



Model
"Four-Ninety"

CHEVROLET MOTOR COMPANY

OF MICHIGAN

FLINT, MICHIGAN

CHEVROLET

**STANDARD
EQUIPMENT**

Mohair Tailored
Top
Top Cover and
Side Curtains
Electric Horn
Ventilating
Windshield

PRICE

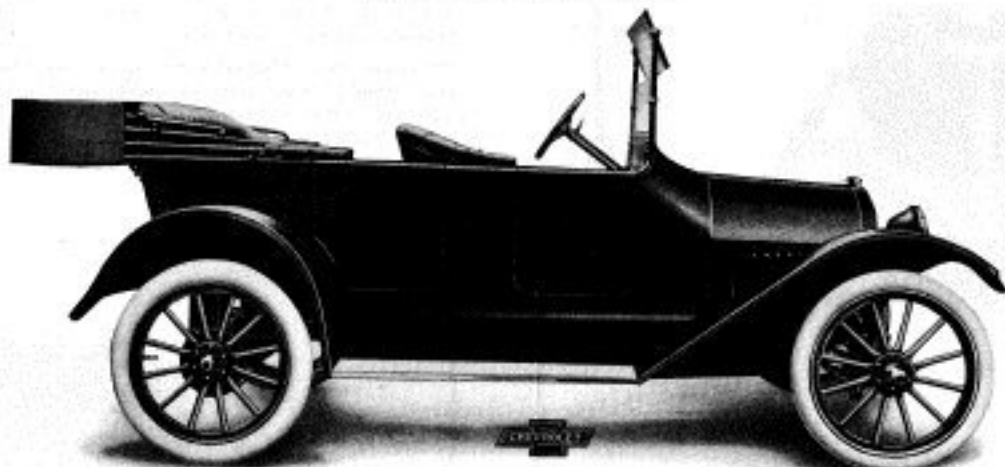
With Magneto and
Presto-lite Tank

\$490.00

J. C. A. First, Mich.

Chevrolet "Four-Ninety"

"The Product of Experience"



**STANDARD
EQUIPMENT**

Presto-lite
Tank
Complete Lamp
and Tool
Equipment,
including Jack
and Pump.

EXTRA

When equipped with
Electric Lights and
Starter

\$60.00

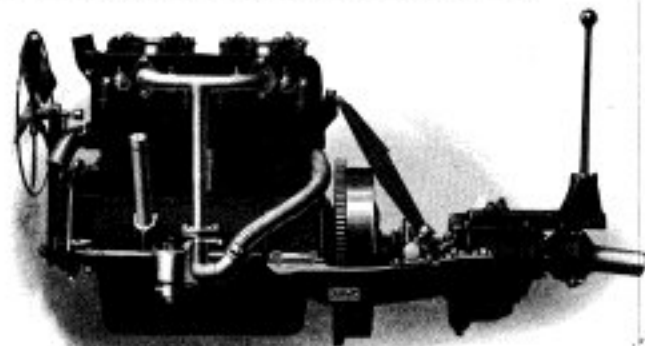
The Model "FOUR-NINETY," price \$490, is equipped with electric lighting and starting system at \$60 extra. When so equipped, electric head lamps with dimming attachment and electric tail lamp are used.

We strongly recommend the purchase of the Model "FOUR-NINETY" with electric lighting and starting equipment, as no car today is complete without it. If you buy a car without electric lights and starter you will make a mistake. An attempt to correct the error by attaching a "make-shift" device is usually a costly and unsatisfactory experiment. Besides, this "make-shift" device or

"after thought" does not carry the car makers warranty. With our construction, when the Model "FOUR-NINETY" is purchased electric lighted and started, it is built as part of the car and guaranteed.

The electric lighting and starting system used on the Model "FOUR-NINETY" is not the single unit, motor generator type used on nearly every low or medium priced car on the market, but is the reliable two-unit Auto-Lite system with Bendix drive, of the same grade and type as used on the highest priced cars built.

To build a satisfactory car to sell for \$1,000.00 is not a difficult task. To build a satisfactory car to sell for \$490.00 is quite an undertaking. Cars ordinarily sold for \$490.00, are not satisfactory because they are built in enormous quantities and under great pressure, lacking refinement of detail, which, regardless of price, is now required in every automobile.—W. C. DURANT.



Intake side of the famous Chevrolet Motor. Four-cylinder, valve-in-head type. The most powerful motor (also considered) in the world. Also showing Unit Power Plant carrying transmission on open brackets (Patent Pending).

The car has the following exclusive features, and differs in many respects from all other automobiles, irrespective of price:

It has shock absorbing, duplex front springs (patent pending) and is the easiest riding car for its size in the world.

It has a self-lubricating clutch collar, eliminating clutch collar troubles, such as friction, heating and wear (patent pending).

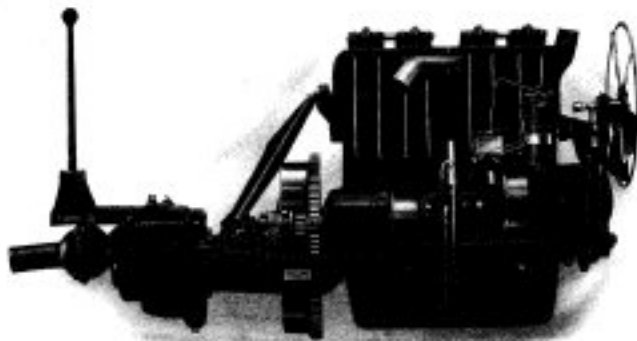
It has the rear wheel bearing carried on the wheel hub, just the reverse of the ordinary construction, the bearing being three times the size used in ordinary axles. This extra large bearing carried in the axle housing takes the load—the axle shaft carries no load.

It has a compound steering gear, composed of spur gears and sector, attached to body, simplest and safest ever invented. It is adjustable to wear. (Patent pending).

It has a unit power plant carrying transmission on open brackets (patent pending) which gives accessibility to clutch and allows removal of transmission, if necessary, in twenty minutes.

It has a special brake arrangement (patent pending), which insures powerful, quick acting and smooth brakes. Emergency brake internal expanding. Service brake external contracting.

It does not have a single hinge joint to squeak or a spring shackle to rattle and only six grease cups will be found on the entire car.



Exhaust side of Chevrolet Motor, showing the method of attaching electric generator, distributor and starting motor. Also accessibility of clutch and transmission.

The Motor

Is of the celebrated valve-in-head type.

Is DIFFERENT from ordinary valve-in-head motors. It has a detachable head which contains all the valve mechanism that can be easily disconnected, permitting the grinding of valves and removal of carbon at the bench.

Is DIFFERENT from ordinary valve-in-head motors in design, balance, proportions and accuracy of timing, resulting in a motor which produces more power for its size and weight than any other motor in the world.

Is DIFFERENT from the ordinary valve-in-head motor in that it has a very much smaller cylinder bore; but with proper port areas, perfect vaporizing of fuel, and our peculiar method of vacuum exhaust, we obtain an average of better than twenty-five miles per gallon of gasoline.

Is DIFFERENT from the ordinary valve-in-head motor in that it has the utmost accessibility to all parts and is very simple.

Brakes

Your attention is called to the liberal construction of the brakes as used on the Model "FOUR-NINETY." (Patent pending.) No expense has been spared in this very necessary protection. Many higher priced cars do not have as large and generous braking surface; certainly none at this price.

Axles

The axle shafts are made of the best chrome nickel steel, properly heat-treated. The same can also be said of the bevel ring and pinion. We have allowed a very liberal margin of safety in these important items. Compare them with other cars selling at the same price, or higher.

Body

The body is of the streamline type with deep cowl, extra wide doors, flush sides, concealed hinges. Has wide seats and spacious leg room.

Fenders

Crows, fully enclosed at front and rear between wheels and body, joined by running board. Running boards covered with linoleum and aluminum bound.

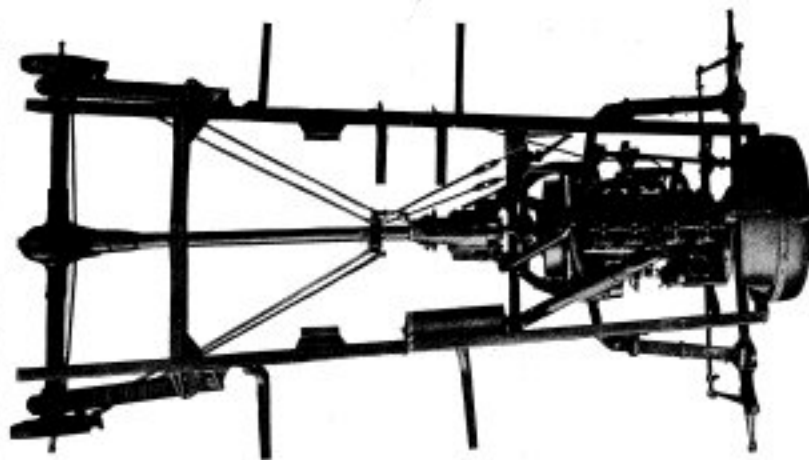
Transmission

Is of the selective type, three speeds forward and reverse. Is practically noiseless. All gears are made of nickel steel, heat-treated in oil. Shafts and bearings are very liberal, the shifting device positive, and easy to operate. The transmission is designed to handle the car with a liberal factor of safety. *This type and grade of transmission is not usually found in this price car.*

Springs

In addition to easy riding and comfort, proper spring suspension also means economy. If your car has proper spring suspension it is easy on tires and means that with proper care you will get the tire mileage you are entitled to. Our spring suspension does this; it has been designed to give comfort and to be easy on tires. The front springs are duplex and are shock absorbing; they are made of Chrome Vanadium steel. The rear springs are very long and are of the cantilever suspension or quarter elliptic type.

The spring suspension does away with the tendency to throw or swing the car when going over rough roads or around corners.



Specifications Chevrolet "Four-Ninety"

- MOTOR**—Four cylinder, valve-in-head, $3\frac{1}{8}$ " bore, 4" stroke.
- CYLINDERS**—Cast en bloc, with upper half of crank case. Head detachable.
- VALVES**— $1\frac{1}{2}$ " diameter.
- CONNECTING ROD BEARINGS**— $1\frac{7}{8}$ " x $1\frac{3}{8}$ ".
- CRANK SHAFT BEARINGS**—Front $2\frac{5}{16}$ " x $1\frac{3}{8}$ "; center $1\frac{1}{2}$ " x $1\frac{3}{8}$ "; rear, $2\frac{1}{8}$ " x $1\frac{3}{8}$ ". Center bearing is bronze back, babbitt lined.
- CAM SHAFT BEARINGS**—Front $2\frac{3}{8}$ " x $1\frac{5}{8}$ "; center $1\frac{1}{8}$ " x $1\frac{3}{8}$ "; rear $1\frac{1}{8}$ " x $1\frac{1}{4}$ ".
- OILING SYSTEM**—Splash with positive plunger pump, individual oil pockets.
- CARBURETOR**—Zenith improved double jet.
- IGNITION**—Simms high tension magneto. Where electrically equipped, Connecticut Automatic Ignition is used.
- CLUTCH**—Cone.
- TRANSMISSION**—Selective type, sliding gear three speeds forward and reverse.
- COOLING**—Thermo-syphon system, cellular radiator of extra size, with large overhanging tank carrying head of water over valves at all times.
- REAR AXLE**—Three quarter floating, wheel bearing is carried on the wheel-hub and in axle housing. The load is carried on axle housing, and not on axle shaft. (Patent pending). Nickel steel shafts and gears. Hyatt roller bearings. Ratio $3\frac{1}{2}$ to 1.
- FRONT AXLE**—Drop forged. I-beam with integral yokes of special steel, double heat-treated; tie rod ends, steering spindles and arms of Chrome Vanadium steel, heat-treated. Wheels fitted with cup and cone ball bearings.
- BRAKES**—Emergency, internal expanding; service, external contracting; 10" brake drums (patent pending).
- WHEELS**—Wood, artillery type, clincher rims, large hub flanges.
- TIRES**—Front 30" x 3"; rear 30" x $3\frac{1}{2}$ ".
- DRIVE**—Left side, center control, spark and throttle underneath steering wheel. Foot accelerator.
- STEERING GEAR**—Compound spur and sector—adjustable for wear. (Patent pending). 15" steering wheel.
- SPRINGS**—Front, quadruple, lateral, quarter elliptic shock absorbing. Made of Chrome Vanadium steel. (Patent pending). Rear, long, Cantilever type.
- BODY**—Five passenger touring type, streamline with deep cowl and dash. Extra wide doors with concealed hinges.
- FINISH**—Black.
- WHEELBASE**—One hundred and two inches.
- EQUIPMENT**—Mohair tailored top, top cover and side curtains, windshield, electric horn, complete tool equipment, including pump and jack, complete lamp equipment, Presto-lite tank. Where electrically equipped the single wire lighting system is used.