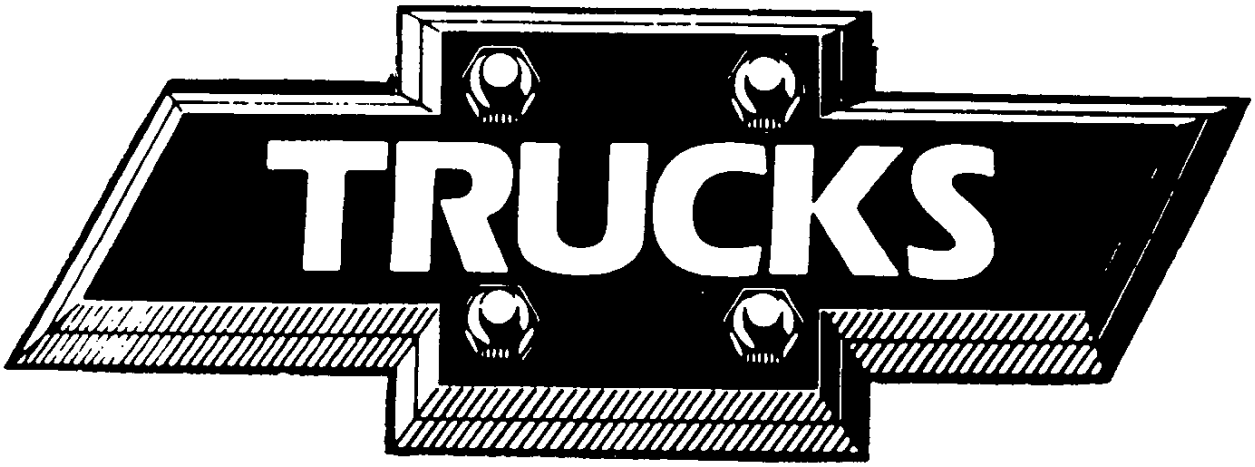
CHEVROLET



1932

ORIGINAL — TRUCK

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SPECIFICATIONS

1932

CHEVROLET MOTOR CO.

ENGINEERING DEPT.

SHEET NO. 1
DATE 3-1-32

Supersedes Sheet No. 1 Dated 11-1-3

CONFEDERATE SYMBOL CHART

Passenger Models

Symbol	Type	No. Passengers	Description
Pha	Phaeton	5	Chevrolet Body-Open
PCh	Phaeton Chassis	-	Chassis Only
Roa	Roadster	2	Chevrolet Body-Open
SRoa	Sport Roadster	2-4	Chevrolet Body-Open
Sed	Sedan	5	Fisher Body-Closed
SSed6	Special Sedan 6	5	Fisher Body-Closed
Coa	Coach	5	Fisher Body-Closed
Cpe	Coupe	2	Fisher Body-Closed
Cpe2	Coupe 2	2	Fisher Body-Closed
Cpe5	Coupe 5	5	Fisher Body-Closed
SCpe2	Sport Coupe 2	2-4	Fisher Body-Closed
Cbl	Cabriolet	2-4	Fisher Body-Convertible
Lph	Landau Phaeton	5	Fisher Body-Convertible

Commercial Models

SDl	Sedan Delivery	Fisher Body
CCh	Commercial Chassis (With Cowl)	
CCab	Commercial Chassis (With Cab)	
CCbx	Commercial Chassis (With Cab and Pick-Up Box)	
SCCh	Special Commercial Chassis (With Cowl)	
SCPd	Special Commercial Chassis With DeLuxe Panel Body	
RDl	Roadster Delivery (With Open Cab)	
Rdlb	Roadster Delivery (With Pick-Up Box)	

Utility Models - Short Chassis - Single Rear Wheels

UCh	Utility Chassis (With Cowl)
UCab	Utility Chassis (With Cab)

Utility Models - Short Chassis - Dual Rear Wheels

DCh	Utility Chassis (With Cowl)
DCab	Utility Chassis (With Cab)

Utility Models - Long Chassis - Single Rear Wheels

ULCh	Utility Chassis (With Cowl)
ULCa	Utility Chassis (With Cab)

Utility Models - Long Chassis - Dual Rear Wheels

DLCh	Utility Chassis (With Cowl)
DLCa	Utility Chassis (With Cab)

The above symbols are used for model designation in the following sheets.

CHANGES Commercial and Utility sections revised.

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CHEVROLET MOTOR CO.

ENGINEERING DEPT.

SHEET NO. 2
DATE 3-1-32

Supersedes Sheet No. 2 Dated 11-1-31

OIL-FUEL-WATER

Crankcase Capcity ..... 5-1/2 Qt
For Refill ..... 5 Qts.
Approximately 1 Pint remains in system after draining Crankcase.

"Motor Lubricant Recommended"

Summer

For the First 500 Miles	After 500 Miles
S.A.E. #20 (Zero pour Test)	S.A.E. #20 (For Moderate Spee

After 2000 miles for cars subjected to prolonged high speed driving S.A.E. #30 is recommended.

Winter

S.A.E. #20 (Zero pour Test) for temperatures not lower than 10° Fahr. above zero.
For colder temperatures, oil of S.A.E. #10 viscosity with zero or sub zero pour test is recommended.
If S.A.E. #10 Oil is not procurable, No. 20 Oil can be diluted with 10% Kerosene with satisfactory results.

"Transmission Capacity"

Passenger Rdl Rdlb CCh CCab CCbx SCCh SCPd SDl ..... 2-1/2 Pt
UCh UCab DCh DCab ULCh ULCa DLCh DLCa ..... 6-1/2 Pt

"Rear Axle Capacity"

Passenger Rdl Rdlb CCh CCab CCbx SCCh SCPd SDl..... 2 Qts.
UCh UCab DCh DCab ULCh ULCa DLCh DLCa ..... 3-1/2 Qt

"Overunning Clutch"

Passenger ..... 3/4 Pt.

"Short Propeller Shaft"

ULCh ULCa DLCh DLCa ..... 1/3 Pt.

"Transmission & Rear Axle Lubricant Recommended"

Summer - S.A.E. #160 .....Winter - S.A.E. #90

"Gasoline Tank Capacity"

Passenger SDl ..... 11 Gals.
CCh CCab CCbx SCCh SCPn Rdl Rdlb UCh UCab DCh DCab ULCh ULCa DLCh DLCa ..... 11 Gals.

"Water Capacity"

Cooling System Capacity ..... 11-1/2 Q

Chassis equipped with Alemite Fittings for high pressure lubrication. Heavy oil or S.A.E. #160.

CHANGES SDl Type added - SCPn changed to SCPd.

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CHEVROLET MOTOR CO.
ENGINEERING DEPT.

SHEET NO. 3
DATE 3-1-32

Supersedes Sheet No. 3 Dated 11-1-31

FRAME

Material: G.M.C. #1025 H.R. Pressed Steel (Channel Section Side & Cross Members)

	PASS-RDL-RDLB-SCPD-SDL CCH-CCAB-CCBX-SCCH	UCH-UCAB DCH-DCAB	ULCH-ULCA DLCH-DLCA
Overall Frame length:	152-11/32	187-9/16	213-9/16
Width of Frame at rear:	43-63/64	37	37
Width of Frame at front:	25-63/64	26.33	26.33
Number of Cross Members:	5	# 5	# 6
Side Member Flange Width - Upper: (at section of maximum load)	2-1/4	2-1/4	2-3/8
Side Member Flange Width - Lower: (at section of maximum load)	2-1/4	2-1/4	2-3/8
Depth of Side Member: (at section of maximum load)	5	6	7
Thickness of Side Member: (at section of maximum load)	9/64	* 5/32	7/32
Amount of Frame Kick up:	4-7/8	2-1/4	2-3/8

Front Bumper not counted.
* Reinforcement thickness 1/8" in addition.

SPRINGS

Front
Material: Chrome Vanadium Steel
Type: Semi-elliptic
Length: 36"
Width: 1-3/4"
Number of Leaves: 7 Passenger (Except SSed6) SD1
8 SSed6 Rd1 Rd1b CCh CCab CCbx SCCh SCPd UCh UCab DCh DCab
9 ULCh ULCa DLCh DLCa
Front Bushing Size: 9/16"
Rear Bushing Size: None
Shackle Type: Self Adjusting Steel

Rear
Material: Chrome Vanadium Steel - Passenger Rd1 Rd1b CCh CCab CCbx SCCh SCPd-SD1
Silicon Manganese - UCh UCab DCh DCab ULCh ULCa DLCh DLCa
Length: 54" Passenger Rd1 Rd1b CCh CCab CCbx SCCh SCPd-SD1
45" UCh UCab DCh DCab ULCh ULCa DLCh DLCa
Width: 1-3/4" Passenger Rd1 Rd1b CCh CCab CCbx SCCh SCPd-SD1
2-1/2" UCh UCab DCh DCab ULCh ULCa DLCh DLCa
Number of Leaves: 6 Roa
7 SRoa Cpe Cpe2
8 Cb1 SCpe2 Pha Cpe5 Lph Coa Sed SD1
SSed6 PCh CCh CCab CCbx SCCh SCPd Rd1 Rd1b
10 UCh UCab DCh DCab ULCh ULCa DLCh DLCa
Front Bushing Size: 9/16" Passenger Rd1 Rd1b CCh CCab CCbx SCCh SCPd-SD1
5/8" UCh UCab DCh DCab ULCh ULCa DLCh DLCa
Rear Bushing Size: None - Passenger Rd1 Rd1b CCh CCab CCbx SCCh SCPd-SD1
5/8" - UCh UCab DCh DCab ULCh ULCa DLCh DLCa
Spring Lubricant Recommended: Graphite Grease.

CHANGES SD1 Type added - SCPn changed to SCPd.

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CHEVROLET MOTOR CO.

ENGINEERING DEPT.

Supersedes Sheet No. 4 Dated 3-1-32

FRONT AXLE

Type: Reverse Elliott - Modified I Beam Section
Clearance for Jack: 9 Passenger Rdl Rdlb CCh CCab CCbx SCCh SCPd-SDl
10 UCh UCab DCh DCab ULCh ULCa DLCh DLCa
Road Clearance: 8-3/4 Passenger Rdl Rdlb CCh CCab CCbx SCCh SCPd-SDl
10-1/2 UCh UCab DCh DCab ULCh ULCa DLCh DLCa
King Pin Transverse Inclination: 7° 10'
Spindle Transverse Inclination: 1° 30'
Caster Angle: 2° 15' Passenger Rdl Rdlb CCh CCab CCbx SCCh SCPd-SDl
3° 15' UCh UCab DCh DCab ULCh ULCa DLCh DLCa
Toe In: 0° 13' 50" to 0° 17' 34"
Tread: 57-9/16 - Passenger Rdl Rdlb CCh CCab CCbx SCCh SCPd-SDl
56-13/32 UCh UCab DCh DCab ULCh ULCa DLCh DLCa
Bearing: N.D. 909002 Inner N.D. 909001 Outer Passenger Rdl Rdlb CCh CCab CCbx SCCh SCPd Sdl
N.D. 909024 Inner N.D. 909023 Outer UCh UCab DCh DCab ULCh ULCa DLCh DLCa
King Pin Bushings: Split Bronze
King Pin Thrust Bearing: Special Ball
Diameter of King Pin: 3/4 Passenger Rdl Rdlb CCh CCab CCbx SCCh SCPd-Sdl
15/16 UCh UCab DCh DCab ULCh ULCa DLCh DLCa

REAR AXLE

Type: Pressed Steel HOusing - Semi Floating
Gear Ratio: 4.1 to 1 - Passenger Rdl Rdlb CCh CCab CCbx SCCh SCPd-SDl
5.428 to 1 - UCh UCab DCh DCab ULCh ULCa DLCh DLCa
Final Drive Type: Spiral Bevel Gear
Distance between Spring Centers: 39-1/2 Passenger Rdl Rdlb CCh CCab CCbx SCCh SCPd-SDl
42 UCh UCab DCh DCab ULCh ULCa DLCh DLCa
Minimum Road Clearance: 8-3/8 Passenger RDl Rdlb CCh CCab CCbx SCCh SCPd-SDl
8-1/2 DCh DCab DLCh DLCa
9-1/8 UCh UCab
9-1/2 ULCh ULCa
Clearance for Jack: 7-1/2 Passenger Rdl Rdlb CCh CCab CCbx SCCh SCPd-SDl
11 DCh DCab DLCh DLCa
11 UCh UCab
11 ULCh ULCa
Pinion Adjustment: Shims and tapered collar
Pinion Shaft Bearing: N.D. 905206 Front N.D. 901307 Rear Passenger Rdl Rdlb CCh CCab CCbx SCCh SCPd-SDl
N.D. 905307 Front N.D. 901407 Rear UCh UCab DCh DCab ULCh ULCa DLCh DLCa
Pinion Shaft Thrust: On Front Bearing
Differential Bearing: N.D. 902100 Passenger Rdl Rdlb CCh CCab CCbx SCCh SCPd-SDl
N.D. 902101 UCh UCab DCh DCab ULCh ULCa DLCh DLCa
Axle Shaft Bearing: N.D. 901208 Passenger Rdl Rdlb CCh CCab CCbx SCCh SCPd-Sdl
N.D. 901101 UCh UCab DCh DCab ULCh ULCa DLCh DLCa
Gear Back Lash: .006 - 010
Tread: 57-9/16 Passenger Rdl Rdlb CCh CCab CCbx SCCh SCPd-SDl
56 UCh UCab
57 ULCh ULCa
63-1/2 (Mean) 7-1/2 Dual Centers - DCh DCab DLCh DLCa

CHANGES
Toe in Angle changed.

SPECIFICATIONS

1932

CHEVROLET MOTOR CO.

ENGINEERING DEPT.

Supersedes Sheet No. 5 Dated 3-1-32.

REAR AXLE - CONT'D.

Axle Shaft Thread Size: 3/4-16 Passenger Rdl Rdlb CCh CCab CCbx SCCh SCPd-SDl
1-1/4-12 UCh UCab DCh DCab ULCh ULCa DLCh DLCa

BRAKES

Service
Type: Mechanical 4 Wheel Internal Expanding (articulated shoe type)
Dia. of Front Brake: 11-1/2"
Dia. of Rear Brake: 11-1/2" Passenger Rdl Rdlb CCh CCab CCbx SCCh SCPd-SDl
16" UCh UCab DCh DCab ULCh ULCa DLCh DLCa
Width of Lining: 1-1/2" Front 1-1/2" Rear - Passenger Rdl Rdlb CCh CCab CCbx SCCh SCPd Sd
1-1/2" Front 2-1/2" Rear - UCh UCab DCh DCab ULCh ULCa DLCh DLCa
Thickness of Lining: .187-.180 Front & Rear-Passenger Rdl Rdlb CCh CCab CCbx SCCh SCPd Sd
.187-.180 Front - .250-.243 - UCh UCab DCh DCab ULCh ULCa DLCh DLCa
Length of Lining: 33-5/8" Front - 33-5/8" Rear - Passenger RDl Rdlb CCh CCab CCbx SCCh SCPd-SDl
33-5/8" Front - 47-7/8" Rear - UCh UCab DCh DCab ULCh ULCa DLCh DLCa
Total effective Braking Area: 100-7/8 Sq.Ins. - Passenger Rdl Rdlb CCh CCab CCbx SCCh SCPd-SDl
170-1/8 Sq.Ins. - UCh UCab DCh DCab ULCh ULCa DLCh DLCa
Lining Material: Special Moulded.

Emergency
Type: Mechanical 2 Wheel Expanding on Rear Wheels
Dia. of Drum: 11-1/2" - Passenger Rdl Rdlb CCh CCab CCbx SCCh SCPd-SDl
16" - UCh UCab DCh DCab ULCh ULCa DLCh DLCa
Width of Lining: 1-3/4" Passenger RDl Rdlb CCh CCab CCbx SCCh SCPd-SDl
2-1/2" UCh UCab DCh DCab ULCh ULCa DLCh DLCa
Thickness of Lining: .187-.180 Passenger Rdl Rdlb CCh CCab CCbx SCCh SCPd-SDl
.250-.243 UCh UCab DCh DCab ULCh ULCa DLCh DLCa
Length of Lining: 15-1/2 Passenger Rdl Rdlb CCh CCab CCbx SCCh SCPd-SDl
25" UCh UCab DCh DCab ULCh ULCa DLCh DLCa
Total effective Braking Area: 27-1/8 Sq.Ins. Passenger Rdl Rdlb CCh CCab CCbx SCCh SCPd-SDl
62-1/2 Sq.Ins. UCh UCab DCh DCab ULCh ULCa DLCh DLCa
Lining Material: Special Moulded.

ENGINE

No. of Cylinders: 6
Cylinder Arrangement: In Line
Bore: 3-5/16
Stroke: 3-3/4
Rated h.p.: 26.3
Piston Displacement: 194 Cu. Ins.
Maximum h.p.: 60 @ 3000 R.P.M. - Passenger Rdl Rdlb CCh CCab CCbx SCCh SCPd-SDl
53 @ 2800 R.P.M. - UCh UCab DCh DCab ULCh ULCa DLCh DLCa

Compression Ratio: 5.2 to 1
Max. Torque: 130 Ft.Lbs. @ 800 to 2000 R.P.M.-Passenger SDL
131 Ft.Lbs. @ 800 R.P.M. Rdl Rdlb CCh CCab CCbx SCCh SCPd UCh UCab DCh DCab ULCh ULCa DLCh DLCa
Max. Brake h.p.: 60 @ 3000 R.P.M. Passenger SDl
53 @ 2800 R.P.M. Rdl Rdlb CCh CCab CCbx SCCh SCPd UCh UCab DCh DCab ULCh ULCa DLCh DLCa

CHANGES Compression Ratio Added.

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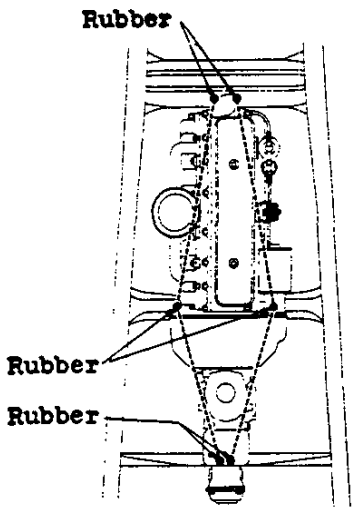
CHEVROLET MOTOR CO.

ENGINEERING DEPT.

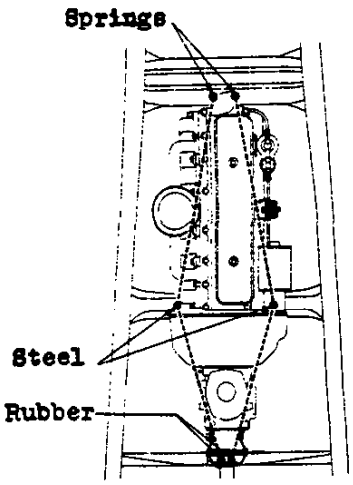
SHEET NO. 6
DATE 3-1-32

Supersedes Sheet No. 6 Dated 11-1-31.

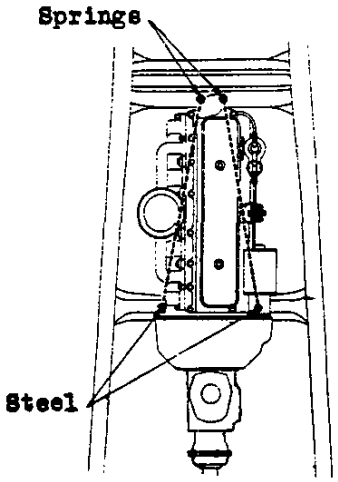
POWER PLANT MOUNTINGS



Passenger SD1



CCh CCab CCbx Rdl
Rdlb SCCh SCPd



UCh UCab DCh DCab
ULCh ULCa DLCh DLCa

CAMSHAFT

Type of Drive: Gear
Gear Material: Camshaft, Steel - Crankshaft, Formica-Micarta or Celeron
Camshaft Bearing Clearance (on Dia.): .002 - .0035
Camshaft End Play: .003
Bearing which takes Thrust: #1
No. of Bearings: 3

Bearing Sizes

#1		#2		#3	
Diameter:	1-13/16	Diameter:	1-25/32	Diameter:	1-5/8
Length:	1-13/16	Length:	1-1/8	Length	1-11/32

VALVES

Inlet Valve
Material: Extruded Steel
Head diameter nominal: 1-29/64"
Stem length: 4-3/4
Stem diameter: 5/16
Style of Stem End: Key
Tappet clearance: .006 Hot

Exhaust Valve
Material: Extruded Steel
Head diameter nominal: 1-11/32"
Stem length: 4-3/4
Stem diameter: 5/16
Style of Stem End: Key
Tappet Clearance: .008 Hot

CHANGES SD1 Type added - SCPn changed to SCPd.

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SPECIFICATIONS

1932

CHEVROLET MOTOR CO.

ENGINEERING DEPT.

Supersedes Sheet No. 7 Dated 11-27-31

VALVES - CONT'D.

Inlet Valve
Spring Pressure: 45 Lbs. Valve closed
Spring Pressure: 80 Lbs. Valve open
Valve lift: .309
Type of Valve Stem guide: Removable
Valve Stem & Guide Clearance: .001 - .003
Angle of Valve Face: 45°

Exhaust Valve
Spring Pressure: 45 Lbs. Valve closed
Spring Pressure: 80 Lbs. Valve open
Valve lift: .309
Type of Valve Stem guide: Removable
Valve Stem & Guide Clearance: .002-.004
Angle of Valve Face: 45°

CRANKSHAFT

No. of Main Bearings: 3
Main Bearings Clearance: .001 - .003
Main Bearings material: Bronze and Babbitt (Steel & Babbitt: Optional)
Crankshaft Pulley diameter: 6-1/32
Angle of "V" in Crankshaft Pulley: 28°
Torsional vibration dampner used: Yes (Oscillating Type)

Clearance between Oil Thrower Groove in Crankshaft and Flange on Cylinder Block - .002 - .032
Bearing which takes thrust: #2
Amount of Crankshaft offset: None
Amount of End Play: .004 - .007
Weight of Crankshaft: 53 Lbs.

Bearing Sizes

	#1	#2	#3
Diameter:	2-1/16	2-1/8	2-3/16
Length:	1-3/4	2	2-3/16

CONNECTING RODS

Type: Pin clamped in rod
Material: Steel
Weight:
Center to center length: 7"
Crankpin diameter: 2"
Crankpin length: 1-5/8"
Connecting Rod End Play: .002 - .010

Lower End Bearing
Diameter: 2"
Length: 1-3/8
Material: Babbitt
Clearance: .0005 - .0015
Type of Bearing: Centrifugally Cast
Type of Shims: Steel or Brass - Solid

PISTONS

Material: Cast Iron - Bronze Bushed
Weight: 1.81 Lbs.
Length: 3-11/16
Pin center to top of head: 1-7/8
Distance between bosses: 1-1/16

Clearance of diameter, top land: .011 Cold
Second land: .011 Cold
Third land: .011 Cold
Skirt .002-.003 Cold
Lower groove drilled radially
Depth of grooves: .150

PISTON RINGS

No. of rings used: 3
Material: Cast Iron
No. of rings above pin: 3
No. of Compression Rings: 2
Width: 5/32
Thickness: .140

No. of Oil Rings: 1
Width: 5/32
Thickness: .140
Gap clearance: .004 - .014
Ring clearance in Piston Groove: .001 - .003

CHANGES

Type of Connecting Rod Bearing changed.

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SPECIFICATIONS

SHEET NO. 8
DATE 7-10-32

1932

CHEVROLET MOTOR CO.

ENGINEERING DEPT.

Supersedes Sheet No. 8 Dated 6-15-32.

PISTON PINS

Pin bearing in: Piston
Diameter: .9900 - .9895
Length: 2-7/8
Taper and diameter limits: .0003

Pin Bushings:
Outside Diameter: 1.128 - 1.126
Inside Diameter: .979 - .981
Material: Bronze
Bushing Length: 15/16

COOLING SYSTEM

Water circulation type: Pump
Pump Type: Centrifugal
Radiator Shell Material
Brass - Passenger SCCh SCPd Sdl
Steel - Rdl Rdlb CCh CCab CCbx UCh UCab DCh DCab ULCh ULCa DLCh DLCa
Shell Finish:
Chrome Plated - Passenger SCCh SCPd Sdl
Black Enamel - CCh CCab CCbx Rdl Rdlb UCh UCab DCh DCab ULCh ULCa DLCh DLCa

Radiator Core Type: Hexagon Honeycomb
Radiator Core Size: Passenger Rdl Rdlb CCh CCab CCbx SCCh SCPd Sdl -3/8 Hex. x 2-1/8 Thick Short Fin - 34 Sections.
UCh UCab DCh DCab ULCh ULCa DLCh DLCa 5/16 Hex. x 2-1/8 Thick Short Fins - 36 Sections.
Radiator Core Material: Passenger Sdl- All Copper
CCh CCab CCbx SCCh SCPd Rdl Rdlb Copper and Brass
UCh UCab DCh DCab ULCh ULCa DLCh DLCa All Copper
Exposed Core Area: Passenger Sdl - 396.3 Sq. Ins.
CCh CCab CCbx Rdl Rdlb SCCh SCPd UCh UCab DCh DCab ULCh ULCa-388.8 Sq. Ins.

Note: 1/4 hex. 43 Sections, heavy duty all copper Radiator Core available for service on CCh CCab CCbx SCCh SCPd Rdl Rdlb UCh UCab DCh DCab ULCh ULCa DLCh DLCa
5/16 hex. 36 Sections, all copper Radiator Core available for service on Passenger and Sedan Delivery types.

No. of Fan Blades: 4
Dia. of Fan: 15-3/4
Fan Pulley: "V" Type - Angle of "V" 28°
Diameter: 4-21/64
Fan Belt Type: "V" - Angle of "V" 32°
Fan Belt Material: Vulcanized Fabric (One piece)
Length: 37-1/8
Width: 21/32
Fan Shaft Bearings: Front - Durex Composition - Rear - Bronze.
Radiator Hose Size: Upper - 1-1/4 x 9-3/8
Lower - 1-1/4 x 4-1/4 (2 Pieces)

CHANGES

Number of Sections changed from 37 to 36

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SPECIFICATIONS

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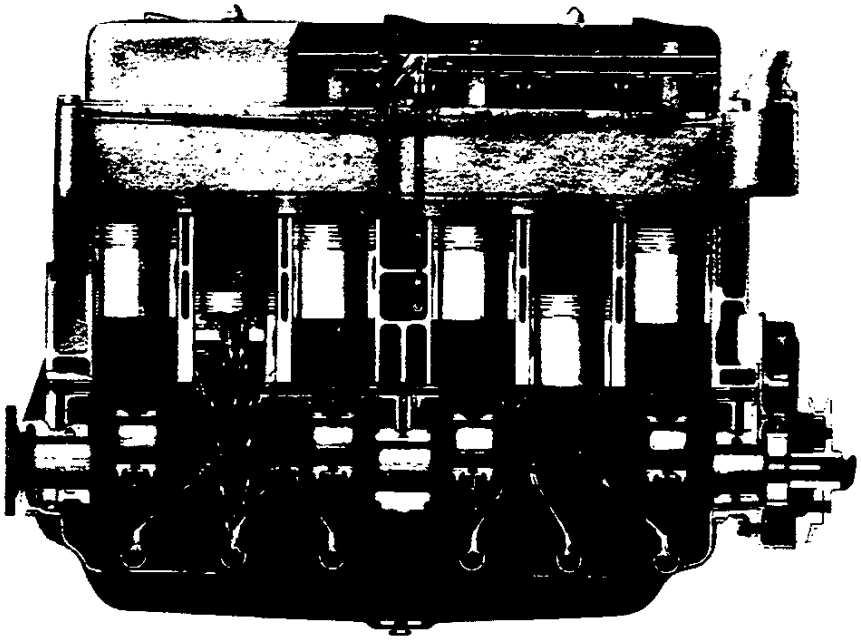
CHEVROLET MOTOR CO.

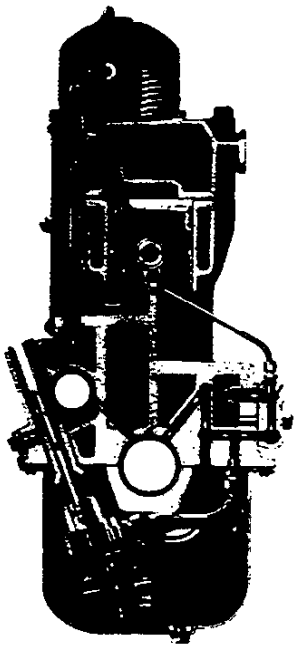
ENGINEERING DEPT.

SHEET NO. 9
DATE 6-15-32

Supersedes Sheet No. 9 Dated 11-1-31

LUBRICATION SYSTEM





Type: Combination Pump and Splash
Pressure Feed to Crankshaft Main Bearings, Camshaft Bearings and Valve Rocker Arms
Oil Pump Type: Vane
Oil Cleaner Type: Screen on Intake Side of Oil Pump
Average pressure, pounds: 14 Lbs.
Oil Pump Capacity: 5.3 Qts. per Min.
Type of Oil lever gauge: Rod
Type of Oil Drain: Plug
Area of Oil Screen: 13-3/8 Sq.Ins.
Connecting Rod Scoop Oil Dip: .142 to .234 below oil level in oil trough.

CHANGES

Connecting Rod Scoop Oil Dip changed.

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SPECIFICATIONS

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CHEVROLET MOTOR CO.

ENGINEERING DEPT.

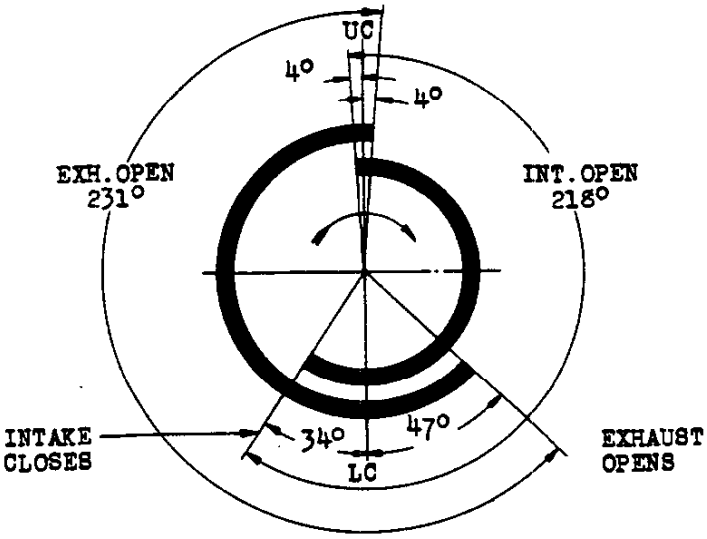
SHEET NO.10
DATE 6-15-32

Supersedes Sheet No. 10 Dated 1-6-32

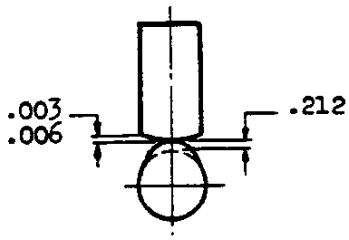
EXHAUST SYSTEM

Exhaust pipe diameter: 2"
Muffler:
  Diameter: 5"
  Length: 20-1/2"
  By Pass: 3-1/2" Dia. x 16-1/4" Long

TIMING DIAGRAM



VALVE TAPPET



Valve Rocker Arm Ratio-1.46 to 1.
Camshaft Lash: .010

FUEL SYSTEM

Carburetor
  Make: Carter
  Model: W1-2358 - Passenger - Sd1
    W1-2228 - Rd1-Rd1b-CCh-CCab-CCBx-UCh-UCab-DCh-DCab-ULCh-ULCa-DLCh-DLCa
  Size: 1-1/4"
  Type: Single Adjustment

Gasoline Filter: Yes (In Fuel Pump)
Air cleaner type: Cleaner, Silencer and Flame Arrester
Fuel Mixture Heated: Yes - Passes thru Manifold Heat Chamber. Heat Controlled from Instrument Panel.

Fuel Feed
  Type: Mechanical Pump - Camshaft Driven
  Make: AC - Series B
  Camshaft Eccentricity - .122 to .128
  Air dome on Pump to regulate and provide even flow of fuel.

CHANGES

Carburetor and Fuel Pump Groups revised.

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SPECIFICATIONS

1932

CHEVROLET MOTOR CO.

ENGINEERING DEPT.

SHEET NO. 11
DATE 3-1-32

Supersedes Sheet No. 11 Dated 11-1-31

CLUTCH

Type: Single Plate Dry - Single Cushioned Plate Clutch - Passenger Rdl Rdlb CCh CCab CCbx SCCh SCPd-SDl
Single Plate Clutch - UCh UCab DCh DCab ULCh ULCa DLCh DLCa
Number of driving discs: One
Number of driven discs: One
Facing material: Moulded Asbestos
Type: Disc
Inside Diameter: 6-1/4
Outside Diameter: 9" Passenger Rdl Rdlb CCh CCab CCbx SCCh SCPd-SDl
10" UCh UCab DCh DCab ULCh ULCa DLCh DLCa
Area of Clutch Surface: 65.87 Sq.In. Passenger Rdl Rdlb CCh CCab CCbx SCCh SCPd-SDl
95.72 Sq.In. UCh UCab DCh DCab ULCh ULCa DLCh DLCa
Thickness: .122 - .128
Number of pieces: Two
Bearings:
Throwout: Carbon Composition #1 Mixture - I.D. 1-1/2 x O.D. 2-3/8 x 3/4
Thrust: Cast Iron
Clutch Pilot: New Departure Ball #907202
Lubrication:
Oiler provided for Clutch Release Bearing - No other lubrication necessary.
Clutch Adjustable: Yes
Rated Torque Capacity of Clutch: 175 Ft.Lbs. Passenger Rdl Rdlb CCh CCab CCbx SCCh SCPd-SDl
200 Ft.Lbs. UCh UCab DCh DCab ULCh ULCa DLCh DLCa
Clutch Throwout Lever Mounted on Ball:
Flywheel:
Diameter: 12-5/8
Weight: 32-1/2 Lbs.
Number of teeth: 104
Width of teeth: 3/4

TRANSMISSION

Type: Selective Synchro-Mesh - Standard Shift - Passenger Rdl Rdlb CCh CCab CCbx SCCh SCPd-SDl
Selective conventional - UCh UCab DCh DCab ULCh ULCa DLCh DLCa
Location: In unit with Engine
Number of speeds: 3 forward and 1 reverse - Passenger Rdl Rdlb CCh CCab CCbx SCCh SCPd-SDl
4 forward and 1 reverse - UCh UCab DCH DCab ULCh ULCa DLCh DLCa
Overunning Clutch for coasting: Passenger

Power Take Off
The Revs.Per.Min. of the Gear that neshes with the gear of Power Take Off when motor is running at 1000 Revs.Per.Min. is 425

CHANGES Sdl Type added - SCPn changed to SCPd.

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CHEVROLET MOTOR CO.

ENGINEERING DEPT.

SHEET NO. 12
DATE 7-10-32

Supersedes Sheet No. 12 Dated 3-1-32.

Gear Ratios

	PASS-RDL-RDLB-CCH-SDL CCAB-CCBX-SCCH-SCPD	UCH-UCAB-DCH-DCAB- ULCH-ULCA-DLCH-DLCA
First Speed	3.05	7.22
Second Speed	1.80	3.47
Third Speed	Direct	1.71
Fourth Speed	------	Direct
Reverse	3.43	7.15

Total Gear Reductions

	PASS-RDL-RDLB-CCH-SDL CCAB-CCBX-SCCH-SCPD	UCH-UCAB-DCH-DCAB- ULCH-ULCA-DLCH-DLCA
First Speed	12.50	39.19
Second Speed	7.38	18.84
Third Speed	4.1	9.28
Fourth Speed	-----	5.428
Reverse	14.063	36.81

Engine Torque of Gear Set

	PASSENGER SDL	RDL-RDLB-CCH-CCAB CCBX-SCCH-SCPD	UCH-UCAB-DCH-DCAB- ULCH-ULCA-DLCH-DLCA
First Speed	396.5 Ft. Lbs.	399.6 Ft.Lbs.	946 Ft.Lbs.
Second Speed	234 Ft. Lbs.	235.8 Ft.Lbs.	455 Ft.Lbs.
Third Speed	130 Ft. Lbs.	131 Ft.Lbs.	224 Ft.Lbs.
Fourth Speed	----------	----------	131 Ft.Lbs.
Reverse	445.9 Ft. Lbs.	449.3 Ft.Lbs.	937 Ft.Lbs.

Bearings

	PASS-RDL-RDLB-CCH-SDL CCAB-CCBX-SCCH-SCPD	UCH-UCAB-DCH-DCAB- ULCH-ULCA-DLCH-DLCA
Reverse Idler	7/8 x 1 Brass (2 used)	7/8 x 1-1/2 Brass
Main Shaft-Front	N.D. 903208	N.D. 903209
Main Shaft-Rear	N.D. 907506	N.D. 903307
Countershaft-Front	7/8 x 1-1/4 Brass	Hyatt 142260
Countershaft-Rear	7/8 x 1-3/8 Brass	Hyatt 121856
Mainshaft Pilot -	Hyatt 142638	Hyatt 141854
Second Speed Gear	Bushing 1-5/16 x 1-5/8 Bronze (2 used)	
Overunning Clutch	Bearing-Front Hyatt 142689	
Overunning Clutch	Bearing-Rear N.D. 907506	

Speedometer Gear Ratio:
Pass-Rdl-Rdlb-Sdl-CCh-CCab-CCbx-SCCh-SCPd: 2.8 to 1
UCh-UCab-DCh-DCab-ULCh-ULCa-DLCh-DLCa: 3.5 to 1

CHANGES Pass-Sdl-Rdl-C Gear ratios changed.
Speedometer Gear Ratios added.

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CHEVROLET MOTOR CO.

ENGINEERING DEPT.

Supersedes Sheet No. 13 Dated 11-1-3

UNIVERSALS

Type: Steel Yoke
Material: Drop Forged Nickel Chromium Steel
Pin diameter: 11/16 Passenger Rdl Rdlb CCh CCab CCbx SCCh SCPd-SDl
13/16 UCh UCab DCh DCab ULCh ULCa DLCh DLCa
Pin Bearing Length: 37/64
Number of Bearings: 4
Distance between Pin Bearing centers: 2-3/4
Clearance (on Dia.) between Pin and Bearings: .002 - .005
Type of end (Transmission): Spline
Number of Splines: 6 - Passenger Rdl Rdlb CCh CCab CCbx SCCh SCPd-SDl
Inside diameter of Splines: .992 - Passenger Rdl Rdlb CCh CCab CCbx SCCh SCPd-SDl
Outside diameter of Splines: 1.182 - Passenger Rdl Rdlb CCh CCab CCbx SCCh SCPd-SDl
Number of Splines: 10 - UCh UCab DCh DCab ULCh ULCa DLCh DLCa
Inside diameter of Splines: 1.185 UCh UCab DCh DCab ULCh ULCa DLCh DLCa
Outside diameter of Splines: 1.384 UCh UCab DCh DCab ULCh ULCa DLCh DLCa
Type of end (Propeller Shaft): Spline
Number of Splines: 10
Inside diameter of Splines: .911 Passenger Rdl Rdlb CCh CCab CCbx SCCh SCPd-SDL
1.023 UCh UCab DCh DCab ULCh ULCa DLCh DLCa
Outside diameter of Splines: 1-1/16 Passenger Rdl Rdlb CCh CCab CCbx SCCh SCPd-SDL
1.224 UCH UCab DCh DCab ULCh ULCa DLCh DLCa
Auxiliary Propeller Shaft Universal Joint: ULCh ULCa DLCh DLCa
Type of End (Front): Square
Width across corners: 1-3/32
Width across flats: 7/8
Type of End (Rear): Spline
Inside diameter of Splines: 1.023
Outside diameter of Splines: 1.224
Number of Universal Joints: One - Passenger Rdl Rdlb CCh CCab CCbx SCCh SCPd-SDl
UCh UCab DCh DCab
Two - ULCh ULCa DLCh DLCa
Method of Lubrication: (Front) Self, from Transmission
(Rear) Self, from Auxiliary Propeller Shaft Housing

PROPELLER SHAFTS

Type: One piece splined ends (all except ULCh ULCa DLCh DLCa)
Two pieces ULCh ULCa DLCh DLCa
Material: C.R. Nickel Chromium Steel
Length: 39-1/2 Passenger
43-29/32 Rdl Rdlb CCh CCab CCbx SCCh SCPd-SDl
64-53/64 UCh UCab DCh DCab ULCh ULCa DLCa DLCa
Number of Splines (Front): 10
Number of Splines (Rear): 10
Propeller Shaft connected to Drive Pinion Shaft by Splined Sleeve.

Auxiliary Propeller Shaft used on ULCh ULCa DLCh DLCa.
Type of end: Front, Square - Rear, Spline
Length: 24-7/32"

CHANGES

SDl Type added - SCPn changed to SCPd.

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CHEVROLET MOTOR CO.

ENGINEERING DEPT.

SHEET NO. 14
DATE 3-1-32

Supersedes Sheet No. 14 Dated 11-1-31.

STEERING GEAR

Type: Semi-Reversible - Worm and Sector
Ratio: 12 to 1
Steering Wheel turns locked to locked position of wheels: 2.6
Type of Steering: Fore and Aft
Diameter of Steering Post: 1-1/2
Diameter of Steering Wheel: 17-1/4
Steering Gear Mast Jacket Bushing: I.D. - 3/4 x O.D. 1.412 x 1-9/64
Steering Gear Cross Shaft Bushing: 2 Reqd. I.D. .997 x O.D. 1.128 x 1-1/8

Minimum Turning Diameter

	R.H.	L.H.
Passenger Rdl Rdlb CCh CCab CCbx SCCh SCPd-SDl	39	40-1/2
UCh UCab DCh DCab	47-1/2	50
ULCh ULCa DLCh DLCa	51-1/2	53-1/2

WHEELS

Type: Wire - Drop Center - Passenger SCCh SCPd Rdl Rdlb CCh CCab CCbx Sdl
Disc - (Pierced Type) - UCh UCab
Disc - (Pierced Type) - ULCh ULCa
Disc - (Pierced Type) - DCh DCab DLCh DLCa

RIMS

Type: Integral With Wheel - 3" Base - Passenger Rdl Rdlb CCh CCab CCbx SCCh SCPd-SDl
Lock Ring on Wheel - UCh UCab DCh DCab ULCh ULCa DLCh DLCa
Diameter: 20 - UCh UCab DCh DCab ULCh ULCa DLCh DLCa
Width of Base: 5 - UCh UCab DCh DCab DLCh DLCa
6 - ULCh ULCa

Tires

Type: Ballon 5.25 - 18 - 4 Ply Passenger Rdl Rdlb CCh CCab CCbx SCCh SCPd-SDl
Pneumatic 30 x 5 - 6 Ply DCh DCab DLCh DLCa
Pneumatic 30 x 5 - 6 Ply-Front 32 x 6 - 8 Ply-Rear - UCh UCab
Pneumatic 30 x 5 - 6 Ply-Front 32 x 6 - 10 Ply-Rear - ULCh ULCa

Pressure recommended:
5.25 - 18 Ballons 32 Lbs. Front and Rear - Passenger
5.25 - 18 Ballons 35 Lbs. Front, 38 Lbs. Rear - Rdl Rdlb CCh CCab CCbx SCCh SCPd-SDl
30 x 5 - 6 Ply - 70 Lbs. Front - UCh UCab DCh DCab ULCh ULCa DLCh DLCa
30 x 5 - 6 Ply (Dual) 80 Lbs. Rear - DCh DCab DLCh DLCa
32 x 6 - 8 Ply - 90 Lbs. Rear - UCh UCab
32 x 6 - 10 Ply - 90 Lbs. - Rear - ULCh ULCa
Manufacturer of Tires: U.S. Rubber Co. - Goodrich.
Note: 32 x 6 - 10 Ply Tires available for use on Rear Wheels on UCh UCab at additional cost. When 32 x 6 - 10 Ply Tires are used it is necessary to use Wheels with 6" Rim base.

CHANGES

SDl Type added - SCPn changed to SCPd.

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CHEVROLET MOTOR CO.

ENGINEERING DEPT.

SHEET NO. 15
DATE 3-1-32

Supersedes Sheet No. 15 Dated 12-30-31.

Hubs

Thread Size:
Front - 2-3/8-16 - Passenger Rdl Rdlb CCh CCab CCbx SCCh SCPd-SDl
Rear - 2-3/8-16 - Special, uses Threaded Washer

Front - 2-3/8-16 - Internal - UCh UCab DCh DCab ULCh ULCa DLCh DLCa
Rear - 2-3/4-16 - UCh UCab DCh DCab ULCh ULCa DLCh DLCa

IGNITION SYSTEM

Type: Separate units high tension distributor ground return system.
Make: Delco Remy
Model Number: 633J
Current source: Generator
Spark control type: Semi-Automatic
Manual retard, degrees: 15 degrees
Automatic advance, degrees: 26 degrees
Firing order: 1-5-3-6-2-4
Timing, Spark advanced: 12 degrees B.T.D.C.
Distributor interrupter point openings: .018
Distributor upper bearing type: Cast Iron
Distributor lower bearing type: Cast Iron
Condenser Make: Delco Remy
Coil
Amps. drawn, Engine stopped: 4
Amps. drawn, Engine running: 1.9 to 40 M.P.H.
Spark Plug make: A.C. G-10 metric
Recommended gap: .024

STARTING MOTOR

Model: 714-L
Drive Type: Bendix
Normal Amp. 70
Normal Speed: 2000 R.P.M.
Normal Torque: 2 Ft.Lbs. @ 2000 R.P.M.
Lock Torque: 14 Ft. Lbs.
Voltage: 3.75
Amps.: 420
No. load bench test R.P.M.
Voltage: 5-3/4
Amps.: 75
Rotation (commutator end): C.C.W.
Bearing type:
Commutator end: Cast Iron
Drive end: Graphite Bushing
Outboard: Yes
Overunning Clutch: No
Pinion: Meshes on Front of Flywheel
Starting motor turns Engine approximately 160 times per minute.
BENDIX DRIVE
Number of Teeth: 10
Ratio of Bendix Drive Gear to Flywheel Gear: 10.4 - 1

CHANGES SDl Type added - SCPn changed to SCPd.

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SHEET NO. 16
DATE 3-1-32.

Supersedes Sheet No. 16 Dated 11-1-31.

GENERATOR

Model - 943-J
Maximum charging rate, Hot: 12 Amps.
Voltage: 7.7
R.P.M. at Max. Hot charging rate: 1800
Car Speed: Passenger Rdl Rdlb CCh CCab CCbx SCCh SCPd Sdl - 20-1/2 MPH
UCh UCab - 17-1/2 MPH
DLCh DLCa DCh DCab - 16-1/2 MPH
ULCh ULCa - 18 MPH
Maximum charging rate, cold: 17 Amps.
Voltage: 8.2
R.P.M. at Max. cold charging rate: 1700
Car Speed: Passenger Rdl Rdlb CCh CCab CCbx SCCh SCPd Sdl - 19 MPH
UCh UCab - 15-1/2 MPH
DCh DCab DLCh DLCa - 14-1/2 MPH
ULCh ULCa - 16 MPH
Thermostat: No
Field Fuse: No
Voltage regulation: Third Brush
Rated Voltage: 8.2
Brush Tension: 14-18 Oz.
Rotation (Drive End): C.W.
Bearings:
Commutator End: Bronze Bushing
Drive End: Ball Bearing

Cutout
Voltage to close: 7.2
Armature Speed: 660
Car Speed: Passenger RDl RDlb CCh CCab CCbx SCCh SCpd SDl - 7 MPH
UCh UCab - 6 MPH
DCh DCab DLCh DLCa - 5-1/2 MPH
ULCh ULCa - 6-1/2 MPH
Amperes to Open: 1 to discharge

Generator Pulley: "V" Type - Cast Iron
Angle of "V" 28°
Diameter: 3-11/32"

BATTERY

Make:	U.S.L.	Delco Remy	Amp. hours capacity: 90 on all
Model:	XY-13-C	133 CU	Cell arrangement: Side to side
Length:	8-15/16	8-15/16	Shipped wet or dry: Drive away wet - all others dry
Width:	6-7/8	6-7/8	Charging rate, start: 4-1/2 Amp.
Height:	8	8	Charging rate, finish: 4-1/2 Amp.
Volts:	6	6	Which terminal is grounded: Neg.
			Where is battery mounted: Frame - Right S:

CHANGES SDl Type added - SCPn changed to SCPd.

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ENGINEERING DEPT.

SHEET NO. 17
DATE 3-1-32

Supersedes Sheet No. 17 Dated 11-1-31.

LIGHTING SYSTEM

Type: Two Beam (Parabolic Reflector)
Headlamp Lens: Twilite Monogram
  Diameter: 9-7/16
  Inside diameter of Rim: 9-1/16
Headlight Bulb: Tungsol T1110
  Candle Power: 21 - 21
  Two filament bulb: Yes
How are Headlights dimmed: Depressed Beam
Cowl Lights: Yes - Sport Models
  Bulb: Tungsol - T-63
  Candle Power: 3
Tail Light Bulb: Yes
  Tungsol: T-63
  Candle Power: 3
Dash Light Bulb: Yes
  Tungsol: T-63
  Candle Power: 3
Are Bulbs single or double contact: Single
Tail and Dash Light in series: No
Stop Lamp Bulb: Tungsol T87
  Candle Power: 15
Dome Lamp: Sed SSed6 Coa Cpe5 SCpe2
  Bulb: Tungsol T63
  Candle Power: 3
Fuse: Type - 3AG
  Volts - 6
  Amperes - 15

EQUIPMENT

Standard
  Shock Absorbers: Passenger SCCh SCPd Sdl
  Automatic Windshield Wiper: All Models
  Speedometer: All Models
  Oil Pressure Gauge: All Models
  Ammeter: All Models
  Water Temperature Indicator: All Models
  Electric Gasoline Gauge: All Models
  Tail and Stop Lamp: All Models
  Electrolock: All Models
  Rear View Mirror: Passenger (Except PCh) Rdl Rdlb CCBx CCab SCCh SCPd UCab DCab ULCa DLCa

CHANGES Sdl Type added - SCPn changed to SCPd.
Equipment group revised to omit items now shown on individual model lists.

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CHEVROLET MOTOR CO.

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Supersedes Sheet No. 18 Dated 11-1-31.

EQUIPMENT - CONT'D.

Special

Double Acting Rear Springs: UCh UCab DCh DCab ULCh ULCa DLCh DLCa
Clutch Fork Boot: All Models
Thermostat: All Models
Heavy duty Air Cleaner: UCh UCab DCh DCab ULCh ULCa DLCh DLCa
Rubber Pedal and Button Pads: All Models
Deluxe Gear Shift Lever Knob: Passenger Sdl
Metal Tire Cover: Passenger SCCh SCPd Sdl
Deluxe Tire Cover - Teal: Passenger SCCh SCPd Sdl
Tire Cover-Black: Passenger SCCh SCPd Sdl
Hub Protectors: Passenger SCCh SCPd Sdl
Tire Lock-For Rear Carrier: Passenger (Except SSed6)
Tire Lock-For Fender Well Carrier: Passenger SCCh SCPd Rdl Rdlb Sdl
Tire Chains: All Models
Front Fenders with Wells: UCh UCab DCh DCab ULCh ULCa DLCh DLCa
Rear Fender and Running Boards: DCh DCab
Tail and Stop Lamp for Dual installations: Passenger Sdl
Special Horn-For Matched Horn Installations: Passenger SCCh SCPd Sdl
Spot Lamp: Passenger Sdl
Special Generator for Radio Equipped Cars: Passenger
Ornamental Radiator Cap: Passenger Sdl
Electric Clock: All Models
Smoking Case with Electric Lighter: Passenger Sdl
Cigarette Lighter: Passenger
Car Heater: Passenger Sdl
Rear View Mirror-Fender Well with Metal Tire Cover: Passenger SCCh SCPd Sdl
Rear View Mirror-Fender Well with Fabric Cover: Passenger SCCh SCPd Sdl
Bumpers and Fender Guards: Passenger Sdl
Draft Deflectors: Passenger Sdl
Rear View Mirror with Clock: All Models
Luggage Carrier Rack: Passenger
Luggage Carrier: Passenger
Extension Luggage Carrier with Rack: Passenger
Auxiliary Windshield Wiper: Passenger Sdl
Seat Covers: Passenger
Adjustable Rear Window: CCab UCab DCab ULCa DLCa

CHANGES Revised.

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SPECIFICATIONS

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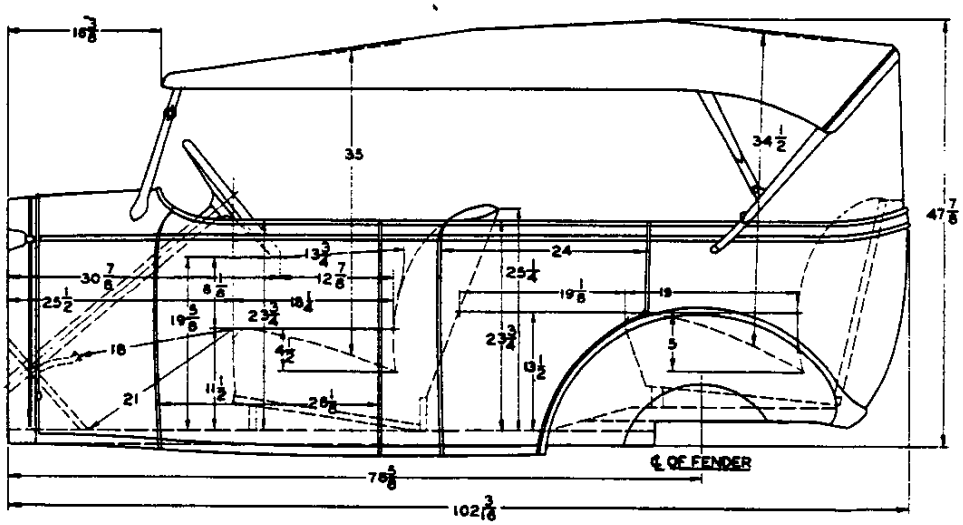
CHEVROLET MOTOR CO.

ENGINEERING DEPT.

SHEET NO. 19
DATE 3-25-32

Superseded Sheet No. 19 Dated 3-1-32.

PHAETON



Body Frame Material: Hardwood
Body Sheet Metal Material: Sheet Steel #20 U.S. Ga. (.0375)
Seating Arrangement: 2 Front - 3 Rear
Width of Front Seat: 40 Inches
Width of Rear Seat: 45 Inches
Seat Trimming Material: Imitation Leather (Tan Spanish Grain)
Side Panel Trimming Material: Imitation Leather (Tan Spanish Grain)
Type of Top: Folding Top
Top Material: Tan Teal with Whipcord Back.
Type of Windshield: Tilting
Equipment: Side Curtains-Top Boot-Cowl Ventilator-Side Pocket in each Front Door - Painted Hood Ventilator Doors. One Spare Wheel - Robe Rail - Foot Rest. (See Sheets #17 and #18 for additional data.)
Shipping Weight: 2515 Lbs. (Includes Spare Tire).
Curb Weight: 2605 Lbs.
Weight on Front Tires at Ground (Curb): 1245 Lbs.
Weight on Rear Tires at Ground (Curb): 1360 Lbs.
Max. Width of Car: 68-5/8.
Height of Car (Designed): 70-5/8.
Length of Car (Less Bumpers): 157-1/2 With Spare Tire
Length of Car (With Bumpers): 167-3/16 (With Fender Guards): 165-11/16
Distance centerline of Front Axle to Front of Car (Less Bumpers): 17-15/16
Distance centerline of Front Axle to Front of Car (With Bumpers): 24-7/16
Location of Car serial number: Right end of Front Seat Frame
Wheelbase: 109

CHANGES

Weights Revised.

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SPECIFICATIONS

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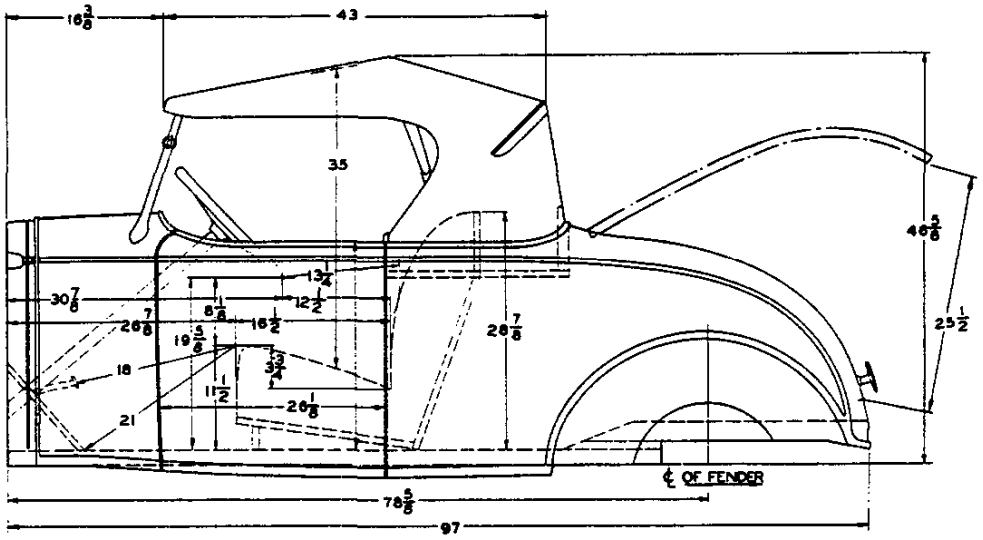
CHEVROLET MOTOR CO.

ENGINEERING DEPT.

SHEET NO. 20
DATE 3-25-32

Supersedes Sheet No. 20 Dated 2-1-32.

ROADSTER



Body Frame Material: Hardwood
Body Sheet Metal Material: Sheet Steel #20 U.S.S. Ga. (.0375)
Seating Arrangement: 2 Front
Width of Seat: 40 Inches
Seat Trimming Material: Imitation Leather (Tan Spanish Grain)
Side Panel Trimming Material: Imitation Leather (Tan Spanish Grain)
Type of Top: Concealed Folding Top
Top Material: Tan Teal with Whipcord Back.
Type of Windshield: Tilting
Equipment: Side Curtains-Top Boot-Cowl Ventilator-Side Pocket in each door - Painted Hood Ventilator Doors - One Spare Wheel - Disappearing top. (See Sheets #17 and #18 for additional data.)
Shipping Weight: 2430 Lbs. (Includes Spare Tire).
Curb Weight: 2520 Lbs.
Weight on Front Tires at Ground (Curb): 1240 Lbs.
Weight on Rear Tires at Ground (Curb): 1280 Lbs.
Max. Width of Car: 68-5/8
Height of Car (Designed): 67-1/2
Length of Car (Less Bumpers): 157-1/2 With Spare Tire
Length of Car (With Bumpers): 167-3/16 (With Fender Guards): 165-11/16
Distance Centerline of Front Axle to Front of Car (Less Bumpers): 17-15/16
Distance Centerline of Front Axle to Front of Car (With Bumpers): 24-7/16
Location of Car Serial Number: Right end of Seat Frame.
Wheelbase: 109

CHANGES

Weights Revised.

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SPECIFICATIONS

1932

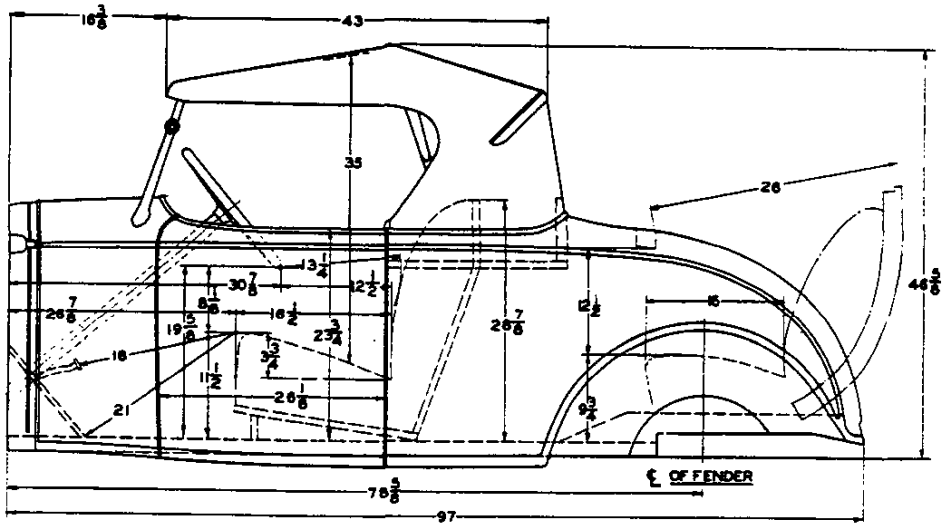
CHEVROLET MOTOR CO.

ENGINEERING DEPT.

SHEET NO. 21
DATE 3-25-32

Supersedes Sheet No. 21 Dated 3-1-32

SPORT ROADSTER



Body Frame Material: Hardwood
Body Sheet Metal Material: Sheet Steel #20 U.S. Ga. (.0375)
Seating Arrangement: 2 Front - 2 Rear
Width of Front Seat: 40 Inches
Width of Rumble Seat: 40-3/4 Inches
Seat Trimming Material: Imitation Leather (Tan Spanish Grain)
Side Panel Trimming Material: Imitation Leather (Tan Spanish Grain)
Type pf Top: Concealed Folding Top
Top Material: Tan Teal with Whipcord Back
Type pf Windshield: Tilting
Equipment: Side Curtains-Top Boot-Cowl Ventilator-Chrome Plate Hood Ventilator
Doors-One Spare Wheel-Side Pocket in each Door-Rumble Seat-Cowl
Lamps-Disappearing Top. (See Sheets #17 and #18 for additional data.)
Shipping Weight: 2500 Lbs. (Includes spare tire).
Curb Weight: 2590 Lbs.
Weight on Front Tires at Ground (Curb): 1255 Lbs.
Weight on Rear Tires at Ground (Curb): 1335 Lbs.
Max. Width of Car: 68-5/8
Height of Car (Designed): 67-3/4
Length of Car (Less Bumpers): 157-1/2 With Spare Tire
Length of Car (With Bumpers): 167-3/16 (With Fender Guards): 165-11/16
Distance Centerline of Front Axle to Front of Car (Less Bumpers): 17-15/16
Distance Centerline of Front Axle to Front of Car (With Bumpers): 24-7/16
Location of Car Serial Number: Right end of Seat Frame
Wheelbase: 109

CHANGES Shipping Weight Revised.

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SPECIFICATIONS

1932

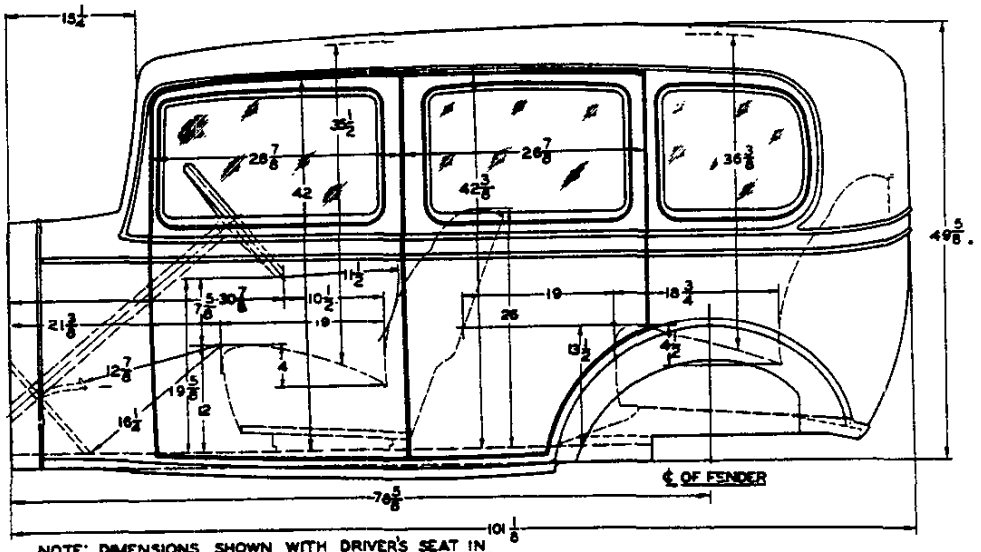
CHEVROLET MOTOR CO.

ENGINEERING DEPT.

SHEET NO. 22
DATE 3-25-32

Supersedes Sheet No. 22 Dated 3-1-32.

SEDAN



NOTE: DIMENSIONS SHOWN WITH DRIVER'S SEAT IN FORWARD POSITION. AMOUNT OF ADJUSTABLE SEAT TRAVEL—3½ INCHES.

Body Frame Material: Hardwood
Body Sheet Metal Material: Sheet Steel #20 U.S. Ga. (.0375)
Seating Arrangement: 2 Front - 3 Rear
Width of Front Seat: 39-1/2 Inches
Width of Rear Seat: 45 Inches
Seat Trimming Material: Gray Mohair with pattern
Side Panel Trimming Material: Plain Gray Mohair
Type of Top: Hard
Top Material: Black Imitation Leather
Type of Windshield: Fisher "V-V"
Equipment: Three Ash Receivers-Cowl Ventilator-Painted Hood Ventilator Doors-Three Roller Curtains in rear compartment-Side Pocket in each Rear Door-One Spare Wheel-Foot Rest-Adjustable Sun Visor-Robe Rail-Two Arm Rests-Adjustable Driver's Seat-Locks on all Doors. (See Sheets #17 and #18 for additional data.)
Shipping Weight: 2770 Lbs. (Includes spare tire).
Curb Weight: 2860 Lbs.
Weight on Front Tires at Ground (Curb): 1315 Lbs.
Weight on Rear Tires at Ground (Curb): 1545 Lbs.
Max. Width of Car: 68-5/8
Height of Car (Designed): 71-15/16
Length of Car (Less Bumpers): 157-1/2 With Spare Tire
Length of Car (With Bumpers): 167-3/16 - (With Fender Guards): 165-11/16
Distance Centerline of Front Axle to Front of Car (Less Bumpers): 17-15/16
Distance Centerline of Front Axle to Front of Car (With Bumpers): 24-7/16
Location of Car Serial Number: Right Body Sill under Front Compartment Mat.
Wheelbase: 109

CHANGES

Shipping Weight Revised.

S-1657

SPECIFICATIONS

1932

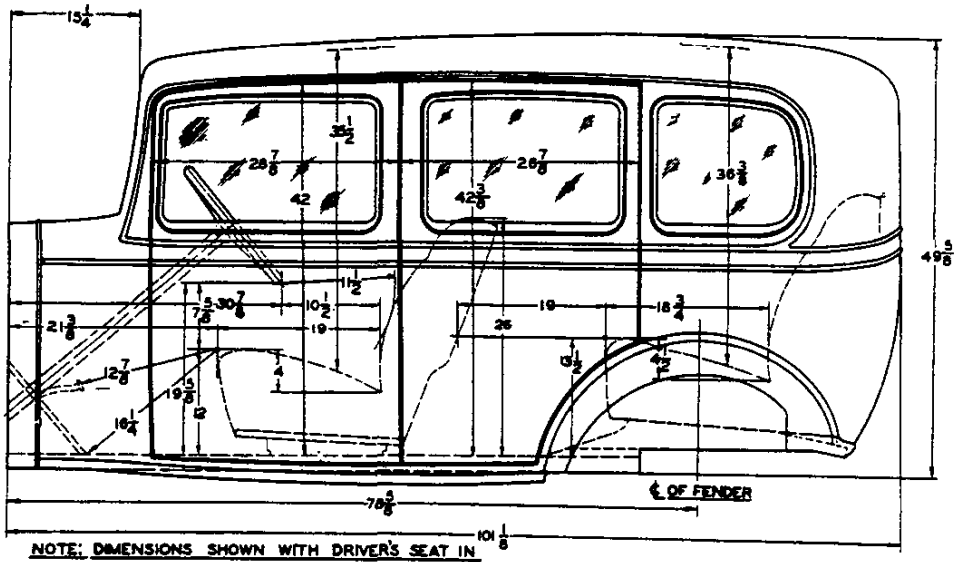
CHEVROLET MOTOR CO.

ENGINEERING DEPT.

SHEET NO. 23
DATE 3-25-32

Supersedes Sheet No. 23 Dated 3-1-32.

SPECIAL SEDAN 6



NOTE: DIMENSIONS SHOWN WITH DRIVER'S SEAT IN FORWARD POSITION. AMOUNT OF ADJUSTABLE SEAT TRAVEL—3½ INCHES.

Body Frame Material: Hardwood
Body Sheet Metal Material: Sheet Steel #20 U.S. Ga. (.0375)
Seating Arrangement: 2 Front - 3 Rear
Width of Front Seat: 39-1/2 Inches
Width of Rear Seat: 45 Inches
Seat Trimming Material: Plain Tan Mohair - Plain Tan Whipcord (Optional)
Side Panel Trimming Material: Plain Tan Mohair - Plain Tan Whipcord (Optional)
Type of Top: Hard
Top Material: Black Imitation Leather
Type of Windshield: Fisher "V-V"
Equipment: Two Ash Receivers-One Vanity Case-Cowl Ventilator-Chrome Plate Hood Ventilator Doors-Three Roller Curtains in rear compartment-One Pocket in back of Front Seat-Two Spare Wheels-Foot Rest-Adjustable Sun Visor-Robe Cord-Two Arm Rests-Two Assist Cords-Adjustable Driver's Seat-Locks in all Doors-Cowl Lamps. (See Sheets #17 and #18 for additional data.)
Shipping Weight: 2845 Lbs. (Includes spare tires).
Curb Weight: 2935 Lbs.
Weight on Front Tires at Ground (Curb): 1420 Lbs.
Weight on Rear Tires at Ground (Curb): 1515 Lbs.
Max. Width of Car: 68-5/8
Height of Car (Designed): 72
Length of Car (Less Bumpers): 154-1/4
Length of Car (With Bumpers): 167-3/16 (With Fender Guards): 165-11/16
Distance Centerline of Front Axle to Front of Car (Less Bumpers): 17-15/16
Distance Centerline of Front Axle to Front of Car (With Bumpers): 24-7/16
Location of Car Serial Number: Right Body Sill under Front Compartment Mat.
Wheelbase: 109

CHANGES Shipping Weight Revised.

S-1697

SPECIFICATIONS

1932

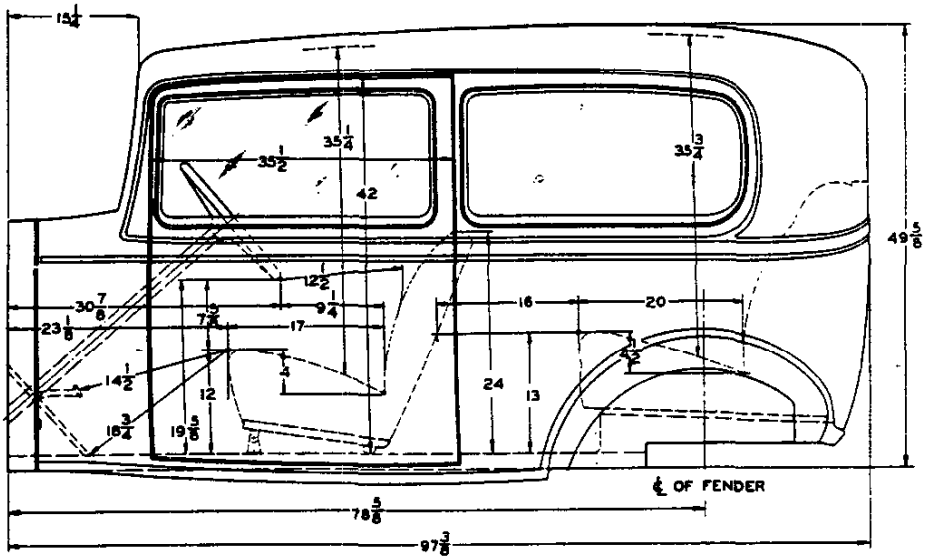
CHEVROLET MOTOR CO.

ENGINEERING DEPT.

SHEET NO. 24
DATE 3-25-32

Supersedes Sheet No. 24 Dated 3-1-32.

COACH



NOTE: DIMENSIONS SHOWN WITH DRIVER'S SEAT IN FORWARD POSITION. AMOUNT OF ADJUSTABLE SEAT TRAVEL—3 1/2 INCHES.

Body Frame Material: Hardwood
Body Sheet Metal Material: Sheet Steel #20 U.S. Ga. (.0375)
Seating Arrangement: 2 Front - 3 Rear
Width of each Front Seat: 19 Inches
Width of Rear Seat: 47-1/2 Inches
Seat Trimming Material: Gray Mohair with pattern
Side Panel Trimming Material: Plain Gray Mohair
Type of Top: Hard
Top Material: Black Imitation Leather
Type of Windshield: Fisher "V-V"
Equipment: One Ash Receiver-Cowl Ventilator-Painted Hood Ventilator Doors-One Roller Curtain on back window-One side pocket on right hand door-One Spare Wheel-Adjustable Sun Visor-Adjustable Driver's Seat-Door Locks. (See Sheets #17 and #18 for additional data.)
Shipping Weight: 2685 Lbs. (Includes spare tire).
Curb Weight: 2775 Lbs.
Weight on Front Tires at Ground (Curb): 1315 Lbs.
Weight on Rear Tires at Ground (Curb): 1460 Lbs.
Max. Width of Car: 68-5/8
Height of Car (Designed): 71-3/4
Length of Car (Less Bumpers): 157-1/2 With Spare Tire
Length of Car (With Bumpers): 167-3/16 (With Fender Guards): 165-11/16
Distance Centerline of Front Axle to Front of Car (Less Bumpers): 17-15/16
Distance Centerline of Front Axle to Front of Car (With Bumpers): 24-7/16
Location of Car Serial Number: Right Body Sill under Front Compartment Mat.
Wheelbase: 109

CHANGES

Shipping Weight Revised.

S-1657

SPECIFICATIONS

1932

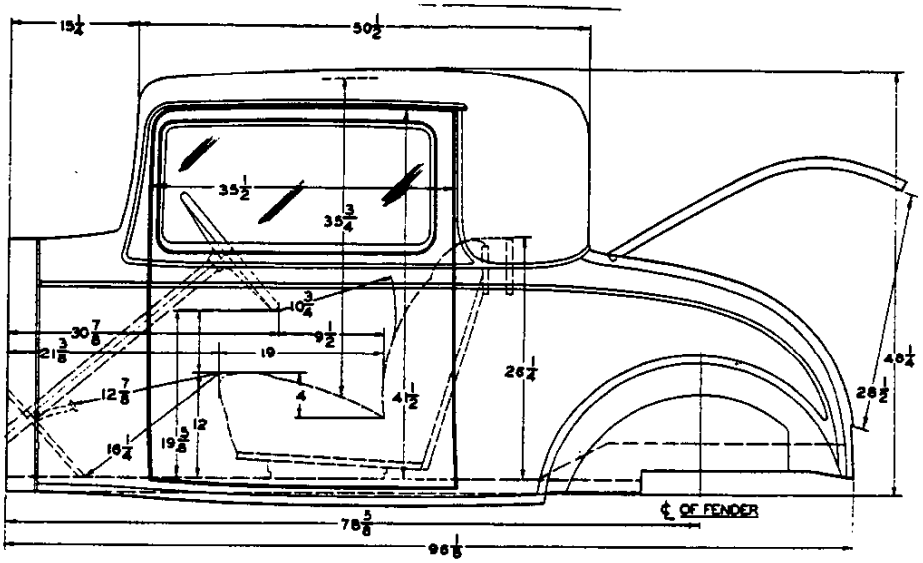
CHEVROLET MOTOR CO.

ENGINEERING DEPT.

SHEET NO. 25
DATE 3-25-32

Supersedes Sheet No. 25 Dated 3-1-32.

COUPE



NOTE: DIMENSIONS SHOWN WITH DRIVERS SEAT IN FORWARD POSITION. AMOUNT OF ADJUSTABLE SEAT TRAVEL—3 1/2 INCHES.

Body Frame Material: Hardwood
Body Sheet Metal Material: Sheet Steel #20 U.S. Ga. (.0375)
Seating Arrangement: 2 Front
Width of Seat: 39 Inches
Seat Trimming Material: Gray Mohair with pattern
Side Panel Trimming Material: Plain Gray Mohair
Type of Top: Hard
Top Material: Black Imitation Leather
Type of Windshield: Fisher "V-V"
Equipment: One Ash Receiver-Cowl Ventilator-Painted Hood Ventilator Doors-One Roller Curtain on back window-One side pocket on right hand door-One Spare Wheel-Adjustable Sun Visor-Adjustable Driver's Seat-Adjustable back window-Door Locks. (See Sheets #17 and #18 for additional data.)
Shipping Weight: 2600 Lbs. (Includes spare tire).
Curb Weight: 2690 Lbs.
Weight on Front Tires at Ground (Curb): 1320 Lbs.
Weight on Rear Tires at Ground (Curb): 1370 Lbs.
Max. Width of Car: 68-5/8
Height of Car (Designed): 69-7/16
Length of Car (Less Bumpers): 157-1/2 With Spare Tire
Length of Car (With Bumpers): 167-3/16 -(With Fender Guards): 165-11/16
Distance Centerline of Front Axle to Front of Car (Less Bumpers): 17-15/16
Distance Centerline of Front Axle to Front of Car (With Bumpers): 24-7/16
Location of Car Serial Number: Right Body Sill under Front Compartment Mat.
Wheelbase: 109

CHANGES Shipping Weight Revised.

S-1637

SPECIFICATIONS

1932

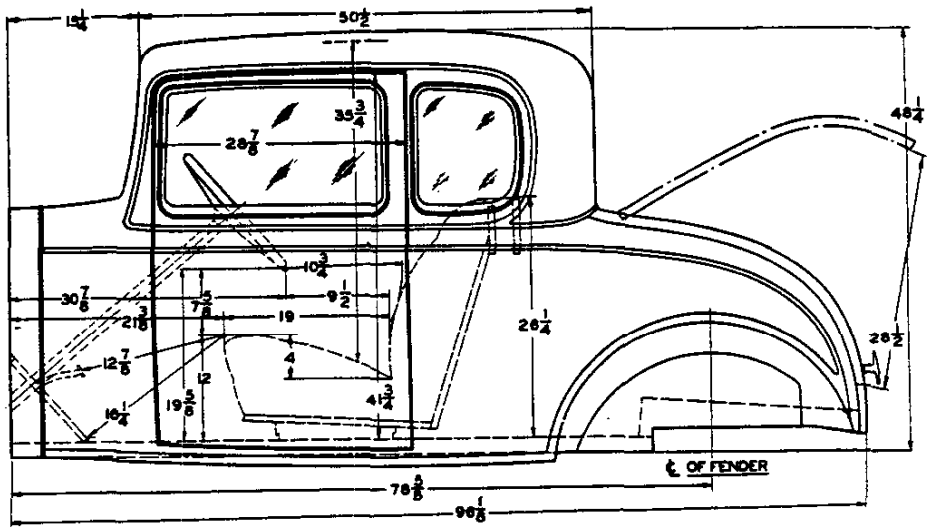
CHEVROLET MOTOR CO.

ENGINEERING DEPT.

SHEET NO. 26
DATE 4-20-32

Supersedes Sheet No. 26 Dated 3-25-32

COUPE 2



NOTE: DIMENSIONS SHOWN WITH DRIVERS SEAT IN FORWARD POSITION. AMOUNT OF ADJUSTABLE SEAT TRAVEL—3½ INCHES.

Body Frame Material: Hardwood
Body Sheet Metal Material: Sheet Steel #20 U.S. Ga. (.0375)
Seating Arrangement: 2 Front
Width of Seat: 39 Inches
Seat Trimming Material: Gray Mohair with pattern
Side Panel Trimming Material: Plain Gray Mohair
Type of Top: Hard
Top Material: Black Imitation Leather
Type of Windshield: Fisher "V-V"
Equipment: One Ash Receiver-Cowl Ventilator-Painted Hood Ventilator Doors-One Roller Curtain on back window-One side pocket on right hand door-One Spare Wheel-Adjustable Sun Visor-Adjustable Driver's Seat-Adjustable back window-Door Locks. (See Sheets #17 and #18 for additional data.)
Shipping Weight: 2600 Lbs. (Includes spare tire).
Curb Weight: 2690 Lbs.
Weight on Front Tires at Ground (Curb): 1320 Lbs.
Weight on Rear Tires at Ground (Curb): 1370 Lbs.
Max. Width of Car: 68-5/8
Height of Car (Designed): 69-7/16
Length of Car (Less Bumpers): 157-1/2 With Spare Tire
Length of Car (With Bumpers): 167-3/16 - (With Fender Guards): 165-11/16
Distance Centerline of Front Axle to Front of Car (Less Bumpers): 17-15/16
Distance Centerline of Front Axle to Front of Car (With Bumpers): 24-7/16
Location of Car Serial Number: Right Body Sill under Front Compartment Mat.
Wheelbase: 109

CHANGES Cowl Lamps Removed.

S-1697

SPECIFICATIONS

SHEET NO. 27
DATE 3-25-32

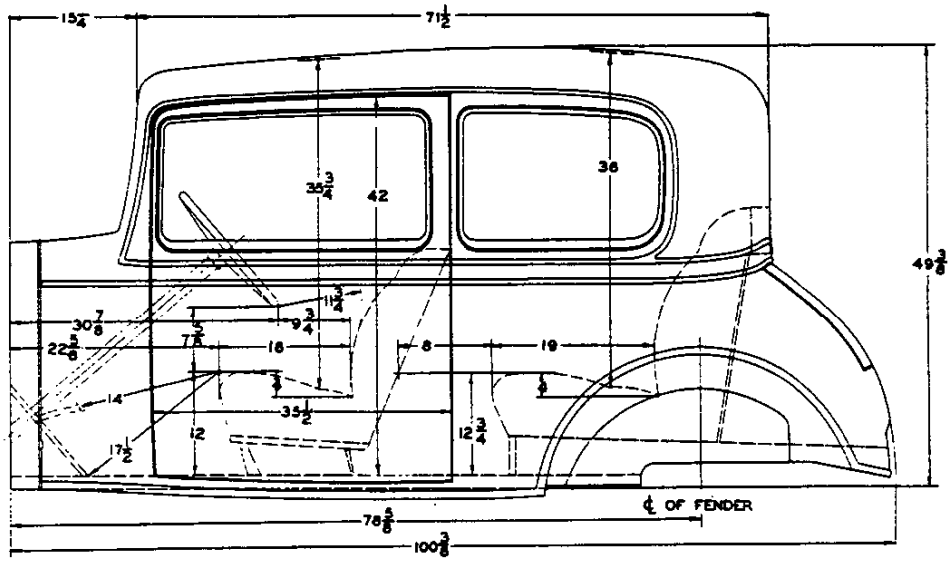
1932

CHEVROLET MOTOR CO.

ENGINEERING DEPT.

Supersedes Sheet No. 27 Dated 3-1-32.

COUPE 5



NOTE: DIMENSIONS SHOWN WITH DRIVERS SEAT IN FORWARD POSITION. AMOUNT OF ADJUSTABLE SEAT TRAVEL—3½ INCHES.

Body Frame Material: Hardwood
Body Sheet Metal Material: Sheet Steel #20 U.S. Ga. (.0375)
Seating Arrangement: 2 Front - 3 Rear
Width of each Front Seat: Passenger Seat-16 Inches - Driver's Seat-18 Inches
Width of Rear Seat: 45 Inches
Seat Trimming Material: Plain Tan Mohair - Plain Tan Whipcord (Optional)
Side Panel Trimming Material: Plain Tan Mohair - Plain Tan Whipcord (Optional)
Type of Top: Hard
Top Material: Black Imitation Leather
Type of Windshield: Fisher "V-V"
Equipment: Two Ash Receivers-One Vanity Case-Cowl Ventilator-Chrome Plate Hood Ventilator Doors-Three Roller Curtains in rear compartment-One side pocket on right hand door-One Spare Wheel-Adjuatable Driver's Seat-Two Arm Rests-One Assist Cord on right hand side-Cowl Lamps-Door Locks-- (See Sheets #17 and #18 for additional data.)
Shipping Weight: 2720 Lbs. (Includes spare tire).
Curb Weight: 2810 Lbs.
Weight on Front Tires at Ground (Curb): 1330 Lbs.
Weight on Rear Tires at Ground (Curb): 1480 Lbs.
Max. Width of Car: 68-5/8
Height of Car (Designed): 70-13/16
Length of Car (Less Bumpers): 157-1/2 With Spare Tire.
Length of Car (With Bumpers): 167-3/16 - (With Fender Guards): 165-11/16
Distance Centerline of Front Axle to Front of Car (Less Bumpers): 17-15/16
Distance Centerline of Front Axle to Front of Car (With Bumpers): 24-7/16
Location of Car Serial Number: Right Body Sill under Front Compartment Mat.
Wheelbase: 109

CHANGES Shipping Weight Revised.

S-1697

SPECIFICATIONS

1932

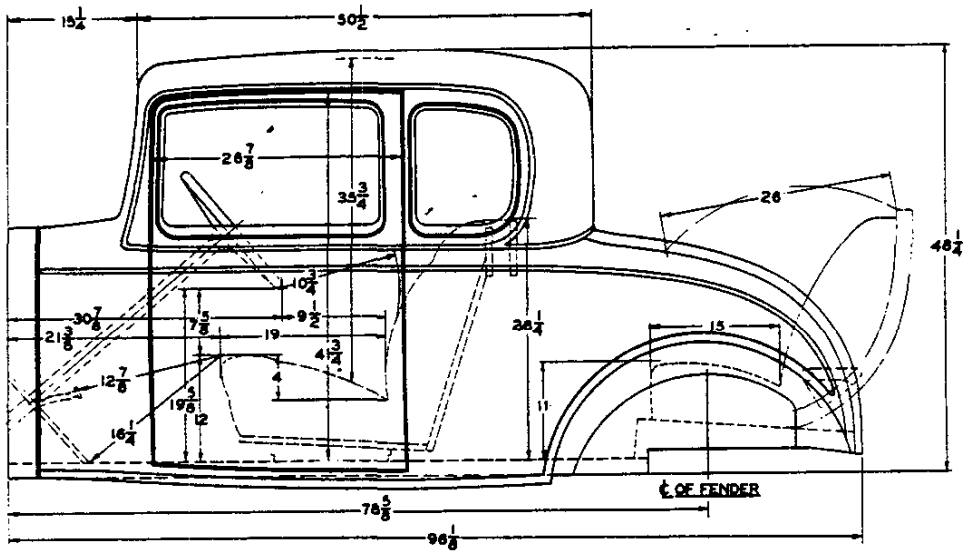
CHEVROLET MOTOR CO.

ENGINEERING DEPT.

SHEET NO. 28
DATE 3-25-32

Supersedes Sheet No. 28 Dated 3-1-32.

SPORT COUPE 2



NOTE: DIMENSIONS SHOWN WITH DRIVERS SEAT IN FORWARD POSITION. AMOUNT OF ADJUSTABLE SEAT TRAVEL—3½ INCHES.

Body Frame Material: Hardwood
Body Sheet Metal Material: Sheet Steel #20 U.S. Ga. (.0375)
Seating Arrangement: 2 Front - 2 Rear
Width of Front Seat: 39 Inches
Width of Rumble Seat: 42 Inches
Front Seat Trimming Material: Plain Tan Mohair - Plain Tan Whipcord (Optional)
Rumble Seat Trimming Material: Black Imitation Leather
Side Panel Trimming Material: Plain Tan Mohair - Plain Tan Whipcord (Optional)
Type of Top: Hard
Top Material: Black Imitation Leather
Type of Windshield: Fisher "V-y"
Equipment: One Ash Receiver-Cowl Ventilator-Chrome Plated Hood Ventilator Doors-One Roller Curtain in back window-One side pocket in right hand door-One Spare Wheel-Adjustable Sun Visor-Adjustable Driver's Seat-Adjustable back window-Rumble Seat-Cowl Lamps-Door Locks. (See Sheets #17 and #18 for additional data.)
Shipping Weight: 2665 Lbs. (Includes spare tire).
Curb Weight: 2755 Lbs.
Weight on Front Tires at Ground (Curb): 1325 Lbs.
Weight on Rear Tires at Ground (Curb): 1430 Lbs.
Max. Width of Car: 68-5/8
Height of Car (Designed): 70-1/2
Length of Car (Less Bumpers): 157-1/2 With Spare Tire
Length of Car (With Bumpers): 167-3/16 - (With Fender Guards): 165-11/16
Distance Centerline of Front Axle to Front of Car (Less Bumpers): 17-15/16
Distance Centerline of Front Axle to Front of Car (With Bumpers): 24-7/16
Location of Car Serial Number: Right Body Sill under Front Compartment Mat.
Wheelbase: 109

CHANGES Shipping Weight Revised.

S-1697

SPECIFICATIONS

1932

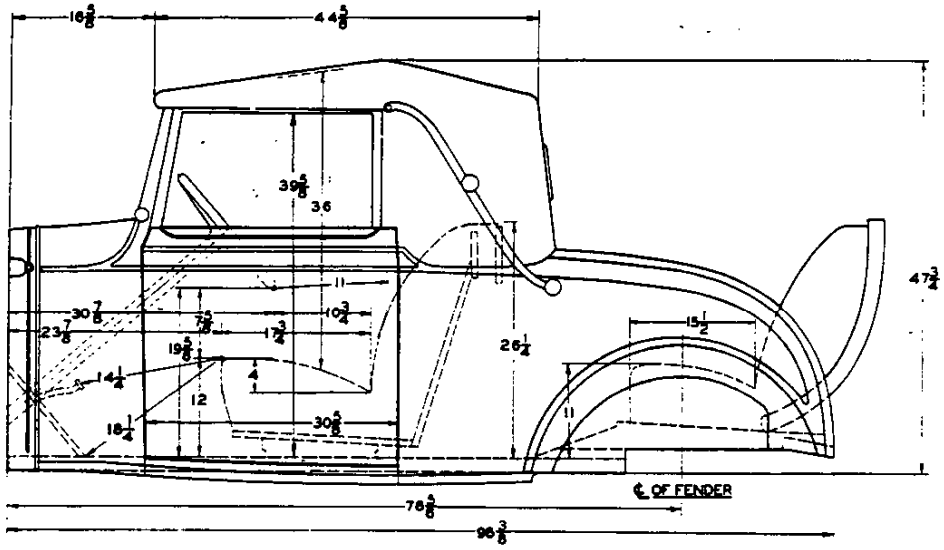
CHEVROLET MOTOR CO.

ENGINEERING DEPT.

SHEET NO. 29
DATE 3-25-32

Supersedes Sheet No. 29 Dated 3-1-32

CABRIOLET



NOTE: DIMENSIONS SHOWN WITH DRIVERS SEAT IN FORWARD POSITION. AMOUNT OF ADJUSTABLE SEAT TRAVEL—3½ INCHES.

Body Frame Material: Hardwood
Body Sheet Metal Material: Sheet Steel #20 U.S. Ga. (.0375)
Seating Arrangement: 2 Front - 2 Rear
Width of Front Seat: 39 Inches
Width of Rumble Seat: 42-1/2 Inches
Front Seat Trimming Material: Genuine Leather (Tan Spanish Grain)
Rumble Seat Trimming Material: Imitation Leather (Tan Spanish Grain)
Side Panel Trimming Material: Imitation Leather (Tan Spanish Grain)
Type of Top: Folding with permanent side windows
Top Material: Tan Teal with Whipcord Back
Type of Windshield: Folding
Equipment: One Ash Receiver-Cowl Ventilator-Chrome Plated Hood Ventilator Doors-Convertible top-One side pocket on right hand door-One Spare Wheel-Top Boot available at extra cost-Adjustable Driver's Seat-Rumble Seat-Cowl Lamps-Door Locks- (See Sheets #17 and #18 for additional data.)
Shipping Weight: 2610 Lbs. (Includes Spare Tire).
Curb Weight: 2700 Lbs.
Weight on Front Tires at Ground (Curb): 1300 Lbs.
Weight on Rear Tires at Ground (Curb): 1400 Lbs.
Max. Width of Car: 68-5/8
Height of Car (Designed): 70-1/8
Length of Car (Less Bumpers): 157-1/2 With Spare Tire
Length of Car (With Bumpers): 167-3/16 - (With Fender Guards): 165-11/16
Distance Centerline of Front Axle to Front of Car (Less Bumpers): 17-15/16
Distance Centerline of Front Axle to Front of Car (With Bumpers): 24-7/16
Location of Car Serial Number: Right Body Sill under Front Compartment Mat.
Wheelbase: 109

CHANGES

Shipping Weight Revised.

S-1657

SPECIFICATIONS

1932

CHEVROLET MOTOR CO.

ENGINEERING DEPT.

SHEET NO. 30
DATE 3-25-32

Supersedes Sheet No. 30 Dated 3-1-32.

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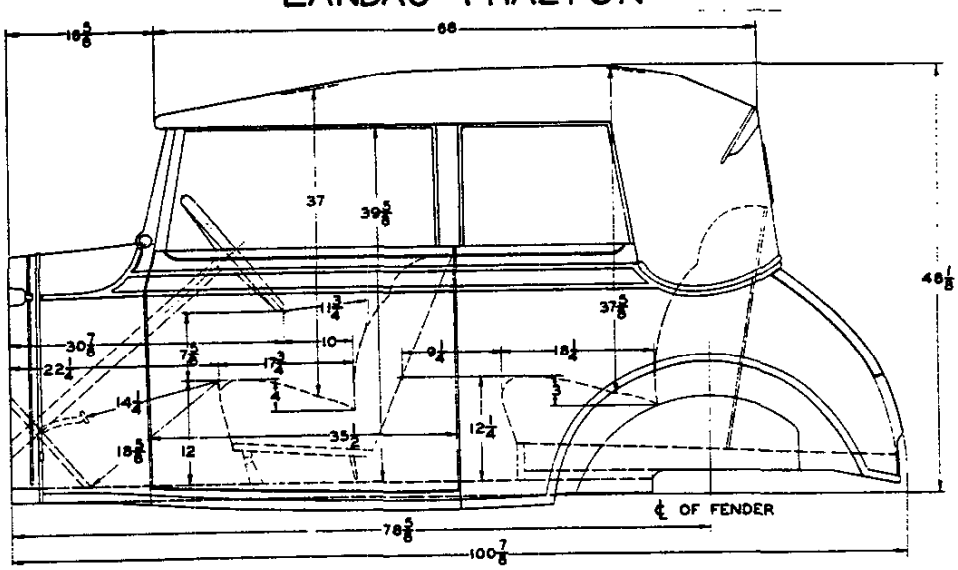


NOTE: DIMENSIONS SHOWN WITH DRIVERS SEAT IN FORWARD POSITION. AMOUNT OF ADJUSTABLE SEAT TRAVEL—3½ INCHES.

Body Frame Material: Hardwood
Body Sheet Metal Material: Sheet Steel #20 U.S. Ga. (.0375)
Seating Arrangement: 2 Front - 3 Rear
Width of each Front Seat: Passenger Seat-16 Inches - Driver's Seat-18 Inches
Width of Rear Seat: 44 Inches
Seat Trimming Material: Genuine Leather (Tan Spanish Grain)
Side Panel Trimming Material: Tan Spanish Grain Imitation Leather
Type of Top: Folding with permanent side windows
Top Material: Tan Teal with Whipcord Back
Type of Windshield: Folding
Equipment: One Ash Receiver-One Vanity Case-Cowl Ventilator-Chrome Plated Hood Ventilator Doors-Convertible Top-Top Boot-One Side Pocket in right hand door-Adjustable Driver's Seat-Two Arm Rests-One Spare Wheel-Cowl Lamps-Door Locks. (See Sheets #17 and #18 for additional data.)
Shipping Weight: 2720 Lbs. (Includes spare tire)
Curb Weight: 2810 Lbs.
Weight on Front Tires at Ground (Curb): 1330 Lbs.
Weight on Rear Tires at Ground (Curb): 1480 Lbs.
Max. Width of Car: 68-5/8
Height of Car (Designed): 69-5/8
Length of Car (Less Bumpers): 157-1/2 With Spare Tire
Length of Car (With Bumpers): 167-3/16 - (With Fender Guards): 165-11/16
Distance Centerline of Front Axle to Front of Car (Less Bumpers): 17-15/16
Distance Centerline of Front Axle to Front of Car (With Bumpers): 24-7/16
Location of Car Serial Number: Right Body Sill under Front Compartment Mat.
Wheelbase: 109

CHANGES

Shipping Weight Revised.

1932

Duco Color Specifications

Confederate Model—1932

CABRIOLET COLOR COMBINATIONS 101, 102.

Color Combination No. 89

Hood	Black	Duco 2443312
Hood Moulding	Black	Duco 2443312
Hood Moulding Outer Stripe	Ocean Green	Duco 2897676
Hood Moulding Inner Stripe	Gold Bronze	
Wire Wheels*	Ocean Green	Dulux 227
Wire Wheels*	Black	Dulux 220
Body Panels	Black	Duco 2443312
Body Mouldings	Black	Duco 2443312
Upper Body Moulding Stripe	Ocean Green	Duco 2897676
Lower Body Moulding Outer Stripe	Ocean Green	Duco 2897676
Lower Body Moulding Inner Stripe	Gold Bronze	
Instrument Panel	Black	Duco 2443312
Instrument Panel Depression	Black	Duco 2443312

Color Combination No. 90

Hood	Crown Maroon	Duco 2446967
Hood Moulding	Crown Maroon	Duco 2446967
Hood Moulding Outer Stripe	Gold Bronze	
Hood Moulding Inner Stripe	St. Germain Red	Duco 2899902
Wire Wheels*	St. Germain Red	Dulux 229
Wire Wheels*	Black	Dulux 220
Body Panels—Upper	Black	Duco 2443312
Body Panels—Lower	Crown Maroon	Duco 2446967
Upper Body Moulding Stripe	Gold Bronze	
Lower Body Moulding Outer Stripe	Gold Bronze	
Lower Body Moulding Inner Stripe	St. Germain Red	Duco 2899902
Instrument Panel	Black	Duco 2443312
Instrument Panel Depression	Crown Maroon	Duco 2446967
Window Offsets	Crown Maroon	Duco 2446967

Color Combination No. 91

Hood	Standish Green	Duco 2465451
Hood Moulding	Standish Green	Duco 2465451
Hood Moulding Outer Stripe	Ocean Green	Duco 2897676
Hood Moulding Inner Stripe	Gold Bronze	
Wire Wheels	Black	Dulux 220
Body Panels—Upper	Black	Duco 2443312
Body Panels—Lower	Standish Green	Duco 2465451
Upper Body Moulding Stripe	Ocean Green	Duco 2897676
Lower Body Moulding Outer Stripe	Ocean Green	Duco [illegible]
Lower Body Moulding Inner Stripe	Gold Bronze	
Instrument Panel	Black	[illegible]
Instrument Panel Depression	Standish Green	Duco [illegible]
Window Offsets	Standish Green	Duco [illegible]

Color Combination No. 92

Hood	Serge Blue	Duco 2466868
Hood Moulding	Serge Blue	Duco 2466868
Hood Moulding Outer Stripe	Cream Medium	Duco 2896596
Hood Moulding Inner Stripe	St. Germain Red	Duco 2899902
Wire Wheels*	Cream Medium	Dulux 202
Wire Wheels*	St. Germain Red	Dulux 229
Body Panels—Upper	Black	Duco 2443312
Body Panels—Lower	Serge Blue	Duco 2466868
Upper Body Moulding Stripe	Cream Medium	Duco 2896596
Lower Body Moulding Outer Stripe	Cream Medium	Duco 2896596
Lower Body Moulding Inner Stripe	St. Germain Red	Duco 2899902
Instrument Panel	Black	Duco 2443312
Instrument Panel Depression	Serge Blue	Duco 2466868
Window Offsets	Serge Blue	Duco 2466868

Color Combination No. 93

Hood	Cairo Green	Duco 2465479
Hood Moulding	Cairo Green	Duco 2465479
Hood Moulding Outer Stripe	Gold Bronze	
Hood Moulding Inner Stripe	Karnak Green	Duco 2891416
Wire Wheels*	Black	Dulux 220
Wire Wheels*	Karnak Green	Dulux 203
Body Panels—Upper	Cairo Green	Duco 2465479
Body Panels—Lower	Cairo Green	Duco 2465479
Upper Body Moulding Stripe	Gold Bronze	
Lower Body Moulding Outer Stripe	Gold Bronze	
Lower Body Moulding Inner Stripe	Karnak Green	Duco 2891416
Instrument Panel	Black	Duco 2443312
Instrument Panel Depression	Cairo Green	Duco 2465479
Window Offsets	Nile Green	Duco 2466209

Color Combination No. 94

Hood	Dove Grey	Duco 2467102
Hood Moulding	Dove Grey	Duco 2467102
Hood Moulding Outer Stripe	Tokio Ivory	Duco 2895757
Hood Moulding Inner Stripe	Emerald Green	Duco 2893133
Wire Wheels	Black	Dulux 220
Body Panels—Upper	Ravenswood Brown	Duco 2465782
Body Panels—Lower	Dove Grey	Duco 2467102
Upper Body Moulding Stripe	Tokio Ivory	Duco 2895757
Lower Body Moulding Outer Stripe	Tokio Ivory	Duco 2895757
Lower Body Moulding Inner Stripe	Emerald Green	Duco 2893133
Instrumental Panel	Black	Duco 2443312
Instrument Panel Depression	Dove Grey	Duco 2467102
Window Offsets	Dove Grey	Duco 2467102

Color Combination No. 95

Hood	Bangor Beige	Duco 2466012
Hood Moulding	Haverhill Brown	Duco 2465976
Hood Moulding Stripe	Cream Medium	Duco 2896596
Wire Wheels	Cream Medium	Dulux 202
Body Panels—Upper	Haverhill Brown	Duco 2465976
Body Panels—Lower	Bangor Beige	Duco 2466012
Body Mouldings—	Haverhill Brown	Duco 2465976
Body Moulding Stripe	Cream Medium	Duco 2896596
Deck Panels	Haverhill Brown	Duco 2465976
Door Belt Insert	Medium Capucine Brown	Duco 2466285
Instrument Panel	Black	Duco 2443312
Instrument Panel Depression	Bangor Beige	Duco 2466012

Color Combination No. 96

Hood	Inverness Green	Duco 2465917
Hood Moulding	Inverness Green Dark	Duco 2469993
Hood [illegible] Stripe	Cream Medium	Duco 2896596
Wire [illegible]	Cream Medium	Dulux 202
Deck [illegible]	[illegible] Green	Duco 2469993
[illegible]	Inverness Green Dark	Duco 2469993
[illegible]	Inverness Green	Duco 2465917
[illegible]	Cream Medium	Duco 2466596
[illegible]	Inverness Green Dark	Duco 2469993
Body Moulding Stripe	Cream Medium	Duco 2896596
Instrument Panel	Black	Duco 2443312
Instrument Panel Depression	Inverness Green	Duco 2465917

Color Combination No. 97

Hood	Fawn Grey	Duco 2466082
Hood Moulding	Mountain Brown Dark	Duco 2466787
Hood Moulding Stripe	Nassau Orange	Duco 2891399
Wire Wheels	Nassau Orange	Dulux 226
Body Panels	Fawn Grey	Duco 2466082
Body Mouldings	Mountain Brown Dark	Duco 2466787
Body Moulding Stripe	Nassau Orange	Duco 2891399
Instrument Panel	Mountain Brown Dark	Duco 2466787
Instrument Panel Depression	Fawn Grey	Duco 2466082
Robe Rail Rod	Cola Brown	Dulux 220
Top Bows	Black	Duco 2443312
Top Bow Slat Irons	Fawn Grey	Duco 2466082
Cushion Retainer	Cola Brown	Dulux 230

Color Combination No. 98

Hood	Primrose Yellow	Duco 2466509
Hood Moulding	Primrose Yellow	Duco 2466509
Hood Moulding Outer Stripe	Black	Duco 2072043
Hood Moulding Inner Stripe	Black	Duco 2072043
Wire Wheels*	Black	Dulux 220
Wire Wheels*	Primrose Yellow	Dulux 228
Body Panels	Primrose Yellow	Duco 2466509
Body Mouldings	Primrose Yellow	Duco 2466509
Body Moulding Stripe	Black	Duco 2072043
Instrument Panel	Black	Duco 2443312
Instrument Panel Depression	Primrose Yellow	Duco 2466509
Top Bow Slat Irons	Cola Brown	Duco 24650063
Top Bows	Black	Duco 2443312
Cushion Retainers	Cola Brown	Dulux 230

Color Combination No. 99

Hood	Manganese Blue	Duco 2465827
Hood Moulding Outer Stripe	Cream Medium	Duco 2896596
Hood Moulding Inner Stripe	Lorraine Blue	Duco 2894067
Wire Wheels	Cream Medium	Dulux 202
Body Panels—Upper	Black	Duco 2443312
Body Panels—Lower	Manganese Blue	Duco 2465827
Upper Body Moulding Stripe	Cream Medium	Duco 2896596
Lower Body Moulding Outer Stripe	Cream Medium	Duco 2896596
Lower Body Moulding Inner Stripe	Lorraine Blue	Duco 2894067
Instrument Panel	Black	Duco 2443312
Instrument Panel Depression	Manganese Blue	Duco 2465827
Window Offsets	Manganese Blue	Duco 2465827

Color Combination No. 101

Hood	Serge Blue	Duco 2466868
Hood Moulding	Serge Blue	Duco 2466868
Hood Moulding Stripe	Cream Medium	Duco 2896596
Wire Wheels*	Black	Dulux 220
Wire Wheels*	Cream Medium	Dulux 202
Body Panels	Serge Blue	Duco 2466868
Body Mouldings	Serge Blue	Duco 2466868
Body Moulding Stripe	Cream Medium	Duco 2896596
Instrument Panel	Black	Duco 2443312
Instrument Panel Depression	Serge Blue	Duco 2466868
Top Bows	Black	Duco 2443312
Top Bow Slat Irons	Cola Brown	Duco 24650063
Cushion Retainer	Cola Brown	Dulux 230

Color Combination No. 102

Hood	Black	Duco 2443312
Hood Moulding	Black	Duco 2443312
Hood Moulding Outer Stripe	Aurora Red	Duco 2895036
Hood Moulding Inner Stripe	Aurora Red	Duco 2895036
Wire Wheels*	Aurora Red	Dulux 204
Wire Wheels*	Black	Dulux 220
Body Panels	Black	Duco 2443312
Body Mouldings	Black	Duco 2443312
Body Moulding Stripe	Aurora Red	Duco 2895036
Instrument Panel	Black	Duco 2443312
Instrument Panel Depression	Black	Duco 2443312
Top Bow Slat Irons	Cola Brown	Duco 24650063
Top Bows	Black	Duco 2443312
Cushion Retainers	Cola Brown	Dulux 230

Color Combination No. 103

Hood	Blue Bell Blue	Duco 2461332
Hood Moulding	Black	Duco 2443312
Hood Moulding Stripe	Cream Medium	Duco 2896596
Wire Wheels	Black	Dulux 220
Body Panels	Blue Bell Blue	Duco 2461332
Sill Moulding	Black	Duco 2072043
Body Belt and Cowl Moulding	Black	Duco 2072043
Body Moulding Stripe	Cream Medium	Duco 2896596
Instrument Panel	Blue Bell Blue	Duco 2461332
Windshield Frame	Blue Bell Blue	Duco 2461332

Color Combination No. 104

Hood	Blue Bell Blue	Duco 2461332
Hood Moulding	Black	Duco 2443312
Hood Moulding Stripe	Cream Medium	Duco 2896596
Wire Wheels	Black	Dulux 220
Disc or Dual Wheels	Black	Duco 2443312
Body Panels	Blue Bell Blue	Duco 2461332
Cowl and Body Moulding	Black	Duco 2443312
Cowl and Body Moulding Stripe	Cream Medium	Duco 2896596
Instrument Panel	Black	Duco 2443312
Windshield Frame	Black	Duco 2443312

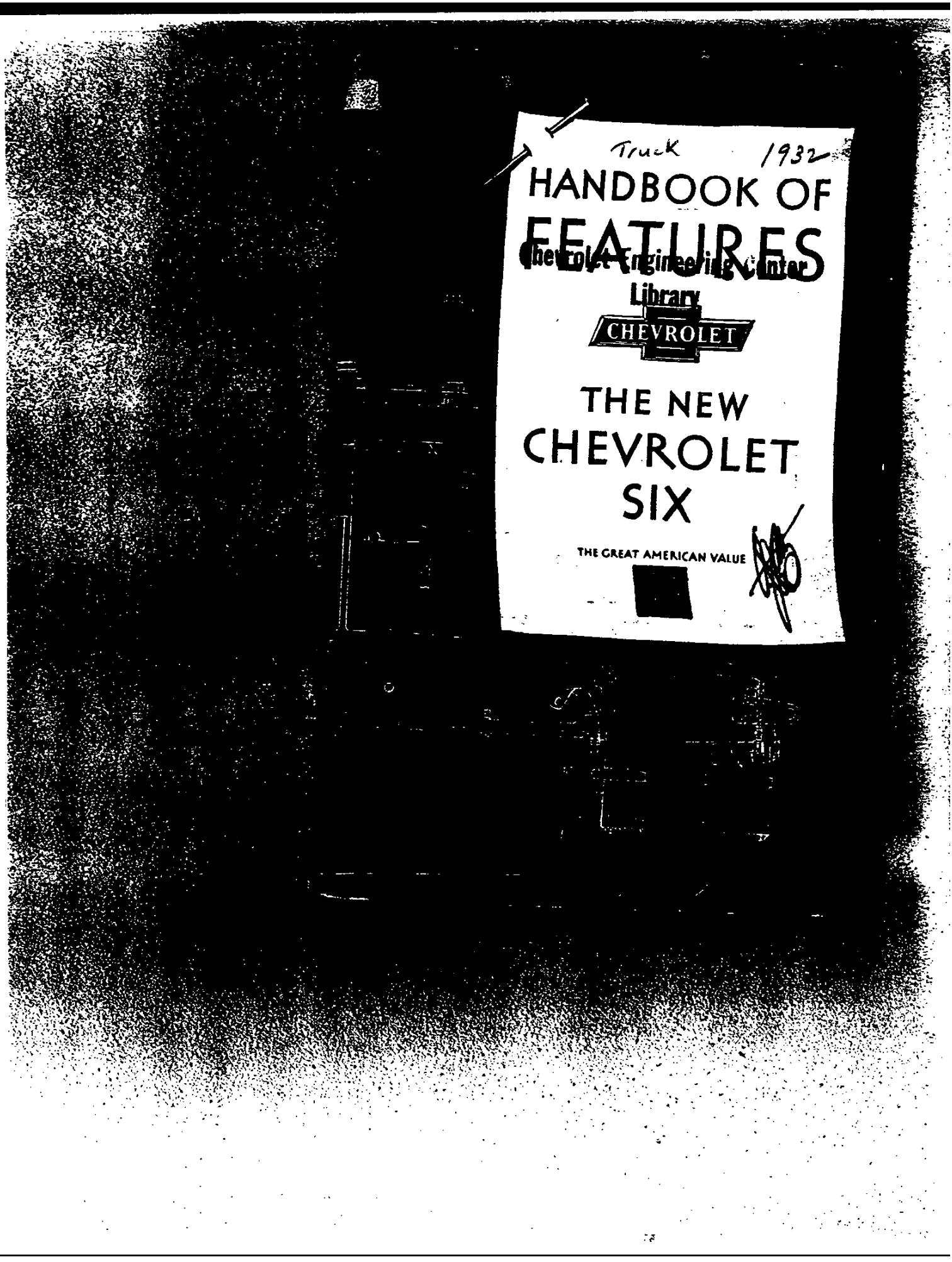
Color Combination No. 105

Hood	Black	Duco 2443312
Hood Moulding Stripe	Cream Medium	Duco 2896596
Wire Wheels*	Cream Medium	Dulux 202
Wire Wheels*	Black	Dulux 220
Body Panels—Upper	Black	Duco 2443312
Body Panels—Lower	Black	Duco 2443312
Body Moulding Stripe	Cream Medium	Duco 2896596
Instrument Panel	Black	Duco 2443312
Window Offsets	Black	Duco 2443312

Color Combination No. 106

Hood	Black	Duco 2443312
Hood Moulding Stripe	Aurora Red	Duco 2895036
Wire Wheels*	Aurora Red	Dulux 204
Wire Wheels*	Black	Dulux 220
Body Panels	Black	Duco 2443312
Door Belt Insert	Aurora Red	Duco 2465036
Body Moulding Stripe	Aurora Red	Duco 2895036
Instrument Panel	Black	Duco 2443312

*Optional Colors.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SIX
THE GREAT AMERICAN VALUE

INDEX

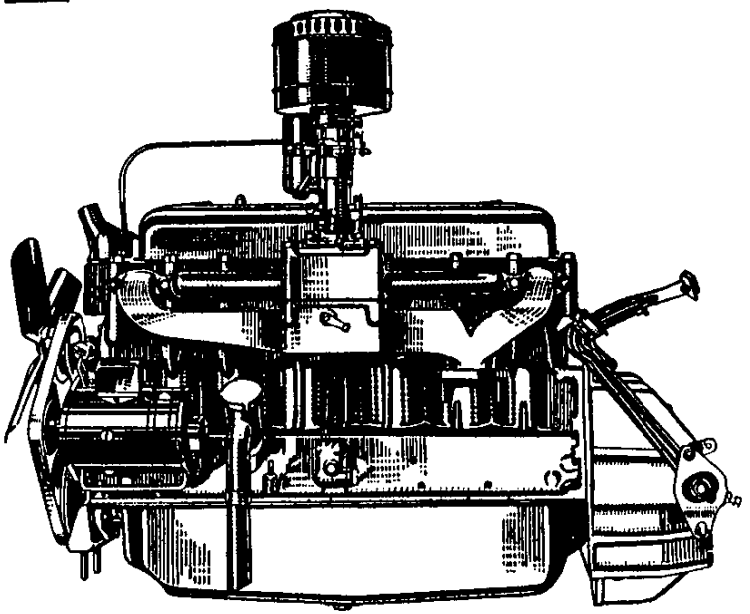
IMPORTANT APPEARANCE IMPROVEMENTS

The Fisher Body Corporation has contributed many important improvements both in the appearance and construction of all closed bodies. The appearance of these bodies has been greatly improved by the new sloping windshield design. It makes possible an increase in the size of the windshield which gives greater visibility from the driver's seat.

Notice, too, the new radiator design—new headlamp tie-bar construction—new headlamps—new trumpet-type horn—new fenders—new hood ports—cowl lamps—and new cowl ventilator. New smaller wire wheels with larger balloon tires are also important features in giving this new car a low, graceful appearance.

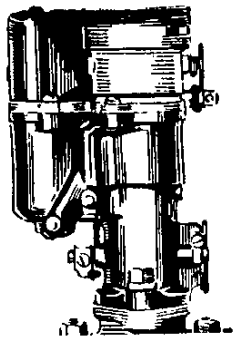
ENGINE FEATURES

1 THE MOTOR



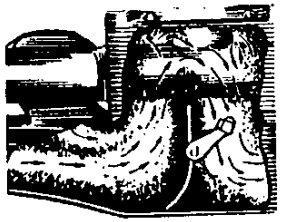
The improved Chevrolet six-cylinder engine develops 60 horsepower at 3,000 revolutions per minute—20% more than the engine in the previous model. By actual stop watch tests speeds of 65 to 70 miles per hour are developed. The engine develops more power at every car speed and this is the reason that much faster acceleration is obtained. From a standing start this new Chevrolet car will accelerate to 35 miles per hour in only 6.7 seconds, to 45 miles per hour in 12.7 seconds and to 60 miles per hour in 25.6 seconds. This means that the new Chevrolet will match in performance cars far above Chevrolet's price. This unusual acceleration is a very desirable feature because it gives the driver complete control of any traffic situation.

2 DOWN-DRAFT CARBURETION



The new carburetor is of a down-draft type. With this type of carburetor the fuel mixture is drawn downward into the manifold instead of being drawn up by suction. This makes it easier to get the fuel mixture into the engine for starting purposes, and at the same time makes it possible to increase the size of the carburetor to obtain greater power from the engine. The new carburetor is equipped with an accelerating pump, the same design as used on the previous model. The use of the accelerating pump gives more power when you need it for fast acceleration, yet—it makes possible a high degree of economy for ordinary driving.

3 HEAT CONTROL

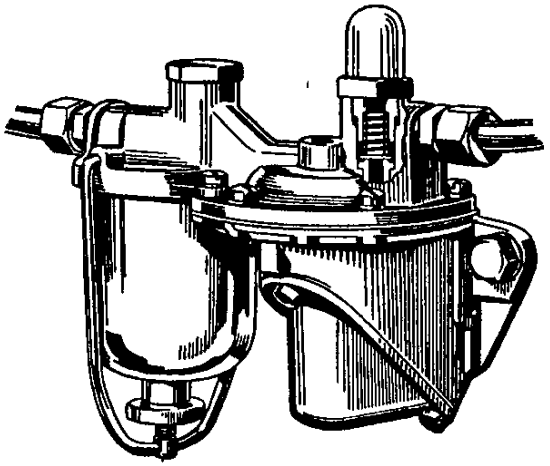


The new exhaust manifold has been equipped with a heat control valve operated from the dash. This makes it possible to throw the hot exhaust gas against the intake manifold to warm the engine up more quickly in cold weather and also makes it possible to shut the heat off to develop greater horsepower in hot weather.

4 AIR CLEANER AND INTAKE SILENCER

An air intake silencer has been provided above the carburetor to eliminate the whistling noise and "intake roar" of air entering the carburetor and manifold. This intake silencer is combined with the air cleaner and flame arrester, which operates on the same principle as the air cleaner and flame arrester used on the previous model.

5 AIR DOME ON FUEL PUMP

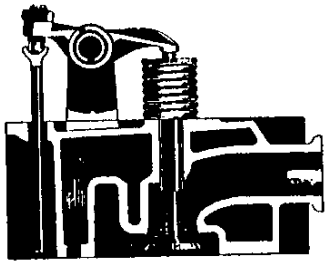


An air chamber has been added to the fuel pump and insures constant fuel feed under all conditions. It is especially effective at high speeds and low temperatures.

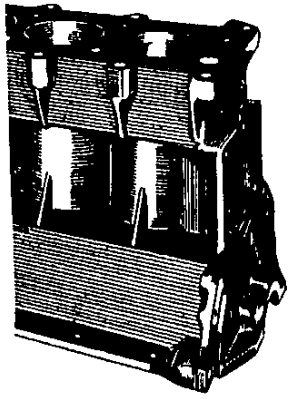
The gasoline pump is driven by an eccentric on the camshaft. The gasoline filter insures clean fuel at all times.

6 INCREASED VALVE OPENING

Another improvement that contributes to the increased power of the engine is the increase in the valve opening. This makes it possible to get a larger charge of fuel into the engine and permits the exhaust gases to escape more easily.

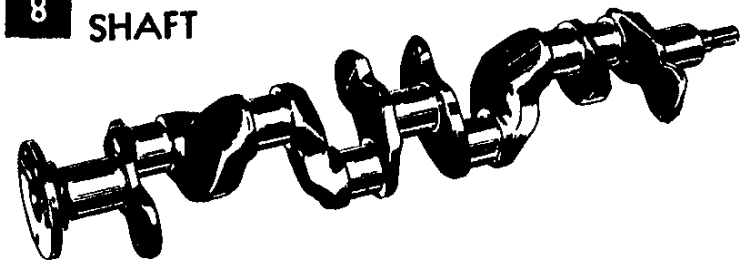


7 MORE RIGID CRANKCASE



The crankcase has been made still more rigid by the addition of ribs at points where the greatest strength is needed. The crankcase roof is made thicker thereby strengthening the entire crankcase.

8 COUNTERBALANCED CRANK-SHAFT



The new crankshaft is counterbalanced by counter-weights on the crankshaft. It is forged entirely in one piece and weighs 53 pounds. This improved crankshaft is one of the most important features in obtaining smoother engine operation—particularly at high speeds.

9 IMPROVED BEARINGS

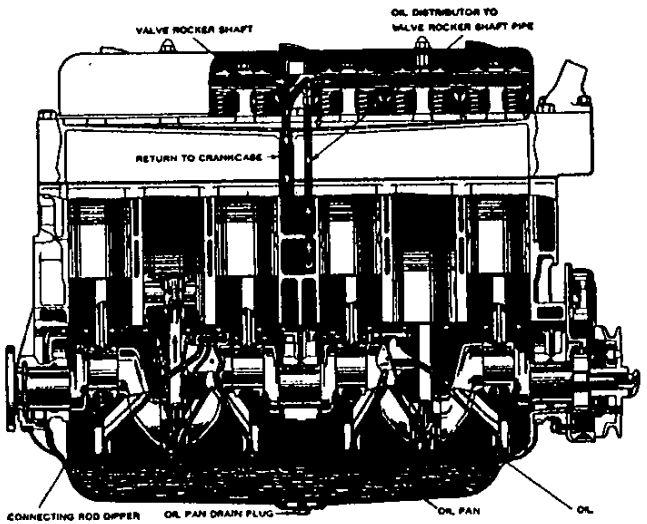
The crankshaft bearings are larger in diameter. They are of the steel backed type, but new in design so that they are self-conforming to the crankshaft. The connecting rod bearings are now cast with centrifugal pressure. This makes the bearing metal adhere to the rod better and also makes a much finer bearing surface.

10 IMPROVED HARMONIC BALANCER

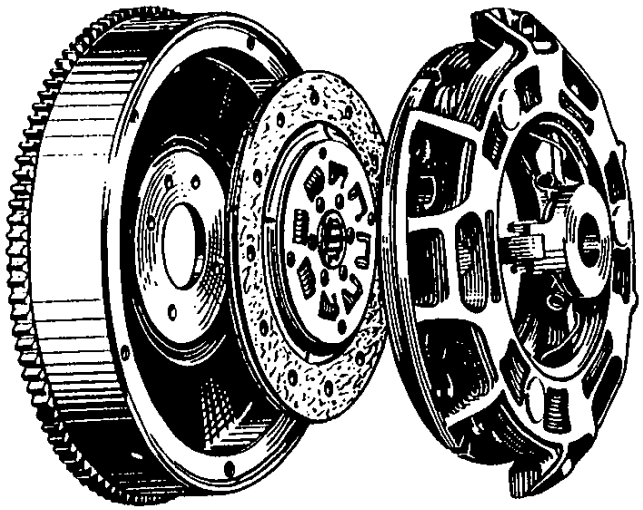
The harmonic balancer has been improved and made still more effective. It has been increased in weight and makes the naturally smooth six-cylinder engine even smoother.

11 IMPROVED LUBRICATION

To accommodate the additional power developed by the engine, Chevrolet has made several important changes in its lubrication system. All crankshaft main and camshaft bearings are now lubricated under pressure. The valve operating parts are automatically lubricated, the oil being pumped into hollow rocker arm shafts and fed out in the proper quantity to lubricate the valve stems and upper ends of the push rods.

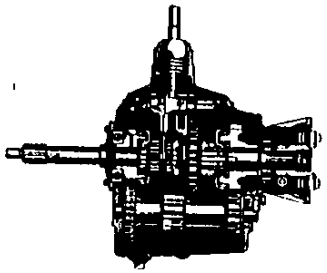


16 CLUTCH

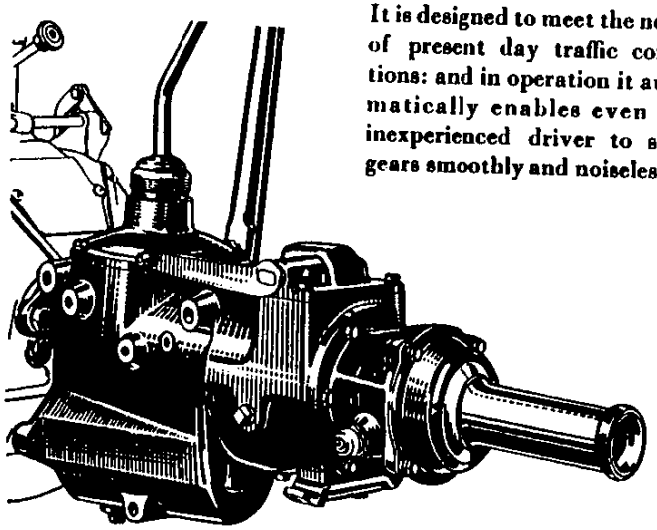


The clutch disc is cushion mounted at the hub with eight springs. This feature has the same effect on the transmission and propeller shaft as the harmonic balancer has on the engine. The clutch throw-out bearing is provided with an oil cup for lubrication—necessary only at very rare intervals. The clutch pressure plate is provided with three throw-out levers instead of four. This insures the full surface of the pressure plate coming into contact as the clutch is "let in." The clutch operates with a very light pedal pressure—is self-adjusting and is designed to handle all of the increased power of the engine.

17 TRANSMISSION

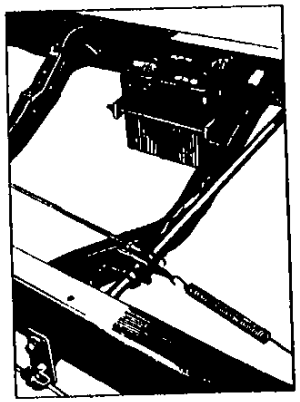


The new Chevrolet is equipped with the Syncro-Mesh transmission. This device is designed to eliminate gear clashing. It also makes it possible to shift from high to second gear quietly and safely on steep grades when it is desirable to use the motor as a brake. In order to make a quiet shift, the engaged as well as the engaging gear must be traveling at the same speed when the shift is made. The Syncro-Mesh mechanism is designed to accomplish this. For example: As you shift from low speed into second a brake is applied to the second gear which brings it to the same speed as the gear with which it is to mesh. This makes possible a quick, safe and silent shift.



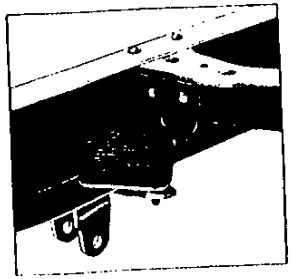
It is designed to meet the needs of present day traffic conditions: and in operation it automatically enables even the inexperienced driver to shift gears smoothly and noiselessly.

3 THIRD CROSS MEMBER



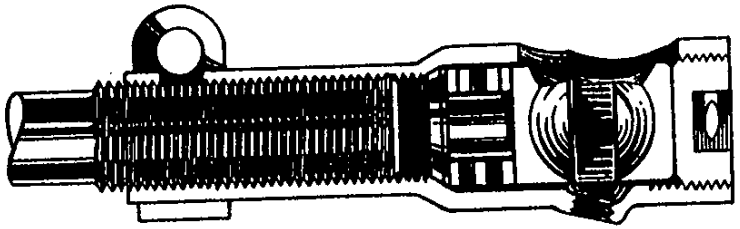
The third cross member is located at the rear of the free wheeling unit on the transmission. It is the new cross member that has been added this year. The free wheeling unit is secured to this cross member which acts as a steady rest to the power plant mounting. This additional cross member also makes the frame more rigid at the front of the body and eliminates body movement at this point. This gives the entire chassis greater strength. The battery hanger is mounted to the third cross member and the side member and provides a more rigid battery support and protection for the battery.

4 IMPROVED 3RD CROSS MEMBER BRACKETS



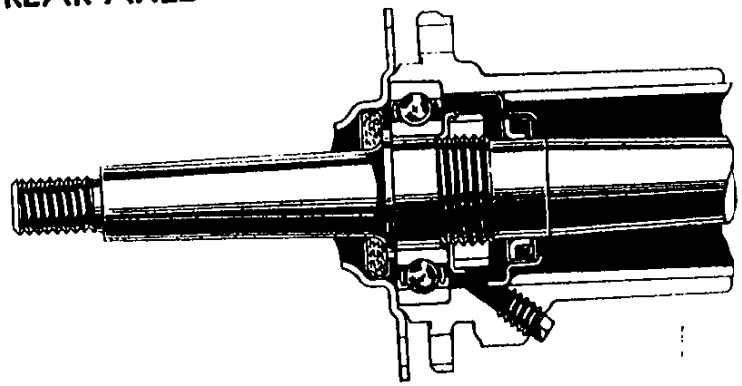
Cross member brackets are more rigid. At their points of attachment to the side rails they are wider and include a stiffer flange at the front side. The brackets are designed to give wider spread at their points of attachment to the side rails, providing greater rigidity.

FRONT AXLE

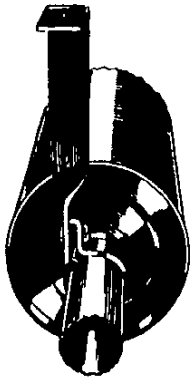


The front axle steering tie rod is improved by a change in the design of the spring. The new spring exerts greater pressure, providing more positive action.

REAR AXLE



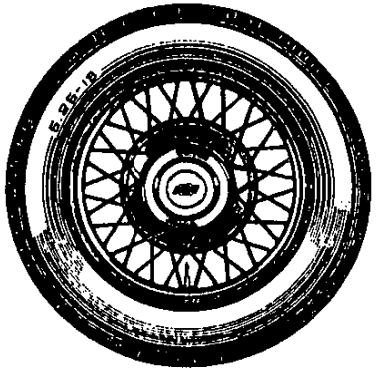
The rear axle has been strengthened to handle the additional horsepower developed by the engine. The propeller shaft is shorter and stronger. The two rear axle shafts have been increased in size and strength, and larger wheel bearings are used. An improved leather oil seal prevents leakage of oil from the rear wheel bearings. The larger rear wheel bearings now have 14 ball bearings instead of 11.



IMPROVED MUFFLER DESIGN

The exhaust system has been improved by the adoption of a more secure tail pipe mounting and a longer shoulder on the rear muffler head. This new type of construction makes the muffler mounting more rigid and prevents gas leakage.

WHEELS AND TIRES

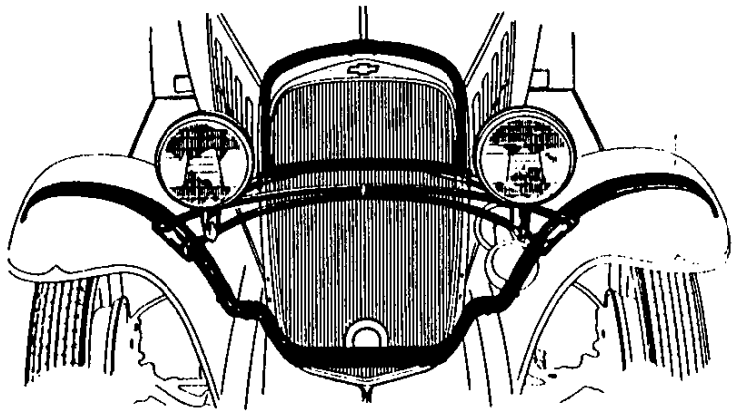


On the new models the tires are larger and the wheels are smaller in diameter. This insures greater riding comfort, longer tire life, and gives a much lower appearance to the car. The same general design of riveted spoke wire wheels is retained but, because of their smaller diameter, the wheels are even stronger than heretofore. The diameter of the wheels has been reduced from 19 inches to 18 inches, and the section of the tires increased from 4¾ inches to 5¼ inches. These changes in wheels and tires add materially to the low and graceful appearance of the car.

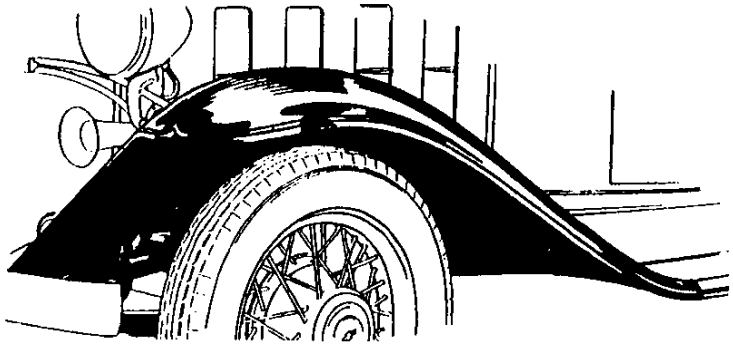
SHEET METAL

1 STABILIZED FRONT FENDER CONSTRUCTION

This year Chevrolet offers a feature that is as yet not available on any other car. It is what we call the stabilized front fender construction. Both front fenders, headlamps and the radiator are mounted on a steel support which is secured to the frame front cross member at only one point—in the center. At this point it is insulated from the frame by a block of live rubber. This design eliminates the movement and weaving of fenders and hood when traveling over rough roads. As a result the sheet metal will require tightening only at long intervals and sheet metal noises are eliminated.

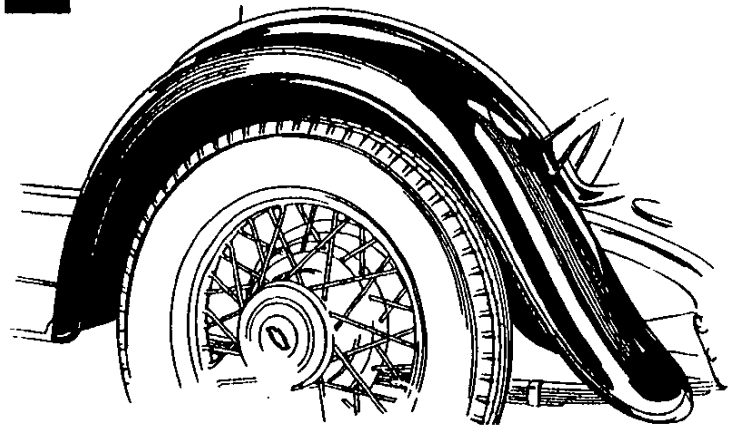


2 FRONT FENDERS



The front fenders are entirely new in design. They have deeper crowns and skirts with a wider bead at their edges. On each fender at the front of the crown the bead blends into a graceful point which adds materially to the appearance of the car.

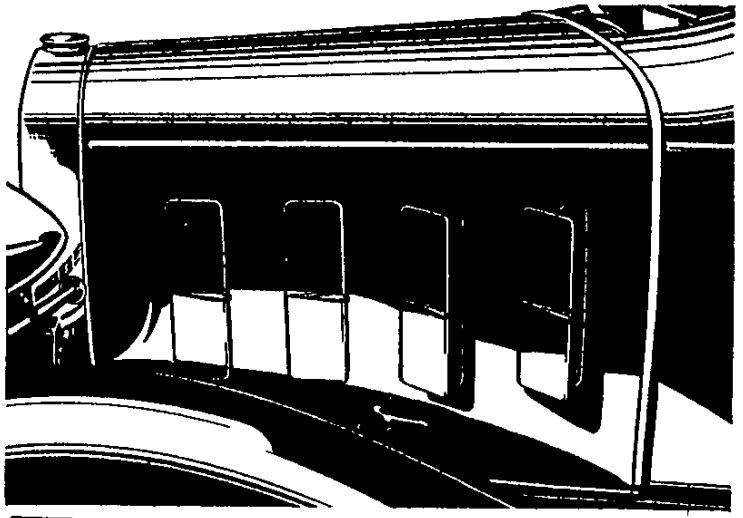
3 REAR FENDERS



The rear fenders have been redesigned with deeper crowns and are longer at the rear. The general shape and beading is similar to that used on the front fenders.

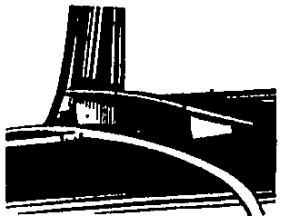
4 THE HOOD

The hood is redesigned to correspond with the new radiator shape and the louvers have been replaced by four ventilating doors, or hood ports, in each side panel. These hood ports can be opened or closed individually as required. The handle to each port is finished in chromium. On all sport models the handles and hood ports are finished in chromium. The new type hood catch adds to the convenience, being equipped with a locking handle at the center which operates two locks at either end of the hood.



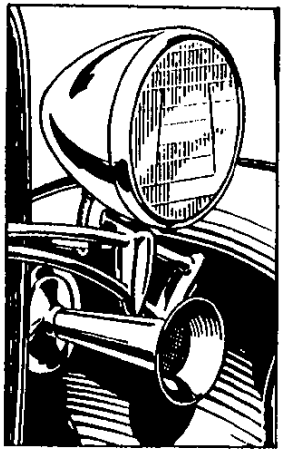
5 COWL VENTILATOR

All closed bodies are equipped with a cowl ventilator, in addition to the Fisher VV windshield. This makes it possible to get any degree of ventilation desired. The cowl ventilator is controlled from the driver's compartment.



Electrical Equipment and Instruments

1 HEADLAMPS



The new headlamps have been lengthened and the lines designed in keeping with the balance of the car. They are finished entirely in chromium plate. A double headlamp tie bar is used which provides a still more rigid brace for the fenders.

2 COWL LAMPS

On Sport models the new cowl lamps are mounted on the cowl, appearing as miniature duplicates of the headlamps. They are longer and smaller in diameter, with deeper convex lenses.

3 TRUMPET TYPE HORN

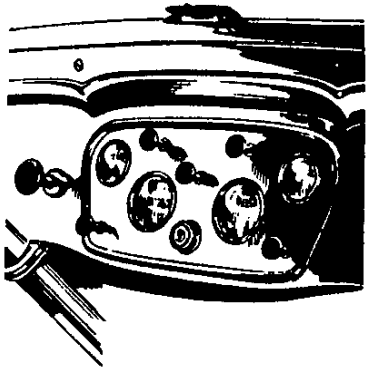
The new trumpet type horn is mounted below the double tie bar on the left side of the car. It is unusually good looking and adds materially to the beauty of the front of the car.

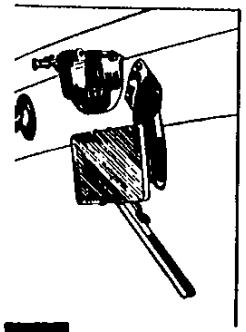
4 STOP LIGHT SWITCH

The stop light switch is improved and simplified. It is mounted on the pedal stop and is connected directly to the brake pedal by an adjustable link. The ruggedness and the simplicity of the switch reduces lost motion to a minimum.

5 INSTRUMENTS AND PANEL

The instrument panel is more rigid and the lenses over all instruments are convex glass. This presents a more pleasing appearance and improves the visibility of the dials by eliminating glare. Buttons for the heat control and free wheeling control have been added.



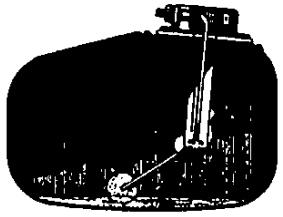


6 WINDSHIELD WIPER

On all closed models the windshield wiper motor is located at the center of the header panel on the inside of the body where it is out of the weather. The windshield wiper blade when not in motion is automatically returned to the left.

7 IMPROVED GASOLINE GAUGE

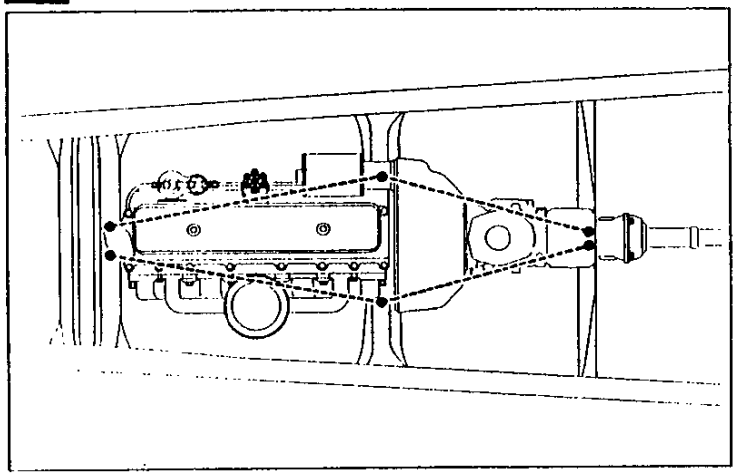
The new improved gasoline gauge is operated by a single cork float. This float is in one end of the gasoline tank and a special baffle plate has been added to protect the gauge from the surging of gasoline from side to side. This design makes the gasoline gauge register more accurately and keeps the gauge hand steady.



12 OIL PUMP

The vane type oil pump which has proved so durable, is now built with a wider vane. The improved oil pump circulates 30% more oil at a pressure of 14 pounds per square inch instead of 11. This vane-type pump retains its efficiency throughout the life of the car.

13 ENGINE MOUNTINGS

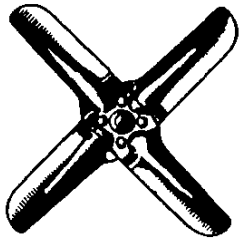


The engine is securely mounted in the frame at four points—in the center of the front cross member, one at each side of the engine at the second cross member, and at the center of the third cross member. It is insulated from the frame by rubber blocks enclosed in steel housings. This type of mounting gives insulation against both noise and vibration, but does not interfere with the rigidity with which the engine is mounted in the frame.

14 RADIATOR

The radiator is entirely new in design and construction: The bright chromium plated shell has a wider arch at the top with a narrow bead in the front panel. It curves inward gracefully at the bottom, fitting snugly between the fenders. It is a high-grade Harrison Honeycomb radiator with a greater exposed core area. The radiator grille is standard equipment on all models and is built in as one piece with the radiator.

15 FAN

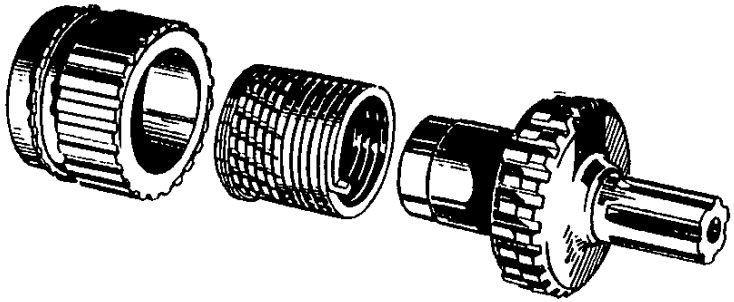


The new Chevrolet engine is equipped with a four blade fan which supplies an abundance of air to properly cool the engine. Two of the fan blades are specially designed so that they eliminate the noise of the fan—particularly noticeable at high speeds.

The Chevrolet cylinder head is designed to provide greater water space around the valves for better cooling the more powerful engine.

18 FREE WHEELING

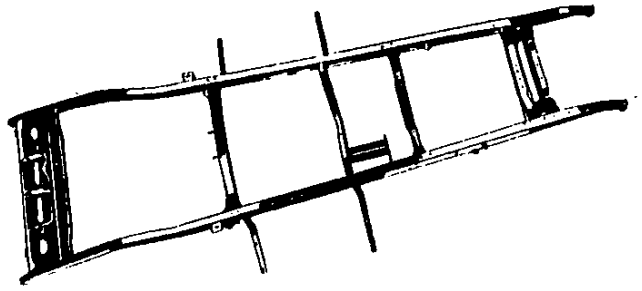
Chevrolet is the first low priced car to incorporate both Syncro-Mesh gear shifting and simplified free wheeling. The free wheeling design used in Chevrolet is very simple and operates on the principle of an expanding steel spring inside a heavy steel housing. Chevrolet's free wheeling feature can be thrown in or out of operation by a conveniently located control button on the instrument panel. There are only four major parts to this free wheeling unit—the heavy steel spring—two halves of the steel housing in which the spring operates—and the control sleeve on the outside of this housing which throws it into or out of operation. There are no roller bearings or cams to wear, break, or get out of order. The free wheeling unit is in one piece with the Syncro-Mesh transmission and is built into the rear of the transmission.



The free wheeling unit is automatically "locked out" when the gear shift lever is placed in reverse. When returning to forward speeds, free wheeling is automatically returned without using the control button on the dash. To "lock out" free wheeling and use the Syncro-Mesh gear shift, the engine should be accelerated until it is driving the car. The clutch should then be depressed and the dash control button pulled out quickly. To return to free wheeling, throw out the clutch pedal and push in the control button.

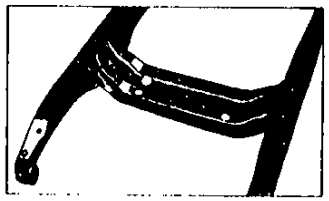
THE FRAME CONSTRUCTION

1 MORE RIGID FRAME



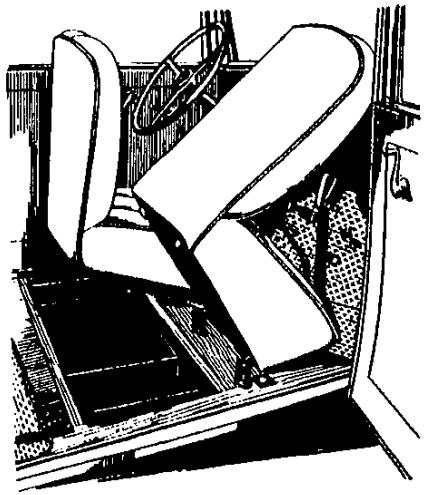
The frame on the new Chevrolet car has been completely redesigned and greatly strengthened. The front end of the frame has been increased in strength and a fifth cross member has been added. Improvements made in the frame are the result of many thousands of miles of careful testing on the General Motors Proving Ground, and by many tests in the laboratories.

2 FRONT CROSS MEMBER



The front cross member has been completely redesigned and is now a double channel type with a wide flange at each edge. This greatly increases the strength and rigidity of the front end of the frame and provides an ideal support for the new front end mounting.

4 TOOL COMPARTMENT

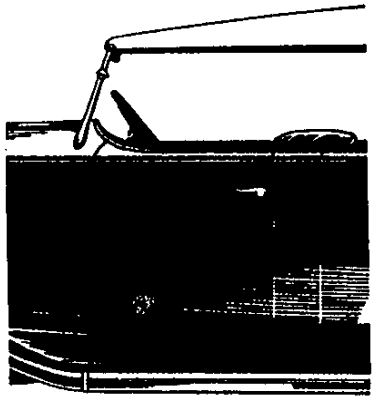


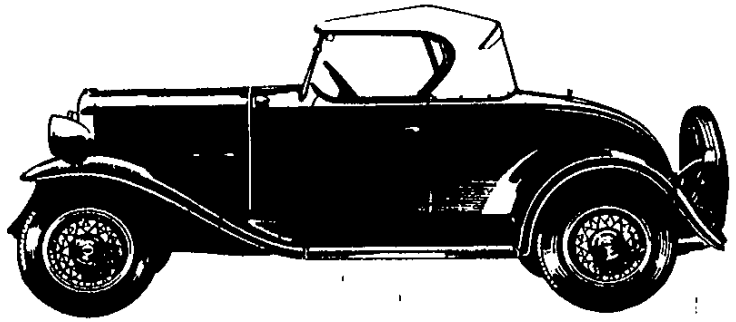
In the Coach, Landau, Phaeton and 5-passenger Coupe, a two-piece cover is now used over the tool compartment. This permits access to either half of the compartment without disturbing both the driver and the front seat passenger. The tool compartment is spacious and felt stripping is used on the cover to prevent rattle.

OPEN BODIES

1932 CHEVROLET PHAETON

In the open models the lines and moulding treatment are improved to present a more pleasing appearance. The windshield slants at a greater angle but does not fold down as in last year's models—the side arms being drop-forged and stationary. The doors are extended to the bottom of the body sill, which greatly improves the appearance and eliminates drafts.

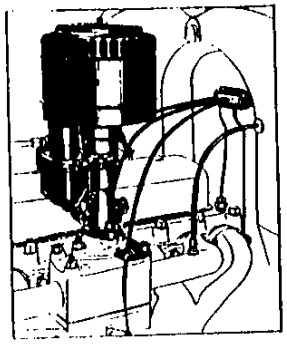




1932 CHEVROLET ROADSTER

The body lines of the new Roadster are improved to present a more pleasing appearance. The Roadster top, when folded down, fits into a recess which makes it flush with the body. It is covered by an attractive, close-fitting snap-on cover.

8 OPERATING CONTROLS

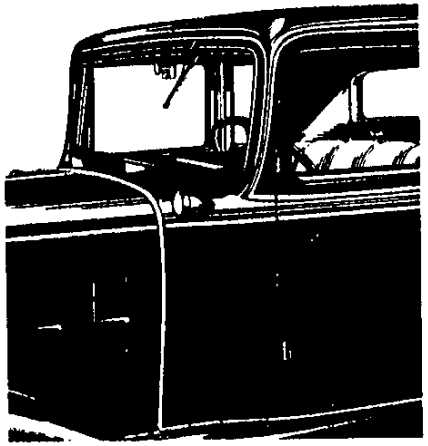


The operating controls are re-arranged to provide a neater appearance under the hood and to maintain more secure and definite positions of the connections.

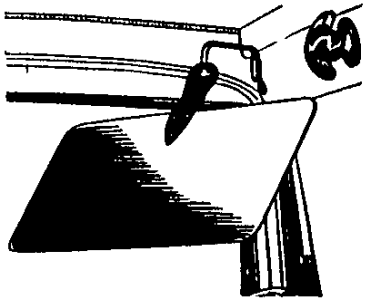
CLOSED BODIES

1 FRONT PILLAR CONSTRUCTION

The entire cowl panel and windshield framing metal is in one piece. This eliminates any open joints where water might get into the body. The front body pillars are reinforced with an all steel facing that greatly increases their strength.

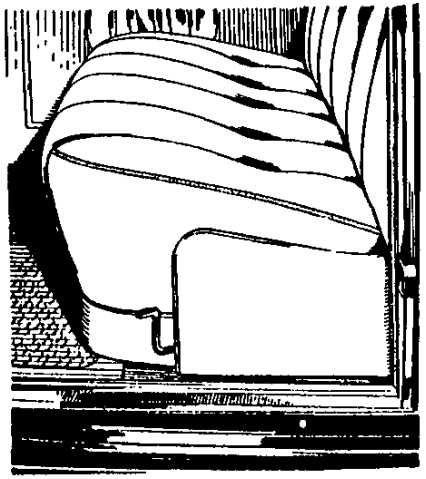


2 UNIVERSALLY ADJUSTABLE SUN VISOR



The old fashioned exterior sun visor has been eliminated and all closed bodies are now fitted with an internal universally adjustable sun visor to keep the sun out of the driver's eyes—either from the front or the side. The metal parts are chromium plated and the visor can be moved to any position desired by the driver.

3 ADJUSTABLE FRONT SEAT



On all closed models with front seats in a single unit, adjustment of the front seat is accomplished by releasing a conveniently located finger tip control at the left of the seat and rolling the seat to the desired position. The new adjustable front seat rolls four inches forward or backward with little effort.

SPECIFICATIONS

ENGINE: Six cylinders; valve-in-head type; 3 1/16" bore; 3 1/4" stroke.

CYLINDERS: Cast en bloc (including upper half of crankcase) Head detachable.

VALVES: 1 3/4" diameter intake; 1 1/2" diameter exhaust.

CONNECTING ROD BEARINGS: 2" diameter; 1 5/8" long.

CRANKSHAFT: Counter-balanced. Harmonic balancer combined with crankshaft pulley.

CRANKSHAFT BEARINGS: Front 2 1/16" diameter by 1 1/4" long. Center 2 1/8" diameter by 2" long. Rear 2 1/16" diameter by 2 1/16" long.

CAMSHAFT BEARINGS: Front 1 1/16" diameter, 1 1/16" long; center 1 3/16" diameter, 1 1/8" long; rear 1 5/8" diameter, 1 1/2" long.

OILING SYSTEM: Positive pressure feed to crankshaft main bearings and camshaft bearings. All valve operating parts are automatically lubricated. Vane type pump in crankcase; oil pressure gauge in instrument panel. Crankcase ventilator.

CARBURETOR: Down-draft construction. Carter, with accelerating pump and Venturi choke; accelerating pump with closure for weather protection; AC air cleaner, flame arrester and silencer.

FUEL: Mechanical fuel pump; 11-gallon tank in rear; gasoline gauge on instrument panel. Air dome on fuel pump.

IGNITION: Delco-Remy with high tension wires waterproofed.

TRANSMISSION: Syncro-Mesh design. Selective type sliding gear; three speeds forward and one reverse; unit power plant construction.

INSTRUMENT PANEL: Indirectly lighted. Includes carburetor heat control, free wheeling control, ammeter, oil gauge, speedometer, theft-proof ignition lock, lighting switch, engine heat indicator, carburetor choke, spark and throttle control, gas gauge.

FREE WHEELING: Simplified expanding coil spring type. Functions in all forward speeds.

CLUTCH: New improved dry single plate. Cushion mounted clutch disc with moulded facings. Self adjusting.

COOLING: Harrison hexagon core radiator, water pump and fan.

FRONT AXLE: Drop forged I-beam; 4 New Departure ball bearings in wheels.

REAR AXLE: Semi-floating type; one-piece banjo-type pressed steel housing; differential and driving gears in unit.

BRAKES: Four-wheel service internal expanding type on 11 1/2" brake drums front and rear; width of service brake lining 1 1/2".

WHEELS: Five wire wheels and rear carrier standard equipment except as specified.

TIRES: 5.25 x 18 balloons.

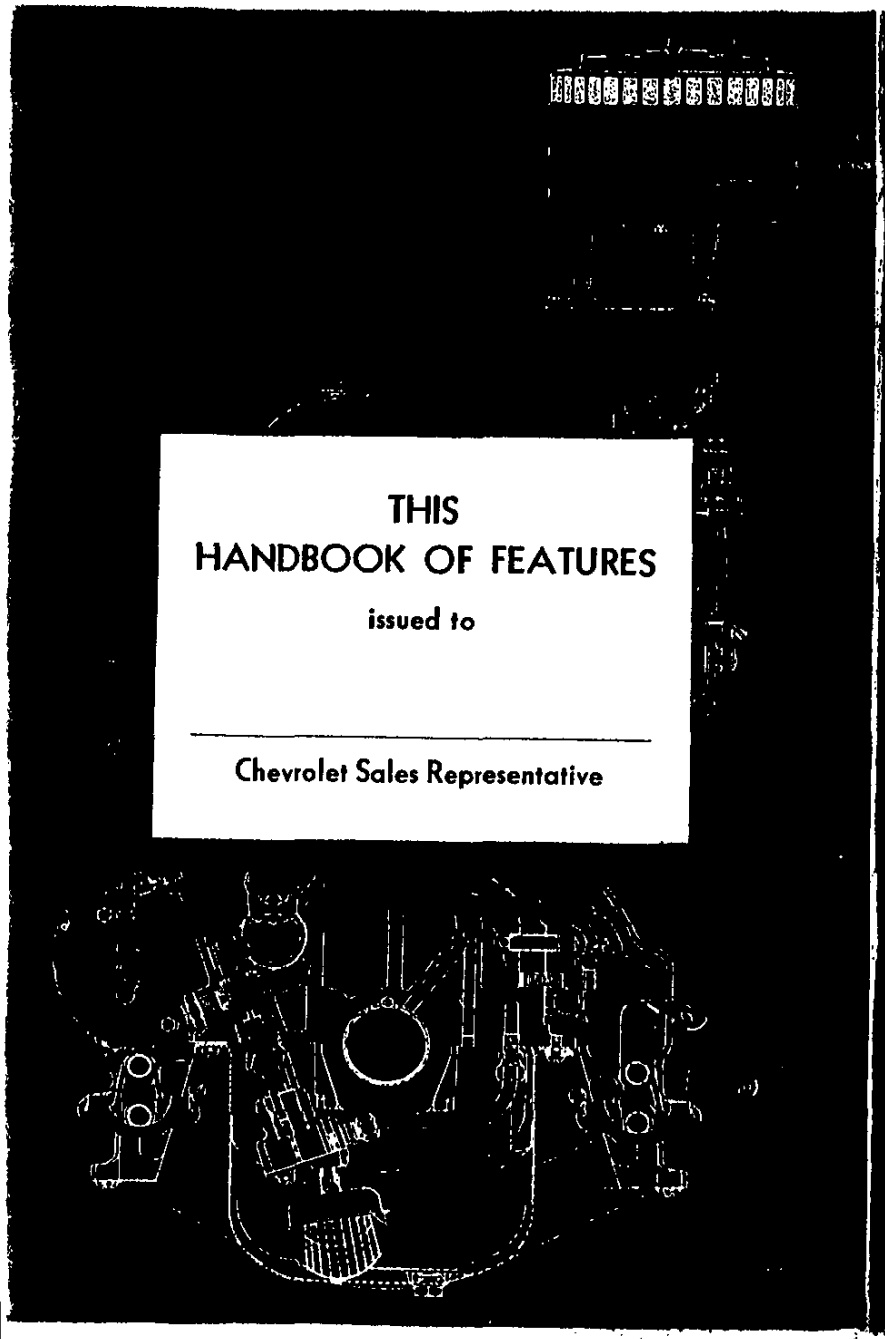
STEERING GEAR: Semi-reversible; worm and sector type.

SPRINGS: Long chrome-vanadium semi-elliptic type; front 36" and rear 54"; self-adjusting shackles; Delco-Lovejoy shock absorbers front and rear on all passenger car models.

FRAME: Channel section; 5" deep, width of flange 2 1/4"; stock thickness 3/16"; 5 sturdy cross members.

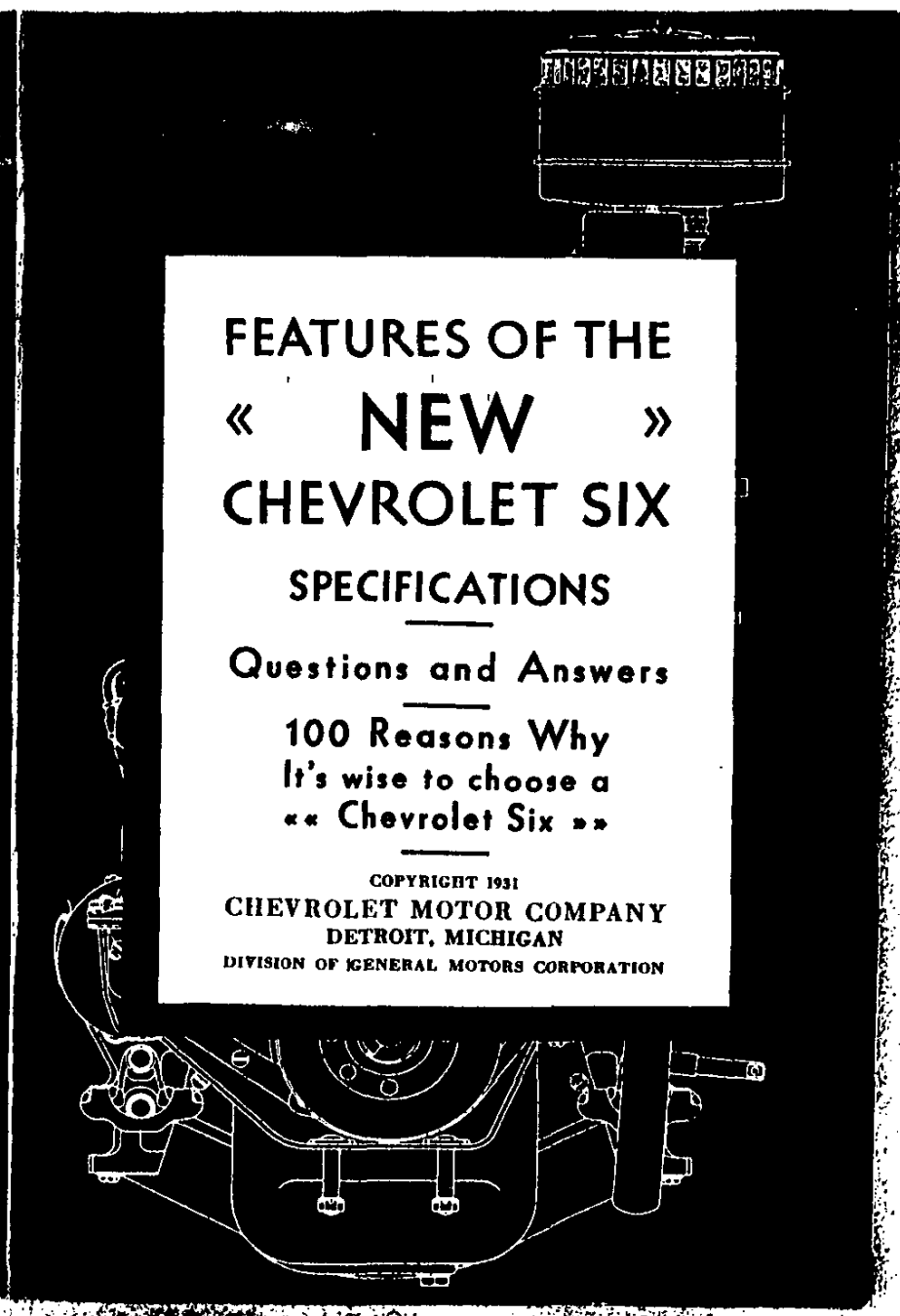
EQUIPMENT: All cars equipped with Alemite lubricating system; theft-proof ignition lock; complete tool kit; automatic stop light; rear vision mirror; full vision windshield; automatic wiper. Trumpet type horn; two beam headlamps; parking bulbs on all passenger models. Adjustable sun visor on closed models; adjustable driver's seat in all closed models. Top boot standard equipment on phaeton models.

WHEELBASE: 109".



THIS
HANDBOOK OF FEATURES
issued to

Chevrolet Sales Representative



FEATURES OF THE « NEW » CHEVROLET SIX

SPECIFICATIONS

Questions and Answers

100 Reasons Why It's wise to choose a «« Chevrolet Six »»

CHEVROLET MOTOR COMPANY
DETROIT, MICHIGAN
DIVISION OF GENERAL MOTORS CORPORATION

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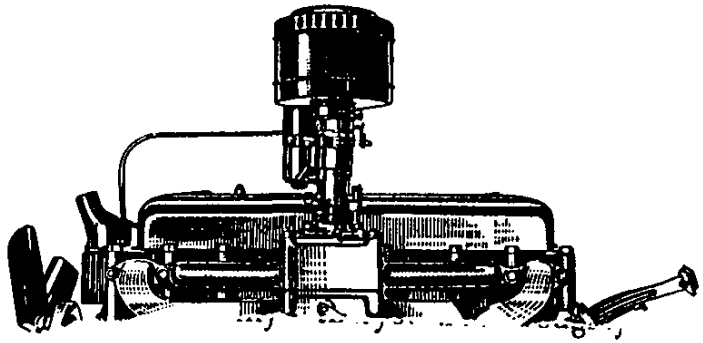
ENGINE FEATURES

1 THE MOTOR



familiar with the many selling points of this remarkable new car and able to present them to your prospects in a convincing manner. Complete Specifications, Questions and Answers, and a revised "100 Reasons Why" are also included in this handbook of features.

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