




CHEVROLET '59

Chevrolet '59

Chevrolet for '59—all new all over again! Wider in body, and *functionally* so—surer on the road, roomier and more comfortable to sit and relax in. Lower, but with actually more head room in some models, greater entrance room in *all* models, greater all-around visibility area. Matching its comfort and convenience are magnificent mechanical advances in handling, steering, braking, economy and durability. Altogether a fresh and *original* car . . . beautiful to be sure, with Slimline design, and, above all, practical its whole length through! 

stunning!

IMPALA SERIES

Impala Sport Sedan—Introducing Chevy's glamorous new model, fashion star of the Impala series! Its airy look is crowned by a slender new roofline that flares over the wide rear window, adding head room for rear seat passengers. It has the luxurious, deep-hued luster of new Magic-Mirror acrylic lacquer, beauty-bonded finish that stays lovely for years.



Chevrolet '59

IMPALA SERIES

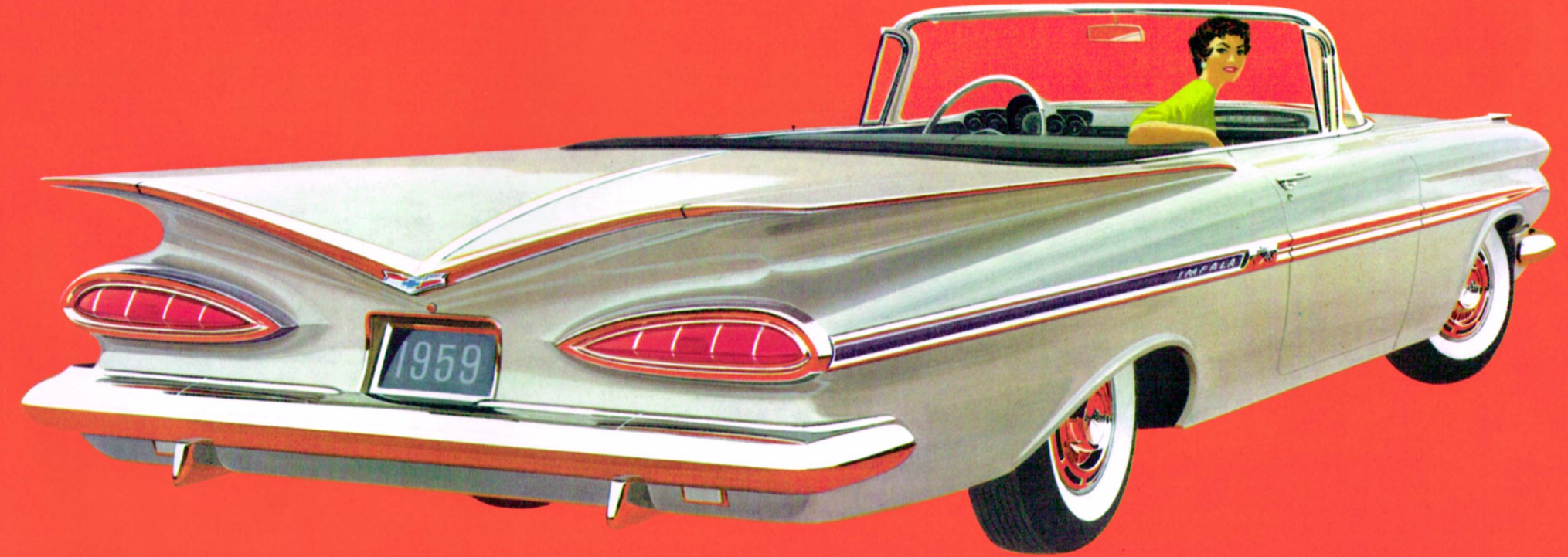
Impala 4-Door Sedan—No more straining to see traffic signals and signs—Chevy's new Vista-Panoramic windshield curves smartly into the roof for upward vision. There's over 53 per cent greater visibility area forward in this elegant new member of the Impala series. The rear window, too, is higher, wider, handsomer—larger by 47 per cent. And, of course, for good looking all Chevis have Safety Plate Glass.

Impala Convertible—Behind the wheel of this lithe traveler you'll just naturally feel young and on-the-go. Here are the latest design advances . . . door handles styled into the armrests . . . and for '59 a more spacious luggage deck. And, of course, distinctive '59 Impala styling with youthful convertible glamor.

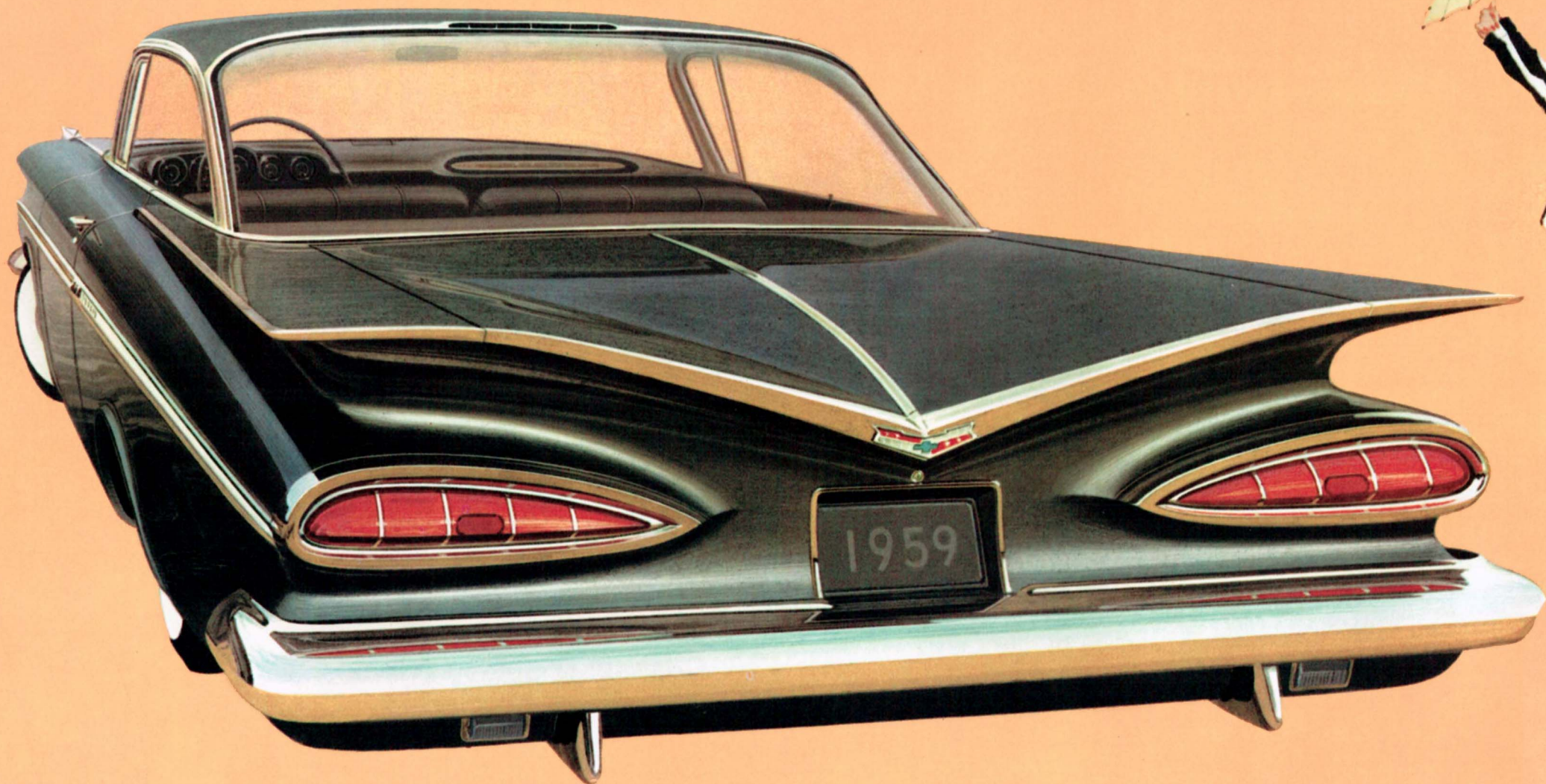


IMPALA 4-DOOR SEDAN in Gothic Gold

elegant!



IMPALA CONVERTIBLE in Snowcrest White



IMPALA SPORT COUPE in Tuxedo Black

IMPALA SERIES

Impala Sport Coupe—There's a new "open air" look about this crisp-lined hardtop, thanks to the slender, shortened roofline, new windshield, and wrap-over back window with a virtually unlimited rear view. Highlights of fashionable anodized aluminum will never tarnish or rust. And as in every '59 Chevy, there is greater entrance room.

Chevrolet
'59

CORVETTE

America's most desired two-seater

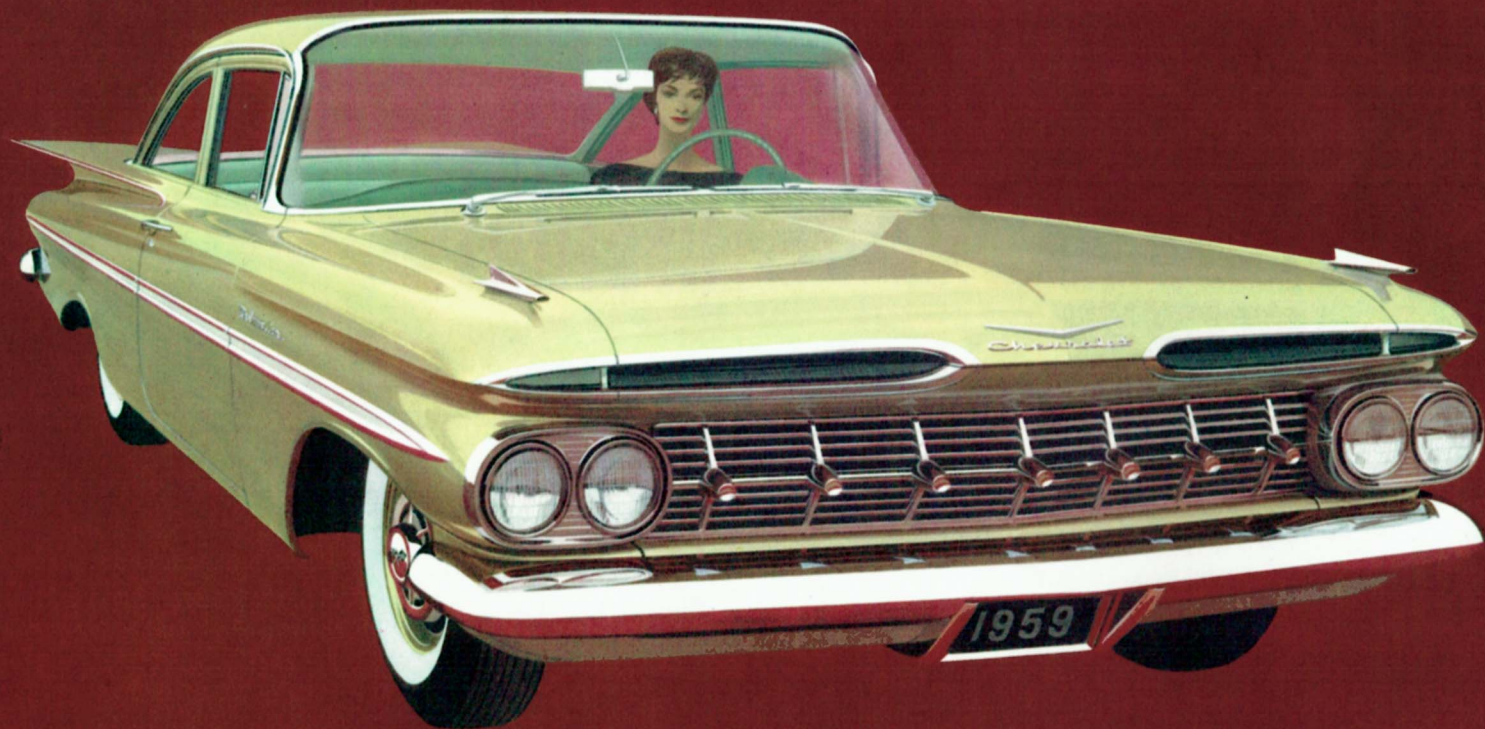
Adventure and luxury combine in the '59 Corvette. More comfortable and convenient than ever, with new bucket seats . . . new slotted wheel covers for cooler brakes . . . new colors in beauty-bonded Magic-Mirror acrylic finish. If you go for the fine art and fun of sports driving as well as a smart-about-town car—the Corvette's for you! (Ask for your copy of the special Corvette catalog.)



In Roman Red and Snowcrest White

distinctive!

Chevrolet '59



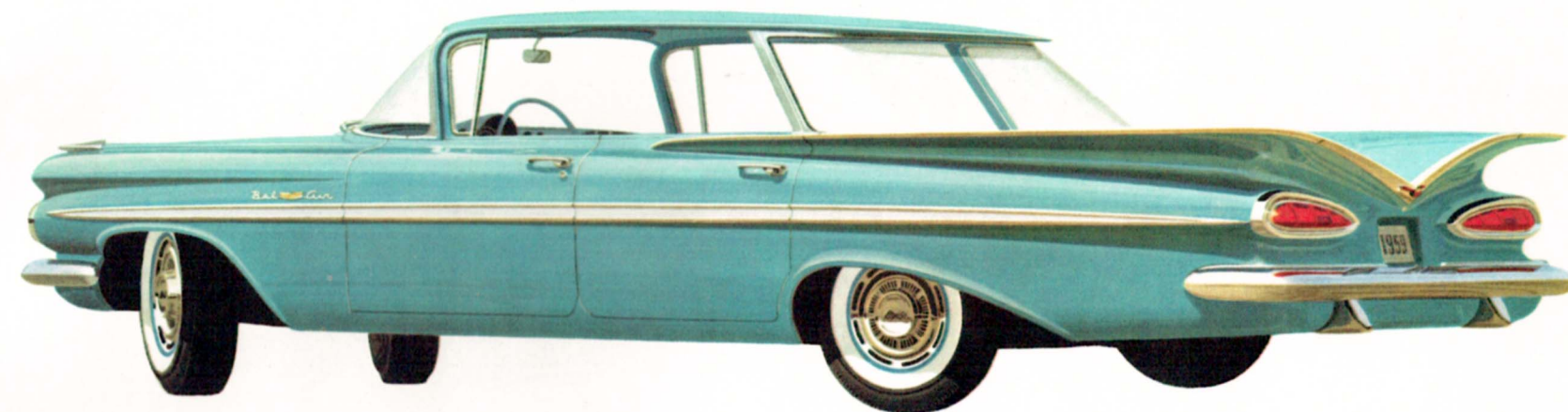
BEL AIR 2-DOOR SEDAN in Classic Cream

BEL AIR SERIES

Bel Air Sport Sedan—With a look of eager expectancy all its own, this advanced hardtop highlights the popular-priced Bel Air series for '59. The fashionable grace of its Slimline design is matched by the generous space of its roomy interior—with the widest seats in Chevrolet's field. As in all new Chevies, beneath its saucy rear deck is a wonderfully spacious luggage compartment that welcomes huge loads.

Bel Air 2-Door Sedan—Bel Air sedans, too, have fresh new distinction. Note the wide, screened inlets above the twin safety-aimed headlights. In all Chevy models they house parking lights and turn signals, and direct cooling air to the engine. The high-level cowl ventilator supplies outside air to passengers. Constant-speed electric windshield wipers add driving ease and safety.

Bel Air 4-Door Sedan—Slender door pillars give this roomy family favorite the open, airy look of a hardtop. Every gleaming inch of its striking new beauty is fashioned for comfort and luxurious driving. And for *safe* driving, wheel slots cool Chevy's giant-sized, more durable Safety-Master brakes for positive stopping.



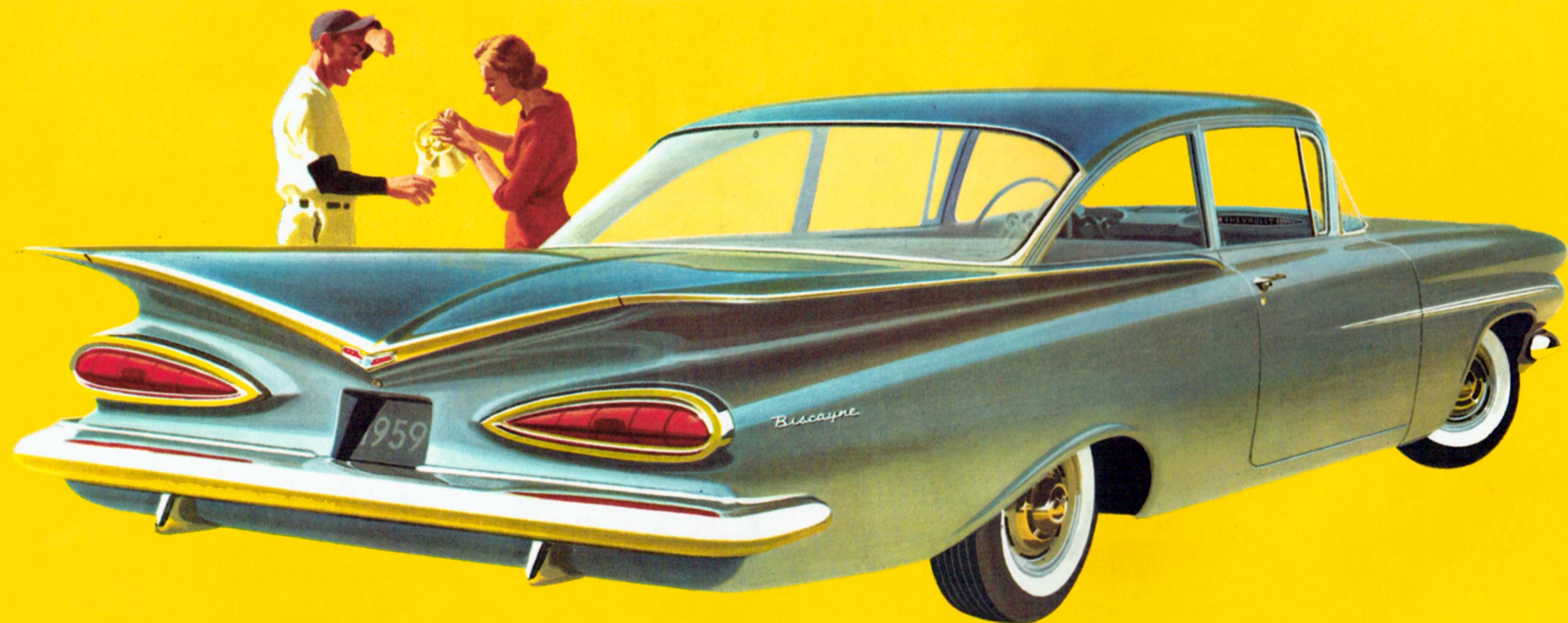
BEL AIR SPORT SEDAN in Crown Sapphire



BEL AIR 4-DOOR SEDAN in Highland Green and Snowcrest White

Chevrolet '59

thrifty!



BISCAYNE 2-DOOR SEDAN in Harbor Blue

BISCAYNE SERIES

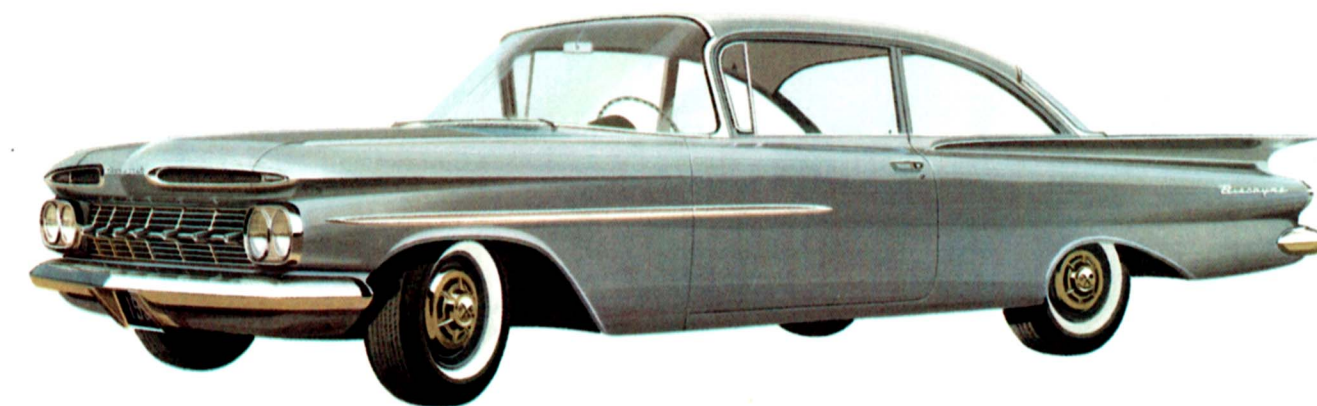
Biscayne 2-Door Sedan—Dollars never went farther or bought longer lasting pride than in Chevrolet's new Biscayne series for '59. The eye-filling 2-door at your left is stunning proof of a Chevrolet promise . . . to give you *more* car for your money.

Biscayne 4-Door Sedan—If it's beauty on a budget you're after, the Chevrolet Biscayne is your car. This fun-and-family-minded 4-door has the same wide, road-hugging poise that makes every '59 Chevy a capable traveler. The same, almost effortless steering and giant-sized Safety-Master brakes. The same plentiful room for passengers. And for power, your choice of high-spirited V8's or the new Hi-Thrift 6.

Biscayne Utility Sedan—In this thrifty business sedan three passengers can stretch out in comfort in the wide front seat. Behind is a 31-cu.-ft. compartment for sample cases and extra luggage. Add 30 cubic feet of rear luggage deck and this smart Biscayne is ready for business. As in all Chevrolets, there's Safety Plate Glass all around.



BISCAYNE 4-DOOR SEDAN in Cameo Coral and Satin Beige



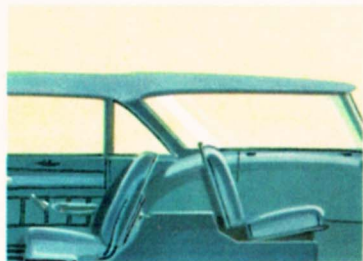
BISCAYNE UTILITY SEDAN in Grecian Gray

Chevrolet '59

station wagons

Kingswood 4-Door 9-Passenger Station Wagon

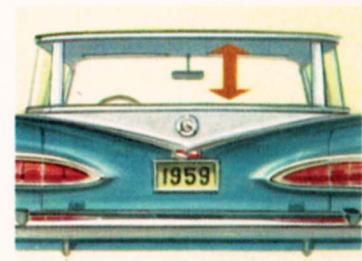
With its rear-facing Lookout Lounge third seat, convenient entry steps on rear bumper, power-operated rear window* that disappears into the tailgate, and a wide, low look accented by curved rear quarter windows, this Kingswood wagon's got everything to brighten your work or play. Like all new Chevrolets it has a husky new lateral control bar that steadies the rear suspension, contributing to super-smoothness, even on the roughest roads. There's added rigidity, too, in the stylish sculptured grooves of the Kingswood's slim roof.



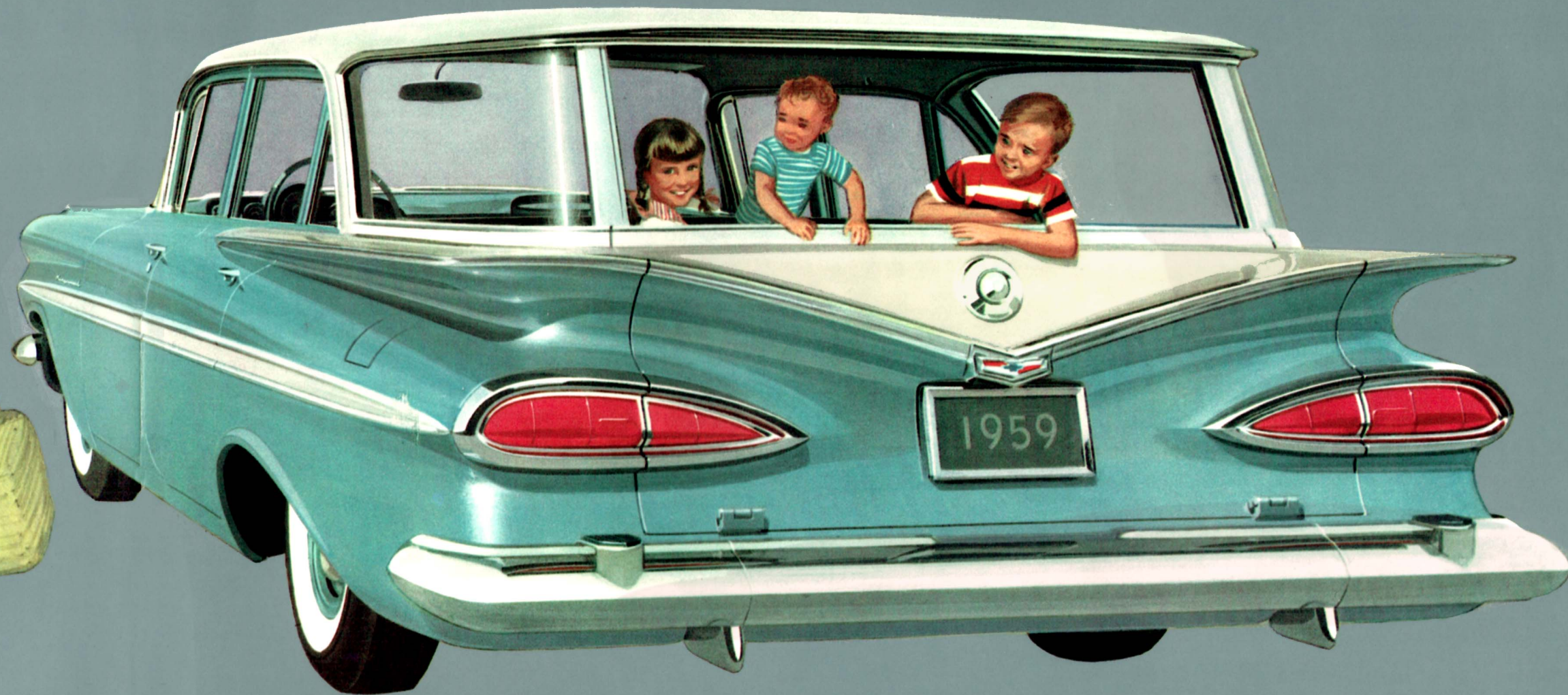
Great for going, great for stowing—the spacious new Kingswood. Its 3-passenger-wide third seat folds smoothly and securely, ready in a moment for cargo carrying. There's no longer any need to remove cushions or seat frame.



Top this for size and roominess! Chevy wagons offer up to 92 cubic feet of clear load space, and with tailgate down, a load platform almost 10 feet long. Vinyl-covered cargo floor covering shrugs off dirt and rugged duty.



At the touch of a control (either at the driver's seat or third seat itself) the Kingswood's rear window raises and lowers automatically. To operate it from outside the car simply turn your car key in the tailgate switch.



KINGSWOOD 4-DOOR 9-PASSENGER STATION WAGON in Crown Sapphire and Snowcrest White

**Standard on Kingswood, extra-cost option on other station wagon models, not available on Brookwood models.*

Nomad 4-Door 6-Passenger Station Wagon in Aspen Green

Bring on your garden tools or your outing gear—not even half-ton loads can daunt the Nomad, or any Chevy wagon for that matter. Whether you're in denims or your dress-up best, this top-of-the-line wagon will compliment you in any company—and changing from hauler to caller is simplicity itself. As in all Chevy wagons, the Nomad has a retractable rear window, easy-to-stow second seat, and the passenger-car smoothness of Full Coil or Level Air* suspension.

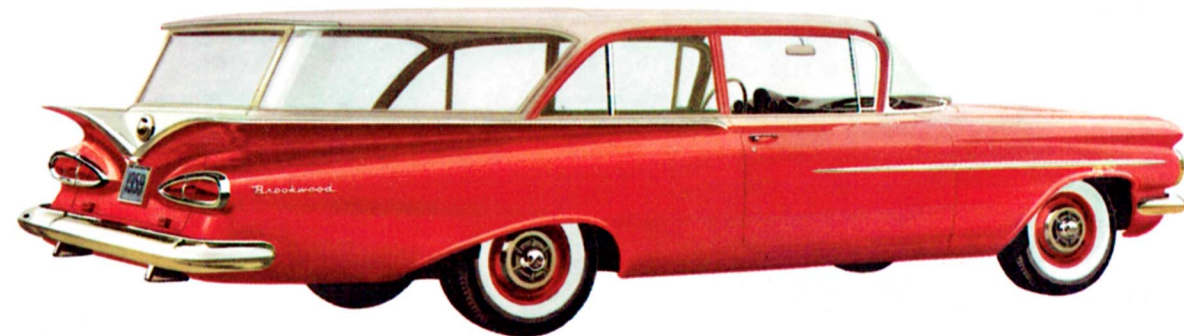
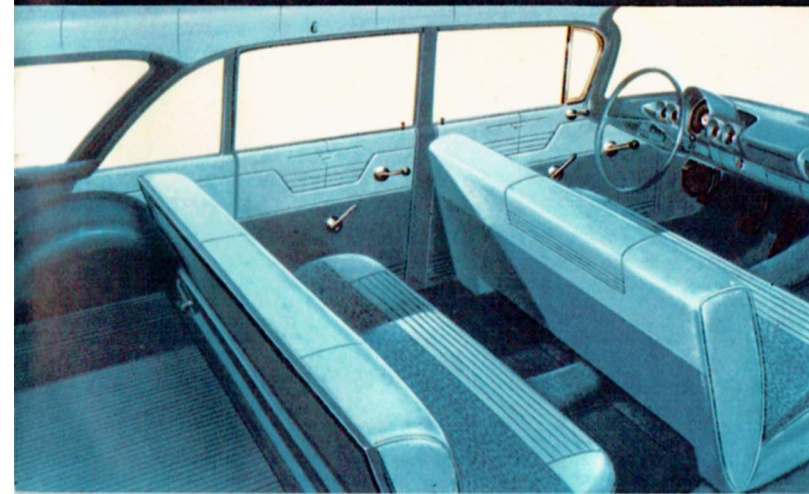
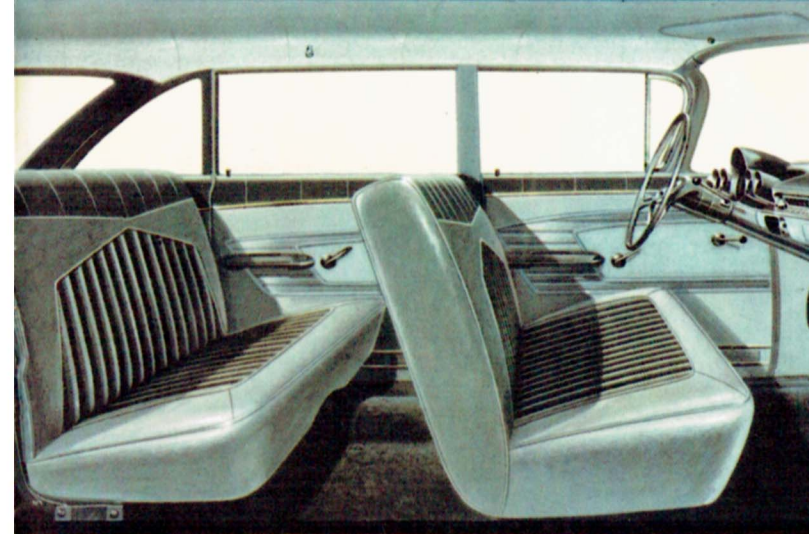


Nomad Interior—This striking 6-passenger station wagon has much the same luxurious trim found in Impala models. Tri-colored pattern cloth combines with deep tones of leather-grain vinyl on cushions and back-rests. Deep-pile carpeting adds luxury underfoot. Five interior color schemes are available, each keyed to exterior colors.

Kingswood and Parkwood Interiors—Here is the airy, expansive look in station wagons for '59... color and fabrics that are a joy to the eye. Front seat passengers ride on foam rubber. The deep-pile carpet with inserts of rubber is practical and colorful. Vinyl-coated flooring covers cargo decks. Five smart color schemes to choose from.

Brookwood Interiors—Swab the decks for action—these washable, hardy interiors thrive on hard wear for all their smartness. Seats and sidewalls—even headlinings—are all in sleek, supple vinyl, long lasting and easy to care for. And you can choose your favorite color scheme from a handsome selection.

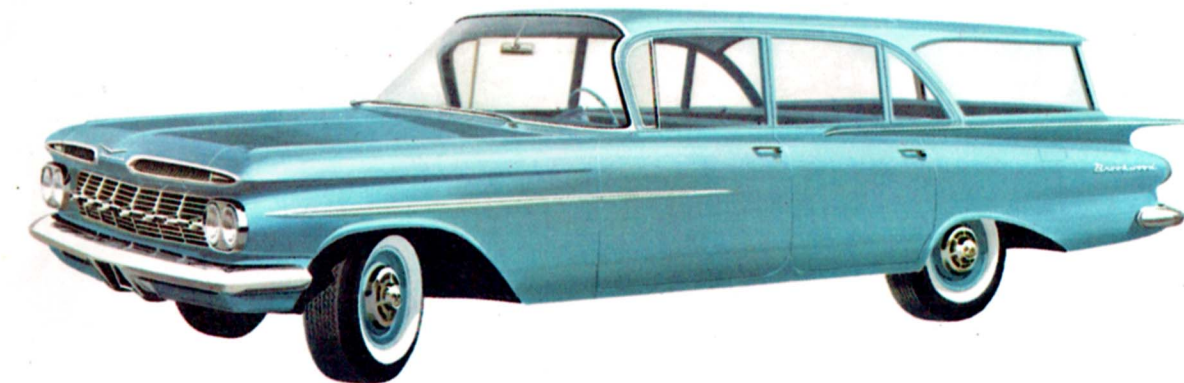
*Extra-cost option



Brookwood 2-Door 6-Passenger in Roman Red and Snowcrest White—Here's the budget station wagon of the Chevy line; like its wagon mates it has Body by Fisher roominess (up to 92 cubic feet of loadspace) and Safety Plate Glass all around.



Parkwood 4-Door 6-Passenger in Harbor Blue—Popular-priced wagon favorite; the Parkwood has its own distinctive side molding and stylish interior trim. New all-round visibility makes the seeing practically unlimited—front, side, and rear.



Brookwood 4-Door 6-Passenger in Frost Blue—If you prefer the extra convenience of four doors, this beauty offers it at lowest price. And with Chevy's new retractable rear window, small bundles may be loaded without opening the tailgate.

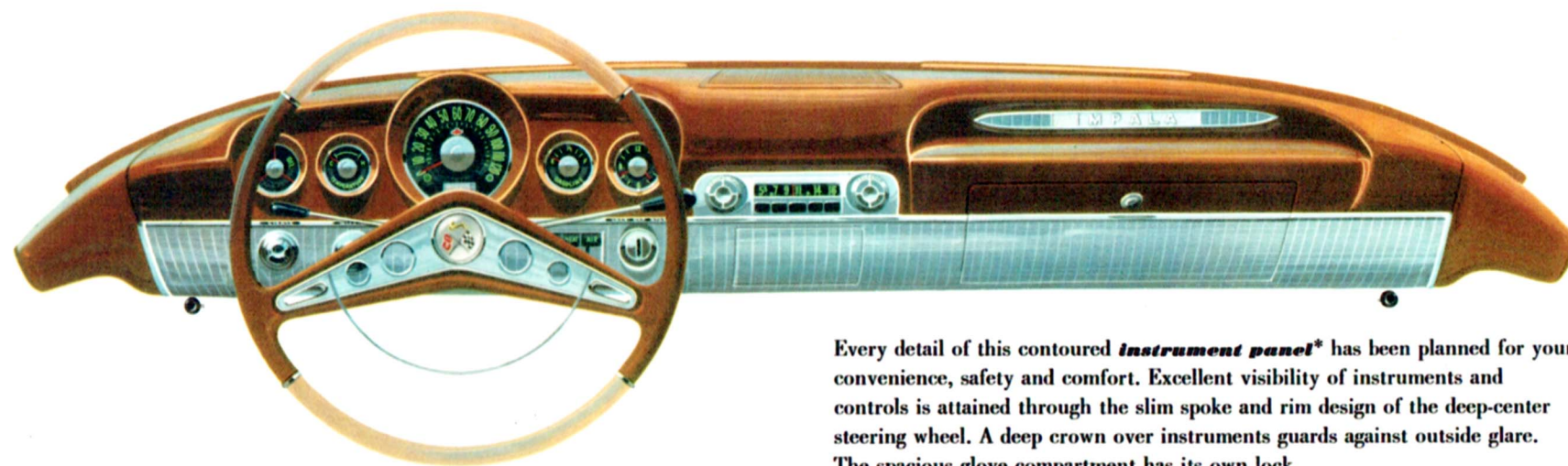
Elegance and spacious comfort surround you in **Impala interiors**. Comfortable armrests in front and rear; electric clock; dual sliding sun visors; crank-operated ventipanes—all are typical of superb Fisher Body coachcraft. Striped fabrics and leather-grain vinyl blend smartly in a range of color-keyed combinations.



In **Biscayne interiors** you'll wonder how a car priced so low could offer so much richness and comfort in strikingly styled interiors. That shown at right is in soft shades of pattern cloth and vinyl, truly low priced, but with a high-price look.



*Radio, electric clock and heater shown are optional at extra cost. Electric clock standard in Impala.

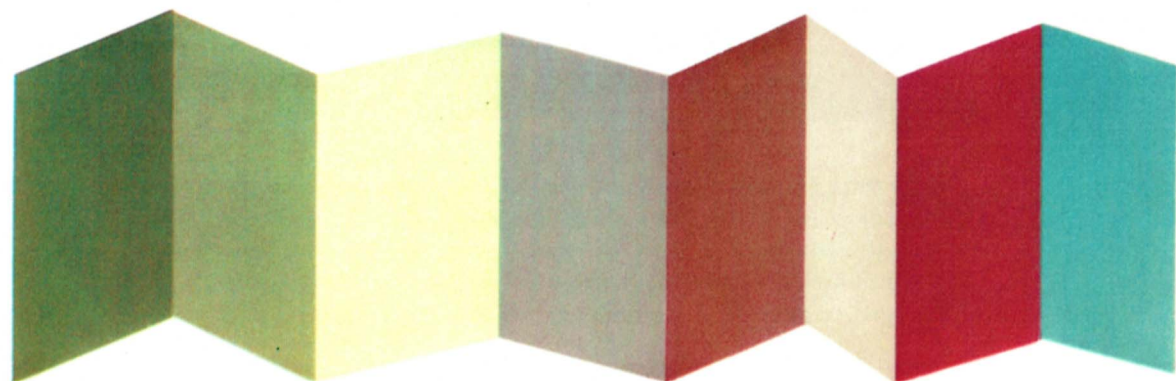


Every detail of this contoured **instrument panel*** has been planned for your convenience, safety and comfort. Excellent visibility of instruments and controls is attained through the slim spoke and rim design of the deep-center steering wheel. A deep crown over instruments guards against outside glare. The spacious glove compartment has its own lock.

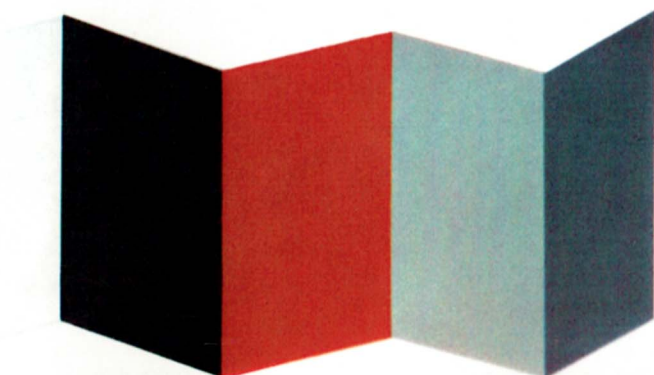


High fashion keynotes **Bel Air interiors**, too—the freshest settings for travel you've ever relaxed in, with a wide selection of interior color schemes in soft vinyls and patterned fabrics, all keyed to exterior colors.

introducing **MAGIC-MIRROR acrylic lacquer**—new finish that keeps its brilliance for years!

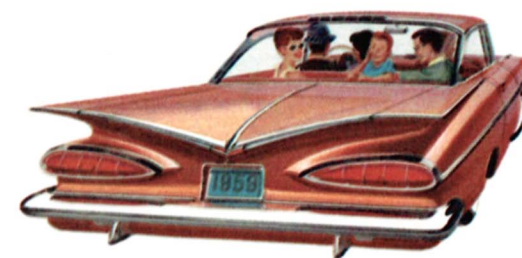


in an array of gem-hard colors that care for themselves

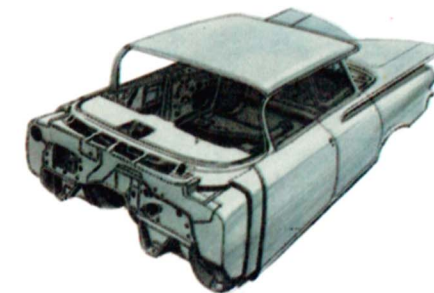


Now, from the chemists' laboratories, has come the most revolutionary car finish in years, Magic-Mirror acrylic lacquer—another Chevrolet *exclusive* in the low-price field. Here are deep, lustrous showcar colors, new metallics and pigments that hold their beauty against the ravages of time and weather . . . proved in prolonged exposure tests under the blazing tropical sun!

comfort-crafted
by
Fisher Body
in
every dimension



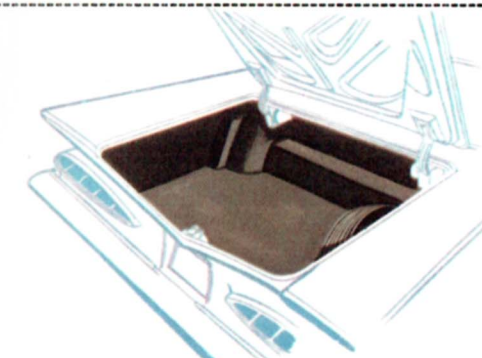
Here are important advantages in **roominess and deep-down comfort**. Body and frame join in a way to yield extra head room and leg room, and room for hips and shoulders in both front and rear seats.



Chevy for '59 is rugged and sturdy—its **Unisteel body** has double walls of steel, a firm solidity unsurpassed by other low-priced cars. Roof panels are of heavy gauge steel; the underbody is stiffened for quieter riding.



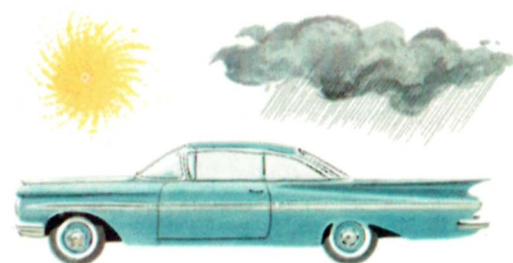
You'll appreciate Chevy's generously **wide doors** and the way they make your entrances and exits more comfortable. Doors close with a rich, solid feel, and triple-guardian latches are typical of all-round built-in safety.



Here's more room than ever for luggage—loads of it, with up to 32 cubic feet of clear loadspace in Chevy's **spacious luggage compartment**. Vinyl-coated coverings on floor and sides guard luggage against scuffing.



Under durable, long-wearing fabrics, S-wire springs provide built-in **sitting comfort** for you and your passengers. Thick, resilient layers of foam rubber add fine car luxury in front and rear seats in many models.



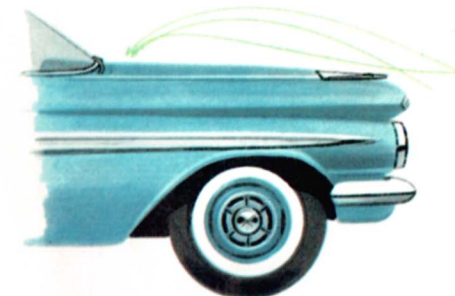
New Magic-Mirror finish **flights off dulling** dirt and the elements, stays lustrous and new looking up to three years with only an occasional washing. It virtually eliminates your "waxing budget" and spares you hours of toil.



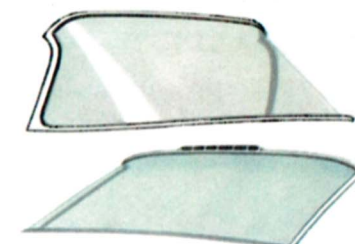
First step to new, carefree beauty is a **tougher, more elastic primer**. It resists chipping and cracking harmful to ordinary finishes. It forms a stronger bond with the finish and helps prevent weather damage, too.



Chevy's "protected beauty" is more than skin-deep. Even underneath, **special underbody paint** fights off hidden rust and corrosion, effects of wet-weather and winter driving on salted, slushy streets.



Chevy's **cowl-high ventilation chamber** circulates air through the interior for refreshing passenger comfort in all seasons. Outside air enters high above low-lying road dust and fumes.



Chevy's **greater visibility area** broadens your horizon—some models have 50 per cent added glass area. It contributes to Chevy's smart new styling, and for **good looking**, there's Safety Plate Glass all around.



Chevrolet **quality extras**: single-key lock system; foot-lever parking brake; electric windshield wipers in all models; sliding sun visors; crank-operated window vents; key-lock glove compartment; and many more.

Power precisely the way you want it in spirited V8's and the new HI-THRIFT 6!

Functional horsepower—the logical design approach to driving pleasure. Not for speed's sake alone, but for safe, dependable going—in all kinds of weather, in city traffic or on the road. *Thrifty* going, too—with Chevrolet's standard 6 and V8, both offering the economy of *regular* fuel. The valve-in-head leader makes it all yours in the industry's most advanced power teams for '59!

250-HP Turbo-Thrust V8*—In an engine cubic inches are muscles—and here are 348 of them ready to do your instant bidding with a reserve of smooth, quiet *functional* power for any situation. Featured are 4-barrel carburetion, new high efficiency air cleaner, full dual exhaust system, hydraulic valve lifters and high 9.5 to 1 compression ratio.

280-HP Super Turbo-Thrust V8*—Triple two-barrel carburetors offer single-carburetor economy for normal driving, coupled with a full-power boost when you need it.

250-HP Ramjet Fuel Injection V8*—Instant throttle response from idle to cruising speed, with ordinary carburetors eliminated. Fast cold weather starts, high over-all fuel economy: all features of Ramjet Fuel Injection—greatest engine advance since overhead valves.

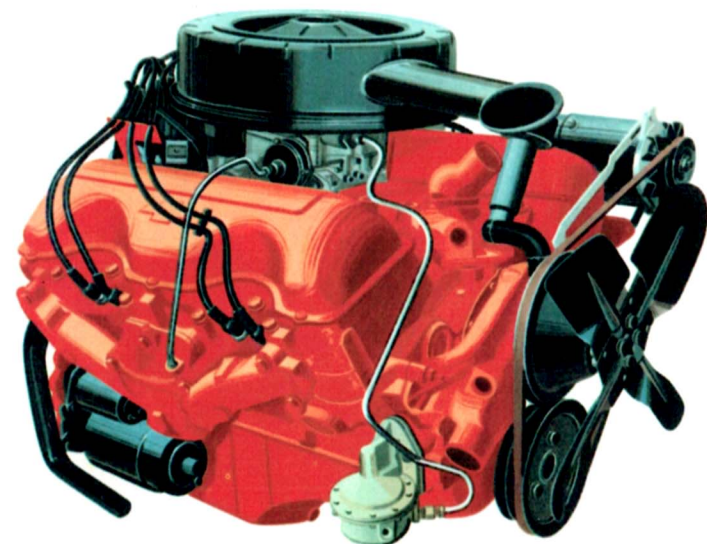
185-HP Turbo-Fire V8—Standard V8 in all series, combines the savings of *regular* fuel with the smoothness of V8 design; 283-cu.-in. displacement and single two-barrel carburetor. Its compact, lightweight short-stroke design promotes long life and quiet operation. Top features: hydraulic valve lifters, new high-efficiency dry air cleaner, new integral fuel filter. Single exhaust standard; dual exhaust extra-cost option.

230-HP Super Turbo-Fire V8*—Here's big engine performance at low cost with the same advanced design of its 283-cu.-in. running mate, plus a performance bonus of extra-high 9.5 to 1 compression ratio and efficient 4-barrel carburetion. Dual exhaust system with resonators is available as an extra-cost option.

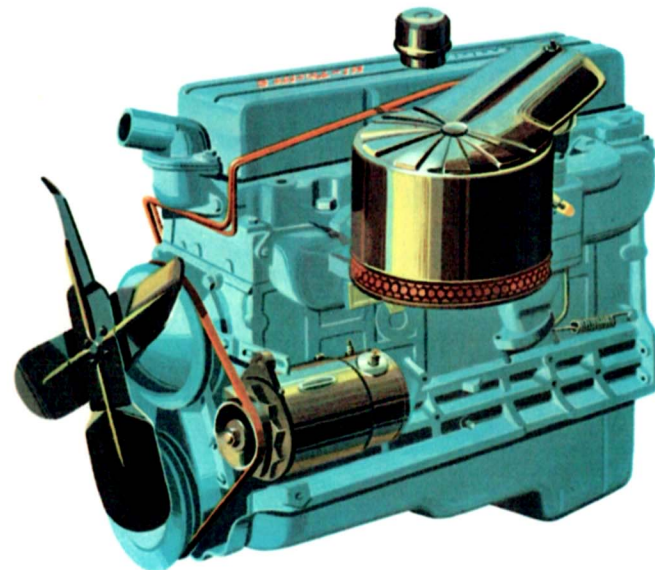
now—up to 10% fuel savings with new Hi-Thrift 6!

The valve-in-head leader has done it again—bringing you new economy with the introduction for '59 of a new fuel-thrifty 6 that gets extra miles from every tankful. You'll enjoy spirited performance from regular grades of fuel—and more usable power at everyday driving speeds.

**Extra-cost option*



TURBO-THRUST V8—Instant response and high compression



HI-THRIFT 6—Adding extra miles to every tank of fuel

driving ease wonderfully yours



ADVANCED TRANSMISSIONS

greatest power team choice of all...

Available In Every Model!

See your Chevrolet dealer for prices.

	Turboglide	Powerglide	4-Speed Synchro-Mesh	Overdrive	3-Speed Synchro-Mesh
280-h.p. Super Turbo-Thrust V8*	●	●	●		●
250-h.p. Turbo-Thrust V8*	●	●	●		●
250-h.p. Ramjet Fuel Injection V8*	●	●	●		●
230-h.p. Super Turbo-Fire V8	●	●		●	●
185-h.p. Turbo-Fire V8	●	●		●	●
135-h.p. Hi-Thrift 6		●		●	●

*For specialized requirements, these three engines are available in power ratings of 335 h.p., 320 h.p., and 290 h.p. respectively, with either 3-Speed or 4-Speed Synchro-Mesh transmission. Powerglide available with 305 h.p. version of Turbo-Thrust V8. See specifications for details.

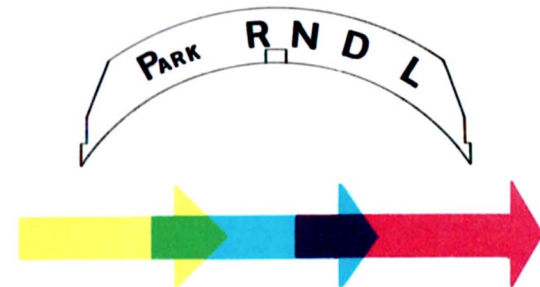
POSITRACTION* REAR AXLE—powers the wheel that grips, not the wheel that slips.

When the going gets slippery—in mud, sand, snow or ice—Positraction keeps you safely on your way by putting power at the rear wheel with traction instead of the spinning wheel. As long as one rear wheel can get a grip Positraction goes to work—powerfully, every time.

**Extra-cost option*

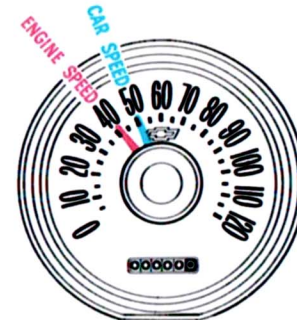


1 **New '59 TURBOGLIDE***—automatic driving was never smoother, nor engineered with so much stamina!

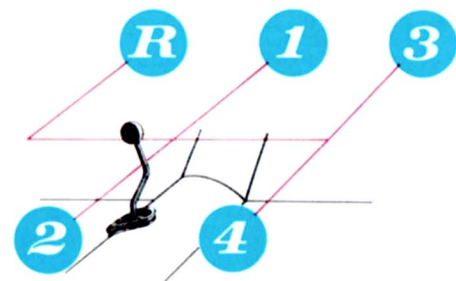


2 **Powerglide***—Low in first cost, dependable its whole life through, Powerglide, with its oil-smooth gear changes, is the automatic transmission proved by billions of miles, preferred by millions of owners.

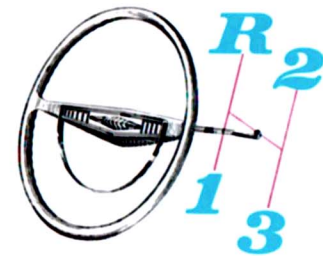
Here at last, an approach to the ultimate in automatic transmissions—*smoother, quieter, more durable*—designed for owner satisfaction unsurpassed by any other in its class! No automatic drive has been more thoroughly tested—through literally thousands of miles of proving-ground punishment. The outcome for *you* is new shift-free smoothness every mile you drive, rugged new internal design. In Turboglide's triple-turbine response there's never a lurch or lag in Drive, always a silken flow of unbroken power. The single forward driving range is simplicity itself, and Chevy's exclusive Grade Retarder affords built-in downhill braking.



3 **Touch-Down Overdrive***—Cuts engine revolutions by 19% when engaged, saving wear and fuel. When you need extra torque for hill climbing or safety, a simple touch-down of the accelerator delivers it.



4 **New Close-Ratio 4-Speed Synchro-Mesh***—ushers in a new realm of driving fun normally expected only in sports cars. Floor-mounted shift lever; fully synchronized in all forward gears.



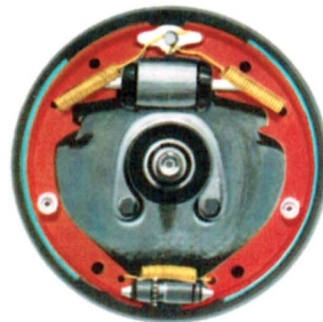
5 **Standard 3-Speed Synchro-Mesh**—Standard shifting at its finest, with gears shot-peened for smoothness and long life. The high-friction clutch transfers torque with action smooth as velvet.

in CHASSIS, too, Chevy's newness goes down deep!

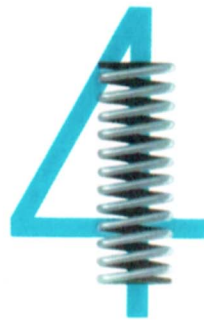
You'll enjoy easier, surer handling and a softer, steadier ride in this vastly improved chassis for '59. There's a new solid road-feel, thanks to Chevy's increased wheelbase and the super rigidity of its X-built Safety-Girder frame. You'll guide the car with less effort with the crisp control of Ball-Race steering. A new lateral control bar steadies the rear suspension for greater smoothness; there's a notable absence of rear-end squat and lift.

every tire on every '59 Chevrolet has all-new Tyrex!

All-new Tyrex—super-tough tire cord that puts tire design years ahead—is standard equipment on your '59 Chevy. Possessing remarkable strength and resiliency, Tyrex offers greater blowout protection, added safety, extra miles of wear. Tyrex cord makes tires lighter, more flexible—lets them roll easier, contributing to better fuel mileage, and softer for a better ride. And for extra smoothness from your very first mile, wheels and tires (even spare) are pre-balanced in assembly, a first in Chevrolet's field!



New Safety-Master brakes—In the '59 Chevy braking is surer—27% more bonded lining area sees safely to that! Chevy's new air-cooled giant sized brakes are up to 66% more durable, too. New wider drums are cooled in an air-stream to keep brake temperatures down and stopping force up. Even Chevy's new wheels are designed to act as brake-cooling fans!

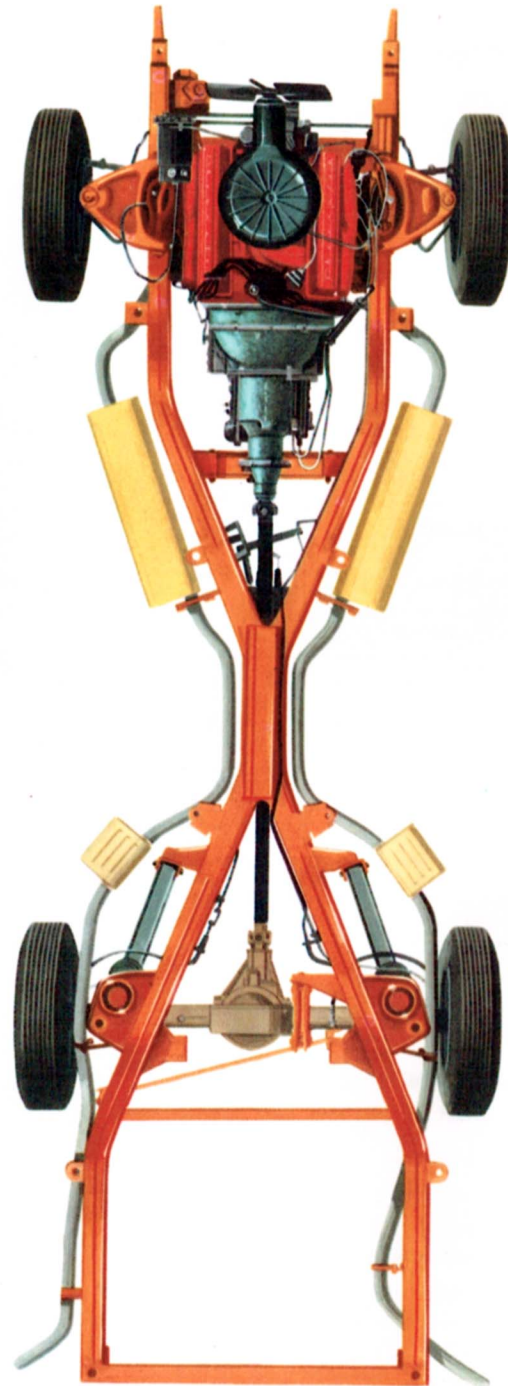


Standard Full Coil suspension—Even greater in '59! Flexible coils at each wheel give full-time cushioning on roughest roads. Unlike ordinary leaf springs, independent coils are isolated from driving and braking forces, free for the job of smoothing your ride.



Luxurious Level Air suspension*—As great a ride as ever offered on any car! Not until you've experienced its super-softness will you fully know how floating-smooth travel can really be. For '59, new air ride design means extra durability, quietness and long, trouble-free life!

*Extra-cost option



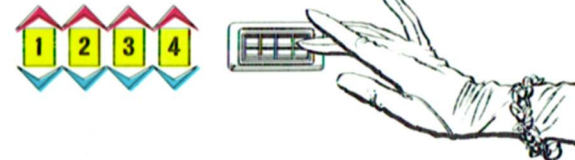
powered luxury at your fingertips!



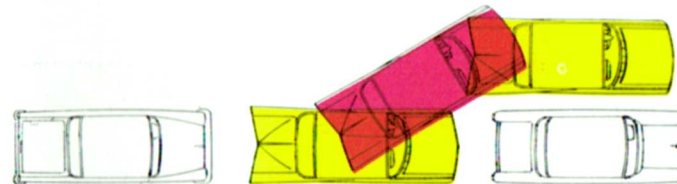
New Flexomatic 6-Way Power Seat*—Just a touch and silently, smoothly this 6-way power-poised seat tilts for relaxing comfort, moves forward or back, up or down for more restful driving.



Power Brakes*—Experience effortless command, the comforting assurance of complete control with Chevrolet Power Brakes. Gentle toe pressure delivers tons of stopping force—and there's nothing new to learn.



Power Windows*—A conveniently placed master switch lets the driver raise or lower any or all four windows automatically. And for individual comfort, each window has its own control, too.



Power Steering*—Every mile you drive, every time you park, you'll praise this wonderful assist. Chevrolet Power Steering is designed so that you always have a sense of "road-feel" and control.

Air Conditioning*—Chevrolet's high-capacity system gives you weather just as you like it—warm or cool—at the flick of a switch. In barely minutes your car reaches the temperature you prefer.

*Extra-cost option

specifications



engine

135-H.P. HI-THRIFT 6: 235.5 cu. in., 8.25:1 compression ratio, single-barrel carburetion, single exhaust. 185-H.P. TURBO-FIRE V8: 283 cu. in., 8.5:1 compression ratio, two-barrel carburetion, single exhaust (dual optional*). 230-H.P. SUPER TURBO-FIRE V8*: 283 cu. in., 9.5:1 compression ratio, four-barrel carburetion, single exhaust (dual optional*). 250-H.P. RAMJET FUEL INJECTION V8*: 283 cu. in., 9.5:1 compression ratio, Ramjet Fuel Injection, dual exhaust. 250-H.P. TURBO-THRUST V8*: 348 cu. in., 9.5:1 compression ratio, four-barrel carburetion, dual exhaust. 280-H.P. SUPER TURBO-THRUST V8*: 348 cu. in., 9.5:1 compression ratio, triple two-barrel carburetion, dual exhaust. 290-H.P. RAMJET SPECIAL V8*: 283 cu. in., 10.5:1 compression ratio, Ramjet Fuel Injection, dual exhaust. 320-H.P. TURBO-THRUST SPECIAL V8*: 348 cu. in., 11.25:1 compression ratio, four-barrel carburetion, dual exhaust (305 H.P., 11:1 compression ratio with Powerglide). 335-H.P., SUPER TURBO-THRUST SPECIAL V8*: 348 cu. in., 11.25:1 compression ratio, triple two-barrel carburetion, dual exhaust.

All Chevrolet engines feature valve-in-head design, aluminum pistons, forged steel crankshaft, replaceable-insert main and connecting rod bearings, full-pressure lubrication, harmonic balancer, 12-volt electrical system, positive-shift starter, automatic choke, 3-point mounting. Hydraulic valve lifters standard on all except special V8 engines. V8 engines feature independent operating mechanism for each valve, integral valve guides, chain-driven camshaft, five main bearings, paper element type air cleaner, full-flow oil filter* (standard with fuel injection, mandatory with special 348-cu.-in. engines), four-quart oil refill (without filter), and dual exhaust system with resonators (optional* on Turbo-Fire V8 and Super Turbo-Fire V8). Turbo-Thrust V8 and Super Turbo-Thrust V8 have precision machined-in-bore combustion chambers and large free-flow valves. Hi-Thrift 6 engine has shaft-mounted rocker arms, replaceable valve guides, four main bearings, gear-driven camshaft, oil-wetted air cleaner, by-pass type oil filter*, five-quart oil refill (without filter). Special V8 engines include special camshaft and valve system with mechanical valve lifters, premium bearings, and other heavy-duty features.

transmission

TURBOGLIDE*—Five-element torque converter with pump, three turbines, and dual-pitch stator controlled by accelerator pedal. Two turbine-operated planetary gear sets. Single forward Drive range. Grade Retarder, powerfull reverse, and positive parking lock. Selector sequence P-R-N-D-Gr.

POWERGLIDE*—Three-element torque converter (pump, turbine and stator) with automatically controlled planetary gears in Drive range, manually selected for low and reverse. Positive parking lock. Selector sequence P-R-N-D-L.

4-SPEED SYNCHRO-MESH*—Close-ratio 4-Speed Synchro-Mesh design, all forward speeds fully synchronized. Central floor-mounted short-stroke shift lever. Gear ratios: First 2.20:1, second 1.66:1, third 1.31:1, fourth 1:1, reverse 2.26:1.

OVERDRIVE*—3-Speed Synchro-Mesh plus 2-speed planetary overdrive, engaged semi-automatically above approximately 30 m.p.h. Downshift to direct drive by flooring accelerator. Lock-out control handle.

3-SPEED SYNCHRO-MESH—All helical gear Synchro-Mesh design with high torque capacity. Gear ratios matched to power team: V8 first 2.47:1, second 1.53:1, third 1:1, reverse 2.80:1; all Overdrive and with 6-cylinder engines first and reverse 2.94:1, second 1.68:1, third 1:1.

clutch

9½-inch diaphragm spring type with Hi-Thrift 6 engine. 10-inch semi-centrifugal diaphragm spring type with Turbo-Fire V8, Super Turbo-Fire

V8 and Ramjet Fuel Injection V8 engines. 10½-inch semi-centrifugal diaphragm spring type with Turbo-Thrust V8 and Super Turbo-Thrust V8 engines. All clutches have cushioned disc and permanently lubricated throw-out bearing.

chassis

SAFETY-GIRDER FRAME—Low, rigid tunnel-center X-built. FULL COIL SUSPENSION—Four coil springs with double-acting shock absorbers and built-in leveling control, front and rear. Independent front suspension with spherical joints, ride stabilizer bar on all except 6-cylinder Bel Air and Biscayne models. Four-link rear suspension with four rugged rubber-bushed control arms. WHEELS AND TIRES—14" wheels, 7.50 x 14 4-ply rating low-pressure blackwall tubeless tires (8.00 x 14 4-ply rating on Convertible and Station Wagons). BRAKES—Hydraulic, self-energizing 11" Safety-Master brakes with bonded linings, area 199.5 square inches. Foot-operated mechanical parking brakes, finger-tip release. STEERING—Forward-mounted Ball-Race gear, balanced relay linkage. Overall ratio 28:1 standard, 24:1 with power steering*. REAR AXLE—Hypoid, semi-floating, four ratios tailored to power teams. FUEL CAPACITY—Station Wagons, 17 gals. (Kingswood, 18 gals.), all others, 20 gals. ELECTRICAL—12-volt system, 54-plate battery (66-plate with special 348-cu.-in. V8 engines), 30-ampere generator.

body

STRUCTURE—All-welded Fisher Unisteel construction, sealed and insulated, 12-point mounting. EXTERIOR—Magic-Mirror acrylic lacquer finish, distinctive trim and identification for each series, horizontal dual headlights, directional signals, high-level air intake, concealed fuel filler. Safety Plate Glass in all windows. APPOINTMENTS—Single key locks, push-button door handles, crank-operated front vent windows, electric windshield wipers. INTERIOR—Luxurious combinations of nylon-faced fabric and vinyl upholstery (all vinyl in Convertible and Brookwood Station Wagons). Vinyl side trim and headlining (cloth headlining in Impala 4-door sedan, Bel Air and Biscayne models). 2-spoke 17" recessed-hub steering wheel and instrument panel distinctive for each series. Enclosed steering column.

dimensions

Wheelbase, 119". Front and rear tread, 60.3" and 59.3". Overall length 210.9", width 79.9", height—Sport Sedan, Sport Coupe and Convertible 54.0", Sedans 56.0", Station Wagons 56.3".

optional equipment*

Power steering. Power brakes. Power windows**. Flexomatic 6-Way power front seat**. Power tailgate window**. Vented full wheel covers. Heavy-duty rear coil springs. Positraction rear axle. Heavy-duty clutch**. E-Z-Eye glass. Padded instrument panel. De luxe equipment, steering wheel and foam rubber front seat cushion for Biscayne and Brookwood models. Heater and defroster. Air conditioner**. Whitewall and 8.00 x 14 4-ply tires. Choice of radios. Dual exhaust**. Oil filter. Heavy-duty generator**. Heavy-duty battery. Two-speed electric windshield wiper and pushbutton windshield washer. Oil-bath air cleaner for Hi-Thrift 6 engine. Special equipment for police or taxicab service. Full line of accessory equipment.

*Optional at extra cost. **Availability determined by either model or equipment.

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CHEVROLET '59



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