



CHEVROLET FOR SIXTY-FIVE





Shown on Cover: Impala Sport Sedan in Artesian Turquoise. Shown above: Impala Sport Coupe in Crocus Yellow.





4 Impala Super Sport Convertible in Regal Red.



# IMPALA SUPER SPORT

## SPORTS NEW ELEGANCE WITH GUSTO

Chevrolet is totally new for 1965. That's simple fact. And no series better reflects this total newness than Impala Super Sport. New hood contours, curved side glass and ground-hugging lines: Impala Super Sport really expresses the promise of innovations. The new Sweep-line roof of the Impala Super Sport Coupe headlines an automobile of style and distinction. And so does the profile of the SS Convertible. Performance as you demand it with a new choice of engines and transmissions. With Chevrolet's new Girder-Guard frame, Wide-Stance design, improved Full Coil suspension and adhesively bonded windshield, Impala Super Sport is *the* series for those who like their newness in sizable portions.

Inside, a new center console houses a rally-type electric clock capable of ticking off time between checkpoints or tourist attractions. Deep-twist carpeting complements the soft vinyl upholstery on sporty front bucket seats. And the full instrumentation (including a new built-in vacuum gauge) tells you the instrument panel is all business.

Just wait till you get Impala Super Sport on the road. Chevrolet's standard 140-hp Six or 195-hp V8 (depending on the model you choose) provides the spirit. If out-and-out gusto's your aim, there are four other V8s available, ranging from 250 hp to 425 hp. You can couple your engine with standard 3-Speed Synchro-Mesh or specify a new fully synchronized 3-Speed, economical Overdrive, automatic Powerglide, new automatic Turbo Hydra-Matic, or 4-Speed, Powerglide, Turbo Hydra-Matic and 4-Speed have a console-mounted floor shift. The going's sportiest of all when you order features such as a tachometer, deluxe AM/FM push-button radio with FM stereo, Comfortilt steering wheel, Four-Season air conditioning, windshield-mounted compass and Positraction rear axle.

*Make your 1965 Chevrolet exactly right for you with Chevrolet's extra-cost Options and Custom Features, some of which have been described and illustrated in this catalog. Pages 18 and 19 contain a detailed listing.*



Distinctive grille has special SS nameplate.



Exclusive Super Sport wheel cover.



Impala Super Sport Coupe with all-vinyl front bucket seats in white.



Impala Super Sport Coupe in Evening Orchid.

Curved side glass adds elegance to clean contours.



**NEW FEATURES:** Dynamically new body styling • Adhesively bonded windshield and rear window • Curved side window glass • Convertible tempered plate glass rear window • Fork-type door latches • Pop-up hood latch • Additional body mounts • Improved front and rear suspension • Girder-Guard frame • Wide-Stance tread • Improved camshaft for 6-cylinder engine • Oil-wetted paper-element air cleaner for V8s • One-piece drive shaft • Newly designed rear axle • Impala Super Sport dimensions: Wheelbase—119"; Front tread—62.5", rear tread—62.4"; Overall length—213.1"; Overall width—79.6"; Overall height—sport coupe 54.1" and convertible 55.1".

1965 CHEVROLET POWER TEAMS

STANDARD ENGINES	3-Speed Synchro-Mesh	Over-drive	3-Speed Fully Synch.	4-Speed	Powerglide	Turbo Hydra-Matic
140-hp Turbo-Thrift 230 6-cylinder	•	•			•	
195-hp Turbo-Fire 283 V8	•	•		•	•	
EXTRA-COST OPTIONAL ENGINES						
250-hp Turbo-Fire 327 V8	•		•	•	•	
300-hp Turbo-Fire 327 V8	•		•	•	•	
325-hp Turbo-Jet 396 V8			•	•	•	•
425-hp Turbo-Jet 396 V8			•	•		





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# IMPALA

## AS OF NOW... THE NEW STANDARD OF LOW-COST LUXURY

For some years now, Impala has been setting a rigorous pace for sheer luxury and elegance at a down-to-earth price. That's the kind of reputation worth maintaining. And the new 1965 Impalas do a spectacular job. Take the all-new look. The wheel opening moldings are new, the front bumper and grille complex is new, the smoothly flowing roof lines of the Sport Coupe and Sport Sedan are especially new. And the Convertible boasts a new tempered plate glass rear window.

A lot of folks will wonder how Chevrolet's famous ride could be improved. It has been with new Full Coil front and rear suspensions, a new Wide-Stance tread, more extra-thick body mounts and vibration-squelching insulation at over 700 points. Handling's smooth and steady, too, with Ball-Race steering and new linkage.

Some things haven't changed, however. Impala fanciers still get Chevrolet's easy-care features, for example Safety-Master self-adjusting brakes. Lustrous Magic-Mirror acrylic lacquer finish (13 of 15 colors are new) and Body by Fisher quality in six great favorites: Sport Coupe, Convertible, Sport Sedan, 4-Door Sedan and 2- and 3-Seat Station Wagons.

Most Impala owners take delight in personalizing their cars to individual taste. There's plenty to work with in 1965. Sport Coupe and Sport Sedan can be ordered with a black vinyl roof covering. Additional features you might want to order include: new Extra-easy power steering, power brakes, power windows, 6-way Flexomatic power seat, Soft-Ray tinted glass and remote-operated fender-mounted spot lamp.

*Personalizing your 1965 Chevrolet to your needs can be a particular pleasure with the extra-cost Chevrolet Options and Custom Features on pages 18 and 19. Much of the equipment available is described and illustrated in this catalog.*



Impala Sport Sedan's roof line blends gracefully into the rear deck.



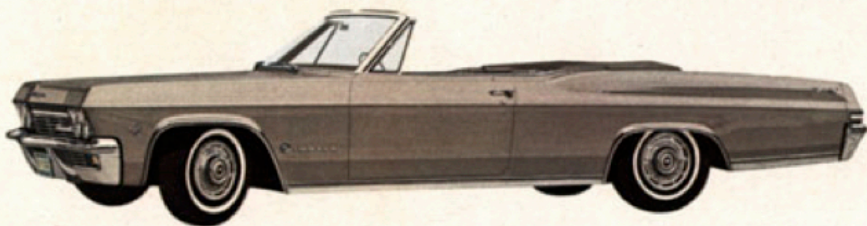
Impala 4-Door Sedan in Tuxedo Black.



Rear window of Impala and Impala Super Sport Convertibles is tempered plate glass.



New hood design features pop-up latch and handsome windsplit.



Impala Convertible in Cameo Beige.

**NEW FEATURES:** Dynamically new body styling • Adhesively bonded windshield and rear window • Curved side window glass • Convertible tempered plate glass rear window • Fork-type door latches • Pop-up latch design on hood • Additional body mounts • Improved front and rear suspension • Girder-Guard frame • Wide-Stance tread • Improved camshaft for 6-cylinder engine • Oil-wetted paper-element air cleaner for all V8s • One-piece drive shaft • Newly designed rear axle • Impala dimensions: Wheelbase—119"; Front tread—62.5", rear tread—62.4" (wagons 63.5", 63.4"); Overall length—213.1" (wagons—213.3"); Overall width—79.6"; Overall height—sport coupe 54.1", sport sedan 54.5", convertible 55.1", 4-door sedan 55.4" and station wagons 55.4".

### 1965 CHEVROLET POWER TEAMS

STANDARD ENGINES	3-Speed Synchro-Mesh	Over-drive	3-Speed Fully Synch.	4-Speed	Power-glide	Turbo Hydro-Matic
140-hp Turbo-Thrift 230 6-cylinder	•	•			•	
195-hp Turbo-Fire 283 V8	•	•		•	•	
<b>EXTRA-COST OPTIONAL ENGINES</b>						
250-hp Turbo-Fire 327 V8	•		•	•	•	
300-hp Turbo-Fire 327 V8	•		•	•	•	
325-hp Turbo-Jet 396 V8			•	•	•	•
425-hp Turbo-Jet 396 V8			•	•		





8 Impala Convertible with red interior.



# IMPALA INTERIORS

## EVERY BIT AS HANDSOME INSIDE AS OUT

Luxury lovers may sit up and take a long look at the 1965 Impala's glamorous new interiors. As a starter, the new Chevrolet two-tone instrument panel is worth a second glance. All the instruments and gauges have been clustered conveniently in a recessed area directly in front of the driver. An Impala exclusive, the lower portion of the panel has the look of hand-rubbed walnut trim, a special touch that's just part of the luxury-car finery.

When it comes to Impala's upholstery fabrics and colors, your interior decorator couldn't have done better. Start with one of seven keyed colors: fawn, aqua, red, blue, green, saddle and black. You'll find your selection used in the textured pattern cloth upholstery, on the padded vinyl bolsters of the front and back foam-cushioned seats, on tufted vinyl side walls and on textured lower door scuff areas. Convertible and Station Wagons sport all-vinyl interiors in each of the seven colors. A special all-vinyl black interior is available for Sport Coupe and Sport Sedan. Matching deep-twist carpeting is wall to wall on passenger floors. Bright aluminum end panels provide styling accents and functional protection for the front seats.

The '65 Impalas have other fine appointments as well. Distinctive Impala steering wheel, electric clock with a sweep second hand, extra-long armrests with fingertip door handles and a rear-seat speaker grille for Sport Coupe and Convertible. The list is longer. But the best way to get the facts on the Impala interiors is to climb inside a 1965 Impala and see for yourself.

*Tailor your 1965 Chevrolet to your personal taste. You'll find extra-cost Options and Custom Features listed on pages 18 and 19, some of which are illustrated and described in this catalog.*



Bright aluminum end panels on seats accent the Impala Sport Sedan interior in black.



Vinyl door panels are tufted with textured scuff areas.

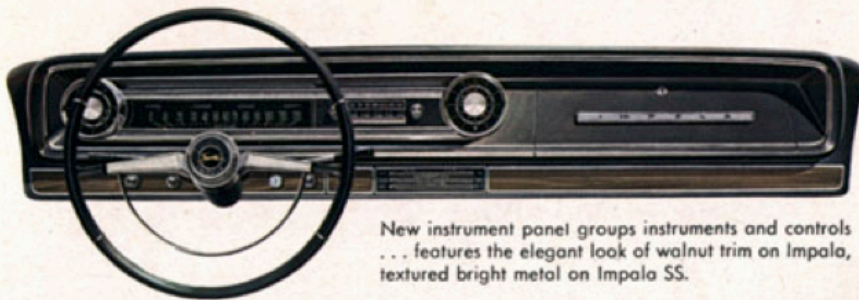


Lighted glove box is spacious and convenient.

Rear-seat speaker grille is standard on Impala and Impala SS Sport Coupes and Convertibles.

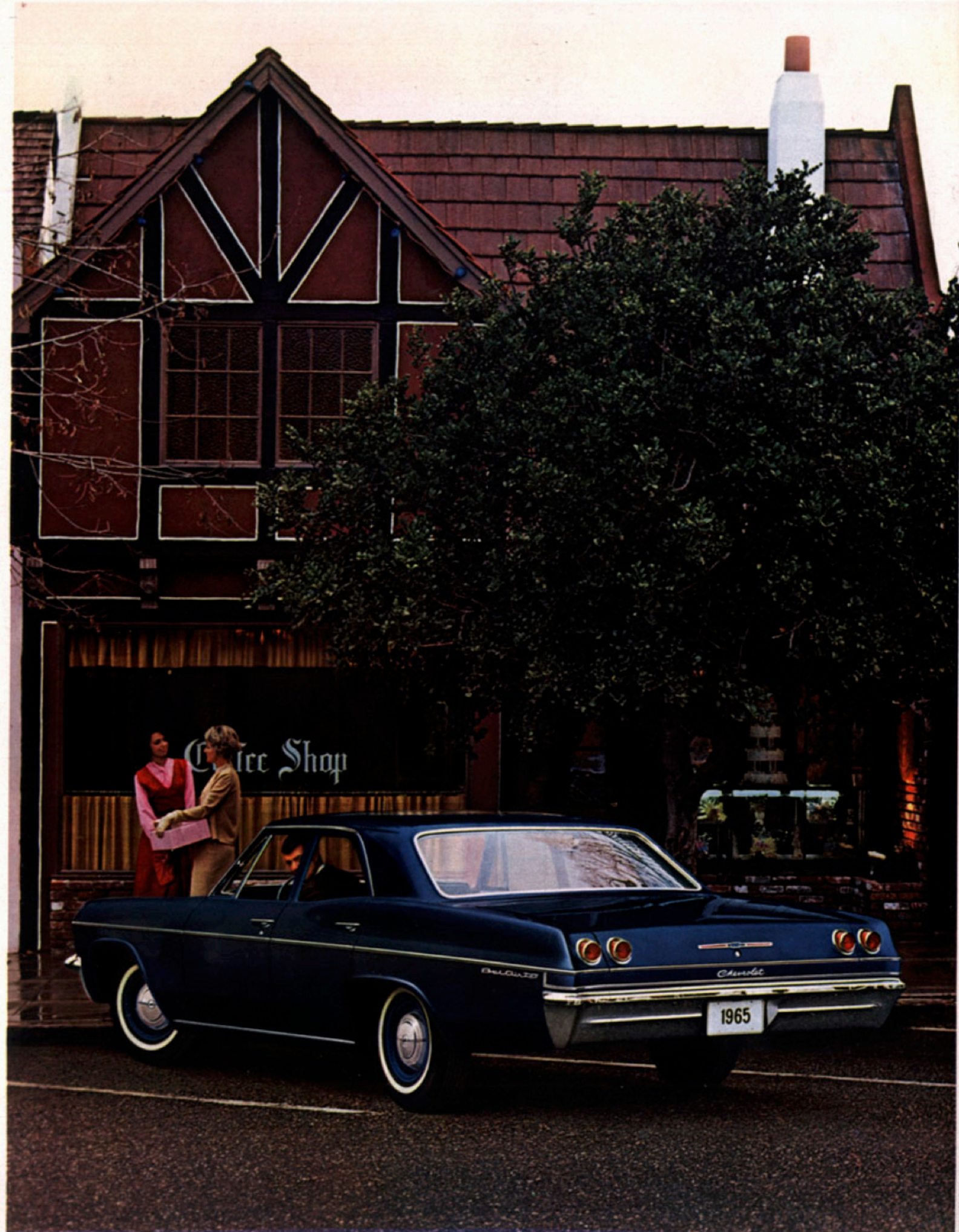


Deep-twist carpeting matches interior decor.



New instrument panel groups instruments and controls . . . features the elegant look of walnut trim on Impala, textured bright metal on Impala SS.







# BEL AIR

## VALUE LIKE THIS MAKES POPULARITY A CINCH

From the looks of it, there's a new story to tell about traditional Bel Air value in 1965. Distinctive chrome moldings highlight body sills and side panels. The rear cove area is framed with a bright molding to set off Bel Air's dual rear lamps. Even the nameplate has been changed to make sure there's no mistake about Bel Air's totally new appearance. The tale's the same whether you're admiring the 2- and 4-Door Sedans or the 2- and 3-Seat Station Wagons.

Great styling's one thing. But there's still new Bel Air value. Windshields and rear windows are adhesively bonded and more positively sealed. And Chevrolet's new Girder-Guard frame surrounds the passenger compartment and offers the strength and rigidity to complement the smooth ride.

Bel Air proudly claims a host of easy-care features to make service stops less frequent. Safety-Master brakes adjust themselves automatically; a long-life exhaust system stores up miles of quiet going; flush-and-dry rocker panels fight rust and corrosion; inner front and rear fenders guard outer fenders from salt, mud and road tar; and a Delcotron generator gives battery life a boost.

Bel Air's interior looks as though it should cost much more. Pattern cloth upholstery (in any of five colors), deep-twist carpeting, foam-cushioned front seat and two standard color-keyed front seat belts are big-car features. You'll also find a glove box light, automatic dome light, cigarette lighter, dual rear ashtrays and deluxe door handles and window regulators. A huge trunk area with a new flat floor is further evidence of Bel Air value.

*You'll probably want to deck out your '65 Chevrolet with some extras. There's a selection of extra-cost Options and Custom Features on pages 18 and 19, some of which are shown on cars described and illustrated in this catalog.*



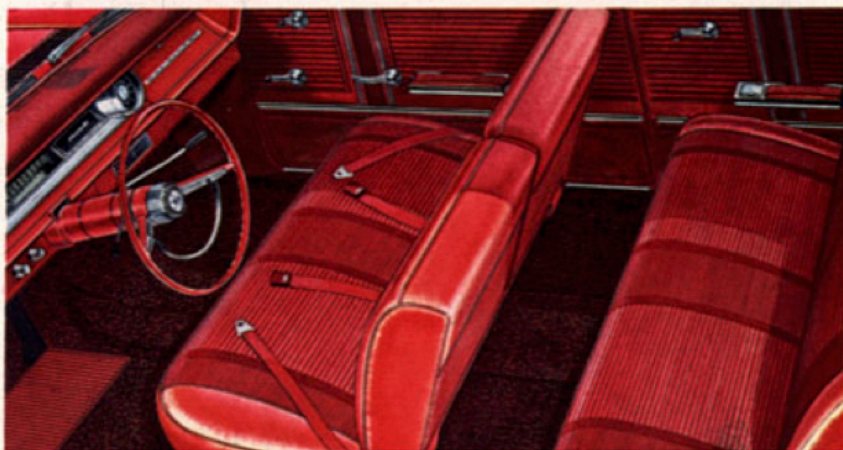
Stylish grille sports Chevrolet nameplate, and a new bumper design protects front body corners.



Ventpanes are crank-operated for comfort and convenience.



Bel Air 2-Door Sedan in Regal Red.



Bel Air's new pattern cloth upholstery and deep-twist carpeting in red.

Twin headlamps are stylish, as well as functional.



**NEW FEATURES:** Dynamically new body styling • Adhesively bonded windshield and rear window • Curved side window glass • Fork-type door latches • Pop-up latch design on hood • Additional body mounts • Improved front and rear suspension • Girder-Guard frame • Wide-stance tread • Improved camshaft for 6-cylinder engine • Oil-wetted paper-element air cleaner for all V8s • One-piece drive shaft • Newly designed rear axle • Bel Air dimensions: Wheelbase—119"; Front tread—62.5", rear tread—62.4" (wagons 63.5", 63.4"); Overall length—213.1" (wagons—213.3"); Overall width—79.6"; Overall height—sedans 55.4" and station wagons 55.4".

1965 CHEVROLET POWER TEAMS

STANDARD ENGINES	3-Speed Synchro-Mesh	Over-drive	3-Speed Fully Synch.	4-Speed	Power-glide	Turbo Hydro-Matic
140-hp Turbo-Thrift 230 6-cylinder	•	•			•	
195-hp Turbo-Fire 283 V8	•	•		•	•	
EXTRA-COST OPTIONAL ENGINES						
250-hp Turbo-Fire 327 V8	•		•	•	•	
300-hp Turbo-Fire 327 V8	•		•	•	•	
325-hp Turbo-Jet 396 V8			•	•	•	•
425-hp Turbo-Jet 396 V8			•	•	•	•







# BISCAYNE

## THRIFT TAKES A TURN FOR THE BEST

Budget buyers will find a generous share of Chevrolet's freshness in the 1965 Biscaynes. Anyone who sidles into the front seat (especially dead center) of the 2- or 4-Door Sedan or the husky 4-Door 2-Seat Wagon can't help noticing all the extra new room. Chevrolet's drive line tunnel has been reduced considerably, thanks to the new Girder-Guard frame and the new forward-mounted engine and transmission design. The front foam-cushioned seat is as comfortable as ever. And the new pattern cloth upholstery with vinyl trim (all-vinyl for the Station Wagon) was designed to be durable in a beautiful way.

Freshness abounds outside as well. New slim moldings give styling accents to sills and rear quarter panels. Biscayne identification is all new. Chevrolet's tasteful '65 hub cap design will draw many an admiring nod, too. Biscayne's styling looks to be an outstanding expression of simplicity.

Of course, there are many things about Biscayne that were already too nice to change. Body by Fisher quality, Unisteel construction and Chevrolet's easy-care features, to name just a few. And, of course, there's still cowl-top ventilation, blended-air heater-defroster, crank-operated ventipanes, dual sun visors, electric windshield wipers, front and rear armrests and deep-twist carpeting underfoot to match your choice of fawn, aqua or red interior.

*To make your driving more enjoyable at moderate extra cost, Chevrolet offers a choice of Options and Custom Features, some of which are shown on cars illustrated and described in this catalog. Check pages 18 and 19 for a wide selection.*



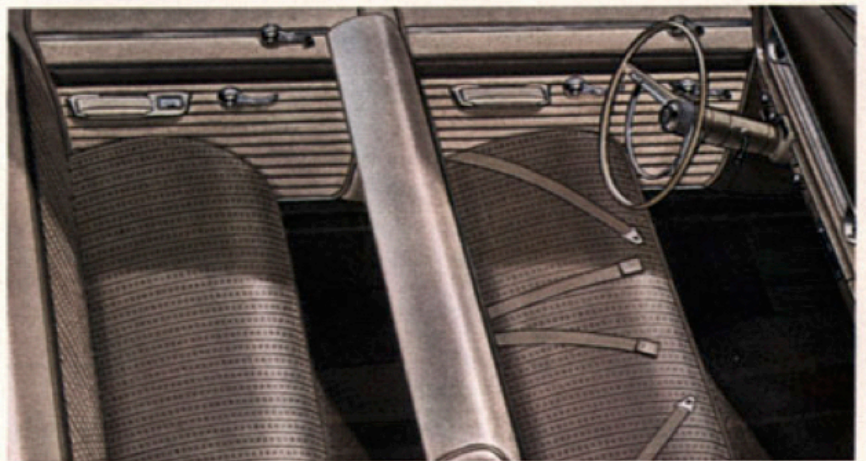
Biscayne 4-Door Sedan in Mist Blue.



Windshield and rear window are adhesively bonded and more positively sealed.



Pushbutton door handles offer easy, convenient entry.



Biscayne fawn interior features pattern cloth and vinyl.

**NEW FEATURES:** Dynamically new body styling • Adhesively bonded windshield and rear window • Curved side window glass • Fork-type door latches • Pop-up latch design on hood • Additional body mounts • Improved front and rear suspension • Girder-Guard frame • Wide-Stance tread • Improved camshaft for 6-cylinder engine • Oil-wetted paper-element air cleaner for all V8s • One-piece drive shaft • Newly designed rear axle • Biscayne dimensions: Wheelbase—119"; Front tread—62.5", rear tread—62.4" (wagon 63.5", 63.4"); Overall length—213.1" (wagon—213.3"); Overall width—79.6"; Overall height—sedans 55.4" and station wagon 55.4".

1965 CHEVROLET POWER TEAMS

STANDARD ENGINES	3-Speed Synchron-Mesh	Over-drive	3-Speed Fully Synch.	4-Speed	Power-glide	Turbo Hydra-Matic
140-hp Turbo-Thrift 230 6-cylinder	•	•			•	
195-hp Turbo-Fire 283 V8	•	•		•	•	
EXTRA-COST OPTIONAL ENGINES						
250-hp Turbo-Fire 327 V8	•		•	•	•	
300-hp Turbo-Fire 327 V8	•		•	•	•	
325-hp Turbo-Jet 396 V8			•	•	•	•
425-hp Turbo-Jet 396 V8			•	•		







# STATION WAGONS

## FIVE GREAT WAYS TO WRAP UP LOAD SPACE

Versatility definitely isn't new to Chevrolet Station Wagons. But the way Chevrolet furnishes versatility in the 1965 wagons . . . that is new. You'll get the point if you consider any of Chevrolet's five wagon models: 4-door 2- and 3-seat versions for Impala and Bel Air, or the 4-Door 2-Seat Biscayne Station Wagon. Each one has the distinguishing trim of its particular series, plus all of the Chevrolet '65 innovations such as curved side glass, smart hood styling, and the bold new bumper and grille design. These wagons are as much at home with Sunday's best as they are with Saturday's bushel baskets.

While we're on bushel baskets, Chevrolet totes haul up to 106.1 cu. ft. worth. All that stowage space is readily accessible, too. The 2-seat wagons convert from passenger seating to a flat load floor in one simple motion. It takes only three steps in the 3-seat haulers. Loading's as easy as four wide-opening doors and a large (52.4" x 28.8") counterbalanced tailgate can make it.

Power-operated tailgate windows are standard on 3-seat models and can be specified on 2-seat models. This shopper's friend is controlled with a switch on the instrument panel, with a key switch outside in the tailgate and can be lowered from the third seat passenger area. And if that small luggage is especially valuable, stow it out of sight in a hidden compartment beneath the rear cargo floor. You can order a key lock for this compartment on 2-seat models to make sure all is safe and secure.

*Step out in style with your choice of Chevrolet's extra-cost Options and Custom Features, many of which are described and illustrated in this catalog. Check pages 18 and 19 for items you may want to consider.*



Impala 4-Door 2-Seat Station Wagon in Tahitian Turquoise.



Taillamp clusters set off rear cove area.



Wide crank-operated tailgate window standard on 2-seat wagons.



Bel Air 4-Door 3-Seat Station Wagon in Willow Green.

Wide door openings make rear seat entries and exits a snap.







16 Impala 4-Door 3-Seat Station Wagon in Tuxedo Black. Spare tire is neatly concealed in the right rear quarter panel.



# STATION WAGON INTERIORS

When a station wagon interior combines durability with beauty and comfort, even the most conservative wagon devotees can get pretty excited about its versatility. Chevrolet Station Wagon interiors were meant to be manhandled. Upholstery fabrics, such as Bel Air's pattern cloth and the vinyl in the Impalas and Biscaynes, were designed to take about anything your most rambunctious little league team can dish out. Back where the scrapes and scuffs are likely to be tougher, the load floors are vinyl-coated textured metal.

There's interior beauty, too, that goes hand in hand with durability in those upholstery fabrics. All passenger floors have luxurious deep-twist carpeting that harmonizes with the interior color scheme. Even the trim is styled to turn heads.

Naturally, you're still looking for comforts. Every Chevrolet Wagon has interior comforts according to its series. Biscayne, for example, features a front foam-cushioned seat with standard color-keyed seat belts, front and rear armrests and a steering wheel with horn ring. Add an automatic dome light, glove box light and dual rear ashtrays, and you have a pretty good idea of Bel Air's comforts. Impala Wagons feature all the comforts of Biscayne and Bel Air plus a sweep second hand electric clock, extra-long armrests with built-in fingertip door releases and a parking brake warning light. Go with your own brand of comfort. You might also place your order for a fawn interior with split second seat (fold down the  $\frac{1}{2}$  or  $\frac{3}{4}$  segment as your cargo demands), superlift air-adjustable shock absorbers and automatic level control equipment or a new five-stanchion roof luggage carrier. These features expand your Chevrolet Wagon's potential.

*You'll find a lot to make traveling enjoyable in the list of Chevrolet extra-cost Options and Custom Features on pages 18 and 19. Many of these items are described and illustrated in this catalog.*



Front foam-cushioned seat promises comfort in Bel Air's green interior.



Bel Air 4-Door 2-Seat Station Wagon in Cypress Green.



Passenger seats fold down easily to provide a flat load space.



Wide third seat for 3-seat wagons faces aft . . . converts to cargo area easily.



Biscayne 4-Door 2-Seat Station Wagon in Sierra Tan.

**NEW FEATURES:** Dynamically new body styling • Adhesively bonded windshield and wagon rear quarter windows • Curved side window glass • Fork-type door latches • Pop-up latch design on hood • Additional body mounts • Improved front and rear suspension • Girder-Guard frame • Wide-Stance tread • Improved camshaft for 6-cylinder engine • Oil-wetted paper-element air cleaner for V8s • One-piece drive shaft • Newly designed rear axle with heavy-duty components for wagons • 24-gallon gasoline tank for wagons • Station wagon dimensions: Wheelbase—119"; Front tread—63.5", rear tread—63.4"; Overall length—213.3"; Overall width—79.6"; Overall height—55.4".

1965 CHEVROLET POWER TEAMS

STANDARD ENGINES	3-Speed Synchro-Mesh	Over-drive	3-Speed Fully Synch.	4-Speed	Power-glide	Turbo Hydra-Matic
140-hp Turbo-Thrift 230 6-cylinder	•	•			•	
195-hp Turbo-Fire 283 V8	•	•		•	•	
EXTRA-COST OPTIONAL ENGINES						
250-hp Turbo-Fire 327 V8	•		•	•	•	
300-hp Turbo-Fire 327 V8	•		•	•	•	
325-hp Turbo-Jet 396 V8			•	•	•	•
425-hp Turbo-Jet 396 V8			•	•		

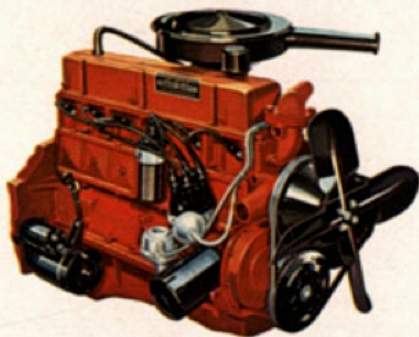


# 1965 QUALITY ENGINEERING HIGHLIGHTS

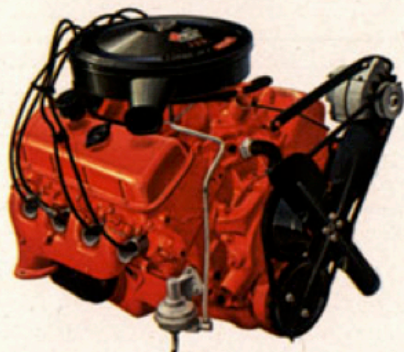
## STANDARD ENGINES

(depending on the model you choose)

**140-hp Turbo-Thrift 230.** Chevrolet's standard 6-cylinder power plant has a new camshaft that provides increased valve train durability and quieter operation. Thin wall construction for cylinder head and block holds down weight. Short-stroke design and modified-wedge combustion chambers with 8.5:1 compression ratio. Seven main bearings, full-pressure lubrication, single-barrel carburetor, oil-wetted air cleaner and full-flow oil filter are among important features.



**195-hp Turbo-Fire 283 V8.** Chevrolet's 283-cu.-in. standard V8 features double-barrel carburetor, full-pressure lubrication system and a new oil-wetted paper-element air filter. The camshaft is contoured for lively V8 performance plus economy. This 195-hp engine also comes equipped with positive-shift starter, hydraulic valve lifters, automatic choke, and positive-type engine ventilation. Compression ratio is 9.25:1.



## EXTRA-COST OPTIONAL ENGINES

**250-hp and 300-hp Turbo-Fire 327.** The 250-hp engine combines temperature-controlled fan, new cylinder heads, full-pressure lubrication system with full-flow oil filter, hydraulic valve lifters, oil-wetted paper-element air cleaner, a four-barrel carburetor and a new large-diameter single exhaust system for outstanding performance. Compression ratio - 10.5:1. Substitute a big

aluminum-body 4-barrel carburetor, larger intake manifold and a dual exhaust system . . . you have a 300-hp version. The 250-hp and 300-hp Turbo-Fire 327 V8s can be specified on any Chevrolet model you choose.

## 325-hp and 425-hp Turbo-Jet 396.

The 325-hp version has four-barrel carburetion, large single exhaust system, hydraulic lifters, 396-cu.-in. displacement and 10.25:1 compression. The 425-hp Turbo-Jet 396 includes selected bright metal components, mechanical valve lifters, 11.0:1 compression and a special camshaft. Based on a new design, the valves, valve ports and combustion chambers of both new engines are engineered for maximum volumetric efficiency.

## TRANSMISSIONS

(See the power team charts on the individual model pages for exact transmission availability.)

**3-Speed Synchro-Mesh.** Standard on full-size Chevrolets (depending on engine), 3-Speed Synchro-Mesh has an all-helical gear design with a high torque capacity. Gear ratios are matched to engine.

**Fully Synchronized 3-Speed.** Heavy-duty features include wide helical gears, larger synchronizers and higher capacity front and rear ball bearings. All gears, including separate first and reverse, are in constant mesh, permitting downshift from second to low while the car is moving. Forward speeds are fully synchronized. Versatile performance combined with economy and durability.

**4-Speed.** An all-helical gear design has an aluminum housing. Central floor-mounted shift lever with all forward gears fully synchronized. 425-hp 396 V8 fans get a choice of gear ratios. 4-Speed is available with Chevrolet V8s.

**Automatic Powerglide.** Powerglide gets its smoothness from a three-element torque converter with hydraulically controlled two-speed planetary gears in an aluminum housing. Selector indicator reads: Park (a positive parking lock) - R - N - D - L. Models with floor-mounted shift feature straight-line gear selection.

**Automatic Turbo Hydra-Matic.** Chevrolet's new Turbo Hydra-Matic consists of a three-element torque converter and a compound planetary gear set producing three fully automatic forward speeds and reverse. Transmission will downshift automatically under full throttle at speeds below 70 mph to give quicker highway passing. And a new 2.73:1 rear axle ratio contributes to quieter cruising. The overall effect is superior performance for both city and highway motoring. Selector quadrant has six positions: P (Park), R, N, D, L2, and L1.



**Economical Overdrive.** Overdrive is engaged semi-automatically at approximately 30 mph. 3-Speed Synchro-Mesh works with a 2-speed planetary gear unit for fuel economy and to reduce engine wear.

## BODY BY FISHER

The quality construction of Chevrolet's 1965 body comes from Body by Fisher craftsmanship. Unisteel design means that roof, sides, floor and other body parts are solidly welded together to form a single unit. This unit is sealed, insulated and attached with extra-large (17.5% thicker than ever) rubber mountings. A high-level ventilation system which provides air through special inlets high on the cowl complements Chevrolet's blended-air heater and defroster.



**Magic-Mirror Finish.** Magic-Mirror acrylic lacquer finish helps protect any one of 15 hues (13 new) and nine two-tones against chipping, sun-fading and the corrosive effects of salt and road tar.



**Fork-Type Door Latches.** Chevrolet's '65 door latches were engineered with a new fork-type design. An end cap on the latch bolt helps prevent lateral door movement. **New Ignition Switch.** '65 Chevrolet has a new four-position ignition switch (Accessory, Off, On, Start) that prevents key removal without locking the ignition.

## EASY-CARE FEATURES

**Flush-and-Dry Rocker Panels.** Water entering the cowl inlet ventilation 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 dries panel interiors.

**Inner Fenders.** Inner front and rear fenders do an excellent job of fending off water, mud and road salt, protect outer panels.

**Self-Adjusting Safety-Master Brakes.** Chevrolet's 11-inch hydraulic brakes have 198.4 sq. in. of lining surface and large cylinders. Bonded linings provide long life, and venting through wheel slots reduces the possibility of brake fade. Apply pressure to the brake pedal when backing up and the brakes adjust themselves automatically.

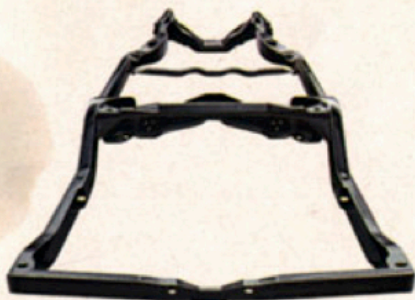


**Extended-Life Exhaust System.** Liberal use of aluminizing and/or stainless steel, plus heavy gauge tailpipes, means fewer replacements, more satisfactory service and miles of quiet full-power motoring.

**Delcotron Generator.** The self-contained, high-capacity Delcotron is extremely durable because there's no commutator to wear out. At low engine speeds, Chevrolet's Delcotron generator helps out with extra electrical output to save on battery wear. The 1965 Chevrolets have a 54-plate battery (66-plate with 327- and 396-cu.-in. V8s) and a 12-volt electrical system.

## CHASSIS

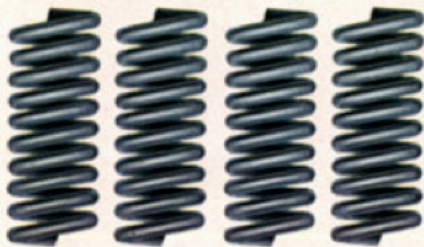
**New Girder-Guard Frame.** An all-welded steel unit features full-length side rails joined laterally by four crossmembers. Torque-box construction of side rails between passenger and engine compartments prevents high stress concentrations in this area.



**Ball-Race Steering.** The new rear-mounted linkage for Chevrolet's '65 Ball-Race steering provides smooth, positive control. The overall ratio with standard steering is 28.3:1; power steering is 19.4:1.

**Wheels and Tires.** All full-size Chevrolets for 1965 have 14-inch wheels. Blackwall 7.35 x 14 tubeless tires are standard, except on the Convertibles (7.75 x 14) and all Station Wagons (8.25 x 14).

**Full Coil Suspension.** New coil spring independent suspension up front and link-type coil rear suspension handle a large portion of the 1965 Chevrolet ride. Rear suspension linkage, built around a new rear axle design, is tailored to model and engine to provide better stability, maneuverability, and more level cornering, acceleration and braking.



**Clutch.** Chevrolet's '65 clutch has a single dry disc with two facings and a release bearing with sealed-in lubricant. Actual size is determined by engine choice. All engines call for a diaphragm spring-type unit; optional, extra-cost V8s feature centrifugal assistance.

## OPTIONS AND CUSTOM FEATURES AVAILABLE AT EXTRA COST\*

**Engines.** 250-hp Turbo-Fire 327 V8 • 300-hp Turbo-Fire 327 V8 • 325-hp Turbo-Jet 396 V8 • 425-hp Turbo-Jet 396 V8

**Transmissions.** 4-Speed • Fully Synchronized 3-Speed • Powerglide • Turbo Hydramatic • Overdrive.

**All-Transistorized AM/FM Radio with FM Stereo.** Deluxe 5-pushbutton model that features automatic frequency control, straight-line tuning and static-free FM reception. Four speakers, two front and two rear. Pushbutton AM and AM/FM, and manual AM models are also available. A rear-seat speaker is available with both pushbutton versions. All Chevrolet radios are acoustically tailored to Chevrolet interiors.



**Positraction Rear Axle.** Ice, sand or snow, if one wheel can get a grip on the road, Positraction lets you go. Available with all Chevrolet power teams.

**Power Steering.** Extra-easy power steering with a hydraulic assist incorporated in the steering gear takes up to 90% of the effort out of cornering and parking.



**Power Windows.** One master control beside the driver's seat operates all windows, while a separate control at each window allows each passenger to adjust his own window height. Power windows can be purchased on all Impala SS, Impala and Bel Air models.

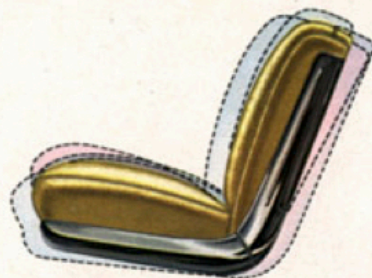
**Power Brakes.** A boon to highway or city driving, power brakes require approximately 1/3 less pedal pressure for safe, efficient stops.

**Four-Season Air Conditioning.** Predict your own driving weather with Four-Season air conditioning. Air flow has been increased by about 10%, and a larger capacity receiver reduces refrigerant recharge time. In addition, new slide controls permit fast, easy regulation of humidity and temperature all year long.

**Comfortilt Steering Wheel.** Seven different positions to suit any driver. Comfortilt is available on all '65 models equipped with 4-Speed or Powerglide.



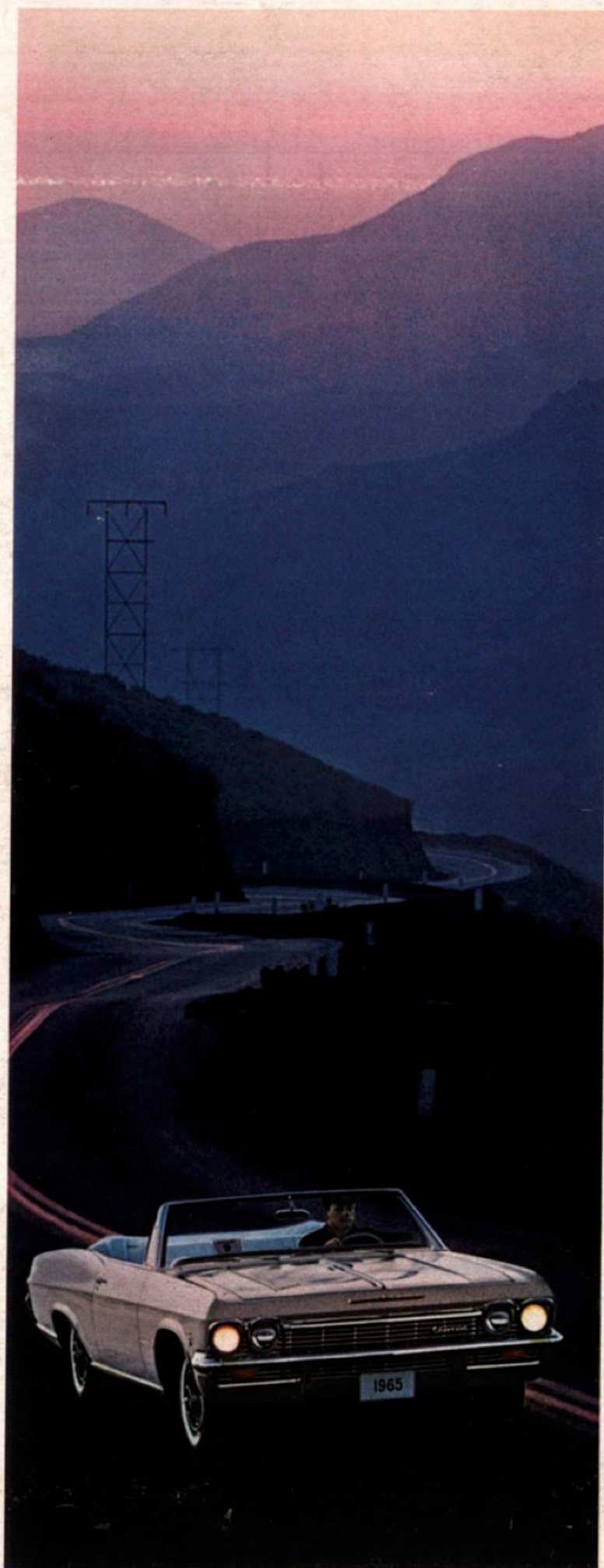
**6-Way Flexomatic Power Seat.** Adjusts fore and aft, up or down, and tilts forward or back for individual comfort.



**2-Speed Electric Windshield Wipers.** Optional 2-speed electric windshield wipers give you two constant speeds whether you accelerate or apply the brakes. Parallel action eliminates center blind spots.

**Additional Extra-Cost Equipment.** Deluxe front and rear color-matched seat belts with retractors. Color-keyed rear seat belts. Black vinyl top for Impala Sport Sedan and Sport Coupe and Impala SS Coupe. Black all-vinyl upholstery for Impala Sport Sedan and Sport Coupe. Sweep second hand electric clock. Full-width floor mats. Soft-Ray tinted glass. Tri-Volume horn. Windshield-mounted auto compass. Remote-operated, fender-mounted spot lamp. Car-to-trailer electrical wiring harness. Wheels with 6-inch rims. Vented wheel covers. Special front springs. Special suspension. Simulated wire wheel covers. Spare wheel lock. Superlift air-adjustable shock absorbers. Load-compensating automatic level control. Dual exhaust system for the 250-hp Turbo-Fire 327 V8. Heavy-duty clutch. Temperature-controlled fan. Heavy-duty radiator. Sintered-metallic brake linings. Padded instrument panel. Sports-styled steering wheel. Extra-heavy foam-cushioned front seat. Two-tone finish. Guards for front and rear bumper. Comfort and Convenience Equipment. Whitewall tires. Oversized and special tires. Heavy-duty Delcotron generators. Heavy-duty battery. 3.36:1 and 3.55:1 ratio rear axles. Tachometer. Oil-bath air cleaner and closed positive-type engine ventilation for 6-cylinder engine. Power-operated station wagon tail-gate window. Rear window air deflector for station wagons. Key lock for station wagon hidden stowage area. Station wagon split second seat. Five-stanchion station wagon roof luggage carrier. Police or taxicab equipment. Full line of Custom Feature Accessories.





Impala Convertible in Ermine White.

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## COLORS

The 1965 Chevrolet colors are available in 15 solid hues (13 of which are new) plus 9 two-tone combinations. (Check the color chart for exact series availability.) Indulge your color fancy any way you please. You can bet Chevrolet's Magic-Mirror acrylic lacquer finish will keep whichever one you choose gleaming for a good many years to come.

1965 CHEVROLET EXTERIOR COLORS				
Color Name	Impala Super Sport	Impala	Bel Air	Biscayne
Tuxedo Black	X	X	X	X
Ermine White	X	X	X	X
Mist Blue	X	X	X	X
Danube Blue	X	X	X	X
Willow Green	X	X	X	X
Cypress Green	X	X	X	X
Artesian Turquoise	X	X	X	X
Tahitian Turquoise	X	X	X	X
Madeira Maroon	X	X	X	X
Evening Orchid	X	X	N.A.	N.A.
Regal Red	X	X	X	X
Sierra Tan	X	X	X	X
Cameo Beige	X	X	X	X
Glacier Gray	X	X	N.A.	N.A.
Crocus Yellow	X	X	N.A.	N.A.

TWO-TONE COMBINATIONS (Lower/Upper—Except Convertibles)				
Ermine White/Artesian Turquoise	X	X	X	X
Mist Blue/Ermine White	X	X	X	N.A.
Willow Green/Ermine White	N.A.	X	X	N.A.
Cypress Green/Cameo Beige	X	X	X	X
Tahitian Turquoise/Artesian Turquoise	X	X	X	X
Sierra Tan/Cameo Beige	X	X	X	X
Cameo Beige/Madeira Maroon	X	X	X	X
Glacier Gray/Tuxedo Black	X	X	N.A.	N.A.
Crocus Yellow/Ermine White	X	X	N.A.	N.A.

N.A.—Not Available

### IMPALA SUPER SPORT

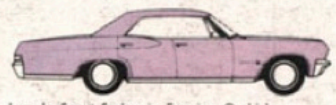


Impala Super Sport Coupe in Tuxedo Black



Impala Super Sport Convertible in Glacier Gray

### IMPALA



Impala Sport Sedan in Evening Orchid



Impala Sport Coupe in Madeira Maroon



Impala Convertible in Regal Red



Impala 4-Door Sedan in Sierra Tan



Impala 4-Door 3-Seat Station Wagon in Cameo Beige



Impala 4-Door 2-Seat Station Wagon in Crocus Yellow

### BEL AIR



Bel Air 4-Door Sedan in Willow Green



Bel Air 2-Door Sedan in Cypress Green



Bel Air 4-Door 3-Seat Station Wagon in Artesian Turquoise



Bel Air 4-Door 2-Seat Station Wagon in Tahitian Turquoise

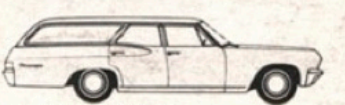
### BISCAYNE



Biscayne 4-Door Sedan in Mist Blue



Biscayne 2-Door Sedan in Danube Blue



Biscayne 4-Door 2-Seat Station Wagon in Ermine White



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