



From the Advanced Thinking of Studebaker

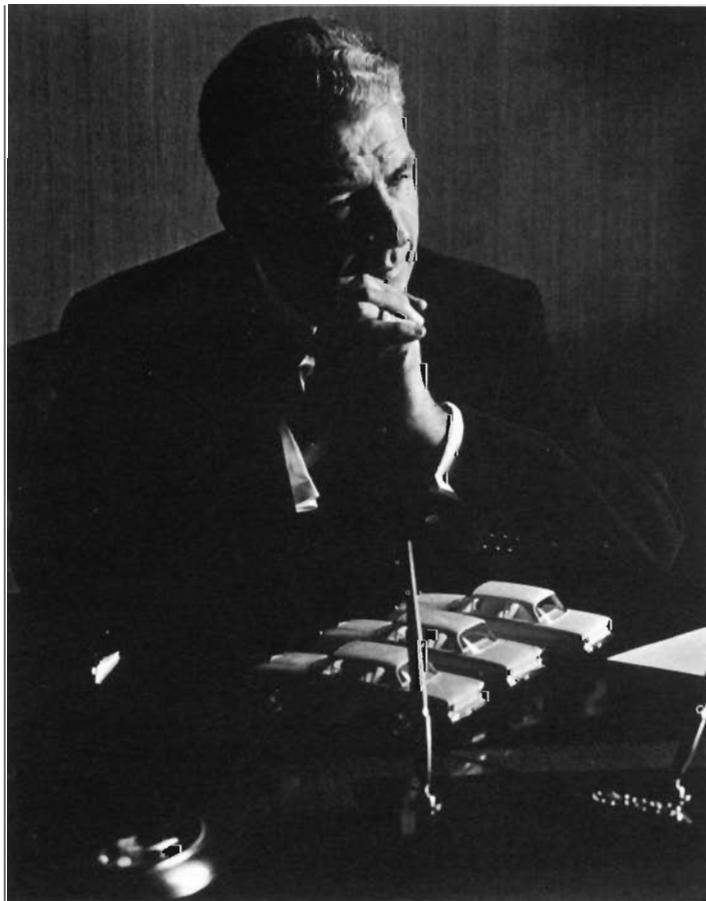


For Budget-Minded Buyers

Here is the Low-Cost
Standard
2-DOOR SEDAN
4-DOOR SEDAN
4-DOOR WAGONNAIRE
[*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 $\frac{1}{6}$ on gasoline, $\frac{1}{4}$ on maintenance, $\frac{1}{3}$ 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 '63 Lark Standard.

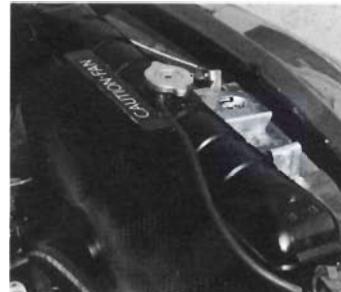
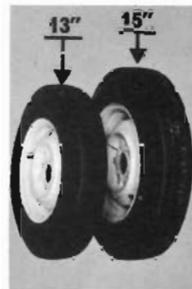
BIG 15-INCH WHEELS combined with less car weight means longer tire life.

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 $2\frac{1}{2}$ 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 over-ornamentation.

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.

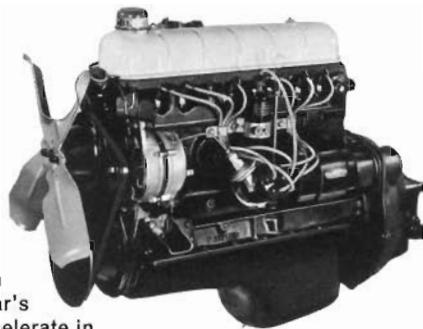
Full-Flow oil filter gives 4000 mile oil change period—longer engine life.

New high-capacity oil pump circulates more oil through the engine for better lubrication.

Oversize overhead valves permit free-breathing fuel intake.

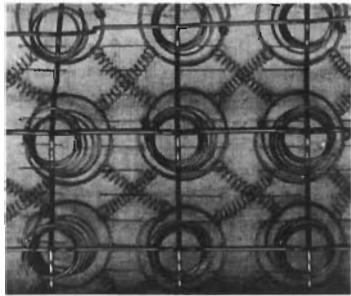
New induction-type manifolding packs a greater power charge into each cylinder before firing.

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 exit—no "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.

PADDDED 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 simply by a flick of the fingers—cannot come loose or drop off.

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 completely 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!

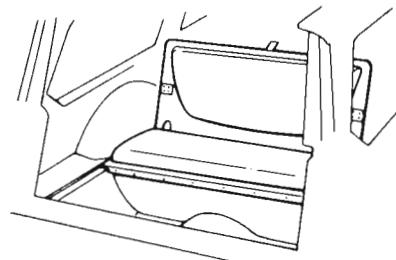
NOW AVAILABLE IN THE LOWEST-PRICED FIELD...A STATION WAGON THAT IS 3 CARS IN 1...STANDARD WAGONAIRE!



A sport wagon, a sunny open-top family sedan, a smart business van! And you can have it with optional solid steel top and pocket a saving!

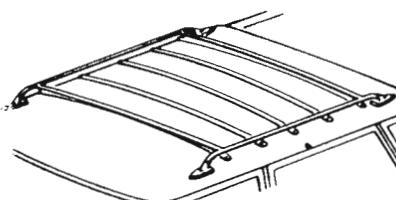
LOAD CAPACITY

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.



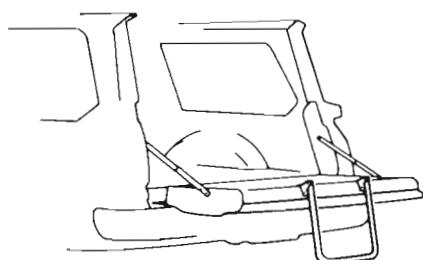
FOLD-DOWN STEP

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.



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.



ROOF LUGGAGE RACK

A handsome option that adds still more storage space for additional loads. Heavily chrome-plated, rust-proofed 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!**

2-DOOR SEDAN smart family transportation on small budgets. (SEE COVER)



4-DOOR SEDAN extra dollar value for long-life motoring satisfaction.



4-DOOR WAGONAIRE with slide-open, steel roof for added fun and loading versatility.



4-DOOR WAGONAIRE with solid steel top. Low-cost station wagon utility and comfort.

MODEL NUMBER	63S-F2	63S-Y2
BODY STYLE	2-DOOR SEDAN	4-DOOR SEDAN
ENGINE		
Type—Bore & Stroke (In.)	OHV 6—3.0 x 4.0	
Piston Displacement (Cu. In.)	169.6	
Compression Ratio (to 1)	8.25	
Maximum H.P. @ RPM/Taxable H.P.	112 @ 4500/21.6	
Maximum Torque at RPM	154 @ 2000	
Recommended Fuel/Fuel Capacity (Gal.)	Regular/18	
Carburetor	Down Draft 1 Bbl.	
Air Cleaner—Standard/Optional	Dry—Plasticized Paper with Full Silencer/1 Pint Wet Type	
Pistons	Aluminum Alloy, Tin Plated, Cam Ground "Heal Dam" Type	
Piston Rings	2 Compression, 1 Oil	
MAIN BEARINGS—Number	4	
Bearings	Intermediate Main & Connecting Rods, Replaceable Steel Backed Aluminum Lined	
Crankshaft	Drop Forged Steel, Integral Counterweights, Torsional Vibration-Damper	
Camshaft	Nickel Alloy, Cast Iron & Hardened Cams	
Camshaft Gear	Celeron Non Metallic, Permanently Adjusted (Gear Drive)	
Lubrication System	Full Pressure	
Oil Capacity, Qts./Oil Filter Std./Opt.	5 (Add 1 Qt. with Filter)/Full Flow/replaceable element	
Radiator/Frontal Area/Cooling System Capacity	440.2 Sq. In./17 Quarts (Add 1 Qt. for Heater)	
Fan—Standard/Optional	4 Blades/6 Blade	
Engine H.D.—Optional	Silchrome Inlet and Stellite-Faced Exhaust Valves—Chromed-Top Piston Ring—Alum. Timing Gear	
ELECTRICAL		
Battery—Standard/Optional	9 Plate—50 Amp./11 Plate—70 Amp.	
Alternator Std.	35 Amp.	
Generator—Optional	40 Amp. H.D. (10 Amps. at idle)/40 Amp. H.D. Low Cut in Single or Dual Belt	
Alternator—Opt.	45 Amp. Motorola/60 Amp. Single or Dual Belt Lecce-Neville	
Brakes—Standard	Hydraulic Self Adjusting, Self-Centering, Self-Energizing/Heavy Duty Brakes—Opt.	
Lining Area—Standard and Optional	146.4 Sq. In./195.3 Sq. In. Bonded Lining	
Drum Size—Front/Rear	Standard 10 x 2 In./9 x 2 In., Optional 11 x 2 1/4 In./10 x 2 In.	
Drum Type	Std—Ribbed/Opt. 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-Drop Construction	
Type/No. of Cross members	Ladder/4	
Springs—Front	Coil	
Springs—Rear	All models have 4 leaf springs	
Springs—Optional	Heavy Duty—Front & Rear	
Shock Absorbers—Standard/Optional	Direct Double Action/H.D. Front & Rear 1 1/2 In. inside Diameter	
DRIVE TRAIN		
Clutch—Diameter/Effective Area	Dry Disc Type—8 1/2 In./66 Sq. In.; Optional H.D. 9 1/2 In./78 Sq. In.	
Transmission—Standard	Conventional 3-Speed	
Transmissions—Optional	Overdrive; Automatic; H.D. Water Cooled Automatic	
Rear Axle—Model 44 Heavy Duty	Optional	
Twist Traction Differential	Optional	
Rear Axle Ratio w/Conv. Trans. Standard	3.73	
Rear Axle Ratio w/Conv. Trans. Optional	3.31/4.10	
Rear Axle Ratio w/Overdrive—Standard	4.10	
Rear Axle Ratio w/Overdrive—Optional	3.73/4.56	
Rear Axle Ratio w/Automatic—Standard	3.73	
Rear Axle Ratio w/Automatic—Optional	4.10	
Turning Diameter	37.8' (2 Dr.) 39' (4 Dr.)	

All measurements 2" greater with occupant seated.

DIMENSIONS	1 DOOR	4 DOOR
Overall Height (In.)	5516	5516
Overall Length (In.)	184	188
Overall Width (In.)	7116	7116
Wheel Base (In.)	109	103
Tread, Front-Rear (In.)	57% 56% 57% 56%	57% 56% 57% 56%
Headroom, fr/rear (In.)	36' 35"	36' 35"
Legroom, fr/rear (In.)	44 1/4" 39"	44 1/4" 43"
Hiproom, fr/rear (In.)	59% 59% 59% 59%	59% 59% 59% 59%
Shoulder Room, fr/rear (In.)	55% 55% 55% 55%	55% 55% 55% 55%
Shipping Weights (Lbs.)	2610 lbs.	2735 lbs.
Tires, Standard	6.00 x 15	6.00 x 15
Tires, Optional	6.50 x 15	6.70 x 15

*All measurements 2" greater with occupant seated.

MODEL NUMBER	63V-F2	63V-Y2
BODY STYLE	2-DOOR SEDAN	4-DOOR SEDAN
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. @ 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	Aluminum Alloy, Tin Plated, Cam Ground "Heal Dam" Type	
Piston Rings	2 Compression, 1 Oil	
MAIN BEARINGS—Number	5	
Bearings	Intermediate Main & Connecting Rods, Replaceable Steel Backed Aluminum Lined	
Crankshaft	Drop Forged Steel, Integral Counterweights, Torsional Vibration-Damper	
Camshaft	Nickel Alloy, Cast Iron & Hardened Cams	
Camshaft Gear	Celeron Non Metallic, Permanently Adjusted (Gear Drive)	
Lubrication System	Full Pressure	
Oil Capacity, Qts./Oil Filter Std./Opt.	5 (Add 1 Qt. with Filter)/Full Flow/replaceable element	
Radiator/Frontal Area/Cooling System Capacity	440.2 Sq. In./17 Quarts (Add 1 Qt. for Heater)	
Fan—Standard/Optional	4 Blades/6 Blades	
Engine H.D.—Optional	Silchrome Inlet and Stellite-Faced Exhaust Valves—Chromed-Top Piston Ring—Alum. Timing Gear	
ELECTRICAL		
Battery—Standard/Optional	9 Plate—50 Amp./11 Plate—70 Amp.	
Alternator Std.	35 Amp.	
Generator—Optional	40 Amp. H.D. 40 Amp. Low Cut in Single or Dual Belt	
Alternator—Opt.	45 Amp. Motorola/60 Amp. Single or Dual Belt Lecce-Neville	
Brakes—Standard	Hydraulic Self Adjusting, Self-Centering, Self-Energizing, Optional H.D.	
Lining Area—Standard and Optional	17.8 Sq. In./195.3 Sq. In. Bonded Lining	
Drum Size—Front/Rear	Standard 11 x 2 1/4 In./10 x 2 In., Optional 11 x 2 1/4 In./10 x 2 In.	
Drum Type	Standard, Ribbed, 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-Drop Construction	
Type/No. of Cross members	Ladder/4	
Springs—Front	Coil	
Springs—Rear	All models have 4 leaf springs	
Springs—Optional	Heavy Duty—Front & Rear	
Shock Absorbers—Standard/Optional	Direct Double Action, H.D. Front & Rear 1 1/2 In. inside Diameter	
DRIVE TRAIN		
Clutch—Diameter/Effective Area	Dry Disc Type—10 In./90.6 Sq. In.; Optional H.D. 10 1/2 In./107 Sq. In.	
Transmission—Standard	Conventional 3-Speed	
Transmissions—Optional	Overdrive; Automatic; H.D. Water Cooled Automatic	
Rear Axle—Model 44 Heavy Duty	Optional	
Twist Traction Differential	Optional	
Rear Axle Ratio w/Conv. Trans. Standard	3.07	
Rear Axle Ratio w/Conv. Trans. Optional	3.31	
Rear Axle Ratio w/Overdrive—Standard	3.31	
Rear Axle Ratio w/Overdrive—Optional	3.07/3.73	
Rear Axle Ratio w/Automatic—Standard	3.07	
Rear Axle Ratio w/Automatic—Optional	3.31	
Turning Diameter	36' 35" 37' 35"	

*All measurements 2" greater with occupant seated.

All measurements 2" greater with occupant seated.

MODEL NUMBER	63S-P2/4-DOOR WAGONAIRE
BODY STYLE	
ENGINE	
Type—Bore & Stroke (In.)	OHV 6—3.0 x 4.0
Piston Displacement (Cu. In.)	169.6
Compression Ratio (to 1)	8.25
Maximum H.P. @ RPM/Taxable H.P.	112 @ 4500/21.6
Maximum Torque at RPM	154 @ 2000
Recommended Fuel/Fuel Capacity (Gal.)	Regular/18
Carburetor	Down Draft 1 Bbl.
Air Cleaner—Standard/Optional	Dry—Plasticized Paper with Full Silencer/1 Pint Wet Type
Pistons	Aluminum Alloy, Tin Plated, Cam Ground "Heal Dam" Type
Piston Rings	2 Compression, 1 Oil
MAIN BEARINGS—Number	6
Bearings	Intermediate Main & Connecting Rods, Replaceable Steel Backed Aluminum Lined
Crashshaft	Drop Forged Steel, Integral Counterweights, Torsional Vibration-Damper
Camshaft	Nickel Alloy, Cast Iron & Hardened Cams
Camshaft Gear	Celeron Non Metallic, Permanently Adjusted (Gear Drive)
Lubrication System	Full Pressure
Oil Capacity, Qts./Oil Filter Std./Opt.	5 (Add 1 Qt. with Filter)/Full Flow/replaceable element
Radiator/Frontal Area/Cooling System Capacity	440.2 Sq. In./17 Quarts (Add 1 Qt. for Heater)
Fan—Standard/Optional	4 Blades/6 Blades
Engine H.D.—Optional	Silchrome Inlet and Stellite-Faced Exhaust Valves—Chromed-Top Piston Ring—Alum. Timing Gear
ELECTRICAL	
Battery—Standard/Optional	9 Plate—50 Amp./11 Plate—70 Amp.
Alternator Std.	35 Amp.
Generator—Optional	40 Amp. H.D. (10 Amps. at idle)/40 Amp. H.D. Low Cut in Single or Dual Belt
Alternator—Opt.	45 Amp. Motorola/60 Amp. Single or Dual Belt Lecce-Neville
Brakes—Standard	Hydraulic Self Adjusting, Self-Centering, Self-Energizing/Heavy Duty Brakes—Opt.
Lining Area—Standard and Optional	146.4 Sq. In./195.3 Sq. In. Bonded Lining
Drum Size—Front/Rear	Standard 10 x 2 In./9 x 2 In., Optional 11 x 2 1/4 In./10 x 2 In.
Drum Type	Std—Ribbed/Opt. 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-Drop Construction
Type/No. of Cross members	Ladder/4 solid top, X Member, Open top
Springs—Front	Coil
Springs—Rear	All models have 4 leaf springs
Springs—Optional	Heavy Duty—Front & Rear
Shock Absorbers—Standard/Optional	Direct Double Action/H.D. Front & Rear 1 1/2 In. inside Diameter
DRIVE TRAIN	
Clutch—Diameter/Effective Area	Dry Disc Type—8 1/2 In./66 Sq. In.; Optional H.D. 9 1/2 In./78 Sq. In.
Transmission—Standard	Conventional 3-Speed
Transmissions—Optional	Overdrive; Automatic; H.D. Water Cooled Automatic
Rear Axle—Model 44 Heavy Duty	Optional
Twist Traction Differential	Optional
Rear Axle Ratio w/Conv. Trans. Standard	4.10
Rear Axle Ratio w/Conv. Trans. Optional	3.73/4.56
Rear Axle Ratio w/Overdrive—Standard	4.56
Rear Axle Ratio w/Overdrive—Optional	4.10
Rear Axle Ratio w/Automatic—Standard	3.73
Rear Axle Ratio w/Automatic—Optional	4.10
Turning Diameter	39' (4 Dr.)

All measurements 2" greater with occupant seated.

DIMENSIONS	4-DOOR WAGONAIRE
Overall Height (in.)	57
Overall Length (in.)	190.3/16
Overall Width (in.)	71.75
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.)	60.2/60
Shoulder room, front-rear (in.)	54.87/55
Shipping weight (lbs.)	2945 Solid top 3185 Open top
Tires, Standard	6.00 x 15
Tires, Optional	6.70 x 15

MODEL NUMBER	63V-P2/4-DOOR WAGONAIRE
BODY STYLE	
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. @ RPM/Taxable H.P.	180 @ 4500 (195 @ 4500 with 4 Bbl. Carb.) 40.5
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	Aluminum Alloy, Tin Plated, Cam Ground "Heal Dam" Type
Piston Rings	2 Compression, 1 Oil
MAIN BEARINGS—Number	5
Bearings	Intermediate Main & Connecting Rods, Replaceable Steel Backed Aluminum Lined
Crashshaft	Drop Forged Steel, Integral Counterweights, Torsional Vibration-Damper
Camshaft	Nickel Alloy, Cast Iron & Hardened Cams
Camshaft Gear	Celeron Non Metallic, Permanently Adjusted (Gear Drive)
Lubrication System	Full Pressure
Oil Capacity, Qts./Oil Filter Std./Opt.	5 (Add 1 Qt. with Filter)/Full Flow/replaceable element
Radiator/Frontal Area/Cooling System Capacity	440.2 Sq. In./17 Quarts (Add 1 Qt. for Heater)
Fan—Standard/Optional	4 Blades/6 Blades
Engine H.D.—Optional	Silchrome Inlet and Stellite-Faced Exhaust Valves—Chromed-Top Piston Ring—Alum. Timing Gear
ELECTRICAL	
Battery—Standard/Optional	9 Plate—50 Amp./11 Plate—70 Amp.
Alternator Std.	35 Amp.
Generator—Optional	40 Amp. H.D. 40 Amp. Low Cut in Single or Dual Belt
Alternator—Opt.	45 Amp. Motorola/60 Amp. Single or Dual Belt Lecce-Neville
Brakes—Standard	Hydraulic Self Adjusting, Self-Centering, Self-Energizing, Optional H.D.
Lining Area—Standard and Optional	17.8 Sq. In./195.3 Sq. In. Bonded Lining
Drum Size—Front/Rear	Standard 11 x 2 1/4 In./10 x 2 In., Optional 11 x 2 1/4 In./10 x 2 In.
Drum Type	Standard, Ribbed, 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-Drop Construction
Type/No. of Cross members	Ladder/4 solid top, X Member, Open top
Springs—Front	Coil
Springs—Rear	All models have 4 leaf springs
Springs—Optional	Heavy Duty—Front & Rear
Shock Absorbers—Standard/Optional	Direct Double Action, H.D. Front & Rear 1 1/2 In. inside Diameter
DRIVE TRAIN	
Clutch—Diameter/Effective Area	Dry Disc Type—10 In./90.6 Sq. In.; Optional H.D. 10 1/2 In./107 Sq. In.
Transmission—Standard	Conventional 3-Speed
Transmissions—Optional	Overdrive; Automatic, H.D. Water Cooled Automatic
Rear Axle—Model 44 Heavy Duty	Standard
Twist Traction Differential	Optional
Rear Axle Ratio w/Conv. Trans. Standard	3.31
Rear Axle Ratio w/Conv. Trans. Optional	3.73
Rear Axle Ratio w/Overdrive—Standard	3.73
Rear Axle Ratio w/Overdrive—Optional	3.31
Rear Axle Ratio w/Automatic—Standard	3.31
Rear Axle Ratio w/Automatic—Optional	3.07/3.73
Turning Diameter	4.000 39'

All measurements 2" greater with occupant seated.

DIMENSIONS	4-DOOR WAGONAIRE
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.)	60.2/60
Shoulder room, front-rear (in.)	54.87/55
Shipping weight (lbs.)	3195 Solid top 3435 Open top
Tires, Standard	6.70 x 15
Tires, Optional	6.70 x 15