



The 1955 Chevrolet V8 revised everyone's idea of what a production engine can do.

Here we go again, Charlie.

## TURBO-JET 396 V8

Every once in a while, in engine design, something special happens.

Technological advancement, and pure research, and engineering skill all happen to reach the same peak at the same time. The result is an engine that stands head-and-shoulders above all the rest, that clearly exceeds what the public can ordinarily hope for.

That's what happened with the Chevrolet 265-cubic-inch V8 of 1955, which became the 283, and on which the 327 is based. Everyone knows about those great engines.

And that's what happened with this one. You're going to see a lot of it.

The official name is Turbo-Jet 396 V8.

A new generation of engines begins right here.

396 cubic inches. 4.094 x 3.76 bore and stroke. 325 bhp at 4800 rpm, with 410 lb-ft of torque at 3200 rpm. From hydraulic valve lifters and one 4-bbl. carburetor. There's also a 425-horsepower version. (That's 1.073 hp per cubic inch in specific output.) Either is available in any Impala model.

This new power comes from very high volumetric efficiency, from a particularly advanced head design. Separately mounted rocker arms allow individually located valves,

inlet ports, exhaust ports and precisely right combustion chamber design for remarkably good breathing characteristics. The engine breathes well, reacts quickly, and will provide durability of the sort that people have come to expect from Chevrolet.

Just try one, and see how we've understated the case. Chevrolet Division of General Motors, Detroit, Michigan.

