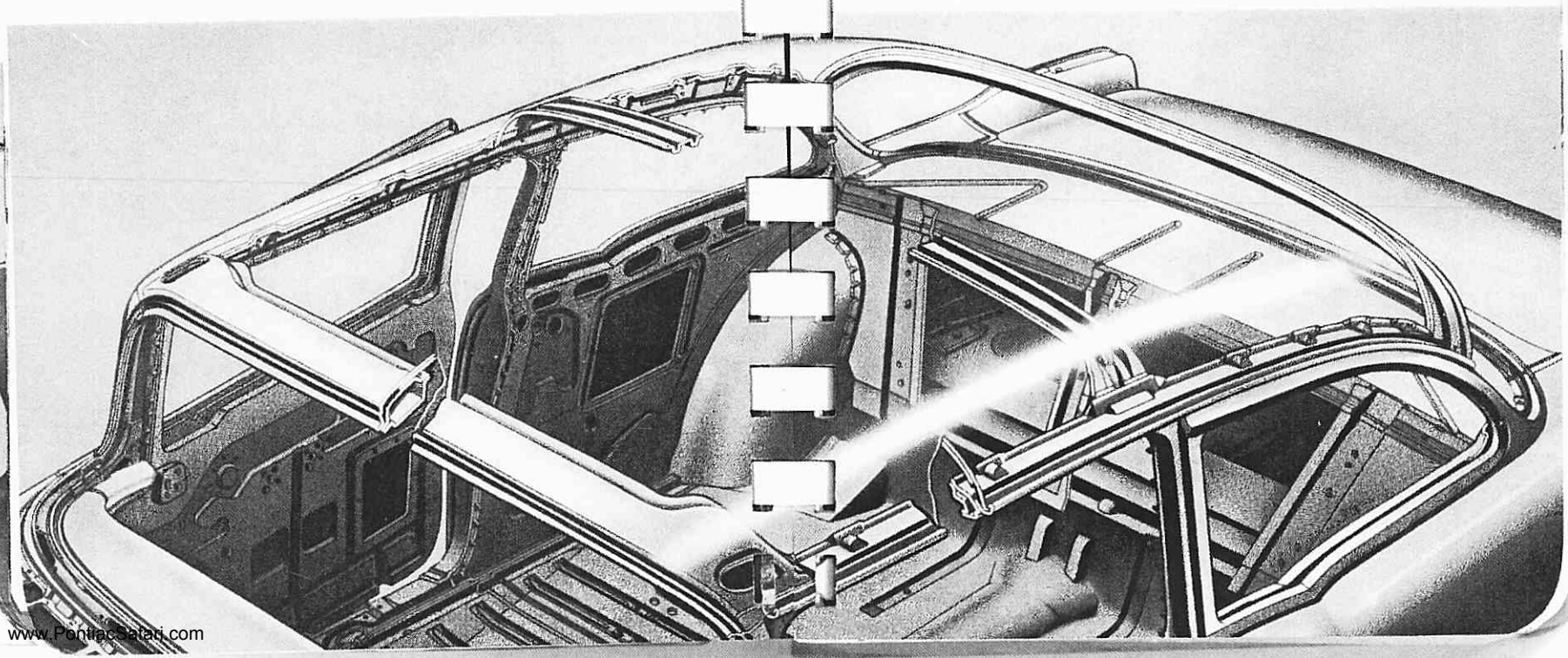
1956

BODY BY FISHER

More beautiful than ever before, the 1956 Bodies by Fisher are masterpieces of high-style and modern design. But beauty is not the whole story, for these magnificent bodies are also constructed for dependability, strength, comfort and safety.

Add these qualities and features to the outstanding reputation enjoyed by Fisher Body and you can readily see why the Pontiac Bodies by Fisher are the world's finest.



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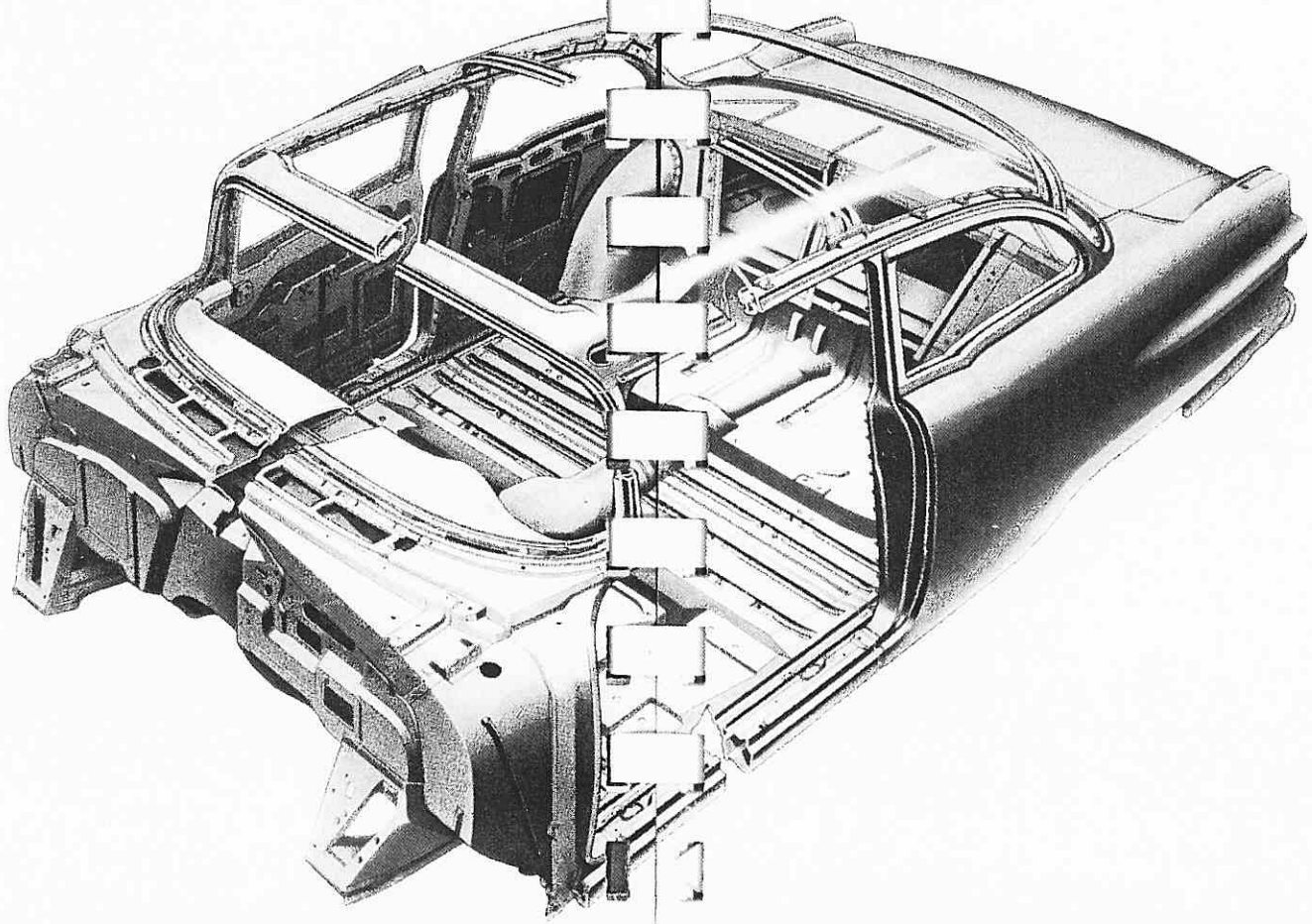
UNISTEEL BODY CONSTRUCTION
OF PONTIAC'S BODY BY FISHER

All Pontiac bodies for 1956 feature Unisteel construction . . . probably the finest body construction method known. From the Panoramic windshield, perfectly engineered for increased beauty and vision, to the one-piece, sturdy steel floor, every section of the Pontiac Fisher Body is made for maximum driving safety and comfort.

Unisteel construction means the body is of one tight steel structure welded firmly in position to give you maximum protection and riding ease. The solid Turret Top is a strong, seamless, reinforced structural unit of the body welded to a box section steel roof rail assembly for its entire length along both sides. The rail is an integral part of the inner steel framework of the side frame, and to it is welded a roof bow of formed steel to increase the stiffening effect given to the body by the Turret Top.

Drip moldings, extending the full length of the roof on both sides, protect passengers from dripping water as they enter or leave the car.



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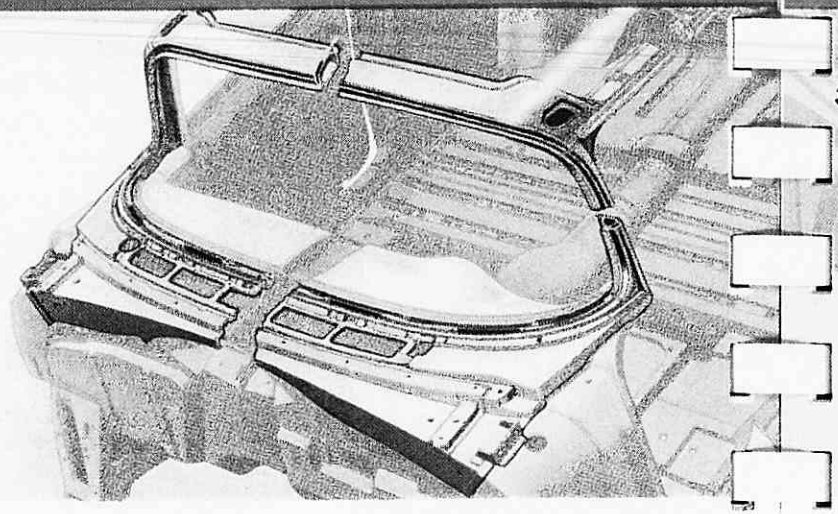
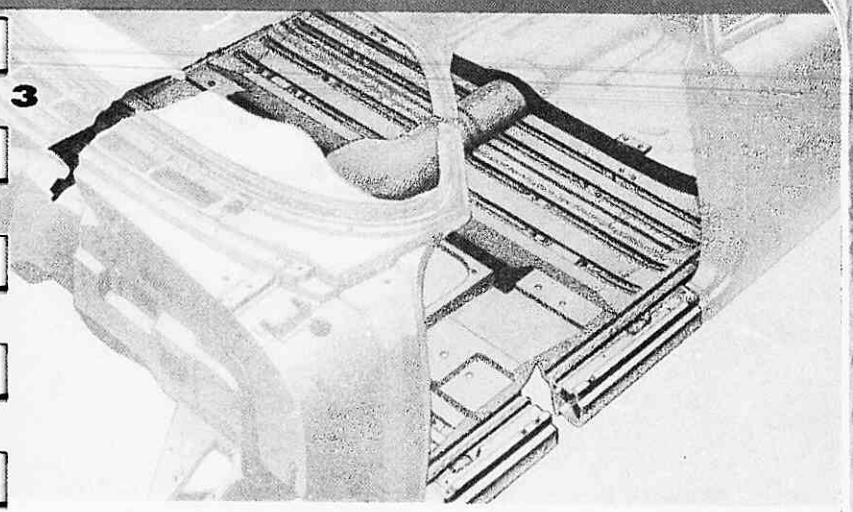




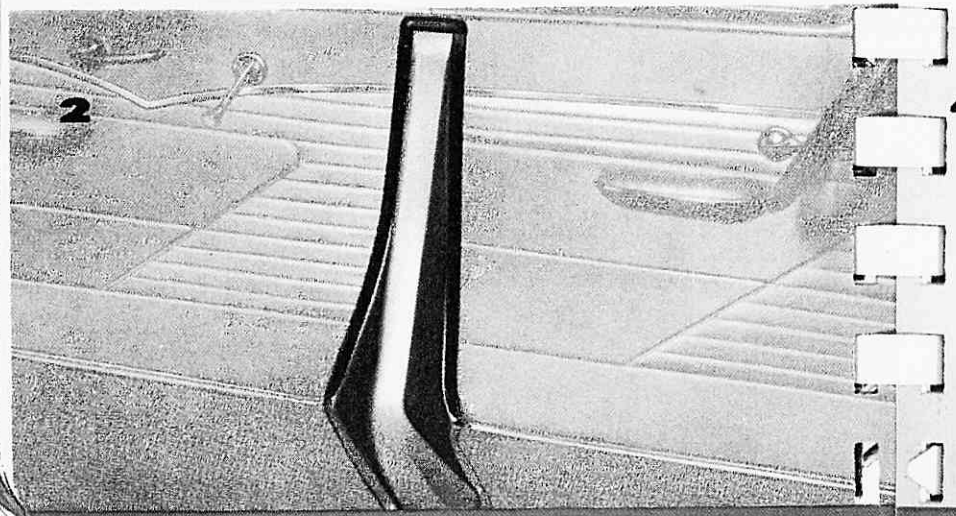
BODY STRUCTURAL FEATURES

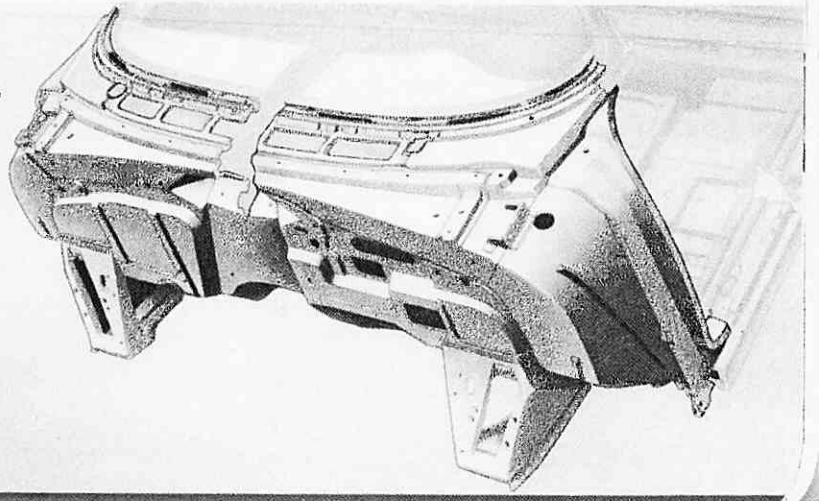
1. A rugged, sturdy header bar of ribbed steel four inches wide provides extra reinforcement for the solid steel Turret Top. Also a roof bow is welded to the box rail assembly at the center pillar location (except on 4-Door Catalina and Convertible). The center pillar provides structural support from the rail to the floor.

2. Four-door Catalina center pillar construction is designed like a cantilever to insure rigid mounting for its rear doors. Note that pillar curves to a wide base for maximum strength.

3. The solid steel floor is of one-piece construction, sturdily ribbed, braced and welded for maximum durability.

4. Beefed-up triangular structural members are welded to the cowl and help brace the front end to the chassis to form a more rigid body.





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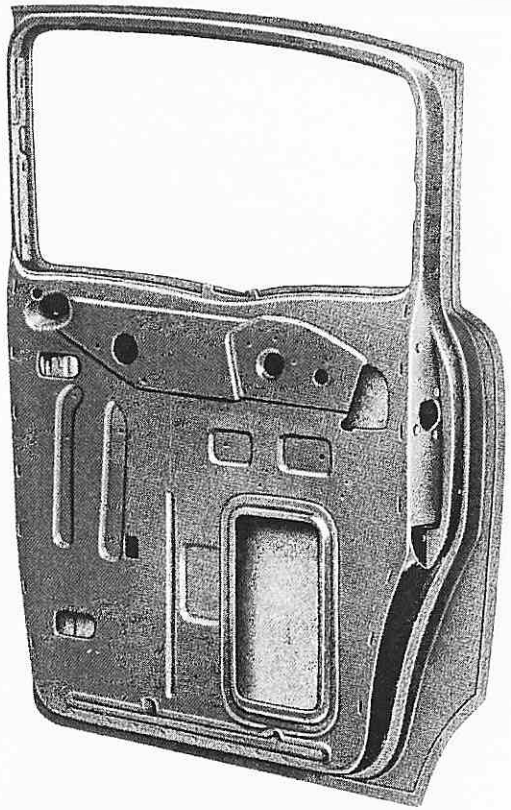


UNISTEEL DOORS

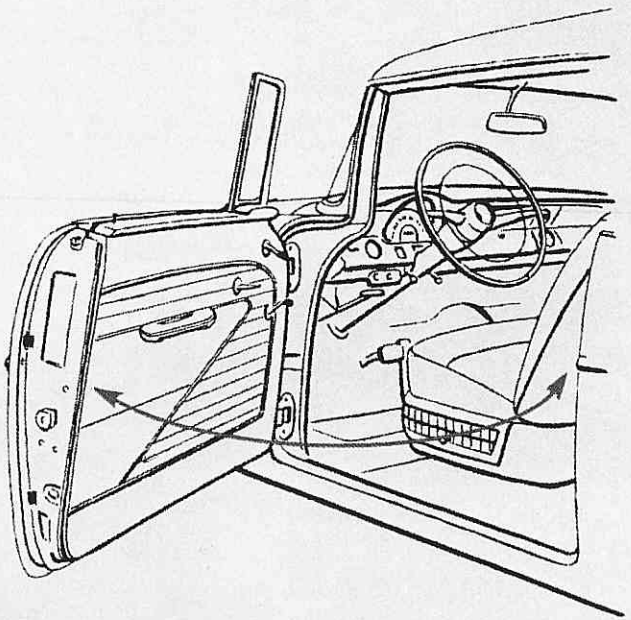
The doors of the 1956 Pontiac are exceptionally wide and are hung upon substantial hinges set in reinforced plates in the body framework. Each door consists of three (3) major steel parts. The outer panel of tough steel gives maximum strength. Supporting it is an inner framework designed for strength and for the elimination of any possible noise. The outer panel is then welded to the inner panel assembly, and a layer of sound-deadening material is added to further decrease any tendency to drum or vibrate.

WIDE-OPENING DOORS

Pontiac's front door hinges are so designed as to let the door swing out from, rather than into, the front fender. This hinge arrangement makes a very wide door opening possible. The front door opening on a Two-door Sedan measures 46.5 inches. As a result, entering a Pontiac can be done in an easy, relaxed manner—without squeezing or crowding.

This type of door hinge design affords a sturdy door mounting and excellent weather-tight door sealing. Heavy material means extra strength, too.

Another Pontiac door feature: door catches hold in two positions. Even if the door should not be completely closed, the catch will hold it firmly so that the door is less apt to swing open when the car is in motion.



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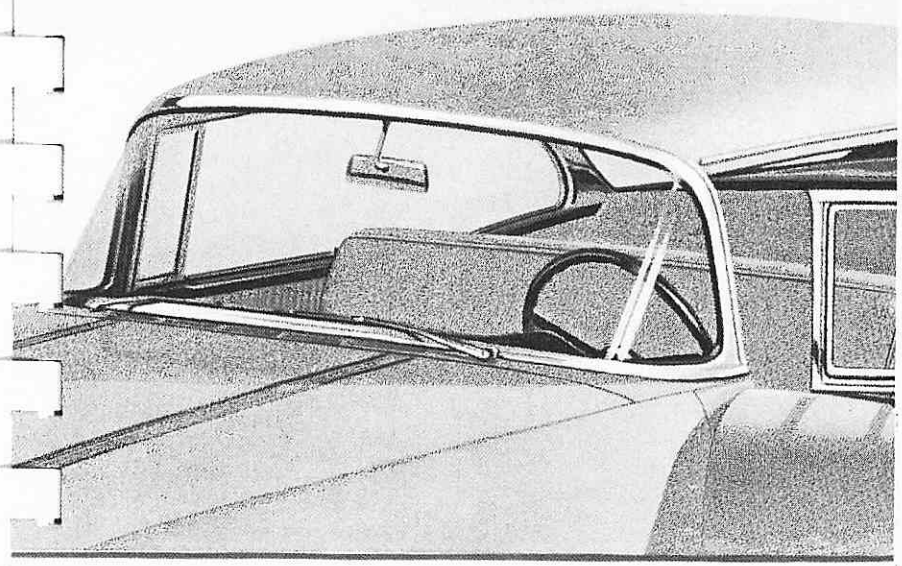
UNISTEEL INSULATION

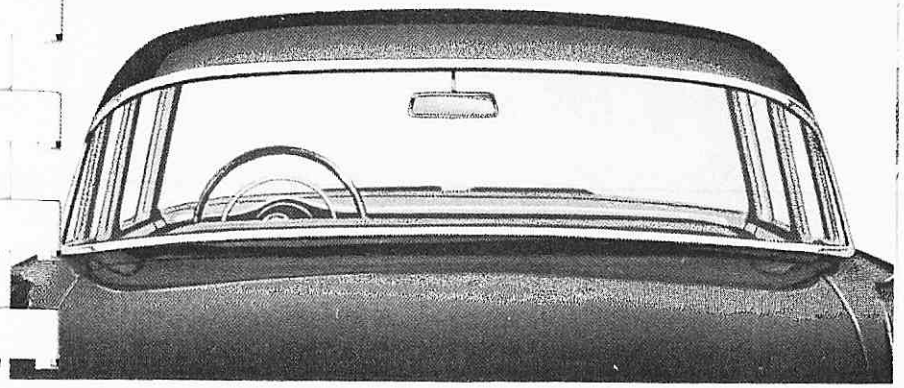
Body insulation plays an important part in riding comfort. For other than the obvious heat and cold resistance it provides, Pontiac body insulation deadens road noises and at the same time protects certain metal surfaces against stones cast up by the action of the tires.

Pontiac body noises are generally deadened by the cementing of heavy felt paper to the outer panels and the application of spray-on deadener in the wheelhouse area. Felt paper is cemented to the roof panel and deck lid outer panel. The cushion area under the front and rear seats are also covered by cementing felt paper to the metal floor pan.

Spray-on deadener is applied in the wheelhouse and quarter outer panels. To further quiet front end road noises, an improved dash insulator for all 1956 models is applied to the dash panel. In the new insulator clearance holes for wires, tubes and controls have been replaced by slits, which help reduce the passage of air or sound waves through the dash insulator, and insulator size has been increased for better sealing. In addition to this, Star Chief and 870 models will have a new hood insulator that fastens to the underside of the hood. On Star Chief models insulation has been added to the underside of the instrument panel and in the shrouds. With this added insulation, noise and vibration from the engine compartment are effectively dampened.

The floors of the various models are all covered with either carpet or rubber mats (depending on which model you own) which also help to insulate the car interior against heat, cold and excessive noise.





PONTIAC'S PANORAMIC WINDSHIELD OFFERS MAXIMUM VISION

Introduced with the 1955 models, the Panoramic windshield has been hailed as a great step forward in safety and driving comfort. By moving the front pillars rearward, the angle of forward vision was increased, while corner pillar obstruction

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was greatly reduced. For 1955, the actual see-through area was increased as much as 26% and, with the low front hood line and design that is continued on the 1956 Pontiac, both fenders are exposed to the driver's view, and parking, maneuvering and general driving are easier and more precise.

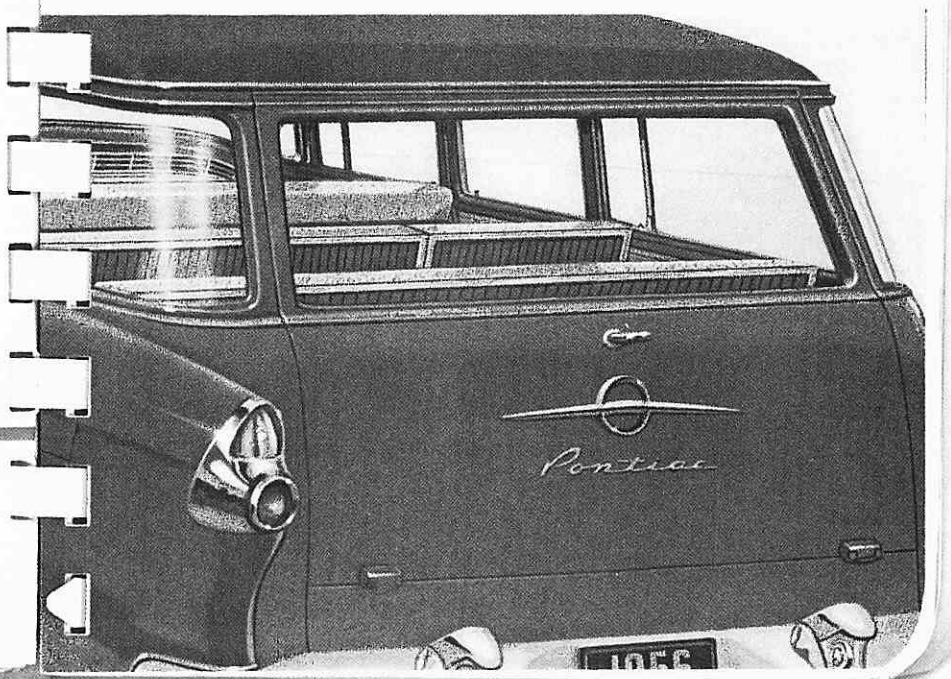
REAR WINDOW VISION

Along with the increased front vision of the Panoramic windshield, introduced in 1955, was the added size and better location of the rear windows on passenger models. By seating yourself behind the wheel of a new 1956 Pontiac and then looking out the back window through the rear-view mirror, you'll find that rear window area allows optimum rearward vision and outstanding driving comfort and ease.

Safety glass is used all around on the 1956 Pontiac models while the front and rear windows, as well as all fixed windows, are set in rubber seals to prevent entrance of rain, cold and drafts.

FULL-VIEW STATION WAGON REAR WINDOWS

Here's another example to show how Pontiac goes to great lengths to provide maximum driving ease and safety. By using wide-sweeping windows, blind spots in the rear quarter have virtually been eliminated. Corner posts, which at one time were quite a problem when it came to backing up or pulling out to pass on the highway, are narrow and positioned to give outstanding rear-quarter window visibility. Laminated Safety Plate glass is used in these windows to guarantee a high degree of distortion-free vision.



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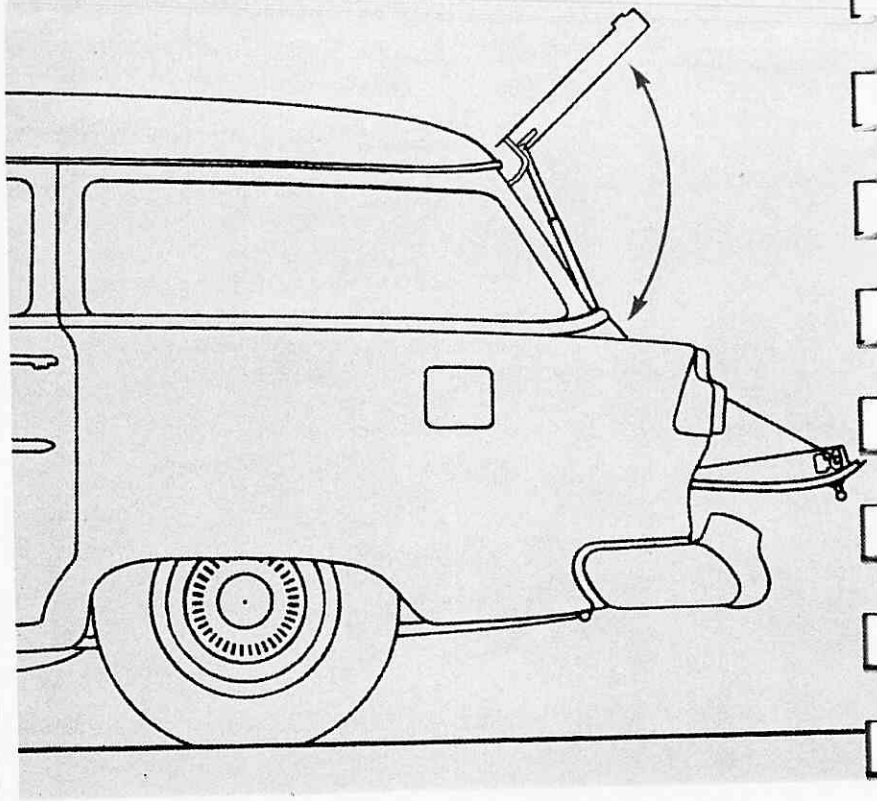

LIFT GATE OPENING ON STATION WAGONS

In order to facilitate easy loading and unloading, Pontiac Station Wagon lift gate opening is ideally arranged. The lift gate may be opened to two positions—one horizontal, the other at a maximum open height. In addition to easier loading, opening height minimizes the danger of anyone's bumping into the raised outer edge of the gate when approaching the vehicle. As in 1955, the tail gate lowers almost level with the rear floor which permits easy loading and unloading.

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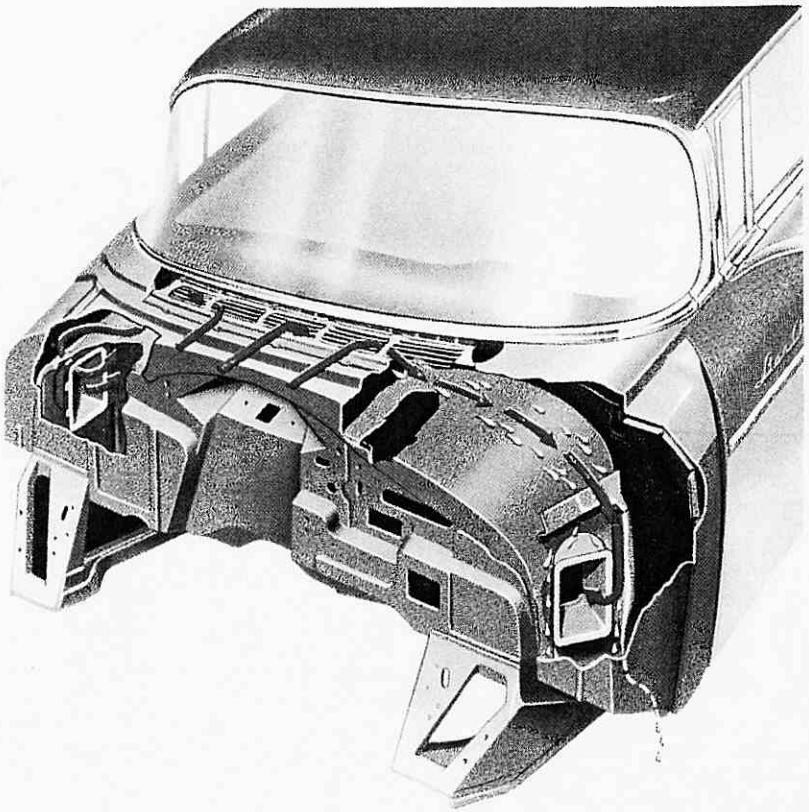
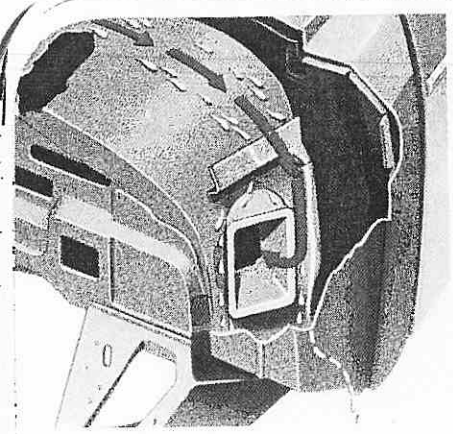
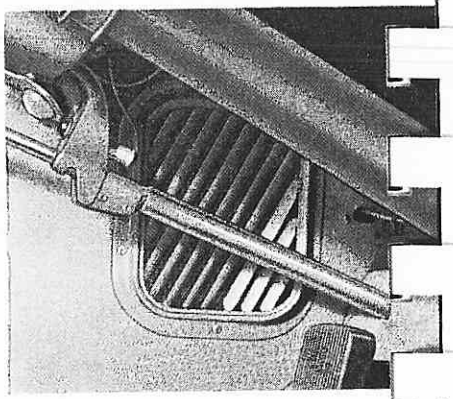
PONTIAC'S COWL VENTILATION SYSTEM

Hood-high intake ventilation is again being used in 1956 as it was in 1955. When outside air enters the passenger compartments through this system, it is more free of dust and fumes. This results in more comfortable motoring for both the driver and his passengers.

Here's how this remarkable system works: In Pontiac's cowl ventilation system, outside air enters through an inconspicuous louvered intake 34 inches wide, mounted flush with the hood directly below the windshield. This air travels into an enclosed steel chamber which leads to inlets on each side of the inner shroud. Two ventilator control knobs, one for each







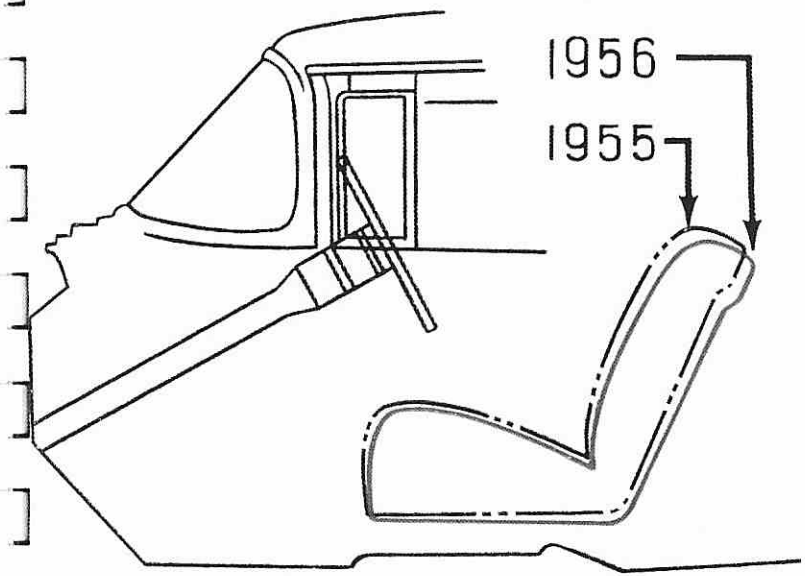
inlet, mounted below the glove compartment door on the bottom side of the instrument panel, operate tight-fitting valves in each of the air inlets to control air flow. Thus, air may be admitted to either or both sides of the front compartment.

Air inlets are screen-covered, while slanting louvers outside the inlets guide the air in two directions. A portion is made to flow directly toward the passenger, while the remainder moves across the dash and floor. This latter aspect decreases the amount of heat transfer from the engine compartment and judiciously insures comfortable, even air distribution.

Although not visible, it should be noted every detail of this design has been engineered to the highest degree of perfection. Entrance of entrapped water is prevented by a separation system which acts upon the entire air stream. The contour on the outer shell is such that the force of air striking the surface tends to throw any entrapped moisture from the air, while a channel attached to the inner surface and flanges attached to the air inlet assembly act as positive separators. A drain is located at the bottom of each side of the air chambers.

With cowl ventilation, longitudinal ducts are outmoded. Also, greater engine compartment roominess results. When used with Pontiac's efficient heating and defrosting system, ventilation may be augmented by a blower.

NEW FRONT SEAT POSITION



Another new improvement for 1956 has been the changing of the front seat position. This change has been made on all models and results in increased front seat leg room and head room. The front and rear track brackets have been redesigned to slightly tilt the front seat backward and move it rearward and downward. Thus driver and passenger comfort is increased.

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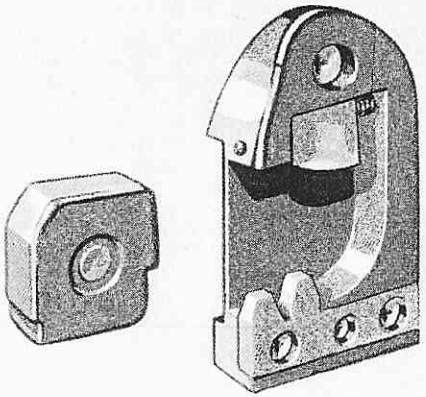
ROTARY DOOR LOCKS AND REAR-DOOR FREEWHEELING

Skillfully engineered for maximum durability and safe positive latching, these rotary door locks reduce the amount of effort required to close the doors and provide easy push-button action.

As illustrated, locking is accomplished in this installation by a rotary bolt, upper portion of which is covered by a neat housing. When the door is being closed, the bolt rotates as it comes in contact with a striker (attached to the pillar) until closure is completed. Locking cam and bolt are then firmly held in locked position by a detent lever.

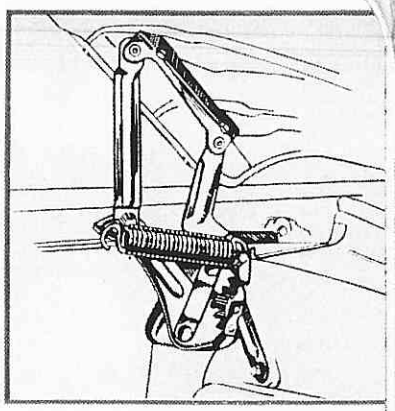


This assembly is used in conjunction with door handles that are designed in such a manner that the exterior push buttons are protected from the weather by the handle. Key entrance to the lock cylinder is below and separate.

Freewheeling, safety locking feature, which allows the inside control handle to move forward or rearward (with inside push button depressed without opening the door), is continued on all rear door locks (only) for 1956. Such adjustment will be initially made on all models at assembly. Simple adjustment to permit unlocking the door by lever action may be made, if desired.

HOOD HINGES

Mounted on the front of the dash, this sturdy hinge is a gear type and utilizes a self-contained double assist over-center spring to increase hold-open power.



HOOD LATCH

First introduced with the 1955 models, this cam type hood latch has been retained for 1956 because of its efficiency and ease of operation. Self-adjusting, this latch is easy to close and release and provides firm, safe hood locking. Miscellaneous changes have been made in this unit for 1956 to improve its operation and durability.

The main component is a hood latch plate which includes three mounting flanges for bolting the unit to the inner surface of the hood, a pilot and a sturdy foundation for attachment of related components, that is, spring-loaded catch, a hooked-nosed safety, a hood lock cam and a release lever. The pilot in the hood latch plate guides latching components through a rectangular hole in the mating radiator cross bar.

Disengagement is accomplished by easy movement of the release at the front of the hood. As the release handle is pulled forward, the hood lock cam is free to rotate. This permits the hood lock catch to move on a sloping surface inward, thereby freeing the hood. Further movement of the release lever disengages the safety catch. Curved cam surfaces on the catch and safety, respectively, facilitate their quick engagement when the hood is closed.

Because of the sloping outer surface of the hood lock catch, the unit is self-adjusting since normal driving vibrations tend to increase latching firmness.

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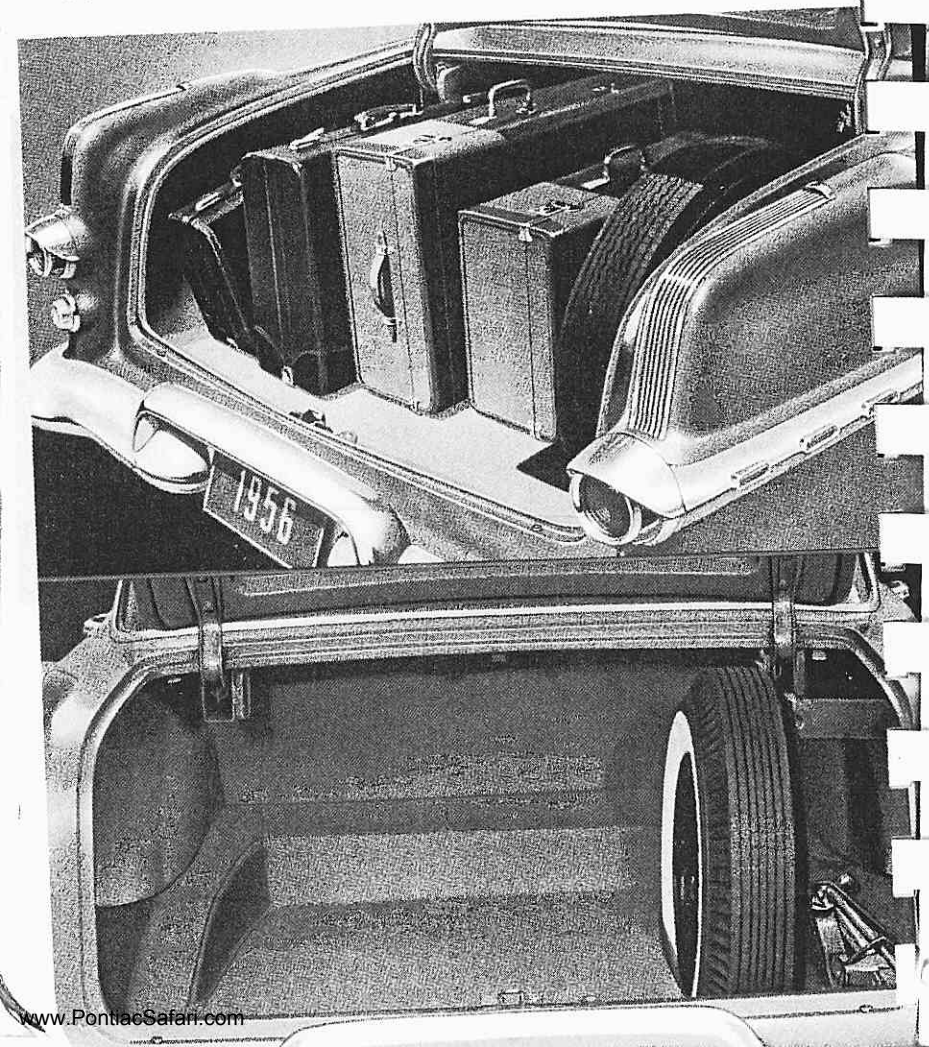
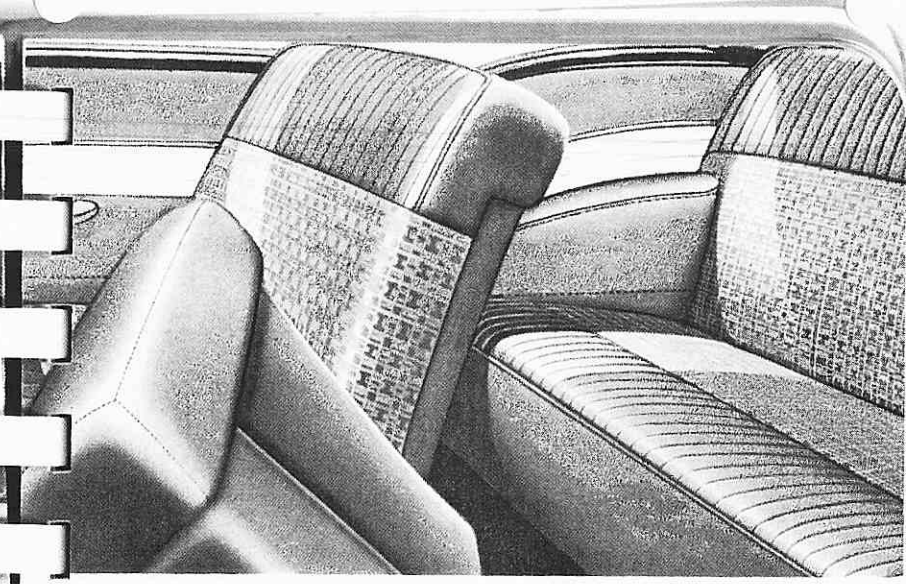
AMPLE LUGGAGE SPACE

With its low-opening line and counterbalanced lid with self-locking device, Pontiac offers an exceptionally convenient as well as roomy luggage compartment in all models. While the owners of the 860 and 870 models will certainly appreciate the large carrying area, Star Chief owners will discover to their pleasure that they can load up to 10 pieces of assorted standard luggage in their luggage compartment . . . including golf clubs . . . and still find room for miscellaneous packages.





ENTRANCE ROOM—TWO-DOOR MODELS

Entering the rear compartment of a Pontiac Two-door model presents no problems in grace or convenience. The distance between the door pillar and rear of front seat cushion in a Two-door Sedan measures up to 12.5 inches, which allows ample entrance space. A greater space is allowed at hip level because the seat swings in as it turns down. This allows the door to be closed without bumping the tilted seat.

RUST-PROOFING BODIES BY FISHER

Pontiac engineers pay careful attention to making a body resistant to rust and corrosion. Pontiac's Unisteel bodies are treated with a rust-proofing coat that protects curves and corners, inside and out. The inside of sills, doors and a portion of the quarters are also sprayed with corrosion-resistant material for protection against moisture.

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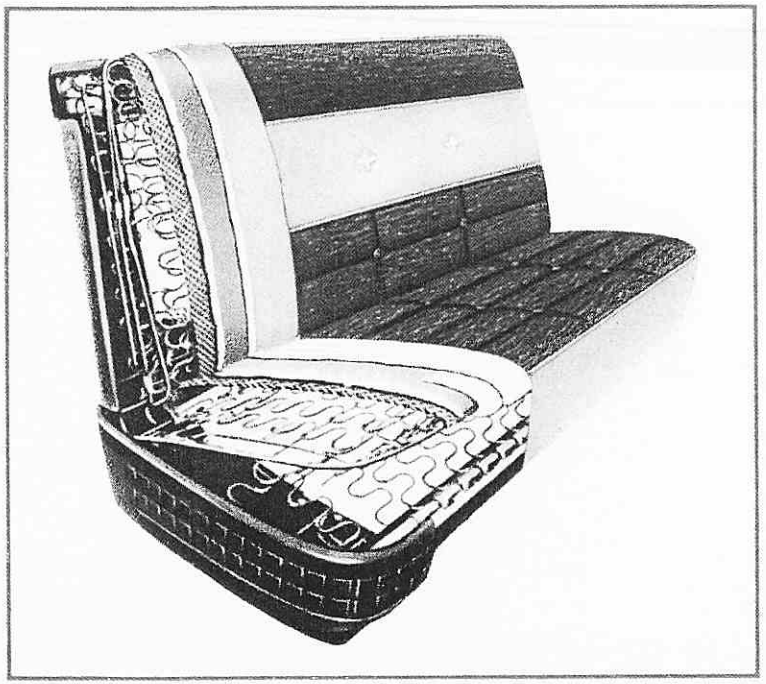
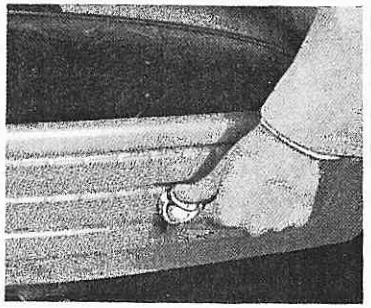


SEAT AND CUSHION CONSTRUCTION

A great part of Pontiac's comfort story lies in the sturdy construction of the seats and cushions. Pontiac's front seat assembly uses a metal seat structure and "zigzag" type seat springs. The individual springs and wires are attached to the metal seat cushion frame and metal back frame by a clip retention method. After spring installation, the contoured upper surface of the "zigzag" springs is first covered with a jute pad with plastic insulator and then the foundation padding is applied. Next, a cotton pad is installed. In addition, rolled cotton batts are used around the spring border wires. The trim fabric cover is then installed and fastened with hog rings to the bottom of the assembly. The seat adjuster is attached to the bottom of the seat, and the entire assembly bolted to the floor. The individual front seat cushion is not removable, while the rear seat cushion is. Rear seats also use "zigzag" springs. Coil springs are employed on third seats in the three-seat Station Wagons.

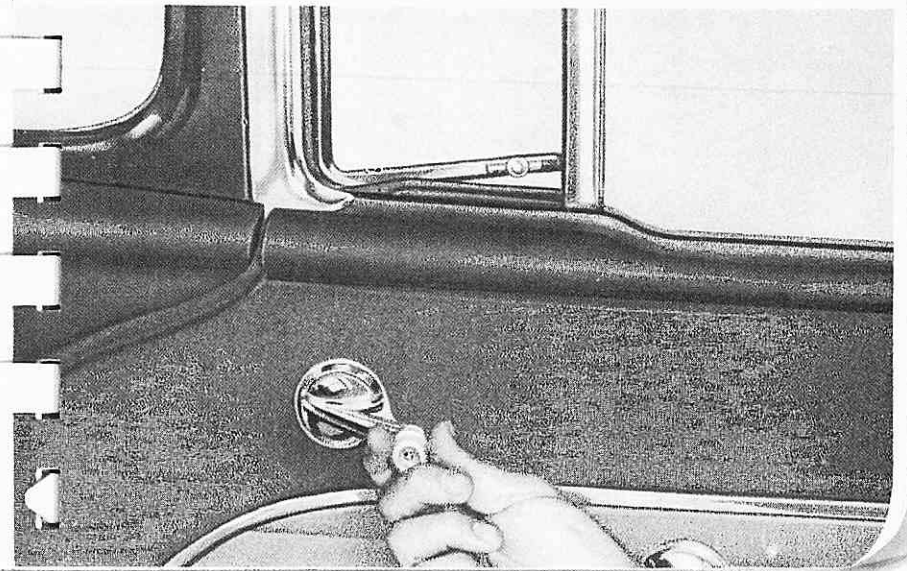
ADJUSTABLE FRONT SEAT

Every model in the 1956 line has an adjustable front seat for the driver's comfort and safety. The front seat adjustment is regulated by a lock which anchors the seat in place on both sides. The adjustment lever is at the left side of the driver's seat cushion. As the front seat moves forward, the seat tilts slightly forward, too. A "6-way Comfort Control Seat" either power or manually operated is available as an accessory.



CRANK-OPERATED FRONT VENTIPANES

The crank-operated Ventipanes for 1956 are not only smart in appearance, but extremely functional as well. With one hand you can release the sliding lock and crank open the window. Pontiac Ventipanes are positively controlled and wind pressure cannot force them shut. The sliding locks are strong and therefore discourage tampering.



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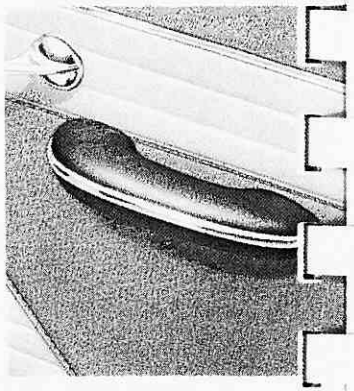
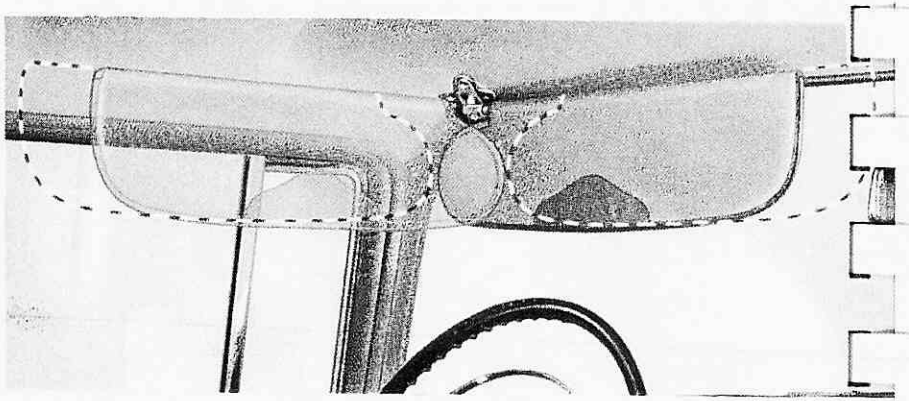
ARM RESTS ON ALL MODELS

Four comfort-engineered arm rests are standard equipment on every Pontiac model, except 860 and 870 Station Wagons . . . where, for reasons of rear-compartment utility, they are omitted from rear doors only. These handsome door arm rests are of semicircular construction so that they may be grasped easily to pull the door shut.





ADJUSTABLE INSIDE SUN VISORS

Dual inside sun visors are another feature that makes driving a Pontiac just that much more comfortable. Both visors on all models can be turned down to block glare on the windshield or swung to screen side windows and reduce side glare. Point out, too, that Pontiac's visors (except on Convertible) slide on the rods that hold them to offer maximum flexibility, and to block glare from front-seat passengers' eyes almost wherever the sun may be.

LICENSE LAMP AND BRACKET ASSEMBLY

For 1956, as in 1955, all Pontiac Sedan and Coupe models feature a smart license lamp and bracket contained in the center bar of the articulated rear bumper. On Station Wagon models, dual lamps are inserted on the inner edges of the bumper guards, providing ample license plate illumination.

20-GALLON FUEL TANK

To offer the widest possible driving range of every tankful of fuel, Pontiac's gas tank has a 20-gallon capacity. This means that Pontiac owners will get many miles on a full tank of gasoline and the number of refueling stops will be few and far between. Station Wagon models will use a large 17-gallon tank (except 3-seat model, which has a 16-gallon tank).

BODY COLOR AND FINISH

An important factor in the beauty of the gorgeous new 1956 Pontiac is the rich, deep body finish. Smoothness and evenness of finish is assured through careful preparation and skillful workmanship in processing the bodies. The entire surface is first cleaned with an alkaline solution and rinsed, then rust-proofed with a chemical coat to protect the metal from corrosion.

The prime coat is then applied and a perfect surface for the finishing coats prepared by wet-sanding by hand. After careful inspection of the prime coat, repeated coats of lacquer build up a deep, permanent, gleaming finish. Power polishing brings the lacquer to a high luster. The result is a finish noted for its sheen and long life. And remember this: If anybody should know how to finish a car, it is Pontiac, because Pontiac was the first manufacturer to use Duco finish on production cars.

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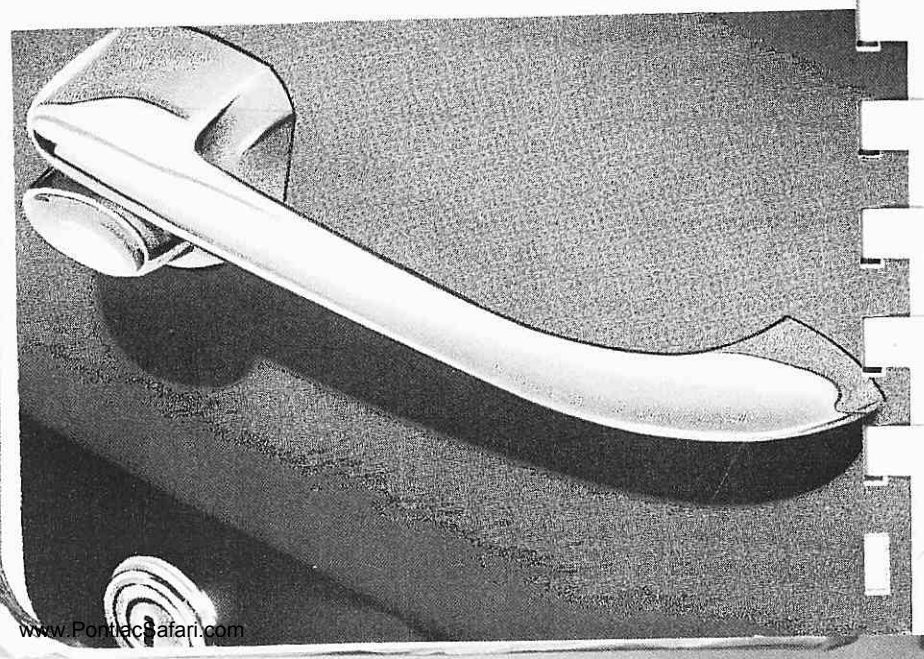
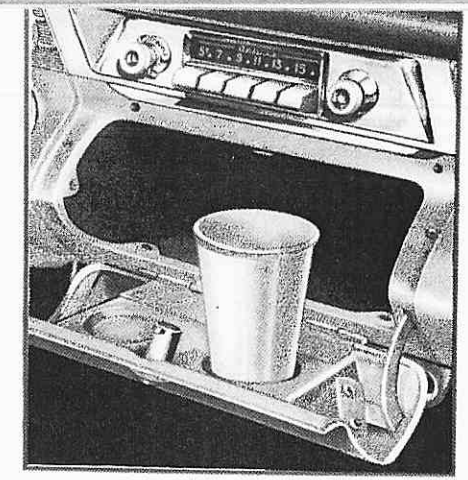
REAR DOOR-JAMB DOME LIGHT SWITCHES ON STAR CHIEF FOUR-DOOR MODELS

Here's another feature of the new 1956 Pontiac Star Chief 4-Door. Instead of the dome light flashing on when just the front doors are open, they can also be turned on by opening any of the rear doors. The handy dome light also doubles as a ready lamp by merely flipping the conveniently located control switch integral with the lamp. (On the 4-Door Custom Catalina, the switch is located on the left rear door pillar.)

OUTSIDE DOOR LOCKS AND HANDLES

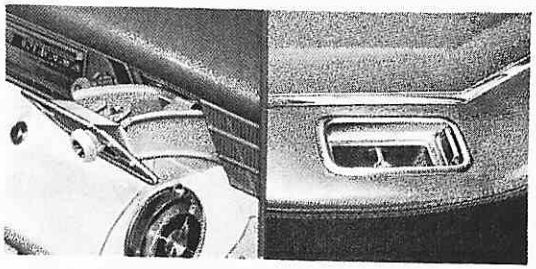
Notice the smartly styled Pontiac door handles that carry on the sleek design of this remarkable new car. The door handles are cleverly designed so they protect the push buttons from the weather. Smooth-working lock cylinders are placed below the door handles and are separate units.





The relocation and new design of the glove compartment, first introduced in 1955, has been retained for 1956. It is easily accessible to both driver and front-seat passengers and has proven to be one of Pontiac's most popular interior features. But, in addition to this change, Pontiac also placed two depressions on the back of the glove compartment door for beverage containers. Thus, you have a handy place to put beverage containers when you frequent drive-in restaurants or make long trips.

ASH TRAYS FRONT AND REAR



Relocated for 1956, the front compartment ash tray is now placed to the right of the radio control panel . . . within easy reach of all front-seat passengers. Rear-compartment ash trays on two-door models (except Two-door Station Wagons) are an integral part of the arm rests and provide quick accessibility. Four-door models boast centrally located ash trays on the rear side of the front seats. All ash trays can be removed easily for cleaning.

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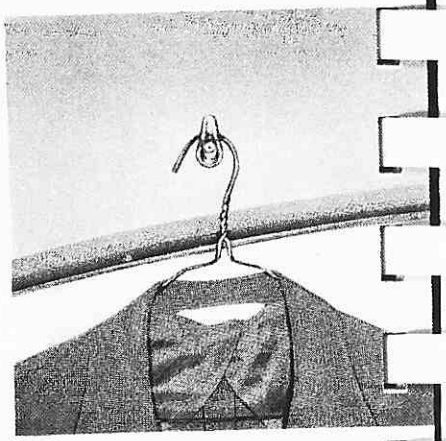
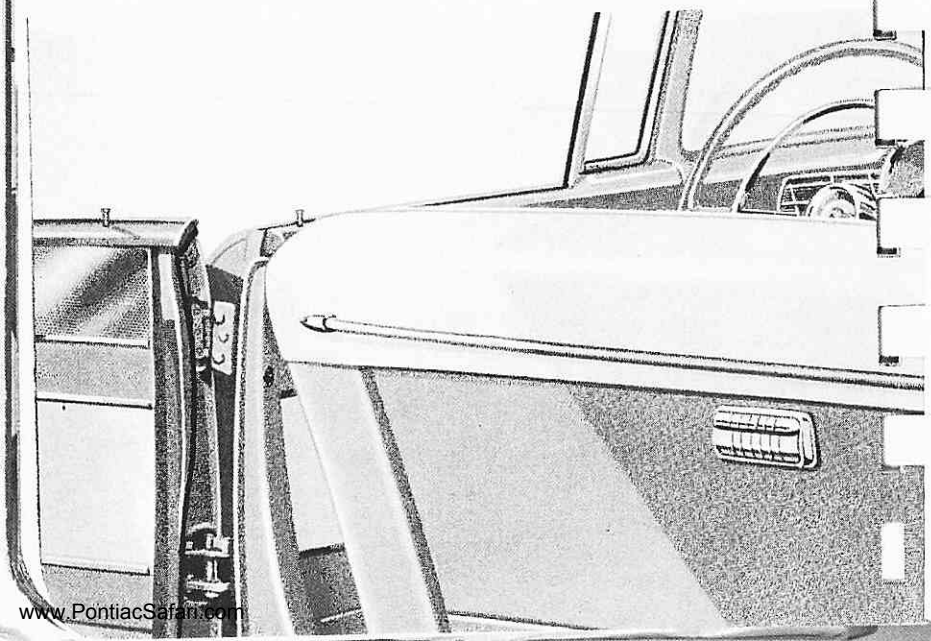
COAT HOOKS

All models (except Convertible Coupe) in the beautiful 1956 Pontiac line feature the use of convenient coat hooks. Designed for maximum carrying, coat hooks are placed in positions that minimize vision obstruction.



STAR CHIEF ROBE CORD

Exclusive with the new Star Chief Four-door Catalina and Four-door Sedan, this handy robe cord keeps car robes and passengers' coats conveniently out of way when not in use. Handsomely covered with fabric that matches the interior of the car.



TOOLS AND CARRYING ARRANGEMENT

Adopted in 1950, a simple spring arrangement provides for the carrying of tools in all Pontiacs except Station Wagons, where it is impractical. The tool holder consists of two sections of coil springs joined by a metal ring. Rings at each of the other spring ends—one on the spare wheel clamp stud and one fixed to the luggage compartment floor—hold the installation in place. Locking is accomplished by pulling the spring assembly over the tools and hooking the center ring to a bracket sturdily attached to the floor. A strong, rugged bumper jack of ratchet design and a wheel socket wrench and jack handle make up the components of the tire repair tool kit. The tool-carrying arrangement holds the tools tightly in place and eliminates rattling of the tools in the trunk.

PONTIAC BUMPER JACK

This dual construction bumper jack is of unique design and was first introduced in 1955. When used on the front of the car, it employs a detachable adapter which distributes the load between the upper and lower bumper impact bars. Adapter is removed when jack is used on the rear bumper.

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INTERIOR BODY DIMENSIONS

IN INCHES—with front seats all the way back

FRONT COMPARTMENT	Leg Room	Head Room	Hip Room	Shoulder Room	Seat Depth	Seat Height
Star Chief 4-Door Catalina	43.4	34.3	61.8	55.9	18.6	13.6
Star Chief 4-Door Sedan	43.4	36.0	61.9	56.7	18.6	13.7
Star Chief 2-Door Catalina	43.4	34.8	61.7	56.8	18.6	13.6
Star Chief Convertible	43.4	34.4	61.7	56.8	18.6	13.7
870 and 860 4-Door Catalinas	43.4	34.1	61.8	55.9	18.6	13.7
870 and 860 2-Door Catalinas	43.4	34.8	61.7	56.8	18.6	13.7
870 and 860 4-Door Sedans	43.4	36.0	61.9	56.7	18.6	13.7
860 2-Door Sedan	43.4	36.0	61.8	56.5	18.6	13.7
Safari Station Wagon	43.4	34.6	61.5	55.9	18.6	13.6
870 4-Door (2-seat) SWG	43.4	36.0	61.9	56.7	18.6	13.7
860 2-Door (2-seat) SWG	43.4	36.0	61.8	56.5	18.6	13.7
860 4-Door (3-seat) SWG	43.4	36.0	61.9	56.7	18.6	13.7

REAR COMPARTMENT	Leg Room	Head Room	Hip Room	Shoulder Room	Seat Depth	Seat Height
Star Chief 4-Door Catalina	40.5	33.4	62.8	56.8	17.9	11.6
Star Chief 4-Door Sedan	42.0	35.9	63.1	56.4	18.9	12.2
Star Chief 2-Door Catalina	37.3	34.0	54.2	56.7	18.4	12.2
Star Chief Convertible	37.5	34.0	50.1	48.4	18.5	12.3
870 and 860 4-Door Catalinas	40.7	33.4	62.8	56.8	17.9	11.7
870 and 860 2-Door Catalinas	37.4	34.0	54.2	56.7	18.4	12.3
870 and 860 4-Door Sedans	42.0	35.9	63.1	56.4	18.9	12.2
860 2-Door Sedan	42.0	35.9	62.9	56.6	18.9	12.2
Safari Station Wagon	42.4	33.6	61.5	55.9	17.3	13.2
870 4-Door (2-seat) SWG	43.2	35.1	62.2	56.5	17.3	13.3
860 2-Door (2-seat) SWG	42.5	35.1	61.5	56.5	17.3	13.3
860 4-Door (3-seat) SWG	39.6	33.2	46.4	55.6	17.2	14.4
(Second seat of above)	39.6	34.9	62.1	56.5	15.3	13.5

BODY SPECIFICATIONS

MAXIMUM OVER-ALL DIMENSIONS	56-27	56-28
Length with Bumpers (Except Station Wagon)	205.6	212.6
Length less Bumpers (Except Station Wagon)	195.8	202.8
Width (Including Bumpers or Moldings)	75.1	75.1
Height (with Passengers—4-Door Sedan)	60.5	60.5
Height (with Passengers—Conv. Coupe)	None	59.0
Height (with Passengers—Catalina Coupe)	59.1	59.1
Height (with Passengers—Catalina Sedan)	59.0	59.0

LAMPS		
Lamp Maker	Guide	Guide
Headlamp Sealed Beam (40-50 Watt)	Yes	Yes
Direction Signal	Yes	Yes
Parking Light Location	In Bumper Assembly	
Location Tail and Stop Lights	In Rear Fenders	
Location License Light (except Station Wagon)	In Rear Bumper Cross Bar	
Location License Light (Station Wagon)	In Rear Bumper Guards	None
Parking Light Bulb	#67	#67
License Light Bulb	#67	#67
Tail and Stop Light Bulb	#1034	#1034
Dome Light Bulb	#1004	#1004
Dome Light Bulb (Convertible)	None	#90
Rear Quarter Light Bulb (Star Chief Catalina)	None	#90
Instrument Light Bulb	#57	#57
Headlamp Beam Indicator Bulb	#53	#53
Ignition Lock Light Bulb	#53	#53
Courtesy Lamp Bulb (Std. on Conv., 870 and Star Chief Catalinas, and Safari)	#89	#89

TOOLS		
Bumper Jack	Yes	Yes
Wheel Wrench and Jack Handle	Yes	Yes

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BODY ITEMS

	56-27	56-28
Key-operated Outside Door Locks—Both Front Doors	Yes	Yes
Push Button Inside Door Locks	Yes	Yes
All Doors May Be Locked From Inside and Outside Without Key	Yes	Yes
Push Button Type Outside Door Release	Yes	Yes
Swing Type Inside Door Releases	Yes	Yes
Crank-operated Front Ventipanes	Yes	Yes
Free-wheeling Inside Rear Door Locks	Yes	Yes
Self-locking Trunk Lock	Yes	Yes
Trunk Lid Counterbalanced	Yes	Yes
Dome Lamp With Integral Switch (except Conv. Coupe and Star Chief Catalina Models)	Yes	Yes
Interior Lamp Switch		
On Left Rear Door Hinge Pillar—4-Door Star Chief Catalina	None	Yes
Below Left Rear Arm Rest—2-Door Star Chief Catalina	None	Yes
On Left Folding Top Trim Panel—Convertible	None	Yes
Interior Light Comes on When Either Front Door is Opened	Yes	Yes
Interior Light Comes on When Either Rear Door is Opened	No	Yes
Glove Compartment Door Lock	Yes	Yes
Ash Tray Built Into Instrument Panel	Yes	Yes
Ash Tray in Rear Compartment (except 2-Door Station Wagons)	Yes	Yes
Arm Rests—Front Doors	Yes	Yes
Arm Rests—Rear (Except 860 & 870 Station Wagons)	Yes	Yes
Coat Hooks—(except Convertible Coupe)	Yes	Yes
Robe Cord on 4-Door Star Chief Sedan	None	Yes
Front Floor Mat—Rubber Compound (except Star Chief 2 & 4 Door Catalinas and Safari Models)	Yes	Yes
Front Floor Mat—Woven Carpet in all Star Chief 2 & 4 Door Catalinas and Safari Models	Yes	Yes
Rear Floor Mat—Rubber Compound (except Star Chief 2 & 4 Door Catalinas and Safari Models)	Yes	Yes
Rear Floor Mat—Woven Carpet—Star Chief 2 & 4 Door Catalinas & Safari Models	Yes	Yes
Zigzag Spring Construction—All Seats (except 3rd Seat on 3-Seat Station Wagon)	Yes	Yes

860 STATION WAGON—Three-Seat—Four-Door 56-27

This body model will be furnished on the 56-27 chassis. Specifications are the same as tabulated for those models, except as noted below:

Maximum Allowable Weight—9 Passengers or Driver and	1050#
Over-all Length—Tail Gate Open	217.1
Over-all Length—Tail Gate Closed	206.0
Over-all Height—Loaded	61.0
Number of Passengers—Including Driver	9
Number of Seats	3
Rear Seat Backrest Support and Second Seat Fold Flush With Floor to Accommodate Luggage	Yes
Loading Space Back of Front Seat—Rear Seats Folded:	
Length—At Floor—Front Seat Forward Position—Tail Gate Closed	89.2
Length—At Belt Line—Front Seat Forward Position—Tail Gate Closed	75.5
Area at Floor Level in Square Feet—Tail Gate Closed	32.5
Width Above Wheelhouse	56.5
Width Inside Wheelhouse	46.4
Ceiling Height at Center Line of Car (Back of Front Seat)	37.6
Loading Space Back of Intermediate Seat—Rear Seat Folded	
Length at Floor	51.2
Length at Belt Line	39.5
Area at Floor Level in Square Feet—Tail Gate Closed	16.7
Width Above Wheel House	56.5
Width Inside Wheelhouse	46.4
Ceiling Height at Center Line of Car at Rear Axle Line	36.7
Number Doors	4
Window Regulators on all Doors	Yes
Front Windows Equipped with Crank-operated Ventipanes	Yes
Arm Rests on Front Doors	Yes
Rear Quarter Windows Equipped with Friction-controlled Ventipanes	Yes
Lift Gate May be Swung Open and Held in Two Open Positions	Yes
Tail Gate Opened Adds to Length of Floor	21.4
Tail Gate Opened Adds to Area—At Floor-level Square Feet	6.5
Height Loading Space Opening—Tail Gate and Back Window Open	28.1
Width Loading Space Opening—Tail Gate and Back Window Open—At Belt Line	42.6
Coated Fabric Inside Door Panels and Inside Rear Quarter Panels Above Wheelhouse	Yes
Rear Floor Mat Between Front and Intermediate Seat—Rubber Compound	Yes
Floor Covering in Loading Space—Linoleum	Yes
Spare Tire Enclosed in Compartment Under Rear Floor of Body	Yes

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860 STATION WAGON—Three-Seat—Four-Door—Cont.

	56-27
Tire Size—7.60" x 15"—4-Ply	Yes
Tire Inflation Pressure Cold—Front and Rear	26 p.s.i.
Heavy-duty Chassis Springs—Front and Rear	Yes
Special 16-gallon Gasoline Tank	Yes
License Lamp in Rear Bumper Guards	Yes

860 STATION WAGON—Two-Seat—Two-Door

This body model will be furnished on the 56-27 chassis. Applicable specifications are the same as for the 860—Three-Seat Four-Door Station Wagon except as noted below:

Number of Doors	2
Number of Seats (Second Seat Folding)	2
Tilt-in Divided Front Seat Backs Provide for Access to Second Seat	Yes
Crank-operated Windows in Rear Compartment	Yes
Number of Passengers—Including Driver	6
Loading Space Back of Front Seat—Front Seat in Forward Position and Rear Seat Folded:	
Length—At Floor—Tail Gate Closed	89.2
Length—At Belt Line—Tail Gate Closed	75.5
Area at Floor Level in Square Feet—Tail Gate Closed	32.5
Loading Space Back of Upright Rear Seat:	
Length—At Floor—Tail Gate Closed	47.4
Length at Belt Line—Tail Gate Closed	35.8
Area at Floor Level in Square Feet—Tail Gate Closed	15.5
Special 17-gallon Gasoline Tank	Yes

870 STATION WAGON—Two-Seat—Four-Door

This body model will be furnished on the 56-27 chassis. Applicable specifications are the same as for the 860 Station Wagon—Three-Seat Four-Door except as noted below:

De Luxe Reveal Molding	Yes
Number of Seats (Second Seat Folding)	2
De Luxe Steering Wheel	Yes
Loading Space Back of Front Seat—Front Seat in Forward Position and Rear Seat Folded:	
Length—At Floor—Tail Gate Closed	89.2
Length—At Belt Line—Tail Gate Closed	75.5
Area at Floor Level in Square Feet—Tail Gate Closed	32.5
Loading Space Back of Upright Rear Seat:	
Length—At Floor—Tail Gate Closed	47.4
Length—At Belt Line—Tail Gate Closed	35.8
Area at Floor Level in Square Feet—Tail Gate Closed	15.5
Number of Passengers—Including Driver	6
Special 17-gallon Gasoline Tank	Yes

SAFARI STATION WAGON—Two-Seat—Two-Door

	56-27

This body model will be furnished on the 56-27 chassis. Applicable specifications are the same as for the 860 Station Wagon—Two-Seat Two-Door except as noted below:

Four-Barrel Carburetor	Yes
Chrome Lower Rear Fender Moldings	Yes
28 Series Side and Upper Rear Fender Moldings	Yes
Rear Fender Ornament, Tail and Back-up Lamps same as Star Chief & 870 Sedans and Coupes	Yes
Electric Clock	Yes
Courtesy Lamps in Front Compartment	Yes
De Luxe Steering Wheel	Yes
Carpet Floor Covering in Passenger and Loading Space	Yes
Arm Rests in Rear Compartment	Yes
Four Chrome Moldings on Loading Space Floor and Tail Gate	Yes
Rear Seat Side Windows Slide Open	Yes
Over-all Length—Tail Gate Open	220.1
Over-all Length—Tail Gate Closed	206.7
Over-all Length—Loaded	59.6
Loading Space Back of Front Seat—Front Seat in Forward Position and Rear Seat Folded:	
Length—At Floor—Tail Gate Closed	87.9
Length—At Belt Line—Tail Gate Closed	68.4
Area at Floor Level in Square Feet—Tail Gate Closed	32.1
Width Above Wheelhouse	56.5
Ceiling Height at Center Line of Car at Rear Axle Line	34.6
Loading Space Back of Upright Rear Seat:	
Length—At Floor—Tail Gate Closed	46.1
Length—At Belt Line—Tail Gate Closed	28.6
Area at Floor Level in Square Feet—Tail Gate Closed	15.0
Tail Gate Opened Adds to Length of Floor	26.5
Tail Gate Opened Adds to Area at Floor Level—Square Feet	7.6
Height Loading Space Opening—Tail and Lift Gates Open	28.0
Width Loading Space Opening (Mean)	41.8
Tire Inflation Pressure Cold—Front and Rear	24 p.s.i.

TAXICAB

Taxicabs will be built with the 860 56-27 Model 4-Door Sedan body only. Below are the exceptions to the standard car specifications:

Heavy-duty Chassis Springs—Front and Rear	Yes
Heavy-duty Shock Absorbers—Front and Rear	Yes
Heavy-duty Seat Cushion Springs—Front and Rear	Yes
Foam Rubber Seat Cushion Pads—Front and Rear	Yes
Heavy-duty Rubber Floor Mats—Front and Rear	Yes

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