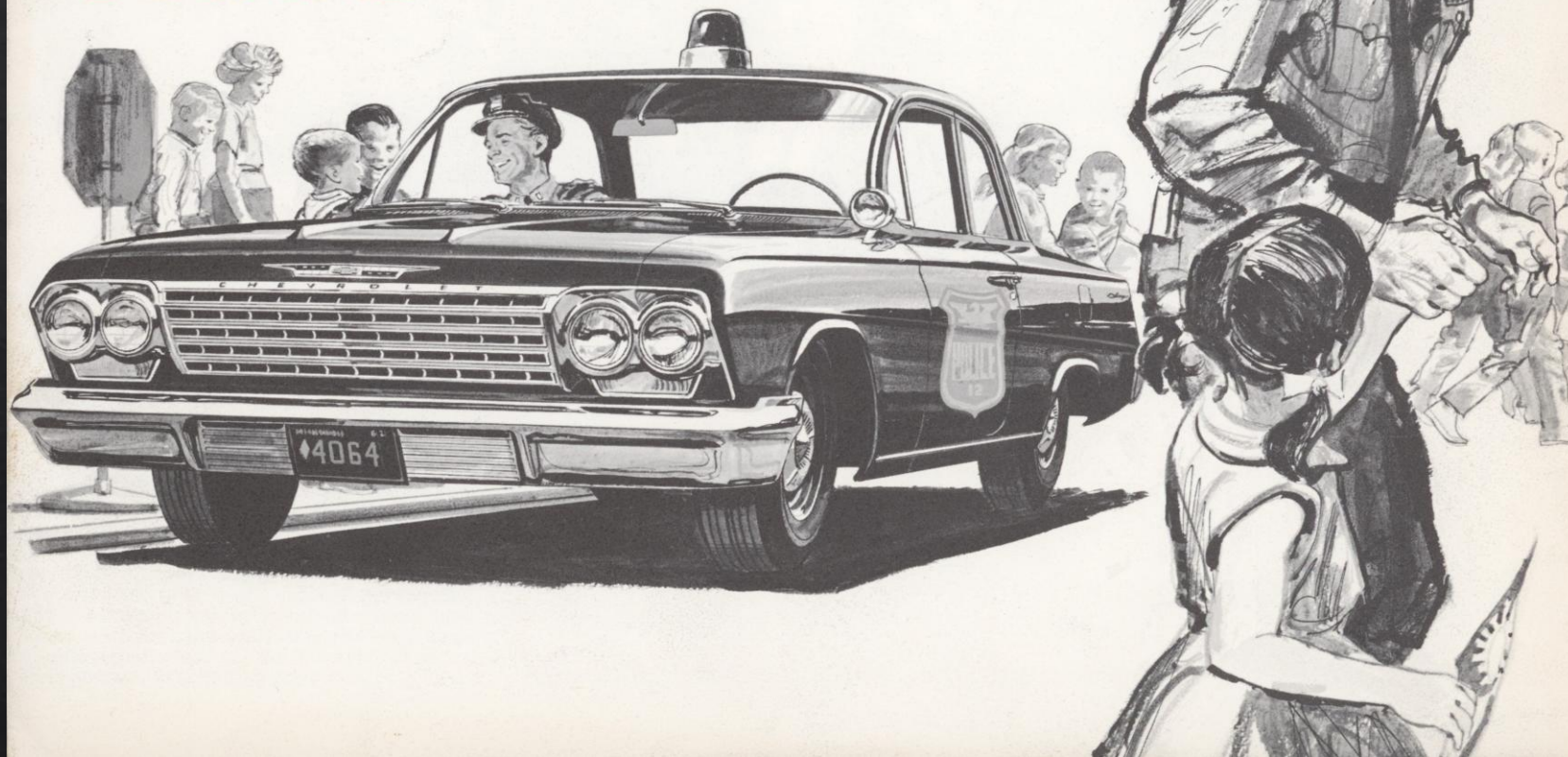
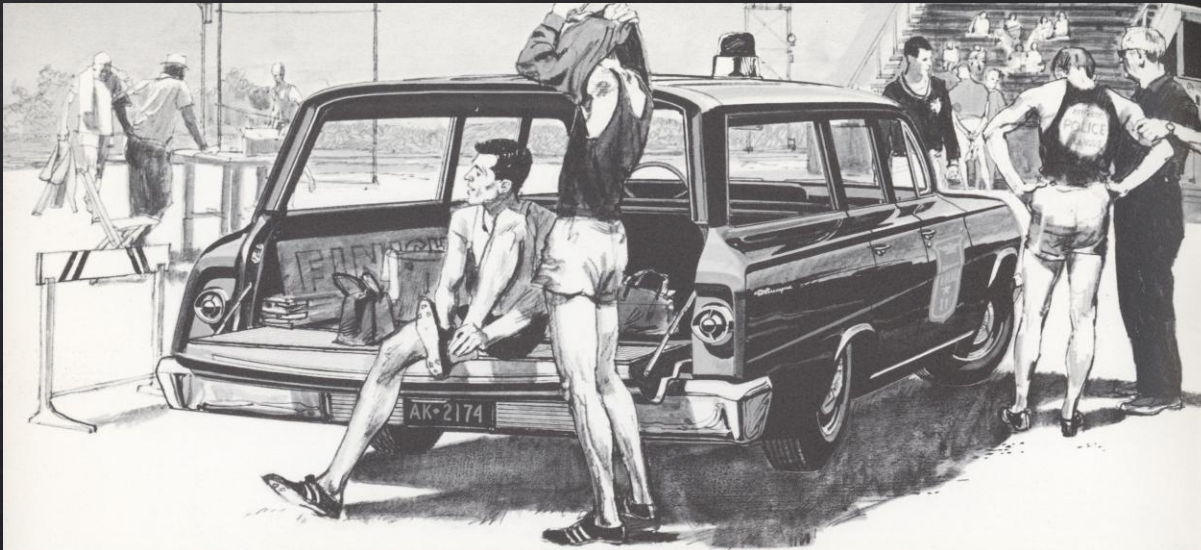


NEW WORLD
OF WORTH...
CHEVROLET
POLICE CARS
FOR 1962





BIG NEW WORTH WITH A JET-SMOOTH RIDE!

BUDGETS GO FURTHER, PERSONNEL STAY MORE COMFORTABLY ALERT WITH 1962 CHEVROLET POLICE CARS

1962 Chevrolet Police Cars are designed for action! Because there's more of everything! Economy that begins with low price, continues with low-cost upkeep. Ruggedness and quality of craftsmanship in Chevrolet's solid Body by Fisher. Performance and ease of driving that come from Chevrolet's 50 years of experience in building solid cars. Stamina to stick with the day-in day-out police duty (Safety-Girder frame is just one reason). There's more smoothness and comfort in every mile to help make the long day seem shorter. Chevrolet's famous Jet-smooth ride does it. Wide-opening doors make it easy to get in and out in a hurry. Large window areas give excellent visibility all around, help

officers keep practically everything in sight. Versatility to meet every exacting police need is yours with Chevrolet's wide range of engines and transmissions. Whether cruising crowded metropolitan streets or on turnpike patrol, there's a '62 Chevrolet Police Car that's designed for top performance, or economy, or a blend of both.

Three roomy body styles—2-Door Sedan, 4-Door Sedan and 4-Door 6-Passenger Station Wagon—let you choose the Chevrolet Police Car fitted to the task to be done. And there's a host of police car designed Options and Custom Feature accessories* for practically any law enforcement requirement.

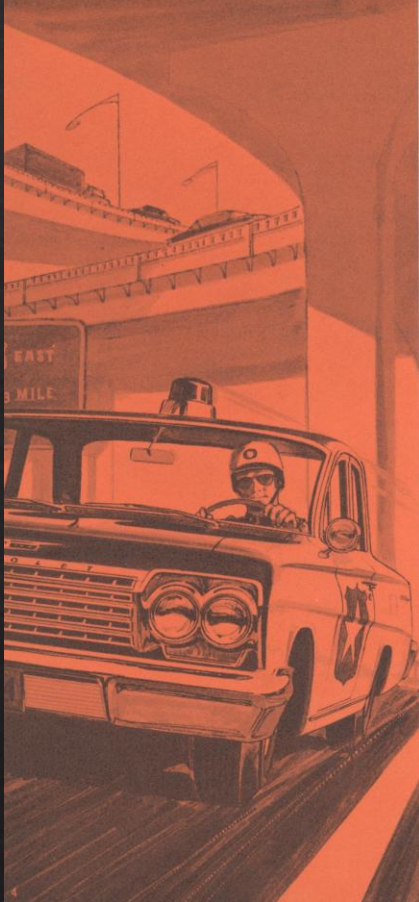
CHEVROLET'S POPULAR, LOWEST PRICED FULL-SIZE SEDAN—New Chevrolet Biscayne 2-Door Sedan presents full-size room and comfort at a practical, low price. Big, wide doors and roomy seats make this model a popular choice for patrolmen who are in and out many times during the day's duty. It's available with any of Chevrolet's full line of power teams and chassis options, plus a choice of three color-keyed standard interiors or fawn-colored, all-vinyl interior.*

POWER-PACKED THRIFT IN AN ALL-PURPOSE SEDAN—For top convenience, it's the '62 Biscayne 4-Door Sedan. All four doors open wide to make it ideal for general cruiser, escort duty, almost any police purpose. It'll carry six of the city's finest in duty-alert comfort. Big, roomy trunk loads at bumper level, packs away plenty of gear. Of course, you can

equip this model with duty-designed options and accessories to meet your special police needs.

VERSATILE WAGON TO HANDLE ALMOST ANY DUTY—Here's the Chevrolet Biscayne 4-Door 6-Passenger Station Wagon for '62. Puts your utility wants in first place. It serves as a carrier for special equipment, an emergency ambulance, a general-purpose hauler or all-around personnel vehicle. Second seat easily converts to cargo space in a single operation—and can be returned to its normal position for passengers just as quickly. There's a Jet-smooth ride in every mile to treat passengers and costly equipment with utmost care. A choice of heavy-duty police options and a practical, good-looking interior are sure to make this new Chevrolet Wagon a worthy crew member of your police fleet.

*Optional at extra cost.



WIDE NEW CHOICE OF POLICE POWER TEAMS

ENGINES RANGE FROM DOLLARWISE 135-HP HI-THRIFT 235 SIX TO TOP-POWERED V8's!

Chevrolet Police Cars for 1962 are available with an extra-wide choice of power teams. There's a power team to fit any type of duty. Gas-saving thrift for city cruising, or performance for all-out highway pursuit—or an impressive combination of both—is offered with Chevrolet Police Cars.

SIX LIVELY ENGINES—1962 Chevrolet Police Car engines come in a wide range to meet your particular duty needs. Both the 300-HP TURBO-FIRE 327 V8 (RPO 397) and 250-HP TURBO-FIRE 327 V8 (RPO 300) combine sparkling performance for general pursuit with around-town smoothness. Available with a choice of 3 transmissions.

For fuel stretching economy, there's a choice of either 6 or V8 power. The 170-HP TURBO-FIRE 283 V8 and 135-HP HI-THRIFT 235 Six are designed for spunk with savings. These two engines are standard—and available with a choice of transmissions. All the above engines feature hydraulic valve lifters and automatic choke to save fuel and maintenance expense, plus positive-shift starter for quick, sure starts.

For specialized police duty, the 409-HP TURBO-FIRE 409 V8 (RPO 587)† and 380-HP TURBO-FIRE 409 V8 (RPO 580)‡ meet the need where all-out performance is required. These two engines feature special high-performance carburetion, special camshaft and mechanical valve lifters.

FOUR TAILORED TRANSMISSIONS—3-SPEED SYNCHRO-MESH. Standard in every model, the 3-Speed Synchro-Mesh transmission offers rugged dependability and quiet operation. Transmission gear ratios are matched to the 6 or any V8 engine to deliver the best combination of power and efficiency.

POWERGLIDE. (RPO 313) A billion miles of proved ruggedness make Powerglide a popular choice for severe stop-and-go driving. Its driveline-saving smoothness makes the cost-per-mile very low. An accelerator-triggered downshift gives that surge of power when it's needed for quick response. Available with all engines except those with a special camshaft.

4-SPEED SYNCHRO-MESH.‡ Four synchronized forward gear ratios give utmost versatility in every driving range. There's all-out performance at the driver's fingertips—allows that needed burst of acceleration from any speed because you can downshift into any forward gear without clashing. Available in two versions—RPO 685A with 2.54:1 low, 1.92:1 second, 1.51:1 third, 1:1 fourth and 2.61:1 reverse; and RPO 685B with 2.20:1 low, 1.66:1 second, 1.31:1 third, 1:1 fourth and 2.26:1 reverse. RPO 685A is available with all optional V8 engines. RPO 685B is available only with the 380- and 409-hp Turbo-Fire 409 optional V8's.

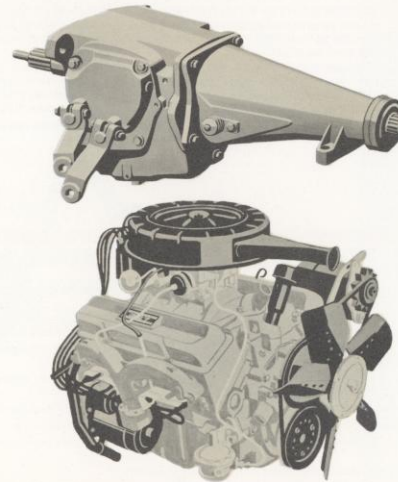
OVERDRIVE.‡ (RPO 315) Teamed with Chevrolet's rugged 3-Speed Synchro-Mesh, the Overdrive unit gives the most go with every gallon of gas. It features an accelerator-controlled downshift for passing power and an engine-saving axle ratio to blend performance with economy. Overdrive is available on special order with both the 135-hp Hi-Thrift 235 Six and the 170-hp Turbo-Fire 283 V8 engines.

AXLE RATIOS. All Chevrolet rear axle ratios are matched to the engine and transmission power output. With the performance-inspired engines, the ratios complement the available power. Economy-designed engines have axle ratios tailored for versatility and economy. Positraction, Chevrolet's popular extra-cost option, makes going safer, surer, and handling better because it lets power stay with the wheel that has traction. Positraction axle ratios are identical to those of the standard rear axle.

†Available with Police Car Chassis Equipment Option RPO 401 on special order.

OF POLICE POWER TEAMS

HI-THRIFT 235 SIX TO TOP-POWERED V8's!



POLICE DUTY POWER TEAM SELECTOR

ENGINE	TRANSMISSION	AXLE	DUTY
409-HP TURBO-FIRE 409 V8†	3-Speed Synchro-Mesh	3.36:1	Specialized Pursuit
	4-Speed Synchro-Mesh (RPO 685B)†	3.08:1	
380-HP TURBO-FIRE 409 V8†	3-Speed Synchro-Mesh	3.36:1	Turnpike and Highway Pursuit
	4-Speed Synchro-Mesh (RPO 685A)†	3.08:1	
300-HP TURBO-FIRE 327 V8	3-Speed Synchro-Mesh	3.36:1	Highway Pursuit
	4-Speed Synchro-Mesh†	3.36:1	All-Purpose Special Police Power Team
250-HP TURBO-FIRE 327 V8	3-Speed Synchro-Mesh	3.36:1	Highway Cruising
	4-Speed Synchro-Mesh†	3.08:1	
170-HP TURBO-FIRE 283 V8	*3-Speed Synchro-Mesh	3.36:1	Urban Pursuit
	Overdrive†	3.70:1	Urban Economy Cruising
135-HP HI-THRIFT 235 SIX	Powerglide	3.36:1	Urban Economy Patrol
	*3-Speed Synchro-Mesh Sedans Station Wagons	3.36:1 3.55:1	Utility
	Overdrive†	3.70:1	Economy Utility
	Powerglide	3.36:1	Convenience Utility

1962 CHEVROLET POLICE CAR ENGINE SPECIFICATIONS

ENGINE	DISP. CU. IN.	COMP. RATIO	BORE x STROKE	CARBURETION	EXHAUST
409-HP TURBO-FIRE 409 V8†	409	11.0:1	4.313 x 3.50	Twin 4-bbl	Dual
380-HP TURBO-FIRE 409 V8†	409	11.0:1	4.313 x 3.50	4-bbl	Dual
300-HP TURBO-FIRE 327 V8	327	10.5:1	4.00 x 3.25	4-bbl	Dual
250-HP TURBO-FIRE 327 V8	327	10.5:1	4.00 x 3.25	4-bbl	Dual
170-HP TURBO-FIRE 283 V8	283	8.5:1	3.88 x 3.00	2-bbl	Single
135-HP HI-THRIFT 235 SIX	235	8.25:1	3.56 x 3.94	1-bbl	Single

†Available with Police Car Chassis Equipment Option RPO 401 on special order.

*Standard Power Teams. Others optional at extra cost.

YOU CAN DEPEND ON DEEP-DOWN WORTH THROUGHOUT EVERY 1962 CHEVROLET POLICE CAR!

The punishing day-in, day-out police work demands the kind of durability Chevrolet builds in. It's the kind of durability that's made Chevrolet America's most popular car—roof-to-road ruggedness that's especially suited to police duty. Every component listed below is standard in every Chevrolet. In addition, there's a group of options specifically designed for the most severe type of service to which a police car is subjected. These options are mentioned below, but are covered in detail on pages 8 and 9.

SAFETY-GIRDER FRAME: X-built to resist twisting and to keep constant alignment throughout the car. All frame rails are of rugged box section type for beam strength. Suspension attachment points are reinforced for exceptional durability. The center tunnel area is designed to give maximum strength and yet allows ample foot room inside the car. 119-inch wheelbase and wide tread give the '62 Chevrolet Police Car sure-footedness and comfortable ride under even the most adverse conditions.

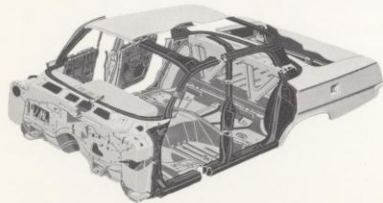
SAFETY-MASTER BRAKES: Big 11-inch flanged brake drums with compounded, bonded linings give Chevrolet that extra measure of braking reserve. Special slots in each wheel send cooling air to the brakes. The front and rear suspension systems are scientifically designed to keep the car virtually level for heads-up stopping. Sintered-metallic brake linings are offered as part of the Police Car Chassis Equipment option (RPO 401). These brakes are virtually unaffected by water and dampness and resist fade under the most severe conditions. A new master cylinder keeps braking effort and pedal pressure at a very easy level.

WHEELS AND TIRES: Long-lasting road-gripping tires feature the latest advancements in tire design and technology. Of high-strength cord construction, these tires are cool running and result in low cost-per-mile operation. Built-in tire stability and wide rims enhance Chevrolet's road handling and safety.

HIGH RATIO BALL-RACE STEERING: Chevrolet Police Cars for '62 steer easily, due in large measure to the recirculating ball-type steering gear. The 28:1 overall steering ratio, coupled with the low-friction design of the front suspension, helps take the effort out of even the tightest turn. Annoying road shock is isolated from the driver's hands by Chevrolet's jointed-and-cushioned steering shaft.

FULL COIL SUSPENSION: Chevrolet's suspension system gives a ride unequalled in its field. Deep coil springs at each wheel soak up rough roads as if they didn't exist. Coil springs never need lubrication—can't wear out—and take brutal punishment without breaking! A husky front stabilizer bar is standard on V8 models and on the Station Wagon—included on other 6-cylinder models as part of Police Car Chassis Equipment option (RPO 401).

LOW-MAINTENANCE EXHAUST SYSTEM: In Chevrolet's mufflers, aluminum and zinc coating gives vital protection in strategic areas. Zinc coating with lock-seam construction keeps upkeep costs lower.



BUILT-TO-LAST FISHER BODY

Chevrolet's Body by Fisher features famous Unisteel construction. And for 1962, new inner front fenders guard against the harmful effects of slush and road salt. Check these quality details:

Sturdy double-wall construction forms a rigid unified assembly of great strength. Integrated plenum chamber results in Chevrolet's High-Level ventilation system.

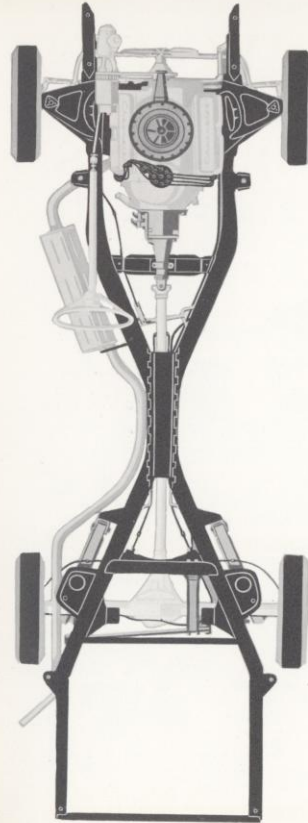
Barrier-built side rails and pillars are of welded box section construction, and offer exceptional strength. They keep door openings in alignment so that doors open and close properly for the life of the car.

Box section roof side rails, windshield header bar, roof crossmember (4 crossmembers on station wagon) and rear window header are welded into an integrated unit of high strength and safety.

Ribbed, reinforced floor with rugged crossmembers gives additional strength to the entire lower body structure. Rear quarters are rigidly joined by a heavy-section W-brace, welded into the rear package tray structure.

Body rear structure features bumper-level trunk loading. Heavy-gauge trunk floor and double-panel inner construction add exceptional strength.

Double-panel doors, welded into a rigid structure, offer solid durability with security.



ONE BIG REASON WHY '62 CHEVROLET IS WORTH MORE ITS HOST OF EXTRA-VALUE FEATURES!

DE LUXE AIR-FLOW HEATER AND DEFROSTER blends warm and fresh air, allows an exceptionally wide variation in temperatures.

FOOT-OPERATED PARKING BRAKE sets quickly and positively—adds to peace of mind whenever the car is left in a hurry. T-handle release is conveniently positioned for fingertip operation—and the pedal won't fly back when the brake is released.

POSITIVE-SHIFT STARTER smoothly engages just before it begins to crank—remains engaged until the engine starts—to avoid time- and gas-wasting false starts.

AUTOMATIC CHOKE on all engines offers automatic fuel mixture control for fast starts and economical warmup.

HYDRAULIC VALVE LIFTERS maintain proper valve clearances without periodic adjustments. Standard on all engines except those with special camshaft.

OIL FILTER keeps oil cleaner, filters out harmful abrasive particles. Standard in all '62 Chevrolet engines.

HIGH-SECURITY ONE-KEY LOCKING SYSTEM with single key for ignition, doors, trunk and glove compartment, combines convenience with maximum protection. All doors and trunk can be locked from outside without a key.

SAFETY-TYPE DOOR LATCHES hold doors securely closed—prevent latch disengagement in any direction.

ELECTRIC WINDSHIELD WIPERS, with overlapping parallel action, sweep a wide view of the road ahead. Positive action is constant regardless of car speed, wind, rain, snow, slush or mud.

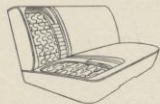
ALUMINUM- AND ZINC-COATED MUFFLERS with lock-seam construction increase exhaust system durability.

HIGH-LEVEL COWL VENTILATION SYSTEM features individual controls for driver and front seat passenger—and offers high air flow capacity to help keep windows from fogging in wet weather.

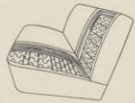
MAGIC-MIRROR ACRYLIC LACQUER FINISH maintains its high luster for years with usually little more care than a car wash.

COUNT ON EVEN GREATER WORTH AND COMFORT WITH CHEVROLET'S SPECIALIZED POLICE CAR OPTIONS!

LISTED BELOW ARE ITEMS OF EQUIPMENT DESIGNED SPECIFICALLY FOR POLICE DUTY AND AVAILABLE AS REGULAR PRODUCTION OPTIONS (RPO). RPO 400 INCLUDES SPECIFIC ITEMS FOR THE POLICE CAR BODY, WHILE RPO 401 INCLUDES ITEMS OF CHASSIS EQUIPMENT. FACTORY OPTIONAL ACCESSORIES ARE DESIGNATED AS FOA.



HEAVY-DUTY FRONT SEAT (in RPO 400) Reinforced, heavy-gauge S-wire springs in both seat cushion and backrest keep their firm support longer. Seats hold their shape and look better, too!



HEAVY-DUTY REAR SEAT (in RPO 400) For sedan models. Reinforced construction with heavier gauge S-wire springs stands up under rough duty and keeps its good looks longer.



HEAVY-DUTY FLOOR MATS (in RPO 400) Extra-thick and durable black rubber mats are used with a special asphalt-impregnated pad to prevent water soaking. Extra-thick construction also helps cushion the feet. Front mat is reinforced in the area of the brake and accelerator pedal.



ALL-VINYL INTERIOR (RPO 865 for sedans) Durable, washable and good-looking, this fawn-colored all-vinyl interior makes clean-up and keep-up easy. Station Wagon standard interior is all-vinyl, color-keyed to exterior.



HEAVY-DUTY SHOCK ABSORBERS AND STABILIZER BAR (in RPO 401) Special valving increases shock-damping for rough police duty—matches with the heavy-duty springs. Stabilizer bar is standard on all Station Wagons and V8 Sedans.



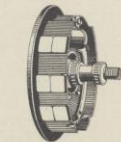
15" WHEELS AND TIRES (in RPO 401) Special 15 x 5K wheels and rims are police-size to increase road clearance and promote better brake cooling. 6.70 x 15 rayon cord blackwall tires included—other sizes and cord construction available.



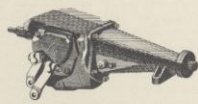
HEAVY-DUTY BATTERY (RPO 345) 70-ampere-hour battery has the staying power for low-speed, low-charge operation. Extra reserve of electrical power for sure starts in extreme weather conditions.



HEAVY-DUTY CONTROL ARM BUSHINGS (in RPO 401) Special inner and outer sleeves with rubber inserts in the rear suspension lower control arms give maximum durability in hard service.



SPECIAL BRAKES (in RPO 401) Segmented, sintered-metallic linings welded to the brake shoes are unaffected by water, dampness—are virtually fade-proof.



HEAVY-DUTY 3-SPEED SYNCHROMESH TRANSMISSION (in RPO 401 for 6-cylinder engine) Includes high torque clutch gear and mainshaft bearings. Standard in V8 models.



HEAVY-DUTY FRONT SUSPENSION (in RPO 401) Special metal-lined spherical joints for tough, road-pounding police duty. Husky steering knuckles and rugged hubs with roller bearings come as standard equipment.



HEAVY-DUTY SPRINGS (in RPO 401) Four extra-capacity coil springs offer better handling and road stability over the roughest roads and at the highest speeds.



HEAVY-DUTY CLUTCH (in RPO 401) Rugged 10 $\frac{1}{2}$ " diaphragm-spring-type clutch for standard 170-hp Turbo-Fire 283 V8. Higher pressure plate load for severe duty.



HEAVY-DUTY REAR AXLE (in RPO 401) Designed for high torque capacity. Reinforced suspension mounting, included are heavy-duty roller-type rear wheel bearings.



TEMPERATURE-CONTROLLED VISCOUS DRIVE FAN (FOA 121) For standard V8 engine only. Regular equipment on optional V8's. A high-capacity five-blade fan with viscous drive that limits fan speed to increase usable engine power and reduce noise.

A COMPLETE ACCESSORY GROUP LETS YOU ADAPT 1962 CHEVROLETS TO YOUR EXACTING POLICE REQUIREMENTS

OPTIONS AND CUSTOM FEATURE ACCESSORIES*

Equipment especially designed for police car use is available in two groups designated RPO 400 for Body items and RPO 401 for Chassis items. These options are covered in detail on the opposite page.

COMFORT-SAFETY-APPEARANCE

GROUP "A" EQUIPMENT

Inside glareproof mirror, outside rearview mirror, rear bumper guards and front grille guard.....FOA 140

COMFORT AND CONVENIENCE EQUIPMENT

Back-up and glove compartment lights, outside rearview mirror, 2-speed windshield wipers and washer.....FOA 147

SEAT BELT

For driver or passenger—or both.....FOA 148

STATION WAGON SPLIT SECOND SEAT

For combination duty in emergency ambulance service.....RPO 259

2-SPEED ELECTRIC WINDSHIELD WIPERS. Includes Push-button Washer.....RPO 333

DE LUXE STEERING WHEEL.....RPO 348

SOFT-RAY GLASS

Tinted glass in windshield only or in all windows to reduce glare.....RPO 398

INSTRUMENT PANEL PAD

Shock-absorbing foam plastic for safety.....RPO 427

EXTRA-HEAVY FOAM-CUSHIONED FRONT SEAT (1 $\frac{1}{2}$ " Foam rubber).....RPO 335

POWER ASSISTS

POWER STEERING.....RPO 324

POWER BRAKES.....RPO 412

HEAVY-DUTY AND MECHANICAL

TEMPERATURE-CONTROLLED VISCOUS DRIVE FAN For 170-hp Turbo-Fire 283 V8 engine—Standard on all optional V8's.....FOA 121

HEAVY-DUTY RADIATOR.....RPO 257

POSTRACTION REAR AXLE.....RPO 675

HEAVY-DUTY CLUTCH for 135-hp Hi-Thrift 225 Six engine.....RPO 227

SPECIAL CRANKCASE VENTILATION SYSTEM.....RPO 242

HEAVY-DUTY BATTERY—70-ampere-hour rating.....RPO 345

*Optional at extra cost.

TIRES

To meet any type of specialized police duty, Chevrolet Police Cars (equipped with either 14- or 15-inch wheels) are available with a number of tire choices. A choice of either rayon or nylon cord construction is also offered. Contact your local authorized Chevrolet dealer for a complete list and prices of tires offered.

SPECIAL GENERATORS**

(A) GENERATOR, 30-Ampere (Standard). Included here as basis for comparison.

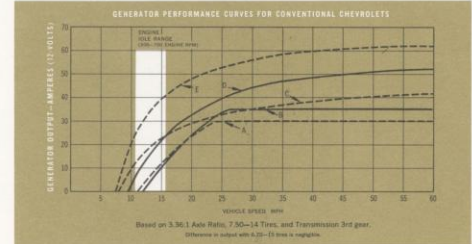
(B) GENERATOR—35-Ampere. For police use without 2-way radio. (Standard on Turbo-Fire 409 engines).....RPO 338

(C) DELCOTRON, Heavy-Duty—12-42 Ampere Diode Rectifying-Type AC Generator.....RPO 317

(D) DELCOTRON, Heavy-Duty, Extra Output—5-52 Ampere Diode Rectifying-Type AC Generator.....RPO 434

(E) DELCOTRON, Extra-Heavy-Duty—23-62 Ampere Diode Rectifying-Type AC Generator.....RPO 435

**Contact your local authorized Chevrolet dealer for other special generators to fill special requirements.





NOW LOOK OVER THE CHEVY II

MODERN BASIC TRANSPORTATION IN A TOTALLY NEW LINE OF CARS!

Here's the newest from the world's largest producer of automobiles! It's the Chevy II! It features economy that begins with an appealing low price. Chevy II's remarkably roomy with trunk space for a load of special equipment. Trim exterior dimensions make it easy to maneuver. Built-in simplicity makes it simple to save on service.

POWER, TAILORED TO THE BUDGET—that's the Chevy II Police Car engine! The all-new 120-HP HI-THRIFT 194 6-cylinder engine has fuel-saving short-stroke design and features a seven main-bearing crankshaft that's the ultimate in durability. An automatic choke, temperature- and vacuum-controlled, smooths out starts and saves gas. Hydraulic valve lifters give smooth, quiet operation without the need for regular adjustments. This new engine is designed to deliver top economy on regular gas. Also offered is the 90-HP SUPER-THRIFT 153 4-cylinder engine—available on special order.

CHOICE OF TRANSMISSIONS. Smooth shifting all-helical gear design 3-Speed Synchro-Mesh transmission is standard. Powerglide*, available with both engines, is a three-element torque converter-type with a low-weight aluminum case. Positive parking lock. Selector sequence—Park-R-N-D-L.

INGENIOUS NEW SUSPENSION. Mono-Plate rear springs and high-mounted front coil springs give Chevy II a comfortable, steady ride for day-long police duty. The Mono-Plate rear springs eliminate the ills of conventional multi-leaf springs with their inter-leaf liners. Harshness and noise from leaf-rubbing is eliminated—and lubrication is never needed.

UNIQUE BODY CONSTRUCTION. Chevy II's sturdy Body by Fisher is of the unitized body-frame type, with a separate unitized front-end section. This section has bolt-on fenders, and is solidly joined to the main integral body-frame. Front-end repair is quick, easy and economical.

IDEALLY SUITED FOR POLICE CAR WORK

Chevy II is the kind of car that's a breeze to handle in traffic—the trim size and excellent weight distribution make it a snap to steer and maneuver. It has roominess and comfort for all passengers. Upholstery fabrics are attractive and durable. Dome light, double sun visors, dual arm rests, single-key locking system and lockable glove compartment are all included in Chevy II's low price. A De Luxe Heater-Defroster also comes as standard equipment.

CHEVY II POLICE CAR OPTION PACKAGES*

Separate options for chassis and body are available from the factory to duty-design the Chevy II 100 4-Door Sedan for your particular type of police requirements. Other Chevy II models may be similarly equipped on special order.

HEAVY-DUTY CHASSIS EQUIPMENT OPTION (RPO 599). Includes heavy-duty front and rear springs, front stabilizer bar, heavy-duty clutch, heavy-duty front and rear shock absorbers, heavy-duty 53-ampere-hour rating battery and special universal joint lubrication fittings. A heavy-duty radiator with built-in oil cooler for transmission cooling also is included when Powerglide transmission is specified.

HEAVY-DUTY BODY EQUIPMENT OPTION (RPO 594). Includes heavy-duty front and rear seats and heavy-duty front and rear floor mats. A heavy-duty vinyl interior (fawn-colored) is available (RPO 765) either with or without RPO 594.

*Optional at extra cost.



AND FOR A DIFFERENT KIND OF DRIVING '62 CORVAIR

CHEVROLET'S UNIQUE REAR-ENGINE CAR

Corvairs in police duty meet the requirements where maneuverability, ease of handling and traction are needed in everyday work. Rear-mounted engine and transmission put the weight on the driving wheels for best traction. So Corvairs make real bloodhounds on the trail when the roads are muddy or covered with snow and ice. They steer easily and precisely, too, with trim outside dimensions that fit in those smaller openings in traffic and at the curb. There's heavy-duty equipment* available that's ideally suited to the rigors and needs of law enforcement.

Corvair models have spirited performance for 1962. Standard 6-cylinder engine is the 80-HP TURBO-AIR 145. In addition, '62 Corvair (except Greenbrier) is available with the optional 102-HP TURBO-AIR 145*. The 3-Speed Synchro-Mesh transmission comes standard in all models, with Corvair Powerglide and 4-Speed Synchro-Mesh available as options*. And new for 1962: Posttraction* in Corvair! With this relatively low-cost option, Corvair's already excellent traction is even better!

The CORVAIR 500 2-DOOR CLUB COUPE—lowest priced of all Corvairs—is really budget-minded when it comes to saving! Wide doors and roomy, comfortable seats make it a natural for general utility work. The CORVAIR 700 4-DOOR STATION WAGON, with its lockable front luggage compartment, offers station wagon convenience with security for valuable equipment. CORVAIR'S GREENBRIER SPORTS WAGON is the ultimate in versatility for police work. It's a triple-duty vehicle that holds up to eight passengers plus the driver—all kinds of police-type gear—makes an ideal emergency ambulance. With side- and rear-door loading convenience, the Greenbrier features huge interior roominess and trim outside dimensions for easy maneuvering.

*Optional at extra cost.



NOW LOOK OVER THE CHEVY II

MODERN BASIC TRANSPORTATION IN A TOTALLY NEW LINE OF CARS!

Here's the newest from the world's largest producer of automobiles! It's the Chevy II! It features economy that begins with an appealing low price. Chevy II's remarkably roomy trunk space for a load of special equipment. Trim exterior dimensions make it easy to maneuver. Built-in simplicity makes it simple to save on service.

POWER, TAILORED TO THE BUDGET—that's the Chevy II Police Car engine! The all-new 120-hp HI-THRIFT 194 6-cylinder engine has fuel-saving short-stroke design and features a seven-main-bearing crankshaft that's the ultimate in durability. An automatic choke, temperature- and vacuum-controlled, smooths out starts and saves gas. Hydraulic valve lifters give smooth, quiet operation without the need for regular adjustments. This new engine is designed to deliver top economy on regular gas. Also offered is the 90-hp SUPER-THRIFT 153 4-cylinder engine—available on special order.

CHOICE OF TRANSMISSIONS. Smooth shifting all-helical gear design 3-Speed Synchro-Mesh transmission is standard. Powerglide*, available with both engines, is a three-element torque converter-type with a low-weight aluminum case. Positive parking lock. Selector sequence—Park-R-N-D-L.

INGENIOUS NEW SUSPENSION. Mono-Plate rear springs and high-mounted front coil springs give Chevy II a comfortable, steady ride for day-long police duty. The Mono-Plate rear springs eliminate the ills of conventional multi-leaf springs with their inter-leaf liners. Harshness and noise from leaf-rubbing is eliminated—and lubrication is never needed.

UNIQUE BODY CONSTRUCTION. Chevy II's sturdy Body by Fisher is of the unitized body-frame type, with a separate unitized front-end section. This section has bolt-on fenders, and is solidly joined to the main integral body-frame. Front-end repair is quick, easy and economical.

IDEALLY SUITED FOR POLICE CAR WORK

Chevy II is the kind of car that's a breeze to handle in traffic—the trim size and excellent weight distribution make it a snap to steer and maneuver. It has roominess and comfort for all passengers. Upholstery fabrics are attractive and durable. Dome light, double sun visors, dual arm rests, single-key locking system and lockable glove compartment are all included in Chevy II's low price. A De Luxe Heater-Defroster also comes as standard equipment.

CHEVY II POLICE CAR OPTION PACKAGES*

Separate options for chassis and body are available from the factory to duty-design the Chevy II 100 4-Door Sedan for your particular type of police requirements. Other Chevy II models may be similarly equipped on special order.

HEAVY-DUTY CHASSIS EQUIPMENT OPTION (RPO 599). Includes heavy-duty front and rear springs, front stabilizer bar, heavy-duty clutch, heavy-duty front and rear shock absorbers, heavy-duty 53-ampere-hour rating battery and special universal joint lubrication fittings. A heavy-duty radiator with built-in oil cooler for transmission cooling also is included when Powerglide transmission is specified.

HEAVY-DUTY BODY EQUIPMENT OPTION (RPO 594). Includes heavy-duty front and rear seats and heavy-duty front and rear floor mats. A heavy-duty vinyl interior (tawn-colored) is available (RPO 765) either with or without RPO 594.

*Optional at extra cost.

CHEVY II POLICE CAR SPECIFICATIONS

CHEVY II 100 4-DOOR SEDAN

BODY—Unitized design, with body-frame unit and separate front end unit combined into single structure of exceptional strength and rigidity. Extra-heavy pillars and roof rails, reinforced floor, and double-walled front structure. High-Level ventilation and built-in blended-air heater and defroster system. Thoroughly sealed and insulated. Friction-type ventilators. Single-key locking system, push-button outside door handles. Single-unit headlights. Electric parallel-action windshield wipers, directional signals, front ashtray, enclosed steering column, Magic-Mirror acrylic lacquer finish.

CHEVY II 100 INTERIOR FEATURES—Distinctive trim and identification, recessed-hub steering wheel with horn button, foam-cushioned front seat, front armrests, dual adjustable sun visors, glove compartment lock, center dome light with instrument panel switch. Color-keyed pattern cloth and vinyl upholstery, cloth headlining. Black rubber floor mats.

ENGINE—120-hp HI-THRIFT 194: 6-cylinder, 194-cu.-in. displacement, 8.5:1 compression ratio, single-barrel carburetor, automatic choke, single exhaust. 90-hp SUPER-THRIFT 153: 4-cylinder, 153-cu.-in. displacement, 8.5:1 c.r., single-barrel carburetor, manual choke, single exhaust. Both Chevy II engines feature valve-in-head design, aluminum pistons, forged steel crankshaft, positive-shift starter, hydraulic valve lifters, oil-wetted type air cleaner, and full-flow oil filter.

TRANSMISSION—POWERGLIDE*: Two-speed three-element torque converter with hydraulically controlled planetary gears. Positive parking lock. Selector sequence Park-R-N-D-L. 3-SPEED SYNCHRO-MESH: All-helical gear design with steering column control. Gear ratios: 2.94:1 first, 1.68:1 second, 1:1 third, 3.33:1 reverse.

CLUTCH—Diaphragm spring type. Single plate dry disc with two facings, spring cushioned. Permanently lubricated release bearing. 8.0-inch diameter disc with 90-hp Super Thrift 153 engine, 9.12-inch with 120-hp HI-THRIFT 194.

CHASSIS—SUSPENSION: Independent front suspension with high-mounted coil springs, built-in leveling action, Mono-Plate rear springs. Double-acting shock absorbers. **WHEELS AND TIRES**: 13" wheels, 6.00 x 13 4-ply rating blackwall tubeless tires. **SAFETY-MASTER BRAKES**: 9" hydraulic, bonded linings, 145-sq.-in. area. Hand-operated mechanical parking brake. **STEERING**: Precision Ball-Race gear, overall ratio 25.4:1. **REAR AXLE**: Hypoid, semi-floating, three ratios tailored to power teams. **FUEL CAPACITY**: 16 gallons. **ELECTRICAL**: 12-volt system, 30-ampere generator and 42-amp. hour 54-plate battery.

DIMENSIONS—Wheelbase, 110". Front and rear tread: 56.8" and 56.3". Overall length—183"; width—70.8"; height—55.0".

OPTIONAL EQUIPMENT—Power steering. Power brakes. Vented full wheel covers. Heavy-duty springs. Heavy-duty shock absorbers. Position rear axle. Heavy-duty clutch. Heavy-duty radiator. Special sintered-metallic brake linings. Soft-Ray tinted glass. Padded instrument panel. Rear armrests. De Luxe air conditioner. De Luxe Body Equipment Group A (includes non-glare interior mirror, grille guard, rear bumper guards). Comfort and Convenience Equipment (includes back-up lights, glove box light, outside rearview mirror, 2-speed windshield wiper and windshield washer). Push-button or manual radio and antenna. Heavy-duty generator or Delco-trons. Heavy-duty battery. Crankcase ventilation equipment. Special police or taxicab equipment. Full line of Custom Feature accessories.

*Optional at extra cost.

SPECIFICATIONS FOR '62 CORVAIRS

BODY—CORVAIR 500 AND 700 MODELS: Monostrut Body by Fisher, single unit body-frame structure, fully sealed and insulated. Extra-heavy pillars and roof rails, reinforced floor, double-walled front structure. High-Level ventilation and built-in Force-Air heater and defroster. Friction-type ventilators, single-key locking system, push-button outside door handles. Dual horizontal headlights. Parallel-action electric windshield wipers, directional signals, dome light with instrument panel switch, foam-cushioned front seat, front ashtray, dual sun shades, front armrests, cigarette lighter, Magic-Mirror acrylic lacquer finish.

CORVAIR 500 CLUB COUPE STANDARD FEATURES—Distinctive trim and identification, 15" two-spoke steering wheel with central horn button, Single horn. Three color-keyed interiors, nylon-blend pattern cloth seat upholstery, vinyl-covered sidewall inserts, cloth headlining. Lined inside storage compartment. Black rubber floor mats.

CORVAIR 700 ADDITIONAL FEATURES—Extra-quality trim and identification. Dual horns, automatic front door light switches. Four color-keyed interiors, nylon-blend pattern cloth and vinyl seat upholstery, vinyl-covered rubber floor mats. Cloth headlining in Coupe and Sedan, vinyl in Station Wagon. Vinyl-coated, padded rubber mat on Station Wagon cargo floor. Front luggage compartment rubber mat—plus Corvaer 500 general features.

ENGINE—Standard 80-hp TURBO-AIR 145 with 8.0:1 compression ratio, optional 102-hp TURBO-AIR 145* with 9.0:1 compression ratio. Horizontally opposed 6-cylinder valve-in-head design, 145-cu.-in. displacement, 3.4375" x 2.60" bore and stroke, twin carburetors with automatic choke, single exhaust. Forced-air cooling by centrifugal blower, thermostatically controlled air flow, lined cast ferrous alloy cylinders. Aluminum pistons. Forged steel crankshaft. Finned aluminum cylinder heads with integral intake manifolds and alloy steel valve seat inserts. Full pressure lubrication system, full-flow oil filter, oil cooler, four-quart refill. Hydraulic valve lifters, positive-shift starter, dual oil-wetted air cleaners. Features of 102-hp TURBO-AIR 145* include special camshaft and valve springs, and larger exhaust system.

TRANSAXLE UNIT—Combines transmission and final drive gears in compact unit with differential between engine and transmission. 3-SPEED SYNCHRO-MESH: All-helical gear design with floor-mounted shift lever. CORVAIR POWERGLIDE*: Two-speed three-element torque converter with hydraulically controlled planetary gears. Range selector on instrument panel. Selector sequence L-D-N-R. 4-SPEED SYNCHRO-MESH*: All forward gears fully synchronized. Floor-mounted shift lever. REAR AXLE: Hypoid type with ratios matched to model and power team.

CLUTCH—Diaphragm spring type, 8" diameter single plate dry disc, woven lining, permanently lubricated release bearing.

CHASSIS—SUSPENSION: Quads-Flex independent suspension with coil springs at all four wheels. Spherical joint front suspension with built-in leveling control. Rubber-quoted control arms with swing axle in rear. Permanently lubricated rear wheel bearings. Direct, double-acting shock absorbers. **WHEELS AND TIRES**: Corvaer Sedan and Club Coupe: 13" wheels, 6.50 x 13 tires. Station Wagon: 13" wheels, 7.00 x 13 tires. 4-ply rating blackwall tubeless tires on all models. Spare tire and wheel. **BRAKES**: Safety-Master hydraulic design, 9" diameter drums, bonded linings—126.1 sq. in. effective area. Hand-operated mechanical parking brake, trigger release. **STEERING**: Precision Ball-Race gear, overall ratio 25.5:1. **FUEL CAPACITY**: 14-gallon tank, filler in left front fender. **ELECTRICAL**: 12-volt system, 30-ampere generator, 42-ampere-hour 54-plate battery.

DIMENSIONS—CORVAIR SEDAN, CLUB COUPE AND STATION WAGON: Wheelbase 108", front and rear tread 54.9", length 180.0", width 67.0", height (loaded) Sedan and Club Coupe 51.0", Station Wagon 53.5".

See your authorized Chevrolet dealer for complete details on Corvaer Greenliner and full line of optional equipment* and Custom Feature accessories* for all Corvaer models. *Optional at extra cost.

1962 CHEVROLET SPECIFICATIONS

BISCAYNE 2-DOOR SEDAN, 4-DOOR SEDAN AND 4-DOOR 6-PASSENGER STATION WAGON

SPECIALIZED POWER TEAMS FOR POLICE CARS

ENGINE	TRANSMISSION			
	3-Speed Synchro-Mesh	4-Speed Synchro-Mesh	Power-glide	Over-drive
409-hp Turbo-Fire 409 V8	•	•	•	•
380-hp Turbo-Fire 409 V8	•	•	•	•
300-hp Turbo-Fire 327 V8	•	•	•	•
250-hp Turbo-Fire 327 V8	•	•	•	•
170-hp Turbo-Fire 283 V8	•	•	•	•
135-hp Hi-Thrift 235 Six	•	•	•	•

ENGINES

409-HP TURBO-FIRE 409*—409 horsepower at 6000 rpm, 409-cu.-in. V8, 4.313" bore and 3.50" stroke, 11:1 compression ratio. Twin 4-barrel carburetion, aluminum intake manifold, dry-type replaceable element air cleaner, dual exhaust system. Special pistons, camshaft, and main and connecting rod bearings. High-speed valve system with mechanical valve lifters.

380-HP TURBO-FIRE 409*—380 horsepower at 5800 rpm, 409-cu.-in. V8, 4.313" bore and 3.50" stroke, 11:1 compression ratio. Large 4-barrel carburetor, aluminum intake manifold, oil-wetted polyurethane element air cleaner, dual exhaust system. Special pistons, camshaft, and main and connecting rod bearings. High-speed valve system with mechanical valve lifters.

300-HP TURBO-FIRE 327*—300 horsepower at 5000 rpm, 327-cu.-in. V8, 4.00" bore and 3.25" stroke, 10.5:1 compression ratio. Aluminum-bodied 4-barrel carburetor, dry-type replaceable element air cleaner, special intake valves and large intake ports, large dual exhaust system. Hydraulic valve lifters.

250-HP TURBO-FIRE 327*—250 horsepower at 4400 rpm, 327-cu.-in. V8, 4.00" bore and 3.25" stroke, 10.5:1 compression ratio. Four-barrel carburetor, dry-type replaceable element air cleaner, full dual exhaust system. Hydraulic valve lifters.

170-HP TURBO-FIRE 283*—170 horsepower at 4200 rpm, 283-cu.-in. V8, 3.875" bore and 3.00" stroke, 8.5:1 compression ratio. Two-barrel carburetor, dry-type replaceable element air cleaner, single exhaust system. Hydraulic valve lifters.

135-HP HI-THRIFT 235*—135 horsepower at 4000 rpm, 235.5-cu.-in. 6-cylinder, 3.56" bore and 3.94" stroke, 8.25:1 compression ratio. Single-barrel carburetor, oil-wetted air cleaner, hydraulic valve lifters.

ALL CHEVROLET ENGINES feature valve-in-head design, aluminum pistons, forged steel crankshaft, replaceable-insert main and connecting rod bearings, full-pressure lubrication, 12-volt electrical system, positive-shift starter, automatic choke, 3-point mounting. Cooling system has tube-on-center type radiator with 13-pound pressure cap, positive-action pellet-type thermostat.

V8 ENGINES feature independent operating mechanism for each valve, integral valve guides, chain-driven camshaft, five main bearings, full-flow oil filter. Temperature-controlled viscous drive fan with 327- and 409-cu.-in. engines.

SIX-CYLINDER ENGINE has shaft-mounted rocker arms, replaceable valve guides, four main bearings, gear-driven camshaft, partial-flow type oil filter.

TRANSMISSIONS

3-SPEED SYNCHRO-MESH—All-helical gear, high torque capacity Synchro-Mesh with needle-bearing mounted countershaft, hardened shot-peened gears,

rounded ends on sliding gear teeth and smooth-action cam and roller shift mechanism. Gear ratios: 327- and 409-cu.-in. V8 engines—first 2.47:1, second 1.53:1, third 1:1, reverse 2.80:1; 235- and 283-cu.-in. engines—first 2.94:1, second 1.68:1, third 1:1, reverse 3.33:1.

4-SPEED SYNCHRO-MESH*—Close-ratio 4-speed design, all forward speeds fully synchronized. Needle-bearing mounted countershaft, hardened shot-peened gears. Floor mounted shift lever. Gear ratios: first 2.54:1, second 1.92:1, third 1.51:1, fourth 1:1, reverse 2.61:1 (also available with 409-hp V8—first 2.20:1, second 1.66:1, third 1.31:1, fourth 1:1, reverse 2.26:1).

POWERGLIDE*—Three-element torque converter (pump, turbine, and stator) with automatically controlled planetary gears in "Drive" range, manually selected for "Low" and "Reverse". Positive parking lock, Park-R-N-D-L selector sequence. Engine starts in either "Park" or "Neutral". Maximum overall ratio 3.82:1 on 235- and 283-cu.-in. engines, 3.70:1 for 327-cu.-in. engines.

OVERDRIVE*—3-Speed Synchro-Mesh plus 2-speed planetary overdrive, engaged semi-automatically above approximately 30 m.p.h. by momentarily releasing accelerator. Downshift to direct drive by flooring accelerator. Pull-handle control locks out overdrive. Gear ratios with overdrive engaged: first 2.058:1, second 1.176:1, third 0.70:1, with Overdrive disengaged: first 2.94:1, second 1.68:1, third 1:1, reverse 3.33:1.

CLUTCH

9½" diaphragm spring type with 235-cu.-in. 6-cyl. engine; 10" with 283-cu.-in. V8 (10½" included in RPO 401*); 10½" diaphragm spring type with 327-cu.-in. V8 engines. 10½" semi-centrifugal coil spring type with 409-cu.-in. V8 engines. All clutches have cushioned disc, woven facings and life-lubricated release bearing.

CHASSIS

FRAME AND SUSPENSION—Low, rigid tunnel-center X-built Safety-Girder frame. Full Coil suspension with four coil springs, double-acting life-sealed shock absorbers and built-in leveling control. (Heavy-duty coil springs and shock absorbers included in RPO 401*.) Independent front suspension with self-adjusting spherical-joint steering knuckles. (Special spherical joints and steering knuckles included in RPO 401*.) Four-link rear suspension with rugged control arms controls axle movement. Front stabilizer bar on Station Wagon and V8 Sedans (included in RPO 401* for 6-cylinder models).

WHEELS AND TIRES—14" wheels. 7.00 x 14 4-ply rating highway rayon blackwall tubeless tires on Biscayne Sedans—8.00 x 14 4-ply on Station Wagon (15" wheels and 6.70 x 15 tires included in RPO 401*).

BRAKES—Hydraulic self-energizing Safety-Master brakes with bonded linings. Lining area 199.5 square inches. (Special metallic linings included in RPO 401*.) 11" diameter drums. Foot-operated mechanical parking brake, fingertip release.

STEERING—Ball-Race recirculating ball-nut steering gear, balanced relay linkage. Overall ratio 28:1.

REAR AXLE AND PROPELLER SHAFT—Hypoid semi-floating rear axle. Axle ratio matched to power team. Positraction* ratios available: 3.08:1, 3.36:1, 3.55:1, 3.70:1, 4.11:1, 4.56:1 (restricted to standard axle ratio except with 409-hp V8).

FUEL TANK—Fuel tank with filter screen is vented to speed filling. 20-gallon tank capacity for Sedans, 19 gallons for Station Wagon.

ELECTRICAL SYSTEM—12-volt electrical system, 54-plate battery (66-plate with 327-cu.-in. and 409-cu.-in. V8 engines). 30-ampere generator (35-ampere with 409-cu.-in. V8's). Heavy-duty generator or Delco-trons optional*.

BODY

STRUCTURE—All-welded Fisher Unisteel construction. Double-walled cowl and unitized sides. Box-section pillars and floor side rails. Reinforced steel floor and top. Double-walled doors, full-open door checks, triple-safe rotary latches. Single key operates all locks. Front-opening double-panel hood, automatic latch and safety catch. High-Level cowl ventilation inlet. Large rear luggage compartment, automatic locking lid with counterbalancing hinges and key release (Station Wagon has rear taillgate and crank-operated rear window). Fully sealed, acoustically hushed and insulated body, extra-large rubber mountings.

EXTERIOR—Magic-Mirror acrylic lacquer finish in solid colors or two-tone combinations*. Chrome wraparound deep-section front and rear bumpers. Anodized aluminum grille, horizontal dual headlights. High-mounted parking-directional signal lights. Dual-styled rear lights. Embossed bright metal hub caps.

INTERIOR—S-wire springs in seats (heavy-duty springs included in RPO 400*). Foam-cushioned front seat. Combination nylon-blend pattern cloth and leather-grained vinyl seat upholstery in Sedans, all-vinyl in Station Wagon. (Special fawn all-vinyl for Sedans optional—RPO 865*.) Manual inclined-plane front seat adjustment. All vinyl side trim. Cloth headlining in Sedans (except with optional* all-vinyl interior), vinyl in Station Wagon. Front armrests and dual sun visors. 17" recessed-hub steering wheel with horn button. Ceiling light controlled by main light switch. Switch at light in Station Wagon. Vinyl-coated rubber floor mats front and rear (all-rubber heavy-duty mats included in RPO 400*). Vinyl-coated textured metal cargo floor and vinyl wheelhouse cover panels in Station Wagon. Spare wheel and tire, bumper jack, and wheel wrench stowed in luggage compartment (in right rear quarter panel in Station Wagon).

INSTRUMENT PANEL AND CONTROLS—Hooded, non-glare instruments. Chrome control knobs. Central ashtray, cigarette lighter. Glove compartment with key lock. Instruments: speedometer with odometer, temperature indicator lights, fuel gauge, generator and oil pressure lights, high-beam and directional signal indicator lights. Easily removable instrument cluster. Light switch controls headlights, parking lights, instrument panel lights and ceiling light. Windshield wiper control and 5-position starter-ignition switch included in group. Standard built-in blended-air heater-defroster controls at right of driver. Control knobs for air vents under instrument panel. Finger-tip release for foot-operated parking brake. Directional signal and shift levers on steering column.

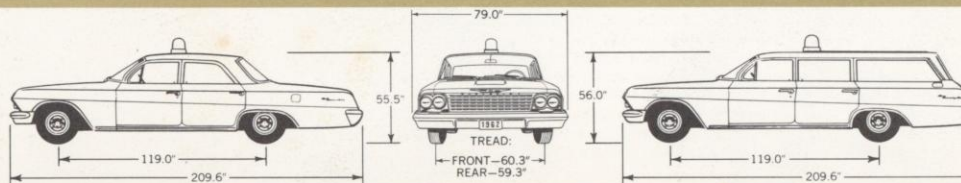
WINDOWS—One-piece compound-curved windshield. Crank-operated front ventpanes and side windows (stationary rear quarter windows in Station Wagon). Parallel-action electric windshield wipers.

FACTORY-INSTALLED OPTIONS*—For a list of Chevrolet options for police cars, see page 9 of this book.

*Optional at extra cost.

SEAT DIMENSIONS

		2- AND 4-DOOR SEDANS	STATION WAGON
Torso Room	Front	39.0"	39.0"
	Rear	38.0"	40.0"
Leg Room	Front	45.0"	45.0"
	Rear	42.0"	42.0"
Hip Room	Front	63.5"	63.5"
	Rear	63.5" (4-Dr.) 62.5" (2-Dr.)	63.5"
Shoulder Room	Front	59.0"	59.0"
	Rear	58.0" (4-Dr.) 57.5" (2-Dr.)	58.0"



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