



Right from the start, it pays to operate '58 Chevrolets



The only completely new cabs in their field

'58 Chevrolet Taxicabs

*There's a completely new body,
a completely new chassis,
and for taxi buyers, a new special engine . . .
the Taxicab Economy 6.*

*Yes, Chevrolet's packed with deep-down newness
that spells extra benefits for you!*

The all-new Chevrolet for 1958 brings you the most sweeping design changes yet! Styled for beauty, built for business, it's lower and longer, wider and stronger . . . and there's more pay room on the inside where it counts. Choose either the Delray Standard or the Biscayne De Luxe—you can be sure you won't find a better ride, greater ruggedness, or more efficient power. '58 Chevrolet offers total newness you can't match at any price.



STANDARD TAXICAB . . . DELRAY 4-DOOR SEDAN



DE LUXE TAXICAB . . . BISCAYNE 4-DOOR SEDAN

special "package" Taxicab Features

Get Chevrolet's R.P.O. 330 for optional equipment that's factory-installed

Here is the special built-in equipment that makes '58 Chevrolet the outstanding value for taxi service . . . the right taxicab for the individual owner or the fleet operator. Best by test, every item in the package will pay its way in extra service. And the low cost of all these specials makes your taxi dollar go farther with Chevrolet.

Heavy-duty front and rear coil springs.

Heavy-duty front and rear shock absorbers.

Heavy-duty rear axle.

Heavy-duty brake linings.

Fifteen inch wheels and tires.

New special Taxicab Economy 6 engine with heavy-duty 11" clutch and Synchro-Mesh transmission built for taxi service (*page 11 for details*).

Lubrication fitting on clutch linkage lever shaft.

Starter-ignition switch with accessory position.

Special interior trim for taxicab duty.

Heavy-duty front and rear floor mats and special extra-heavy waterproof floor insulation.

Heavy-duty springs in front and rear seats.

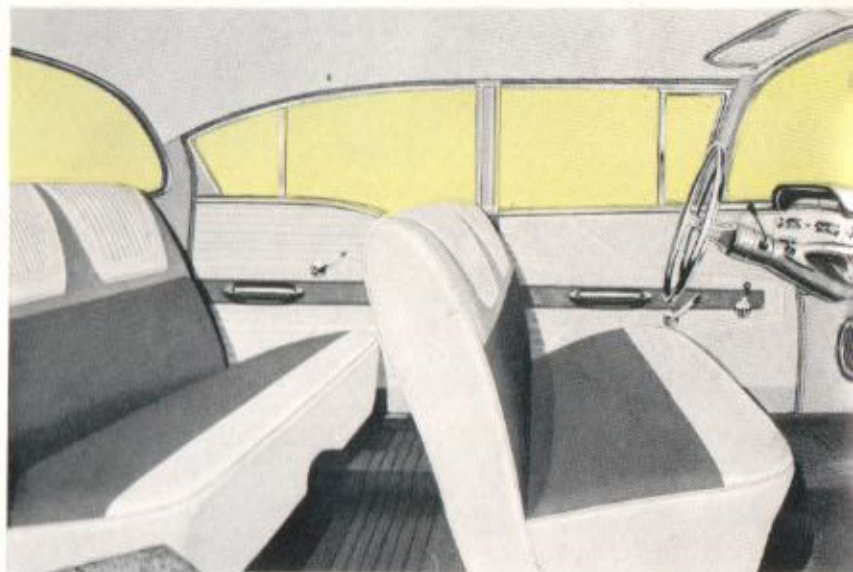
Ceiling light switches on all four doors.

Open-door warning light.

Special hinges that allow rear doors to open wider.

Door-pull armrests on Delray rear doors.

Special solid "Tuflex" Safety Plate glass in side windows.



Heavy-duty rubber floor mats with specially reinforced foot-rest area for long wear. Floors padded with thick asphalt-impregnated insulation to prevent water-soaking, simplify cleaning.

Door-pull armrests on rear doors help passengers in and out, make door closing easier. Standard in Biscayne, included in R.P.O. 330 for Delray.

Quality interior trim of durable nylon-rayon faced pattern cloth and vinyl is differently styled for Delray and Biscayne models. Colors are practical gunmetal and silver. Washable scuff-resistant all-vinyl upholstery at slight extra cost is easy to clean and especially suitable for taxi service.

Special solid "Tuflex" Safety Plate glass makes roll-up side windows extra resistant to breaking—increases passenger safety.



Front and rear seat cushions and seat backs with heavy-duty reinforced springs are designed for hard use and heavy loading.



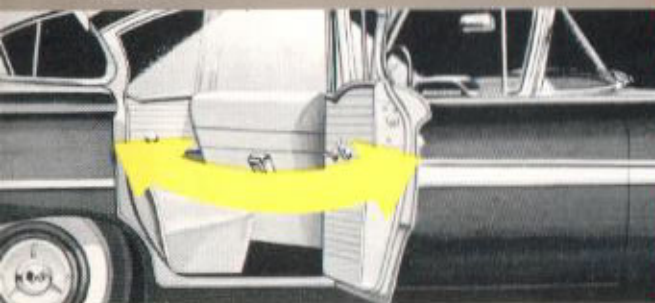
A fitting added for pressure lubrication of the clutch lever shaft keeps clutch pedal free-acting and affords extra protection against linkage wear.



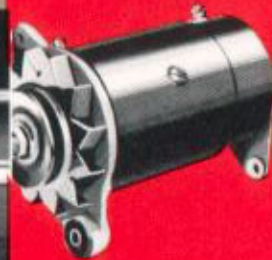
Special heavy-duty, fade-resistant brake linings give longer brake life and quick stops, even after repeated brake applications.



Open-door warning light on lower edge of instrument panel flashes red for indication to driver that a door is open—a real safety extra.



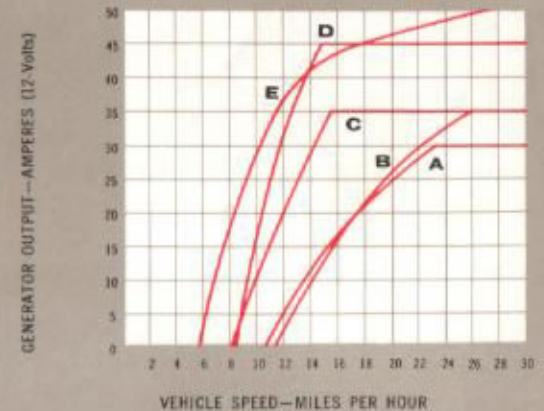
GENERATORS*



- A 30-ampere—standard equipment generator.
- B 35-ampere—higher output generator (RPO 338) for heavy-duty operation.
- C 35-ampere—low-cut-in heavy-duty generator (LPO 1000) for peak output at lower speeds.
- D 45-ampere—low-cut-in extra heavy-duty generator (RPO 325) for higher current requirements at very low speeds.
- E 50-ampere—heavy-duty alternator-type generator (LPO 1050) produces high output at idle and low speeds for special alternating current requirements.

*Other special generators and alternators available to fill special requirements.

GENERATOR PERFORMANCE CURVES 3.55:1 Axle ratio—7.50 x 14 tires
Difference in output with 6.70 x 15 tires is negligible.



Generator output at idle corresponds to output at road speeds of approximately 9½ to 11 m.p.h.

Special hinges allow rear doors to open 14° wider for easy entrance and exit. Door checks hold doors in full-open position.

Automatic ceiling light switches at all four doors light the interior whenever any door opens. Ceiling light is also operated by main light switch.

Heavier load capacity and greater durability with increased stability result from Chevrolet's heavy-duty front and rear coil springs. Heavy-duty front and rear shock absorbers add to taxicab durability. In addition, special roller-type rear axle bearings at the rear wheels contribute increased dependability in rigorous taxi service.

As an added feature 6.70 x 15 4-ply rating rayon cord tubeless tires and 15 x 5K wheels and rims are included in the options "package."

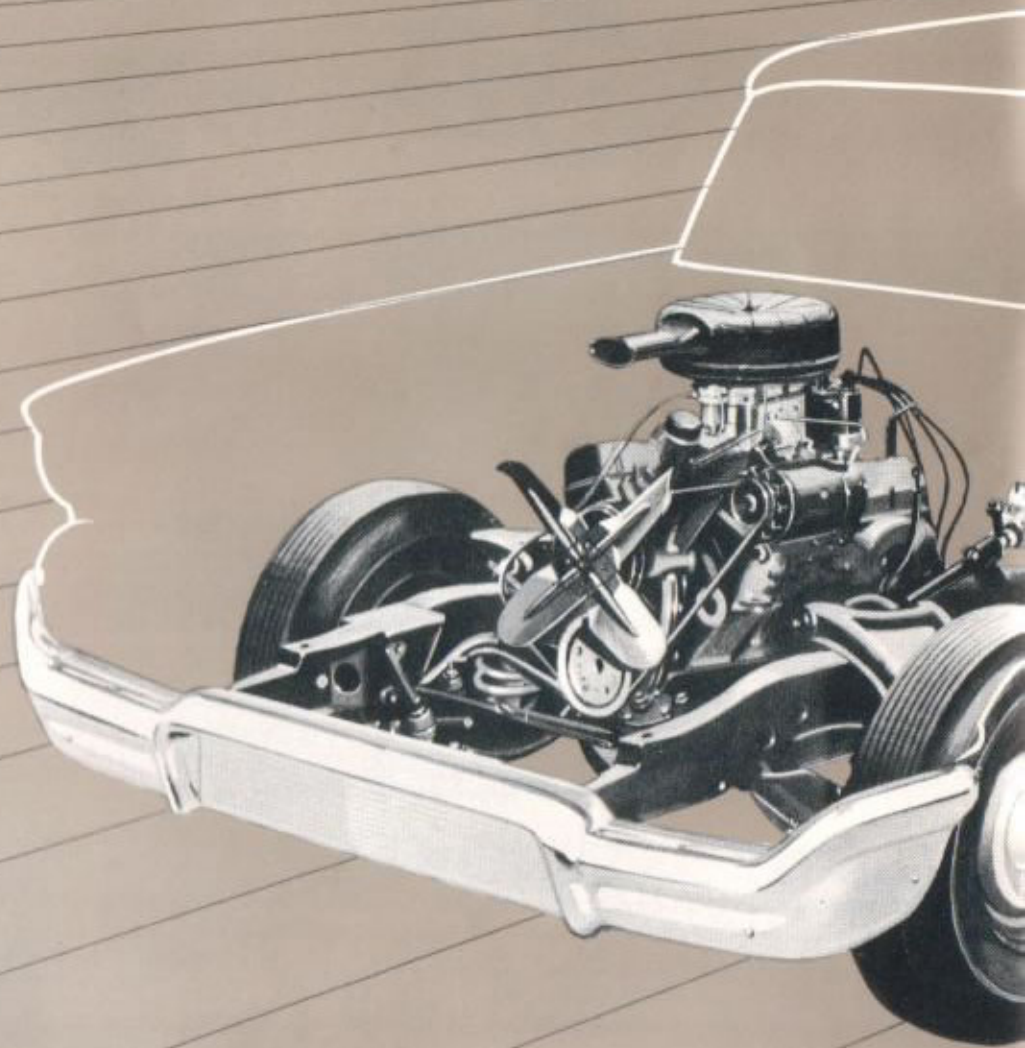


The starter-ignition switch has a special "accessory" position for connecting electrical equipment to be operated with ignition off. Key can be removed and ignition locked only in the "off" position.

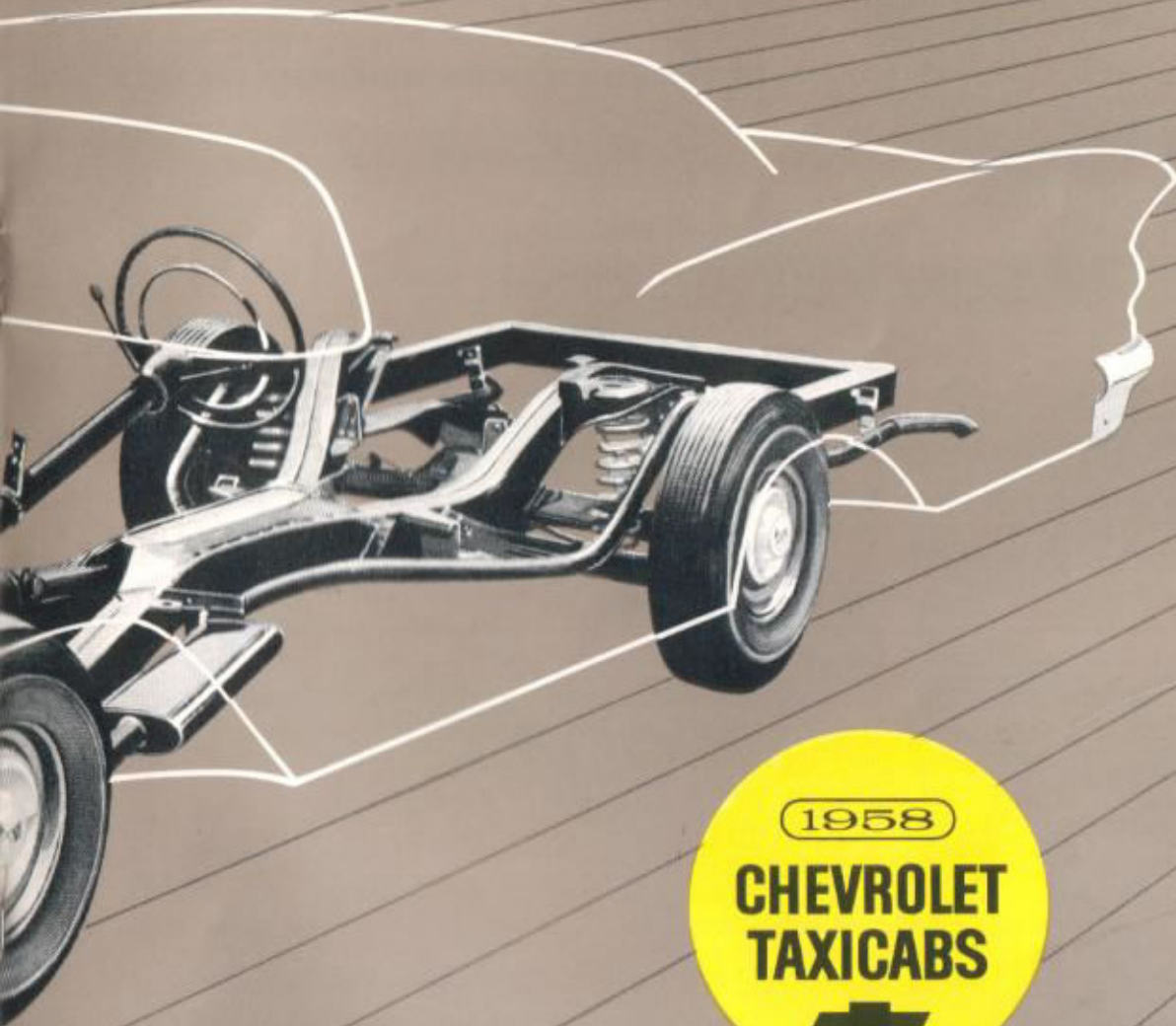
Sets the Standard
for Stamina!

Chevrolet's All-new Chassis

Sturdy and strong, Chevrolet's rugged and rock-solid chassis gives full measure in taxicab service where the going is rough and stamina really counts. There's an entirely new Safety-Girder frame that's 30% more torsionally rigid . . . it's not just X-braced, but X-built for extra durability. Engineered to it is a new Full Coil suspension with ride-smoothing coil springs at all four wheels. And there's new built-in leveling control that keeps the car more level when starting and stopping!



Built-in extras you'll find on all '58 Chevrolet taxicabs



New Safety-Girder Frame is X-built to resist twisting forces 30% more effectively. And there's greater rigidity with new integrated chassis and body design.

Full Coil Suspension means friction-free coil springs for all four wheels and completely new built-in leveling action . . . a truly great new ride with smoothness and comfort.

Four-Link Rear Suspension connects the rear axle to the frame at four points. Control arms above and below the axle transmit driving and braking forces, increase stability.

Ball-Race Steering with forward-mounted recirculating ball-nut steering gear, balanced relay linkage, and articulated steering column. This highly responsive steering helps make driving easier . . . annoying road shock at the steering wheel and driver fatigue are reduced.

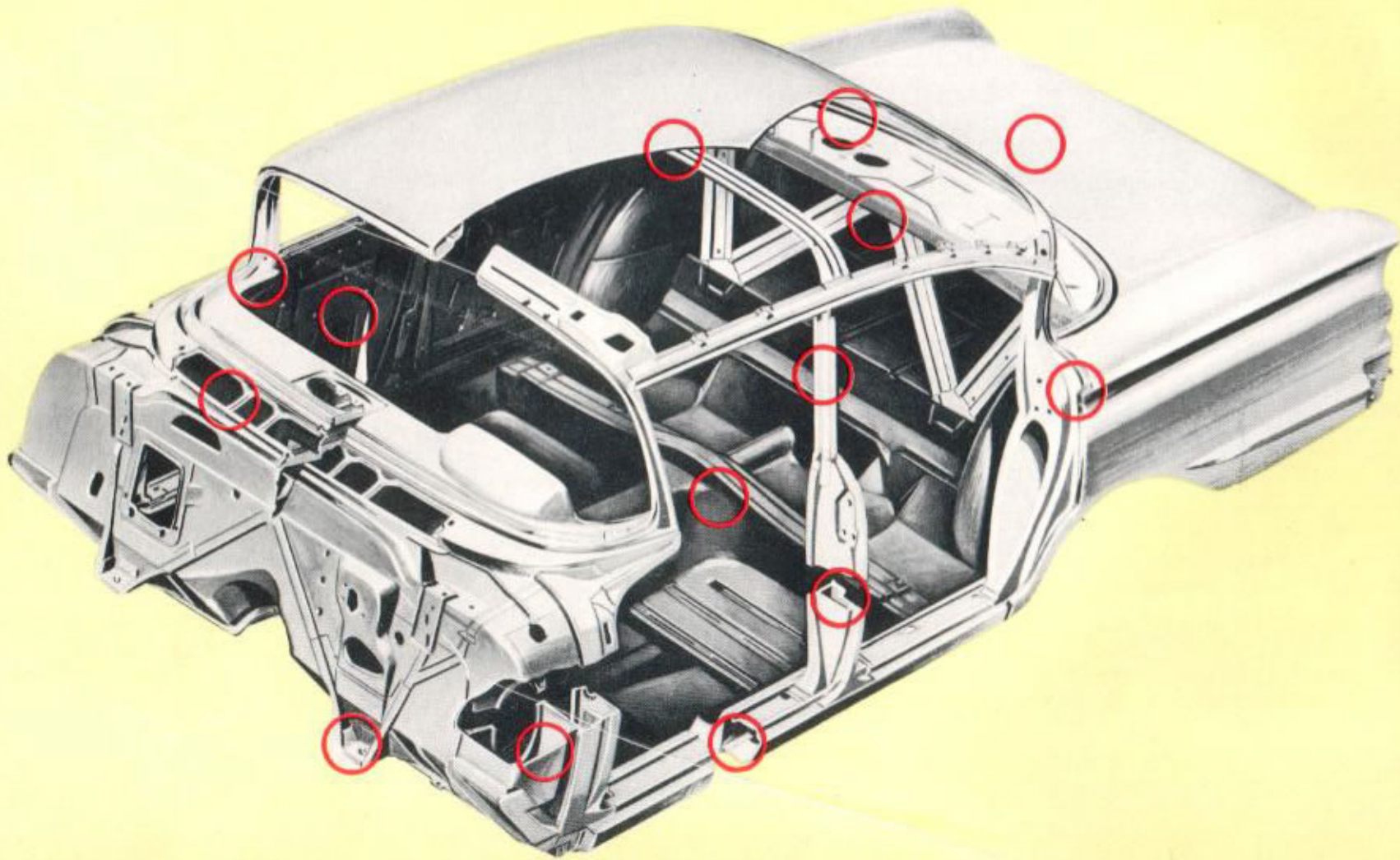
Two-Piece Propeller Shaft allows proper angle for smooth power flow to the rear axle—helps prevent annoying high-speed vibration. *Universal joints are pre-lubricated and there is a rubber-mounted bearing support at the center U-joint.*

Foot-Operated Parking Brake can be applied much quicker with greater ease. Utility is further improved by a finger-tip release mounted on the instrument panel.

● DOUBLE-WALLED COWL ● WELDED-IN INSTRUMENT PANEL ● UNITIZED SIDE CONSTRUCTION ● BOX-SECTION PILLARS ● BOX-SECTION FLOOR SIDE RAILS ● REINFORCED

STEEL FLOOR WITH INTEGRAL CROSSMEMBERS ● SLIM-STYLED UPPER CENTER PILLAR ● REINFORCED STEEL TOP ● W-STRUT BRACING BACK OF REAR SEAT

● HIGH-LEVEL COWL VENTILATION ● DOUBLE-WALLED DOORS ● LARGE LUGGAGE COMPARTMENT ● 12 CUSHIONED BODY MOUNTINGS ● BODY FULLY SEALED AND INSULATED



*There's new strength, new safety,
new roominess, and new quiet comfort!*

The all-new Chevrolet Body

is Brawny-Built by Fisher

The all-new '58 Chevrolet body is wider and stronger—lower and longer, too! There's greater roominess and comfort for your passengers on the inside and new eye-catching beauty on the outside. Sculpturamic styling with gull-wing flared rear fenders sets the pace for 1958 design—but most important, the many structural features add up to an exceptionally strong, solid, and safe body for rough taxicab operation . . . one designed to give long, dependable service with less maintenance.

In addition '58 Chevrolet taxicabs have bonus features especially profitable in taxicab service. There are solid-mounted pushbutton outside door handles, one-key locks, positive-action windshield wipers, *crank-operated front vent windows*, stainless steel trim moldings, bright anodized aluminum grille and an easy-to-clean polished lacquer finish that stays bright longer.

1958

CHEVROLET
TAXICABS

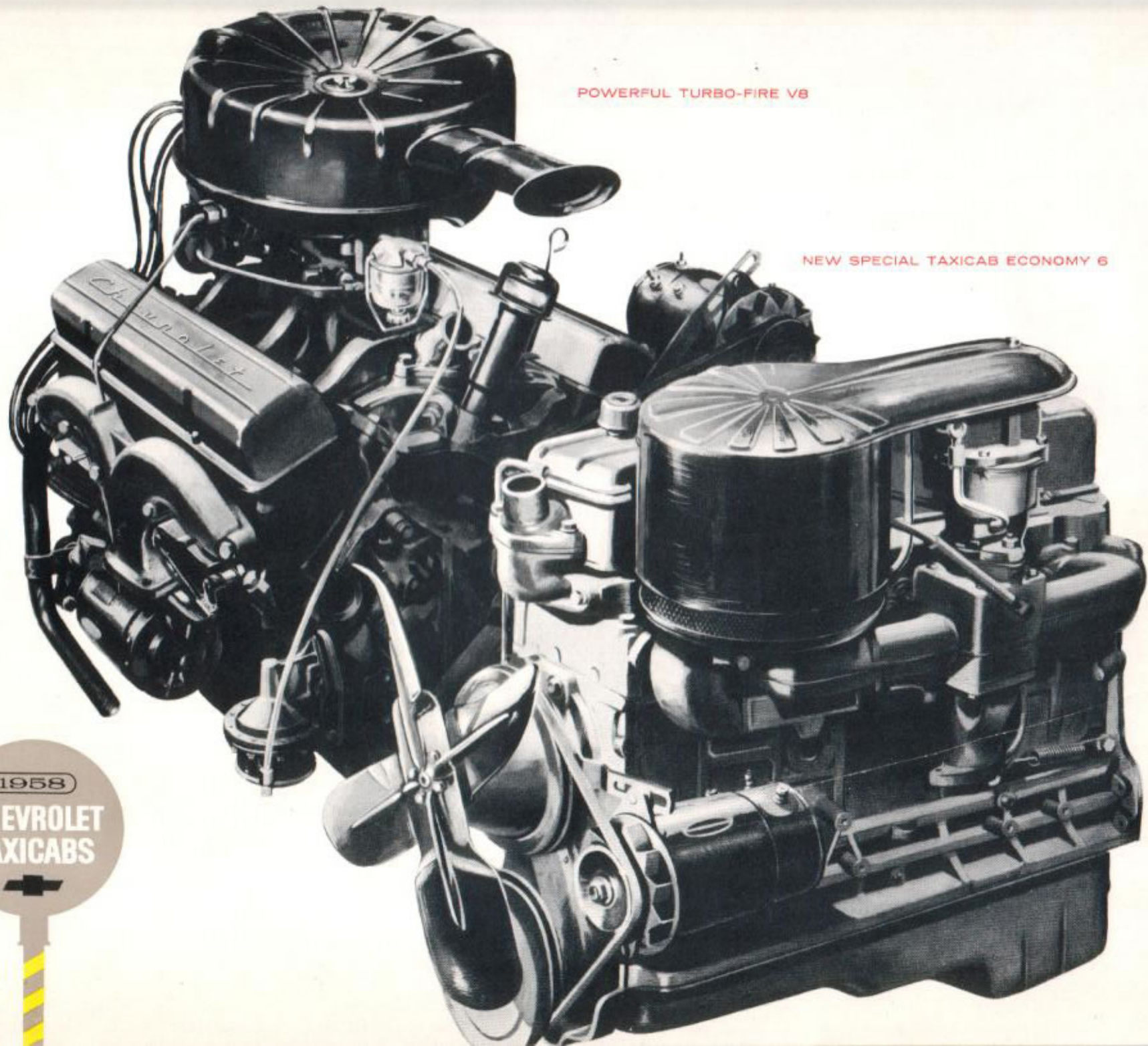


Plus your choice of

Regular Chevrolet Options

You can tailor your '58 Chevrolet taxicab to your individual needs with these factory-installed options at nominal extra cost: Low-pedal vacuum **Power Brakes** that require far less pedal pressure; linkage-type hydraulic **Power Steering** for easier parking and in-and-out driving; **Heater-Defroster** for cold weather comfort and clear windshield—either outside air or recirculating type; **E-Z-Eye Tinted Glass** all around reduces sun glare and filters out hot sun rays; **Padded Instrument Panel** that safety-cushions the crown and edge of panel—has a non-reflective vinyl cover; manual or push-button **Radio with Antenna**; **Heavy-Duty Battery**, an extra powerful 12-volt 66-plate 70-ampere-hour rated battery to suit special duty requirements; replaceable cartridge type engine **Oil Filter** to keep oil clean, prolong engine life.

With the 6-cylinder engine still other options are offered: **Oil-bath Air Cleaner** for added engine protection; **Engine Governor** to limit engine speed; **Positive Engine Ventilation System** that continuously pulls fresh air through the engine crankcase removing harmful fumes and condensation; and **Dual Electric Windshield Wiper** for constant speed wiper action that makes driving safer (*standard with V8*).



POWERFUL TURBO-FIRE V8

NEW SPECIAL TAXICAB ECONOMY 6

1958
CHEVROLET
TAXICABS



Introducing a new special engine...

THE

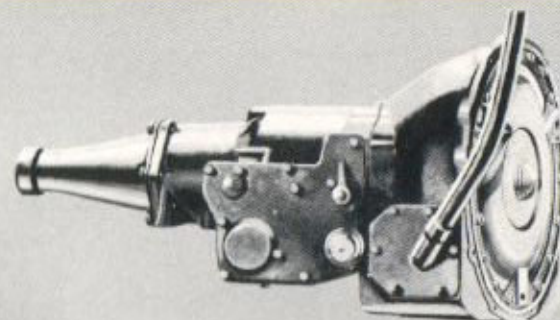
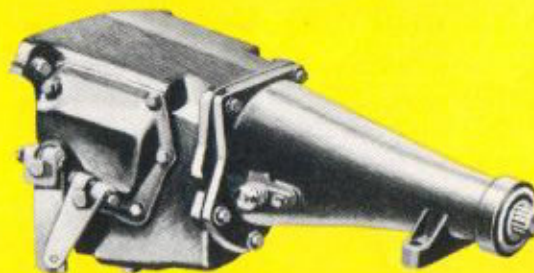
Taxicab Economy 6

**New design gives more miles per gallon,
lower operating costs, new dependability**

Chevrolet's famous valve-in-head 6-cylinder engine is now specially engineered for profit-making taxicab service! It's designed to give more mileage and greater economy for your operating dollar . . . and you'll still get plenty of acceleration for Taxicab duty with the Economy 6 engine. There's husky horsepower and a boosted 8.25:1 compression ratio, as well as plenty of quality features that cut down maintenance costs . . . hydraulic valve lifters . . . economy-minded concentric design carburetor . . . controlled full-pressure lubrication . . . positive-action automatic choke.

For those who prefer a snappy performing V8 design, the Turbo-Fire V8 engine is the short-stroke valve-in-head leader. Its ready-to-go horsepower with 8.5:1 compression ratio snaps into action when you step on the accelerator. Hydraulic valve lifters, independent operating mechanism for each valve, and full-pressure lubrication are regular equipment.

With both engines there's a new 3-point engine mounting to control engine movement and absorb torque-roll. Also, a positive-shift starter that assures smooth, fast-cranking action, and it's fully enclosed to keep out dirt and moisture. There are important cooling system changes, too . . . a new tube-on-center radiator with 13-pound pressure cap and a positive-action pellet-type thermostat that add up to new cooling efficiency.



Longer trouble-free service with **Rugged-Built Transmissions**

Synchro-Mesh . . . Low first cost and built-in dependability mean new operating economy with the 3-speed Synchro-Mesh transmission. You'll find new inside design that increases durability for taxicab service and its smooth shifting makes driving easier.

Heavy-Duty Clutch . . . You'll appreciate the extra durability and longer life built into the 11" semi-centrifugal design diaphragm spring clutch. It's standard with the new special Taxicab Economy 6 engine and Synchro-Mesh power team (included in RPO 330) and is also available* with the Turbo-Fire V8 engine.

Powerglide* . . . For the greater convenience of an automatic drive, you can get Chevrolet's dependable and economical Powerglide. This combination 3-element torque converter and single planetary gear set is sturdier and smoother shifting than ever for '58.

Turboglide* . . . For an ultimate in automatic driving this non-shifting 5-element torque converter with two turbine-operated planetary gear sets gives you Chevrolet's exclusive Triple-Turbine Takeoff. It's available with the V8 engine.

*Optional at extra cost.

Delray and Biscayne 4-Door Taxicabs

Specifications

CHEVROLET

ENGINE

Taxicab Economy 6 (Included in R.P.O. 330*) . . . 235-cu.-in. 6-cylinder, 3.56" bore and 3.0" stroke, 8.25:1 compression ratio. Single-barrel carburetor with oil-wetted air cleaner (oil-bath type optional*).

Turbo-Fire V8* . . . 283-cu.-in. V8, 3.88" bore and 3.0" stroke, 8.5:1 compression ratio. Two-barrel carburetor with oil-bath air cleaner. Single exhaust system, dual exhaust optional*.

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

Six-cylinder engine has shaft-mounted rocker arms, replaceable valve guides, four main bearings, gear-driven special camshaft, by-pass type oil filter*, five-quart oil refill (without filter).

V8 engine features independent operating mechanism for each valve, integral valve guides, chain-driven camshaft, five main bearings, full-flow oil filter*, four-quart oil refill (without filter).

POWER TEAMS FOR TAXICABS

	Synchro-Mesh	Powerglide	Turboglide
Taxicab Economy 6	•	•	
Turbo-Fire V8	•	•	•

TRANSMISSION

Synchro-Mesh . . . 3-speed all helical gear high-torque capacity Synchro-Mesh with needle-bearing mounted countershaft, hardened shot-peened gears, rounded ends on sliding gear teeth and smooth-action cam and roller shift

mechanism. Gear ratios matched to power team: Taxicab Economy 6, first and reverse 2.94:1, second 1.68:1, third 1:1; Turbo-Fire V8, first 2.47:1, second 1.53:1, third 1:1, reverse 2.80:1.

Powerglide* . . . Three-element torque converter (pump, turbine, and stator) with automatically controlled planetary gears in "Drive" range, manually selected for "Low" and "Reverse." Positive parking lock, P-R-N-D-L selector sequence shown by lighted quadrant in instrument panel. Engine starts in either "Park" or "Neutral." Oil cooler integrated in engine cooling system. Maximum overall ratio 3.82:1.

Turboglide* . . . Five-element torque converter with pump, three turbines, and dual-pitch stator controlled by accelerator pedal. Two turbine-operated planetary gear sets. Single forward "Drive" range, built-in Grade Retarder, powerful reverse, and positive parking lock. P-R-N-D-G-R selector sequence shown by lighted quadrant in instrument panel. Engine starts in either "Park" or "Neutral." Oil cooler integrated in engine cooling system. Ratio range variable from 4.3:1 to 1:1.

CLUTCH

Heavy-duty 11" semi-centrifugal diaphragm spring clutch standard with Taxicab Economy 6 engine included in R.P.O. 330*, optional* with Turbo-Fire V8—10" semi-centrifugal diaphragm spring clutch standard with Turbo-Fire V8. Cushioned clutch disc and permanently lubricated throw-out bearing.

CHASSIS

Frame and Suspension . . . Low, rigid tunnel-center X-built Safety-Girdler frame. Full Coil suspension with four coil springs, double-acting life-sealed shock absorbers and built-in leveling control (heavy-duty coil springs and shock absorbers included in R.P.O. 330*). Independent front suspension with self-adjusting spherical-joint steering knuckles. Four-link rear suspension with rugged control arms above and below axle. Front ride stabilizer bar on models with V8 engine.

Wheels and Tires . . . 14" wheels, 7.50 x 14 4-ply rating low-pressure tubeless

tires standard, 15" wheels and 6.70 x 15 tires included in R.P.O. 330*.

Brakes . . . Hydraulic, self-energizing Junco-Drum brakes with bonded linings, 11" diameter drums with cast alloy iron braking surfaces. Foot-operated mechanical parking brakes, fingertip release.

Steering . . . Forward-mounted Bail-Race recirculating ball-nut steering gear, balanced relay linkage. Overall steering ratio 23:1.

Rear Axle and Propeller Shaft . . . Hypoid, semi-floating rear axle with banjo-type housing. Axle ratio matched to power team: Synchro-Mesh 3.55:1, Powerglide and Turboglide 3.36:1. Two-section tubular propeller shaft and three pre-lubricated universal joints with rubber-mounted center bearing.

Fuel Tank . . . Fuel tank with filter screen is vented to speed filling. 20-gallon tank capacity.

Electrical System . . . 12-volt electrical system, 54-plate battery (53-ampere hour rating at 20 hours), 30-ampere generator with sealed voltage and current regulator (heavy-duty generators including alternator type optional*).

BODY

Structure . . . All-welded Fisher Unisteel construction. Double-walled cowl with welded-in instrument panel. Unitized sides. Box-section pillars and floor side rails. Reinforced steel floor and top. W-strut bracing back of rear seat. Double-walled doors, full-open door checks, triple-safe rotary latches, push-button outside door handles, inside release lever. Single key operates all locks. Front-opening double-panel hood, automatic latch and safety catch. High-level cowl ventilation inlet. Large rear luggage compartment, automatic locking lid with counterbalancing hinges and key release. Concealed fuel filler in rear. Fully sealed and insulated body, 12 cushioned mountings.

Exterior . . . Sculpturamic styling with gull-wing flared rear fenders. Polished lacquer finish in solid colors or two-tone combinations. Chrome wraparound front and rear bumpers with crowned and ribbed center section. Anodized aluminum grille with chrome header

bar. Horizontal twin dual headlights in wide-crowned front fenders. Dual-styled front parking-directional signal lights. Dual rear lights. Embossed bright metal hub caps. Bright metal moldings outline rear fenders. Long bright metal side moldings—on Biscayne double at forward end with anodized aluminum insert panel in insert area of moldings with two-tone exteriors, painted insert area with solid color exteriors. Bright metal script identification on rear doors.

Interior . . . Luxury seats with 8-wire springs (heavy-duty springs included in R.P.O. 330*). Foam rubber front cushion in Biscayne. Combination gunmetal nylon-rayon faced pattern cloth and silver leather-grained vinyl seat upholstery (two-tone gunmetal and silver all-vinyl optional*). Manual inclined-plane front seat adjustment. All-vinyl side trim. Cloth headlining (vinyl optional*). Front and rear armrests in Biscayne, rear armrests for Delray included in R.P.O. 330*. Two-spoke recessed-hub steering wheel, full-circle horn ring in Biscayne, horn button in Delray. Enclosed steering column. Two sun visors in Biscayne, single visor in Delray. Top mounted rear view mirror. Ceiling light controlled by main light switch, also by automatic front door switches in Biscayne (automatic door switches at all 4 doors included in R.P.O. 330*). Rubber floor mats front and rear (heavy-duty mats included in R.P.O. 330*). Rubber mat and liner in luggage compartment. Spare wheel and tire, bumper jack, and wheel wrench stowed in right side of luggage compartment.

Instrument Panel and Controls . . . Wraparound instrument panel with bright textured cluster insert panel, chrome trim moldings. Distinctive bright metal script on glove compartment door. Chrome-capped control knobs in Biscayne, plastic in Delray. Instruments grouped in hooded area in front of driver. Central ashtray and glove compartment with key lock, automatically lighted in Biscayne. Cigarette lighter in Biscayne. Radio speaker grille located on top of instrument panel. Instruments: long horizontal speedometer, odometer, temperature and fuel gauges, generator and oil pressure lights, country-beam and directional signal indicator lights. Light switch controls headlights, parking lights, instrument panel lights and ceiling

SEAT DIMENSIONS

	Front	Rear
Leg Room	44.7	42.8
Head Room	35.1	34.6
Hip Room	62.1	63.2
Shoulder Room	56.5	56.2

light. Windshield wiper control starter-ignition switch (with "accessory" position included in R.P.O. 330*), and lighted selector quadrant (automatic transmission) included in group. Optional* radio and heater-defroster controls at right of driver. Control knob for air vents under each end of instrument panel. Fingertip release for foot-operated parking brake. Directional signal and shift levers on steering column.

Windows and Bright Trim . . . Safety Plate glass in all windows (special "Tufflex" type included in R.P.O. 330*). One-piece curved panoramic windshield with slanting pillars and bright metal reveal molding. Crank-operated front vent windows and side windows. Pull-view rear window with bright metal reveal molding. Two-speed electric dual windshield wiper with Turbo-Fire V8, vacuum-boosted type with Taxicab Economy 6 engine (electric optional*).

FACTORY INSTALLED OPTIONS*

Linkage-type hydraulic power steering. Low-pedal vacuum power brakes. Electric power window lifts and seat adjustment (Biscayne only). E-Z-Eye tinted glass. Outside air or recirculating heaters and defroster. Manual or push-button radio and antenna. Instrument panel pad. White sidewall tires. Over-size 8.00 x 14 4-ply rating tires. Heavy-duty battery. Heavy-duty generators. Heavy-duty 11" clutch for Turbo-Fire V8. Dual exhaust system for Turbo-Fire V8. Oil filter. Oil-bath air cleaner, positive engine ventilation system, engine governor, and electric windshield wiper for Taxicab Economy 6 engine. Special equipment for Taxicab duty.

*Optional at extra cost.

All illustrations and specifications contained in this literature are based on the latest product information available at the time of publication approval. The right is reserved to make changes at any time without notice in prices, colors, materials, equipment, specifications and models, and also to discontinue models.

Chevrolet Motor Division of
General Motors Corporation
Detroit 2, Michigan

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