

1963  
**CHEVROLET**  
TRUCKS  
CORVAIR 95 MODELS

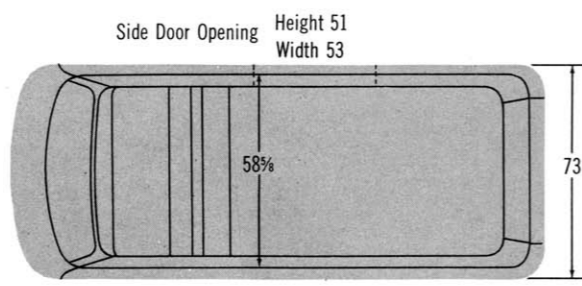




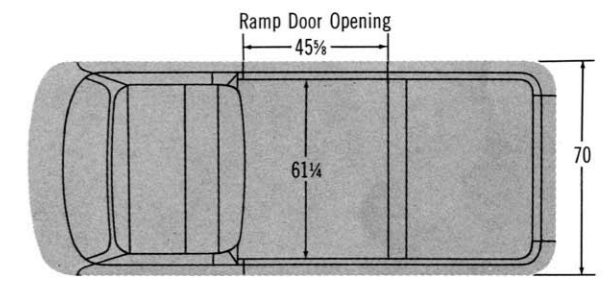
CORVAIR 95 CORVAN—Extra-efficient design for more profitable route delivery work

CORVAIR 95 RAMPSIDE—The only pickup with a built-in side loading ramp!

You load from either side with optional left-side cargo doors (extra cost), matching those on the right, for greater convenience and efficiency. Large-area optional plate glass windows (extra cost) are also available on rear doors.

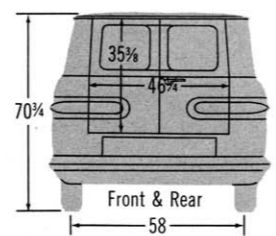
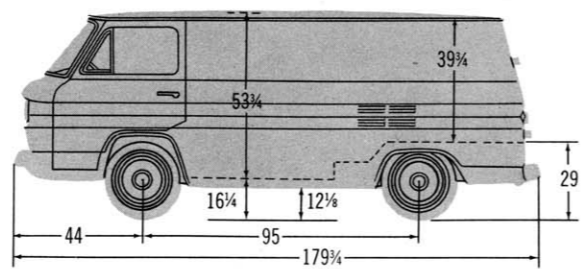


Optional level load floor (extra cost) extends the versatility of the deep cargo well forward. In place, the level floor offers tailgate-level loading ease plus a protected storage area. Sectionalized construction permits partial use for special purposes.



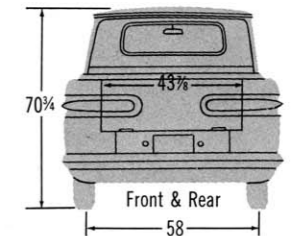
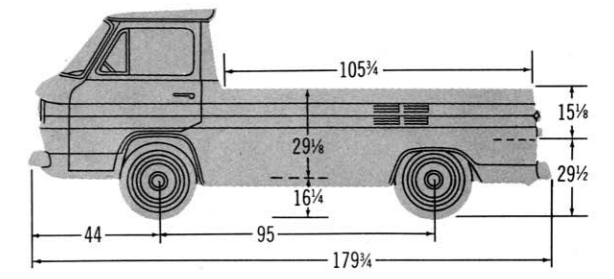
## CORVAIR 95 CORVAN

Designed **right** for light-duty van operators everywhere, the rear engine Corvan combines ease of handling, good looks and a large easily accessible load space to make all kinds of hauls easier, more profitable. Efficiently proportioned with nearly 50-50 weight distribution empty or loaded and a space-saving 95-inch wheelbase, Corvair 95's maneuverability and cargo-carrying efficiency are unequaled in this weight class. There's 191 cubic feet of cargo space inside . . . ample room to pile in up to 1,700 lbs. of payload. Big, wide double side doors open 4¼ feet square to a curb-level load area offering plenty of head room and side clearance for large, bulky cargoes. And there's the added convenience of wide-opening double rear doors. Optional left-side loading doors (extra cost) make cargo area even more accessible.



## CORVAIR 95 RAMPSIDE

Here's a trim-lined light-duty rear engine pickup designed to take more of the work out of loading and unloading with an exclusive side ramp that swings down to ground level. Two easily operated handles release the rugged double-walled ramp door which forms a loading platform almost four feet wide to allow you to roll heavy loads aboard without lifting. With the floor of the deep cargo well only 16¼ inches off the ground, the ramp forms an easy slope when lowered, especially at curbside. When closed, ramp fits flush with body side panels secured by double spring locks and a safety catch. A conventional tailgate is also furnished for loading ease through the rear. And with 80 cubic feet of load space, the Rampside's double-walled pickup box is ideal for large, bulky cargoes.

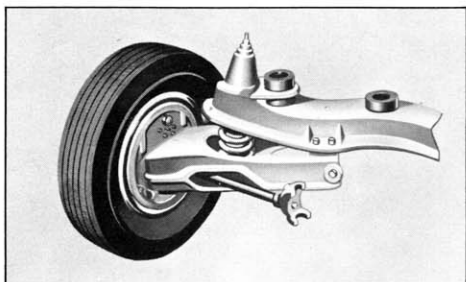


# CHASSIS & DRIVE LINE

Four-wheel fully independent suspension is the secret of Corvair 95's incomparable ride and easy handling. Heavy-gauge boxed-hat-section crossmembers form a rigid, durable foundation for both front and rear suspension assemblies, in addition to adding broad-based support to the unitized body frame-floor. Friction-free coil springs at all four wheels offer top load capacity and a smooth, even ride.

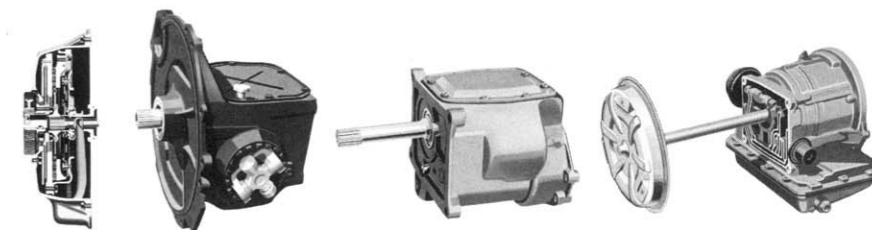
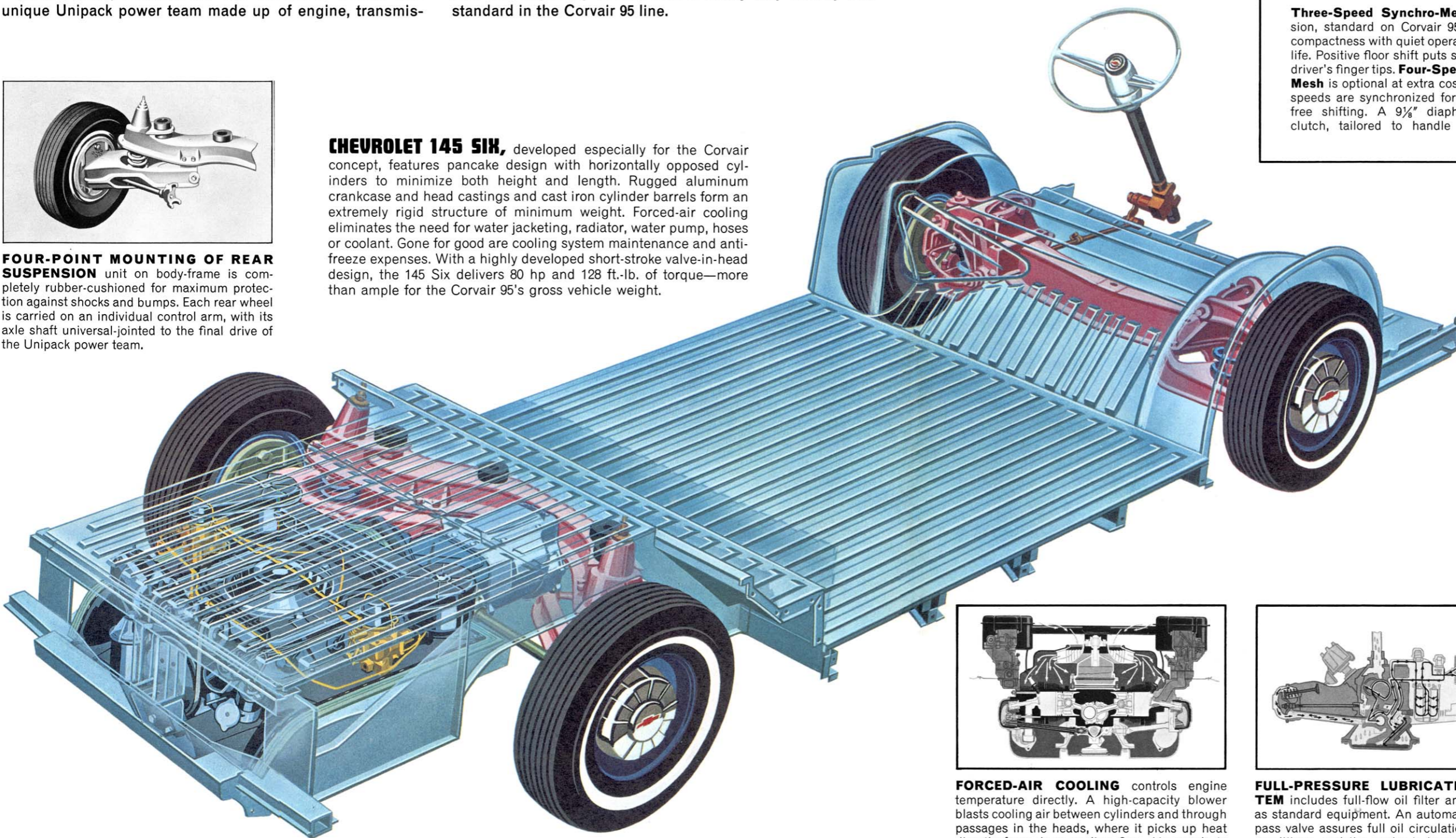
Nestled neatly between the rear wheels is Corvair 95's unique Unipack power team made up of engine, transmis-

sion and rear axle—all in one compact unit. Short universal-jointed axle shafts, which need no heavy housing, connect the wheels with the final drive gearing. And with the final drive itself forming a part of the Unipack power team, engine-transmission-and-axle weight is carried by the springs rather than added to the unsprung weight of the wheels. As a result, road bumps are smoothed out rather than magnified. New self-adjusting brakes and a heavy-duty battery are standard in the Corvair 95 line.



**FOUR-POINT MOUNTING OF REAR SUSPENSION** unit on body-frame is completely rubber-cushioned for maximum protection against shocks and bumps. Each rear wheel is carried on an individual control arm, with its axle shaft universal-jointed to the final drive of the Unipack power team.

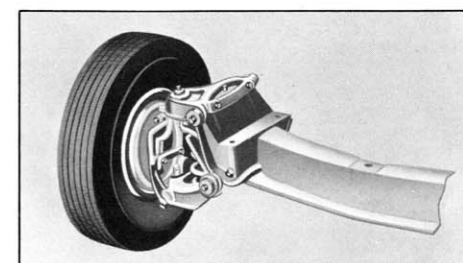
**CHEVROLET 145 SIX**, developed especially for the Corvair concept, features pancake design with horizontally opposed cylinders to minimize both height and length. Rugged aluminum crankcase and head castings and cast iron cylinder barrels form an extremely rigid structure of minimum weight. Forced-air cooling eliminates the need for water jacketing, radiator, water pump, hoses or coolant. Gone for good are cooling system maintenance and anti-freeze expenses. With a highly developed short-stroke valve-in-head design, the 145 Six delivers 80 hp and 128 ft.-lb. of torque—more than ample for the Corvair 95's gross vehicle weight.



## JOB-TAILORED MANUAL OR AUTOMATIC TRANSMISSIONS

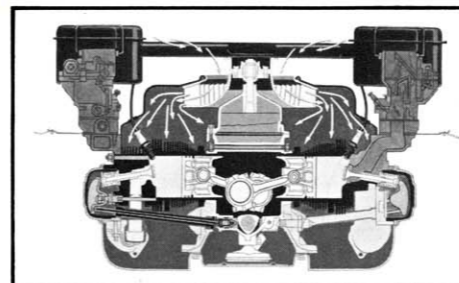
**Three-Speed Synchro-Mesh** transmission, standard on Corvair 95's, combines compactness with quiet operation and long life. Positive floor shift puts sure control at driver's finger tips. **Four-Speed Synchro-Mesh** is optional at extra cost. All forward speeds are synchronized for quiet, clash-free shifting. A 9 1/8" diaphragm spring clutch, tailored to handle peak torque

loads, is standard with both manual transmissions. For fully automatic shifting, a special **Powerglide** unit is also available at extra cost. Power flow through coaxial shafts results in maximum compactness plus direct-drive coupling advantages. With Powerglide, a torque converter unit fits into the same space as the conventional clutch and flywheel.

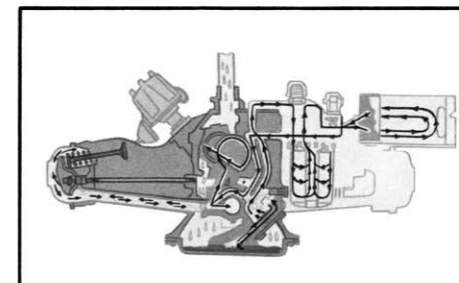


## HEAVY-DUTY FRONT SUSPENSION

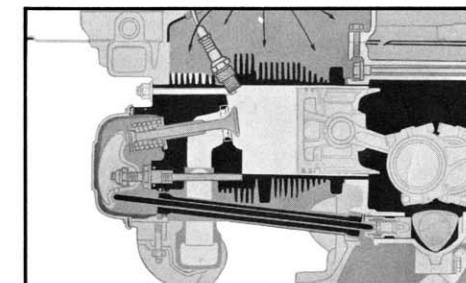
spherical joints minimize friction, in steering and ride action, and make possible anti-dive braking for sure, level stops. Precision Ball-Gear steering cuts friction still further and gives quick, sure response for full-time control.



**FORCED-AIR COOLING** controls engine temperature directly. A high-capacity blower blasts cooling air between cylinders and through passages in the heads, where it picks up heat directly from deep cooling fins. Air supply is thermostatically controlled for fast warm-up and temperature stabilization.



**FULL-PRESSURE LUBRICATION SYSTEM** includes full-flow oil filter and oil cooler as standard equipment. An automatic filter bypass valve assures full oil circulation under all conditions, and the cooler is by-passed at low temperatures for faster warm-up. Oil refill capacity is an economical four quarts.



**PRECISION-CAST ALUMINUM ALLOY CYLINDER HEADS** have deep, integral fins for efficient cooling. Alloy-steel valve seat inserts, steel exhaust ports and cast iron valve guides prolong engine life. Wedge-type combustion chambers with 8.0 to 1 compression ratio develop full power on regular-grade fuel.

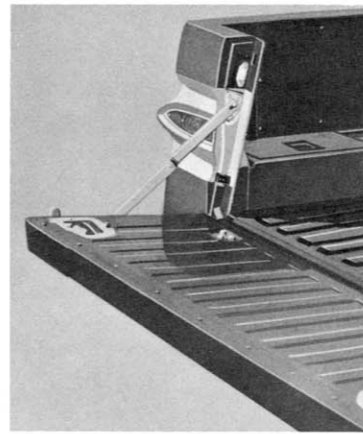


## CAB & BODY FEATURES

Driver comfort can be the key to **driver efficiency**. And a Corvair 95, with its roomy cab dimensions, full-width flat floor and absence of engine heat and noise, gives drivers all the ease and comfort they need to work efficiently. Big, wide doorways and deep foam-cushioned seats ease the strain of stop-and-go delivery work. Finest quality nylon fabrics and vinyls add to the good looks of Corvair 95

interiors. Custom interior equipment\* (illustrated) includes contrasting upholstery with tough nylon-faced fabric over extra-thick foam cushions. Two-tone door panels, right-hand sunshade, left-hand armrest, cigar lighter and bright instrument panel trim are also included as part of the custom interior equipment option. And Corvair 95's are available in 14 two-tone color combinations.

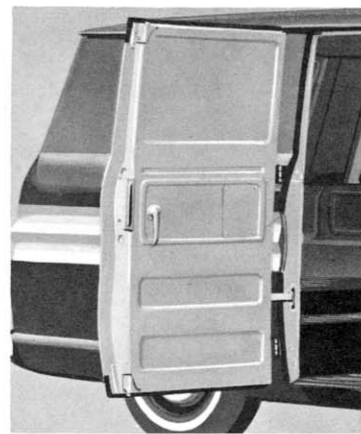
*\*Optional at extra cost*



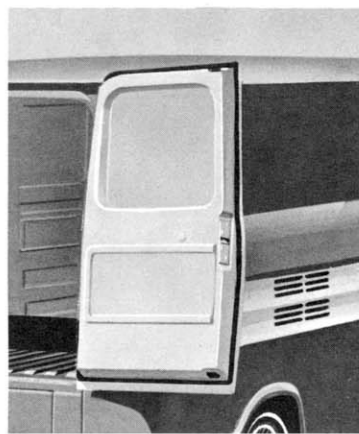
**CORVAIR 95 TAILGATE**—sturdy double-walled construction provides greater strength, protects exterior against damage caused by loads. Hinged with two heavy-gauge strap-type hinges and supported in the open position by two folding links, the Corvair 95 tailgate can be raised or lowered easily—fits snugly and locks securely in closed position.



**RAMPSIDE CARGO RAMP**—a rugged cargo ramp that takes most of the work out of loading and unloading of heavy payloads is an exclusive feature of the Corvair 95 Rampside model. The rugged, sturdy ramp is held in place with spring-loaded locks and hinged with full-width piano hinges. The locks are operated by recessed release handles.



**CORVAN SIDE DOORS**—durable door checks allow the side doors to be opened to a 110° position for loading convenience. When necessary, the door checks can be released easily, allowing doors to open to full 180° position. Side doors are double-walled for high strength, good insulation and better appearance. Doors can be opened from inside or out!

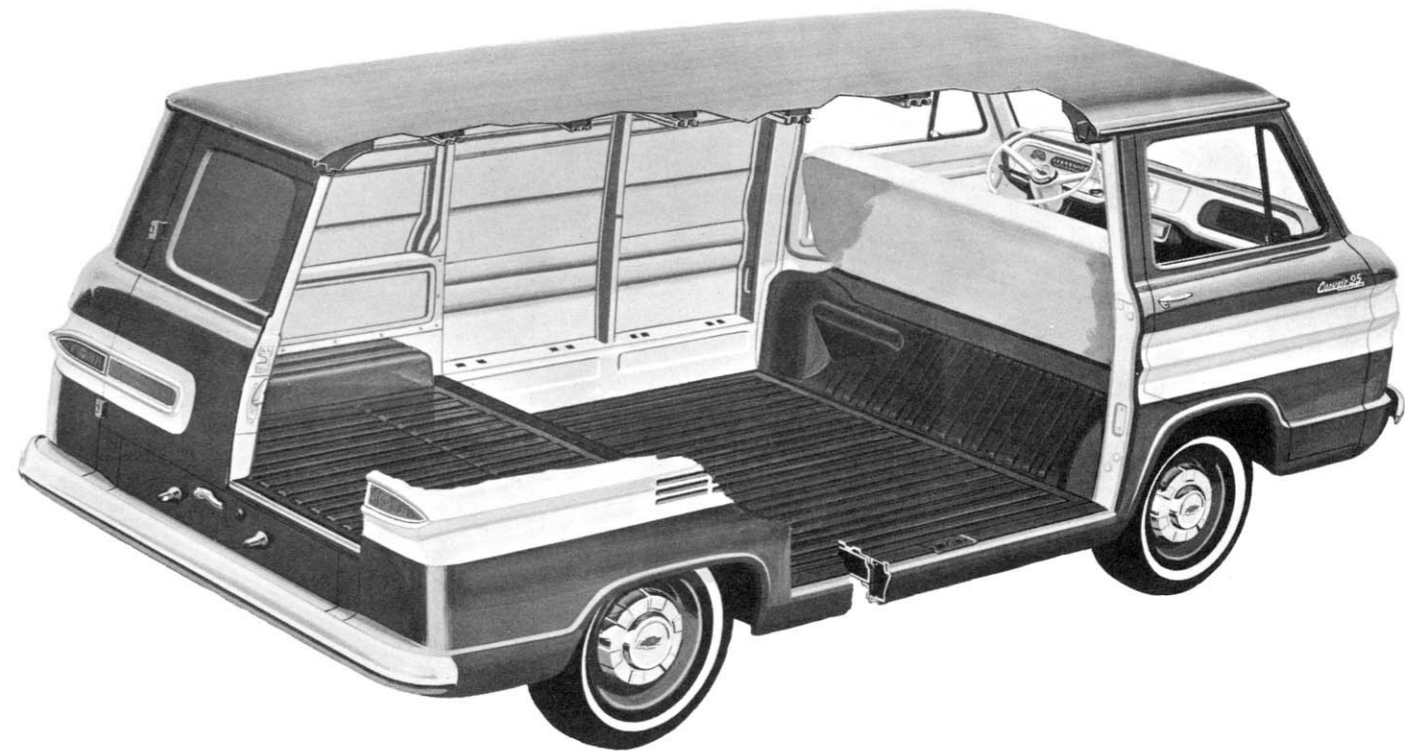


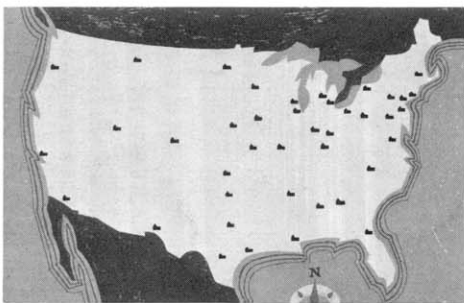
**CORVAN REAR DOORS**—rear doors can be opened to 100 or 180 degrees. Like the side doors, rear doors are double-walled for added strength, insulation and good appearance. It's more solid evidence of the quality that characterizes Corvair 95 design. Rear door windows are available at extra cost on the Corvair 95 Corvan panel.

## ALL-WELDED UNITIZED BODY CONSTRUCTION

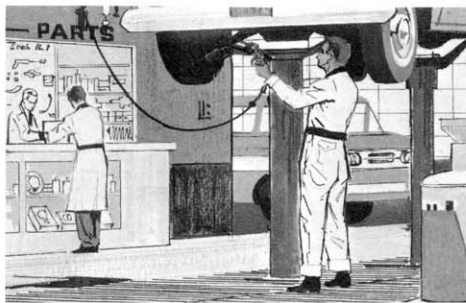
Here's efficient design which combines high-strength, low-weight construction and top cargo carrying capacity. A super-rigid frame-floor assembly replaces and outperforms the traditional combination of separate chassis frame and body floor. It eliminates the major part of a separate frame's weight and occupies only a fraction of the depth required by the frame-plus-floor combination. Thus, the Corvair 95's drop-center load platform is only 16¼ inches off the ground,

yet there's plenty of clearance below for excellent all-around maneuverability. All-steel, all-welded front, side and roof panels complete and strengthen the structure. The big saving in weight that results from unit construction is passed along as extra cargo capacity. It's one of the major reasons the Corvair 95's payload capacity exceeds 40% of the gross vehicle weight—a proportion without precedent in this weight class!

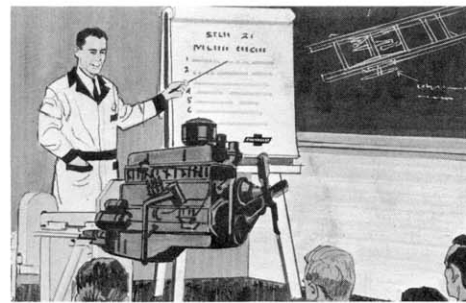




**41 strategically located parts warehouses** have the latest electronic order processing equipment to keep Chevrolet dealers supplied with genuine replacement parts. This network is the industry's largest parts distribution system.



**Nearly 7,000 Chevrolet dealers** across the country stand ready to service your Chevrolet truck. No matter where you drive, you're never very far from the well-equipped shop of a Chevrolet dealer who can keep your truck rolling.



**Chevrolet operates 30 modern service schools** throughout the United States to teach Chevrolet servicemen the latest in servicing techniques. Each school aims to make "Authorized Chevrolet Service" the best service for your trucks.

## CHEVROLET KEEPS TRUCK COSTS LOW

Chevrolet truck owners enjoy four important advantages that extend beyond traditionally low Chevrolet truck first cost, and combine to keep hauling costs low.

**PRODUCT DURABILITY.** Chevrolet design gives the built-in toughness needed for real truck durability. This is why you'll find so many older Chevrolet trucks still on the road—over 400,000 more Chevies ten-or-more years old than any other make!

**ECONOMY OF OPERATION.** Chevrolet's reputation for economical performance is the finest in the industry. No one is more experienced in designing and building truck power plants—engines that perform at less cost mile after mile.

### UNMATCHED PARTS AND SERVICE AVAILABILITY.

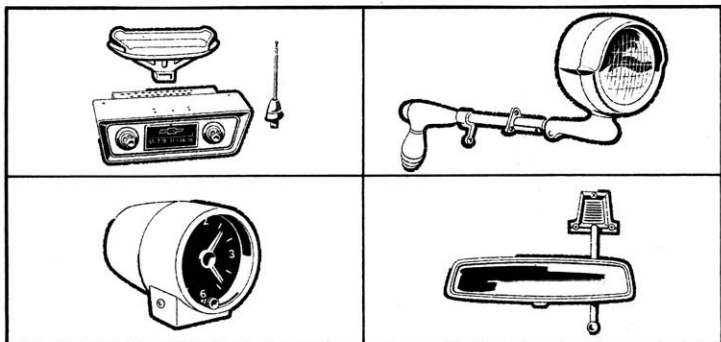
Nearly 7,000 dealers, backed by 41 modern parts warehouses and 30 well-equipped training schools for servicemen, make it possible for you to get quick, efficient service for your Chevrolet trucks anywhere in the country. This means you can keep your Chevrolet trucks on the road, paying their way, with less time lost for service or repairs.

**CONSISTENTLY HIGHER RESALE VALUE.** Another advantage you'll appreciate—when it comes time to trade—is the higher resale value of Chevrolet trucks. You'll find no truer measure of a truck's value than the price it brings as a used vehicle. *And the average prices of used Chevrolet trucks, as published in authoritative industry sources, are consistently higher than those of any other make.*

## CUSTOM FEATURES

In addition to the many factory options available, Chevy also offers a full line of dealer installed custom features for extra comfort, convenience, and safety on the job. Here is a list of some of these high-quality custom features:

**Bumper guards • Heaters • Cigar lighter • Mirrors • Clock • Parking brake signal • Radio and antenna • Sun visors • Reflectors • Tool kit • Seat belts • Windshield washers • Spot lamp • Ventshades • Safety light • Armrests**



All illustrations and specifications contained in this literature are based on the latest product information available at the time of publication. The right is reserved to make changes at any time in prices, colors, materials, equipment, specifications and models, and also to discontinue models. CHEVROLET MOTOR DIVISION OF GENERAL MOTORS CORPORATION, DETROIT 2, MICHIGAN.

## SPECIFICATIONS

### STANDARD EQUIPMENT

**AXLE, REAR:** Ratio 3.89.  
**BRAKES:** Hydraulic, front & rear 11" x 2"; lining area 167 sq. in.  
**CLUTCH:** 9 $\frac{1}{2}$ " diameter.  
**DIRECTIONAL SIGNALS:** Front & rear.  
**ENGINE:** 145 Six; 80 hp; 145-cu.-in. displacement.  
**FUEL TANK:** Capacity 18 $\frac{1}{2}$  gallons.  
**GVW:** 4,600 lb. maximum.  
**SPRINGS, FRONT:** Coil, capacity 1,150 lb. each.  
**SPRINGS, REAR:** Coil, capacity 1,150 lb. each.  
**STEERING:** Ball-Gear, ratio 20.0.  
**SUSPENSION, FRONT:** Independent, capacity 2,500 lb.  
**SUSPENSION, REAR:** Independent, capacity 2,500 lb.  
**TIRES:** Five tubeless 7.00-14/4PR.  
**TRANSMISSION:** 3-speed synchro-mesh.  
**WINDSHIELD WIPERS:** Dual electric; single-speed.

### OPTIONAL EQUIPMENT\*

**AXLE, POSITRACTION REAR**  
**BUMPERS, CHROMED:** Front & rear.  
**CUSTOM EQUIPMENT:** Interior and exterior appearance, comfort and convenience features.  
**DOORS, BODY:** Left side for Corvan model.  
**FLOOR, LEVEL PICKUP BOX:** Pickups only.  
**HEATER & DEFROSTER:** Gasoline operated or direct air.  
**HUB CAPS, CHROMED**  
**PAINT, TWO-TONE EXTERIOR:** Choice of 14 combinations.  
**RADIO:** Manual.  
**SEAT:** Full-width front; right-hand single auxiliary (for Corvan model).  
**TIRES:** 7.00-14/4PR whitewall; 7.00-14/6PR blackwall or whitewall.  
**TRANSMISSIONS:** 4-speed synchro-mesh; Powerglide.  
**WINDSHIELD WIPERS:** 2-speed electric (includes washers).

\*Extra cost.