1962 ENGINEERING FEATURES

CHEVROLET

IMPALA
BEL-AIR
BISCAYNE
CORVAIR 500
CORVAIR 700
CORVAIR MONZA
CORVAIR GREENBRIER
CORVETTE

1962 CHEVROLET, CORVAIR, CORVETTE FEATURES

CHEVROLET ENGINEERING CENTER

ENGINEERING PRODUCT INFORMATION DEPARTMENT
WARREN, MICHIGAN • SEPTEMBER, 1961

On November 3, 1961 Chevrolet will reach the golden milestone of fifty years in the automotive business. From a small beginning, Chevrolet has become the world's largest producer of cars and trucks. We feel that the design creativity of our engineers and stylists has contributed in large measure to this accomplishment; and that our 1962 models are representative of the continuous increase in product value their efforts have brought about over that span of years.

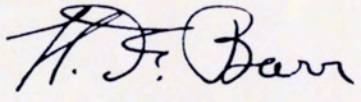
For 1962 we bring new cars and new components to production to fully cover the diverse needs of our many customers. These cars cater to a segment of the market that presently accounts for 85 percent of total car sales.

The Corvair is offered in nine models for the specific needs of customers having a flair for distinct design and styling in a low cost package.

The all new Chevy II, our entry in the basic transportation field, is presented in nine versions in three series – from the standard two-door and four-door sedan for maximum utility to the Nova hardtop and convertible. Two completely new four cylinder and six cylinder engines and a new Powerglide transmission were developed specifically for this car.

The 1962 Corvette with new power and performance for the sports car enthusiast completes our line of cars.

Details of the Chevy II are covered in a separate publication previously issued to you. A full description of regular Chevrolet, Corvair and Corvette models and their innovations are presented in this 1962 Engineering Features book.



H. F. Barr
Chief Engineer

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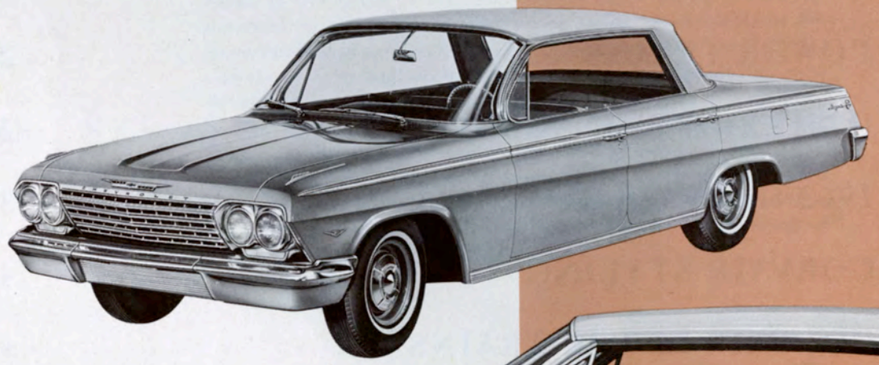
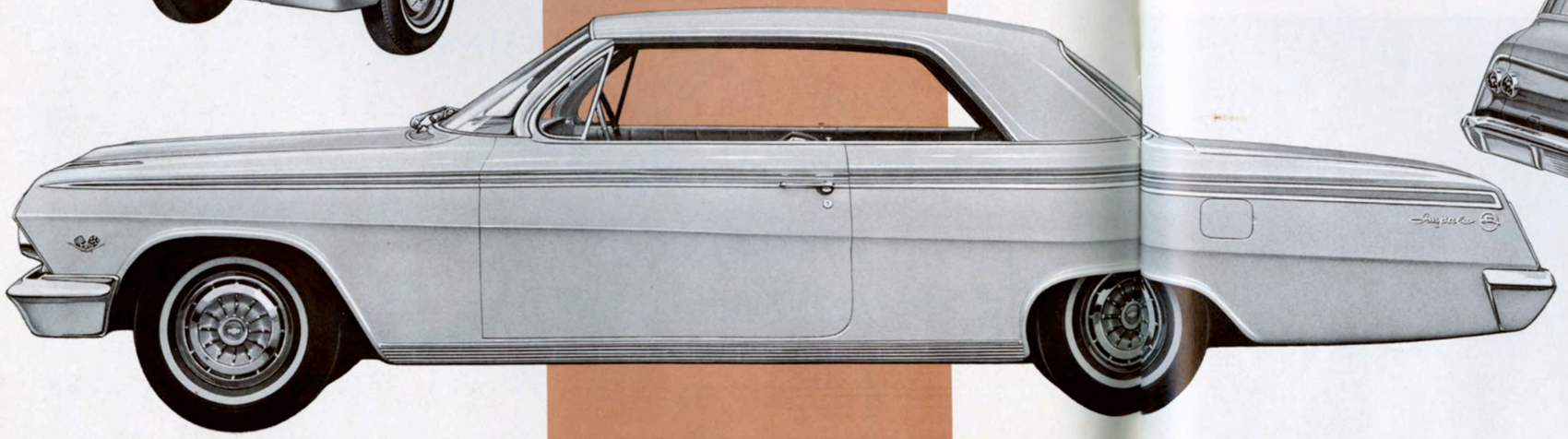
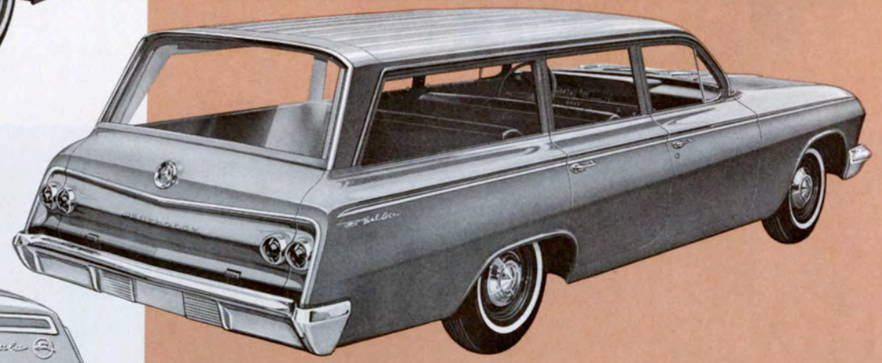
IMPALA





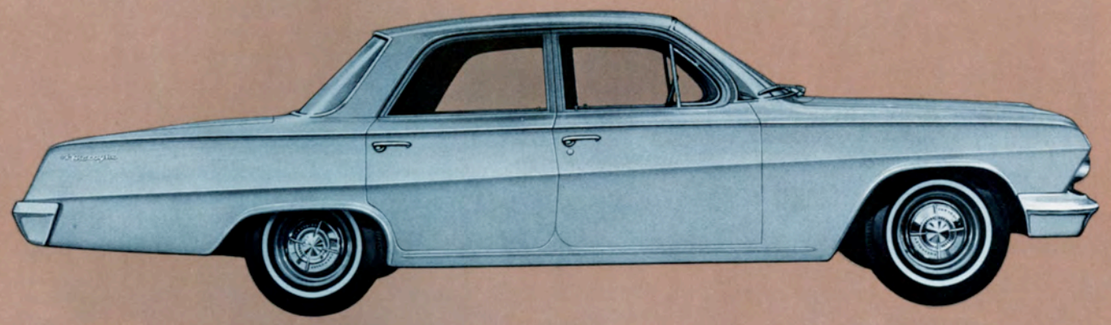
BISCAYNE

BEL AIR



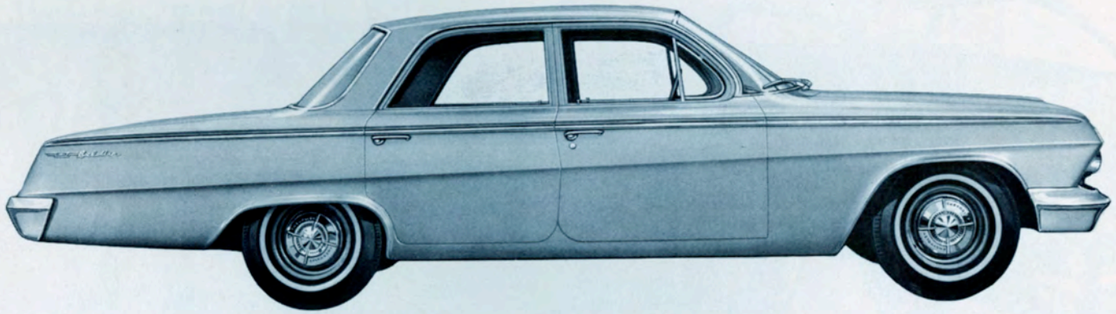
SERIES IDENTIFICATION

BISCAYNE



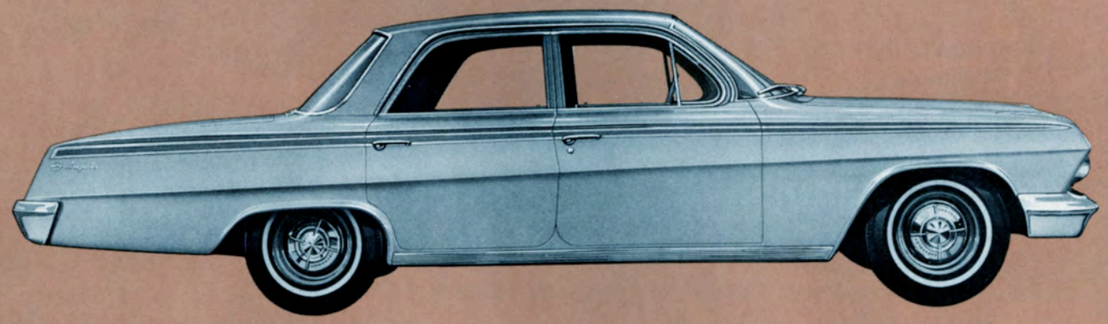
Biscayne models are again identified by a slender rocker sill molding and a series nameplate on the rear quarter panel. Bright metal reveal moldings now frame the rear window of sedans as well as the windshield. The Chevrolet nameplate is located on the body rear cove of all models.

BEL AIR



In addition to the ornamentation described for the Biscayne Series, Bel Air models are equipped with special rear quarter nameplate and bright metal drip gutter molding. A full length body side molding is furnished, rather than the rocker sill molding. At the rear, the body cove is outlined by bright metal.

IMPALA



The full length body side molding on Impala models includes an insert area painted to contrast with the body exterior color. Impala script and a new emblem constitute rear quarter identification. Body belt moldings and a wide aluminum rocker sill molding are standard equipment. In addition to bright drip gutter moldings, window upper reveal moldings decorate sedans and station wagons. Standard equipment on the Impala, front fender ornaments are available at extra-cost for other series.

A bright simulated exhaust port, centered below the rear window of most models, and textured aluminum cove trim panel distinguish the Impala rear view. On station wagons the horizontal molding in the tail light area is abbreviated to extend only between the inner lights.

STYLING

New hood and deck lid emblems, common to all Chevrolet passenger cars, include a gold trademark to commemorate the Fiftieth Anniversary of Chevrolet Motor Division.

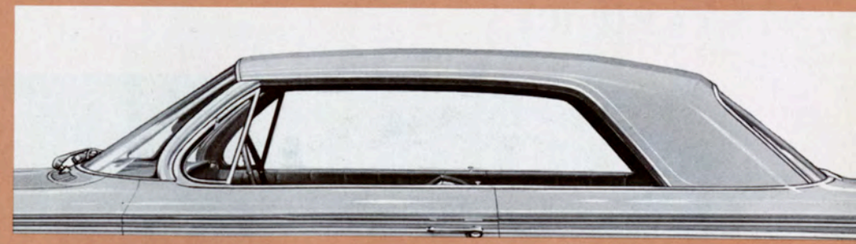
The dual headlamps and parking lamp are recessed in a common bezel which, like the radiator grille, is bright anodized aluminum.

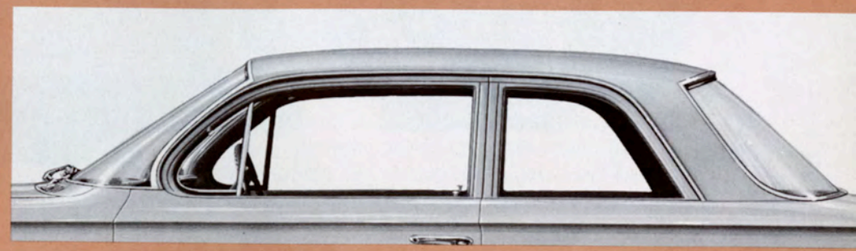
Deep section bumpers eliminate painted lower valance panels.

New fender emblems indicate engine equipment. Turbo-Fire 283 V-8 models are identified by a tri-color shield over a bright "V". Crossed flags are added for models equipped with the Turbo-Fire 327 V-8. The addition of a "409" numeral plate indicates the Turbo-Fire 409 V-8 engine. Six cylinder models carry no emblem.

A bright Chevrolet emblem on a field of blue is featured in the hub insert of the new accessory wheel disk.

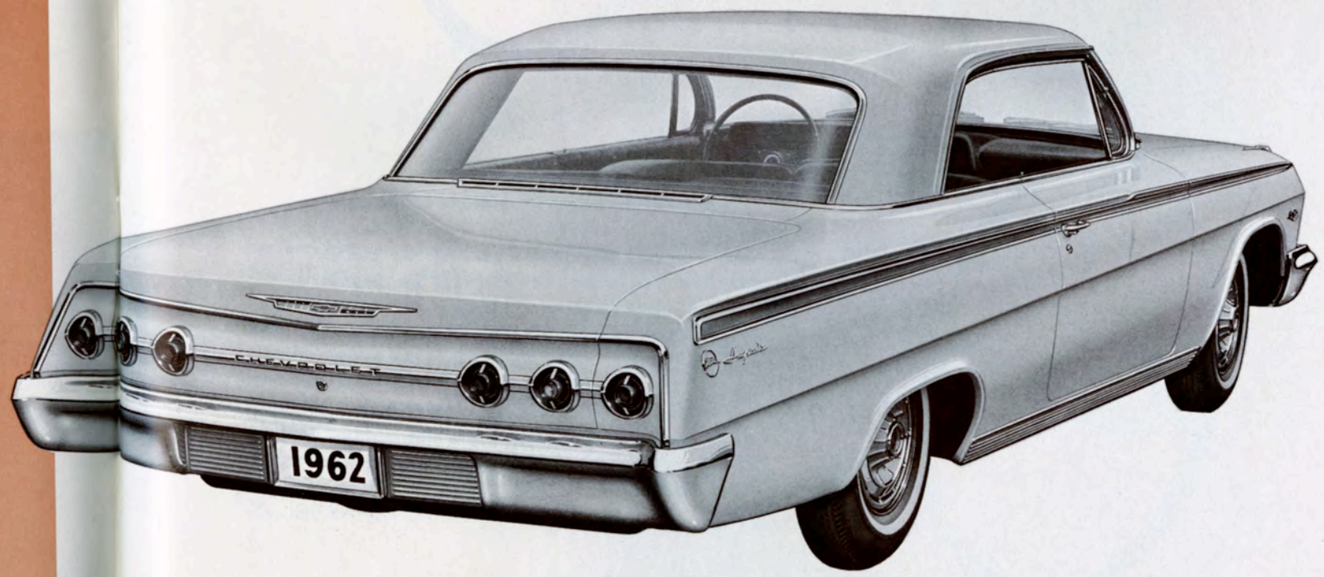
Arrangement of the restyled rear lamps is unchanged.



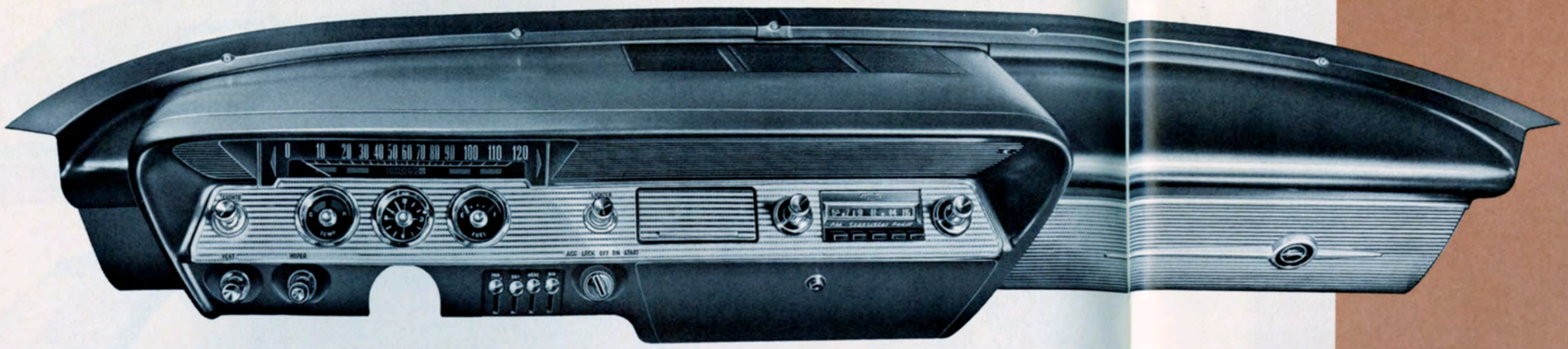


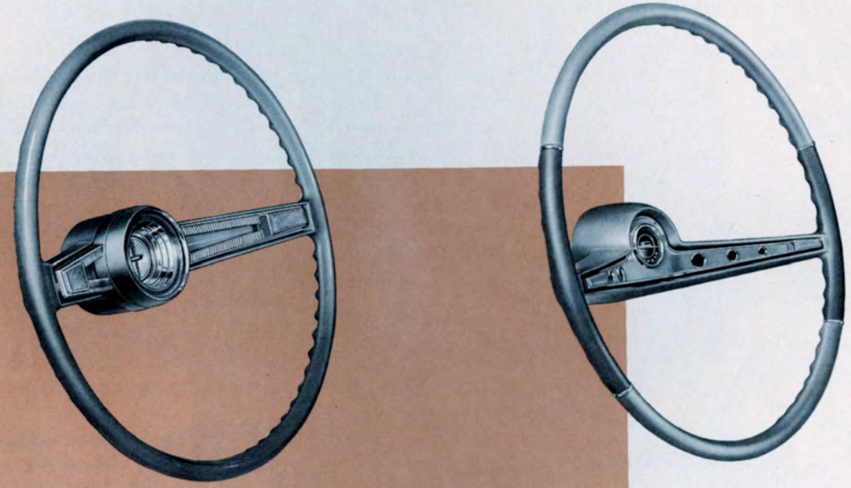
New roof styling distinguishes the Impala Sport Coupe and all regular sedans. Roof styling exclusive to the Impala Sport Coupe is very similar to that of the Convertible with two highlight ridges and wide rear pillars. Wide rear pillars and a smooth roof line characterize the profile of the regular sedans. Roof styling for all other models is unchanged.

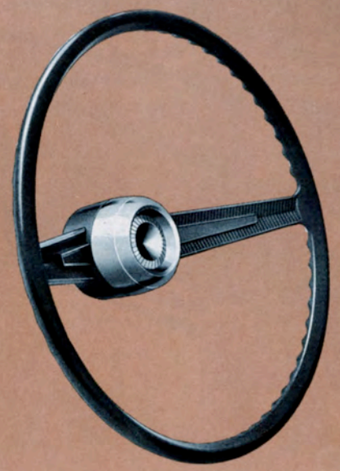
All models feature a compound curve windshield, with the windshield of the Impala Sport Coupe and Convertible having a more pronounced curve at the top.



INTERIORS





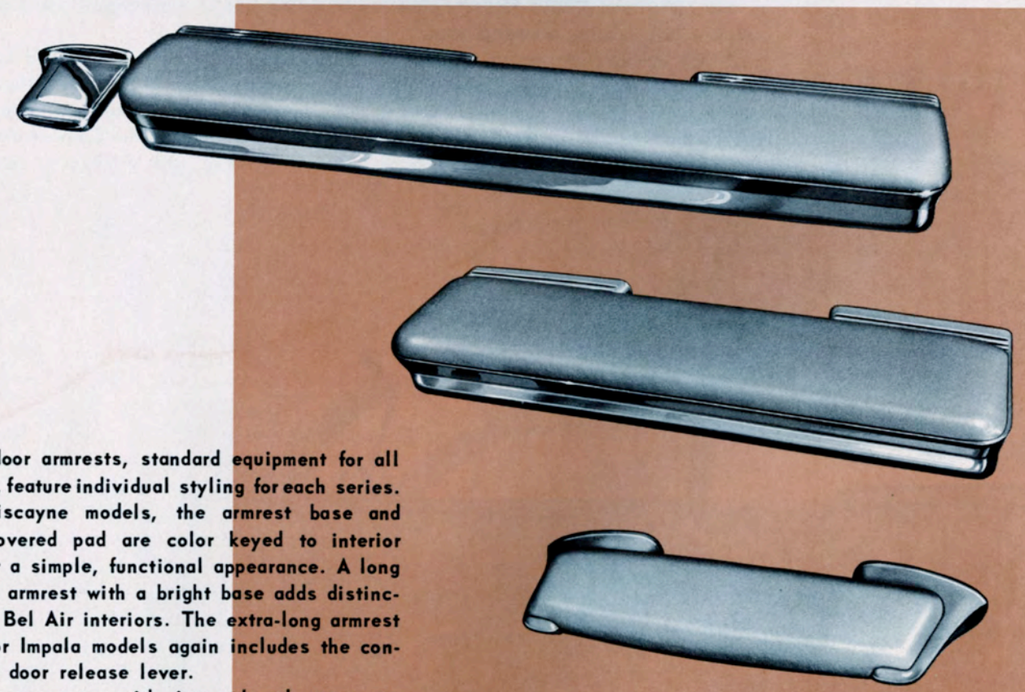


A chrome horn bar with horn buttons at the outer ends is deeply recessed in the dual spokes of the new Impala steering wheel. At the center of the horn bar is an emblem with the Impala figure and name. Simulated perforations in the bar continue the competition-type appearance of the steering wheel. The rim is, in most cases, two-toned.

Bel Air dual spoke steering wheels feature a recessed horn bar and colorful new hub emblem.

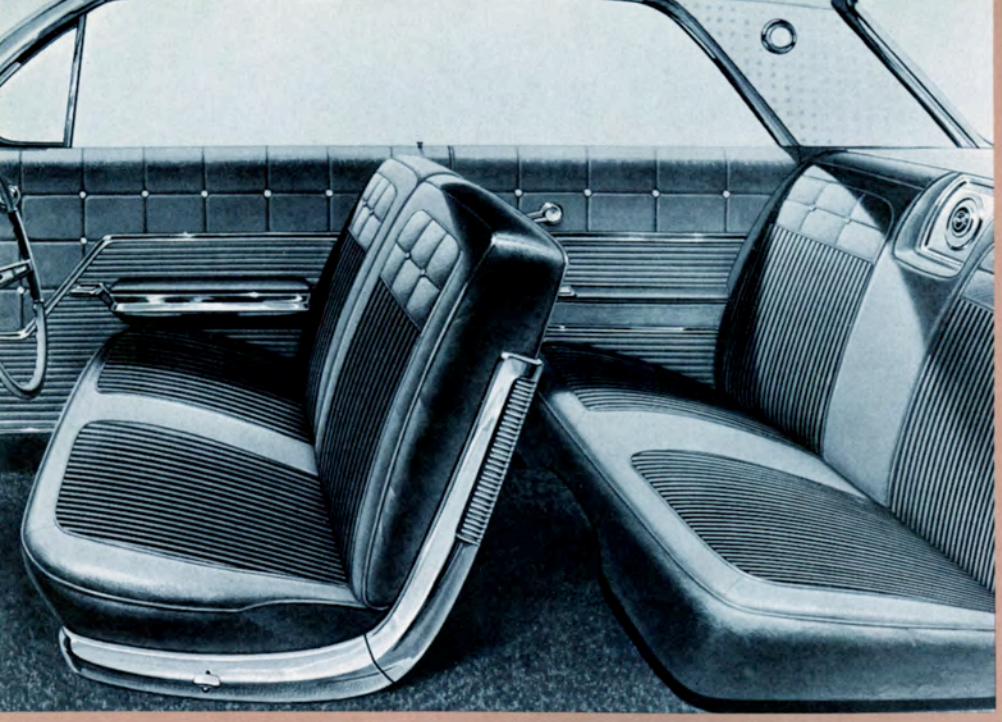
A bright chrome horn button caps the Biscayne steering wheel.

New aluminum trim panels with an etched screen pattern extend across the instrument panel console and valance area of Impala models. New series emblems in the valance area identify Bel Air and Impala models. A narrow molding again spans the console of Bel Air and Biscayne models to provide control identification. The full complement of instruments again are furnished. Green and red signal lights, however, replace the gauge previously used to indicate engine temperature.



Front door armrests, standard equipment for all models, feature individual styling for each series. For Biscayne models, the armrest base and vinyl-covered pad are color keyed to interior trim for a simple, functional appearance. A long slender armrest with a bright base adds distinction to Bel Air interiors. The extra-long armrest used for Impala models again includes the convenient door release lever.

Rear armrests, with integral ash tray, are standard equipment for Bel Air and Impala models, and an accessory item for Biscaynes.

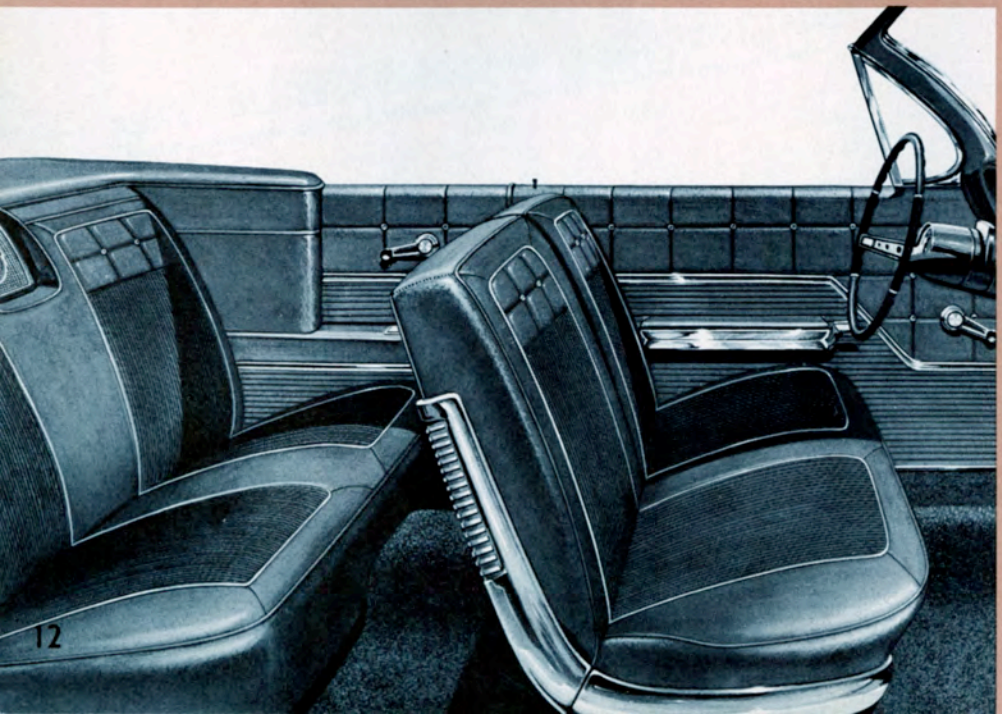


IMPALA

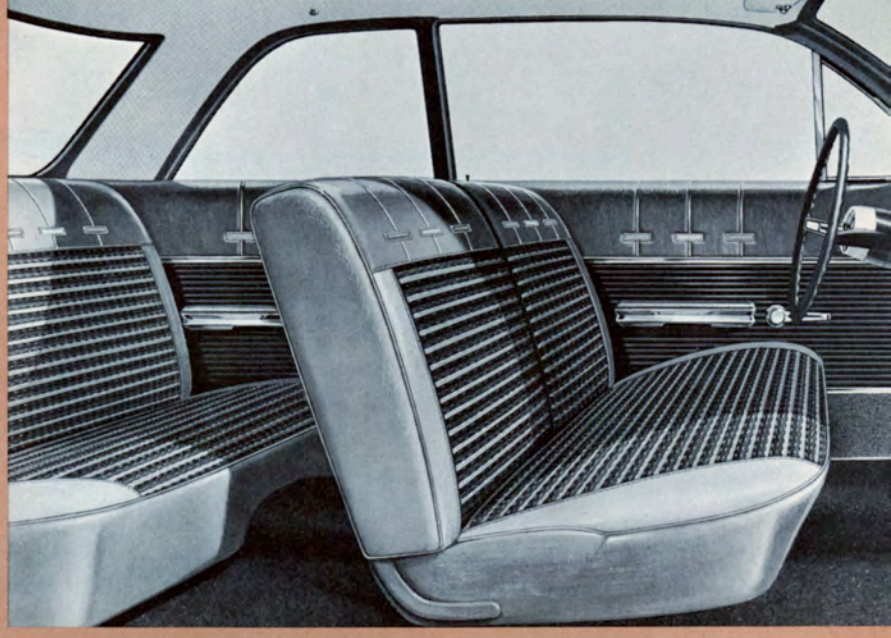
Tufted panels decorate the upper areas of Impala seats and side walls. Striped pattern cloth and ribbed vinyl provide contrast. Similar in appearance, the Convertible has durable all-vinyl trim.

Bright accents are tastefully used. A single circular reflector is placed low on each front door. For the Sport Coupe, dual dome lamps are in the rear pillars, supplemented by dual courtesy lamps in the instrument panel. Deep-twist carpet covers the floor. Vinyl headlining is used for all models except the Convertible.

Six interior colors are offered for all Impala models, with a seventh color exclusive to the Convertible.



BEL AIR



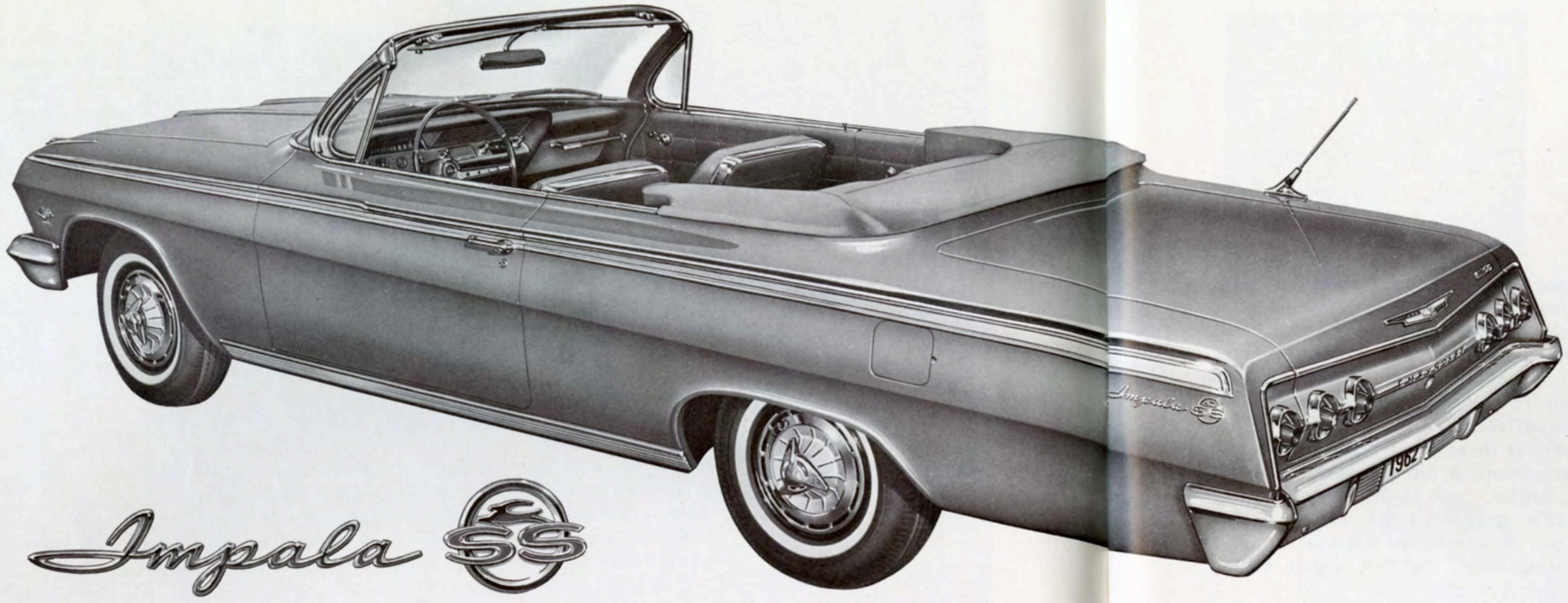
Small accent panels, in harmonizing or contrasting colors, distinguish the backrest bolsters and side walls of the five Bel Air Series interiors. Interwoven metallic threads highlight new tri-tone body cloths.

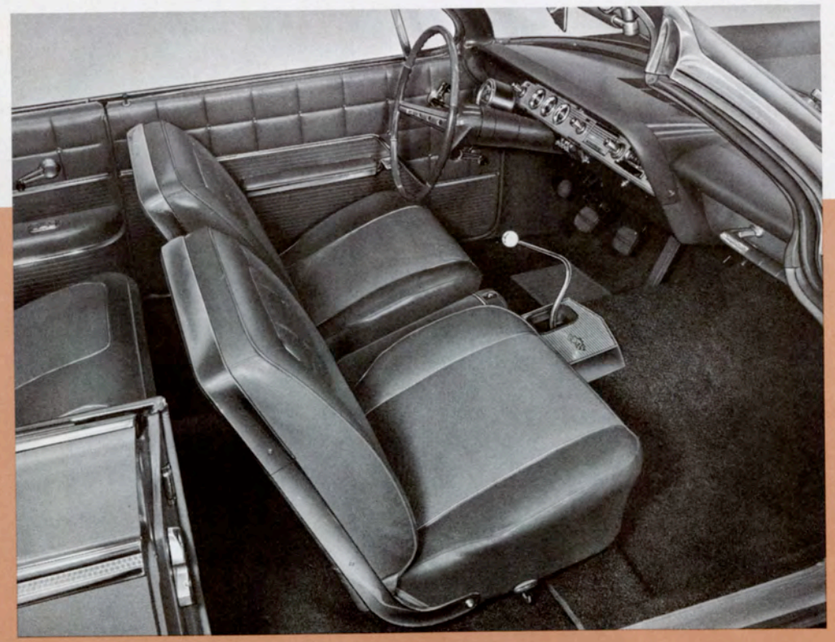
Deluxe hardware and front and rear armrests are again standard equipment. Headlining is cloth for 2-and 4-door sedans and vinyl for the Sport Coupe and station wagons. Full width deep-twist carpet covers the floor.

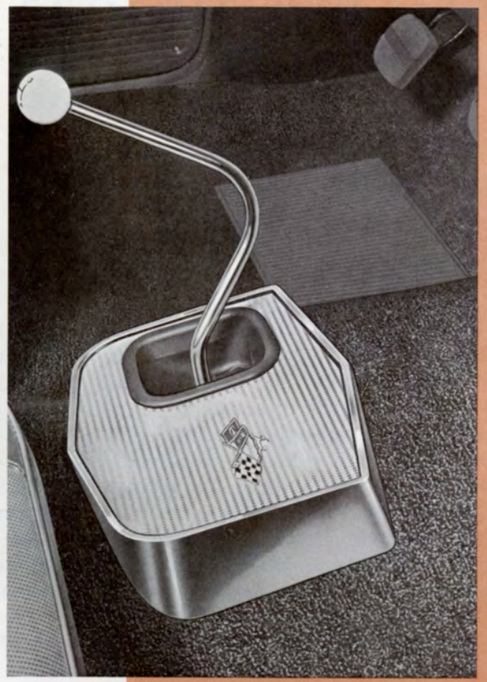
BISCAYNE

Biscayne interiors are available in a choice of three new colors, fawn, aqua and red. Plaid pattern cloth and ribbed vinyl cover the seats of the sedans, with pattern vinyl substituted for cloth in the station wagon.

Front armrests and dual sunshades are again standard equipment. Floor mats are rubber with a spatter design.



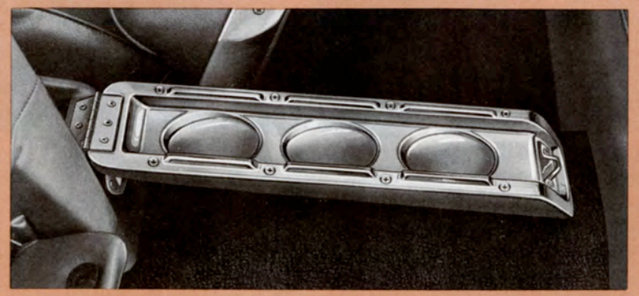




The exclusive Super Sport option, available for the Impala Sport Coupe and Convertible, includes bucket-type front seats, all-vinyl interior trim and distinctive interior and exterior appointments.

Between the individually adjustable front seats is a carpet lined, locking stowage compartment with a painted leather grain exterior finish. When fully opened, the stowage compartment door serves as a convenient beverage tray for rear seat passengers. A padded assist bar is located at the extreme right of the instrument panel. Bright metal decorates the base of the floor mounted shift lever of models with the optional four-speed transmission.

Distinctive nameplates on the rear quarter panel and deck lid provide exterior identification. Body side molding bright patterned inserts and wheel disks with three-lug simulated knock-off hub ornaments further individualize the Super Sport exterior. Super Sport models are offered with 6-cylinder or V-8 engines, and all regular passenger car options and accessories are available.



SIZE AND ROOMINESS

Interior roominess, ease of entry and luggage accessibility are generally continued for all models. Exterior size is unaltered by new body outer panels and front end sheet metal. Initial use of a new, more realistic dimensioning system accounts for minor variations in 1961-1962 interior dimensions. With the new procedure, angular measurements are added to further gauge passenger comfort and attitude.

Most notable difference between the old and new dimension procedures is that the reference base has been changed from the seat to a three-dimensional manikin, shaped, sized and weighted on the basis of human statistics. With the manikin, "Oscar," as a reference, dimensions and angular measurements more realistically portray the occupant's seated attitude and relative comfort.

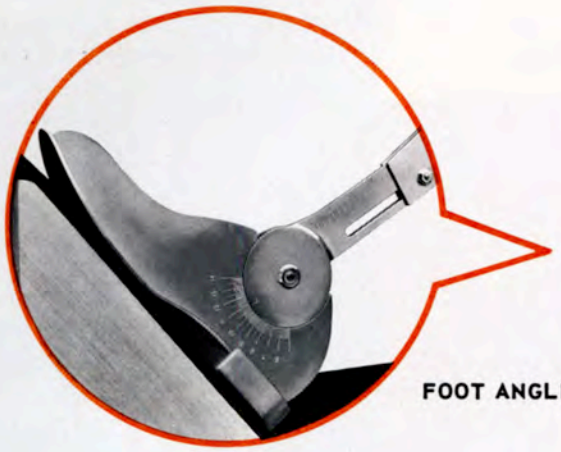
Oscar, tailored to the 90th percentile adult American male in size and shape, encompasses 95 percent of the national driving population. Weighted to the 50th percentile male, Oscar when seated defines the seat depression for the largest number of male drivers. With adjustable links, calibrated comfort angle scales, and removable weights, this manikin is a versatile tool, symbolizing not the average driver, but the boundaries applicable to most drivers.

Replacing the familiar free "A" point on the seat is the "H" point, located at the pivot center of Oscar's torso and thigh. The "D" point is located 4 inches from the "H" point, at the lowest level of Oscar's thigh when in a seated position. The "H" and "D" points can be likened to the free "A" and depressed "A" points respectively.

Dimensions of particular interest affected by the new procedure are headroom, entrance room, and vertical and horizontal steering wheel clearances. Headroom is replaced by torso room, and is the distance from the "H" point to the headlining plus 4 inches, measured, as before, along a line through the eye point. Entrance room is measured, not from the free "A" point, but from the "H" point to the upper trimmed body opening. Steering wheel clearances are now depressed measurements. The clearance to cushion is measured to Oscar's thigh centerline and not to the seat cushion. These dimensions, usually cited as indicators of passenger entry and comfort, are realistically depicted, not from the seat, but from Oscar who represents the passenger and driver.

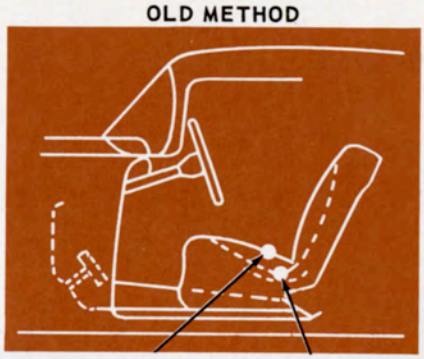
Protractors, at three pivotal joints on Oscar, permit measurement of hip and back, knee, and foot angles. Angles, read in degrees, precisely reveal Oscar's attitude in the vehicle. In this manner, it can be determined if Oscar is seated with hip, back, knee, and foot angles falling within the comfort range.

A two-dimensional manikin, used during the drawing board stage of the vehicle, is dimensionally identical to Oscar. Constructed of clear plexiglass, the "flat" Oscar has the silhouette of the three-dimensional device. Degree quadrants for foot, knee, hip and back angles provide comfort information during this design phase.



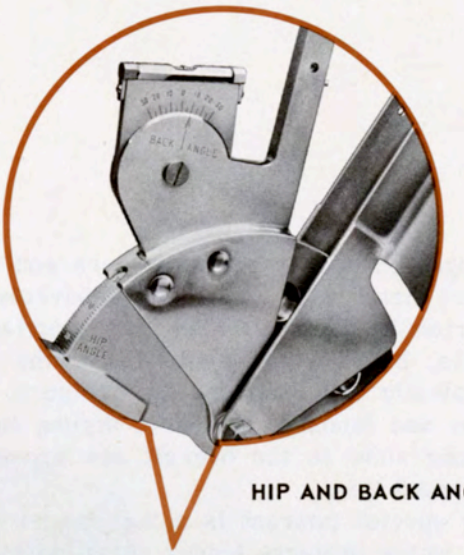
FOOT ANGLE

OLD METHOD

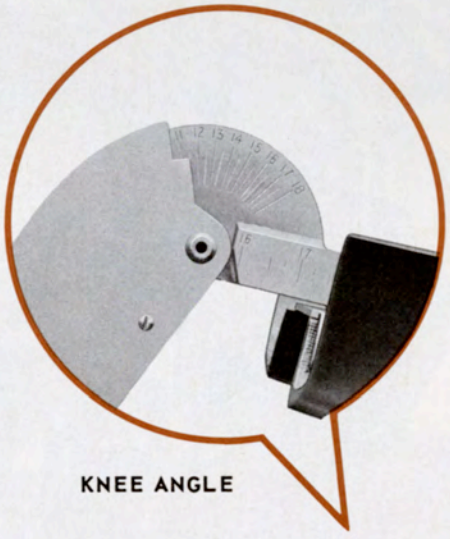


FREE "A" POINT

DEPRESSED "A" POINT



HIP AND BACK ANGLE



KNEE ANGLE

EYE POINT

"H" POINT

HEEL POINT

"D" POINT

NEW DIMENSIONING METHOD

BODY AND SHEET METAL

Changes in body panels, bumpers and front end sheet metal give the 1962 Chevrolet a new exterior appearance. With the exception of door panels, body outer panels below the belt are completely new, as are the bumpers, radiator grille and fenders. New roof styling on specific models adds to the overall new appearance of the model line.

Of special interest is a new fender skirt design which protects fender inner surfaces from corrosion. Other notable changes include an enlarged fuel tank filler door, new hood hinges and a smaller more efficient windshield wiper motor. The deluxe heater and new front seat belt attaching provisions are now regular production items.

BODY. New sedan roof panels have a smooth contour, the canopy over the rear window being eliminated. A new roof for the Impala 2-door hardtop model is impressive with two lateral creases which add interesting highlights at the rear. Both roofs exhibit improved structural rigidity in the backlight area, with the newly designed rear header and wide rear quarter pillars. A cleaner and tighter window closure is now possible with the new simplified construction.

Complementing the new roof, the Impala Sport Coupe utilizes a compound curved windshield with accentuated crown. This same windshield is used for the Convertible. All other models in the line use another version of the compound curved windshield for maximum interchangeability.

Body outer panels below the belt, with the exception of door panels, are new for all models. Doors differ from previous models only in piercing locations for body trim moldings. Body valance panels, front and rear, are eliminated with the new deep section bumper design. Basic body construction, including double-wall cowl, box-section roof rails, headers, pillars and rocker panels, is retained.

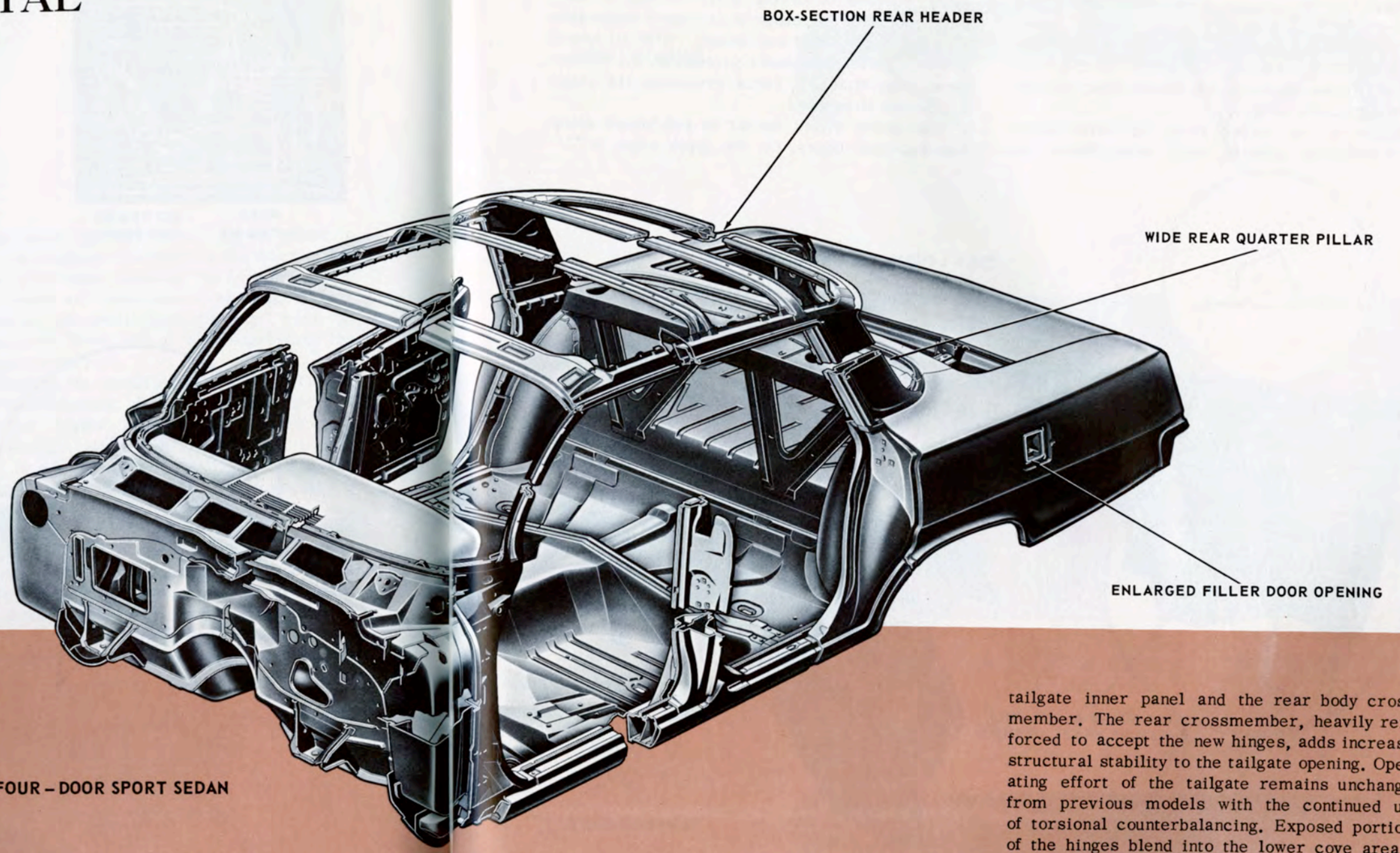
An improved and quieter ride in the Convertible is experienced with the new soft body cushions at the number four body mounts. Located directly over the kick-up area, the new body mounts are similar in construction to the double-washer, double-cushion type rubber mounts used in the remainder of the line. Utilizing rubber biscuits at these points more effectively isolates the body from the frame. A total of 8 body mounts and two sheet metal mounts are used on all models except the Convertible which retains 12 body mounts to compensate for the open body construction. Of the 12 mounts, 10 use fiber shims for structural stiffness.

Simple rearrangement of the Convertible rear window zipper travel increases operating ease and minimizes zipper malfunction. The new zipper no longer follows the daylight opening, but is located in a straight line from beltline to beltline, over the top of the rear window. With the two corners in the zipper eliminated, damage is less likely to occur and operating effort is reduced.

To accommodate the new rear end styling, station wagon tailgate hinges are new. Of strap-type design, the new hinges are bolted to the tailgate inner panel and the rear body crossmember. The rear crossmember, heavily reinforced to accept the new hinges, adds increased structural stability to the tailgate opening. Operating effort of the tailgate remains unchanged from previous models with the continued use of torsional counterbalancing. Exposed portions of the hinges blend into the lower cove area of the outer panel.

Electrically operated single speed windshield wipers, standard equipment on all models, provide positive wiping action throughout range of vehicle operation. Parallel-acting linkage is continued driving wiper blades in an overlapping pattern for uninterrupted vision. The new smaller wiper motor with improved electrical insulation has increased dependability. Useable torque is available for longer periods, with the improved insulation, permitting the elimination of the overheat circuit breaker. Protection from defects is provided with a fuse in the wiring circuit.

Luggage compartment lamps are added as standard equipment on all Impala models except station wagons.

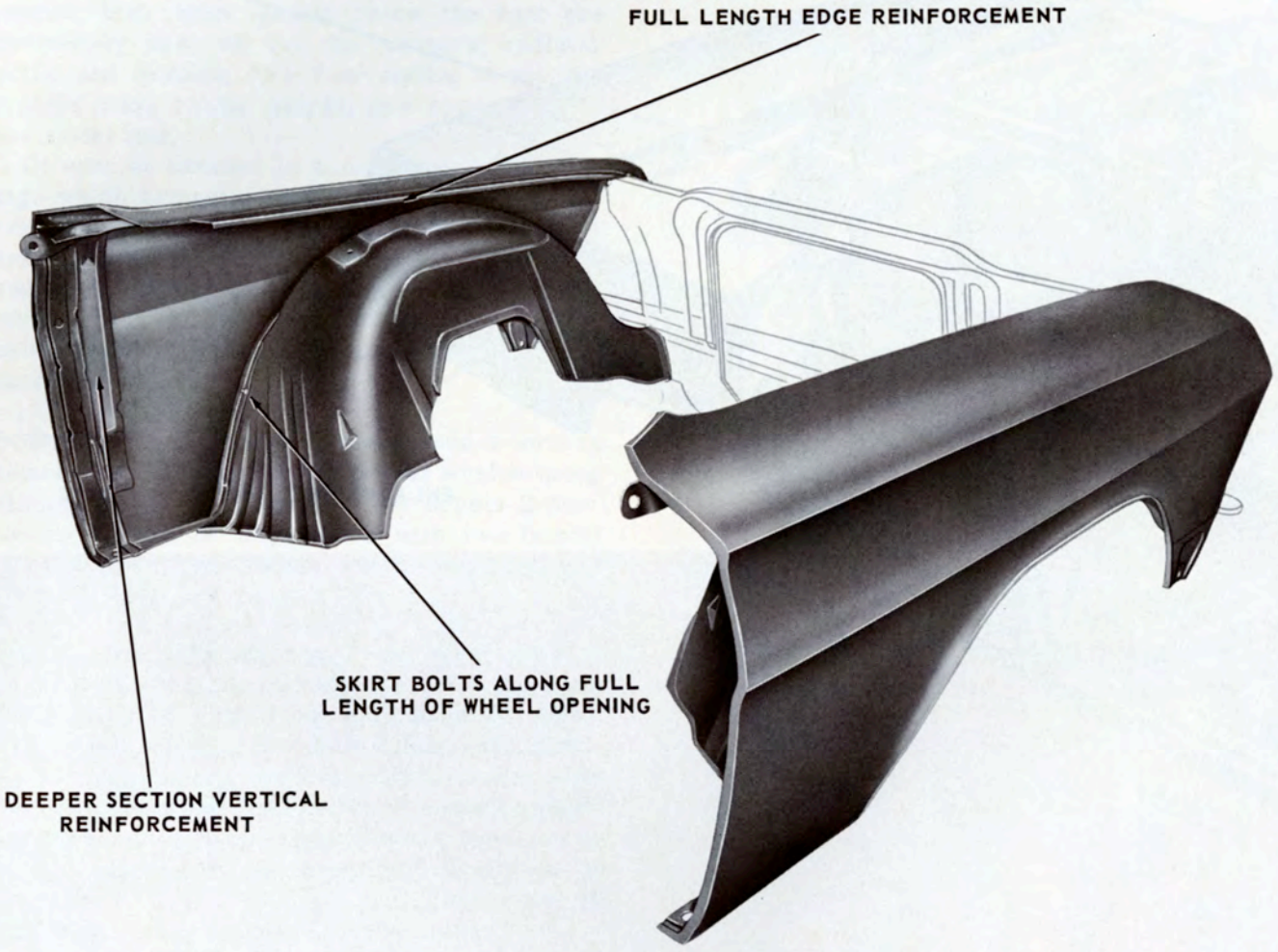


FOUR – DOOR SPORT SEDAN

SHEET METAL. Most notable of front end changes is the design of the front fender and fender skirt. Unlike the conventional fender skirt that joins with the top of the front fender to form the wheelhouse, this unique skirt covers the wheel and protects the fender inner surface from corrosive elements.

Bolted to the fender along the entire length of wheelhouse opening with seven bolts, the new skirt effectively exposes the entire fender inner surface to drying action of engine heat. Now enclosed, the fender is no longer vulnerable to road slush, mud and stones. With all headlamps afforded the same protection, the former panel and attaching parts protecting the outer lamps are eliminated.

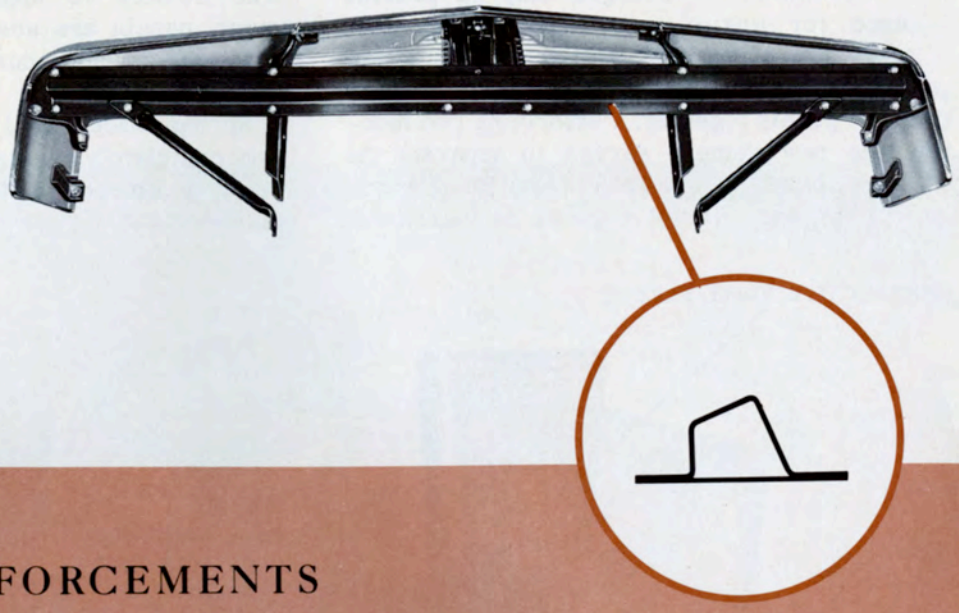
The newly styled fender is reinforced along top and rear edges. On the upper edge, a "Z"



NEW FENDER SKIRTS

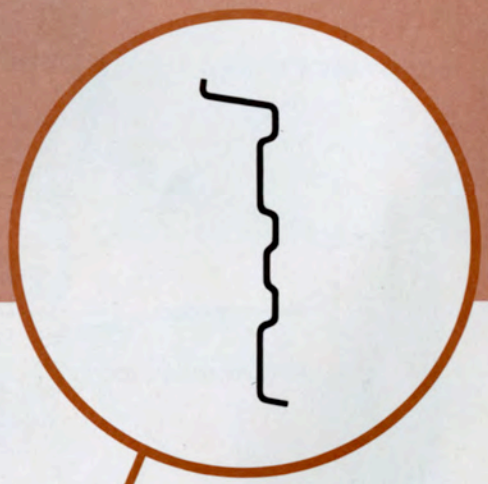
Newly designed front fender skirts, protecting fender inner surfaces, bolt along the full length of the wheelhouse openings. Heavily ribbed, the fender skirts are self-supporting at rearward edges and require no dash panel brackets. A fender top edge reinforcing member strengthens the full edge of either fender for rigid tie to the radiator support panel.

FRONT BUMPER

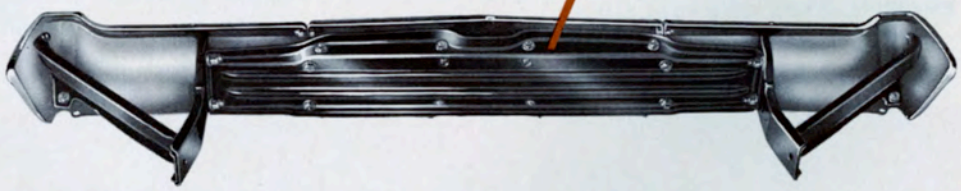


BUMPER REINFORCEMENTS

Deep-section front and rear bumpers with heavy reinforcing bars present a departure from previous bumper and valance panel combinations. The front reinforcing member, now a completely closed section for the entire width of the bumper, contributes to the impact resistance required for the bumper. Sturdy construction of the rear bumper, with the heavily ribbed center reinforcement, increases rear end jacking capability.



REAR BUMPER



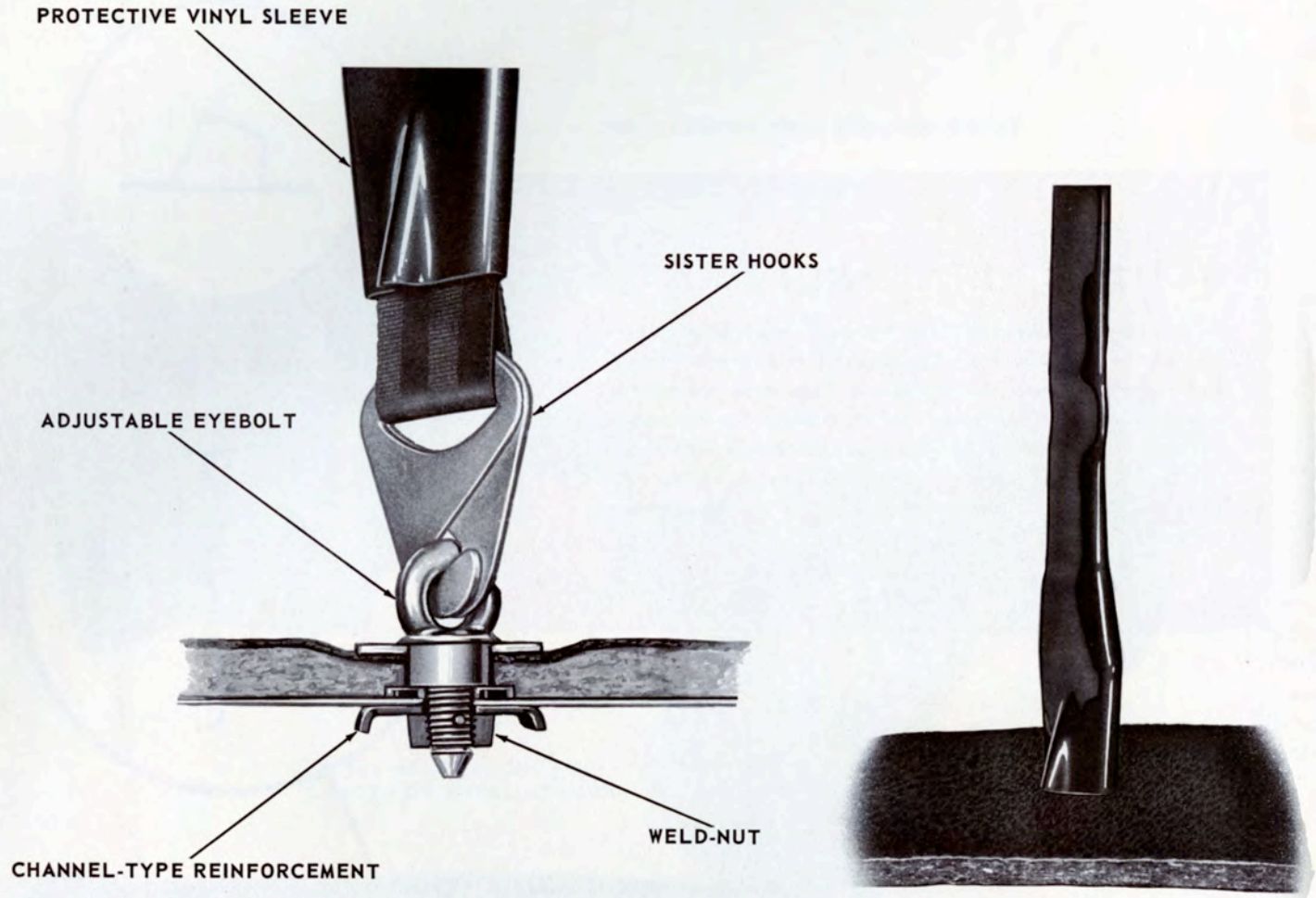
member is welded for the entire length, providing a rigid tie to the radiator support panel. The rear vertical reinforcement is wider in section than formerly and approximates the side plenum chamber outline forward of the hinge pillars. The wider reinforcement effectively closes the open area between plenum and fender.

Fenders, heavily reinforced, are bolted to the hinge pillars in two places, to the dash panel through the hinge support bracket, and to the radiator support panel forming, in effect, a strong working member. Improved front end sheet metal stability is a direct result of the new overall configuration.

Hood inner and outer panels are of new design, with a silhouette almost one inch lower than 1961. The inner panel, with its cutouts for

weight reduction, is changed only to provide clearance for engine components. Felt hood insulators are eliminated with the use of a new expandable adhesive cement that bonds inner and outer panels together. Performing two functions, the new cement serves to separate the panels and bond them to each other. Hood flutter is curtailed and overall rigidity is increased. The cement is applied before the inner and outer panels are assembled, and is heat cured to a strong bond during the normal paint oven cycle.

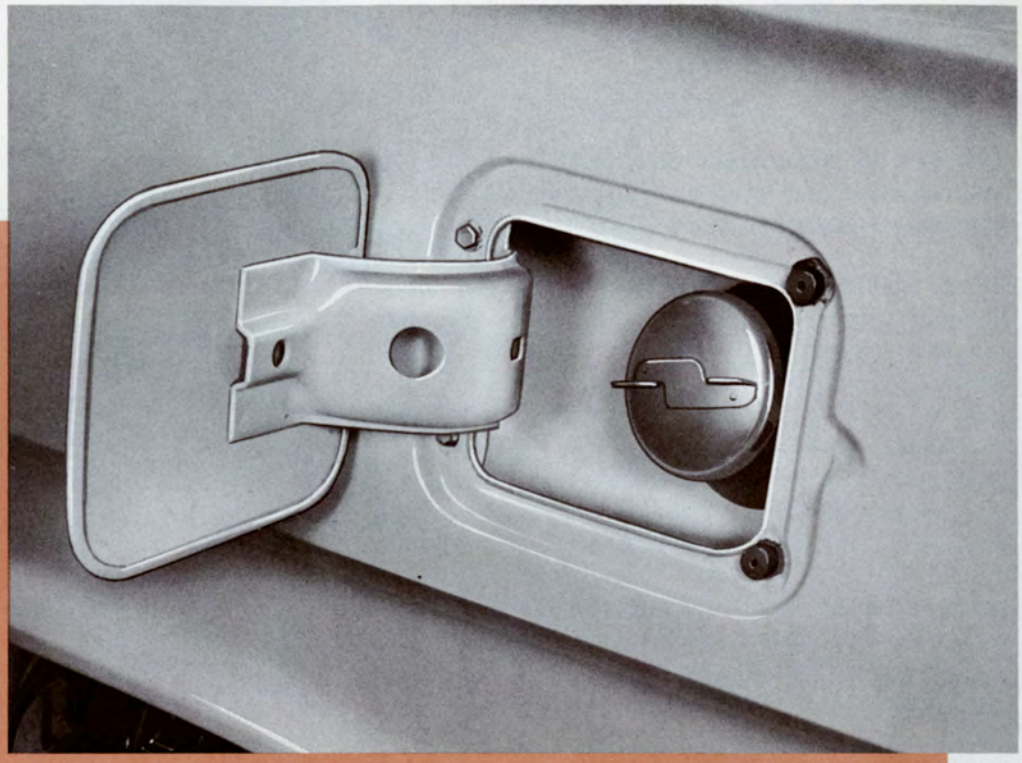
Spring-loaded hood hinges are toggle link type and completely counterbalance the hood from the open to closed position. The new hinge, more compact and lighter in weight than the previous



SEAT BELT ATTACHMENT

Production reinforcements for front seat belt attachment consist of four channel-type rectangular plates, each with a weld-nut, welded to the underside of the compartment floor at the rear of the front seat. Holes in the underbody, in line with each weld-nut, are sealed against dirt and water entry with rubber knock-out plugs. Proven during extensive tests of belts and underbody attachments, the new arrangement requires only four belt attaching points, rather than the former six, for a three-belt installation.

Protective vinyl sleeves, double-locking sister hooks and adjustable eyebolts are included in the accessory seat belt package as described in the section titled Other Optional Equipment.



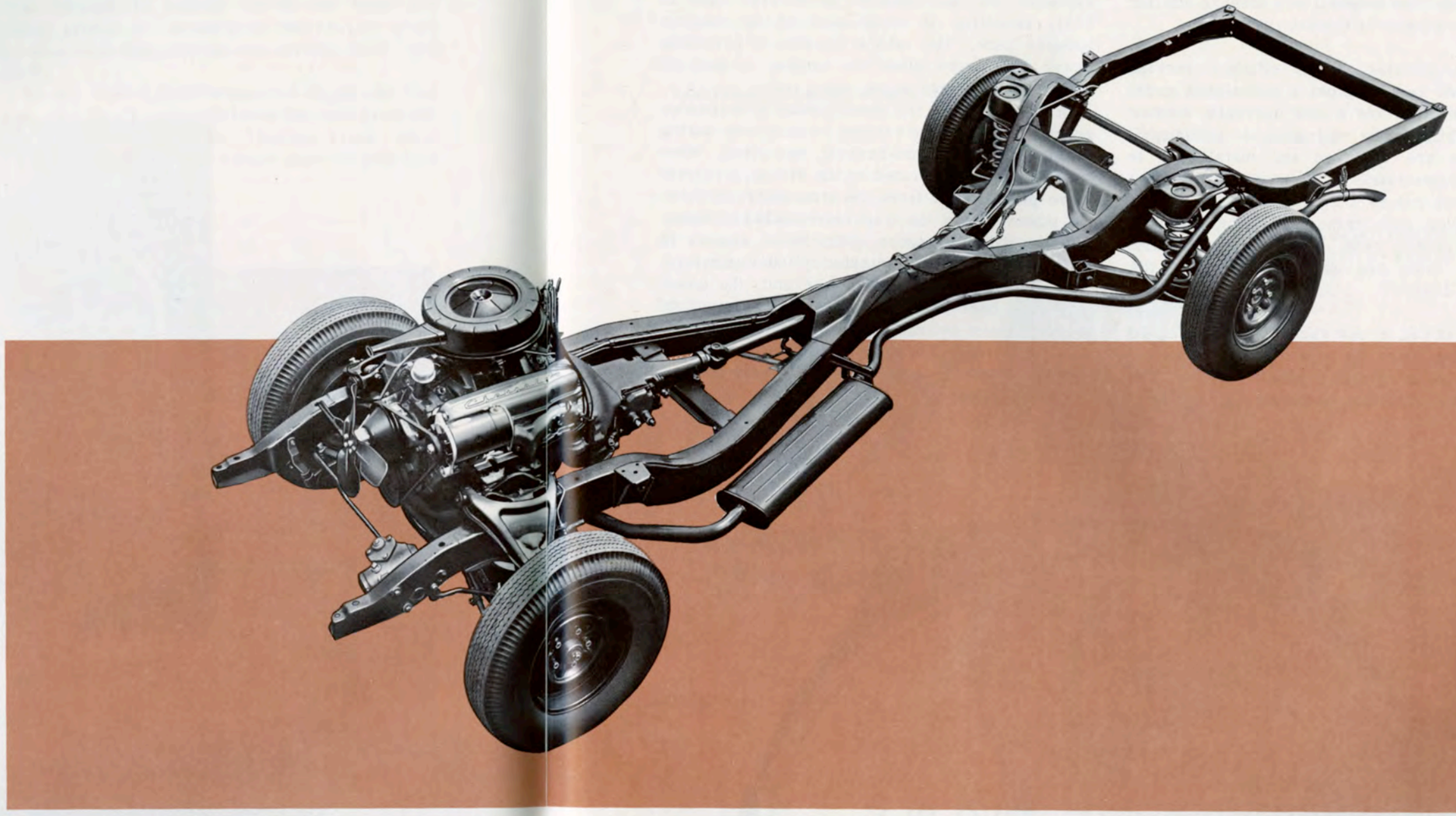
FUEL FILLER DOOR

Slightly lower in the rear quarter panel than last year, the new fuel tank filler door opening is enlarged, providing improved access to the filler cap and neck. Now in a plain surface of the panel, the filler door opening is increased in size vertically by 0.5 inch. As before, the door is spring-loaded, with positive open and closed positions.

version, has redesigned linkage that supports the hood load more efficiently. With the hood closed, the new hinges occupy less space than in 1961.

Front and rear bumpers, bolted assemblies of approximately equal segments, are deeper in section than previous bumpers and permit the elimination of front and rear painted valance panels. Each bumper is a wrap-around type with outer ends bolted to reinforcing brackets. Center face panels of stamped aluminum form recessed areas for license plates. A single flush-mounted lamp provides top illumination for rear plates on all models.

CHASSIS



Changes in components constitute a program of refinements and modifications for product improvement and production economy.

REAR SUSPENSION. Effective early in the model year, improved rear shock absorber upper mounts contribute to quieter operation of all 1962 Chevrolets. In the revised construction, new 20 percent larger rubber bushings are used to isolate the shock absorber eyes from the pin type body attachments. Through the employment of a larger volume of rubber and the resulting increase in damping and deflection qualities, more effective isolation is provided the passenger compartment from rear suspension components. The result is a still better, more comfortable Chevrolet ride.

WHEELS. Maximum concentricity of all road wheels to their respective hubs and axles is assured by a new center-pilot mounting technique and improvement of wheel manufacturing tolerance, which became effective during mid-season 1961.

With the new method, the wheel assembly is positively positioned on the vehicle by a closely held relationship between an accurate boss on the hub or axle and a large flange hole in the center of the wheel disk. Previously, wheel location was accomplished by the conical portion of the wheel nuts with a clearance condition at the wheel center.

To further improve rotating balance, permissible runout of the rim and disk assembly is decreased. Combined effect of the changes reduces radial and lateral wheel runout. Consequent ride roughness due to eccentrically running wheels is minimized.

TIRES. Revised size applications and use of recently developed 2-ply construction are important changes in regular passenger car tires.

Standard Biscayne 2 and 4-door sedans are equipped with 7.00 x 14 tires rather than the 7.50 x 14 size used in 1961. When Powerglide, air conditioning, or larger-than-standard V-8 engines are used, 7.50 x 14 units are furnished as production equipment. Biscayne station wagons continue with 8.00 x 14 tires. Convertible models are equipped with 7.50 x 14 units.

Introduced during mid-season on the 1961 Corvair, 2-ply construction is extended to the 7.00 and 7.50 tires used on the regular passenger car. The 8.00 x 14 size remains 4-ply. Intensive testing in this country and extensive application abroad have proven the new 2-ply tire to have a definite advantage over the previous design in the sizes where the construction is used. The new units are cooler running, more flexible, generally lighter, and equally as strong as the old type. In the many tests used to evaluate tires, the 2-ply tire is as good or better than the 4-ply in nearly all regards. Direct customer benefits are a softer ride and contribution to improved traction and lower power consumption without sacrifice in durability.

Basic tire fabrication is unchanged. However, two heavier fabric layers replace the four of the old unit. Such construction is possible because of the development of high strength rayon cord in the last few years, new knowledge in tire construction using this cord, and new manufacturing techniques.

While the same high strength cord material is used in the 4-ply tire, the new unit's cord denier is greatly increased, with one of the new plies generally twice as strong as a single ply in the previous construction. The advantage of the 2-ply structure lies in its reduced tire thickness, fewer ply surfaces, and reduced number of unit components. Greater construction simplicity lends to increased tire uniformity from the production processes.

Fewer surfaces mean less internal friction, and, consequently, less heat is generated. The result is a cooler running tire. Since the strength of a tire cord decreases with higher temperatures, the cooler 2-ply tire has relatively higher strength when running under similar conditions to the 4-ply.

The cooler running tire has still another advantage. It consumes less power by generating less heat. While not of any great magnitude, any decrease in waste power consumption contributes to improved fuel economy.

In addition to a softer vehicle ride, the greater flexibility of the 2-ply tire improves traction by more closely following surface irregularities.

Recommended tire pressures are unchanged. In addition to the size designation, 7.00 x 14 or 7.50 x 14, the new tires will carry "4-ply rating, 2-ply" on the sidewall.

All optional whitewall tires for the 1962 regular passenger car will be of the "thin" white stripe design. The one inch wide stripe will be

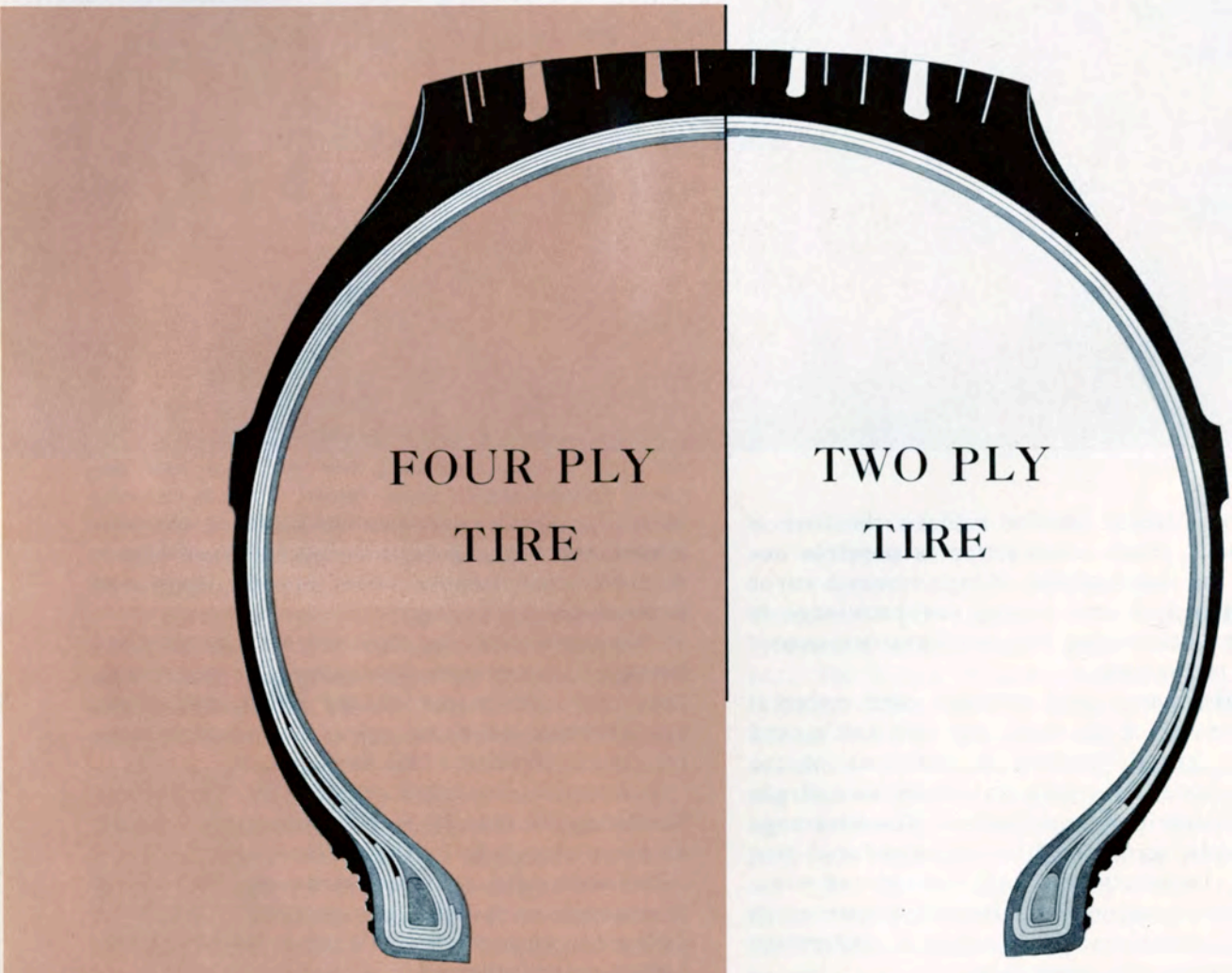
located on the tire sidewall in a manner similar to that used on the 1961 Corvair vehicles.

BRAKES. A simpler, more efficient service brake system results from a redesigned pedal linkage connection and a new hydraulic master cylinder. While brake operation is unchanged, fewer parts are required and installation is simplified. Appearance of the new master cylinder is altered due to a cylindrical fluid reservoir and filler cap, rather than the previous rectangular shaped case. Attachment of the unit is with two bolts and nuts, as opposed to the four used in 1961.

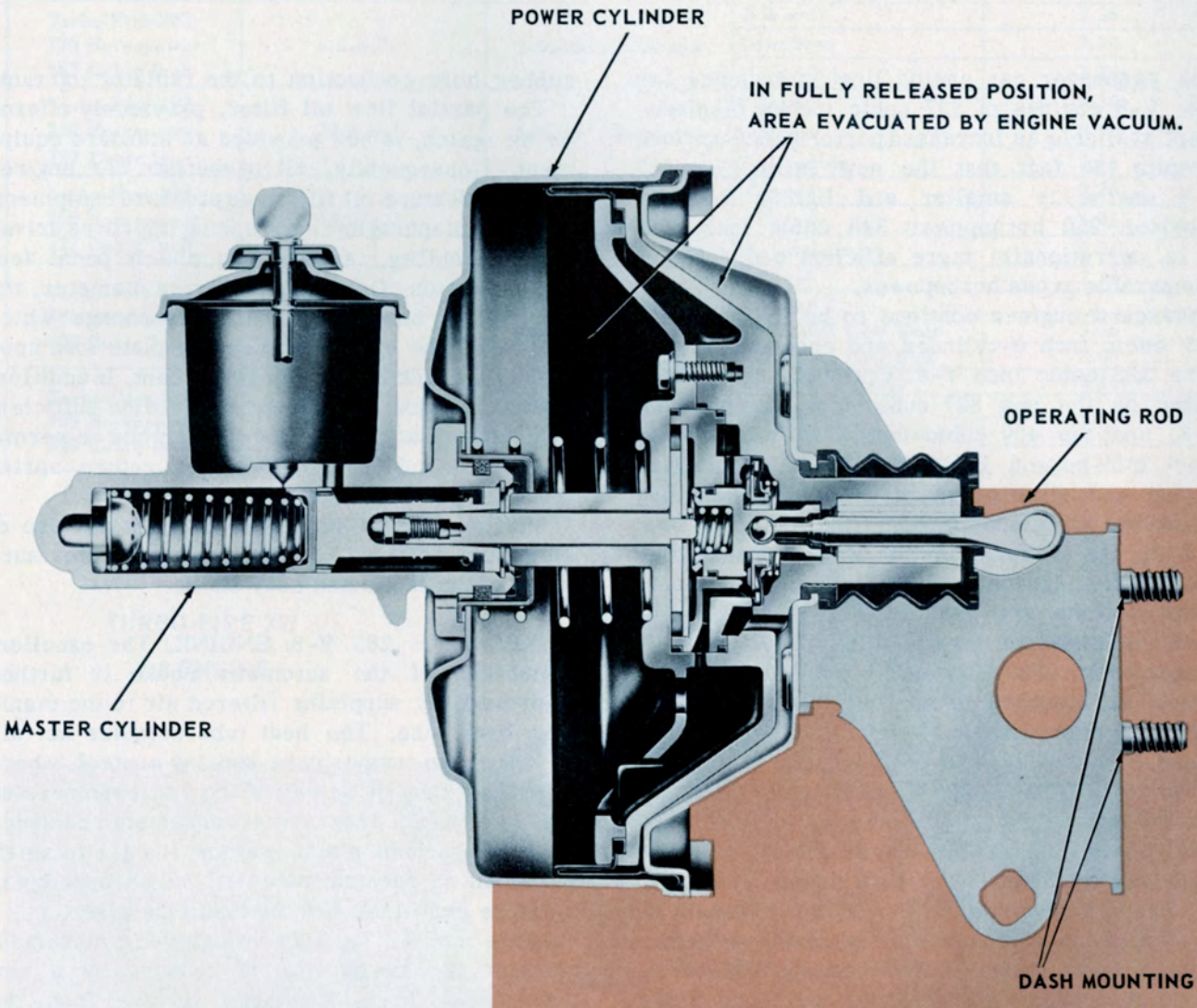
POWER BRAKES. A new vacuum powered brake unit, featuring fewer parts and simpler design, is available as a regular production option. The new unit is a vacuum suspended type, which replaces the atmospheric suspension used in 1961, resulting in elimination of the vacuum reserve tank. The tank's function of providing power assistance after the engine is shut off now is incorporated in the power unit.

In the new unit, the power piston is suspended or exposed to engine vacuum on each side during normal running, non-braking operation. When the brakes are operated by the driver, a control valve permits air from the atmosphere to enter the power side of the diaphragm sealed cylinder. The resulting pressure differential assists in actuating the hydraulic master cylinder as before.

In addition to the new power unit, the check valve has been moved from the engine manifold to the power cylinder and the interconnecting lines shortened. The new valve location assures that there will be a vacuum reserve for braking if there is a line failure.



VACUUM SUSPENDED POWER BRAKES



POWER TRAINS

The passenger car engine line-up includes two new V-8 engines of 327 cubic inches displacement available as increased performance options. Despite the fact that the new Turbo-Fire 327 V-8 engine is smaller and lighter than the previous 250 horsepower 348 cubic inch V-8, it is operationally more efficient and delivers comparable gross horsepower.

Standard engines continue to be the Hi-Thrift 235 cubic inch 6-cylinder and economy Turbo-Fire 283 cubic inch V-8. Optional engines are based on the new 327 cubic inch displacement V-8, and the 409 cubic inch V-8 carried over from mid-season 1961. The Super Turbo-Fire engine and all engines of 348 cubic inch displacement are discontinued.

With the introduction of a new Powerglide and discontinuance of Turboglide, four basic transmissions are available in various power team combinations for the 1962 Chevrolet passenger car. The 3-speed Synchro-Mesh continues as standard equipment on all vehicles. Optional transmissions include Overdrive, 4-speed Synchro-Mesh, and Powerglide automatic.

The name Hi-Thrift 6, previously used for the 235 cubic inch displacement 6-cylinder engine, is changed to Hi-Thrift 235 for the new model year. The Turbo-Fire name will apply to all V-8 engines, and will be followed by distinguishing displacement figures. For further identification, gross horsepower ratings will be added to rocker covers for the increased output version of the 327 cubic inch V-8 and both 409 cubic inch engines.

THE HI-THRIFT 235 6-cylinder engine is modified, providing engine improvements and a lower silhouette to accommodate lower hood lines.

Carburetor air filtration is improved as much as 32 percent by the use of a new concentric type filter, employing an oil-wetted polyurethane element. In addition to improved efficiency, the new element can easily be removed for cleaning.

The engine silhouette, at the front, is lowered by revising the water outlet which bolts to the thermostat housing. Rather than extending straight forward and rising, the new outlet curves 90 degrees to the right, utilizing a shortened rubber hose connection to the radiator top tank.

The partial flow oil filter, previously offered as an option, is now provided as standard equipment. Consequently, all passenger car engines for 1962 feature oil filters as standard equipment.

A new diaphragm clutch spring improves driven disk durability, as well as clutch pedal feel and operation. One inch larger in diameter, the new spring has an internal ratio change which increases the effective pressure plate load upon the driven disk more than 10 percent. In addition, characteristics of this spring provide sufficient load fall-off at the clutch release point to permit elimination of the over-center return spring from the pedal linkage.

Muffler life is improved through the use of aluminum coatings on both inner and outer surfaces of the laminated body shell.

TURBO-FIRE 283 V-8 ENGINE. The excellent reliability of the automatic choke is further improved, by supplying filtered air to the manifold heat tube. The heat tube supplies hot air to the choke temperature sensing control, where it is then bled off by way of the vacuum-operated piston control. This new arrangement precludes possible vacuum piston malfunction due to small particles of foreign material, which previously could be drawn through the heat tube riser.

Noise caused by high velocity air movement through the carburetor is reduced by a new air cleaner horn. Extending forward from the cleaner canister, the new horn tapers to a circular opening rather than an oval inlet as before. Even though better noise control is achieved, freedom of air flow is unchanged.

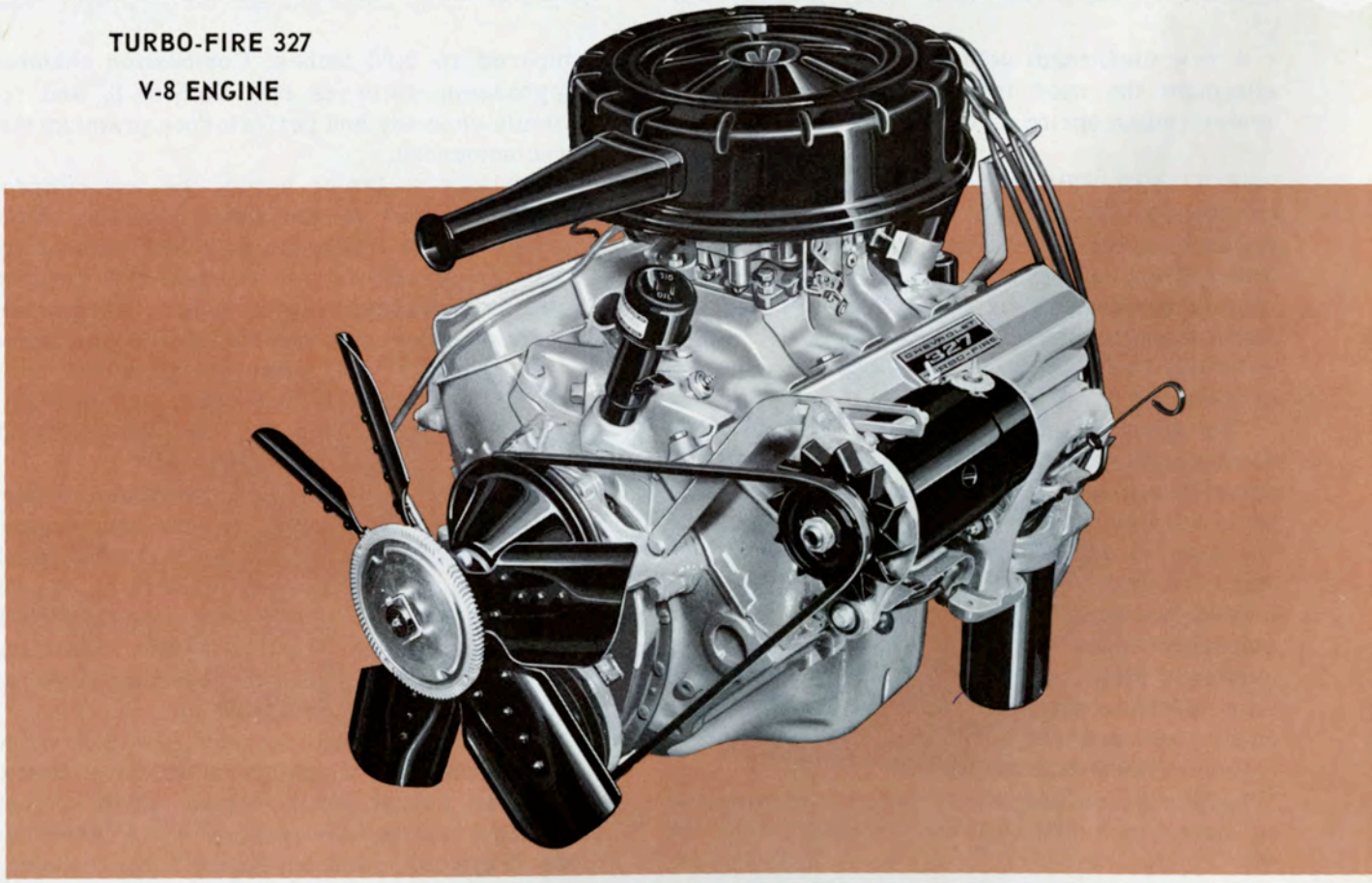
Spark plug life is enhanced for the Turbo-Fire 283 engine through the incorporation of cooling passages in the cylinder heads. A rectangular pocket and two drilled passages now permit coolant circulation about the base of each spark plug.

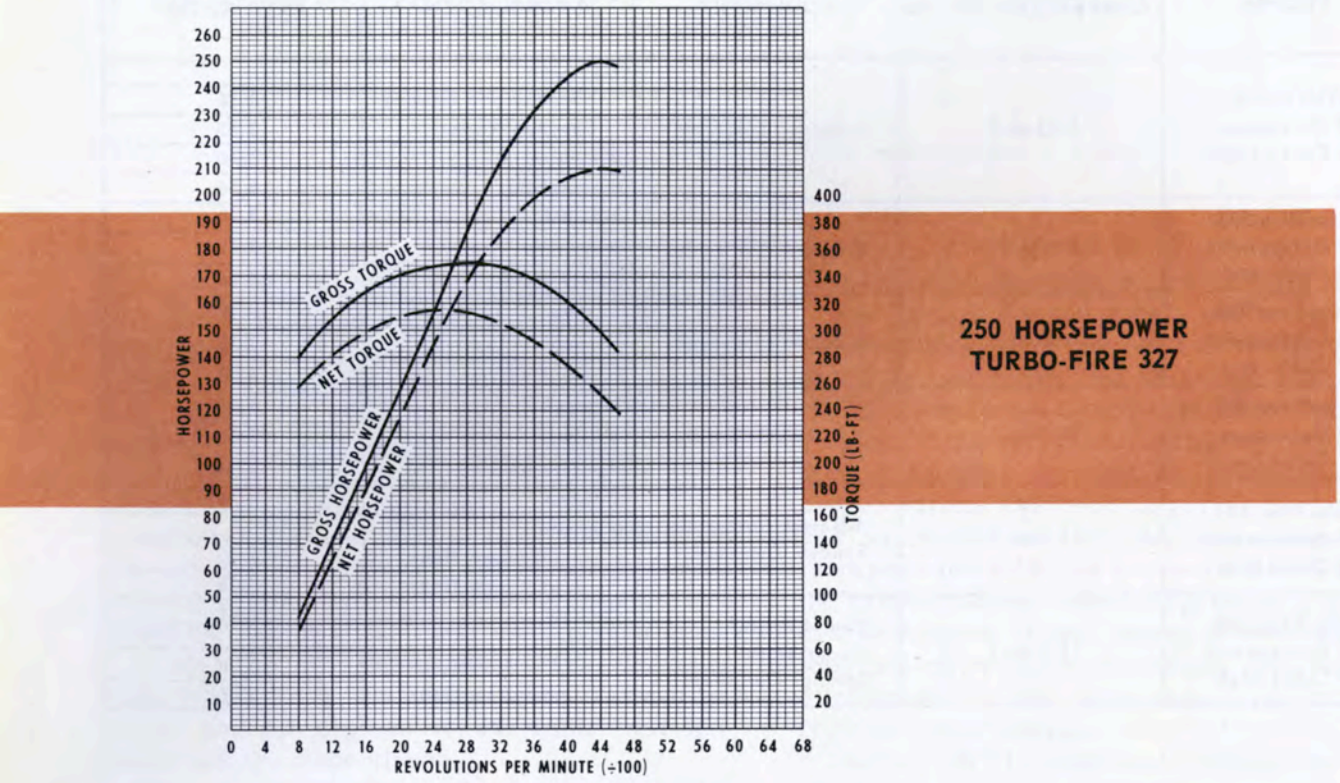
A single exhaust system is again furnished for the standard production V-8 engine. Rust prevention is improved for the reverse flow muffler by the use of an aluminum coated sheet metal body cover in place of the previous zinc coated cover.

ENGINE	COMPRESSION RATIO	EQUIPMENT	TRANSMISSION	AXLE RATIO
Hi-Thrift 235 135 Horsepower 235 Cubic Inch	8.25-to-1	1-Barrel Carburetor	3-Speed	
			Sedans and Coupes	3.36
			Station Wagon	3.55
			Overdrive	3.70
			Powerglide	3.36
Turbo-Fire 283 170 Horsepower 283 Cubic Inch	8.5-to-1	2-Barrel Carburetor	3-Speed	3.36
			Overdrive	3.70
			Powerglide	3.36
Turbo-Fire 327 250 Horsepower 327 Cubic Inch	10.5-to-1	4-Barrel Carburetor	3-Speed	3.36
			4-Speed	3.36
			Powerglide	3.08
Turbo-Fire 327 300 Horsepower 327 Cubic Inch	10.5-to-1	4-Barrel Carburetor	3-Speed	3.36
			4-Speed	3.36
			Powerglide	3.36
Turbo-Fire 409 380 Horsepower 409 Cubic Inch	11.0-to-1	4-Barrel Carburetor Special Camshaft	3-Speed	3.36
			4-Speed	
			2.20:1 Low Gear	3.36
			2.54:1 Low Gear	3.08
Turbo-Fire 409 409 Horsepower 409 Cubic Inch	11.0-to-1	Two 4-Barrel Carburetors Special Camshaft	3-Speed	3.36
			4-Speed	
			2.20:1 Low Gear	3.36
			2.54:1 Low Gear	3.08

TURBO-FIRE 327

V-8 ENGINE





A new diaphragm actuating spring is used to eliminate the need for the clutch pedal over-center return spring mechanism.

THE TURBO-FIRE 327 V-8 engine is available as Regular Production Option 300. Basically, the new engine is a further development of the 283 V-8 engine design. Exterior dimensions, as well as appearance, are very similar to previous Turbo-Fire engines, and the complete engine assembly weight is increased less than five percent.

The standard engine color is the same red as used for the base 283 V-8 engine. The 327 cubic inch engine, however, is quickly identified by new valve rocker covers. Cover top surfaces are concave forming a shallow "V", which extends inward from both ends, to a centrally located rectangular platform. Bound within the embossed edges of the platform is an anodized aluminum plate, bearing the numerals 327 in gold on a black background. The word CHEVROLET above the numerals and Turbo-Fire below completes the identification plate.

Larger bores and longer strokes provide the 44 cubic inch displacement increase, over the 283 engine. New bore diameter is 4.00 inches, as compared with 3.875 for the 283 cubic inch engine, and the new stroke is 3.25 inches, as compared to 3.00 inches. Combustion chamber compression ratio is now 10.5-to-1, and for optimum economy and performance premium fuel is recommended.

In addition to larger bores, the new cylinder block is revised in the lower reaches of the bearing support bulkheads to give clearance for larger crankshaft counterweights, and material thickness increased to give added strength. Although effective bearing surface is the same as for the 283 V-8, premium aluminum main bearings are used. The new crankshaft is heavier, more rigid and has .125 inch longer crank arms.

Cast iron cylinder heads, previously a part of the 4-barrel carbureted 283 cubic inch engine, are used with revisions included to provide spark plug cooling. Cylinder head material is of high chromium content. Greater cooling around spark plugs tends to improve usable life, while the cylinder head material change strengthens the complete unit without adding weight.

The camshaft used for the new 327 cubic inch engines, as well as hydraulic valve lifters, push rods, rocker arms, valves, valve springs and valve spring dampers, are the same as those previously used for Super Turbo-Fire engine. Consequently, valve lift and timing are also the same.

In addition to having larger diameters, the new cast aluminum pistons are made stronger. In areas subjected to high stress by combustion forces, such as pin bosses and piston head sections, material thickness is increased. For this reason, the new piston is slightly heavier than those for 283 cubic inch engines, even though they are .25 inches shorter in overall height. Piston pin distance to piston top surface is reduced by .125 inch to accommodate the stroke increase. The forged steel connecting rods are not changed in length, but material cross-section dimensions of the shank are increased to provide greater strength. Connecting rod bearings, like the crankshaft mains, are the premium aluminum type.

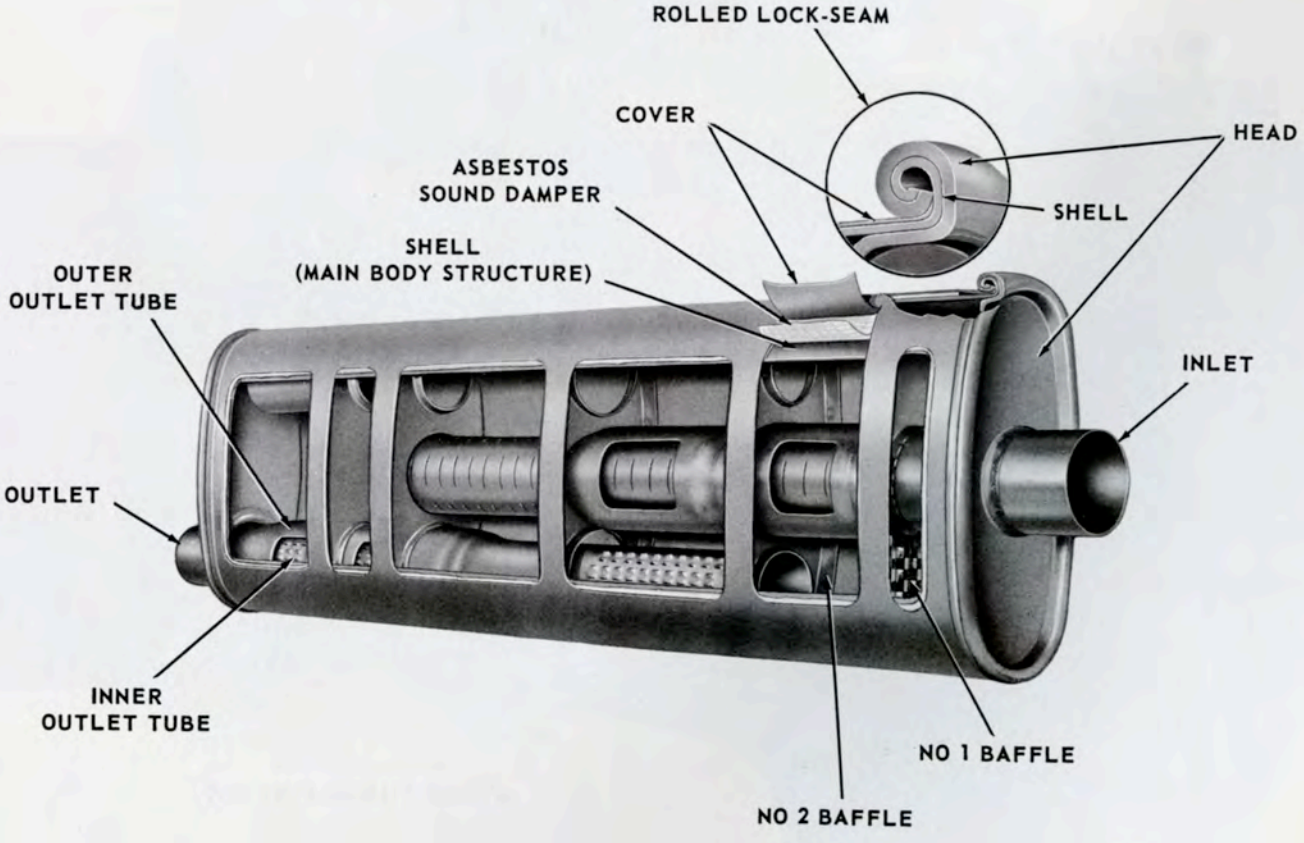
A larger 4-barrel carburetor with corresponding inlet manifold and revised air cleaner inlet comprise induction system revisions. The 4-barrel carburetor has larger throat diameters, necessary to supply the increased induction system breathing required by the additional piston displacement. A tapered air cleaner horn, and automatic choke clean air supply, help provide quiet, efficient carburetion for the 327 cubic inch engine.

Exhaust manifolds are the efficient ram's horn type used for the 283 cubic inch V-8 engine.

Exhaust systems provided with Turbo-Fire 327 engines are the dual type, having two oval reverse flow mufflers, 2-inch diameter exhaust pipes, and resonator cans included in each tailpipe assembly.

Muffler corrosion resistance throughout the 1962 line is improved by the use of aluminum coatings in some areas that were previously zinc. Specialized treatment is given dual systems, in that right side mufflers, which are subject to more severe corrosive action than left side units, are provided with additional aluminum coated surfaces. As viewed from the outside, mufflers are generally constructed of front and rear heads (vertical end surfaces) separated by a sheet metal enclosure called the shell. A rolled lock-seam method of attachment produces a positive seal at the end junctures. The shell is sometimes wrapped with additional covers of asbestos and sheet metal.

Mufflers for Turbo-Fire 327 engines are constructed with a base shell of sheet metal, covered with an asbestos wrap which is enclosed by a sheet metal cover. Left hand muffler assemblies are composed of aluminum coated front and rear heads, and outer cover. Inside the assembly, zinc coatings are applied to baffles numbers one through five, inner and outer outlet tube



assemblies, and muffler shell. The right side muffler assembly, where corrosion is most apt to occur, includes the foregoing preventive measures, with the addition of aluminum coatings on the shell and number one baffle.

Resonator function and durability are improved for 1962. Aluminum coating is applied to the complete assembly, and the inlet-outlet tube material thickness is increased. Tube slots are replaced by louvers resulting in additional sound damping.

INCREASED PERFORMANCE TURBO-FIRE 327. The Turbo-Fire 327 V-8 is available with increased output through Regular Production Option 397. A decalcomania below each rocker cover nameplate, reading 300 HORSEPOWER, distinguishes this engine from the 250 horsepower engine. Basic design is the same for both new engines, with certain component revisions applied to the RPO 397 engine to gain greater output.

A lightweight aluminum 4-barrel carburetor, with larger diameter throttle bores, is used for the 300 horsepower engine. A new cast iron inlet manifold, with corresponding large passages, is coupled with the aluminum carburetor. Improved foundry techniques, resulting in greater casting precision, help provide a relatively lightweight manifold of thin wall construction.

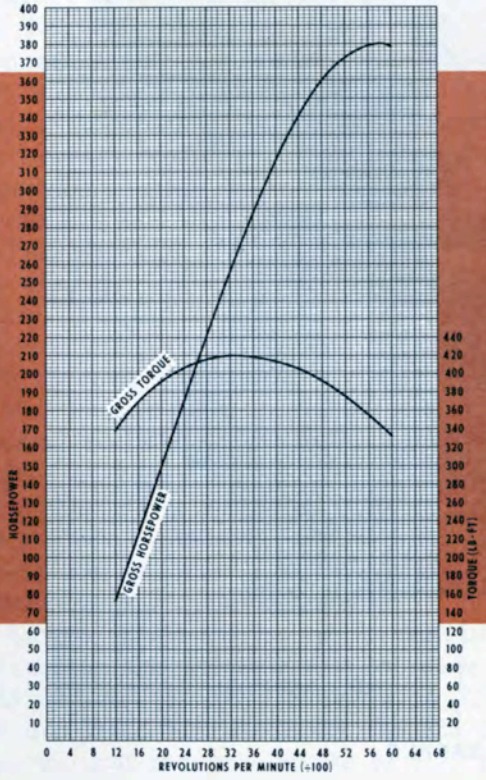
The cylinder heads are those previously used with high performance Corvette engines, and they are cast of high chromium content iron. Commensurate with the rest of the induction system, inlet and exhaust ports are of large cross-section, to permit ease of gas flow. The large inlet valve is of lightweight construction, and 1.94 inches in diameter. Remaining valve train components are the same as for the 250 horsepower Turbo-Fire 327, including hydraulic valve lifters.

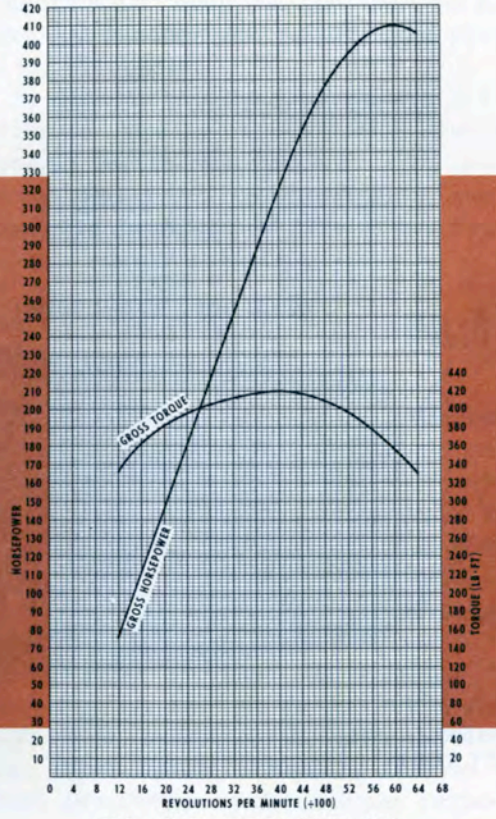
Exhaust manifolds with enlarged passages, which culminate in a 2-1/2 inch diameter outlet, connect to separate 2-1/2 inch diameter exhaust pipes. Except for the larger diameter, remaining exhaust system and muffler protective coatings are the same for both Turbo-Fire 327 V-8's.

Clutch assemblies are also the same for both engines. However, the lightweight Corvette housing, made of aluminum, is used for the 300 horsepower Turbo-Fire 327 engine.

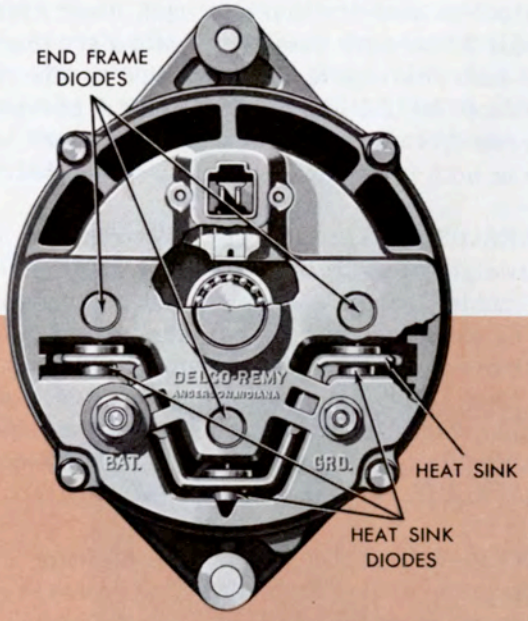
TURBO-FIRE 409. The two high performance engines of 409 cubic inch displacement, introduced during the 1961 model year, are carryover for 1962. Regular Production Option 580, rated at 380 horsepower, is available with a

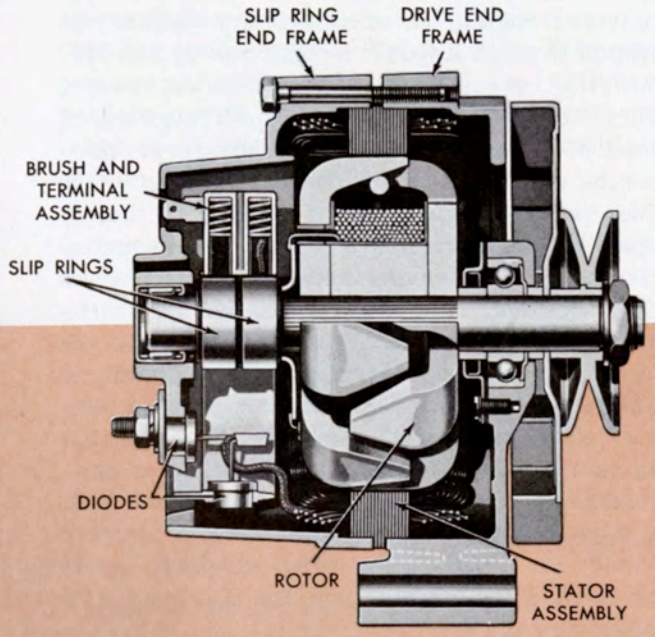
380 HP TURBO-FIRE 409





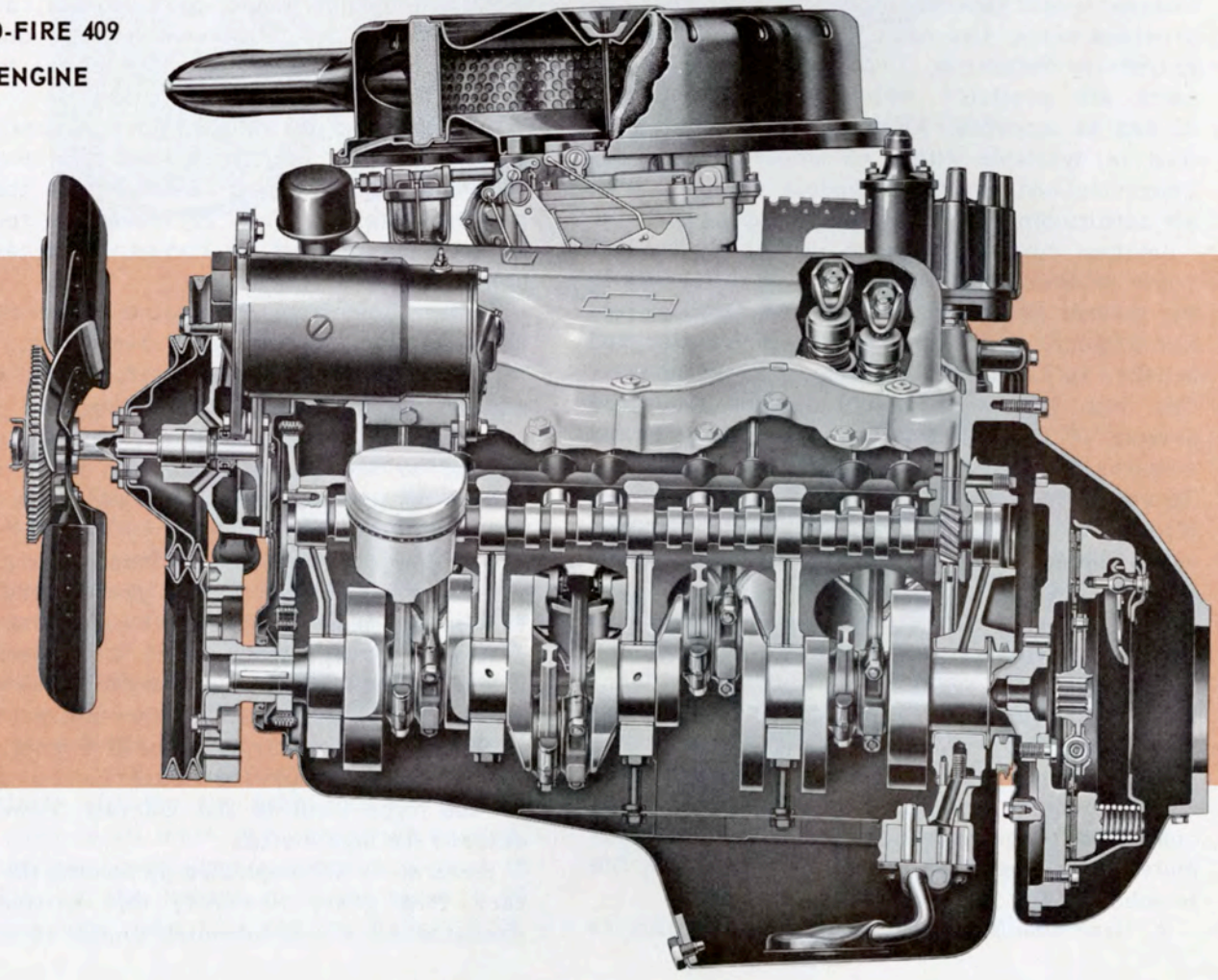
409 HP TURBO-FIRE 409





DELCOTRON GENERATOR

TURBO-FIRE 409
V-8 ENGINE



single 4-barrel carburetor. The two 4-barrel carbureted engine, rated at 409 horsepower, is available through Regular Production Option 587. Identifying rocker cover decalcomanias, reading Turbo-Fire 409, are used for both engines. A second decalcomania on each rocker cover, provides the engine gross horsepower rating.

The basic design of these engines is that of the past 348 cubic inch V-8 engine, with essential revisions to provide the added 61 cubic inches of displacement. This is accomplished by lengthening crankshaft throws to increase piston stroke to 3.50 inches, and enlarging bore diameter to 4.313 inches. Induction system components consist of dual snorkel air cleaners, larger throat aluminum 4-barrel carburetors and large passage straight-runner aluminum inlet manifolds. An oil-wetted polyurethane air cleaner element is used for single carburetor engines, while those with dual carburetors are equipped with a paper element.

GENERATORS. All optional generators, except RPO 338 35 ampere units, are replaced with a new type having output current available at engine idle speeds. The new generators are more compact, lighter in weight, and, in general, feature longer operating life than comparable previous units. The name given these new generators is Delcotron. Two heavy-duty Delcotron units are available with rated capacities of 42 and 52 amperes. An extra heavy-duty Delcotron is available with a 62 ampere rating. All Chevrolet and Chevy II models equipped with air conditioning will have the 42 ampere unit.

Internal current produced in both old and new types is alternating in nature. The difference is the manner of current pickup and rectification. Conventional generators use a commutator and brushes to change alternating to direct current. The new generator design utilizes the diode system of current rectification. A total of six silicone diodes act as electronic check valves. Three of these diodes are negative and mounted directly to the end frame. Three positive diodes are mounted in a "V" shaped heat-sink, which is insulated from the end frame. Generator output current flow is directly to the six diodes from the stationary output windings of the stator.

Another factor contributing to prolonged functional reliability is that the field coil and poles in a Delcotron unit comprise the rotating mass in the current producing process. Since current requirement to energize the field coil is light, compared to generator output load, and commutation is not used, slip ring and brush life is substantially lengthened.

A final feature contributing to durability is that both ends of the rotor shaft for all units are mounted on anti-friction bearings. Rotors for the 42 and 52 ampere rated generators are mounted upon ball bearings at the front, and needle roller bearings at the rear. The extra heavy-duty generator, rated at 62 amperes, has ball bearings at both front and rear of the rotor shaft.

TRANSMISSIONS. With the introduction of a lightweight Powerglide for use with the new 327 cubic inch V-8 engines and discontinuance of Turboglide, four basic transmissions are available in various power team combinations for the 1962 Chevrolet passenger car. The 3-speed Synchro-Mesh continues as standard equipment on all vehicles, with Overdrive, 4-speed Synchro-Mesh, and Powerglide available optionally.

NEW POWERGLIDE. A new aluminum cased Powerglide is the automatic transmission companion to the optional 327 cubic inch V-8 engines. Water-cooled, this lightweight transmission is functionally similar to the regular Powerglide. Both units are 2-speed automatics with a single shift occurring between low and drive. Each utilizes a 3-element torque converter, compound gearset, and three interconnecting clutches. However, in design detail, arrangement, and appearance, the new unit is considerably different, and incorporates many features of the familiar Powerglide and former Turboglide.

Distinguished by an aluminum extension and one-piece cast aluminum case and converter housing, the new unit weighs less than 146 pounds installed. This represents a reduction of over 36 percent as compared to cast iron construction.

Power flow from the engine is directly into a conventionally arranged, 3-element, 11-3/4 inch diameter torque converter. Welded assembly of the housing and cover assures positive sealing. From the converter, flow is through a high or low clutch, depending on the driving condition, to a compound planetary gearset and output shaft assembly.

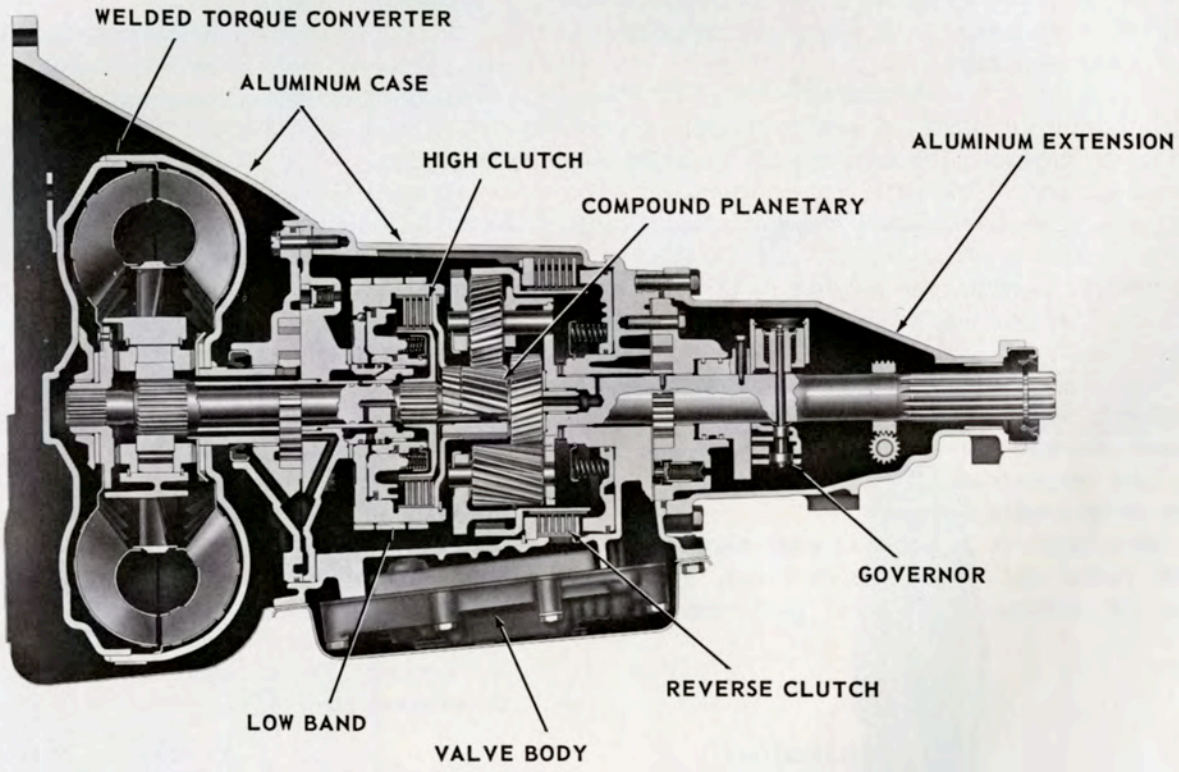
The low clutch, a double-wrapped band design for excellent holding power, grounds the planetary's low sun gear, and torque is multiplied 1.76-to-1 through the gearset. Drive is through a multiple-disk high clutch actuated by an improved piston assembly. Twelve internal splines connect the clutch drum to the five steel, driven plates. Twenty-four individual return springs, of the type used in the Corvair Powerglide, release the high clutch.

Reverse is accomplished by holding the planetary ring gear. However, this grounding is executed by a multiple-disk clutch rather than

the more familiar band unit. The reaction torque is taken from the ring gear to the transmission case through plates. Slots in the case hold the stationary plates of the pack. The clutch is actuated by a hydraulically applied piston. Seventeen, concentrically mounted coil springs release the piston.

In addition to the aluminum case, the new Powerglide is quickly distinguished from its familiar counterpart by the relocated valve body. Positioned horizontally under the cylindrical gearset cover, the valve is housed in a rectangular stamping and is easily accessible for servicing.

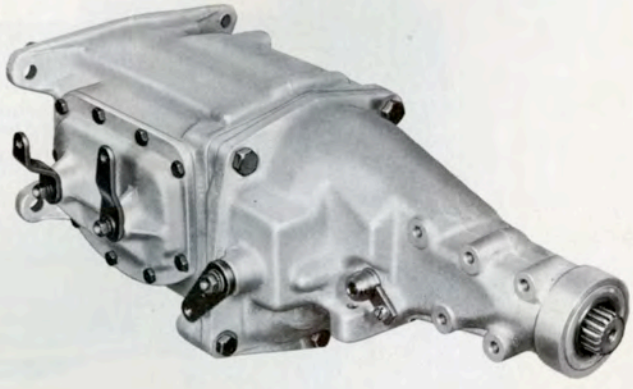
POWERGLIDE USED WITH TURBO-FIRE 327 V-8 ENGINES



FOUR-SPEED SYNCHRO-MESH. Recognized as "the" American high performance transmission, Chevrolet's 4-speed Synchro-Mesh features lighter weight and extended gear ratio availability for increased engine versatility.

The 4-speed option teamed with the 327 cubic inch engines has a low gear ratio of 2.54-to-1, a second of 1.92-to-1, and a third of 1.51-to-1. Reverse is 2.61-to-1. A transmission with these ratios or a unit with 2.20-to-1 first, 1.66-to-1 second, 1.31-to-1 third, and 2.26-to-1 reverse is available with the 409 cubic inch V-8 engine.

The case of all units is an aluminum casting, replacing the cast iron construction used in 1961. Use of the lighter material gives a 20 percent weight reduction over the former unit.



ALUMINUM CASED 4-SPEED SYNCHRO-MESH TRANSMISSION

OTHER OPTIONAL EQUIPMENT

All-Weather and Cool Pack air conditioners are improved with a new, quieter six cylinder compressor. Changes to the All-Weather unit allow a wider range of control. A new push-button radio, completely transistorized, is offered as factory or dealer accessory. New front seat belts are offered for use with the production attaching provisions. With deluxe heaters now standard equipment, the recirculating heater is no longer available.

AIR CONDITIONING. A new six-cylinder compressor replaces the five-cylinder unit in All-Weather and Cool Pack installations. Smaller in size, the compressor occupies less space in the engine compartment and is quieter in operation. A removable rear head contributes to the complete serviceability of the unit in the field.

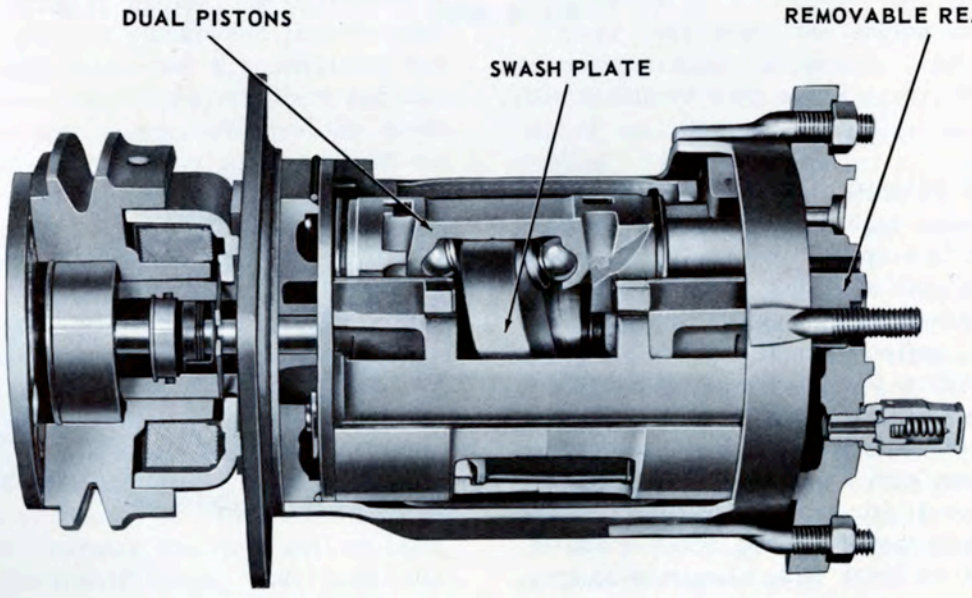
The basic compressor has three axial double-acting pistons driven by a swash plate. This plate changes the rotating action of the shaft to the reciprocating driving force for each of the three double pistons.

Each pair of pistons is cast aluminum with flat faces and single piston rings. With each set of pistons an integral part, the cylinder blocks, front and rear, are line bored to assure proper alignment and parallelism. After boring, the blocks are parted and center faces ground parallel to the outer ends. The two halves are held in alignment and register by locator pins. For Cool Pack application, piston faces are counterbored to reduce the effective cubic inch compressor displacement.

On All-Weather conditioners, the hot gas valve is replaced with a new suction throttle valve. With the new valve, the evaporator may be more effectively loaded and a wider range of control is possible.

Located between the hood hinge support bracket and the right fender, the suction throttle valve controls evaporator pressure to a predetermined setting, and permits normal flow of suction gas under cooling demands. After the demand has been satisfied, the valve throttles the flow of suction gas to the compressor. Cool Pack units retain the cycling clutch that is controlled by the thermostatic switch.

Both units now have a muffler in the high pressure vapor line, from the compressor to the condenser. Serving as a surge chamber for high pressure gas, the muffler helps maintain quiet operation of the system.



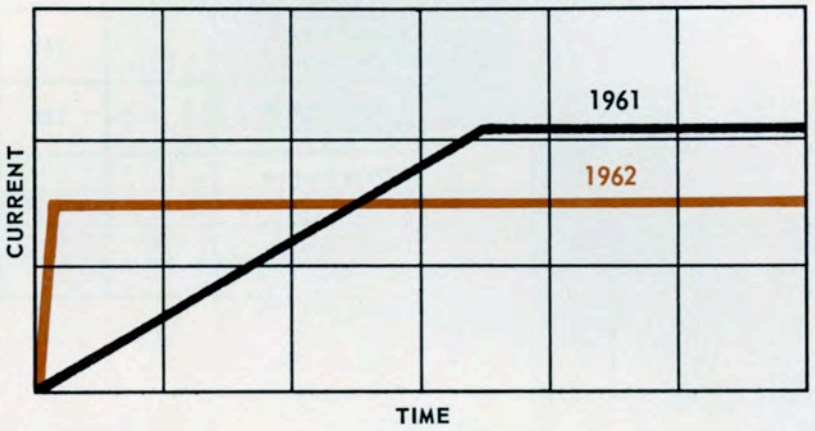
NEW SIX CYLINDER AXIAL COMPRESSOR

RADIOS. The deluxe push-button radio has transistors which replace the tubes used in the former design. External size of the radio and location in the instrument panel are not changed. Benefiting from the inherent advantages of transistors, the new radio provides longer component life, shorter warm-up time, and decreased power consumption.

Current drain of the new unit is approximately 30 percent less than the tube model, with a corresponding decrease in power consumption. Characteristic of transistor equipment, warm-up time of the radio is instantaneous. The momentary warm-up period and lower power requirement is attributable in part to the absence of tube heaters in the unit. Radios with heaters normally require 30 to 40 seconds for warm up.

Under normal operating conditions, transistors function approximately three times as long as tubes before failure. Consequently, the new radio is increased in reliability and trouble-free service.

ALL TRANSISTOR PUSH-BUTTON RADIO



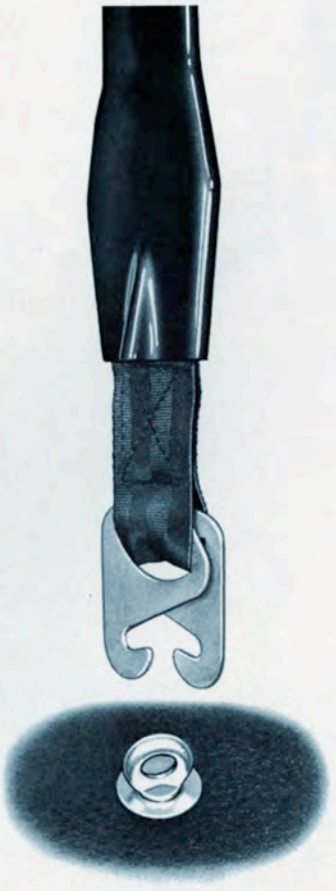
SEAT BELTS. With underbody reinforcements for front seat belts now standard production for all models in all lines, a new method of belt attachment is used. Production reinforcements, eliminating the use of special tools, permit the use of "sister" hooks and eyebolt for front belt to floor attachment. Rear seat belt installation remains unchanged with brackets installed with bolts and reinforcing washers at dimple signaled points.

For a typical front belt installation, a hole is cut in the carpet or floor mat over each reinforcement and the sealing plugs are removed. The new eyebolts are then screwed and tightened in the weld-nuts providing anchoring points for the sister hooks.

Each belt is looped through slots in the attaching hooks and securely sewn. By using two opposing hooks for each belt, a simple but effective attachment to the closed eye of the bolt is made. Buckle and catch remain the same as those of the previous year.

Completing the installation are vinyl plastic sleeves that encase each belt. Protecting the belts from injury, the sleeves cover the belts through the seat cushion - backrest passage and cap and terminate at the eyebolts.

Belts and anchor provisions meet or exceed SAE Seat Belt Standards and Federal Specifications of General Services Administration requirements.

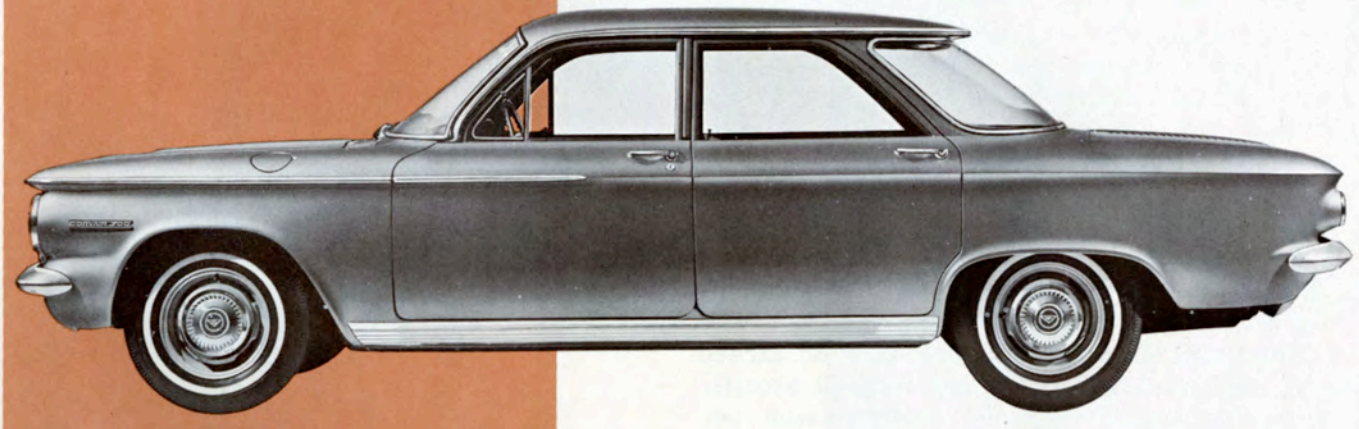


FRONT SEAT BELT

1962 CORVAIR LINE

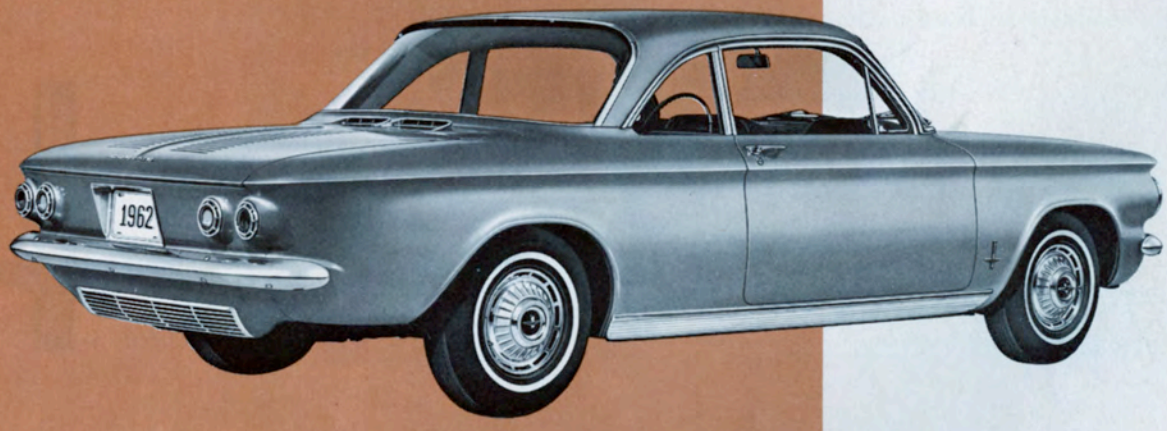
BODY STYLE	SERIES – MODELS			
	500	700	900 MONZA	GREEN-BRIER
2-Door Coupe 5-Passenger	527	727		
2-Door Coupe 4-Passenger			927	
4-Door Sedan 6-Passenger		769	969	
4-Door Station Wagon, 2-Seat		735	935	
6-Door Station Wagon, 2-Seat				R1206
6-Door Deluxe Sta. Wgn., 2-Seat				R1206 Deluxe

CORVAIR 700

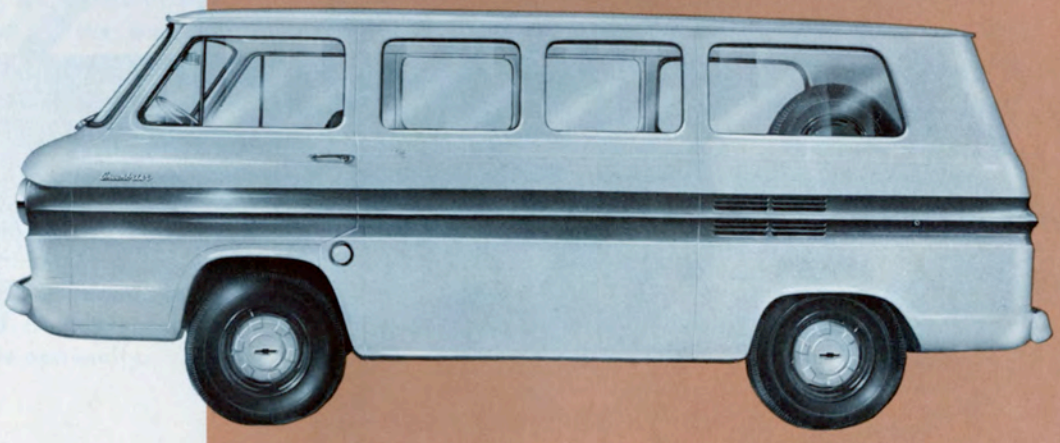


CORVAIR 500

CORVAIR MONZA



GREENBRIER

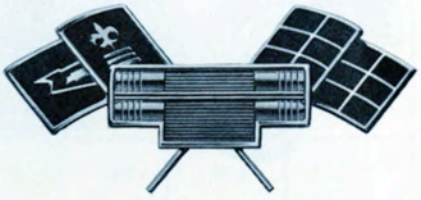


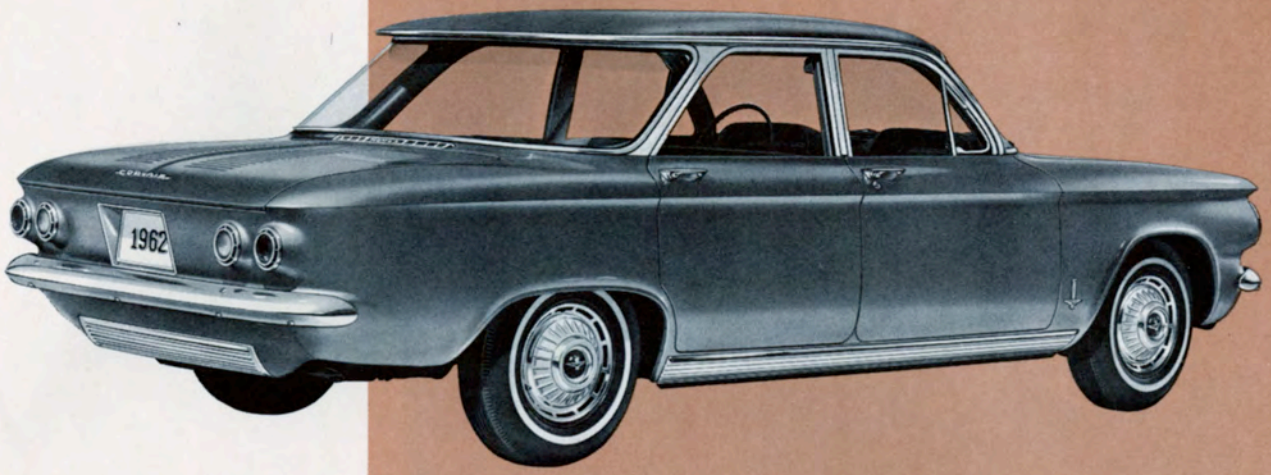
CORVAIR STYLING

Although basic styling of all Corvair models is unchanged, new appointments contribute to the 1962 appearance.

Twin front ornamental grilles and center emblem identify all regular Corvairs with distinctive new series nameplates and body sill moldings for the 700 Series and Monza models. The body molding on the 700 Series models and Monza Station Wagon is confined to the forward portion of the vehicle.

Fourteen exterior colors are available for all regular Corvair models with ten two-tone combinations offered for the 500 and 700 Series. Fifteen exterior colors and fifteen two-tone combinations are available for the Greenbrier Sports Wagons.

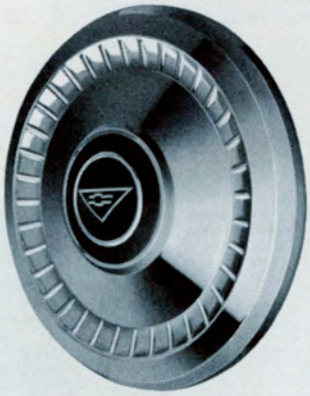


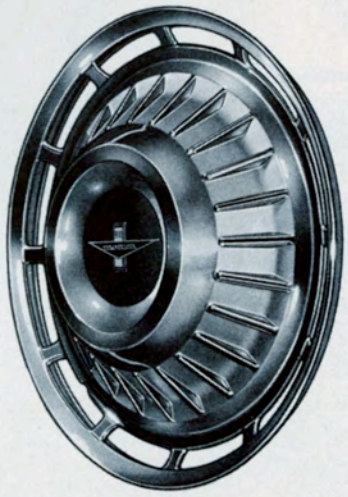


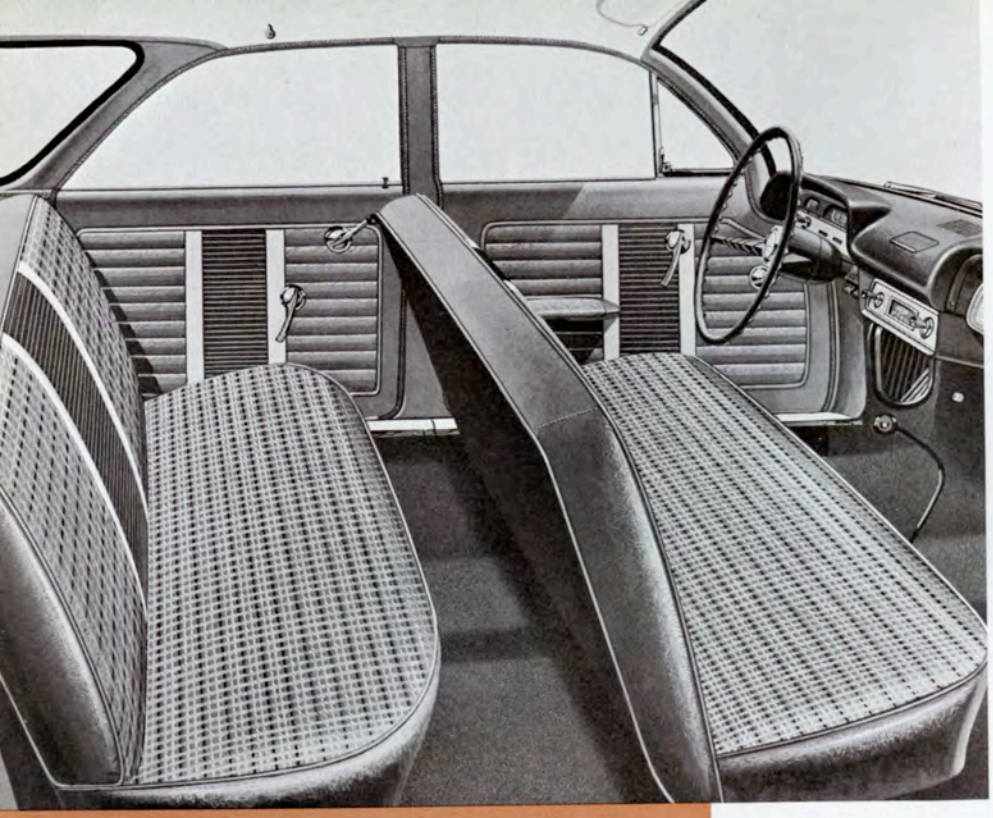
Restyled tail lamps, nameplate and engine air exhaust grille enhance the rear view of all 1962 regular Corvair models. A special emblem with crossed flags, located below the nameplate, identifies models equipped with the optional Turbo-Air 145 engine.

A bright metal Chevrolet nameplate, low on the right rear cargo door, complements the functional styling of the Greenbrier Sports Wagons.

A Chevrolet emblem, on a field of blue, decorates the center of the stainless steel hub caps for 500 and 700 models. Wheel disks for Monza models feature an attractive center insert, displaying the series emblem. With the substitution of a center insert containing the Chevrolet emblem, these same disks are available as accessories for 500 and 700 models. Greenbrier hub caps are unchanged, with regular passenger car wheel disks available optionally.





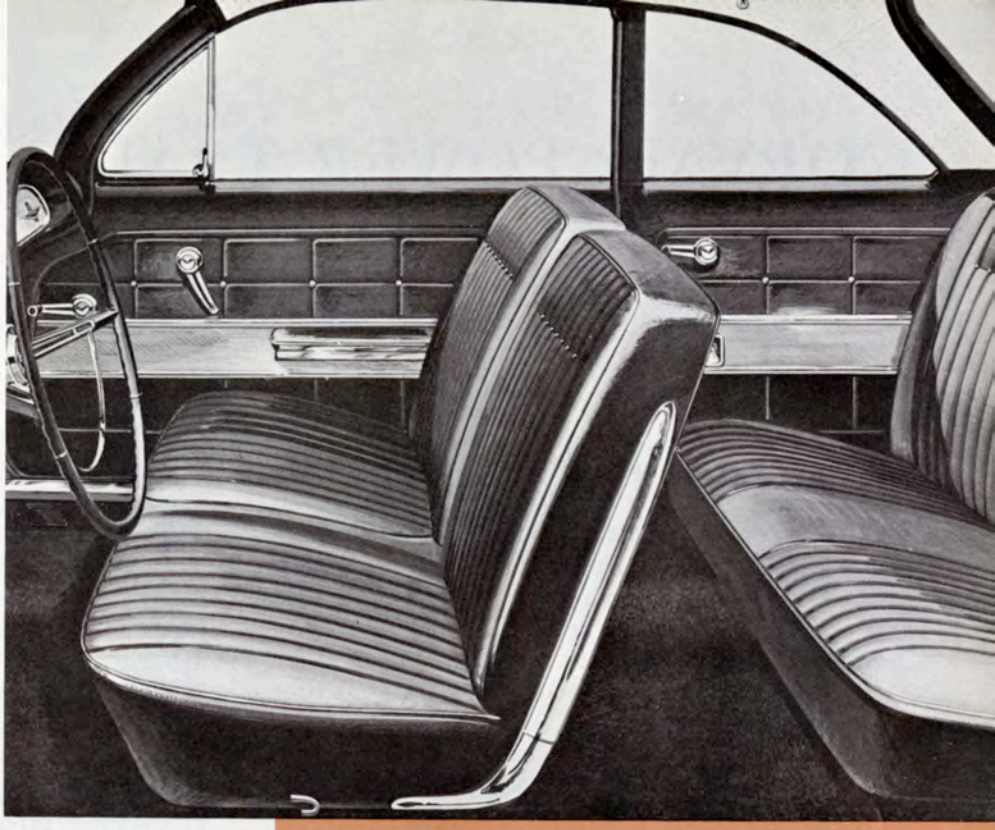


CORVAIR 700

Four interior colors – fawn, aqua, red and blue are offered for the 700 Series. Seats are trimmed in colorful pattern cloth, with accent panels and facing of leather grain vinyl. Headlining is cloth for the coupe and sedan and vinyl for the station wagon. Spatter design rubber floor mats are used throughout the 700 Series. As in all 1962 regular Corvairs, interior paint is color-keyed to interior trim.

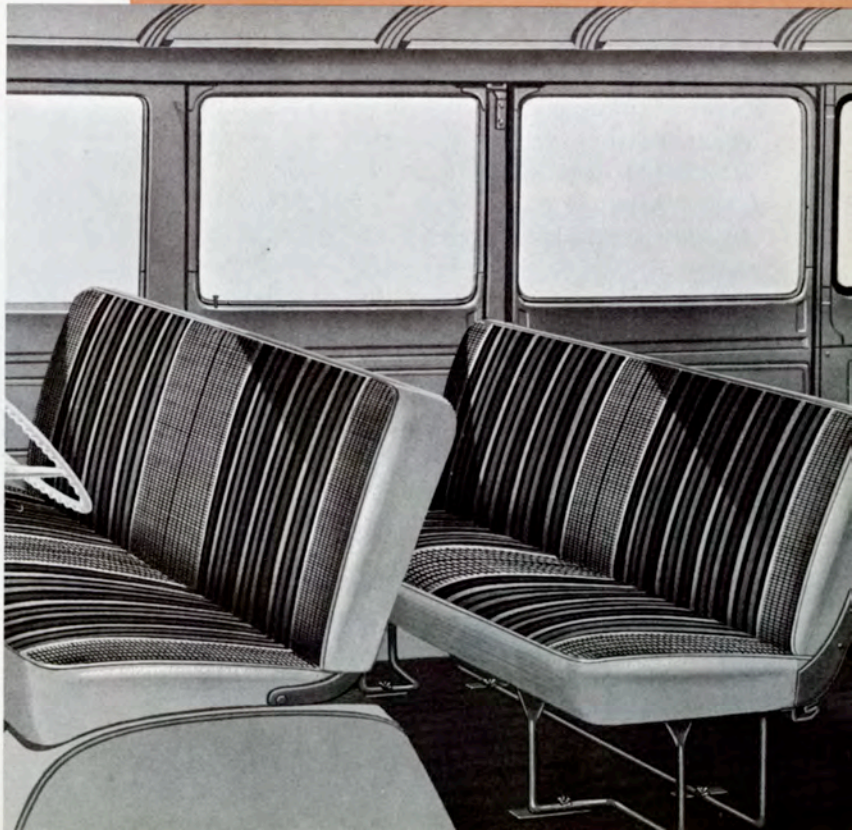
CORVAIR 500

Available in fawn, aqua or red, Corvair 500 interiors feature seat trim of attractive pattern cloth with side facings and side wall inserts of leather grain vinyl. Headlining is cloth, and floor mats are black rubber. Front door armrests, cigarette lighter and dual sunshades are standard equipment.



Bucket-type front seats and all-vinyl interiors are continued as standard equipment in the Monza Coupe and optional for the Sedan and new Station Wagon. A full width bench-type front seat and combination cloth and vinyl interiors are standard in the latter models. All-vinyl interiors are available in a choice of six colors; combination cloth and vinyl interiors are offered in five colors. Bright metal front seat end panels, dual arm door hardware and deep-twist floor carpets are among the features of all Monza models.

CORVAIR 900



GREENBRIER

The standard interior, as shown, features colorful new multi-stripe seat fabric faced with fawn leather grain vinyl. Interior paint, also fawn, complements the new trim, with white applied to the steering wheel and instrument panel face for accent. The deluxe interior features distinctive fawn or aqua seat fabrics with bolsters and facings of fawn, red, aqua or green leather grain vinyl. Side walls again include matching vinyl trim panels, and ash trays are now provided for rear seat passengers.

CORVAIR POWER TRAINS

ENGINE. The 145 cubic inch displacement aluminum engine for the 1962 Corvair is again rated at 80 horsepower for all models, except Monza-Powerglide combinations. For Monza models with Powerglide, engines were equipped with 9.0-to-1 compression ratio cylinder heads in mid-season 1961, and in 1962 are rated at 84 horsepower. Also equipped with the 9.0-to-1 compression ratio heads in mid-season 1961, the high performance engine (Regular Production Option 649) is rated at 102 horsepower.

The convenience of a new automatic choke is incorporated into each Corvair carburetor assuring quick, easy starts. A lag-free control arrangement quickly opens chokes when the engine is sufficiently warmed up, and prevents choke return until it is needed. Air intake ducts and cleaner elements remain unchanged for 1962.

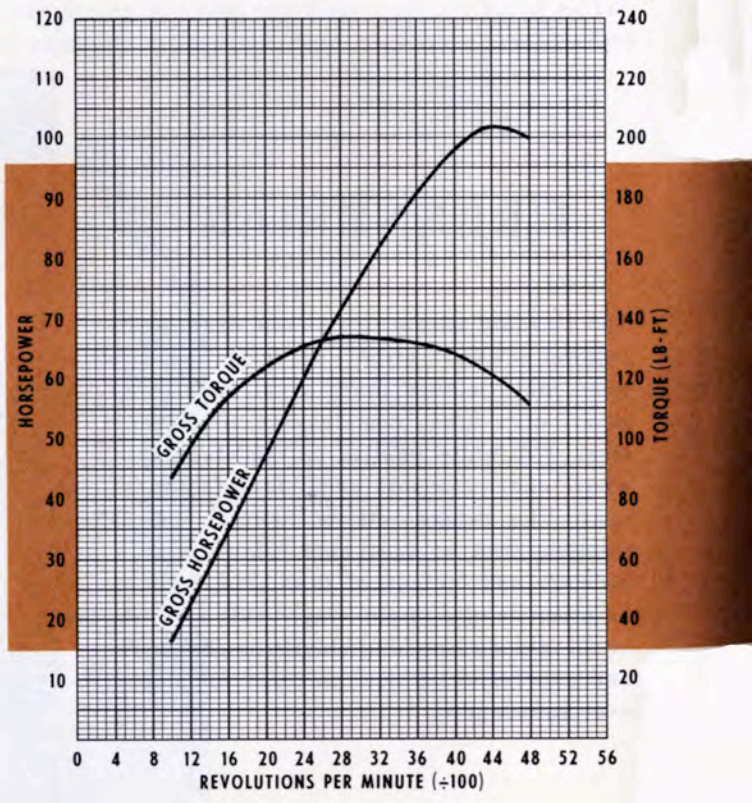
The carburetor float bowl cover now includes a vacuum operated diaphgram, mechanically linked to the choke pivot shaft. Mechanical linkage connects choke valves to bimetallic coil thermostats, located directly below corresponding cylinder heads. Fuel air mixture, then, is regulated according to need determined by both the inlet manifold pressure and engine operating temperature.

The remote thermostat location precludes the need for transporting hot air to choke locations, which in turn eliminates extra piping required to provide manifold vacuum to move the hot air from engine to carburetor choke. With the sensing units placed nearer to the source of combustion heat; choke response is quicker and more accurate, and the simplified heat supply arrangement enhances choke operational reliability. Linkage between throttle lever and choke valve includes a five step fast idle cam, so that engine idle speed regulation is related to the degree of choke application.

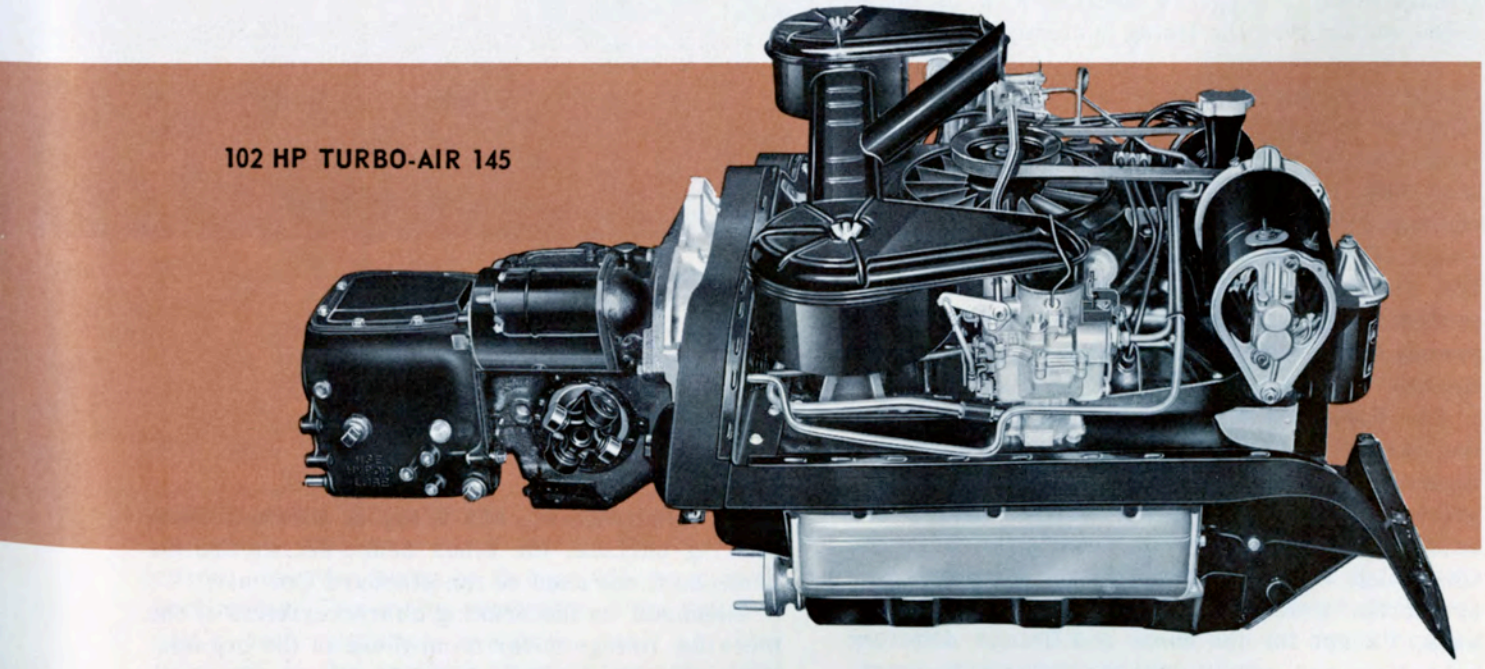
Exhaust system arrangement and outlet sizes remain the same as used previously for both regular production and high performance engines. However, improved corrosion prevention is provided by the use of aluminum coatings in place of zinc on the sheet metal outer cover, which protects the asbestos wrap enclosing the muffler shell.

Designed to provide quieter operation, a new engine cooling blower was incorporated into all Corvair engines in late mid-season 1961. The new design involves revised impeller vanes of fewer number. Previously, 24 short vanes were welded between the circular blower base and separate upper rim, leaving the center area open around the hub. Sixteen new vanes extend in to the hub and upward in the impeller central area. The increased blade length provides longer confined flow passages, which prevent air recirculating through the blades to eliminate roar or blower boom.

Blower efficiency is improved by the axial inlet, which better positions impeller blades to pick up undisrupted air, and maintains control for smooth air movement. Blower operational improvement ranges from approximately 22 percent with cooling exhaust gates two-thirds open to 5 percent when wide open.



ENGINE	COMPRESSION RATIO	TRANSMISSION	APPLICATION	AXLE RATIO
Turbo-Air 145 80 Horsepower 145 Cubic Inch	8.0-to-1	3-Speed	Sedans and Coupes	3.27
			Station Wagon	3.55
			Greenbrier	3.89
		4-Speed	Sedans and Coupes	3.27
			Station Wagon	3.55
			Greenbrier	3.89
		Powerglide	Sedans and Coupes	3.27
			Station Wagon	3.55
			Greenbrier	3.89
Turbo-Air 145 84 Horsepower 145 Cubic Inch	9.0-to-1	Monza Models with Powerglide	Sedans and Coupes	3.27
			Station Wagon	3.55
Turbo-Air 145 102 Horsepower 145 Cubic Inch	9.0-to-1	3-Speed	Sedans and Coupes	3.27
			Station Wagon	3.55
		4-Speed	Sedans and Coupes	3.27
			Station Wagon	3.55
		Powerglide		3.55



CORVAIR CHASSIS

The 1962 Corvair chassis program consists of refinements and modifications to the previous model for product improvement. In addition, the Corvair's versatility is extended by the introduction of new optional equipment.

BRAKES. The Corvair service brake system has been improved and simplified through the use of a new master cylinder, revisions to the wheel assemblies, and increased lining area.

The new master cylinder is basically the same two bolt unit used on the Chevy II and Chevrolet. Relocated from under the instrument panel in the passenger compartment to a depression formed in the dash wall inside the front luggage compartment, the unit, its operation, and actuating linkage is more direct and greatly simplified.

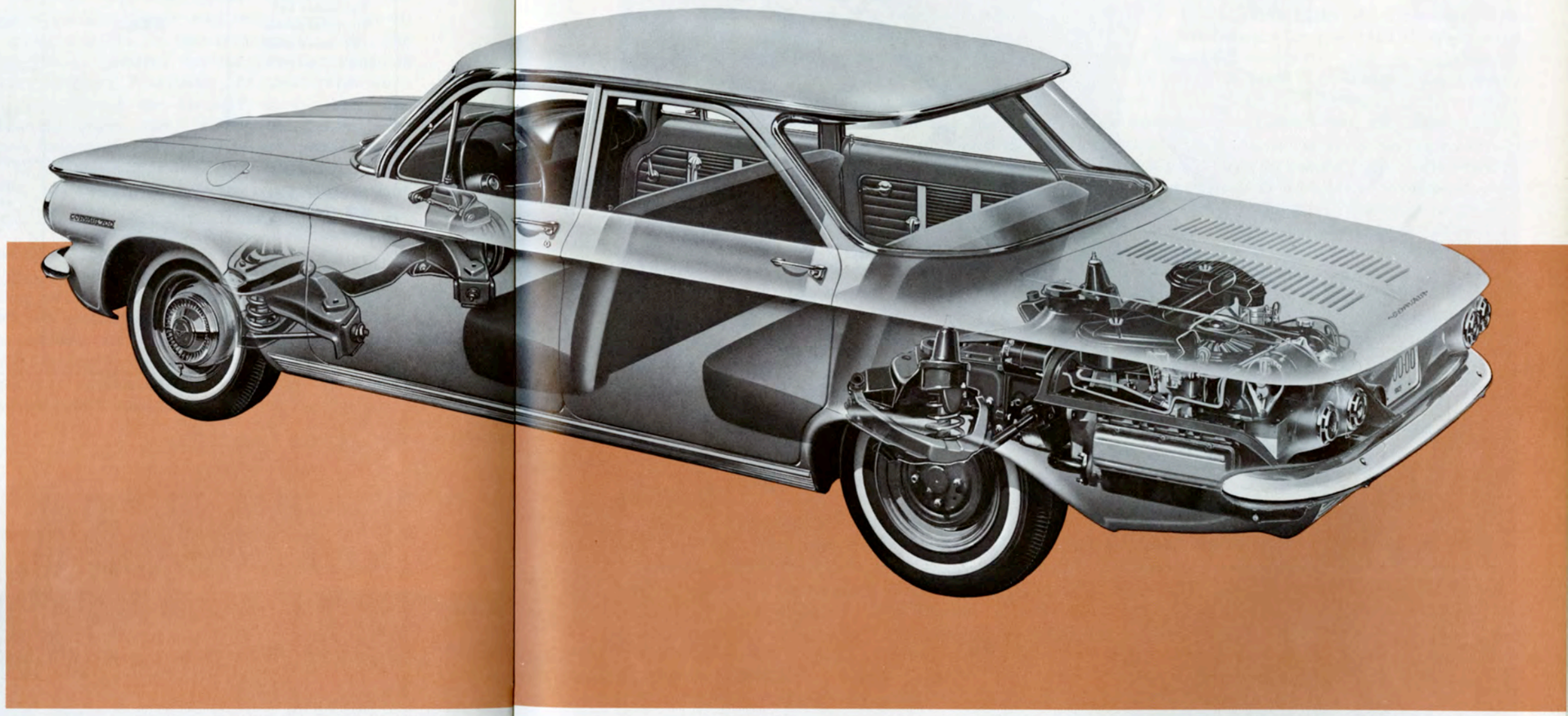
While unchanged in composition, width, and thickness, primary linings are 10 percent longer than the previous units, increasing the total effective area. In addition, the primary linings are repositioned on the shoe for maximum effectiveness.

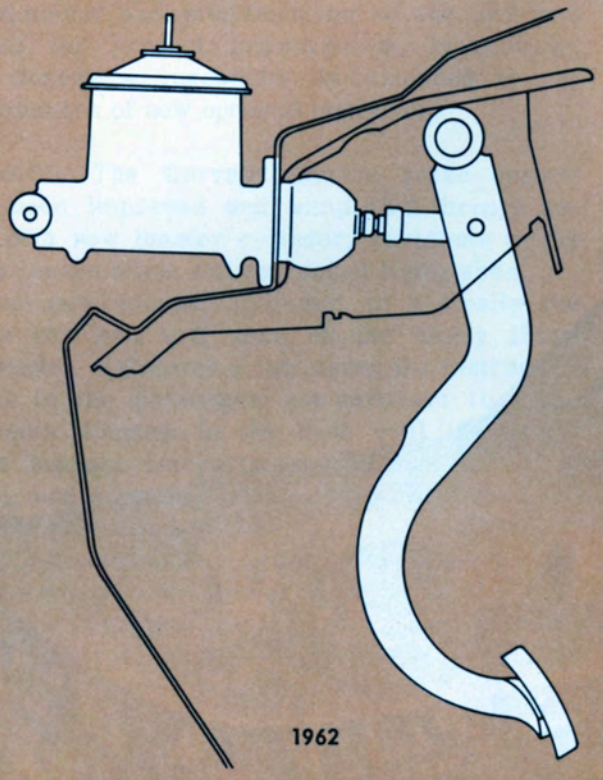
Modifications to all shoe assemblies increase the unit's flexibility without sacrifice in strength. This has been accomplished by elimination of the plates at the anchor end of the web and revision of the web contour. The more flexible shoe conforms better to slight drum deflection during severe braking. This action helps distribute braking pressure and the heat produced more evenly over the lining surface.

OPTIONAL METALLIC BRAKES will be available on the 1962 Corvair early in the model year. Stable, virtually non-fading, and not water sensitive, the metallic linings give braking performance under arduous conditions beyond the range of normal driving. In addition, long brake life makes the option a worthwhile investment, particularly for the vehicle subjected to repeated hard usage, which might damage organic linings.

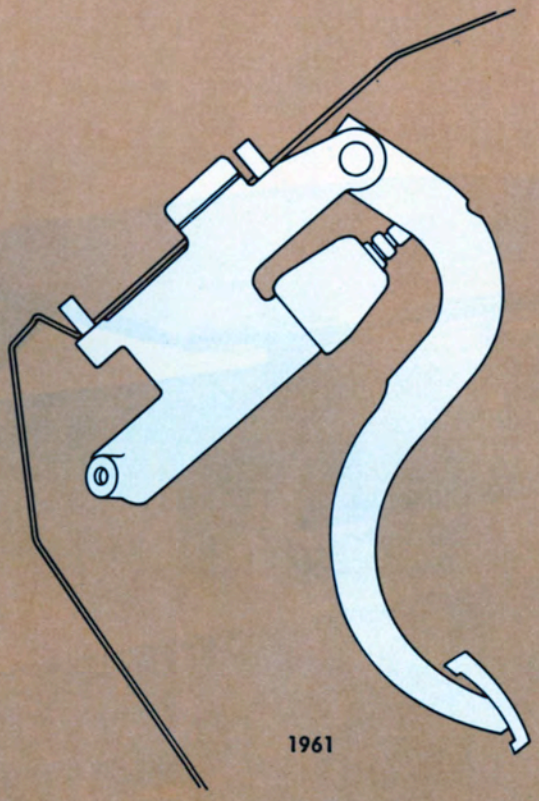
The Corvair's metallic linings are similar to the design used on the Chevrolet and Corvette. Sintered iron segments, a total of 6 on the primary shoe and 10 on the secondary, are arranged in two rows on each shoe. Like the Chevrolet and the Corvette, the segments are projection welded to the shoes. No rivets are used. Except for the shoes and linings, different hold down and return springs to provide maximum effectiveness, and a highly finished drum braking surface, the other brake details are the same as those used on the standard Corvair.

Inasmuch as the braking characteristics of the metallic linings differ from those of the organic, the uninitiated driver should be cautioned to expect some differences in response. These variations are not radical except for one condition, and the average driver will be quickly acclimated. The major exception is the metallic unit's cold operation response, such as their first use in the morning after setting overnight. When cold, the metallic linings require somewhat more pedal pressure than do organic facings. However, the optional units warm up quickly when used, and the full benefits of fade resistance and virtual immunity to contamination from water and oil are realized.





1962



1961

BRAKES

Larger relocated primary linings, redesigned brake shoes, and a new, simplified master cylinder and pedal arrangement improves the Corvair's braking effectiveness. The 10 percent larger primary linings produces more self-energizing effect thus reducing the amount of effort required by the driver. More flexible than the previous design, the new brake shoes conform more closely to drum surfaces reducing the possibility of "hot spotting" during severe braking. With the master cylinder now located in the front luggage compartment, operation of the unit, its connecting linkage, and suspension of the brake pedal is more direct and greatly simplified.

HEAVY DUTY SUSPENSION OPTION. The already broad versatility of the Corvair is extended still further by the introduction of a heavy duty suspension option, to be available on all coupe and sedan models early in the model year.

Designed to accommodate the demands of severe vehicle operation, the package consists of heavier, higher rate front and rear springs, newly calibrated front and rear shock absorbers tailored to spring requirements, a new link-type front stabilizer bar, and new rear axle rebound straps. Other chassis components are revised or relocated to receive the new units.

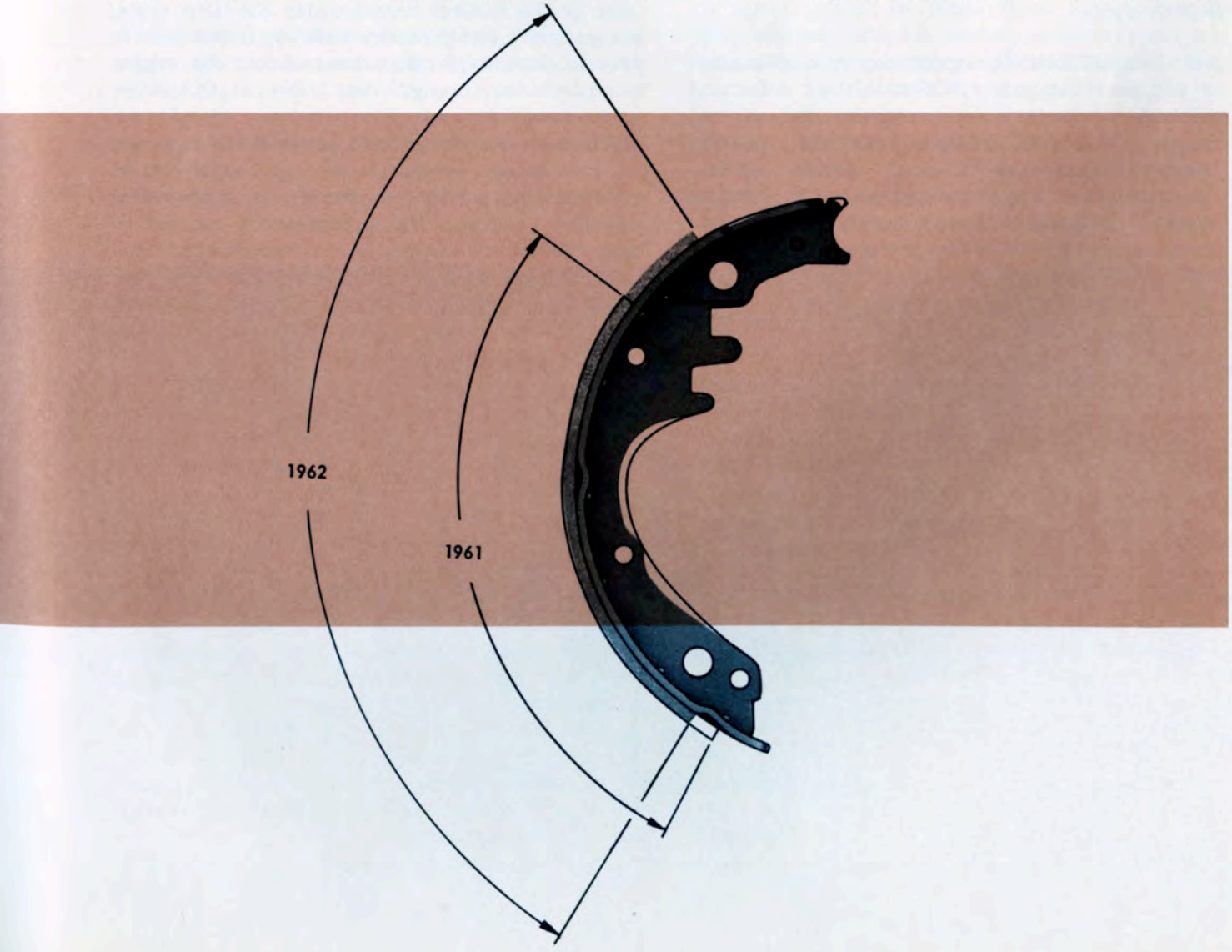
Normal vehicle heights are reduced slightly less than 1.0 inch at curb weight and approximately 0.375 at design load. A corresponding reduction in the height of the center of gravity is gained.

With the lower vehicle trim, front and rear wheel geometry changes, requiring a set of specifications peculiar to this option in most instances. Most noticeable change is the negative rear camber at curb weight, rather than the familiar standard vehicle positive camber.

While the ride by boulevard standards is, of necessity, compromised to some extent by use of the new units, handling and stability, particularly in cornering, is considerably enhanced. This option, especially when combined with the new Corvair Positraction and metallic brakes, provides a vehicle of extremely broad capability to meet the demands of severe service customers and driving enthusiasts alike.

WHEELS AND TIRES. Like the Chevrolet and Chevy II, the wheels on the 1962 Corvair are located on their respective hub or axle by a full circle center-pilot. The wheel assembly is positively positioned by a closely held relationship between a machined boss and a corresponding flanged hole in the center of the wheel disk.

The 2-ply tires introduced during mid-season 1961 are continued. Of recent development, the new tires are more flexible, lighter, and cooler operating than 4-ply units, while remaining equally as strong. Customer benefits are softer ride and contributions to improved traction and lower fuel consumption without sacrifice in durability.



OTHER CORVAIR OPTIONAL EQUIPMENT

Corvair optional equipment is comparable with that of previous models. With the perimeter heater now standard equipment, only the gasoline heater is available as a dealer accessory. The air conditioning unit introduced during mid-season 1961 is again available with a new quieter six cylinder axial compressor. Wheel trim disks, simulating wire wheels in appearance, are an extra-cost item. The 2-speed windshield wiper and washer unit has a new more efficient wiper motor and fluid container. A new Positraction rear axle provides even greater traction for rear wheels under extremely adverse road conditions. New front seat belts are offered as a factory and dealer installed accessory for use with the production attaching provisions in the underbody.

AIR CONDITIONING, introduced in mid-season of the previous year, is available as a factory or dealer installed accessory for sedans and coupes. The unit, designed for the specific requirements of the Corvair, operates on re-circulating air, and is independent of the heating system. Pivoting ball-type nozzles and a centrally located barrel outlet provide excellent distribution of cool air throughout the car interior.

Styled to conform to the underside of the radio cover, the face of the distribution duct contains the cool air outlets and unit controls. Centrally located below the radio, a rotating louvered barrel outlet is adjustable in a vertical plane. Swiveling in sockets, the ball nozzles effectively permit circular cool air patterns with the centers aimed at passenger and driver.

Two control knobs, within easy reach of front seat occupants, are located at each end of the barrel outlet. The COOL-PULL knob regulates temperature with a push-pull action, by changing the thermostatic switch contact point setting. The switch, sensing air temperature at the outlet side of the evaporator, governs amount of cooling. The left knob when rotated selects LO, MED, and HI blower speeds from the OFF position.

The centrifugal blower, with outlet connected to the distributor duct, forms a right angle connection with the evaporator case which extends to the right in the forward area under the glove compartment. Openings in the case top permit entry of recirculating air to be cooled. Two one-inch channels, bolted to the lower instrument panel flange, support the evaporator case containing core and expansion valve. Valve inlet and core outlet connections are on the left side of case adjacent to the upper portion of the toe pan. Tubes from the case to the underbody exterior drain the evaporator condensate.

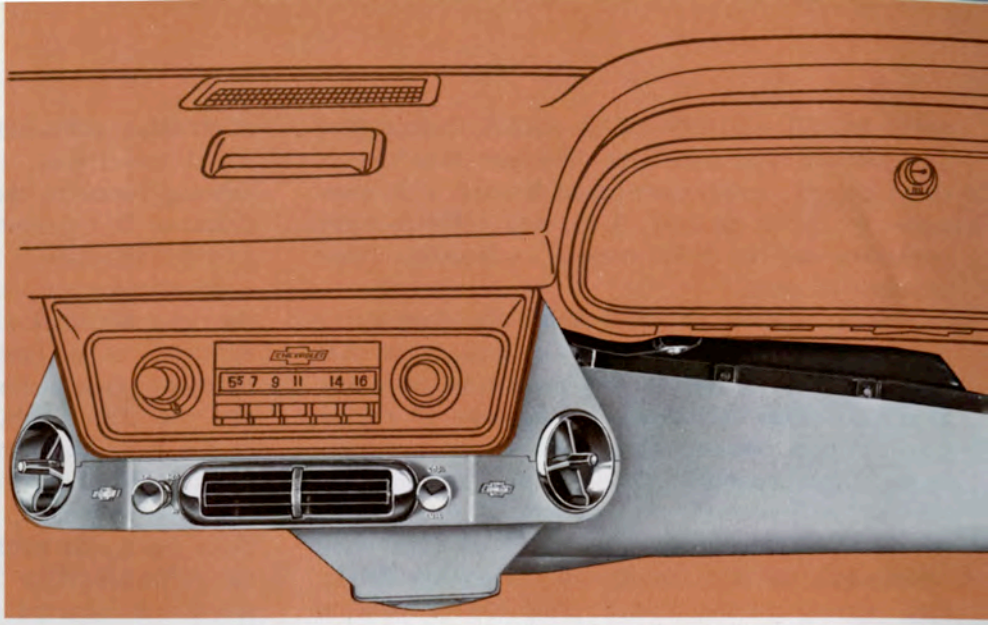
Refrigerant hoses from valve and core are routed to the engine compartment where connections are made to the receiver and compressor. The high pressure liquid line follows an exterior routing while the low pressure or suction line is routed through the passenger compartment. By following a path on the right side of the control tunnel under the floor mats, temperature and pressure build-up in the suction line is minimized. Both hoses enter the engine compartment through the lower right corner of the forward panel.

The receiver-dehydrator is vertically mounted on the engine compartment right side rail in the space formerly occupied by the spare wheel carrier bracket. The compressor, located to the right of the engine, is mounted on adjustable brackets and is belt driven by the extra sheaved crankshaft pulley. A magnetic clutch regulated by cooling demand actuates the compressor. Location of components in the engine compartment requires the stowage of the spare wheel in the front luggage compartment.

The compressor is the new quieter six cylinder axial type similar to that used on the Chevrolet except for reversed shaft rotation required by compressor position in the engine compartment. Smaller in silhouette than the former five cylinder model, the new compressor occupies less space. The rear head, now removable, contributes to complete field serviceability.

The new compressor has three double-acting pistons driven by a swash plate. Front and rear cylinder blocks each have three piston bores. The double pistons are cast of aluminum with a connecting "bridge" making each set an integral part. For the Corvair application, piston faces are counterbored to reduce the effective cubic inch displacement.

The condenser, mounted above the engine

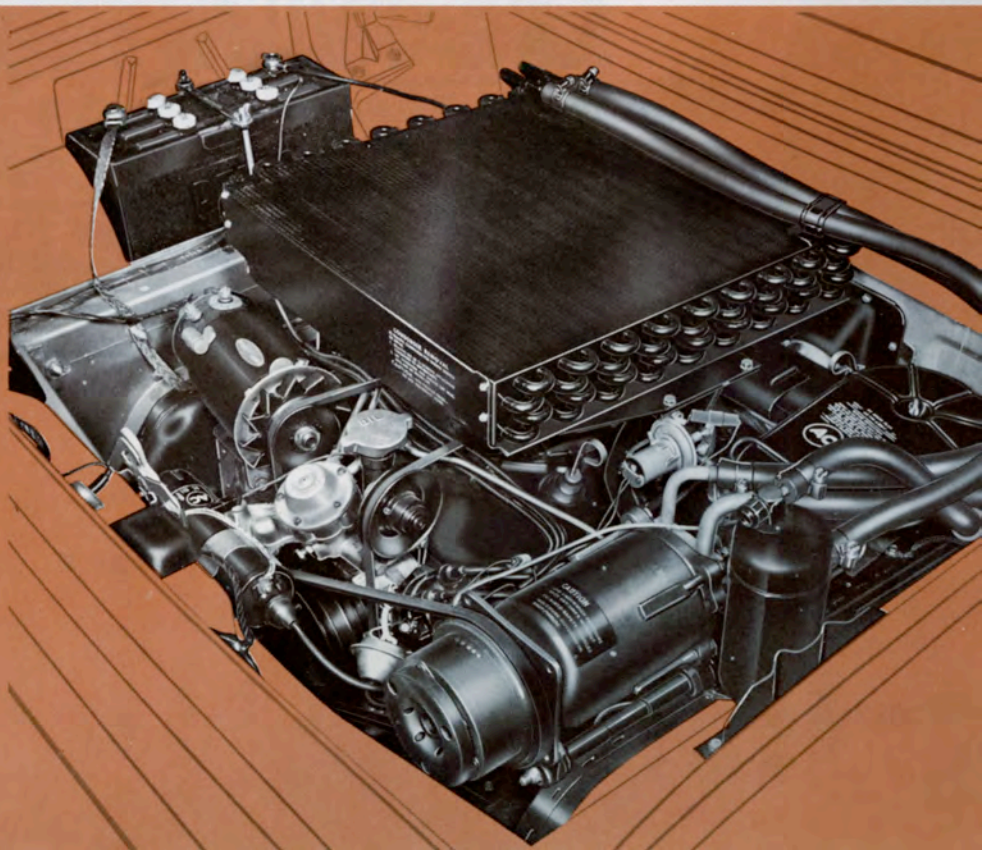


blower eye, is supported by a rectangular shroud fitted to the blower inlet. All engine air passes through the condenser and cools the refrigerant. Space exists between the condenser and deck lid underside to equalize distribution of engine cooling air through the condenser.

TWO-SPEED WIPER AND WASHER. The 2-speed wiper and washer combination, included in the FOA 120 Comfort and Convenience Group, is completely new with a more dependable wiper motor, an improved fluid container, and a different pump.

Basically the same as the new single speed wiper motor, the 2-speed motor case is slightly longer but much smaller than the unit it replaces. Improved insulation permits the elimination of the overheat circuit breaker and results in improved reliability.

The new washer fluid jar with rounded corners of large radii is made from higher density polyethylene plastic to withstand higher temperatures. A larger filler neck and improved cap permits faster refills and tighter sealing. A small hole remains in the cap to aid fluid discharge. Raised markers in 0.5 pint graduations, with 1, 2, and 3 pint levels lettered, aid in mixing washer fluids.

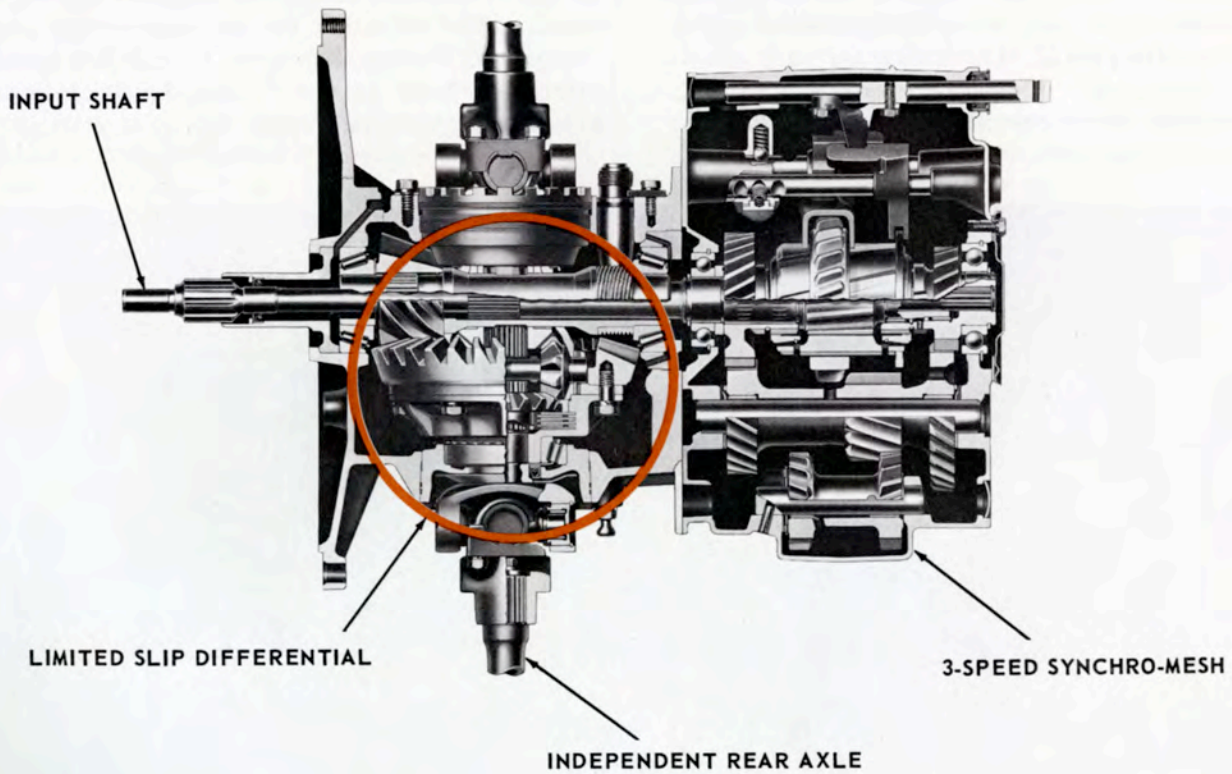


NEW POSITRACTION REAR AXLE. Designed to complement the excellent inherent traction of the Corvair, newly developed limited slip rear axles in ratios of 3.27, 3.55, and 3.89-to-1 are available on the 1962 models as Regular Production Options.

This new Positraction enables the Corvair to drive out of extreme adverse situations that would otherwise immobilize even this rear engine car. Such conditions as the loss of engine power when one wheel loses traction are prevented, by unequal torque division through the limited slip action and direction of this torque to where it is useful -- the wheel with traction. Additional vehicle safety and stability during high speed driving result from the prevention of "run-away" wheel spinning and sudden shock loads due to wheel bounce or non-uniform surface conditions. The often quickly encountered situations such as ice and snow spots, wet and dry pavements, sand and gravel, and one wheel getting off the pavement are more safely traversed.

The new Corvair Positraction is a friction controlled differential which, according to demand conditions, transmits the major vehicle driving force to the rear wheel with the better traction and permits the rear wheels to travel at different speeds.

In appearance, the new unit looks much like the conventional Corvair differential with the addition of a single friction clutch pack and retainer ring between the right hand side gear and the differential case. A Belleville spring in the pack loads the clutch disks with carefully determined pressure, so that the clutch is always partially engaged. Relative movement of the right hand side gear is restricted, and, in effect, the differential is "locked-up" to the extent of the force exerted by the friction clutch. Additional clutch engagement results from the slight lateral movement of the right hand side gear, created by forces in the meshing action with the pinion gears. This action further restricts differential movement within the unit, directing engine power to the driving wheel with traction.



CORVAIR POSITRACTION

CORVETTE

CORVETTE

New engine lineup, numerous power plant refinements and fresh styling innovations are included in the Corvette for 1962.

A complete new line of power plants replaces the 283 cubic inch V-8 engines previously used for Corvette models. Based on the new passenger car engine, all Corvette engines now have 327 cubic inches of displacement. The Corvette base production engine will be the same as the passenger car Turbo-Fire 327, rated at 250 horsepower. A "street-type" increased performance version, rated at 300 horsepower, is available as Regular Production Option 583. High performance units with special camshafts are available as Regular Production Option 396 in the carbureted version, and Regular Production Option 582 in the fuel injection version. Since only one fuel injection option is offered, the engine line-up is reduced from five engines to four.

The base engine for 1962 provides a performance increase over its predecessor, even though size and weight are not appreciably changed. Engine assembly height, length and width are practically identical to previous engines, while weight increase is less than five percent.

Component differences, compared to the passenger car 250 horsepower Turbo-Fire 327, are commensurate with variations distinguishing past Corvette engines. Rocker covers for the base and Regular Production Option 583 engines are the new assemblies described for regular passenger car, while those for the two high performance Corvette engines continue to be the die-cast finned aluminum type. The air cleaner, carried forward from 1961, is the concentric low profile unit with a polished aluminum canister, housing an oil-wetted polyurethane filter.

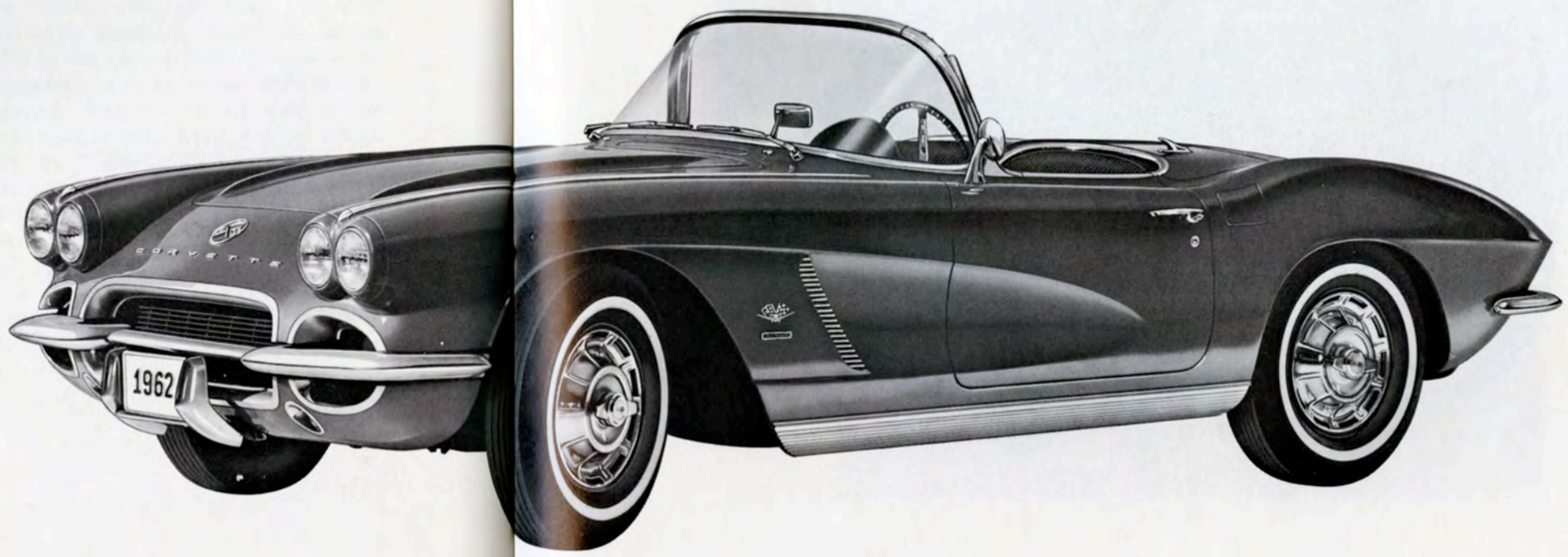
Revisions to the ignition distributor extend the tachometer drive arrangement to all Corvettes. Previously, only the high performance fuel injection engine was equipped with distributor drive for the tachometer. Because generator V-belt slippage during high acceleration is eliminated, tachometer indicator response to engine rpm change is more immediate and more accurate.

While cooling system is basically carry-over, a radiator core constant change provides additional cooling for the larger engines, and a coat of black paint is applied to conform with new grille styling.

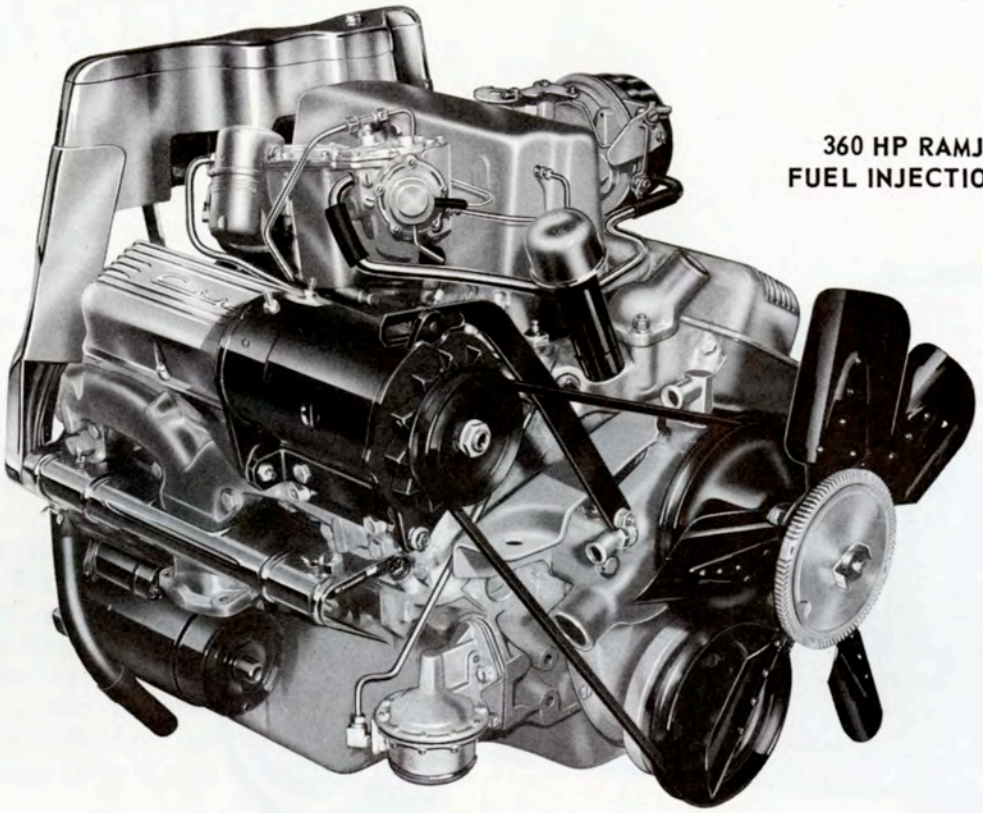
The exhaust system is the same as that used for 1961 with improved corrosion resistant qualities. Previously, only the optional straight-through mufflers were provided with protective coatings. In 1962 all Corvette exhaust systems include coated surfaces at strategic locations. As in the passenger car dual system, right side components receive special attention, because they are subject to more severe corrosive action.

Left side mufflers are provided with aluminum coated heads and zinc coated shell. The shell is enveloped by an asbestos sheet which is enclosed by an aluminum coated sheet metal cover. Inside the muffler, number one and number five baffles are zinc coated. Zinc coatings are also used to protect the rear outlet pipe and surrounding tube.

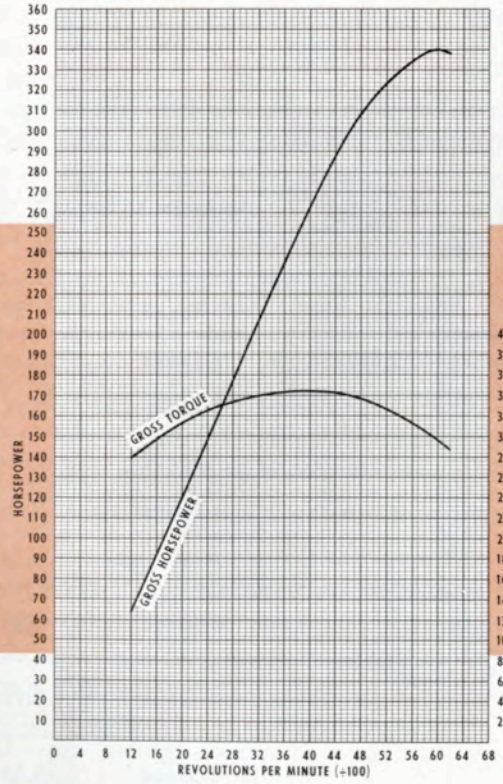
Right side muffler protection consists of aluminum coated front and rear heads, shell, sheet metal cover and number one baffle. In addition to the rear outlet pipe and tube, baffles numbers two through five are zinc coated.



ENGINE	GROSS HORSEPOWER (and r.p.m.)	GROSS TORQUE (lb-ft and r.p.m.)	EQUIPMENT	COMPRESSION RATIO	TRANSMISSION	AXLE RATIO
Base Production 327 Cubic Inch V-8	250 at 4400	350 at 2800	4-Barrel Carburetor	10.5-to-1	3-Speed	3.36
					4-Speed	3.36
					Powerglide	3.36
Optional 327 Cubic Inch V-8	300 at 5000	360 at 3200	4-Barrel Carburetor	10.5-to-1	3-Speed	3.36
					4-Speed	3.36
					Powerglide	3.36
	340 at 6000	344 at 4000	4-Barrel Carburetor Special Camshaft	11.25-to-1	3-Speed	3.36
					4-Speed	3.70
	360 at 6000	352 at 4000	Fuel Injection Special Camshaft	11.25-to-1	3-Speed	3.36
					4-Speed	3.70

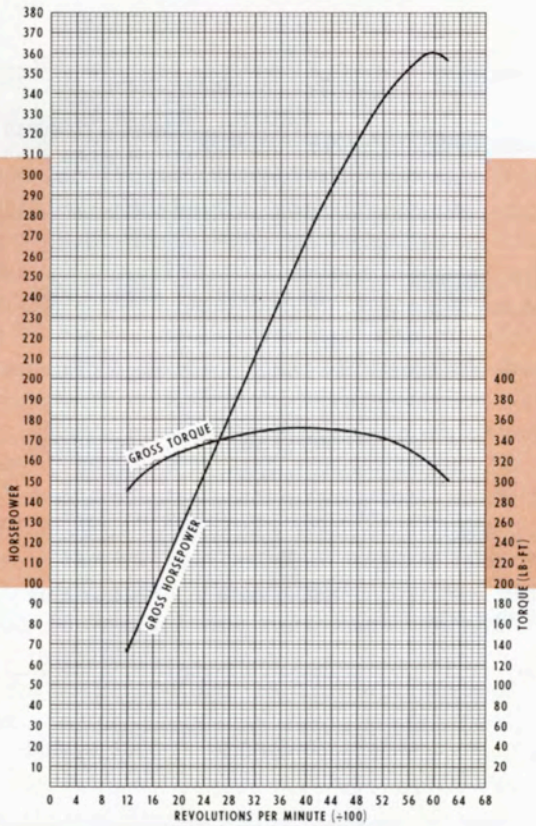


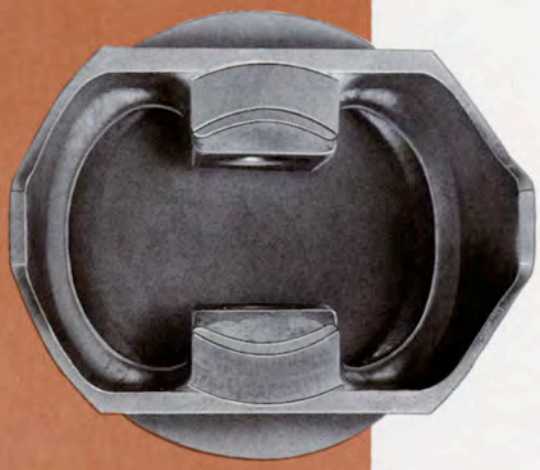
360 HP RAMJET
FUEL INJECTION V-8



340 HP CORVETTE V-8

360 HP CORVETTE V-8





EXTRUDED ALUMINUM PISTONS

Through use of the impact-extrusion forming process, a stronger piston of more resilient structure is provided the two new high-performance Corvette engines. Even though of sturdier construction, the new piston is more than 6.5 percent lighter than previous domed high-performance pistons. Smooth, unobstructed exterior and interior wall surfaces result from the extrusion process.

Optional straight-through mufflers (RPO 441) are provided with zinc coated heads and shells, with no asbestos wrap or sheet metal cover.

Fuel injection revisions provide quick engine starting, and improved cold-weather idle warm-up characteristics. The air meter housing is revised to include a new automatic choke control and choke valve, similar to conventional carburetor designs. Although the electric choke control heat supply is retained, the relatively critical vacuum valves are eliminated, and mixture enrichment is obtained by the new choke valve.

The cranking signal valve is moved from the manifold right side to the front face of the fuel enrichment diaphragm housing. Thus, reliability is improved by the prevention of deposits forming due to exposure to raw fuel.

Use of a high performance version of the new lightweight Powerglide and expanded application of the 4-speed Synchro-Mesh are features of the 1962 Corvette.

Available with the base and optional 300 horsepower engines, the Corvette's Powerglide is an air-cooled adaptation of the unit used with the Chevrolet's 300 horsepower 327 cubic inch V-8 engine. To accommodate the power of these engines drive plate facing material of the high clutch has greater wear resistant properties. High temperature resistant rubber is used in the piston seals. The governor's speed-pressure relationship is revised to increase shift points.

Two 4-speed transmissions, with gear ratios tailored to engine horsepower, are available rather than the single unit offered in 1961. The base and 300 horsepower engine 4-speed Synchro-Mesh receives gear ratios of 2.54-to-1 in first, 1.92-to-1 in second, and 1.51-to-1 in third. Reverse is 2.61-to-1. When the option is used with the 340 horsepower or 360 horsepower fuel injection engines, the gear ratios are: first 2.20-to-1, second 1.66-to-1, third 1.31-to-1, and reverse 2.26-to-1. Fourth is, of course, direct drive or 1-to-1.

STYLING. New windsplit styling of the body side cove and a black anodized aluminum radiator grille serve to identify the 1962 Corvette. New hood and cove emblems, cove grille ornament and wide body sill moldings also contribute to the new appearance. Seven exterior colors are available; two-tone combinations are discontinued. Interiors, offered in three colors, feature all new sidewall styling, with the balance of appointments generally carried over from the previous model.

APPENDIX

REGULAR PRODUCTION EQUIPMENT - EXTERIOR

CHEVROLET

ITEM			MODELS
Bright metal trims	Stainless Steel	Windshield reveal	All
		Roof drip gutter	15-16-17-1800 exc 17-1867
		Rear belt reveal	17-1867
		Roof rail reveal	17-1847, 39
		Belt reveal	17-1800
		Door upper reveal	17-1869, 35, 45
		Windshield pillar gutter	15-1600; 17-1835, 45, 69
		Roof rear drip gutter	15-1635, 45; 17-1835, 45
		Quarter window reveal	15-1637
		Rear quarter stationary window upper reveal	17-1835, 45
		Rear window reveal	11-1800 exc 15-1635, 45; 11-1235; 17-1845, 35, 67
		Rear window lower reveal extension	17-1839, 47
		Tailgate window reveal	17-1835, 45
	Anodized aluminum	Body side (painted insert on 17-1800)	15-16-17-1800
		Rear cove molding	
		Rocker panel	11-12-17-1800
		Headlight, parking light bezels	All
		Tail light bezels	
		Radiator grille	
		Chevrolet hood nameplate molding	
		Back-up frames	
		Rear cove trim plates ("Chevrolet" embossed)	17-1800
	Chrome plated metal	Tailgate window glass molding	11-1235; 15-1635, 45; 17-1835, 45
		Ventipane frame	15-1637; 17-1847, 39, 67
		Series nameplates and emblems	All
		Ventipane glass channel	
		Hub caps	
		Side window glass moldings	15-1637; 17-1847, 39, 67
		Front fender ornaments	17-1800
		Simulated exhaust port	17-1839, 47, 69
Rear license lamp			All
Hood emblem			
Deck lid emblem			All exc station wagons
Dual windshield wipers, electric, single-speed			All
"Chevrolet" script on tailgate or deck lid			11-12-15-1600
Gasoline filler in left rear quarter panel			All
Electric rear window regulator			15-1645; 17-1845
Manual rear window regulator			11-1235; 15-1635; 17-1835
Front fender side emblems	Crest and "V" (283 V-8 identification)		12-16-1800
	Crest, "V" and crossed flags (327 V-8 identification)		
	Crest "V" and crossed flags with "409" number plate (409 V-8 identification)		

REGULAR PRODUCTION EQUIPMENT - INTERIOR

CHEVROLET

MODELS			ITEMS
Instrument Panel	Anodized aluminum trim molding		11-12-15-1600
	Anodized aluminum trim molding and plate, including valance area		17-1800
	Series emblems		15-16-17-1800
	Chrome capped control knobs		All
	Glove compartment	Light	15-16-17-1800
		Lock	All
	Chrome vent control knobs		
	Cigarette lighter		
	Ash tray		
	5-position ignition lock and starter switch		
	Electric clock		17-1800
	Parking brake alarm		
	Rear window control switch		15-1645, 17-1845
	Convertible top switch		17-1867
Steering Wheel	Deep hub, dual solid spokes, horn bar with thumb tabs (2-tone on 17-1800)		15-16-17-1800
	Deep hub, dual solid spokes, horn button		11-1200
Coat hooks			All exc 17-1867
Crank-type front ventipanes			All
Door locking knobs - front and rear			
Dual sunshades			
Inside rear view mirror (chrome back & support on 17-1800)			
Manual interior light switch integral with headlight switch (main switch)			
Automatic interior light switch, front doors only			15-16-17-1800
Interior Lights	Single dome, center (with switch on all wagons)		All exc 17-1847, 17-1839, 17-1867
	Dual side rail		17-1839
	Dual rear quarter dome		17-1867, 47
	Rear quarter dome		17-1847
	Third seat, courtesy		15-1645, 17-1845
Rear seat speaker grille			17-1847, 17-1867
Aluminum front seat end panels			17-1800
Door remote control handle, paddle-type			
Door remote control handle, conventional-type (dual arm type 15-1600)			All exc 17-1800
Armrests, front door			All
Armrests, rear doors or quarter panels			15-16-17-1800
Ash tray, rear door or quarter panels			
Bright Metal Moldings	Windshield, upper and side		17-1847, 17-1839
	Rear window, upper and side		
	Side roof rails		
	Front door, rear door or rear quarter trim		15-16-17-1800
Luggage compartment lamp			17-1800 exc 35, 45
Deluxe heater			All

EXTERIOR-INTERIOR COLOR COMBINATIONS

IMPALA SERIES EXCEPT CONVERTIBLE

EXTERIOR		INTERIOR
Solid Colors, Wheels *and Lower Body Color of Two-Tone Models	Roof of Two-Tone Models	Trim and Paint
Tuxedo Black	Ermine White	Fawn
		Aqua
		Red
		Blue
		Green
		Gold
Ermine White	-------	Fawn
		Aqua
		Red
		Blue
		Green
		Gold
Roman Red	Ermine White	Fawn
		Red
Satin Silver		
Silver Blue		Blue
Nassau Blue	Silver Blue	
Twilight Turquoise	-------	Aqua
Twilight Blue	Ermine White	
	Twilight Turquoise	
Surf Green	Ermine White	Green
Laurel Green	Surf Green	
Autumn Gold	Adobe Beige	Fawn
		Red
Adobe Beige	-------	Fawn
		Red
Coronna Cream		Fawn
		Gold
Honduras Maroon		Fawn
Anniversary Gold**		Gold

* - Wheels are black when optional wheel disks and white sidewall tires are factory-installed.

** - Used in limited quantity for Sport Coupe only.

EXTERIOR-INTERIOR COLOR COMBINATIONS

IMPALA CONVERTIBLE

EXTERIOR		INTERIOR
Solid Colors, and Wheels*	Convertible Top	Trim and Paint
Tuxedo Black	Black, White, Cream	Fawn
		Aqua
		Red
		Blue
		Green
		Gold
		Black
Ermine White		Fawn
		Aqua
		Red
		Blue
		Green
		Gold
		Black
Roman Red	Black, White	Fawn
		Red
		Black
Satin Silver		Red
		Blue
		Black
Silver Blue	Black, White, Blue	Blue
Nassau Blue		
Twilight Turquoise	Black, White	Aqua
		Black
Twilight Blue		Aqua
		Black
Surf Green		Green
Laurel Green		
Autumn Gold		Fawn
		Red
Adobe Beige		Fawn
		Red
Coronna Cream	Black, White, Cream	Fawn
		Gold
		Black
Honduras Maroon	Black, White	Fawn
		Black

* - Wheels are black when optional wheel disks and white sidewall tires are factory-installed.

EXTERIOR-INTERIOR COLOR COMBINATIONS

BEL AIR SERIES

EXTERIOR		INTERIOR
Solid Colors, Wheels *and Lower Body Color of Two-Tone Models	Roof of Two-Tone Models	Trim and Paint
Tuxedo Black	Ermine White	Fawn
		Aqua
		Red
		Blue
		Green
Ermine White	---	Fawn
		Aqua
		Red
		Blue
		Green
Roman Red	Ermine White	Fawn
		Red
Satin Silver		Blue
Silver Blue		
Nassau Blue	Silver Blue	
Twilight Turquoise	---	Aqua
Twilight Blue	Ermine White	
	Twilight Turquoise	
Surf Green	Ermine White	Green
Laurel Green	Surf Green	
Autumn Gold	Adobe Beige	Fawn
		Red
Adobe Beige	---	Fawn
		Red
Coronna Cream		Fawn
Honduras Maroon		

* - Wheels are black when optional wheel disks and white sidewall tires are factory-installed.

EXTERIOR-INTERIOR COLOR COMBINATIONS

BISCAYNE SERIES

EXTERIOR		INTERIOR
Solid Colors, Wheels *and Lower Body Color of Two-Tone Models	Roof of Two-Tone Models	Trim and Paint
Tuxedo Black	Ermine White	Fawn
		Aqua
		Red
Ermine White	---	Fawn
		Aqua
		Red
Roman Red	Ermine White	Fawn
Satin Silver		Red
Silver Blue		Fawn
Nassau Blue	Silver Blue	
Twilight Turquoise	---	Aqua
Twilight Blue	Ermine White	
	Twilight Turquoise	
Surf Green	Ermine White	Fawn
Laurel Green	Surf Green	
Autumn Gold	Adobe Beige	
		Red
Adobe Beige	---	Fawn
		Red
Coronna Cream		Fawn
Honduras Maroon		

* - Wheels are black when optional wheel disks and white sidewall tires are factory-installed.

REGULAR PRODUCTION OPTIONS AND FACTORY OPTIONAL ACCESSORIES

CHEVROLET

GROUP	ITEM		NUMBER	MODELS
Engine	Air cleaner, oil bath		216	11-15-1700
	Alternator, 42 amp		317	All
	Alternator, 52 amp		434	All
	Alternator, 62 amp		435	All
	Carburetor, economy - 110 HP		581	1100
	Clutch, heavy-duty		227	11-15-1700
	327 cubic inch V-8 - 250 HP		300	12-16-1800
	327 cubic inch V-8 high performance - 300 HP		397	12-16-1800
	409 cubic inch V-8 - 380 HP		580	12-16-1800
	409 cubic inch V-8 dual 4 barrel - 409 HP		587	12-16-1800
	Fan drive, thermostatic		121	12-16-1800
	Generator, 35 amp		338	All
	Radiator, heavy-duty		257	All
	Ventilation, engine positive		417	11-15-1700
	Ventilation, special crankcase		242	All
Transmission	Four speed		685	12-16-1800
	Overdrive		315	All
	Powerglide		313	All
Chassis	Axle, limited slip (3.08, 3.36, 3.55, 3.70, 4.11, 4.56:1)		675	All
	Axle, rear (3.08:1)		203	12-16-1800
	Battery, heavy-duty		345	All
	Brakes, power		412	All
	Brakes, metallic		686	All
	Chassis, police car		401	11-1211, 69, 35
	Cover, wheel trim		117	All
	Shock absorbers, front and rear		200	All exc. wagons
	Springs, heavy-duty front		253	All
	Springs, heavy-duty rear		593	All
	Steering, power		324	All
	Tires	6.70 x 15-4 pr blackwall nylon	1833	All exc. wagons
		6.70 x 15-4 pr blackwall nylon-tube	1830	All exc. wagons
		6.70 x 15-4 pr blackwall rayon	1836	All exc. wagons
		6.70 x 15-4 pr blackwall rayon-tube	1829	All exc. wagons
		6.70 x 15-4 pr b/w rayon-tube	1831	All exc. wagons
		6.70 x 15-6 pr b/w rayon (taxi & police)	288	11-1211, 69
		6.70 x 15-6 pr b/w rayon/tube (taxi & police)	1840	11-1211, 69
		7.00 x 14-4 pr whitewall rayon	1802	11-1211, 69
		7.10 x 15-4 pr blackwall rayon	1851	All exc. wagons
		7.10 x 15-4 pr blackwall nylon	1852	All exc. wagons
		7.50 x 14-4 pr blackwall rayon	1801	11-1211, 69
		7.50 x 14-4 pr blackwall nylon	1807	All exc. wagons

REGULAR PRODUCTION OPTIONS AND FACTORY OPTIONAL ACCESSORIES

CHEVROLET

(CONTINUED)

GROUP	ITEM		NUMBER	MODELS
Chassis Continued	Tires	7.50 x 14-4 pr whitewall rayon	1806	All exc. wagons
		7.50 x 14-4 pr whitewall nylon	1802	11-1211, 69
		7.50 x 14-6 pr blackwall rayon	466	All
		8.00 x 14-4 pr blackwall rayon	283	All exc. wagons
		8.00 x 14-4 pr whitewall rayon	691	All
		8.00 x 14-4 pr blackwall nylon	1814	All
Body	Air conditioning, deluxe		110	All
	Air conditioning, cool pack		111	All
	Belt, seat		148	All
	Body, police car		400	11-1211, 69, 35
	Cushion, foam rubber front seat		335	All
	Comfort and Convenience	Inside and outside r/v mirror	147	All
		2-speed wiper and washer		All
		Glove box lamp		11-1200
		Luggage lamp		11-12-15-1600 (exc. wagons)
		Back-up lamp		11-12-15-1600
	Glass, tinted		398	All
	Group "A"	Inside mirror	140	All
		Rear bumper and grille guard		
		Outside mirror		
	Lock, compartment		139	Station Wagons
	Pad, instrument panel		427	All
	Radio, manual		103	All
	Radio, push-button		104	All
	Seat, split second		259	Station Wagons
	Seat, 6-way electric front		380	15-16-17-1800
	Steering wheel, deluxe		348	11-1200
	Super-sport	Instrument panel assist bar	240	17-1847
		Wheel discs and spinners		
		Ornaments, emblems, and moldings		
		Bucket seats		
		4-speed transmission trim plate		
		Gadget box		
	Tachometer		331	12-16-1800
	Taxicab		330	11-1269
	Top, folding		470	17-1867
	Window, electric tailgate		424	2-seat wagons
	Windows, electric		426	15-16-17-1800
	Wipers and washers, windshield 2-speed		333	All

DEALER-INSTALLED ACCESSORIES

CHEVROLET

ITEM	MODELS
Alarm - Parking	11-12-15-1600
Antenna - Front fender radio	All
Antenna - Rear fender radio	All except wagons
Antenna - Rear fender dummy radio	All except wagons
Belt - Seat	All
Blade - Fan	All
Brake - Power	All
Cap gas tank filler locking	All
Carrier - Roof luggage	Station wagons
Clock - Instrument panel	11-12-15-1600
Compass - Auto	All
Conditioning - Air (Deluxe)	All
Conditioning - Air (Cool Pack)	All
Control - Cruise	All
Control - Headlamp automatic beam	All
Cover - Accelerator pedal	All
Cover - Front seat cushion	All
Cover - Roof luggage carrier	Station wagons
Cover - Wheel trim	All
Deflector - Rain	All except sport models
Defogging Unit - Back window	All except conv. & station wagons
Extension - Coat hook	All except convertible
Fan - Thermomodulated	12-16-1800
Guard - Bumper rear	All except wagons
Guard - Door edge	All
Guard - Radiator grille	All
Guard - Gas tank filler door	All
Lamp - Back up	11-12-15-1600
Lamp - Courtesy	All except 17-1847, 67
Lamp - Luggage compartment	All except wagons
Lamp - Portable spot	All
Lamp - Traffic hazard flasher	All
Lamp - Underhood	All
Lock - Rear compartment	All wagons
Lock - Rear door safety	All except 2-door models
Mat - Front and rear floor deluxe	All
Mat - Front floor full width	All
Mat - Rear compartment floor	Station wagons
Mirror - Outside rear view (door mount)	All
Mirror - Prismatic - Inside rear view	All
Mirror - Visor vanity	All
Molding - Body sill	15-1600
Ornament - Front fender	11-12-15-1600
Pad - Rear floor	Station wagons
Radio - Manual	All
Radio - Push button	All
Release - Rear compartment lid vacuum	All except wagons
Screen - Radiator insect	All
Screen - Rear door window	All 4-door models
Screen - Tailgate window	All wagons
Speaker - Radio auxiliary	All
Tool Kit	All
Unit - Litter container	All
Unit - Tissue dispenser	All
Unit - Tissue dispenser and litter container	All
Washer - Windshield push button	All

REGULAR PRODUCTION EQUIPMENT

CORVETTE

EXTERIOR		
Four Headlights with Painted Bezels		
Parking and Turn Signal Lights		
Twin Tail, Stop, and Turn Signal Lights		
Rear License Light		
Bright Metal	Parking Light Bezels	
	Front Fender Crown Molding	
	Grille Frame	
	Grille Guards and License Support	
	Front and Rear Bumpers	
	Cove Area Simulated Grille	
	Windshield Reveal Molding	
	Belt Reveal Molding	
	Door Glass Frames	
	Door Push-Button Handles	
	Door and Deck Lid Key Locks	
	Body Sill Molding	
	Tail Light Bezels	
	Rear License Frame	
	Hardtop Additional Moldings	Roof Front
		Drip Cap
		Quarter Window Reveal
		Rear Window Reveal
Hood Nameplate and Crossed Flags Ornament		
Deck Lid Emblem		
Outside Rear View Mirror		
Wheel Disks		
Wheel Disk Ornaments		
Convertible Top		
Fender Side Emblem		
Gas Filler Door		

INTERIOR	
Three-Spoke Competition-Type Steering Wheel	
Vinyl Covered Instrument Panel	
160 MPH Speedometer, Odometer	
7000 RPM Tachometer	
Bright Metal	Cove Insert
	Sill Plates and Door Trim Moldings
	Step Plates
	Top Header Release Latches
	Door Lock Lever
Fuel, Temperature, Ammeter, Oil Pressure Gauges	
Ignition - Starter Switch	
Cigarette Lighter	
Cowl Vent Lever	
Hood Release Lever	
Rear View Mirror	
Ash Tray	
Electric Clock	
Cockpit Center Console	
Stowage Compartment	
Roll-Up Door Windows	
Twin Reflectors in Side Wall	
Door Armrests	
Glove Box with Key Lock	
Passenger Assist Bar-Padded	
Direction Signal Control	
Individually Adjusted Bucket Seats	
Seat Belts	
Ball-Type Door Handles	
Transmission Shift Lever and Shift Diagram Plate	
Headlight Dimmer Switch	
Windshield Wiper Control Knob	
Horn Button	
Dual Sunshades	
Windshield Washers	
Courtesy Light	
Parking Brake Alarm	
Deluxe Heater	

EXTERIOR-INTERIOR COLOR COMBINATIONS

CORVETTE

EXTERIOR		INTERIOR
Solid Colors, Wheels* and Optional Hardtop	Convertible Top	Trim and Paint
Tuxedo Black	Black, White	Fawn
		Red
		Black
Ermine White		Fawn
		Red
		Black
Roman Red		Fawn
		Red
		Black
Sateen Silver		Red
		Black
Fawn Beige		Fawn
		Red
Almond Beige		Fawn
		Red
Honduras Maroon		Fawn
		Black

* Wheels are black when optional while sidewall tires are specified.

REGULAR PRODUCTION OPTIONS AND FACTORY OPTIONAL ACCESSORIES

CORVETTE

GROUP	ITEM	OPTION NUMBER	MODEL
Engine	300 Horsepower engine	583.	867
	340 Horsepower engine	396	
	360 Horsepower engine	582	
	Special crankcase ventilation	242	
	Exhaust equipment, off road	441	
	Fiberglass fuel tank, 24 gallon	488	
Transmission	Powerglide transmission	313	
	Four-speed transmission	685	
Chassis	Rear axle, 3.08:1	203	
	Positraction rear axles	675	
	Brakes, heavy-duty (metallic)	686	
	Brakes, heavy-duty and special steering	687	
	Wheels, 15 x 5.50K	276	
	Tire, 6.70 x 15-4 PR (w/w, rayon)	1832	
	Tire, 6.70 x 15-4 PR (nylon)	1833	
Body	Power windows	426	
	Hardtop, auxiliary	419	
	Folding top, hydraulic	473	
	Folding top equipment	470	
	Radio, signal seeking	102	

REGULAR PRODUCTION EQUIPMENT - EXTERIOR

CORVAIR EXCEPT GREENBRIER

ITEM				MODELS
Bright metal trim	Anodized aluminum	Dual headlight, parking, and turn signal light bezels		All
		Dual stop, tail, and directional signal light bezels		
		Dual back-up light location cover plates		500-700
		Back-up light bezels		900
		Exhaust grille panel		All
	Chrome plated metal	Front emblem		
		Body front simulated grille		
		Front fender nameplate		
		Deck lid or liftgate nameplate		
		Ventipane frame		
	Stainless steel	Luggage compartment lock		All
		Hub caps		500-700
		Wheel disks		900
		Moldings	Windshield reveal	700-900
			Drip gutter cap	
			Rear window (liftgate reveal on 735,935)	
			Center pillar	969
			Front fender side	700, 935
			Front compartment lid	
			Rear body lock pillar upper	969
			Rear quarter window upper frame	927
			Door upper frame	900 (Exc 935)
			Rocker panel	700-900
			Simulated air scoop	900 (Exc 935)
			Front door side	700, 935
			Key locks on front doors	All
Dual single-speed electric wipers				
Cowl air inlet				
Gasoline filler door (left front fender)				
Rear license lamp (dual on 735-935)				
Deck lid air intake louvers				All (Exc 535-735-935)
Rear quarter air intake louvers				735-935
Single horn				500
Dual horns				700-900
Back-up lamps				900

REGULAR PRODUCTION EQUIPMENT - INTERIOR

CORVAIR EXCEPT GREENBRIER

ITEM				MODELS
Instrument Panel	Cluster Area	Dual directional signal indicators		All
		Fuel indicator		
		Speedometer		
		High beam indicator		
		Bright Control Knobs	Light	
			Windshield wiper	
			Cigarette lighter	
		Ignition switch (4-positions)		All
		Oil and generator warning lights		
		Anodized aluminum trim plate		
		Bright trim plate molding		900
	Ash tray			All
	Radio speaker grille			
	Dual vent control knobs (black plastic)			
	Glove Box	Painted door		500
		Anodized aluminum trim plate		700-900
		Nameplate (Corvair 700 or Monza)		
		Bright trim plate molding		900
		Glove box lamp		
Dual spoke steering wheel (2-tone on 900)				All
Horn button, chrome				500-700
Half circle horn ring				900
Inside rear view mirror (painted 500-700; bright 900)				All
Friction type front ventipanes				
Door locking buttons, rear (except 527-727-927)				
Door locking control handles, front				
Painted interior trim moldings				
Dome lamp (chrome bezel on 900)				
Dome lamp switch, in main light switch				
Front door jamb switch, dome lamp				700-900
Folding rear seat				735, 900
Door and window control handles - dual arm type				900
Door and window control handles - conventional type				500-700
Front bucket seats				927
Front door armrests (bright base on 900)				All
Rear door armrest with ashtray (bright base)				969, 935
Rear quarter ash tray				927
Anodized aluminum seat end panels				900
Coat hooks				All
Dual sunshades				
Perimeter heater				

REGULAR PRODUCTION EQUIPMENT - EXTERIOR

CORVAIR GREENBRIER

ITEM			MODEL
Bright metal trims	Anodized aluminum	Dual headlamp frames	R1206
		Dual parking and directional signal light frames	
		Front air inlet grille	
		Front air inlet grille ornament	
	Chrome plated	Door handles	
		Front door nameplates (Greenbrier)	
		Right rear door nameplate (Chevrolet)	
	Stainless steel	Windshield wiper arms	
		Key locks	
Rubber windshield and rear door reveal moldings			
Dual single-speed electric windshield wipers			
Front, double right hand side, and double rear doors			
Air intake louvers in rear outer side panels			
Gasoline Filler door (rear of left front fender wheel opening)			
Single tail, stop, and directional signal lights			
Dual headlamps			
Parking and directional signal lights			
Dual rear license lamps			
Double right hand side and double rear door rubber stops			
Single horn			
Painted areas	Front and rear bumpers		
	Hub caps		
	Ventipane frames		

REGULAR PRODUCTION EQUIPMENT - INTERIOR

CORVAIR GREENBRIER

ITEM				MODEL
Instrument Panel	Cluster Area	Dual Directional Signal Indicators		R1206
		Fuel Gauge		
		Speedometer		
		High Beam Indicator		
		Bright Control Knobs	Light	
			Windshield Wiper	
		Cigarette Lighter Cover Plate		
		Ignition Switch (4-positions)		
		Engine Warning Lights		
		Anodized Aluminum Trim Plate		
		Odometer		
	Ash Tray			
	Dual Vent Control Knobs			
	Powerglide Selector Cover Plate			
	Radio Speaker Grille			
	Dispatch Box Painted Door with Key Lock			
Front and Rear Full Width Seats				
Dual Spoke Steering Wheel				
Brushed Aluminum Horn Button				
Inside Rear View Mirror				
Friction Type Front Ventipanes				
Front Door Locking Control Handles				
Double Right Hand Side Door Locking Control Handles and Push Button Lock				
Window Regulator Handles				
Dome Lamp (Operated by Main Switch)				
Painted Interior Body Panels				
Breathable Fabric Cloth Seat Covering with Vinyl Facings				
Vinyl Coated Roof Panel Inserts				
Left Hand Sunshade				
Black Embossed Rubber Floor Mat				
Spare Wheel and Tire				
Jack				
Combination Jack Handle and Wheel Wrench				

EXTERIOR-INTERIOR COLOR COMBINATIONS

CORVAIR MONZA SERIES

EXTERIOR	INTERIOR		
Solid Colors and Wheels*	Trim and Paint		
All Models	Coupe	Sedan **	Sta. Wgn.
Tuxedo Black	Fawn	Fawn	Fawn
	Aqua	Aqua	Aqua
	Red	Red	Red
	Blue	Blue	Blue
	Gold	Gold	--
	Black	--	--
Ermine White	Fawn	Fawn	Fawn
	Aqua	Aqua	Aqua
	Red	Red	Red
	Blue	Blue	Blue
	Gold	Gold	--
	Black	--	--
Roman Red	Fawn	Fawn	Fawn
	Red	Red	Red
	Black	--	--
Satin Silver	Red	Red	Red
	Blue	Blue	Blue
	Black	--	--
Silver Blue	Blue	Blue	Blue
Nassau Blue			
Twilight Turquoise	Aqua	Aqua	Aqua
	Black	--	--
Twilight Blue	Aqua	Aqua	Aqua
	Black	--	--
Surf Green	Fawn	Fawn	Fawn
Laurel Green			
Autumn Gold			
	Red	Red	Red
Adobe Beige	Fawn	Fawn	Fawn
	Red	Red	Red
Coronna Cream	Fawn	Fawn	Fawn
	Gold	Gold	--
	Black	--	--
Honduras Maroon	Fawn	Fawn	Fawn
	Black	--	--

* - Wheels are black when optional white sidewall tires are factory-installed.
** - Black interior also available when optional bucket-type front seats with all vinyl trim are specified.

EXTERIOR-INTERIOR COLOR COMBINATIONS

CORVAIR 700 SERIES

EXTERIOR		INTERIOR
Solid Colors Wheels*, and Lower Body Color of Two-Tone Models	Roof of Two-Tone Models	Trim and Paint
Tuxedo Black	Ermine White	Fawn
		Aqua
		Red
		Blue
Ermine White	---	Fawn
		Aqua
		Red
		Blue
Roman Red	Ermine White	Fawn
Satin Silver		Red
Silver Blue		Blue
Nassau Blue	Silver Blue	
Twilight Turquoise	---	Aqua
Twilight Blue	Ermine White	
	Twilight Turquoise	
Surf Green	Ermine White	Fawn
Laurel Green	Surf Green	
Autumn Gold	Adobe Beige	
		Red
Adobe Beige	---	Fawn
		Red
Coronna Cream		Fawn
Honduras Maroon		

* - Wheels are black when optional wheel disks and white sidewall tires are factory-installed.

EXTERIOR-INTERIOR COLOR COMBINATIONS

CORVAIR 500 SERIES

EXTERIOR		INTERIOR
Solid Colors Wheels *and Lower Body Color of Two-Tone Models	Roof of Two-Tone Models	Trim and Paint
Tuxedo Black	Ermine White	Fawn
		Aqua
		Red
Ermine White	-------	Fawn
		Aqua
		Red
Roman Red	Ermine White	Fawn
		Red
Satin Silver		
Silver Blue		Fawn
Nassau Blue	Silver Blue	
Twilight Turquoise	---------	Aqua
Twilight Blue	Ermine White	
	Twilight Turquoise	
Surf Green	Ermine White	Fawn
Laurel Green	Surf Green	
Autumn Gold	Adobe Beige	
		Red
Adobe Beige	-------	Fawn
		Red
Coronna Cream		Fawn
Honduras Maroon		

* - Wheels are black when optional wheel disks and white sidewall tires are factory-installed.

EXTERIOR-INTERIOR COLOR COMBINATIONS

CORVAIR GREENBRIER

EXTERIOR		INTERIOR	
Solid Colors, Wheels and Main Body Color of Two-Tone Models	Cove of Two-Tone Models	Trim and Paint	
All Models		Standard	Deluxe
Jet Black	Cameo White	Fawn	Aqua
Cameo White	Cardinal Red		Red
Pure White			
Cardinal Red	Cameo White		
Georgian Gray			
Brigade Blue			Fawn
Balboa Blue			
Crystal Turquoise			Aqua
Seamist Jade			Fawn
Glenwood Green			Green
Woodland Green			
Tangier Gold			Fawn
Desert Beige			
Yuma Yellow			
Omaha Orange			

REGULAR PRODUCTION OPTIONS AND FACTORY OPTIONAL ACCESSORIES

CORVAIR

500, 700, AND 900 SERIES

GROUP	ITEM		OPTION NUMBER	MODELS
Engine	Crankcase ventilation		242	All
	Generator, 35 amp		650	All
	High performance engine		649	All
Transmission	Automatic transmission		360	All
	Four speed transmission		651	All
Chassis	Heavy duty front and rear suspension		696	All except wagons
	Limited slip axle (3.27, 3.55, 3.89:1)		480	All
	Metallic brakes		686	All
	Rear axle, 3.89:1		662	All
	Rear axle, 3.55:1		693	All except wagons
	Tires	6.50 x 13-4 pr w/w rayon	661	All except wagons
		7.00 x 13-4 pr w/w rayon	449	735, 935
		6.50 x 13-4 pr b/w rayon	491	All except wagons
		7.00 x 13-4 pr b/w	492	735, 935
	Wire wheel cover, simulated		133	All
	Wheel trim cover		117	500-700
Body	Air conditioning		114	All except wagons
	Arm rest		248	769, 735
	Comfort and Convenience	Back up lamp	120	500-700
		Glove box lamp		500-700
		Outside rear view mirror		All
		2-speed w/s wiper and washer		All
		Inside non-glare mirror		All
	Folding rear seat		664	All except wagons & 900
	Instrument panel pad		427	All
	Radio, manual		103	All
	Radio, push button		104	All
	Seat belts		148	All
	Spare wheel lock		384	All except wagons
	Tinted body glass		398	All

REGULAR PRODUCTION OPTIONS AND FACTORY OPTIONAL ACCESSORIES

CORVAIR GREENBRIER

GROUP	ITEM		OPTION NUMBER	MODELS
Engine	Generator, 35 amp L.C.I.		650	R1206
	Ventilation, crankcase		243	
Transmission	Four speed		652	
	Powerglide		667	
Chassis	Axle, limited slip (3.89:1)		481	
	Spring, heavy duty front		255	
	Tires	7.00 x 14-4 pr blackwall rayon	648	
		7.00 x 14-4 pr whitewall rayon	647	
		7.00 x 14-6 pr whitewall rayon	674	
Body	Belt, seat unit		148	
	Bumper, chrome - front and rear		393	
	Cover, wheel trim		132	
	Custom Equipment	Anodized aluminum dispatch box trim plate	431	
		Chrome plated front and rear bumpers		
		Chrome plated hub caps		
		Chrome cigar lighter		
		Front and rear dome lamp		
		Rear door red cove inserts, chrome bezels		
		Right hand sunshade		
		Stainless steel windshield reveal moldings		
		Spare tire cover, vinyl		
		Special roof panel paint treatment		
		LH and RH driver and rear passenger arm rest		
		(Rear armrest used with RPO 269)		
		LH and RH rear compartment ash tray		
		Two-tone steering wheel		
		Vinyl and nylon faced cloth seats (foam)		
		Vinyl coated rubber floor covering		
		Vinyl trim pads (doors and sidewalls)		
		Four interior colors keyed to exterior color		
	Door, body side, LH		645	
	Glass, laminated		370	
	Heater, gasoline		128	
	Heater, direct air		138	
	Mirror, rear view		210	
	Radio, manual		123	
	Seat, supplementary		269	
	Wiper and washer, 2-speed		355	
	Taxi cab equipment		420	

DEALER-INSTALLED ACCESSORIES

CORVAIR

500, 700, AND 900 SERIES

Item	Models
Alarm - Parking brake	All
Antenna - Radio	All
Belt - Seat	All
Bezel - License plate rear	All except wagons
Cap - Gas tank filler locking	All
Carrier - Roof luggage	All 4-Door models
Clock - Instrument panel	All
Conditioning - Air	All
Cover - Front seat cushion	All
Cover - Roof luggage carrier	All 4-Door models
Cover - Wheel trim	500-700
Deflector - Rain	All
Extension - Coat hook	All
Guard - Front and rear bumper	All
Guard - Body front panel	All
Guard - Door edge	All
Guard - Gas tank filler door	All
Heater - Gasoline	All
Lamp - Back up	500-700
Lamp - Courtesy	All
Lamp - Luggage compartment	All
Lamp - Portable spot	All
Lamp - Underhood	All
Lamp - Glove compartment	500-700
Lock - Rear door safety	All 4-Door models
Lock - Spare wheel	All except wagons
Mat - Floor mat	All
Mirror - Outside rear view	All
Mirror - Rear view prismatic	All
Mirror - Visor vanity	All
Radio - Manual	All
Radio - Push button	All
Rest - Rear door arm	All 4-Door models
Tool Kit	All
Washer - Windshield	All
Unit - Tissue dispenser	All
Unit - Litter container	All
Unit - Tissue dispenser and litter container	All

DEALER INSTALLED ACCESSORIES

CORVAIR GREENBRIER

Item		Models
Belt - Seat		R1206
Cap - Gas tank filler locking		
Carrier - Roof luggage		
Clock - Instrument panel		
Container - Litter		
Cover - Roof luggage carrier		
Cover - Wheel trim		
Deflector - Rain		
Dispenser - Tissue		
Dispenser - Tissue and litter container		
Guard - Bumper (chrome or painted)		
Heater - Direct air		
Heater - Gasoline		
Lamp - Courtesy		
Lamp - Dome		
Lamp - Portable spot		
Lamp - Spot inside operated		
Lamp - Traffic hazard flasher		
Lighter - Cigarette		
Mirror - Outside rear view		
Mirror - Rear view prismatic		
Radio - Manual		
Rest - Door arm		
Sporting Equipment	Breezeway	
	Campster	
	Car camper child bed	
	Cargo netting	
	Drawer	
	Sleeper	
	Table	
	Tent	
	Window screen	
Sunshade - R. H.		
Tool Kit		
Windshield washer		

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LITHO-U.S.A.


THANK YOU
AMERICA
FOR
50
YEARS
OF CONFIDENCE
YESTERDAY
TODAY AND
TOMORROW
CHEVROLET
THE SYMBOL
OF QUALITY