

1964

CHEVY II



'64 CHEVY II



STYLISH PRACTICALITY WITH NEW V8* GO

Haven't you asked yourself the question, "Does a car *have* to be that big in order to have enough room inside?" Or "Can't they make 'em run on regular and still have plenty of pep?" Well, for answers, look into the 1964 Chevy II. Big news in the *go* department is two optional* engines, the 195-hp Turbo-Fire 283 V8 and the 155-hp Turbo-Thrift 230

Six. In both, the horses respond like chargers in the trimly proportioned Chevy II models—and on regular gas. You hold the whip, too, with Chevy II's new 4-Speed Synchro-Mesh* stick shift (teamed with V8 only), smooth Powerglide* automatic or standard 3-Speed Synchro-Mesh. Pep and thrift also from the standard 6- or 4-cylinder engines.

What else? Plenty of room *inside* and sound engineering. Chevy II is in its third year, going strong with people-pleasing features that make plenty of sense. Like trim exterior size. Like self-help items to make it last longer with less demand on your pocketbook. A battery-saving Delco-tron generator is one. Self-adjusting brakes are another. Flush-and-dry rocker panels that help keep the rusty wolves away from your doors. A whole lot of important things that lower the cost of owning this car.

How about styling? Chevy II's as pretty as a spotted pup. Take the Nova series. Lots of luxury and a built-in sense of well-being that only fine interior appointments can give. For the essentials in transportation with long-wearing capabilities, cast an eye on Chevy II 100, too.

CHEVY II NOVA



GREAT GOING PRICED RIGHT

Here's the luxury leader of the thrifty 1964 Chevy II line, and it comes in three versions—4-Door

*Optional at extra cost.



Nova 2-Door Sedan in Meadow Green.

Shown on front cover: Nova 2-Door Sedan in Ember Red.

Sedan, 2-Door Sedan and 4-Door 6-Passenger Station Wagon. All are available with new 195-hp V8* go.

The brand-new grille only enhances the basic body design. There are other detail changes, too. New tasteful chrome accents along rear wheel openings. Ribbed sill moldings. That new bolder grille sets off the wide-spaced single-unit headlamps. And the Nova nameplate



was moved up front. Inside there are evidences of luxury everywhere. Elegant de luxe-styled window cranks. Door releases are deluxe-styled, too. Foam-padded armrests, front and rear. Lush deep-twist carpeting.

Also, get ready to enjoy some of the more subtle touches put into the



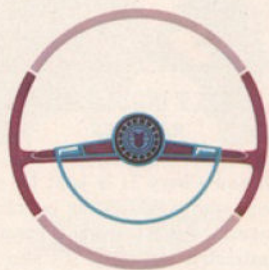
Novas. For instance, the chromed horn ring on a smartly styled steering wheel. Lighted Powerglide* indicator on the steering column. A chrome-backed inside rearview mirror and attaching stem. Bright plastic trim on the armrests. And an ashtray built into each rear armrest.



A cigarette lighter, of course. All nice things and reminders to you that Novas combine quality and low cost. These, plus a host of other standard equipment items, separate Novas from the also-rans. Oh, yes. Shift into reverse and your standard back-up lights automatically turn on. Neat. And great for backing out of driveways on dark or rainy nights.

Outside, the slim roof line of the

Nova models is an eye-catcher from any angle. For a heart-stealer, fit yourself behind the wheel of one with a new V8*. Overall, Novas come off as pure prestige at far less than you'd expect to pay. In addition, your Chevrolet salesman can show you a full line of Options* and Custom Feature Accessories* (seat belts are one good investment) to make your 1964 Nova fit your needs.



Nova 1-Door Sedan in Tuxedo Black.
Optional wheel covers* shown on all Nova models.

*Optional at extra cost.

CHEVY II 100



SELF-INDULGENT SAVINGS

This new Chevy II is built for the person who demands the essentials in transportation and wants them at an attractive low price. It's also for the person who believes that you

don't have to go hog-wild in price to get a clean-looking tastefully designed car. For Chevy II 100 puts all of the most-wanted features together in a trim package and nips the cost to rock-bottom low. Standard features like dual sun visors. Independently operated outside-air ventilators. Fully enclosed steering column (just like the Novas). Foam-cushioned front seat. Parallel-action electric windshield wipers. Single-key locking and a lockable glove box. Trifles? Sure. But these are the



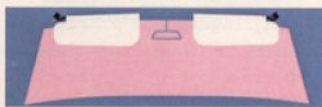
important pluses you *expect* to have handy in a car when you want them.

And who says a truly economical car has to be dull inside? Chevy II 100 says "no" to drabness. It gives you wide, spacious interiors in your choice of three colors. And equally wide doors to let a family scamper in and out with gay abandon. You won't have to pay a pirate's ransom, either. Remember: Chevy II 100 is lowest in cost of Chevy II models.



How about the model lineup? There are 2- and 4-Door Sedans with your choice of four engines: the standard Four or the standard Six; the optional Six* or V8*. There's also the 4-Door 6-Passenger Wagon, available with the standard Six, optional Six* or the new V8*.

Some more practical ideas. A truly good-sized trunk gobbles up



luggage as if it were going out of style. 25.5 cubic feet of space, if you just must know. Even the inside of the trunk is finished with an attrac-



tive spatter design, and you can load from either side as well as from the near-bumper-level rear.

Whether you select Chevy II 100 or Nova models, more enjoyment is yours for optional choosing. For you heavy haulers, here are a few suggested optional* items to consider for Sedans and Wagons: special suspension including front and rear springs, heavy-duty clutch, Positraction rear axle, sintered-metallic brake linings, trailer hitch, roof luggage carrier, 14" wheels and tires. Also, check at your Chevrolet dealer's for other Options* and Custom Feature Accessories* that can make your 1964 Chevy II more pleasurable.

GOOD LIFE EXTRAS*



How about a little right-now music with your driving? Specify an *all-transistor radio*, either manual or pushbutton tuning. *Power steering* makes Chevy II an almost effortless handler (for all 6-cylinder and V8 models). *Power brakes*, ditto. To really beat the heat, have the factory install *air conditioning* (for all 6-cylinder and V8 models). Utilizes both inside and outside air for complete comfort conditioning. And don't forget *white sidewall tires*. If you have to do a lot of stop-start driving, consider a *heavy-duty battery* for extra-duty use. *Soft-Ray tinted glass* is cooling and eye-easing in the sun.

Comfort and Convenience Equipment includes inside non-glare and outside rearview mirrors, 2-speed electric windshield wipers and washers on Nova models. Back-up lights and glove box light, in addition to equipment listed for Nova, constitute Comfort and Convenience Equipment for Chevy II 100.



WAGONS



WONDERFUL WORLDS OF SPACE

Pick the pecks you'd like to pack and slip them into the high, wide load space of a new Chevy II Wagon. As wagons go, Chevy II packs more of the load-toting ability you want into a trim easy-to-handle package. Just



Chevy II 100 1-Door 6-Passenger Station Wagon in Palomar Red shown with Roof Luggage Carrier.*

look over either the Nova or Chevy II 100 Wagon for usable features. Like all-vinyl interiors keyed to exterior color choice. Four wide-opening doors. Counterbalanced tailgate with a window that rolls down. Like 76 cubic feet of load space. Over 9 feet of load length with the tailgate and second seat down. 7 feet with tailgate up. As for interior good looks, the Nova Wagon shares the same luxury features as the Nova Sedans.



De luxe-styled window regulators and door releases, plus all of the other Nova features including plush deep-twist carpeting underfoot. And the 100 Wagon sparkles with beauty, too. Thick rubber floor mats, dual sun visors, outside-air ventilators, dome light and a host of items all station wagon owners value and appreciate.

For extra value and hauling ability, the 120-hp Six, the new optional 155-hp Six* or new 195-hp V8* is available in both Chevy II Station Wagons this year. Choose, too, from quieter 3-Speed Synchro-Mesh, Powerglide* automatic or versatile 4-Speed Synchro-Mesh* (the latter only with new V8). See the Options* and Custom Feature Accessories* list at your Chevrolet dealer's.



MECHANICAL & TECHNICAL



MIGHTY PHYSIQUE

How's this for toughness? Unitized all-welded Body by Fisher bolts solidly to the single-unit front end. Tight as a turtle. And who ever heard a turtle rattle? Rigidity is exceptional. Resultant low weight gives better power response. One-piece front fenders unbolt for easy replacement. Doors are sealed to keep out dust, moisture and wind. Amber front turn signals increase your Chevy II's visibility to oncoming drivers.



POWER TEAMS APLENTY HIGHLIGHTED BY A POTENT NEW V8*

Your brand of Chevy II go resolves itself to a choice between four eager breathers: a standard Four (Chevy II 100 Sedans only) and Six or an optional Six* and V8*. The new V8*, for all its

strapping 195-hp performance, is a real "Scrooge" on regular gas. Reasons: full-breathing induction system, two-barrel carburetion, 9.25:1 compression ratio. The 155-hp Turbo-Thrift six* is chrome-accented for beauty, has single-barrel carburetion and 230-cubic-inch displacement. Then there's the spunky 90-hp Super-Thrift 153 4-cylinder and smooth 120-hp Hi-Thrift 194 6-cylinder engines.

The durable Four and both Sixes have a compression ratio of 8.5:1 and use regular gas. Extra-strong crankshafts are held in rigid position by *five* main bearings in the Four; *seven* main bearings in both Sixes. All four engines feature short-stroke design with overhead valves. Each has positive-shift starter, positive crankcase ventilation, full-pressure lubrication and full-flow oil filter. Automatic choke on the V8* and Sixes; manual type on the Four.

The optional Six*, V8* and standard Six are engine choices in all '64 Chevy II models; the standard Four is available only in 100 2- and 4-Door Sedans.

New quieter 3-Speed Synchro-Mesh transmission is standard in all models. Powerglide* automatic is efficiently designed for a smooth flow of power and low weight. Brand new for Chevy II is a 4-Speed* with floor shift, fully synchronized in every forward gear. Available with the optional* V8 engine only.



BUDGET WATCHERS

All 1964 Chevy II models have a penchant for thrift. Long-life exhaust

system with aluminized muffler components for greater corrosion resistance. Flush-and-dry rocker panels help get rid of corrosion-producing elements before they get a chance to rust the metal. Air blows through and dries the panel interior for more protection. Delcotron generator helps the battery last longer by charging at low engine speeds. Bigger Safety-Master brakes are self-adjusting. New larger drums (9 3/4") dissipate heat faster, improve brake efficiency. Bonded 172.7-square-inch linings can't score drums (no rivets). Propeller shaft universal joints now include sealed-in lubricant. Additional easy-care features assure you of long trouble-free operation and help keep your cost of Chevy II maintenance low.



SMOOTH FOOTWORK

You'll hardly believe the smoothness and comfort of Chevy II's ride. Suspension system is the main reason. High-mounted independent coil springs and shock absorbers in front. Exclusive, proved Mono-Plate rear springs with diagonally mounted shock absorbers in the rear. Result: a ride that's stable and quiet. Mono-Plate rear springs can't squeak and *never* need lubrication.

POWER TEAM CHART

ENGINE	MODEL AVAILABILITY	TRANSMISSION	REAR AXLE RATIO†	
			GEN. PURPOSE	SPEC. PURPOSE
Standard 90-hp Super-Thrift 153	Chevy II 100 2- and 4-Door Sedans	3-Speed	3.08:1	3.55:1
		Powerglide*	3.08:1	N.A.
Standard 120-hp Hi-Thrift 194	Chevy II 100 and Nova 2- and 4-Door Sedans	3-Speed	3.08:1	3.36:1
		Powerglide*	3.08:1	N.A.
	All Station Wagon Models	3-Speed Powerglide*	3.36:1	N.A.
Optional* 155-hp Turbo-Thrift 230	Chevy II 100 and Nova 2- and 4-Door Sedans	3-Speed	3.08:1	3.36:1
		Powerglide*	3.08:1	N.A.
	All Station Wagon Models	3-Speed Powerglide*	3.36:1	N.A.
Optional* 195-hp Turbo-Fire 283	All Models and Series	3-Speed	3.08:1	3.36:1
		4-Speed*	3.08:1	3.55:1
		Powerglide*		N.A.

†Also available in Positraction.

*Optional at extra cost. N.A. Not available.

*Optional at extra cost.



Nova 4-Door Sedan interior in red.



Chevy 11 100 2-Door Sedan interior in fawn.



Nova 1-Door 6-Passenger Station Wagon interior in blue.

INTERIORS



DELIGHTFUL DURABILITY

Kids and dogs really have to work to soil the tough fabric-and-resilient-vinyl or all-vinyl interiors in new Chevy II models. With the vinyl, their handiwork goes to naught when you can wipe it clean with scarcely more than a damp rag. As for the fabric, just apply a little cleaner, and voila! Dirt goes the way of the dodo. When it comes to convenience, you can fold down the seats in Chevy II Wagons in almost nothing flat. With the catch released, just flip the seat down for cavernous load space. Only one motion required. Scuff-resistant vinyl-coated textured metal and rubber mats in cargo area protect nice things, stay new looking longer. For conversion back to seating, just flip once more.

STRICTLY NOVA. Five color-keyed interior choices—red, fawn, aqua, blue and saddle. Nova Sedans combine rich cloth upholstery (an intriguing new circle pattern) and vinyl trim, while the Nova Station Wagon is all vinyl. **CHEVY II 100 INTERIORS.** Sedans offer striped pattern cloth and vinyl upholstery in three colors—red, fawn and aqua—keyed to exterior color. The 100 Wagon, like the Nova, is all vinyl.

PERTINENT ALSO

BODY—High-level cowl ventilation through dual vents in front compartment kick panel (individual knob controls for each); pushbutton outside door handles; rearview mirror; enclosed steering column; rheostat-controlled lighted instrument cluster including dial speedometer, odometer, fuel gauge plus oil pressure, engine temperature and generator indicator lights; ignition switch with 4 identified positions (Lock, Off, On, Start); turn signal indicators; ashtray; radio speaker grille (in top of panel) and glove box. Rear deck lid, hood and Wagon tailgate are counter-balanced. Fuel capacity for both Sedans and Wagons, 16 gallons.

CHASSIS—Clutch: Diaphragm spring type. (Centrifugally assisted with V8* and 4-Speed* Synchro-Mesh.) Single dry disc with two facings, spring cushioned; sealed-in lubricant release bearing. Disc size and diaphragm spring pressure to suit engine output. Wheels and Tires: 13" wheels; 6.00 x 13" black-wall tubeless tires on 2-Door and 4-Door Sedans, 6.50 x 13" on Station Wagons and all Nova models. Steering: Precision Ball-Race gear, overall ratio 25.4:1. Electrical: 12-volt system, 4- to 32-ampere-capacity Delcotron generator (9-37 ampere with V8*). Battery: 54-plate, capacity rating, 44 ampere-hours.

DIMENSIONS—Wheelbase, 110"; overall length of Station Wagons, 187.6"—Sedans, 182.9"; height, Sedans 55.0"—Station Wagons 55.1"; Station Wagon front wheel tread, 56.3", rear tread, 55.8"—Sedans, 56.8" and 56.3"; overall width, 70.8". Turning circle diameter, 39.5' wall to wall.

ADDITIONAL OPTIONAL EQUIPMENT*. Station Wagon split second seat**. Seat belts. Simulated wire wheel covers. Vented full wheel covers. White-wall and oversize tires. 14" wheels and tires. Special suspension. 3.36:1 and 3.55:1 axle ratios**. Positraction rear axle. Heavy-duty clutch. Heavy-duty radiator. Special sintered-metallic brake linings. Soft-Ray tinted glass. Padded instrument panel. Rear armrests**. Two-tone finish**. Front grille guard. Rear bumper guards**. Comfort and Convenience Equipment (for Nova models includes inside non-glare and outside rearview mirrors, 2-speed windshield wipers and pushbutton washer—these plus back-up lights and glove box light for Chevy II 100 models). Heavy-duty battery and Delcotron** generators. Special taxicab equipment**.

Check with your Chevrolet dealer for a full list of Chevy II Custom Features* to meet your individual requirements.

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