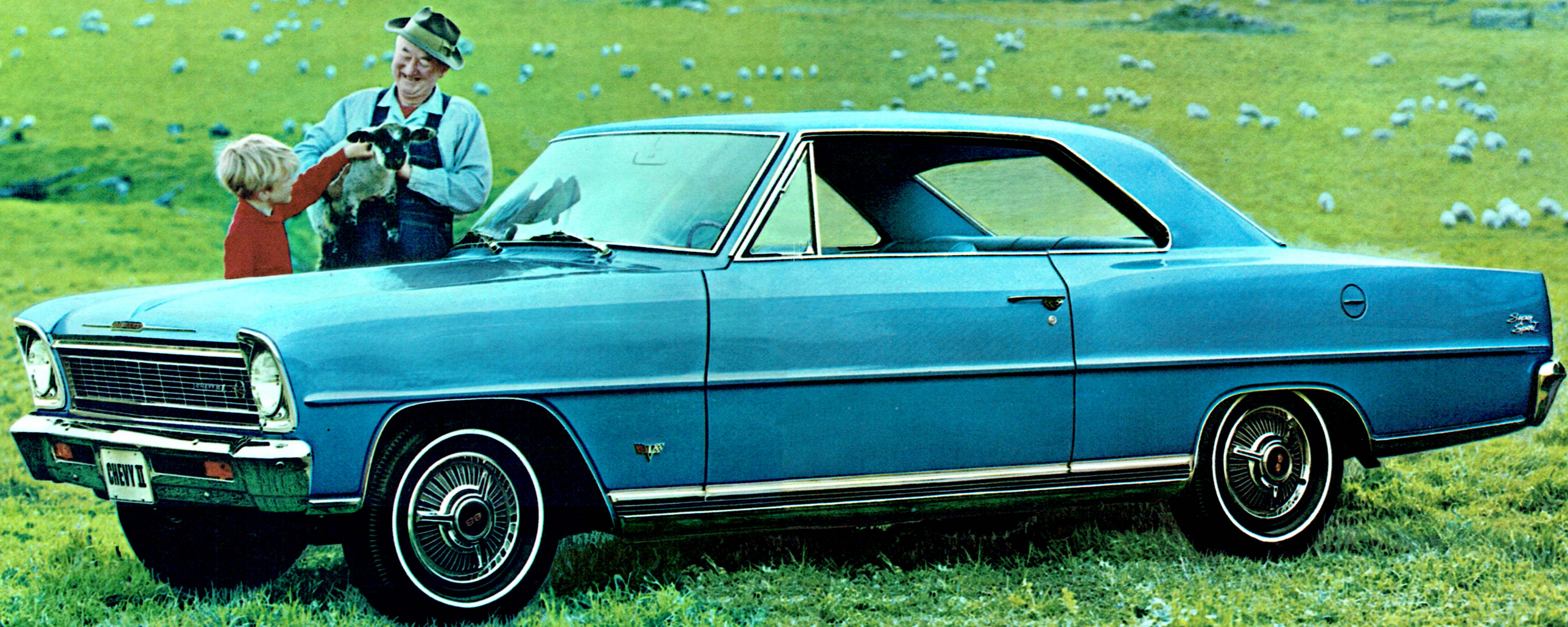


*Facts on the good things you'll find in
a new '66 CHEVY II by Chevrolet*



New Nova Super Sport



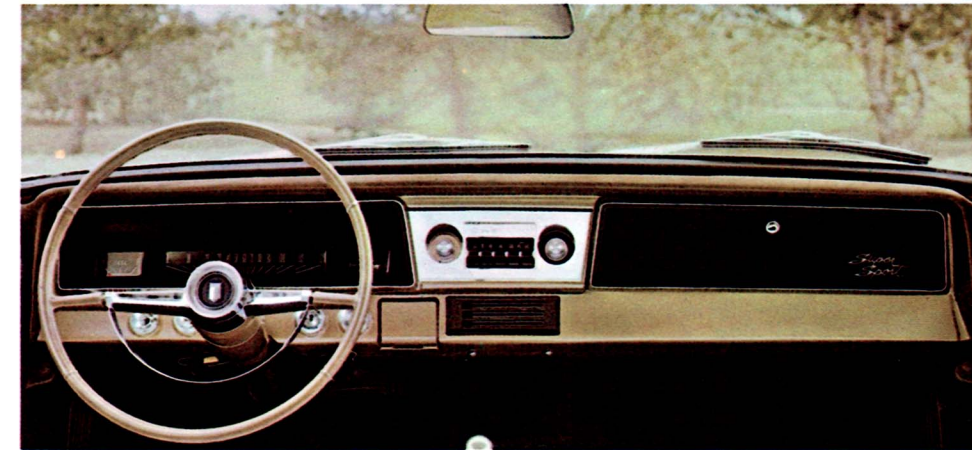
Nova Super Sport Coupe in Marina Blue.

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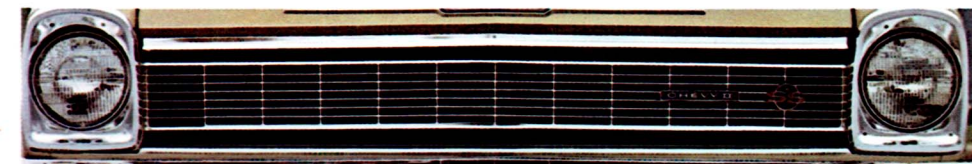
Express your personality through the many moderately priced Options and Custom Features available for your new Chevy II. Some are shown on car illustrations in this catalog; others are described. All these and more are listed on pages 10 and 11.



Nova Super Sport Coupe interior in fawn.



New Super Sport padded instrument panel with rally-type clock.



Handsome one-piece aluminum grille with integrated single-unit headlamps.

New Nova Super Sport

**SIZE UP REAL NEWNESS... PLAIN DRIVING
JUST TOOK ON FLAIR**

Just one look at the 1966 Chevy II squelches the rumor that there's nothing new under the sun. The styling's *all* new—bumper to bumper, top to tread. One beautiful proof is the Nova Super Sport, top-seeded member of the Chevy II lineup. Start at the bold new grille and work your way back to the completely redesigned rear end. Notice the many new-for-'66 styling ideas: cleanly executed hood and front fenders, sleek roof line, panoramic windows and rear deck accented by a wide ribbed bright-metal molding extending its entire width.

On closer inspection, additional refinements also say, "new for '66." The low, sporty silhouette takes on subtle highlights through bright SS identification emblems; special Super Sport wheel covers; bright-metal sill, wheel opening and outline moldings. Any way you look at it, the 1966 Nova Super Sport image is one of "let's get a move on."

Depending on model selected, standard power plants include the 120-hp Hi-Thrift 194 Six and 195-hp Turbo-Fire 283 V8. If you prefer a different output engine, specify the 140-hp Turbo-Thrift 230 Six, 220-hp Turbo-Fire 283 V8, 275-hp Turbo-Fire 327 V8 (up 25 hp this year) or the all-new Turbo-Fire V8 that gives 350 horses from 327 cubic inches.

Three great transmissions available, too. Biggest news is the standard column-mounted 3-Speed, now fully synchronized to permit smooth downshifting in all forward gears . . . even into 1st while rolling. You can also order a 4-Speed, fully synchronized in all forward gears, or the effortless Powerglide automatic. With 4-Speed or Powerglide, you get a special brushed-chrome center console plate inside your Nova SS.

Super Sport interiors for '66 match every exterior styling advancement. New all-vinyl Strato-bucket seats in front have a trim, modern look. And as in all Chevy IIs for '66, Super Sport standard equipment includes: dual color-keyed front and rear seat belts; padded sun visors and instrument panel; outside mirror; glare-reducing two-speed windshield wipers with washer; backup lights; and shatter-resistant inside mirror. Underfoot, deep-twist carpeting sweeps through the entire SS passenger compartment. The all-new instrument panel blends business with beauty. Instruments are recessed and grouped in an easy-to-see cluster behind a new, sportier steering wheel. There's a larger glove box in '66, highlighted by Super Sport identification, plus a rally-type electric clock with second hand. The new horizontal heater controls light up. Even the ignition switch reflects newness; a special stopgate prevents the key from slipping into the "accessory" position when not desired.

There are five all-vinyl interior trims color-keyed to the exterior. Choose from 15 Magic-Mirror colors this year, three exclusively for Super Sport: Marina Blue, Chateau Slate and Lemonwood Yellow. Five two-tones available, also.

For an even greater sense of well-being, order All-Weather air conditioning for year-round comfort. You can also specify an AM radio, pushbutton or manual, and rear seat speaker to surround you in sound.

Give a new Chevy II your personal stamp through the wide selection of modest-cost Options and Custom Features. You'll see some on car illustrations in this catalog, others are described. All are listed on pages 10 and 11.



Nova 4-Door Sedan in Willow Green.



Nova Sport Coupe in Sandalwood Tan.



Nova 4-Door Sedan interior in red.



Nova 4-Door 2-Seat Wagon interior in turquoise.



Nova 4-Door 2-Seat Station Wagon in Ermine White.

New Nova

STEP SMARTLY... SENSIBILITY'S WRAPPED UP IN FRESH SPARKLE

Bright as a new dime . . . at dollar-saving prices. That's the all-new version of Nova in three take-a-second-look models: sport coupe, 4-door sedan and 4-door 2-seat wagon. New single-unit headlamps are integrated into the handsome extruded aluminum grille. And the profile assumes a distinctive Nova air from bright-metal moldings.

If you've got a thing about the good life, you'll welcome Nova's lush interiors, which introduce a whole new run of cloth and vinyl fabrics. Seats for sedan and sport coupe have attractive striped pattern cloth plus vinyl center and side panels. Station wagon interiors are the quick-cleaning all-vinyl kind. All '66 Nova models feature four fade-resistant interior colors—fawn, turquoise, red and blue—as keyed to the exterior. A padded instrument panel is standard.

Comfort and convenience items you'll take to on Nova are: padded front and rear seat armrests, door-activated interior and glove box lights, foam-cushioned front and rear seats, color-keyed seat belts now fore and aft, blended-air heater and defroster with light-up controls, backup lights. Deep-twist carpeting for luxury. For extra comfort, you can order the new front seat Strato-ease headrests that give added support to your head and neck.

Size-wise, the Nova has plenty of interior room. Big men can sit up without stooping. Doors open wide, offering step-in, step-out ease regardless of hem length in fashion . . . shut and latch solidly, snugly. The spacious trunk holds luggage galore, and a luggage compartment mat in the sedan and coupe helps prevent scuff marks. Trunk lid's counterbalanced for near effortless ups and downs.

Nova 4-Door 2-Seat Wagon wins *cum laude* grades from capacity-conscious shoppers. Tailgate down, there's a full 108.3 inches of floor length to the back of the front seat. Tailgate up, still 86.0 inches to fill. In all, the Nova wagon offers 76.2 cubic feet of cargo space. Rear seat lowers and raises easily, folds flush with the floor for a nice flat cargo compartment. Tough patterned and textured all-vinyl seats hold up under Great Danes or Beaver Patrols.

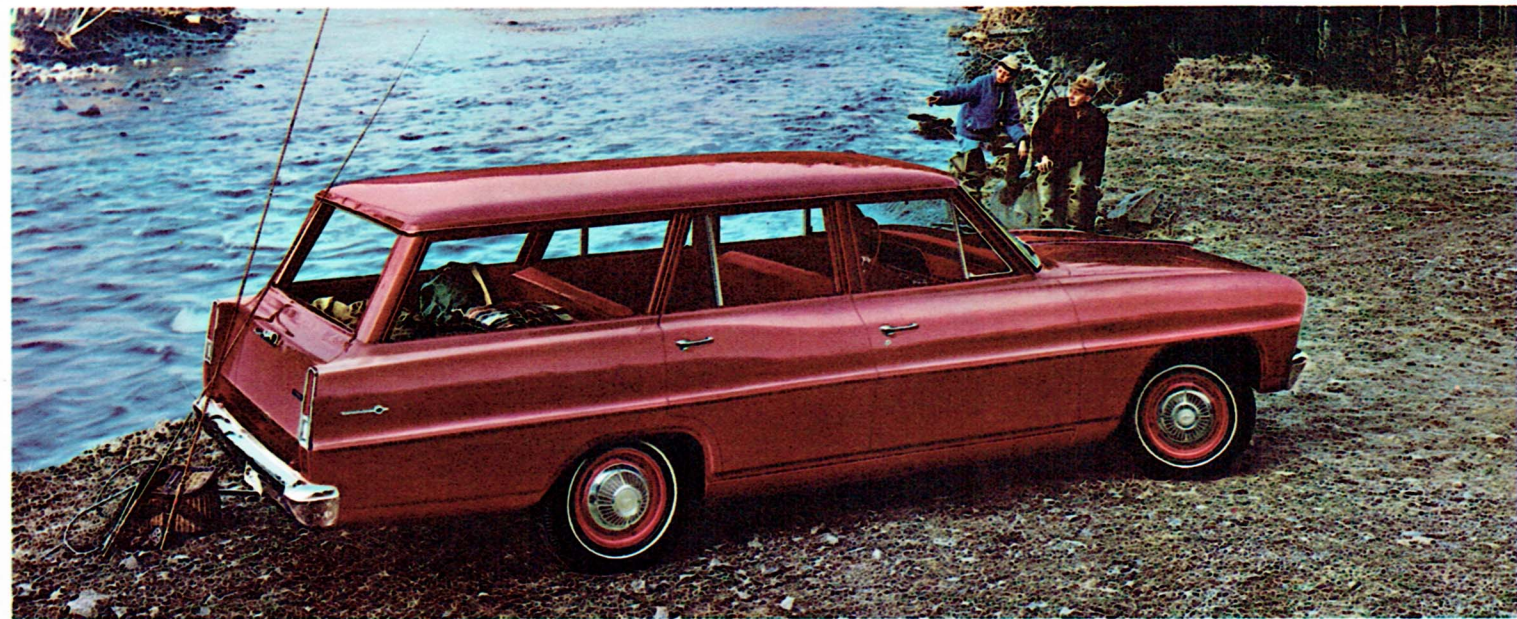
Enough power teams available to be picky about. New fully synchronized 3-Speed transmission is standard; 4-Speed or Powerglide automatic can be specified for any of the three new Novas. Depending on model, the practical 120-hp Hi-Thrift Six and 195-hp Turbo-Fire V8 are standard. Or order from four other engines, including the 140-hp Turbo-Thrift Six, 220-hp Turbo-Fire 283 V8 and the new 275- and 350-hp Turbo-Fire 327 V8s. Regardless of your selection, engine noise is held to a minimum through hood insulation mats of thick fiber glass. Other sound deadeners also promise quiet when you drive. Sidewall, roof, deck lid, instrument panel, rear bulkhead, floor, doors, wheel housings and selected underbody areas all have their share of insulating materials.

And don't forget there's plenty of customizing equipment you can order for your Nova, too.

Outfit a new Chevy II to suit yourself from the numerous Options and Custom Features available at moderate prices. Some are shown on car illustrations in this catalog, others are described. See pages 10 and 11 for a complete rundown.



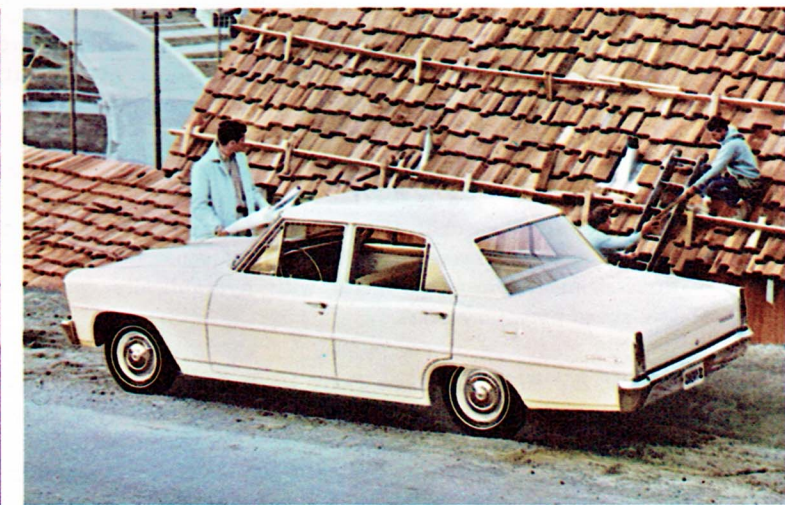
Chevy II 100 2-Door Sedan in Artesian Turquoise.



Chevy II 100 4-Door 2-Seat Station Wagon in Madeira Maroon.



Chevy II 100 4-Door Sedan interior in fawn.



Chevy II 100 4-Door Sedan in Cameo Beige.

New Chevy II 100

THINK PRACTICALITY... PENNY-WISE WAYS ARE EVER ON THE JOB

Lowest priced series in the line, yet you'd never mistake the Chevy II 100 for a poor relation. As with all Chevy IIs, it struts a host of Body by Fisher features that many more expensive cars would give their right fenders for. Such things as the new rear windows now adhesively bonded for positive sealing and a neater appearance. Also new plastic panels between front fenders and skirts to reduce the possibility of corrosion behind the headlamps.

In the passenger compartment, Chevy II doesn't stint on the creature comforts. You'll find tasteful cloth-and-vinyl seats (all-vinyl in wagon) with a generous helping of foam cushioning in the front one. Plus twin sun visors, instrument panel and front armrests—all padded; blended-air heater and defroster; color-keyed front and rear seat belts. In addition, the '66 Chevy II 100 lists as standard equipment glare-reducing two-speed windshield wipers with washer, backup lights, outside rearview mirror and shatter-resistant inside rearview mirror. Floor covering is long-wearing black rubber. Station wagon includes a black rubber mat for the load floor. Choice of three interior trims, color-keyed to your preference of 12 exteriors of Magic-Mirror acrylic lacquer.

Under the hood, power and economy take shape in three standard Chevy II engines, depending on the model you select: 90-hp Super-Thrift Four (100 sedans only), 120-hp Hi-Thrift Six, 195-hp Turbo-Fire V8. Four more you can specify: 140-hp Turbo-Thrift Six, 220-hp Turbo-Fire 283 V8 or the 275- and 350-hp Turbo-Fire 327 V8s. Three transmissions: standard 3-Speed, now fully synchronized for smooth up- and downshifting . . . even into 1st; also, the fully

synchronized 4-Speed or Powerglide automatic you can order.

As for ride, Chevy II 100 smooths out those washboard roads. Independent front suspension with high-mounted coil springs delivers easy-to-handle roadability on any terrain. Chevy II's exclusive Mono-Plate rear springs provide further built-in leveling. All four wheels employ double-acting shock absorbers for controlled spring action.

As in all Chevy IIs for '66, easy-care features are in abundance on 100 models. Vinyl headlining and sidewall trim in all models clean up with a simple sponge-down. Flush-and-dry rocker panels for long life. Self-adjusting Safety-Master hydraulic brakes designed for high-pedal stops, long lining life and resistance to fade. Delcotron generator helps prolong life of the 12-volt battery by maintaining electrical output even at low engine speeds. Long-wearing fully aluminized or aluminized and stainless steel exhaust system.

If you're a camper or tow a trailer, there are plenty of heavy-duty items you can order for your Chevy II 100 (or any other '66 Chevy II, for that matter): special suspension equipment, sintered-metallic brakes for stopping with weighty loads, roof luggage carrier (wagons only), heavy-duty radiator, trailer hitch and car-to-trailer plug-in wiring harness.

Personalize your 1966 Chevy II through the many reasonably priced Options and Custom Features available. You've probably noticed some on the car illustrations in this catalog and read about others in the descriptions. Acquaint yourself with the detailed list on pages 10 and 11.

You'll find these valuables in the 1966 Chevy II

ENGINES: The 4-cylinder and 6-cylinder engines incorporate short-stroke design with overhead valves. Quiet hydraulic valve lifters. Wedge-type combustion chambers with 8.5:1 compression ratio. Controlled pressure lubrication system with full-flow oil filter. Pressurized cooling system with high-capacity water pump. Single-barrel carburetor with fuel induction tailored to individual engines. Husky crankshafts, the Four with five replaceable main bearings, each Six with seven replaceable mains. All V8s feature short-stroke design with overhead valves, hydraulic valve lifters, wedge-type combustion chambers, short inlet and exhaust ports. Compression ratio of 9.25:1 in standard V8 and 220-hp Turbo-Fire V8; 10.5:1 in the 275-hp V8; 11.0:1 in the 350-hp V8. Two-barrel carburetor (4-barrel on optional V8s). All V8 engines feature a link-type automatic choke control for quick starting and warm-up. Full-flow oil filter. Heavy-duty crankshaft with five replaceable main bearings.

TRANSMISSIONS: New standard 3-Speed, fully synchronized in all forward gears for quiet downshifting; steering-column shift. Floor-shift 4-Speed, also fully synchronized in all forward gears. Powerglide automatic transmission employing three-element torque converter with hydraulically controlled two-speed planetary gears.

BODY BY FISHER: New Body by Fisher features for 1966: brand-new styling for all outer body panels including distinctive roof panels for sedans and coupes, front fenders, hood and rear deck lid; restyled bumpers and extruded aluminum grille; adhesively bonded rear windows for improved appearance and positive sealing; newly designed instrument panel with recessed instruments; new horizontal three-lever controls (lighted on Nova and Super Sport models) for blended-air heater and defroster; larger key-locking glove box; color-keyed front and rear seat belts. (Also, an electric clock as standard equipment on Super Sport.) In addition, proved Body by Fisher features are: thoroughly sealed and insulated unitized body and frame construction; high-level cowl-top ventilation system; turn signals and indicator lights.

STANDARD COMFORT AND CONVENIENCE ITEMS: Now included on every Chevy II are an outside rearview mirror; padded sun visors and instrument panel; glare-reducing two-speed windshield wipers with washer; backup lights; and shatter-resistant inside rearview mirror. (These items are not necessarily shown on illustrations in this catalog.)

EXTRA-COST OPTIONS AND CUSTOM FEATURES†

ENGINES: 140-hp Turbo-Thrift 230 6-cylinder, 220-hp Turbo-Fire 283 V8 and two Turbo-Fire 327 V8s developing 275 and 350 horsepower. **TRANSMISSIONS:** Powerglide automatic and fully synchronized 4-Speed. **RADIOS:** All-transistor AM, pushbutton or manual; antenna, power or manual. Rear seat speaker. **AIR CONDITIONING:** All-Weather filters and dehumidifies outside and inside air or blend of both; regulates temperature. Custom air conditioner (recirculating air type) filters,

POWER TEAM CHART		Standard 3-Speed Fully Synchronized	Extra-Cost 4-Speed* Fully Synchronized	Extra-Cost Powerglide* Automatic
STANDARD ENGINES				
90-hp Super-Thrift 153 4-Cylinder	Chevy II 100 2- & 4-Door Sedans	•		•
120-hp Hi-Thrift 194 6-Cylinder	All models	•		•
195-hp Turbo-Fire 283 V8	All models	•	•	•
EXTRA-COST OPTIONAL ENGINES				
140-hp Turbo-Thrift 230 6-Cylinder	All models	•		•
220-hp Turbo-Fire 283 V8	All models	•	•	•
275-hp Turbo-Fire 327 V8	All models	•	•	•
350-hp Turbo-Fire 327 V8	All models	•	•**	

*Floor-mounted console plate in Super Sport.

**Choice of 2.52:1 or 2.20:1 (close-ratio) low gear.

CHASSIS/SUSPENSION: Independent high-mounted coil spring front suspension with built-in leveling action. Exclusive Mono-Plate rear springs. Direct, double-acting shock absorbers at each wheel. **WHEELS:** 13" wheels on 4- and 6-cylinder 100 sedans, Nova sedans and Nova Sport Coupe; 14" wheels on all V8 and SS models, and on all wagons. (For specific details on tire sizes, appearance features and availability with car models, see your Chevrolet dealer.) **REAR AXLE:** hypoid, semi-floating type, ratio tailored to power team.

DIMENSIONS: Wheelbase, 110"; overall length, 183", of station wagons, 187.4"; height, sedans, 55.1", wagons, 55.7", Nova Sport Coupe, 52.8", Super Sport Coupe, 53.8". Tread, front and rear, wagons, 56.3" and 55.8"—other models, 56.8" and 56.3". Overall width, 71.3". Turning circle diameter, 39.5' wall to wall, 38.4' curb to curb.

EASY-CARE FEATURES: Acrylic lacquer finish in 15 Magic-Mirror colors. Vinyl headlining and sidewall trim in all models; also all-vinyl upholstery for Super Sport and station wagons. Self-adjusting Safety-Master hydraulic brakes, 9.5"; bonded linings. Flush-and-dry rocker panels. New plastic panels between front fenders and skirts for superior corrosion protection. Delcotron generator with 12-volt 44-amp.-hour 54-plate battery. Fully aluminized or aluminized and stainless steel constructed exhaust system (dual exhaust with 220-hp and 350-hp V8s).

dehumidifies; comfortable year round. **POWER ASSISTS:** Brakes, steering, tailgate window with dual controls for wagons. **SPECIAL DUTY:** Positraction rear axle. Heavy-duty clutch. Heavy-duty radiator (included with All-Weather air conditioner). Superlift air-adjustable rear shock absorbers. Special front and rear suspensions. 3.36:1, 3.55:1 and 3.73:1 axle ratios. Dual exhaust system. Sintered-metallic brake linings. Heavy-duty battery and Delcotron generators. Fully transistorized ignition

system. Tri-Volume horn. **WHEELS:** Simulated wire wheel covers. Full wheel covers. Thinline whitewall tires. **INTERIOR:** Deluxe color-matched front and rear seat belts with front seat retractors. New front seat Strato-ease headrests. Sweep second hand electric clock. Windshield-attached compass. Non-glare rearview mirror. Soft-Ray tinted glass (windshield only or all windows). Rear window defroster. Rear armrests and glove

box light for Chevy II 100 models. **OUTSIDE:** Front and rear bumper guards. Two-tone colors. Trailer hitch. Car-to-trailer plug-in wiring harness. Roof luggage carrier for wagons.

†Check your Chevrolet dealer for model application and availability with other equipment.

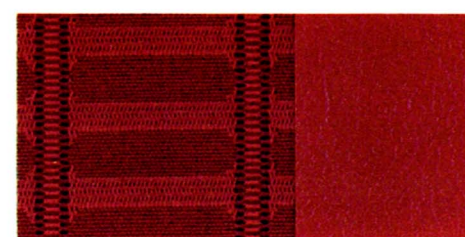
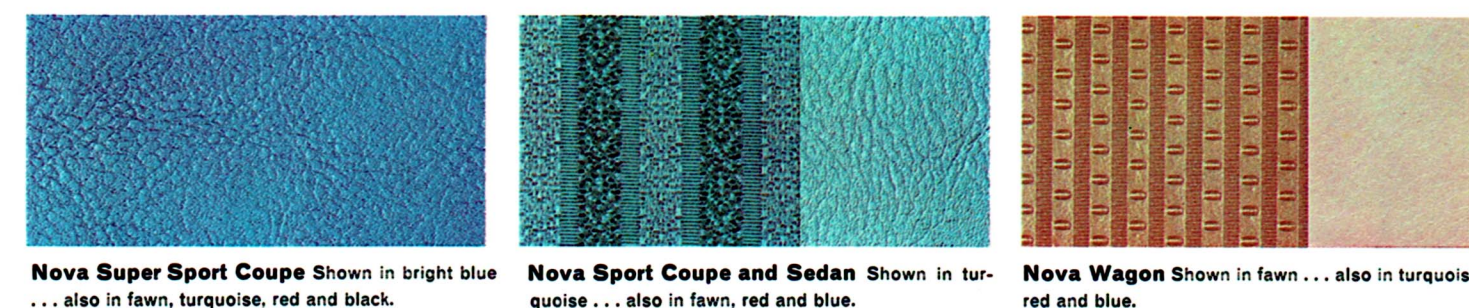
COLORS AND FABRICS

Up to 15 solid colors and 5 two-tone combinations available for 1966.

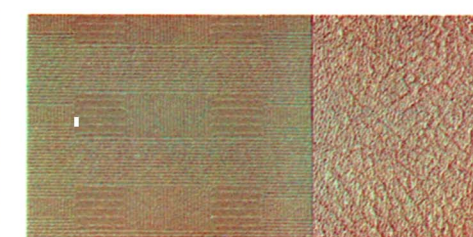


#Offered only for Nova Super Sport Coupe.

Interior colors for any model are keyed to your exterior color selection.



Chevy II 100 Sedans Shown in red . . . also in fawn and blue.



Chevy II 100 Wagon Shown in fawn . . . also in red and blue.

All illustrations and specifications contained in this literature are based on the latest product information available at the time of publication approval. The right is reserved to make changes at any time without notice, in prices, colors, materials, equipment, specifications and models, and also to discontinue models. CHEVROLET MOTOR DIVISION, GENERAL MOTORS CORPORATION, DETROIT, MICHIGAN 48202





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