

1966 CORVAIR

COMPLETE GUIDE TO CHEVROLET'S REAR-ENGINE FUN CAR



CORSA

THIS TOP-OF-THE-LINE SERIES IS UNIQUE
EVEN AMONG OTHER NEW CORVAIRS

Unique because of standard features you get with Corsa alone. Like the Turbo-Air 164 engine with 140 horsepower. Like the appearance touches that set Corsa apart from its Corvair brethren. Both sport coupe and convertible flash distinctive nameplates and series insignia, new wheel covers with Corsa emblem, bright metal shift lever and base. Rear cove area is silver painted as well as bordered with bright metal. Restrained refinements, to be sure; intended to beautify without altering the clean-cut concept.

Like the businesslike instrumentation the driver is faced with: special speedometer, trip odometer, manifold pressure and cylinder head temperature gauges, electric clock with sweep second hand. Tachometer, too. (Lets you select the best engine speed to shift gears for maximum efficiency and economy.)

Also unique because it's the only production car in the world you can order with a factory-installed supercharged engine. We call this exclusive 180-hp Corsa engine the Turbo-Charged 164.

Get the feeling that Corsa completely upstages its fellow '66 Corvairs? Not at all. Here are just a few of its traits that run in the whole family, Monza and 500 included. Still the only U.S.-built car with rear-engine design. Unsurpassed ride and handling qualities. A new fully synchronized 3-Speed as standard transmission. (Means you can stab into low at slow speeds without stopping, just as you can if you order the 4-Speed version.) New comfort and convenience items now standard on every '66 Corvair: outside rearview mirror; padded instrument panel; padded sun visors; windshield washer and two-speed wipers (glare-reducing); backup lights; and shatter-resistant inside rearview mirror.

New-style taillights. A new engine air exhaust grille. New dual rear seat belts to match those up front (color-keyed, of course). Curved frameless side glass affording lumberjack shoulder room. And a refined four-place ignition switch that won't let you flip the key into the "accessory" position unless you really want to.

Then, too, there are many niceties Corsa has in common only with the Monza. Plush front bucket seats, for example. Fold-down rear seat in the Corsa Sport Coupe. Richly carpeted floors; dual-spoke steering wheel with horn ring; convenient armrests.

Black-texture instrument panel trim plates; instrument panel dual courtesy lights in the Corsa Convertible. Luggage compartment mat, automatic interior lights, glove box light. And many more.

Oh, yes, one thing you can't get with either '66 Corsa. Bored.

STANDARD ENGINE	STANDARD 3-SPEED (Fully Synchronized)	EXTRA-COST 4-SPEED (Fully Synchronized)
140-hp Turbo-Air 164 6-cylinder	•	•
EXTRA-COST OPTIONAL ENGINE		
180-hp Turbo-Charged 164 6-cylinder	•	•

Additional ways to personalize your Corvair, along with those presented in this section, can be found on pages 10 and 11 of this catalog. They are available at extra cost and well worth it for the added comfort and convenience.

At left: Corsa Convertible in Ermine White. Shown on cover: Corsa Sport Coupe in Madeira Maroon.



Above: Corsa Sport Coupe in Marina Blue. Below: Corsa Interior in Blue.



Sporty wheel covers. Corsa instruments include special gauges.





Monza Sport Sedan Interior in Red.

MONZA

CORVAIR'S MOST POPULAR SERIES OFFERS THREE DIFFERENT WAYS TO GO



Monza's recessed-from-glare instrumentation.



Above: Handy fold-down rear seat. Below: Corvair's up-front trunk.



Again in '66, those who think young (be they octogenarians or of the twist generation) will find Monza a smart departure from the humdrum. Maybe that's why the Monza trio—sport coupe, sport sedan and convertible—tops the Corvair best-seller list year after year.

The tasteful design is devoid of useless doodads . . . but freshened with bright metal borders at all wheel openings. A new spear of bright metal runs beneath the doors, and bright metal also spills up the roof line and rear cove area. New wheel covers, too. And in the rear cove above the silver-painted exhaust grille—backup lights for navigating dark driveways.

Interior accommodations make Monza seem like home away from home. New pleated vinyl for the front bucket seats, set off by smart bright metal buttons. Also in pleated vinyl—a fold-down rear seat (except in convertible) that quickly converts into extra cargo space. Underfoot, deep-twist carpeting; overhead, a vinyl headliner. Other luxury appointments: recessed-from-glare instruments and now, front and rear seat belts. Interior colors number up to eight (keyed to exterior themes): fawn, red, saddle, bronze, bright blue, turquoise, black, and (except sport sedan) white with black.

Monza for '66, like all new Corvairs, features the superb, fully independent 4-wheel suspension system that was so dramatically refined last year. Fully independent suspension lets every wheel react to the changing road surface without affecting any other wheel. Here's what its sophisticated engineering innovations do for you.

Say you're driving along on a twisty washboard road. When you brake for a curve, anti-dive geometry in the front suspension keeps your Corvair's chin up; also, stabilizing mechanisms team with a wide-stance tread to keep it level.

The independent rear suspension incorporates a Corvette-type "articulating link" design. (Explanation: Rear axle shafts are double-jointed to assure you get proper, nearly vertical wheel movement.)

Double-action shock absorbers front and rear smooth out bumps (double-action means the shocks resist bounce both on impact and rebound), and deep coil springs at all wheels buoy up the body.

In short, this much lauded suspension system, plus easy steering, gives the '66 Corvair gentlemanly road manners, easy-to-park maneuverability and a comfortably firm ride.

To combine Monza performance with maximum economy, get the standard 95-hp Turbo-Air 164 engine. Or, you can specify the 110- or 140-hp engine. Any of the three can be coupled with the new fully synchronized standard 3-Speed transmission or the available 4-Speed version—also fully synchronized. However, if you prefer to drive with idle hands (except for a little matter of steering), order the Powerglide automatic transmission.

Stamp "you" on your Monza by selecting from 15 Magic-Mirror colors (six of them new) with Marina Blue, Lemonwood Yellow and Chateau Slate exclusive for Monza and Corsa in the Corvair line. Five two-tone combinations are available for the sport sedan. If you go the convertible route, you can top it off in black, white or beige.

STANDARD ENGINES	STANDARD 3-SPEED (Fully Synchronized)	EXTRA-COST 4-SPEED (Fully Synchronized)	EXTRA-COST POWERGLIDE (Automatic)
95-hp Turbo-Air 164 6-cylinder	•	•	•
EXTRA-COST OPTIONAL ENGINES			
110-hp Turbo-Air 164 6-cylinder	•	•	•
140-hp Turbo-Air 164 6-cylinder	•	•	•

To make your Corvairing even more enjoyable, a wide variety of extra-cost Options and Custom Features is available for all '66 models. Some are described or illustrated throughout this catalog, and they, plus others, are detailed on pages 10 and 11.

MONZA



Monza Convertible in Sandalwood Tan.



Above: Monza Sport Coupe in Aztec Bronze.

Below: Monza Sport Sedan in Lemonwood Yellow.





500 Sport Coupe in Cameo Beige.

500

THIS SMART SERIES CLAIMS
ADDED DISTINCTION AS
CORVAIR'S MOST ECONOMICAL

As with all '66 Corvairs, the 500's frugal tendencies stem from its power plant. Besides being pinch-penny to drive, the air-cooled rear engine scoffs at radiators, antifreeze, water pumps and winterizing expenses. Also, engine-behind design makes possible Corvair's virtually flat floor (there's no transmission tunnel); convenient front luggage compartment; and the kind of traction that lets you take the beaten track or leave it.

Does 500's low price mean we've skimmed in refining its hardtop styling? Decidedly no. The flush-mounted windshield and rear window are framed in bright metal, and the body front emblem and 500 nameplates are brand new. New taillight look and backup lights add to the standout value.

In the best 500 tradition, the roomy all-vinyl interiors are pleasing to the eye and, for all practical purposes—people-proof. (With easy-to-clean vinyl, there's no need to worry about things like soggy bathing suits.) Trim is offered in fawn, red and blue. Seat upholstery: vertically ribbed pattern vinyl with textured vinyl at the center and sides.

Door panels display a two-tone treatment. You'll also find chrome control knobs and trim on the padded instrument panel, all-rubber floor mats and color-keyed plastic cowl side panels. (Those last resist scuff marks from shuffling feet and contain ventilation grilles for cooling the same.)

Here are more 500 likeables, all standard: weather beaters, like a forced-air heater and defroster, windshield washer and glare-reducing two-speed wipers, padded sun visors. Easy-care features, like a long-life exhaust system and self-adjusting brakes. And comfort makers, like the foam-cushioned front seat and front door armrests. Plus cigarette lighter, coat hooks, interior lights, lockable glove box.

Pick either the 500 Sport Coupe or Sport Sedan and equip it with one of a selection of nine power teams. Either model stacks up as an ideal way to have a ball on a budget.

STANDARD ENGINE	STANDARD 3-SPEED (Fully Synchronized)	EXTRA-COST 4-SPEED (Fully Synchronized)	EXTRA-COST POWERGLIDE (Automatic)
95-hp Turbo-Air 164 6-cylinder	•	•	•
EXTRA-COST OPTIONAL ENGINES			
110-hp Turbo-Air 164 6-cylinder	•	•	•
140-hp Turbo-Air 164 6-cylinder	•	•	•

Check pages 10 and 11 for many of the Corvair Options and Custom Features that are available, some of which are described or illustrated in this section. You'll find the moderate cost just as pleasing as the extra convenience.



Above: 500 Sport Sedan in Danube Blue.

Below: 500 Sport Sedan Interior in Blue.



PARTICULARS

CHECK OUT ALL THE QUALITY FEATURES BUILT INTO THE '66 CORVAIR

ENGINES: Four air-cooled six-cylinder valve-in-head engines. A displacement of 164 cu. in. and a compression ratio of 8.25:1 enable the standard twin-carburetor engine for 500 and Monza models to develop 95 horsepower at 3600 rpm. Maximum torque is 154 lbs.-ft. at 2400 rpm. The 110-hp Turbo-Air 164 has twin carburetors and the 140-hp Turbo-Air 164 comes equipped with four separate carburetors.

The quality of the 180-hp Turbo-Charged plant is best expressed by these features: chrome-plated induction tube, oil and fuel lines; super-alloy exhaust valves with guides designed for exceptional heat dissipation. Intake valves utilizing high-alloy metals and aluminized facings for added durability; a special camshaft. Air-fuel mixture is supplied to the exhaust-driven turbo-supercharger via a single air cleaner and side-draft carburetor.

All Corvair engines have automatic choke; aluminum pistons; alloy steel crankshaft; closed, positive-type crankcase ventilation; full-flow oil filter and oil cooler; finned cast ferrous alloy cylinders; finned aluminum cylinder heads with integral intake manifold and alloy steel valve seat inserts; hydraulic valve lifters; and a single oil-wetted paper element air cleaner.

TRANSMISSIONS: Big news for '66 is the standard 3-Speed transmission, now fully synchronized. As with the optional 4-Speed version, you can shift into first gear at slow speeds without breaking stride—no need to come to a full stop. Both transmissions feature all-helical gear design; short-throw floor-mounted shift lever; and shift and clutch linkages affording quiet, precise shifting and minimal pedal effort.

Corvair's Powerglide automatic transmission (available for Monza and 500 models) utilizes a three-element torque converter with hydraulically controlled two-speed planetary gears. Range selector sequence: R-N-D-L.

BODY BY FISHER: True to its worth, Body by Fisher assures traditional quality and painstaking craftsmanship. The unitized body-frame all-steel structure is snugly insulated, politely quiet and finished with Magic-Mirror acrylic lacquer. Also, there are inner skirts at all wheel openings and flush-and-dry rocker panels for corrosion protection. Doors have fork-type locks; horns are protected behind the headlights.

Corvair's forced-air heater and defroster provide fireplace comfort and windshield defrosting at your command. Heat outlets are

LOOK OVER THIS PARTIAL LIST OF CORVAIR EXTRA-COST EQUIPMENT*

ENGINES: 110-hp Turbo-Air 164 (available for all models except Corsa); 140-hp Turbo-Air 164 (standard for Corsa, available for all other models); 180-hp Turbo-Charged 164 (available only for Corsa models). **TRANSMISSIONS:** Powerglide is available with 95-, 110- or 140-hp engines (except for Corsa models); 4-Speed available on all models. **GENERAL:** Sport Handling Package. Sports-styled steering wheel. Positraction rear axle. New front-seat Strato-ease headrests. Deluxe color-matched seat belts with retractors. New thinline whitewall tires for extra sportiness. All-Weather air conditioning controls inside temperature and humidity for comfort in muggy weather. AM/FM pushbutton radio with 31" fixed-height front-mounted antenna for optimum FM reception. Also, FM stereo equipment, pushbutton AM radio and rear seat speaker. New power-operated rear antenna, too. Telescopic steering column can be positioned to provide maximum visibility and comfort for the individual driver. Sweep second hand electric

located at the base of the rear seat and also centered beneath the instrument panel.

STANDARD COMFORT AND CONVENIENCE ITEMS: Included now on every '66 Corvair are an outside rearview mirror; an inside rearview mirror that's shatter-resistant; padded instrument panel; padded sun visors; windshield washer; glare-reducing, two-speed wipers; and backup lights. (These items are not necessarily illustrated throughout this catalog.)

CHASSIS: Envious ride qualities and maneuverability are achieved through exceptionally good balance between the front and rear independent suspension systems. Both incorporate deep coil springs and direct double-acting shock absorbers. Front suspension includes a link-type stabilizer; anti-dive geometry; strut-supported lower control arms and a parallel relay steering system with two-piece shaft. The rear suspension features double universal-jointed axle shafts.

Wide tread base (front, 55.0"; rear, 57.2") adds stability; front-wheel speedometer drive makes for accurate readings.

EASY-CARE FEATURES: Corvair's long-life exhaust system cuts maintenance and replacement costs. Both front and rear muffler heads and outer muffler cover are aluminized to afford corrosion protection. Self-adjusting Safety-Master brakes on all models eliminate the need for periodic brake adjustment.

A closed positive-type crankcase ventilation system draws fumes into the induction system and on into the combustion chambers. This system removes harmful vapors whenever the engine is running; this way, the car need not be moving for proper engine ventilation. The 12-volt Delcotron-supplied electrical system helps extend the life of the 44-ampere-hour battery.

SPECIFICATIONS: Simplified battery hold-down device. Adhesively bonded windshield and rear window for positive sealing. Low-friction Ball-Race steering. 14-gallon front-mounted fuel tank. Four-unit headlamp system. Hand-operated parking brake with trigger release. **REAR AXLE:** Hypoid type with ratios of 3.27:1 or 3.55:1 matched to power team. **CLUTCH:** Centrifugally assisted diaphragm spring type, single dry disc, woven linings, sealed-in lubricant release bearing. **DIMENSIONS:** Wheelbase, 108.0"; length, 183.3"; width, 69.7"; height: sport sedan, 51.2", sport coupe, 51.3", convertible, 51.5". **WHEELS:** 13" five-bolt wheels. (For specific details on tire sizes, appearance features and availability with car models, see your Chevrolet dealer.)

clock; standard in Corsa, available for Monza and 500 models. Car-to-trailer electrical wiring harness; convenient plug-in system requires no splicing or drilling of body holes. Deck-lid cargo carrier. Fold-down rear seat for Corvair 500; standard equipment for Corsa and Monza models, except convertibles. Hydraulic-electric top operating mechanism for Corsa or Monza convertible. Soft-Ray tinted glass. Mag-style wheel covers with dished, fan-blade spokes. Simulated wire wheels with chrome spokes. Rear door safety locks for sport sedans. 3.27:1 or 3.55:1 rear axle ratios. Inside non-glare rearview mirror. Glove compartment light on Corvair 500 models. Two-tone finish for sport sedans. Full wheel covers for Corvair 500. Windshield-mounted auto compass with battery-illuminated dial.

*Check your Chevrolet dealer for model application and availability with other equipment, as well as availability of all Corvair optional equipment.

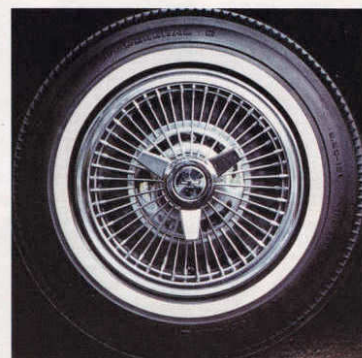
SPECIALTIES

THESE ARE SOME OF THE STANDOUT OPTIONS* THAT ADD TO CORVAIRING FUN



SPORT HANDLING PACKAGE: You don't have to be a rallyist to like this one, but if you are, you'll really light up. This special option gives any Corvair more precise steering and cornering. Includes recalibrated shock absorbers; special steering gear and linkage with a 16:1 ratio; higher rate front and rear springs. Approximately three steering wheel turns lock to lock.

SIMULATED WIRE WHEELS ▶ Here's another one you'll be proud to have, whether you're a sport-machine enthusiast or a home to office to home driver. Deck out your Corvair in simulated wire wheels with chrome spokes and dazzle 'em with your footwork.



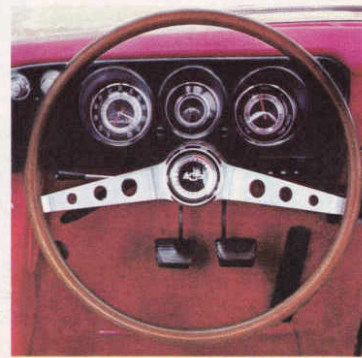
CLOCK AND COMPASS: Rally buffs will like these extras, too (since being in the right place at the right time is the name of the game). An electric clock with sweep second hand is available for Monzas and 500s. Except for being a little larger, it's identical to the standard clock in Corsa. And a windshield-mounted auto compass with battery-illuminated dial is offered for all '66 models.

4-SPEED GEARBOX: ▶ Gives you the true feel of sports-car shifting and precision car control. All forward gears are completely synchronized for fast, easy, silent operation. Floor-mounted shift with handsome bright metal lever.



POSITRACTION: Perfect when a Corvair encounters banana-peel road conditions on or off the highway. Positraction rear axle transmits the driving force to the rear wheel that has traction. A real boon for off-road driving or sticky going—the proof is in the footing. Available in standard or optional ratios for all '66 Corvair models.

SPORTS-STYLED STEERING WHEEL ▶ The more attention you pay to the fine brush strokes in fitting out your Corvair, the happier you'll likely be as you drive. Sports-styled steering wheel for '66 adds the elegant look of hand-rubbed walnut—an impressive detail that's available for any model.



COLORS • FABRICS

HERE'S THE EXCITING SELECTION OF EXTERIOR AND INTERIOR THEMES FOR '66



Mist Blue



Dusky Blue



Marina Blue*



Willow Green



Arctian Turquoise



Tropic Turquoise



Aster Bronze



Machina Maroon



Royal Red



Sandwood Tan



Cameo Beige



Charcoal Slate*



Lemonwood Yellow*



Ermine White



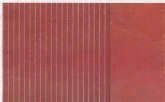
Tuxedo Black



Cross all-vinyl fabric in brown. Also in fawn, red, bright blue, white, black, turquoise and white with black carpet and instrument panel.



Monza all-vinyl fabric in turquoise. Also in fawn, red, bright blue, white, black, bronze and white* with black carpet and instrument panel.



200 all-vinyl fabric in red. Also in fawn and blue.

Interior colors are keyed to exterior selection. *Not available for Corvair 500 models. †Not offered for sport sedans.

All illustrations and specifications contained in this brochure 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 in dimensions (models, Chevrolet Motor Division, General Motors Corporation, Detroit, Michigan 48216. Ltr-66 U.S.A.

CHEVROLET

UP TO FIVE TWO-TONES AVAILABLE FOR SPORT SEDANS