

From the Advanced Thinking of Studebaker

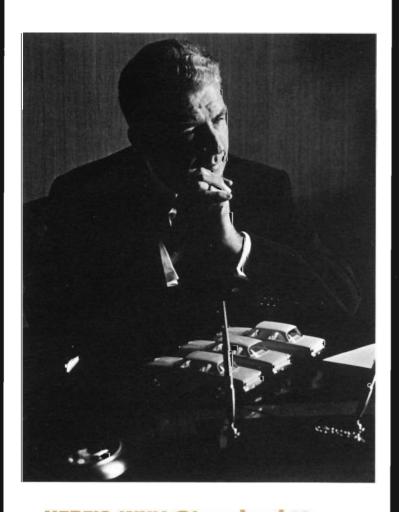


For Budget-Minded Buyers

2-DOOR SEDAN 4-DOOR SEDAN **4-DOOR WAGONAIRE**

world's only wagon-convertible

CHOOSE A SIX OR AMERICA'S LOWEST-PRICED V-8 Is the car I'm
considering the best
buy in...Operating and
maintenance costs?...
Styling?...Performance?
Comfort and Convenience?
Durability and
Operational Life?...
Initial Purchase Price?



HERE'S WHY Standard IS

THE ANSWER TO YOUR

NEW CAR PURCHASE QUESTIONS

OPERATING & MAINTENANCE COSTS

Owner records show that in all parts of the country, in all kinds of service, the Lark saves up to $\frac{1}{2}$ on gasoline, $\frac{1}{2}$ on maintenance, $\frac{1}{2}$ on repairs! It will pay you well to consider the Lark most seriously—and be sure the specifications for your next car are written to take full advantage of the many savings in the $\frac{1}{2}$ Lark Standard.

BIG 15-INCH WHEELS combined with less car weight means longer tire life.

MORE BRAKE LINING AREA per pound of weight gives you safer, surer stops as well as longer lining life!

NO COSTLY CHROME body molding to repair or replace . . . body stays newer longer.

FULLY VENTED GAS TANK FILLER permits quicker refueling without spillage.

ALUMINUM COATED MUFFLER and tailpipe have 2½ times longer service life than ordinary steel mufflers and tailpipes.





OVERSIZE RADIATOR cools engine faster—solid construction resists leakage or breakage under operating conditions.



BOLT-ON CONSTRUCTION of rear fenders and front-end sheet metal reduce crash-repair time and costs as much as 50% over the welded unitized body.

TROUBLE-FREE SERVICE LIFE—In the Studebaker tradition of standing squarely behind its products, you are given a 24-month or 24,000 mile warranty—your further assurance of continued reliability.

THE DOLLAR WISE VALUE OF STANDARD RESULTS IN GREATER PROFIT FOR YOU

STYLING



The Lark's exterior styling is dignified and uncluttered with overornamentation.

Clean, crisp lines give it a rich appearance.

Sturdy vinyl interior trim—normally extra cost—is standard.

Smart two-tone vinyl upholstery enriches the car's interior and a choice of colors is available.



Completely washable interiors give longer life—resistant to abuse without growing shabby.

The Safety-Padded Dash and easy-to-read instrument panel add a touch of luxury to the interior.

DYNAMIC STYLING DISTINGUISHES THE STANDARD!

PERFORMANCE FEATURES

The 112 H.P. Studebaker Skybolt Six engine in the Standard is designed for today's modern driving . . . gives positive response with maximum efficiency.

Delivers a lively 154 ft. lbs. of Torque which is the true measure of a car's "muscle," or ability to accelerate in traffic or on the highway.

Steel-backed, aluminum-tin plated main and connecting rod bearings provide long, quiet, trouble-free operation.

Larger diameter, extra rigid crankshaft resists vibration and keeps the engine running smoothly at all speeds.

Full-Flow oil filter gives 4000 mile oil change period—longer engine life. New high-capacity oil pump circulates more oil through the engine for better lubrication.

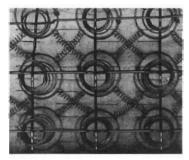
Oversize overhead valves permit free-breathing fuel intake.

New induction-type manifolding packs a greater power charge into each cylinder before firing.

Proved economical yet powerful 259 cu. in. V-8 engine is also available.

THE ALERT AND RESPONSIVE SKYBOLT SIX GIVES YOU MILE AFTER MILE OF PERFORMANCE AND ECONOMY!

COMFORT & CONVENIENCE



REINFORCED COIL-SPRING **SEAT CONSTRUCTION** maintains original contour even after 100,000 miles. Quality padding and foam rubber provide lasting comfort. Heavy-Duty Seat Springs with additional coils for added strength are available optionally.

FLAT FLOORS with no wells to trip over-safe entrance and exitno "dished out" floor space to collect snow or water.

BIG COMFORTABLE PASSENGER COMPARTMENT with more 'Stretch-out" legroom than some luxury cars, more "hat and headroom" than any comparable car. Plus posture-right chair high seats for driver comfort.

WIDER, MORE SPACIOUS DOOR OPENINGS make driver and passenger entry and exit effortless. Packages and bulky materials load and unload through the doors with complete ease.

PADDED DASH is not only a beauty feature but a safety feature as well.

INSTRUMENT PANEL has big direct reading dials including ammeter and oil gauge. Soft illumination for easy night reading and driving safety.

AIRCRAFT-TYPE SWITCHES for lighting and heat controls are of the rocker type and are controlled



BIG WINDSHIELD area offers better visibility—gives driver complete

command of the road. New wide sweep wipers with 2-speed control are electric for positive action.

STANDARD-ACTION CAR OF THE YEAR!

DURABILITY

Studebaker, like the makers of the world's most expensive cars, insists on providing you with the added quality, safety and roadability of a full steel frame of immense strength. Besides contributing to torsional rigidity, frame construction makes major collision repairs far less costly. It also provides maximum safety in surrounding the body to ward off or cushion sudden impact.



BETTER-BUILT QUALITY BODY-provides quiet, relaxing passenger car comfort. "Pride of Workmanship" and lasting beauty is built into every "Studebaker Standard." The body is built with extra strength box-section type of construction. The roof panel is supported with heavy box-section posts and all sheet metal is welded to form a com-

pletely reinforced one-piece unit. Areas such as the cowl and the rear window shelf are all welded to complete the rugged body. For plus protection, the underbody is rustproofed to rigid U.S. ordinance specifications.

BIG WIDE DOORS are of double panel design for great strength and the hinges are mounted to the box-section areas of the body shell so that the doors fit tight . . . free of rattles and drafts. And when you slam a Lark door, it slams with a deep thud-the "sound of quality."

INITIAL PURCHASE PRICE

Studebaker offers you a Budget Car with exclusive features available only at added cost on all other competitive makes or not available at all. Studebaker brings you savings when you buy . . . and saves for you every day of the year.

STANDARD IS THE LOWEST COST AND MOST DEPENDABLE CAR FOR YOU



When you have asked yourself these questions, there is no doubt that your answer to bigger savings is the

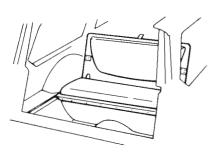
STANDARD - PERFECT BUDGET CAR!

NOW AVAILABLE IN THE LOWEST-PRICED FIELD... A STATION WAGON THAT IS 3 CARS IN 1... STANDARD



LOAD CAPACITY

The sky's the limit—with Wagonaire's exclusive slide-open steel top. Great backsaver, too. You load it standing up straight. Wagonaire's flat, level tailgate makes a sturdy loading platform, and you can have it with optional fold-down concealed ladder.

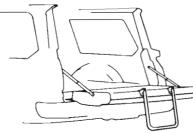


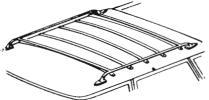
REAR-FACING THIRD SEAT

This smart option quickly converts your Wagonaire from a six to an eight passenger car. Folds flat into its own floor well when not in use. Four captive air puncture-proof tires are included with this option.



Your Wagonaire's tailgate may be equipped with this optional convenient step, which affords easy ascent and descent from rear platform. A real energy saver when loading or unloading.





ROOF LUGGAGE RACK

A handsome option that adds still more storage space for additional loads. Heavily chrome-plated, rustproofed rack is practical and makes a neat appearance item.



TAILGATE LOCK AND WINDOW CONTROL

Easy-to-operate tailgate window control locks securely when window is closed. Optional electric window operator available.



HIDEAWAY SPARE

Spare tire and jack fit snugly under rear floor. Small items or packages may be left here out of sight when car is unattended.



BIG CARGO AREA

95.5 inch long cargo space with second seat and tailgate lowered. Smooth, tough vinyl covered floor for easy loading, longer wear, attractive appearance.

WAGONAIRE IS MORE THINGS TO MORE PEOPLE THAN ANY OTHER CAR!





MODEL NUMBER	63S-F2		3S-Y2		
BODY STYLE	2-DOOR S	EDAN 4	-DOOR SED	AN	
Penner Type—Bore & Stroke (in.)		QHV 6-3.0 x 4.0			
Piston Displacement (Cu. In.)		169.6			
ompression Ratio (to L)		8.25			
laximum H.P. & RPM/Taxable H.P.		112 @ 4500/21.6			
laximum Torque at RPM		154 @ 2000			
ecommended Fuel/Fuel Capacity (Gal.)		Regular/18			
arburator	Down Draft i Bbi.				
r Cleaner Standard/Optional	Direction	Plasticized Paper with Full Silence	r/1 Piet Wet Type		
istoms		inum Alloy, Tin Plated, Cam Ground			
iston Rings	74411	2 Compression, 1 O			
ain Bearings—Humber		4			
earings	Intermediate Mai	n & Connecting Rods, Replaceable S	iled Recked Aluminum	Lined	
rankshaft		Steel, Integral Counterweights, Tor			
amshaft	0.09.10.600	Nickel Alloy, Cast Iron & Harden			
amshaft Gear	Calo	on Non Metallic, Permanently Adju			
ubrication System	Cent	Full Pressuce	- Care Burney		
il Capacity Qts./Oil Fifter Std./Opt.		(Add 1 Qt. with Filter)/Full Flow/re	polaceable element		
adiator Frontal Area/Cooling System Capacity		440.2 Sq. In./11 Quarts (Add 1 C			
an—Standard/Optional		4 Blades/6 Blades	Contract to		
agine H.D.—Optional	Silichrome Intel and Str		ed-Too Piston Rine—At-	um Yimine Con-	
LECTRICAL attery—Standard/Optional	Silichrome Inlet and Stellite-Faced Exhaust Valves—Chromed-Top Piston Ring—Alum. Yiming Gear. 9 Plate—50 Amp./11 Plate—70 Amp.				
Iternator Std.	35 Amp.				
eneratorOptional	40 Amp. H.D.	(10 Amps. at Idle)/40 Amp. H.D. L	ow Cut In Single or Du	of Belt	
Mernator-Opt.	45 A	mp. Motorola/60 Amp. Single or De	al Belt Leece-Neville		
RAKES rakes Standard—Optional	Hydraulic Self Adjusting, Self-Contering, Self-Energizing/Heavy Outy Brakes-Opt.				
ining Area—Standard and Optional	146.4 Sq. In./195.3 Sq. In. Bonded Lining				
rum Size—Front/Rear	Standard 10 x 2 in./9 x 2 in.; Optional 11 x 2% in./10 x 2 in.				
rum Type	St'd—Ribbed/Opt. Finned				
raking Distribution	Front 62%—Rear 38%				
rakes—Parking	Direct to Rear Wheels				
ill Holder		Optional with Standard & O.D. 1	ransmissions		
HASSE		Box Section, Double-Drop Co	nstruction		
ype/No. of Cross members	Ladder/4				
prings—Front	Coil				
prings—Rear		All models have 4 leaf	springs		
prings—Optional		Heavy Duty-Front & I	Rear	- 5	
hock Absorbers—Standard/Optional	Direc	t Double Action/H.D. Front & Rear	1% In. inside Diameter		
GIVE TRAIN lutch—Diameter/Effective Area	Dry D	isc Type—81f In./66 Sq. In.; Optio		ia.	
ransmission—Standard	Conventional 3-Speed				
ransmissions—Optional	Overdrive: Automatic: H.D. Water Cooled Automatic				
ear Axle—Model 44. Huavy Duty		Optional			
win Traction Differential		Optional			
ear Axle Ratio w/Conv. Yrans.—Standard	3.71	DENCHSIONS	1 poor	4 000E	
ear Axie Ratio w/Conv. Trans.—Optional	3.31/4.10	Overall Height (In.)	55%	55%	
ear Axle Ratio w/Overdrive-Standard	4.10	Overall Length (in.)	164	744	
ar Axle Ratio w/Overdrive-Optional	3.73/4.56	Overall Width (in.)	71%	71%	
ear Axle Ratio w/Automatic Standard	3.73	Wheel Base (In.)	109	113	
ear Axie Ratio w/Autometic - Optional	4.10	Tread, Front-Rear (In.)	57% /56%	57%/56%	
irning Diameter 37.6' (Z Dr.)	39' (4 Dr.)	Headroom, fr/reer (Ie.)	36"/35"	36"/35"	
		Legroom, Ir/rear (In.)*	44% */39*	44% */43*	
		Hiproom, fr/rear (In.)+	5916 "/5916"	5914 1/5914	
		Shoulder Room, fr/rear (In.)	5514 */55 *	5514 */55*	
		Shipping Weights (Lbs.)	2610 lbs.	2735 lbs.	
All measurements 2" greater with occupant seate	rd.	Tires, Standard	6.00 x 15	6.00 x 15	

MODEL NUMBER	63 V - F
BODY STYLE	2-DOO
ENGINE	
Type—Bore & Stroke (In.)	
Piston Displacement (Cu. In.)	
Compression Ratio (to 1)	
Maximum H.P. (a RPM/Taxable H.P.	
Maximum Torque at RPM	
Recommended Fuel Fuel Capacity (Gal.)	
Carburetor—Standard Optional	
Air Cleaner—Standard, Optional	Dry—PI
Pistons	
Piston Rings	
Main Bearings—Number	
Bearings	Intern
Crankshaft	0
Camshaft	
Camshaft Gear	
Lubrication System—Standard	
Oil Capacity, Qts./Oil Filter Std./Opt.	
Radiator Frontal Area/Cooling System Capacity	
Fan—Standard, Optional	
Engine H.D.—Optional	Schichrome Inte
ELECTRICAL	
Battery-Standard/Optional	
Alternator Std.	
Generator — Optional	
Alternator-Opt.	
BROKES	
Brakes Standard	
Lining Area—Standard and Optional	
Drum Size—Front/Rear	
Drum Type	
Braking Distribution	
Brakes—Parking	
Hill Holder	
CHASSIS	
Type/No. of Cross members	
Springs—Front	
Springs—Rear	
Springs—Optional	1
Shock Absorbers—Standard/Optional	1
DRIVE-TRAIN	
Clutch—Diameter/Effective Area	
Yransmission—Standard	1
TransmissionsOptional	1
Rear Axie-Model 44	
Twin Traction Differential	174
Rear Axle Ratio w/Conv. Trans.—Standard	3.07
Rear Axie Ratio w/Conv. Trans.—Optional	3.31
Rear Axie Ratio w/Overdrive—Standard	3.31
Rear Axie Ratio w/Overdrive—Optional	3.07, 3.73
Rear Axle Ratio w Automatic Standard	3.07
Rear Axie Ratio w/Automatic—Standard	3.07
Rear Axie Ratio w/Automatic—Optional Rear Axie Ratio w/4 Spd. Fir. Shi.—Sid.	
	3.31
Rear Axle Ratio w 4 Spd. Fir. Sht.—Opt.	
Turning Diameter 2-Doom 37.6'	4-DOOR 39'

*All measurements 2" greater with occupant seated.

MODEL NUMBER	63V-I	F2	63 V - Y	2	
BODY STYLE	2-DOOR SEDAN 4-DO			OR SEDAN	
ENGINE					1277
Type—Bore & Stroke (In.)	OHV-V-83.56 x 3.25				
Piston Displacement (Cu. In.)		-	259.2		
ompression Ratio (to 1)			8.5		
Maximum H.P. @ RPM/Taxable H.P.	180 @ 4500 (195 @ 4500 with 4 Bbl. Carb.)/ 40.6				
Maximum Torque at RPM	260 @ 2800 (265 @ 3000 with 4 Bbl. Carb.)				
Recommended Fuel, Fuel Capacity (Gal.)	Regular/18				
Carburetor—Standard Optional	Down Draft 2 Bbl./4Bbl. with Dual Exhaust				
Air Cleaner—Standard Optional	Dry-Plasticized Paper with Full Silencer/1 Pint Wet Type (N.A. with 4 Bbl. Carb.)				
Pistons			ated, Cam Ground "Heat I	Dam" Type	
Piston Rings		2 Cc	ompression, 1 Oil		
Main Bearings-Number			5		
Bearings	Inter	mediate Main & Connecting R	lods, Replaceable Steel-Ba	icked Aluminun	n Lined
crankshaft		Drop Forged Steel, Integral C	ounterweights, Torsional \	Vibration Damp	er
Camshaft		Nickel Alloy, (Cast Iron & Hardened Can	ns	
amshaft Gear	Celeron Non Metallic, Permanently Adjusted (Gear Drive)				
ubrication System—Standard	Full Pressure				
il Capacity, Qts./Oil Filter Std./Opt.	5 (Add 1 Qt. with Filter)/Full Flow/replaceable element				
ladiator Frontal Area/Cooling System Capacity	440.2 Sq. In./17 Quarts (Add 1 Qt. for Heater)				
an—Standard, Optional	4 Blades 6 Blades				
ngine H.D.—Optional	Sdichrome In	let and Stellite-Faced Exhausi	Valves—Chromed-Top P	iston Ring-Alu	m. Timing C
LECTRICAL			,		
Sattery-Standard/Optional		9 Plate-50	Amp./11 Plate70 Amp.		
Iternator Std.			35-Amp,		
enerator—Optional			40 Amp. Low Cut In Singl		
lternator—Öpt.		45 Amp. Motorola,	60 Amp. Single or Dual &	Selt Leece Nevil	lie
RAKES		thatautia Call Adioatiaa	C-M C-st-sian Call Fan		
rakes Standard			, Self-Centering, Self-Ene		II M.D.
ining Area—Standard and Optional			In., 195.3 Sq. In. Bonded		
Orum Size—Front/Rear			1./10 x 2 In.; Optional 11	x 21/4 In./10 x 2	? In.
Orum Type			Ribbed, Optional, Finned		
Braking Distribution	Front 62%—Rear 38%				
Brakes—Parking	Direct to Rear Wheels				
fill Holder	Optional with Standard & O.D. Transmissions				
ZIZZAH	Box Section, Double Drop Construction				
ype No. of Cross members	Ladder/4				
Springs—Front			Corl		
Springs—Rear			is have 4 leaf springs		
Springs—Optional			Duty—Front & Rear		
Shock Absorbers—Standard/Optional		Direct Double Action, H.C	I. Front & Rear L½ In. ins	ide Diameter	
DRIVE YRAIN					
Clutch—Diameter/Effective Area		Dry Disc Type—10 In./90.6		in./10/ Sq. In),
ransmission—Standard			ventional 3 Speed		_
ransmissionsOptional		Overdrive; Automa	lic; H.D. Waler Cooled Au	tomatic	
Rear Axie—Model 44		_	Optional		
win Traction Differential			Optional		
Rear Axle Ratio w/Conv. Trans.—Standard	3.07	DIMENSIONS		1-000R	4-D00R
Rear Axle Ratio w/Conv. Trans.—Optional	3.31	Overall Height (In.)		55%	55%
Rear Axle Ratio w/Overdrive—Standard	3.31	Overall Length (In.)		184	188
Rear Axie Ratio w/Overdrive—Optional	3.07, 3.73	Overall Width (In.)		71%	711/4
Rear Axle Ratio w Automatic - Standard	3.07	Wheel Base (In.)		109	113
Pear Axle Patio w/Automatic_Ontional	3 31	Tread Front Pear (In)		571/ 569/	571/ 550

109 113 57½, 565%, 57½, 565% 36°, 35° 36°, 35° 44½°, 33° 44½°, 33° 59½°, 59½°, 59½°, 59½°, 55° 2875 lbs. 2335 lbs. 6.50 x 15 6.70 x 15 Wheel Base (In) Tread, Front-Rear (In.) Headroom, fr/rear (In.) Legroom, fr/rear (In.)* Hiproom, fr-rear (In.)* Shoulder Room, fr/rear (In.) Shipping Weights (Ibs.) Tires, Standard Tires, Optional

SPECIFICATIONS

MODEL NUMBER BODY STYLE	83S-P2/4-DOOR WAGONAIRE		
ENGENE Type — Bore & Stroke (In.)		OHV 6-3.0 x 4.0	11
Piston Displacement (Cu. In.)		169.6	
Compression Ratio (to 1)		4.25	
Maximum H.P. & RPM/Taxable H.P.		112 @ 4500/21.6	
Maximum Torque at RPM		154 @ 2000	_
Recommended Fuel/Fuel Capacity (Gal.)	Regular/18		
Carburator		Down Draft 1 Bôl.	
Air Cleaner - Standard/Optional	Dry-Plasticized Paper with Full Silencer/1 Pint Wet Type		
Pistoni		Aluminum Alloy, Tin Plated, Cam Ground "He	
Piston Rings		2 Compression, 1 Oil	
Hara Bearings - Number		4	
Bearings	Intermedial	e Main & Connecting Flods, Replaceable Steel	Rectad Aluminum Lined
ranksheft		orged Steel, Integral Counterweights, Torsiona	
Campbett	2109 7	Mickel Alloy, Cast Iron & Hardened Co	
Comshaft Goor		Celeron Non Metallic, Permanently Adjusted	
ubrication System		Full Pressure	(0001 0.110)
Oil Capacity Ots./Oil Filter Std./Opt.			able eferment
Radiator Frontal Area/Cooling System Capacity	5 (Add 1 Qt. with Filter)/Full Flow/replaceable element		
	440.2 Sq. (n. /1) Quarts (Add 1 Qt. for Heater)		
an— Standard, Optional Agine H.D.— Optional	4 Blades /6 Blades Silichrome Inlet and Stellite-Faced Exhaust Valves—Chromed-Top Piston Ring—Alum, Timing Gra		
LECTRICAL	SHICHTOME INNEL E	NO SCHMIST-LUCAG EXMUNES ANABE - CHICAMAN LO	op rision king—kilem. Himing in
lettery — Standard / Optional	9 Plate 50 Amp./11 Plate 70 Amp.		
Uternator Std.	35 Amp.		
Generator — Optional	40 Amp. H.D. (10 Amps. at Idle)/40 Amp. H.D. Low Cut In Single or Dual Belt		
Atternator Opt.		45 Amp. Motorola/60 Amp. Single or Dual Be	At Looce-Noville
DRAKES	# #W1510545	CONTROL TO THE RESIDENCE OF THE PARTY OF THE	de la companya de la
Brakes Standard - Optional	Hydraulic S	ell Adjusting Self-Centering Self-Energizing/	
Lining Area—Standard and Optional	146.4 Sq. in./195.3 Sq. In. Bonded Lining		
Orum Size—Front/Rear		Standard IG x 2 In./9 x 2 In., Optional 11 x 2	% In./10 x 2 In.
Drum Type		St'd-Ribbed/Opt, Finned	
Braking Distribution		Front 62%—Rear 38%	
Brakes—Parking		Direct to Rear Wheels	
fill Holder		Optional with Standard & O.D. Transc	
CHASSE		Box Section, Doeble-Drop Constru	
Type/No. of Gross members		Ladder/4-solid top, X-Member, Op-	en top
Springs Front		Coil	
Springs—Rear	All models have 4 leaf springs		
Springs — Optional		Heavy Outy-Front & Rear	
Shock Absorbers—Standard/Optional		Direct Double Action/H.D. Front & Rear 11/4 I	n. inside Diameter
DRIVE TRAIN Clutch—Diameter/Effective Area		Dry Disc Type81/2 In./66 Sq. In.; Optional H.	D 01/ in //220 to
ransmission - Standard		Conventional 3-Speed	
ransmission — Standard	-	Overdrive: Automatic: H.D. Water Cooled	Automotiv
rear Axie - Model 44 Heavy Duly	-	Optional Optional	neium#00
win Traction Offerential	-	Optional	
tear Azie Ratio w/Conv. Trans. —Standard	4.10		
tear Azie Ratio w/Conv. Trans Standard	3.73/4.56	DIMENSIONS	4-DOOR WAGORAIR
	4.56	Overall Height (in.)	57
Rear Axle Ratio w/Overdrive Standard		Overall Length (in.)	190-3/16
tear Azle Ratio w/Overdrive Optional	4 10	Overall Width (in.)	71.25
Rear Axle Ratio w/Automatic-Standard	3.73	Wheelbase (in.)	113
Rear Axle Ratio w/Automatic -Optional	4.10	Tread, Front-Rear (in.)	57.37/56.56
Furning Diameter	39" (4 Dr.)	Head room, front-rear (in.)	43.7/39.8
		Leg room, front-rear (in.)	39.25.36.12

Obrional	
DIMENSIONS	COOR WAGONAIRS
Overall Height (in.)	57
Overall Length (in.)	190-3/16
Overall Width (in.)	71.25
Wheelbase (in.)	113
Tread, Front-Rear (in.)	57.37/56.56
Head room, front-rear (in.)	43.7/39.8
Leg room, front-rear (in.)	39.25.36.12
Hip room, front-rear (in.)	60.2760
Shoulder room, front-rear (in.)	54.87 55
Shipping weight (lbs.)	2945 Solid top 3185 Open top
Tires, Standard	6.50 x 15
Tires, Optional	6J0 x 15

MODEL NUMBER BODY STYLE	63Y-P2/4-DOOR WAGONAIRE			
ENGINE Type - Bore & Stroke (In)		OHV-V-8-3.56 x 3.25		
Piston Displacement (Cu. In.)		259.2		
Compression Ratio (to 1)		8.5		
Maximum H.P. (a. RPM Taxable H.P.		180 @ 4500 (195 @ 4500 with 4 Bbl. Car	h \ 40.6	
Maximum Torque at RPM		260 (a 2800 (265 (a. 3000 with 4 Bb). (
Recommended Fuel Fuel Capacity (Gal.)	250 @ 2800 (205 (#. 3000 With 4 Bot. Carb.)			
Carburetor—Standard Optional	Down Draft 2 Bbl./4Bbl. with Dual Exhaust			
Air Cleaner—Standard Optional	Dry-Plasticized Paper with Full Silencer/1 Pint Wet Type (N.A. with 4 Bbl. Carb.)			
Pristons	Aluminum Alloy, Tin Plated, Cam Ground "Heat Dam" Type			
Piston Rings		2 Compression, 1 Oil	1 ypc	
Main Bearings—Number		5		
Bearings	Inter	mediate Main & Connecting Rods, Replaceable Steel	Backed Aluminum Lined	
Crankshaft		Drop Forged Steel, Integral Counterweights, Torsion		
Camshaft		Nickel Alloy, Cast Iron & Hardened C		
Camshaft Gear		Celeron Non Metallic, Permanently Adjusted		
Lubrication SystemStandard		Full Pressure	(Gear Dilve)	
Oil Capacity, Qts./Oil Filter Std./Opt.		5 (Add 1 Qt. with Filter), Full Flow, replaces	ble element	
Radiator Frontal Area Cooling System Capacity		440.2 Sq. In./17 Quarts (Add 1 Qt. for		
Fan—Standard Optional		4 Blades 6 Blades	nealer)	
Engine H.D.—Optional			A	
ELECTRICAL Optional	Silichtome in	iet and Stellite-Faced Exhaust Valves—Chromed-Top	Piston King—Alum, Timing Gear	
Battery—Standard / Optional	9 Plate50 Amp./11 Plate70 Amp.			
Alternator Std.		35 Amp.	Ψ.	
Generator Optional		40 Amp. Rt.D., 40 Amp. Low Cut In Si	note or third Reit	
Alternator - Opt.	45 Amp. Motorofa, 60 Amp. Low Cut in Single or Dual Belt Leece Neville			
DO. CES			_	
Brakes Standard		Hydraulic Self Adjusting, Self-Centering, Self-E	nergizing, Optional H.D.	
Lining Area—Standard and Optional	172.8 Sq. In., 195.3 Sq. In. Bonded Lining			
Drum Size-Front Rear	Standard 11 x 2½ in./10 x 2 in.; Optional 11 x 2½ in. 10 x 2 in.			
Drum Type	Standard, Ripbed, Optional, Finned			
Braking Distribution	Front 62%—Rear 38%			
Brakes-Parking		Direct to Rear Wheels		
Hill Holder	Optional with Standard & O.D. Transmissions			
CHASSIS	Box Section, Double-Oron Construction			
Type No. of Cross members	Ladder 4-solid top, X-Member, Open top			
Springs—Front		Coll		
Springs—Rear	All models have 4 leaf springs			
Springs-Optional	Heavy Duty—Front & Rear			
Shock Absorbers—Standard Ophonal	Direct Double Action, H.D. Front & Rear 11/2 In, inside Diameter			
DRIVE TRAIN				
Outch-Diameter/Effective Area		Dry Disc Type-10 In., 90.6 Sq. In.; Optional H.D. 1	0½ In. 107 Sq. In.	
Transmission—Standard		Conventional 3-Speed		
FransmissionsOptional	Overdrive; Automatic; H.D. Water Cooled Automatic			
Rear Axle-Model 44 Heavy Duly	Standard			
Twn Traction Differential		Optional		
Rear Axle Ratio w/Conv. Trans.—Standard	3.31	DIMENSIONS	4-DOOR WAGONAIRE	
Rear Axle Ratio w-Conv. TransOptional	3.73	Overall Height (i.n.)	57	
Rear Axle Ratio w Overdrive-Standard	3.73	Overall Length (in.)	190-3/16	
Rear Axle Ratio w Overdrive-Optional	3.31	Overall Width (in.)	71.25	
Rear Axle Ratio w Automatic Standard	3.31	Wheelbase (in.)	113	
Rear Axle Ratio w/Automatic - Optional	3.07 /.3.73	Tread, Front-Rear (in.)	57 37 56.56	
Rear Axie Ratio w-4 Spd. Fir Sht Sid.	3.31	Head room, front-rear (in) j	43,7/39.8	
Rear Axie Ratio w 4 Spd Fir. Sht Opt	3.73	Leg room, front-rear (in.)	39 25/36.12	
Turning Diameter	4-DOOR 39'	Hip room, front-rear (in.)	60.2/60	
		Shoulder room, front-sear (in.)	54.87/55	
	at sasted	Shipping weight (lbs.)	3195 Solid top	
*All measurements 2" greater with occurs				
*All measurements 2" greater with occupa	int seated.	Tires, Standard	3435 Open top 6.70 x 15	