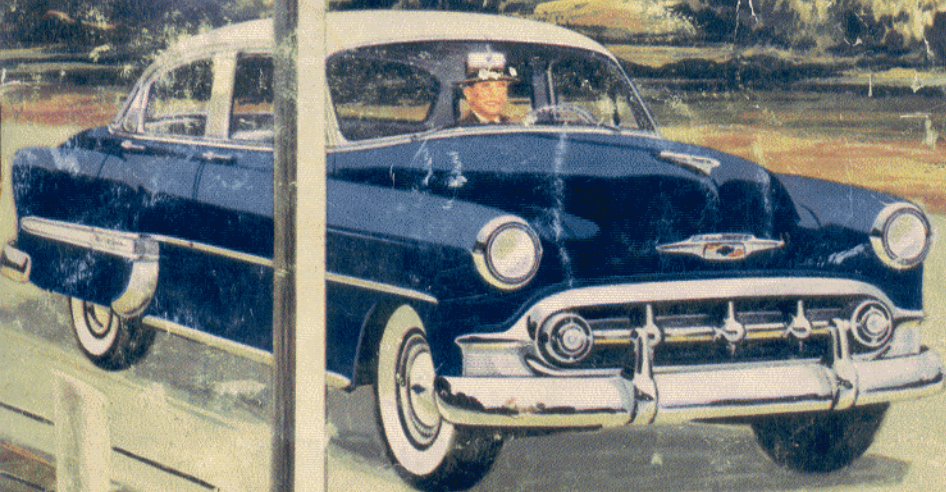
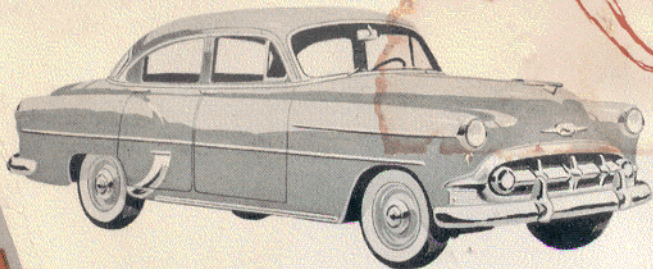


GUIDE

TO YOUR NEW 1953



New Chevrolet Owners



WELCOME to the large and happy family of Chevrolet owners!

Your new 1953 Chevrolet is by far the finest and most beautiful Chevrolet ever built . . . designed to serve you faithfully and economically over many thousands of miles. The information and suggestions in this manual can help you enjoy to the fullest all the advantages of your new car.

We should also like to take this opportunity to thank you for choosing Chevrolet . . . and to assure you of our continuing interest in your motoring pleasure and satisfaction.

Chevrolet Motor Division
General Motors Corporation
Detroit 2, Michigan

OWNER'S MANUAL

Preface

This OWNER'S MANUAL is designed to aid you in becoming acquainted with the important features of your new Chevrolet. Emphasis has been concentrated on facts that will be helpful in your daily driving.

Read this OWNER'S MANUAL carefully, and keep it as a handy reference to assure the maximum in pleasurable, carefree driving.

All information, 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.

FOURTH EDITION

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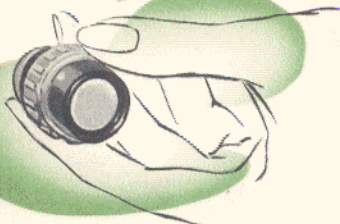
PLACED FOR YOUR

Convenience



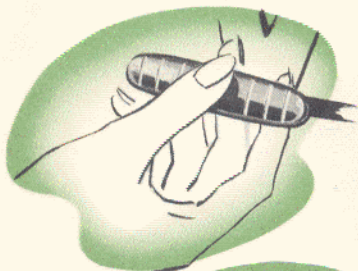
1. KEY STARTER

The key starter has four positions: LOCK, OFF, ON and START. To operate, turn switch to START. As soon as the engine starts, release switch, which will return to ON position. The key is required only when turning to or from LOCK position.



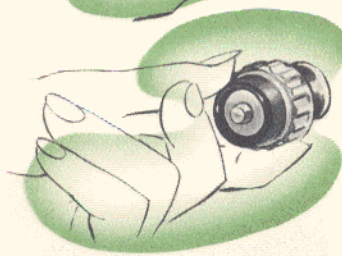
2. LIGHT CONTROL KNOB

Pull knob to first position for parking, tail, license, and instrument panel lights. Regulate latter by rotating knob. In second position, driving lights replace parking lights. Beam selection is by foot switch. Red warning light on speedometer indicates upper beam.



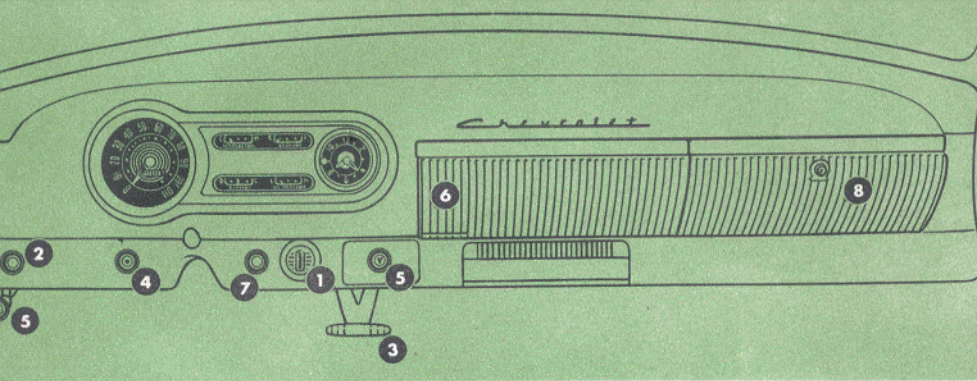
3. PARKING BRAKE

The parking brake, which operates independently of the service brakes, is applied by pulling straight back on the T-handle. To release, simply turn the handle slightly and push in to normal position.



4. WIPER AND WASHER

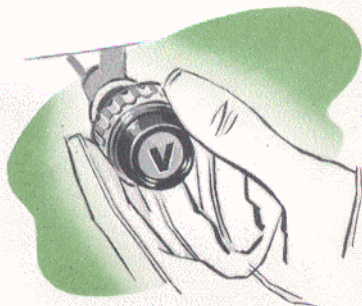
The windshield wiper is regulated by turning knob. The Chevrolet windshield washer, an accessory, is operated by pressing and then releasing button in the center of the knob.



5. VENT KNOB

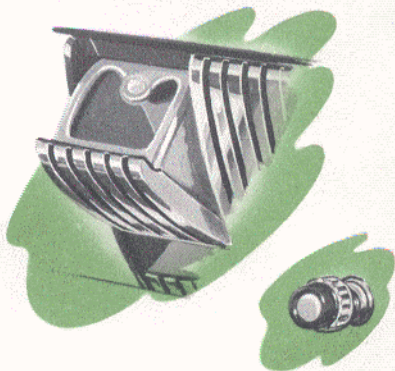
The all weather ventilating system is controlled by two knobs. Each ventilator is opened by pulling the knob out to control the flow of air.

At times, it may be advisable to shut off the flow of air to keep out offensive odors or exhaust gases of other traffic.



6. ASH TRAY

A tilt type ash tray is located at the left end of the radio grille of all Bel Air and "Two-Ten" models. To remove the ash tray for emptying, depress the circular snuffer at top of tray.

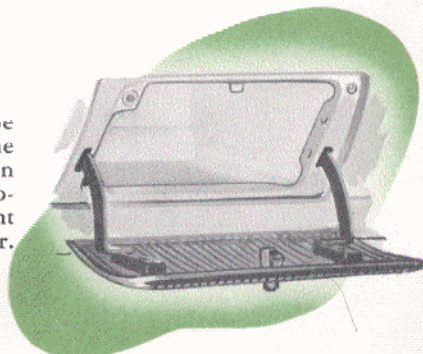


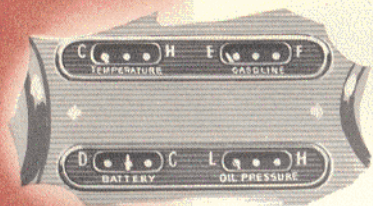
7. LIGHTER

The cigarette lighter on all Bel Air and "Two-Ten" models is operated by pushing in. When heated, it automatically clicks out for use.

8. GLOVE COMPARTMENT

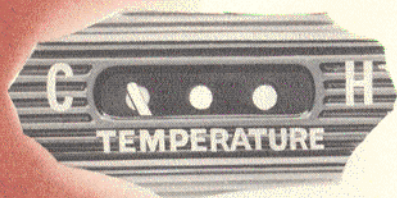
The glove compartment may be opened by the push button on the door. To lock, insert key and turn one quarter turn. Bel Air and "Two-Ten" models have an automatic light operated by the compartment door.





9. INSTRUMENT CLUSTER

The attractive instrument cluster is conveniently arranged for quick, easy reading. Plastic arrows serve as indicators when the direction signal, an accessory, is installed.



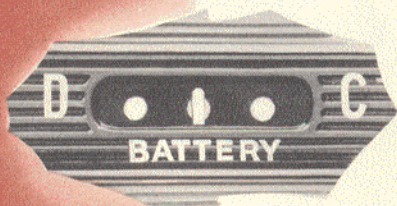
10. TEMPERATURE GAUGE

This gauge shows engine coolant temperature. Normally needle registers near the center except during very hot weather, when long, hard drives or prolonged idling may cause it to register close to the "H" mark.



11. FUEL GAUGE

The fuel gauge is operated electrically and indicates the amount of fuel in the tank only when the ignition is turned on. When the ignition is turned off, the pointer returns to the empty mark.



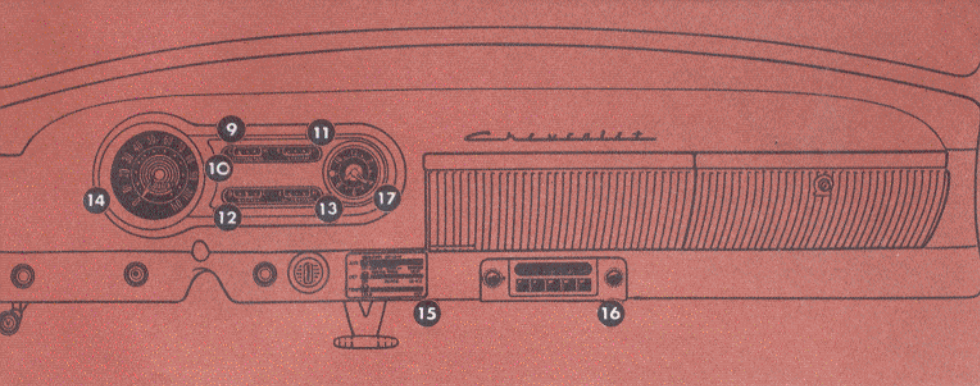
12. CHARGE INDICATOR

This gauge shows whether the battery is being charged or discharged. The generator is equipped with a regulator which controls the charge according to battery requirements.



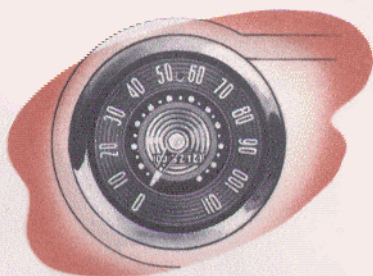
13. OIL PRESSURE GAUGE

The oil pressure gauge should always indicate pressure when the engine is running. If no pressure is indicated, stop engine immediately and have the cause corrected.



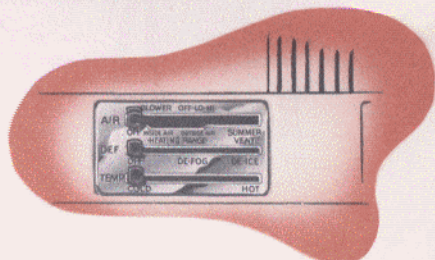
14. SPEEDOMETER

The circular type speedometer registers both speed and accumulated mileage. A hood and special edge-lighting reduce reflections during night driving.



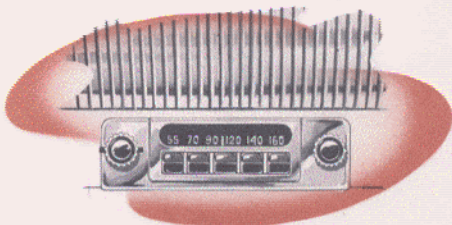
15. HEATER CONTROLS

In a car equipped with the Chevrolet Air Flow heater, the heater controls are installed to the right of the key starter, replacing the right hand vent control knob.



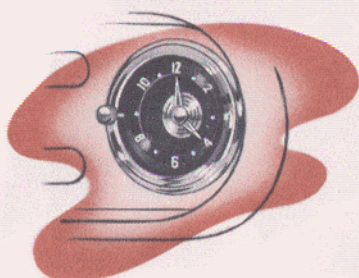
16. RADIO

The radio dial and controls are installed in the space provided below the radio grille. Two radios are available, one with manual tuning, and the other having selector buttons for automatic station tuning.



17. CLOCK

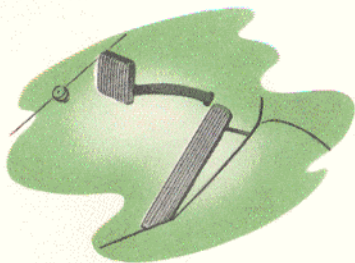
An illuminated stem wind clock is located at the right of the instrument cluster in all Bel Air and "Two-Ten" models. The clock is set by pulling out and turning the stem wind knob at the left of the dial.



Interior **FEATURES**

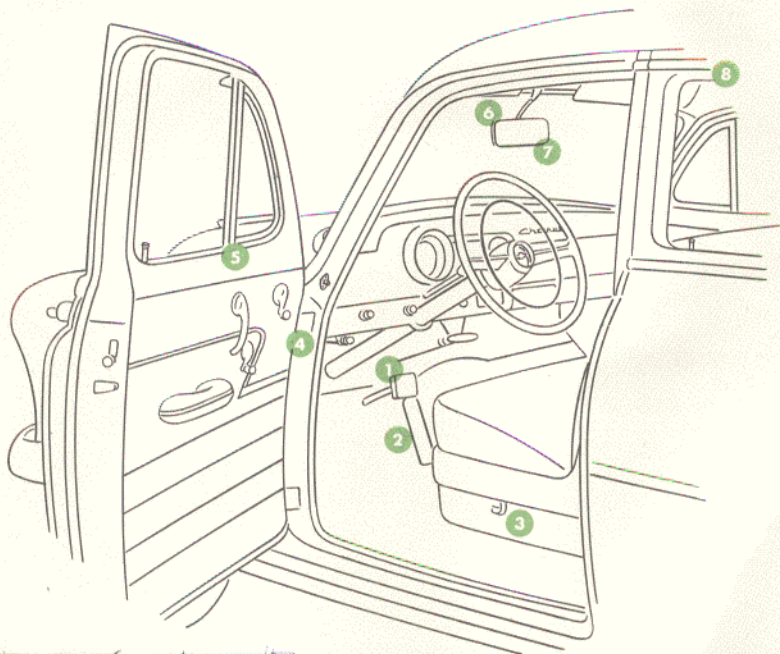
1. FOOT FORM PEDAL

Chevrolet square-shaped pedals are scientifically designed for maximum comfort while providing the proper "feel" of clutch and brake control.



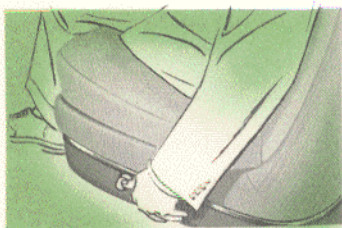
2. ACCELERATOR

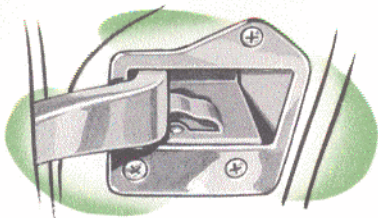
The accelerator pedal controls engine speed, and is designed to provide the proper "feel," neither too light nor too firm, for smooth control.



3. SEAT ADJUSTER

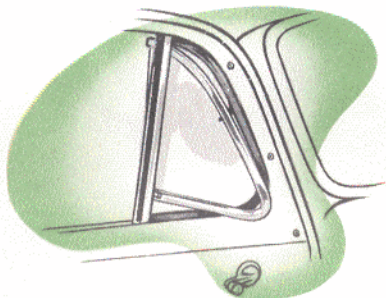
The front seat adjuster is on the left side of the seat frame, and when pressed down allows the seat to be adjusted forward or backward.





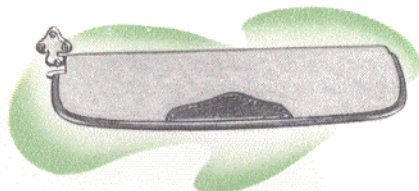
4. DOOR HINGE

Door hinges are of the concealed type, and require no service other than periodic lubrication. A hold open device is incorporated in each door to facilitate entering or leaving the car.



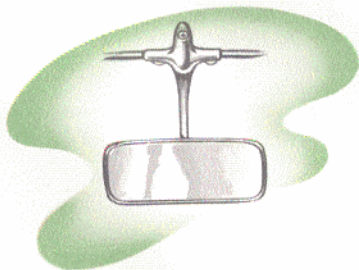
5. DOOR VENTIPANES

Front door ventipanes have a crank type control. A latch at the lower edge locks the ventipane.



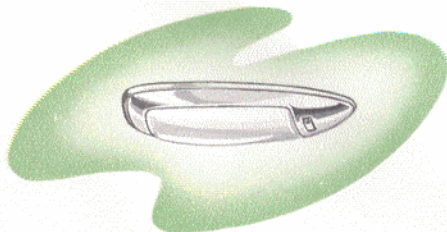
6. SUN VISOR

The sun visors, two on Bel Air and "Two-Ten" models, one on "One-Fifty" models, are designed to provide a wide range of positions to shut off glare from the sun.



7. REAR VIEW MIRROR

The rear view mirror is adjustable to accommodate all driving positions, and may be rotated one half turn to provide a higher or lower position.

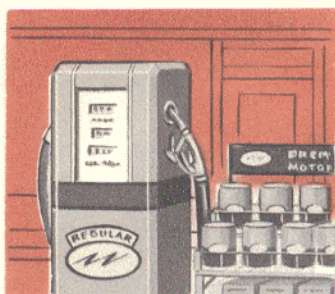


8. INTERIOR LIGHTING

Bel Air and "Two-Ten" models feature automatic interior light switches on both front doors in addition to the regular manual switch. The Convertible dome light operates only when parking or head lamps are on.

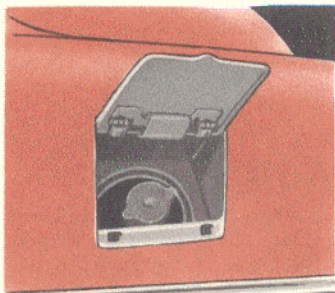
Operating

INFORMATION



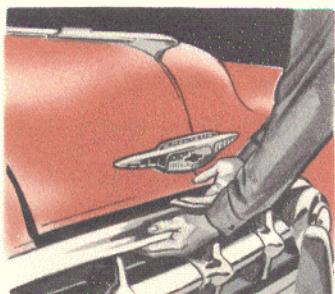
GASOLINE AND ENGINE OIL

The efficient high compression Chevrolet engine is designed to deliver its performance and economy with "Regular" grades of gasoline. Use of the proper engine oil is of great importance in assuring maximum performance and economy. See recommendations on pages 21 and 22.



GASOLINE FILLER CAP

The gasoline filler cap is located under the lid in the left rear fender on all models but the Station Wagons, which have an exposed cap. For extra precaution against fuel theft, a locking cap is available for all models from your Dealer.



HOOD LOCK

The hood release lever is under the top grille bar, slightly left of center. Lifting the lever releases first the hood lock and then the safety catch. The hood can now be opened. Spring loaded hood supports assist in raising and holding the hood open.

ENGINE OIL LEVEL ROD

The oil level rod, located on the right side of the crankcase, is marked "Full" and "Add Oil." Check oil frequently and maintain level between these two lines. *Avoid overfilling.*

POWERGLIDE TRANSMISSION OIL LEVEL ROD

The Powerglide transmission oil level rod, on the right side of the engine, is marked "Full" and "Add 1 Qt." Check every 1,000 miles with transmission in Neutral, engine warm and idling. *Avoid overfilling.*

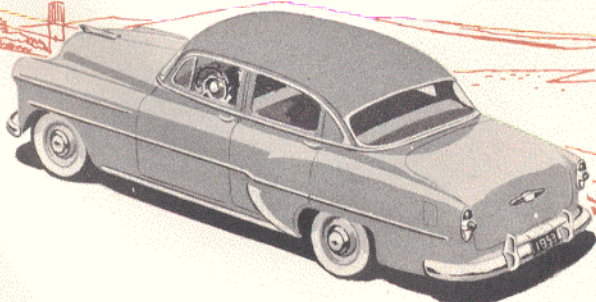
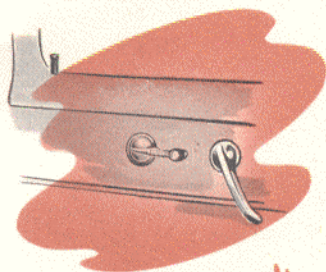
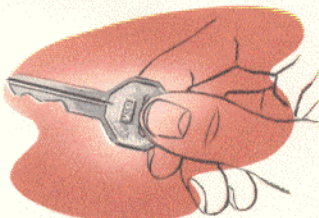
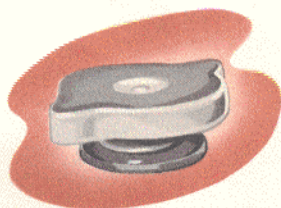
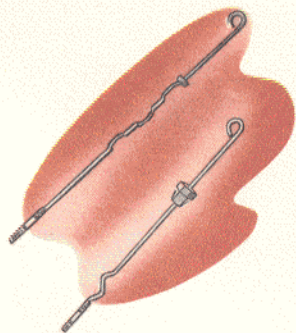
RADIATOR FILLER CAP

A pressure type radiator filler cap reduces coolant loss. When removing, rotate left to first stop to relieve pressure in system. Turn cap again to remove.

KEYS AND LOCKS

A single key operates any lock on your car. Record key number upon delivery of car. To lock the doors from inside, push down locking button on each door. From outside, doors may be locked in either of two ways: 1. Push inside locking button down and close door while holding in push button on outside handle. 2. With door closed, turn front door lock a quarter turn toward rear of car. Return key to vertical position and remove.

A special safety feature is provided in the rear door locks of all four-door sedans for owners who wish this feature. Your Chevrolet dealer will adjust these locks so that the door cannot be opened unless the inside locking button is up.



Automatic DRIVING

A new experience in motoring pleasure will be yours the moment you take the wheel of your new Powerglide Chevrolet. The new, more powerful high compression engine and new automatic transmission provide flashing performance, improved operating economy, and even greater driving convenience.

THE POWERGLIDE QUADRANT

Fingertip control of the Powerglide transmission is provided by five different positions:

- P- PARK. Holds the car immovable, even on steep grades.
- N- NEUTRAL. Allows engine to be operated with car standing still.
- D- DRIVE. For all normal driving. Transmission automatically selects the range best suited to every driving situation.
- L- LOW. Use only when pulling through deep snow or sand, climbing or descending very steep hills, and for additional engine braking below 40 M.P.H.
- R- REVERSE. For backing up. Bring car to a complete stop before selecting this position.

STARTING THE ENGINE

1. In a Chevrolet, you can start the engine in either "P" or "N" position. Starter is inoperative in any other position. If engine is very cold or car is on hill, "P" position is preferable.
2. Press accelerator to floor once and release. This sets automatic choke and fast idle according to temperature conditions.
3. Turn key starter to START. Release as soon as engine starts. Key starter will automatically return to ON.

When starting a warm engine, hold accelerator halfway down. Should engine flood, depress accelerator fully to open choke while starting. Do not pump accelerator.



NORMAL DRIVING WITH POWERGLIDE

Place selector in "D" and press the accelerator for smooth, effortless driving in city or country. Powerglide automatically selects the range most suited to your driving needs. Starting, the car moves forward in automatic low, changing to cruising range between 10 and 42 M.P.H., depending on accelerator position. While cruising at speeds below 37 M.P.H., Powerglide will change automatically to low range when accelerator is fully depressed for maximum acceleration. At low speeds above 10 M.P.H., this change may occur before accelerator is fully depressed. As the car slows to a stop, Powerglide changes to low range at 9 M.P.H. in readiness for the next start.

NOTE: The above road speeds are approximate, and may vary with individual cars.



"L" position should be used when climbing very steep grades at reduced speed, or when pulling through deep sand and snow. At speeds below 40 M.P.H. this range may be used to provide additional engine braking for descending steep grades or slowing down on slippery pavement.

"R" position reverses Powerglide for backing. Bring car to a complete stop, raise control lever slightly and move to "R" position with engine idling.

FOR MAXIMUM PLEASURE AND PERFORMANCE FROM YOUR NEW

Powerglide

Remember that Powerglide is *completely automatic*. Simply move the selector to the desired position and press accelerator to go. Do not attempt to force a change from low to cruising range by releasing the accelerator. In wide open acceleration, Powerglide will change from low to cruising range at 42 M.P.H. During moderate acceleration, this change may occur as low as 10 M.P.H. Because Powerglide automatically selects the range best suited to any driving condition, maximum performance and economy is assured.

DRIVING CAUTIONS

A few driving cautions should be observed:

- Do not accelerate engine for over ten seconds in "D", "L", or "R" when car is held with brakes.
- When stopped on an upgrade, do not hold car by accelerating engine except very briefly. Use service brake.
- Move selector to "L" for extremely hard pulls at low road speed.
- Do not move selector from "D" to "L" or "L" to "D" over 40 M.P.H.
- Never move selector to "R" when car is moving forward.
- Engage parking lock ("P") only when car is completely stopped.
- If car must be towed, place selector in "N." Do not exceed 45 M.P.H. Tow with rear wheels raised if transmission is not operating properly.

PUSH START

Should it ever be necessary to start the engine by pushing car, place selector in "N" until car reaches 15 M.P.H., or 20 M.P.H. on a slippery road. Turn key starter to ON and move selector to "L." When engine starts, move selector to "D."

NOTE: Towing is not recommended for this operation, as car may accelerate into tow car when engine starts.

Conventional **DRIVING**

Chevrolet's exclusive combination of easy-shifting Synchro-Mesh transmission and light action diaphragm spring clutch provides greater motoring pleasure for those who prefer conventional driving. A host of new mechanical features assure even greater operating economy, dependability, and convenience.

STARTING THE ENGINE

1. Place shift lever in Neutral and depress clutch.
2. Press accelerator to floor once and release. This sets automatic choke and fast idle according to temperature conditions.
3. Turn key starter to **START**. Release as soon as engine starts. Key starter will automatically return to **ON**.

When starting a warm engine, hold accelerator halfway down. Should engine flood, depress accelerator fully to open choke while starting. Do not pump accelerator.

THE CHEVROLET SYNCHRO-MESH TRANSMISSION

Any of the three forward speeds or reverse may be selected from the neutral position as follows:

FIRST SPEED

Depress clutch. Raise shift lever and move fully down. Engage clutch gradually.

SECOND SPEED

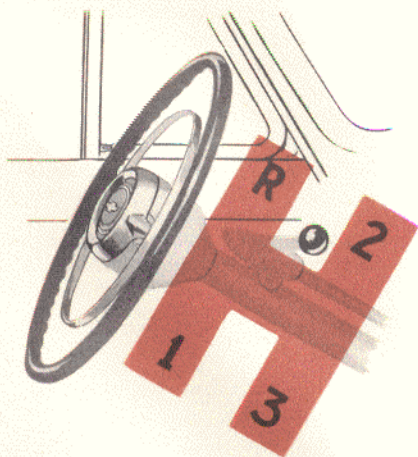
Depress clutch. Push shift lever up and away from steering wheel. Engage clutch.

THIRD SPEED

Depress clutch. Pull shift lever down and away from steering wheel. Engage clutch.

REVERSE

With car at a standstill, depress clutch. Raise shift lever and push fully upward. Engage clutch gradually.

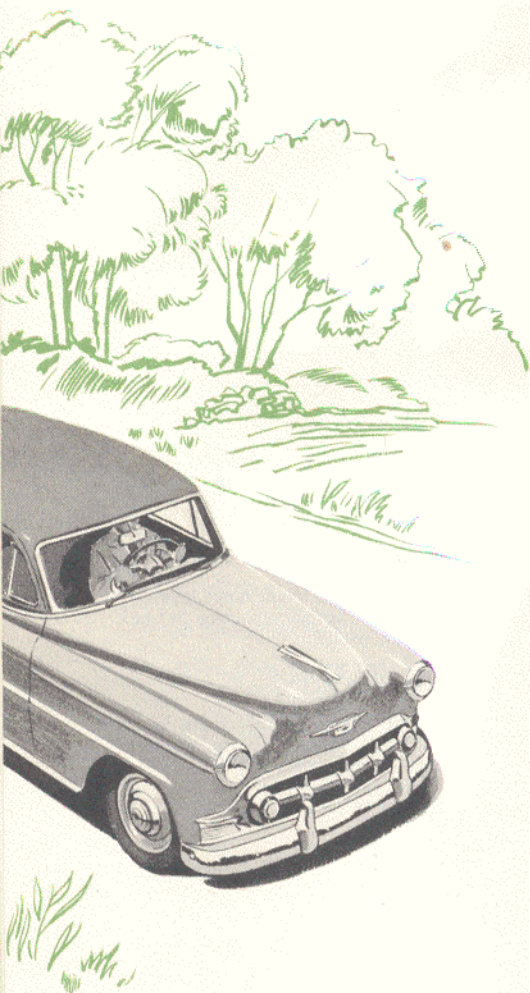


PUSH START

Should it ever be necessary to start the engine by pushing or towing car, place lever in Neutral until car reaches 15 M.P.H. Depress clutch, turn key starter to **ON**, and place shift lever in **THIRD** speed. Engage clutch gradually to start engine.

Breaking-in

PERIOD



TO MAINTAIN the high standard of performance and efficiency of your new Chevrolet, special attention should be given for the first two thousand miles to lubrication and the speed at which the car is driven. The crankcase of the engine is filled with a light body "breaking-in" oil. USE THIS OIL ONLY DURING THE FIRST 500 MILES OF DRIVING.

Check the oil frequently during the first 500 miles. At the end of 500 miles, drain the crankcase while hot and refill with the grade of oil recommended on page 21. Check oil level each time gas is purchased and change at recommended drain periods.

To properly break-in the moving parts of the engine do not drive faster than:

- 40 miles per hour for the first 100 miles
- 50 miles per hour for the next 200 miles
- 60 miles per hour for the next 200 miles

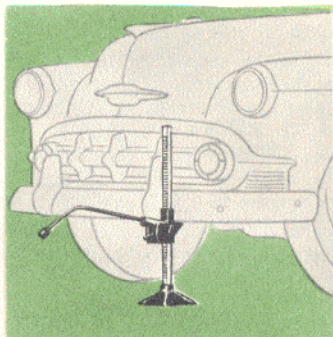
Remember, carbon monoxide is a poisonous gas. Never start or run the engine in a closed garage.

GENERAL

Information

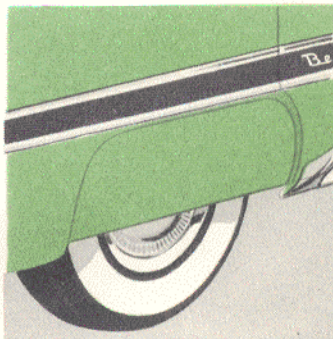
USE OF THE JACK

- Set parking brake, and block diagonally opposite wheel.
- Place jack on ground under bumper as illustrated.
- With handle in place and lever in UP position, raise car until tire clears ground.
- To lower, place lever in DOWN position.



REAR WHEEL SHIELD

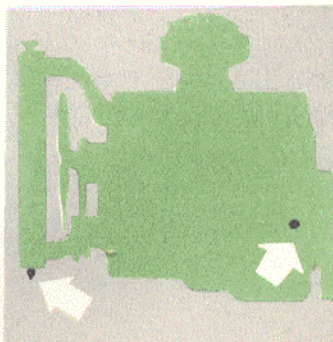
To remove shield, raise lever enough to clear flange and pull straight down. To install, place handle straight down and engage lug at lower rear corner. Position shield and move handle up and in, locking it behind flange.



COOLING SYSTEM CARE

Cooling system should be kept clean. Use only rust-inhibiting anti-freeze solutions, following the manufacturer's specification. To drain the cooling system completely, open drains on radiator and lower left rear side of engine block as illustrated.

Before installing anti-freeze solution, the cooling system should be inspected and serviced for winter operation. The system should be thoroughly cleaned, checked for leaks, and the cylinder head bolts properly tightened. After the anti-freeze solution has been installed, the entire system should be inspected regularly to insure that there are no leaks.

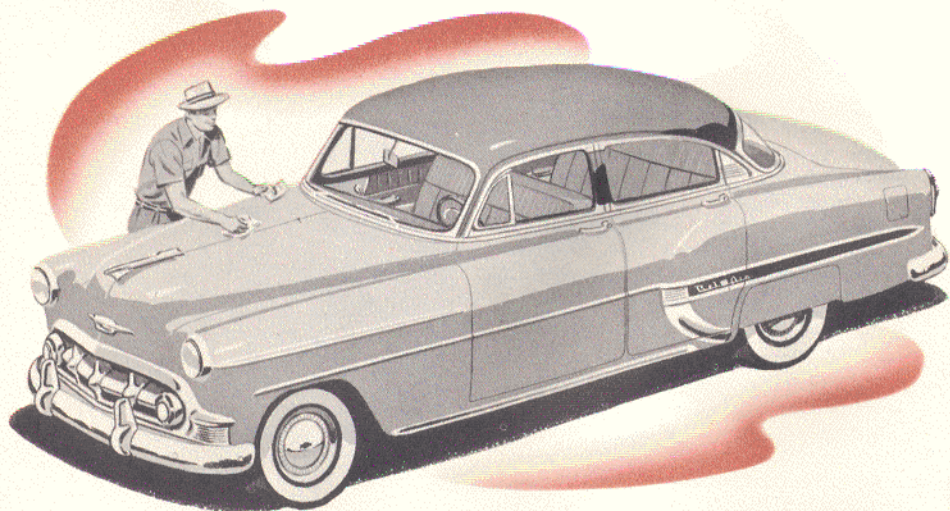


TO KEEP YOUR NEW CHEVROLET LOOKING NEW

To preserve the original beauty of the Chevrolet finish, keep it as clean as possible. When washing the car, always use clear, cold water. Never wash in the direct rays of the sun. Maintain the original gloss by application of a mild liquid polish. Abrasive polishes and cleaners may do the job quicker, but may also remove some of the good finish.

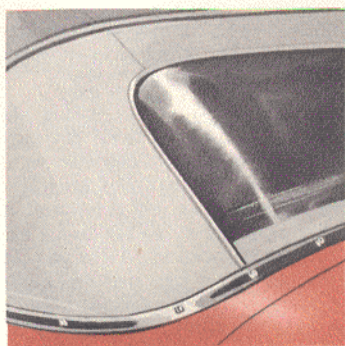
All chrome parts can best be maintained by frequent washing and occasional waxing. Since a protective clear finish has been baked on chrome parts, abrasives or strong cleaning agents are harmful. Therefore, scouring methods of chrome cleaning **MUST BE AVOIDED.**

Repairs to scratches or abrasions that occur on parts having this protective coating must be performed within a reasonably short time to prevent further deterioration of the finish. It is recommended that repairs be made only by those who are familiar with the proper procedures and who use approved refinishing materials.

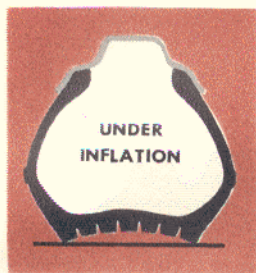


CONVERTIBLE TOP AND REAR WINDOW

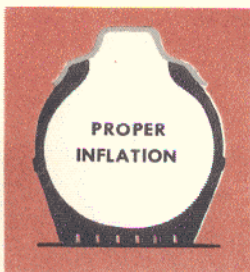
Before operating the folding top, be sure to read the convertible top instructions booklet, which also includes hints on the care of the top fabric and plastic rear window.



CARE OF *Tires*



Runs Hot
Loosens Cords
Uneven Wear
Blowouts



Good Ride
Good Traction
Even Wear
More Mileage



Hard Ride
Poor Traction
Bruises
Fabric Breaks

Enjoy maximum service from your tires—maintain these recommended pressures:

Starting Pressure—24 lbs. when car has been standing three hours or driven less than a mile.

City Pressure—27 lbs. after driving car three miles or more below 40 miles per hour.

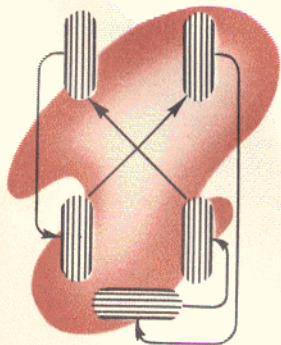
Highway Pressure—29 lbs. after driving car three miles or more above 40 miles per hour.

NOTE: The Eight-Passenger Station Wagon requires other tire pressures. See Page 30.

Hard driving normally increases tire pressures. Do not "bleed" tires to reduce this higher pressure.

VALVE CAPS

Valve caps should always be installed and tightened firmly to prevent dust and water entering and damaging valve seats. The caps also act as an air seal.



CHANGE TIRES AS SHOWN IN DIAGRAM EVERY 5000 MILES

This helps prevent uneven front tires and distributes wear over all five tires.

CHEVROLET *Radio*

Two radios are available, one with five push buttons for automatic tuning of pre-selected stations and the other having manual control only. Location of the manual set control knobs is opposite to that of the push button control model described below.

SWITCH AND VOLUME CONTROL

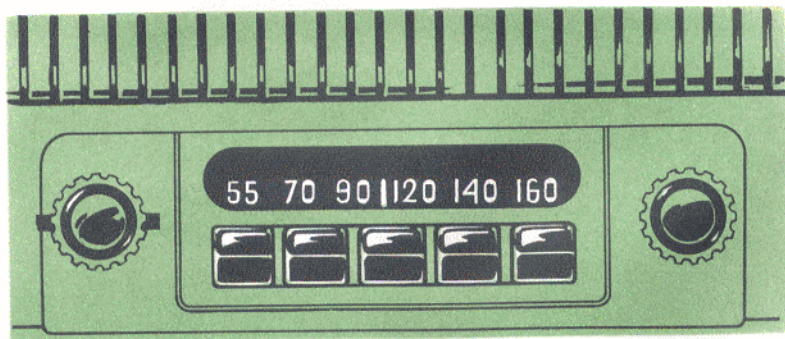
Rotate left knob clockwise to turn on radio and control volume.

TUNING CONTROL KNOB

Turn right knob for manual tuning of any station.

TONE CONTROL

Rotate eared knob behind volume control to provide the desired tonal quality.



PUSH BUTTON TUNING

Automatic tuning is accomplished by pushing the desired button. Stations may be pre-selected by this procedure:

- A. Warm up radio at least ten minutes. In sub-zero weather allow thirty minutes or more.
- B. Choose five stations and arrange so that the lowest frequency will be selected by the left push button.
- C. Move button slightly to the right and pull out approximately one-half inch.
- D. With manual control knob, tune desired station to best reception.
- E. Firmly push button in to the full extent of its travel.
- F. Repeat procedure for remaining buttons or to change stations at any time.

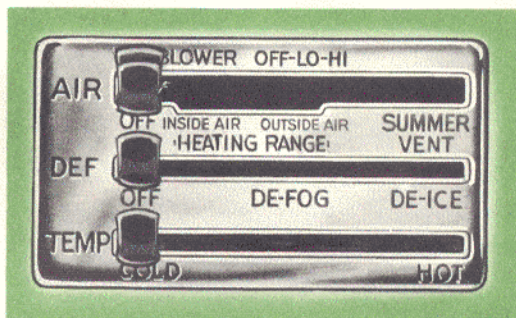
AUTOMATIC HEATING

Controls

The Chevrolet Air Flow Heater provides all-year comfort regardless of weather. In winter, the desired temperature is automatically maintained, using either outside or inside air. In summer, maximum ventilation is assured by large, unrestricted air inlets.

HEATING

"Temp" Knob — Move to position that maintains desired car temperature.



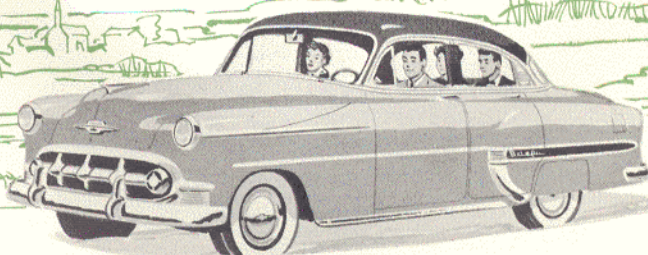
"Blower-Air" Knob — Move to "Outside Air." Use "Inside Air" in congested traffic. In either location, blower automatically starts, and may be regulated or stopped by turning upper portion of knob.

DEFROSTING

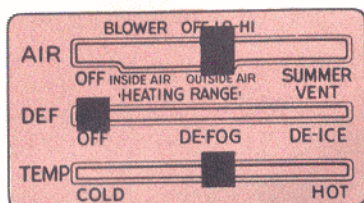
"Def" Knob — With heater operating, move "Def" knob to right just enough to keep windshield clear.

SUMMER VENTILATION

"Blower-Air" Knob — Move to "Summer Vent" position. Be sure "Temp" knob is at extreme left.



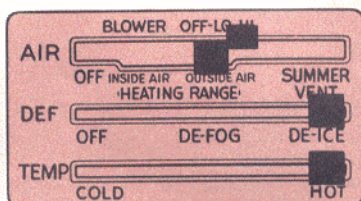
TYPICAL CONTROL SETTINGS FOR WINTER DRIVING



LOW-SPEED DRIVING

COLD AND DRY

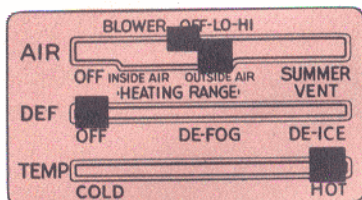
Blower—Lo
Air—Outside Air
Def—Off
Temp—Med



LOW-SPEED DRIVING

SLEET AND ICE

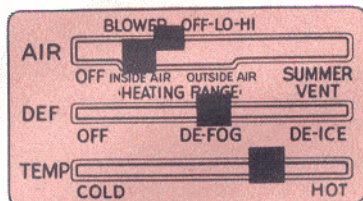
Blower—Hi
Air—Outside Air
Def—De-Ice
Temp—Hot



HIGH-SPEED DRIVING

COLDER AND DRY

Blower—Off
Air—Outside Air
Def—Off
Temp—Hot

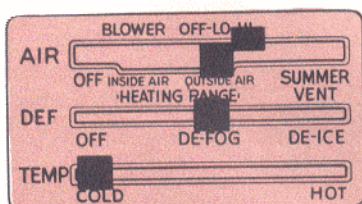


CONGESTED TRAFFIC

COLD AND DAMP

Blower—Hi
Air—Inside Air
Def—De-Fog
Temp—Med-Hot

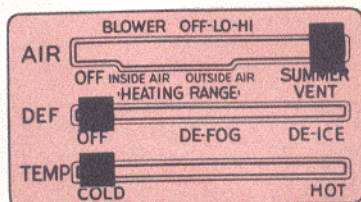
ADDITIONAL SETTINGS FOR SUMMER USE



LOW-SPEED DRIVING

WINDSHIELD FOGGED

Blower—Hi
Air—Outside Air
Def—De-Fog
Temp—Cold



HIGH-SPEED DRIVING

HOT WEATHER

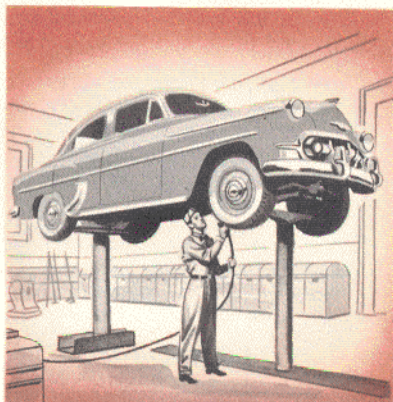
Blower—Off
Air—Summer Vent
Def—Off
Temp—Cold

Lubrication

OF YOUR CHEVROLET

ENGINE

The crankcase of the engine, as delivered to you, is filled with a light body "breaking-in" oil. Use this oil only during the first 500 miles. Check frequently and maintain the proper level. If it is necessary to add oil, use nothing heavier than SAE 10W Oil. At the end of the first 500 miles drain the breaking-in oil from the crankcase—when hot—and refill with the grade and type indicated below.



GRADES OF OIL

If You Anticipate That the Lowest
Atmospheric Temperature Will Be

Not lower than 32° F. above zero
Not lower than 10° F. above zero
Not lower than 10° F. below zero
Below 10° F. below zero

Use Viscosity Grade

SAE 20W or SAE 20
SAE 20W
SAE 10W
SAE 5W (see note)



Note: SAE 5W oils are particularly advantageous during low temperatures because of their easy starting and quick-flow characteristics. The easy starting characteristics of these oils greatly reduce the drain on the battery in cold weather.

At engine operating temperatures, the SAE 5W oils designated "For Service MS" are similar in viscosity, or body, to high quality SAE 10W oils and give equivalent lubrication protection and oil economy.

These oils are intended for use under all operating conditions and atmospheric temperatures that may be encountered when below zero temperatures are expected—they may be retained in the crankcase during the warmer days that occur during the winter season.

TYPES OF OILS

In service, crankcase oils may form sludge and varnish and under some conditions corrosive acids unless protected against oxidation. To minimize the formation of these harmful products and to supply the type of oil best suited for various operating conditions, the oil industry markets several types of crankcase oils. These types have been defined by the American Petroleum Institute as follows:

"Service ML" (Comparable to former Regular Type)—Generally suitable for use in internal combustion engines operating under light and favorable service conditions.

"Service MM" (Comparable to former Premium Type)—Oil having the characteristics necessary to make it generally suitable for use in internal combustion engines operating under moderate to severe service conditions which present problems of sludge, varnish or bearing corrosion control when crankcase oil temperatures are high.

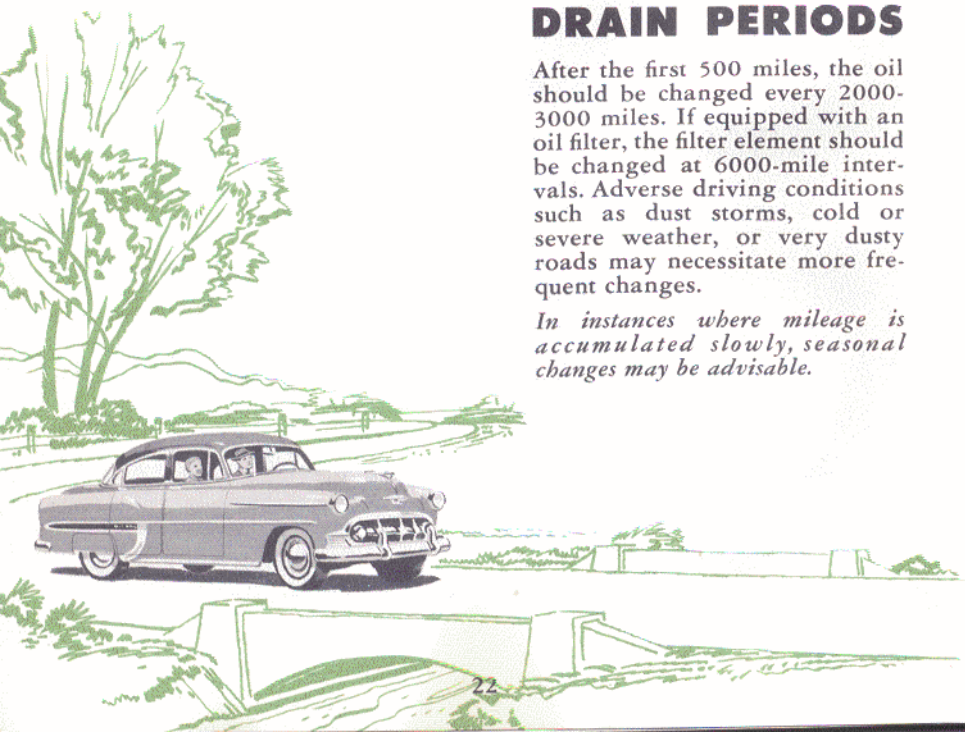
"Service MS" and "Service DG" (Comparable to former Heavy-Duty Types)—Oils having the characteristics to make them generally suitable for use in internal combustion engines operating under unfavorable or severe types of service conditions.

For maximum engine protection under all driving conditions, oils designated "For Service MS" or "For Service DG" are recommended. If these are not available, oils designated "For Service MM" may be used. Not recommended: oils designated "For Service ML."

DRAIN PERIODS

After the first 500 miles, the oil should be changed every 2000-3000 miles. If equipped with an oil filter, the filter element should be changed at 6000-mile intervals. Adverse driving conditions such as dust storms, cold or severe weather, or very dusty roads may necessitate more frequent changes.

In instances where mileage is accumulated slowly, seasonal changes may be advisable.



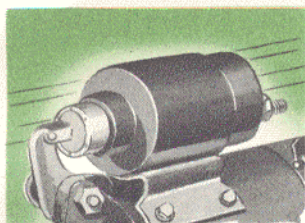
Maintenance

INFORMATION

EVERY 1000 MILES

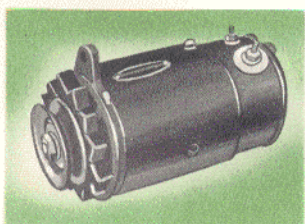
CHASSIS LUBRICATION

See pages 28 and 29 for location of chassis lubrication points.



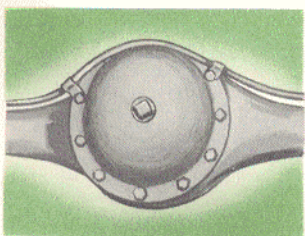
STARTER SOLENOID

A few drops of engine oil should be used on the pivots of the starter shift lever mechanism. Do not oil solenoid plunger.



GENERATOR

A few drops of engine oil in the cups at both ends of the generator is adequate. Over-oiling may result in damage to the generator.



CONVENTIONAL TRANSMISSION AND REAR AXLE

At operating temperature, lubricant should be level with filler plug hole in each unit. Add hypoid lubricant such as SAE 90 "Multi-Purpose." Straight mineral oil gear lubricant may be used in transmission but not in hypoid rear axle.

NOTE: "Multi-Purpose" gear lubricants must be the latest non-corrosive type of proved quality. The lubricant manufacturer must be responsible for the satisfactory performance of his product. His reputation is your best indication of quality.

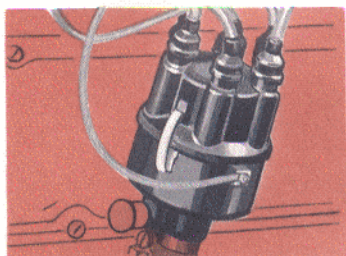
POWERGLIDE TRANSMISSION

Check oil level with engine idling, parking brake set, transmission warm and control lever in "N" position. Add only "Automatic Transmission Fluid Type A," bearing an AQ-ATF number when level reaches "add 1 qt." mark on oil level rod. Do not allow dirt to enter filler tube.

NOTE: A good grade 10-W engine oil may be used temporarily in emergencies.

STEERING GEAR

Check level and fill with steering gear lubricant. "Multi-Purpose" gear lubricant may be used.



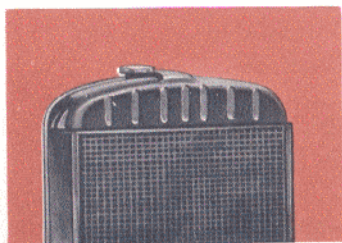
DISTRIBUTOR

Lubricant cup on side of housing is filled with chassis lubricant. Turn down one full turn.



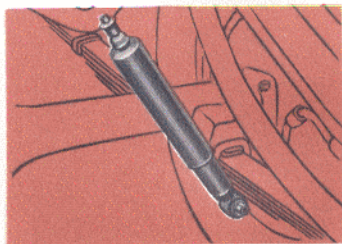
BATTERY

Fill to $\frac{1}{4}$ " above plates with distilled water. Do not overfill.



RADIATOR

Maintain coolant level 1" below top of tank.



SHOCK ABSORBERS

Sealed type shock absorbers require no service.

THROTTLE ROD BELL CRANK

Apply a few drops of engine oil. Do not oil carburetor linkage.

BRAKE MASTER CYLINDER

Maintain level $\frac{1}{2}$ " to 1" below filler opening. Use GM Hydraulic Brake Fluid, Super No. 9.

HOOD LATCH MECHANISM

Apply light engine oil.

DOOR LOCK BOLTS AND STRIKER PLATES

Use light oil on lock bolt roller and striker plates.

DOOR DOVETAIL BUMPERS AND WEDGE PLATES

Apply film of light oil.

LOCK CYLINDERS

Lubricate with powdered graphite.

REAR COMPARTMENT LID LOCK MECHANISM

Lubricate moving parts with cup grease.

EVERY 2,000-3,000 MILES

ENGINE CRANKCASE

Drain and refill, using lubricants as recommended on page 21. If flushing is desired, use only SAE 10-W oil (3 qts.), and run engine at fast idle until oil is hot. Drain immediately and fill with correct grade of oil.

AIR CLEANER

Element should be washed with solvent every 2,000 miles, oftener, if required. Reoil with engine oil. If oil bath cleaner is used, clean filter element and reservoir and refill with 1 pint SAE 50 engine oil or lighter grade in winter.

EVERY 5,000 MILES

SPARK PLUGS

Remove, clean and regap plugs to .035".

TIRES

Rotate tires as indicated on page 17.

DISTRIBUTOR

Apply a little petroleum jelly to cam.

REAR SPRINGS

If rear springs have covers, repack with soft, smooth graphite cup grease.

EVERY 10,000 MILES

FRONT WHEEL BEARINGS

Remove hub and drum. Clean and repack bearings with high melting point grease. Do not pack hub between inner and outer bearings or the hub cap.

FRONT WHEEL BEARINGS—ADJUST

While rotating wheel, take up spindle nut with 8" wrench until wheel is somewhat hard to turn. Back off nut 1/12 turn and install cotter pin.

BRAKE AND CLUTCH PEDALS

Permanently lubricated at factory. If operation becomes sticky, remove plug, insert fitting and lubricate.

STEERING COLUMN SYNCHRO-MESH

GEARSHIFT CONTROL

Permanently lubricated at factory. If shifting becomes sticky, fill control box with soft, smooth grease.

REAR AXLE AND SYNCHRO-MESH TRANSMISSION

Normally, seasonal changes are not required but may be advisable in severe service. Refill with hypoid lubricant such as SAE 90 "Multi-Purpose" gear lubricant. Straight mineral oil gear lubricant may be used in the transmission only.

EVERY 25,000 MILES

POWERGLIDE TRANSMISSION

Drain and refill. Flushing is not recommended. Before draining, warm up transmission. Remove drain plug from oil sump. After draining, replace plug. Refill using five quarts of "Automatic Transmission Fluid Type A" bearing an AQ-ATF number. Idle engine in neutral with hand brake set. After a few moments, check oil level and, if necessary, add enough oil to bring it up to the full mark on the dip stick.

MAINTENANCE SCHEDULE

The table below indicates some of the things which should be done at regular mileage intervals.

Mileage	Lubri- cate Chassis	Change Oil	Clean Air Cleaner	Clean Spark Plugs	Rotate Tires	Check Brake Adjust- ment	Tune Engine	Complete Inspection by Dealer	Pack Front Wheel Bearings
500		★							
1000	★							★	
2000	★	★	★						
3000	★								
4000	★	★	★						
5000	★			★	★	★	★	★	
6000	★	★	★						
7000	★								
8000	★	★	★						
9000	★								
10000	★	★	★	★	★	★	★	★	★

After 10,000 miles repeat above schedule starting with 1,000 mile operations at 11,000, 21,000, 31,000 miles, etc.

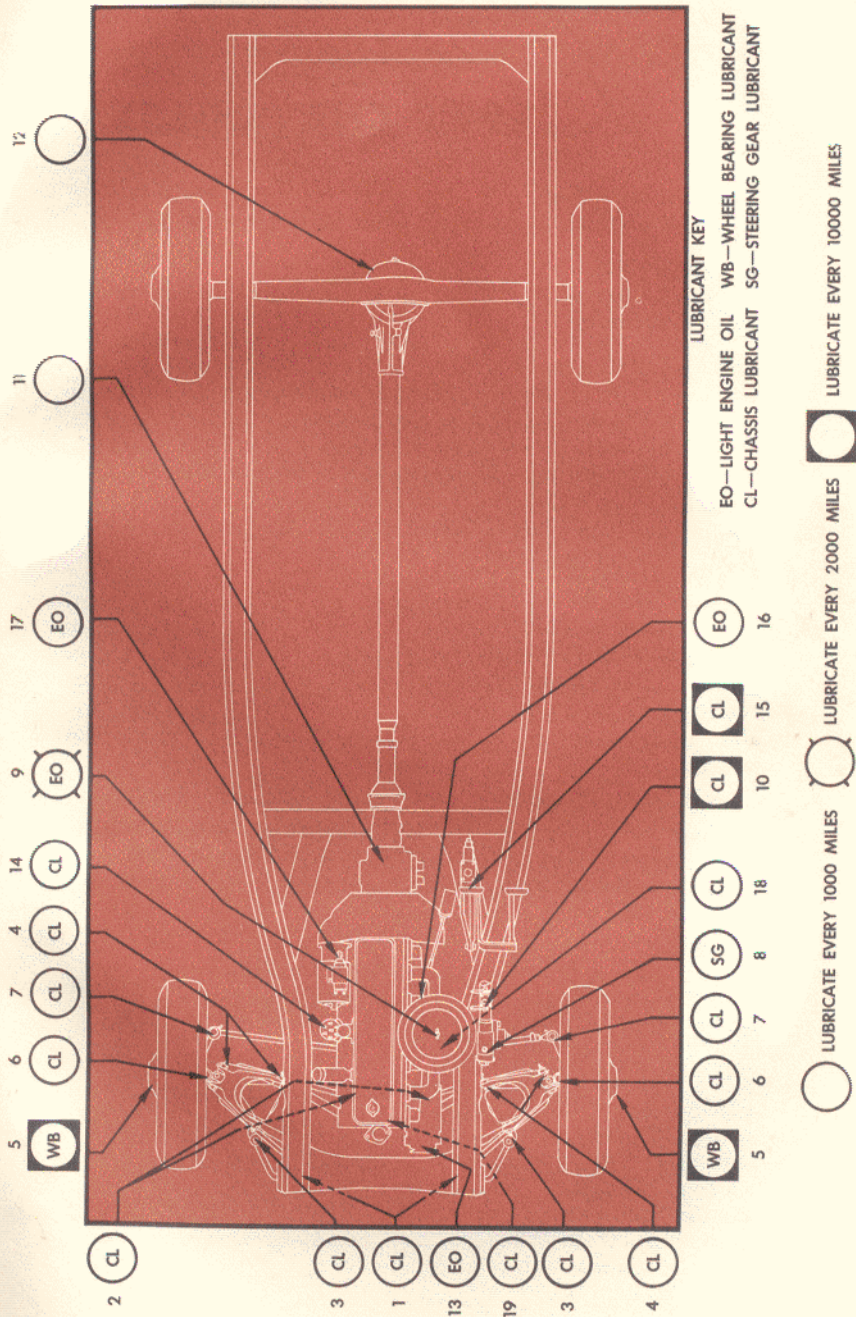
CHANGE POWERGLIDE TRANSMISSION OIL EVERY 25,000 MILES

The following operations should be done as indicated:

Period	Check Battery	Check Air in Tires	Add Anti- Freeze	Flush Cooling System
2 Weeks	★	★		
Spring				★
Fall			★	★

LUBRICATION POINTS

1. Lower Control Arm—Front (1 each side)
Chassis Lubricant 1,000 miles
2. Lower Control Arm—Rear (2 each side)
Chassis Lubricant..... 1,000 miles
3. Upper Control Arm—Front (1 each side)
Chassis Lubricant..... 1,000 miles
4. Upper Control Arm—Rear (2 each side)
Chassis Lubricant..... 1,000 miles
5. Front Wheel Bearings—High Melting Point
Front Wheel Bearing Lubricant..... 10,000 miles
6. Kingpin (2 each side)
Chassis Lubricant..... 1,000 miles
7. Tie Rod (2 each side)
Chassis Lubricant..... 1,000 miles
8. Steering Gear—Add Gear Lubricant
When Necessary..... 1,000 miles
9. Air Cleaner (See Page 25)..... 2,000 miles
10. Steering Column Gearshift Control (See Page 26).. 10,000 miles
11. Transmission (See Pages 23 and 26)
12. Rear Axle (See Pages 23 and 26)
13. Generator (2 Oil Cups)
Light Engine Oil..... 1,000 miles
14. Distributor (1 cup)
Chassis Lubricant (See Pages 24 and 26)..... 1,000 miles
15. Clutch and Brake Pedal Shaft (See Page 26)..... 10,000 miles
16. Throttle Bell Crank
Light Engine Oil..... 1,000 miles
17. Solenoid Linkage (See Page 23)..... 1,000 miles
18. Steering Connecting Rod (1 each end)
Chassis Lubricant..... 1,000 miles
19. Steering Idler and Third Arm (2 places)
Chassis Lubricant..... 1,000 miles



Specifications:

1953 CHEVROLET

CAR SERIAL NUMBER

Stamped on plate attached to left front body hinge pillar.

ENGINE NUMBER

Stamped on boss on right side of engine block to the rear of ignition distributor.

TIRE PRESSURES (cold)

6.70x15—4 or 6 Ply Rating—Front and Rear.....	24 lb.
7.10x15—4 Ply Rating—Front and Rear— Convertible with Powerglide.....	24 lb.
6.70x15—6 Ply Rating—Eight Passenger Station Wagon Front.....	26 lb.
Rear.....	30 lb.

CAPACITY CHART

Gas Tank.....	16 gal.
Cooling System.....	16 qt.
Transmission—Synchro-Mesh.....	1½ pt.
—Automatic.....	10 qt.
Differential.....	3½ pt.
Engine.....	5 qt.

BULB SPECIFICATIONS

	Candle Power	Number
Headlamp.....	45-35 Watts	Sealed Beam
Parking Lamp.....	3	63
With Directional Signal.....	3-21	1154
Tail Lamp.....	3	63
Stop Lamp.....	21	1129
Direction Signal { Front.....	Uses Parking Lamp	
Rear.....	Uses Stop Lamp	
Tell-Tale.....	1	51
License Plate Lamp.....	3	63
Ignition.....	1	51
Headlamp Beam Indicator.....	1	51
Instrument Cluster.....	2	55
Speedometer.....	2	55
Clock.....	3	63
Glove Compartment.....	2	55
Dome Lamp.....	15	88
Radio Dial Light.....	2	55
Courtesy Light.....	6	82

LICENSE DATA

	Conventional	Powerglide Engine
Bore (Inches).....	3 $\frac{9}{16}$ "	3 $\frac{9}{16}$ "
Stroke (Inches).....	3 $\frac{15}{16}$ "	3 $\frac{15}{16}$ "
Piston Displacement (cu. inches)...	235.5	235.5
SAE Horsepower Rating.....	30.4	30.4
Firing Order.....	1-5-3-6-2-4	1-5-3-6-2-4
Max. Brake Horsepower.....	108	115
WHEELBASE.....	115"	115"

CLEARANCES

Valve Clearance

Intake (Hot).....	.006"	No adjust.
Exhaust (Hot).....	.016"	No adjust.
Spark Plug Gap.....	.035"	.035"
Distributor Point Gap (New Pts)..	.019"	.019"
Clutch Pedal Clearance.....	$\frac{3}{4}$ " to 1"	None

FUSES

CAPACITY

LOCATION

Directional Signal.....	14 AMP...	End of lead at gasoline gauge terminal.
Radio.....	14 AMP	End of lead at accessory junction block or on ignition or light switch terminal.
Heater—Air Flow.....	14 AMP	
Back-Up Lamps.....	14 AMP	
Fog Lamps.....	20 AMP	
Heater—Recirculating..	14 AMP...	On back of heater switch.
Autronic Eye.....	14 AMP...	Under amplifier unit cover —left front fender skirt.

THERMAL CIRCUIT BREAKER—Protects all lamps in car and eliminates fuses in lamp circuits. When current load is too heavy, the circuit breaker opens and closes rapidly, reducing current sufficiently to protect wiring until the cause is eliminated.

BATTERY

Never allow an electric spark or flame near the battery, particularly the vent caps. Before working around the battery, ground the car to reduce possibility of static spark.



CAUTION:

Batteries give off highly combustible hydrogen gas when charging and for some time after.