMBINATION WITH THE CAM CONTOUR TO INSURE PROPER APPLICATION OF THE BRAKES. LATERAL ALIGNMENT OF THE SHOES IS MAINTAINED BY SPRING GUIDES WHICH RIDE ON THE SHOE WEBS.

THE SHOES ARE ACTUATED BY A CAREFULLY DESIGNED CAM WHICH

APPLIES JUST THE PROPER AMOUNT OF POWER TO INSURE GOOD BRAKING. THIS CAM IS CHROMIUM PLATED TO RESIST WEAR AND CORROSION. IT IS MOUNTED IN A BRONZE BUSHED PIVOTED CENTRALIZER WHICH ALWAYS INSURES PERFECT CENTRALIZATION OF THE CAM BETWEEN THE TWO SHOES.

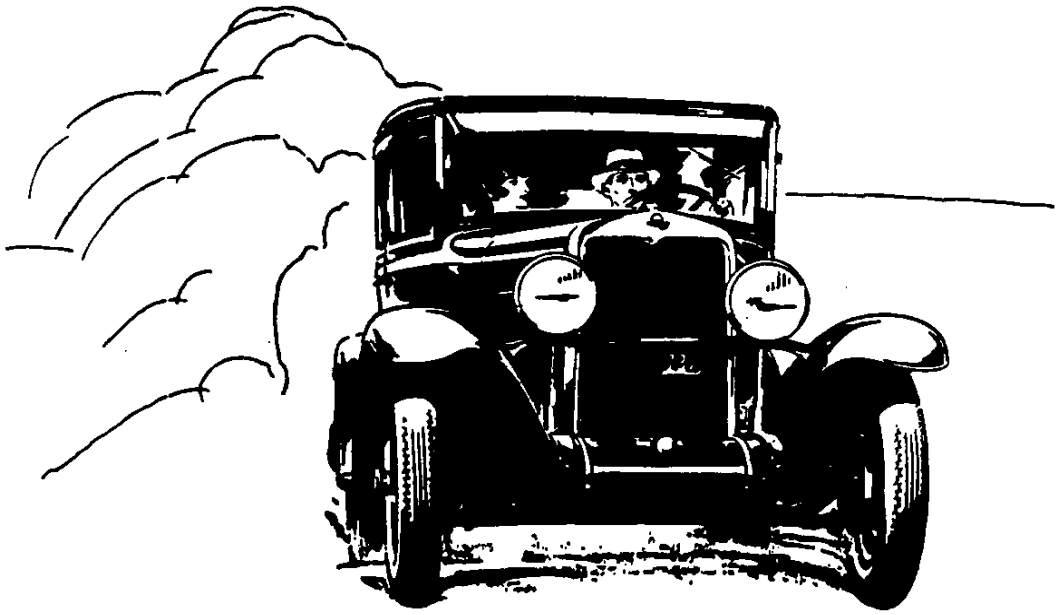
MOTION IS TRANSMITTED TO THE CAM BY MEANS OF A HIGH GRADE FLEXIBLE CABLE WHICH OPERATES THROUGH A CROSS HEAD AND PUSH ROD TO ROTATE THE PRESSED STEEL OPERATING LEVER, WHICH IN TURN ROTATES THE CAM SHAFT.



ADJUSTMENT OF BOTH FRONT AND REAR BRAKES IS EFFECTED BY MEANS OF AN ADJUSTING SCREW THREADED INTO A SLEEVE MOUNTED IN THE TWO PIECE STAMPED OPERATING LEVER. MOVEMENT OF THIS SCREW CHANGES THE ANGULAR RELATION BETWEEN THE STAMPED OPERATING LEVER AND THE ADJUSTING LEVER KEYED TO THE CAM SHAFT. THE CAM FACE ON THE ADJUSTING LEVER IS IN THE FORM OF AN INVOLUTE CURVE TO INSURE EQUAL ANGULAR MOVEMENT THROUGHOUT ITS ROTATION FOR A GIVEN MOVEMENT OF THE SCREW. ALL VITAL PARTS OF THE BRAKES WHICH ARE EXPOSED TO THE ELEMENTS ARE PROTECTED AGAINST RUST AND CORROSION.

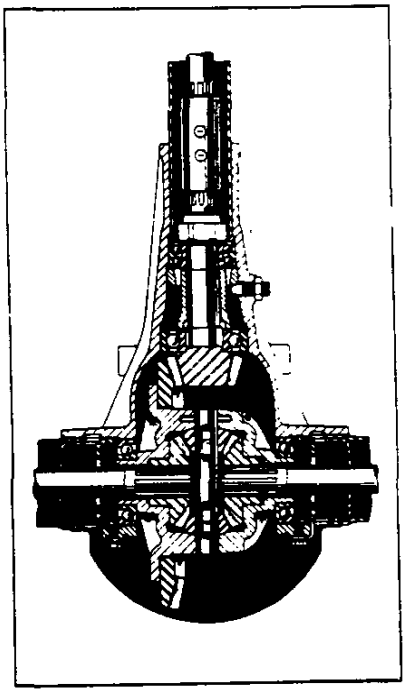
COMPARATIVE SPECIFICATIONS

	1929	1930
FRONT BRAKE DIAMETER	10-1/2	11-1/2
OPERATION	HORIZONTAL LEVER, ROD AND CAM.	CABLE, ROD, CROSS HEAD AND CAM.
LINING THICKNESS	9/64	3/16
LINING WIDTH	1-1/2	1-1/2
ADJUSTMENT	LEVER AND NUT	LEVER AND SCREW
KING PIN INCLINATION UNDER LOAD	3-1/2°	2-1/4°
TIE ROD TYPE	DOUBLE HELICAL SPRING	SINGLE SPIRAL SPRING
TOTAL FRONT BRAKE LINING AREA	49 SQ.IN.	50 SQ.IN.
ACTUATION	.45 - .50	.60 - .65



REAR AXLE

THE REAR AXLE HAS BEEN IMPROVED IN MANY RESPECTS. THE AXLE RATIO HAS BEEN INCREASED FROM 3.618 TO 4.10 WHICH, IN COMBINATION WITH THE MORE POWERFUL ENGINE, IMPROVES THE HILL CLIMBING AND ACCELERATING PERFORMANCE WITHOUT REDUCTION IN TOP SPEED. THE DESIGN OF THE DRIVE PINION HAS BEEN IMPROVED BY MAKING IT INTEGRAL WITH ITS SHAFT AND MAKING THE CONNECTION WITH THE PROPELLER SHAFT FARTHER FORWARD BY MEANS OF A SPLINED SLEEVE. THIS IS KNOWN AS "STEM PINION" CONSTRUCTION, AND BY THIS MEANS ABSOLUTE ALIGNMENT OF THE PINION TEETH WITH THE BEARINGS AND SPLINES IS MAINTAINED. FAILURE OF THE SHAFT AT THE KEYWAY IS ALSO OBVIATED BY THIS CONSTRUCTION. THE DRIVE PINION HAS TEN TEETH AND THE DRIVE GEAR FORTY-ONE TEETH; THE LENGTH OF TOOTH FACE ON BOTH BEING INCREASED TO 1-7/32 INCHES.

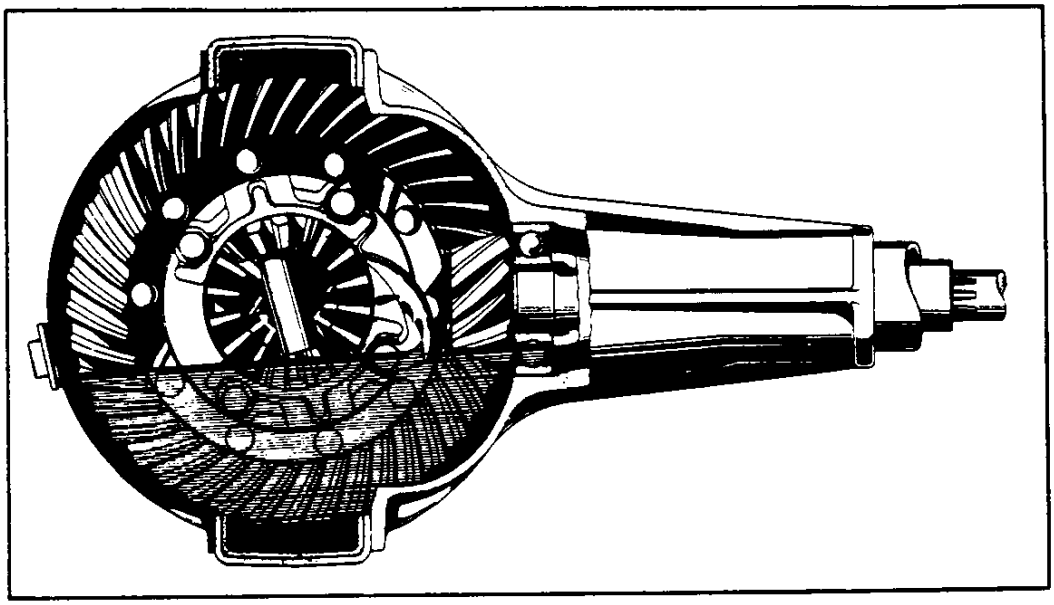


THE DIFFERENTIAL UNIT HAS BEEN IMPROVED AND STRENGTHENED TO A CONSIDERABLE EXTENT BY INCREASING THE DIAMETER OF THE CASE AT THE POINT OF BEARING MOUNTING WITH A CORRESPONDING INCREASE IN THE INSIDE DIAMETER OF THE DIFFERENTIAL BEARINGS. THE TEETH IN THE DIFFERENTIAL GEARS AND PINIONS HAVE BEEN ENLARGED TO 4.76 DIAMETRAL PITCH. THE DIFFERENTIAL PINION SHAFT HAS BEEN INCREASED TO THIRTEEN-SIXTEENTHS DIAMETER AND FLATS HAVE BEEN ADDED AT THE ENDS

TO INSURE PROPER LUBRICATION OF THE PINIONS.

THE PROPELLER SHAFT SPLINES HAVE BEEN INCREASED IN DIAMETER TO 1-1/32 INCHES AT THE FRONT END TO INCREASE THE STRENGTH.

THE DIFFERENTIAL OIL DEFLECTOR HAS BEEN IMPROVED IN DESIGN TO INSURE DELIVERY OF A SUFFICIENT QUANTITY OF LUBRICANT



TO THE DIFFERENTIAL GEARS AND PINIONS AT ALL SPEEDS. THIS IS ACCOMPLISHED BY MEANS OF A PRESSED STEEL DEFLECTOR 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 DEFLECTOR TRAVELS BELOW THE OIL LEVEL AND A QUANTITY OF LUBRICANT IS PICKED UP. AS THE DEFLECTOR TRAVELS UPWARD THE LUBRICANT IS FED INTO THE SLOT IN THE COVER AND LUBRICATES THE GEARS, PINIONS AND SHAFTS IN THE CASE.

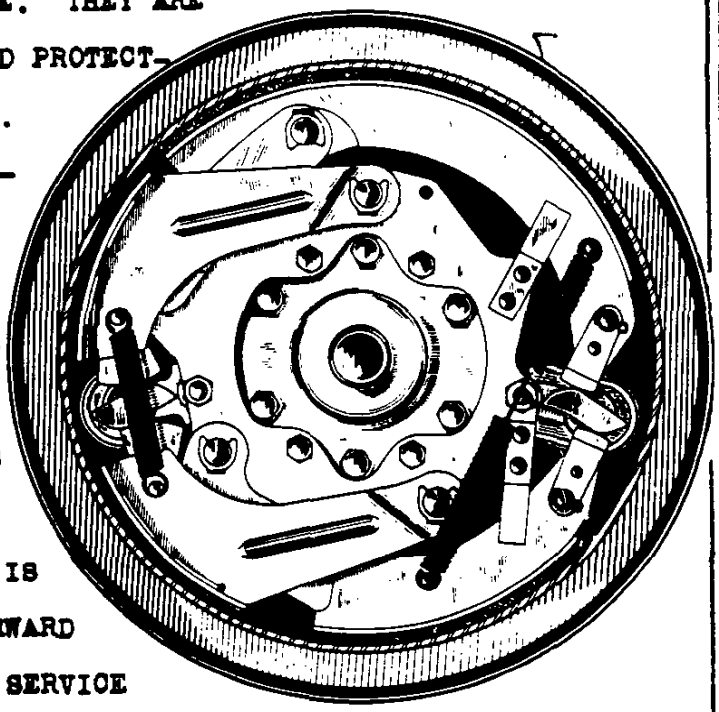
THIS IMPROVED LUBRICATION INSURES LONG LIFE OF THE DIFFERENTIAL PARTS AND QUIET OPERATION.

COMPARATIVE SPECIFICATIONS

	1929	1930
GEAR RATIO	3.818:1	4.10:1
DRIVE GEAR - NO. OF TEETH	42	41
DRIVE PINION - NO. OF TEETH	11	10
DRIVE GEAR - PITCH DIAMETER	8.625	9.375
DRIVE PINION - PITCH DIAMETER	2.257	2.286
DRIVE GEAR AND PINION FACE	1-1/8	1-17/64
DRIVE GEAR AND PINION - DIAMETRAL PITCH	4.870	4.373
DRIVE PINION - TYPE	LOOSE	INTEGRAL
DIFFERENTIAL GEAR - PITCH DIA.	3.200	3.360
DIFFERENTIAL PINION - PITCH DIA.	2.000	2.100
DIFFERENTIAL PINION FACE	11/16	3/4
DIFFERENTIAL GEAR AND PINION - DIAMETRAL PITCH	5.000	4.762
DIFFERENTIAL BEARING I.D.	1.574	1.693
DIFFERENTIAL PINION SHAFT DIA.	3/4	13/16
DRIVE PINION BEARING I.D.	.9843	1.1811
BALL DIAMETER	3/8	11/32
NO. OF BALLS	22 (2 ROWS)	26 (2 ROWS)
PROPELLER SHAFT SPLINE O.D.	.997	1.031
DIFFERENTIAL OIL DEFLECTOR	STATIONARY ON COVER	REVOLVING ON CASE

REAR BRAKE

THE REAR BRAKES ARE ALSO ENTIRELY NEW. THEY HAVE BEEN INCREASED TO 11-1/2 INCHES DIAMETER AND ARE OF THE FOUR SHOE INTERNAL EXPANDING TYPE. THEY ARE COMPLETELY ENCLOSED AND PROTECTED FROM WATER AND DIRT.



FOUR SHOES ARE PROVIDED; THE UPPER AND LOWER SHOES BEING USED FOR SERVICE BRAKING AND THE TWO FRONT SHOES FOR PARKING. AS IN THE FRONT BRAKES, THE LONG SERVICE SHOE IS MOST EFFECTIVE FOR FORWARD BRAKING AND THE SHORT SERVICE SHOE FOR REVERSE BRAKING. SINCE FORWARD SERVICE BRAKING IS MOST SEVERE AND CAUSES GREATER WEAR, THE SHOES ARE MADE OF DIFFERENT LENGTHS TO INSURE UNIFORM WEAR OF ALL THE LININGS. THE REAR SERVICE AND EMERGENCY BRAKE LININGS HAVE LESS AREA THAN ON THE 1929 MODEL, BUT THE BRAKES ARE MUCH MORE EFFECTIVE AND HAVE LONGER LIFE DUE TO THE IMPROVEMENT IN DESIGN AND INCREASE IN THE RADIUS AT WHICH THE LININGS OPERATE.

THE CONSTRUCTION OF THE REAR SERVICE BRAKE SHOES IS THE SAME AS THAT USED IN THE FRONT BRAKES WITH A

SINGLE WEB WELDED TO THE FLANGE. THE PARKING BRAKE SHOES HAVE DOUBLE WEBS ARRANGED TO STRADDLE THE SERVICE SHOES. ON THESE SHOES THE WEBS HAVE TURNED-OVER LUGS WHICH ARE SECURELY SPOT-WELDED TO THE FLANGES.

THE SAME CAM, CENTRALIZER AND ADJUSTMENT ARRANGEMENTS WHICH HAVE ALREADY BEEN DESCRIBED IN CONNECTION WITH THE FRONT BRAKES ARE ALSO INCORPORATED IN THE REAR BRAKES.

ALL VITAL PARTS OF BOTH FRONT AND REAR BRAKES WHICH ARE EXPOSED TO THE WEATHER ARE PROTECTED FROM RUST BY CADMIUM PLATING.

THE STRENGTH AND RIGIDITY OF BOTH THE FRONT AND REAR BRAKE DRUMS HAVE BEEN INCREASED BY THE ADDITION OF A RADIAL STIFFENING FLANGE 7/8 INCHES WIDE. THE DRUMS ARE MADE OF #1025 STEEL .156 INCHES THICK.

COMPARATIVE SPECIFICATIONS

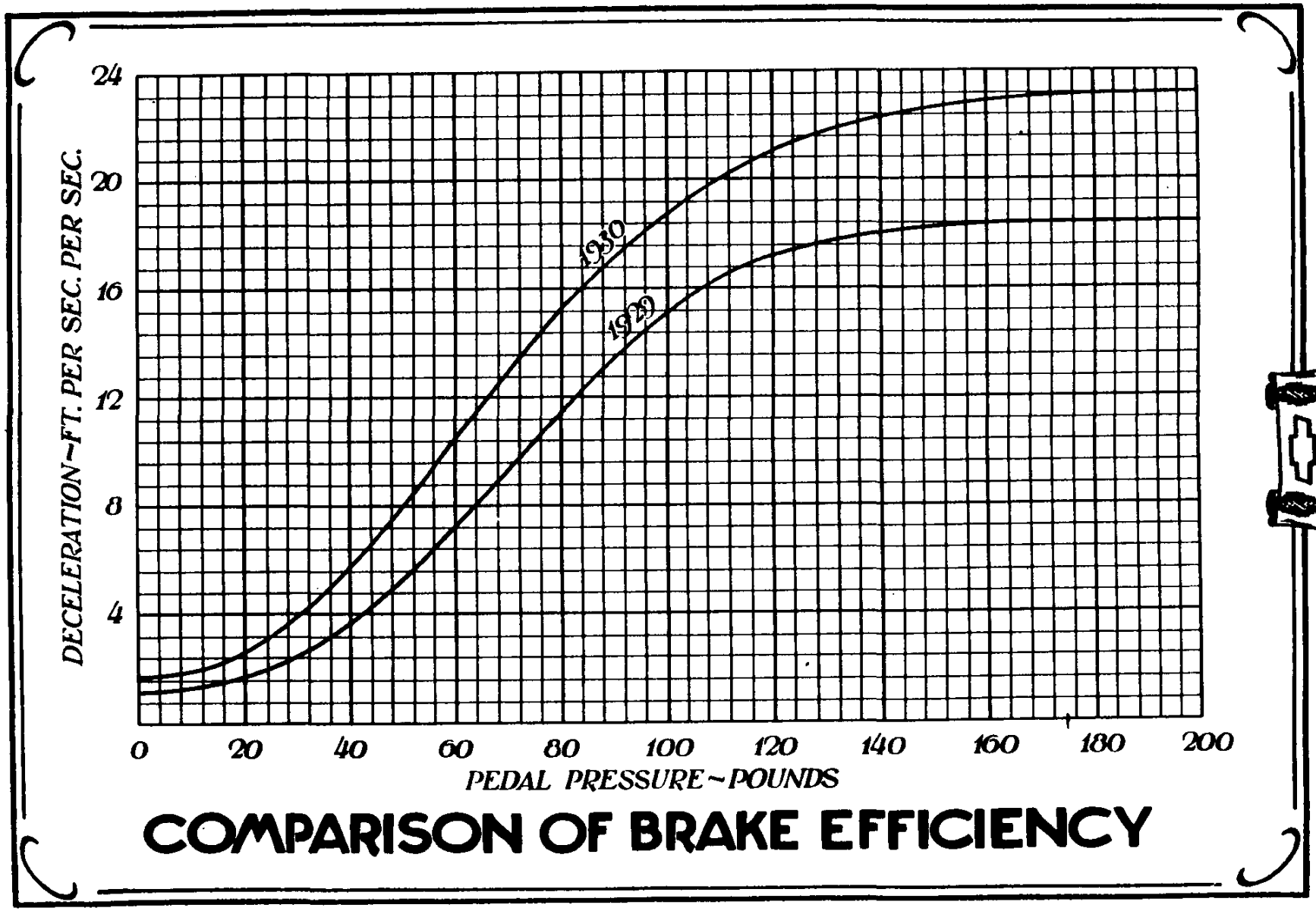
	1929	1930
FRONT BRAKE DRUM		
INSIDE DIAMETER	10-1/2	11-1/2
THICKNESS	.120	.156
FLANGE	5/8 CURLED	7/8 RADIAL
REAR BRAKE DRUM		
INSIDE DIAMETER	10-11/16	11-1/2
THICKNESS	.156	.156
FLANGE	NONE	7/8 RADIAL

COMPARATIVE SPECIFICATIONS

	1929	1930
REAR SERVICE BRAKES		
TYPE	EXTERNAL CONTRACTING	ARTICULATED SHOE INTERNAL EXPANDING
DIAMETER	11	11-1/2
OPERATION	"TIMKEN" LEVER	CAM
LINING WIDTH	2"	1-1/2"
ADJUSTMENT	NUTS	LEVER AND SCREW
TOTAL LINING AREA	121 SQ.IN.	50 SQ.IN.
EMERGENCY BRAKES		
DIAMETER	10-11/16	11-1/2
LINING WIDTH	1-1/4	1-3/4
LINING THICKNESS	5/32	3/16
ADJUSTMENT	NONE	LEVER AND SCREW
TOTAL LINING AREA	70 SQ.IN.	27 SQ.IN.

BRAKE COMPARISON CHART

THE CHART ON THE FOLLOWING PAGE SHOWS THE RELATION BETWEEN THE 1929 AND 1930 BRAKE EFFICIENCY. IT WILL BE NOTED THAT WITH EQUAL PEDAL PRESSURE THE DECELERATION IS MUCH GREATER ON THE 1930 JOBS. THIS IS DUE TO THE GREATER EFFICIENCY DESIGNED INTO THE BRAKES AS EXPLAINED IN THE PRECEDING PAGES.



COMPARISON OF BRAKE EFFICIENCY

27-A

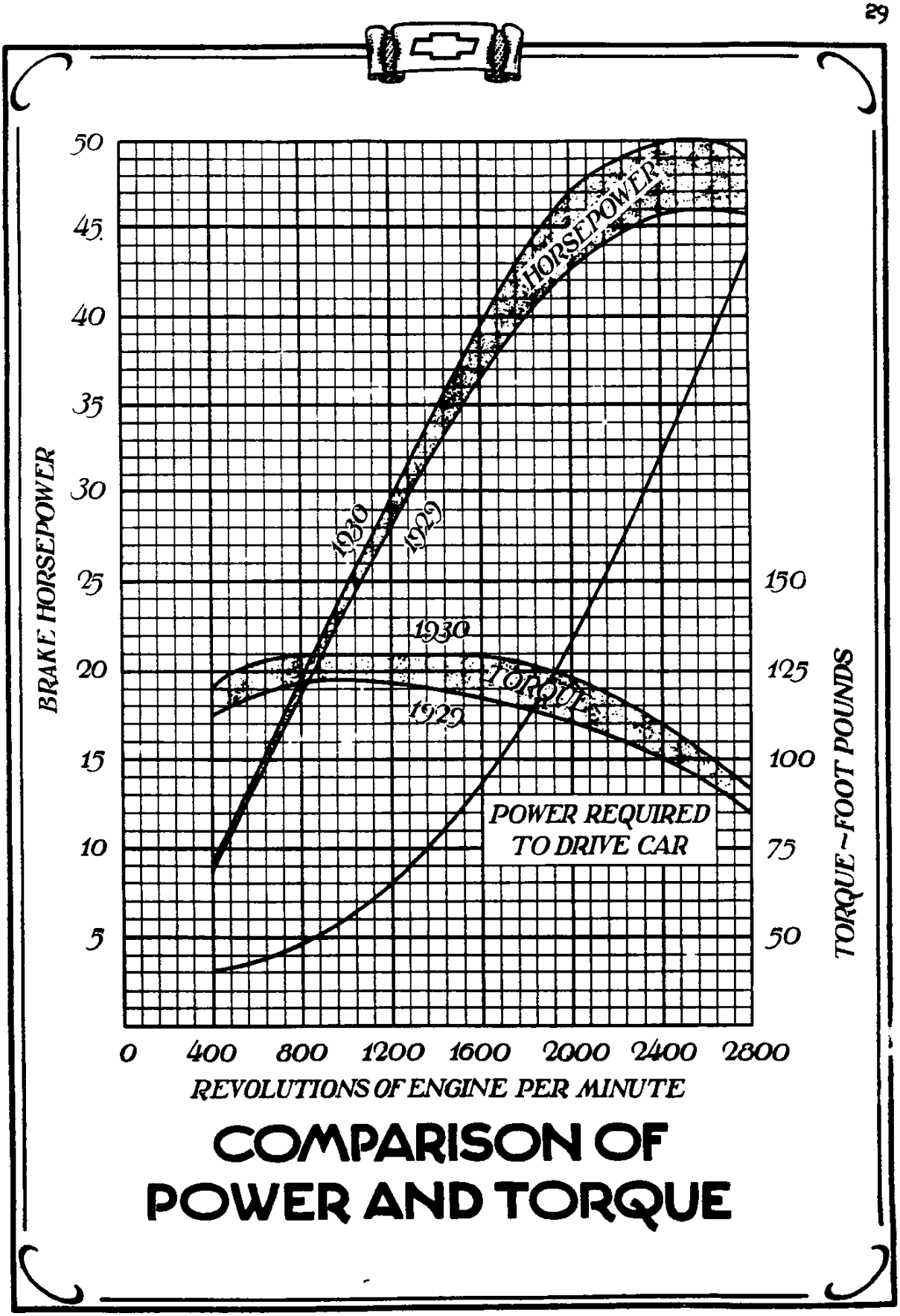
ENGINE

THE EXPERIMENTS CONDUCTED DURING THE PAST YEAR HAVE RESULTED IN A SMOOTHER, QUIETER AND MORE POWERFUL ENGINE. WHILE ALL OF THE CHANGES IN THIS UNIT ARE IN THE NATURE OF REFINEMENTS, THEY ALL CONTRIBUTE TO THE FINAL RESULT.

MORE POSITIVE LUBRICATION OF THE CENTER MAIN BEARING IS PROVIDED AND A LARGER VOLUME OF OIL IS CARRIED IN 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.

THE BRAKE HORSEPOWER HAS BEEN INCREASED OVER THE ENTIRE SPEED RANGE. AT ONE THOUSAND REVOLUTIONS PER MINUTE 24.5 HORSEPOWER IS DEVELOPED AND THE MAXIMUM OF 50 HORSEPOWER IS DEVELOPED AT TWO THOUSAND, SIX HUNDRED REVOLUTIONS PER MINUTE. THIS INCREASE IN POWER IN COMBINATION WITH THE INCREASED REAR AXLE RATIO INSURES A CONSIDERABLE IMPROVEMENT IN HILL CLIMBING ABILITY AND ACCELERATION.

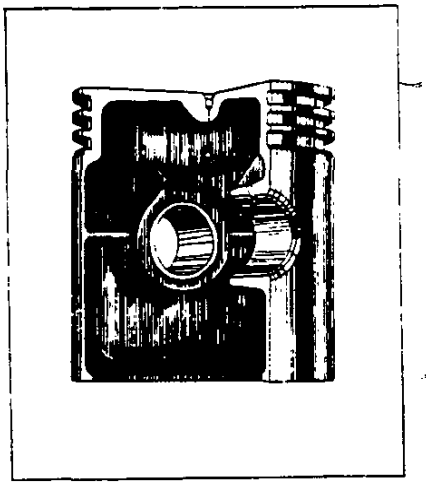
ON THE FOLLOWING PAGE, THE POWER AVAILABLE FOR ACCELERATION AND HILL CLIMBING IS INDICATED BY THE DIFFERENCE BETWEEN THE POWER CURVE AND THE CURVE SHOWING THE POWER REQUIRED TO PROPEL THE CAR ON A LEVEL ROAD. THE MAXIMUM CAR SPEED IS MAINTAINED AT MORE THAN SIXTY MILES PER HOUR. THIS REMARKABLE PERFORMANCE COMBINED WITH THE QUIETNESS AND SMOOTHNESS RESULTS IN AN ENGINE WHICH IS BY FAR, THE BEST CHEVROLET HAS EVER PRODUCED.



COMPARISON OF POWER AND TORQUE

PISTON

ONE OF THE OUTSTANDING FEATURES AMONG THE MANY REFINEMENTS IS THE LIGHT CAST IRON PISTON WITH ITS BRONZE BUSHINGS. BY A NEW MOLDING METHOD IT HAS BEEN MADE POSSIBLE TO REDUCE THE THICKNESS OF THE PISTON WALLS. THIS PERMITS MORE UNIFORM DISTRIBUTION OF THE MATERIAL AND CONSEQUENT IMPROVEMENT IN HEAT CONDUCTIVITY. THE HIGH GRADE BRONZE BUSHINGS WHICH ARE PRESSED INTO THE PISTON BOSSES ARE VERY CAREFULLY REAMED TO INSURE BETTER PISTON PIN FITS AND LONGER LIFE. THE EFFECT OF THESE COMBINED FEATURES IS TO INSURE SMOOTHER OPERATION OF THE ENGINE AND LONGER LIFE OF BOTH PISTONS AND PISTON PINS.



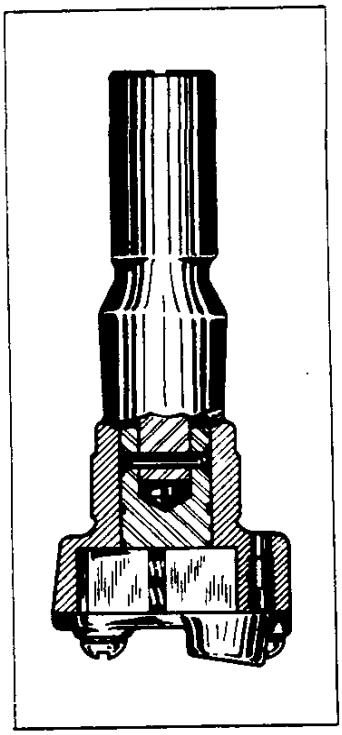
CRANKSHAFT BEARINGS

STEEL BACKED CRANKSHAFT BEARINGS HAVE LATELY BEEN ADOPTED. THEY ARE CONSIDERABLY MORE DURABLE THAN THE BRONZE BACKED VARIETY BECAUSE OF THEIR INCREASED STIFFNESS AND RIGIDITY. THE BACKS ARE STAMPED FROM COLD ROLLED PLATES OF HIGH GRADE, LOW CARBON STEEL, AND ARE THEN CAREFULLY TINNED. THEY ARE THEN LINED WITH HIGH GRADE BABBITT WHICH IS BONDED TO THE TINNED SURFACE. THE BEARINGS ARE PRESSED INTO FINAL SHAPE AND CAREFULLY LINE REAMED IN PLACE.

THESE BEARINGS ARE VERY DURABLE AND PROVIDE AS EFFECTIVE HEAT CONDUCTION AS THE BRONZE BACK BECAUSE THE BABBITT LIMITS THE TRANSFER OF HEAT IN EITHER CASE.

OIL PUMP

THE OIL PUMP HAS BEEN INCREASED IN CAPACITY AND IMPROVED IN EFFICIENCY AND QUIETNESS. THE THIRTY PERCENT INCREASE IN CAPACITY IS OBTAINED BY THE ADOPTION OF A ROTOR AND BLADES HAVING A WIDER FACE. THE ROTOR HUB HAS BEEN EXTENDED SUFFICIENTLY TO PERMIT LEAVING STOCK AT THE BOTTOM OF THE SHAFT HOLE TO PREVENT OIL LEAKAGE UPWARD ALONG THE SHAFT. TWO SPRINGS ARE USED TO FORCE THE BLADES AGAINST THE WALLS OF THE BODY. QUIET OPERATION OF THE PUMP IS ASSURED BY THE INCREASE, FROM 27 TO 86 OUNCES, IN THE PRESSURE EXERTED BY THESE SPRINGS.



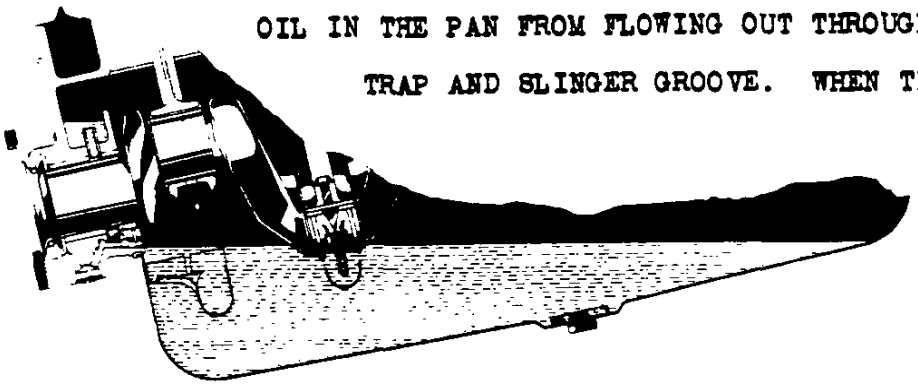
PULLEYS

SINCE THE ENGINE SPEED IN RELATION TO CAR SPEED HAS BEEN CHANGED IT WAS ALSO FOUND ADVISABLE TO CHANGE THE WATER PUMP AND GENERATOR PULLEYS TO MAINTAIN THE SAME SPEED OF THESE UNITS IN RELATION TO CAR SPEED.

REAR BEARING CAP

A BALL CHECK HAS BEEN ADDED IN THE REAR BEARING CAP. THE PURPOSE OF THIS ARRANGEMENT IS TO PERMIT CARS AND TRUCKS TO SET AT A CONSIDERABLE ANGLE FOR LOADING PURPOSES WITHOUT

LOSING THE ENGINE OIL. WHEN THE FORWARD END OF THE CAR IS RAISED TO SUCH AN EXTENT THAT THE OIL TENDS TO FLOW BACKWARD THROUGH THE RETURN HOLE, THE BALL ROLLS ALONG THE TAPERED PORTION OF THE RETURN HOLE AND LIES AT THE BEGINNING OF THE SMALLER PORTION OF THE HOLE. THIS PREVENTS THE OIL IN THE PAN FROM FLOWING OUT THROUGH THE TRAP AND SLINGER GROOVE. WHEN THE



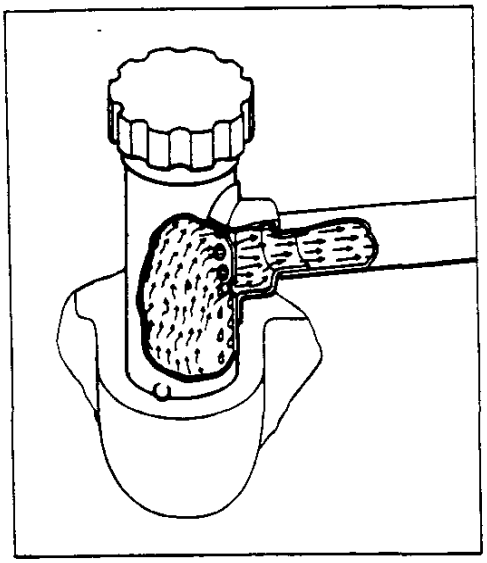
CAR OR TRUCK IS AGAIN RETURNED TO ITS NORMAL HORIZONTAL POSITION THE BALL ROLLS DOWN THE INCLINE PROVIDED BY THE TAPERED HOLE AND RESTS AGAINST THE RETAINING PIN, PERMITTING OIL TO PASS FREELY FROM THE SLINGER GROOVE THROUGH THE TRAP AND BACK INTO THE OIL PAN.

THE OIL PAN SHAPE HAS BEEN CHANGED AT BOTH FRONT AND REAR ENDS. AT THE FRONT END A DEPRESSION HAS BEEN ADDED TO CLEAR THE FRONT AXLE TIE ROD IN ITS HIGHEST POSSIBLE POSITION. AT THE REAR END THE SLOPE HAS BEEN REDUCED SO THAT WHEN THE FRONT END OF THE CAR INCLINES UPWARD THERE IS SPACE AT THE REAR END OF THE PAN TO CONTAIN THE ADDITIONAL OIL WHICH IS THROWN TO THE REAR.

OIL SEPARATOR

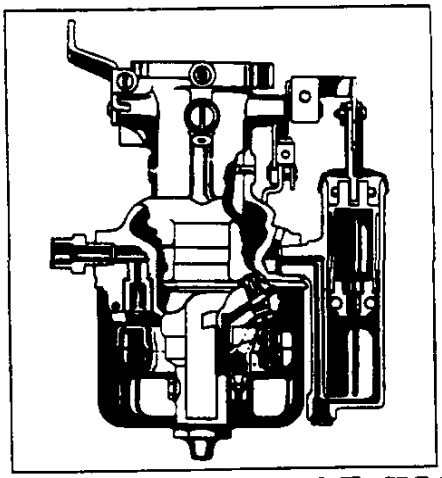
THE OIL SEPARATOR HAS BEEN IMPROVED AND SIMPLIFIED BY COMBINING IT WITH THE OIL FILLER TUBE. THE FUMES WHICH COLLECT IN THE CRANKCASE ARE DRAWN THROUGH THE SEPARATOR BY THE

INTAKE SUCTION OF THE ENGINE. EIGHT HOLES ARE PUNCHED IN THE SIDE OF THE OIL FILLER TUBE OVER WHICH A FLANGE IS WELDED. IN PASSING THROUGH THESE HOLES INTO THE CHAMBER FORMED IN THE FLANGE, THE FUMES DEPOSIT ANY PARTICLES OF OIL ON THE SHARP EDGES OF THE HOLES. THE FUMES CONTINUE THROUGH THE PIPE TO THE AIR CLEANER AND THENCE INTO THE CARBURETOR WHERE THEY BECOME A PART OF THE EXPLOSIVE MIXTURE. THE PARTICLES OF OIL RUN DOWN THE INSIDE OF THE FILLER TUBE AND BACK TO THE OIL PAN. THIS SEPARATOR HAS PROVEN VERY EFFECTIVE IN INSURING THE COMFORT AND SAFETY OF THE PASSENGERS BY EXCLUDING CRANKCASE FUMES FROM THE BODY.



CARBURETOR

THE CARBURETOR HAS BEEN IMPROVED AS TO ACCELERATING PUMP AND JET SIZE. THE ACCELERATING PUMP HAS BEEN INCREASED IN LENGTH AND REDUCED IN DIAMETER TO AVOID THE POSSIBILITY OF FUEL SEEPING OUT EXCEPT WHEN THE PLUNGER IS INTENTIONALLY DEPRESSED.

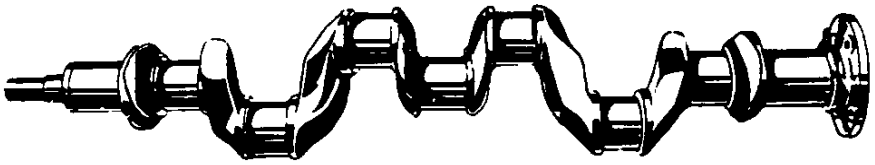


THIS IMPROVEMENT IN THE ACCELERATING PUMP ALSO IMPROVES THE ACCELERATION PERFORMANCE BY INCREASING THE DURATION OF THE SPRAY.

THE WELL JET HAS BEEN REDUCED TO INCREASE FUEL MILEAGE AND IMPROVE THE PERFORMANCE. THE VENTURI DIAMETER HAS BEEN INCREASED TO IMPROVE THE PERFORMANCE.

CRANKSHAFT

THE SAME STURDY THREE-BEARING CRANKSHAFT WHICH HAS PROVEN SO SATISFACTORY DURING 1929 HAS BEEN RETAINED IN THE 1930 ENGINE. THIS SHAFT WITH ITS LARGE BEARINGS AND CRANK PINS AND HEAVY CHEEKS OF RELATIVELY SHORT THROW IS EXTREMELY RIGID. THE ROTATING WEIGHTS ARE CONCENTRATED AS CLOSE TO THE CENTER OF THE SHAFT AS POSSIBLE AND THE RESULTANT BEARING LOADS ARE THEREBY DECREASED CONSIDERABLY, FURTHER INCREASING THE RIGIDITY.



A SIX CYLINDER ENGINE WITH A THREE-BEARING CRANKSHAFT FUNCTIONS AS TWO INHERENTLY BALANCED THREE CYLINDER ENGINES, EACH HAVING A BEARING AT EACH END. IN SUCH AN ENGINE THE BEARING LOADS ARE CONSIDERABLY LOWER THAN IN AN ENGINE HAVING THE GROUPS OF THREE CYLINDERS DIVIDED BY INTERMEDIATE BEARINGS. DUE TO ITS INHERENT BALANCE AND RIGIDITY THIS CRANKSHAFT KEEPS THE TORSIONAL VIBRATION PERIOD OUT OF THE NORMAL DRIVING RANGE.

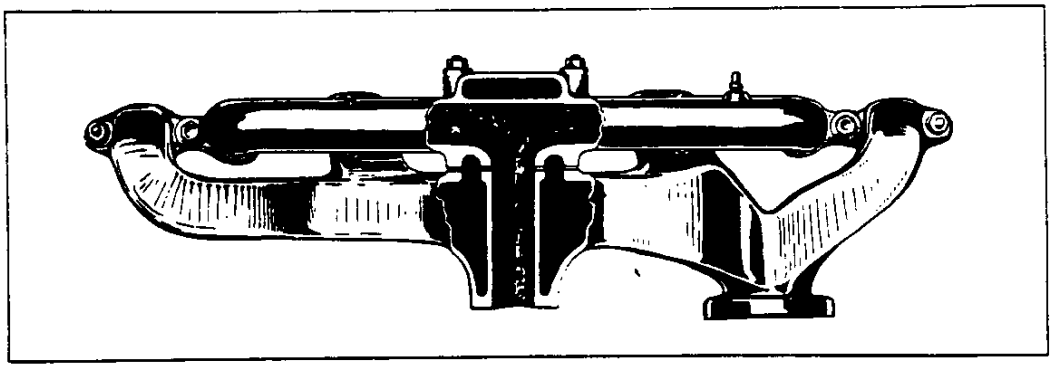
IN ADDITION TO THE CAREFUL ENGINEERING REFLECTED IN THE CHEVROLET SIX CYLINDER CRANKSHAFT, EXTREME CARE IS EXERCISED IN ITS PRODUCTION. ALL CRANKSHAFTS ARE INSPECTED FOR BALANCE

TWICE IN THE PROCESS OF MANUFACTURE. THIS IS ACCOMPLISHED BY MEANS OF A SPECIAL BALANCING MACHINE DEFELOPED BY THE GENERAL MOTORS RESEARCH LABORATORIES.

THIS MACHINE IS SUPERIOR TO THE USUAL COMMERCIAL BALANCING MACHINES BECAUSE THE CRANKSHAFT IS MOUNTED IN A VERTICAL POSITION THUS ELIMINATING BEARINGS AND THEIR RESULTING FRICTION AND INSURING MUCH CLOSER READINGS ON THE INSTRUMENTS. THE BALANCING IS DONE WHILE THE SHAFT IS ROTATING AND THE EXTENT OF UNBALANCE IS VISIBLY INDICATED ON A PAIR OF INGENIOUS INSTRUMENTS. BALANCE IS MAINTAINED WITHIN ONE OUNCE-INCH, FURTHER INSURING SMOOTH ENGINE OPERATION.

MANIFOLDS

THE INTAKE AND EXHAUST MANIFOLDS HAVE BEEN CHANGED TO INCORPORATE THE HEATED T DESIGN. THE INTAKE RISER IS HEATED



AS HERETOFORE BY CONTACT WITH THE HOT EXHAUST GASES, AND IN ADDITION AN EXHAUST GAS CHAMBER HAS BEEN BUILT INTO THE INTAKE MANIFOLD. THIS CHAMBER SURROUNDS THE T PORTION OF THE INTAKE PASSAGES. THE HEAVY ENDS OF THE FUEL MIXTURE SEPARATE FROM THE GAS STREAM, DUE TO INERTIA, AND AS THEY IMPINGE ON THE HEATED WALLS OF THE T, ARE VAPORIZED AND FORCED

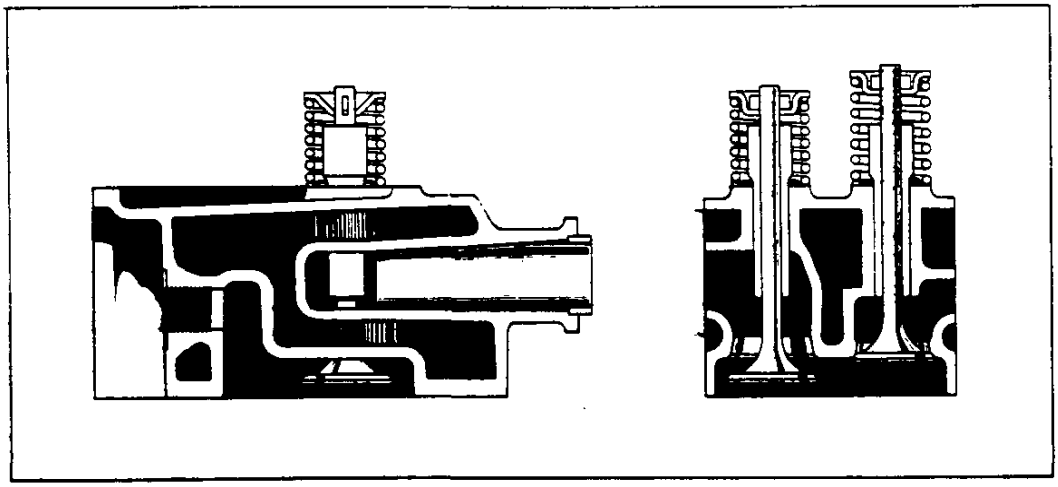
BACK INTO THE GAS STREAM IN GASEOUS FORM.

THIS MANIFOLD DESIGN IMPROVES THE DISTRIBUTION, INSURING SMOOTHER OPERATION OF THE ENGINE AND INCREASED ECONOMY.

CYLINDER HEAD AND VALVES

ALL OF THE INTAKE PASSAGES HAVE BEEN INCREASED IN SIZE TO INSURE FREE FLOW OF THE INCOMING EXPLOSIVE MIXTURE. THE INTAKE PORTS IN THE CYLINDER HEAD ARE INCREASED TO 1-1/8 DIAMETER WITH A CORRESPONDING INCREASE IN THE DIAMETER OF THE INTAKE PORT INSERTS. THE INTAKE VALVES HAVE ALSO BEEN ENLARGED TO 1-29/64 HEAD DIAMETER.

THE EXHAUST VALVES HAVE BEEN SLIGHTLY REDUCED IN DIAMETER. BOTH INTAKE AND EXHAUST VALVES, OF COURSE, ARE MADE BY THE SPECIAL EXTRUDING PROCESS DEVELOPED BY CHEVROLET. BY THE USE OF THIS REMARKABLE PROCESS IT IS POSSIBLE TO MAKE VALVES FROM



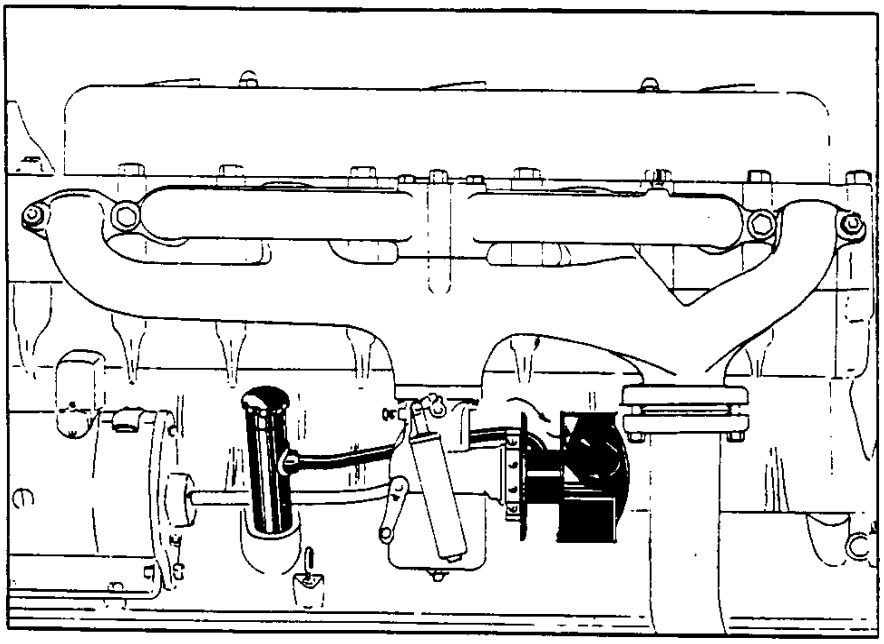
A COMPACT SLUG OF SPECIAL ALLOY STEEL WHICH IS EXTRUDED UNDER TREMENDOUS PRESSURE WHILE HOT TO FORM THE STEM. THIS PROCESS PRODUCES VALVES HAVING CLOSE "GRAIN" AND VERY UNIFORM "FLOW LINES" AT THE JUNCTION OF THE HEAD AND STEM. THESE VALVES

HAVE EXCEPTIONAL ABILITY TO RESIST HEAT AND CONSEQUENT WARPAGE.

THE VALVE SPRINGS HAVE ALSO BEEN REDESIGNED TO ACCOMODATE THE NEW VALVE PROPORTIONS AND INSURE PROPER SEATING OF THE VALVES.

AIR CLEANER

THE AIR CLEANER HAS BEEN IMPROVED BY REVERSING THE POSITION OF THE INTAKE SLOTS AND PROVIDING FOR FREER FLOW OF THE AIR.

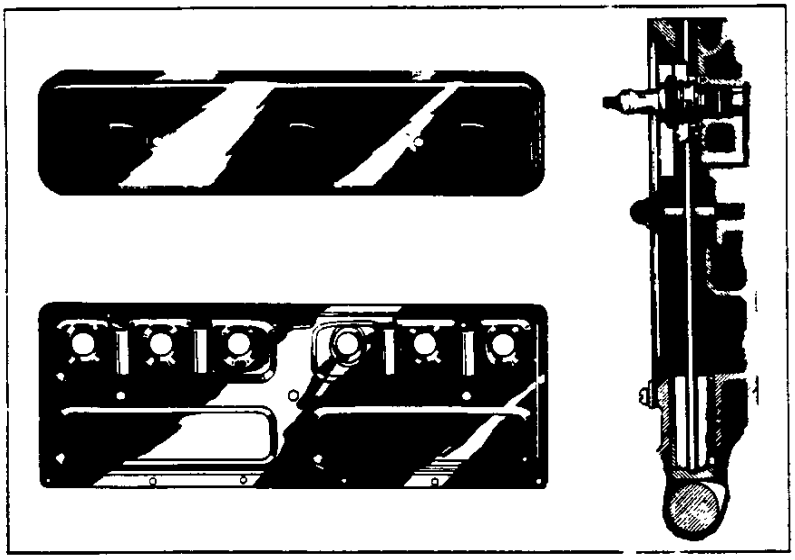


WITH THE INTAKE SLOTS LOCATED AT A GREATER DISTANCE FROM THE EXHAUST MANIFOLD THE AIR ENTERING THE CARBURETOR IS MUCH COOLER AND A GREATER AMOUNT OF AIR IS HANDLED IN THE SAME SPACE BECAUSE OF ITS GREATER DENSITY. THE PASSAGE INTO THE CARBURETOR HAS BEEN MADE MORE EFFICIENT BY THE REDUCTION OF RESTRICTIONS TO A MINIMUM, ALSO PERMITTING A LARGER VOLUME OF AIR TO ENTER THE CARBURETOR.

THESE COMBINED REFINEMENTS RESULT IN IMPROVED ENGINE PERFORMANCE BY INSURING DELIVERY OF CLEAN, COOL AIR TO THE CARBURETOR IN LARGER QUANTITIES.

PUSH ROD AND ROCKER COVERS

THE PRESSED STEEL PUSH ROD COVER ON THE SIDE OF THE ENGINE HAS BEEN IMPROVED TO PERMIT MORE EFFECTIVE SEALING AT THE SPARK PLUG OPENINGS. AT THESE POINTS DEPRESSIONS ARE FORMED IN THE COVER TO PERMIT MAKING A DIRT AND WATER TIGHT JOINT AROUND THE SPARK PLUGS BETWEEN THE CYLINDER HEAD AND



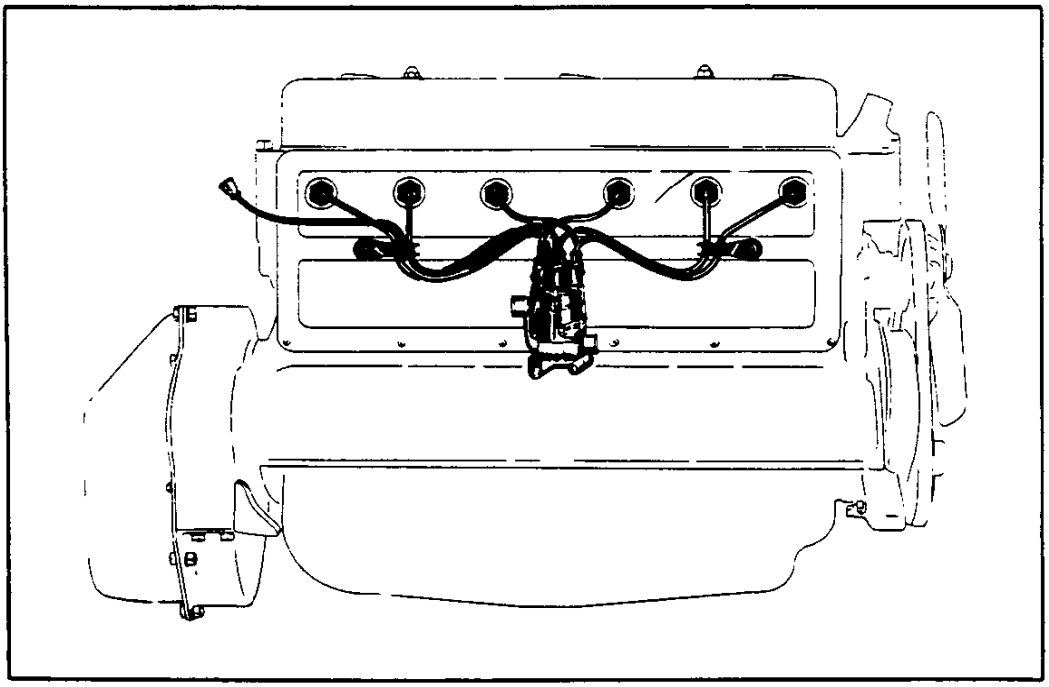
THE COVER. FELT WASHERS ARE INSERTED AT THESE POINTS AND CLAMPED SECURELY IN PLACE BY THE COVER.

WITH THE SPARK PLUG OPENINGS CLOSED, IT IS NECESSARY TO PROVIDE FOR THE ENTRANCE OF AIR FOR CRANKCASE VENTILATION AT SOME OTHER POINT. FOR THIS REASON THREE LOUVRES HAVE BEEN ADDED IN THE ROCKER COVER ON TOP OF THE ENGINE. 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. THE VALVE ROCKER COVER IS REINFORCED BY PRESSED STEEL MEMBERS WELDED ON THE INSIDE AND IS MOUNTED ON THE STUDS WHICH SECURE THE ROCKER SHAFTS. CORK GASKETS AROUND THEIR EDGES, EFFECTIVELY SEAL BOTH COVERS AGAINST LEAKAGE OF OIL AND ENTRANCE OF DIRT.

IGNITION WIRE BRACKET

THE SUPPORT OF THE IGNITION WIRES HAS BEEN IMPROVED BY THE SUBSTITUTION OF TWO BRACKETS INSTEAD OF ONE. THESE TWO



BRACKETS ARE MOUNTED ON THE PUSH ROD COVER STUDS AND HAVE CAREFULLY FLANGED HOLES IN WHICH THE WIRES ARE SUPPORTED

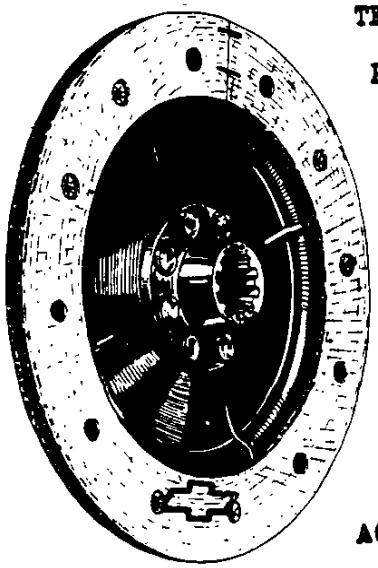
WITHOUT DANGER OF SHORT CIRCUITS. THIS NEW LOCATION AND DESIGN OF THE BRACKETS PREVENTS SAGGING AND THE CONSEQUENT HAZARD OF FIRE.

COMPARATIVE SPECIFICATIONS

	1929	1930
INTAKE VALVE O.D.	1-13/32	1-15/32
EXHAUST VALVE O.D.	1-13/32	1-11/32
INTAKE PORT DIAMETER	1-1/16	1-1/8
INTAKE PORT INSERT I.D.	15/16	1-1/32
PISTON WALL THICKNESS	.080	.062
PISTON PIN BUSHINGS	NONE	PHOS. BRONZE
MANIFOLD TYPE	HEATED RISER	HEATED TEE
OIL SEPARATOR	AT REAR OF CASE	IN FILLER TUBE
PUSH ROD COVER	OPEN AT SPARK PLUGS	SEALED
ROCKER COVER	SEALED	VENTILATED
OIL PUMP CAPACITY	7 QTS. PER MIN.	9 QTS. PER MIN.
AIR CLEANER	REAR INLET	FRONT INLET FREE FLOW
CRANKSHAFT BEARINGS	BRONZE BACK	STEEL BACK
CARBURETOR VENTURI DIA.	7/8	15/16
CARBURETOR ACCELERATING PUMP	1" DIA. X 1-3/8	3/4 DIA. X 3-3/8
HORSEPOWER AT 1000 R.P.M.	23.5	24.5
MAXIMUM HORSEPOWER	46	50
R.P.M. AT MAXIMUM HORSEPOWER	2600	2600
EFFECTIVE FAN BLADE WIDTH	1-5/16	1-9/16

CLUTCH

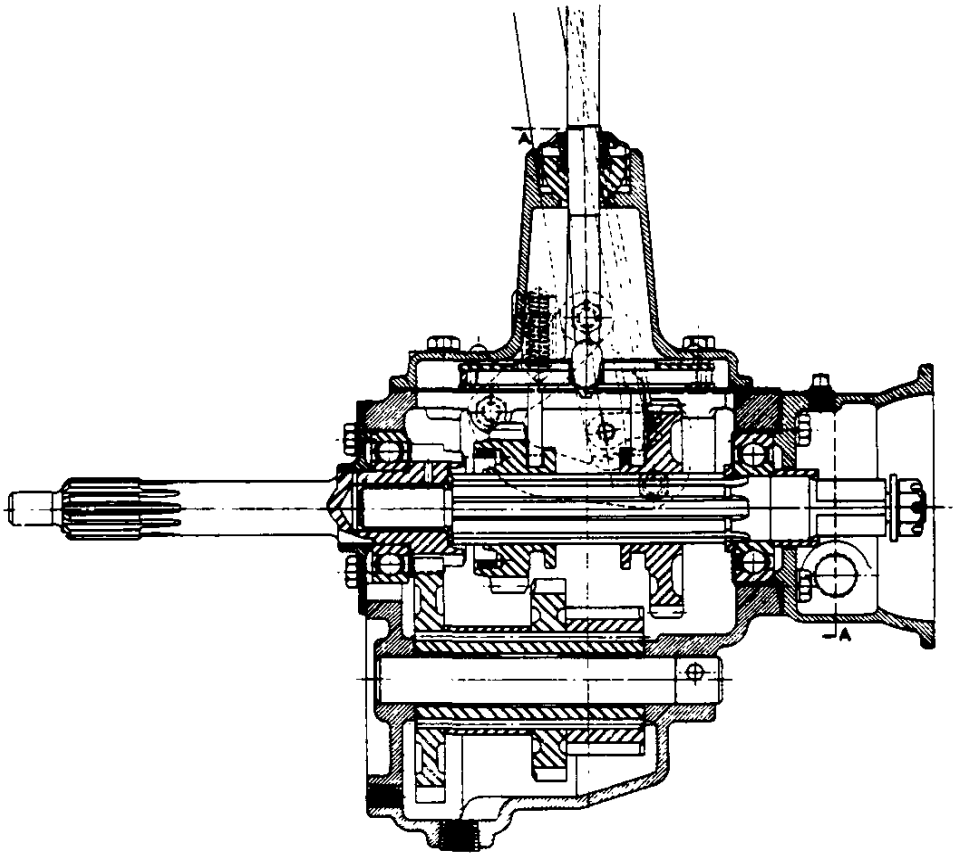
THE CLUTCH HAS BEEN IMPROVED BY THE ADOPTION OF AN INTEGRAL DISC. THIS DISC IS MADE IN ONE PIECE OF HIGH CARBON STEEL. IT IS SECURELY RIVETTED TO A FORGED HUB AND HAS FOUR SLOTS WITH DEFORMATIONS BETWEEN TO INSURE GRADUAL ENGAGEMENT. THE FACINGS ARE RIVETTED ON EACH SIDE OF THE DISC WITH SPECIAL TUBULAR RIVETS. THESE COMBINED FEATURES RESULT IN A CLUTCH WHICH IS EXTREMELY SMOOTH AND EASY IN ACTION, QUIET IN OPERATION AND HAVING VERY LONG LIFE.



TRANSMISSION

THE TRANSMISSION HAS BEEN REFINED BY REDUCING THE NUMBER OF SPLINES IN THE MAIN SHAFT FROM TEN TO SIX. THIS CHANGE PERMITS GRINDING THE ROOT OF THE SPLINES IN THE SLIDING GEARS AFTER HARDENING, WITH THE GEARS MOUNTED IN RELATION TO THE PITCH DIAMETERS. THIS ALLOWS CONSIDERABLY CLOSER MANUFACTURE AND PERMITS THE GEARS TO BEAR AT THE ROOT OF THE SPLINES INSTEAD OF ON THE SIDES, AND ELIMINATES ACCIDENTAL DISENGAGEMENT OF THE SECOND SPEED GEAR. LUBRICATION OF THE MAIN SHAFT PILOT BEARING HAS BEEN IMPROVED BY THE ADDITION OF AN OIL HOLE FROM THE OIL RETURN GROOVE AND SLOTS IN THE THRUST WASHER. THE MANUFACTURING TOLERANCES CONTROLLING ALIGNMENT HAVE BEEN REDUCED SO AS TO PRODUCE A TRANSMISSION WHICH SHIFTS EASILY AND QUIETLY, AND REMAINS IN HIGH GEAR UNDER ALL NORMAL CONDITIONS.

THE HAND BRAKE LEVER HAS BEEN LENGTHENED TWO INCHES. THIS IMPROVES ITS ACCESSIBILITY AND REDUCES THE POWER REQUIRED TO SET THE PARKING BRAKES.



COMPARATIVE SPECIFICATIONS

	1929	1930
NO. OF SPLINES IN MAIN SHAFT	10	6
SLIDING GEAR SPLINE BEARING	SIDES	ROOT
HAND BRAKE LEVER LENGTH	15-3/8	17-3/8

UNIVERSAL JOINT

THE UNIVERSAL JOINT HAS BEEN IMPROVED BY AN INCREASE IN THE DIAMETER OF THE SPLINES IN THE REAR YOKE. THIS INCREASES THE STRENGTH OF THIS UNIT AND REDUCES TORSIONAL DEFLECTIONS.

THE SPEEDOMETER DRIVE GEARS HAVE BEEN CHANGED TO CONFORM TO THE HIGHER AXLE RATIO. WITH THE NEW GEARS THE SPEEDOMETER READS WITHIN FOUR PERCENT OF THE ACTUAL SPEED.

COMPARATIVE SPECIFICATIONS

	1929	1930
REAR YOKE SPLINE O.D.	1.022	1.062
SPEEDOMETER GEAR RATIO	4:10	5:14
SPEEDOMETER GEAR RATIO ERROR	7% FAST	4% FAST

FUEL SYSTEM

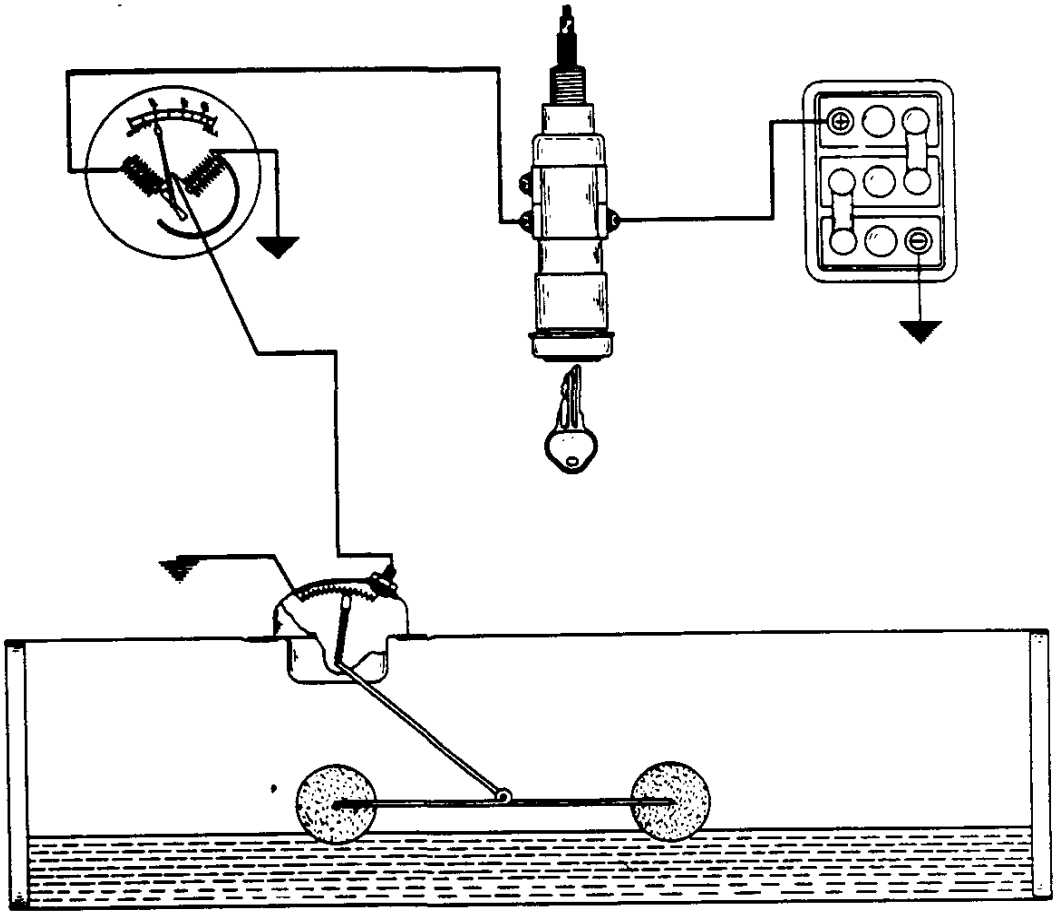
THE FUEL TANK, WITH ITS MOUNTING AND THE IMPROVED A-C FUEL PUMP, HAS PROVEN SO SATISFACTORY THAT THEY HAVE BEEN RETAINED FOR 1930.

THE GASOLINE GAUGE ON THE TANK HAS BEEN REPLACED BY AN ELECTRICALLY OPERATED DASH GAUGE. A DOUBLE FLOAT IS PROVIDED IN THE TANK TO INSURE TRUE READINGS OF THE GAUGE REGARDLESS OF MOTION OF THE FUEL. MOTION OF THESE FLOATS UPWARD AND DOWNWARD CAUSES ROTARY MOTION OF A SPRING-MOUNTED CONTACT, WHICH MOVES ALONG THE RESISTANCE UNIT MOUNTED ON THE TANK.

THE INDICATING UNIT MOUNTED ON THE INSTRUMENT PANEL IS PROVIDED WITH TWO SOLENOID COILS WHICH ARE ENERGIZED WHEN THE IGNITION SWITCH IS IN THE "ON" POSITION. THESE COILS ARE SO ARRANGED THAT THEY CAUSE MOVEMENT OF A POINTER ACROSS THE DIAL OF THE GAUGE. THE CURRENT PASSING THROUGH THE COILS IS LIMITED BY THE RESISTANCE UNIT ON THE TANK AND THE MOVEMENT OF THE POINTER IS PROPORTIONAL TO THE RESISTANCE.

THIS GAUGE ARRANGEMENT INCREASES MOTORING CONVENIENCE AND

SAFETY BY PLACING AN ACCURATE INDICATION OF FUEL SUPPLY DIRECTLY BEFORE THE MOTORIST AT ALL TIMES WHEN THE ENGINE



IS RUNNING. THE DIAL OF THE GAUGE IS ILLUMINATED BY A CONCEALED BULB TO FACILITATE NIGHT READING. THE RESISTANCE UNIT IS ATTRACTIVELY ENCASED IN A PRESSED STEEL HOUSING AND COVER, SECURELY ATTACHED TO THE FUEL TANK.

STEERING GEAR

THE POSITION OF THE STEERING WHEEL IN RELATION TO THE SEAT HAS BEEN LOWERED, MAKING THE DRIVER'S POSITION MUCH

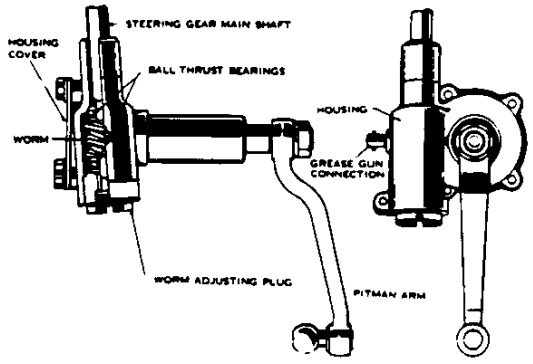
MORE COMFORTABLE.

THE SAFETY OF THE STEERING MECHANISM HAS BEEN INCREASED BY STRENGTHENING THE BALLS WHICH ARE MOUNTED ON THE PITMAN ARM AND STEERING LEVERS. BOTH THE NECK DIAMETER AND THE SHANK DIAMETER HAVE BEEN INCREASED. THE SAME IMPROVEMENTS DESCRIBED HERETOFORE IN CONNECTION WITH THE FRONT AXLE TIE ROD ARE ALSO INCORPORATED IN THE FORE AND AFT STEERING CONNECTING ROD.

THE HORN BUTTON IN THE CENTER OF THE STEERING WHEEL HAS BEEN IMPROVED BY INCREASING THE HEIGHT OF THE CROWN AND IMPROVING THE DESIGN OF THE RUBBER BELLOWS. THIS MAKES THE BUTTON MORE ACCESSIBLE AND EASIER TO OPERATE.

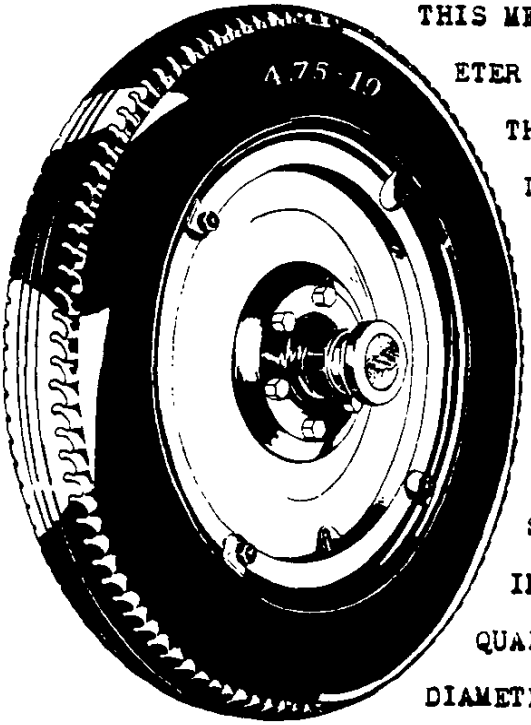
COMPARATIVE SPECIFICATIONS

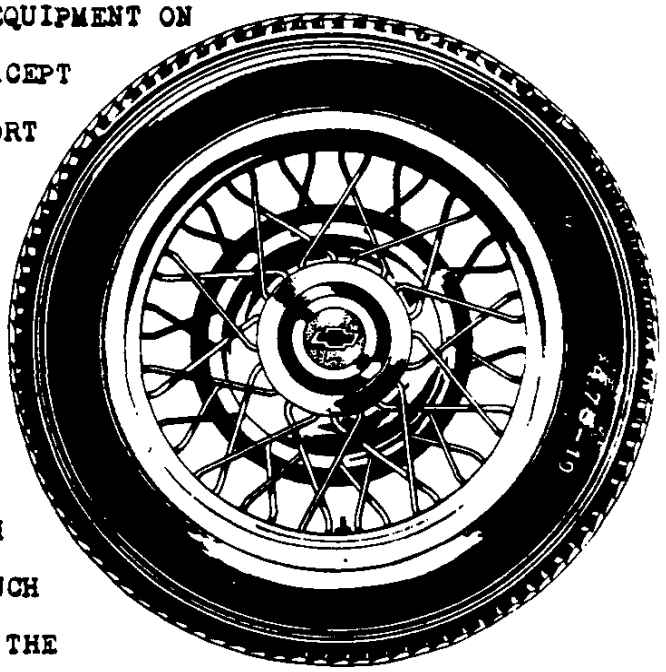
	1929	1930
STEERING CONNECTING ROD TYPE	DOUBLE HELICAL SPRING	SINGLE SPIRAL SPRING
LEVER BALL NECK DIAMETER	9/16	5/8



WHEELS

THE TIRE SIZE HAS BEEN CHANGED FROM 4.50 - 20 TO 4.75 - 19. THIS MEANS THAT WHILE THE OUTSIDE DIAMETER OF THE TIRES REMAINS PRACTICALLY THE SAME, THE RIM DIAMETER IS REDUCED ONE INCH. THE RIM WIDTH IS 2.75 INCHES. THE SECTIONAL DIAMETER OF THE TIRE IS NOMINALLY 4.75 INCHES. HOWEVER, THE ACTUAL SECTIONAL DIAMETER IS 5.20 INCHES. THIS REDUCTION IN RIM SIZE AND INCREASE IN TIRE SECTION IMPROVES THE APPEARANCE AND RIDING QUALITIES. DISC WHEELS WITH REDUCED DIAMETER TO ACCOMODATE THE NEW TIRES ARE FURNISHED AS STANDARD EQUIPMENT ON ALL PASSENGER MODELS EXCEPT THE SPORT COUPE AND SPORT ROADSTER.



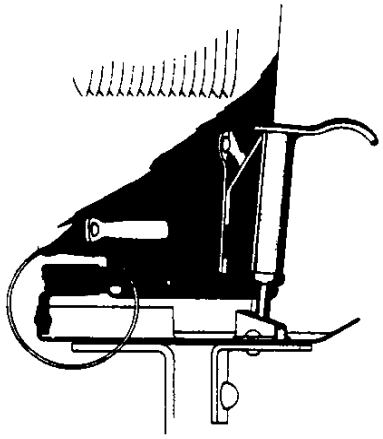


THE WIRE WHEELS FURNISHED ON THESE MODELS ARE EQUIPPED WITH DROP-CENTER TIRES AND ARE DEMOUNTABLE AT THE HUB. THE RIM WIDTH IS 3 INCHES WHICH IS MUCH MORE SATISFACTORY THAN THE FORMER 2.75" DROP CENTER RIM. THE HUBS ARE OF THE POPULAR

CONCEALED-BOLT TYPE OF VERY LARGE DIAMETER. THE WIRE WHEEL HUB CAPS ARE CHROMIUM PLATED AND OF BEAUTIFUL AND DISTINCTIVE DESIGN. THE NEAT CHEVROLET EMBLEM AT THE CENTER WITH RAISED, POLISHED BORDER AND BLACK CENTER IS SURROUNDED BY A STIPPLED BACKGROUND. THIS IS SURROUNDED BY A POLISHED RING WITHIN A BLACK RING.

SHEET METAL

THE SHEET METAL PARTS HAVE PROVEN SO SATISFACTORY IN SERVICE AND BEAUTIFUL IN APPEARANCE THAT ONLY ONE IMPROVEMENT WAS FOUND TO BE NECESSARY. THIS IMPROVEMENT IS THE ADDITION OF A RUBBER BUMPER, MOUNTED ON THE UPTURNED FLANGE OF THE FENDER SKIRT, AGAINST WHICH THE HOOD BEARS. THIS PUTS THE HOOD UNDER SLIGHT TENSION AND ELIMINATES THE POSSIBILITIES OF RATTLES.



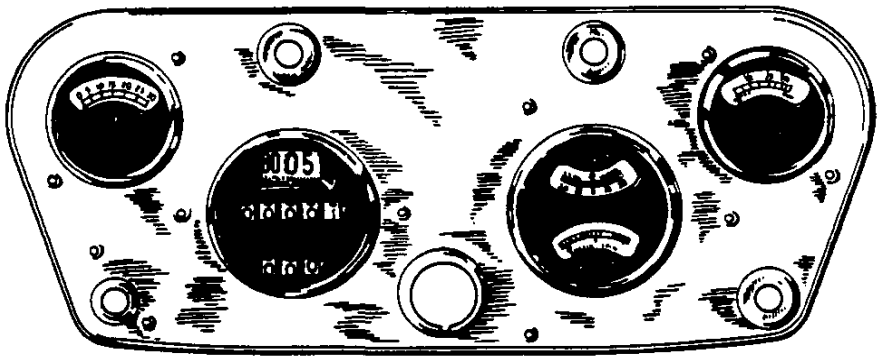
INSTRUMENTS

THE INSTRUMENT CARRIER DESIGN AND ARRANGEMENT 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 INSTRUMENTS ARE SPACED ON THE CARRIER IN A NEAT, SYMMETRICAL ARRANGEMENT. ALL INSTRUMENTS ARE PROVIDED WITH A NEAT, NICKEL PLATED BEZEL WHICH CONTRASTS EFFECTIVELY WITH

THE SURROUNDING BODY PANEL. THE INSTRUMENTS ON THEIR CARRIER PLATE ARE SECURED TO THE BODY PANEL BY MEANS OF THE IGNITION LOCK AND THE FERRULES FOR THE FOUR CONTROL BUTTONS.

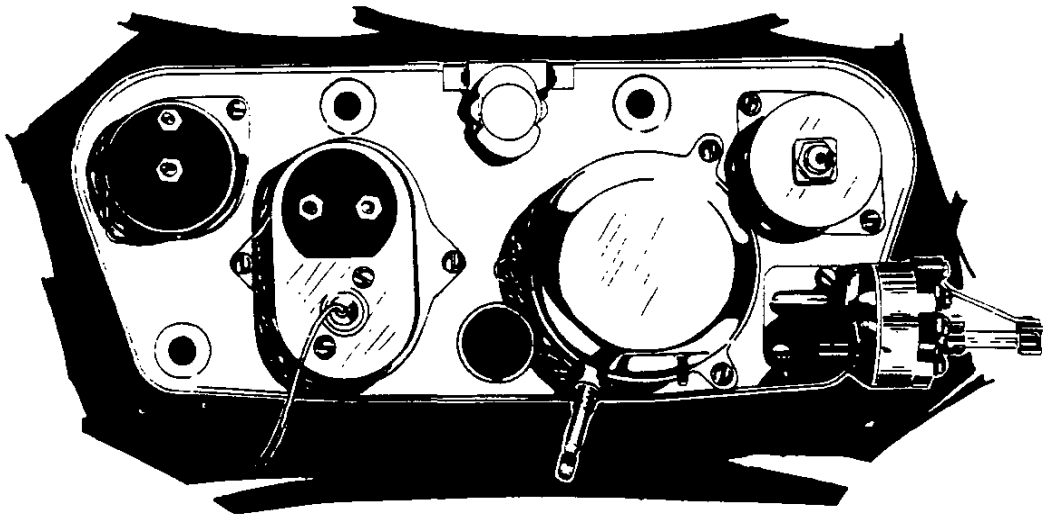
THE INSTRUMENT BEZELS ARE ALL CIRCULAR. THE SPEEDOMETER IS LOCATED TO THE LEFT OF CENTER AND THE AMMETER AND A-C THERMOGAGE COMBINED IN A SINGLE BEZEL ARE LOCATED TO THE RIGHT OF CENTER. THE THERMOGAGE FUNCTIONS AS A THERMOMETER INDICATING THE TEMPERATURE OF THE WATER IN THE CYLINDER HEAD. A METAL BULB CONTAINING A HIGHLY EXPANSIVE GAS IS INSERTED IN THE CYLINDER HEAD AND IS CONNECTED BY A SMALL TUBE TO THE INDICATING



INSTRUMENT WHICH OPERATES ON THE SAME PRINCIPLE AS A PRESSURE GAUGE, BUT INDICATING RELATIVE TEMPERATURES OF THE WATER BY GRADUAL MOVEMENT OF THE POINTER.

THE OIL PRESSURE GAUGE IS LOCATED TO THE LEFT OF THE SPEEDOMETER. THE NEW GASOLINE GAUGE IS LOCATED TO THE RIGHT OF THE AMMETER AND THERMOGAGE. THE IGNITION LOCK IS MOUNTED IN THE CENTER SLIGHTLY BELOW THE SPEEDOMETER. THE NEW AND IMPROVED LIGHTING SWITCH IS LOCATED BELOW THE OIL GAUGE AT THE LEFT. THIS SWITCH OPERATES BY PUSH AND PULL ACTION OF THE

BUTTON WHICH IS TRANSLATED INTO ROTARY MOTION AT THE SWITCH BY A CRANK. THE SPARK AND THROTTLE CONTROLS ARE OPERATED BY NEAT NICKEL PLATED PULL BUTTONS, NEATLY LETTERED TO INDICATE THEIR FUNCTIONS, PROVIDED WITH FRICTION DEVICES TO MAINTAIN THE POSITION OF SAME. THE CHOKE CONTROL IS ALSO OPERATED BY A PULL BUTTON, BUT IT IS PROVIDED WITH A SPRING RETURN ARRANGEMENT WHICH PREVENTS RUNNING WITH THE ENGINE CHOKED. THIS DEVICE INSURES MAXIMUM FUEL ECONOMY AND REDUCES CRANKCASE DILUTION TO A MINIMUM.



THE INSTRUMENTS ARE ILLUMINATED BY A CENTRALLY LOCATED, CONCEALED BULB FROM WHICH LIGHT IS ADMITTED TO THE INSTRUMENT FACES THROUGH OPENINGS IN THE SIDE OF THEIR CASES COVERED WITH A SPECIAL TINTED CELLULOID.

COMPARATIVE SPECIFICATIONS

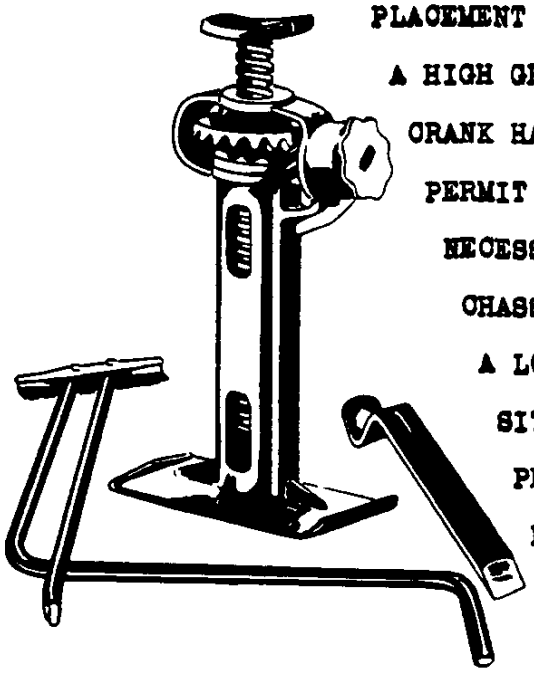
	1929	1930
INSTRUMENT SHAPES	ELLIPTICAL	ROUND
TEMPERATURE INDICATOR	NAGEL-ELECTRICAL	A.C. THERMOGAGE-PRESSURE
LIGHT SWITCH HANDLE OPERATION	ROTARY	PUSH AND PULL

RADIATOR

AN IMPROVEMENT IN THE COOLING SYSTEM HAS BEEN EFFECTED BY AN INCREASE IN THE NUMBER OF VERTICAL WATER PASSAGES IN THE RADIATOR CORE FROM 28 TO 30. THIS PERMITS A LARGER VOLUME OF WATER TO COME IN CONTACT WITH THE COOLING AIR IN A GIVEN TIME WITHOUT REDUCTION IN THE AREA OF THE AIR DUCTS. THIS IMPROVEMENT COMBINED WITH THE 1/4 INCH WIDER FAN BLADES INSURES AMPLE COOLING UNDER ALL NORMAL CONDITIONS OF OPERATION.

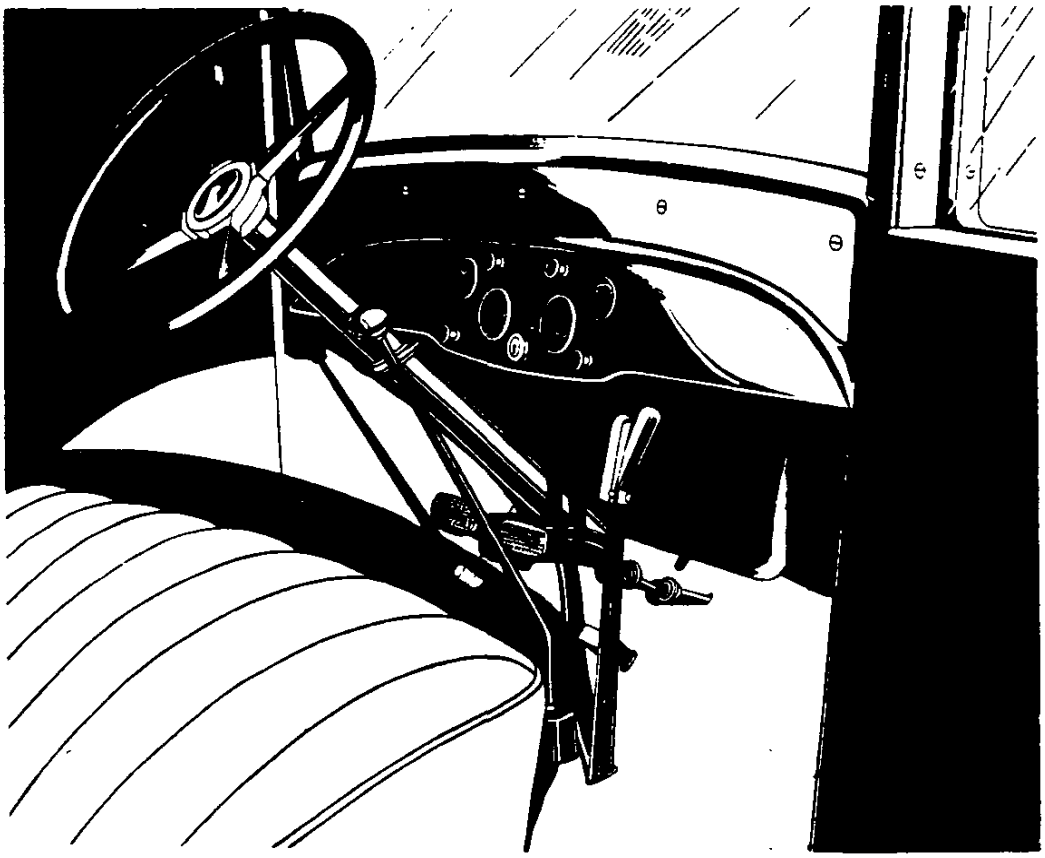
TOOLS

THE TOOL EQUIPMENT HAS BEEN GREATLY IMPROVED BY THE REPLACEMENT OF THE RATCHET TYPE JACK BY A HIGH GRADE SCREW JACK OPERATED BY A CRANK HANDLE. THIS JACK AND HANDLE PERMIT EASY OPERATION WITHOUT THE NECESSITY OF REACHING UNDER THE CHASSIS. THE SCREW FEATURE GIVES A LOW HEIGHT IN THE LOWERED POSITION WITH SUFFICIENT LIFT TO PERMIT EASY TIRE CHANGES. THE HANDLE IS HINGED TO CONSERVE STORAGE SPACE. SINCE THE JACK HANDLE IS NO LONGER COMBINED WITH THE RIM WRENCH AND TIRE TOOL, THE PROPORTIONS OF THE LATTER HAVE BEEN CHANGED TO MAKE IT A MORE EFFECTIVE TOOL FOR BOTH OF THESE FUNCTIONS. THE BROADER POINT FACILITATES TIRE CHANGES AND THE SHORTER LENGTH PREVENTS STRIPPING RIM BOLT THREADS DUE TO EXCESSIVE TIGHTENING.



BODIES

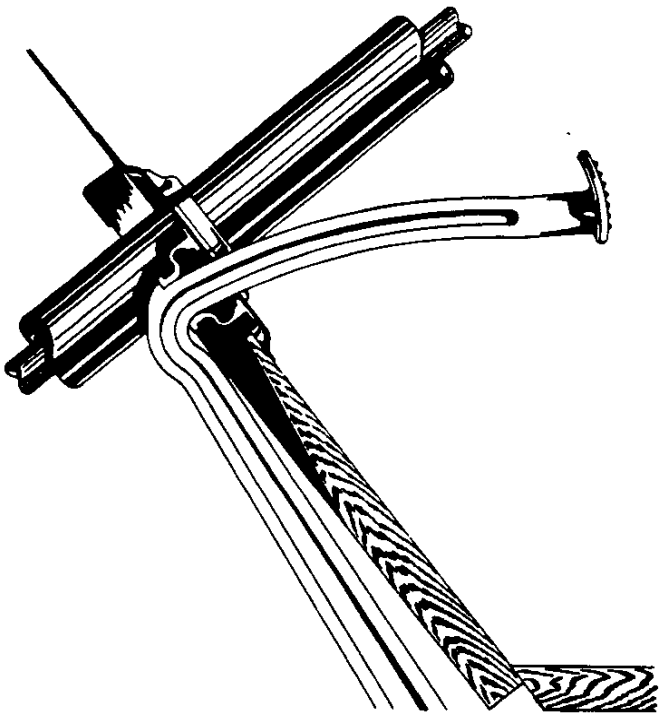
THE NEW INSTRUMENT PANEL WITH ITS NEW ARRANGEMENT OF INSTRUMENTS IS INCORPORATED IN ALL BODY MODELS. THIS ARRANGEMENT IS NEAT, ATTRACTIVE AND CONVENIENT AND LENDS



A NOTE OF DISTINCTION TO THE DRIVER'S COMPARTMENT. THE INSTRUMENT PANEL IS FINISHED IN COLORS HARMONIZING WITH THE BODY COLORS. IT IS TREATED IN TWO TONES, THE DEPRESSED PANEL ABOVE THE INSTRUMENTS CONTRASTING WITH THE BALANCE OF THE PANEL. THE PANEL IS FURTHER BEAUTIFIED BY THE BRIGHT NICKEL PLATED BEZELS SURROUNDING THE INSTRUMENTS.

TOE BOARD CLOSURE

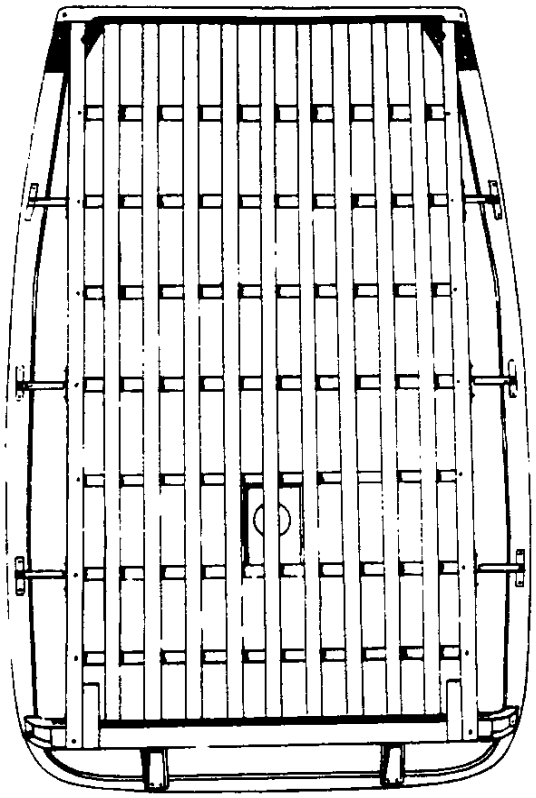
ON ALL BODY MODELS THE TOE BOARD CLOSURE AROUND THE PEDALS AND STEERING GEAR HAS BEEN IMPROVED. A SPECIAL RUBBER GROMMET IS ASSEMBLED ON THE CLUTCH AND BRAKE PEDALS BELOW THE TOE BOARD IN SUCH POSITION THAT THE GROMMETS ARE COMPRESSED WHEN THE PEDALS ARE IN THEIR NORMAL POSITION. THESE GROMMETS ARE MADE OF VERY HIGH GRADE RUBBER AND ARE ASSEMBLED BY STRETCHING OVER THE PEDAL PADS. THE SLOTS IN THE GROMMETS ARE SMALLER THAN THE SECTION OF THE PEDAL, CAUSING THE GROMMETS TO HUG THE PEDALS TIGHTLY MAKING AN AIR AND WATER-TIGHT JOINT. THE GROMMETS TRAVEL WITH THE PEDALS, PREVENTING WEAR OF THE SLOTS.



CLOSURE AROUND THE STEERING COLUMN IS EFFECTED BY MEANS OF AN ANNULAR RUBBER GROMMET, FITTING TIGHTLY AROUND THE COLUMN AND SEATING AGAINST THE TOE BOARD PLATE. THESE GROMMETS PROTECT THE DRIVER AND PASSENGERS FROM DRAFTS AND FUMES, INSURING THEIR COMFORT AND SAFETY.

BODY CONSTRUCTION

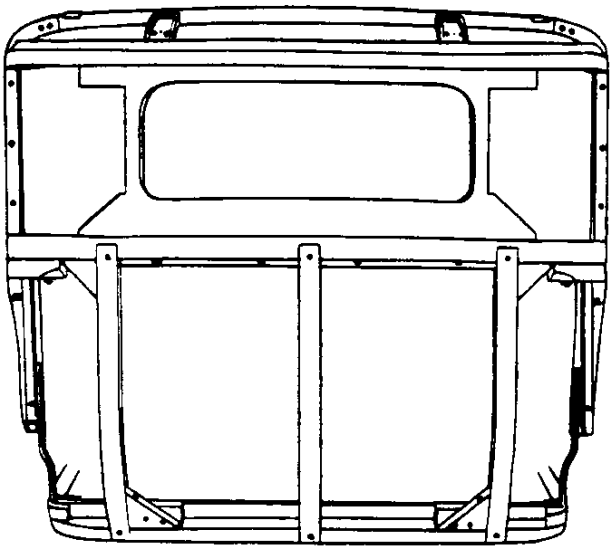
THE ENTIRE LINE OF CLOSED BODY MODELS HAS BEEN IMPROVED IN CONSTRUCTION. GREATER STRENGTH AND RIGIDITY HAVE BEEN DESIGNED INTO THE BODIES WITH CONSEQUENT REDUCTION IN SQUEAKS AND RATTLES. IN THE ROOF CONSTRUCTION A BLOCK HAS BEEN ADDED AT THE REAR END OF THE CROWN RAIL. THIS BLOCK IS HALF-LAPPED INTO THE CROWN RAIL AND IS BOLTED THROUGH THE SIDE BAR. CHANNEL SECTION PRESSED STEEL BRACES HAVE BEEN ADDED AT THE REAR CORNERS INSURING INCREASED RIGIDITY. TWO-PIECE BRACES OF STAMPED STEEL SECURELY WELDED TOGETHER HAVE BEEN SUBSTITUTED FOR WOODEN BLOCKS TO SECURE THE SIDE BARS TO THE ROOF RAILS. THESE BRACES ARE VERY RIGID AND HAVE WOODEN TRIM STICKS BOLTED IN PLACE. ANTI-SQUEAK MATERIAL IS INTERPOSED BETWEEN THE STEEL BRACES AND THE WOODEN RAILS AT THE POINTS WHERE THEY ARE BOLTED TOGETHER. THIS ELIMINATES ALL POSSIBILITY OF SQUEAKS AT THESE POINTS.



THE WIDTH OF THE ROOF BOWS HAS BEEN INCREASED ABOUT FIFTY PERCENT TO PROVIDE ADDITIONAL STRENGTH AND RIGIDITY.

THE CROWN RAIL AND REAR ROOF BOW ARE BRACED BY MEANS OF TWO STEEL STAMPINGS OF CHANNEL SECTION ALSO INSULATED BY ANTI-SQUEAK MATERIAL. THE STAMPED STEEL BRACES AT THE FRONT CORNERS HAVE ALSO BEEN IMPROVED IN DESIGN TO PERMIT TIGHTENING AND REMOVAL OF THE BOLTS WITHOUT REMOVING THE UPHOLSTERY OR SHEET METAL. ALL OF THESE IMPROVEMENTS COMBINED RESULT IN A ROOF WHICH IS REMARKABLY FREE FROM NOISE AND WILL WITHSTAND SEVERE SHOCKS WITHOUT LOOSENING THE JOINTS.

THE LOWER BODY CONSTRUCTION HAS ALSO BEEN IMPROVED IN MANY RESPECTS. THE DESIGN OF THE BELT RAILS AT THE REAR CORNER HAS BEEN CHANGED TO PROVIDE TWO BOLTS FOR FASTENING THESE TWO RAILS TOGETHER. THIS RESULTS IN A VERY STRONG AND RIGID CONSTRUCTION.



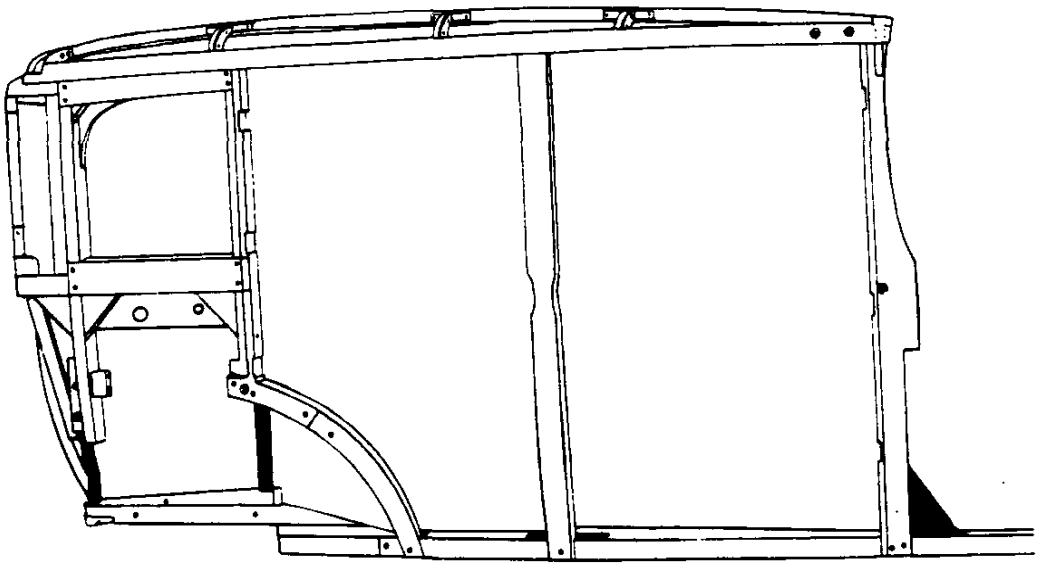
THE CORNER BLOCKS AT THE REAR END SILL AND REAR CORNER UPRIGHTS HAVE BEEN INCREASED IN SIZE AND THICKNESS TO INSURE RIGIDITY AND STABILITY AT ALL TIMES.

THE LOWER BAR OF THE BACK WINDOW FRAME IS MADE IN ONE PIECE, MAKING THIS PORTION OF THE BODY EXCEPTIONALLY STRONG.

THE SLOPING WINDSHIELD PERMITS A CONSIDERABLE INCREASE IN THE THICKNESS AND STRENGTH OF THE FRONT BODY HINGE PILLAR.

THE METAL BRACE WHICH SECURES THE INSTRUMENT PANEL TO THE FRONT BODY HINGE PILLAR AND COWL BAR HAS BEEN IMPROVED IN DESIGN AND IS CONSIDERABLY STRONGER.

ALL METAL BRACKETS AND BRACES USED THROUGHOUT THE BODY STRUCTURE ARE ASSEMBLED WITH ANTI-SQUEAK MATERIAL BETWEEN THEM AND THE WOOD PARTS TO INSURE AGAINST ANY POSSIBILITY



OF SQUEAKS AT THESE POINTS. THIS IS A NEW FEATURE IN CLOSED BODY CONSTRUCTION WHICH HAS NOT BEEN USED EXTENSIVELY HERETOFORE AND NEVER IN BODIES IN THE CHEVROLET PRICE CLASS.

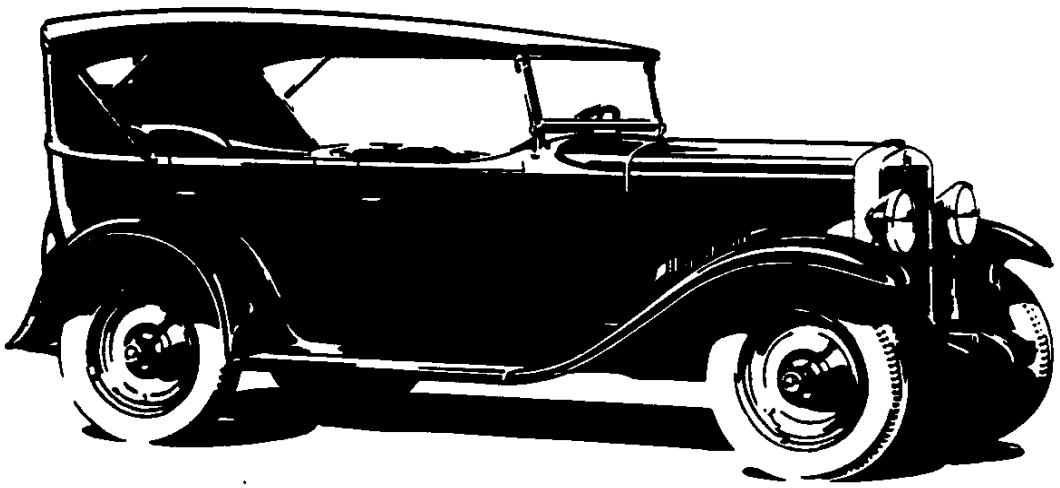
THE INDIVIDUAL FEATURES OF THE VARIOUS BODY MODELS ARE COVERED IN DETAIL ON THE FOLLOWING PAGES.

PHAETON

ON THE 1930 PHAETON MODEL THE SEATS HAVE BEEN LOWERED ONE AND ONE-HALF INCHES AND THE SEAT BACKS HAVE BEEN TILTED. BOTH THE SEAT AND BACK CUSHION SPRINGS HAVE BEEN MADE DEEPER. THESE IMPROVEMENTS MAKE THE SEATS MUCH MORE COMFORTABLE FOR BOTH DRIVER AND PASSENGERS.

THE TRIM MATERIAL IS GRAY FABRIKOID WITH SPANISH GRAIN. THE SEAT CUSHIONS ARE TUFTED AND THE SEAT BACKS PLAIN. THE TOP MATERIAL IS BROWN AND WHITE WHIPCORD ON THE INSIDE AND GRAY TEAL ON THE OUTSIDE. THESE IMPROVEMENTS RESULT IN A VERY DURABLE JOB OF HIGHLY ATTRACTIVE APPEARANCE.

THE PHAETON IS FINISHED IN SAXON GRAY DUCO WITH BLOSS VALE GREEN MOULDING AND TALINA BROWN STRIPING. THE WHEELS ARE SAXON GRAY WITH BLOSS VALE GREEN STRIPE.

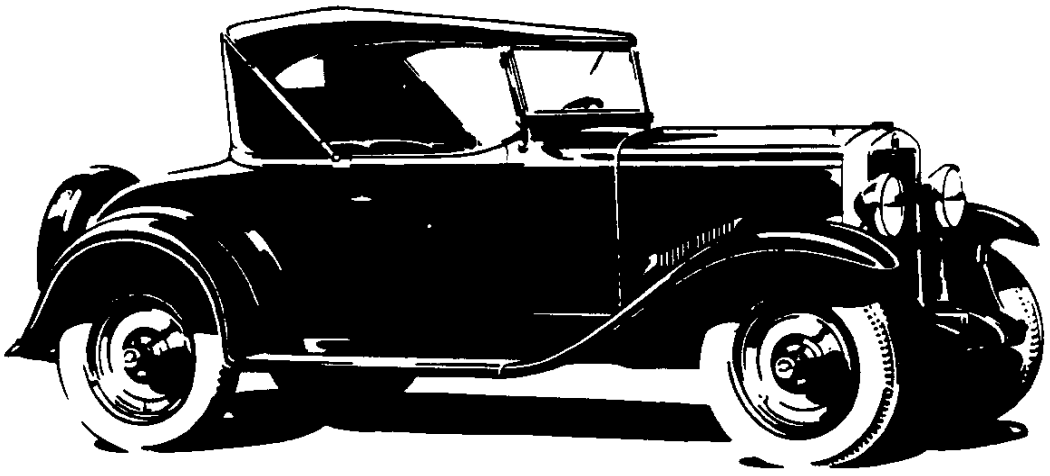


ROADSTER

THE ROADSTER SEAT HAS ALSO BEEN MADE ONE AND ONE-HALF INCHES LOWER WITH TILTED BACK. DEEPER CUSHION AND BACK SPRINGS TRIMMED IN GRAY SPANISH GRAIN FABRIKOID WITH PLAIN BACK AND TUFTED CUSHION MAKE THIS MODEL VERY ATTRACTIVE AND MUCH MORE COMFORTABLE.

THE TOP MATERIAL IS BROWN AND WHITE WHIPCORD ON THE INSIDE AND GRAY TEAL ON THE OUTSIDE. THE BACK CURTAIN IS SEPARABLE TO PERMIT BETTER VENTILATION. BUTTONS ARE PROVIDED IN THE TOP TO HOLD THE CURTAIN IN ITS OPEN POSITION.

THE ROADSTER IS FINISHED IN STAUNTON BLUE DUCO WITH BLACK MOULDINGS AND TUSK IVORY STRIPING. THE WHEELS ARE BLACK WITH TUSK IVORY STRIPING.

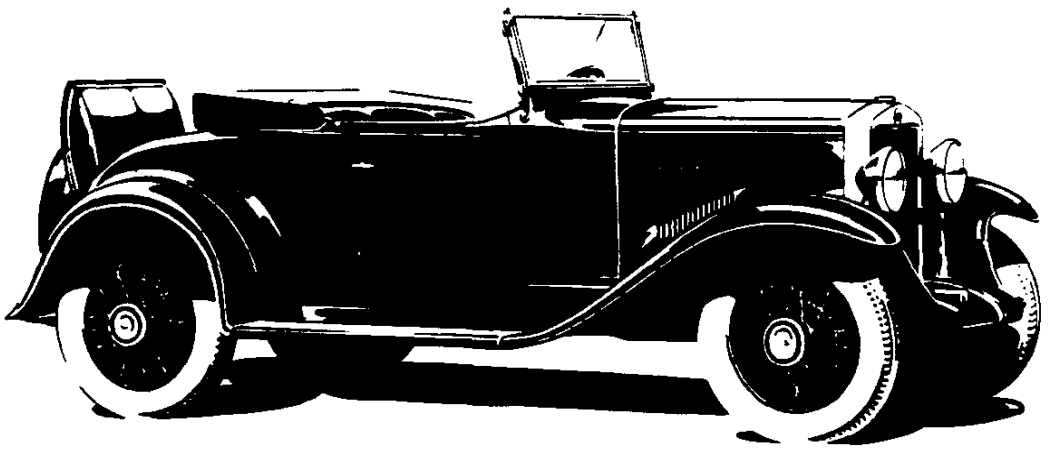


SPORT ROADSTER

THE SPORT ROADSTER IS A NEW MODEL WHICH IS BEING ADDED TO THE CHEVROLET LINE FOR 1930. A FLUSH TYPE FOLDING RUMBLE SEAT IS BUILT INTO THE REAR DECK. ATTRACTIVE RUBBER COVERED STEP PLATES ARE PLACED ON THE FENDER AND REAR END OF THE FRAME TO PERMIT EASY ENTRANCE TO THE RUMBLE SEAT. WIRE WHEELS ARE FURNISHED AS STANDARD EQUIPMENT WITH A SPARE WHEEL AND CARRIER MOUNTED ON THE REAR. THE TRIMMING IS OF GRAY, SPANISH GRAIN FABRIKOID WITH PLAIN BACK AND TUFTED SEAT CUSHION.

THE TOP MATERIAL IS BROWN AND WHITE WHIPCORD ON THE INSIDE AND GRAY TEAL ON THE OUTSIDE. THE BACK CURTAIN ON THIS JOB IS ALSO SEPARABLE.

THE SPORT ROADSTER IS FINISHED IN BLACK DUCO WITH AYRES GRAY MOULDINGS. THE BODY STRIPING AND THE WIRE WHEELS ARE SHALIMAR ORANGE.

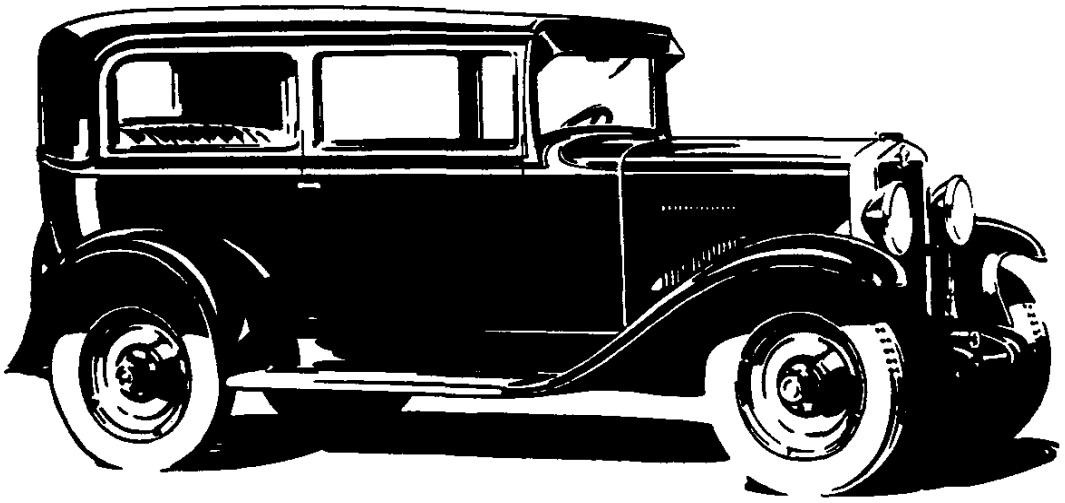


COACH

A SLOPING WINDSHIELD HAS BEEN INCORPORATED IN THE COACH TO REDUCE LIGHT REFLECTIONS, INCREASING THE COMFORT AND SAFETY OF THE DRIVER AND PASSENGERS. THE LEFT FRONT SEAT IS HINGED ONLY AT THE FLOOR, THE BACK AND SEAT BEING IN FIXED RELATION. THE RIGHT FRONT SEAT IS OF THE FOLDING TYPE, HINGED BOTH AT THE FLOOR AND BACK. BOTH FRONT SEATS ARE MORE COMFORTABLE, DUE TO THE INCREASE IN THE DEPTH OF THE CUSHIONS.

THE APPEARANCE OF THE BODY HAS BEEN IMPROVED BY A NEW CONTOUR OF WINDOW REVEALS.

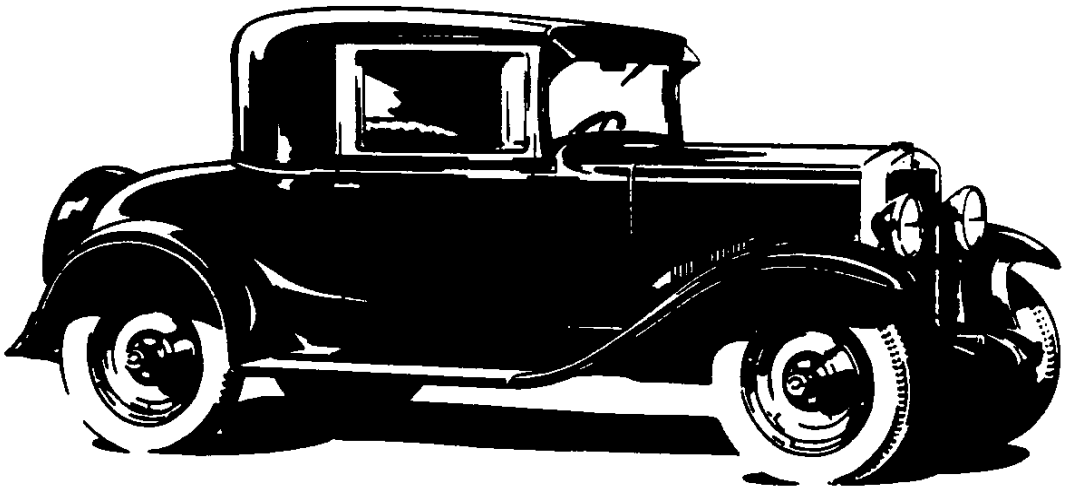
THE BODY IS ATTRACTIVELY FINISHED IN CLASSIC BLUE DUCO WITH TUSK IVORY STRIPING. THE WHEELS ARE ALSO CLASSIC BLUE WITH TUSK IVORY STRIPE. THE INTERIOR OF THE BODY IS TRIMMED WITH HIGH GRADE VELOUR OF HARMONIZING COLOR.



COUPE

THE COMFORT OF THE COUPE HAS BEEN INCREASED BY THE ADOPTION OF THE SLOPING WINDSHIELD WHICH REDUCES LIGHT REFLECTIONS AND BY THE INCREASE IN THE DEPTH OF THE SEAT CUSHION. THE WINDOW REVEALS ON THIS MODEL HAVE ALSO BEEN IMPROVED IN APPEARANCE.

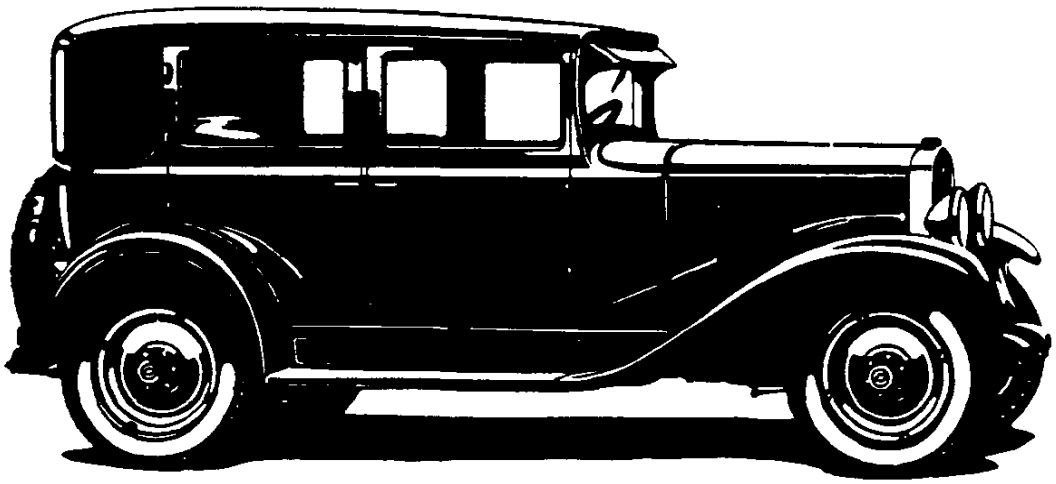
THE BODY IS FINISHED IN SCARABA GREEN DUCO WITH ARIZONA GRAY MOULDINGS AND TUSK IVORY STRIPING. THE WHEELS ARE ALSO SCARABA GREEN WITH TUSK IVORY STRIPE. THE TRIM IS OF VELOUR IN A HARMONIZING COLOR.



CLUB SEDAN

THE CLUB SEDAN HAS BEEN IMPROVED BY THE INCREASE IN THE HEIGHT AND DEPTH OF THE REAR SEAT CUSHION. THE WINDSHIELD HAS BEEN INCLINED TO REDUCE THE LIGHT REFLECTIONS AND THE WINDOW REVEALS HAVE BEEN CHANGED IN CONTOUR FOR IMPROVED APPEARANCE.

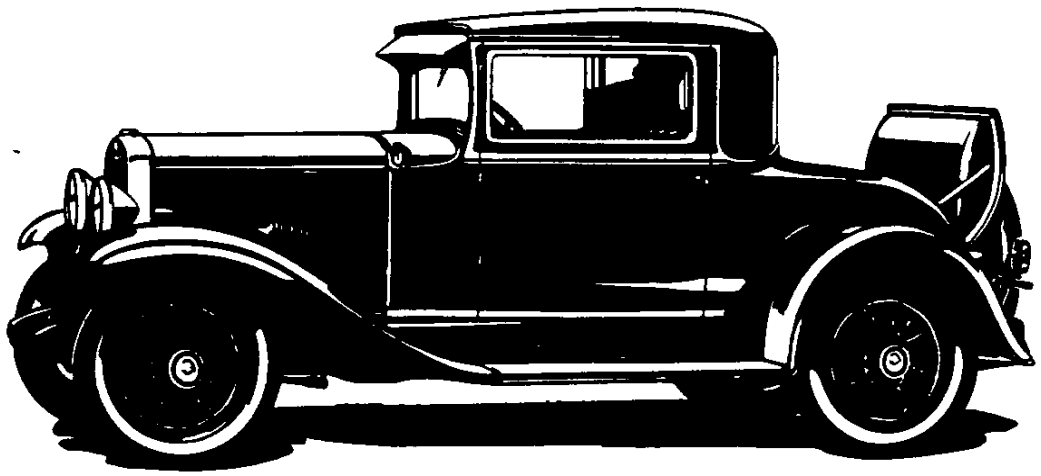
THE BODY IS FINISHED IN LAMA GRAY DUCO WITH BLACK REAR QUARTER. THE MOULDINGS ARE BLACK WITH EOS RED STRIPING. THE WHEELS ARE LAMA GRAY STRIPED WITH EOS RED. THE TRIM IS OF VELOUR IN HARMONIZING COLORS.



SPORT COUPE

WIRE WHEELS HAVE BEEN MADE STANDARD EQUIPMENT ON THE SPORT COUPE WITH A SPARE WHEEL MOUNTED ON THE CARRIER AT THE REAR. THE SLOPING WINDSHIELD IS ALSO INCORPORATED IN THIS MODEL TO REDUCE LIGHT REFLECTIONS. THE SAME IMPROVED WINDOW REVEALS INCORPORATED IN THE OTHER CLOSED MODELS ARE ALSO ADOPTED IN THE SPORT COUPE.

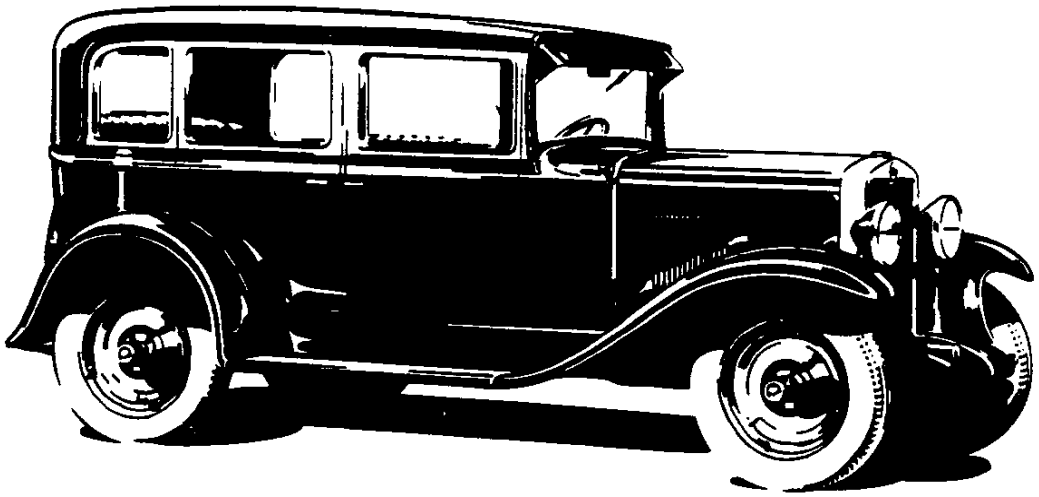
THIS MODEL IS ATTRACTIVELY FINISHED IN STANFORD BROWN WITH BEAVER BROWN ROOF AND REAR QUARTER. THE MOULDINGS ARE BEAVER BROWN. THE BODY STRIPING AND WIRE WHEELS ARE SHALIMAR ORANGE. THE INTERIOR IS BEAUTIFULLY TRIMMED IN MOHAIR OF HARMONIZING SHADE.

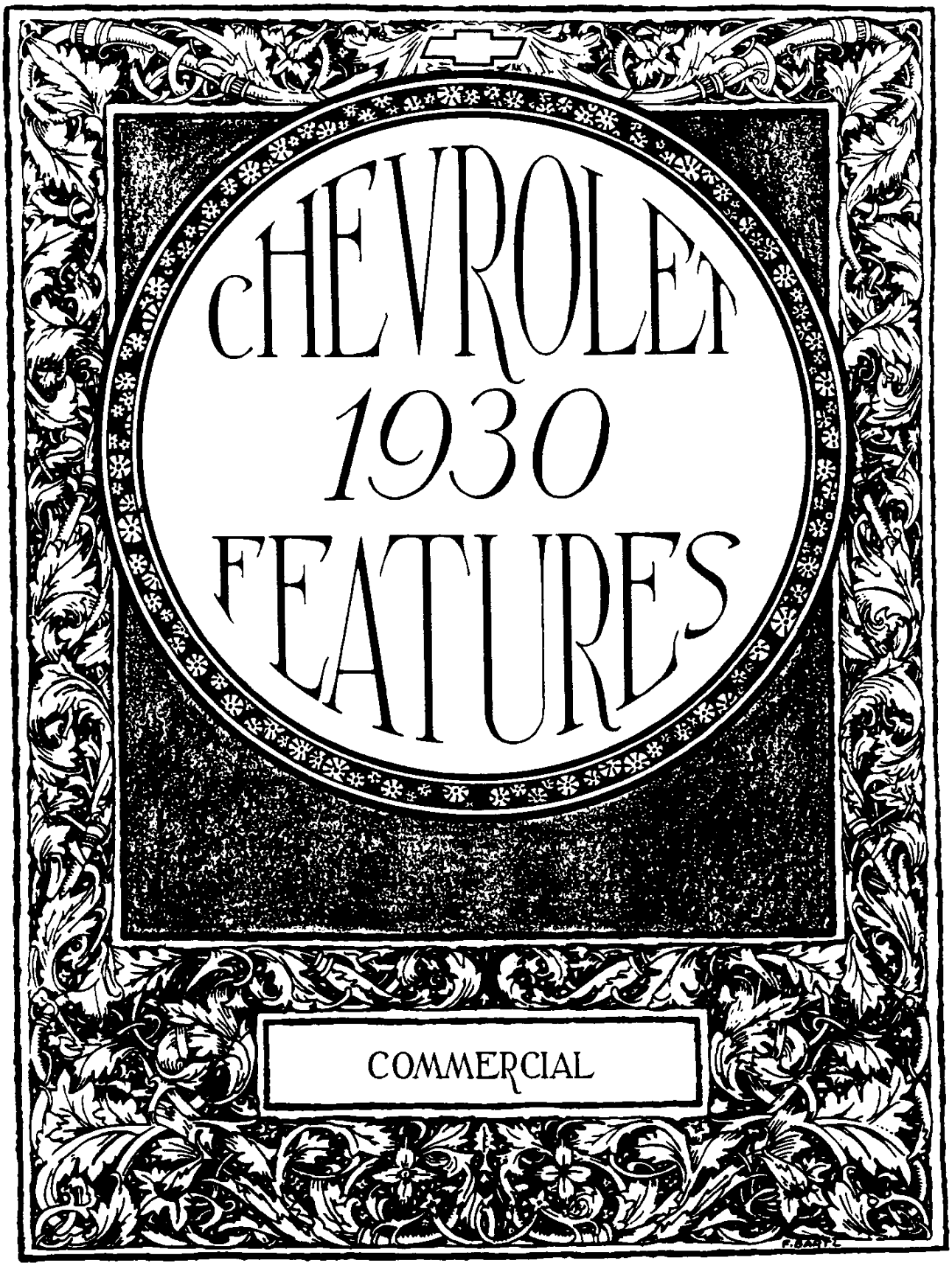


SEDAN

THE ADDED FEATURES AND REFINEMENTS IN THE SEDAN MAKE THIS MODEL STAND OUT AS A DELUXE JOB. CHROME PLATED COWL LIGHTS WITH AN ATTRACTIVE CHROME PLATED COWL MOULDING HAVE BEEN ADDED. THE INCLINED WINDSHIELD REDUCES LIGHT REFLECTIONS TO A MINIMUM AND THE NEW SHAPE OF THE WINDOW REVEALS IMPROVES THE APPEARANCE. THE DOME LIGHT SWITCH IS LOCATED ON THE CENTER PILLAR WHERE IT IS ACCESSIBLE FROM THE DRIVER'S SEAT.

THE BODY IS BEAUTIFULLY FINISHED IN BOULEVARD MAROON WITH BLACK MOULDINGS, REAR QUARTER AND WHEELS. THE STRIPING ON BOTH BODY AND WHEELS IS OF AURORA RED. THE TRIM IS IN HARMONIZING COLOR OF HIGH GRADE MOHAIR.




CHEVROLET
1930
FEATURES
COMMERCIAL

COMMERCIAL

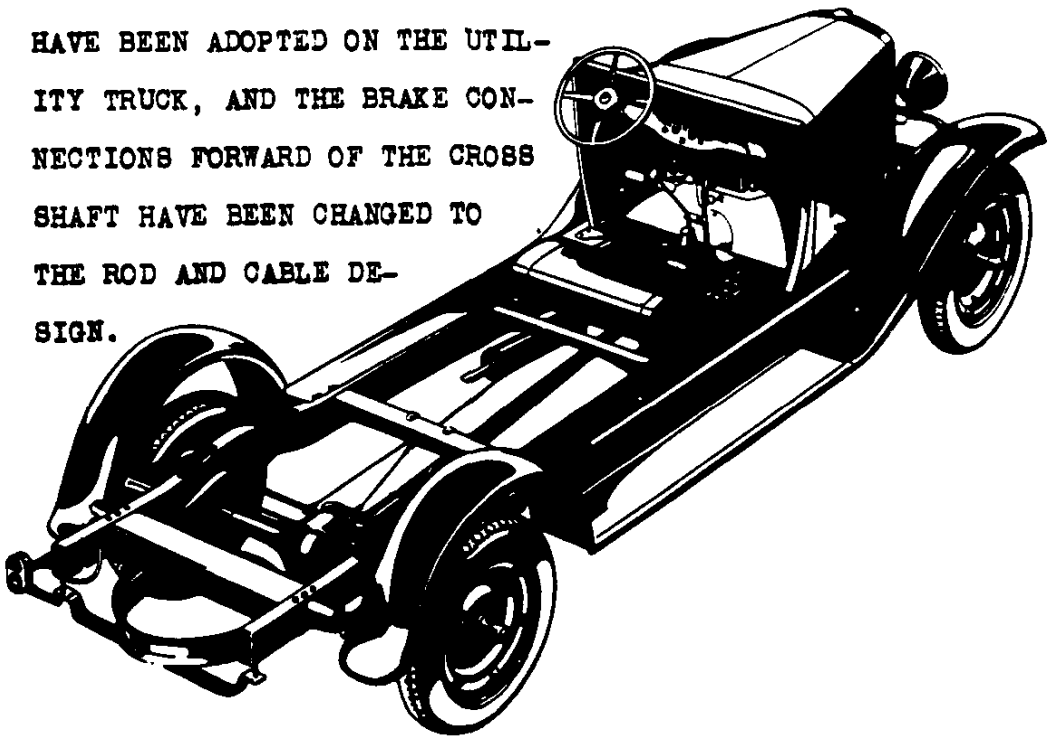
THE 1930 LINE OF COMMERCIAL VEHICLES INCLUDES THE 1-1/2 TON UTILITY TRUCK CHASSIS, THE LIGHT DELIVERY CHASSIS AND THE SEDAN DELIVERY. THE FEATURES OF EACH OF THESE MODELS WILL BE DISCUSSED SEPARATELY.

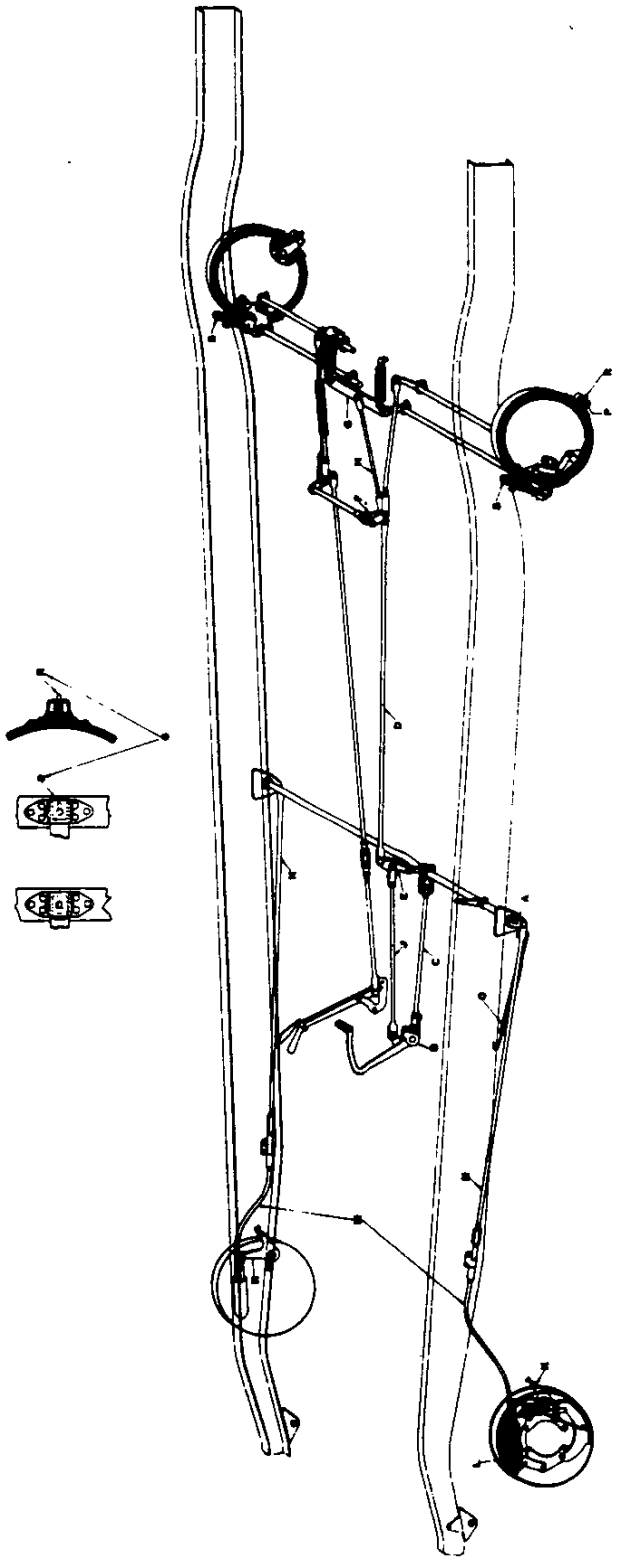
1½ TON UTILITY TRUCK

THIS JOB HAS PROVEN SO SATISFACTORY IN GENERAL THAT VERY FEW MAJOR DESIGN CHANGES HAVE BEEN MADE. HOWEVER, MANY OF THE PASSENGER CAR REFINEMENTS HAVE BEEN INCORPORATED.

THE SERVICE BRAKE CROSS SHAFT HAS BEEN REDESIGNED TO INCLUDE THE NEW TYPE OF BRACE ADOPTED ON THE PASSENGER MODELS. AN ARCH HAS ALSO BEEN ADDED TO THE SHAFT TO PROVIDE CLEARANCE FOR POWER TAKE-OFF INSTALLATIONS.

THE 11-1/2 INCH FRONT PASSENGER BRAKES HAVE BEEN ADOPTED ON THE UTILITY TRUCK, AND THE BRAKE CONNECTIONS FORWARD OF THE CROSS SHAFT HAVE BEEN CHANGED TO THE ROD AND CABLE DESIGN.





BRAKE ADJUSTMENT DIAGRAM

THE SELF-ADJUSTING SPRING SHACKLES USED ON THE PASSENGER MODELS HAVE ALSO BEEN ADOPTED FOR USE ON THE TRUCK FRONT SPRINGS ONLY. THE REAR SPRING SHACKLES, HOWEVER, ARE STILL OF THE CONVENTIONAL TYPE. THE REBOUND TENSION PLATES HAVE BEEN RETAINED ON THE FRONT SPRINGS OF THE TRUCK.

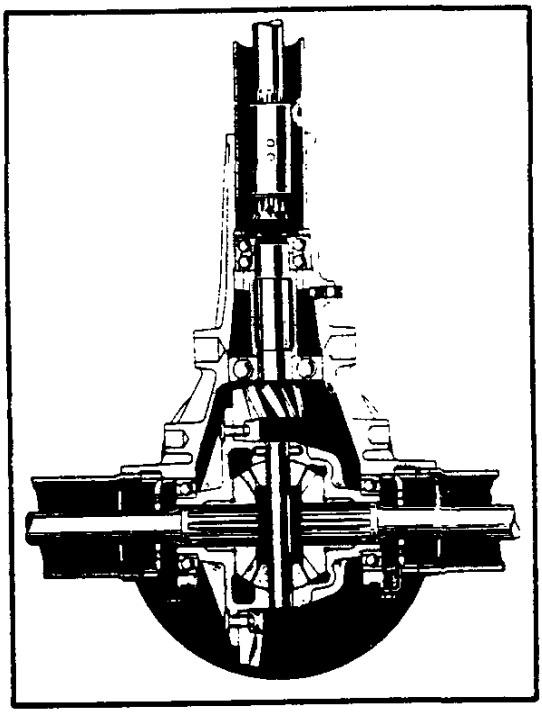
THE NEW STEERING TIE ROD WITH SPIRAL SPRINGS HAS ALSO BEEN ADOPTED ON THE TRUCK.

COMPARATIVE SPECIFICATIONS

BRAKE CONNECTIONS	1929	1930
CROSS SHAFT (STANDARD EQUIPMENT)	STRAIGHT	ARCHED
BRACE MOUNTING	TO TRANSMISSION CASE	TO PEDAL SHAFT THROUGH STOP
BRACE ADJUSTMENT	SLOTS AND FRICTION	THREADED ROD AND NUT
FRONT BRAKE CONNECTIONS	RODS & IDLER LEVER	ROD, CABLE AND FRAME BRACKET
SPRINGS		
FRONT SPRING SHACKLES	CONVENTIONAL	TRYON
FRONT SPRING TENSION PLATES	YES	YES
FRONT AXLE		
KING PIN INCLINATION UNDER LOAD	3-1/2°	3-1/2°
TIE ROD - TYPE	DOUBLE HELICAL SPRING	SINGLE SPIRAL SPRING
FRONT BRAKES		
DIAMETER	10-1/2	11-1/2
OPERATION	HORIZONTAL LEVER, ROD AND CAM	CABLE, ROD, CROSS HEAD AND CAM
LINING THICKNESS	9/64	3/16
ADJUSTMENT	LEVER & NUT	LEVER & SCREW

REAR AXLE

THE TRUCK REAR AXLE HAS BEEN IMPROVED AND STRENGTHENED. THE AXLE RATIO HAS BEEN INCREASED FROM 4.875:1 TO 5.428:1 WITH CONSEQUENT INCREASE IN ACCELERATING ABILITY IN THE LOWER SPEED RANGE. THE DRIVE PINION HAS SEVEN TEETH AND THE DRIVE GEAR THIRTY-EIGHT TEETH, THE TEETH IN BOTH BEING STRENGTHENED CONSIDERABLY BY THE REDUCTION OF THE DIAMETRAL PITCH TO 3.234.



THE RIVETS WHICH SECURE THE DRIVE GEAR TO THE DIFFERENTIAL CASE HAVE BEEN MOVED FARTHER FROM THE CENTER, INCREASING THE STRENGTH. THE ENTIRE DIFFERENTIAL UNIT HAS BEEN IMPROVED AND STRENGTHENED. THE DIAMETER OF THE CASE AND COVER HAS BEEN INCREASED TO TEN INCHES AND HAS A STIFFENING FLANGE EXTENDING AROUND ITS ENTIRE PERIPHERY. THE FOUR RIBS ON THE COVER HAVE BEEN INCREASED TO SIX AND THE BOLT CIRCLE IS INCREASED TO 6-7/32 INCHES. THE DIFFERENTIAL GEARS ARE LARGER IN DIAMETER AND HAVE STRONGER TEETH WITH GREATER LENGTH OF FACE ENGAGEMENT. THE LENGTH OF THE DIFFERENTIAL GEAR SPLINES HAS ALSO BEEN INCREASED. THE DIFFERENTIAL PINION SHAFT IS INCREASED TO .920 INCHES DIAMETER AND THE LENGTH OF BEARING SURFACE IS INCREASED TO 1-5/32 INCHES. THE DIFFERENTIAL CASE,

AT THE POINT OF BEARING MOUNTING HAS BEEN INCREASED TO 2.284 INCHES WITH A CORRESPONDING INCREASE IN THE PITCH DIAMETER OF THE BEARING BALLS.

THE AXLE SHAFT HAS BEEN ENLARGED TO 1.411 INCHES DIAMETER AT THE SMALL END OF THE TAPER WITH A 1-1/8 X 12 THREAD. THE SPLINE OUTSIDE DIAMETER IS INCREASED TO 1.634 INCHES.

THE DIFFERENTIAL CARRIER IS STRENGTHENED BY AN INCREASE IN ITS LENGTH AND THE ADDITION OF A BEAD AT ITS FORWARD END. THE TORQUE TUBE IS ATTACHED TO THE CARRIER BY AN INGENIOUS SLUG-WELDING PROCESS, WHICH HAS PROVEN TO BE A VERY EFFECTIVE MEANS OF ATTACHMENT.

THE DIFFERENTIAL IS LUBRICATED BY THE SAME TYPE OF ROTARY DEFLECTOR USED ON THE PASSENGER MODELS, BUT DESIGNED TO TRUCK PROPORTIONS.

COMPARATIVE SPECIFICATIONS

	1929	1930
GEAR RATIO	4.875:1	5.428:1
DRIVE GEAR - NO. OF TEETH	39	38
DRIVE PINION - NO. OF TEETH	8	7
DRIVE GEAR - PITCH DIAMETER	11-1/8	11-3/4
DRIVE PINION - PITCH DIAMETER	2.282	2.163
DRIVE GEAR AND PINION - DIAMETRAL PITCH	3.505	3.234
DRIVE GEAR - RIVET CIRCLE	7-1/4	7-7/8
DIFFERENTIAL GEAR - PITCH DIA.	4.213	4.550
DIFFERENTIAL PINION - PITCH DIA.	2.575	2.781
DIFFERENTIAL GEAR - DIAMETRAL PITCH	4.272	3.955

	1929	1930
DIFFERENTIAL GEAR FACE	13/16	7/8
DIFFERENTIAL GEAR SPLINE LENGTH	2-1/32	2-3/32
DIFFERENTIAL PINION - BEARING LENGTH	1-1/16	1-5/32
DIFFERENTIAL PINION SHAFT - DIAMETER	.809	.920
LENGTH	6-15/32	7-3/32
DIFFERENTIAL CARRIER - OVERALL LENGTH	15-3/4	16-1/16
DISTANCE - CENTER TO BEARING FACE	5-5/8	5-31/32
BEAD AT FRONT END	NONE	7/16 x 3-11/16 DIA.
TORQUE TUBE ATTACHMENT	RIVETTED	SLUG WELDED
DIFFERENTIAL CASE AND COVER O.D.	9-3/8	10
BOLT CIRCLE	5-9/16	6-7/32
FLANGE	240°	360°
SPHERICAL DIAMETER	5.0	5.4
O.D. AT PINION SHAFT	6-13/32	7-1/32
COVER RIBS	4	6
BETTER PROVISION FOR LUBRICATION		
DIFFERENTIAL CASE BEARING I.D.	2.165	2.284
PITCH DIAMETER OF BALLS	3.069	3.127
AXLE SHAFT - SPLINE O.D.	1.547	1.634
THREAD	1" - 14	1-1/8 - 12
DIAMETER AT SMALL END OF TAPER	1.255	1.411

ENGINE

ALL OF THE ENGINE IMPROVEMENTS AND REFINEMENTS IN THE PASSENGER MODELS ARE ALSO REFLECTED IN THE TRUCK ENGINE. THE INTAKE PORT INSERTS, HOWEVER, ARE SOMEWHAT MORE RESTRICTED IN THE TRUCK ENGINE. THIS RESULTS IN REDUCTION OF POWER OUTPUT MOSTLY AT HIGH ENGINE SPEEDS.

SPEEDOMETER GEARS

THE SPEEDOMETER DRIVE GEAR RATIO HAS BEEN CHANGED TO 4:14. THIS, IN COMBINATION WITH THE INCREASED REAR AXLE RATIO, RESULTS IN MUCH CLOSER READINGS ON THE SPEEDOMETER.

COMPARATIVE SPECIFICATIONS

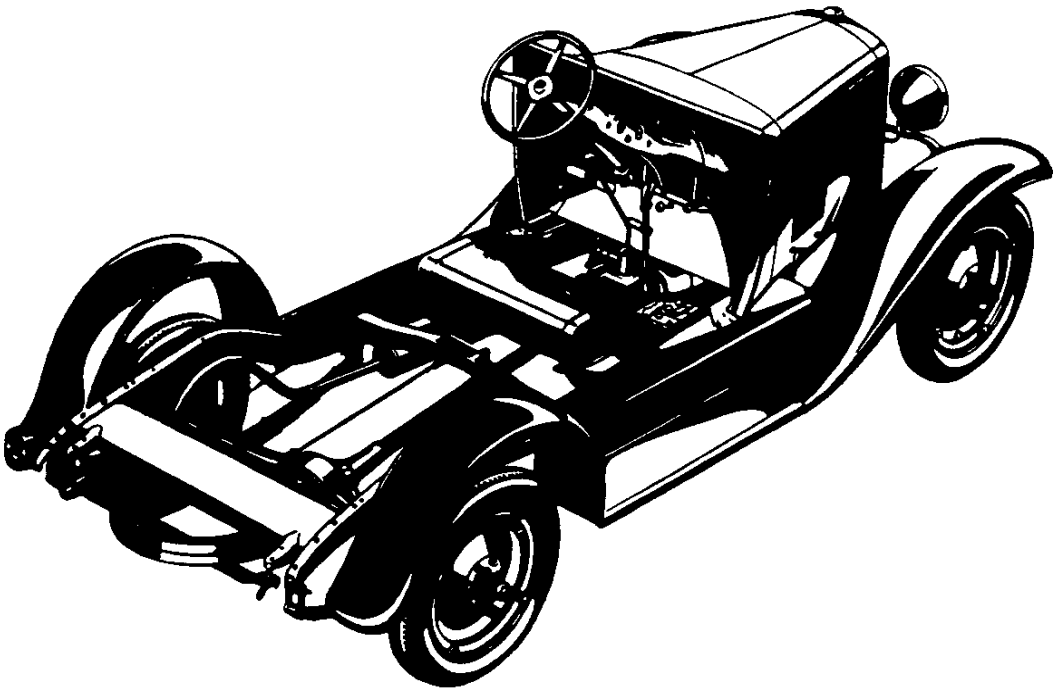
	1929	1930
SPEEDOMETER GEAR RATIO	4:12	4:14
SPEEDOMETER GEAR RATIO ERROR		
WITH 30 x 5 TIRES	4.6% FAST	.2% SLOW
WITH 32 x 6 TIRES	1.2% FAST	3.6% SLOW

ALL OF THE OTHER PASSENGER CHASSIS REFINEMENTS ARE ALSO REFLECTED IN THE TRUCK. THESE INCLUDE THE DASH GASOLINE GAUGE, IMPROVED STEERING TIE ROD AND BALL, HOOD BUMPER, IMPROVED INSTRUMENT PANEL AND PEDAL CLOSURE.

LIGHT DELIVERY

ALL OF THE NEW IMPROVEMENTS AND REFINEMENTS INCORPORATED IN THE PASSENGER MODELS ARE ALSO REFLECTED IN THE LIGHT DELIVERY JOB WITH THE EXCEPTION OF SHOCK ABSORBERS. HOWEVER, BOTH FRONT AND REAR SPRINGS ARE EQUIPPED WITH REBOUND TENSION PLATES.

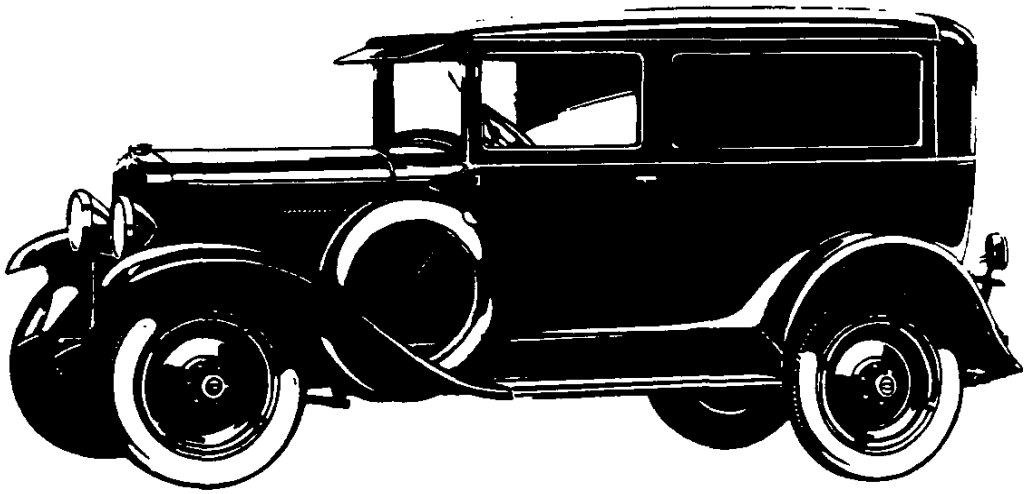
THE HOOD AND CAB ON THE LIGHT DELIVERY ARE ATTRACTIVELY FINISHED IN BLUE BELL BLUE DUCO WITH BLACK MOULDINGS STRIPED IN TUSK IVORY. THE WHEELS ARE BLACK WITHOUT STRIPING.

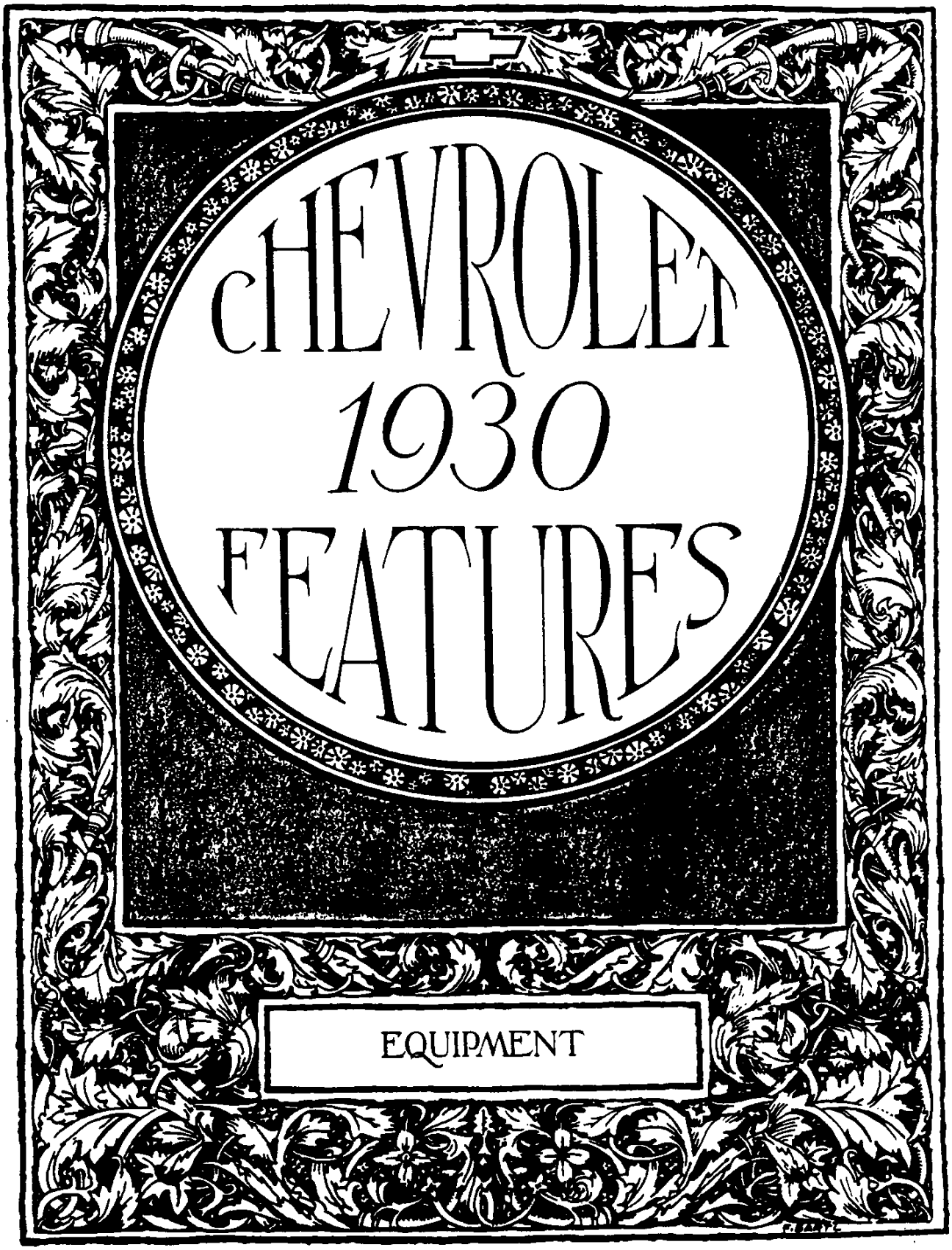


SEDAN DELIVERY

ALL OF THE NEW IMPROVEMENTS AND REFINEMENTS WHICH HAVE BEEN INTRODUCED IN THE PASSENGER LINE ARE ALSO ADOPTED IN THE SEDAN DELIVERY MODEL.

THIS MODEL IS EQUIPPED WITH A FENDER WELL TIRE CARRIER ON THE LEFT HAND SIDE. IT IS PAINTED COOLIE BLUE WITH BUDDA BLUE MOULDINGS AND TUSK IVORY STRIPING. THE WHEELS ARE ALSO COOLIE BLUE WITH TUSK IVORY STRIPING. THE UPHOLSTERY IS IMITATION LEATHER.




CHEVROLET
1930
FEATURES
EQUIPMENT

EQUIPMENT

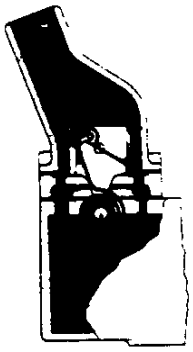
CHEVROLET CARS AND TRUCKS ARE COMPLETELY EQUIPPED FOR NORMAL USE UNDER AVERAGE CONDITIONS AS THEY LEAVE THE FACTORY. HOWEVER, IT HAS BEEN FOUND THAT IN SOME CASES THE CONDITIONS UNDER WHICH THEY ARE USED MAKE ADDITIONAL ACCESSORIES DESIRABLE TO THE OWNER.

FOR THIS REASON A LINE OF ACCESSORIES HAS BEEN PROVIDED. THESE ACCESSORIES HAVE NEVER BEFORE BEEN COVERED IN THE ENGINEERING FEATURE BOOK AND THE ENTIRE LINE IS THEREFORE DESCRIBED IN THE FOLLOWING PAGES.

THERMOSTAT

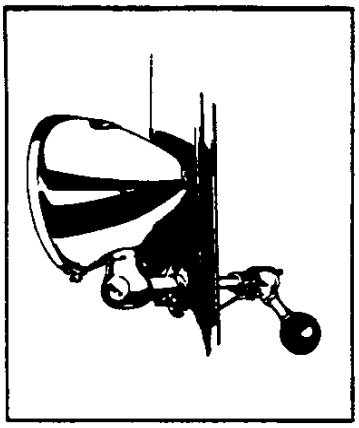
A THERMOSTAT IS PROVIDED AS AN ACCESSORY TO PROVIDE FOR THE COLDER PARTS OF THE COUNTRY.

A SPACER IS PROVIDED, WHICH IS ASSEMBLED BETWEEN THE CYLDER HEAD AND THE WATER OUTLET FITTING. THIS SPACER HAS A MACHINED RECESS IN WHICH THE THERMOSTAT FLANGE SETS. THE OUTLET FITTING WITH ITS GASKET WHEN BOLTED IN PLACE, RETAINS THE THERMOSTAT IN POSITION. A DIAGONAL BUTTERFLY VALVE IS NORMALLY CLOSED PREVENTING WATER CIRCULATION UNTIL THE WATER TEMPERATURE REACHES 135 DEGREES, WHEN THE VALVE GRADUALLY OPENS UNTIL, AT 175 DEGREES, IT IS FULLY OPEN PERMITTING FULL WATER CIRCULATION.



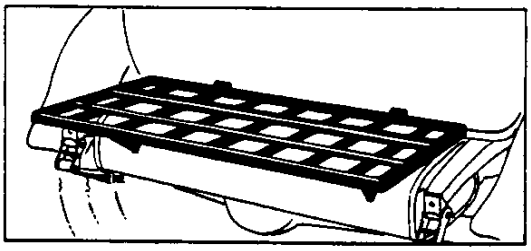
SPOT LIGHT

A VERY ATTRACTIVE SPOT LIGHT HAS BEEN ADDED TO THE LINE OF ACCESSORIES. THIS LIGHT IS MOUNTED THROUGH THE LEFT HAND WINDSHIELD PILLAR, THE LAMP BEING ON THE OUTSIDE AND THE OPERATING HANDLE ON THE INSIDE OF THE BODY. THE LAMP IS ADJUSTABLE TO ANY POSITION BY MEANS OF THE DOUBLE CONCENTRIC SHAFT ARRANGEMENT. THE ENTIRE LAMP MAY BE ROTATED IN A VERTICAL PLANE BY CORRESPONDING ROTATION OF THE CONTROL HANDLE. IN ADDITION TO THIS ADJUSTMENT THE CONTROL HANDLE MAY BE ROTATED WITH REFERENCE TO THE SHAFT CAUSING ROTATION OF THE LAMP IN A HORIZONTAL PLANE. THE SWITCH IS CONVENIENTLY LOCATED AT THE EXTREME END OF THE CROSS SHAFT. THE LAMP AND ITS OPERATING MECHANISM IS CHROMIUM PLATED WITH A BLACK HANDLE.



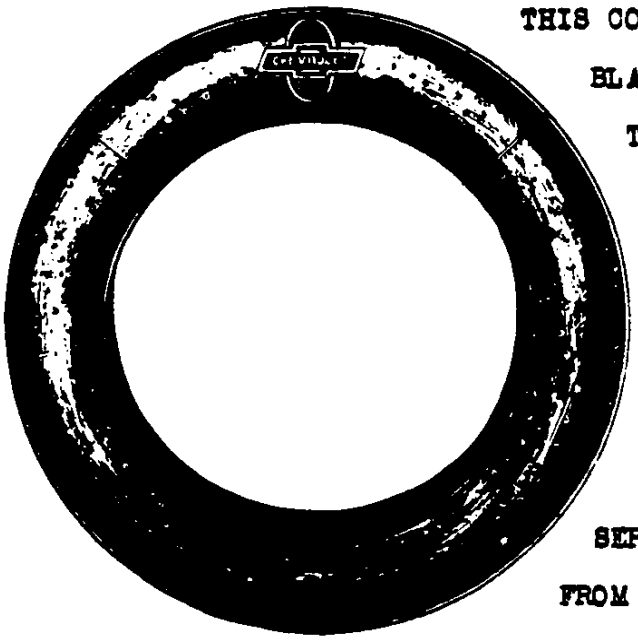
TRUNK RACK

A TRUNK RACK HAS ALSO BEEN ADDED TO THE ACCESSORY LINE. THIS RACK IS MADE OF STEEL STAMPINGS ATTRACTIVELY ENAMELLED AND IS HINGED TO PERMIT FOLDING WHEN NOT IN USE. IT IS MOUNTED ON BRACKETS SECURED TO THE REAR CROSS MEMBER AT FOUR POINTS. A COIL SPRING IS PROVIDED TO RETAIN THE TRUNK RACK IN ITS FOLDED POSITION. CROSS BARS WITH CHROMIUM FINISH PRESENT A VERY NEAT AND DISTINCTIVE APPEARANCE. CHROMIUM PLATED LOOPS ARE PROVIDED FOR STRAPS TO HOLD LUGGAGE IN PLACE.



TIRE COVER

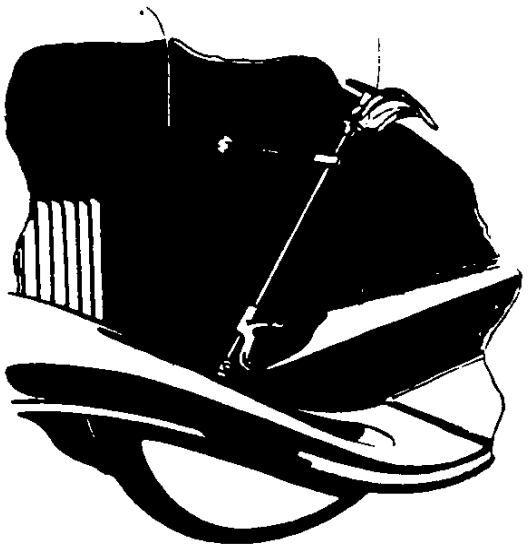
AN ATTRACTIVE SPARE TIRE COVER IS PROVIDED AS AN ACCESSORY.



THIS COVER IS MADE OF ATTRACTIVE BLACK FABRIC HAVING AN OSTRICH GRAIN FINISH. IT IS ARRANGED TO FIT CLOSELY OVER THE TIRE AND HAS AN EMBOSSED EMBLEM IN BLUE AND WHITE. THIS COVER NOT ONLY BEAUTIFIES THE REAR END OF THE CAR BUT SERVES TO PROTECT THE TIRE FROM LIGHT AND WEATHER, INCREASING ITS LIFE CONSIDERABLY.

FENDER WELLS

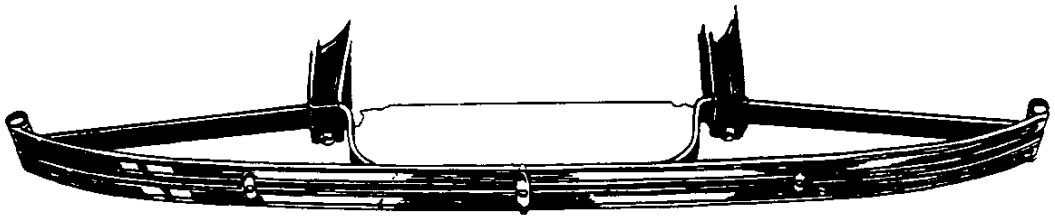
FENDER WELLS WITH TIRE CARRIERS HAVE BEEN PROVIDED FOR BOTH THE RIGHT AND LEFT SIDES. THE WELLS ARE PROVIDED WITH BRACKETS TO SUPPORT THE TIRE AND ARE SPOT WELDED TO THE FENDERS. THE TIRE IS HELD IN PLACE BY A ROD ANCHORED TO A REINFORCEMENT ON THE FENDER, BRACED BY A ROD ATTACHED TO THE DASH AND PASSING THROUGH A RUBBER GROMMET IN THE COWL.



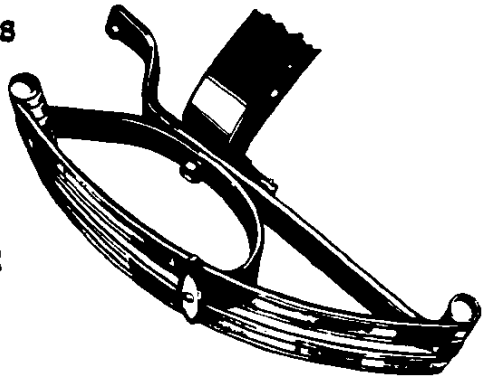
THE VERTICAL ROD IS PROVIDED WITH A THREAD ON WHICH A BEAUTIFUL T HANDLE IS SCREWED TO HOLD THE RETAINING CLAMP IN PLACE. A LOCK IS ALSO PROVIDED AT THE LOWER END OF THE ROD TO PREVENT THEFT OF THE SPARE TIRE OR WHEELS.

BUMPERS AND FENDER GUARDS

BEAUTIFUL BUMPERS ARE PROVIDED FOR MOUNTING ON THE FRONT SPRING HORNS AND FENDER GUARDS FOR MOUNTING ON THE REAR. THE IMPACT BARS OF BOTH BUMPERS AND FENDER GUARDS ARE MADE OF SPRING STEEL, SPECIALLY ROLLED WITH TWO DISTINCTIVE GROOVES. THEY ARE BEAUTIFULLY CHROME PLATED AND ARE SPACED SOMEWHAT



FARTHER APART THAN ON THE 1929 JOB. THE BACK BAR IS OF SPRING STEEL, BLACK ENAMELLED AND IS MOUNTED ON THE SPRING HORNS BY MEANS OF CLAMP BRACKETS. THE MEDALLIONS ARE OF DISTINCTIVE ELLIPTICAL SHAPE, MADE OF PRESSED STEEL CAPPED WITH RUSTLESS IRON WHICH TAKES A VERY HIGH POLISH, FULLY AS BEAUTIFUL AS CHROME PLATING. THE CORNER BOLTS ARE ALSO CAPPED WITH RUSTLESS IRON.

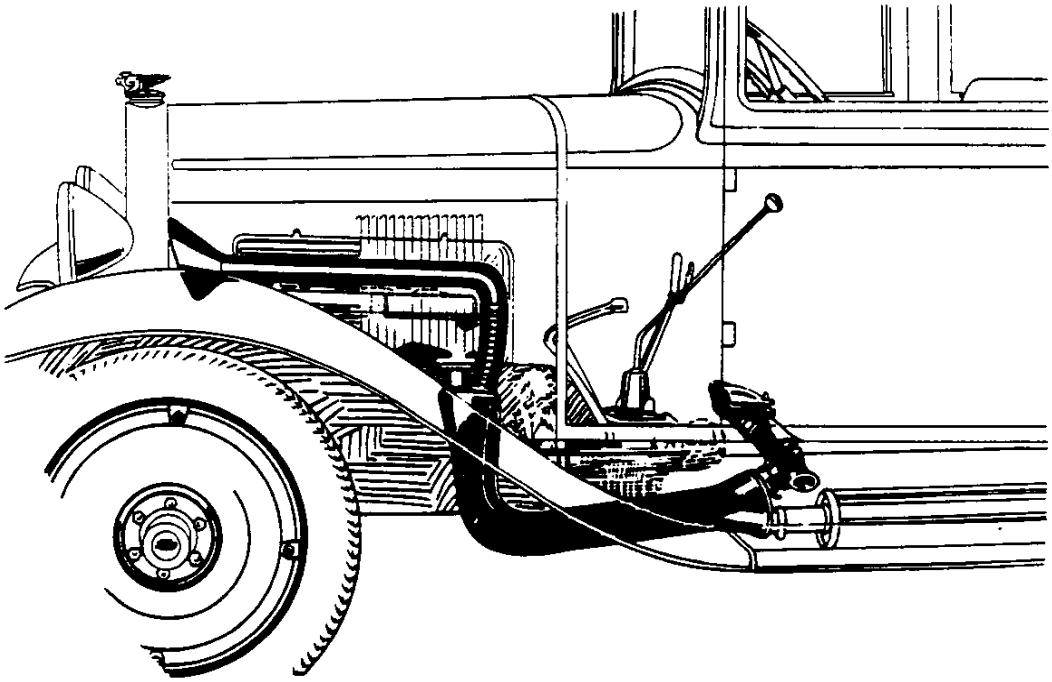


THE FENDER GUARDS HAVE BEEN IMPROVED AND STRENGTHENED BY THE EXTENSION OF THE INSIDE BRACKET TO THE MEDALLION BOLT. THIS

PROVIDES AN ADDITIONAL POINT OF SUPPORT FOR THE IMPACT BAR, INCREASING THE STRENGTH CONSIDERABLY. THE IMPACT BARS ARE CLOSER TOGETHER THAN IN THE 1929 DESIGN. THE FINISH AND MEDALLION DESIGN ARE SIMILAR TO THAT OF THE FRONT BUMPER.

CAR HEATER

THE CAR HEATER HAS BEEN IMPROVED TO A CONSIDERABLE EXTENT BY A COMPLETE CHANGE IN DESIGN AND PRINCIPLE OF OPERATION.



THIS HEATER IS KNOWN AS THE "AIR-CORE" TYPE AND TAKES COLD AIR IN THROUGH THE FUNNEL AT THE FRONT AND CONDUCTS THE AIR THROUGH THE STEEL PIPE HOUSED IN THE HEATER JACKET. THE PRESSED STEEL JACKET IS MADE IN HALVES SECURELY WELDED TOGETHER TO CONTAIN THE EXHAUST GASES WHICH SURROUND THE COLD AIR, EFFECTIVELY HEATING IT.

AN ATTRACTIVE POLISHED REGISTER IS MOUNTED JUST FORWARD OF THE FRONT SEAT TO DELIVER AND SPREAD WARM AIR ALONG THE

FLOOR OF THE DRIVER'S COMPARTMENT. A VALVE IS PROVIDED TO SHUT OFF THE FLOW OF WARM AIR. THE EXHAUST GASES, AFTER PASSING THROUGH THE HEATER JACKET, FLOW TO THE MUFFLER.

WITH THIS HEATER ARRANGEMENT A COMFORTABLE TEMPERATURE IS MAINTAINED IN THE CAR AND THE ENTRANCE OF EXHAUST FUMES IS EFFECTIVELY AVOIDED.

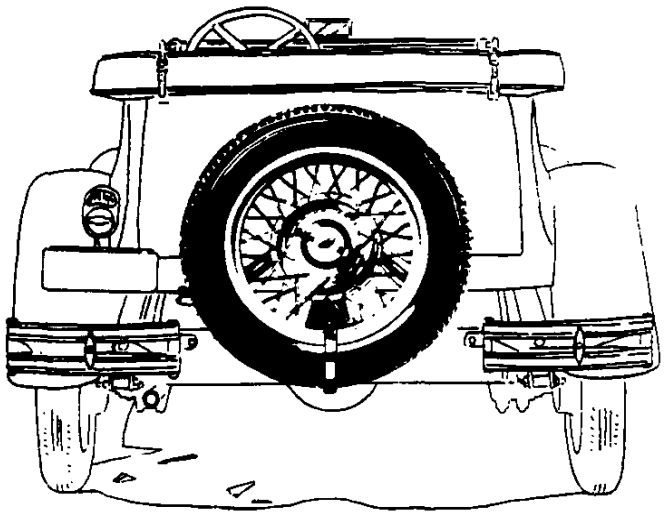
RADIATOR CAP

A BEAUTIFUL, HINGED RADIATOR CAP IS PROVIDED AS AN ACCESSORY. THIS CAP IS OF DISTINCTIVE DESIGN, BEAUTIFULLY CHROME PLATED AND PROVIDED WITH AN INGENIOUS HINGE AND LOCK

MECHANISM WHICH PERMITS OPENING FOR WATER FILLING BY A VERY SLIGHT TURN. TWO HIGH GRADE RUBBER GASKETS INSURE AGAINST LEAKAGE. THE CAP IS LOCKED ON THE RADIATOR BY MEANS OF A HOLLOW SET SCREW PLUGGED WITH A LEAD SHOT AFTER ASSEMBLY TO PREVENT THEFT.

WIRE WHEELS

THE WIRE WHEELS WHICH ARE DESCRIBED IN DETAIL HERETOFORE ARE ALSO AVAILABLE FOR USE AS SPECIAL EQUIPMENT. A STURDY CARRIER FOR THE SPARE WIRE WHEEL IS PROVIDED ON THE REAR, AND A SPECIAL LOCK MOUNTED ON THE FRAME INSURES AGAINST THEFT

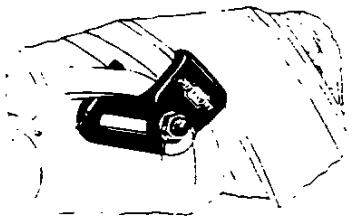


BY MEANS OF A HINGED BAND SURROUNDING THE TIRE AND WHEEL AT THE BOTTOM. THE LOCK IS PROVIDED WITH AN ATTRACTIVE COVER WHICH LOCKS IN PLACE OVER A SPECIAL STUD.

THE WIRE WHEELS LEND A DISTINCTIVE APPEARANCE TO THE CAR WITH THEIR LARGE HUB CAP AND INTERLACED SPOKES. PROVISIONS ARE MADE FOR PAINTING THE WHEELS IN COLORS TO HARMONIZE WITH THE VARIOUS BODY MODELS.

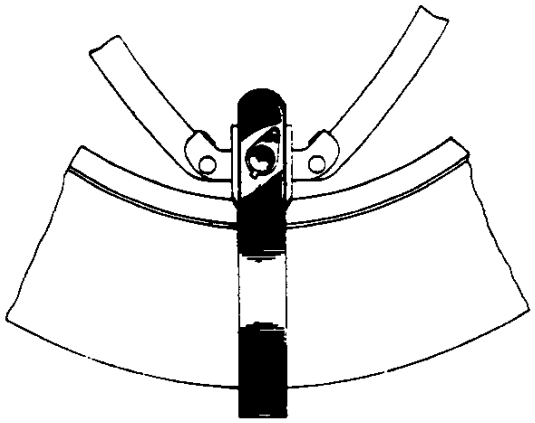
TIRE LOCKS

TWO TYPES OF LOCKS FOR THE SPARE TIRE ON THE REAR CARRIER ARE PROVIDED. THE VISE TYPE LOCK CLAMPS THE RIM TO THE TIRE CARRIER. LOCKING IS AFFECTED BY MEANS OF A "LOOSE NUT" ARRANGEMENT. THE HEXAGON WHICH PROTRUDES FROM THE LOCK BODY



FOR WRENCH ENGAGEMENT, IS, IN THE LOCKED POSITION, DISCONNECTED FROM THE OPERATING BOLT. WITH THIS ARRANGEMENT IT IS IMPOSSIBLE TO DEFEAT THE LOCK BY FORCING, SINCE THE HEXAGON TURNS FREELY WITHOUT OPERATING THE JAWS. THIS LOCK IS ATTRACTIVELY FINISHED IN A BLACK CRYSTALINE ENAMEL WITH BRIGHT FITTINGS.

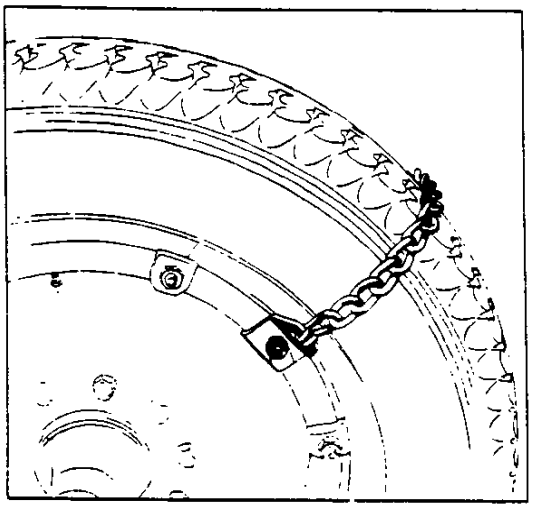
THE VISE TYPE LOCK WILL BE AVAILABLE FOR A LIMITED PERIOD ONLY. THE BAND TYPE LOCK IS MOUNTED ON THE FRAME AT THE TIRE CARRIER BRACKET LOCATION. A HARDENED BAND, PROVIDED WITH A HINGE PASSES

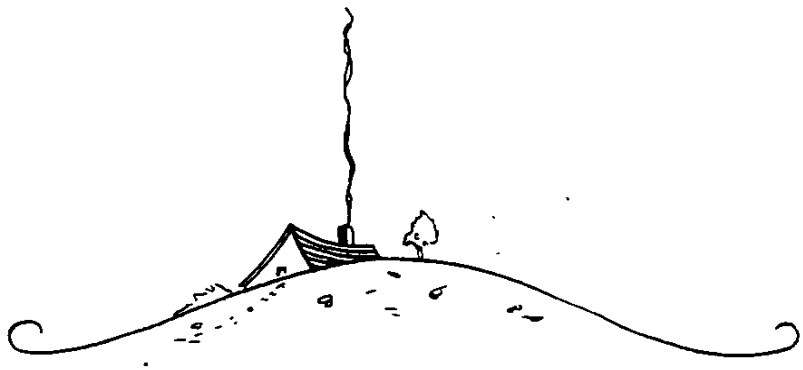


AROUND THE TIRE AND RIM, SECURING THEM TO THE TIRE CARRIER RING. A GROOVED NUT HOLDS THE BAND IN PLACE AND A COVER IS LOCKED OVER THE NUT TO PREVENT ROTATION OF THE LATTER. THIS LOCK IS ATTRACTIVELY ENAMELLED IN BLACK WITH BRIGHT FITTINGS.

TIRE CHAIN

EMERGENCY TIRE CHAINS ARE PROVIDED FOR USE ON THE UTILITY TRUCK. PROVISION IS MADE FOR THREE OF THESE CHAINS ON EACH REAR WHEEL. THEY ARE ATTACHED BY BOLTS PASSING THROUGH THE FELLOE, WHICH HOLD BRACKETS IN PLACE. HOOK ENDS ATTACH THE HARDENED CHAINS TO THE BRACKETS. THESE CHAINS ARE INTENDED FOR EMERGENCY USE ONLY UNDER CONDITIONS WHERE ADDITIONAL TRACTION IS REQUIRED FOR SHORT HAULS. THEY MAY BE EASILY ATTACHED AND REMOVED WITHOUT JACKING UP THE WHEELS.





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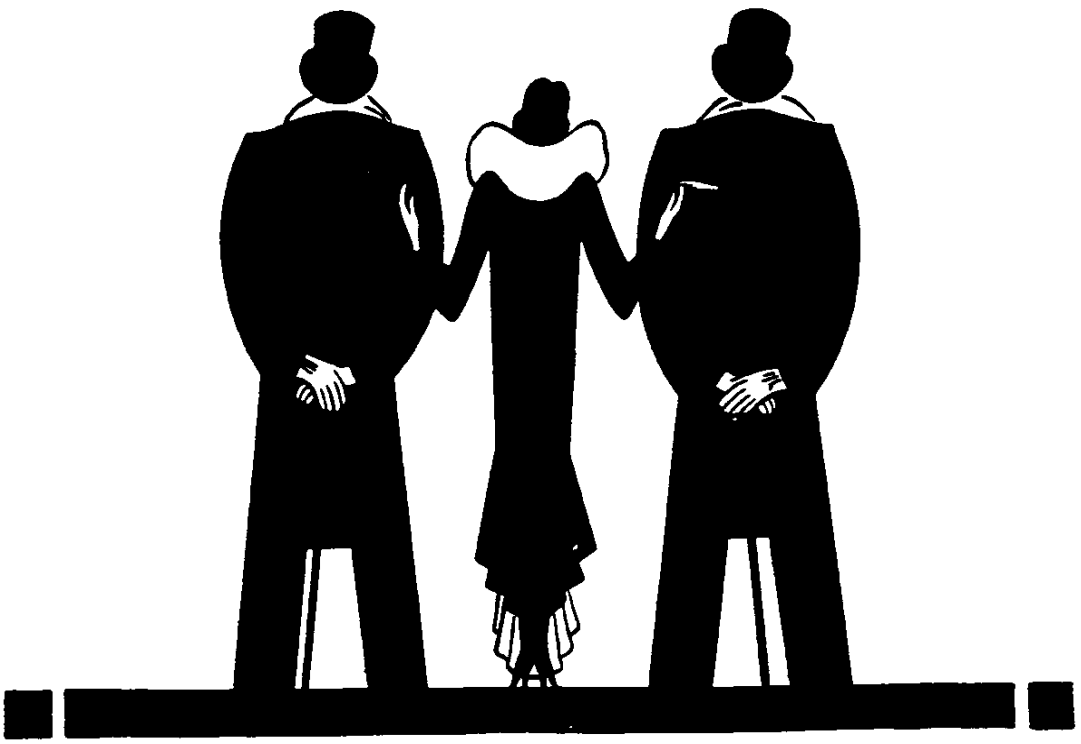
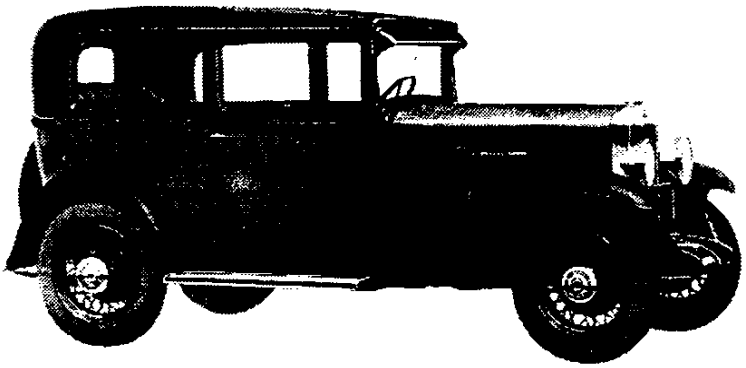


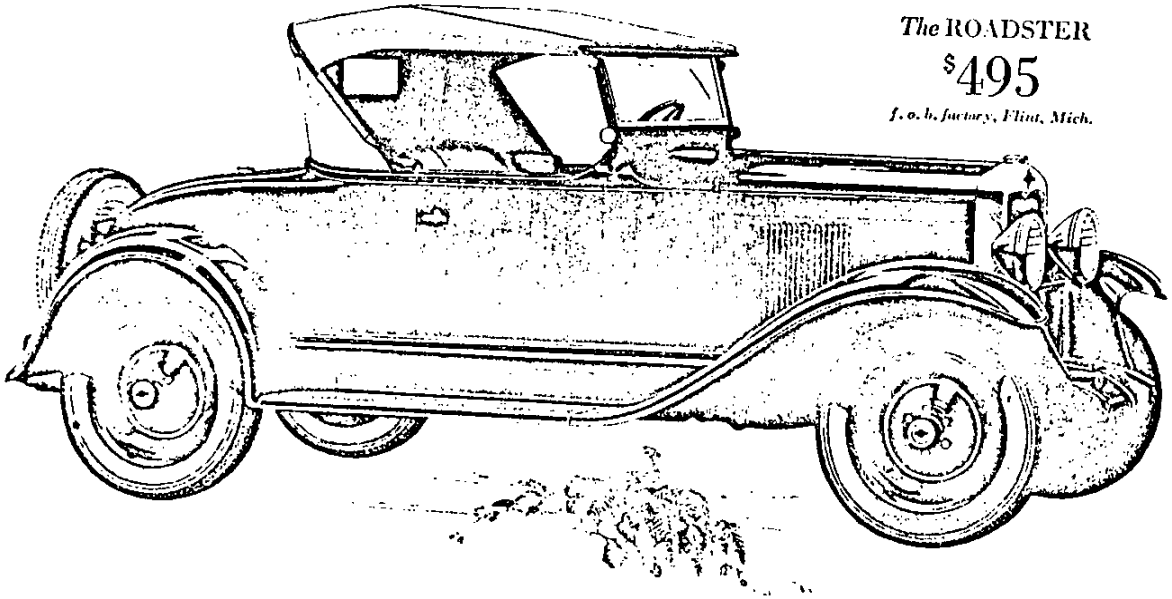
CHEVROLET



1930 Chevrolet, Universal, coach, OCW

1930

Original



The ROADSTER

$495

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

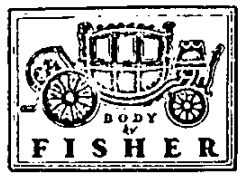
THE ROADSTER—The Chevrolet Roadster is one of the most attractive body creations in the Chevrolet line. It is ideally suited for those who seek the utmost economy—combined with outstanding comfort, convenience and performance. The top folds neatly back—and close-fitting curtains afford protection in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

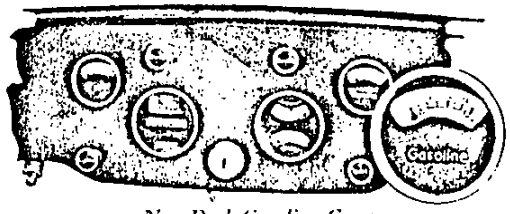
IMPROVED FEATURES OF THE NEW CHEVROLET SIX

(*Continued from page 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.





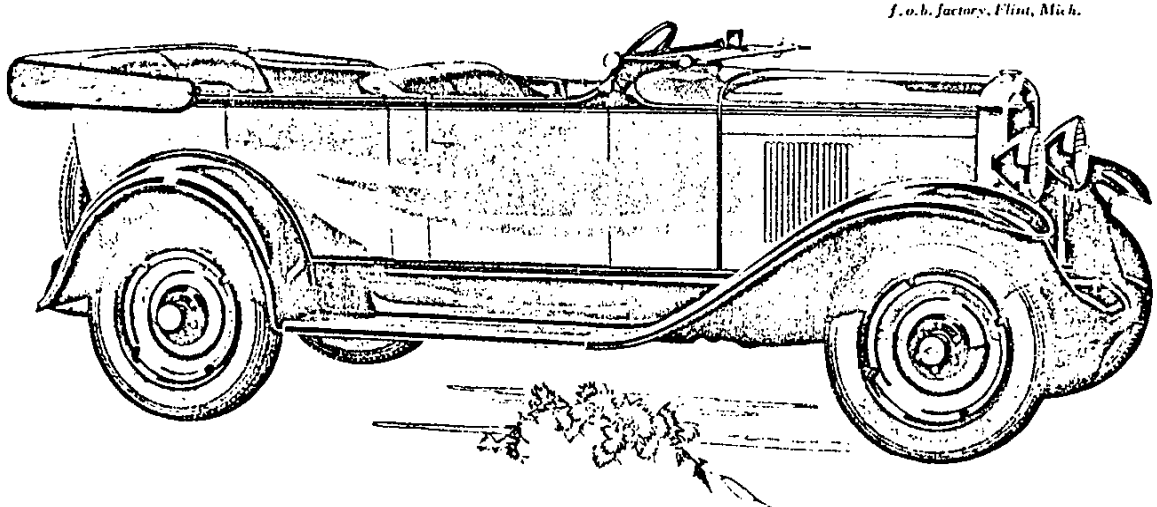
New Dash Gasoline Gauge

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 PHAETON

$495

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

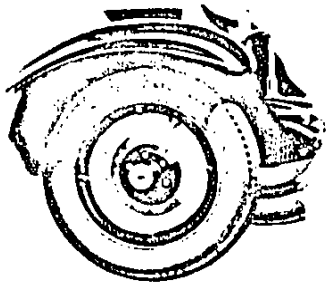


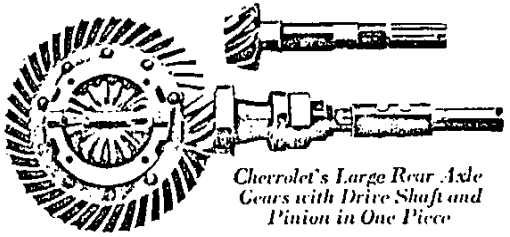
THE PHAETON—The Chevrolet Phaeton surpasses all Chevrolet's previous achievements in providing outstanding open car value. Stylish, roomy and convenient—it accommodates five passengers in comfort. The seats have been lowered, the seat backs tilted, and the cushion springs have been made deeper and more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

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

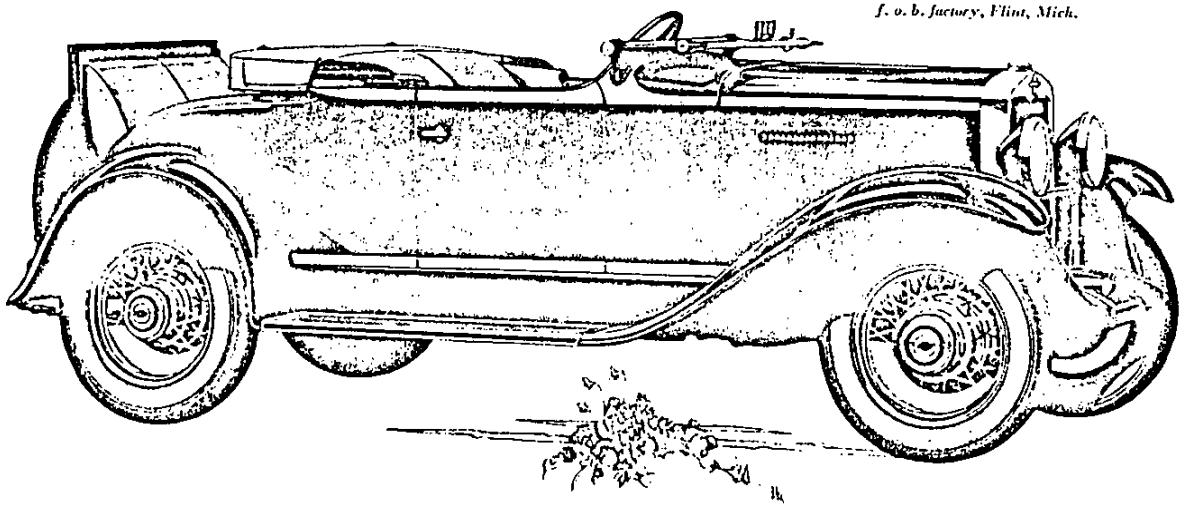
But no written description can give you any idea of the extra value and quality provided in this new car. To appreciate, in full measure, its fine performance and big-car comfort—you must take the wheel for a road demonstration.

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."

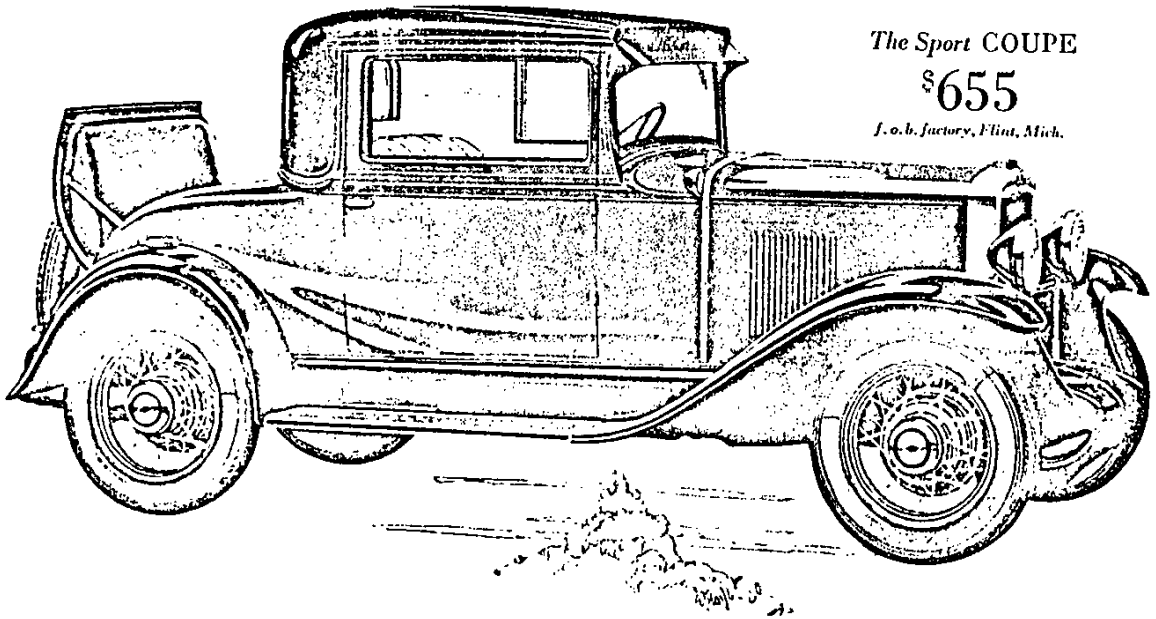
The Sport ROADSTER

$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.



The Sport COUPE

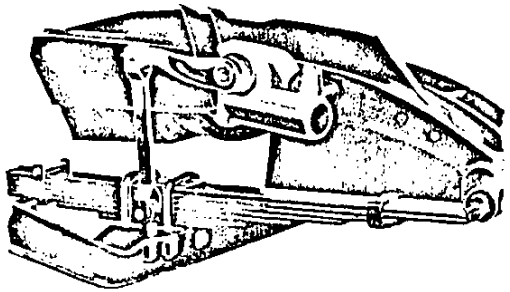
$655

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

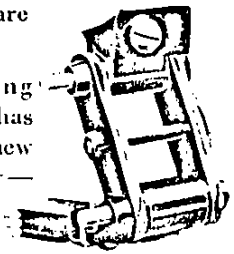
(*Continued from page 8*)



Delco-Lovejoy Hydraulic Shock Absorber

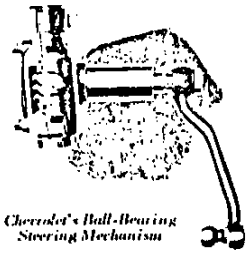
sorbers in the world have been made standard equipment on all passenger models, both front and rear. They are positive and quiet in their action and result in an exceptionally smooth ride over all types of roads.

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 road-ability. 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

Chevrolet Duco Color Specifications, Continued

Universal Models 1930

Color Combination No. 26
(Phaeton)

Hood	Saxon Gray	Duco 2445599
Hood Moulding	Blose Vale Green	Duco 2446042
Hood Stripe	Talina Brown	Duco 2101586
Disc Wheel	Saxon Gray	Duco 2445599
Disc Wheel Stripe	Blose Vale Green	Duco 2106042
Body	Saxon Gray	Duco 2445599
Body Belt	Blose Vale Green	Duco 2446042
Body Stripe	Talina Brown	Duco 2101586
Sill Moulding	Blose Vale Green	Duco 2446042
Sill Moulding Stripe	Talina Brown	Duco 2101586
Instrument Panel	Blose Vale Green	Duco 2446042
Windshield Frame	Saxon Gray	Duco 2445599
Windshield Side Arm	Blose Vale Green	Duco 2446042
Windshield Bracket	Blose Vale Green	Duco 2446042
Windshield Panel	Blose Vale Green	Duco 2446042
Windshield Panel Depression	Saxon Gray	Duco 2445599

Color Combination No. 27
(Roadster)

Hood	Staunton Blue	Duco 2446065
Hood Moulding	Black	Duco 2442504
Hood Stripe	Tusk Ivory	Duco 2101301
Disc Wheel	Black	Duco 2442504
Disc Wheel Stripe	Tusk Ivory	Duco 2101301
Body	Staunton Blue	Duco 2446065
Body Belt	Black	Duco 2442504
Body Stripe	Tusk Ivory	Duco 2101301
Sill Moulding	Black	Duco 2106153
Instrument Panel	Black	Duco 2442504
Windshield Frame	Staunton Blue	Duco 2446065
Windshield Side Arm	Black	Duco 2442504
Windshield Bracket	Black	Duco 2442504
Windshield Panel	Black	Duco 2442504
Windshield Panel Depression	Staunton Blue	Duco 2446065

Color Combination No. 28
(Sport Roadster)

Hood	Black	Duco 2442504
Hood Moulding	Ayres Gray	Duco 2446365
Hood Stripe	Shalimar Orange	Duco 2101376
Wire Wheel	Shalimar Orange (Japan)	Duco 186
Body	Black	Duco 2442504
Body Belt	Ayres Gray	Duco 2446365
Body Stripe	Shalimar Orange	Duco 2101376
Sill Moulding	Ayres Gray	Duco 2106365
Instrument Panel	Black	Duco 2442504
Windshield Frame	Ayres Gray	Duco 2446365
Windshield Side Arm	Black	Duco 2442504
Windshield Bracket	Black	Duco 2442504
Windshield Panel	Black	Duco 2442504
Windshield Panel Depression	Ayres Gray	Duco 2446365

Color Combination No. 29
(Coupe)

Hood	Scarabe Green	Duco 2445766
Hood Mouldings	Arizona Gray	Duco 2106101
Hood Stripe	Tusk Ivory	V. E. P. 2342
Disc Wheels	Scarabe Green	Duco 2445679
Disc Wheels Stripe	Tusk Ivory	V. E. P. 2342
Roof and Upper Black Panels	Black	Duco 2443312
Body—Upper	Scarabe Green	Duco 2445679
Body Belt	Arizona Gray	Duco 2446101
Body Belt Stripe	Tusk Ivory	V. E. P. 2342
Body—Lower	Scarabe Green	Duco 2445679
Sill Moulding	Scarabe Green	Duco 2445679
Window Offsets—Rear	Black	Duco 2443312
Window Offsets—Side	Scarabe Green	Duco 2445679
Window Garnish Mouldings	Drab Gray	Duco 2446552
Sunshade Panel	Black	Duco 2443312
Windshield Header Panel	Black	Duco 2443312
Windshield Frame	Scarabe Green	Duco 2445769
Windshield Weatherstrip Windshield Retainer	Arizona Gray	Duco 2446101
Instrument Panel	Scarabe Green	Duco 2445169
Inst. Panel Depression	Black	Duco 2443312

Color Combination No. 30
(Coach)

Hood	Classic Blue	Duco 2445673
Hood Moulding	Classic Blue	Duco 2445673
Hood Stripe	Tusk Ivory	V. E. P. 2343
Disc Wheels	Classic Blue	Duco 2445673
Disc Wheel Stripe	Tusk Ivory	V. E. P. 2342
Roof and Upper Back Panels	Black	Duco 2443312
Body—Upper	Classic Blue	Duco 2445673
Body Upper Stripe	Tusk Ivory	V. E. P. 2342
Body Belt	Classic Blue	Duco 2443312
Body Belt Stripe	Tusk Ivory	V. E. P. 2342
Body—Lower	Classic Blue	Duco 2445673
Sill Moulding	Classic Blue	Duco 2445673
Window Offsets—Rear	Classic Blue	Duco 2445673
Window Offsets—Side	Classic Blue	Duco 2445673
Window Garnish Mouldings	Drab Gray	Duco 2446552
Sunshade Panel	Black	Duco 2443312
Windshield Header Panel	Black	Duco 2443312
Windshield Frame	Classic Blue	Duco 2445673
Windshield Weatherstrip Windshield Retainer	Classic Blue	Duco 2445673
Instrument Panel	Classic Blue	Duco 2445673
Inst. Panel Depression	Classic Blue	Duco 2445673

Color Combination No. 34
(Sedan Delivery)

Hood	Coolie Blue	Duco 2445253
Hood Moulding	Budda Blue	Duco 2104752
Hood Stripe	Tusk Ivory	V. E. P. 2342
Disc Wheel	Coolie Blue	Duco 2445253
Disc Wheel Stripe	Tusk Ivory	V. E. P. 2342
Roof and Upper Back Panels	Coolie Blue	Duco 2445253
Body—Upper	Coolie Blue	Duco 2445253
Body Belt	Budda Blue	Duco 2444752
Body Belt Stripe	Tusk Ivory	V. E. P. 2342
Body—Lower	Coolie Blue	Duco 2445253
Window Offsets—Rear	Coolie Blue	Duco 2445253
Window Offsets—Door	Coolie Blue	Duco 2445253
Window Garnish Mouldings	Black	Duco 2443312
Sunshade Panel	Black Leather Covered	
Windshield Header Panel	Coolie Blue	Duco 2445253
Windshield Frame	Coolie Blue	Duco 2445253
Windshield Weatherstrip Retainer	Coolie Blue	Duco 2445253
Instrument Panel	Coolie Blue	Duco 2445253
Inst. Panel Depression	Coolie Blue	Duco 2445253

Color Combination No. 35
(Sedan)

Hood	Boulevard Maroon	Duco 2444181
Hood Moulding	Black	Duco 2886153
Hood Stripe	Aurora Red	V. E. P. 5018
Disc Wheel	Boulevard Maroon	Duco 2444181
Disc Wheel Stripe	Aurora Red	V. E. P. 5018
Roof and Upper Back Panels	Black	Duco 2443312
Body—Upper	Black	Duco 2443312
Body—Upper Moulding	Boulevard Maroon	Duco 2884181
Body Belt	Black	Duco 2443312
Body Belt Stripe	Aurora Red	V. E. P. 5018
Body—Lower	Boulevard Maroon	Duco 2444181
Sill Moulding	Boulevard Maroon	Duco 2444181
Window Offsets—Rear	Black	Duco 2886153
Window Offsets—Side	Black	Duco 2886153
Window Garnish Mouldings	Grained Mahogany	
Belt Finishing Panels	Grained Mahogany	
Sunshade Panel	Black	Duco 2443312
Windshield Header Panel	Black	Duco 2443312
Windshield Frame	Black	Duco 2443312
Windshield Weatherstrip Retainer	Black	Duco 2443312
Instrument Panel	Boulevard Maroon	Duco 2444181
Inst. Panel Depression	Black	Duco 2443312
Robe Rail Rod	Veldt Gray	Duco 2445558

Color Combination No. 36
(Club Sedan)

Hood	Lama Gray	Duco 2445512
Hood Moulding	Lama Gray	Duco 2445512
Hood Stripe	Eos Red	V. E. P. 5092
Disc Wheel	Lama Gray	Duco 2445512
Disc Wheel Stripe	Eos Red	V. E. P. 5092
Roof and Upper Back Panels	Black Leather	
Roof Side Cover Panel	Black	Duco 2443312
Body—Upper	Black	Duco 2443312
Body—Upper Moulding	Lama Gray	Duco 2885512
Body Belt	Lama Gray	Duco 2445512
Body Belt Stripe	Eos Red	V. E. P. 5092
Body Lower	Lama Gray	Duco 2445512
Sill Moulding	Lama Gray	Duco 2445512
Window Offsets—Side	Lama Gray	Duco 2445512
Window Garnish Mouldings	Drab Gray	Duco 2446552
Sunshade Panel	Black	Duco 2443312
Windshield Header Panel	Black	Duco 2443312
Windshield Frame	Lama Gray	Duco 2445512
Windshild Weatherstrip Windshield Retainer	Lama Gray	Duco 2445512
Instrument Panel	Lama Gray	Duco 2445512
Inst. Panel Depression	Black	Duco 2443312
Robe Rail Rod	Drab Gray	Duco 2446552

Color Combination No. 37
(Sport Coupe)

Hood	Stanford Brown	Duco 2446345
Hood Moulding	Beaver Brown Dk.	Duco 2443024
Hood Stripe	Shalimar Orange	V. E. P. 2340
Wire Wheels*	Shalimar Orange	Duco 186
Roof and Upper Back Panels	Beaver Brown Dk.	Duco 2443024
Body—Upper	Stanford Brown	Duco 2446345
Body Belt	Beaver Brown Dk.	Duco 2443024
Body Belt Stripe	Shalimar Orange	V. E. P. 2340
Body—Lower	Stanford Brown	Duco 2446345
Sill Moulding	Beaver Brown Dk.	Duco 2443024
Window Offsets—Rear	Beaver Brown Dk.	Duco 2443024
Window Offsets—Door	Stanford Brown	Duco 2446345
Sill Moulding Stripe	Shalimar Orange	V. E. P. 2340
Window Garnish Moulding	Mahogany Grained	
Belt Finishing Panel	Mahogany Grained	
Sunshade Panel	Beaver Brown Dk.	Duco 2443024
Windshield Header Panel	Beaver Brown Dk.	Duco 2443024
Windshield Frame	Beaver Brown Dk.	Duco 2443024
Windshield Lower Weatherstrip Retainer	Beaver Brown Dk.	Duco 2443024
Instrument Panel	Stanford Brown	Duco 2446345
Inst. Panel Depression	Beaver Brown Dk.	Duco 2443024

*For complete painting instructions on wire wheels see Chevrolet Service News, Volume 4, Page 11.

Color Combination No. 38
(Roadster Delivery)

Hood	Blue Bell Blue	Duco 2441332
Hood Moulding	Black	Duco 2443312
Hood Stripe	Tusk Ivory	Duco 2101301
Disc Wheel	Black	Duco 2443312
Body	Blue Bell Blue	Duco 2441332
Body Belt	Black	Duco 2443312
Body Stripe	Tusk Ivory	Duco 2101301
Sill Moulding	Black	Duco 2443312
Instrument Panel	Black	Duco 2443312
Windshield Frame	Blue Bell Blue	Duco 2441332
Windshield Side Arm	Black	Duco 2443312
Windshield Bracket	Black	
Windshield Panel	Blue Bell Blue	Duco 2441332
Windshield Panel Depression	Blue Bell Blue	Duco 2441332

Color Combination No. 39
(Special Sedan)

Hood	Boulevard Maroon	Duco 2444181
Hood Moulding	Black	Duco 2886153
Hood Stripe	Aurora Red	V. E. P. 5018
Wire Wheels	Black Enamel	
Roof and Upper Back Panels	Black	Duco 2443312
Body—Upper	Black	Duco 2443312
Body Upper Moulding	Boulevard Maroon	Duco 2884181
Body Upper Moulding Stripe	Aurora Red	V. E. P. 5018
Body Belt	Black	Duco 2443312
Body Belt Stripe	Aurora Red	V. E. P. 5018
Body—Lower	Boulevard Maroon	Duco 2444181
Sill Moulding	Boulevard Maroon	Duco 2444181
Window Offsets—Rear	Black	Duco 2886153
Window Offsets—Side	Black	Duco 2886153
Window Garnish Mouldings	Mahogany Grained	
Belt Finishing Panels	Mahogany Grained	
Sunshade Panel	Black	Duco 2443312
Windshield Header Panel	Black	Duco 2443312
Windshield Frame	Black	Duco 2443312
Windshield Lower Weatherstrip Retainer	Black	Duco 2443312
Instrument Panel	Boulevard Maroon	Duco 2444181
Inst. Panel Depression	Black	Duco 2443312
Robe Rail Rod	Veldt Gray	Duco 2445558

Color Combination No. 40
(Club Sedan)

Hood	Everglades Blue	Duco 2441208
Hood Moulding	Black	Duco 2886153
Hood Stripe	Cream Medium	V. E. P. 2154
Disc Wheel	Everglades Blue	Duco 2441208
Disc Wheel Stripe	Cream Medium	V. E. P. 2154
Roof and Upper Back Panels	Black Leather	
Roof Side Cover Panel	Black	Duco 2443312
Body—Upper	Black	Duco 2443312
Body Upper Moulding	Everglades Blue	Duco 2881208
Body Upper Moulding Stripe	Cream Medium	V. E. P. 2154
Body Belt	Black	Duco 2443312
Body Belt Stripe	Cream Medium	V. E. P. 2154
Body—Lower	Everglades Blue	Duco 2441208
Sill Moulding	Everglades Blue	Duco 2441208
Window Offsets—Side	Black	Duco 2443312
Window Garnish Mouldings	Drab Gray	Duco 2446552
Sunshade Panel	Black	Duco 2443312
Windshield Header Panel	Black	Duco 2443312
Windshield Frame	Black	Duco 2443312
Windshield Lower Weatherstrip Retainer	Black	Duco 2443312
Instrument Panel	Black	Duco 2443312
Inst. Panel Depression	Everglades Blue	Duco 2441208
Robe Rail Rod	Drab Gray	Duco 2446552

Color Combination No. 42
(Sedan Delivery)

Hood	Byron Blue	Duco 2447042
Hood Moulding	Budda Blue	Duco 2444752
Hood Stripe	Cream Medium	V. E. P. 2154
Disc Wheel	Byron Blue	Duco 2447042
Disc Wheel Stripe	Cream Medium	V. E. P. 2154
Roof and Upper Back Panels	Byron Blue	Duco 2447042
Body—Upper	Byron Blue	Duco 2447042
Body Belt	Budda Blue	Duco 2444752
Body Belt Stripe	Cream Medium	V. E. P. 2154
Window Offsets—Rear	Byron Blue	Duco 2447042
Window Offsets—Door	Byron Blue	Duco 2447042
Window Garnish Mouldings	Black	Duco 2443312
Windshield Header Panel	Byron Blue	Duco 2447042
Windshield Frame	Byron Blue	Duco 2447042
Windshield Weatherstrip Retainer	Byron Blue	Duco 2447042
Instrument Panel	Byron Blue	Duco 2447042
Inst. Panel Depression	Byron Blue	Duco 2447042

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Chevrolet Duco Color Specifications, Continued

Color Combination No. 43
(Sport Roadster)

Hood	Henbury Green	Duco 2446193
Hood Moulding	Rich Green	Duco 2445397
Hood Stripe	Cream Medium	V. E. P. 2154
Wire Wheel	Henbury Green	Dulux 201
Body	Henbury Green	Duco 2446193
Body Belt	Rich Green	Duco 2445397
Body Stripe	Cream Medium	V. E. P. 2154
Sill Moulding	Rich Green	Duco 2885397
Sill Moulding Stripe	Cream Medium	V. E. P. 2154
Instrument Panel	Rich Green	Duco 2445397
Windshield Frame	Henbury Green	Duco 2446193
Windshield Side Arm	Rich Green	Duco 2445397
Windshield Bracket	Rich Green	Duco 2445397
Windshield Panel	Rich Green	Duco 2445397
Windshield Panel Depression	Henbury Green	Duco 2446193

Color Combination No. 44
(Sport Roadster)

Hood	Chardogne Cream	Duco 2446649
Hood Moulding	Malay Brown	Duco 2446651
Hood Stripe	Shalimar Orange	Duco 2881376
Wire Wheel	Shalimar Orange	Dulux 200
Body	Chardogne Cream	Duco 2446649
Body Belt	Malay Brown	Duco 2446651
Body Stripe	Shalimar Orange	Duco 2881376
Sill Moulding	Malay Brown	Duco 2886651
Sill Moulding Stripe	Shalimar Orange	Duco 2881376
Instrument Panel	Malay Brown	Duco 2446651
Windshield Frame	Chardogne Cream	Duco 2446649
Windshield Side Arm	Malay Brown	Duco 2446651
Windshield Bracket	Malay Brown	Duco 2446651
Windshield Panel	Malay Brown	Duco 2446651
Windshield Panel Depression	Chardogne Cream	Duco 2446649

Color Combination No. 45
(Roadster)

Hood	Antibes Blue	Duco 2443337
Hood Moulding	Boatswain Blue	Duco 2443207
Hood Stripe	Cream Medium	V. E. P. 2154
Disc Wheel	Boatswain Blue	Duco 2443207
Disc Wheel Stripe	Cream Medium	V. E. P. 2154
Body	Antibes Blue	Duco 2443337
Body Belt	Boatswain Blue	Duco 2443207
Body Stripe	Cream Medium	V. E. P. 2154
Sill Moulding	Boatswain Blue	Duco 2883207
Sill Moulding Stripe	Cream Medium	V. E. P. 2154
Instrument Panel	Boatswain Blue	Duco 2443207
Windshield Frame	Antibes Blue	Duco 2443337
Windshield Side Arm	Boatswain Blue	Duco 2443207
Windshield Bracket	Boatswain Blue	Duco 2443207
Windshield Panel	Boatswain Blue	Duco 2443207
Windshield Panel Depression	Antibes Blue	Duco 2443337

Color Combination No. 46
(Special Sedan)

Hood	Alpenstock Green	Duco 2443005
Hood Moulding	Black	Duco 2443312
Hood Stripe	Cream Medium	V. E. P. 2154
Wire Wheels	Cream Medium	Dulux 202
Roof and Upper Back Panel	Black	Duco 2443312
Body—Upper	Alpenstock Green	Duco 2443005
Body Upper Moulding	Alpenstock Green	Duco 2443005
Body Upper Moulding Stripe	Cream Medium	V. E. P. 2154
Body Belt	Black	Duco 2443312
Body Belt Stripe	Cream Medium	V. E. P. 2154
Body—Lower	Alpenstock Green	Duco 2443005
Sill Moulding	Alpenstock Green	Duco 2443005
Window Offsets—Rear	Black	Duco 2443312
Window Offsets—Side	Alpenstock Green	Duco 2443005
Window Garnish Moulding	Mahogany Grained	
Belt Finishing Pan	Mahogany Grained	
Sunshade Panel	Black	Duco 2443312
Windshield Header Panel	Black	Duco 2443312
Windshield Frame	Black	Duco 2443312
Windshield Lower Weatherstrip Retainer	Black	Duco 2443312
Instrument Panel	Alpenstock Green	Duco 2443005
Inst. Panel Depression	Alpenstock Green	Duco 2443005
Robe Rail Rod	London Smoke	Duco 2441498
Front Pillar Cover—Raised Part	Alpenstock Green	Duco 2443005
Front Pillar Cover—Depressed Part	Black	Duco 2443312

Color Combination No. 47
(Coupe)

Hood	English Gray	Duco 2441774
Hood Moulding	Green Gray	Duco 2441775
Hood Stripe	Cream Medium	V. E. P. 2154
Disc Wheel	Green Gray	Duco 2441775
Disc Wheel Stripe	Cream Medium	V. E. P. 2154
Roof and Upper Back Panels	Black	Duco 2443312
Body—Upper	Black	Duco 2443312
Body Belt	Green Gray	Duco 2441775
Body Belt Stripe	Cream Medium	V. E. P. 2154
Body—Lower	English Gray	Duco 2441774
Sill Moulding	English Gray	Duco 2441774
Window Offsets—Rear	Black	Duco 2443312
Window Offsets—Side	Black	Duco 2443312
Window Garnish Mouldings	Black	Duco 2443312
Sunshade Panel	Black	Duco 2443312
Windshield Header Panel	Black	Duco 2443312
Windshield Frame	Black	Duco 2443312
Windshield Weatherstrip Retainer	Green Gray	Duco 2441775
Instrument Panel	English Gray	Duco 2441774
Inst. Panel Depression	Green Gray	Duco 2441775

Color Combination No. 48
(Special Sedan)

Hood	Manitoba Brown	Duco 2446689
Hood Moulding	Millett Brown	Duco 2446688
Hood Stripe	Cream Medium	V. E. P. 2154
Wire Wheels	Black Enamel	
Roof and Upper Back Panels	Millett Brown	Duco 2446688
Body—Upper	Millett Brown	Duco 2446688
Body—Upper Moulding	Manitoba Brown	Duco 2886689
Body—Upper Moulding Stripe	Cream Medium	V. E. P. 2154
Body Belt	Millett Brown	Duco 2446688
Body Belt Stripe	Cream Medium	V. E. P. 2154
Body—Lower	Manitoba Brown	Duco 2446689
Sill Moulding	Manitoba Brown	Duco 2446689
Window Offset—Rear	Millett Brown	Duco 2446688
Window Offset—Side	Millett Brown	Duco 2446688
Window Garnish Mouldings	Mahogany Grained	
Belt Finishing Panels	Mahogany Grained	
Sunshade Panel	Millett Brown	Duco 2446688
Windshield Header Panel	Millett Brown	Duco 2446688
Windshield Frame	Millett Brown	Duco 2446688
Windshield Lower Weatherstrip Retainer	Millett Brown	Duco 2446688
Instrument Panel	Manitoba Brown	Duco 2446689
Instrument Panel Depression	Millett Brown	Duco 2446688
Robe Rail Rod	London Smoke	Duco 2441498

Color Combination No. 49
(Club Sedan)

Hood	Black	Duco 2443312
Hood Moulding	Black	Duco 2443312
Hood Stripe	Aurora Red	V. E. P. 5018
Wire Wheels	Aurora Red	Dulux 204
Body	Black	Duco 2443312
Body Stripe	Aurora Red	V. E. P. 5018
Window Garnish Mouldings	Black	Duco 2443312
Sunshade Panel	Black	Duco 2443312
Windshield	Black	Duco 2443312
Instrument Panel	Black	Duco 2443312
Robe Rail Rod	Drab Gray	Duco 2446552

Color Combination No. 50
(Special Sedan)

Hood	Boulevard Maroon	Duco 2444181
Hood Moulding	Black	Duco 2443312
Hood Stripe	Aurora Red	V. E. P. 5018
Wire Wheels	Aurora Red	Dulux R P 83061
Roof and Upper Back Panels	Black	Duco 2443312
Body—Upper	Black	Duco 2443312
Body Upper Moulding	Boulevard Maroon	Duco 2444181
Body Upper Moulding Stripe	Aurora Red	V. E. P. 5018
Body Belt	Black	Duco 2443312
Body Belt Stripe	Aurora Red	V. E. P. 5018
Body—Lower	Boulevard Maroon	Duco 2444181
Window Offsets—Side	Black	Duco 2443312
Window Offsets—Rear	Black	Duco 2443312
Win. Garn. Mouldings	Mahogany Grained	
Belt Finishing Panel	Mahogany Grained	
Windshield Header Panel	Black	Duco 2443312
Windshield Frame	Black	Duco 2443312
Instrument Panel	Boulevard Maroon	Duco 2444181
Inst. Panel Depression	Black	Duco 2443312
Robe Rail Bar	Veldt Gray	Duco 2445558

Color Combination No. 51
(Club Sedan)

Hood	Black	Duco 2443312
Hood Moulding	Black	Duco 2443312
Hood Stripe	Aurora Red	V. E. P. 5018
Disc Wheels	Black	Duco 2443312
Disc Wheel Stripe	Aurora Red	V. E. P. 5018
Body	Black	Duco 2443312
Body Stripe	Aurora Red	V. E. P. 5018
Window Garnish Mldgs.	Black	Duco 2443312
Sunshade Panel	Black	Duco 2443312
Instrument Panel	Black	Duco 2443312
Robe Rail Rod	Drab Gray	Duco 2446552

Color Combination No. 52
(Club Sedan)

Hood	Cambray Green	Duco 2446099
Hood Moulding	Black	Duco 2443312
Hood Stripe	Cream Medium	V. E. P. 2154
Wire Wheels	Chermonte Cream	Dulux 208
Body—Upper	Black	Duco 2443312
Body—Upper Stripe	Cream Medium	V. E. P. 2154
Body—Lower	Cambray Green	Duco 2446099
Body Moulding—Upper	Cambray Green	Duco 2446099
Body Moulding—Lower	Black	Duco 2443312
Body Lower Mldg. Stripe	Cream Medium	V. E. P. 2154
Sunshade Panel	Black	Duco 2443312
Instrument Panel	Cambray Green	Duco 2446099
Inst. Panel Depression	Black	Duco 2443312
Garnish Mouldings	Black	Duco 2443312
Robe Rail Rod	Drab Gray	Duco 2446552

Color Combination No. 53
(Coach)

Hood	Storm King Gray	Duco 2445052
Hood Moulding	Timberline Gray	Duco 2441245
Hood Stripe	Cream Medium	V. E. P. 2154
Wire Wheels	Black Enamel	
Body—Upper	Timberline Gray	Duco 2441245
Body Upper Stripe	Cream Medium	V. E. P. 2154
Body—Lower	Storm King Gray	Duco 2445052
Body Moulding—Upper	Storm King Gray	Duco 2445052
Body Moulding—Lower	Timberline Gray	Duco 2441245
Body Lower Mldg. Stripe	Cream Medium	V. E. P. 2154
Sunshade Panel	Timberline Gray	Duco 2441245
Instrument Panel	Storm King Gray	Duco 2445052
Inst. Panel Depression	Timberline Gray	Duco 2441245
Garnish Mouldings	Drab Gray	Duco 2446552
Window Offsets	Storm King Gray	Duco 2445052

Color Combination No. 54
(Coach)

Hood	Chicle Drab	Duco 2443353
Hood Moulding	Autumn Drab	Duco 2446529
Hood Stripe	Shalimar Orange	V. E. P. 5298
Wire Wheels	Shalimar Orange	Dulux 206
Body—Upper	Autumn Drab	Duco 2446529
Body Upper Stripe	Shalimar Orange	V. E. P. 5298
Body—Lower	Chicle Drab	Duco 2443353
Body Moulding—Upper	Chicle Drab	Duco 2443353
Body Moulding—Lower	Autumn Drab	Duco 2446529
Body Lower Mldg. Stripe	Shalimar Orange	V. E. P. 5298
Sunshade Panel	Autumn Drab	Duco 2446529
Instrument Panel	Chicle Drab	Duco 2443353
Inst. Panel Depression	Autumn Drab	Duco 2446529
Garnish Mouldings	Drab Gray	Duco 2446552
Window Offsets	Chicle Drab	Duco 2443353

Color Combination No. 55
(Sport Coupe)

Hood	Balfour Blue	Duco 2445685
Hood Moulding	Silver	Duco 2444202
Hood Stripe	Avondale Blue	V. E. P. 5296
Wire Wheels	Silver	Duco 2444202
Body—Upper	Avondale Blue	Duco 2445574
Body—Lower	Balfour Blue	Duco 2445685
Body Moulding—Upper	Balfour Blue	Duco 2445685
Body Moulding—Lower	Silver	Duco 2444202
Body Lower Mldg. Stripe	Avondale Blue	V. E. P. 5296
Sunshade Panel	Avondale Blue	Duco 2445574
Instrument Panel	Balfour Blue	Duco 2445685
Inst. Panel Depression	Avondale Blue	Duco 2445574
Wind. Lower Wth. Rtr. Garnish Mouldings	Silver Mahogany Grained	Duco 2444202
Window Offsets (Door)	Silver	Duco 2444202
Window Offsets (Rear)	Avondale Blue	Duco 2445574

Color Combination No. 56
(Sport Coupe)

Hood	Chermonte Cream	Duco 2445689
Hood Moulding	Black	Duco 2443312
Hood Stripe	Chermonte Cream	V. E. P. 5297
Wire Wheels	Chermonte Cream	Dulux 207
Body—Upper	Black	Duco 2443312
Body—Upper Stripe	Chermonte Cream	V. E. P. 5297
Body—Lower	Chermonte Cream	Duco 2445689
Body Moulding—Upper	Chermonte Cream	Duco 2445689
Body Moulding—Lower	Black	Duco 2443312
Body Lower Moulding Stripe	Chermonte Cream	V. E. P. 5297
Sunshade Panel	Black	Duco 2443312
Instrument Panel	Chermonte Cream	Duco 2445689
Inst. Panel Depression	Black	Duco 2443312
Windshield Lower Weatherstrip Retainer	Black	Duco 2443312
Garnish Mouldings	Mahogany Grained	
Window Offsets (Door)	Chermonte Cream	Duco 2445689
Window Offsets (Rear)	Chermonte Cream	Duco 2445689

Color Combination No. 57
(Sport Coupe)

Hood	Silver Gray Deep	Duco 2445213
Hood Moulding	Pewter Pot Gray	Duco 2444457
Hood Stripe	English Vermillion	V. E. P. 5299
Wire Wheels	English Vermillion	Dulux 209
Body—Upper	Pewter Pot Gray	Duco 2444457
Body Upper Stripe	English Vermillion	V. E. P. 5299
Body—Lower	Silver Gray Deep	Duco 2445213
Body Moulding—Upper	Silver Gray Deep	Duco 2445213
Body Moulding—Lower	Pewter Pot Gray	Duco 2444457
Body Lower Moulding Stripe	English Vermillion	V. E. P. 5299
Sunshade Panel	Pewter Pot Gray	Duco 2444457
Instrument Panel	Silver Gray Deep	Duco 2445213
Inst. Panel Depression	Pewter Pot Gray	Duco 2444457
Windshield Lower Weatherstrip Retainer	Pewter Pot Gray	Duco 2444457
Garnish Mouldings	Mahogany Grained	
Window Offsets (Door)	Silver Gray Deep	Duco 2445213
Window Offsets (Rear)	Pewter Pot Gray	Duco 2444457