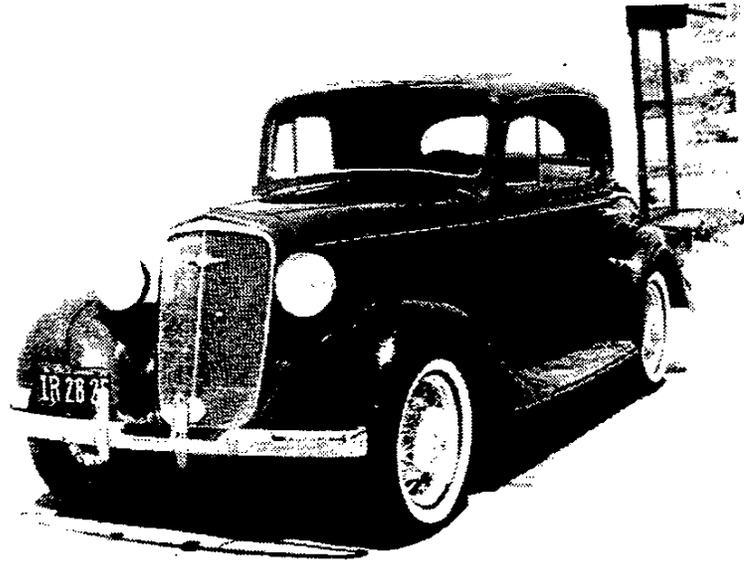


CHEVROLET



1935 Chevrolet, Standard, coupe, OCW

1935



4
3
2
1





SPECIFICATIONS OF THE 1935 NEW CHEVROLET STANDARD SIX

ENGINE: Six cylinders; valve-in-head type; $3\frac{1}{8}$ " bore; 4" stroke.

CYLINDERS: Cast en bloc (including upper half of crankcase). Head detachable.

VALVES: $1\frac{1}{8}$ " diameter intake; $1\frac{1}{8}$ " diameter exhaust.

CONNECTING ROD BEARINGS: $2\frac{1}{4}$ " diameter, $1\frac{1}{2}$ " long. Material: babbitt.

CRANKSHAFT: Weighs 69 pounds. Counter-balanced. Three main bearings.

CRANKSHAFT BEARINGS: Front $2\frac{1}{8}$ " diameter by $1\frac{1}{8}$ " long. Center $2\frac{1}{4}$ " diameter by $1\frac{1}{4}$ " long. Rear $2\frac{1}{8}$ " diameter by $2\frac{1}{8}$ " long. Material: steel-backed babbitt.

CAMSHAFT BEARINGS: Front $1\frac{1}{8}$ " diameter by $1\frac{1}{8}$ " long. Center $1\frac{1}{8}$ " diameter by $2\frac{1}{8}$ " long. Rear $1\frac{3}{4}$ " diameter by $1\frac{1}{4}$ " long. Center and rear bearing, steel-backed babbitt.

OILING SYSTEM: Positive pressure feed to crankshaft main bearings, camshaft bearings and valve rocker arms. Vane type pump in crankcase; oil pressure gauge in instrument panel. Crankcase ventilator. Oil pump capacity 8.5 quarts per minute. Screen on intake side of oil pump. A positive stream of oil is forced along the path of each connecting rod dipper from opposite direction than that of rotation of connecting rod.

CARBURETOR: Carter—down-draft construction. With accelerating pump. Single adjustment. Gasoline filter in fuel pump. AC air cleaner, silencer and flame arrester.

FUEL: Mechanical fuel pump. 11-gallon tank in rear. Gasoline gauge on instrument panel.

IGNITION: Delco-Remy with high-tension wires waterproofed. Automatic and vacuum spark control. Octane Selector connected to distributor.

TRANSMISSION: Helical constant mesh, three speeds forward and one reverse; unit power plant construction.

INSTRUMENT PANEL: Indirectly lighted. Includes ammeter, oil gauge, speedometer, theft-resisting ignition lock, lighting switch, carburetor choke, throttle control, gas gauge.

CLUTCH: Single dry plate. Single cushion-mounted clutch disc with braided-moulded facings.

COOLING: Harrison "V" center core radiator, water pump on fan. Core material: copper.

FRONT AXLE: I-beam section; 4 New Departure ball bearings in wheels.

REAR AXLE: Semi-floating type. One-piece banjo-type pressed steel housing; one-piece differential case.

BRAKES: Four-wheel service internal-expanding type on 10" brake drums front and rear; width of brake lining, $1\frac{1}{2}$ ".

WHEELS: 5 wire wheels and rear carrier standard equipment except as specified.

TIRES: 5.25-17 balloons.

STEERING GEAR: Semi-reversible, worm and sector type. 14 to 1 ratio.

SPRINGS: Long chrome-vanadium semi-elliptic type; front 33" and rear 54"; self-adjusting shackles. Delco-Lovejoy shock absorbers front and rear on all passenger models.

FRAME: Channel section $5\frac{1}{2}$ " deep, width of flange $2\frac{1}{8}$ ". Stock thickness $\frac{1}{8}$ "; 3 sturdy cross members. "X" type sub-frame construction.

EQUIPMENT: All cars equipped with high pressure gun lubrication system; complete tool kit; automatic stoplight; rear vision mirror; full vision one-piece windshield; automatic wiper; two-beam headlamps; parking bulbs on all passenger models. Adjustable sun visor on closed models. Fisher No Draft Ventilation on all closed models. Top boot on open models.

WHEELBASE: 107".

The right is reserved to change specifications, colors or prices without incurring any responsibility with regard to bodies or chassis previously sold. Chevrolet cars can be purchased on the liberal G. M. A. C. plan with a small initial payment and easy monthly installments. Accessories and spare tires extra.



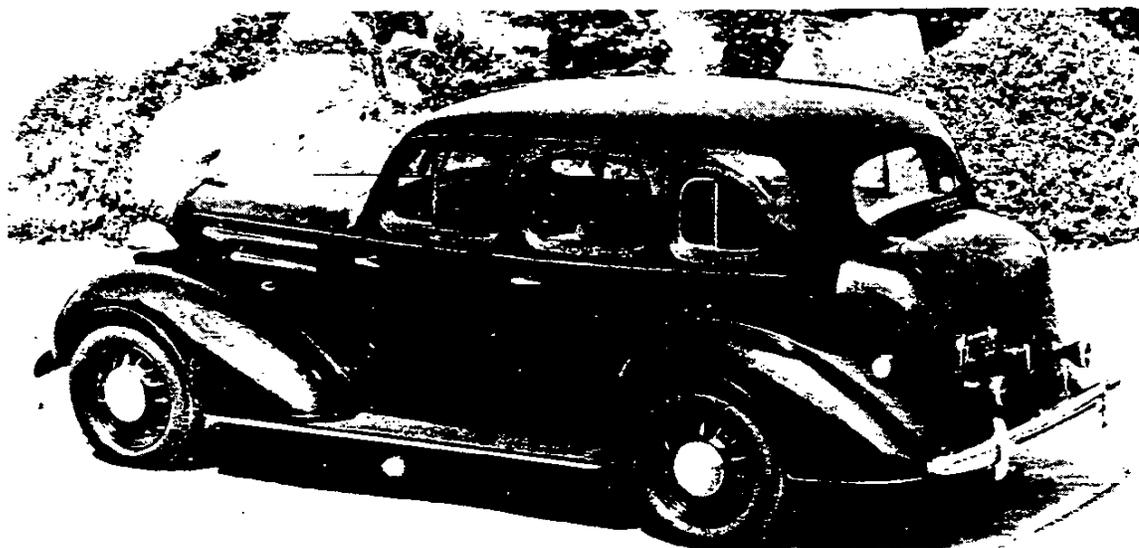
1935 Standard Series EC Coach

Chevrolet continued the production of two lines in 1935. The Standard was basically unchanged from 1934, and remained on a 107" wheelbase. The new Master, however, was an entirely new car. With an all-steel body, the former inset soft top on the sedans was finally eliminated.

Wheelbase on the Master was increased by one inch to 113", and with the all new sheet metal the cars looked even longer. Chevrolet's Knee Action was still not entirely accepted, so for those who wished, a beam-axle version of the car was available as a Series ED.

The Master series included a Coach, Sport Coupe, Standard Coupe (3-window), Sedan, Town Sedan, and Sport Sedan, the latter two having the integral trunk.

In the Standard series, there was a Standard Coupe, Coach, Sedan, and the two open cars (not available in the Master line), the Roadster and Phaeton, both of which were to be discontinued after this model year.

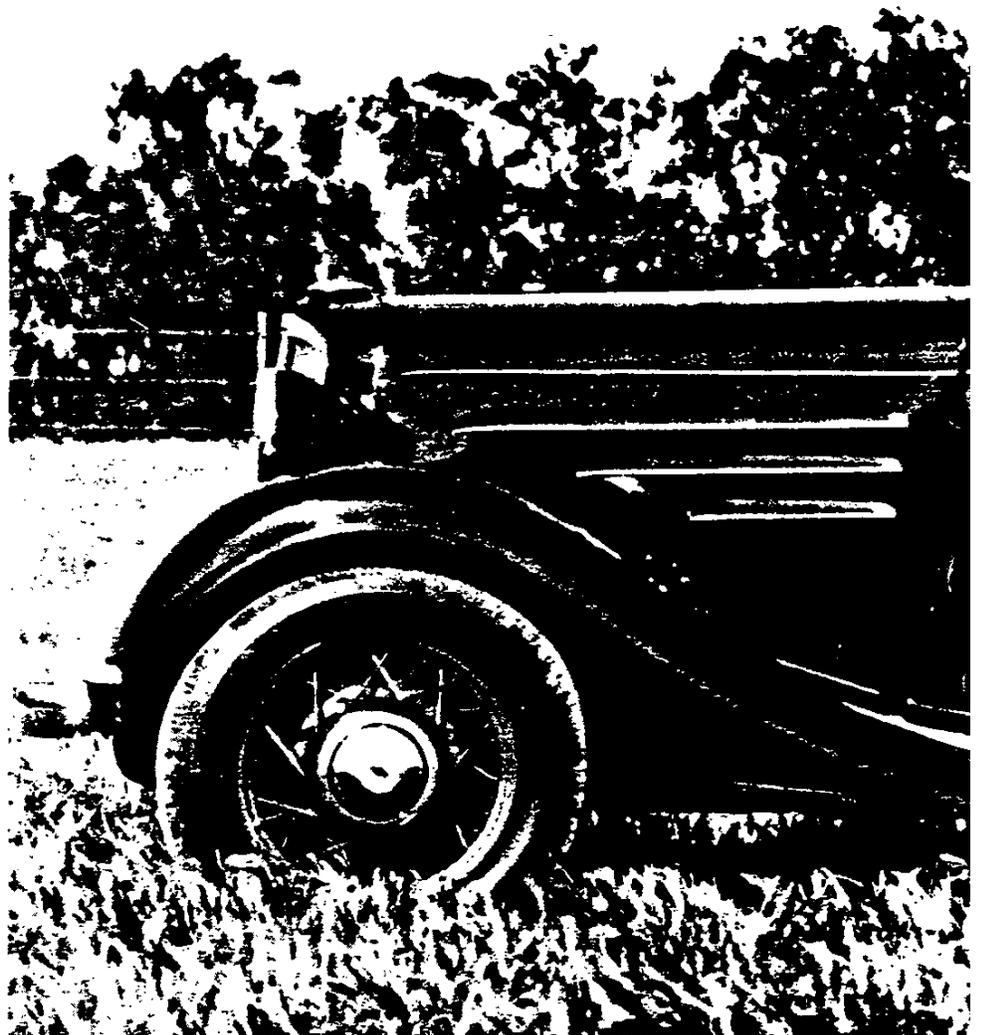


1935 Master Series EA Sport Sedan

**1935
STANDARD**

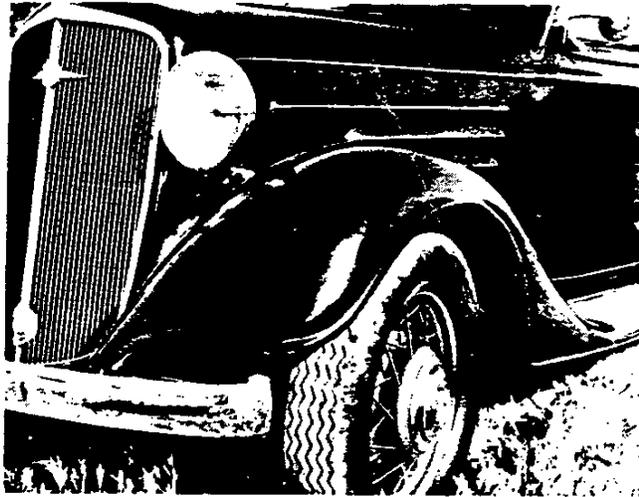


Continuing in the 1934 style, the 1935 Standard is the last model to have an external cap.



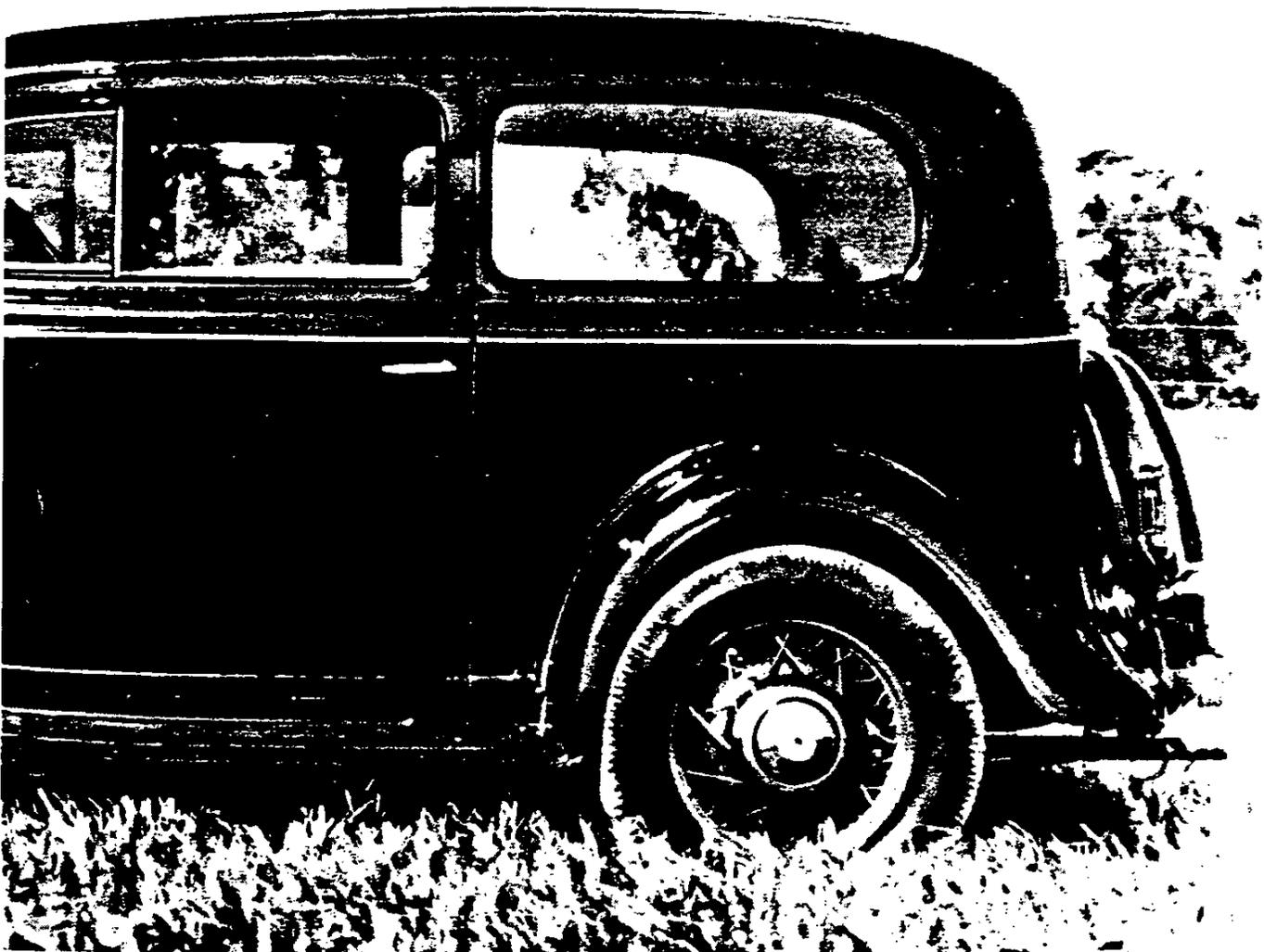
1935 Standard Coach

1935
STANDARD



The most popular car in the 1935 lineup was this Standard Coach which sold for over one hundred dollars less than the Master version, and only \$20 more than the open Roadster. It was obviously a great value at its \$485 selling price.

The Standard continues to employ the 17" wire wheels. Tire size remains at 5:25 x 17".

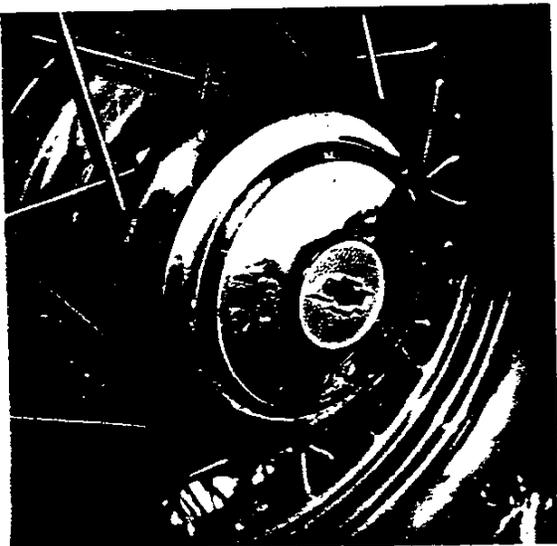


Mr. Bill Rupert, Newport Beach, California

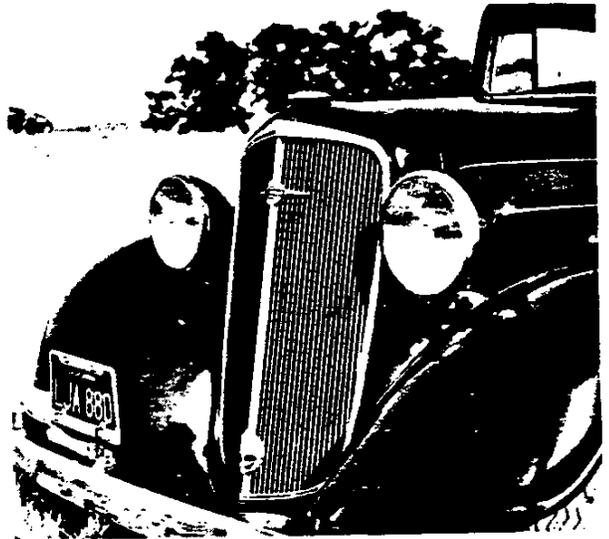
**1935
STANDARD**



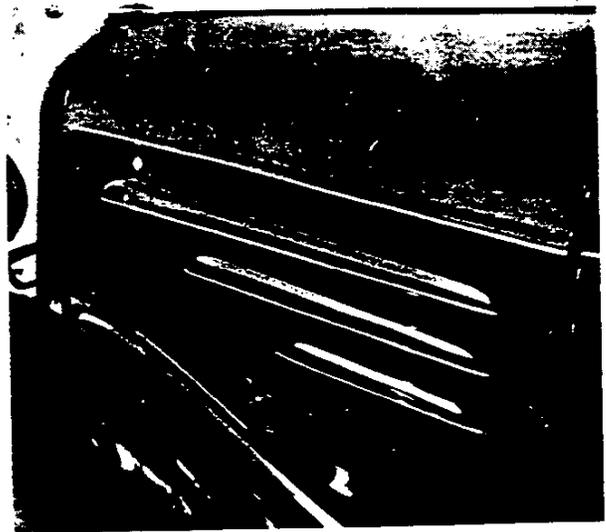
The headlamp is the same one used on the Standard models of 1933 and 1934.



Initially using the 1933 style wire wheels with a 6" hub cap, the Standard series wheels were changed during 1934 and a larger, 7 $\frac{3}{4}$ " hub cap appeared. Both wheels use the 5:25 x 17 tires.



The 1935 Standard has the same front end appearance as the 1934 Master (page 200).



The hood, with its three longitudinal louvers remains unchanged.

**1935
STANDARD**



Cowl vents are standard on all models.



The Standard uses a single-pane flat windshield as previously.



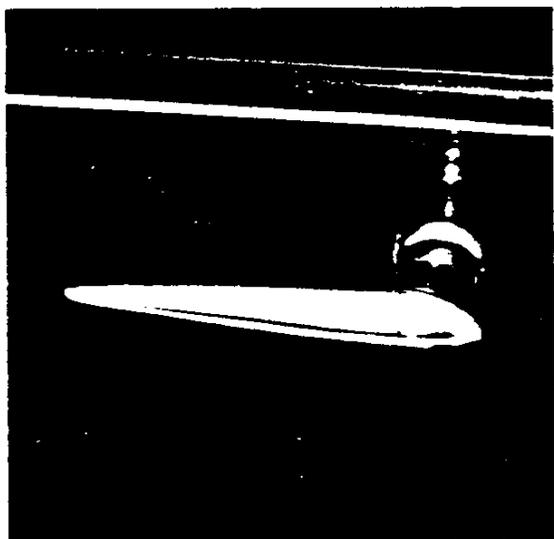
The top of the Standard enclosed cars are built of a water-proof top material stretched over a wire screen for support.



**1935
STANDARD**



The rear windows of the Coach can be lowered for ventilation.

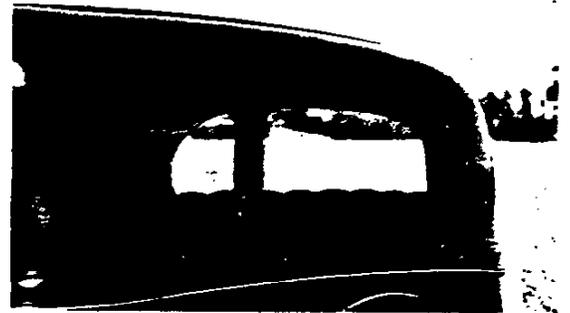
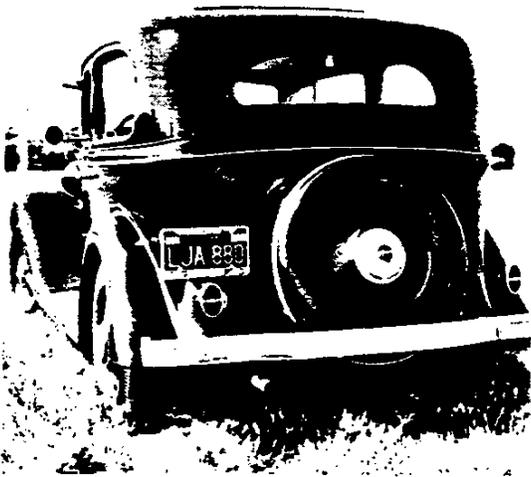


Door handles are unchanged from 1934 Standard series.



Rubber-covered metal running boards are continued. The Standard does not have the edge trim found on the Master series (page 219).

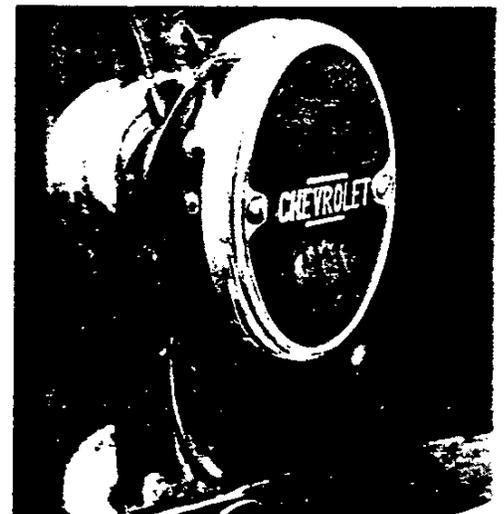
1935
STANDARD



The rear window has the familiar Chevrolet outline.

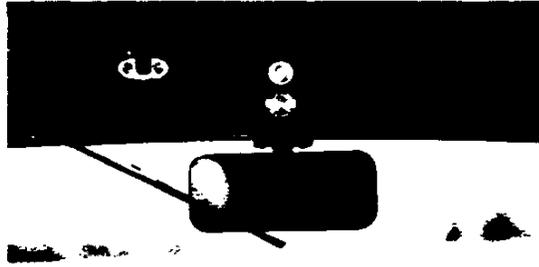


All Standard series cars have the rear-mounted spare wheel, but the right hand tail lamp is an accessory as is the metal tire cover.

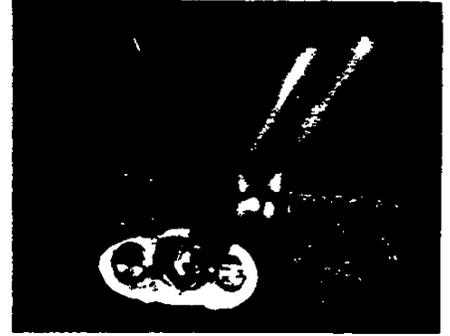


The Standard tail lamp is mounted by the bumper bracket bolt, not fastened to the fender as on the similar Master series in 1934 (page 202).

**1935
STANDARD**



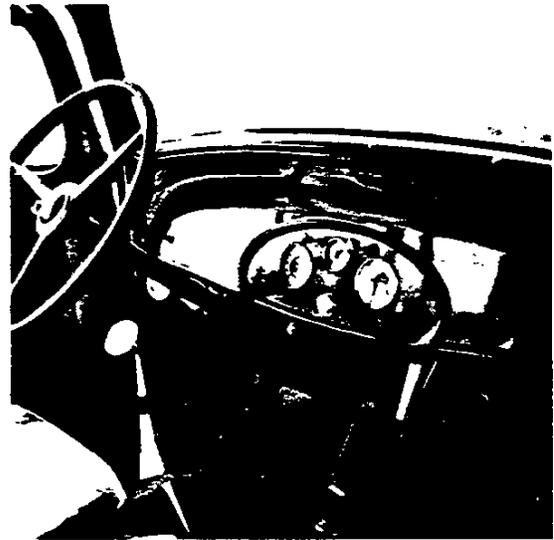
Controls for the concealed vacuum windshield wiper are on the header.



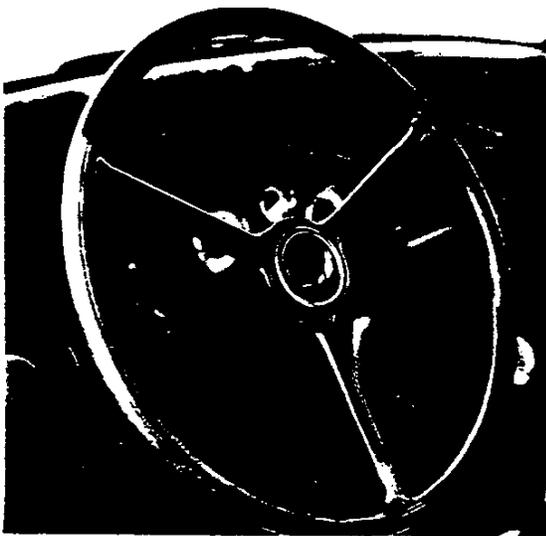
The inner support arm for the sun visor can be disconnected from the header to rotate the visor on its outer ball joint.



The garnish mouldings on the Standard Coach are nicely wood grained.



The instrument panel layout in the 1935 Standard continues to resemble the earlier 1933 style (page 191).

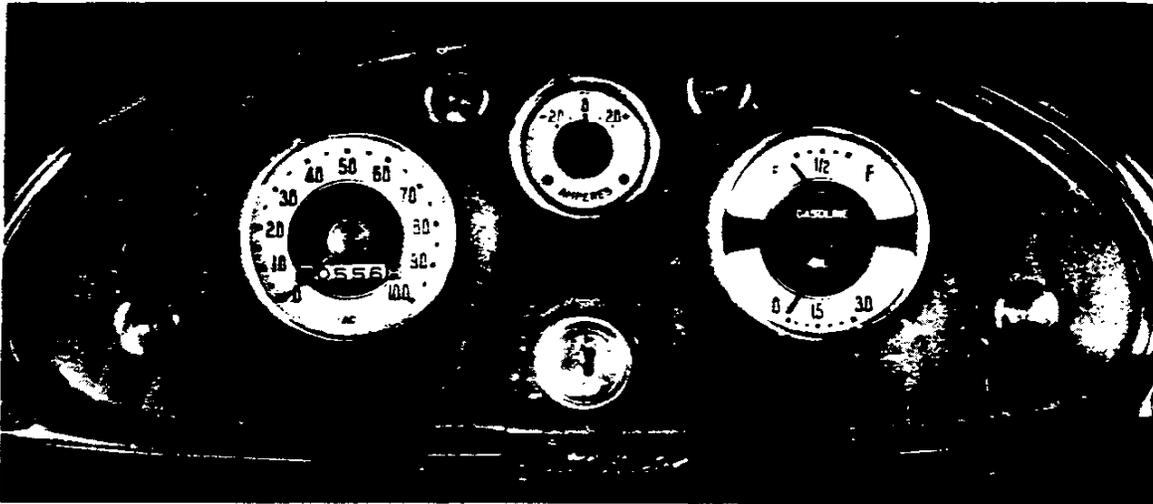


The steering wheel of the 1933-36 Standard series cars differ from the Master series. Note the annular rings in the rim of this wheel.



The interiors are upholstered in mohair, and a shade provided at the rear window, but the deluxe appointments, including arm rests, found in the Masters are omitted.

**1935
STANDARD**



The instrument panel in the Standard is still located in the center of the dashboard although the Master panel was moved in 1934. Curiously, the Standard does not have a water temperature gauge.



A radio control head is placed under the dashboard at the left. The radio, a genuine Chevrolet accessory, represents the last of the under-dashboard installations.



The instrument panel is wood grained for excellent effect.

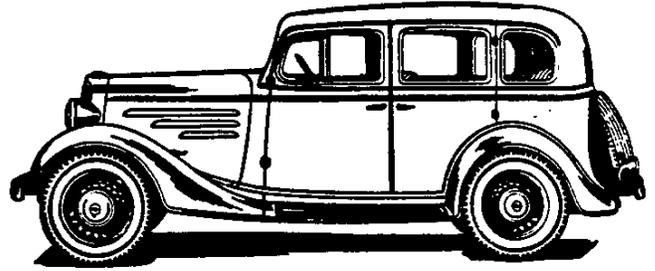


The front window vents are operated by this crank handle as used on the 1934 Master. Chevrolet's Standard line traditionally was based on the preceding year's Master series.



CHEVROLET 1935 ENGINEERING FEATURES

STANDARD MODELS



ORIGINAL COPY

INTRODUCTION

The 1935 line of STANDARD models supplies fast, reliable and comfortable transportation at a very low cost. This line consists of six up-to-date, attractive and roomy body models, including two which are entirely new. These are the STANDARD Sedan and the STANDARD Sedan Delivery.

The new STANDARD Chevrolet is powered by a modified 1935 MASTER passenger "Blue Flame" engine which provides greater speed and quicker acceleration and enables the car to climb hills with greater ease than its predecessor.

This higher powered STANDARD engine operates with greater smoothness and is much more durable.

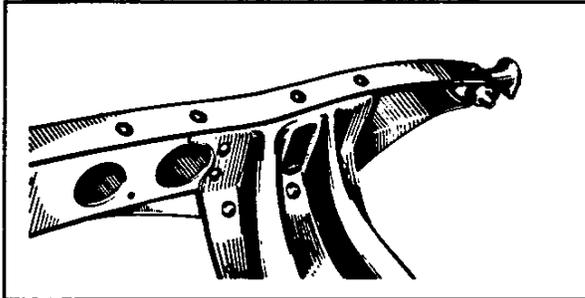
Improved brakes furnish quicker and safer deceleration. A new exhaust system effectively silences exhaust noises and a new "X" type chassis frame provides more rigid structural support for the entire car, increasing its durability and stability.

The following comparison points out the major improvements made in the STANDARD Chevrolet since the first model was introduced.

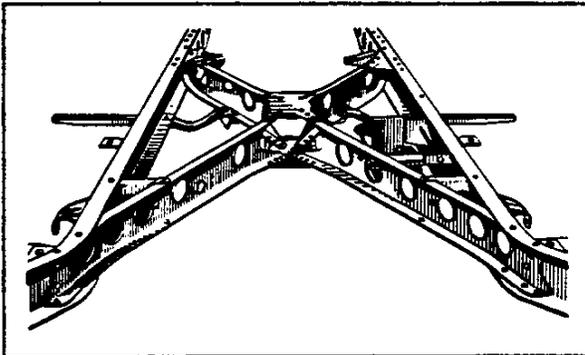
	1935	1934	1933
Frame type	"X" structure and 3 cross members	5 cross members	5 cross members
Spring centers-front ..	28-1/8" parallel ..	28-1/8" parallel	24-11/16" at angle
Spring centers-rear ...	43-1/8"	43-1/8"	41-7/8"
Front tread	56"	56"	54"
Brake operation	Cable controlled ..	Cable controlled	Rod controlled
Brake type	Symmetrical shoes.. Both articulated. Limited reverse shoe articulation.	Symmetrical shoes.... Both articulated.	Articulated forward shoe. Pivoted reverse shoe.
Brake size	10" x 1-3/4"	10" x 1-1/2"	10" x 1-1/2"
Exhaust muffler type ..	"Diffusion"	Baffle	Baffle
Engine	MASTER	STANDARD	STANDARD
Piston displacement ...	206.8 cu.in.	181 cu.in.	181 cu.in.
Maximum horsepower	74 at 3200 RPM	60 at 3000 RPM	60 at 3000 RPM
Maximum torque	150 ft.lbs.	125 ft.lbs.	125 ft.lbs.
RPM at maximum torque .	1000 to 2000	1200 to 2000	1200 to 2000
Engine mountings	5 point,	4 point,	4 point, diamond cushion-balanced
Clutch	MASTER	STANDARD	STANDARD
Clutch fork actuation..	Thru chain links ..	Thru lever and rods..	Direct
Pedal mounting	On frame	On frame	On engine
Body models	Coach	Coach	Coach
	Business Coupe	Business Coupe	Business Coupe
	Phaeton	Phaeton	Sport Coupe
	Sport Roadster	Sport Roadster	
	Sedan		
	Sedan Delivery		

CHEVROLET 1935 STANDARD PASSENGER CAR ENGINEERING FEATURES

cross member to approximately twelve inches behind the dash where the legs diverge from the sides of the frame. These box sections resist beam loading, reducing beam deflection to a considerable extent. Many rivets and key welds, spaced closely together, securely attach the sub-frame in the side rails. An extremely strong attachment at the front cross member gives the effect of extending the box sections to the front of that member.



The sub-frame legs extend a short distance into the box sections formed between the cross member and the side rails. Two rivets thru the cross member and thru the web of each leg securely attach these members together. The upper flanges of the legs, side rails and cross members are attached together by the rearmost of the three upper flange rivets which hold the cross member to each side rail.



The rear legs of the sub-frame structure telescope into the side rails a short distance ahead of the rear kick-up into which they are extended. Here they form a strong double channel section with the side rails. Many rivets thru their webs and flanges securely hold them in the side rails.

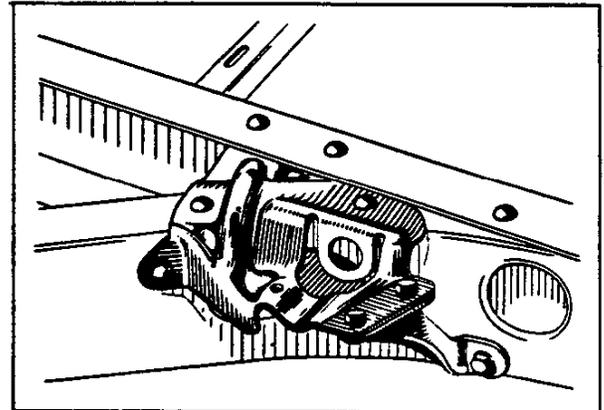
Large holes, punched in the sub-frame legs, decrease the frame weight. Sturdy flanges depressed around these holes reinforce the legs so that there is no loss in rigidity.

LATERAL FRAME RIGIDITY

The frame is very rigid laterally, eliminating to a great extent frame side sway, loose connections of the body to the frame, cowl shake and straining of sheet metal parts. Great lateral rigidity is provided in the vicinity of the dash by the sturdy box sections of the sub-frame and side rails, by the use of rigid gussets at the points where the sub-frame diverges from the side rails and by the cross member effect provided by the forward step hangers and the transmission support. Lateral rigidity is provided at the rear of the sub-frame by vertical gussets between the sub-frame walls and those of the side rails.

SUB FRAME FRONT GUSSETS

The gusset at the right front of the sub-frame is a flat plate depressed at its center to provide greater rigidity. It is secured by three rivets each to the upper flanges of the side rail and sub-frame. The gusset at the left front of the sub-frame also serves as a sturdy pedal shaft bracket. This is a heavy steel stamping well ribbed for



great rigidity. It extends over and inside of the sub-frame leg where it supports the pedals. It is attached by two rivets each to the upper flanges of the side rail and sub-frame and by one rivet to the web of the sub-frame. At its forward end, a sturdy brace reinforces the bracket to the sub-frame. This brace has a lip turned upward along its lower edge for greater rigidity. Two bolts to the bracket and one to the sub-frame provide strong attachments.

FORWARD STEP HANGERS

The forward step hangers, in conjunction with the transmission support, form a cross

CHEVROLET 1935 STANDARD PASSENGER CAR ENGINEERING FEATURES

NEW FEATURES IN THE 1935 STANDARD MODELS

FRAME

1. New "X" frame construction.
2. Increased frame rigidity.
3. Box section construction of forward side rails.
4. Strong joint of box section and front cross member.
5. Rigid construction at center of "X".
6. Rigid gusset construction at "X" legs.
7. Step hangers and transmission support form rigid cross member.
8. Improved shock absorber mountings.
9. 75% more rivets used in frame structure.
10. Side rails reinforced at rear axle.
11. Rear spring bumper bolted to frame.
12. Additional body bolts.
13. Improved battery hanger.

BRAKES

14. Increased braking efficiency.
15. Lighter pedal pressure.
16. Higher lining coefficient of friction.
17. Wider brake linings and drums.
18. Increased brake lining area.
19. Interchangeable brake drums and cams at all four wheels.
20. Longer brake cam bearings.
21. Limited articulation of reverse shoes.
22. Increased life of reverse shoe linings.
23. Improved bracing of brake cross shaft.

EXHAUST SYSTEM

24. Improved "diffusion" exhaust silencer.
25. Exhaust silencer moved forward in frame.
26. Improved, leak-proof seals at all joints.
27. Improved exhaust system suspension.

ENGINE

28. Modified 1935 MASTER passenger engine.
29. Increased power.
30. Improved performance.
31. Smoother operation.
32. Increased durability.
33. Improved acceleration.
34. "Blue Flame" cylinder head.
35. Glass fuel sediment bowl.
36. Oil seal in fuel pump.
37. Improved spark advance control.
38. Double, hardened governor weights and cams.
39. Definite stop for governor weights.
40. Heavier crankshaft.

41. Improved counterweighting of crankshaft.
42. MASTER oscillating type harmonic balancer added.
43. Improved balancing of engine rotating parts.
44. Oil seal added at front of crankshaft.
45. Oil stream connecting rod bearing lubrication.
46. Improved spread of oil over connecting rod bearing surface.
47. Larger capacity, more durable oil pump.
48. More readable oil level gauge rod.
49. Improved piston oil control.
50. Tin-plated pistons.
51. Steel-backed babbitt camshaft rear bearing.
52. MASTER water pump in cylinder block.
53. Increased water pump capacity.
54. Improved engine cooling.
55. Improved cylinder head temperature distribution.
56. Improved car heater installation.
57. More durable water pump front bushing.
58. Improved fastening of push rod cover.
59. Spring tension on exhaust manifold thermostat valve shaft.
60. Improved cushion-balanced engine mountings.
61. Improved engine underpan construction.

CLUTCH

62. MASTER passenger clutch.
63. Improved clutch performance.
64. Permanent clutch pedal pressure.
65. Longer life clutch facings.
66. Simplified clutch control.
67. Sturdy pedal mounting to frame.

TRANSMISSION

68. Larger diameter clutch gear splines and shaft.
69. Easier removal of rear main bearing.

STEERING GEAR

70. Improved steering gear mounting to frame.

ELECTRICAL EQUIPMENT AND INSTRUMENTS

71. Ignition coil mounted on side of engine.
72. Shorter high tension distributor lead.
73. Improved ignition coil cap.
74. Improved spark plug wire support brackets.

CHEVROLET 1935 STANDARD PASSENGER CAR ENGINEERING FEATURES

A silk covered extension cord extends from the left side of the unit to provide connection to the ignition switch thru which the defroster is controlled. The heater operates when the switch is on and ceases to function when the switch is off. To turn off the heater when driving, it is merely necessary to pull the cord plug from the side of the frame. After pulling the plug, the cord may be wrapped around the steering column where it will be out of the way.

SEDAN DELIVERY REAR QUARTER WINDOWS

As special equipment, the advertising panels of the Sedan Delivery model may be replaced by glass windows equipped with regulators so that the car may be used for both business and pleasure passenger purposes.

SEDAN DELIVERY REAR BUMPER

The rear bumper of the Sedan Delivery sets close to the rear of the body so that the car may be more easily loaded or unloaded.

CHEVROLET 1935 STANDARD PASSENGER CAR ENGINEERING FEATURES

75. Improved instrument appearance.
76. Walnut finish on panels and control buttons.
77. New ignition and door lock key.

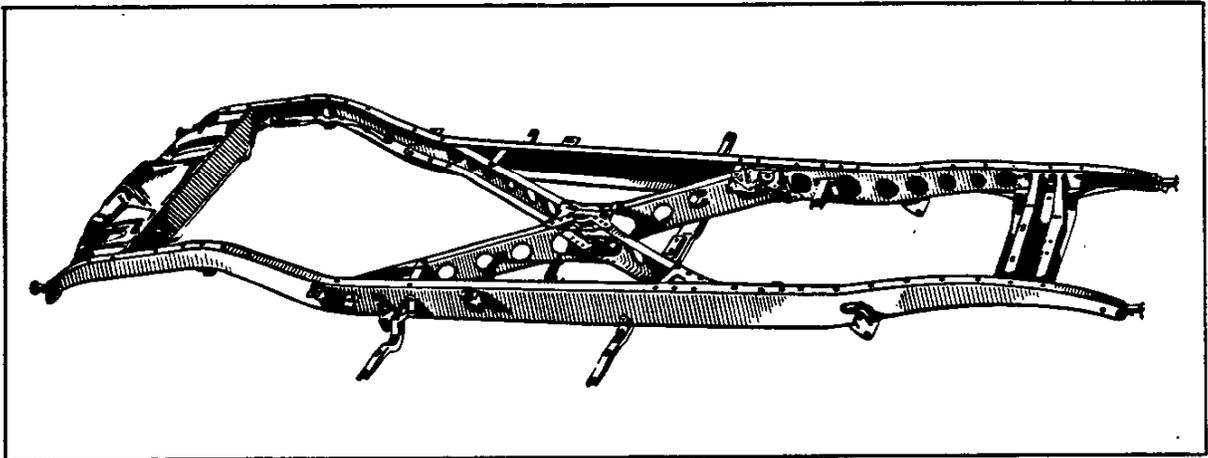
BODIES

78. Sedan model added.
79. Sedan Delivery model added.
80. Improved upholstery and head lining in all closed models.
81. "Finger-tip" driver's seat adjustment in all closed models.
82. Recessed arm rests in Sedan.
83. Improved cowl ventilator on closed models.
84. Foot rest built into Sedan front seat.

85. Flat rear compartment floors in Sedan and Coach.
86. Bakelite window and venti-pane regulator knobs in all closed models.
87. Steel braces reinforce rear end of Coach and Sedan.
88. Unbroken rear contour in Coach and Sedan.
89. Longer Coach with increased leg room.
90. Lower rear compartment floor in Phaeton.
91. Provision for removal of storage lattery thru front seat in all models.

SPECIAL EQUIPMENT

92. Frame type electric windshield defroster.
93. New, more attractive radiator ornament.



FRAME

The 1935 STANDARD frame is an "X" type frame, twelve times more rigid torsionally than its predecessor and seven per cent more rigid as a beam. It consists of two strong side rails, front and rear cross members and an entirely new "X" type sub-frame structure rigidly reinforced by strong steel gussets.

FRAME RIGIDITY

The increased frame rigidity is due principally to the new sub-frame construction thru which the torsional load is transmitted from either side of the frame to the other. By this means, the entire frame structure resists torsional deflection which might be caused by that load. This increased rigidity improves both the car stability and roadability and therefore increases the driving comfort. It also provides a better support for the body and sheet metal, increasing the durability of these parts.

SUB-FRAME

The sub-frame consists of four channel section legs which converge at the center of the car to form the "X" from which the frame derives its name. The forward leg and the rear leg of each pair are diametrically opposite to more directly transmit the torsional load. All four legs are securely riveted together at the center of the car in a strong and rigid construction. Three rivets thru the upper and lower flanges of each leg tie the legs to strong steel plates at the top and bottom of the "X" structure. These sub-frame plates are depressed and ribbed between the converging legs to increase their rigidity. The tunnel formed by this construction acts as a passage for the propeller shaft and torque tube.

The forward legs of the sub-frame telescope into the side rail channels, forming full box sections which extend from the front

CHEVROLET 1935 STANDARD PASSENGER CAR ENGINEERING FEATURES

distance of approximately ten inches over the rear kick-up. A large conical rib, depressed in each reinforcement directly over the kick-up, provides even greater stiffness to withstand the pounding of the axle on the spring bumpers under excessive road shocks.

REAR SPRING BUMPERS

The rear spring rubber bumpers are bolted to the side rails below the rear kick-up, to provide contact with the rear axle housing inboard of the spring seats. The side rails reinforce the bumpers which absorb blows struck by the large smooth surface of the rear axle housing. This is an improvement which results in increased bumper life.

The rubber cushion of each bumper is vulcanized around a steel plate which projects thru the front and rear sides of the cushion to provide means for attachment.

FRONT SHOCK ABSORBER REINFORCEMENT

A thick steel plate is riveted in each side rail box section to reinforce the mounting of the front shock absorbers.

BODY ATTACHMENT

The body is more firmly attached to the frame by the addition of two body bolts. Holes are punched thru both side rails and reinforcements a short distance behind the rear axle to provide for these bolts. These extra attachments provide even more stiffness for the frame kick-up section.

FRONT CROSS MEMBER

The front cross member is reshaped to provide for the forward mounting of the MASTER engine. In this design, two rubber supports are used instead of one. These supports are

8-5/8" apart and are spaced equally either side of center of frame, distributing the weight of the engine closer to each side rail. This better mass distribution greatly improves the car roadability.

ENGINE SIDE SUPPORT BRACKETS

Brackets attached to each sub-frame in the vicinity of the dash provide mounting points for the engine side supports. These brackets are channel section stampings with ears turned outward from each flange at the sub-frames. Two rivets thru each of these ears hold the brackets securely to the sub-frames.

BATTERY HANGER

The battery hanger is entirely redesigned to clamp the battery tighter and to fit in the new frame. It is relocated in the frame, being placed directly below the front seat of the car where, due to a new seat construction, it is more accessible for removal of the battery. The rear support consists of a strap extending between the side rail and the sub-frame to both of which it is riveted. The forward support is a plate riveted only at the side rail end. This permits the plate to be drawn tightly against the battery. Pressure can be exerted only at the battery corners, as both of these supports are depressed away from the battery between these corners. This prevents cracking of the battery walls.

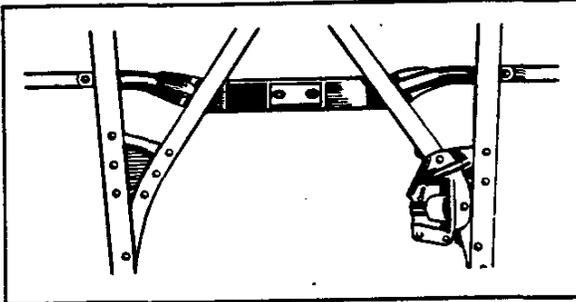
The battery support is a simple steel cradle with hook ends which engage the front and rear supports. The bottom is corrugated for rigidity and holes are provided for drainage. A corrugated guard is provided, as heretofore, to protect the battery case from flying stones.

COMPARATIVE SPECIFICATIONS

	1934	1935
Frame type	5 cross members	"X" structure and 3 cross members
Side rail channel section	5-5/16" x 2-1/16" x 1/8"	5-9/32" x 2-1/16" x 7/64"
Sub-frame channel section	None	5-1/16" x 1-1/2" x 3/32"
Rivets, welds and bolts in frame structure..	95	168
Side rail reinforcement section at rear axle	None	2-13/16" x 1-1/8" x 3/32"
Rear spring rubber bumpers attachment	To rear axle	To frame
Shock absorber reinforcements	None	Steel plates
Body attachments to frame	10	12
Battery hanger type	Rigid	Flexible

CHEVROLET 1935 STANDARD PASSENGER CAR ENGINEERING FEATURES

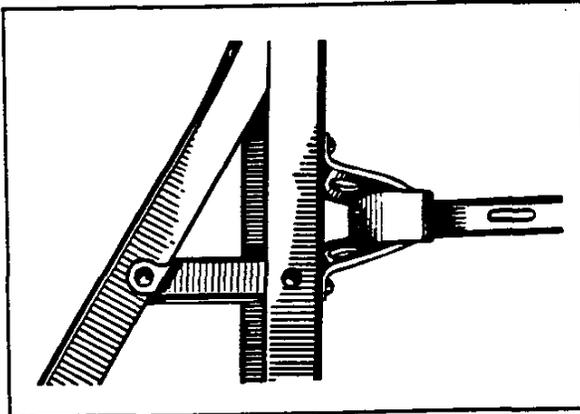
member which ties the lower flanges of the side rails and sub-frame legs rigidly together a short distance behind the gussets. This member cooperates with the gussets to provide great lateral frame rigidity. The



outer ends of the step hangers are identical with those of the previous model. Inside the frame, however, each hanger extends from the side rail to the sub-frame in a channel section which has flanges at both front and rear to provide greater rigidity. Each hanger is secured to its sub-frame leg by two bolts which also suspend the channel transmission support below the sub-frame.

SUB-FRAME REAR GUSSETS

Lateral side sway of the frame is reduced at the rear end of the sub-frame by gussets which extend between each side rail and sub-frame leg. These gussets are sturdy channel section members assembled in the frame with their webs vertical and securely riveted to the webs and both flanges of the members which they connect. The same two rivets which hold

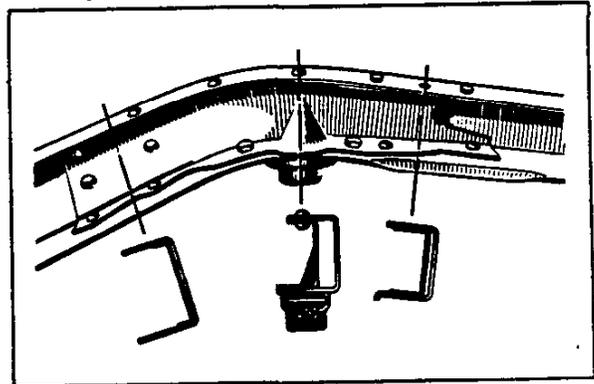


the forward flange of each rear spring front hanger attach the gusset to the side rail web. By this means, the gussets act as braces for the spring hangers, preventing the overhanging load of the rear springs from twisting the

side rails. The use of these gussets also relieves the stresses on the attaching rivets of the sub-frame to the side rails, preventing shearing of these rivets. The gusset on the left side of the frame serves also as a support for the exhaust silencer bracket.

RIVETS

Some further idea of the increased strength and structural rigidity of the 1935 frame may be gained from a comparison of the number of rivets, bolts and welds used to secure the several frame members together. In the 1934 frame, only 95 rivets were used, while the 1935 frame structure is held together by 168 rivets, bolts and welds, an increase of seventy-five percent.

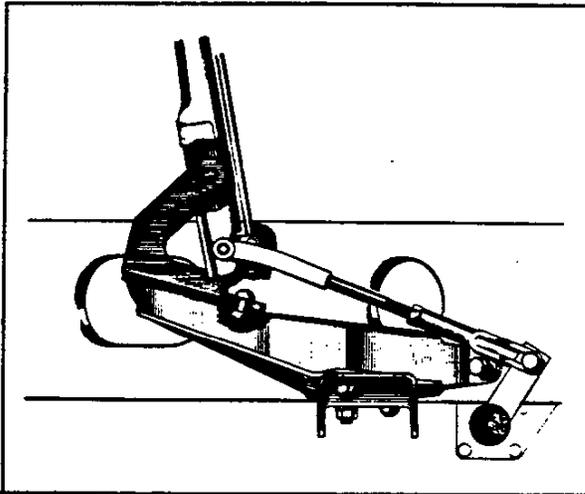


KICK-UP REINFORCEMENTS

Channel section reinforcements added in the side rails above the rear axle provide exceptional rigidity for the entire rear end of the frame, stiffening it as a beam, as well as torsionally. They increase the resistance of the side rails to bending caused by excessive road shocks thru the rear springs and the twisting strains imposed by side sway of the body. These reinforcements extend from approximately ten inches in front of the rear axle to approximately eight inches behind. They are telescoped in the side rails to which they are securely riveted by many closely spaced rivets.

The web at the forward end of each reinforcement serves also as a reinforcement for the rear shock absorber, the two bolts for attaching the shock absorber extending thru both the reinforcement and the side rail. The reinforcement is bent outward just behind the shock absorber, to form a box section with the side rail which extends for a

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HAND BRAKE LEVER

The hand brake lever is mounted upon a stronger bracket to the chassis frame. It remains stationary thruout the speed range, vibration not affecting it in any way. The bracket is a sturdy flanged channel steel stamping bolted upon the transmission support and braced by the sub-frame. The hand brake sector is formed with a flange at its lower end thru which it is riveted by two rivets to the support.

BRAKE CROSS SHAFT BRACKET

The brake cross shaft bracket is bolted to an ear extending from the end of the transmission support. By this means, the deflecting load upon the brake cross shaft is more directly braced by the sub-frame structure.

COMPARATIVE SPECIFICATIONS

	1934	1935
Brake lining width	1-1/2"	1-3/4"
Total effective braking area	121-3/16 sq.in.	141-3/8 sq.in.
Front brake drum- Width of braking surface..	1-17/32"	2"
Rear brake drum - Width of braking surface..	1-3/4"	2"
Brake cam bearing length	1-1/8"	1-3/8"
Reverse brake shoe articulation	Full	Limited

EXHAUST SYSTEM

DESIGN

The design and mounting of the exhaust system for the 1935 STANDARD model were developed in connection with the new "X" type frame and the more powerful "Blue Flame" engine with its improved cushion-balanced mountings. Each of these units must be taken into account in the design of an exhaust silencer, its connecting pipes and their means of attachment, because each contributes some important factor in the important overall problem of silencing the exhaust gas with minimum back pressure and without imposing undue strains on the joints and connections. In the new exhaust system, these results are attained by careful attention to the details of design and by exhaustive tests with the related units.

EXHAUST SILENCER CONSTRUCTION

The new and improved exhaust silencer was especially developed for the 1935 STANDARD model along the lines of the "diffusion" type silencer which effectively deadened the exhaust noise of the 1934 MASTER engine.

It is larger in diameter than its predecessor and somewhat shorter.

In construction, it is a cylindrical shell with enclosed ends, divided lengthwise into four compartments of different sizes separated by baffle plates. The forward compartment is a large resonance chamber. The second and fourth are approximately half as large and are called reversing chambers. The third, or main compartment, is the largest of all. It is divided into three more chambers by three longitudinal partitions. Each of these partitioning walls is depressed with fifteen louvres to permit the circulation of gas between the divisions of the main chamber.

Three tubes, extending the length of the main chamber, are located individually in each of these smaller compartments. These are called, respectively, the inlet tube, the reversing tube and the outlet tube. Each of these tubes is depressed with four rows of seventeen louvres, a total of sixty-eight, which permit the escape of exhaust gas into the divisions of the main compartment. The louvres in the

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BRAKES

The brakes of the 1935 STANDARD passenger car are more efficient to provide quicker and safer deceleration. This means that the pedal pressure required to stop the car is reduced so that the brakes may be applied with greater ease on the part of the driver. Both the increased braking efficiency and the lighter pedal pressure are due to the use of brake linings having a higher coefficient of friction.

BRAKE LININGS

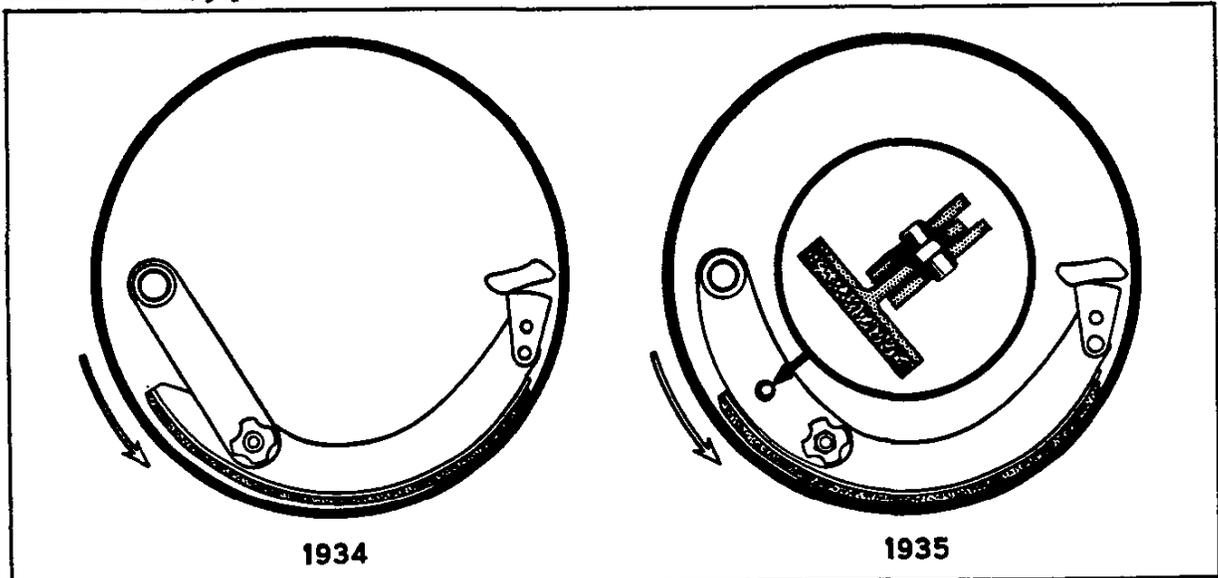
The brake linings are increased in width to 1-3/4" from 1-1/2", to maintain their unit pressure upon the brake drums, thus preventing an increase in wear which would result in the narrower linings with the higher friction coefficient. The greater lining width increases the total effective braking area of the linings to 141-3/8 square inches, an increase of 16-2/3 percent.

toward the toe. If the pivot between the shoe and the link should happen to be too loose, the shoe will lift at the heel far enough to cause excessive wear at the toe. To obviate this, a pin is fastened to the reverse acting shoe, engaging with clearance holes in the articulating links. This slight clearance permits the shoe to adjust itself into the drum, allows sufficient articulation when in reverse and prevents the heel of the shoe from lifting, resulting in uniform wear.

The web of the reverse acting shoe and the articulating links are reshaped to provide for the proper location of the pin in the shoe.

BRAKE DRUMS

Identical brake drums are used for both front and rear brakes instead of drums of two different widths. The braking surface of these



LIMITED REVERSE SHOE ARTICULATION

The articulation of the reverse acting brake shoes is limited to provide more uniform wear. The purpose of the articulated links of the reverse acting shoe is to provide an efficient brake when in reverse.

However, on forward braking, there is a tendency for the reverse acting shoe to lift slightly at the heel, due to the direction of the rotation of the drum and the angle of the link. This lifting of the heel causes the high pressure point on the shoe to shift

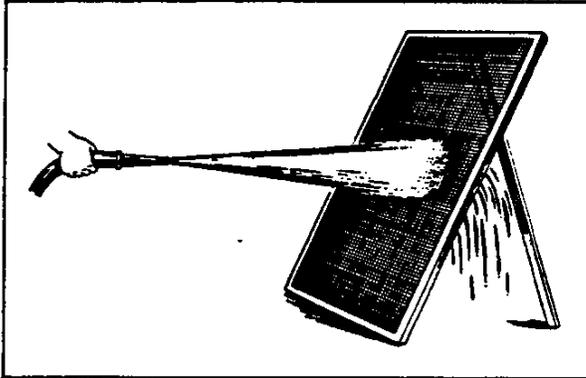
drums is wider and extends farther on either side of the linings, insuring full lateral contact of the linings when the brakes are applied.

BRAKE CAMS

The brake cams and cam bearings are longer to provide more perfect cam alignment and to increase the life of the cams in their bearings. They are redesigned so that the front cam on either side is interchangeable with the rear cam on the opposite side.

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The louvres in the tubes and in the walls of the three chambers of the main compartment permit some of the gas passing thru the silencer to expand and to pass from chamber to chamber, breaking up noise vibrations in much the same way that water squirted from a hose nozzle thru a screen loses its force and velocity. The reversal of the louvres in the



outlet tube permits the vibrationless gas, trapped in these chambers, to escape thru the tube in the direction of the gas flow. After this cycle of crashing, expanding and straining, the gas enters the tail pipe quite free from vibrations and consequently relatively noiseless.

EXHAUST SILENCER LOCATION

The new improved exhaust silencer is located in the "X" structure at the left side of the new frame, approximately eighteen inches closer to the engine. Being closer to the engine, its silencing effect is more efficient. The exhaust pipe is shorter and of less weight, reducing its tendency to sag when hot and shortening the distance in which the exhaust gas can vibrate when passing thru the pipe.

SEALING OF EXHAUST SYSTEM

The exhaust system is adequately sealed at all joints, preventing the possibility of

any gas escaping from the system except thru the rear end of the tail pipe. The seal of the exhaust pipe to its manifold is very effective. It is the same type as was adopted late in the past season for MASTER passenger cars. It consists of eight layers of steel-reinforced asbestos firmly cemented together and shaped to fit the flared end of the exhaust pipe and the recess in the manifold opening. Its solid construction resists "blow-out". Its long wearing qualities reduce the necessity for frequent "take-up". The connections of the exhaust and tail pipes to the end pipes of the silencer also provide against gas escape. The exhaust pipe is telescoped in the inlet pipe of the silencer and the tail pipe is telescoped over the silencer rear pipe. In this manner, the joints are made in the direction of the gas flow, so that there is no tendency for the gas to escape between the joining pipes. In addition, the fits at these joints are held to extremely close limits and the joined pipes at both ends of the silencer are clamped together by the same type of saddle clamp which was used during the past season at the tail pipe joint.

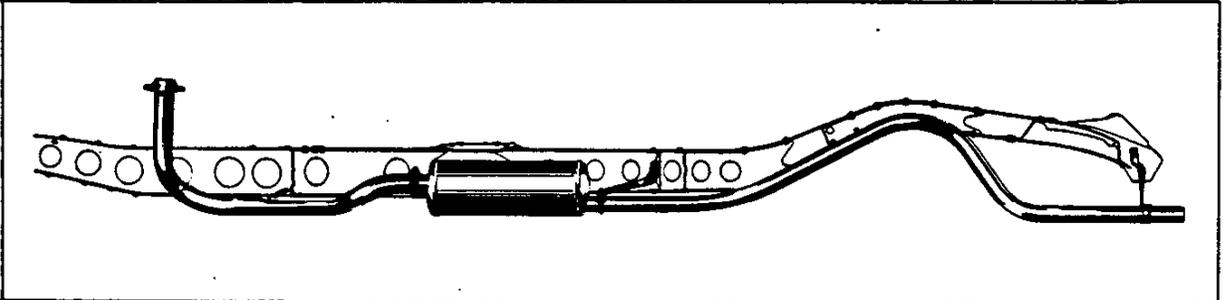
TAIL PIPE

The tail pipe is much longer, due to the new position of the silencer, and is increased $1/8$ " in diameter to reduce the back pressure of the higher powered engine.

SUSPENSION OF EXHAUST SYSTEM

The exhaust system is suspended at four points, as in the previous model. These points are at the joint of the exhaust pipe to the engine, the spring suspension of the exhaust pipe, the support at the rear end of the silencer and the suspension of the tail pipe from the rear cross member.

A simple clip with a pierced turned-up flange is welded to the exhaust pipe to provide the



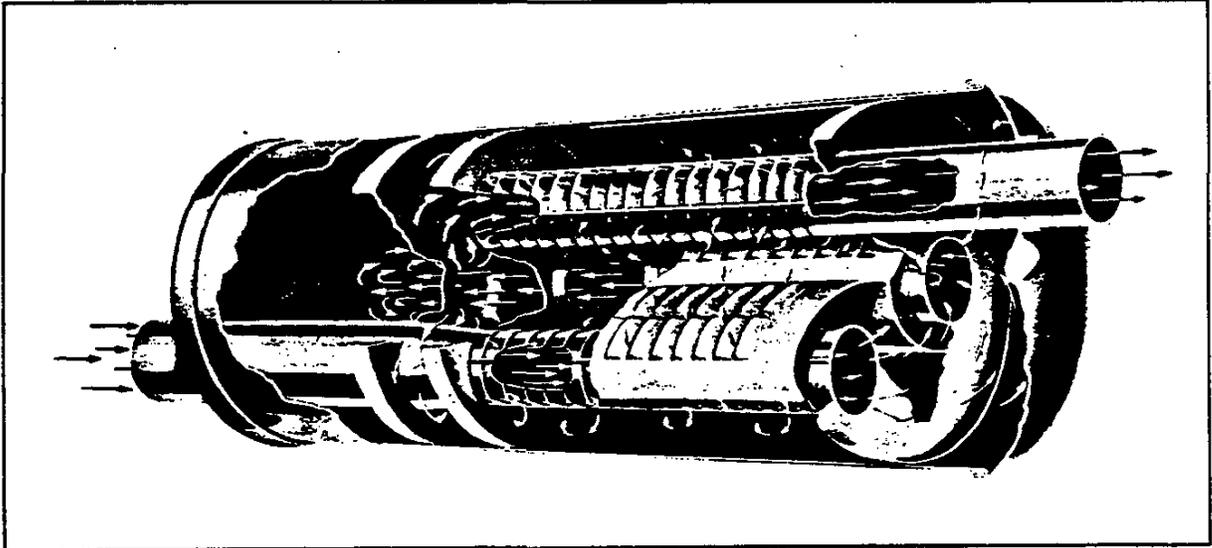
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inlet and reversing tubes open in the direction of the gas flow, while those of the outlet open opposite to that direction. The inlet tube is connected to the exhaust pipe by a large pipe which extends thru both the resonance and first reversing chambers. The reversing tube interconnects the reversing chambers at each end of the main chamber. The outlet tube is connected to the tail pipe by a pipe which passes thru the rearmost reversing chamber.

EXHAUST SILENCER ACTION

The purpose of the "diffusion" type silencer is solely to separate the noise producing vibrations from the exhaust gas, dissipating them before they can reach the outside atmosphere to produce noise. This type of silencer does not in any way reduce the velocity of the gas.

In action, the exhaust gas rushes thru the exhaust pipe and into the silencer thru its connecting pipe, passing thru the louvred

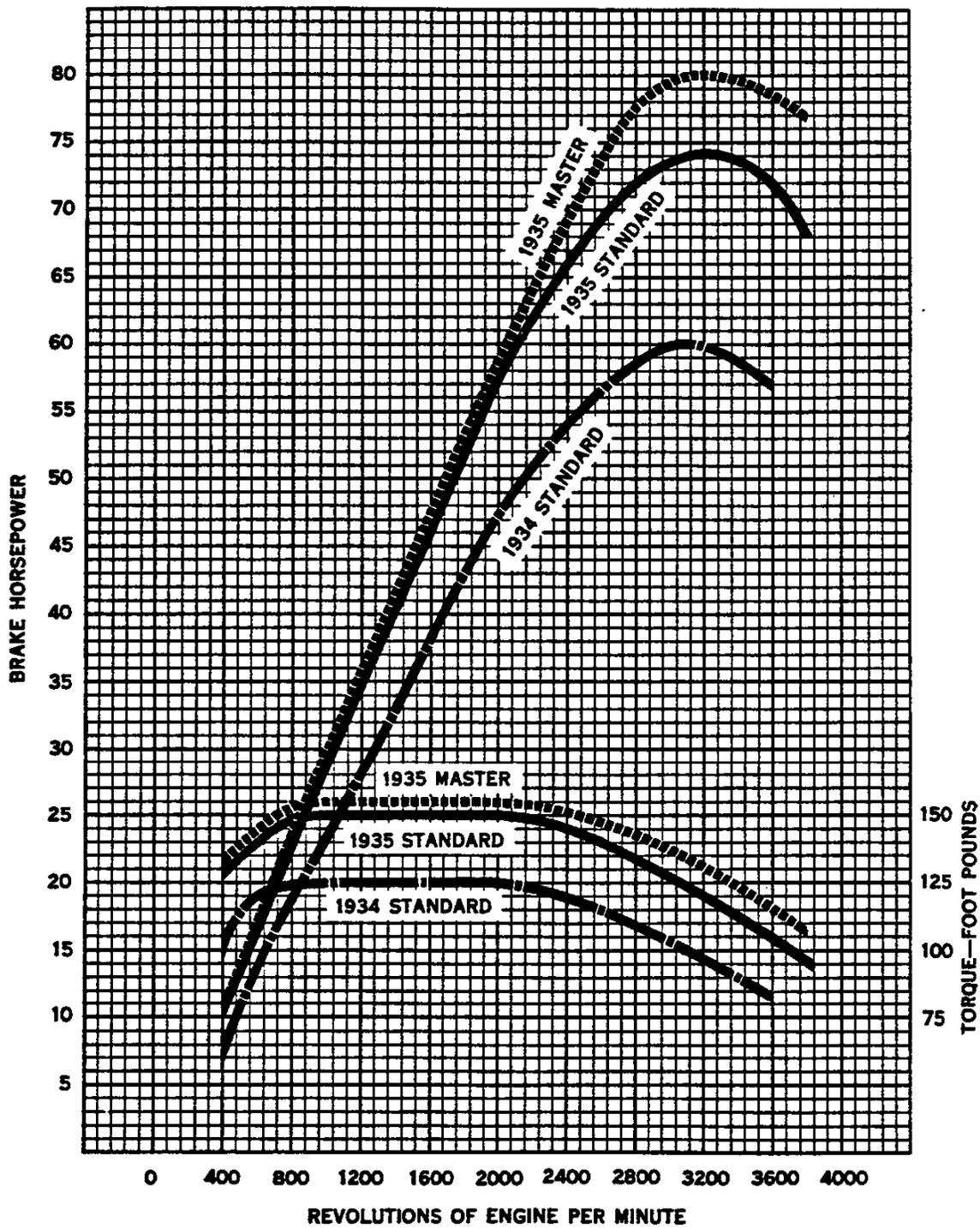


The outer shell or cylinder of the silencer is of sheet steel rolled to form a double wall, as one would roll a calendar or chart. The overlapping edge of this roll is securely welded to the cylinder to prevent unrolling. This double wall deadens any "tinny" sound which might be caused by its vibration. The silencer heads are drawn steel stampings securely attached to each end of the cylinder by rolled lock seams. The baffle plates likewise are steel stampings punched with flanged holes for the support of the tubes in the main chamber. The stamped steel longitudinal partitions of the main chamber are welded into a single assembly.

All chamber walls are securely welded in the cylinder. The pipes and louvre tubes are of steel and are all suspended from their ends which are pressed into flanged holes in the baffle plates and silencer heads and are then welded. By the use of many welds and tight fits, no part of the exhaust silencer can come loose and rattle.

inlet tube to crash against the rear head wall in the rear reversing chamber. The force of the flow, the small nozzle-like opening of the tube into the larger reversing chamber and, above all, the crashing against the wall, causes the gas to expand with great turbulence into the chamber, breaking up many of the vibrations which cause noise. From this reversing chamber, the gas seeks the only outlet - the mouth of the reversing tube. It rushes thru this tube, across the forward reversing chamber, into the mouth of the resonance chamber which is filled with dead gas. The dead gas acts as a shock absorber, which deflects the rushing gas back into the reversing chamber where it again expands with further turbulence. With this action, vibrations are set up in the resonance chamber which neutralize the vibrations in the gas so that the noise of neither can be heard. The vibrationless gas then enters the outlet tube, continuing thence to the tail pipe.

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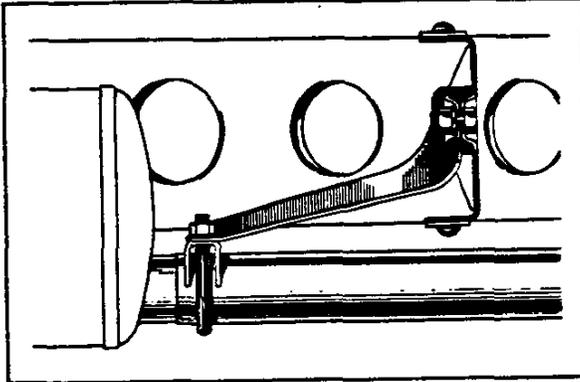


COMPARISON OF POWER AND TORQUE

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attachment for the spring support. This clip, being welded to the pipe, cannot come loose.

The silencer is supported from the saddle clamp at its tail pipe connection by a construction similar to that used on the MASTER passenger cars. This construction is much stronger and more durable than that previous-



ly used. The threaded ends of the "U" shaped yoke of the saddle clamp provide rigid attachment to a sturdy support bracket. The bracket is held at its other end by a resilient rubber mounting to the web of the rear sub-frame gusset. It is a strong steel stamping made rigid by a wide turned-up flange. It is wider and shorter than that of the previous model, which also tends to make it more rigid. The rubber mounting to the gusset is of the same type used to support the muffler of the previous year to the center of the third cross member.

The bracket which supports the tail pipe from the rear cross member is resiliently mounted to that member as previously. This bracket is wider and stronger than that used before and has an improved clamp at its lower end for attachment to the tail pipe. This attachment is a separate clamp ring suspended from and welded to an up-turned flange at the extremity of the bracket.

COMPARATIVE SPECIFICATIONS

	1934	1935
Exhaust silencer type	Baffle type	"Diffusion" type
Exhaust silencer diameter	5"	6-1/16"
Exhaust silencer length	20-1/4"	18"
Distance from manifold to front of silencer	47"	29"
Exhaust pipe seal	4 layers	5 layers, shaped to joint
Tail pipe diameter	1-1/2"	1-5/8"

ENGINE

The engine in the 1935 STANDARD models incorporates nearly all of the design features of the 1935 MASTER passenger car engine and has the same bore, stroke, piston displacement and compression ratios as the 1934 MASTER engine. It is much more powerful thruout the speed range, the average horsepower being increased approximately twenty-five percent. The maximum horsepower is increased twenty-three percent.

This higher powered engine provides quicker acceleration and enables the car to climb hills with greater ease. It is much more durable in construction and operates more smoothly and quietly.

The STANDARD engine develops a maximum of 74 horsepower at 3200 RPM. At 1000 RPM

29 horsepower is developed, increasing to 57.5 horsepower at 2000 RPM.

The torque, of course, also is increased thruout the speed range. The maximum torque of 150 foot pounds is delivered thru a speed range from 1000 to 2000 RPM.

The chart on the following page shows the great increase in both power and torque over that of the previous STANDARD engine and illustrates how closely these parallel the power and torque of the 1935 MASTER engine. As the STANDARD engine is so closely allied in both action and features with the MASTER engine, the following descriptive comparisons will be made between the MASTER engines of 1934 and 1935, except where the STANDARD engine is different from both.

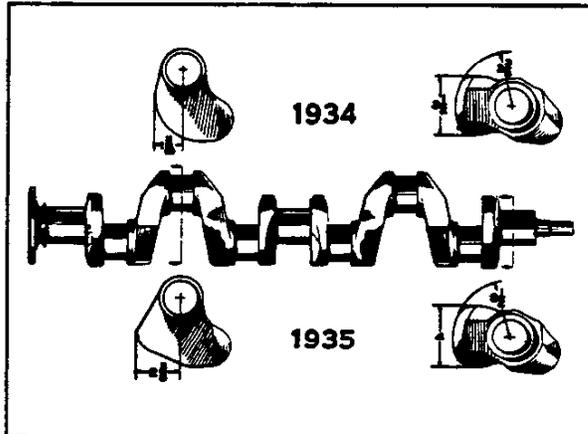
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ENGINE SMOOTHNESS

The smoothness of the 1935 engine is improved over that of the 1934 MASTER by an increase in the counterweighting of the crankshaft, by a recalibration of the harmonic balancer and by an improved balancing of the engine rotating parts.

CRANKSHAFT

The MASTER crankshaft, now used in the STANDARD engine, is redesigned with larger, heavier counterweights to overcome a greater percentage of its rotating forces. The increase in counterweighting is approximately 50 percent. This results in smoother engine performance with a great reduction of vibration and a consequent reduction in the main bearing loads, thus increasing the life of the main bearings.



The counterweights at the main bearing are increased in size, with $1/8$ " more metal added at their outer ends and $1/2$ " increase in width. The counterweighting at the intermediate arms is increased proportionally with a great deal of metal added. The heavier counterweights increase the weight of the crankshaft to sixty-nine pounds.

HARMONIC BALANCER

The STANDARD engine is equipped with the oscillating type MASTER harmonic balancer. This balancer is recalibrated to the new crankshaft characteristics, insuring smoother operation and freedom from torsional vibration and its consequent noise. This is accomplished by an increase in the diameter of the drive pins and by the addition of a spring to each spring bank.

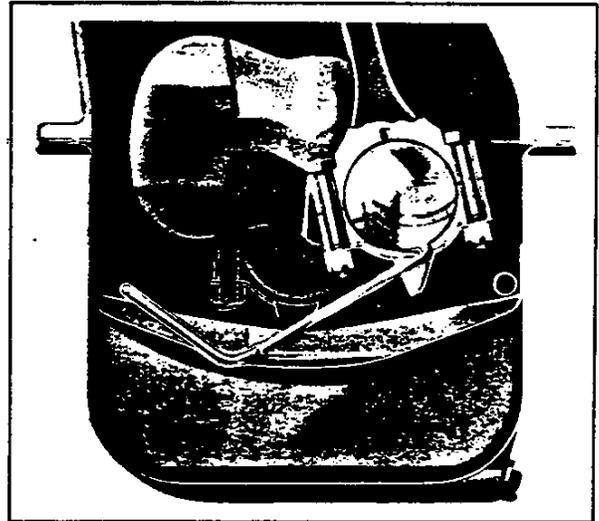
BALANCE OF ENGINE ROTATING PARTS

The crankshaft, harmonic balancer, flywheel assembly and attaching bolts, and the clutch cover and clutch pressure plate assembly are so balanced that the total unbalance does not exceed one inch ounce. This greatly increases the smoothness of the engine. This great accuracy is accomplished by a system of selection adopted by the motor plant, whereby these parts are selected for each engine in such a manner that their slight commercial unbalances eliminate each other.

CONNECTING ROD BEARING LUBRICATION

A very efficient and unique method of connecting rod bearing lubrication assures lubrication of these bearings at all speeds, thus increasing their durability.

At high speeds, a positive stream of oil is forced under pressure along the path of each connecting rod dipper from the direction opposite that of the connecting rod rotation.



The velocity of the rotating connecting rod as it strikes the oil stream increases the pressure at which the oil flows to over ten times that of the initial pressure. The oil, under this tremendous pressure, is forced thru the intake hole at the bottom of the connecting rod bearing in sufficient volume to retain an oil film in the bearing until the oil stream is again intercepted.

At low speeds and when idling, sufficient oil for good lubrication is fed into the oil troughs which act as reservoirs from which the connecting rod dippers dip oil as they re-

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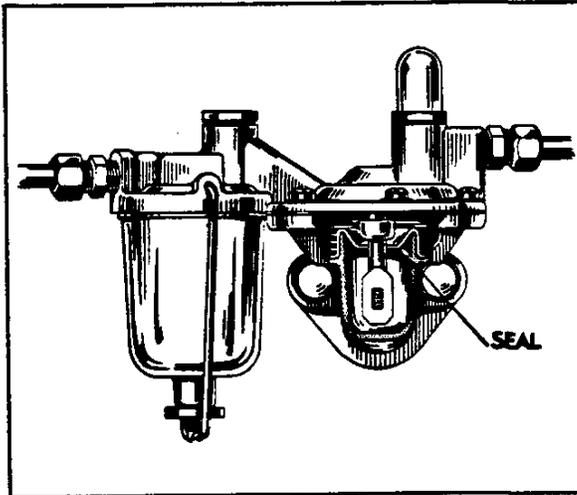
POWER DEVELOPMENT

The increase in power is due principally to the use of the 1934 MASTER "Blue Flame" cylinder head and to the increase in the piston displacement to 206.8 cubic inches.

The STANDARD carburetor main venturi is larger than its predecessor to provide for the increased power, while the "D" section arms and the ports of the STANDARD inlet manifold are enlarged to supply more fuel mixture to the combustion chambers.

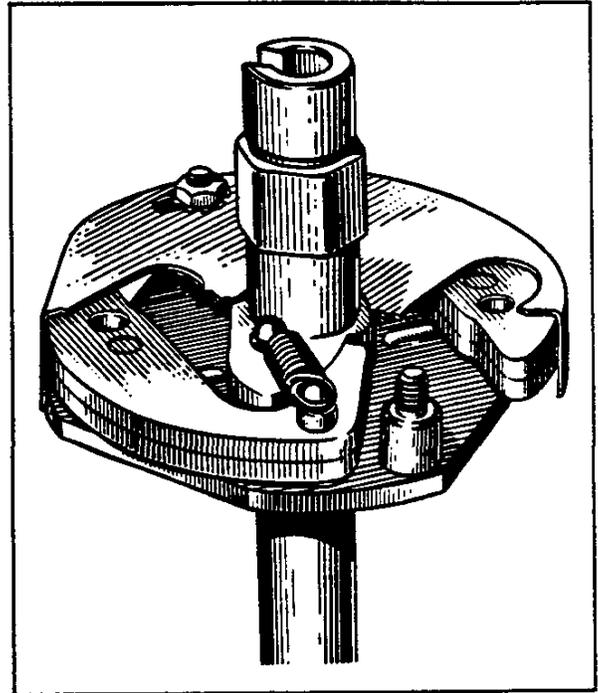
FUEL PUMP

A glass filter bowl, provided on the intake side of the fuel pump takes the place of the sediment chamber which formerly was located in the pump body. The transparent walls of this bowl enable the driver to judge at a glance the cleanliness of the fuel being pumped to the carburetor. If the fuel in



this bowl is dirty, the driver may forestall plugging of the carburetor by cleaning the bowl and the fuel strainer located above it. This operation is easily and quickly accomplished, as both bowl and strainer are readily removable.

A seal, added around the diaphragm shaft in the pump, prevents oil from the engine from leaking thru the vent holes in the bottom of the pump chamber onto the side of the engine. This seal is of synthetic rubber, specially treated to resist the deteriorating action of the oil.



IGNITION DISTRIBUTOR

The MASTER ignition distributor used on the STANDARD engine is improved, providing greater control over the spark timing. This is accomplished by the use of carefully machined, thicker and harder governor weights and cams and by the provision of a definite stop for the governor weights at high speeds.

The governor weights and the cams on the distributor shaft are carefully machined instead of being stamped to provide more accurate contact surfaces. In addition, they are made twice as thick as those of the previous distributor and are hardened to resist wear. The larger, harder and more accurate contact surfaces of these parts increase the durability and accuracy of the mechanism, insuring a more uniform spark advance.

The stop is a stamped steel cup enclosing the mechanism and pressed over the plate which supports the weights.

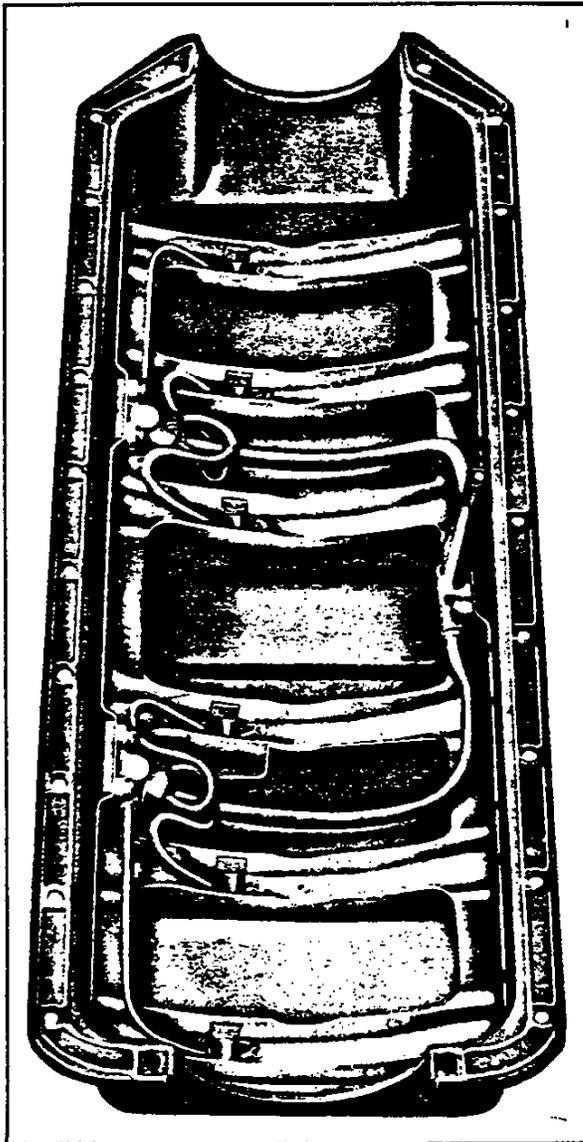
At high speeds, the outflung governor weights contact the wall of this cup, which prevents the weights from vibrating, which causes wear of the contact surfaces between the weights and cams.

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volve. Furthermore, these troughs hold sufficient oil to give immediate bearing lubrication when the engine is started.

OIL PAN

The new system for delivering oil to the connecting rod bearings is incorporated in the oil pan. The oil dipper troughs are stamped together in a one-piece tray which supports the system and also reinforces the walls of the pan. This tray is securely spot welded in the pan at forty points. Baffles extend below the two central troughs to prevent oil surge. The oil feed pipe from the distributor is



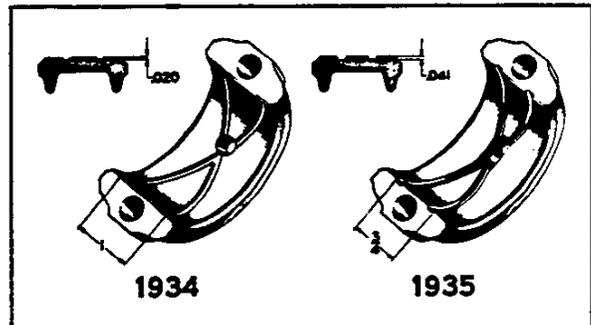
connected by a relay to two pipes which extend across the oil pan to join two other relays located between the second and third and the fourth and fifth oil troughs. Three smaller pipes from each of these relays convey the oil to the individual troughs. The end of each of these smaller pipes is securely held in its trough and acts as a nozzle directing its stream of oil at an angle into the dipper of the revolving connecting rod. This angle was carefully determined to insure that the connecting rod dipper will intercept the maximum amount of oil in the short time that it is passing thru the oil stream.

The vertical feed pipe is a seamless steel tube, while the two connecting pipes and the smaller relay pipes are made of double walled tinned brass tubing. They are sweated with leak-proof joints to their respective relays. These relays are of brass and are securely bolted in the assembly.

The oil drain is located in a more accessible position at the left side of the oil pan.

CONNECTING ROD BEARINGS

The oil grooves in the connecting rod bearings are twice as deep and are relocated closer together at the split of the bearing to spread a greater volume of oil more effectively over the bearing surface, thus improving its durability.



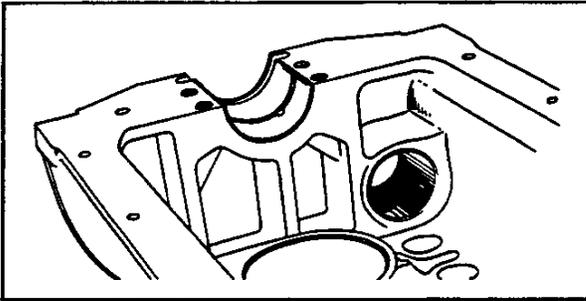
A large pocket is milled in the bottom of each bearing where the oil grooves cross to provide a reservoir for the collection of oil during the impact with the oil stream.

A single drilled hole thru the connecting rod at the top of the bearing takes the place of the two holes formerly at this point. It acts as a vent allowing the free circulation of oil thru the bearing grooves and permits the escape of air in the grooves which may prevent the oil from flowing when cold.

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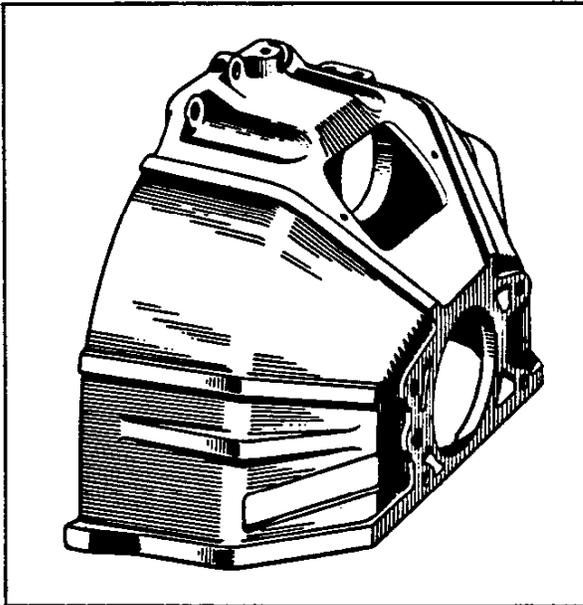
CAMSHAFT REAR BEARING

A steel-backed babbitt-lined bushing is provided for the rear camshaft bearing, presenting a smoother and more durable surface to the camshaft. It is 1-3/8" long and cylindrical in form with a single split. It is pressed into the crankcase and staked into a hole to prevent rotation and endwise movement. It is carefully reamed and is provided with slots registering with the oil leads which provide lubrication under pressure from the main bearings.



PUSH ROD COVER

The method of fastening the push rod cover to the side of the engine is simplified and more secure. The three fastening points along the horizontal center are replaced by bolts to the cylinder head at the front and rear edges of the cover. Due to the mounting of the coil on the engine, the bolts along the cover top edge are respaced with two fastening points at the center, instead of one.

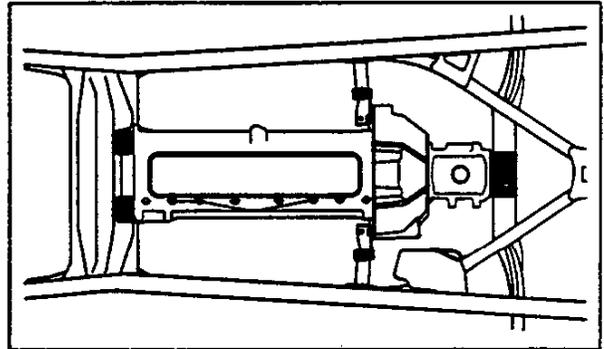


THERMOSTATIC HEAT CONTROL SPRING

A light spring of music wire, added in the cover of the exhaust manifold valve thermostat, exerts pressure on the end of the valve shaft to prevent rattling of the heat valve.

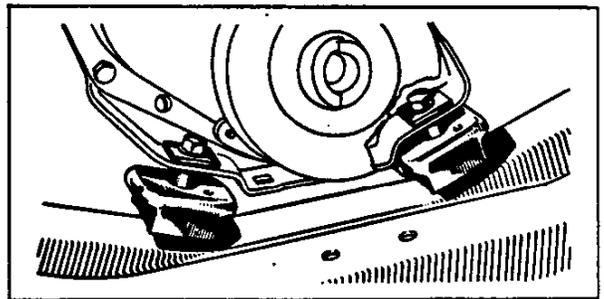
CLUTCH HOUSING

The clutch housing used on the STANDARD engine is identical with the MASTER clutch housing except for variations due to the use of different transmissions and because of the different engine locations in the respective chassis frames. The major variation between the two housings is in the distance below the crankshaft which is shorter on the STANDARD. This housing is much stronger and more rigid than that of the previous STANDARD engine as the new construction has six wide ribs radiating from the clutch center which reinforce the side and rear walls of the housing. Also, the rib which extends around the housing base increases in width at the sides of the housing.



ENGINE MOUNTINGS

The STANDARD engine is mounted to its new "X" type frame according to the cushion-balanced principle upon the same mountings which support the MASTER passenger engine. There are five of these mountings; two to the front cross member, one which supports the transmission end of the power plant and two side supports or stabilizers.

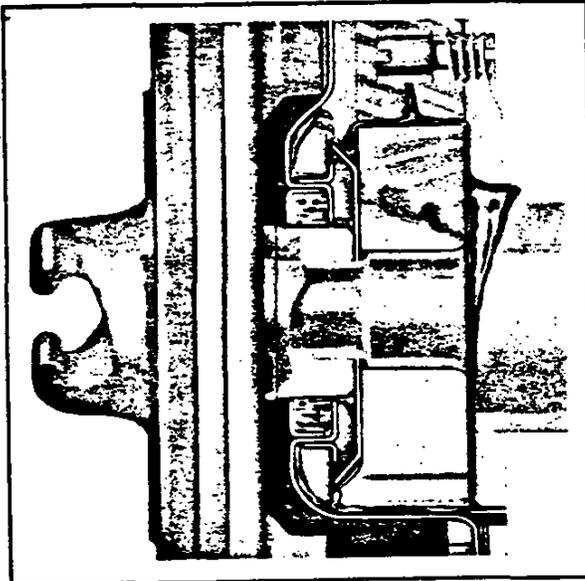


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circumstances and yet soft enough to fill up any minute irregularities in the skirt. In addition, tin from the piston is deposited on the cylinder walls to fill up any irregularities. Therefore, shortly after it goes into use, the tin-plated piston presents an ideally smooth surface to the ideally smooth cylinder bore. As the tin is softer than the cylinder walls, the break-in period of the piston is materially shortened and there is little likelihood of scoring or scuffing and sticking.

FRONT END COVER OIL SEAL

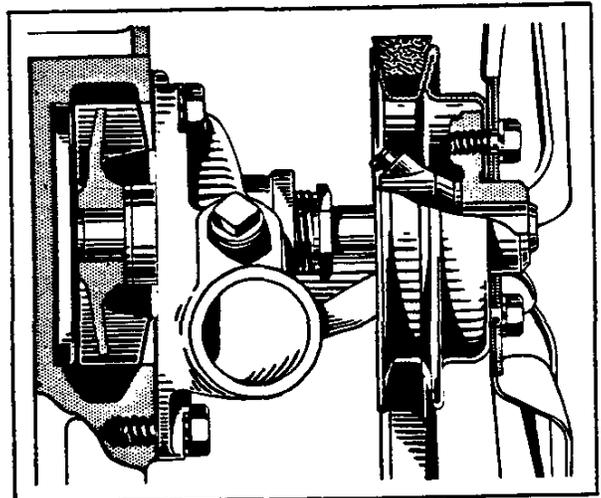
A large cork seal is added to the crankcase front end cover to assist the crankshaft oil thrower in preventing oil leakage around the hub of the harmonic balancer pulley. The seal is held in a depressed pocket in the cover by a stamped retainer. The hub of the pulley is ground to provide a smooth surface for a more perfect seal.



WATER PUMP

The STANDARD engine is equipped with the MASTER water pump which is located in the cylinder block. Its capacity is increased so that the air temperature at which the water boils is higher at all speeds of the car. The water does not boil as easily when the engine is idling or when the car is brought to a stop after traveling at high speeds. Thus, loss of water and anti-freeze solutions is greatly decreased. The water flows with greater speed thru the nozzles

in the cylinder head, producing an even temperature distribution thruout the head which eliminates any tendency to cause hot spots. The capacity of the water pump is increased by enlarging its impeller $\frac{3}{8}$ " in diameter, with a proportional enlargement of the water pump body. The diameter of the water pump inlet in the body is increased $\frac{1}{4}$ " to provide for the greater volume of water. The connections of the water pump to the radiator are redesigned to agree with these changes. The radiator outlet and its connection to the pump are increased in diameter to agree with the enlarged water pump inlet. Because of the location of the pump in the block, the MASTER type of outlet connection is used. This consists of two short hose and an elbow coupling. For this reason, also, the length of the radiator inlet hose is increased.



The water pump body has a tapped hole provided for easier car heater installation with neater and more leak-proof connections. A similar tapped hole is provided in the side and near the front of the cylinder head. The water leading from this connection to the heater is approximately ten degrees hotter than that drawn from the rear of the head as in previous designs. Pipe plugs fill these holes, pending the heater installation. The life of the water pump front bushing is increased due to the use of a pressed steel pulley bolted to a cast iron hub, instead of a cast iron pulley. The pressed steel pulley can be balanced to closer limits, thus decreasing wear of the bushing which may be caused by an unbalanced pulley.

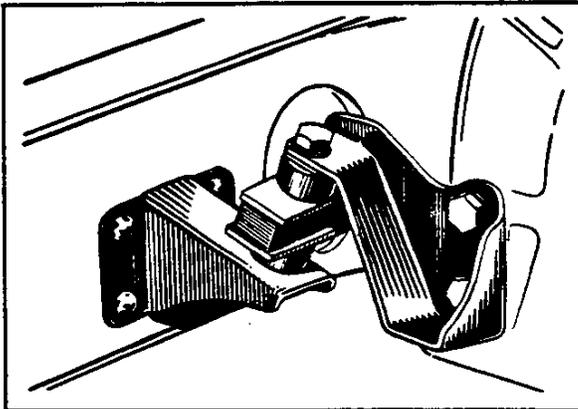
CHEVROLET 1935 STANDARD PASSENGER CAR ENGINEERING FEATURES

CYLINDER HEAD	1934 STANDARD	1934 MASTER	1935 STANDARD
Type	Conv. overhead	"Blue Flame"	"Blue Flame"
Inlet valve head diameter	1-29/64"	1-41/64"	1-41/64"
Exhaust valve head diameter ...	1-11/32"	1-15/32"	1-15/32"
Inlet valve stem diameter .....	.310" .....	.341" .....	.341"
Exhaust valve stem diameter ...	.309" .....	.340" .....	.340"
Valve spring pressure-			
- Valve closed	40 lbs.	45 lbs.	45 lbs.
- Valve open	75 lbs.	98 lbs.	98 lbs.
Inlet valve lift .....	.314" .....	.316" .....	.316"
Exhaust valve lift .....	.314" .....	.309" .....	.309"
Rocker shaft outside diameter..	.729" .....	.791" .....	.791"
Spark plug position	Horizontal	Angular	Angular
Spark plug size	AC, K-9	AC, K-10	AC, K-11
Stroke	3-1/2"	4"	4"
Connecting rod length	6-17/32"	7-1/2"	7-1/2"
Crankcase height	10-5/32"	11-3/8"	11-3/8"
Timing gear centers	4.314"	4.4415"	4.4415"
Starter gear ratio	10.4 to 1	14.6 to 1	14.6 to 1
Number of ring gear teeth	104	132	132
Inlet manifold port diameter ..	1-1/16"	1-1/4"	1-5/32"
Fuel pump oil seal	None	None	Rubber
Fuel pump sediment bowl	Small- In pump ...	Small- In pump ...	Large-Glass bowl
Air cleaner diameter	7-9/16"	8-9/16"	7-9/16"
Air cleaner height	6-1/8"	7"	6-1/8"
Exhaust manifold thermostat valve shaft anti-rattle spring	None	None	Lever spring
IGNITION DISTRIBUTOR			
Governor weights- Thickness ...	7/64"	7/64"	1/4"
- Stop	Against cam	Against cam	Against cover
Weights and cam material	Case-hardened steel stampings	Case-hardened steel stampings	Steel- machined, carburized and hardened
Vacuum spark advance	12°	17°	17°
HARMONIC BALANCER			
Type	None	Oscillating	Oscillating
Number of springs	None	96	104
Drive pin diameter	None .....	.468" .....	.571"
CRANKSHAFT			
Weight	57 lbs.	63-1/2 lbs.	69 lbs.
Rotating forces overcome	30%	50%	90%
Oil seal at front end	Slinger	Slinger	Slinger and cork
Clutch pilot bearing	8 rollers	9 balls	9 balls
Engine rotating parts balanced.	Separately	Separately	Selected
CONNECTING ROD BEARING			
Lubrication at high speeds	By oil scooped up by dipper	By oil scooped up by dipper	By oil stream in dipper path

CHEVROLET 1935 STANDARD PASSENGER CAR ENGINEERING FEATURES

ENGINE FRONT MOUNTINGS

The stability of the 1935 STANDARD passenger car is increased by the use of the two MASTER engine front mountings which are located either side of the car center. These take the place of the single, centrally-located front mounting of the 1934 STANDARD car. These MASTER mountings are entirely redesigned. The rubber is securely vulcanized in an inverted box-shaped retainer which fully protects the rubber from the deteriorating effect of oil and water. A lower mounting plate of channel section steel is molded in the rubber between ears extending from the front and rear sides of the retainer. These ears reinforce the rubber, permitting it to flex sideways only. Large nuts, welded to the retainer and lower plate, have rectangular shoulders at their extreme ends. These fit in slots in the engine front end plate and the frame front cross member, preventing turning of the units.



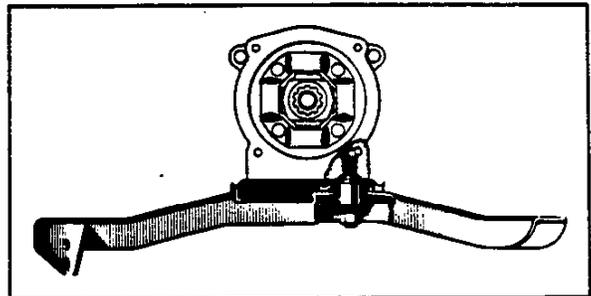
ENGINE SIDE MOUNTINGS

The engine side mountings, or stabilizers, are relocated and entirely redesigned. They are located at either side of the clutch housing to which they are attached by strong

flanged steel brackets bolted to the front of the housing. Channel section steel brackets provide attachments to the frame. Each mounting unit consists of a block of rubber securely vulcanized between two rectangular steel plates. Large nuts are welded to these plates to retain the mountings between the brackets of the clutch housing and frame.

TRANSMISSION SUPPORT

The rubber cushion upon which the rear end of the power plant is mounted is identical in design with that of the MASTER engine for 1934 and 1935. The support upon which this



cushion is vulcanized is slightly different from the MASTER support, due to its attachment to the chassis frame.

ENGINE UNDERPANS

The engine underpans are redesigned to conform to the new STANDARD "X" type frame and the new MASTER engine with its improved mountings. These underpans provide more perfect closure between the chassis frame and the engine, protecting the engine from splash and dirt. As there is no large cross member immediately at the rear of the pans to block the passage of air, the ventilation to the engine compartment is improved. Strong steel reinforcements located near the rear of the underpans brace them to the frame, preventing vibration and rattles.

COMPARATIVE SPECIFICATIONS

	1934 STANDARD	1934 MASTER	1935 STANDARD
Maximum horsepower	60	80	74
Engine RPM at max.H.P. .	3000	3300	3200
Horsepower at 1000 RPM..	23	28.5	29
Horsepower at 2000 RPM..	47	58	57.5
Maximum torque	125 ft.lbs.	150 ft.lbs.	150 ft.lbs.
Engine RPM at max.torque	1200 to 2000	800 to 2200	1000 to 2000
Compression ratio	5.35 to 1	5.45 to 1	5.45 to 1
Piston displacement	181 cu.in.	206.8 cu.in.	206.8 cu.in.

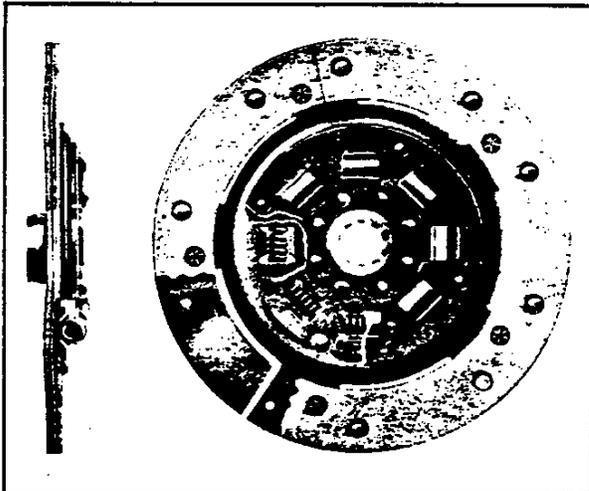
CHEVROLET 1935 STANDARD PASSENGER CAR ENGINEERING FEATURES

CLUTCH

The MASTER passenger clutch is used with the new and improved MASTER engine in the 1935 STANDARD car. Its engagement is smoother than that of the 1934 MASTER clutch and is accomplished with greater ease, an important item to the driver. These features are the result of important changes made in the clutch driven plate and a new and simplified clutch control.

CLUTCH DRIVEN PLATE

The clutch driven plate is redesigned to allow more gradual and smoother clutch operation without jerking or chatter. In previous designs, effort has been confined to the elimination of clutch chatter at moderate and heavy driving load applications, but, in this design, chatter at light driving load applications also has been considered and practically eliminated. This means that when the driver wishes to move his car only a few feet, such as when working it into a parking space, there is no chatter with the clutch only partially released.

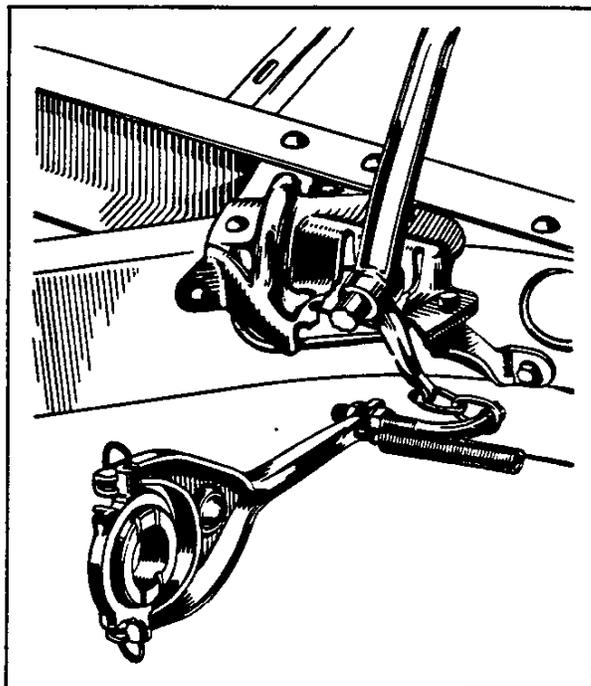


The rim of the clutch driven plate is divided into five equally spaced blades formed by slots extending across the rim and partially around the periphery of the dished portion of the plate. Each blade is depressed toward the flywheel face with a smooth radial wave. The rim of the plate is tempered so that these waves keep their shape regardless of the occasional high temperatures they encounter. The clutch facings conform to the shape of the waves so that when the clutch is disengaged, there are five high spots on the face

nearest the flywheel and five spots on the opposite face where the facing is supported by the plate. Upon engagement, these spots encounter the faces of the flywheel and pressure plate, gradually flattening under the clutch spring pressure until full engagement is accomplished. In this manner, the shock of the full driving load of the engine is not taken all at once, but is smoothly absorbed. The fundamental design of this type of clutch driven plate permits the use of slightly harder clutch facings. The harder facings are more durable and are less affected by atmospheric conditions, thus increasing their life and providing more uniform performance. The eight springs which cushion the contact between the hub and disc of the driven plate are held in the plate by an improved retainer. This retainer provides more bearing surface for the springs and prevents them from dropping into the clutch mechanism, should breakage occur.

SIMPLIFIED CLUTCH RELEASE

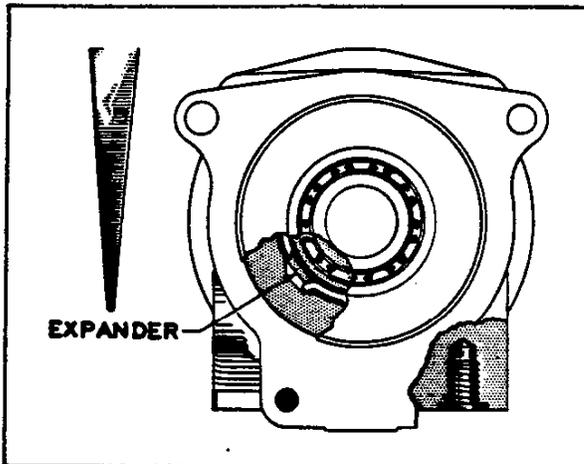
The clutch pedal pressure remains constant throughout the life of the car, due to a new and simplified design of the clutch release mechanism in which friction is almost entirely eliminated.



CHEVROLET 1935 STANDARD PASSENGER CAR ENGINEERING FEATURES

	1934 STANDARD	1934 MASTER	1935 STANDARD
CONNECTING ROD BEARING (cont.).			
Oil groove depth .....	.020" min. ....	.020" min. ....	.041" min.
Oil groove spread	1"	1"	3/4"
Oil reservoir	None	None	Milled pocket
Oil dipper width .....	.171" .....	.171" .....	.312"
PISTON RINGS			
Piston oil ring groove width ..	.102" .....	.102" .....	.123"
PISTON			
Oil ring groove depth .....	.170" .....	.170" .....	.156"
Oil drain hole size	9/64"	9/64"	5/32"
Bearing surface	Cast iron	Cast iron	Tin-plated cast iron
OIL PUMP			
Capacity- Quarts per minute ...	5.3	5.3	6.5
Suction pipe hole diameter ....	.272" .....	.272" .....	.325"
Oil delivery slot height	1/4"	1/4"	13/32"
Rotor and blades height	27/32"	27/32"	1-1/32"
Rotor shaft length	1-1/4"	1-1/4"	1-13/16"
Rotor shaft bearing area	2-1/64 sq.in.	2-1/64 sq.in.	3-9/16 sq.in.
Drive shaft bearing length	15/16"	1-1/8"	1-9/16"
Drive shaft material	Steel	Steel	Steel- Hardened
Oil delivery pipe diameter	5/16"	5/16"	3/8"
Distributor valve orifice dia..	9/32"	9/32"	7/16"
OIL PAN			
Oil pan drain location	At bottom	At bottom	At left side
Crankcase oil capacity	4-1/2 qts.	5 qts.	5 qts.
COOLING			
Water pump location	In cylinder head	In cylinder block	In cylinder block
Water pump impeller diameter ..	2-3/4"	2-3/4"	3-1/8"
Water pump outlet	In pump body	On cylinder head..	On cylinder head
Radiator outlet hose diameter..	1-1/4"	1-1/4"	1-1/2"
Radiator outlet hose length ...	9-5/16"	3-1/2" and 4-1/2" (2 pieces)	4-1/4" (2 pieces)
Radiator inlet hose length	10-3/4"	6-11/16"	6-1/2"
Water pump pulley	Cast iron	Cast iron	Pressed steel
Heater inlet connection	At rear of cylinder head	At rear of cylinder head	At front of cylinder head
Heater outlet connection	In water pump inlet hose	In water pump inlet hose	In water pump body
Thermostat provision	In water pump inlet hose	In cylinder head..	In cylinder head

CHEVROLET 1935 STANDARD PASSENGER CAR ENGINEERING FEATURES



firmly in place. A large notch in the bore permits the easy insertion at the split of the snap ring of a flat pointed expander tool with wedge edges. Pressure on the tool causes the ring to distend farther into the bore undercut, releasing the bearing which may be pushed out of the bore. The ends of the snap ring are carefully formed to fit the wedge shaped edges of the tool.

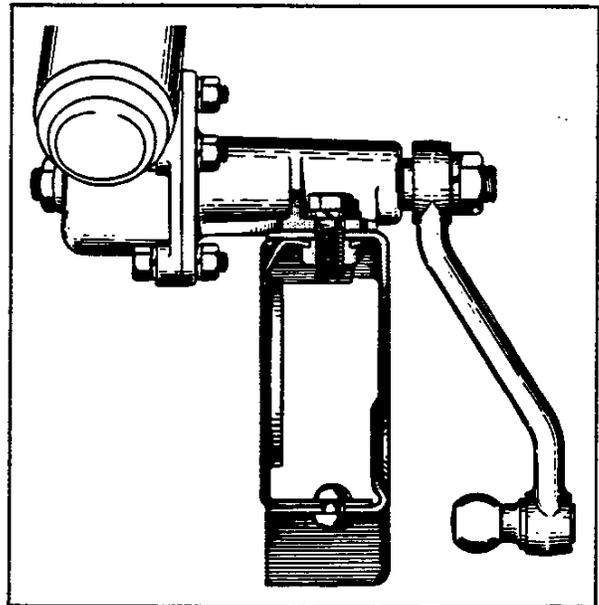
The rear end of the bearing retainer is reshaped to support the rear of the engine upon the rubber cushion of the new transmission support. A large pad with a flat, smooth surface is provided at the base of the retainer to provide full contact upon the cushion. Tapped holes at either end of this pad provide the means of attachment to the support.

COMPARATIVE SPECIFICATIONS

	1934	1935
Clutch gear spline O.D.	1.000"	1.115"
Clutch gear shaft diameter	1"	1-3/32"
Rear bearing retention	By three rivets	By snap ring
Attachment to transmission support	Two bolts thru flange of support	Two bolts thru support

STEERING

The steering gear is more securely and rigidly mounted to the chassis frame in a design entirely different from that of its predecessor. It is mounted on top of the strong box section formed by the side rail and sub-frame rather than being attached to the web of the side rail. Wide sturdy flanges cast integrally at the front and rear of the pitman shaft housing provide the means of support. Thick cast ribs brace these flanges to the cylinder of the housing. Two strong bolts of larger diameter extend thru these flanges to attach the steering gear to special nuts riveted in the flange of the side rail. The location of these bolts on top of the frame makes them very accessible for removal of the steering gear. Ribs depressed into the upper corner of the sub-frame section at each of these attachments brace the upper flanges of the side rail and sub-frame to the web of the sub-frame, stiffening the box section to provide a more rigid support for the steering gear.



COMPARATIVE SPECIFICATIONS

	1934	1935
Steering gear mounting	To web of frame side rail	On top of side rail box section
Steering gear attaching bolts	Three 5/16" bolts	Two 7/16" bolts

CHEVROLET 1935 STANDARD PASSENGER CAR ENGINEERING FEATURES

A case hardened chain of two links connects the clutch pedal to the clutch release yoke, eliminating all the friction producing mechanism of the previous model. An integral extension of the clutch pedal has a hook for attachment of the rear link, while the forward link is slipped over the offset end of the clutch adjusting rod which extends forward from the clutch release yoke. This link fits in a notch provided between two sets of nipples at the end of the rod. The pull back spring retains the chain in tension at all times, preventing disconnection. While the chain is designed to last for the life of the car, it can be replaced very easily and quickly if replacement should become desirable. The clutch adjusting rod is held in the lever end of the release yoke by two nuts, one on either side of the lever. A flat in the lever hole and on the rod prevents the rod from turning.

Due to the new design of clutch control, minor alterations have been made thruout the control linkage. The leverage ratios are changed, the total ratio being approximately

thirteen percent below that of the previous STANDARD model. The free pedal travel is increased to get additional floor board clearance. The slot in the clutch housing, thru which the clutch fork travels, is enlarged and relocated. The lower edge of this slot now acts as the stop for the clutch fork. The initial load of the clutch fork pull back spring is decreased approximately ten pounds, its rate decreased and its directional pull on the clutch fork revised to agree with the changes in the slot.

PEDAL MOUNTING TO FRAME

The STANDARD clutch and brake pedals are mounted to the chassis frame upon the sturdy frame pedal bracket. The pedal shaft rests in a half cylindrical depression in this bracket, where it is clamped tightly by an adjustable bracket cap of similar design to that of the previous STANDARD. The outer end of the pedal shaft bridges a clearance hole stamped in the bracket for the mounting of the clutch pedal and extends thru a down-turned ear of the bracket which braces the shaft.

COMPARATIVE SPECIFICATIONS

	1934 STANDARD	1934 MASTER	1935 STANDARD
Cover material	Cast iron	Pressed steel .....	..... Pressed steel
Drive	Radial pins	Pressure plate posts.	.Pressure plate posts
Engagement	Thru warped driven plate	Thru warped driven plate	Thru waved driven plate
Driven plate heat treatment	None	None .....	..... Heat treated
Cushion spring retention	Between flanges of plate and retainer	Between flanges of plate and retainer.	Between flanges of plate and wall of retainer
Release control type ...	Thru idler lever and two connecting rods.	Thru idler lever and two connecting rods.	Thru hardened chain links

TRANSMISSION

The STANDARD transmission, which has given such satisfactory performance during the past season, is retained in the 1935 STANDARD models with several improvements.

The splines of the clutch gear are enlarged in diameter to provide for the increased torque of the new engine and to fit the new clutch driven plate. The clutch gear shaft is also of greater diameter and provides a

stiffer support for the clutch gear.

The method of holding the transmission rear bearing in its retainer is improved to give a more substantial construction and to permit easier assembly and removal of the bearing. A snap ring of rectangular section spring steel wire distends in undercuts in both the outer race of the bearing and in the bore of the retainer to hold the bearing

CHEVROLET 1935 STANDARD PASSENGER CAR ENGINEERING FEATURES

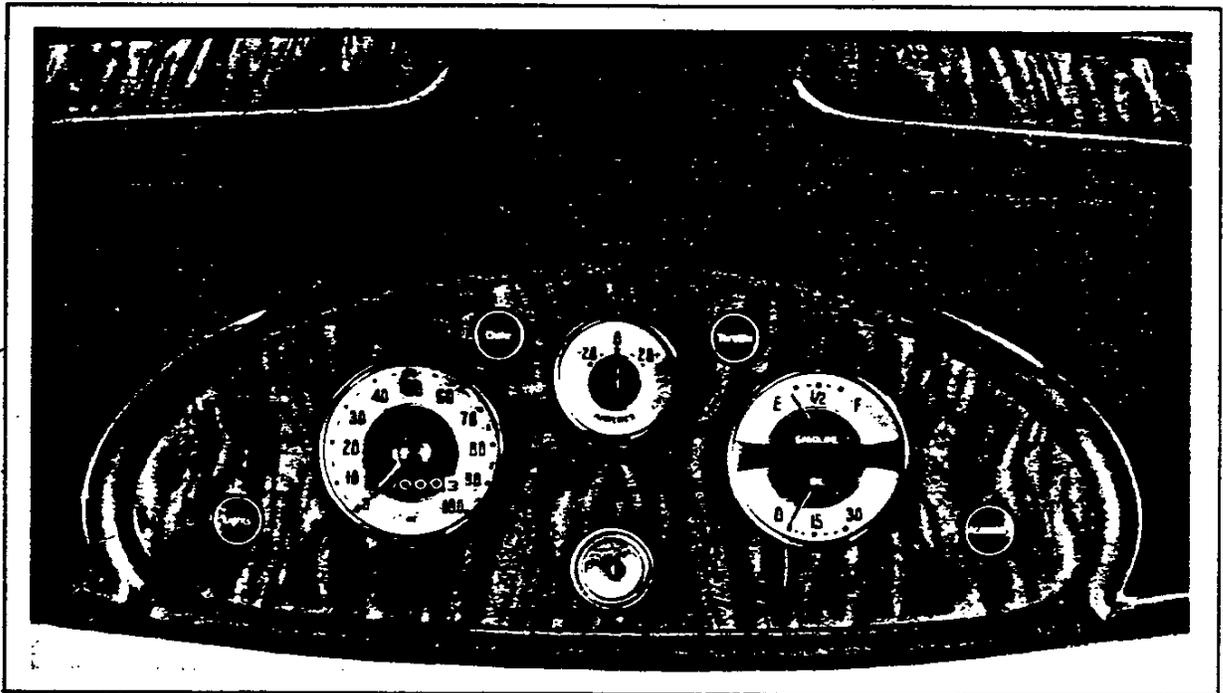
INSTRUMENT PANEL

The appearance of the instrument panel is greatly enriched by a new, more attractive treatment of the instrument dials, control buttons and panel proper. The central panel, upon which the instruments are mounted, and the two embossed panels in the header below the windshield are grained to simulate walnut wood, which causes them to stand out upon the black background of the main panel.

While the location of the instruments is not changed, their appearance is greatly improved and they are more easily read. The letters upon the dials are of a more pleasing shape

and are colored dark brown upon a rich cream background.

A large dark brown target upon the center of each dial directs the eye to the numbers, facilitating reading. The pointers are reshaped and are of a lighter brown color, which causes them to stand out more sharply. The glass of each instrument is concave to diffuse the light more evenly over the dial surface, causing both dial and pointer to stand out distinctly. The bakelite knobs of the control buttons are mottled in dark brown to harmonize with the walnut of the instrument panel and the color of the dials.



COMPARATIVE SPECIFICATIONS

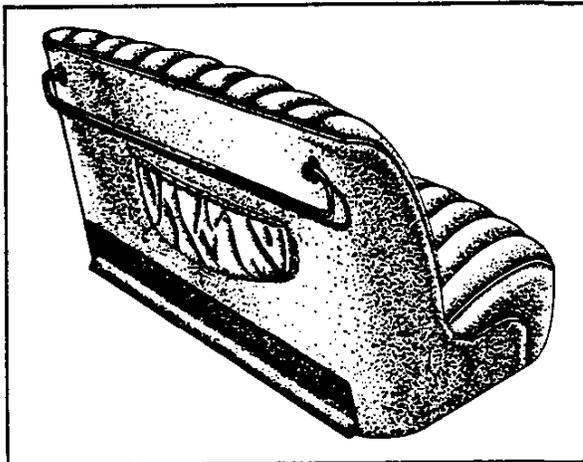
	1934	1935
Ignition coil mounting	On front of dash ...	On right side of engine
High tension distributor lead length	19-7/16"	5-1/2"
Ignition coil cap	Not removable	Removable
Spark plug wire brackets	Bolted to push rod cover	Welded to push rod cover
Ignition and door lock key type	Double-bitted	Single-bitted
Key tab location	At top of key body	In key body
Instrument panel finish	Black enamel	Black enamel with walnut grained panels
Instrument dial letters	White on black	Brown on cream
Instrument dial glass	Convex	Concave
Control button color	Black	Mottled brown

CHEVROLET 1935 STANDARD PASSENGER CAR ENGINEERING FEATURES

The driver's seat is provided with a "finger-tip" adjustment control, so that the seat can be adjusted to insure the comfort of the driver.

SEDAN REAR COMPARTMENT

The rear compartment is provided with a carpet-covered foot rest built into a recess in the back of the front seat to afford a substantial support for the feet of the rear seat passengers with a maximum of leg room. The recess into which the foot rest is built is hidden from view, when the door is opened, by the edges of the seat which extend to the floor at either side of the recess. The carpet-covered rear compartment floor is entirely flat, with no rise at the front of the rear seat, affording a sure gripping surface for the heels of the rear passengers to enable them to rise with ease when leaving the car.



SEDAN EQUIPMENT

Convenient cloth patch pockets, of the same mohair material as the upholstery, are located on the back of the front seat and on the right front door for the disposal of small articles.

A robe rail of metal, finished in color to harmonize with the upholstery, is located on the back of the front seat.

Like the Coach of the previous season, the Sedan is equipped with a windshield wiper, an adjustable sun shade, a rear view mirror, push button internal door latches in the moulding of each door, slender streamlined chrome plated outside door handles, window mouldings grained to simulate walnut wood, a dome lamp with a convenient switch and an adjustable roller silk rear window shade.

SEDAN VENTILATION

Fisher venti-panes in the windows of the front doors provide No-draft ventilation and are equipped with rain deflectors to exclude rain and prevent down-draft.

The cowl ventilator opens to the front and is operated by a toggle-action handle to insure its closing tightly. A fine mesh screen excludes insects when the ventilator is open. The plated window and venti-pane regulators in each door have attractive bakelite knobs colored to match the window mouldings.

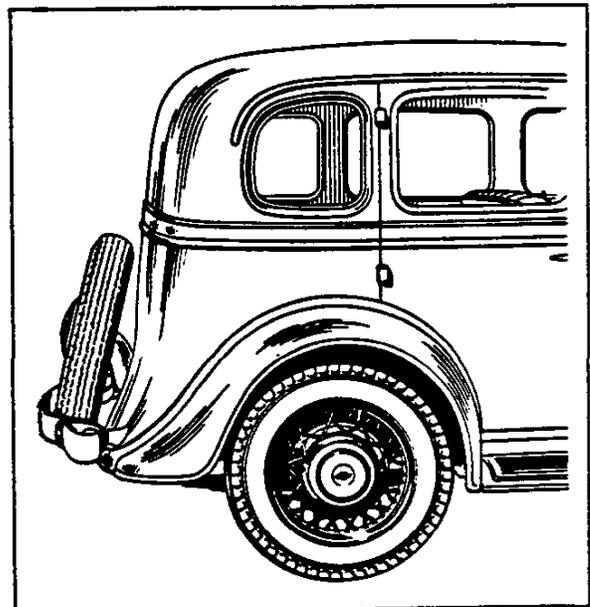
The windshield, rear quarter windows and rear windows are permanently sealed in rubber to exclude rain, cold and drafts.

SEDAN CONSTRUCTION

The doors are wide, permitting easy entrance and egress and are similar in design and construction with the doors of the 1934 MASTER Sedan. They have draft-proof dropped sills, adjustable internal braces and 1934 MASTER door locks.

A removable panel in the body floor under the front seat permits easy access to the storage battery.

The body is of steel reinforced by hard wood and is of similar construction to that of the 1934 MASTER, including strong steel braces which extend diagonally from the rear sills up to the rear belt under the rear window to provide rigidity to the entire rear end structure.

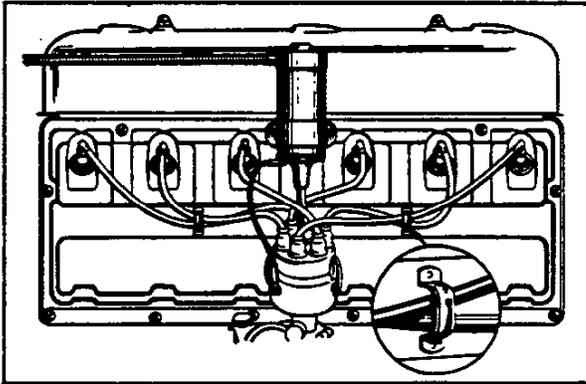


CHEVROLET 1935 STANDARD PASSENGER CAR ENGINEERING FEATURES

ELECTRICAL EQUIPMENT AND INSTRUMENTS

IGNITION COIL

The ignition coil is mounted high on the side of the engine above the distributor, where it is more fully protected by the hood from water. This new location permits the use of a high tension distributor lead which is much shorter in length and farther away from the radio, thus eliminating radio interference. The shorter lead also shortens the time required for high tension current to reach the distributor. The coil is held to the engine by two screws at the top center of the push rod cover.



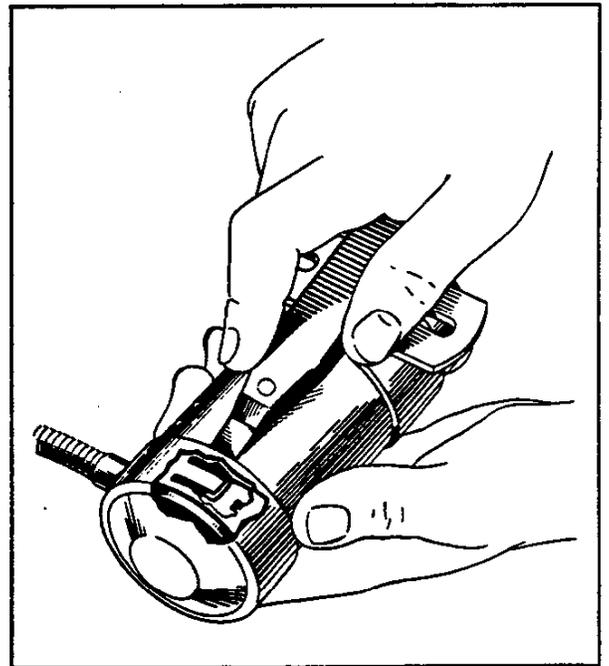
A new method of locking the cap on the coil permits its removal without damage to either cap or coil and yet defeats tampering. The cap is a cylindrical stamped cup with the armored cable leading to the ignition lock firmly held in its wall. A cylinder of sheet metal is pressed into the cap and welded, doubling the wall thickness. This cylinder has two small rigid tangs and one large flexible tang projecting inward.

In assembling, the cap fits tightly over the case of the coil, the two small tangs engaging the vertical slots of "L" shaped notches in the coil wall. The cap is then turned on the coil. The small tangs engage the horizontal portions of their notches and the large tang snaps into a depressed portion of the coil wall, preventing a reverse turn for removal of the cap. The large tang is located on the engine side of the coil and can be reached only by removing the coil from the engine. In removing the cap, the coil is first removed from the side of the engine. A special tool with a thin flexible knife-like blade is then inserted between the coil wall and the wall of the cap, depressing the large

tang from the depression in the coil wall. The cap then is turned to disengage the "L" shaped notches and is pulled from the coil. The spark plug wire brackets support the wires, instead of only guiding them. They are simple flanged channel stampings with depressed webs and sides to provide a smooth rounded surface which will not scuff the wires. They are welded by their flanges to the middle rib of the push rod cover at right angles to their former positions.

IGNITION AND DOOR LOCK KEY

The lock tumbler, which is used in the ignition and right front door locks of all closed models, is redesigned to be operated by a single-bitted key which fits in the lock with the bitted edge downward. With this knowledge, the driver will soon form the habit of inserting the key in the lock properly with greater ease on his part. The removable number tab, which permits only the owner and maker to have knowledge of the key number, is pressed into the body of the key at the point where the hole for the key ring is generally located. After the owner has made a record of this number, he may easily depress the tab from the key, leaving a hole for his key ring.



CHEVROLET 1935 STANDARD PASSENGER CAR ENGINEERING FEATURES

SEDAN DELIVERY SIZE AND APPEARANCE

It is built to the same external size and contour as the 1935 Coach and Sedan and has the same size front doors as the Coach. Sign panels of the same size and contour of the Coach rear quarter windows provide plenty of advertising space.

SEDAN DELIVERY COWL VENTILATOR

As on the other closed models of the STANDARD line, the cowl ventilator of the Sedan Delivery opens to the front and is operated by a toggle-action handle which insures tight closure.

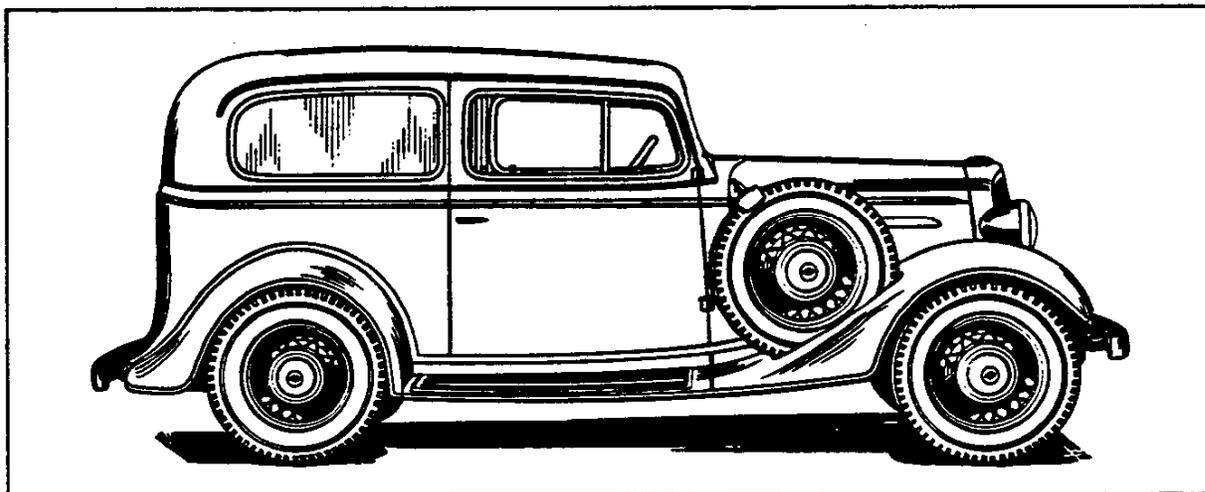
be adjusted by a "finger-tip" control to assure the maximum of driving comfort.

Provision is made for removing the storage battery thru the body floor under the passenger's seat.

Imitation leather is used to trim both side doors, the rear compartment door and the entire coved ceiling from the windshield to the rear door.

A convenient pocket for the disposal of small articles is provided in the trimming of the right front door.

A dome light, with a convenient switch, illuminates the entire car interior.



SEDAN DELIVERY DOORS

The rear compartment door is wide and of dropped sill construction, as are the side doors, and has the same size rear window as the Coach. This window is equipped with a "T" handle regulator so that it may be opened or closed.

The front doors are provided with Fisher venti-panes, venti-pane rain deflectors, bakelite window and venti-pane regulator knobs and Fisher push-pull button type door lock latches located in the window mouldings. The external door handles are chrome plated narrow streamlined handles of the same design as on the other STANDARD models.

The rear compartment door is equipped with a lock located directly below the door handle.

SEDAN DELIVERY SEATS AND UPHOLSTERY

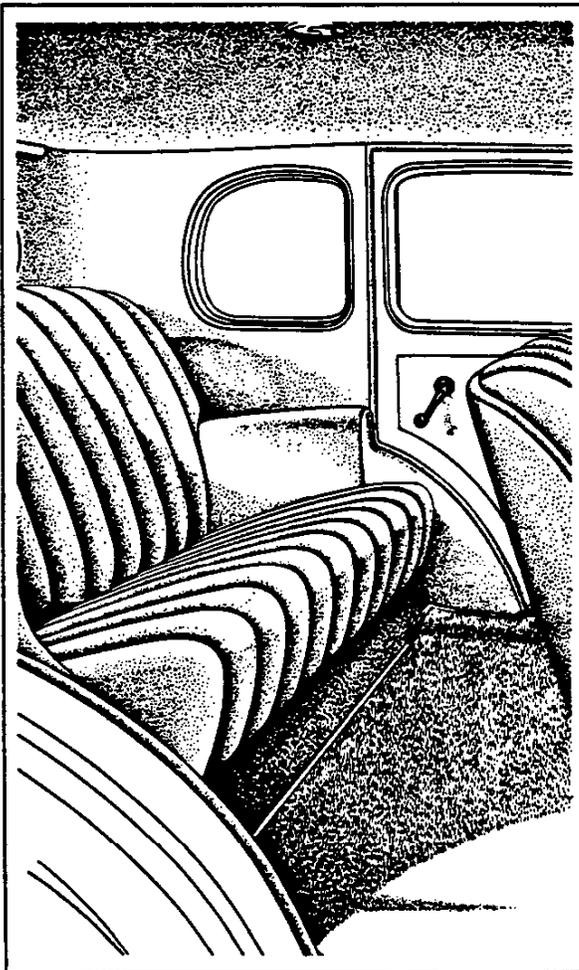
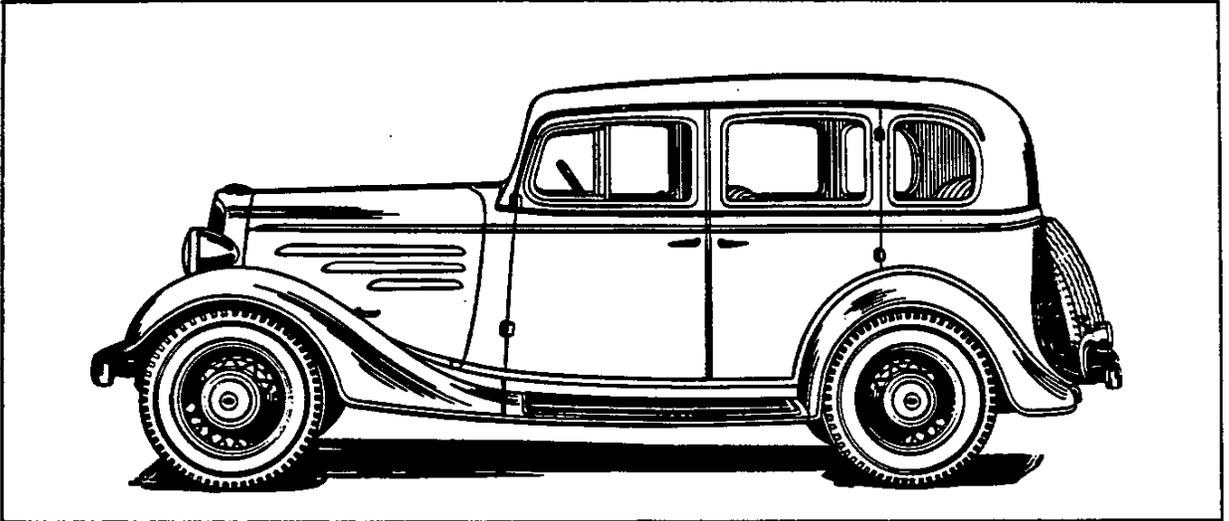
The seats are Coach type bucket seats trimmed with imitation leather. The driver's seat may

As on the other STANDARD models, the windshield wiper, rear view mirror and adjustable sun shade for the driver are standard equipment.

SEDAN DELIVERY LOADING SPACE

The rear compartment provides plenty of carrying space for the average small business needs. Its floor, which is raised 5-3/8" above that of the front compartment, is 50-7/8" long and measures 45-1/2" wide at the front, 48-3/4" wide at the rear, with 44-13/16" between wheelhouses. The loading space is 40-5/8" high and is 52-3/4" wide at the belt. The rear opening to the compartment is large to facilitate loading. It measures 34-11/16" wide and 34-3/8" high from the floor to the top of the door opening. The walls of the compartment are completely lined with panelling of a durable material which protects the load from heat, cold and dust.

CHEVROLET 1935 STANDARD PASSENGER CAR ENGINEERING FEATURES



BODIES

The 1935 line of STANDARD passenger cars affords a choice of six body styles to suit every transportation need of prospective Chevrolet owners. This line includes the new STANDARD Sedan, the improved and larger STANDARD Coach and the STANDARD Phaeton, three full-sized roomy and comfortable five passenger cars. The Sport Roadster with its large rumble seat carries four passengers comfortably. The Business Coupe, with its large luggage compartment, provides quick transportation for business men, while the new STANDARD Sedan Delivery enables business firms dealing in small articles to furnish smart, prompt, yet economical delivery service.

STANDARD SEDAN

The STANDARD Sedan is a comfortable and luxurious body model comparing very favorably in size and equipment with earlier and more expensive Chevrolet Sedans.

SEDAN UPHOLSTERY

It is upholstered with mohair material of a beautiful shade and heavy long-wearing texture and has a neat, well-tailored head lining harmonizing in color with the upholstery.

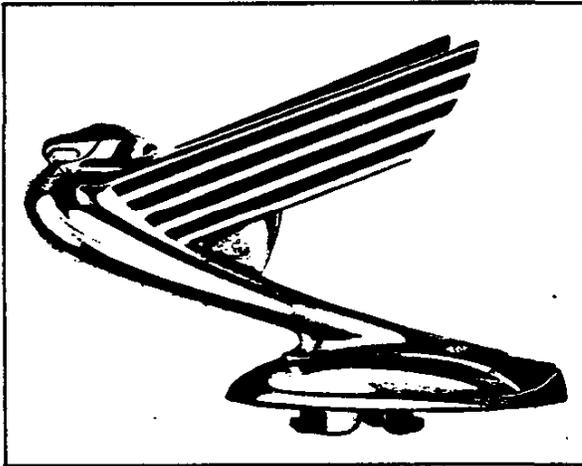
SEDAN SEATS

Its seats are deep and comfortable with large arm rests built into depressions in the body at each side of the rear seat to afford plenty of elbow room.

CHEVROLET 1935 STANDARD PASSENGER CAR ENGINEERING FEATURES

provide an even greater choice.

Front bumper.
Rear bumper.
Special rear bumper for Sedan Delivery.
Bumper guards.
Spring covers.
Hub cap lock.
Fender well tire lock.
Fabrikoid tire cover.
Metal tire cover.
License plate frame.
Fender marker.
Matched horns.
Ornamental radiator filler cap.



Radiator filler cap lock.
Rubberized fabric radiator cover.
Sport light.
Lamp bulb kit.
Frame type electric windshield defroster.
Windshield wiper and motor - right hand.
Insect screen for side ventilators.
Rear view mirror with clock.
Electric clock.
Vanity visor mirror.
Sun visor - right hand.
Cigarette lighter.
Car heaters.
Radio.
Onyx gearshift lever knob.
Seat covers.
Locking fuel tank cap.
Tail lamp - right hand.
Windows to replace sign panels of Sedan Delivery
Anti-squeak grease gun.
Anti-freeze.
Glass cleaner and upholstery cleaners.
Top dressings, lubricants and polish.

ORNAMENTAL RADIATOR CAP

A very attractive and smart ornamental radiator cap is provided as special equipment for the STANDARD models. It consists of a symbolic bird streamlined to typify speed. It is chrome plated with alternately chrome plated and black painted feathers. Its smooth rounded contours make it both easy to clean and polish.

FRAME TYPE WINDSHIELD DEFROSTER

A very efficient electric windshield defroster maintains clear driving vision even in the coldest weather. This defroster is of the frame type consisting of three electrically heated wires tightly stretched under glass in a large metal frame. The construction is very rigid. The steel frame, which is finished to harmonize in color with the car interior, is reinforced by a steel band which is part of the heating unit and also acts as a retainer for a rubber seal on the windshield side of the frame. This seal, which extends entirely around the frame, provides effective closure for the heating wires, concentrating the heat of the wires in the portion of the windshield covered by the



frame. When that spot becomes thoroughly warmed, the heat will naturally spread over the windshield in the vicinity of the defroster. The heating wires are stretched across the frame and are supported at each end by leaf springs held to the seal retainer. The springs keep the wires taut at all times, compensating for their elongation when heated, thus preventing them from sagging. The defroster is supported to the windshield by suction cups at either end of the frame. While these cups are easily removable, the unit may be taken from the windshield if the driver so desires, leaving the cups on the windshield for quick installation. This is easily done by removing the blind nuts which hold the frame to the suction cups.

CHEVROLET 1935 STANDARD PASSENGER CAR ENGINEERING FEATURES

SEDAN EXTERNAL APPEARANCE

The STANDARD Sedan body is 3-1/4" longer than that of the 1934 STANDARD Coach and has the same smart, streamlined appearance which is further improved by a neater treatment of the rear end contour. The entire rear end is one continuous panel which extends from the roof of the car in an unbroken contour which flows smoothly into the flared "beaver tail", covering the rear end of the chassis.

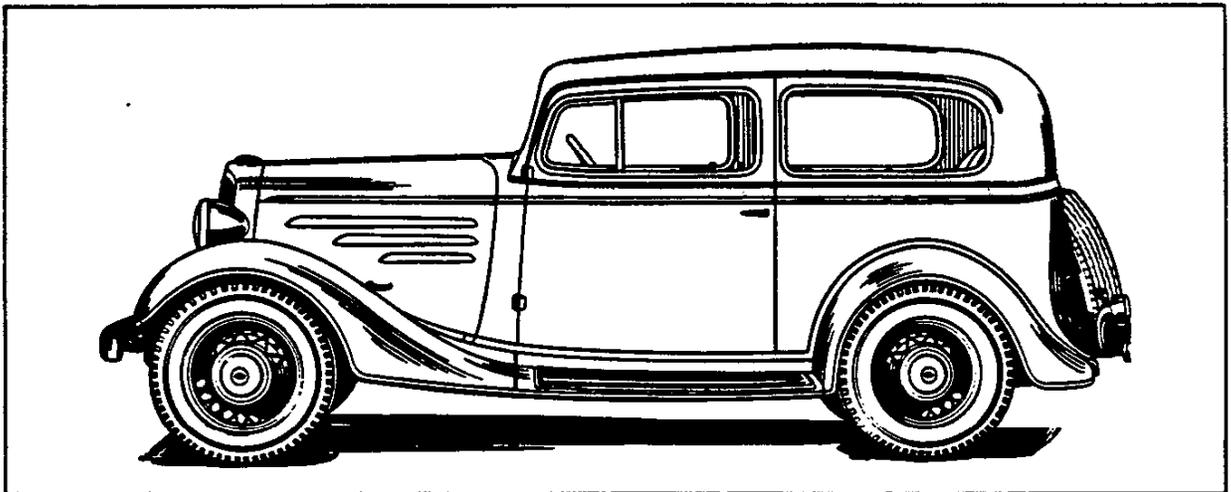
The tire carrier, which is of a similar design to that of the 1934 STANDARD Coach, is mounted neatly to the chassis frame by bolts extending thru this panel. The fuel tank filler and the frame extensions for the

made in the body floor for removal of the storage battery and the diagonal braces used to provide rear end structural rigidity in the Sedan are also added in the Coach.

STANDARD PHAETON

The floor in the rear compartment of the Phaeton is 3/4" lower and the front seat back is recessed. Both of these improvements provide more leg room for the rear seat passengers.

Provision, similar to that in the Sedan, is made for the removal of the storage battery located in the chassis frame below the Phaeton front seat.



mounting of the rear bumper also extend thru holes in this panel which are hidden by neat rubber collars.

STANDARD COACH

The STANDARD Coach is identical in size and contour with the new STANDARD Sedan, which increases its length 3-1/4" over that of its predecessor, providing more leg room in the rear seat.

The Coach driver's seat is provided with a "finger-tip" adjustment. Its upholstery and head lining are improved, being the same as that in the Sedan. Like the Sedan, it has a flat floor in its rear compartment. The screened cowl ventilator opens to the front, as on the Sedan, and is operated by a toggle-action handle to insure its closing tightly. Bakelite window and venti-pane regulator knobs replace the metal knobs of its predecessor.

Similar provision to that of the Sedan is

STANDARD BUSINESS COUPE

The seat of the STANDARD Business Coupe is adjustable by means of a "finger-tip" control. It is upholstered with the improved mohair material used on the Sedan. The Coupe window and venti-pane regulator knobs are walnut colored bakelite and provision is made for removing the battery thru the seat.

The cowl ventilator opens to the front as on the Sedan and is operated by the same toggle-action handle.

STANDARD SPORT ROADSTER

The 1934 STANDARD Sport Roadster body is continued in the 1935 line with no change, except that provision is made for the removal of the battery thru the seat.

STANDARD SEDAN DELIVERY

The STANDARD Sedan Delivery takes the place of the Sedan Delivery model formerly furnished on the MASTER passenger chassis.

CHEVROLET 1935 STANDARD PASSENGER CAR ENGINEERING FEATURES

SEDAN DELIVERY SPARE TIRE CARRIER

The spare tire of the Sedan Delivery is carried in a well in the right front fender, as on the 1934 MASTER model and is firmly clamped in the well by the same type of clamp.

SAFETY GLASS

Safety glass is standard equipment in the windshield and venti-panes of all models. Due to legislation in some states, all windows of cars sold in those states must be of safety glass, which is installed at additional cost.

COMPARATIVE SPECIFICATIONS

SEDAN INSIDE DIMENSIONS	1934	1935
Windshield to rear window	None	84-3/8"
Dash to rear window	None	98-5/16"
Front seat leg room- neutral position	None	39-5/8"
Front seat head room- neutral position	None	34-3/4"
Rear seat leg room	None	40-3/8"
Rear seat head room	None	36-1/16"
Width between front pillars at belt	None	41"
Width between center pillars at belt	None	49-3/8"
Width between rear pillars at belt	None	52"
COACH INSIDE DIMENSIONS		
Windshield to rear window	81-1/8"	84-3/8"
Dash to rear window	95-1/4"	98-5/16"
Rear seat leg room	44"	46-1/4"
SEDAN DELIVERY LOAD SPACE		
Floor length	None	50-7/8"
Floor width at front	None	45-1/2"
Floor width between wheelhouses	None	44-13/16"
Floor width at rear	None	48-3/4"
Load space width at belt	None	52-3/4"
Load space height	None	40-5/8"
Rear door opening width	None	34-11/16"
Rear door opening height	None	34-3/8"
PHAETON		
Rear seat height to floor	14-3/4"	15-1/2"
CLOSED BODY FEATURES		
Driver's seat adjustment type	Not automatic	"Finger-tip"
Coach rear compartment floor	Raised at rear seat	Flat
Sedan arm rests	None	Recessed into body wall
Windshield and venti-pane regulator knobs ..	Metal	Bakelite

SPECIAL EQUIPMENT

A complete line of accessories is provided for the motorist who wishes equipment in addition to that furnished with the car as standard. Each accessory is designed to fit and cooperate with the car as it is built in production and each includes the same high-

grade materials and workmanship found in all Chevrolet products. The accessories provided include those listed below. Only that equipment which is entirely new at this time is described in detail. Additional accessories will be added thruout the 1935 season to



CHEVROLET 1935 STANDARD PASSENGER CAR ENGINEERING FEATURES

A silk covered extension cord extends from the left side of the unit to provide connection to the ignition switch thru which the defroster is controlled. The heater operates when the switch is on and ceases to function when the switch is off. To turn off the heater when driving, it is merely necessary to pull the cord plug from the side of the frame. After pulling the plug, the cord may be wrapped around the steering column where it will be out of the way.

SEDAN DELIVERY REAR QUARTER WINDOWS

As special equipment, the advertising panels of the Sedan Delivery model may be replaced by glass windows equipped with regulators so that the car may be used for both business and pleasure passenger purposes.

SEDAN DELIVERY REAR BUMPER

The rear bumper of the Sedan Delivery sets close to the rear of the body so that the car may be more easily loaded or unloaded.



Price List
of
**GENUINE CHEVROLET
ACCESSORIES**

for
1935



P. S. A.

JUNE 1, 1935

PRINTED IN U. S. A.

1935 Accessories

Description	Part No.	Uni	List Price	Net
Anti-freeze.....	600137	2-gal. can	\$ 2.95	1.95
Ball—Gearshift.....	600231	Each	.50	.30
Battery—13 Plate.....	1854677	Each	8.95	4.25
Battery—15 Plate.....	1854669	Each	9.95	4.75
Button, Horn.....	601493	Each	.50	.30
Cap, Radiator—Master.....	601212	Each	3.75	2.25
Cap, Radiator and Lock—Standard.	601393	Each	3.75	2.25
Cap, Gas Tank Locking.....	600518	Each	1.50	.90
Carrier, Interior Baggage.....	601431	Each	4.25	2.55
Carrier, Luggage—Black—Standard	600416	Each	37.00	21.00
Carrier, Luggage—Prime—Standard	600417	Each	37.00	21.00
Chamois Unit.....	601238	6		6.00
Cleaner, Glass—1 Gal.....	364257	Each	5.00	3.10
Cleaner—Upholstery—Half Gal....	601346	Can	1.25	.75
Clock, R. V. Mirror—30 Hour.....	601659	Each	4.00	2.50
Clock, R. V. Mirror (Elec.).....	601495	Each	8.75	5.50
Clock, Glove Panel (Elec.)—Mstr....	601443	Each	10.25	6.50
Cover, Seat (Coupe) De Luxe—Std. .	600557	Set	5.50	3.20
Cover, Seat (Coach) De Luxe—Std. .	600555	Set	9.50	5.70
Cover, Seat (Sedan) De Luxe—Std. .	600553	Set	9.95	5.95
Cover, Seat (Coupe) De Luxe—M. . .	601631	Set	5.50	3.20
Cover, Seat (Coach) De Luxe—M. . .	601632	Set	9.95	5.95
Cover, Seat (Sedan) De Luxe—M. . .	601633	Set	9.95	5.95
Cover, Seat (Coupe) Special—Std. . .	600563	Set	4.50	2.70
Cover, Seat (Coach) Special—Std. . .	601561	Set	6.75	4.00
Cover, Seat (Sedan) Special—Std. . .	600559	Set	7.00	4.20
Cover, Seat (Coupe) Special—M. . . .	601634	Set	4.50	2.70
Cover, Seat (Coach) Special—M. . . .	601635	Set	6.95	4.15
Cover, Seat (Sedan) Special—M. . . .	601636	Set	6.95	4.15
Cover, Seat (Coupe—San Toy)	601624	Set	3.69	2.20
Cover, Front Seat (Coach—San Toy).	601450	Set	1.95	1.20
Cover, Front Seat (Sedan—San Toy).	601449	Set	3.69	2.30
Cover (Coach and Sedan Rear Seat— San Toy).....	601448	Set	3.95	2.40
Cover, Metal Tire—Rear—Black— Master.....	379341	Each	6.50	4.00
Cover, Metal Tire—Rear—Prime— Master.....	601399	Each	6.50	4.00
Cover, Metal Tire Fender Well— Black—Master.....	379238	Each	6.50	4.00
Cover, Metal Tire Fender Well— Prime—Master.....	601400	Each	6.50	4.00
Cover, Metal Tire—Black—Std.....	601436	Each	5.50	3.25
Cover, Metal Tire—Prime—Std.....	601445	Each	5.50	3.25



Description	Part No.	Unit	List Price	Net
Cover, Fabric Tire—Master.....	600404	Each	\$ 1.00	1.00
Cover, Fabric Tire—Standard.....	474159	Each	1.00	1.00
Defroster, Windshield.....	601168	Each	3.00	3.00
Disc, Wheel—Std.—Aurora Red ...	601698	Set of 5	9.75	9.75
Disc, Wheel—Standard—Cream....	601711	Set of 5	9.75	9.75
Disc, Wheel—Standard—Chrome...	601454	Set of 5	.75	.75
Dressing, Top—Black—Pl.....	364165	Each	.75	.75
Dressing, Top—Clear—Pl.....	363639	Each	.75	.75
Dressing, Top—Tan—Pl.....	363641	Each	4.75	4.75
Dressing, Top—Black—Gal.....	600428	Each	2.45	2.45
Frame, License.....	364358	Pair	3.45	3.45
Guards, Bumper—Standard.....	600481	Set of 4	.85	.85
Gun, Anti-Squeak.....	364339	Each	1.75	1.75
Handle, Brake Lever Ext.....	601468	Each	15.50	15.50
Heater, Super Hot Water.....	601083	Each	10.95	10.95
Heater, Outdraft Hot Water.....	601085	Each	3.25	3.25
Hitch, Trailer—Std. Cpe. and Open.	600125	Pair	9.75	9.75
Horns, Matched Pair—Standard....	600780	Pair	9.50	9.50
Horns, Matched Pair—Master.....	601447	Pair	1.00	1.00
Indicator, Headlamp Beam.....	601785	Each	3.00	3.00
Indicator, Head—Standard.....	601682	Each	3.50	3.50
Indicator, Rear—Standard.....	601663	Each	1.50	1.50
Jack—Universal.....	601656	Each	3.00	3.00
Lamp, Luggage Compartment.....	601404	Each	3.00	3.00
Lamp, R. H. Tail (Trunk)—Master...	601402	Each	3.00	3.00
Lamp, R. H. Tail (Others)—Master...	364628	Each	3.00	3.00
Lamp, R. H. Tail (Coupe)—Std.....	364848	Each	1.25	1.25
Lamp, R. H. Tail (Others)—Std.....	601416	Each	3.00	3.00
Lighter, Cigarette.....	600746	Each	2.75	2.75
Lock, Hub Cap—Standard.....	601455	Each	.50	.50
Lock, Metal Tire Cover (Rear).....	364164	3 oz. can	3.00	3.00
Lubricant—Dry (3 oz.).....	364437	1/2 gal. can	1.25	1.25
Lubricant—Dry (1/2 Gal.).....	601457	Each	1.00	1.00
Marker, Fender.....	601640	Each	6.75	6.75
Mirror, Visor Vanity.....	600510	Set of 5	6.75	6.75
Moulding, Wheel—Master.....	403490	Set of 5	.55	.55
Moulding, Wheel—Standard.....	363415	12 oz. can	51.00	51.00
Polish—12 oz.....	363614	1 gal. can	51.00	51.00
Polish—Gal.....	601814	Each	8.50	8.50
Radio Chassis—De Luxe—7 Tube...	601815	Each	5.50	5.50
Radio Control Unit—Master.....	601816	Each	41.00	41.00
Radio Control Unit—Standard.....	601662	Each	8.50	8.50
Radio Chassis—De Luxe—5 Tube...	601661	Each	5.50	5.50
Radio Control Unit—Master.....	601660	Each	41.00	41.00
Radio Control Unit—Standard.....	601574	Each	8.50	8.50
Radio Chassis De Luxe—5 Tube...	601573	Each	5.50	5.50
Radio Control Unit—Master.....	601664	Each	5.50	5.50
Radio Control Unit—Standard.....	601664	Each	5.50	5.50



Description	Part No.	Unit	List Price	NET
35.0 Antenna Unit (to adapt 1934 Radios to 1935 Cars).....	601768	Each	40.05	3.75
41.7 Regulator, Oil Temperature.....	601754	Each	40.6	8.00
37.5 Safetylight.....	601521	Each	44.3	15.95
39.5 Screen, Insect—Master.....	601458	Pair	50.0	1.50
37.5 Screen, Insect—Standard.....	600782	Pair	40.7	1.50
46.7 Shields, Wheel—Black—Master....	601452	Pair	42.5	8.00
40.0 Shields, Wheel—Prime—Master....	601451	Pair	42.5	8.00
40.0 Visor, R. H. Sun.....	601444	Each	45.0	2.00
42.1 Wiper, R. H. Windshield—Master..	601418	Each	45.9	3.85
40.0 Wiper, R. H. Windshield—Standard—with Motor.....	980465	Each	40.0	5.50
47.1 Wiper, R. H. Windshield—Standard—No Motor.....	601439	Each	40.0	2.50

Truck Accessories

40.0 Bracket, R. V. Mirror—Ext.....	376777	Each	40.0	.50
43.2 Board, Extension Running (R-157)..	600442	Each	40.0	2.50
45.0 Board, Extension Running (L-157)..	600441	Each	40.0	2.50
42.7 Board, Extension Running (R-131)..	600450	Each	40.0	2.75
45.0 Board, Extension Running (L-131)..	600449	Each	40.0	2.75
40.0 Apron, Ext. Running Board (R-157)	600458	Each	40.0	2.50
44.0 Apron, Ext. Running Board (L-157)	600457	Each	40.0	2.50
50.0 Fender, Dual—Right.....	363564	Each	49.0	6.00
49.1 Fender, Dual—Left.....	363563	Each	49.0	6.00
50.0 Filter, Oil.....	601465	Each	49.2	3.25
40.0 Governor.....	601657	Each	40.0	8.00
44.0 Hooks, Tow.....	600533	Pair	50.8	3.25
45.0 Lock, Fender Well.....	600841	Each	50.0	2.00
40.7 Ring, Tow (Unit).....	600532	Each	50.7	3.75
40.7 Shock Absorber—Double Acting Front—Com'l.....	1066226	Pair	40.0	20.00
45.5 Shock Absorber—Double Acting Rear—Com'l.....	1066227	Pair	40.0	22.50
40.3 Shock Absorber—Double Acting Front—Utility.....	1066231	Pair	40.0	20.00
39.6 Shock Absorber—Double Acting Rear—Utility.....	1066232	Pair	40.0	28.00
48.9 Spring—Light—Utility.....	600337	Pair	50.0	14.50

39.6 Prices quoted are subject to change without notice.

40.9 †List Price Includes Brackets.



SPECIFICATIONS



1935 STANDARD

ENGINEERING DEPT.

Supersedes sheet #1 dated 2-1-35

DATA SHEET

<u>Symbol</u>	<u>Type</u>	<u>PASS</u>	<u>Description</u>	<u>Series</u>	<u>W.B.</u>
Pha	Phaeton	5	Chevrolet Open Body	EC	107
PCh	Passenger Chassis	-	Chassis Only	EC	107
Coa	Coach	5	Fisher Closed Body	EC	107
Cpe	Coupe	2	Fisher Closed Body	EC	107
SRoa	Sport Roadster	2-4	Chevrolet Open Body	EC	107
Sed	Sedan	5	Fisher Closed Body	EC	107
Sdl	Sedan Delivery	-	Fisher Closed Body	EC	107

Engine Serial Number: M 4864097 and up.

Location: Stamped on Pad on Right Side of Engine just to rear of Fuel Pump.

Vehicle Serial Number: Numbered in numerical sequence starting with 1001.

OIL-FUEL-WATER

Crankcase Capacity 5-1/2 Qts.
 For Refill 5 Qts.
 Approximately 1 Pint remains in system after draining Crankcase.

Transmission Capacity 1-1/2 Pts.

Rear Axle Capacity 3 Pts.

Cooling System Capacity 10 Qts.

Gasoline Tank Capacity 11 Gals.

Motor Lubricant Recommended

Summer

S.A.E. #20 for temperatures above 75° F.

20-W for temperatures between 32° F. and 75° F. above zero.

Winter

10-W for temperatures between 32° F. above zero and 15° F. below zero.

For lower temperatures, 10-W oil diluted with 10% kerosene is recommended.

Transmission and Rear Axle Lubricant

Summer - S.A.E. #160 Winter - S.A.E. #90
 For temperatures below zero Fahrenheit S.A.E.#90 diluted with 10% kerosene is recommended

Chassis equipped with Hydraulic Type Fittings for high pressure lubrication.

Use Regular Chassis Lubricant.

CHANGES Lubrication Specifications revised.

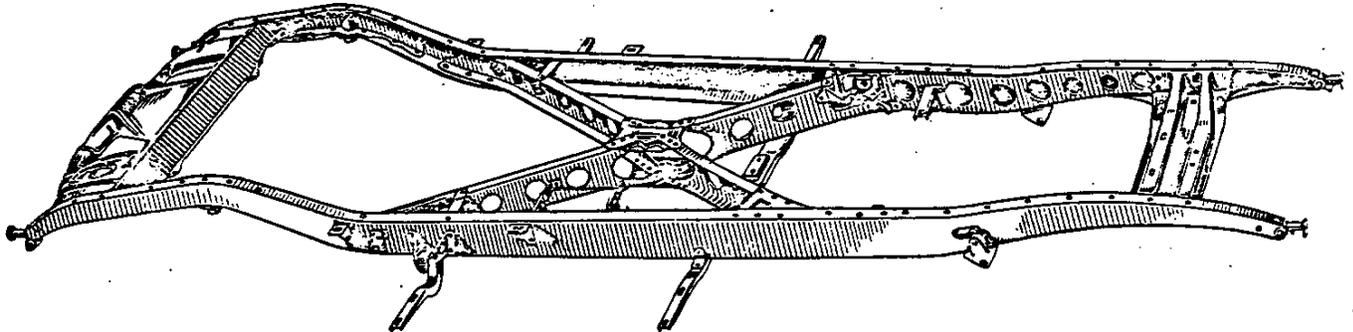
SPECIFICATIONS



1935 STANDARD

ENGINEERING DEPT.

FRAME



Material: G. M. C. #1025 H. R. Pressed Steel

Overall Frame Length:	152-53/64
Width of Frame at Rear:	44-9/16
Width of Frame at Front:	29-13/16
Taper of Frame per Foot (Total)	1.5245
Number of Cross Members:	"X" Structure and 3 (Includes Transmission Support)
Side Member Flange width:	2-1/16
Depth of Side Member:	5-9/32
Thickness of Side Member:	7/64
Amount of Frame Kick Up - Front:	1-11/16
Amount of Frame Kick Up - Rear:	5-11/16
Elastic Limit of Side Member Material:	41,000 Lbs. per Sq. Inch
Ultimate Strength of Material:	60,000 Lbs. per Sq. Inch
Percent of Elongation in 2 Inches:	35% to 40%
Section Modulus of Side Member:	1.6 Cu. Ins.

SPRINGS

<u>Front</u>			
Material:	Chrome Carbon Steel	Length: 33	Width: 1-3/4
Type:	Semi-elliptic		
Number of Leaves:	1 @ .238, 6 @ .220 to total 7 @ 1.558		
Working Height:	5/8" under load of 550-610 Lbs.		
Rate of Deflection:	315 Lbs. per Inch		
Rear Bushing Size:	9/16	Front Bushing Size: None	
Shackle Type:	Self Adjusting Steel (Located in Front)		

CHANGES

SPECIFICATIONS



1935 STANDARD

ENGINEERING DEPT.

REAR AXLE CONTINUED

Axle Shaft Bearing:	Hyatt 111103
Gear Back Lash:	.006 - .010
Tread:	56
Axle Shaft Thread Size:	None

BRAKES

Service

Type:	Mechanical, 4 Wheel Internal Expanding (Articulated Shoe Type)	
Diameter of Brakes:	10	
Width of Linings:	1-3/4	
Thickness of Linings:	.187 - .180	
Length of Lining:	40.4 Front	40.4 Rear
Total Effective Braking Area:	141-3/8 Sq. Ins.	
Lining Material:	Semi Moulded	

Emergency

Type:	Mechanical, cut-in system, 4 Wheel Internal Expanding	
Diameter of Drums:	10	
Width of Linings:	1-3/4	
Thickness of Lining:	.187 - .180	
Total Length of Lining:	80.8	
Total Effective Braking Area:	141-3/8 Sq. Ins.	
Lining Material:	Semi Moulded	

ENGINE

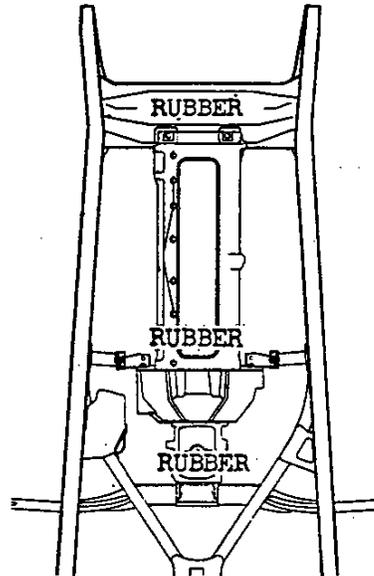
Number of Cylinders:	6	
Cylinder Arrangement:	In Line	
Bore: 3-5/16	Stroke:	4
Piston Displacement:	206.8 Cu. Ins.	
Rated Horse Power:	26.3	
Maximum Brake Horse Power:	74 @ 3200 Revs. per minute	
Compression Ratio:	5.6 to 1	
Maximum Torque:	150 Ft. Lbs. @ 1000 to 2000 Revs. per minute	

SPECIFICATIONS



1935 STANDARD

ENGINEERING DEPT.

POWER PLANT MOUNTINGCAMSHAFT

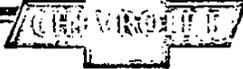
Type of Drive: Gear
 Gear Material: Bakelite and Fabric Composition - Mating Gear Steel
 Camshaft Bearings: Front, Iron, in cylinder case, center and rear, steel backed babbitt.
 Bearing Clearance (on diameter): .002 - .0035
 Camshaft End Play: .003
 Bearing which takes thrust: Number one
 Number of Bearings: 3

Bearing Sizes

#1	#2	#3
Diameter: 1-13/16	Diameter: 1-25/32	Diameter: 1-5/8
Effective Length: 1-1/2	Effective Length: 1-3/16	Effective Length: 1-1/16
Total Length: 1-27/32	Total Length: 2-1/16	Total Length: 1-3/8
Effective Bearing Area: 6.98 Sq. Ins.		

CHANGES

SPECIFICATIONS



1935 STANDARD

ENGINEERING DEPT.

EXHAUST SYSTEM

Exhaust Pipe Diameter: 2"
 Exhaust Pipe Gauge: .0625"
 Muffler Diameter: 6-1/16"
 Length: 18"

VALVES

Inlet Valve

Material: Extruded Steel
 Head Diameter: 1-45/64
 Valve Length: 6-1/16
 Stem Diameter: 11/32
 Style of Stem End: Split Tapered Key
 Tappet Clearance: .006 Hot
 Spring Pressure: 42-48 Lbs. Valve Closed
 Spring Pressure: 94-102 Lbs. Valve Open
 Tappet Spring Pressure: 38-44 Lbs. Valve Open
 Tappet Spring Pressure: 16-20 Lbs. Valve Closed
 Valve Lift: .316
 Type of Stem Guide: Removable
 Valve Stem & Guide Clearance: .001 - .003
 Angle of Valve Face: 30°

Exhaust Valve

Material: Extruded Steel
 Head Diameter, 1-15/32
 Valve Length: 4-13/16
 Stem Diameter: 11/32
 Style of Stem End: Split Tapered Key
 Tappet Clearance: .013
 Spring Pressure: 42-48 Lbs. Valve Closed
 Spring Pressure: 94-102 Lbs. Valve Open
 Tappet Spring Pressure: 38-44 Lbs. Valve Open
 Tappet Spring Pressure: 16-20 Lbs. Valve Closed
 Valve Lift: .309
 Type of Stem Guide: Removable
 Valve Stem & Guide Clearance: .002-.004
 Angle of Valve Face: 30°

CRANKSHAFT

Number of Main Bearings: 3	Clearance between Oil Thrower Groove in Crankshaft and Flange on Cylinder Block: .002 - .032
Main Bearing Clearance: .001-.003	Bearing which takes thrust: #2
Main Bearing Material: Steel & Babbitt	Amount of Crankshaft Offset: None
Crankshaft Pulley Diameter: 6-1/32	Amount of End Play: .004 - .007
Torsional Vibration Dampener used: Yes	
Weight of Crankshaft: 69 Lbs.	

Bearing Sizes

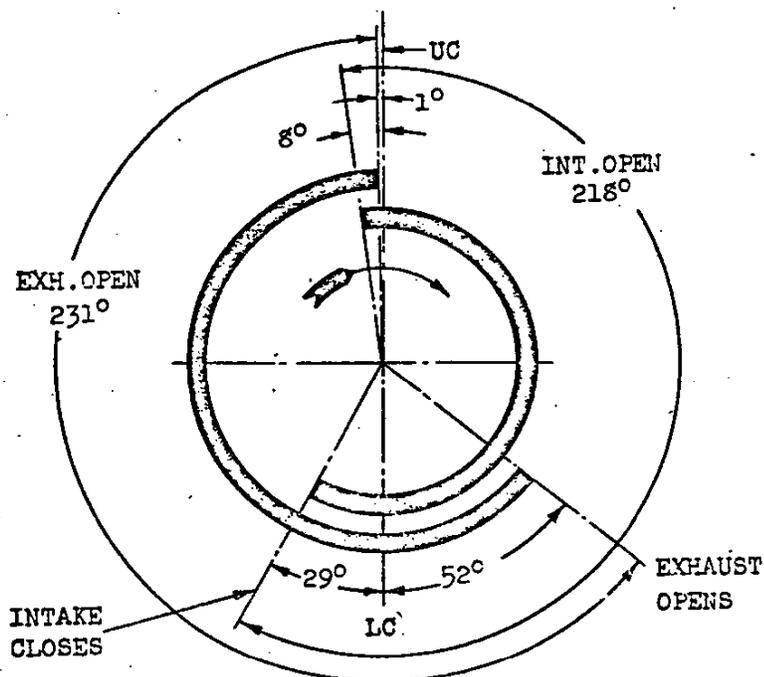
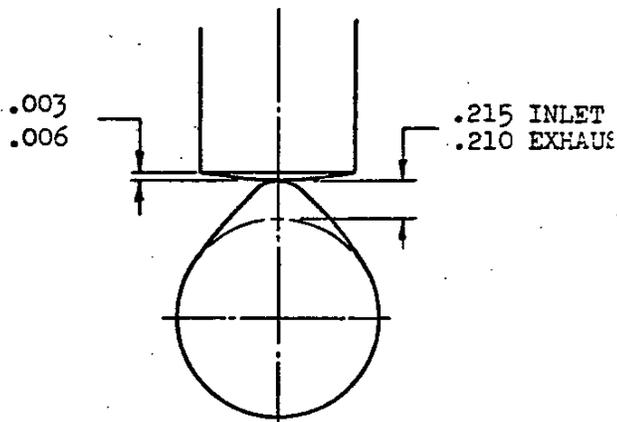
#1	#2	#3
Diameter: 2-1/16	Diameter: 2-1/8	Diameter: 2-3/16
Length: 1-49/64	Length: 1-7/8	Length: 2-11/64
Projected Bearing Area:	12.34 Sq. Ins.	

SPECIFICATIONS



1935 STANDARD

ENGINEERING DEPT.

TIMING DIAGRAMVALVE TAPPET

VALVE ROCKER ARM RATIO: 1.48 TO 1
CAMSHAFT RAMP: .010 INLET
.015 EXHAUST

FUEL SYSTEMCarburetor

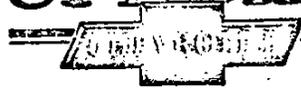
Make: Carter - Down Draft
Model: W-1
Size: 1-1/4
Type: Single Adjustment

Gasoline Filter: Yes (Screen in Fuel Pump)
Air Cleaner Type: Cleaner, Silencer & Frame Arreste
Fuel Mixture Heater: Yes-Passes through Manifold Hea
Chamber, automatically controll
by Thermostat on Manifold.

Fuel Feed

Type: Mechancial Pump - Camshaft Driven
Make: AC - Type W-1
Fuel Pump Arm Throw at Camshaft: 1/4

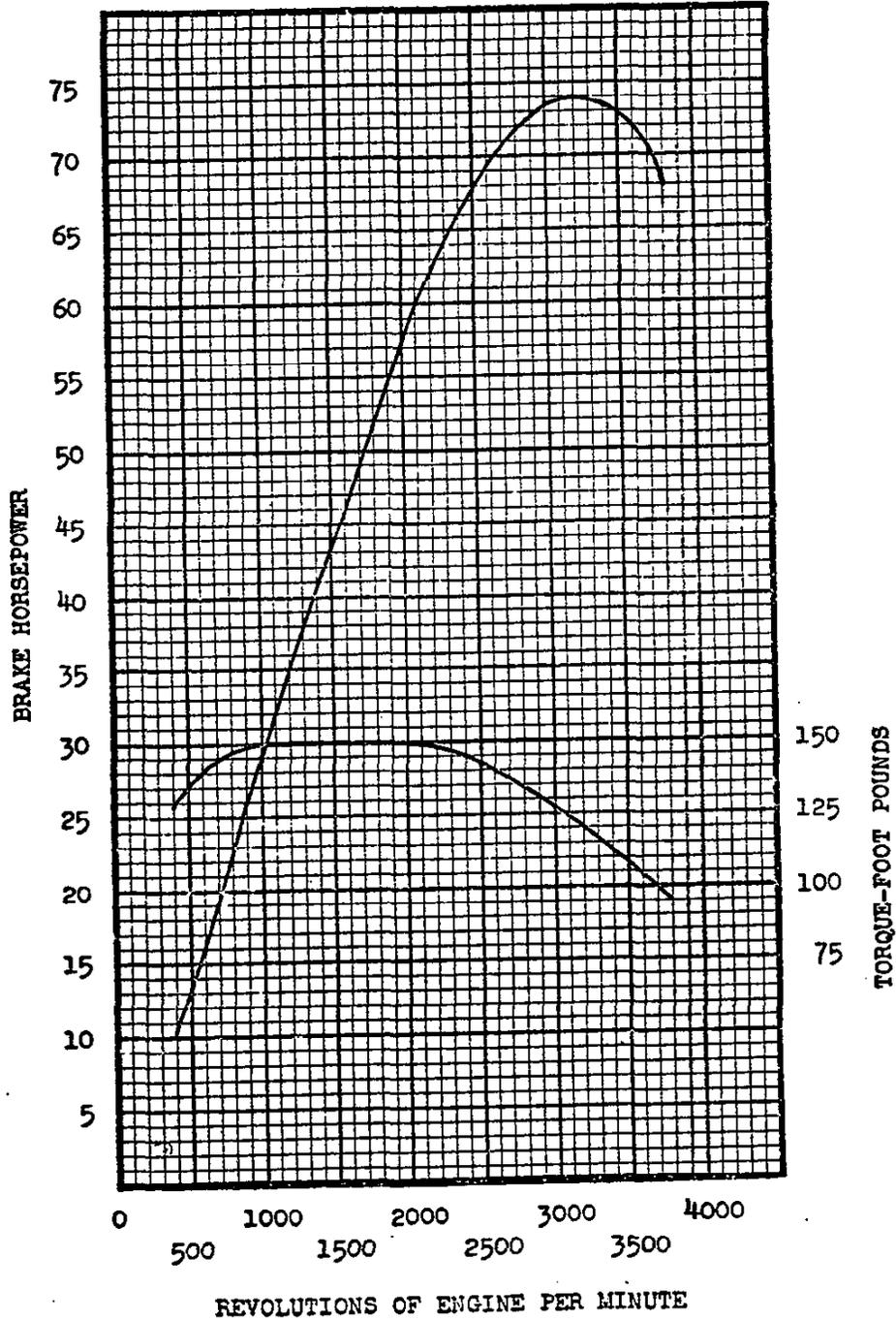
SPECIFICATIONS



1935 STANDARD

ENGINEERING DEPT.

POWER CURVES



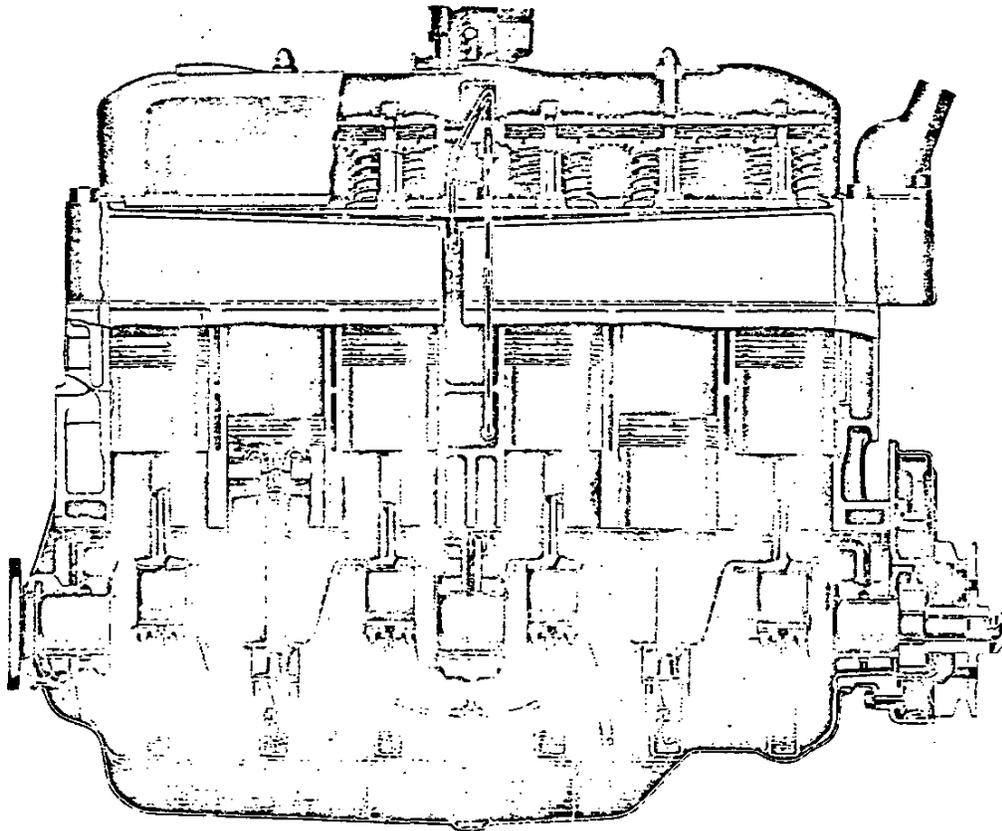
SPECIFICATIONS



1935 STANDARD

ENGINEERING DEPT.

LUBRICATION SYSTEM



Type: Combination Pump, Splash and Pressure Stream
 Pressure Feed to Crankshaft Main Bearings, Camshaft Bearings and Valve Rocker Arms
 Pressure Stream to Connecting Rod Lower Bearing
 Oil Pump Type: Vane
 Oil Cleaner Type: Screen with by-pass on intake side of Oil Pump
 Pressure, Pounds: Ranges from 6.5 Lbs. @ 10 M.P.H. to 14.5 Lbs. @ 70 M.P.H.
 Type of Oil Level Gauge: Rod
 Type of Oil Drain: Plug
 Area of Oil Screen: 14.5 Sq. Ins.

SPECIFICATIONS



1935 STANDARD

ENGINEERING DEPT.

COOLING SYSTEM

Water Circulation Type: Pump	Radiator Core Type: Ribbed Cellular
Pump Type: Centrifugal	Core Size: .20 x .55 x 2-1/8
Radiator Shell Material: Steel	Radiator Core Material: All Copper
Shell Finish: Front Chromium Plated, Balance painted to match Hood.	Frontal Core Area: 305 Sq. Ins.
Number of Fan Blades: 4	
Diameter of Fan: 15-3/4	
Fan Pulley: "V" Type - Angle of "V" 28°	
Diameter of Pulley: 4-21/64	
Fan Belt Type: "V" - Angle of "V" 32°	
Fan Belt Material: Vulcanized Fabric (One Piece)	
Fan Belt Length (Outside): 39-3/4	Width: 21/32
Fan Shaft Bearings: Front, Durex Composition - Rear, Bronze	
Radiator Hose Size: Upper, 1-1/4 x 6-1/2 (Inlet)	
	Lower, 1-1/2 x 4-1/4" each - 2 pieces (Outlet)
Capacity of Pump: 45 Gallons per Minute at 3600 Engine R.P.M.	

CLUTCH

Type: Single Plate Dry - Single Cushioned Plate Clutch

Number of Driving Discs: One

Number of Driven Discs: One

Facing Material: Asbestos Composition

Type: Disc

Inside Diameter: 6-1/4

Outside Diameter: 9

Area of Clutch Surface: 65.87 Sq. Ins.

Thickness: .122 - .128

Number of Pieces: 2

Total Clutch Spring Pressure: 1017 Lbs.

Rated Torque Capacity of Clutch: 170 Ft. Lbs.

Bearings

Throwout: Graphite Ring Stock - I.D. 1-1/2 x O.D. 2-3/8 x 3/4

Thrust: Cast Iron

Clutch Pilot: New Departure 907109

Lubrication

Oiler provided for Clutch Release Bearings - No other lubrication necessary.

Clutch Adjustable: Yes

Clutch Throwout Lever Mounted on Ball:

SPECIFICATIONS



1935 STANDARD

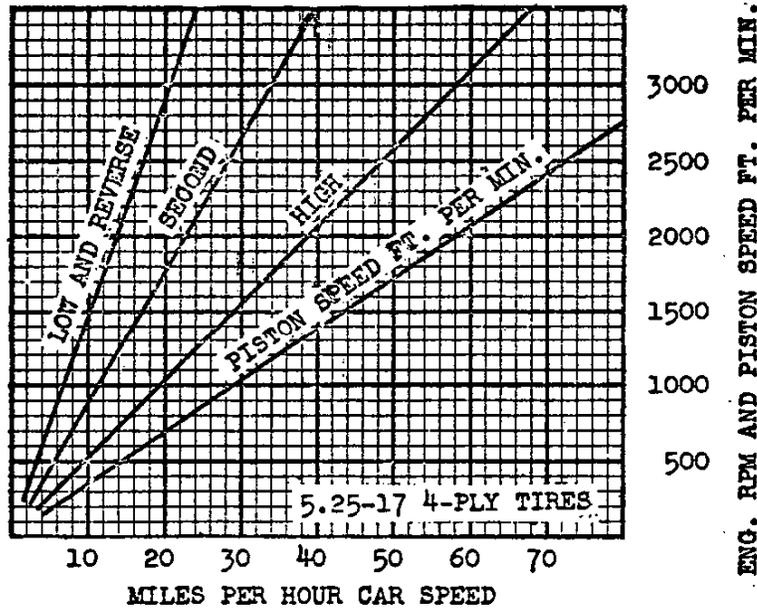
ENGINEERING DEPT.

CLUTCH CONTINUED

Flywheel

Diameter: 12-3/8"
Weight: 30 Lbs.
Number of Teeth: 132
Width of Teeth: 1/2"

TRANSMISSION



Type: Selective Conventional - Standard Shift - Silent Second
Constant Mesh Gears: Helical
Location: In unit with Engine
Number of Speeds: 3 forward and 1 reverse

	<u>Gear Ratios</u>	<u>Total Reductions</u>	<u>Torque</u>
First Speed	2.802	11.52	420.3 Ft. Lbs.
Second Speed	1.709	7.02	256.4 Ft. Lbs.
Third Speed	Direct	4.111	150 Ft. Lbs.
Reverse	2.802	11.52	420.3 Ft. Lbs.

SPECIFICATIONS



1935 STANDARD

ENGINEERING DEPT.

TRANSMISSION CONTINUEDBearings

Reverse Idler:	7/8 x 1 Bronze (2 used)
Main Shaft - Front	New Departure 954111
Main Shaft - Rear	New Departure 954140
Countershaft - Front:	7/8 x 1-1/4 Bronze
Countershaft - Rear:	7/8 x 1-3/8 Bronze
Mainshaft Pilot:	Hyatt 136312

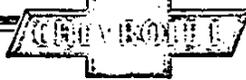
UNIVERSAL

Type:	Steel Yoke
Material:	Drop Forged Nickel Chromium Steel
Pin Diameter:	11/16
Pin Bearing Length:	31/64
Number of Bearings:	4
Distance between Pin Bearing Centers:	2-15/32
Clearance (on Dia.) between Pin and Bearings:	.002 - .005
Type of End (Transmission):	Spline
Number of Splines:	10
Inside Diameter of Splines:	.853
Outside Diameter of Splines:	.989
Type of End (Propeller Shaft):	Spline
Number of Splines:	10
Inside Diameter of Splines:	.875
Outside Diameter of Splines:	1-1/32
Number of Universal Joints:	One
Method of Lubrication:	Self, from Transmission

PROPELLER SHAFT

Type:	Tubular with Welded Ends (Ends Splined)
Material:	C. R. Nickel Chromium Steel
Length:	46-15/16
Number of Splines (Front):	10
Number of Splines (Rear):	10
Propeller Shaft Spline coupled to Drive Pinion Shaft and secured by rivet.	

SPECIFICATIONS



1935 STANDARD

ENGINEERING DEPT.

STEERING GEAR

Type: Semi-Reversible - Worm and Sector
 Ratio: 14 to 1
 Steering Wheel turns locked to locked position of wheels: 3.13
 Type of Steering: Fore and Aft
 Diameter of Steering Post: 1-5/16
 Diameter of Steering Wheel: 17
 Steering Gear Mast Jacket Bushing: I.D. 5/8 x O.D. 1.225 x 1-1/8
 Steering Gear Cross Shaft Bushing: 2 Reqd. I.D. 7/8 x O.D. 1 x 7/8
 Minimum Turning Diameter: 37 Feet

WHEELS

Type: Drop Center Wire
 Revolutions of Rear Wheels per mile: 750
 Rims: Drop Center, Integral with Wheel - 3 Base
 Tires: 5.25-17 4-Ply
 Loaded Radius: 13.5"
 Pressure Recommended: 32 Lbs.
 Tire Rating: 885 Lbs.

Manufacturer of Tires - U. S. Rubber Company - Goodrich

GENERATOR

Model: 943-J
 Maximum charging rate, Hot: 15 Amps.
 Voltage: 8.1
 R.P.M. at Max. Hot charging rate: 2700
 Car Speed: 29 M.P.H.
 Maximum charging rate, Cold: 17 Amps.
 Voltage: 8.2
 R.P.M. at Max. Cold charging rate: 1700
 Car Speed: 18 M.P.H.
 Thermostat: No
 Field Fuse: No
 Voltage regulation: Third Brush
 Rated Voltage: 8.2
 Brush Tension: 14-18 Oz.
 Rotation (Drive End): C.W.

SPECIFICATIONS



1935 STANDARD

ENGINEERING DEPT.

GENERATOR CONTINUED

Bearings:	Commutator End:	Bronze Bushing
	Drive End:	Ball Bearing
Cutout		
Voltage to close:	7.2	
Armature Speed:	660	
Car Speed:	6-1/2 M.P.H.	
Amperes to open:	1 to discharge	
Generator Pulley:	"V" Type - Cast Iron	
Angle of "V" 28°		
Diameter:	3-11/32	

HORN

Make:	Delco Remy	Type:	Vibrator
Model:	K-31	Volts:	6
Amperage draw of horn	5 to 7.5		

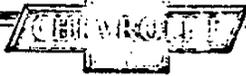
BATTERY

Make:	Delco	Amp. hours capacity:	90
Model:	13 P-W or 13 AC-W	Cell arrangement:	Side to Side
Length:	8-15/16 8-11/16	Shipped wet or dry:	Drive away wet-Others optional
Width:	6-7/8 6-3/4	Charging Rate, Start:	6 Amp.
Height:	7-7/8 7-3/4	Charging Rate, Finish:	4.5 Amp.
Volts:	6 6	Which terminal is grounded:	Neg.
		Where is battery mounted:	Frame - Right Side

IGNITION SYSTEM

Type:	Separate units high tension distributor ground return system.		
Make:	Delco-Remy		
Model Number:	645 G		
Current Source:	Generator		
Spark Control Type:	Full Automatic		
Vacuum Retard:	0°		
Vacuum Advance:	12°		
Manual Advance:	20° Vernier Adjustment		
Automatic Advance:	28°		
Firing Order:	1-5-3-6-2-4		

SPECIFICATIONS



1935 STANDARD

ENGINEERING DEPT.

IGNITION SYSTEM CONTINUED

Timing, Spark advanced:	5° B.T.D.C.
Distributor Interrupter Point Openings:	.018 - .024
Distributor Upper Bearing Type:	Cast Iron
Distributor Lower Bearing Type:	Cast Iron
Condenser make:	Delco-Remy

Ignition Coil

Model:	536-D
Amps. drawn, Engine stopped:	4.8
Amps. drawn, Engine idling:	2.5
Spark Plug make:	A.C. K-11 Metric
Recommended gap:	.030 - .035
Thread Size:	14 M. M.

STARTING MOTOR

Model:	738-G
Drive Type:	Bendix
Normal Amp:	70
Normal Speed:	2000 R.P.M.
Normal Torque:	2 Ft. Lbs. @ 2000 R.P.M.
Lock Torque:	14 Ft. Lbs.
Voltage:	3.4
Amps.:	525
No Load Bench Test R.P.M.	3500
Voltage:	5.4
Amps.:	125
Rotation (Commutator End):	C.C.W.
Bearing Type:	
Commutator End:	Cast Iron
Drive End:	Graphite Bushing
Outboard:	9/16 x 5/8 x 3/4 Rolled Bronze
Pinion:	Meshes on Front of Flywheel

Starting Motor turns Engine approximately 65 times per minute.

BENDIX DRIVE

Number of Teeth:	9
Ratio of Bendix Drive Gear to Flywheel Gear:	14.66 - 1

SPECIFICATIONS



1935 STANDARD

ENGINEERING DEPT.

LIGHTING SYSTEM

Type:	Two Beam (Parabolic Reflector)
Head Lamp Lens:	Guide Ray
Diameter:	9-1/8
Inside Diameter of Rim:	8-11/32
Head Light Bulb:	Tungsol T-1110
Candle Power:	21 - 21
Two Filament Bulb:	Yes
How are Head Lights dimmed:	Depressed Beam
Cowl Lights:	None
Tail Light Bulb:	
Tungsol:	T-63
Candle Power:	3
Dash Light Bulb:	
Tungsol:	T-63
Candle Power:	3
Are Bulbs single or double contact:	Single
Tail and Dash Light in series:	No
Stop Lamp Bulb:	Tungsol T-63
Candle Power:	3
Dome Lamp:	Coa-Cpe-Sed
Bulb:	Tungsol T-63
Candle Power:	6
Fuse:	Type - 3AG
Volts:	6
Amperes:	15

SPECIFICATIONS



1935 MASTER

ENGINEERING DEPT.

DATA SHEETIndependent Front Wheel Suspension

<u>Symbol</u>	<u>Type</u>	<u>PASS</u>	<u>Description</u>	<u>Series</u>	<u>W.B.</u>
PCh	Passenger Chassis	-	Chassis Only	EA	113
Sed	Sedan	5	Fisher Closed Body	EA	113
Coa	Coach	5	Fisher Closed Body	EA	113
Cpe2	Coupe 2	2	Fisher Closed Body	EA	113
SCpe	Sport Coupe	2-4	Fisher Closed Body	EA	113
TSed	Town Sedan	5	Fisher Closed Body	EA	113
CSed	Club Sedan	5	Fisher Closed Body	EA	113

Conventional Front Wheel Suspension

<u>Symbol</u>	<u>Type</u>	<u>PASS</u>	<u>Description</u>	<u>Series</u>	<u>W.B.</u>
PChc	Passenger Chassis	-	Chassis Only	ED	113
Sedc	Sedan	5	Fisher Closed Body	ED	113
Coac	Coach	5	Fisher Closed Body	ED	113
Cpe2c	Coupe 2	2	Fisher Closed Body	ED	113
SCpec	Sport Coupe	2-4	Fisher Closed Body	ED	113
TSedc	Town Sedan	5	Fisher Closed Body	ED	113
CSedc	Club Sedan	5	Fisher Closed Body	ED	113

Engine Serial Numbers: 4864097 and up

Location: Stamped on Pad on Right Side of Engine just to rear of Fuel Pump.

Vehicle Serial Numbers

Numbered in numerical sequence starting with 1001, type distinguished by series letter.

ORIGINAL COPY

SPECIFICATIONS



1935 MASTER

ENGINEERING DEPT.

Supersedes Sheet #2 dated 2-1-35

OIL-FUEL-WATER

Crankcase Capacity 5-1/2 Qts.
 For Refill 5 Qts.
 Approximately 1 Pint remains in system after draining Crankcase.

Motor Lubricant Recommended

Summer

S.A.E. #20 for temperatures above 75° F.
 20-W for temperatures between 32° F. and 75° F. above zero.

Winter

10-W for temperatures between 32° F. above zero and 15° F. below zero.
 For lower temperatures, 10-W oil diluted with 10% kerosene is recommended.

Transmission Capacity 2-1/2 Pts.
 Rear Axle Capacity 4-1/2 Pts.

Transmission and Rear Axle Lubricant

Summer - S.A.E. #160 Winter - S.A.E. #90
 For temperatures below zero Fahrenheit S.A.E.#90 diluted with 10% kerosene is recommended

Gasoline Tank Capacity 14 Gals.
 Cooling System Capacity 11 Qts.

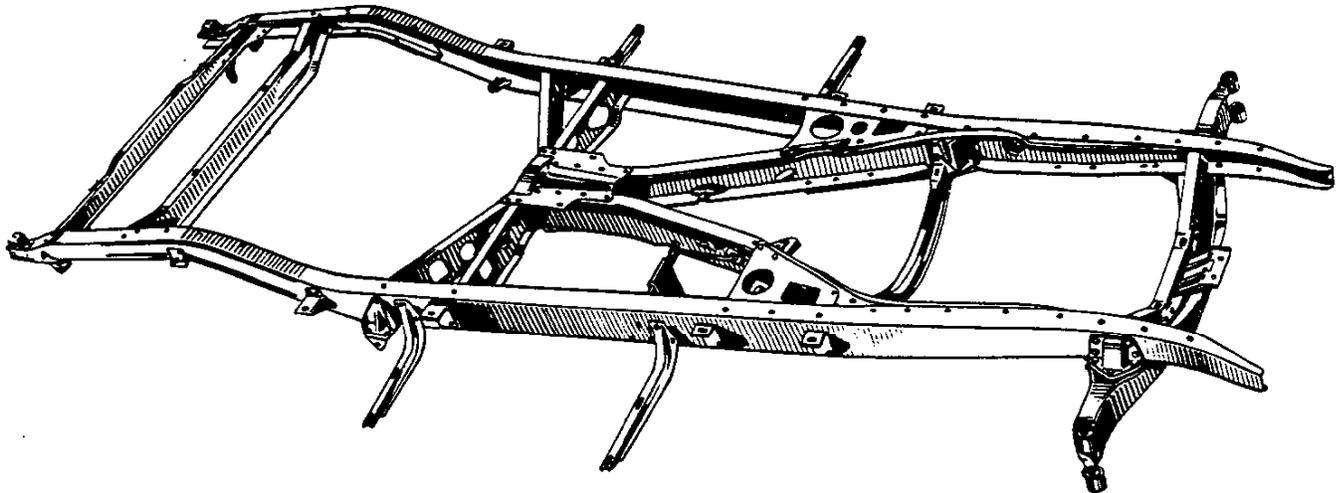
Chassis equipped with Hydraulic Type Fittings for High pressure lubrication.
 Use Regular Chassis Lubricant.

SPECIFICATIONS



1935 MASTER

ENGINEERING DEPT.

FRAME

Material:	G.M.C. #1025 H. R. Pressed Steel (Channel Section Side and Cross Members)
Overall length:	165-3/8 Conventional 160-5/16 Independent
Width at front:	* 27-49/64
Width at rear:	* 43-29/32
Depth of Side Member:	5-1/4
Side Member Flange width:	2-3/8
Side Member thickness:	1/8
Kick up - Front:	1-7/16
Kick up - Rear:	5-5/8
Number of Cross Members:	% 4 plus Y-K Structure
Section Modulus of Side Member:	1.98
Ult. strength lbs./sq. inch:	60,000
Tensile strength lbs./sq. inch:	41,000
Percent of elongation in 2 inches:	35 to 40

% Exclusive of "Y" member.

* At center line thru Wheels.

SPRINGSFront

Type:	Special Coil (2 used)	Independent
	Semi-elliptic	Conventional

CHANGES

SPECIFICATIONS



1935 MASTER

ENGINEERING DEPT.

SPRINGS CONTINUED

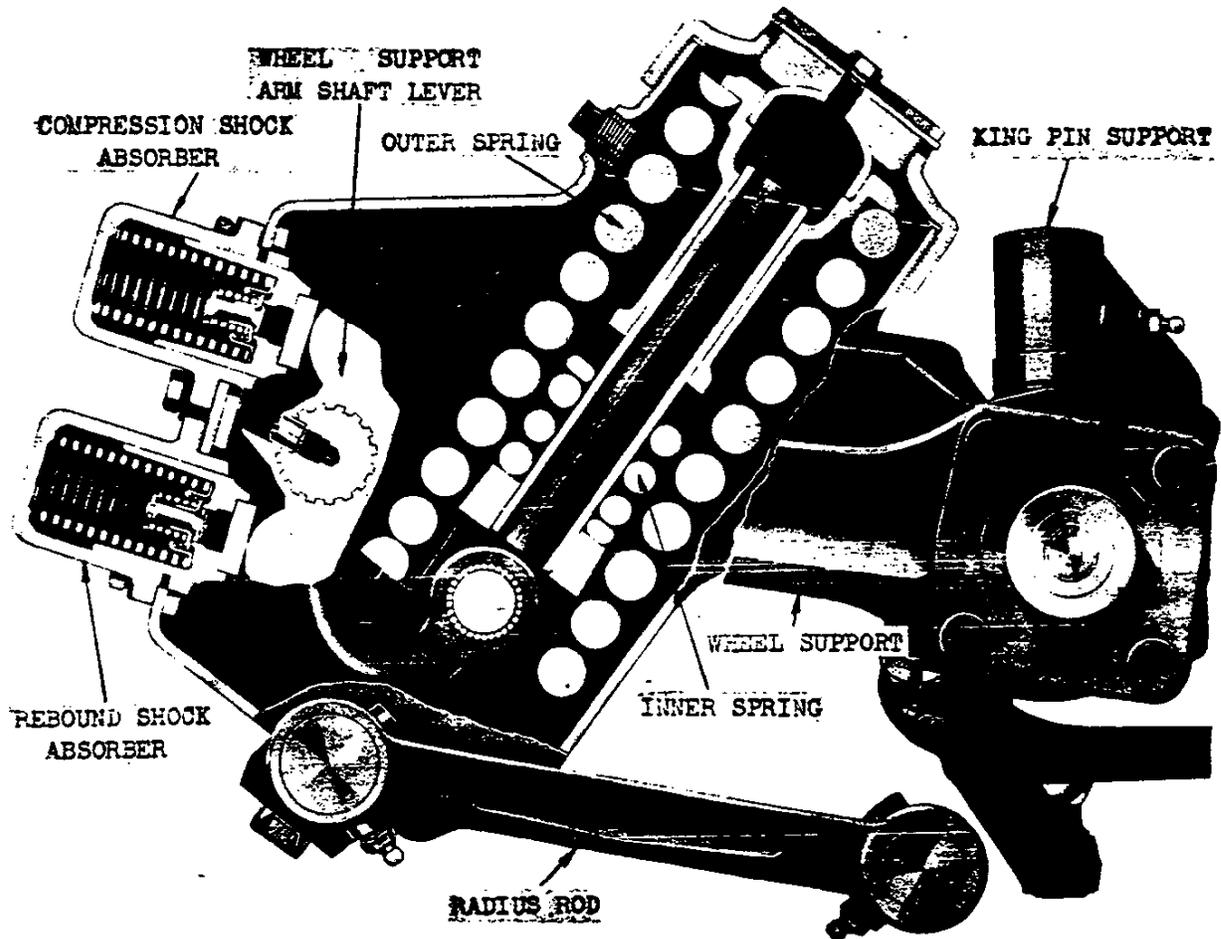
Material:	Silicon Manganese (Inner and Outer Springs)	Independent
Gauge:	Outer 11/16" dia. Inner 7/16" dia.	Independent
Free length:	Outer 9-11/16" Inner 1-27/32"	Independent
Working length:	Outer 8" under 2620 lbs. load, Inner 1-21/32" under 1000 lbs. load	Ir
Number of coils:	Outer 10-1/2 to 11 Inner 4	Independent
Outside diameter:	Outer 3-19/32" Inner 1-31/32"	Independent
Spring rate:	Outer 1520 lbs. per inch, Inner 5300 lbs. per inch	Independent
Material:	Chrome Carbon Conventional	
Number of leaves:	1 @ .259", 4 @ .238", 2 @ .220 totalling 7 @ 1.651	Con.
Working height:	7/8" under load of 635# to 705#	Conventional
Rate of deflection:	285 lbs. per inch	Conventional
Length:	36"	Conventional
Width:	1-3/4"	Conventional
Rear Bushing size:	11/16" O.D. x 1-11/16" - Front Bushing: 7/8" O.D. x 1-3/4"	Conventional
Shackle (at front):	Self adjusting steel type. Shackle pin with tapered ends threaded into 7/8" outside diameter steel bushing. Diameter of pin 9/16" tapering down at the rate of 1-1/2" per foot.	Conventional
Shock Absorbers:	Double acting Front Single acting	Independent Conventional
Rear		
Type:	Semi-elliptic	
Material:	Chrome Carbon Steel	
Number of Leaves:	1 @ .284", 7 @ .259" to total 8 @ 2.097"	CSed PCh Sed
	5 @ .259", 3 @ .238" to total 8 @ 2.009"	Coa TSed
	2 @ .259", 6 @ .238" to total 8 @ 1.946"	Cpe2 SCpe
Working height:	59/64" under load of 870# to 960#	Coa TSed
	59/64" under load of 925# to 1025#	Sed CSed PCh
	59/64" under load of 790# to 860#	Cpe2 SCpe
Rate of deflection:	117 lbs. per inch	Coa TSed
	130 lbs. per inch	Sed CSed PCh
	105 lbs. per inch	Cpe2 SCpe
Spring Bushing:	Inlox (Rubber insulated) Inside 1/2" I.D. x 2-13/32" Outside 1-5/32" O.D. x 2" Front All 7/8" O.D. x 1-3/4" Rear All	
Shackles:	Self adjusting steel type. Shackle pin with tapered ends threaded into 7/8" O.D. steel bushing. Diameter of pin 9/16" tapering down at the rate of 1-1/2" per foot.	
Spring Covers:	Sheet metal Independent None Conventional	
Shock Absorbers:	Single acting Passenger SCCh SCPan	

SPECIFICATIONS

CHEVROLET

1935 MASTER

ENGINEERING DEPT.

FRONT AXLE**SECTION OF INDEPENDENT WHEEL SUSPENSION UNIT**

Type: Independent wheel suspension - Built in shock absorbers Independent
 Reversed Elliott - Modified I Beam Section Conventional

Road Clearance: 12-1/4 Independent
 8-3/4 Conventional

SPECIFICATIONS



1935 MASTER

ENGINEERING DEPT.

FRONT AXLE CONTINUED

King Pin Transverse Inclination:	7-3/4°	Independent
	7-1/6° plus or minus 1°	Conventional
Spindle Transverse Inclination:	1/4°	Independent
	1° plus or minus 1/2°	Conventional
Castor Angle:	0°	Independent
	Wheel Center trails behind King Pin Center.	Ind.
	1-3/4° plus or minus 1/2°	Conventional
Toe In:	1/16" to 3/32"	Independent
	5/64" to 1/8"	Conventional
Tread:	56-1/2" Independent (Wire Wheels)	
	56-11/16" Independent (Steel Spoke Wheels)	
	56-3/16" Conventional (Wire Wheels)	
	56-3/8" Conventional (Steel Spoke Wheels)	
Wheel Setting:	5-1/2" bottom of king pin support to bottom of brake flange plate	
	(Curb weight)	Independent
Note:	Caster, King Pin Transverse Inclination and Spindle Transverse Inclination (camber) on Independent Models are taken from frame with approved Chevrolet gauge with weight (curb weight) on spindles.	
Bearings:	N.D. 909002 Inner - N.D. 909001 Outer	
King Pin Bearings:	Special Roller 3/32" x 1-3/16" - 32 Upper, 32 Lower (Each Side)	Independent
	Split Bronze 3/4 x 1-17/64	Conventional
King Pin Thrust Bearing:	Special Ball (Upper end)	Independent
	Special Ball (Lower end)	Conventional
Diameter of King Pin:	.866	Independent
	3/4"	Conventional
Front Wheel Support Bearing:	Special Roller 3/32" x 31/32" - 42 inner, 49 outer	Independent
	(Each side)	
Front Wheel Support Arm Shaft Lever Bearing:	Special Roller 3/32" x 31/32", 32	Independent
	(Each side)	
Wheel Travel (For steering):	34-1/2 to 36-1/2 from neutral to stop	Independent
	35 to 37	Conventional
Wheel Travel (vertical):	3-1/2 (Normal setting to bumper)	Independent
Ratio of Wheel Travel to Spring Travel:	3.52 to 1	Independent
Effect of Wheel Travel on Spring Pressure:	Wheel travels on a vertical path from normal setting position 2-5/8" at the rate of 123 lbs. per inch (spring travels 3/4" at the rate of 1520 lbs. per inch) and another 7/8" at the rate of 550 lbs. per inch (springs travel 1/4" at the rate of 6820 lbs. per inch. Independent	
Compression Shock Absorber Valve:	Delco Code "2-C"	Independent
Rebound Shock Absorber Valve:	Delco Code "3-C 1"	Independent
Shock Absorber Valve:	Delco Code "4-C G"	Conventional

CHANGES

SPECIFICATIONS

CHEVROLET

1935 MASTER

ENGINEERING DEPT.

REAR AXLE

Type: Pressed Steel Housing - Semi Floating
 Gear Ratio: 4.111 to 1 (9-37)
 Final Drive Type: Spiral Bevel Gear
 Distance between Spring Centers: 43-1/8
 Minimum Road Clearance: 8-3/8
 Pinion Adjustment: Shims and tapered collar
 Pinion Shaft Bearing: N.D. 905206 Front Hyatt 125630 Rear
 Pinion Shaft Thrust: On Front Bearing
 Differential Bearing: N.D. 902100
 Axle Shaft Bearing: Hyatt 111104
 Gear Back Lash: .006 - .010
 Tread: 57-9/16
 Axle Shaft Thread Size: None

BRAKESService

Type: Mechanical 4 Wheel Internal Expanding (Articulated Shoe Type)
 Dia. of Front Brake: 12
 Dia. of Rear Brake: 12
 Width of Lining: 1-3/4 Front 1-3/4 Rear
 Thickness of Lining: .187 - .180 Front and Rear
 Length of Lining: 49-3/16" Front 49-3/16" Rear
 Total Effective Braking Area: 172.1 Sq. Ins.
 Lining Material: Special Moulded

Emergency

Type: Mechanical, cut-in system, 4 Wheel Internal Expanding
 Dia. of Drum: 12 Front and Rear
 Width of Lining: 1-3/4 Front and Rear
 Thickness of Lining: .187-.180 Front and Rear
 Total Length of Lining: 98-3/8
 Total Effective Braking Area: 172.1 Sq. Ins.
 Lining Material: Special Moulded

ENGINE

Type: Valve in Head - Marine Head
 Number of Cylinders: 6
 Cylinder Arrangement: In Line
 Bore: 3-5/16 Stroke: 4
 Compression Ratio: 5.6 to 1
 Max. Torque: 155 Ft. Lbs. @ 1000 to 2000 R.P.M.

CHANGES

SPECIFICATIONS

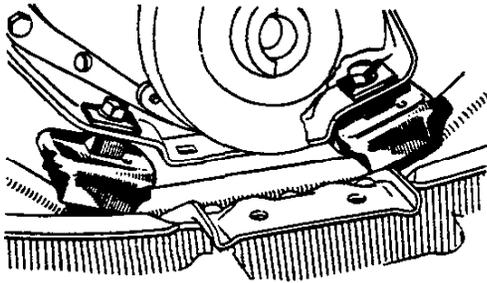
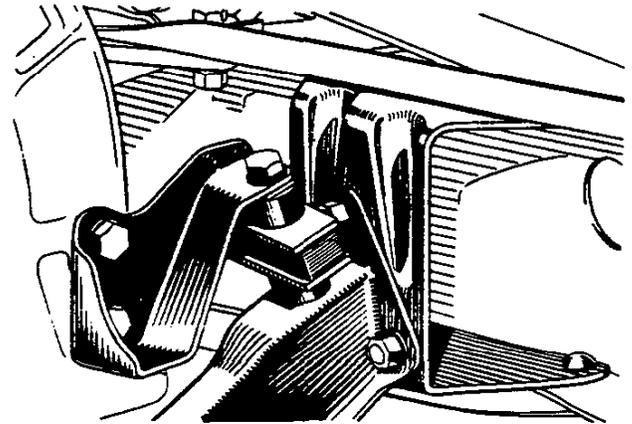
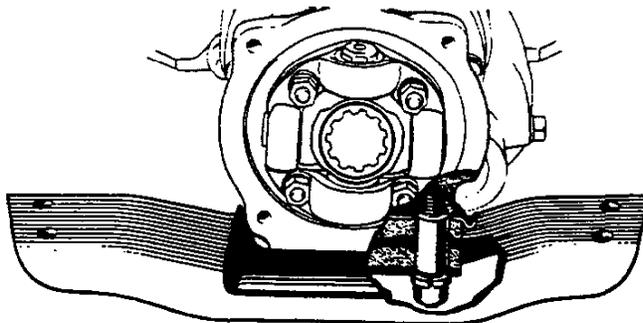
CHEVROLET

1935 MASTER

ENGINEERING DEPT.

ENGINE CONTINUED

Piston Displacement: 206.8 Cu. Ins.
 Rated Horse Power: 26.3
 Max. Brake Horse Power: 80 @ 3200 R.P.M.

POWER PLANT MOUNTINGFront - Two PointsSide - Two PointsRear - One PointCAMSHAFT

Type of Drive: Gear
 Gear Material: Bakelite and Fabric Composition - Mating Gear Steel
 Camshaft Bearings: Front, Iron, in cylinder case, center and rear, steel backed babbitt.
 Bearing Clearance (on diameter): .002 - .0035
 Camshaft End Play: .003
 Bearing which takes thrust: Number one
 Number of Bearings: 3

CHANGES

SPECIFICATIONS

CHEVROLET

1935 MASTER

ENGINEERING DEPT.

CONNECTING RODS CONTINUED

Length (Center to Center):	7-1/2	Lower End Bearing:	
Crankpin Diameter:	2-1/8	Diameter:	2-1/8
Crankpin Length:	1-1/2	Length:	1-9/32
Width at Piston Pin:	15/16	Material:	Babbitt
		Clearance (On Diameter):	.0005 - .002
		Type of Bearing:	Centrifugally Cast
		Type of Shims:	Steel or Brass - Solid

EXHAUST SYSTEM

Exhaust Pipe Diameter:	2
Muffler Type:	Diffusion
Diameter:	6"
Length:	23"

VALVESInlet Valve

Material:	Extruded Steel
Head Diameter:	1-45/64
Valve Length:	6-1/16
Stem Diameter:	11/32
Style of Stem End:	Split Tapered Key
Tappet Clearance:	.006 Hot
Spring Pressure:	42-48 Lbs. Valve Closed
Spring Pressure:	94-102 Lbs. Valve Open
Tappet Spring Pressure:	38-44 Lbs. Valve Open
Tappet Spring Pressure:	16-20 Lbs. Valve Closed
Valve Lift:	.316
Type of Stem Guide:	Removable
Valve Stem & Guide Clearance:	.001-.003
Angle of Valve Face:	30°

Exhaust Valve

Material:	Extruded Steel
Head Diameter:	1-15/32
Valve Length:	4-13/16
Stem Diameter:	11/32
Style of Stem End:	Split Tapered Key
Tappet Clearance:	.013
Spring Pressure:	42-48 Lbs. Valve Closed
Spring Pressure:	94-102 Lbs. Valve Open
Tappet Spring Pressure:	38-44 Lbs. Valve Open
Tappet Spring Pressure:	16-20 Lbs. Valve Closed
Valve Lift:	.309
Type of Stem Guide:	Removable
Valve Stem & Guide Clearance:	.002-.004
Angle of Valve Face:	30°

CRANKSHAFT

Number of Main Bearings:	3	Clearance between Oil Thrower Groove in
Main Bearing Clearance:	.001-.003	Crankshaft and Flange on Cylinder
Main Bearing Material:	Steel & Babbitt	Block:
		.002 - .032

CHANGES

SPECIFICATIONS

CHEVROLET

1935 MASTER

ENGINEERING DEPT.

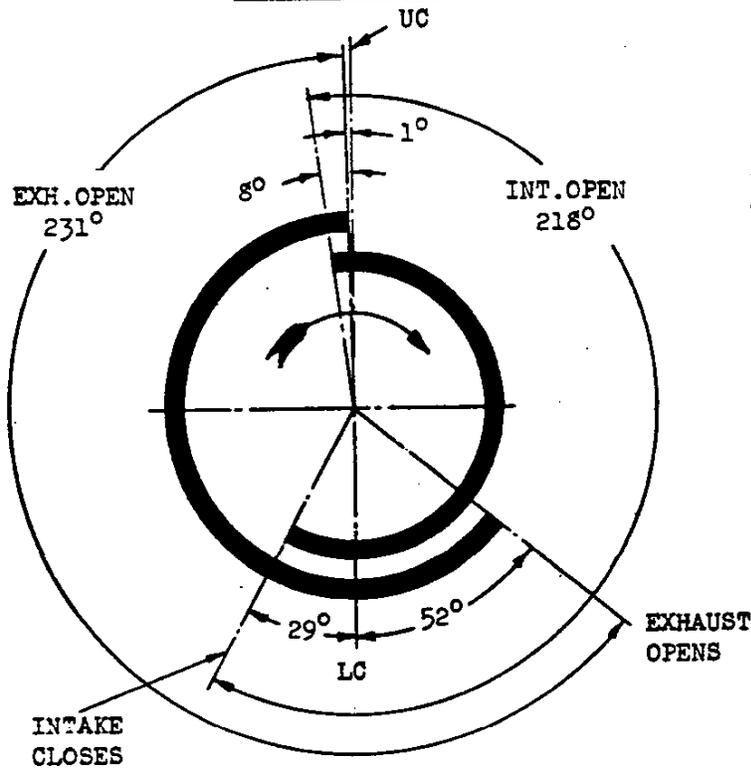
CRANKSHAFT CONTINUED

Crankshaft Pulley Diameter:	6-1/32	Bearing which takes thrust:	#2
Torsional Vibration Dampener used:	Yes	Amount of Crankshaft Offset:	None
Weight of Crankshaft:	69 Lbs.	Amount of End Play:	.004 - .007

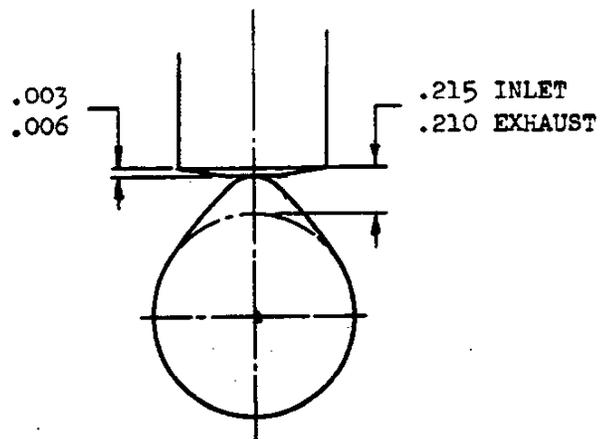
Bearing Sizes

#1		#2		#3	
Diameter:	2-1/16	Diameter:	2-1/8	Diameter:	2-3/16
Length:	1-49/64	Length:	1-7/8	Length:	2-11/64
Projected Bearing Area:			12.34 Sq. Ins.		

TIMING DIAGRAM



VALVE TAPPET



VALVE ROCKER ARM RATIO: 1.48 TO 1
CAMSHAFT RAMP: .010 INLET
.015 EXHAUST

SPECIFICATIONS



1935 MASTER

ENGINEERING DEPT.

FUEL SYSTEM

Carburetor

Make:	Carter - Down Draft	Gasoline Filter:	Yes (Screen in Fuel Pump)
Model:	W-1	Air Cleaner Type:	Cleaner, Silencer & Frame Arrester
Size:	1-1/4	Fuel Mixture Heater:	Yes-Passes through Manifold Heat Chamber, automatically controlled by Thermostat on Manifold.
Type:	Single Adjustment		

Fuel Feed

Type:	Mechanical Pump - Camshaft Driven
Make:	AC - Type W-1
Fuel Pump Arm Throw at Camshaft:	1/4

COOLING SYSTEM

Water Circulator:	Centrifugal type pump.
Capacity of Pump:	45 gallons per minute at 3600 Engine R.P.M.
Radiator Shell Material:	G.M.C. 1010 Steel
Shell Finish:	Composite with front chromium plated balance painted to match hood. Grille also furnished.
Radiator Core Type:	Ribbed Cellular
Core Material and size:	All Copper .25 x .40 x 2-1/8
Exposed Core Area:	365.7 Sq. Inches
Number of Fan Blades:	4
Diameter of Fan:	15-3/4"
Fan Pulley:	"V" type - Angle of "V" 28°
Diameter of Pulley:	4-21/64"
Fan Belt Material:	Vulcanized fabric (one piece)
Fan Belt Length:	39-3/4" Width: 21/32"
Fan Shaft Bearings:	Front, Durex Composition - Rear, Bronze
Radiator Hose Size:	Upper (Inlet) 1-1/4" x 7-13/16" Lower (Outlet) 1-1/2" x 4-1/4" (2 pieces)

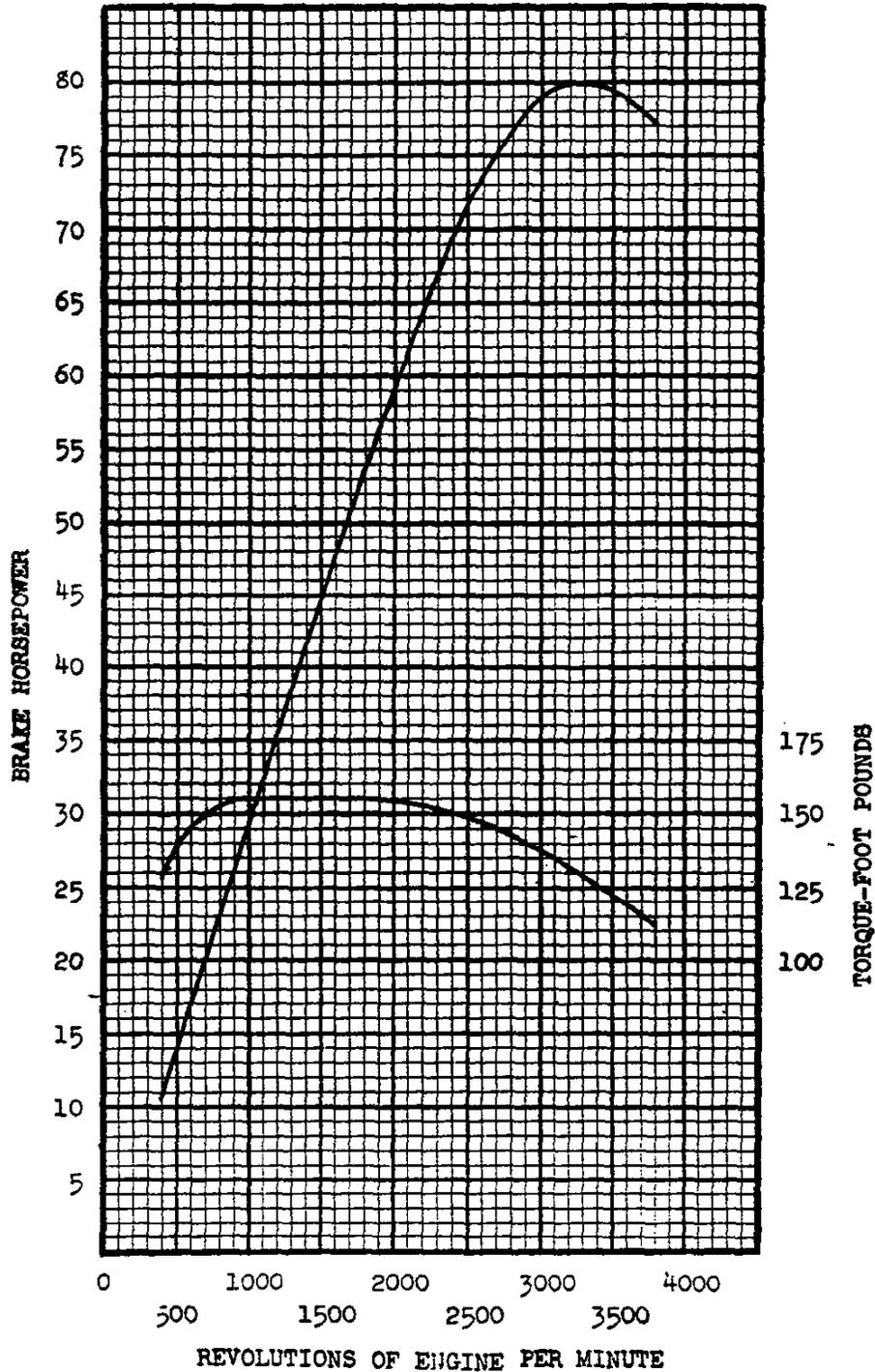
SPECIFICATIONS



1935 MASTER

ENGINEERING DEPT.

POWER CURVES

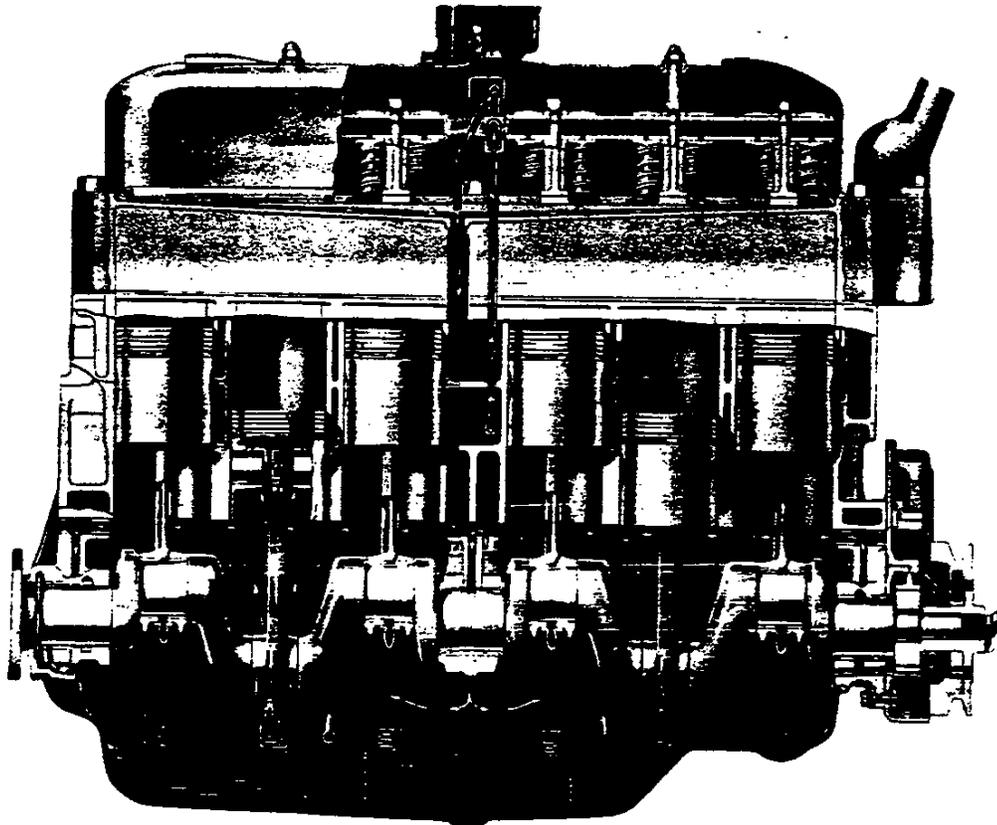


SPECIFICATIONS

CHEVROLET

1935 MASTER

ENGINEERING DEPT.

LUBRICATION SYSTEM

Type: Combination Pump, Splash and Pressure Stream
 Pressure Feed to Crankshaft Main Bearings, Camshaft Bearings and Valve Rocker Arms
 Pressure Stream to Connecting Rod Lower Bearing
 Oil Pump Type: Vane
 Oil Cleaner Type: Screen with by-pass on intake side of Oil Pump
 Pressure, Pounds: Ranges from 6.5 Lbs. @ 10 M.P.H. to 14.5 Lbs. @ 70 M.P.H.
 Type of Oil Level Gauge: Rod
 Type of Oil Drain: Plug
 Area of Oil Screen: 14.5 Sq. Ins.

SPECIFICATIONS

CHEVROLET

1935 MASTER

ENGINEERING DEPT.

CLUTCH

Type: Single Plate Dry - Single Cushioned Plate Clutch
 Number of Driving Discs: One
 Number of Driven Discs: One
 Facing Material: Asbestos Composition
 Type: Disc
 Inside Diameter: 6-1/4
 Outside Diameter: 9
 Area of Clutch Surface: 65.87 Sq. In.
 Thickness: .122 - .128
 Number of Pieces: Two
 Total Clutch Spring Pressure: 1017 Lbs.
 Rated Torque Capacity of Clutch: 170 Ft. Lbs.

Bearings

Throwout: Carbon Composition #1 Mixture - I.D. 1-1/2 x O.D. 2-3/8 x 3/4
 Thrust: Cast Iron
 Clutch Pilot: Hyatt #907109

Lubrication

Oiler provided for Clutch Release Bearing - No other lubrication necessary.
 Clutch Adjustable: Yes
 Clutch Throwout Lever Mounted on Ball:

Flywheel

Diameter: 12-5/8"
 Weight: 34-3/4 Lbs.
 Number of Teeth: 132 - Mating Gear on Starting Motor, 9 Teeth
 Width of Teeth: 1/2"

TRANSMISSION

Type: Selective Synchro-Mesh - Silent Second - Standard Shift
 Constant Mesh Gears: Helical
 Location: In unit with Engine
 Number of Speeds: 3 forward and 1 reverse

SPECIFICATIONS



1935 MASTER

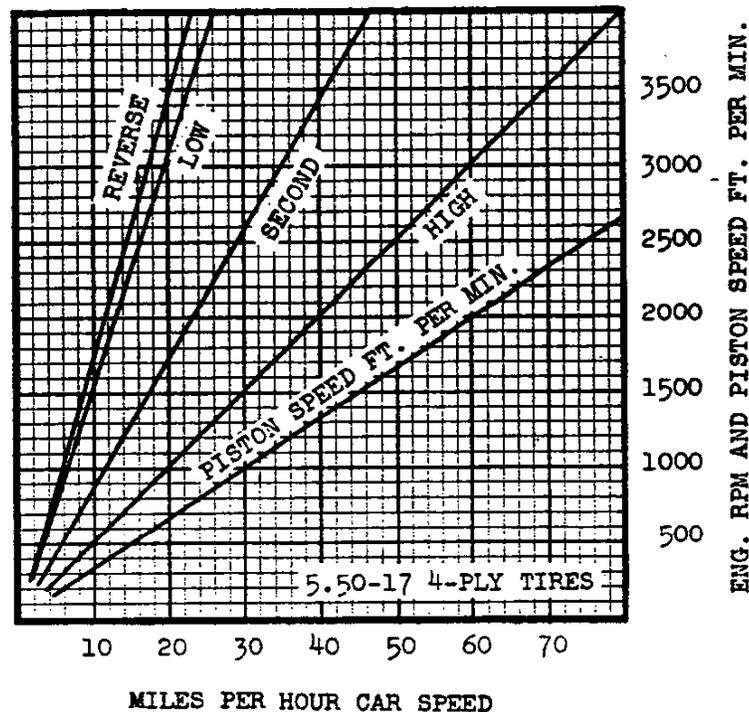
ENGINEERING DEPT.

TRANSMISSION CONTINUED

	<u>Gear Ratios</u>	<u>Total Gear Reductions</u>	<u>Torque of Gear Set</u>
First Speed	3.02	12.41	468.1 Ft. Lbs.
Second Speed	1.70	6.99	263.5 Ft. Lbs.
Third Speed	Direct	4.11	155.0 Ft. Lbs.
Reverse	3.40	13.97	527.0 Ft. Lbs.

Bearings

Reverse Idler:	7/8 x 1 Bronze (2 used)
Main Shaft-Front:	N.D. 903208
Main Shaft-Rear:	N.D. 907506
Countershaft-Front:	7/8 x 1-1/4 Bronze
Countershaft-Rear:	7/8 x 1-3/8 Bronze
Mainshaft Pilot:	Hyatt 142638
Second Speed Gear Bushing:	1-5/16 x 1-5/8 Bronze
Speedometer Gear Ratio:	3.0 to 1



SPECIFICATIONS

CHEVROLET

1935 MASTER

ENGINEERING DEPT.

UNIVERSALS

Type: Steel Yoke
 Material: Drop Forged Nickel Chromium Steel
 Pin Diameter: 11/16
 Pin Bearing Length: 37/64
 Number of Bearings: 4
 Distance between Pin Bearing Centers: 2-3/4
 Clearance (On Dia.) between Pin and Bearings: .002 - .005
 Type of End (Transmission): Spline
 Number of Splines: 6
 Inside Diameter of Splines: .992
 Outside Diameter of Splines: 1.182
 Type of End (Propeller Shaft): Spline
 Number of Splines: 10
 Inside Diameter of Splines: .911
 Outside Diameter of Splines: 1-1/16
 Number of Universal Joints: One
 Method of Lubrication: Self, from Transmission

PROPELLER SHAFTS

Type: Tubular with splined ends
 Material: Nickel Chromium Steel Ends and Carbon Steel Tube
 Length: 52-11/32
 Number of Splines (Front): 10
 Number of Splines (Rear): 10
 Propeller Shaft connected to Drive Pinion Shaft by Splined Sleeve.

STEERING GEAR

Type: Semi-Reversible - Ball Bearing Roller Sector
 Ratio: 17-1/2 to 1
 Type of Steering: Fore and Aft
 Diameter of Steering Post: 1-1/2
 Diameter of Steering Wheel: 17-1/4
 Minimum Turning Diameter: 43.0 R.H. 41-1/2 L.H.

SPECIFICATIONS

CHEVROLET

1935 MASTER

ENGINEERING DEPT.

WHEELS

Type: Wire Passenger (Except Sedan, Town-Sedan, Club-Sedan)
Steel Spoke Sedan - Town-Sedan - Club-Sedan

RIMS

Type: Drop Center, Integral with Wheel 3.62 Base

TIRES

Regular
5.50-17 4-Ply Front and Rear

RATING

	<u>Pressure</u>	<u>Loaded Rad.</u>	<u>Revs./Mi.</u>	<u>Load Rating</u>
5.50-17 4-Ply	28 Lbs.	13.85"	730	955 Lbs.

Manufacturer of Tires: U.S. Rubber Company and Goodrich.

GENERATOR

Model: 935 V
 Driven by: 32° "V" Belt
 Generator Pulley: "V" Type, Diameter 3-11/32", Angle of "V" 28°
 Ratio of Generator Speed to Engine Speed: 1.80 to 1
 Maximum Charging Rate, Hot: 17 Amps.
 Voltage at Max. Charging Rate, Hot: 8.5
 R.P.M. at Max. Charging Rate, Hot: 2525
 Car Speed at Max. Charging Rate, Hot: 26 Mi./hr.
 Maximum Charging Rate, Cold: 20 Amps.
 Voltage at Max. Charging Rate, Cold: 8.2
 R.P.M. at Max. Charging Rate, Cold: 2450
 Car Speed at Max. Charging Rate, Cold: 25 Mi./hr.
 Thermostat: No
 Field Fuse: No
 Voltage Regulation: Third brush and field resistance
 Rated Voltage: 6-8

SPECIFICATIONS

CHEVROLET

1935 MASTER

ENGINEERING DEPT.

GENERATOR CONTINUED

Rotation (Drive End):	Clock wise
Bearings:	Commutator End - Bronze Bushing Drive End - Ball Bearing
Cutout:	Voltage to Close - 7.2 Armature Speed - 660 Car Speed - 7 Mi./hr. Amperes to open: 1 to discharge

BATTERY

Make:	Delco	Amp. hours capacity:	90 on all
Model:	15 X or 15 Y	Cell arrangement:	Side to side
Number of Plates:	15	Shipped wet of dry:	Optional
Length:	8-11/16 - 8-15/16	Charging rate, start:	4-1/2 Amp.
Width:	6-3/4 - 6-7/8	Charging rate, finish:	4-1/2 Amp.
Height:	7-3/4 - 7-7/8	Which terminal is grounded:	Neg.
Volts:	6	Where is battery mounted:	Frame-Right Side

IGNITION SYSTEM

Type:	Separate units high tension distributor ground return system.		
Make:	Delco-Remy		
Model Number:	645 G		
Current Source:	Generator		
Spark Control Type:	Full Automatic		
Manual Advance:	20° Vernier Manual Adjustment		
Vacuum Advance:	12°		
Automatic Advance:	28°		
Firing Order:	1-5-3-6-2-4		
Timing, Spark advanced:	5° B.T.D.C.		
Distributor interrupter point openings:	.021		
Distributor upper bearing type:	Cast Iron		
Distributor lower bearing type:	Cast Iron		
Condenser make:	Delco-Remy		

Coil

Amps. drawn, Engine stopped:	4.8
Amps. drawn, Engine idling:	2.5
Spark Plug make:	A.C. K-11 metric
Recommended gap:	.032

SPECIFICATIONS

CHEVROLET

1935 MASTER

ENGINEERING DEPT.

STARTING MOTOR

Model: 738 G
 Drive Type: Bendix
 Lock Torque: 14 Ft. Lbs.
 Voltage: 3.4
 Amps.: 525
 No Load Bench Test R.P.M.: 2500
 Voltage: 5.4
 Amps. 125
 Rotation (Commutator end): C.C.W.
 Bearing Type:
 Commutator end: Cast Iron
 Drive end: Graphite Bushing
 Outboard: Yes
 Over-running Clutch: No
 Pinion: Meshes on front of Flywheel
 Starting Motor turns engine approximately 65 times per minute.

BENDIX DRIVE

Number of Teeth: 9
 Starter Gear Ratio: 14.66 - 1

LIGHTING SYSTEM

Type: Two Beam
 Head Lamp Lens: Tiltray
 Diameter: 8-13/16"
 Inside diameter of Rim: 7-11/16"
 Head Lamp Bulb: T-2320
 Candle Power: 21 Lower Beam, 32 Upper Beam
 Two Filament Bulb: Yes
 How are Head Lamps dimmed: Depressed Beam
 Parking Light Bulb: In Head Lamp
 Bulb: T-55
 Candle Power: 1-1/2
 Tail and Stop Lamp Type: Combination
 Tail Light Bulb: T-63
 Stop Light Bulb: T-63
 Candle Power: 3
 Tail and Dash Light in Series: No
 Dash Light Bulb: Yes (2 used)
 Bulb: T-63
 Candle Power: 3

CHANGES

SPECIFICATIONS



1935 MASTER

ENGINEERING DEPT.

LIGHTING SYSTEM CONTINUED

Dome Light:
Bulb: T-63
Candle Power: 3
Fuse: Type 3AG
Volts: 6
Amperes: 15

TOOLS

3-1/2" Round Shank Screw Driver	Lubrication Gun
6" Combination Pliers	Oil Can
10 oz. Ball Pein Hammer	Starting Crank
9" Adjustable Auto Wrench	Special Long Screw Auto Jack
Open End Wrench	
Spark Plug Wrench	
Hand Tire Pump	

SERIAL NUMBERS OF MOTORS BY MONTHS - 1935	
FIRST BUILT	4708995 (Show Job Motors started with 4709500) Also used 6 Exp. Motors MA 676 to 681 inclusive on show jobs.
DECEMBER	
JANUARY	4775743
FEBRUARY	4783317 1st 1935 MPass built 1-5-35 4844355 (except 4844601 to 4851013 inclusive)
MARCH	4931727 (except 4933400 to 4933566 inclusive)
APRIL	5025565 (except 5027200 to 5028276 inclusive)
MAY	5134063 (except 5135200 to 5135881 inclusive)
JUNE	5215902 (except 5226400 to 5226406 inclusive)
JULY	5326403 (except 5327600 to 5328866 inclusive)
AUGUST	5446630 (except 5447600 to 5448893 inclusive)
SEPTEMBER	
LAST 1935	5500178
OCTOBER	
NOVEMBER	
DECEMBER	
LAST 1935	(See Above)
	Master Pass Motors have no prefix letter in front of Serial Number.
	Comm. Motors have a "K" in front of Serial Number.
	Truck Motors Have a "T" in front of Serial Number.
	Standard Motors have a "M" in front of Serial Number.
	Right Drive Motors also have an "R" in front of Serial Number.
	Economy Engines have a "V" in front of Serial Number.



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