

**The small car of tomorrow will be a little more everything.
The 1975 Monza 2+2 is all this today.**



Chevrolet makes sense for America

Forget everything you ever thought about small cars.



Chevrolet announces the Monza 2+2.

THE SMALL CAR OF TOMORROW. It'll be here someday. As economical as ever, but probably a little more powerful, a little more fun to drive, a little handier to load with packages and a little more comfortable to cruise in.

THE 1975 MONZA 2+2. It's all those things in a very advanced small car with one big difference. It's here today!

LOOK AT A MONZA. Two minutes looking will tell you a lot about how different it is. Its shape is smoother. The headlights are rectangular. Those slots between the side windows are part of a newly designed power ventilation system. That's an air dam down below the front bumper. It funnels air up to the radiator for more efficient engine cooling.

DRIVE THE MONZA. One minute driving it will tell you everything else. Start the new 4.3-litre engine that's available. That's V8 smoothness and power you're feeling and hearing. Set the car moving. Wrap your hands around the sport wheel and feel the Monza's handling. It may change your mind forever about how a small car should move.

MONZA ECONOMY. Above all, the Monza is a sensible, small economy car. Both the lightweight standard 2.3-litre 4-cylinder engine and the available small V8 were designed for economy.

2+2 EQUALS COMFORT AND CONVENIENCE. The two deeply contoured front bucket seats are designed for superb

comfort. The two rear seats have backs that fold flat, creating a wagon-like cargo floor covered with cut-pile carpeting. The hatchback rear door opens up the entire back of the car, and part of the roof. And wait'll you see the kind of standard equipment that comes in every Monza 2+2. Practical things and plenty of them. And that's what we call a practical car.

A GOOD QUESTION. The small car of tomorrow will be here someday. Or what color Monza will it be today? Dark Green Metallic, Bright Blue Metallic, Orange Metallic, Light Red, Bright Yellow, Antique White, Cream Beige. Or three exclusive Monza colors: Medium Gray Metallic, Silver Blue Metallic or Burgundy Metallic.



Available on any Monza 2+2 are many Options and Custom Features. Some are illustrated or described in this catalog. ©1974, Chevrolet Motor Division, General Motors Corporation.



Tomorrow's standard features will surprise you.

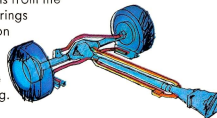
The Monza 2+2 is this full of surprises today.



HIGH-RISE CENTER CONSOLE. Both engines come with a floor-mounted shift lever. The shift console is soft-molded. It comes in five interior colors. The parking brake tucks down into its own niche.

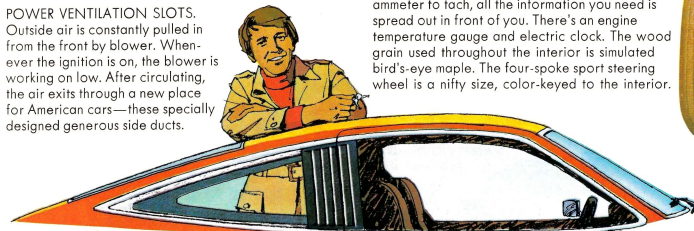
WAY-AHEAD FRONT END. Dual rectangular headlights make their Chevrolet-American debut on the Monza 2+2. They're inset into a front with a soft, resilient urethane skin that looks like metal, resists minor dings. Same thing in the back. And both bumper systems are hydraulic-type with cushiony black impact strips and bumper guards.

ADVANCED TORQUE-ARM SUSPENSION. Special components and equipment are plentiful throughout the Monza's inner workings. The rear suspension is a torque-arm system. The torque arm absorbs driving and braking reactions from the rear axle. This allows the springs and shocks to concentrate on only one job—making the ride smooth and sweet. Stabilizer bars help give the Monza 2+2 superb handling.



STEEL-BELTED RADIALS. These tires offer a combination of smooth ride, handling and road hazard resistance. They also have new GM-Specification tread design for 1975.

POWER VENTILATION SLOTS. Outside air is constantly pulled in from the front by blower. Whenever the ignition is on, the blower is working on low. After circulating, the air exits through a new place for American cars—these specially designed generous side ducts.



TROMPE L'OEIL WHEEL COVERS. That's French for "fool the eye." Which is what these standard wheel covers do beautifully. They look like expensive metal wheels but they're tough molded polycast. They look so real you'll have to tap them with your knuckles before you believe it. Fins surround a GT-type hub and bright wheel nuts.

OCCUPANT PROTECTION FEATURES. • Seat belts with pushbutton buckles for all passenger positions • Two combination seat and shoulder belts for driver and right front passenger (with reminder light and buzzer, inertia reel and starter interlock) • Front seat head restraints (built into seat back) • Energy-absorbing steering column • Passenger-guard door locks • Safety door latches and hinges • Folding seat back latches • Energy-absorbing padded instrument panel and front seat back tops • Contoured windshield header • Contoured roof inner panel • Thick-laminate windshield • Padded sun visors • Safety arm-

rests • Safety steering wheel • Side-guard beams.

ACCIDENT PREVENTION FEATURES. • Side marker lights and reflectors (front side marker lights flash with direction signal) • Parking lights that illuminate with headlights • Four-way hazard warning flasher • Back-up lights • Lane-change feature in direction signal control • Windshield defrosters, washers and dual-speed wipers • Wide-view inside mirror (vinyl-edged, shatter-resistant glass and deflecting support) • Outside rearview mirror • Dual master cylinder brake system with

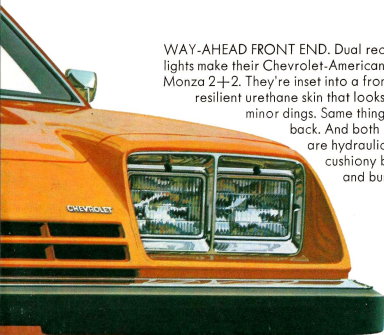
warning light • Starter safety switch.

ANTI-THEFT FEATURES. • Anti-theft ignition key warning buzzer • Anti-theft steering column lock.

MONZA 2+2 FACTS AT YOUR FINGERTIPS. Wheelbase: 97.0 in. Length: 179.3 in. Width: 65.4 in. Height (loaded): 50.2 in. Curb weight: 2763 lb. Curb weight with 4.3-litre engine: 2963 lb. Tires: BR78-13 steel-belted radial blackwalls. Brakes: front disc/rear drum. Steering: recirculating ball. Axle ratios: 2.3-litre engine—(std.) 3.42:1, (avail.) 2.93:1. 4.3-litre engine—(std.) 2.56:1, (avail.) 2.93:1.

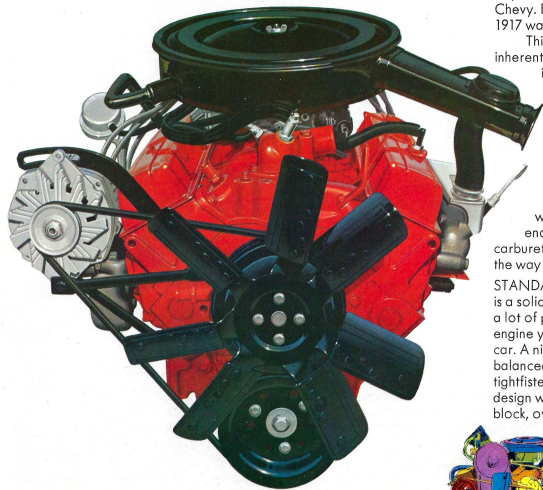


INSTRUMENTATION FROM A TO T. From ammeter to tach, all the information you need is spread out in front of you. There's an engine temperature gauge and electric clock. The wood grain used throughout the interior is simulated bird's-eye maple. The four-spoke sport steering wheel is a nifty size, color-keyed to the interior.



A choice of light, efficient engines will be available tomorrow.

The Monza 2+2 gives you this choice today.



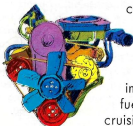
4.3 LITRES OF ECONOMICAL POWER. Chevrolet announces something new in engines: A specially designed new V8 that's the smallest displacement Eight we've ever put in a Chevy. Even our first V8 back in 1917 was larger.

This new engine makes the inherent smoothness of a V8 available in a small economy Chevrolet. Plus the inherent economy of a small-displacement engine in a small car.

For those of you not up on your litres, it measures 262.5 cu. in. Which makes it big enough to move the Monza with effortless ease, yet small enough to let its two-barrel carburetor sip fuel very sparingly—the way a small car engine should.

STANDARD 2.3-LITRE ENGINE. This is a solid little 4-cylinder that'll make a lot of people happy. It's the size engine you usually find in this size car. A nice measure of performance, balanced by a nice measure of tightfistedness. It's a lightweight design with die-cast aluminum alloy block, overhead cam, two-barrel carburetion and an electric fuel pump in the fuel tank.

A tank, by the way, that holds approximately 18½ gallons of fuel for long-distance cruising.



TRANSMISSIONS. The Monza gives you a 4-Speed manual as standard. The automatic 3-range Turbo Hydramatic transmission is available.

POWER TEAMS

Engine	HP		4-Speed	Turbo Hydramatic
2.3 litre 2-barrel Four	87*	Std. ⁽¹⁾	Std.	Avail.
4.3 litre 2-barrel V8	110	Avail. ⁽¹⁾	Std.	Avail.

(1) California Emission Equipment required in California.
*80 HP with California Emission Equipment.

CHEVROLET'S NEW EFFICIENCY SYSTEM.

It's designed to run leaner, run cleaner and save you money every mile. By leaner, we mean more economical. By cleaner, we mean all new federal emission standards met.

NEW HIGH ENERGY IGNITION. Delivers up to 85% hotter spark to the plugs. Improves bad weather starting while cutting maintenance.

Gone are traditional breaker points and ignition condenser.

NEW CATALYTIC CONVERTER. All engine exhaust passes through a chamber containing a catalyst. Hydrocarbons and carbon monoxide are converted in this chamber into water and carbon dioxide.

EXTENDED SERVICE INTERVALS. Recommended spark plug change intervals are now 22,500; engine oil and chassis lube are six months or 7,500 miles.

Good things will come in small packages tomorrow.

The Monza 2+2 feels this way today.

The way Chevrolet does it, the Monza 2+2 adds up to a level of comfort and convenience you probably never thought of finding in a small car.

The front bucket seats are deep and body-contoured to hold you in snug comfort. Rear seats are individual bucket-style. The door panels are softly padded. There's a handy map pocket in each one. The vinyl upholstery trim looks like stitched leather. A special sound insulation package has been built in for added quietness.

The door lock button has been moved down into the armrest to be more convenient.

Knit cloth seating is available in six colors: medium sandstone, dark blue, dark saddle, dark red, medium graystone and black. Rich all-vinyl seat materials are also available in the same colors. And then there's the Monza 2+2's genuine leather



seat option. Available in soft luxurious black, dark red or saddle. Cut-pile carpeting is complete, including the big, handy cargo floor that stretches rearward like a wagon when you fold the Monza's back seats down.


In summary: You might say that Chevrolet's new Monza 2+2 Hatchback has a very elegant interior, that somehow manages to be very practical at the same time.





Tomorrow's small car will be everything you could ask for.


All these Monza 2+2 options are available today.



 Space-Saver spare tire. (An option that really lives up to its name, especially in a small car. The Space-Saver takes up less volume than an inflated regular spare tire. Tucks down into a corner leaving the Monza's cargo floor as flat and wide as possible with a spare. Contoured cover of cut-pile carpeting included.)



 Aluminum wheels. (The genuine article; set of four with Space-Saver spare tire part of the package.)

 Power brakes.

 Power steering (variable-ratio).





 AM/FM/Stereo radio.  AM/FM radio.  AM radio.

 Rear seat speaker.  Auxiliary Lighting Group. (Includes engine compartment and glove box lights plus a "headlights-on" signal.)


 Tinted glass (all windows).

 Four-Season air conditioning (gives you all-year comfort; larger radiator and generator included).


 Body side molding. (Bright and protective.) Door edge guards.


 Electro-Clear rear window





defogger. (Handy to have on a window this size.)  Deluxe seat belts


(interior color-matched).


 Comfortilt steering wheel.


 Positraction rear axle.



 Highway axle ratio.



 High-altitude axle ratio.

 Heavy-duty radiator.

 Heavy-duty 3200-watt battery.

 White stripe

or white lettered tires (BR78-13 steel-belted radials).  Turbo Hydra-matic transmission.  Leather seat trim. (The pure luxury of genuine leather, fine-grain split cowhide.)

 Driver's adjustable seat back.  Dual sport mirrors

(LH remote-controlled).



Chevrolet

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