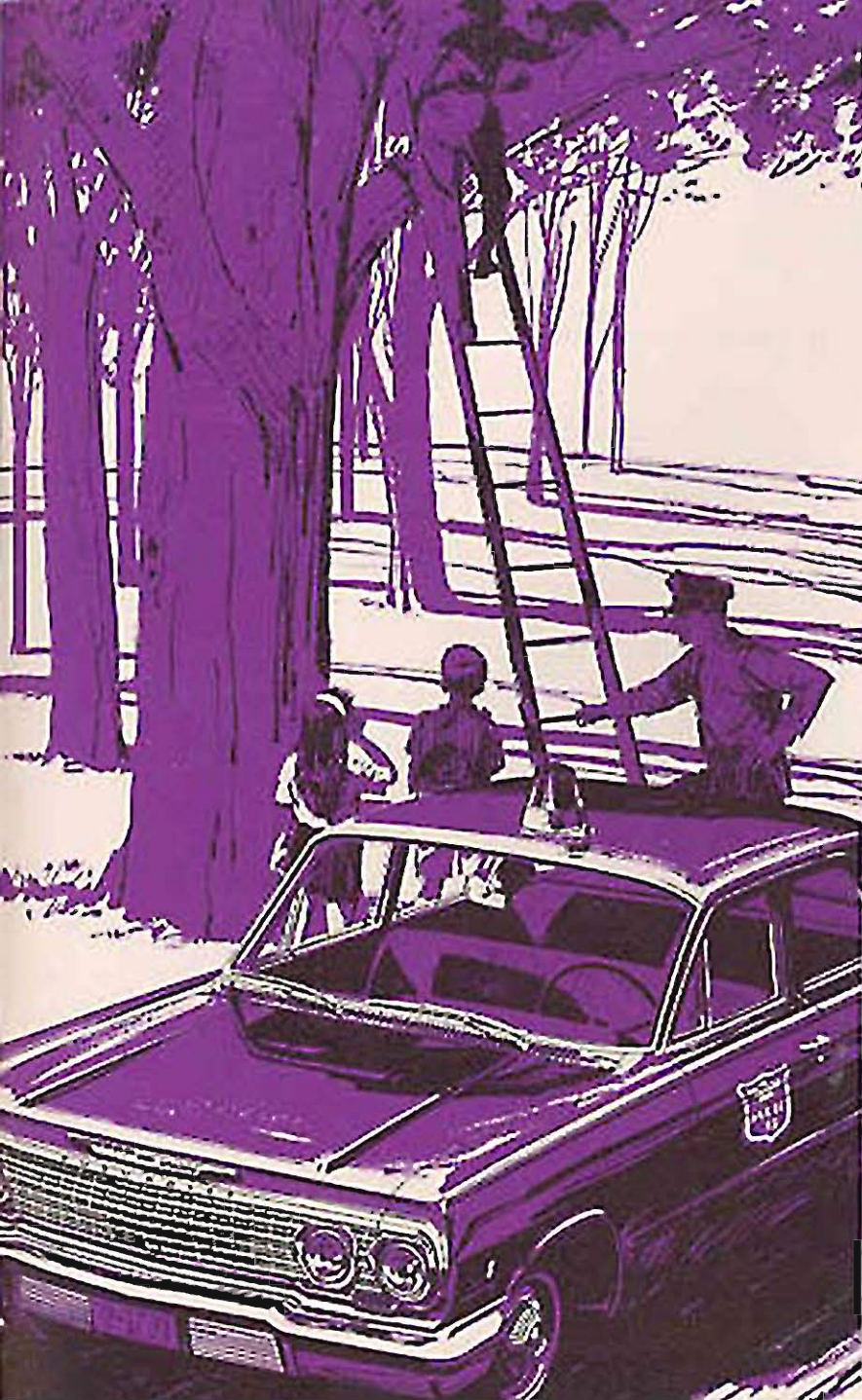


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RIDE OF THE FORCE
1963 CHEVROLET POLICE CARS



POLICE DUTY POWER TEAM SELECTOR

ENGINE	TRANSMISSION	AXLE
425-HP TURBO-FIRE 409 V8	3-Speed Synchro-Mesh	3.36:1
	4-Speed Synchro-Mesh (2.20:1 low) (2.54:1 low)	3.36:1 3.08:1*
400-HP TURBO-FIRE 409 V8	3-Speed Synchro-Mesh	3.36:1
	4-Speed Synchro-Mesh (2.20:1 low) (2.54:1 low)	3.36:1 3.08:1*
340-HP TURBO-FIRE 409 V8	3-Speed Synchro-Mesh	3.36:1
	4-Speed Synchro-Mesh (2.20:1 low) (2.54:1 low)	3.36:1 3.08:1*
	Powerglide	3.36:1
300-HP TURBO-FIRE 327 V8	3-Speed Synchro-Mesh	3.36:1
	4-Speed Synchro-Mesh	
	Powerglide	
250-HP TURBO-FIRE 327 V8	3-Speed Synchro-Mesh	3.36:1
	4-Speed Synchro-Mesh	
	Powerglide	
230-HP TURBO-FIRE 327 V8	3-Speed Synchro-Mesh	3.36:1
	4-Speed Synchro-Mesh	
	Powerglide	
195-HP TURBO-FIRE 283 V8*	3-Speed Synchro-Mesh*	3.08:1†
	Sedans	3.36:1
	Station Wagons	3.36:1
	Powerglide	3.08:1†
	Sedans	3.36:1
	Station Wagons	3.36:1
Overdrive	3.70:1	
140-HP TURBO-THRIFT 230 SIX*	3-Speed Synchro-Mesh*	3.08:1†
	Sedans	3.55:1
	Station Wagons	3.55:1
	Powerglide	3.08:1†
	Sedans	3.55:1
	Station Wagons	3.55:1
Overdrive	3.70:1	

*Standard Power Team. Other options at extra cost.

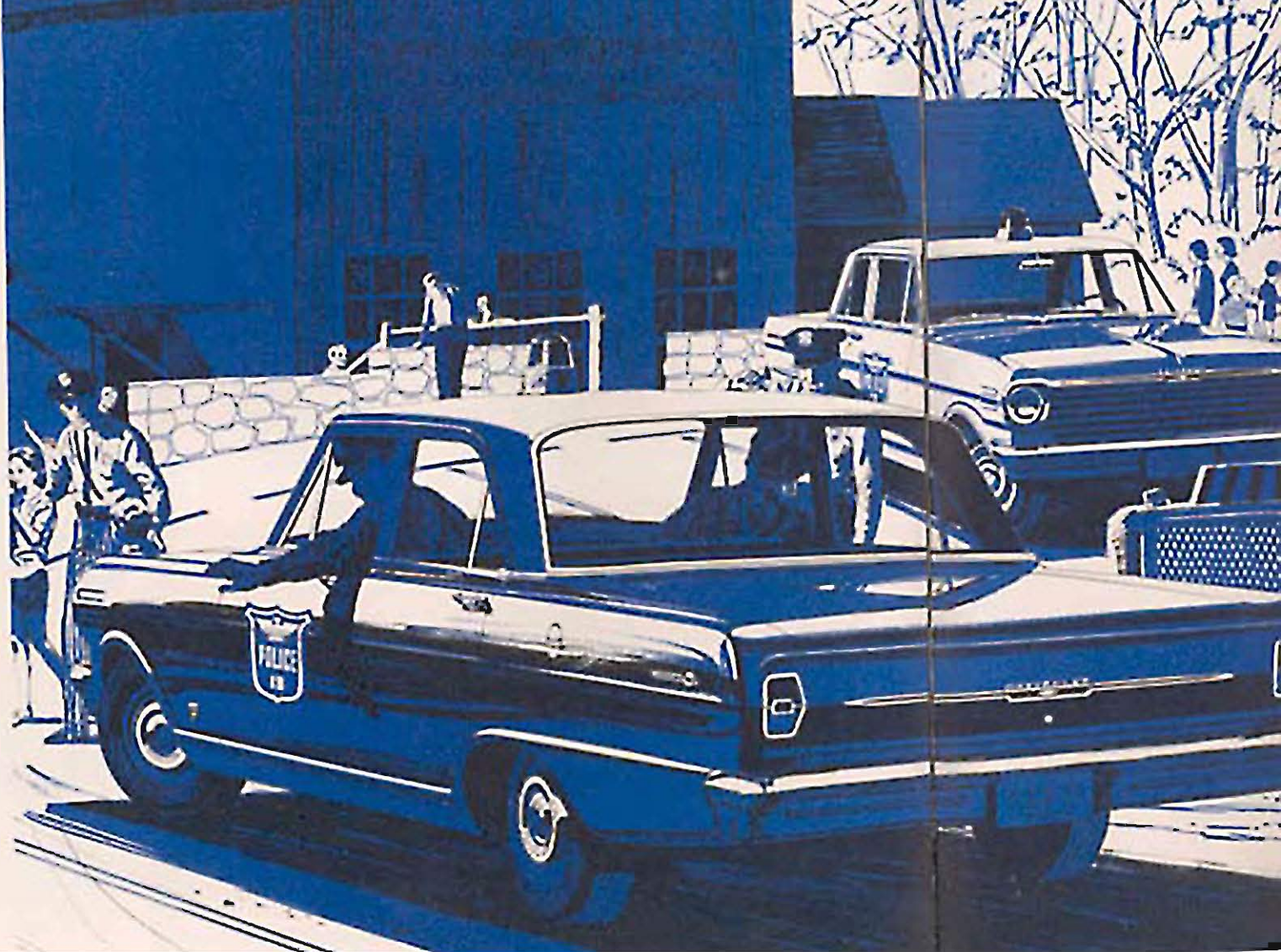
†PFD CR optional at extra cost only—Includes 254-1 low gear in 4-Speed.

‡Special purpose 2.18:1 axle ratio with Police Option RPO 214. Also available as separate option PPO 074.

1963 CHEVROLET POLICE CAR ENGINE SPECIFICATIONS

ENGINE	DISP. CU. IN.	COMP. RATIO	BORE X STROKE	CARBU- RETION	EXHAUST
425-HP TURBO-FIRE 409 V8	409	11.0:1	4.313 x 3.50	Two 4-bbl	Dual
400-HP TURBO-FIRE 409 V8	409	11.0:1	4.313 x 3.50	4-bbl	Dual
340-HP TURBO-FIRE 409 V8	409	10.0:1	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
230-HP TURBO-FIRE 327 V8	327	8.6:1	4.00 x 3.25	4-bbl	Dual
195-HP TURBO-FIRE 283 V8	283	9.25:1	3.875 x 3.0	2-bbl	Single
140-HP TURBO-THRIFT 230 SIX	230	8.5:1	3.875 x 3.25	1-bbl	Single

CHEVY



G

CORVAIR GREENBRIER...THE ALL-PURPOSE WAGON THAT RATES A SPOT IN ANY POLICE CAR LINE-UP

Here's a versatile wagon that can handle so many varied assignments it often takes the place of two or more special purpose vehicles. For example, the Corvair Greenbrier can haul a truckload of equipment with ease. Or, with its optional* third seat, it can transport nine burly officers and all their gear. Or it will serve as a splendid emergency ambulance. In fact, the more you use the Corvair Greenbrier, the more chores you'll find for it. The secret of the Greenbrier's versatility is its spacious interior and compact exterior. Inside, there's more than 175 cubic feet of cargo space, almost twice the capacity of a regular station wagon. But, surprisingly enough, it's 2½ feet shorter than Chevrolet's regular 4-door sedan. And the Greenbrier's easy handling is another eye-opener. With the engine over the rear wheels, steering is remarkably light and traction is outstanding. And the Corvair 4-wheel independent suspension provides a smooth ride that's easy on cargo and

passengers. Why not contact your Chevrolet dealer and let him show you how many ways the Corvair Greenbrier can serve your department.

THRIFTY 80-HP TURBO-AIR 145 ENGINE. This air-cooled aluminum 6-cylinder engine is a real gas-stretcher. 145-cu.-in. displacement, 8.0:1 compression ratio, two single-barrel carburetors, automatic choke, hydraulic valve lifters, premium-quality bearings.

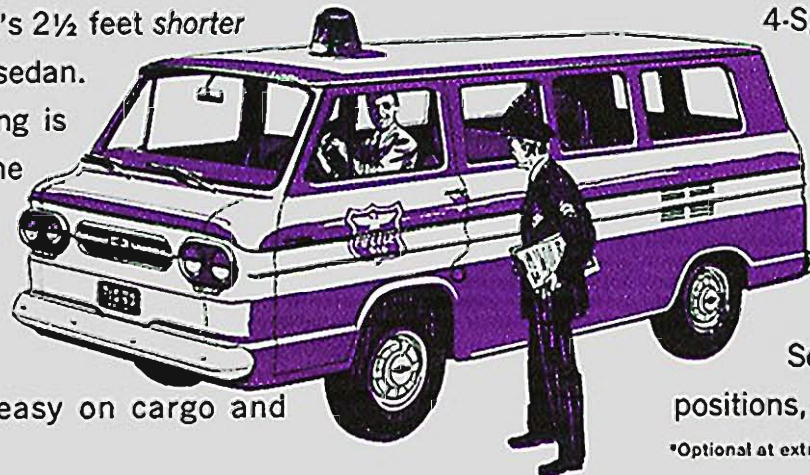
CHOICE OF THREE TRANSMISSIONS. Dependable 3-Speed Synchro-Mesh is standard. Automatic Powerglide* and versatile

4-Speed Synchro-Mesh* are also available.

HUGE INTERIOR, EASY TO LOAD. Big double doors at the side and rear give access to the large cargo space. For extra convenience, another set of double doors for the left-hand side is also available at extra cost.

Second seat may be used in any of three positions, or removed entirely to gain cargo area.

*Optional at extra cost.



1963 CHEVROLET SPECIFICATIONS

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



ENGINES

425-HP TURBO-FIRE 409*—425 horsepower at 6000 rpm, 409-cu.-in. V8, 4.313" bore and 3.50" stroke, 11.0:1 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.

400-HP TURBO-FIRE 409*—400 horsepower at 5800 rpm, 409-cu.-in. V8, 4.313" bore and 3.50" stroke, 11.0:1 compression ratio. Large aluminum 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.

340-HP TURBO-FIRE 409*—340 horsepower at 5000 rpm, 409-cu.-in. V8, 4.313" bore and 3.50" stroke, 10.0:1 compression ratio. Four-barrel carburetor, cast iron intake manifold, dry-type replaceable element air cleaner, dual exhaust system. Regular camshaft and hydraulic 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, dual exhaust system. Regular camshaft and 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, dual exhaust system. Regular camshaft and hydraulic valve lifters.

195-HP TURBO-FIRE 283—195 horsepower at 4800 rpm, 283-cu.-in. V8, 3.875" bore and 3.00" stroke, 9.25:1 compression ratio. Two-barrel carburetor, dry-type replaceable element air cleaner, single exhaust system. Regular camshaft and hydraulic valve lifters.

140-HP TURBO-THRIFT 230—140 horsepower at 4400 rpm, 230-cu.-in. 6-cylinder, 3.875" bore and 3.25" stroke, 8.5:1 compression ratio. Single-barrel carburetor, oil-wetted polyurethane element air cleaner, single exhaust system. Regular camshaft and hydraulic valve lifters.

ALL CHEVROLET ENGINES feature valve-in-head design, independent operating mechanism for each valve, aluminum pistons, rugged crankshaft, replaceable-insert main and connecting rod bearings (5 main bearings in V8's, 7 main bearings in 6-cylinder), full-pressure lubrication, full-flow oil filter, positive crankcase ventilation, 12-volt electrical system with Delcotron generator, 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. Temperature-controlled viscous drive fan (optional at extra cost on standard V8 and 6-cylinder engines).

TRANSMISSIONS

3-SPEED SYNCHRO-MESH—All helical gear, high torque capacity Synchro-Mesh with needle-bearing mounted countershaft, hardened shot-peened gears, 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; 230- 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: 409-cu.-in. V8's with standard 3.36:1 axle ratio—first 2.20:1, second 1.64:1, third 1.31:1, fourth 1:1, reverse 2.26:1; 327-cu.-in. V8's and 409-cu.-in. V8's with RPO G92 3.08:1 axle ratio—first 2.54:1, second 1.89:1, third 1.51:1, fourth 1:1, reverse 2.61:1.

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 230- and 283-cu.-in. engines, 3.70:1 for 327-cu.-in. and 340-hp 409-cu.-in. engines.

OVERDRIVE*—3-Speed Synchro-Mesh plus 2-speed planetary overdrive, engaged semi-automatically above approximately 30 mph 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 1.58:1, third 1:1, reverse 3.33:1.

CLUTCH

Diaphragm spring type clutch, centrifugally assisted on 409-cu.-in. V8 engines. Single dry disc, spring cushioned with woven facings—size to suit each engine. Life-lubricated release bearing. Optional* heavy-duty clutch for 6-cylinder—included on standard 283-cu.-in. V8 equipped models with RPO Z04*.

CHASSIS

FRAME AND SUSPENSION—Tunnel-center X-built Safety-Girder frame. Full coil suspension with four coil springs, double-acting life sealed shock absorbers and built-in levelizing action. (Heavy-duty coil springs and shock absorbers included in RPO Z04*.) Independent front suspension with spherical-joint steering knuckles. (Special spherical joints and steering knuckles included in RPO Z04*.) Four-link rear suspension with rugged control arms. Front stabilizer bar on Station Wagon and V8 Sedans (included in RPO Z04* for 6-cylinder models).

WHEELS AND TIRES—14" wheels, 7.00 x 14 blackwall tubeless tires standard on Biscayne Sedans—8.00 x 14 on Station Wagon (15" wheels and 6.70 x 15 tires included in RPO Z04*).

SPECIALIZED POWER TEAMS FOR POLICE CARS

ENGINE	TRANSMISSION			
	3-Speed Synchro-Mesh	4-Speed Synchro-Mesh	Power-glide	Over-drive
425-hp Turbo-Fire 409 V8	•	•		
400-hp Turbo-Fire 409 V8	•	•		
340-hp Turbo-Fire 409 V8	•	•	•	
300-hp Turbo-Fire 327 V8	•	•	•	
250-hp Turbo-Fire 327 V8	•	•	•	
195-hp Turbo-Fire 283 V8	•		•	•
140-hp Turbo-Thrift 230 Six	•		•	•

SEAT DIMENSIONS		2- AND 4-DOOR SEDANS	STATION WAGON
Torso Room	Front	39.0"	39.0"
	Rear	38.0"	40.0"
Leg Room	Front	41.0"	41.0"
	Rear	38.0"	38.0"
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"



BRAKES—Hydraulic, self-adjusting Safety-Master brakes with bonded linings. Lining area 199.5 square inches. (Special sintered-metallic linings included in RPO Z04*.) 11" diameter drums. Foot-operated mechanical parking brake with finger-tip 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. Standard axle ratio matched to power team. Positraction* axle available with all standard and optional ratios, plus 4.11:1 and 4.56:1 high performance ratios with RPO M20 2.20:1 low 4-Speed Synchro-Mesh. Two-section tubular propeller shaft with three pre-lubricated universal joints and rubber-mounted center bearing.

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

ELECTRICAL SYSTEM—12-volt electrical system, 54-plate 44-ampere-hour battery (66-plate 61-ampere-hour with 327-cu.-in. and 409-cu.-in. V8 engines). 9-37-ampere Delcotron generator with regulator (heavy-duty Delcotron generators 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. Air-washed rocker panels. Double-walled doors, rotary safety latches. Single key operates all locks. Front-opening double-panel hood, automatic latch and safety catch. High-Level ventilation and built-in blended-air heater and defroster. Large rear luggage compartment, automatic locking lid with counterbalancing hinges and key release (Station Wagon has rear tailgate and crank-operated rear window). Fully sealed, acoustically hushed and insulated, extra-large rubber body 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-visibility amber parking-directional signal lights. Dual-styled rear lights. Embossed bright metal hub caps.

INTERIOR—Seats with S-wire springs (heavy-duty springs included in RPO B01*). 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 and headlining. Front armrests and dual sun visors. Two-spoke recessed-hub steering wheel with horn button. Dome light controlled by instrument panel switch (and switch at light in Station Wagon). Vinyl-coated rubber floor mats front and rear (all rubber heavy-duty mats included in RPO B01*). 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 and odometer, temperature indicator lights, fuel gauge, generator and oil pressure lights, high-beam and directional signal indicator lights. Light switch controls headlights, parking lights, instrument panel lights and dome light. Windshield wiper control and 5-position starter-ignition switch included in group. Heater-defroster controls at right of driver. Control knobs for air vents. Fingertip release for foot-operated parking brake. Directional signal and shift levers on steering column.

WINDOWS—Tempered safety glass in all windows except laminated safety glass in windshield. Crank-operated front ventipanes and side windows, plus tailgate window in Station Wagon (rear quarter windows in Station Wagon are stationary). Parallel-action electric windshield wipers.

FACTORY-INSTALLED OPTIONS*—For a list of Chevrolet options for police cars, see center spread. *Optional at extra cost

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Chevrolet Motor Division
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General Motors Building
Detroit 2, Michigan

1963 CHEVROLET POLICE CARS

