

1964 Chevrolet



FOR CAR BUYERS: New styling at its fine-car best. New value at its Chevrolet best ■ The sporting urge—a new way to satisfy it ■ Luxury takes a look inside ■ When little things add up to big quality. **CHEVROLET**



IMPALA SERIES

Great lines in a quality-built luxury car! From the earliest drawing board stages, the '64 Impala was intended to be the most elegant, graceful automobile in its price range. (After all, the name comes from Africa's fleetest, most graceful antelope.) A new full-width sculptured grille, longer looking silhouette (209.9 inches from bumper to bumper), distinctive front and rear deck windsplits and tasteful chrome trim help make it so. We think Impala's styling could make a proud owner out of just about anyone. And that goes for Impala's exciting new running mate, the Impala Super Sport Series, too. There's no use wasting a lot of fancy words on Impala's ride when Jet-smooth fits like a glove. We get that famous ride like this: Full Coil suspension, X-built Safety-Girder frame and special extra-thick butyl rubber body mounts all work together to smooth out bumps. Naturally, a proud Impala owner won't want to take too much time from his motoring for maintenance and upkeep. And with Chevrolet's long list of easy-care features, he simply doesn't have to. Power assists are usually desired, of course. And power steering*, power windows*, power brakes* and a 6-way Flexomatic power seat* are fine for a start. Additional optional items* include Soft-Ray tinted glass, a de luxe AM-FM push-button radio, Comfortilt steering wheel and Four Season air conditioning. When you consider all the virtues of the '64 Impala, it looks as though the stylists and engineers produced exactly what was asked for.

IMPALA

THE BEAUTIFUL PART: PICKING THE IMPALA THAT APPEALS MOST

Selecting a '64 Impala simply has to be a matter of personal feeling. The sleek lines of the Sport Coupe or Convertible are destined for instant popularity with anyone who wants extra styling dash in his motoring. Those who require more space will favor the 6-Passenger 4-Door Sedan or Sport Sedan. Of course, nothing can replace a station wagon among suburbanites who go in for heavy hauling. Either the 6- or 9-passenger model will fill the bill and then some. Here's a special treat for the sporting clan. For the first time, Impala Super Sport is an exciting series in itself. Both Coupe and Convertible are bucket-seat beauties, marked inside and out by distinguished SS identification trim. They're even co-exclusive holders (along with Impala Sport Coupe and Convertible) of a new Goldwood Yellow Magic-Mirror finish. And the Coupe (Impala Sport Coupe, too) can be dressed up with either a white or black vinyl-covered roof.* As you might expect, Super Sports toe the Chevrolet line when it comes to sparkling performance and dependability. With 7 engines and 4 transmissions available, power teams can be tailored to individual spirit. Any of the three big 409 V8's* coupled with 4-Speed* Synchro-Mesh (or automatic Powerglide* with the 340-hp version only) is especially saucy in highway passing situations. Ball-Race steering and optional Positraction* rear axle make all those eager horses easier to handle, too. So go ahead... let your personal feelings take over. If your taste demands the best, we think you'll be satisfied to the fullest with an Impala or Impala Super Sport for 1964.

*Optional at extra cost.



Impala Sport Coupe in Tuxedo Black



Impala Convertible in Goldwood Yellow



Impala Sport Coupe in Laguna Teal



Impala 4-Door Sedan in Power Red

All Impala models shown at its original wheelbase.



Bel Air 4-Door Sedan in Midnight Blue

Bel Air 2-Door Sedan in Ember Red

THESE SLIMMED OUT PROFILES ARE BULGING WITH SPACE AND VALUE

BELAIR

There has to be a pretty good reason for Bel Air's enduring popularity. We think it's value. If we're right, Bel Air for '64 is a shoo-in as the car most likely to make new friends. Every motorist we know wants automotive styling that's going to be popular for years to come. Newly designed bumpers and a distinctive full-length side molding are just a couple of the classic highlights that will be earning Bel Air many an approving nod. And that means all

four models: roomy 2- and 4-Door Sedans, as well as the 6- and 9-Passenger 4-Door Station Wagons. But there's more that falls under the heading of value about Bel Air for '64. Polishing simply doesn't figure into many weekends with Magic-Mirror finish keeping every Bel Air hue showroom sharp. Mechanical upkeep . . . well, the Chevrolet engineers took care of that end of things. Husky Safety-Master brakes adjust themselves automatically,

a Delcotron generator helps increase battery life, a long-life exhaust system adds miles of quiet motoring, universal joints have sealed-in lubricant and flush-and-dry rocker panels do quite a job of lending off rust and corrosion. Almost seems as if there's nothing left to do but stack the luggage in the huge deep-well trunk, sit back and enjoy Bel Air's easy-handling Jet-smooth ride. Actually, that's the real payoff to Bel Air's '64 value story anyway.

TRADITIONAL ECONOMY WITH NEW LUXURY

Nearly everyone has a favorite tradition or two. And Biscayne is one of ours. A car that pleases even the most particular budget without skimping. This year, the cleanly sculptured Biscayne brings that tradition up to date with new luxury. For 1964, Biscayne features front *and* rear foam-cushioned seats, front *and* rear armrests, a handsome new steering wheel and deep-twist carpeting. There are three spacious Biscayne models for '64: two Sedans (2- and 4-Door) plus a husky 4-Door 6-Passenger Station Wagon.

Each one designed with an eye toward tasteful simplicity, a clean kind of styling that will make an owner proud to be the driver. Most engineers know about Biscayne's built-in reliability, too. But no slide rule is necessary to see how Chevrolet's easy-care features will reduce maintenance time and expense. Body by Fisher helps prove the point. Unisteel construction plus special inner front fenders that help protect outer fenders from inside-out rust and corrosion. Insulation at over 700 points to take

BISCAYNE

squeaks and vibrations out of rough road travel. And a High-Level ventilation system working with a DeLuxe Air-Flow heater-defroster to provide year-round climate comfort. Motoring should have comforts and conveniences, as well, and Biscayne furnishes its share. Crank-operated ventipanes, single-key locking system, electric windshield wipers and dual sun visors. Here's one final clincher for the budget watchers: equip a Biscayne with Chevrolet's standard 140-hp Turbo-Thrift 230 six and watch it take its regular gasoline a little at a time. Add Overdrive* and make those sips even less frequent. Now, that's what we call living up to a long-standing tradition.

*Optional at extra cost.



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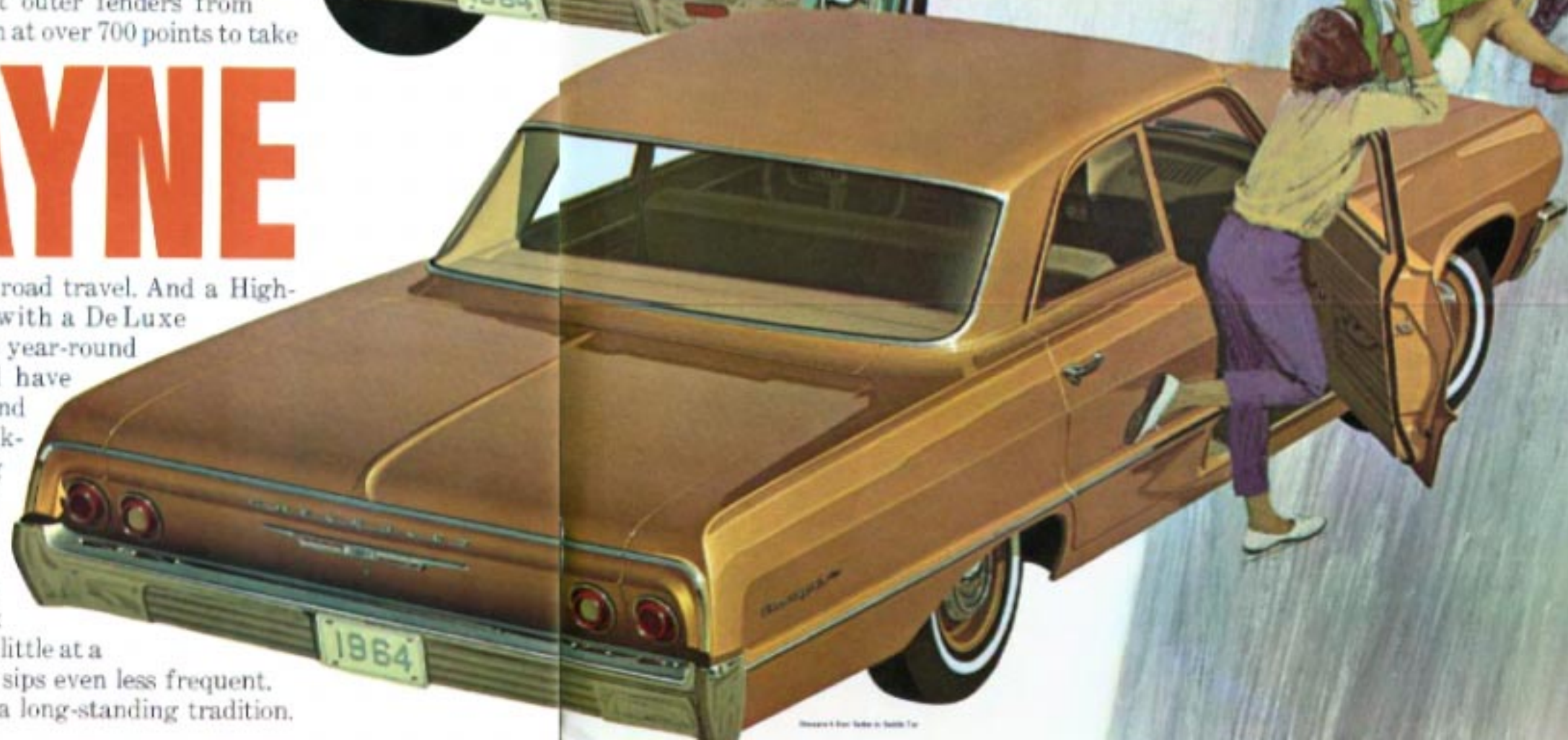


Illustration © 1964 General Motors Corp.

STATION WAGONS



Impala 6-Door 6-Passenger Station Wagon in Maroon Red



Bel Air 6-Door 6-Passenger Station Wagon in Blue Blue



Bel Air 6-Door 6-Passenger Station Wagon in Brown Wood



Bel Air 6-Door 6-Passenger Station Wagon in Silver Silver



Impala 6-Door 6-Passenger Station Wagon in Green Green with Red Luggage Carrier

FIVE LOOKERS WITH FULL-SIZE LOAD SPACE

Ask an automotive stylist and an engineer to wrap up seats of usable space with some of the most pleasing lines ever seen waiting at the curb. If they're successful, they've done their bit toward versatility. Our people did it five different ways in the 1964 Chevrolet Station Wagon: 6- and 8-passenger variants for Impala and Bel Air, plus the 6-passenger Buick model. Every one a sleek 210.8 inches, front to rear. These are willing workers that enjoy sprucing up for a night on the town, too. Naturally, wagon owners like their storage space in extra large helpings. Not much of a problem when there's up to 97.5 cu. ft. waiting to swallow any cargo worth a tote. It still has to be accessible, however. So every model converts easily to cargo carrying, has four doors and a gaping (30.5" x 36.4") tailgate opening. It's worth mentioning that the tailgates are counterbalanced . . . Chevrolet believes in making everything easy. Power-operated roll-down tailgate windows are standard on 8-passenger models, optional* on 6-passenger wagons. Where valuations are concerned, we recommend tucking them out of sight in a large special compartment beneath the rear cargo floor. Cautious types will want to speed a little extra on a key lock* for this compartment. Speaking of spending a little extra, the wagons have a few exclusive options*, too. A roof luggage carrier* and a split second seat* (fold down the 14 or 24 segment according to your load), to name a couple. Anything you want hauled? You have 'til sundown. That's when 1964 Chevrolet Station Wagons transform themselves into theater-going town cars. There's versatility for you! For more complete details, see the 1964 Chevrolet Station Wagon Catalog.

*Optional at extra cost.

CHEVROLET INTERIORS



1964 Impala Sport Coupe with Red Interior



1964 4-Door 5-Passenger Station Wagon with Blue Interior



1964 Chevrolet 2-Door Sedan with Fawn Interior

IMPALA SUPER SPORT—Luxury lovers, this interior's for you. New soft expanded vinyl in a pleated design covers most seat and door panel areas. And there's deep-twist carpeting underfoot. Extra-thick foam-cushioned seats will make SS the most sit-in car in the showroom. Especially the buckets up front. A smartly designed instrument panel puts all instruments and controls comfortably within easy eyesight and reach. Handsome center console houses 4-Speed* or Powerglide* shift levers along with a handy storage compartment (also a litter box in 3-Speed and Powerglide* models). Other goodies include bright SS identification trim, rear seat speaker grille and courtesy lights. Impala Super Sport has 8 color-keyed interiors including 3 exclusive two-tones. A car fit for any sporting joust.

IMPALA—To be sure, the elegance of the '64 Impala doesn't end with exterior styling. Impala's soft foam-cushioned seats are richly upholstered in the latest Chevrolet decorator fabrics (all-vinyl upholstery in the Convertible). Tufted cloth backrests, leather-grain vinyl trim and new colored plastic cowl kick panels add further touches. And bright aluminum end panels provide sparkling highlights. Impala also has deep-twist carpeting to blend with the decor. Six color-keyed interiors offer a choice of fawn, aqua, red, blue, green and saddle. Black is available on the Sport Coupe, Sport Sedan and Convertible exclusively. Impala's fine-car features include distinctive Impala steering wheel, electric clock, extra-long armrests, fingertip door releases and back-up lights. (There's more, but we don't want to spoil your first face-to-face introduction.)

IMPALA STATION WAGONS—Durability is a must in a station wagon interior. But there's really no need to sacrifice beauty. The 1964 Impala Station Wagons certainly don't. All-vinyl upholstery and trim offers an ideal blend of rugged practicality and good looks. With deep-twist carpeting on floor areas, upkeep consists of an occasional once over lightly with a sponge and whackroom. We like long-wearing vinyl so well that even load floors, tailgates and second and third seat backs have a vinyl-coated textured metal surface. If you're wondering about appointments, don't forget there's an Impala reputation to uphold. And the 1964 Impala Station Wagons have all the fine interior features found in other Impalas.



BEL AIR—Bel Air has a background of Chevrolet know-how when it comes to providing luxury-size stretching space. Large door openings and low sills take the squeeze and twist out of entry and exit. Inside, there's room to spare from every direction (even if you come from a family of six-footers). As a value, '64 Bel Air is one for the books. Foam-cushioned seats, distinctive new patterned cloth upholstery and leather-grain vinyl trim. Glove box light, automatic dome light, cigarette lighter, dual rear ashtrays, de luxe door handles and window regulators. Features you might expect to be beyond Bel Air's price range. Interiors are keyed to exterior colors and include fawn, aqua, red, blue and green.

BISCAYNE—We went all out to make saving look like splurging in the Biscayne interior. An attractive pattern cloth covers most of the seating area in Biscayne Sedans. Handsome bolsters and trim in leather-grain vinyl also add a tasteful flair. The deep-twist carpeting and handsome new steering wheel blend into the overall decor. For extra durability where it's needed most, Biscayne Station Wagon sports vinyl from the carpeted passenger floors up. As in higher priced lines, load floor, tailgate and rear seat back are vinyl-coated textured metal. Fawn, aqua and red are Biscayne's three interior choices for 1964. Naturally, they're color-keyed to your choice of a durable Magic-Mirror exterior finish. *Based on 1964 model.

fine fabrics • leather-like vinyls • cushioned carpets • long wearing • tightly stitched • decorator styled

NEW & IMPROVED TRANSMISSIONS

highlight power team lineup

Frankly, we felt our transmission lineup was top quality last year. But we wanted to be sure our owners again have the absolute best. So this year, there's an improved 3-Speed Synchro-Mesh and a new 4-Speed Synchro-Mesh*. Powerglide* and Overdrive* will carry on as their smooth, efficient selves.



IMPROVED STANDARD 3- The big word on SPEED SYNCHRO-MESH Chevrolet's 3-Speed Synchro-Mesh this year is "quiet." Featuring an all-steel gear design with a high torque capacity, 3-Speed Synchro-Mesh is standard on all full-size Chevrolets. Gear ratios are, of course, matched to engine type for smooth, economical operation.

NEW 4-SPEED SYNCHRO-MESH*—Take an outstanding 4-Speed Synchro-Mesh transmission, do some rearranging and the result is an even better version. The all-steel gear design has an aluminum housing. As the name suggests, all forward gears are fully synchronized. And with the 400- or 425-hp 486 V8's*, there's a choice of gear ratios. Central floor-mounted shift lever for the sporting set.

RENOWNED AUTOMATIC POWERGLIDE*—Automatic Powerglide will be generating its share of excitement in '64. A two-speed three-element torque converter with hydraulically controlled planetary gears is contained in an aluminum housing. That's great for low power-to-weight ratio. A selector dial reads Park (a positive parking lock)—R—N—D—L. All positions on 58 three-shift models fall in a straight line for easy gear selection.

EXTRA ECONOMICAL OVERDRIVE*—Ask the man on a limited gas budget about Overdrive. 3-Speed Synchro-Mesh works with a 2-speed planetary Overdrive to deliver top fuel economy and reduce engine wear. Overdrive is engaged semi-automatically when you exceed 30 mph, or thereafter.

performance-wise ENGINES

Two fuel misers, the 140-hp Turbo-Thrift 230 six and the 195-hp Turbo-Fire 283 V8, qualify in the spirited category. Both thrive on regular gas. More ginger means the two 317-cu.-in. Turbo-Fire V8's*. And the mightiest of all are three ver-

sions of the 409 V8*. All Chevrolet engines feature valve-in-head design, aluminum pistons, positive-shift starter, positive crankcase ventilation and automatic choke. The 409 V8's* add sparkle to their exhilaration with chrome-plated rocker covers, air cleaner, oil dipstick and filler cap, and fuel lines.



STANDARD 140-HP TURBO-THRIFT 230*—Economy, efficiency and spark—words that truly pinpoint Chevrolet's compactly designed 140-hp 6-cylinder power plant for 1964. Here's why. Three-act construction for cylinder head and block keeps weight down to a minimum. Modified-vee combustion chambers and short stroke design yield an 8.15:1 compression ratio. Seven main bearings provide exceptional smoothness. And full-pressure lubrication contributes to smooth operation. Other items: single-barrel carburetor, 130-cu.-in. displacement, oil-writed air cleaner and full-flow oil filter.

STANDARD 195-HP TURBO-FIRE 381 V6*—Chevrolet's 195-hp Turbo-Fire 381 has a combustion that opens intake and exhaust valves wide to promote engine breathing and a liberal flow of fresh-air mixture to the combustion chambers. The fuel-air mixture is squashed tightly by the compression ratio of 8.15:1. Additional assistance comes from a double-barrel carburetor, full-pressure lubrication system and a dry-sump air cleaner.

280-HP AND 300-HP TURBO-FIRE 327*—Here's how to make two engines out of the same 317 cubic inches. First engine has a temperature-controlled fan, full-pressure lubrication system with full-flow oil filter, hydraulic valve lifters, a dry-sump oil carrier, a four-barrel carburetor and dual exhausts. There's one gear with 280 horses and a 15.5:1 compression ratio. Now substitute a big aluminum body 4-barrel carburetor, wider port valves and larger diameter dual exhaust system. The horsepower just jumped to 300 with the same compression ratio. Of course, you get a high power-to-weight ratio for efficiency and performance.



340-HP, 409-HP & 425-HP TURBO-FIRE 409*—Our favorite modern traffic getter is a 340-hp engine with high torque characteristics, single four-barrel carburetor, hydraulic valve lifters, regular mesh belt, full-pressure lubrication, full-flow oil filter, closed positive-type engine ventilation, 18.0:1 compression ratio, temperature-controlled fan and full dual exhaust system. There's more performance yet in the 409-horse version. Large four-barrel aluminum carburetor, 11.0:1 compression, oil-writed element air cleaner, cast aluminum intake manifold, special carburetor with mechanical valve lifters, rough-surface crankshaft bearings and extra-strong pistons. Cylinder heads feature large inlet valves and smooth ports. The 425-hp 409 is a further adaptation with cast four-barrel carburetors.

BODY BY FISHER

sets a standard in fine car quality



When it comes to quality construction in the Chevrolet body, Fisher Body craftsmanship welcomes comparison. The people at Fisher Body are masters who devote their undivided attention to details—construction details that assure you of a Chevrolet product you'll be proud to call your own for years to come.

UNISTEEL STRENGTH AND DURABILITY—In a Unisteel body, the roof, sides and floor are welded together solidly to form one unit. Heavy side rails form a protective cage around the passenger compartment. What's more, the unit is sealed, insulated and attached with extra-large rubber mountings.

HIGH-LEVEL VENTILATION AND DE LUXE AIR FLOW HEATER—Here's a climate comfort team. Rain or shine, High Level ventilation provides outside air through filters located high on the roof, away from low-lying dirt, dust and fumes. When cold weather comes calling, the air flow heater makes use of the intake in an air-blower system that gives shiver instant temperature control. Heater operation is simple with just 3 levers in '64.



Pick your favorite exterior hue from Chevrolet's '64 selection of up to 15 solids and 11 fashionable two-tones. Impact Midge-Moore finish to keep your choice gleaming for years, and with practically no elbow grease. Deep-draw acrylic lampglass finish resists chipping, sun-fading and the corrosive effects of salt and road tar.

SAFETY DOOR LATCHES—Chevrolet remembers family safety. With doors closed, double-lipped interlocks on the latch strikers and interlocks on the latches provide a wide contact area that holds the doors tightly in place. A rotating lock bolt prevents any lateral movement of the closed door.

TOUCHES OF CONVENIENCE

Chevrolet's '64 models are worth their weight in value. *Crank-Operated Ventipanes* let you take your fresh air in small whiffs; just turn a handle. With Chevrolet's *Single-Key Locking System*, one key unlocks the doors, glove box, ignition and trunk. Push-button locks make the key unnecessary when locking up. And rear doors feature safety locks that prevent accidental opening from the inside. A *5-Position Ignition Switch* includes an "Accessory" position for music or heat without the battery drain of the engine ignition system. Engage Chevrolet's *Foot-Operated Parking Brake* with a push of the foot. Pull a "T" handle and you're ready to go again.

EASY-CARE features mean extra convenience and value

The way Chevrolet's easy-care features save you time and money, it's obvious that we at Chevrolet have a sincere interest in giving you a car that's easily serviced with as little expense and maintenance time lost as possible. Our efforts are continually rewarded by Chevrolet's long-standing reputation for value.



FLUSH-AND-DRY ROCKER PANELS—In the '64 Chevrolets, water entering the wheel well ventilating system is directed to the rocker panels where it flushes dirt and dust out through built-in drains. Incoming air follows the same channels and completely dries panel interiors. Rocker panel rust just doesn't have much of a chance.

INNER FRONT FENDERS—We wanted to protect the lasting beauty of every single front fender on the '64 Chevrolets. So we provided inner front fenders to act as barriers against the corrosive effects of water, mud and road salt.



SELF-ADJUSTING SAFETY MASTER BRAKES—Apply pressure to the brake pedal while backing up. If the brakes need adjusting, they do it themselves. For plenty of stopping power, the 11-inch hydraulic brakes have 20.4 sq. in. of gripping surface and large cylinders. Branded linings and venting through wheel stars give long living life and resistance to brake fade. Effective wading helps keep wet water.

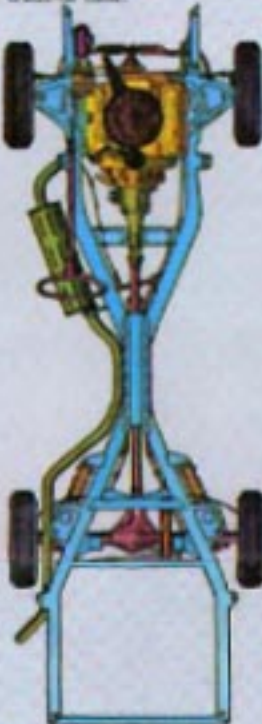


EXTENDED-LIFE EXHAUST SYSTEM—Exhaust systems are supposed to keep engines quiet and carry off fumes. Chevrolet systems handle the job admirably well after mile. This longevity comes from aluminum, stainless steel muffler parts and heavy gauge tailpipes. To you, it means fewer replacements, more satisfactory service and less maintenance expense.

BATTERY-SAVING DELCOTRON GENERATOR—Whenever engine speeds are low, Chevrolet's diode-rectified generator loads a head with electrical output. This really prolongs battery life. There's no commutator to wear out, either, so the well-maintained, high-capacity Delcotron is extremely durable.

CHEVROLET CHASSIS backbone of the famous JET-SMOOTH RIDE

The precision components and expert engineering in Chevrolet's '64 chassis play a particularly important role in Jet-smooth ride. There are many points that receive special sound and vibration dampening materials just to make sure that the ride is up to par. You can't see the chassis, but you'll appreciate its worth from behind the wheel and at trade-in time.



SAFETY-GIRDER FRAME—The chassis begins with a Safety-Girder frame. It's a fully box-section of X-built design that has the strength and rigidity required to keep body and suspension properly aligned. Safety-Girder is the foundation for Chevrolet's stability and riding comfort.

BALL-BACK STEERING GEAR—Chevrolet's Ball-Back steering makes parking easier and responds quickly in any driving situation. The ratio with standard steering is 20:1; power steering* is 14:1.

WHEELS AND TIRES—Part of the ride is in the wheels and tires. All full-size '64 Chevrolets have 14-inch wheels. Standard 1.90 x 14 tubular tires are standard. 1.90 x 14 on the Impala Convertible (7.00 x 14) and all Station Wagons (8.00 x 14).



FULL COIL SUSPENSION—Put a standard coil spring at each wheel, and you've made another contribution toward a smooth ride. We also added double-acting shock absorbers and built-in leveling action. In addition, low-back rear suspension reacts easy and quiet when entering and accelerating.

CLUTCH—Chevrolet's '64 clutch is a disc-plate-type type with standard engine transmissionly assisted discharge for optional V8's. The size of the clutch is determined by engine choice. But generally, they all have a single fly disc with ten fingers and a release bearing, with sealed-in lubricant.

Put your personal stamp on a '64 Chevrolet with pleasurable options and custom features

Almost every new owner wants his 1964 Chevrolet personalized a little. We have a complete line of Options and Custom Features to please enthusiasts from the mildest to the wildest. What a great way to add convenience and enjoyment to your Chevrolet motoring. And each item helps pay for itself at trade-in time.



ALL TRANSISTORIZED AN FM RADIO*—Accurately tailored to Chevrolet lines, the de luxe 5-push-button model features automatic frequency control, scratch-free tuning and static-free reception. Of course, you can still purchase a push-button or manual AM model*. A car-ear speaker* is available with either push-button vehicle.

NEW DELCOTRONIC FULL-TRANSISTOR IGNITION*—Available on all Turbo-Fire 409* V8 engines, the new Delcotron full-transistor ignition system includes a special magnetic pulse distributor and ignition pulse amplifier, plus special coil and wiring. Look for superior ignition at high engine speeds, greater durability and quick, quick starting. And there's no need for periodic service or adjustment.

POWER ASSIST*—Power Steering takes about 80% of the effort out of a steering, yet returns smoothly to give you a sure feeling of the road. Power Brakes give you efficient stopping with 1.3 less pressure on the pedal. Power Windows have a master window right seat to the driver's seat and separate control of each window. They're available with all Impala SE, Impala and Bel Air models. Finally, a 4-Way Finestride Power Seat* controls holds the seat position to your every desire. It adjusts fore and aft, up or down, and tilts forward or back.

POSITRACION REAR AXLE*—On snow, sand or any slippery surface, Positraction transfers power to the wheel that makes the best use of it. Go just about any place and have a solid footing. Positraction is available with all Chevrolet power teams.



DRIVER DESIGNED COMFORTLY STEERING WHEEL*—A slice of the lower allows seven different positions to fit the man (or woman) to the driver's seat. The wheel goes up and out of the way for easy entrance and exits. You'll find it absolutely as all the Impala Super Sport, Impala and Bel Air equipped with Power Steering* and 3-Speed Synchro-Mesh* or Powerglide*.

FOUR SEASON AIR CONDITIONING*—Four Season Air Conditioning keeps temperatures inside as you like it, regardless of what's happening outside. Five controls provide fast, easy regulation. The Custom De Luxe Air Conditioner* is also available for '64. This compact unit now offers an outside air intake.

2-SPEED ELECTRIC WINDSHIELD WIPERS*—Chevrolet electric wipers turn along at either of two constant paces whether you stop on acceleration or brakes. Parallel action leaves no water film on windshield.

SOFT-RAY TINTED GLASS*—Soft-Ray tinted glass windshields feature a dark, graduated band at the top to temper the sun's worst rays. Lower portions have just enough of a tinge to reduce glare from sunsets and oncoming headlights. Soft-Ray tinted glass is available for all windows on the windshields only in any 1964 Chevrolet.

PLUS A HOST OF ADDITIONAL EQUIPMENT*

Seat belt (one or two). Wheels with 6-inch rims. Ventilated wheel covers. Braced rear wheel covers. Speedometer springs. Special suspension. Special shock absorbers. Heavy-duty clutch. Temperature-controlled fan. Heavy-duty radiator. Special stainless-steel brake linings. Paired instrument panel. Sports-eyed steering wheel. Extra-heavy front-mounted front seat. Two-tone finish. Guards for front and rear bumper. Comfort and Convenience Equipment. Whitewall tires. Chevrolet and special tool. Heavy-duty Delcotron generators. Heavy-duty battery. 3.50:1 and 3.58:1 ratio rear axle. Turbodiesel. Oil-bath air cleaner and closed positive-type crankcase ventilation for 6-cylinder engine. Special police or tactical equipment*. Full line of Custom Feature Accessories.

*Optional at extra cost. †Availability determined by other model in equipment.

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CHEVROLET POWER TEAMS FOR 1964				
STANDARD ENGINES	3-Speed Synchro-Mesh	Overdrive*	4-Speed Synchro-Mesh*	Powerglide*
140-hp Turbo-Thrift 230	3.88:1 axle**	3.79:1 axle	N.A.	3.88:1 axle**
195-hp Turbo-Fire 283	3.98:1 axle***	3.79:1 axle	N.A.	3.98:1 axle***
OPTIONAL V8'S*				
280-hp Turbo-Fire 327	3.15:1 axle	N.A.	3.15:1 axle	3.88:1 axle
300-hp Turbo-Fire 327	3.15:1 axle	N.A.	3.15:1 axle	3.15:1 axle
340-hp Turbo-Fire 409	N.A.	N.A.	3.15:1 axle	3.15:1 axle
409-hp Turbo-Fire 409	N.A.	N.A.	3.15:1 axle	N.A.
425-hp Turbo-Fire 409	N.A.	N.A.	3.15:1 axle†	N.A.

13.0:1 in Station Wagons; 12.0:1 in Convertibles. *10.0:1 in Station Wagons and all Impala and Impala Super Sport models. N.A.—Not Available. †12.0:1 with 12.0:1 low transmission. *Optional at extra cost.

FUEL CAPACITY: Wagons, 19 gals.; all others, 20 gals. ELECTRICAL SYSTEM: 12-volt system, 5-plate battery (66-plate with 27" and 30" on 1/2 V8). DISCHARGE RATE: 119" from one end and 120" from other. System Voltage 6.3" and 6.4" in all other models 50.5" and 51.7". Terminal length—Standard Wagons 20.8", all other models 20.8", width 26.1", height—Sport Cooper 35.1", Sport Sedan 34.5", Convertible 33.4", Station 35.7" and Wagons 35.7".



no high price on luxury here—just sport and sparkle... breeziness and breadth... and jet-smooth luxury!