

1962 CORVAIR INDEX

# INDEX

## 1962 CHEVROLET CORVAIR

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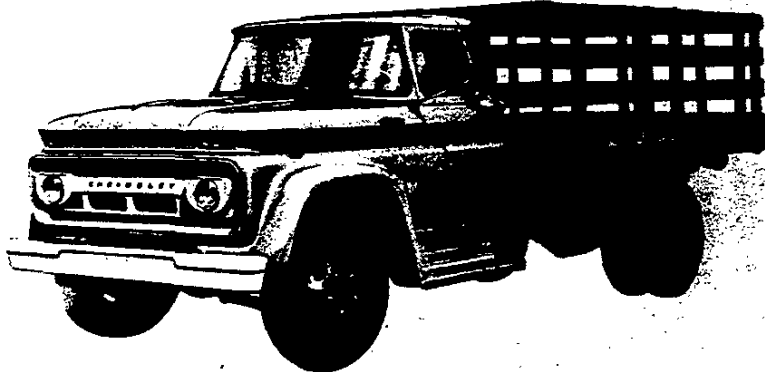
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Corvair's unique little pickup dropped drastically in orders, and only 4,471 were built. Of these, 4,102 were of the Rampside design shown here, while only 369 were of the Loadside style, with a swing-away door. The Rampside was the Model R-1252, which cost \$2,140 and weighed 2,729 pounds, while the Loadside was called the Model R-1244. It cost \$2,085 and weighed 20 pounds less than the Rampside. Because of poor acceptance, this would be the last year for the Loadside, but the Rampside would be continued for another two years. Among the truck's options were a 4-speed transmission for \$65 or Powerglide for \$155.



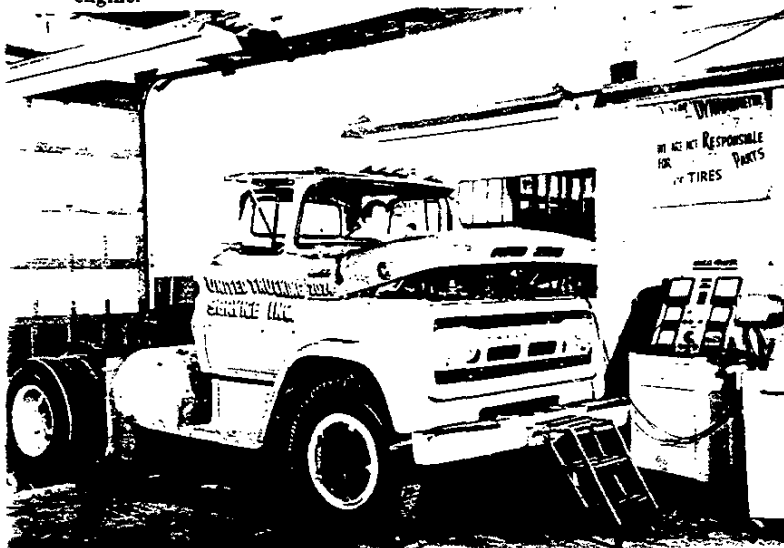
Chevrolet continued to offer its Series 10 Fleetside pickup in both standard and deluxe versions. This is the deluxe model, which has a chromed grille, bumpers, and hubcaps. The large chromed outside mirrors are accessories. On this model, the spare still lived in the pickup bed, being mounted upright on the left side immediately behind the cab. In the Series 10, the pickups were available in both Fleetside and Stepside variations, on 115 and 127-inch wheelbases, and in either 2 or 4-wheel drive form, resulting in 8 variations of the Series 10 pickup alone. The Fleetside in 127-inch wheelbase form was the most expensive at \$2,062 in 2-wheel form or \$2,713 as a 4-wheeler. Chevrolet's largest pickup was the C-30 1-ton model on a 133-inch wheelbase, which cost \$2,371 in basic form.

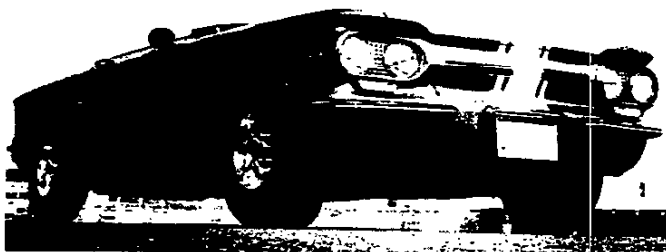


A popular medium duty truck was the Series 50 Stake. In addition to its standard designs in the truck lines, Chevrolet continued to offer forward control, low-cab-forward, and tilt-cab trucks, in addition to double boggies and extended frame bus chassis. The Series 50 stake was available with nine and 12-foot beds, in 133 or 157-inch wheelbases. With a 9-foot body, it cost \$3,035, while the 12-footer cost \$3,115. The smaller truck weighed 5,990 pounds, while the larger was 240 pounds more. The 12-footer on the 145-inch wheelbase low-cab-forward chassis cost \$3,465 and weighed 6,190 pounds.

Having its engine and running gear checked on a dynamometer is this Series 60 tractor on a 133-inch wheelbase. The truck had a base weight of 7,450 pounds, and had a rear axle capacity of 6,000 pounds, with a total GVW of 15,900 pounds. Series 60 models came in 133; 145; 175; 175, and 197-inch wheelbase lengths. This unit would have cost about \$5,700 in basic form, with the 327 cubic inch engine.

Chevrolet's most massive trucks were the Series 80 models, fitted with dual rear axles and having GVW ratings in excess of 20,000 pounds, depending on suspension. The dual axle units were supplied by Hendrickson Mfg. Co. of Lyons, Ill., and were available as single drive or twin axle drive. Since these trucks tended to be specially built to each customer's specifications, there were few average prices or weights. Suffice to say that the chassis cab units such as this began at \$6,000 and went way up from there.

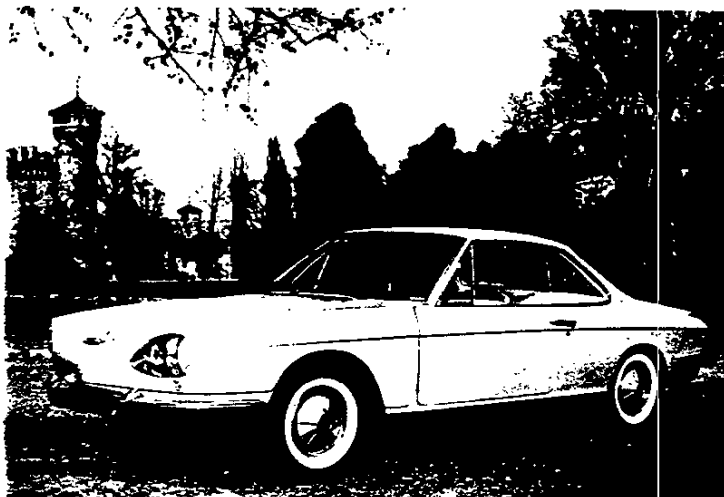




The first Corvair Sebring Spyder appeared on the 1961 show circuit as a slightly dolled up Sport Coupe. This year, however, the name Sebring Spyder was given to an all-out sports version of a Corvair convertible, in a form that probably should have gone into production. Obviously named after Florida's famous sport car track, the Sebring Spyder featured cut-down racing windscreens, racing mirrors, mag wheels with real knock-off hubs, stone guards over the headlights, and the turbo engine package.



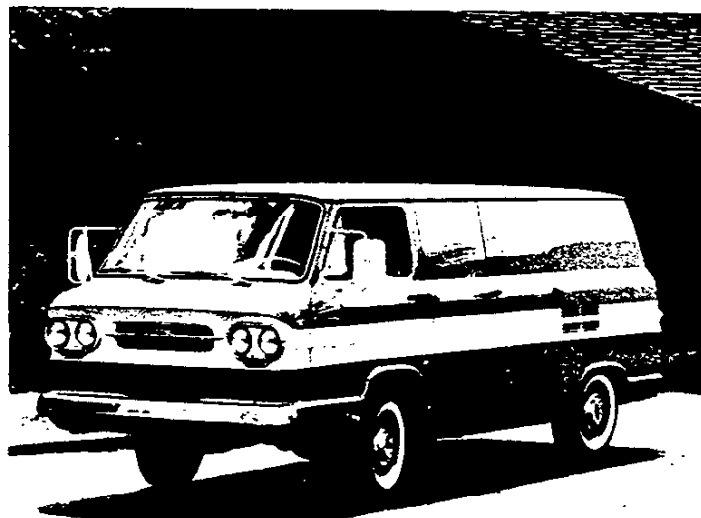
The interior of the experimental Corvair Sebring Spyder shows how seats, windshields and control panel were modified for serious sports car use. The cutouts just behind the trailing edge of the door are to direct air to the brake drums. A fiberglass tonneau cover is used over the rear compartment. The car first appeared at this year's New York Auto Show fitted with a Paxton Supercharger. Later this was replaced by the conventional Corvair Spyder turbocharger, which was an exhaust-driven unit developed by Thompson Valve Co. or Thompson-Ramo-Woolridge Co.



After producing one finely designed show car based on the Corvair, the famed Pininfarina studios in Italy came up with the Corvair Telaio, a special 4-passenger coupe that was designed primarily for the European show circuit. It does not appear that this car ever came into the U.S.

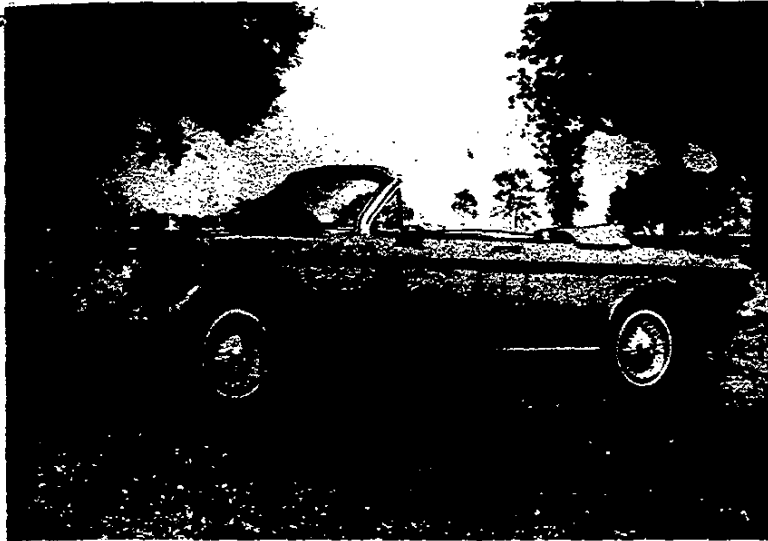


The Greenbrier 95 Sport Wagon began to get fancy, and was now available in either plain or this DeLuxe version, which featured chromed bumpers, grille, and hubcaps and varicolored interior. A total of 13,491 Greenbriers were built this year. In base form they cost \$2,655 and weighed 2,990 pounds. Called the Model R1206, they offered 175.5 cubic feet of usable cargo space. Because of their versatility and unique yet acceptable styling, almost three times as many Greenbriers were sold as were regular Corvair wagons. Production totalled 18,007 this year.



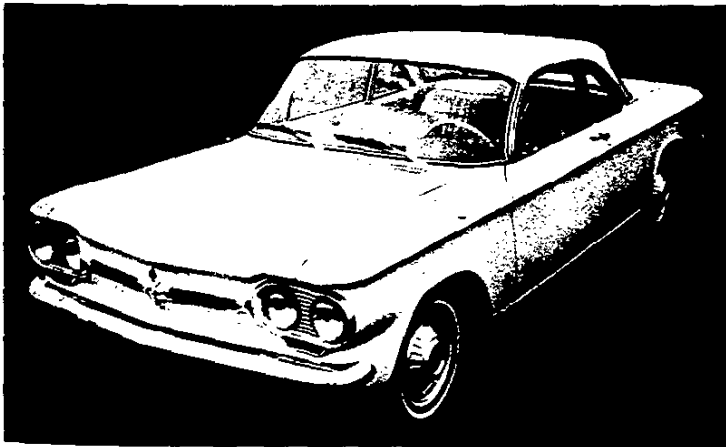
There was little sense in changing a good thing, and the Corvair Series 95 trucks were obviously still a good thing. Therefore the models were left alone, with the exception that chrome bumpers and hubcaps could be ordered. Of the two models, the Corvan was by far the most popular, with 13,491 being built. Called the Model R-1205, it cost \$2,295 and weighed 2,930 pounds. Note that the gas filler is located immediately beneath the trailing edge of the left front door.

# 1962



Appearing at mid-year was a new Corvair Monza option called the Monza Spyder package. This option was available on the new convertible, as shown here, and on the club coupe. With the package, the convertible sold for \$2,779 and weighed 2,590 pounds, while the coupe sold for \$2,569 and weighed 2,490 pounds. All Spyderys were powered by the new Turbocharged engine which was rated at 150 horsepower at 4400 RPM. This model wears the optional chrome wire wheels that were available on all models except the station wagons. By year-end, the Spyder package had been fitted to 2,574 convertibles and 6,894 coupes. This was not additional production of these vehicles, simply the number fitted with the power package.

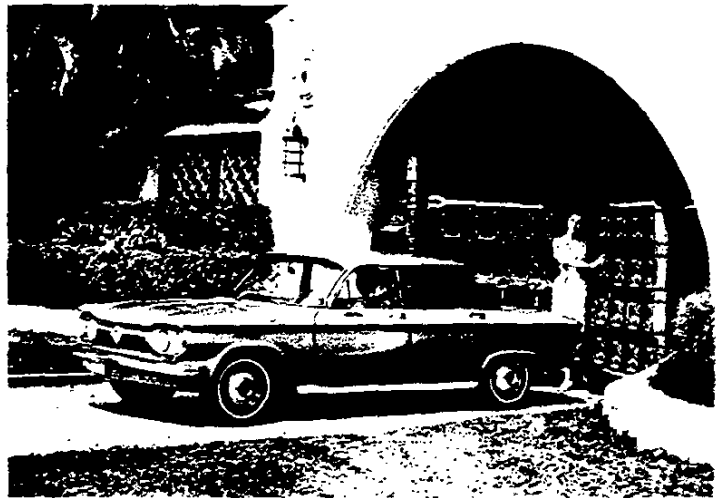
The Corvair Monza Series continued to be by far the most popular of the three Corvair series, with 216,400 Monzas being built, which was more than four times the total production of either the 700 or 500 Series. This is the Monza 4-Door Sedan, Model 0969, which cost \$2,273 and weighed 2,445 pounds. Monzas had all-vinyl interiors with carpeted floors; folding rear seats in all models, and bucket-type front seats in the convertibles and coupes. The sedans and wagons used bench-type front seats.



Setting an all-time single-model production record was this year's Monza Club Coupe or Sport Coupe, Model 0927. With a production total of 151,738, the car accounted for just about one-half of all Corvairs made this year. In basic form, it weighed 2,440 pounds and cost \$2,273. On this model, the whitewalls would have been \$29 extra, while the wheel covers were another \$11. The covers that looked like simulated wire wheels were \$39 extra. For the first time, air conditioning could be added to the 102 horsepower engines. The unit cost an additional \$350.



Introduced at mid-year was the sporty Monza Convertible, Model 0967, which helped to make the Monza Series the top selling Corvair grouping. In base form, it sold for \$2,483 and weighed 2,625 pounds. Despite its late start, a total of 16,569 Corvair convertibles were built this year. As was the case with the Monza coupe, the convertible was considered a 4-passenger car.



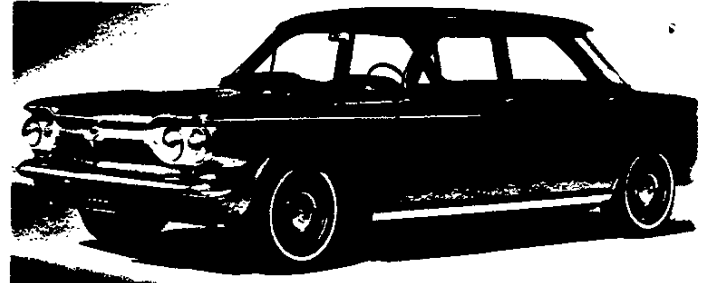
The Lakewood Wagon pays a visit to the Lakeview Nursery School, but it is hoped that the school fared better than the wagon. Put into production in the fall, the wagons were turned off in the spring and their assembly line places were taken over by the convertibles. This was the only year for the Monza Wagon, Model 0935, as both wagons were upgraded in trim levels, going from the 500 and 700 Series in 1961 to the 700 and Monza Series this year. Both models were considered 6-passenger cars. The Monza version, which had a production run of 2,362, cost \$2,569 and weighed 2,590 pounds, or just under a dollar a pound. The Corvair tailgates were of the hatch-back design, and could not safely be left open when over-length loads were to be carried.



## 1962



There was no denying that the Club Coupe or Sport Coupe was a cute car, regardless of which series it was in. This is the 700 version, termed the Model 0727. It cost \$2,057 and weighed 2,390 pounds. Among the few changes this year was the location of the 700 signature plates. These were now on the leading ends of the front fenders, directly behind the headlights. Also, the aluminum trim no longer went completely around the car, but was sort of horseshoe shaped around the front, ending at the mid-point of the front doors. The 700 Series Coupe was far outproduced by its Monza associate, and only 18,474 were turned out in 700 trim.

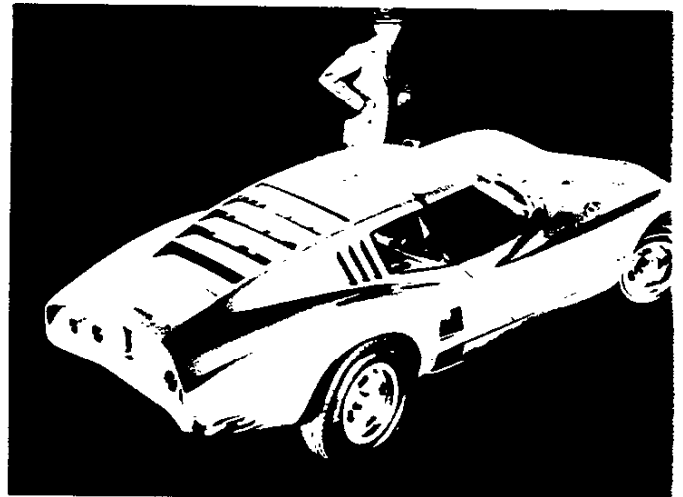


The best selling model in Corvair's 700 Series was the 4-Door Sedan, which had a run of 35,368. Designated the Model 0769, it cost \$2,111 and weighed 2,440 pounds. This view shows off one of the few changes on the Corvairs this year. It was a new frontal feature, which consisted of a new hood latch flanked by three bright bars forming a black-out simulated air scoop. Both the 700 and the Monza Series used the fluted rocker covers. Front bucket seats could be ordered for the Monza sedans for \$58 extra, but were not supposed to be available for the 700 sedans.

The now-diminished Series 500 contained just one Corvair Model. It was the Club or Sport Coupe, Model 0527, which had a run of only 16,245. The 2,350-pound car had the distinction of being Chevrolet's only car with a base price of under \$2,000, being listed at \$1,992. Standard equipment still included dual armrests, directional signals, one sun visor, a heater, and a defroster. Interior colors were aqua, red, or tan, with upholstery being in checkered-grain vinyl. Vinyl floor mats were used.



Appearing for the last time was the never-popular Corvair Wagon, whose place was taken on the assembly lines by the much better selling convertibles. The economy model was in the 700 Series, since the 500 Series had only the coupe as its sole model. Here the wagon was the Model 0735. It cost \$2,407 and weighed 2,590 in stripped form, and without the \$11 wheel covers shown here. A total of only 6,078 Corvair wagons were built this year before the style was dropped. Of these, 3,716 were in the Series 700.



Although it did not make its first show appearance until the Spring International Auto Show in New York in 1963, the Corvair Monza GT had been around since spring of 1962, and was first seen making exhibition runs on the track at Elkhart Lake in June of 1962. The car used a fiberglass body styled somewhat like the new Corvette Sting Ray, but had a rear engine. The body split in the middle, at the edges of the windshield, with the rear half folding backward for access to the engine, and the front half folding forward for entry to the two passenger seats. The seats were banana-shaped, almost like a chaise lounge with driver and passenger being in an almost reclining position. Other style features were mag wheels with real knock-off hubs; dual side exhaust ports; a louvered rear window, and flow-through ventilation, since the windows could not be opened.

## AMA Specifications – Passenger Car

The information contained herein is prepared, distributed by, and is solely the responsibility of the automobile manufacturing company to whose products it relates. Questions concerning these specifications should be directed to the manufacturer whose address is shown below. This uniform specification form was developed by the automobile manufacturing companies under the auspices of the Automobile Manufacturers Association.

<b>MANUFACTURER</b> Chevrolet Motor Division General Motors Corporation	<b>CAR NAME</b> Corvair	
<b>MAILING ADDRESS</b> Chevrolet Engineering Center Box 246, North End Station Detroit 2, Michigan	<b>MODEL YEAR</b> 1962	<b>ISSUED</b> 10-23-61 <b>REVISED (e)</b> 3-1-62

**NOTES:**

1. The Specifications herein are those in effect at date of compilation and are subject to change without notice by the manufacturer.
2. **UNLESS OTHERWISE INDICATED:**
  - a. Specifications apply to the standard model without optional equipment. Significant deviations are noted.
  - b. Specifications apply basically to 4-door sedan or equivalent.
  - c. Nominal design dimensions are used throughout these specifications.

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### BODY—TYPES AND STYLE NAMES—

Body type, number of passenger & style names; use manufacturer's code for series & body style.

**500 Series**

527                      2-Door Club Coupe, 5-Passenger

**700 Series**

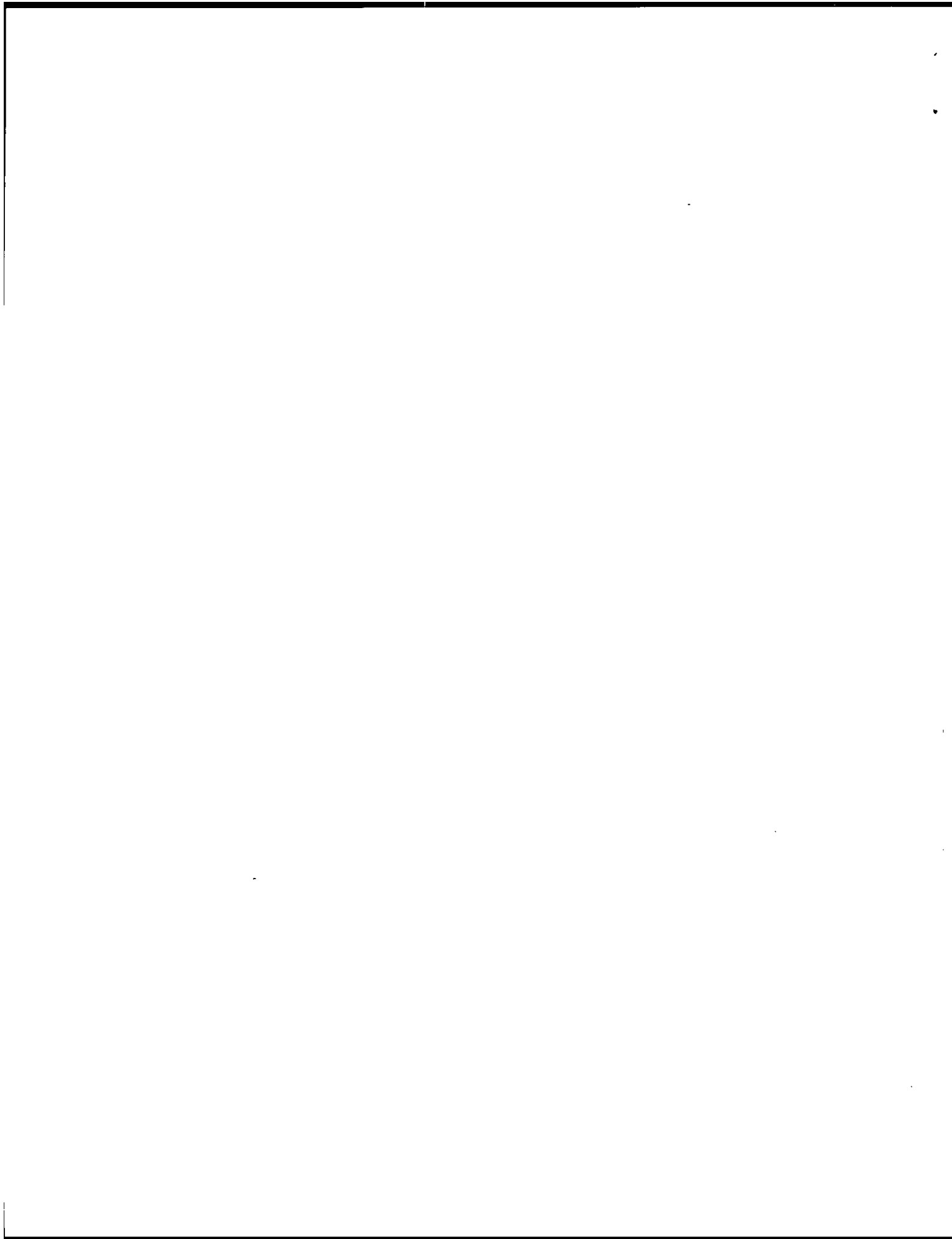
727                      2-Door Club Coupe, 5-Passenger  
735                      4-Door Station Wagon, 6-Passenger  
769                      4-Door Sedan, 6-Passenger

**900 Series**

927                      2-Door Monza Club Coupe, 4-Passenger  
935                      4-Door Monza Station Wagon, 6-Passenger  
969                      4-Door Monza Sedan, 6-Passenger  
⊕ 967                      2-Door Monza Convertible, 4-Passenger

MADE IN U.S.A.





# AMA Specifications — Passenger Car

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## GENERAL SPECIFICATIONS

(All dimensions in inches unless otherwise indicated)

MODEL	Corvair	Additional Information Page No.:	527 727	927 967	769 969	735 935
Wheelbase (L-101)		23	108.0			
Tread	Front (W-101)	24	54.5			
	Rear (W-102)	24	54.5			
Maximum Overall Dimensions	Length (L-103)	23	180.0			
	Width (W-103)	24	67.0			
	Height (H-101)	22	51.5			53.5
Transmission— (Specify trade name - opt., not available)	Manual	13	3-Speed (4-Speed optional)			
	Overdrive	14	None			
	Automatic	14	Corvair Powerglide (optional)			
Axle ratio	Manual	15	3.27:1; 3.55:1 and 3.89:1 optional (a)			
	Overdrive	15	None			
	Automatic	15	3.27:1; 3.55:1 and 3.89:1 optional (a)			
Tire size		16	6.50 x 13-4 pr (7.00 x 13-4 pr on 735 & 935)			
Engine	Type, no. cyl., valve arr.	2	Horizontal opposed, 6 cyl., OHV, air cooled			
	Fuel system (Carb., other)	6	Carburetor			
	Bore and stroke	2	3.4375 x 2.60			
	Piston displ., cu.in.	2	145			
	Std. compression ratio	2	8.0:1 (b) (c)			
	Max. bhp at engine rpm	2	● 80 @ 4400 (d) - 102 @ 4400 (optional) (e)			
	Max. torque at rpm	2	● 128 @ 2300 (d) - 134 @ 28-3000 (optional) (e)			

(a) - 3.55:1 on station wagon, 3.89:1 optional. See page 2A

(b) - 9.0:1 on 900 Monza models with Powerglide.

(c) - 9.0:1 on Turbo-Air High Performance.

(d) - On 900 Monza models with Powerglide power ratings are 84 HP @ 4400 rpm. and 130 lb. ft. @ 2300 rpm.

(e) - Optional Turbocharged engine, 150 H. P. @ 4400 rpm and 210 lb. ft. @ 32-3400 used with Monza Spyder models.

Form Re

# AMA Specifications—Passenger Car

MAKE OF CAR CHEVROLET MODEL YEAR 1962 DATE ISSUED 10-23-61 REVISED <sup>(\*)</sup> 3-1-62  
 MODEL Corvair 500-700-900

## ENGINE—GENERAL

Type, no. cyls., valve arr.		Horizontal opposed, 6 cyl., OHV
Bore and stroke (nominal)		3.4375 x 2.60
Piston displacement, cu. in.		145
Bore spacing (C/L to C/L)		4.85
No. system (front to rear)	L. Bank	6-4-2
	R. Bank	5-3-1
Firing order		1-4-5-2-3-6
Compres. ratio (nominal)		8.0:1 (a)
Cylinder Head Material		Cast aluminum
Cylinder Sleeve—Wet, dry, none		None
Number of mounting points	Front	Two
	Rear	One
Engine installation angle		2° 33'
Taxable horsepower	$\frac{\text{Dia.}^2 \times \text{No. Cyl.}}{2.5}$	28.4
Published max. bhp* @ eng. RPM		⊙ 80 @ 4400 (b) - 102 @ 4400 (optional) (c)
Published max. torque* (lb. ft. @ RPM)		⊙ 128 @ 2300 (b) - 134 @ 28-3000 (optional) (c)
Recommended fuel regular - premium		⊙ Regular (d)
Idle speed (spec. neutral or drive)	Manual	450-500
	Automatic	450-500

## ENGINE—PISTONS

Material	Cast aluminum alloy
Description and finish	Slipper skirt, autothermic
Weight (piston only) oz.	15.91

\* Max. bhp (brake horsepower) and max. torque corrected as defined by SAE Engine Test Code.

- (Continued) Form Rev. 6-6
- (a) - 9.0:1 on 900 Monza models with Powerglide and Turbo-Air High Performance
  - (b) - On 900 Monza models with Powerglide, power ratings are 84 HP @ 4400 rpm, and 130 lb. ft. @ 2300 rpm.
  - (c) - Optional Turbocharged engine, 150 HP @ 4400 rpm and 210 lb. ft. @ 32-3400 rpm.
  - (d) - Premium on 900 Monza with Powerglide, High Performance engine and Turbochar engine.

# AMA Specifications – Passenger Car

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## POWER TEAMS

(Indicate whether standard or optional)

MODEL AVAILABILITY	ENGINE					TRANSMISSION	AXLE RATIO (Std. first)	
	Displ. cu. in.	Carburetor	Compr. Ratio	BHP @ RPM	Torque @ RPM		(a) (c)	
Corvair 500-700-900	145	Two 1-bbl DD	8.0:1	80 @ 4400	128 @ 2300	3-Speed	3.27:1	<u>Optiona</u> 3.55:1 3.89:1
						4-Speed *	3.27:1	3.55:1 3.89:1
						Powerglide *	3.27:1	3.55:1 3.89:1
*	145	Two 1-bbl DD	9.0:1	102 @ 4400	134 @ 28-3000	3-Speed	3.27:1	3.55:1 3.89:1
						4-Speed *	3.27:1	3.55:1 3.89:1
						Powerglide *	3.55:1	3.89:1
● Monza Spyder Club Coupe Convertible	145	1-bbl side- draft	8.0:1	150 @ 4400	210 @ 32-3400	4-Speed	3.55:1	

- (a) - On station wagon models - 3.55:1 axle ratio standard, 3.89:1 optional Form Rev
- (b) - On 900 models with Powerglide compression ratio is 9.0:1
- (c) - Positraction available in all ratios except 3.27:1 and is not available on station wagons or Hi-Perf. engine when used with Powerglide.
- \* - Optional

# AMA Specifications – Passenger Car

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MODEL		Corvair 500-700-900	
<b>ENGINE PISTONS (Cont.)</b>		Turbo-Air	Hi-Perf. Turbo-Air
		● Turbocharged	
Clearance (limits)	Top land	.022-.031	
	Skirt	Top	.0011-.0015 (a)
		Bottom	None
Ring groove depth	No. 1 ring	.193-.198	
	No. 2 ring	.193-.198	
	No. 3 ring	.194-.199	
	No. 4 ring	None	

### ENGINE—RINGS

Function (top to bottom)	No. 1, oil or comp.	Compression
	No. 2, oil or comp.	Compression
	No. 3, oil or comp.	Oil control
	No. 4, oil or comp.	None
Compression	Description - material, type, coating, etc.	Cast alloy iron - inside bevel or counter bore - wear resistant coating (b)
	Width	.0770-.0780
	Gap	.010-.020
Oil	Description - material, type, coating, etc.	'Multi-piece - (2 rails and one spacer-expander) Rails - steel chrome plated OD, Spacers - stainless steel
	Width	.1855-.1875
	Gap	.010-.020
Expanders	In oil ring assembly	

### ENGINE—PISTON PINS

Material		Alloy steel	
Length		2.630-2.650	
Diameter		.7999-.8002	
Type	Locked in rod, in piston, floating, etc.	Locked in rod	
	Bushing	In rod or piston	None
		Material	None
Clearance	In piston	.00015-.00025	
	In rod	None	
Direction & amount offset in piston		Major thrust side .060	

### ENGINE—CONNECTING RODS

Material		Forged steel	
Weight (oz.)		13.73	
Length (center to center)		4.719-4.721	
Bearing	Material & Type	Extra-life steel-backed babbitt - removable	Copper lead alloy
	Overall length	.649	
	Clearance (limits)	.0007-.0027	
	End play	.005-.010	

- (a) - Measured 2.20" from top of cylinder bores.  
 (b) - Chrome plate on upper compression ring of Turbocharged engine.

# AMA Specifications—Passenger Car

MAKE OF CAR CHEVROLET MODEL YEAR 1962 DATE ISSUED 10-23-61 REVISED 3-1-62

MODEL		500-700-900		
<b>ENGINE—CRANKSHAFT</b>		Turbo-Air	Hi-Perf. Turbo-Air	
		<input checked="" type="radio"/> Turbocharged		
Material		Drop forged steel		
Vibration damper type		None		
End thrust taken by bearing (No.)		#1 (at rear end of engine)		
Crankshaft end play		.002-.006		
Main bearing	Material & type		Extra-life steel backed babbitt - removable	
			Copper lead alloy	
	Clearance		.0012-.0037	
	Journal dia. and bearing overall length	No. 1	2.1008 x .785	
		No. 2	2.1008 x .752	
		No. 3	2.1013 x .752	
		No. 4	2.1013 x .752	
		No. 5	None	
No. 6		None		
No. 7		None		
Dir. & amt. cyl. offset		None		
Crankpin journal diameter		1.799-1.800		

## ENGINE—CAMSHAFT

Location		Directly below crankshaft		
Material		Cast alloy iron		
Bearings	Material	No inserts, aluminum crankcase machined for bearing surfaces		
	Number	Four		
Type of Drive	Gear or chain		Gear	
	Crankshaft gear or sprocket material		Steel	
	Camshaft gear or sprocket material		Cast aluminum	
	Timing chain	No. of links	None	
		Width	None	
		Pitch	None	

## ENGINE—VALVE SYSTEM

Hydraulic lifters (Std, opt, NA)		Standard
Valve rotator, type (intake, exhaust)		None
Rocker ratio		1-1/2:1
Operating tappet clearance (indicate hot or cold)	Intake	Zero
	Exhaust	Zero
Timing marks on flywheel, damper, other		Crankshaft pulley

(Continued)

# AMA Specifications—Passenger Car

Pe

MAKE OF CAR CHEVROLET MODEL YEAR 1962 DATE ISSUED 10-23-61 REVISED 3-1-

MODEL Corvair 500-700-900

## ENGINE—VALVE SYSTEM (cont.)

		Turbo-Air	Turbo-Air Hi-Perf.	● Turbocharged
*Timing	Intake	Opens (°BTC)	43	54
		Closes (°ABC)	93	118
		Duration - deg.	316	352
	Exhaust	Opens (°BBC)	87	95
		Closes (°ATC)	69	78
		Duration - deg.	336	353
	Valve opening overlap		112	132
Material		Alloy steel		
Overall length		4.489-4.509		
Actual overall head dia.		1-11/16		
Angle of seat & face		46° (seat); 45° (face)		
Seat insert material		Cast nickel steel alloy		
Stem diameter		.3415-.3422		
Stem to guide clearance		.0010-.0027		
Intake	Lift		.314 (Theoretical)	.380 (Theoretical)
	Outer spring press. and length	Valve closed (lb. @ in.)	55-65 @ 1-1/2	78-86 @ 1-43/64
		Valve open (lb. @ in.)	140-150 @ 1-9/64	170-180 @ 1-17/64
	Inner spring press. and length	Valve closed (lb. @ in.)	None	Spring Damper
		Valve open (lb. @ in.)	None	Spring Damper
	Material		High alloy steel	
Overall length		4.494-4.514		
Actual overall head dia.		1.235-1.245		
Angle of seat & face		46° (seat); 45° (face)		
Seat insert material		Cast chromium steel alloy		
Stem diameter		.3410-.3417 (top); .3400-.3407 (bottom) - .0010 taper		
Stem to guide clearance		.0015-.0032		
Exhaust	Lift		.344 (Theoretical)	.380 (Theoretical)
	Outer spring press. and length	Valve closed (lb. @ in.)	55-65 @ 1-1/2	78-86 @ 1-42/64
		Valve open (lb. @ in.)	140-150 @ 1-9/64	170-180 @ 1-11/64
	Inner spring press. and length	Valve closed (lb. @ in.)	None	Spring Damper
		Valve open (lb. @ in.)	None	Spring Damper

## ENGINE—LUBRICATION SYSTEM

Type of lubrication (splash, pressure, nozzle)	Main bearings	Pressure
	Connecting rods	Pressure
	Piston pins	Splash
	Camshaft bearings	Pressure
	Tappets	Pressure
	Timing gear or chain	Main & cam front brg. throw-off
	Cylinder walls	Conn. rod brg. throw-off

\* - Including cam ramps.

(Continued)

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# AMA Specifications – Passenger Car

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MODEL <u>Corvair</u>	500-700-900
<b>ENGINE—LUBRICATION SYSTEM</b> <small>Turbo-Air</small> <b>(cont.)</b>	<small>Turbo-Air</small> Hi-Perf.      ● Turbocharged
Oil pump type	Gear
Normal oil pressure (lb. @ engine rpm)	● 40 @ 2000
Oil pressure sending unit (elect. or mech.)	Electric
Type oil intake (floating, stationary)	Stationary
Oil filter system (full flow, partial, other)	Full flow
Filter replacement (element, complete)	Complete
Capacity of crankcase, less filter-refill (qt.)	4.0
Oil grade recommended (SAE viscosity and temperature range)	Min. - 32° F - SAE 30 Min. - 10° F - SAE 10W Below - 10° F - SAE 5W-20 Always use SAE 30 if daytime temperature is above 60° F
Engine Service Requirement (MM, MS, etc.)	MS or DG

## ENGINE—EXHAUST SYSTEM

Type (single, single with cross-over, dual, other)	Single with cross-over
Muffler No. & type (reverse flow, straight thru, separate resonator)	One, Reverse flow, diffusion and resonance
Exhaust pipe dia. (O.D.)	1-3/8 x 1/16
Exhaust pipe wall thickness	1-7/8 x 1/16      1-7/8 x 1/16      2-1/2 x 1/16
Tail pipe diameter (O.D. & wall thickness)	● 1-1/2 x 1/16      1-3/4 x 1/16      2-1/2 x 3/64

## ENGINE—FUEL SYSTEM

(See Supplement to Page 6 for Details of Fuel Injection, Supercharger, etc. if used)

Induction type: Carburetor, fuel injection, supercharger.	Carburetor	Supercharger (a)
Fuel Tank	Capacity (gals.) 14	Filler location Left front fender crown
Fuel Pump	Type (elec. or mech.) Mechanical	Locations Upper rear of engine rear housing
Vacuum booster (std., optional, none)	Pressure range 5, 25-6, 50 PSI	
Fuel Filter	Type Fine mesh plastic strainer in gas tank	
	Locations Sintered bronze in carburetor inlet   Carb inlet-pape	
	Make & Model No. Rochester "H" 7020101 (Syn.) 7020100 (PG)	Carter 3817245
	Number of carbs., bbis. per carb. & type Two (one for each cylinder bank) Single barrel downdraft	
	Barrel size 1-1/4	One, single Barrel, sidedraft 1-1/2
Carburetor	Choke type Automatic	
	Intake manifold heat control (exhaust or water) Carburetors, manifolds and intake air warmed by recirculating eng. cooling air      (a)	
	Air clnr. type Standard Oil wetted polyurethane element	
	Optional None	

(a) - Refer to supplement page 6.



# AMA Specifications -- Passenger Car

Supplement to Page

MAKE OF CAR CHEVROLET MODEL YEAR 1962 DATE ISSUED \_\_\_\_\_ REVISED 3-1

## SUPPLEMENTARY INFORMATION

MODEL Corvair Monza Spyder 927-967

### ● Super Charger

Type ----- Turbo-Supercharger  
(Turbine Driven Compressor)

Make ----- Thompson

Turbine ----- Single Stage, In-Flow Type

Material --- High Temperature Cobalt Base Alloy

Diameter (in) ----- 2.97

Blades ----- 11, Equally Spaced

Drive ----- Engine Exhaust Gases

Compressor ----- Centrifugal Impeller

Material ----- Die Cast Aluminum Alloy

Diameter (in.) ----- 3.00

Blades ----- 14, Equally Spaced

Drive ----- Solid Shaft from Turbine

Bearing ----- One Piece Floating Bushing

Material ----- Aluminum Alloy

Lubrication ----- Engine Oil, Full Pressure

#PV119E

Torrance, CA 90503

# AMA Specifications – Passenger Car

MAKE OF CAR CHEVROLET MODEL YEAR 1962 DATE ISSUED 10-23-61 REVISED \_\_\_\_\_

MODEL \_\_\_\_\_ Corvair 500-700-900

## ENGINE—COOLING SYSTEM

Type system (pressure, pressure vented, atmospheric, other)		Refer to supplement
Radiator cap relief valve pressure		
Circulation thermostat	Type (choke; bypass)	
	Starts to open at (°F)	Page 7 for type
Water pump	Type (centrifugal, other)	
	Number of pumps	
	Drive (V-belt, other)	of Cooling
	Bearing type	
By-pass recirculation type (internal, external)		
Radiator core type (cellular, tube and fin, other)		
Cooling system capacity	With heater (qt.)	
	Without heater (qt.)	
	Opt. equipment—specify (qt.)	
Water jackets full length of cylinder (yes, no)		
Water all around cylinder (yes, no)		
Radiator hose	Lower	Number and type (molded, straight)
		Inside diameter
	Upper	Number and type (molded, straight)
		Inside diameter
	By-pass	Number and type (molded, straight)
		Inside diameter
Fan	Number of blades & Spacing	
	Diameter	
	Ratio—fan to crankshaft rev.	
	Fan cutout type	
	Bearing type	
*Drive belts (Indicate belt used by letter)	Fan	
	Generator	
	Water Pump	
	Air Conditioning	

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* Drive Belt Dimensions	
Angle of V	
Nominal length (SAE)	
Width	

# AMA Specifications -- Passenger Car

Supplement to Page

MAKE OF CAR CHEVROLET MODEL YEAR 1962 DATE ISSUED 10-23-61 REVISED 3-1-62

## SUPPLEMENTARY INFORMATION

MODEL Corvair 500-700-900

### ENGINE - COOLING SYSTEM

Type		Air, forced supply by centrifugal blower
Engine Shrouding		Engine enclosed in sheet metal to direct cooling air over fins on outside of engine cylinders, cylinder head castings and crankcase
Engine (A) Blower ©	Type	Centrifugal
	Location	Mounted horizontally on top center of engine
	Material	Steel
	Diameter	10.70
	Number of vanes	11
	Driven by	"V" belt
	Air flow	1460 cfm. @ 4000 engine rpm ©
	Pulley (PD)	4.3/16
	Ratio-fan to crankshaft	1.58:1 (Theoretical)
Bearing type	Permanently lubricated ball bearing	
Drive Belt	Type	"V"
	Pitch length	55.7
	Width	.38
	Angle of "V"	40°
	Function; number	Two; regulates air flow control doors
Air Thermo-stats	Type	Bellows
	Location	Lower part of plenum under front cylinders
	Make	Harrison
	Bellows start to open at	205° (approximately)

©A - On HI-Perf and Turbocharged Engine:

Material - Plastic Acetal Resin and/or steel

Plastic: Diameter - 11.18 in.

Number of Vanes - 11

# AMA Specifications – Passenger Car

MAKE OF CAR CHEVROLET MODEL YEAR 1962 DATE ISSUED 10-23-61 REVISED 3-1-62  
 MODEL Corvaire 500,700-900

## ELECTRICAL—SUPPLY SYSTEM

Battery	Make and Model		Delco - 1980556	
	Voltage Rtg. & Total Plates		12 volts - 54 plates	
	SAE Designation & Amp Hr. Rtg		42 amp hr @ 20 hr rate	
	Location		Left side of engine compartment	
Terminal grounded		Negative		
Generator	Make		Delco-Remy	
	Model		1102226	
	Type		Two brush, shunt wound	
	Ratio—Gen. to Cr/s rev.		2.3:1	
	Gen. cut-in (hot)—engine rpm		510	
Regulator	Make		Delco-Remy	
	Model		1119001	
	Type		Vibrator	
	Cutout relay	Closing voltage @ generator rpm	11.8-13.5 @ 1300	
		Reverse current to open	1-4 amps @ 12 volts	
	Regulated	Voltage	13.8 - 14.8	
		Current	27-33	
	Voltage test conditions	Temperature	Operating	
		Load	8-10 amps	
Other		None		

## ELECTRICAL—STARTING SYSTEM

Starting motor	Make		Delco-Remy	
	Model		⊕ 1108306 (1108307 w/PG)	
	Rotation (drive end view)		Clockwise	
	Engine cranking speed			
	Test conditions		Operating temperature	
	Lock test	Amps		
		Volts		
		Torque (lb. ft.)		
	No load test	Amps	69	
		Volts	10.6	
RPM (min.)		7675		
Motor control	Switch (solenoid, manual)		Solenoid	
	Starting procedure		Depress clutch and place shift lever in Neutral (a) Press accelerator pedal to floor once to set automatic choke, then release. Turn ignition key to extreme right to engage starter.	

(a) For Powerglide transmission, place selector in "N" position.

# AMA Specifications – Passenger Car

MAKE OF CAR CHEVROLET MODEL YEAR 1962 DATE ISSUED 10-23-61 REVISED 3-1-62

MODEL Corvair

<b>ELECTRICAL—STARTING SYSTEM (cont.)</b>		Turbo-Air Synchronesh	Powerglide	Turbo-Air Hi-Perf.	● Supercharged
Motor Drive	Engagement type		Positive shift solenoid		
	Pinion meshes (front, rear)		Rear		
	Number of teeth	Pinion	9		
		Flywheel	147		
Flywheel tooth face width		.363 - .387 (a)			

## ELECTRICAL—IGNITION SYSTEM

Coil	Make		Delco-Remy			
	Model		1115135		1115172	
	Amps	Engine stopped	4.0			
Engine idling		1.8				
Distributor	Make		Delco-Remy			
	Model		1110269	1110271 (b)	1110272	1110290
	Cent'fgal adv. in crankshaft degrees @ engine rpm (nominal)	Start (rpm)	600	1400 (b)	700	3900
		Intermediate points deg. @ rpm	6.5 @ 1200			
	Vacuum adv. in crankshaft degrees @ in. Hg. (nominal)	Max deg. @ rpm	32 @ 3600	24 @ 3700 (b)	24 @ 4800	12 @ 4500
		Start (in Hg)	6.0	7.0	6.0	(d) 1 PSI
	Intermediate points, deg @ in Hg					
		Max. deg. in. Hg.	23 @ 15.2	23 @ 16.2	23 @ 15.2	(d) 9° retard (
	Breaker gap (in.)		.019			
	Cam angle (deg.)		32-34°			
Breaker arm tension (oz.)		19-23				
Timing	Crankshaft deg. @ rpm.		4° to 10° @ idle	13° to 18° @ idle	13° BTC @ idle	24° BTC @ 800
	Mark location		Crankshaft pulley			
	Cylinder numbering system (see page 2)		Left bank 6-4-2 Right bank 5-3-1			
	Firing order (see page 2)		1-4-5-2-3-6			
Spark Plug	Make and model		AC 46-FF (c)		AC 44-FF	
	Thread (mm)		14			
	Tightening torque (lb. ft.)		25			
	Gap		.035 - .040			
Cable	Conductor type		Linen core impregnated with electrical conducting material			
	Insulation type		Rubber with neoprene jacket			
	Spark plug protector		Neoprene, combining boot with shroud opening seal			

## ELECTRICAL—SUPPRESSION

Locations & type

Non-metallic high tension cable

(a) - .236-.260 with Powerglide Transmission.

(b) - On 900 Monza models with Powerglide #1110278-1400 RPM Start, Max. 20° @ 410

(c) - AC 44-FF on 900 Monza models with Powerglide.

(d) - No vacuum advance - Unit operates on positive pressure.

# AMA Specifications - Passenger Car

**MAKE OF CAR** CHEVROLET      **MODEL YEAR** 1962      **DATE ISSUED** 10-23-61      **REVISED** 12-1-61  
**MODEL** Corvair      500-700-900

## ELECTRICAL-INSTRUMENTS AND SWITCHES

Speed-ometer	Make	AC
	Trip odometer (yes, no)	No
Charge indicator-type		
Temperature indicator-type		
Oil pressure indicator-type		
Fuel indicator-type		Gauge
Other		Temp - Oil Pressure - Tell-Tale Light Fan - Generator - Tell-Tale Light
Ignition switch	Identify positions in order and circuits controlled	Locked - 26° 31' CCW from vertical Off (unlocked) - 13° 30' CW from vertical On (Ign., Batt., & Access.) - 53° 30' CW from vertical Start - 73° 30' CW vertical (spring return to "On")
	Provision for illumination	Yes
	Location	On Instrument panel to right of steering column
Main lighting switch	Identify positions and lamps controlled	Off - Depressed 1st Notch - Instr. panel, parking, tail and license lamps 2nd Notch - Instr. panel, headlights, tail and license lamps Dim to Off - Instr. panel lighting - rotate knob CW Dome Light - Rotate knob full CCW
Other light switches	Locations and lamps controlled	Dimmer ----- Toe panel (b) PG Quadrant ----- Instr. cluster (a) Glove Compt. ----- Glove compt. (c) Dome and Courtesy -- Front door hinge pillars (b) Luggage - Lu Dir. Signals ----- Strg. mast jacket Co. Stop Signals ----- At brake pedal (b) Underhood - Eng. C (a) Back-Up ----- With trans. controls (b) Park Br. Alarm - B Instr. pa.
Other switcher	Locations and devices controlled	Temp - Oil Press      Engine Fan - Generator      Voltage Regulator Heater      Below Instru. Cluster W/S Wiper      Instru. Cluster (b) Trans. Safety      Strg. Mast Jacket (b) A/C Controls      Below Instru. Panel
Windshield wiper	Make	Delco
	Type	Electric, Single Speed (d)
	Vacuum booster provision	None
	Washer provision	Push Button (b)
Horn	Type	Vibrator
	Number used	500: One (e); 700-900: Two
	Amp draw (each)	8.0-11.0 @ 12.5 Volts

- Standard on 900 models
- Optional
- (c) Dome standard on 700, 900 models; Courtesy optional on all models
- (d) Two-Speed with washer optional
- (e) High-note horn optional

)



# AMA Specifications – Passenger Car

**MAKE OF CAR** CHEVROLET **MODEL YEAR** 1962 **DATE: ISSUED** 10-23-61 **REVISED** \_\_\_\_\_

**MODEL** Corvaire 500-700-900

## ELECTRICAL—FUSE & CIRCUIT BREAKER DATA

Use trade number of fuse, e.g., SFE-10. Indicate circuit breaker by ampere capacity suffixed by letters "C.B.", e.g., 30 C.B. Where fuse or circuit breaker protects multiple circuits indicate first use by a letter and repeat the same letter for all units protected by the same fuse or circuit breaker, e.g., Parking lamp SFE-10 (a), Direction indicator same as (a).

Headlamp	15CB (a)	PG Quadrant	(c)
Headlamp beam indicator	(a)	Speedo Head	(c)
Parking lamp	(a)	Under hood lamp	SAE 9 (J)
Tail lamp	AGC10 (b)	Luggage compartment	(b)
Stop lamp & dir. sig.	(b)	W/S Wiper Motor	SAE 20 (K)
Direction indicator	Flasher	(Single Speed)	
License plate lamp	(b)	W/S Wiper Motor	14CB (K)
Instrument lamp		(Two Speed)	
Ignition lamp	None		
Back up lamp	(b)		
Dome lamp	(b)		
Clock	Fuse link in motor		
Clock lamp	AGC3 (c)		
Radio	Receiver (incl. light) AGC4 (h)		
Glove compartment lamp	(b)		
A/C (incl. heater)	SAE20 (d)		
A/C Blower Mtr.	AGC15 (e)		
A/C Blo. mtr. Relay	AGC15 (f)		
Air htr blo mtr.	(b) (500 & 700 Series)		
Air htr blo mtr.	AGC15 (G) (900 Series)		
Courtesy lamps	(b)		
Gas Heater	SAE 20		
Gas htr blo mtr.	(b)		
Heater controls	(c)		
Park. brake alarm	AGC10		

## ELECTRICAL—LOCATION OF OUTSIDE LAMPS

Height above ground to center of bulb	Tail	Lowest	--	
		Highest	24.0	
	Stop		24.0	
	Backup		24.0	
	License, rear		26.5	
	Directional	Front		20.5
		Rear		24.0
	Headlamp	Inside		24.5
		Outside*		24.5
	Distance from C/L of car to center of bulb	Tail	Inside	--
Outside			28.0	
Stop			28.0	
Backup			21.5	
License, rear			On centerline	
Directional		Front		23.0
		Rear		28.0
Headlamp		Inside		20.8
		Outside*		28.5

\* If single headlamps are used enter here.



# AMA Specifications – Passenger Car

**MAKE OF CAR** CHEVROLET      **MODEL YEAR** 1962      **DATE ISSUED** 10-23-61      **REVISED**  
**MODEL** Corvair      500-700-900

## ELECTRICAL—LAMP BULBS

Give quantity used and trade number, e.g., Headlamp 2-5400 S, dual headlight 2-4001, 2-4002.  
 Indicate accessories which are not standard equipment by an asterisk following the numbers.

Headlamps & arrangement		Dual, horizontal; 2-4001 inner, 2-4002 outer
Headlamp beam indicator		1-53
Parking		2-1034 (4 cp filaments)
Tail		2-1034 (4 cp filaments)
Stop		2-32 cp filaments of tail lamp bulbs
Direction signal	Front	2-32 cp filaments of parking lamp bulbs
	Rear	2-32 cp filaments of tail lamp bulbs
	Indicator	2-53
License plate		1 or 2 - 67 (a)
Instrument		---
Ignition lock		None
Back up		2-1073 (b)
Dome		1-90
Clock		1-57 *
Radio		1-57X *
Glove compartment		1-57 (b)
Heater		1-53
Gen. Ind.		1-57
Oil Press. Ind.		1-57
Trans Selector		
Quadrant (auto)		1-53 *
Courtesy		2-89 *
Park Brake		
Alarm		1-257 *
Speedo. Head		2-1816
Luggage Comp.		1-93 *
Spotlamp (Port.)		1-4416 *
Underhood (Eng.)		1-93 *

(a) 2 for station wagons

(b) Standard on 900, Accessory for 500-700

# AMA Specifications – Passenger Car

**MAKE OF CAR** CHEVROLET      **MODEL YEAR** 1962    **DATE ISSUED** 10-23-61    **REVISED** \_\_\_\_\_  
**MODEL** Corvair      500-700-900

## DRIVE UNITS—MANUAL TRANSMISSION WITH OVERDRIVE

For transmission data see manual transmission section

Overdrive	Type (planetary or other)		None	
	Manual lockout (yes, no)		-	
	Downshift accelerator control (yes, no)		-	
	Minimum cut-in speed		-	
	Gear ratio		-	
	Lu- bri- cant	Capacity (pt.) (Overdrive only)		-
		Separate filler (yes, no)		-
		Type recommended		-
		SAE vis- cosity number	Summer	-
			Winter	-
Ext. cold		-		

## DRIVE UNITS—AUTOMATIC TRANSMISSION

Trade name	Corvair Powerglide						
Type describe	Torque converter with planetary gears						
Method of Selection (Lever, Push Button or other)	Lever (in instrument panel)						
Selector Pattern	L-D-N-R						
List gear ratios Selector Pattern and indicate which are used in each selector position	<table style="margin-left: auto; margin-right: auto;"> <tr> <td>Drive</td> <td>1.82:1 and 1.00:1 (a)</td> </tr> <tr> <td>Low</td> <td>1.82:1</td> </tr> <tr> <td>Reverse</td> <td>1.82:1</td> </tr> </table>	Drive	1.82:1 and 1.00:1 (a)	Low	1.82:1	Reverse	1.82:1
Drive	1.82:1 and 1.00:1 (a)						
Low	1.82:1						
Reverse	1.82:1						
Max. upshift speeds—drive range	45						
Max. kickdown speeds—drive range	40						
Torque convertor	Number of elements	Three					
	Max. ratio at stall	2.6:1					
	Type of cooling (air, water)	Air					
Lubricant	Capacity—refill (pt.)	6					
	Type recommended	"A", suffix "A"					
Special transmission features							

(a) - Total transmission torque multiplication - 4.73:1.

# AMA Specifications – Passenger Car

MAKE OF CAR CHEVROLET MODEL YEAR 1962 DATE ISSUED 10-23-61 REVISED (a) 3-1  
 MODEL Corvair 500-700-900

### DRIVE UNITS—CLUTCH (Manual Transmission) 3 & 4-Speed (a) •

Make & type	Chevrolet, single plate, dry plate	
Type pressure plate springs	Diaphragm	
Effective plate pressure (lb.)	900-1075 (b) •	
No. of clutch driven discs	One	
Clutch facing	Material	Woven type asbestos
	Outside & inside dia.	8.0 x 6.0
	Total eff. area (sq.in.)	44
	Thickness	.125 or .135 •
	Engagement cushioning method	None
Release bearing	Type & method of lubrication	Ball bearing, sealed
Torsional damping	Methods: springs, friction material	None

### DRIVE UNITS—TRANSMISSIONS

Manual (std. or opt.)	3-speed (std); 4-speed (opt) (a) •
Manual with overdrive (std. or opt.)	None
Automatic (std. or opt.)	Powerglide optional except with 150 HP engine •

### DRIVE UNITS—MANUAL TRANSMISSION

Number of forward speeds		Three	Four	
Transmission ratios	In first	3.50:1	3.65:1	
	In second	1.99:1	2.35:1	
	In third	1.00:1	1.44:1	
	In fourth	None	1.00:1	
	In reverse	3.97:1	3.66:1	
Synchronous meshing, specify gears		2nd and 3rd	1st, 2nd, 3rd, 4th	
Shift lever location		Floor		
Lubricant	Capacity (pt.)	1.9	3.3	
	Type recommended	Multi-purpose gear lubricant		
	SAE viscosity number	Summer	SAE-80	
		Winter	SAE-80	
Extreme cold		SAE-80		

(a) 4-speed only with 150 HP engine •

(b) 1050-1250 for 150 HP engine •

# AMA Specifications – Passenger Car

MAKE OF CAR **CHEVROLET** MODEL YEAR **1962** DATE ISSUED **10-23-61** REVISED **(e) 3-1-62**

MODEL **Corvair** **500-700-900**

### DRIVE UNITS—WHEELS

Type & material		<b>Short spoke, full disk (e) •</b>
Rim (size and flange type)		<b>13 x 5, 50J</b>
Attachment	Type (bolt or stud)	<b>Stud</b>
	Circle diameter	<b>4.50</b>
	Number and size	<b>4 Hex nuts, 7/16-20</b>

### DRIVE UNITS—TIRES

Standard (List option below)	Size & ply	<b>6.50 x 13-4 pr (a)</b>
	Type - Nylon, etc.	<b>Rayon tubeless, blackwall</b>
Rev/mile at 30 mph.		<b>853 (b) •</b>
Inflation press. (cold)	Front	<b>15 psi (d)</b>
	Rear	<b>26 psi</b>

### BRAKES—SERVICE

Type (duo-servo, balanced, self adjusting, etc.)		<b>Duo-servo, 4 Wheel Hydraulic</b>		
Power brake make & type (remote, integral, etc.)		<b>None</b>	<b>RPO 686 (c)</b>	
Effective area (sq. in.)*		<b>126.14</b>	<b>91.31</b>	
Gross lining area (sq. in.)**		<b>126.14</b>	<b>91.31</b>	
Swept drum area (sq. in.)***		<b>197.9</b>	<b>197.4</b>	
Percent brake effectiveness—front		<b>46%</b>		
Drum	Diameter	Front	<b>9.0</b>	
		Rear	<b>9.0</b>	
Type and material		<b>Composite - cast alloy iron rim, pressed steel web</b>		
Brake lining	Bonded or riveted		<b>Bonded</b>	
	Front Shoe	Material	<b>Full molded asbestos comp.</b>	
		Size (length x width x thickness)	Front wheel	<b>8.62 x 1.75 x .160</b>
			Rear wheel	<b>8.62 x 1.75 x .160</b>
		Segments per shoe		<b>1</b>
	Rear Shoe	Material	<b>Full molded asbestos comp.</b>	
		Size (length x width x thickness)	Front wheel	<b>9.42 x 1.75 x .160</b>
			Rear wheel	<b>9.42 x 1.75 x .160</b>
Segments per shoe		<b>1</b>		
		<b>Welded</b>	<b>Sintered iron</b>	
			<b>Sintered iron</b>	
			<b>1.64 x .87 x .21</b>	
			<b>1.64 x .87 x .21</b>	
			<b>6</b>	
			<b>1.64 x .87 x .33</b>	
			<b>1.64 x .87 x .33</b>	
			<b>10</b>	
Wheel cylinder bore	Front	<b>.875</b>		
	Rear	<b>.9375</b>		
Master cylinder bore		<b>1.0</b>		
Available pedal travel		<b>6.00</b>		
Line pressure at 100 lb. pedal load		<b>783</b>		
Shoe clearance adjustment		<b>Adj. to light drag and back off 12 notches front, 16 notches rear</b>		

\* Excludes rivet holes, grooves, chamfers, etc.

\*\* Includes rivet holes, grooves, chamfers, etc.

\*\*\* Total swept areas for four brakes

Widest lining contact width for each brake x its drum circumference.

(a) 7.00 x 13 - 4 pr for Station Wagons

(b) For 700 tires, 833 •

(c) Metallic Brake Option

(d) When luggage compartment load exceeds 100 pounds inflate tires to 20 psi cold

(e) Wire wheels available as RPO •

# AMA Specifications - Passenger Car

MAKE OF CAR CHEVROLET MODEL YEAR 1962 DATE ISSUED 10-23-61 REVISED (e) 3-1-62  
 MODEL Corvair 500-700-900

## DRIVE UNITS—PROPELLER SHAFT

Number used		None	
Type (exposed, torque tube)		-	
Outer diameter x length* x wall thickness	Manual transmission	-	
	Overdrive transmission	-	
	Automatic transmission	-	
Inter-mediate bearing	Type (plain, anti-friction)	-	
	Lubrication (fitting, prepack)	-	
Universal joints	Make	-	
	Number used	-	
	Type (ball and trunnion, cross, other)	-	
	Bearing	Type (plain, anti-friction)	-
		Lubric. (fitting, prepack)	-
Drive taken through (torque tube or arms, springs)		-	
Torque taken through (torque tube or arms, springs)		-	

## DRIVE UNITS—REAR AXLE

Description - (Incl. limited slip differential)		Differential integral with engine and transmission driving rear wheels independently through "U" joints	
Drive Pinion Offset		1.75	
No. of differential pinions		2	
Gear ratio and No. of teeth *	Manual transmission	3 & 4-Speed Sedans and Coupes - 3.27:1 (11-36) 3 & 4-Speed Station Wagons - 3.55:1 (9-32)	
	Overdrive transmission	None	
	Automatic transmission	Sedans and coupes - 3.27:1 (11-36); Station Wagons - .55:1 (9-32).	
Ring gear pitch diameter & O.D.		6.750; 6.791	
Pinion adjustment (shim, other)		Shim	
Pinion bearing adj. (shim, other)		None	
Wheel bearing type		Double row spherangular roller	
Lubricant	Capacity (pt.)	3.2	
	Type recommended	Multi-purpose gear lubricant	
	SAE viscosity number	Summer	SAE-80
		Winter	SAE-80
Extreme cold		SAE-80	

\*Center to center of universal joints, or to centerline of rear attachment.

\* - Positraction axles available as regular production option; conventional axle ratios 3.55:1 and 3.89:1 available as regular production options - see page 2A.

# AMA Specifications – Passenger Cars

MAKE OF CAR **CHEVROLET** MODEL YEAR **1962** DATE ISSUED **10-23-61** REVISED **12-1-61**  
 MODEL **Corvair** **500-700-900**

## SUSPENSION FRONT (cont.)

Spring	Type		Coil
	Material		High alloy steel
	Size (coil design height & I.D.; bar length x dia.)		6.42 x 3.453 x 92.15 x .450
	Spring rate (lb. per in.)		155
	Rate at wheel (lb. per in.)		78
	Design load (lb. @ design height)		770 @ 6.42
Stabilizer	Type (link, linkless, frameless)	With heavy duty front and rear suspension RPO	
	Material & bar diameter	--	

## STEERING

Mechanical (std., opt., NA)			Standard	
Power (std., opt., NA)			NA	
Wheel diameter			16.00	
Turning diameter	Outside front	Wall to wall (l. & r.)	40.5, 40.0	
		Curb to curb (l. & r.)	38.3, 37.9	
	Inside rear	Wall to wall (l. & r.)	23.2, 22.5	
		Curb to curb (l. & r.)	23.5, 23.0	
Outside wheel angle with inside wheel at 20°			18.03°	
Mechanical	Gear	Type	Recirculating ball with cast aluminum housing	
		Make	Saginaw	
		Ratios	Gear	18.0:1
			Overall	23.5:1
	No. wheel turns	4.60 (to linkage stops)		
Power	Type (coaxial, linkage, etc.)		None	
	Make		--	
	Trade name		--	
	Gear	Type	--	
		Ratios	Gear	--
			Overall	--
	Pump driven by		--	
Number wheel turns		--		
Linkage	Type		Parallel relay	
	Location (front or rear of wheels, other)		Front	
	Drag link (trans. or longit.)		None	
	Tie rods (one or two)		Two	

(Continued)

# AMA Specifications—Passenger Car

Pa

MAKE OF CAR CHEVROLET MODEL YEAR 1962 DATE ISSUED 10-23-61 REVISED

MODEL Corvair 500-700-900

## BRAKES—PARKING

Type of control		Apply-hand lever; Release - integral hand lever
Location of control		Under instrument panel, left of steering column
Operates on		Rear service brakes
If separate from service brakes	Type (internal or external)	None
	Drum diameter	None
	Lining size (length x width x thickness)	None

## FRAME or UNITIZED CONSTRUCTION

Type and description	Integral, with step-down underbody floor, front and rear side rail type members, and front and rear end sheet metal components welded to body as
----------------------	--

### \* SUSPENSION—GENERAL (See Supplemental page 17 for details on Air Suspension)\*

Provision for car leveling		None
Provision for brake dip control		Anti-dive geometry
Provision for acc. squat control		None
Special provisions for car jacking		Front - 34" rear of $\mathcal{C}$ of front wheel Rear - 10" forward of rear wheel opening
Shock absorber front & rear	Type	Direct, double acting
	Make	Delco
	Piston dia.	1.00
Other special features		

## SUSPENSION—FRONT

Type and description	Independent, combining long and short control arms, with spherical joints, coil springs and anti-dive contr
----------------------	---

(Continued) Rev. Form 3-5

\* - Heavy-duty front and rear suspension equipment available as Regular Production Option (RPO 696)

- \* Air Suspension:
- Air spring type
- Compressor data
- type
- make
- drive ratio
- Normal operating pressures
- spring rates
- leveling data

10-11-61, 10-11-61, 10-11-61

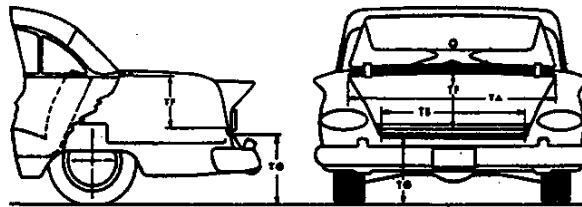
**MAKE OF CAR** CHEVROLET **MODEL YEAR** 1962 **DATE ISSUED** 10-23-61 **REVISED** 3-1-62

## BODY—GENERAL DEFINITIONS

**NOTE:** Included in the dimension definitions listed on this and the following pages are those which have been adopted by S.A.E. These are indicated by a number following the type of dimension, e.g. 1.3. Additional dimensions have been added by the AMA Specifications Body Subcommittee for inclusion in the Questionnaire. These are shown by an additional letter, e.g., MA. Symbol "a" added as suffix to SAE dimensions indicates an AMA modification. The dimensions are developed from the following basic points:

1. Body Dimensions are for all basic body models as indicated.
2. All interior dimensions are taken 15" outboard of car centerline (C/L) unless otherwise stated.
3. Front and rear seat free "A" points are taken 5" forward of vertical tangent to seat back 15" from center of body.
4. Depressed "A" point is the lowest point on the seat cushion depressed contour.
5. Front seat is in full down and normal rear position.
6. Unless otherwise specified all exterior height dimensions are taken with a full design load which consists of 5 passengers, 300 lbs. front, 450 lbs. rear; includes spare wheel, tire and tools, and full complement of gas, oil, water and tires to recommended pressure, etc.
7. DLO (Daylight opening - pages 22 & 24).
8. For further clarification of definitions see SAE Aeronautical—Automotive Drawing Standards, Section E-1.

## BODY—TRUNK DIMENSIONS



MODEL	527 727	927 — 967	769 969	735 935
Usable trunk luggage capacity (See Section E-1 of SAE Automotive Drawing Standards)	6.6			---
Total trunk volume in cu. ft. with spare tire in place	29.1 (a)			68.0 (b)
TA—Width across the top	49.5			
TB—Width across the bottom	49.5			
TF—Vertical dimension at C/L from bottom to top of opening	4.0			
TG—Vertical height from ground to trunk lower opening (normal surface of outside sheet metal—loaded)	28.5			26.2
Position of spare tire stowage	Horizontal inside engine compartment, right rear quarter panel			Vertical in frt. lugg. compt.
Method of holding lid open	Torsion Rod Counterbalanced			

Rev. Form 3-59

- (a) - Total with folding seat down; 12.6 cu. ft. - underhood; 3.2 cu. ft. - rear seat well  
 16.5 cu. ft. - rear seat down (including rear seat well)
- (b) - Total with rear seat down; 19.0 cu. ft. underhood  
 32.0 cu. ft. rear seat erect  
 58.0 cu. ft. rear seat folded



# AMA Specifications - Passenger Car

**MAKE OF CAR** CHEVROLET      **MODEL YEAR** 1962      **DATE ISSUED** 10-23-61      **REVISED** 3-1-62  
**MODEL** Corvair      500-700-900

## STEERING (cont.)

Steering Axis	Inclination of camber (deg.)		7°
	Bearings (type)	Upper	Spherical joint, non-metallic bearing liner
		Lower	Spherical joint, metallic bearing liner
	Thrust		None
Wheel alignment (range and preferred)	Caster (deg.) (d)		Design load: 3-1/2° - 1/2° + 0°; Curb load: 2° - 1/2° + 0°
	Camber (deg.)		Design or Curb load: (+) 1/2° ± 1/2° (b)
	Toe-in (outside tread-inches)		Design load: 1/32 to 3/32; Curb load: 1/8 to 3/16
Steering spindle & joint type			Forged steel with integral brake cylinder mounting
Wheel spindle	Diameter	Inner bearing	1.0623-1.0618
		Outer bearing	.6868 - .6873
	Thread size		11/16-24
	Bearing type		Tapered roller

## SUSPENSION-REAR

Type and description			Independent swing-type (a)	
Drive and torque taken through (see page 15)			Drive - thru control arms; torque - thru chassis	
Spring	Type		Coil	
	Material		High alloy steel	
	Size (length x width, coil design height and I.D.; bar length & dia.)		7.45 x 3.453 x 101.82 x .617	
	Spring rate (lb. per in.)		453	
	Rate at wheel (lb. per in.)		128 •	
	Design load (lb. at design height)		• RH side-1575 @ 7.45; LH side-1725 @ 7.45	
	Mounting insulation type		None	
	If leaf	No. of leaves		None
		Inserts	Type and size	--
			Material	--
Shackle (comp. or tens.)		--		
Stabilizer	Type (link, linkless, frameless)		(e)	
	Material		--	
Track bar type			--	

Rev. Form 3-59

Wheel Camber (deg) (c) (b)      Design load: 2° ± 1/2° Neg; Curb load: 1° ± 1/2° Pos  
 Align Toe-in (inches)      Design or Curb load: 1/8 to 3/8

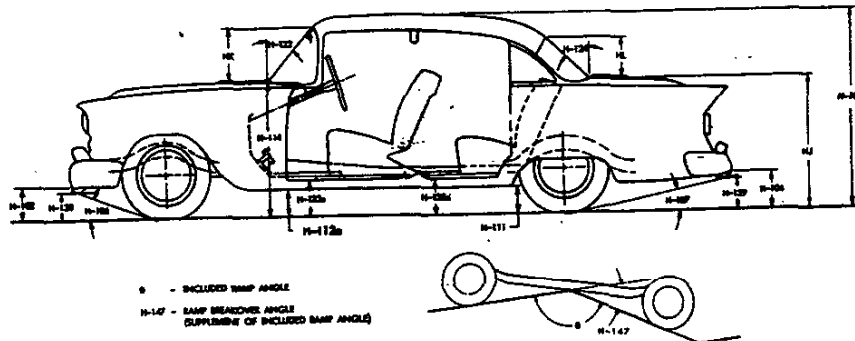
- (a) - Combining hollow box-section type control arms, coil springs and shock absorber
- (b) - Right and left side equal within 0° 30'
- (c) - For heavy-duty suspension: Design 3° ± 1/2° (-); Curb 1° ± 1/2° (-).
- (d) - For heavy-duty suspension: Design 3-1/2° ± 1/2°; Curb 2-1/2° ± 1/2°
- (e) - Rebound straps with heavy duty front and rear suspension RPO.

# AMA Specifications— Passenger Car

Page 22

MAKE OF CAR CHEVROLET MODEL YEAR 1962 DATE: ISSUED 10-23-61 REVISED (\*) 3-1-62

## BODY—HEIGHT DIMENSIONS—EXTERIOR



NOTE: For dimensions to lamps see page 12.

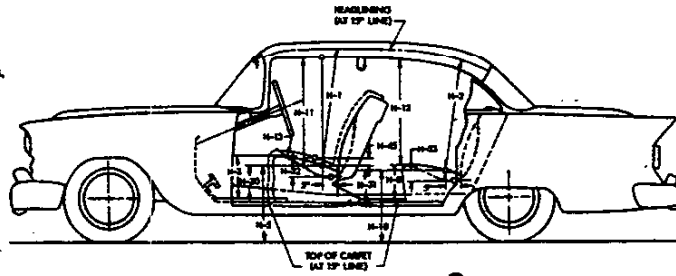
MODEL	527	927	967	769	735
Corvair	727			969	935
H101. Overall height, full design load	51.5				53.5
H8. Overall height, curb weight	53.0				55.0
H102. Front bumper bottom to ground at normal section, min. height	15.0				
H104. Rear bumper bottom to ground at normal section, min. height	15.5				17.5
H106. Angle of approach. To interfering point on bumper, guard, other	27°				
H107. Angle of departure. To interfering point on bumper, guard, other	16°				
H111. Body Sill to Ground-Rear. Vertical dimension measured from bottom of body sill (rocker panel), excluding any flanges, to ground at front of rear wheel opening.	7.5				8.5
H112a. Body Sill to Ground-Front. Measured vertically at foremost point of body sill (rocker panel), excluding flanges and front fender.	8.0				
H114. Hood at rear to ground. Vertical dimension C/L, excluding molding, at hood opening line at cowl	34.0				
H122. Windshield normal slope angle to vertical line on car C/L	52°				
H124. Backlight normal slope angle to vertical line on car C/L	52°				27°
H128. Bottom of front bumper guard to ground	--				
H129. Bottom of rear bumper guard to ground	--				
H133a. Bottom of front door to ground, min. dimension	11.0				11.5
H135a. Bottom of rear door to ground, min. dimension	--	--	11.0		11.5
H147. Ramp breakover angle	16°				18°
H153. Min. road clearance at rear axle	6.0				6.5
H156. Min. road clearance and location	6.0 @ rear axle				
HJ. Deck at rear window to ground	37.0				--
HK. Windshield DLO*. Vertical height at C/L	13.0				14.5
HL. Back light DLO*. Vertical height at C/L	11.5		10.5		15.0

\* See Note, page 20

# AMA Specifications – Passenger Car

**MAKE OF CAR** CHEVROLET **MODEL YEAR** 1962 **DATE: ISSUED** 10-23-61 **REVISED** 3-1-62

## BODY—HEIGHT DIMENSIONS—INTERIOR



MODEL	Corvair	527 727	927	967	769 969	735 935
H1. Front headroom. Free "A" pt. to headlining at 8° back of vertical. (For "A" pt. see note 3, page 20)		37.5		38.0	37.5	39.0
H2. Rear headroom. Free "A" pt. to headlining at 8° back of vertical		36.5	37.0	38.0	36.5	39.0
H3. Front cushion height above floor carpet at front edge of cushion. (Ignore risers)		10.0				
H5. Free "A" pt. to ground, front. Measured vertically		17.5				18.0
H8. Rear cushion height above floor carpet at front edge of cushion. (Ignore risers)		9.5			11.5	13.0
H10. Free "A" point to ground rear. Measured vertically		16.0		15.5	17.0	18.0
H11. Entrance, front. Free "A" point to bottom of windcord, vertical		29.0	28.5	28.0	29.0	
H12. Entrance, rear. Top of cushion to bottom of windcord at front edge of rear seat		--	--		27.5	29.5
H13. Steering wheel clearance to seat cushion taken on arc (wheel turned for min. clearance)		5.0		4.0	5.0	
H30. Free "A" point reference height, front. Vertical dimension to SAE horizontal reference line		4.0				
H31. Free "A" point reference height, rear. Vertical dimension to SAE horizontal reference line		5.0		4.5	6.0	7.0
H32. Front seat cushion deflection. Vertical dimension from free "A" point to depressed "A" point		4.0				
H33. Rear seat cushion deflection. Vertical dimension from free "A" point to depressed "A" point		4.5		4.0	3.5	4.0
H45. Front seat maximum vertical rise at free "A" point		.5				

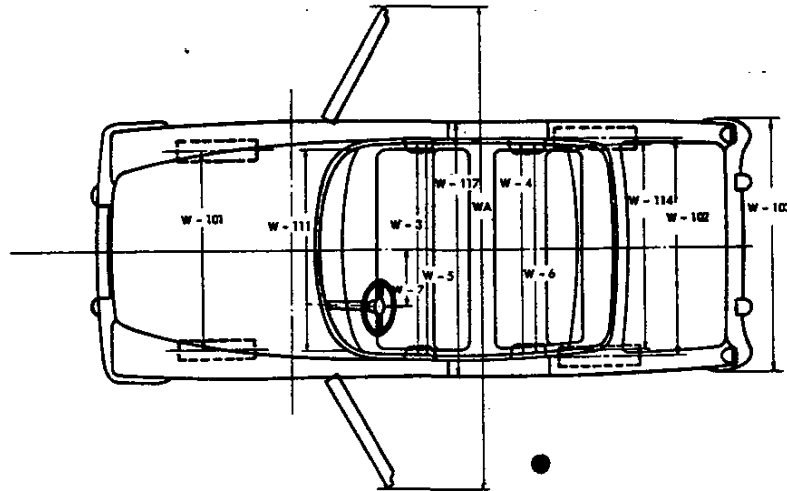
Rev. Form 3-55

**NOTE:** Torso room, a depressed dimension, is reported for H1 and H2 dimensions. Free "A" point and depressed "A" point dimensions are replaced with applicable "H" and "D" point dimensions.

# AMA Specifications—Passenger Car

MAKE OF CAR CHEVROLET MODEL YEAR 1962 DATE ISSUED 10-23-61 REVISED (a) 3-1-62

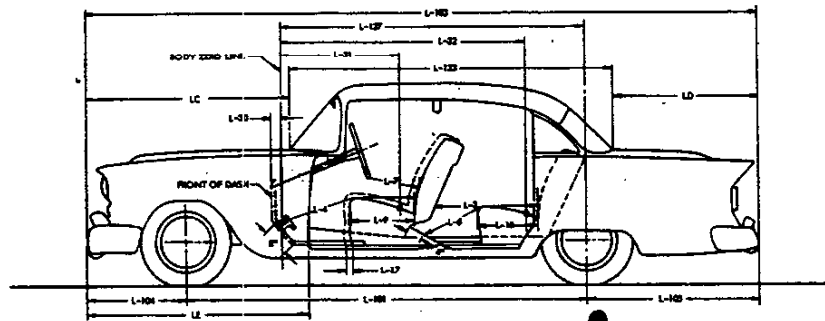
## BODY—WIDTH DIMENSIONS



MODEL	Corvaire	527 727	927	967	769 969	935
Interior	W3. Front shoulder room, at garnish molding height or nearest interference 5" forward of seat back	54.0				
	W4. Rear shoulder room, at garnish molding height or nearest interference 5" forward of seat back	52.0		44.0	53.5	
	W5. Front hip room, at top of seat 5" forward of vert. tan. to seat back	58.5				
	W6. Rear hip room, at top of seat 5" forward of vert. tan. to seat back	57.0		47.5	58.0	
	W7. Steering wheel center (on surface plane of wheel) to C/L of body	14.0				
Exterior	W101. Front tread at ground	54.5				
	W102. Rear tread at ground	54.5				
	W103. Max. overall width of car incl. bumpers or moldings (specify location).	67.0				
	WA. Max. overall width of car with doors open (2 & 4 door)	145.4		130.0		
	W111. Windshield DLO, max. width	54.5				
	W114. Back window DLO, max. width	54.5			54.5	47.5
	W116a. Maximum overall sheet metal width excl. hardware and applied molding (specify location)	67.0				
W117. Max. body width at center pillar, less hardware and applied moldings	66.0					

MAKE OF CAR CHEVROLET MODEL YEAR 1962 DATE: ISSUED 10-23-61 REVISED 3-1-62

**BODY—LENGTH DIMENSIONS**



MODEL	Corvair	527 727	927	967	769 969	735 935
Interior	L3. Rear compartment room. Back of front seat back to front of rear seat back	23.5	22.5	24.0	26.0	24.5
	L4. Leg room, front. Ball of foot to top of seat to seat back	44.0	43.0		44.0	
	L5. Leg room, rear. Ball of foot to top of seat to seat back	32.0	31.0	32.5	36.5	
	L7. Steering wheel clearance to seat back taken on arc	17.5	17.0	16.5	17.5	
	L9. Front seat depth. Front edge to vert. tan. of seat back	17.5				
	L16. Rear seat depth. Front edge to vert. tan. of seat back	14.5	13.5	15.0	17.5	
	L17. Maximum "A" point horizontal travel with normal seat adjustment	4.0				
	L30. Vertical body zero line to actual front of dash. Measured horizontally*	.58				
	L31. Vertical body zero line to free "A" point, front	43.0	42.0		43.0	
	L32. Vertical body zero line to free "A" point, rear	71.0	70.0	71.5	73.0	
Exterior	L101. Wheelbase	108.0				
	L103. Overall length. Incl. bumper guards if standard equipment	180.0				
	L104. Overhang, front. Include bumper guards if stand. eq.	30.3				
	L105. Overhang, rear. Include bumper guards if stand. eq.	41.7				
	L123a. Body upper structure length at C/L, excl. molding	83.6	89.7	93.0	119.3	
	L127. Vertical body zero line to centerline of rear wheels	99.0				
	LC. Front of car to base windshield, excl. molding	50.0				
	LD. Rear of car to base of rear window or upper structure, excl. molding	46.4		37.0		20.7
LE. Front of car to front edge of front door	53.5					

\* Precede figure with minus sign if front of dash is to rear of body zero line.

# AMA Specifications - Passenger Car

MAKE OF CAR CHEVROLET MODEL YEAR 1962 DATE ISSUED 10-23-61 REVISED (a)3-1-62  
 MODEL Corvair 527 | 727-927 | 967 | 769 | 735  
969 | 935

## BODY - MISCELLANEOUS INFORMATION

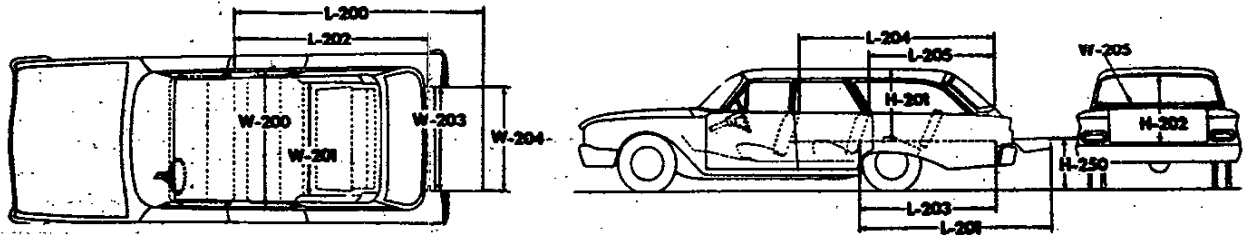
Drs. hinged (front, rear)	Front doors	Front				
	Rear doors	Front				
Type of finish (lacquer, enamel, other)		Acrylic lacquer				
Hood hinge location (front, rear)		Front (a)				
Hood counterbalanced (yes, no)		No (a)				
Hood release control (internal, external)		External (a)				
Vehicle (Serial) No. Location		Front surface of left body center pillar				
Engine No. Location		Top rear surface, left half of crankcase				
Theft protection - type		Shielded ign lock term, key removable in "lock" or "on" pos.				
Vent window control method (crank, friction pivot)	Front	Friction pivot				
	Rear	None				
Seat cushion type	Front	Polyurethane with zigzag springs				
	Rear	Cotton - jute with zigzag springs				
Seat back type	Front	Cotton - zigzag springs				
	Rear	Cotton - zigzag springs				
Windshield type (single curved, compound curved, other)		Single, curved				
Rear window type (flat, curved, one piece, three piece)		One-piece curved				
Side glass type (curved, flat)		Flat				
Side glass exposed surface area		1015.7	1027.2	1023.5	1154.7	2371.3
Windshield glass exposed surface area		1122.8				
Backlight glass exposed surface area		1069.2		726.6	1104.2	663.3
Total glass exposed surface area		3207.7	3219.2	2872.9	3381.7	4240.4

(a) Front luggage compartment lid hinged at rear, counterbalanced with external key lock.

# AMA Specifications – Passenger Car

MAKE OF CAR CHEVROLET MODEL YEAR 1962 DATE: ISSUED 10-23-61 REVISED (a)

## STATION WAGON—CARGO SPACE DIMENSIONS



**NOTE:** Front seat in full down and normal rear position for all measurements. Lengths and heights measured at car centerline.

MODEL	
Corvair	735-935
L200	Floor length from back of front seat at floor level to end of lowered tail gate <span style="float: right;">79.5</span>
L201	Floor length from back of second seat at floor level to end of lowered tail gate <span style="float: right;">49.5</span>
L202	Floor length from back of front seat at floor level to inside of closed tail gate <span style="float: right;">77.0</span>
L203	Floor length from back of second seat at floor level to inside of closed tail gate <span style="float: right;">47.0</span>
L204	Minimum horizontal distance from top rear of front seat back to inside of top of tail gate <span style="float: right;">70.0</span>
L205	Minimum horizontal distance from top rear of second seat back to inside of top tail gate <span style="float: right;">38.5</span>
W200a	Maximum width of cargo space at floor, specify location <span style="float: right;">57.0</span>
W201	Minimum distance between wheel houses at floor level <span style="float: right;">39.0</span>
W203	Rear end opening width at floor <span style="float: right;">46.5</span>
W204	Rear end opening width at top of tail gate <span style="float: right;">49.5</span>
W205	Maximum width of rear opening above raised tail gate <span style="float: right;">49.5</span>
H201	Maximum height, floor covering to headlining at centerline of rear axle <span style="float: right;">26.5</span>
H202	Maximum height of rear opening, tail and lift gates open <span style="float: right;">25.5</span>
H250	Platform height measured from ground to top of tail gate floor covering at rear most edge of tail gate, curb weight <span style="float: right;">28.0</span>
Third Seat, facing direction	<b>None</b>
Tail and lift gates or sliding glass	<b>Hinged liftgate with fixed window</b>
Cargo volume index (cu. ft.) W4 (P. 24) X L204 X H201 <small>1728</small>	<b>68.0 (a)</b>

(a) Includes 10.0 for front compartment.

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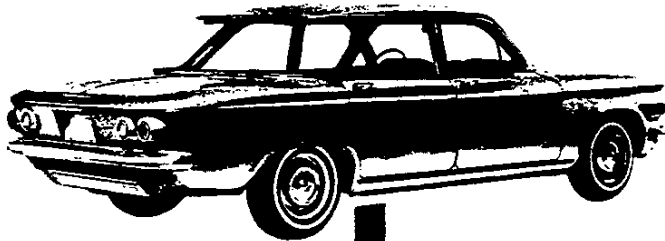
**VW**

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# CORVAIR GENERAL

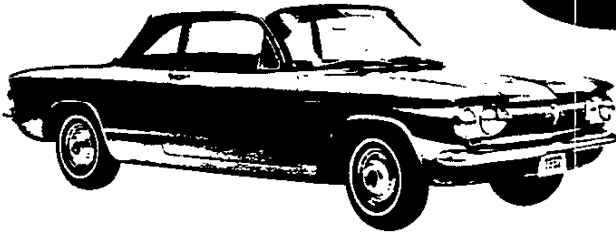


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FOR COMPLETE SPECIFICATIONS  
ON GREENBRIER SPORTS WAGON,  
SEE 1962 CHEVROLET TRUCK SPEC-  
IFICATIONS.

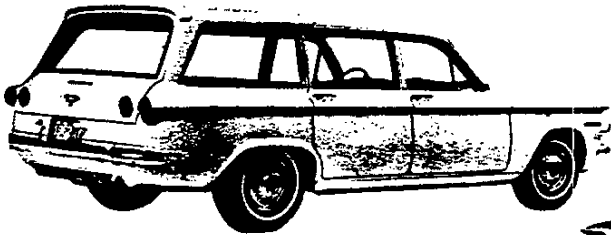
## MODEL IDENTIFICATION

### 500 SERIES



MODEL 527 2-DOOR CLUB COUPE, 5-PASSENGER

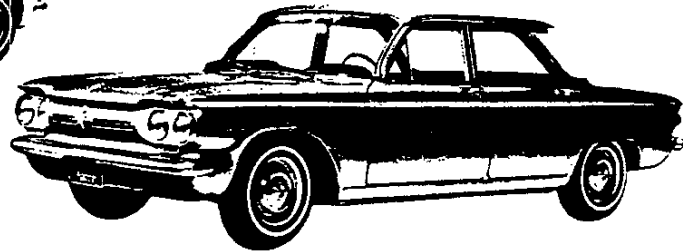
### 700 SERIES



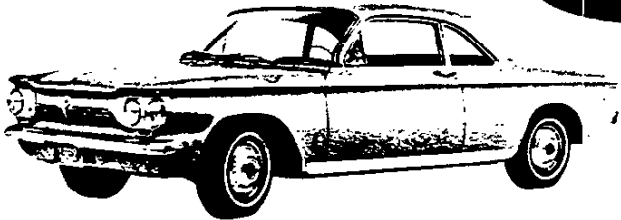
MODEL 727 2-DOOR CLUB COUPE, 5-PASSENGER

MODEL 769 4-DOOR SEDAN, 6-PASSENGER

MODEL 735 4-DOOR STATION WAGON, 2-SEAT



### 900 SERIES



MODEL 927 2-DOOR CLUB COUPE, 4-PASSENGER

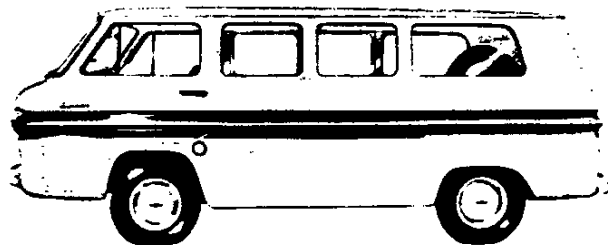
MODEL 969 4-DOOR SEDAN, 6-PASSENGER

MODEL 935 4-DOOR STATION WAGON, 2-SEAT

MODEL 967 2-DOOR CONVERTIBLE, 4-PASSENGER ●

### GREENBRIER R1206

MODEL R1206 6-DOOR SPORTS WAGON, 6-PASSENGER



# SERIAL NUMBERS AND IDENTIFICATION

ONLY BASIC DESIGNATIONS SHOWN

## VEHICLE SERIAL NUMBER

Example:

Model Year (1962)	Model	Assembly Plant (Willow Run)	Unit Number (25th unit)
2	0527	W	100025

Thus: The 25th model built at Willow Run would be serial number 20527W100025



Starting unit number -----100001 and up at each assembly plant

Location ----- Stamped tag located on left hand front hinge pillar

### ASSEMBLY PLANTS

O-Oakland; K-Kansas City; W-Willow Run

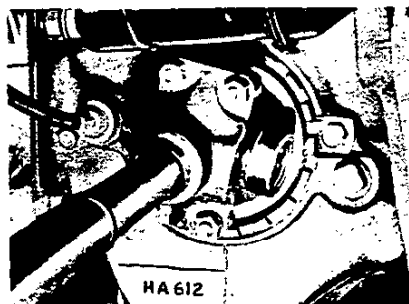
## REAR AXLE IDENTIFICATION

Example: HA 0102

Source and Type Designation	Production # Month and Day
HA-(Buffalo)	0102

HA -----	3 and 4-speed (sedan) -----	3.27:1
HC -----	Powerglide (sedan) -----	3.27:1
HB -----	3 and 4-speed (wagon) -----	3.55:1
HD -----	Powerglide (wagon) -----	3.55:1

\* - Month: January, 01; 2nd day of January, 02



Location ----- Number stamped on lower left side of differential carrier

## ENGINE IDENTIFICATION

Example: T0205YC

Source Designation	Production # Month and Date	Type Designation
T-Tonawanda	0205	Z
● YR - 6-cylinder, 4-speed (Spyder 927, 967)		
YC - 6-cylinder, 3 and 4-speed (sedan)		
YN - 6-cylinder, 3 and 4-speed, high performance (sedan)		
Z - 6-cylinder, automatic		
ZF - 6-cylinder, automatic, high performance (sedan)		
* - Month: February, 02; 5th day of February, 05		



Location ----- Stamped on top of crankcase at rear of engine rear center, right of generator

# REGULAR EQUIPMENT-EXTERIOR

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	
	Chrome plated metal	Exhaust grille panel		
		Front emblem		
		Body front simulated grille	All	
		Front fender nameplate		
		Deck lid or liftgate nameplate		
		Ventipane frame		
		Ventipane housing assy	967	
		Rear quarter window glass channel	967	
	Stainless steel	Moldings	Simulated air scoop	900 (Exc. 935)
			Luggage compartment lock	All
			Hub caps	500-700
			Wheel disks	900
			Windshield reveal	700-900
			Drip gutter cap	700-900 (Exc. 967)
			Rear window (liftgate reveal on 735, 935)	700-900 (Exc. 967)
			Center pillar	969
			Front fender side	
			Front compartment lid	700, 935
			Rear body lock pillar upper	969
			Rear quarter window upper frame	927
			Door upper frame	927-969
			Rocker panel	700-900
			Front door side	700, 935
			Key locks on front doors	All
	Windshield header and pillar	967		
	Rear belt reveal	967		
	Dual single-speed electric wipers			
	Cowl air inlet			
Gasoline filler door (left front fender)		All		
Rear license lamp (dual on 735-935)				
Deck lid air intake louvers		All (exc. 735-935)		
Rear quarter air intake louvers		735-935		
Single horn		500		
Dual horns		700-900		
Back-up lamps		900		
Counter balanced folding top		967		

## REGULAR EQUIPMENT-INTERIOR

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)
				Oil and generator warning lights
		Anodized aluminum trim plate	All	
		Bright trim plate molding		
		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 527-727-927-967)			
	Door locking control handles, front			
	Painted interior trim moldings			
	Dome lamp (chrome bezel on 900)		All exc. 967	
	Dome lamp switch, in main light switch (courtesy lamps on 967)	All		
	Front door jamb switch, dome lamp (courtesy lamps on 967)	700-900		
	Folding rear seat	735, 927, 969, 935		
	Door and window control handles - dual arm type	900		
	Door and window control handles - conventional type	500-700		
	Front bucket seats	927, 967		
	Front door armrests (bright base on 900)	All		
	Rear door or rear quarter armrest with ashtray (bright base on 969, 935)	969, 935 967		
	Rear quarter ash tray	927		
	Anodized aluminum seat end panels	900		
	Coat hooks	All exc. 967		
	Dual sunshades	All		
	Perimeter heater			
	Dual courtesy lamps (instrument panel, L. H. & R. H. side)	967		



# GREENBRIER REGULAR EQUIPMENT - EXTERIOR

ITEM		MODELS	
Bright metal trims	Anodized aluminum	Dual headlamp frames	
		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		R1206
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		

## GREENBRIER REGULAR EQUIPMENT - INTERIOR

		ITEM	MODELS	
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				

# REGULAR PRODUCTION OPTIONS AND FACTORY OPTION ACCESSORIES

GROUP	ITEM	NUMBER	MODELS	
● Engine	Crankcase ventilation	242	All	
	Generator, 35 amp	650	All	
	High performance engine	649	All	
	Corvair Monza Spyder (Turbo-charged) RPO 651, 693, 696, and 686 must be used	690	927, 967	
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 rayon	492	735, 935
		6.50 x 13-4 pr w/w rayon-tube	1787	All except wagons
	Wire wheel cover, simulated	133	All	
	Wheel trim cover	117	500-700	
	13 x 5.50 wire wheel	697	All except wagons	
	● 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		
Top, electric folding-Folding top colors(RPO 470)	373	967		

## DEALER INSTALLED ACCESSORIES

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

# GREENBRIER REGULAR PRODUCTION OPTIONS AND FACTORY OPTIONAL ACCESSORIES

GROUP	ITEM	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			

## GREENBRIER DEALER INSTALLED ACCESSORIES

ITEM	MODELS
Belt - Seat	
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	R1206
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	

**BODY EQUIPMENT**

**INTERIOR TRIM**

Standard ----- All vinyl, fawn

**FLOOR MAT, REAR** ----- Charcoal colored  
vinyl coated rubber

**SEATS** ----- Passenger seat to face forward  
and to be located in the forward position.

**INSTRUMENT PANEL**

Open-door red warning lamp

Location ----- Bright metal bracket under  
instrument panel, left of centered ash tray.

Switch ----- Forward door in passenger  
compartment on R. H. side of standard models, and  
by both R. H. and L. H. forward doors when optional  
L. H. doors are used.

Spare Tire Cover ----- Color keyed fabric

**CHASSIS EQUIPMENT**

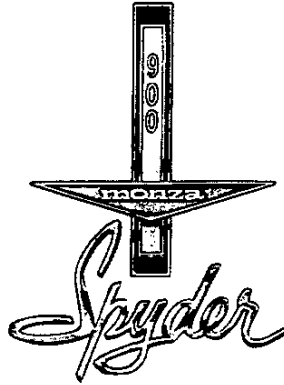
Front Shock Absorbers ----- Heavy duty

Lubrication fittings ----- Used at "U" Joints of  
Propeller shaft

Battery ----- Heavy duty

## CORVAIR MONZA SPYDER (RPO 690)

Model Application:  
927, 967



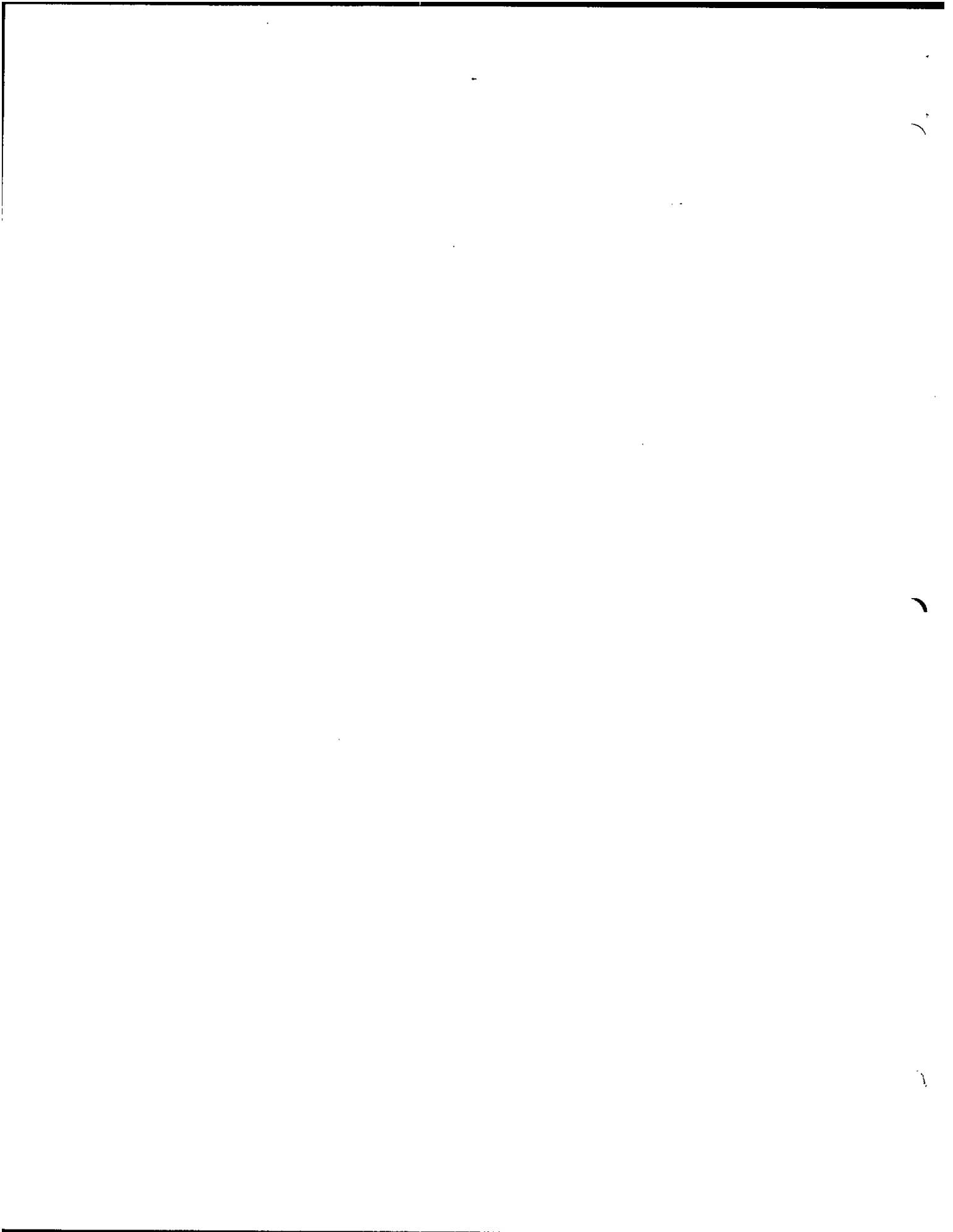
### CORVAIR MONZA SPYDER EQUIPMENT - RPO 690

Front stabilizer bar  
"Spyder" nameplate on front fender and glove box door  
"Turbocharged" emblem in steering wheel hub and rear deck lid  
Full instrument cluster with satin chrome face plate  
(Includes circular gauges with 120 MPH speedometer,  
6000 RPM electric tachometer, manifold pressure gauge,  
and cylinder head temperature gauge)  
150 Horsepower Turbocharged 6-cylinder engine (see Corvair Power Trains  
Section pages 11 thru 13)

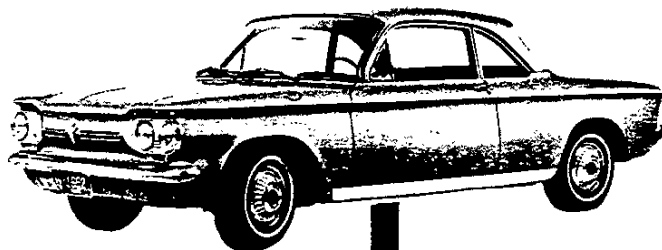
### MANDATORY OPTIONAL EQUIPMENT

RPO 651 Four speed transmission (see Corvair Power Trains section page 16)  
RPO 693 3.55:1 ratio rear axle





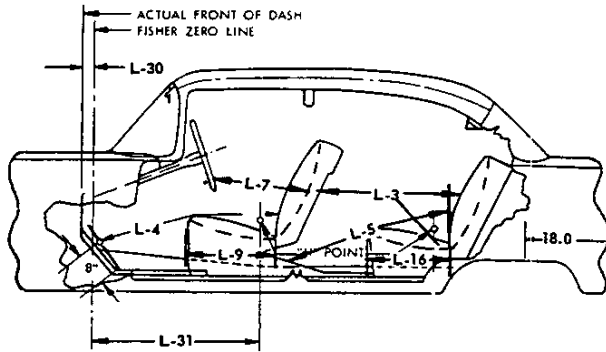
# DIMENSIONS AND WEIGHTS



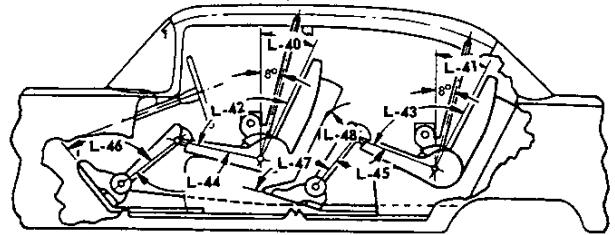
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FOR COMPLETE SPECIFICATIONS  
ON GREENBRIER SPORTS WAGON,  
SEE 1962 CHEVROLET TRUCK SPEC-  
IFICATIONS.

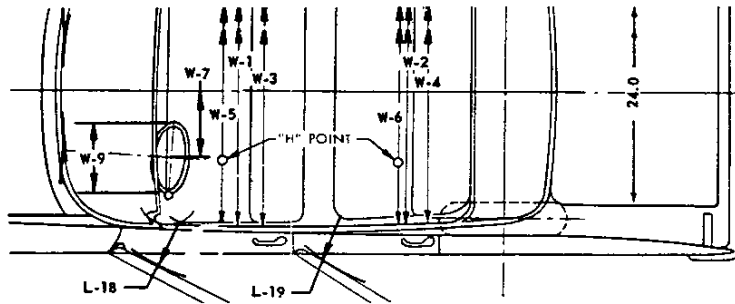
# INTERIOR DIMENSIONS



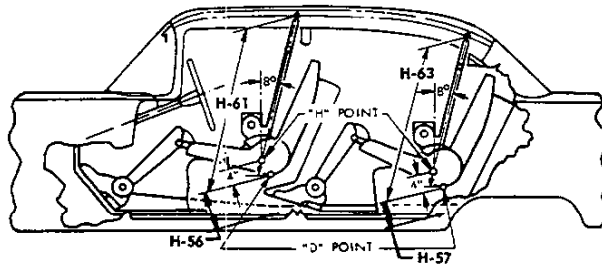
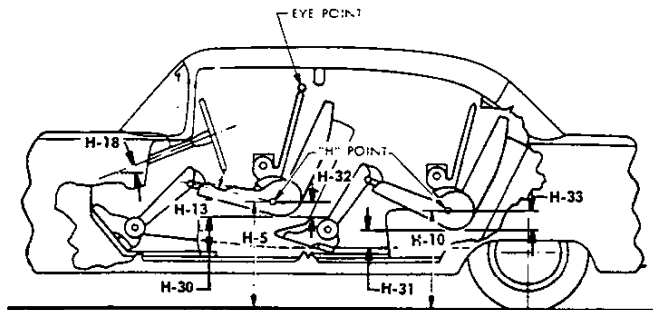
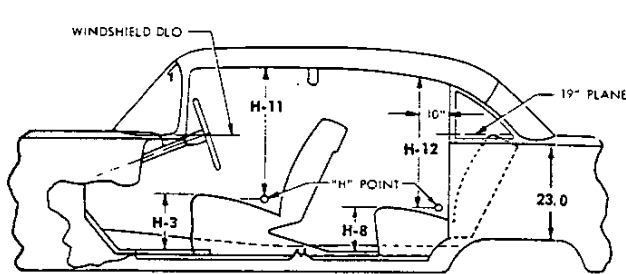
# INTERIOR LENGTHS



# INTERIOR WIDTHS

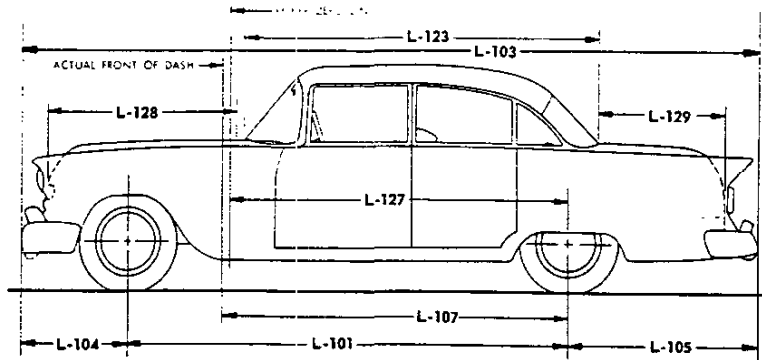


# INTERIOR HEIGHTS



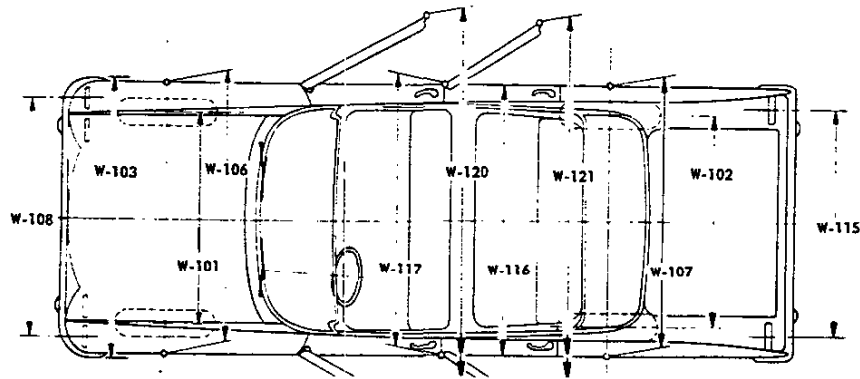
		MODELS				
		527	927	967	769	735
		727			969	935
CODE	DESCRIPTION					
L-3	Rear compartment room	23.5	22.5	24.0	26.0	24.5
L-4	Leg room - front	44.0	43.0		44.0	
L-5		rear	32.0	31.0	32.5	36.5
		third	-	-	-	-
L-7	Steering wheel clearance to seat back	17.5	17.0	16.5	17.5	
L-9	Seat depth - front	17.5				
L-16	Seat depth	rear	14.5	13.5	15.0	17.5
		third	-	-	-	-
L-17	"D" point travel	4.0				
L-18	Entrance - foot clearance - front	14.0	13.5		14.0	
L-19	Entrance - foot clearance - rear	9.0			11.0	
L-30	Body "O" line to actual front of dash	.58				
L-31	Body "O" line to "H" point - front	43.0	42.0		43.0	
L-32	Body "O" line to "H" point - rear	71.0	70.0	71.5	73.0	
L-40	Back angle - front	22°	26°	25°	24°	
L-41	Back angle	rear	19°	23°	20°	28°
		third	-	-	-	27°
L-42	Hip angle - front	98°	99°	98°	100°	
L-43	Hip angle	rear	71°	73°	70°	78°
		third	-	-	-	87°
L-44	Knee angle - front	143°	137°		143°	
L-45	Knee angle	rear	80°	78°	77°	86°
		third	-	-	-	-
L-46	Foot angle - front	105°	101°		106°	
L-47	Foot angle	rear	103°	110°	114°	110°
		third	-	-	-	106°
L-48	Knee clearance	1.0				
W-1	Hat room - front	51.0			47.5	
W-2	Hat room	rear	48.5	49.0	47.0	47.5
		third	-	-	-	50.0
W-3	Shoulder room - front	54.0				
W-4	Shoulder room	rear	52.0		44.0	53.5
		third	-	-	-	-
W-5	Hip room - front	58.5				
W-6	Hip room	rear	57.0		47.5	58.0
		third	-	-	-	-
W-7	Steering wheel clearance to G. of car	14.0				
W-9	Steering wheel outside diameter	16.0				
H-3	Chair height - front	10.0				
H-5	"H" point to ground - front	17.5			11.5	18.0
H-8	Chair height	rear	9.5		11.5	13.0
		third	-	-	-	-
H-10	"H" point to ground	rear	16.0	15.5		17.0
		third	-	-	-	-
H-11	Entrance room - front	29.0	28.5	28.0	29.0	
H-12	Entrance room - rear	-			27.5	29.5
H-13	Steering wheel thigh clearance	5.0	4.0		5.0	
H-18	Steering column angle	20°				
H-30	"D" point to heel point - front	4.0				
H-31	"D" point to heel point	rear	5.0	4.5	6.0	7.0
		third	-	-	-	-
H-32	Seat cushion deflection - front	4.5				
H-33	Seat cushion deflection	rear	4.0	4.5	4.0	3.5
		third	-	-	-	4.0
H-56	"D" point to floor - front	5.0			5.5	
H-57	"D" point to floor	rear	4.5		6.0	6.5
		third	-	-	-	-
H-61	Torso room - front (depressed)	37.5		38.0		39.0
H-63	Torso room	rear (depressed)	36.5	37.0	38.0	39.0
		third (depressed)	-	-	-	-

# EXTERIOR DIMENSIONS

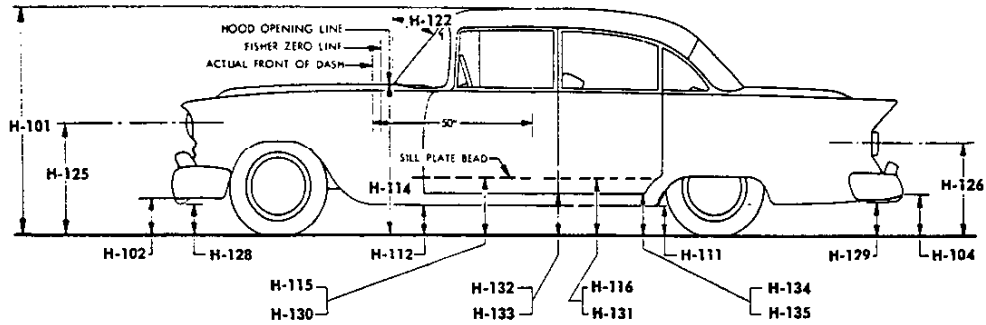


"C" SUFFIX DIMENSIONS NOT ILLUSTRATED

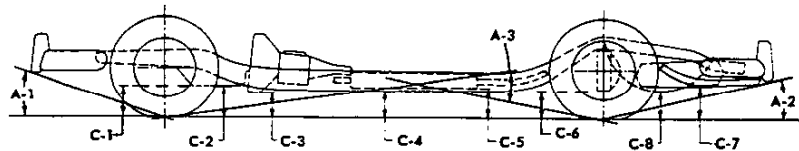
CODE	DESCRIPTION	MODELS				
		527 727	927	967	769 969	735 935
L-101	Wheelbase	108.0				
L-103	Overall length - bumper to bumper	180.0				
L-104	Overhang - front	30.3				
L-105	Overhang - rear	41.7				
L-107	Front of dash to $\mathcal{C}$ of rear wheels	99.6				
L-123	Body upper structure length at $\mathcal{C}$	83.6	89.7	93.0	119.3	
L-127	Body "O" line to $\mathcal{C}$ of rear wheels	99.0				
L-128	Hood length at $\mathcal{C}$	48.0				
L-129	Deck length at $\mathcal{C}$	36.5				
Lc-1	Overall length - less bumpers	176.7				



W-101	Tread - front	54.5				
W-102	Tread - rear	54.5				
W-103	Overall width (maximum)	67.0				
W-106	Front fender width at $\mathcal{C}$ of wheel	67.0				
W-107	Rear fender width at $\mathcal{C}$ of wheel	66.0				
W-108	Outer headlight centers width	57.0				
W-115	Taillight centers width	56.0				
W-116	Maximum overall width of body	67.0				
W-117	Maximum body width at center pillar	66.0				
W-120	Overall width, front doors open	145.5			130.0	
W-121	Overall width, rear doors open	—			124.0	
Wc-1	Front bumper width	66.5				
Wc-2	Rear bumper width	62.5				
Wc-3	Inner headlight centers width	41.5				
Wc-4	Opening width at beltline - front door	36.0			27.0	
Wc-5	Opening width below beltline - front door	43.5			34.0	
Wc-6	Opening width below beltline - rear door	—			31.0	
Wc-7	Door swing out distance - front	44.0			35.5	
Wc-8	Door swing out distance - rear	—			29.5	
Wc-9	Windshield DLO width	54.5				
Wc-10	Rear window DLO width	54.5	39.5	54.5	47.5	

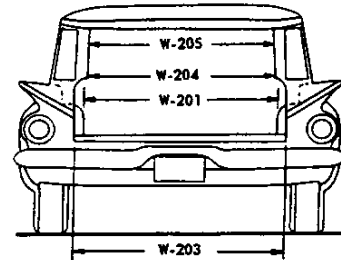
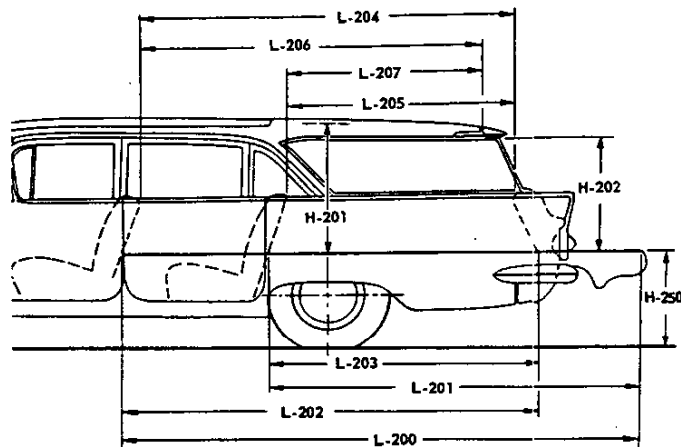


		MODELS					
		527 727	927	967	769 969	735 935	
HEIGHTS	H-101	Overall height-loaded		51.5		53.5	
	H-102	Front bumper bottom to ground		15.0			
	H-104	Rear bumper bottom to ground		15.5		17.5	
	H-111	Rocker panel to ground-rear		7.5		8.5	
	H-112	Rocker panel to ground-front		8.0			
	H-114	Hood at rear to ground		34.0			
	H-115	Step height-front door-loaded		12.5			
	H-116	Step height-rear door-loaded		12.5			
	H-122	Windshield slope angle		52°			
	H-125	Headlight centerline to ground		24.5			
	H-126	Taillight centerline to ground		24.0		23.5	
	H-128	Bottom of front bumper guard to ground		—			
	H-129	Bottom of rear bumper guard to ground		—			
	H-130	Step height-front door-unloaded		14.0			
	H-131	Step height-rear door-unloaded		14.0			
	H-132	Bottom of front door to ground-open		13.0		12.5	13.0
	H-133	Bottom of front door to ground-closed		11.0			
	H-134	Bottom of rear door to ground-open		—		11.0	11.5
	H-135	Bottom of rear door to ground-closed		—		11.0	11.5
	Hc-1	Rear window slope angle		52°		53°	52°
Hc-2	Windshield DLO vertical height		13.0			14.5	
Hc-3	Rear window DLO vertical height		11.5		12.0	10.5	15.0
Hc-4	Front door opening height		33.0			34.0	
Hc-5	Rear door opening height		—		33.0	34.0	
Hc-7	Overall height-unloaded		53.0		55.0		
Hc-8	Trunk sill to ground-loaded		27.0			—	
Hc-9	Tailgate to ground		—		—	26.5	
Hc-10	Deck at rear window to ground		37.0		—		



CLEARANCES	A-1	Angle of approach		27°		
	A-2	Angle of departure		16°		
	A-3	Ramp breakover angle		16°		18°
	C-1	Front suspension to ground		6.5		
	C-2	Oil pan to ground		6.0		7.0
	C-3	Flywheel housing to ground		6.0		6.5
	C-4	Frame to ground		6.0		
	C-5	Exhaust system to ground		7.5		8.0
	C-6	Rear axle to ground		6.0		6.5
C-7	Fuel tank to ground		6.5		7.0	
C-8	Tire well to ground		—		—	
C-9	Minimum ground clearance		6.0			

## STATION WAGON CARGO AND SEDAN TRUNK CAPACITIES



### CARGO DIMENSIONS

CODE	DESCRIPTION	MODELS
		735-935
L-200	Maximum cargo length - front seat	79.5
L-201	Maximum cargo length - rear seat	49.5
L-202	Cargo length at floor - front seat	77.0
L-203	Cargo length at floor - second seat	47.0
L-204	Cargo length at belt - front seat	70.0
L-205	Cargo length at belt - second seat	38.5
L-206	Cargo length at roof - front seat	63.0
L-207	Cargo length at roof - second seat	31.5
W-200	Cargo width - front (rr of frt. seat back, flr. level) †	57.0
W-201	Cargo width - wheelhouse	39.0
W-203	Rear opening width at floor	46.5
W-204	Rear opening width at belt	49.5
W-205	Maximum rear opening width above belt	49.5
H-201	Maximum cargo height	26.5
H-202	Rear opening height	25.5
H-250	Tailgate to ground height	26.5 (load floor to ground)

† Not illustrated

### CARGO CAPACITIES (CU.FT.)

735	Rear seat folded	58.0
935	Rear seat erect	32.0

### TRUNK CAPACITIES (CU.FT.)

Model	Location	Overall	Standard Luggage
All except wagons	Front compartment	12.6 (10.5 † with A/C)	6.6
	Rear seat well (exc. 967)	3.2	1.2
	Rear compartment (inc. seat well and folding seat down) (exc. 967)	16.5	15.3
	Total capacity	29.1 (27.0 * with A/C)	21.9

† 10.0 on model 735-935

\* 12.6 on model 967

## GREENBRIER EXTERIOR - INTERIOR DIMENSIONS

### EXTERIOR LENGTHS

DESCRIPTION	MODEL R1206
Wheelbase	95.0
Overall length	179.7
Front overhang	44.4
Rear overhang	40.3
Body "O" line to $\phi$ of rear wheels	133.5

### EXTERIOR HEIGHTS

Overall height	68.5
Floor to ground	28.5
Front bumper height	21.2
Rear bumper height	19.2
Sill height	9.9
Angle of approach	19°57'
Angle of departure	18°51'
Minimum ground clearance	6.6
Rear load door height	35.4

### EXTERIOR WIDTHS

Front tread	58.0
Rear tread	58.0
Overall width	70.0
Rear load door width	46.0

### INTERIOR LENGTHS

Front leg room	44.5
Rear leg room	37.8
Steering wheel to seat back	16.0
Front seat depth	17.3
Rear seat depth	17.3
Load floor length from rear of front seat	117.5
Load floor length from rear of second seat	78.0

### INTERIOR HEIGHTS

Front torso room (depressed)	39.7
Rear torso room (depressed)	42.6
Front entrance	31.5
Rear entrance	33.5
Steering wheel to seat cushion	6.8
Rear load floor height	39.7
Rear load floor loading height to ground	28.5

### INTERIOR WIDTHS

Front shoulder room	59.5
Rear shoulder room	59.5
Front hip room	61.4
Rear hip room	61.6
Rear load floor width (between wheelhouses)	44.5



# VEHICLE WEIGHTS

## 500 SERIES

MODEL	VEHICLE TYPE Description	SHIPPING WEIGHT			CURB WEIGHT			DESIGN WEIGHT		
		Front	Rear	Total	Front	Rear	Total	Front	Rear	Total
527	2-Door Club Coupe 6-Cylinder	780	1570	2350	860	1575	2435	1090	1945	3035
527P		780	1580	2360	860	1585	2445	1090	1955	3045

## 700 SERIES

727	2-Door Club Coupe 6-Cylinder	805	1585	2390	885	1590	2475	1115	1960	3075
727P		805	1595	2400	885	1600	2485	1115	1970	3085
769	4-Door Sedan 6-Cylinder	800	1610	2410	875	1620	2495	1100	1995	3095
769P		800	1620	2420	875	1630	2505	1100	2005	3105
735	4-Door Station Wagon 6-Cylinder	840	1750	2590	920	1755	2675	1175	2250	3425
735P		840	1760	2600	920	1765	2685	1175	2260	3435

## 900 SERIES

927	2-Door Club Coupe 6-Cylinder	815	1625	2440	895	1630	2525	1125	2000	3125
927P		815	1635	2450	895	1640	2535	1125	2010	3135
969	4-Door Sedan 6-Cylinder	810	1645	2455	890	1650	2540	1105	2035	3140
969P		810	1655	2465	890	1660	2550	1105	2045	3150
935	4-Door Station Wagon 6-Cylinder	835	1755	2590	935	1740	2675	1180	2245	3425
935P		835	1765	2600	935	1750	2685	1180	2255	3435
967	2-Door Convertible, 6-Cylinder	905	1720	2625	985	1725	2710	1215	2095	3310
967P		905	1730	2635	985	1735	2720	1215	2105	3320

## GREENBRIER R1206

R1206	6-Door Sports Wagon 6-Cylinder	1250	1730	2990	1365	1730	3095	1795	2175	3960
R1206A		1260	1740	3000	1375	1740	3105	1795	2175	3970

A - Automatic  
P - Powerglide

**SHIPPING WEIGHT:** The weight of the basic vehicle with all regular equipment and with grease and oil where required. It does not include the weight of gasoline.

**CURB WEIGHT:** The weight of the empty vehicle ready to drive. It is the shipping weight plus the weight of gasoline. For the weight of gasoline add 86 pounds. (100 lbs. for Greenbrier)

‡ **DESIGN WEIGHT:** The curb weight of the basic vehicle plus 150 pounds for each passenger.

Example:

Model 727 (4-passengers, 2-front, 2-rear)-----  
2475 + 600 = 3075

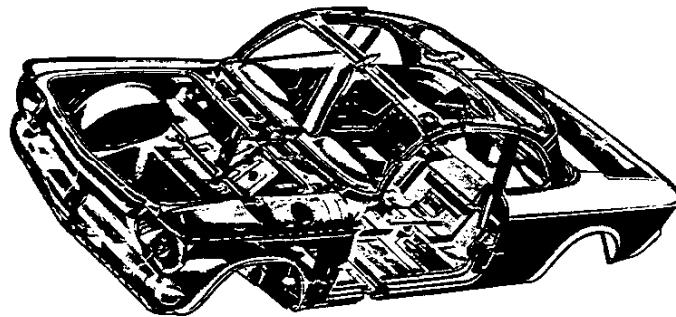
**PERFORMANCE WEIGHT:** The curb weight of the lowest priced 4-door sedan with regular equipment plus 600 pounds for 4-passengers.

Example:

Model 769 (4-passengers)            2495 + 600 = 3095

‡ - Based on passenger weight distribution of number of passengers in front and rear. For total loaded weight, add 150 lbs. for each passenger in the designated passenger carrying capacity for the particular vehicle.

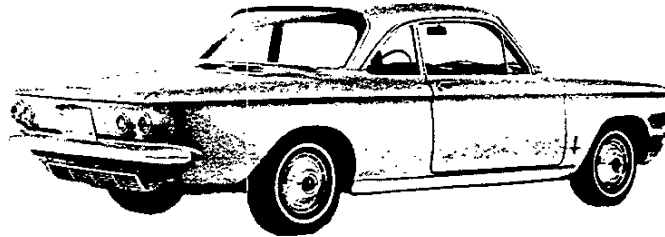
## BODY



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FOR COMPLETE SPECIFICATIONS  
ON GREENBRIER SPORTS WAGON,  
SEE 1962 CHEVROLET TRUCK SPEC-  
IFICATIONS.

## EXTERIOR PAINT PROCESS



### NINE STEP FINISHING PROCESS

1. **RUSTPROOFING . . .** Anti-corrosion treatment requires selective use of three specialized compounds containing non-ferrous metallic particles. A high zinc content primer is sprayed on the interior surfaces of structural members frequently subjected to moisture. This primer is applied prior to assembly and does not inhibit welding operations. Structural members with final paint finish and some less critical corrosion areas are treated with a primer of lower zinc content. Localized areas that tend to collect water are sealed with metallic aluminum dispersed in a wax base vehicle.
2. **BODY AND SHEET METAL PRIMER . . .** Exposed surfaces of the body, including the underbody, receive a coat of specially formulated anti-corrosion primer. This corrosion resistant paint is baked at 300°F for 40 minutes. After baking a coat of sealer is applied to all surfaces requiring a subsequent coat of lacquer.
3. **PRIMER-SURFACER COAT . . .** A primer-surfacers coat is applied to all outside surfaces of the body requiring lacquer and then oven baked a minimum of 45 minutes at 285°F.
4. **SANDING . . .** Power wet-sanding followed by hand sanding is done on all surfaces requiring lacquer. After sanding, surface is inspected and additional spot sanding is done to assure an absolutely smooth surface as a base for the lacquer.
5. **LACQUERING . . .** Many coats of acrylic lacquer are now sprayed on the surfaces to build up a finish of the required thickness for each color.
6. **FINAL BAKING . . .** To assure a durable, hard, high luster finish the lacquer is now baked 30 minutes at 235°F.
7. **UNDERCOATING . . .** An asphaltic based - asbestos fiber-type sound deadener is sprayed inside the wheel housings and on the underside of the underbody at designated locations to block out road noises.
8. **POLISHING . . .** Machine buffing with special pastes to provide both a high luster and a glassy smooth surface.
9. **PAINT REPAIR . . .** Any slight mars, nicks, or scratches that might occur during final assembly are factory-repaired and corrected before shipping.

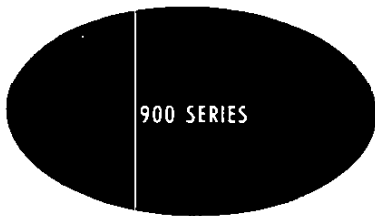
# EXTERIOR-INTERIOR COLOR COMBINATIONS

500 - 700 SERIES

Exterior Colors and RPO Numbers		Interior Trim Colors and RPO Numbers						
		Models 527			Models 727, 769, 735			
		Fawn 756	Aqua 745	Red 779	Fawn 757	Aqua 751	Red 780	Blue 731
900	Tuxedo Black	X	X	X	X	X	X	X
903	Surf Green	X			X			
905	Laurel Green	X			X			
912	Silver Blue	X						X
914	Nassau Blue	X						X
917	Twilight Turquoise		X			X		
918	Twilight Blue		X			X		
920	Autumn Gold	X		X	X		X	
923	Roman Red	X		X	X		X	
925	Coronna Cream	X			X			
936	Ermine White	X	X	X	X	X	X	X
938	Adobe Beige	X		X	X		X	
940	Satin Silver			X			X	X
948	Honduras Maroon	X			X			
950	Ermine White/Tuxedo Black	X	X	X	X	X	X	X
953	Ermine White/Surf Green	X			X			
955	Surf Green/Laurel Green	X			X			
959	Ermine White/Silver Blue	X						X
962	Silver Blue/Nassau Blue	X						X
963	Ermine White/Twilight Blue		X			X		
965	Twilight Turquoise/Twilight Blue		X			X		
970	Adobe Beige/Autumn Gold	X		X	X		X	
973	Ermine White/Roman Red	X		X	X		X	
984	Ermine White/Satin Silver			X				X

Wheels are lower body color (black with optional wheel disks and white wall tire combination.)

# EXTERIOR - INTERIOR COLOR COMBINATIONS - Cont'd.



Exterior Colors and RPO Numbers		Interior Trim Colors and RPO Numbers					
		Models 927, 935, 967, 969					
		Fawn	Aqua	Red	Blue	Gold+	Black+
		758*	755*	781*	732*	795*	712*
		759†	748†	782†	735†	793†	---
		769\$	719\$	785\$	736\$	799\$	715\$
900	Tuxedo Black	X	X	X	X	X	X
903	Surf Green	X					
905	Laurel Green	X					
912	Silver Blue				X		
914	Nassau Blue				X		
917	Twilight Turquoise		X				X
918	Twilight Blue		X				X
920	Autumn Gold	X		X			
923	Roman Red	X		X			X
925	Coronna Cream	X				X	X
936	Ermine White	X	X	X	X	X	X
938	Adobe Beige	X		X			
940	Satin Silver			X	X		X
948	Honduras Maroon	X					X

\* - Model 927 and 967

† - Model 969, 935

\$ - Model 969, 935 bucket seat option

Wheels are body color (black with optional whitewall tires.)

+ Not used on 935

Exterior Colors and RPO Numbers		Folding Top Colors and RPO Numbers			
		Model 967			
		White	Black	Cream	Blue
		Reg. Prod.	470L	470N	470Q
900	Tuxedo Black	X	X	X	
903	Surf Green	X	X		
905	Laurel Green	X	X		
912	Silver Blue	X	X		X
914	Nassau Blue	X	X		X
917	Twilight Turquoise	X	X		
918	Twilight Blue	X	X		
920	Autumn Gold	X	X		
923	Roman Red	X	X		
925	Coronna Cream	X	X	X	
936	Ermine White	X	X		
938	Adobe Beige	X	X		
940	Satin Silver	X	X		
948	Honduras Maroon	X	X		

# GREENBRIER EXTERIOR - INTERIOR COLOR COMBINATIONS

GREENBRIER R1206

Exterior Colors and RPO Numbers		Interior Trim Colors				
		R-1206	R-1206 Deluxe			
		Fawn	Fawn	Aqua	Red	Green
		Std.	*			
500	Jet Black	X		X		
502	Lime Green	X	X			
503	Glenwood Green	X				X
505	Woodland Green	X				X
507	Brigade Blue	X	X			
508	Balboa Blue	X	X			
510	Crystal Turquoise	X		X		
514	Cardinal Red	X			X	
516	Omaha Orange	X	X			
519	Yuma Yellow	X	X			
521	Pure White	X			X	
522	Georgian Gray	X			X	
524	Tangier Gold	X	X			
526	Cameo White	X			X	
528	Desert Beige	X	X			
530	Cameo White/Jet Black	X		X		
532	Cameo White/Lime Green	X	X			
533	Cameo White/Glenwood Green	X				X
535	Cameo White/Woodland Green	X				X
537	Cameo White/Brigade Blue	X	X			
538	Cameo White/Balboa Blue	X	X			
540	Cameo White/Crystal Turquoise	X		X		
541	Cardinal Red/Cameo White	X			X	
544	Cameo White/Cardinal Red	X			X	
545	Cardinal Red/Pure White	X			X	
546	Cameo White/Omaha Orange	X	X			
549	Cameo White/Yuma Yellow	X	X			
552	Cameo White/Georgian Gray	X			X	
554	Cameo White/Tangier Gold	X	X			
558	Cameo White/Desert Beige	X	X			

\* - Part of RPO 431 Deluxe Body Equipment.

# INTERIOR TRIM DISTRIBUTION

500 SERIES

AREA		MATERIAL	TRIM COMBINATIONS		
			Fawn	Aqua	Red
Seats	Cushion and Backrest	Pattern Cloth	Medium Fawn	Medium Aqua	Medium Red
	Cushion and Backrest Facing	Leather Grain Vinyl	Dk Fawn	Dk Aqua	Dk Red
	Front Seat Back				
Side Walls	Trim Insert	Painted Metal	Medium Fawn	Medium Aqua	Medium Red
	Trim Insert Accent Strips				
	Trim Surround Panels	Leather Grain Vinyl	Medium Fawn	Medium Aqua	Medium Red
	Armrest Upper				
	Armrest Base	Plastic	Light Fawn	Light Aqua	Light Fawn
Door Windhose					
Headlining	Cloth	Light Fawn	Light Aqua	Light Fawn	
Sunshades	Composition Board	Med Fawn	Med Aqua	Med Red	
Sunshade Binding	Leather Grain Vinyl	Dk Fawn	Dk Aqua	Dk Red	
Rear Package Shelf	Composition Board	Medium Fawn	Medium Aqua	Medium Red	
Cowl Side Kick Panels					
Windshield and Back Window Upper and Side Moldings	Painted Metal	Dark Fawn	Dark Aqua	Dark Red	
Instrument Panel, Steering Column, Dir. Signal Hsg.					
Steering Wheel	Painted Hard Rubber	Black			
Floor Covering	Rubber	Black			
Luggage Compartment Floor and Sidewalls	Painted Metal	Gray/White Spatter			

700 SERIES

AREA		MATERIAL	TRIM COMBINATIONS					
			FAWN	AQUA	RED	BLUE		
Seats	Cushion and Backrest	Pattern Cloth	Medium Fawn	Medium Aqua	Medium Red	Medium Blue		
	Backrest Center Bolster	Ribbed Vinyl	Dark Fawn	Dark Aqua	Dark Red	Dark Blue		
	Backrest Center Bolster Accents	Leather Grain Vinyl	Light Fawn	Light Aqua	Ivory	Light Blue		
	Cushion and Backrest Facings		Medium Fawn	Medium Aqua	Medium Red	Medium Blue		
Front Seat Back								
Side Walls	Trim Insert-Fr. and Rear Area	Leather Grain Vinyl	Dark Fawn	Dark Aqua	Dark Red	Dark Blue		
	Trim Insert Center Area		Light Fawn	Light Aqua	Ivory	Light Blue		
	Trim Insert Ctr. Area Accents		Painted Metal	Medium Fawn	Medium Aqua	Medium Red	Medium Blue	
	Trim Surround Panel							
	Armrest	Upper						Leather Grain Vinyl
		Base						Plastic
	Center Pillar	Painted Metal						
	Door Windhose	Plastic						
	Load Area **	Composition Board						
	Wheelhouse **	Leather Grain Vinyl						
Rear Door Lock Button	Plastic							
Headlining		Cloth *	Light Fawn	Light Aqua	Light Fawn	Light Blue		
		Pattern Vinyl **						
Sunshades		Composition Board	Md Fawn	Md Aqua	Md Red	Md Blue		
Sunshade Binding		Leather Grain Vinyl						
Rear Package Shelf *		Composition Board	Dk Fawn	Dk Aqua	Dk Red	Dk Blue		
Cowl Side Kick Panels								
Windshield and Back Window Upper and Side Moldings, Wgn. Liftgate		Painted Metal	Medium Fawn	Medium Aqua	Medium Red	Medium Blue		
Instrument Panel, Steering Column, Dir. Signal Hsg.			Dark Fawn	Dark Aqua	Dark Red	Dark Blue		
Steering Wheel		Painted Hard Rubber	Medium Fawn	Medium Aqua	Medium Red	Medium Blue		
Floor Covering	Passenger Area							
	Load Area **							
Luggage Compt.	Folding Seat Back and Filler Panel **	Vinyl-Painted Metal	Dark Fawn	Dark Aqua	Dark Red	Dark Blue		
	Floor Mat	Foam-Coated Cloth	Gray/White Spatter					
Floor and Sides	Painted Metal							

\* - Sedan and Coupe  
 \*\* - Station Wagon



# INTERIOR TRIM DISTRIBUTION - Cont'd.

900 SERIES

AREA		MATERIAL	TRIM COMBINATIONS						
			Fawn	Aqua	Red	Blue	Gold*	Black**	
Seats	Cushion and Backrest	Pattern Cloth $\xi$ Leather Grain Vinyl $\xi\xi$					Md. Gold	---	
	Backrest Top Bolster $\xi$								
	Cushion and Backrest Center and Side Bolsters	Leather Grain Vinyl	Medium Fawn	Medium Aqua	Medium Red	Medium Blue	Light Gold	Black	
	Cushion and Backrest Facings								
	Front Seat Back								
Front Seat End Panel	Outer $\xi$ Inner $\xi\xi$	Metal Painted Metal	Bright						
Side Walls	Trim Inserts, Upper and Lower	Pattern Cloth $\xi$ Leather Grain Vinyl $\xi\xi$	Medium Fawn	Medium Aqua	Medium Red	Medium Blue	Md. Gold Light Gold	---	
	Trim Insert, Center	Leather Grain Vinyl $\xi$ Textured Vinyl $\xi\xi$	Bright						
	Trim Surround Panel	Painted Metal	Medium Fawn	Medium Aqua	Medium Red	Medium Blue	Light Gold	Black	
	Armrest	Upper Base	Leather Grain Vinyl Plastic	Bright					
	Center Pillar	Painted Metal					Light Gold	---	
	Door Windrose	Plastic						Black	
	Load Area $\xi$	Composition Board	Medium Fawn	Medium Aqua	Medium Red	Medium Blue	---	---	
	Wheelhouse $\xi$	Leather Grain Vinyl					Light Gold	---	
	Rear Door Lock Button	Plastic							
	Headlining	Pattern Vinyl	Light Fawn	Light Aqua	Light Fawn	Light Blue	Pale Gold	Ivory	
Sunshades	Leather Grain Vinyl								
Sunshade Binding	Leather Grain Vinyl								
Rear Package Shelf *	Composition Board	Md. Fawn	Md. Aqua	Md. Red	Md. Blue	Lt. Gold			
Cowl Side Kick Panels	Composition Board	Dk. Fawn	Dk. Aqua	Dk. Red	Dk. Blue	Md. -Dk.			
Windshield and Back Window Upper and Side Moldings, Wgn. Liftgate	Painted Metal	Medium Fawn	Medium Aqua	Medium Red	Medium Blue	Light Gold	Black		
Instrument Panel, Steering Column, Dir. Signal Hsg.		Dark Fawn	Dark Aqua	Dark Red	Dark Blue	Dark Gold			
Steering Wheel	Upper and Lower Sides and Hub	Painted Hand Rubber	Md. Fawn Dk. Fawn	Md. Aqua Dk. Aqua	Md. Red Dk. Red	Md. Blue Dk. Blue	Lt. Gold Md. -Dk.		
Floor Covering	Passenger Area	Deep-Twist Carpet					Dk. Gold		
	Load Area $\xi$		Medium Fawn	Medium Aqua	Medium Red	Medium Blue	---	---	
	Folding Seat Back and Filler Panel	Panel Board					Light Gold	Black	
Luggage Compt.	Floor Mat	Foam Coated Cloth	Gray/White Spatter						
	Floor and Sides	Painted Metal							

\* - Coupe and sedan only.

\*\* - Coupe only.

$\xi$  - Full width front seat interior, standard on sedan and station wagon.

$\xi\xi$  - Bucket front seat interior, standard on coupe, optional on sedan and station wagon.

$\xi$  - Station wagon only.

## GREENBRIER INTERIOR TRIM DISTRIBUTION

GREENBRIER R1206

FOR COMPLETE GREENBRIER INTERIOR TRIM INFORMATION SEE BODY SECTION PAGES 4 AND 5 OF 1962 CHEVROLET CORVAIR 95 IN

1962 TRUCK SPECIFICATIONS BOOK.

## BODY CONSTRUCTION

### GENERAL

Type ----- Integral, with step-down underbody floor, front and rear side rail type members, and front and rear end sheet metal components welded to the body assembly.

### DOORS AND LOCKS

Door Construction ----- Two full steel welded panels.

Door Handles ----- Push-button with rotary type door latches. Inside push button locks on 4-door models (rear doors).

Door Ventipanes ----- Friction type

### VENTILATION

Type ----- Cowl top with plenum chamber.

### WINDSHIELD WIPERS

Type ----- Positive action single speed electric.

Linkage ----- Parallel acting

### ● SEAT CONSTRUCTION

Type ----- Front seat cushion - 500-700, 3/4 polyurethane; 935-969, 1-3/4 polyurethane; 927-967, 1-1/2 polyurethane.

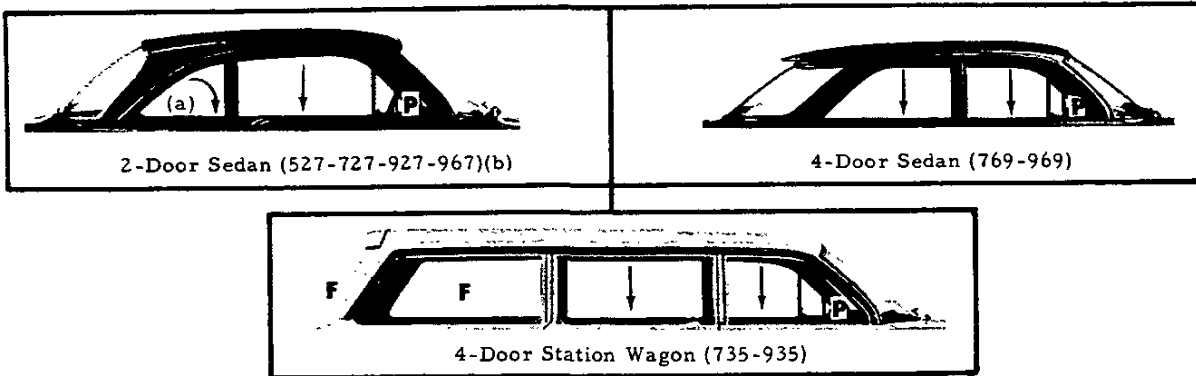
----- Rear seat cushion - 500-700, 927-967, Jute and cotton; 935-969, 1-3/4 polyurethane.

### SPARE TIRE MOUNT

Location ----- Station wagon, rear of front luggage compartment. Sedans and coupes, right rear corner in engine compartment. Tools consist of scissors jack and combination wheel nut wrench and lever handle.

## BODY GLASS

### WINDOW ACTION



P - Pivoting - friction type  
 F - Fixed glass  
 ↙ - Rotating (Rocker action)

### BODY GLASS TYPE AND VISIBILITY AREA

LOCATION		MODELS					
		527	727	927	967	769-969	735 - 935
Windshield		1122.8					1205.8
Front Door Window	Pivoting Ventipane	62.0		80.8		80.8	
	Roll Down	482.1		639.5		482.1	
Rear Door Window	Roll Down	610.6		857.7			
	Roll Down	259.2		303.2			
Rear Quarter Window	Fixed	247.7		940.2			
	One-Piece	1069.2		726.6		1104.2	
Back Window	One-Piece	3207.7		3219.2		3381.7	
Total Visibility (Sq In)		3207.7		3219.2		3381.7	

All glass is Safety Solid Plate except the windshield and ventipane which are Laminated Safety Plate.

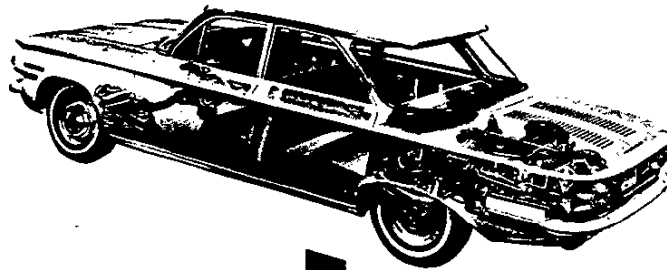
(a) Rear quarter window fixed on model 527, rotates ↙ on 967

(b) 967 not illustrated

+ 2872.9



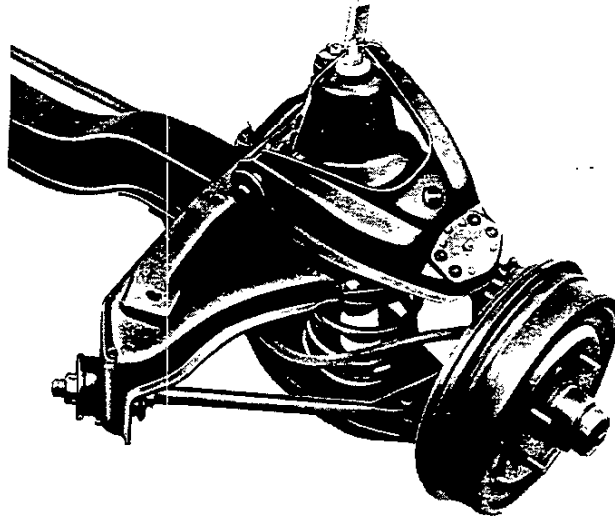
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FOR COMPLETE SPECIFICATIONS  
ON GREENBRIER SPORTS WAGON,  
SEE 1962 CHEVROLET TRUCK SPEC-  
IFICATIONS.

# FRONT SUSPENSION



## GENERAL

Type ----- Independent, combining long and short control arms, with spherical joints, coil springs, and anti-drive control. Front suspension, steering linkage and front crossmember unitized as sub-assembly.

## WHEEL TRAVEL

Vertical, Loaded Conditions

Metal to metal ----- Jounce 4.00; rebound 3.12  
Wheel to spring ratio ----- 1.63:1

## CONTROL ARMS

Upper ----- Stamped "A" Frame with pivot shafts bolted to front suspension crossmember. Pivot shafts rubber bushed at control arms.  
Lower ----- Two-piece, beam and strut with pivot points at front suspension crossmember. Pivot points rubber bushed.

## STEERING KNUCKLE

Type ----- Forged steel  
Spindle Diameters  
At inner bearing ----- 1.0618-1.0623  
At outer bearing ----- .6868-.6873  
Spindle Thread Size ----- 11/16-24 NEF 3 (modified)

## SPHERICAL JOINTS

Type ----- Ball stud and socket  
Number ----- 1 each at each upper and lower control arm  
Ball Stud  
Material ----- Hot rolled steel  
Ball spherical diameter  
Upper and lower ----- 1.000-.996  
Seals  
Upper and lower ----- Neoprene  
Ball Stud Assembly  
Type and material  
Upper ----- Two-piece with non-metallic seats; bonded by grease-tight weld  
Lower ----- Two-piece with sintered iron bearing; bonded by grease-tight weld

## SPRINGS

Model Application ----- 5-7-900  
Part Number ----- 3789173  
Type ----- Right hand helix  
Material ----- High alloy steel  
Number of Coils ----- Active, 5.85; total, 7.45  
Wire Diameter ----- .450  
Outside Diameter (pitch dia plus wire dia) --- 4.353  
Pitch Diameter ----- 3.903  
Free Height ----- 12.64  
Working Height ----- 6.42 @ 770 lbs  
Deflection Rate at Spring ----- 155 lb/in  
Deflection Rate at Wheel (ride rate) ----- 78 lb/in

## ● SHOCK ABSORBER

Make ----- Delco Products  
Type ----- Direct, double acting, hydraulic  
Secured (thru coil spring) to ----- Lower control arm and front cross member shock absorber brckt.  
Piston diameter ----- 1.00  
Piston travel ----- 4.75  
Code ----- C4.25(4)R10/D3-82  
Piston rod plating ----- Chrome

## WHEEL BEARINGS

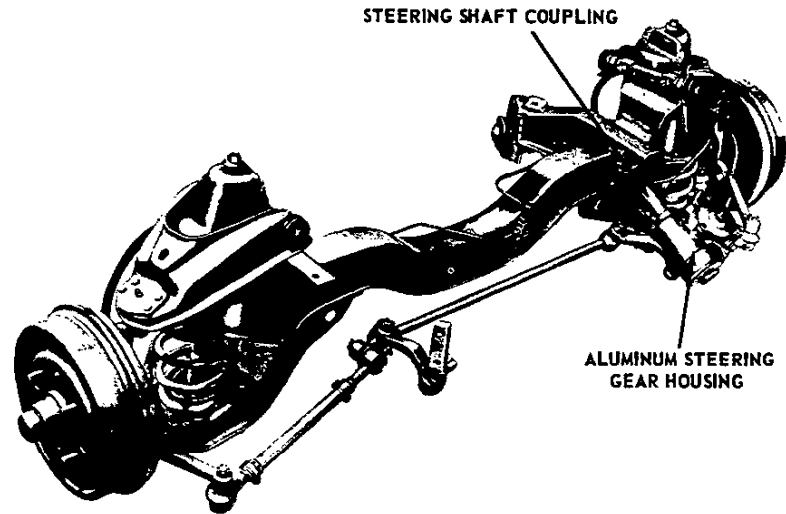
Type and Make ----- Tapered roller, Hyatt

## ● FRONT WHEEL ALIGNMENT

Caster (as shipped) ----- (+) 1° 30' ± 30'  
@ Camber (as shipped) ----- (+) 0° 30' ± 30'  
Toe in (per wheel, as shipped) ----- 7/32 - 9/32  
Steering axis inclination ----- 7°

@ - Right and left sides equal within 0° 30'

# STEERING



## STEERING GEAR

Make ----- Saginaw  
 Type ----- Recirculating ball with  
                   cast aluminum housing.  
 Ratio ----- 18:1  
 Overall Ratio ----- 23.5:1  
 Mainshaft Diameter ----- .750  
 Column Diameter ----- 1.490-1.510  
 Steering Wheel Turns to  
   Gear Stops ----- 5.00  
   Control Arm Wheel Stops ----- 4.60

## STEERING WHEEL

Type ----- Two spoke, dished  
 Diameter ----- 16.00

## STEERING LINKAGE

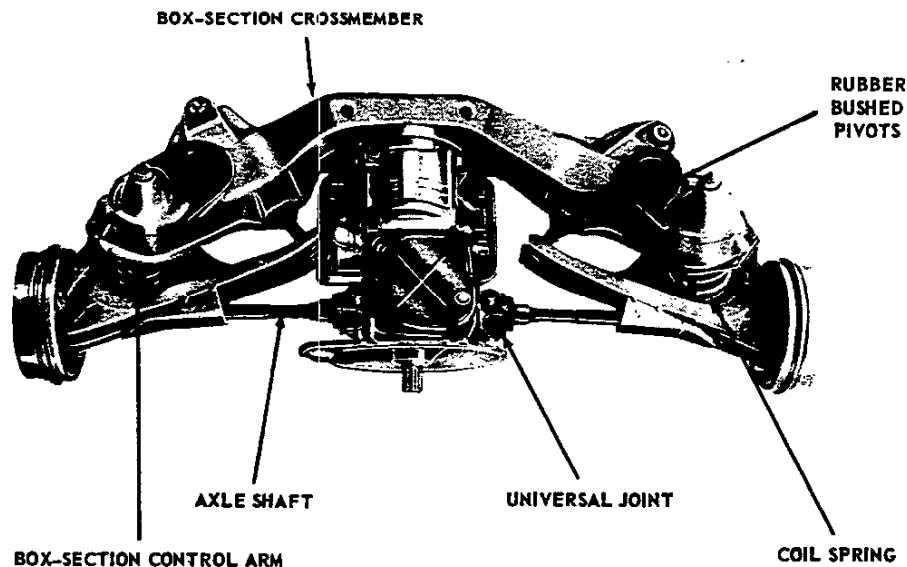
Type ----- Parallel relay  
 Location ----- Front of wheels  
 Number of Tie Rods ----- Two  
 Outside Wheel Angle w/Inside Wheel at 20° --- 18.03°

## TURNING DIAMETERS

Outside Front  
   Wall to wall ----- right 40.5 ft; left 40.0 ft  
   Curb to curb ----- right 38.3 ft; left 37.9 ft  
 Inside Rear  
   Wall to wall ----- right 23.2 ft; left 22.5 ft  
   Curb to curb ----- right 23.5 ft; left 23.0 ft



# REAR SUSPENSION



## GENERAL

Type ----- Independent swing type, combining hollow box section type lower control arms, coil springs and shock absorbers. Drive taken through control arms, torque taken through chassis.

## WHEEL TRAVEL

Vertical, Loaded Conditions  
 Metal to metal ----- Jounce 3.62; rebound 4.64  
 Wheel to Spring Ratio ----- 1.72:1

## CONTROL ARMS

Mounting ----- Control arm pivot shafts bolted to rear crossmember. Pivot shafts rubber bushed at control arms.

## SHOCK ABSORBERS

Type ----- Direct, double acting hydraulic  
 Make ----- Delco  
 Piston Diameter and Travel ----- 1.00; 5.00  
 Mounting Location ----- Mounted vertically within coil spring, between control arm and suspension crossmember.

## REAR WHEEL ALIGNMENT

Camber (as shipped) ----- (+)  $1^{\circ} \pm 30'$   
 Toe in (overall, as shipped) ----- 1/8 - 3/8

## WHEEL BEARINGS

Type ----- Double row spherangular roller bearing lubricated for life.  
 Make ----- Hyatt

## REAR SPRINGS

MODEL APPLICATION	735, 935-67	527, 727-69, 927, 69	735, 935-67	527, 727-69, 927-69
Part Number	RH Side 3775098	LH Side 3789174	LH Side 3789399	RH Side 3797734
Type	Right Hand Helix			
Material	High Alloy Steel			
Number of coils	Active 6.5, Total 7.948			
Wire Dia	.660	.617	.660	.617
Pitch Dia	4.113	4.070	4.113	4.070
Outside Dia	4.773	4.687	4.773	4.687
Free heights	12.22	12.67	12.40	12.32
Working height inches @ 1b	1922 @ 7.42	1725 @ 7.45	2025 @ 7.42	1575 @ 7.45
Deflection rate (lb/inch)				
At spring	580	453	580	453
At wheel (ride rate)	168	128	168	128

## BRAKES

### SERVICE BRAKES

Type ----- Duo-Servo, 4 wheel hydraulic  
 Brake Drum:  
 Type ----- Composite  
 Rim material ----- Cast alloy iron  
 Web material ----- Pressed steel  
 Diameter, front and rear ----- 9.0  
 Swept drum area ----- 197.9 sq in  
 Distribution of Braking Effort (theoretical):  
 On front wheels ----- 46%  
 On rear wheels ----- 54%  
 Brake Linings:  
 Material ----- Full molded asbestos composition  
 Width, front and rear ----- 1.75  
 Thickness ----- .160  
 Length per wheel ----- 18.02  
 Length, primary shoe ----- 8.62  
 Length, secondary shoe ----- 9.40  
 Method of attachment ----- Bonded  
 Clearance adjustment ----- Adjust to light drag  
 and back off 12 notches front, 16 notches rear.  
 Total effective area ----- 126.1 sq in  
 Master Cylinder  
 Filler location ----- Luggage compartment  
 Diameter ----- 1.000  
 Wheel Cylinders  
 Mounting ----- Front, on wheel spindles;  
 rear, on backing plate.  
 Diameter ----- Front, .875; rear, .9375  
 Braking Ratio  
 Pedal ----- 6.15:1  
 Hydraulic ----- 3.29:1  
 Total overall ----- 20.23:1

### Foot Pedal

Type ----- Pendant  
 Travel ----- 6.00  
 Mounting ----- On brace under dash  
 Brake system fluid capacity (pints) ----- .59  
 Line pressure at 100 lb pedal load ----- 783 psi

### PARKING BRAKE

Type ----- Mechanical pull rods,  
 cables and pulleys operate rear service brakes.  
 Total Effective Lining Area ----- 63 sq in  
 Control ----- Lever under dash

### HEAVY DUTY SERVICE BRAKES (RPO 686)

Material ----- Sintered iron  
 Segments Per Shoe (front and rear)  
 Primary ----- 6  
 Secondary ----- 10  
 Size of Segments (front and rear)  
 Primary  
 Length ----- 1.64  
 Width ----- .87  
 Thickness ----- .21  
 Secondary  
 Length ----- 1.64  
 Width ----- .87  
 Thickness ----- .33  
 Method of Attachment ----- Each segment welded 2 places  
 Shoe Clearance Adjustment ----- Same as service brakes  
 Effective Area, Approximate (sq in) ----- 91.31  
 Braking Effort, Front (%) --- Same as service brakes

### WHEELS ●

Type  
 Regular production ----- Short spoke full disk  
 RPO wire wheel --- Rim and shell, spoke Houk drive  
 Rim size ----- 13 x 5-1/2J  
 Offset ----- 1.00  
 Method of retention  
 Regular production ----- 4 hex nuts,  
 7/16 - 20, 90° apart on a 4.50 dia. bolt circle  
 RPO wire wheel ----- Adaptor  
 and lock nut (2-5/8 - 8 UN 2A)

### SPARE TIRE LOCATION

Sedans and coupes ----- Engine compartment  
 Station wagons ----- Luggage compartment

### TIRES

Description ----- Rayon tubeless

## WHEELS AND TIRES

Construction ----- 2 ply  
 Size  
 Sedans and coupes ----- 6.50 x 13 4 pr  
 Station wagons ----- 7.00 x 13 4 pr

### TOOLS ●

Jack  
 Type ----- Scissors  
 Stowage ----- Luggage compartment  
 Wheel rim bolt wrench (regular production)  
 Type ----- Swivel with hub cap  
 remover  
 Stowage ----- With jack  
 RPO lock nut loosener  
 Type ----- Lead hammer

### TIRE DATA

TIRE SIZE	LOADED			PRESSURE (COLD)	
	ROLLING RADIUS	REV/MI	CAP./TIRE	FRT REAR	
6.50 x 13 4 PR	11.81	853	835	15	26
7.00 x 13 4 PR	12.12	833	920		

# ELECTRICAL

## BULBS

Lamp Usage			Requirements	Trade No.	CP
Head-Lamp	Outer	High Beam	2	4002	37.5W
		Low Beam			50W
	Inner	High Beam	2	4001	37.5W
Air Heater			1	53	1
Direction Signal Indicator			2		
Gas Heater			1		
Headlamp Beam Indicator					
Powerglide Quadrant					
Clock				57	2
Gen. and Fan Indicator			1		
Glove Compartment					
Oil and Temp. Indicator					
Radio					

Lamp Usage	Requirements	Trade No.	CP
License	1 or 2	67	4
Courtesy (Instr. Panel)	2	89	6
Dome (Roof Center)	1	90	6
Luggage Compartment	1	93	15
Underhood Lamp			
Parking Brake Alarm	1	257	2
Park and turn (Front)	2	1034	4 &
Tail, Stop and Turn (Rear)			32
Spotlamp, Portable	1	4416	30W
Speedometer Head	2	1816	2
Back Up	2	1073	32
Tachometer gauge	1	57	2
Manifold pressure gauge			
Cylinder head temp. gauge			
Fuel Gauge			

## FUSES AND CIRCUIT BREAKERS

Device or Circuit Protected	Fuse and Rating (amp)	Circuit Breaker Rating (amp)	Location*
Air Conditioning (Including Heater)	SAE 20		FB
Gas Heater			
Wiper Motor		14 (2 Spd, In Switch)	
A/C Blower Motor	AGC 15		Luggage Compartment
A/C Blower Motor Relay			FB
Air Heater Blower Motor (900)			
Air Heater Blower Motor (5-700)	AGC 10		FB
Back Up Lamps			
Courtesy Lamps			
Dome Lamps			
Gas Heater Blower Motor			
Glove Compartment			
Parking Brake Alarm			
License Lamp			
Luggage Compartment			
Stop and Direction Signal Lamps			
Tail Lamps			
Underhood Lamp	SAE 9		EC
Radio Receiver (Including Lamp)	AGC 4		FB
Clock	AGC 3		FB
Heater Controls			
Powerglide Quadrant			
Speedometer Head			
Clock Motor		Fuse Link	Motor
Hydraulic folding top motor circuit		40	

\* FB = Fuse Block; EC = Engine Compartment

# RPO 696 - HEAVY DUTY FRONT AND REAR SUSPENSION EQUIPMENT

## FRONT SUSPENSION

### FRONT SPRING

Part number ----- 3817231  
 Type ----- Right hand helix  
 Material ----- High alloy steel  
 Number of coils (active, total) ----- 5.85, 7.35  
 Wire dia. ----- .508  
 OD ----- 4.469  
 PD ----- 3.961  
 Height  
     Free ----- 9.45  
     Working (in/lb) ----- 6.24 @ 770  
 Deflection rate (lb/in)  
     At spring ----- 240  
     At wheel (ride rate) ----- 117

### SHOCK ABSORBER

Make ----- Delco Products  
 Type ----- Direct, double acting, hydraulic  
 Secured (thru coil spring) to ----- Lower control arm  
     and front crossmember shock absorber bracket  
 Piston diameter ----- 1.00  
 Piston travel ----- 4.75  
 Code ----- C1 (38) J8/B3-82  
 Piston rod plating ----- Chrome

### STABILIZER BAR

Type ----- Link supported  
 Secured to ----- Each  
     lower control arm and front crossmember  
 Material ----- HR steel  
 Dia. ----- .625  
 Bushing material ----- Rubber

### FRONT WHEEL ALIGNMENT

Caster (as shipped) ----- (+)  $2^{\circ} \pm 1/2^{\circ}$   
 @ Camber (as shipped) ----- (+)  $0^{\circ}30' \pm 30'$   
 Toe in (per wheel, as shipped) -----  $7/32 - 9/32$

@ - Right and left sides equal within  $0^{\circ}30'$

## REAR SUSPENSION

### REAR SPRINGS

Part numbers  
     Left hand ----- 3817269  
     Right hand ----- 3817270  
 Type ----- Right hand helix  
 Material ----- High alloy steel  
 Number of coils (active, total) ----- 5.5, 6.8  
 Wire dia. ----- .685  
 OD ----- 4.823  
 PD ----- 4.138  
 Height  
     Free  
         3817269 ----- 9.50  
         3817270 ----- 9.30  
     Working (in/lb)  
         3817269 ----- 7.26 @ 1725  
         3817270 ----- 7.26 @ 1575  
 Deflection rate (lb/in)  
     At spring ----- 770  
     At wheel (ride rate) ----- 226

### SHOCK ABSORBER

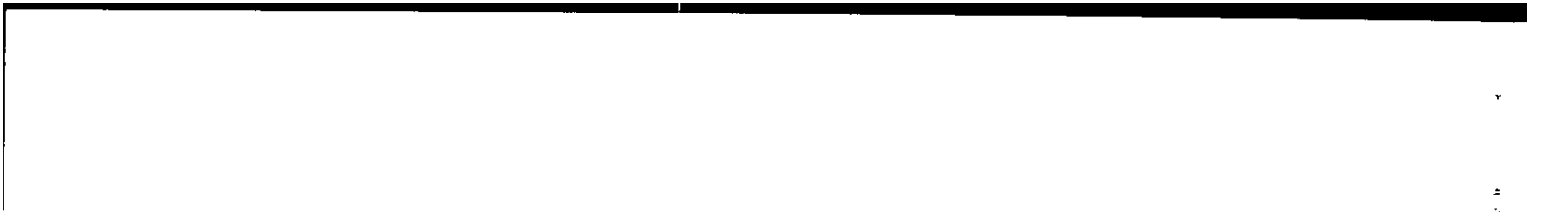
Make ----- Delco Products  
 Type ----- Direct, double acting, hydraulic  
 Secured (thru coil spring) to ----- Control arm  
     and rear crossmember shock absorber bracket  
 Piston diameter ----- 1.00  
 Piston travel ----- 5.00  
 Code ----- C.25 (4) L10/A.75-67  
 Piston rod plating ----- Chrome

### REBOUND STRAP

Material ----- Rubber impregnated webbing stock  
 Size (width and thickness) ----- 1.38 x .20  
 Secured to -----  
     Rear crossmember and control arm

### REAR WHEEL ALIGNMENT

Camber (as shipped) ----- (-)  $1^{\circ} \pm 1/2^{\circ}$   
 Toe in (overall, as shipped) -----  $1/8 - 3/8$



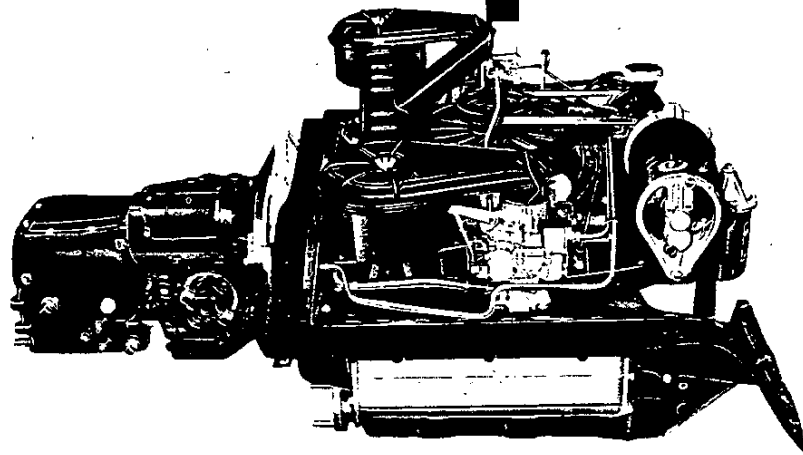
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## POWER TRAINS



POWER TEAM COMBINATIONS . . . . .	2
TURBO-AIR ENGINES (80 HP) (84 HP) (102 HP) . . . . .	3
● TURBOCHARGED ENGINE . . . . .	11
CLUTCH . . . . .	14
TRANSAXLE . . . . .	15

FOR COMPLETE SPECIFICATIONS  
ON GREENBRIER SPORTS WAGON,  
SEE 1962 CHEVROLET TRUCK SPEC-  
IFICATIONS.

# POWER TEAM COMBINATIONS

<u>ENGINE</u>	<u>TRANSMISSION</u>	<u>AXLE RATIO</u>	<u>OPTIONAL RATIOS</u>
145 CU. IN. TURBO-AIR * 80 HP 6-CYLINDER *84 HP when used in Corvair Monza with Powerglide	3-SPEED .....	SEDAN & COUPES .... 3.27:1 .....	3.55:1
		STATION WAGON .... 3.55:1 .....	3.89:1
	4-SPEED .....	SEDAN & COUPES .... 3.27:1 .....	3.55:1
		STATION WAGON .... 3.55:1 .....	3.89:1
	POWERGLIDE ....	SEDAN & COUPES .... 3.27:1 .....	3.55:1
		STATION WAGON .... 3.55:1 .....	3.89:1
145 CU. IN. TURBO-AIR 102 H. P. 6-CYLINDER (RPO 649)	3-SPEED .....	SEDAN & COUPES .... 3.27:1 .....	3.55:1
		STATION WAGON .... 3.55:1 .....	3.89:1
	4-SPEED .....	SEDAN & COUPES .... 3.27:1 .....	3.89:1
		STATION WAGON .... 3.55:1 .....	3.89:1
	POWERGLIDE ....	SEDAN & COUPES .... 3.55:1 .....	3.89:1
		STATION WAGONS .... 3.55:1 .....	3.89:1
●145 CU. IN. TURBOCHARGED (A) 150 H. P. 6-CYLINDER (RPO 690)	4-SPEED .....	CONVERTIBLE & ... 3.55:1	
		COUPES	

## MULTIPLICATION FACTORS

### WITH MANUAL TRANSMISSIONS

ENGINE	TRANSMISSION	TOTAL GEAR REDUCTION*					AXLE RATIO	MAXIMUM AXLE TORQUE LOW GEAR - Lb-Ft +
		1st	2nd	3rd	4th	Rev		
80 HP Std 6-Cylinder	3-Speed	11.45	6.50	3.27		12.98	3.27	1148
		12.43	7.06	3.55		14.09	3.55	1247
	4-Speed	11.94	7.68	4.71	3.27	11.97	3.27	1198
		12.96	8.34	5.11	3.55	12.78	3.55	1310

### WITH AUTOMATIC TRANSMISSIONS

ENGINE	TRANSMISSION	SELECTOR POSITION	TOTAL TORQUE MULTIPLICATION*	AXLE RATIO
Turbo-Air	Powerglide	Drive	15.47:1-3.27:1	3.27:1
		Low & Rev	15.47:1-5.95:1	
		Drive	16.79:1-3.55:1	3.55:1
		Low & Rev	16.79:1-6.46:1	

\* - Axle ratio x transmission ratio.

+ - Gear reduction x maximum net engine torque x efficiency (0.90 in direct drive, 0.85 all others).

(A) - Refer to pages 11, 12, and 13 for Turbocharged Engine Specifications.

# 145 CUBIC INCH SIX CYLINDER ENGINE

## GENERAL DATA

		Conventional	Powerglide
Piston Displacement (Cu In)		145	
Type		Horizontal opposed OHV	
Number Cylinders		6	
Bore and Stroke (nominal)		3.437 x 2.60	
Compression Ratio		8.0:1 (A) (B)	
Taxable (SAE) Horsepower		28.4	
Firing Order		1-4-5-2-3-6	
Idling Speed (RPM)		500 (C)	
Compression Press. (PSI) @ Cranking Speed, Engine Hot		140	
Lubrication		Full pressure	
Power Plant Mounting		Two front and one rear shear type	
Measurements	Width (over air cleaners)	32.37	
	Length (incl clutch hsg & oil filter)	28.35	
	Height (incl air cleaners & oil pan)	20.72	
	Sedans and coupes		
Station wagon	17.93		

(A) On Hi Perf. 102 HP Eng C. R. is 9:1

(B) On 900 Models W/Powerglide C. R. is 9:1

(C) 600 RPM on Hi Perf 102 HPEng.

## ADVERTISED ENGINE RATINGS

Engine		Turbo-Air 145	900 Models W/Powerglide	Turbo-Air 145 102 HP
Carburetor		Two - Single Barrel (one for each cylinder bank)		
Brake Horsepower	Gross	80 @ 4400	84 @ 4400	102 @ 4400
	Net	65 @ 3600	68 @ 3600	
Torque (Lb Ft)	Gross	128 @ 2300	130 @ 2300	134 @ 28-3000
	Net	118 @ 2200	120 @ 2200	

## ENGINE SPEED AND PISTON TRAVEL

Transmission		3-Speed (Production)	4-Speed (RPO 651)	Powerglide (RPO 360)
Rear Axle Ratio		3.27:1		
Tire Size		6.50 x 13-4 PR*		
Crankshaft Revolutions per Mile		2789.3		
Crankshaft RPM @ 1 MPH	Low	162.7	169.6	84.6
	Second	92.5	109.2	
	Third		66.9	
	Direct Drive (N/V)	46.5	46.5	46.5
	Reverse	184.5	170.1	84.6
Piston Travel (ft/mile)		1207.6		

\* 7.00 x 13-4PR Standard on 735 and 935 Station Wagons ●



# 145 CUBIC INCH SIX CYLINDER ENGINE - Cont'd.

## VEHICLE PERFORMANCE FACTORS (Model 769)

Engine	Turbo-Air 145			Turbo-Air 145 102 HP	
	3-Speed	4-Speed	Powerglide*	3-Speed	4-Speed
Rear Axle Ratio		3.27:1		3.27:1	
Transmission	3-Speed	4-Speed	Powerglide*	3-Speed	4-Speed
Performance Weight (lbs.)	3095	3104	3105	3095	3104
Pounds per Gross HP	38.69	38.80	38.81	30.34	30.43
Pounds per Cu. In. Displacement	21.34	21.41	21.41	21.34	21.41
Gross HP per Cu. In. Displacement	.552	.552	.552	.703	.703
Power Displacement (Cu. Ft./Mile)	117.01	117.01	117.01	117.01	117.01
Displacement Factor (Cu. Ft./Ton Mile)	75.63	75.39	75.39	75.64	75.39

\* - Data computed assuming zero slippage in torque converter

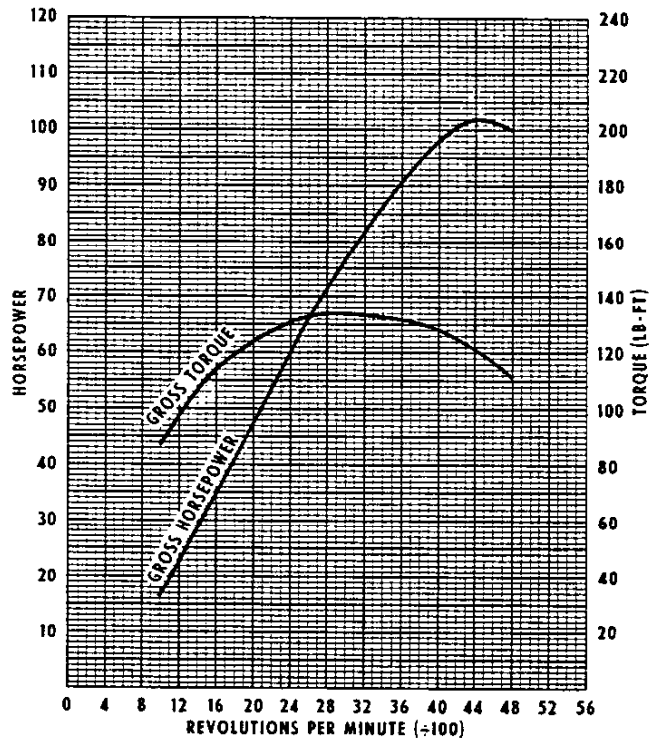
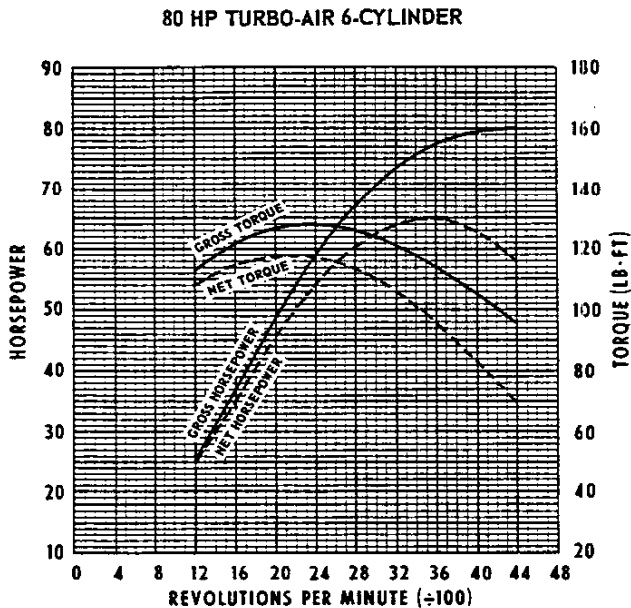
### GLOSSARY

Performance Weight = Curb Weight plus 600 Lb  
(weight of four 150 Lb passengers)

Power Displacement =  $\frac{\text{Crankshaft Revs/Mi} \times \text{Piston Displacement}}{2 \times 1728}$

Displacement Factor =  $\frac{\text{Power Displacement}}{\text{Performance Wt (tons)}}$

### 102 HP TURBO-AIR 6-CYLINDER Special Camshaft



The engine performance curves represent full throttle performance as obtained from dynamometer test data corrected to standard barometric pressure 29.92 inches of mercury and standard temperature of 60°F.

GROSS POWER and TORQUE were obtained in a regular dynamometer test with the dynamometer exhaust

system, no fan, generator not charging, optimum spark advance, and optimum fuel setting.

NET POWER and TORQUE were obtained from a dynamometer test simulating actual operating conditions when the engine is in its vehicle, except the generator is not charging.

## PRINCIPAL COMPONENTS

### CRANKCASE

Material ----- Cast Aluminum  
 Type ----- Two piece, left and right halves  
 No of Bulkheads ----- 4  
 Bolt No & Size ----- 8; .4375 dia, 20 UNF-2A  
 Studs (cyl & cyl head assy) ----- 12 left & 12 right half

### CYLINDERS

Material ----- Cast iron  
 Type ----- Individually cast with integral cooling fins  
 Bore Diameter ----- 3.4370-3.4400  
 Numbering Arrangement (front to rear)  
 Left bank ----- 6-4-2  
 Right bank ----- 5-3-1

### CYLINDER HEADS

Material ----- Permanent mold cast aluminum with integral cooling fins  
 Valve Seat Insert Material  
 Inlet ----- Cast nickel steel alloy  
 Exhaust ----- Cast chromium steel alloy  
 Combustion Chamber Volume  
 Base Engine 80 HP ----- 3.663 Cu In  
 Hi-Perf Engine 102 HP ----- 3.107 Cu In

### INLET MANIFOLD

Type ----- Cast integral with cylinder head

### EXHAUST MANIFOLD

Material ----- Cast alloy iron  
 Type ----- Straight-fitted to three steel sleeves pressed into cyl head exhaust ports

### CRANKSHAFT

Material ----- Drop forged steel  
 End Play ----- .002-.006  
 Counter Weights ----- None  
 Crank Arm Length ----- 1.30  
 Vibration Damper ----- None  
 Crankshaft Timing Gear ----- Helical cut, steel and Material  
 Crankshaft Pulley Pitch Diameter ----- 6.64

### MAIN BEARINGS

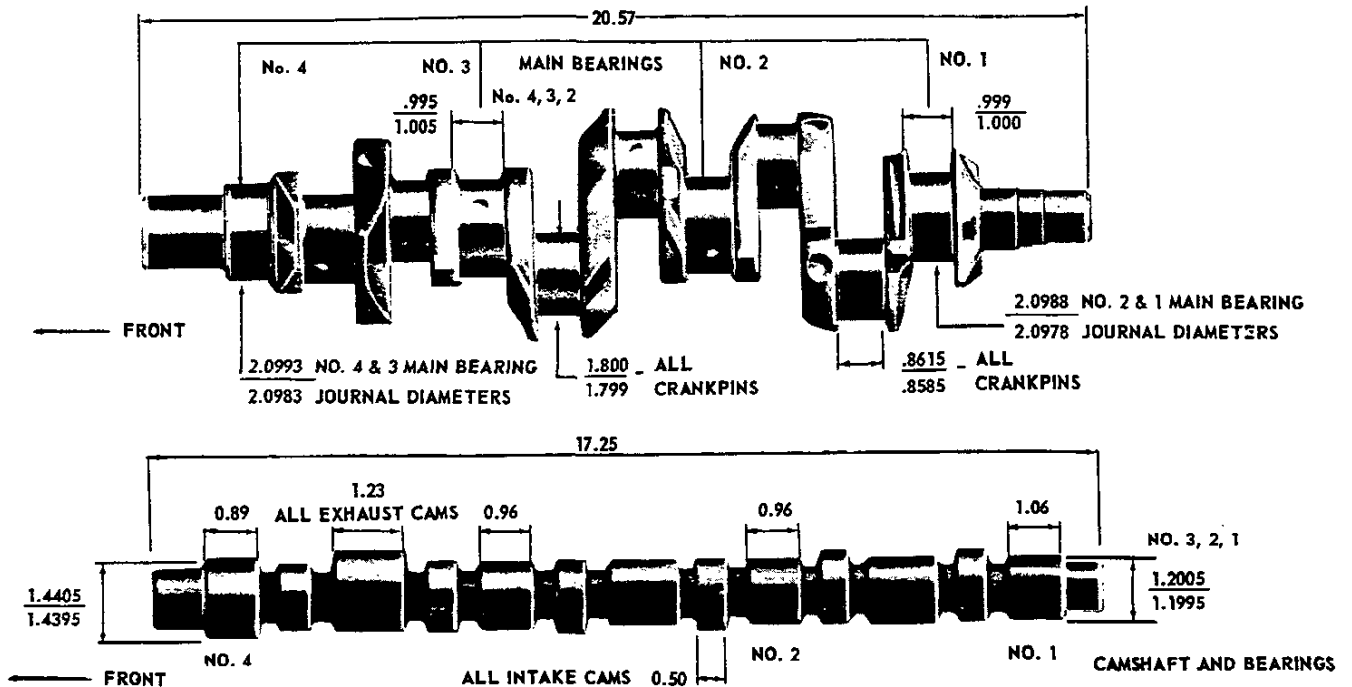
● Material ----- Extra-life steel backed babbitt  
 Hi-Performance ----- Copper lead alloy  
 Type ----- Precision, removable  
 Thrust Against Bearing No ----- 1  
 Clearance ----- .0012-.0037  
 Dimensions

Bearing	Theoretical Inner Dia	Effective Length	Projected Area
1	2.1008	.785	1.6491
2	2.1008	.752	1.5798
3-4	2.1013	.752	1.5802

### CAMSHAFT

Material ----- Cast alloy iron  
 Lobe Lift  
 Inlet  
 Base engine ----- .2093  
 Hi-perf engine ----- .2519  
 Exhaust  
 Base engine ----- .2294  
 Hi-perf engine ----- .2519

BEARINGS ----- No inserts, aluminum crankcase machined for bearing surfaces



● Revised April 1962 October 1961  
 POWER TRAINS-5

# 145 CUBIC INCH SIX CYLINDER ENGINE - Cont'd.

## PRINCIPAL COMPONENTS - Continued

### VALVE TRAIN

Type ----- Stamped rocker arm & individual ball & stud, push rod actuated  
 Lifters ----- Hydraulic  
 Push Rods  
 Type & Material ----- Hollow steel  
 Ends ----- Hardened  
 Housing ----- Welded steel tubes

### ROCKER ARMS

Type & Make ----- Stamped steel  
 Ratio ----- 1.5:1

### VALVE SPRINGS

	Production	Hi-perf
Diameter (ID)	.784-.792	.872-.888
Installed Length (in @ lb)		
Valves Closed	1.508@58-64	1.660 @ 78-86
Valves Opened	1.148@141-149	1.260 @ 176-180
Free Length	1.74	2.08
Valve Spring Dampers	None	Steel Coil
Oil Shields		None

### VALVES

Inlet Material ----- Alloy steel  
 Coating ----- None  
 Stem to Guide Clearance ----- .0010-.0027  
 Exhaust Material ----- High alloy steel  
 Coating ----- None  
 Stem to Guide Clearance ----- .0015-.0032

### VALVE LIFT

	Production	Hi-perf
Inlet	.3140	.3800
Exhaust	.3440	.3800

### VALVE TRAIN LASH

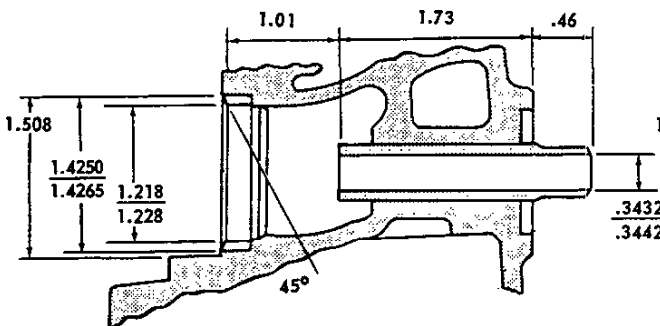
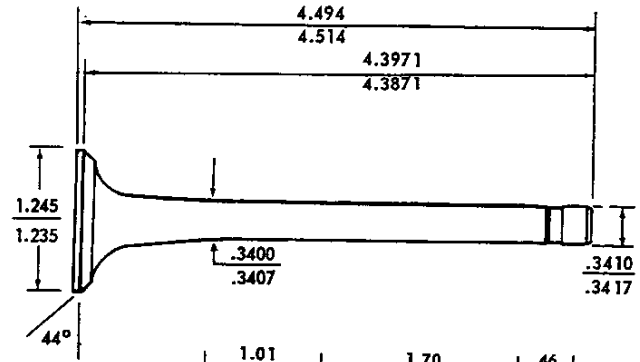
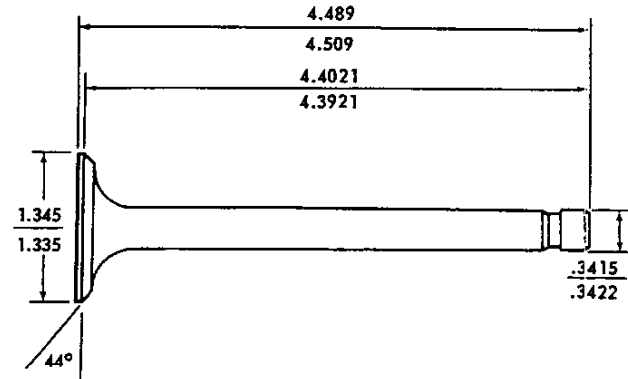
Inlet ----- Zero  
 Exhaust ----- Zero

### VALVE TRAIN TIMING (Including Ramps)

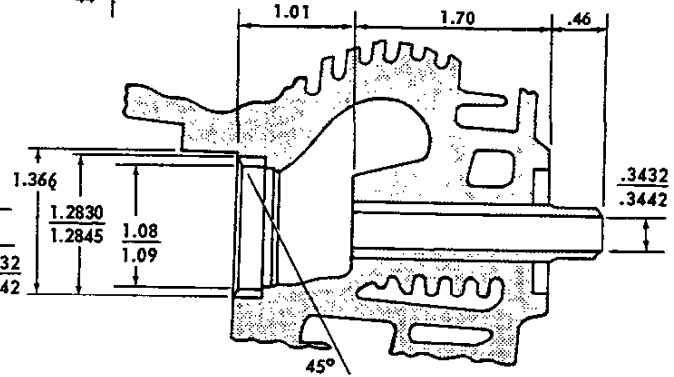
	Production	Hi-perf
Inlet Valve		
Opens - BTC	43°	54°
Closes - ABC	93°	118°
Duration	316°	352°
Outlet Valve		
Opens - BBC	87°	90°
Closes - ATC	69°	82°
Duration	336°	352°

### PISTON

Material ----- Cast aluminum alloy  
 Head Type ----- Flat  
 Skirt Type ----- Slipper, autothermic  
 Top Land Clearance ----- .022-.031  
 Skirt Clearance ----- .0011-.0015  
 Compression Ring Groove Depth ----- .193-.198  
 Oil Control Ring Groove Depth ----- .194-.199  
 Pin Bore Offset ----- .055-.065



INLET VALVE



EXHAUST VALVE

PRINCIPAL COMPONENTS - Continued

OIL CONTROL RINGS

Material ----- Steel  
 Type ----- Multi-piece (2 rails and one spacer)  
 Width ----- .1855-.1875 assembled  
 Wall Thickness ----- .133-.139  
 Gap (rails) ----- .010-.020  
 Rail Coating ----- Chrome plated

COMPRESSION RINGS - UPPER and LOWER

Material ----- Cast alloy iron  
 Inside Bevel ----- Lower (top edge) Upper  
 (bottom edge) 30 degrees  
 to piston vertical axis  
 Ring Face ----- Tapered  
 Coating ----- Wear resistant  
 Width ----- .0770-.0780  
 Wall Thickness ----- .162-.172  
 Gap ----- .010-.020

PISTON PINS

Material ----- Alloy steel  
 Length ----- 2.630-2.650  
 Diameter ----- .7999-.8002  
 Clearance in Piston ----- .00015-.00025  
 Pin Mounting ----- Pressed in rod  
 Direction of Offset ----- Major thrust side

CONNECTING RODS

Material ----- Drop forged steel  
 Length (center to center) ----- 4.719-4.721

CONNECTING ROD BEARINGS

● Material -----Extra-life steel backed babbitt  
 Hi-Performance ----- Copper lead alloy  
 Type ----- Precision removable  
 Clearance ----- .0007-.0027  
 Theo I. D. ----- 1.8012  
 Effective Length ----- .649  
 End Play ----- .005-.010

FUEL AND EXHAUST SYSTEM

FUEL TANK

Capacity (Gal) ----- 14  
 Location ----- Under front compartment floor  
 Filler Location ----- Left front fender crown

FUEL GAUGE (Tank Unit)

Make & Type ----- AC electric

FUEL FILTER

In Fuel Tank ----- Strainer  
 In Carburetor Inlet ----- Sintered bronze

FUEL PUMP ASSEMBLY

Make ----- AC  
 Drive ----- Eccentric on rear end of crankshaft  
 Type ----- Mechanical  
 Location ----- Mounted on engine rear housing  
 Pressure Range ----- 5.25-6.50 PSI

CARBURETOR

Number ----- Two (one for each cylinder bank)  
 Make ----- Rochester  
 Model ----- Synchronesh & Powerglide  
 Type ----- Single barrel, downdraft  
 SAE Flange Size ----- 0.75

Throttle Bore ----- 1.2495-1.2505  
 Venturi Diameter ----- 1.00

AIR CLEANER

Make & Type ----- AC, Oil wetted polyur-  
 ethane element  
 Number ----- Two

AIR INTAKE

Sedans and Coupes ----- Air horn extension at center  
 of tubular cross over duct  
 Station Wagon ----- Oval opening centrally  
 located in cross over duct

● EXHAUST SYSTEM

Type ----- Single  
 Exhaust Pipe O. D. ----- 1.875  
 Wall thickness ----- .0590  
 Tail Pipe O. D. ----- Reg. 1.50; Hi-perf 1.75  
 Wall thickness ----- .0480  
 Muffler  
 Type ----- Single, Reverse flow  
 Construction ----- Oval, Aluminized steel, welded  
 Length Including pipe extensions ----- 17.62

# 145 CUBIC INCH SIX CYLINDER ENGINE - Cont'd.

## LUBRICATION SYSTEM

### GENERAL

Type ----- Controlled full pressure  
Main Bearings ----- Pressure  
Connecting Rods ----- Pressure  
Piston Pins ----- Splash  
Cylinder Walls ----- Cross sprayed  
Camshaft Bearings ----- Pressure  
Valve Lifters ----- Pressure  
Rocker Arms ----- Pressure  
Timing Gears ----- Nozzle sprayed  
Oil Pressure Sending Unit  
Type ----- Electric  
Actuation ----- Opens or closes circuit @ 2 to 6 PSI  
Crankcase Ventilation ----- Road draft type  
Oil Filler  
Cap ----- Pressure, twist type  
Location ----- Top rear of engine

### CRANKCASE CAPACITY (Qt)

Refill ----- 4.0  
Refill with Filter Change ----- 4.5

### OIL PUMP

Type ----- Gear  
Driven By ----- Distributor  
Regulator Valve ----- Opens between 40-45 lbs  
● Oil Pressure @ 2000 RPM ----- 40 PSI (min.)  
Intake Type ----- Fixed  
Capacity (GPM @ Eng RPM) ----- 9 @ 4000

### OIL FILTER

Make ----- AC  
Type ----- Full-flow, throwaway cannister  
Location ----- Rear section of engine  
Capacity (Pts) ----- 1.0  
By-Pass Valve ----- Opens between 9 to 11 PSI

### OIL COOLER

Make ----- Harrison  
Material ----- Aluminum  
Location ----- Left bank of cylinder to rear  
By-Pass Valve ----- Opens between 9 to 11 PSI  
drop in pressure

### LUBRICANT GRADES AND TEMPERATURES

32°F & Above ----- SAE-30\*  
10°F to 32°F ----- SAE-10W  
Below 10°F ----- SAE5W-20  
\*Always use SAE 30 if daytime temperature is above 60°F

### OIL PAN DRAIN SCREW

Type ----- Hex head  
Location ----- Lower front edge of oil pan  
Size Hex Head ----- .860-.875  
Thread ----- 1/2-20 UNF 2A  
Length ----- 0.81  
Diameter ----- .410-.430

## COOLING SYSTEM

### GENERAL

Type ----- Forced air cooling  
Engine enclosed by sheet metal shrouds to direct air over engine components. Cooling controlled by thermostatically regulated air exhaust doors at rear of each lower shroud.

### ENGINE BLOWER

Type ----- Centrifugal  
Location ----- Mounted horizontally on top center of engine  
Material ----- Steel  
● Diameter ----- 10.70  
Number of Vanes ----- 16

Drive ----- By "V" belt from crankshaft over idler and generator pulleys  
Air Flow ----- 1850 CFM @ 4000 engine RPM  
Blower Pulley PD ----- 4.1875  
Ratio (Blower to Engine Speed) ----- 1.58:1  
Idler Pulley PD ----- 3.32  
Belt ----- "V"  
Pitch line ----- 56  
Width ----- .380  
Angle of "V" ----- 40°

### ENGINE COOLING AIR THERMOSTATS

Type ----- Bellows (seamless)  
Make ----- Harrison  
Bellows start to open at ----- 205°F

## ELECTRICAL SYSTEM

### SUPPLY SYSTEM

#### BATTERY

Make ----- Delco  
 Voltage Rating ----- 12  
 Capacity ----- 42 amp hr @ 20 hr rate  
 Total Number of Plates ----- 54  
 Number of Cells ----- 6  
 Terminal Grounded ----- Negative  
 Location ----- In engine compartment  
 on left hand side.

#### GENERATOR

Make ----- Delco-Remy  
 Type ----- Two brush, shunt wound  
 Rating  
   Amps ----- 30  
   Volts ----- 14.5  
 Drive ----- Blower belt  
 Pulley Pitch Diameter ----- 2.88 PD  
 Ratio (Gen to Engine Speed) ----- 2.30:1

#### REGULATOR

Make ----- Delco-Remy  
 Type ----- Vibrator  
 Cutout Relay  
   Closing Voltage & Gen RPM --- 11.8-13.5 @ 1300  
 Voltage Regulator  
   Voltage ----- 14.5  
 Current Regulator  
   Amperes ----- 30  
 Location ----- Left front engine compartment  
 on rear inner panel.

### IGNITION SYSTEM

#### COIL

Make ----- Delco-Remy  
 Type ----- 12 volt  
 Amperes Drawn  
   Engine stopped ----- 4.0  
   Engine idling ----- 1.8

### STARTING SYSTEM

#### STARTING MOTOR

Make ----- Delco-Remy  
 Rotation (drive end view) ----- Clockwise  
 Test Conditions ----- Eng at operating temperature  
 No Load Test  
   Amps ----- 69  
   Volts ----- 10.6  
   RPM ----- 7675  
 Motor Drive  
   Engagement ----- Solenoid  
   Pinion meshes at ----- Rear  
   Pinion tooth no. ----- 9  
   Starter ring gear tooth no. ----- 147  
 Mounting ----- Bolted to clutch housing

#### STARTING

Ignition Switch ----- 4 Positions; Lock, Off  
 On and Start

#### Starting Procedure

Synchromesh --- Place gearshift lever in neutral  
 and depress clutch pedal to floor  
 Powerglide ---- Place control lever in N position  
 Initial Start ----- Depress accelerator pedal  
 to floor to start automatic  
 choke, then release. Turn  
 ignition to START and  
 release as soon as engine  
 starts.

#### SPARK PLUGS

Make ----- AC  
 ● Model ----- 46 FF (44 FF on 84 & 102 HP)  
 Thread Size (MM) ----- 14  
 Gap ----- .035  
 Torque ----- 25 Lb Ft

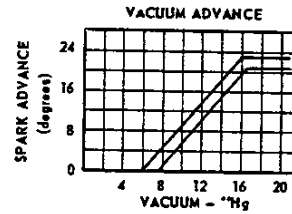
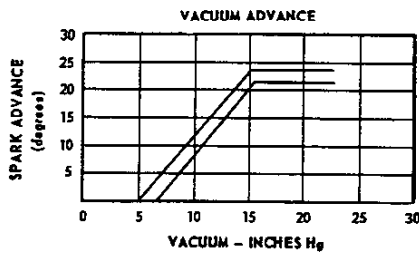
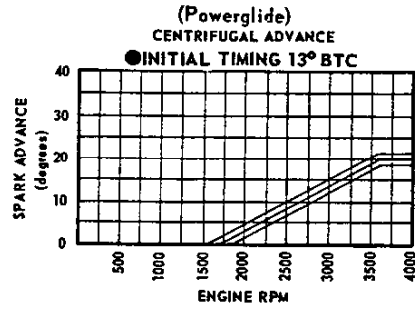
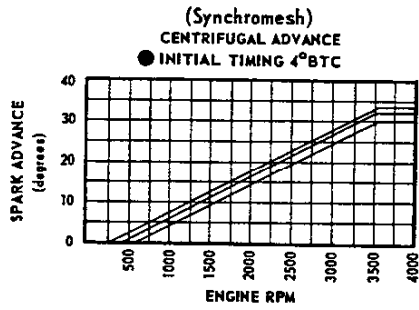
### DISTRIBUTORS

	80 HP synch- romesh	80 HP with pwr/gld	84 HP Monza pwr/gld	102 HP with pwr/gld	102 HP synch- romesh
Make	Delco-Remy				
Type	Single Breaker				
Cam Angle	32-34				
Breaker Gap	.019 (new)				
Breaker Arm Tension	19-23 oz				
Centrifugal Advance Begins (RPM)	600	1400	1600	700	
Max Degrees @ RPM	32@3600	24@3700	20@4100	24@4800	
Vacuum Advance Begins (In Hg)	6.0	7.0	7.0	6.0	
Max Degrees @ In Hg	23@15	23@16	23@16	23@15	
● Timing (Initial Design Setting) Crankshaft Degrees @ RPM	4°-10 BTC @500	13°-18° BTC @500	13°-18° BTC @500	13 BTC @500	13 BTC @500
Timing Mark Location	Crankshaft Pulley				

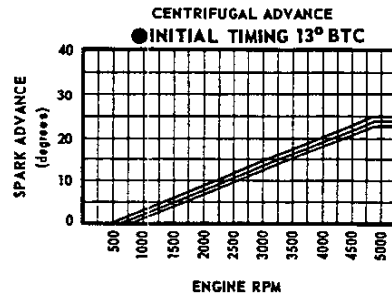
# 145 CUBIC INCH SIX CYLINDER ENGINE - Cont'd.

## ELECTRICAL SYSTEM - Continued

### TURBO-AIR ENGINE 80 HP



### TURBO-AIR ENGINE 102 HP



TURBOCHARGED ENGINE  
150 H. P. 6-CYLINDER (RPO 690)

GENERAL DATA

Piston Displacement (Cu. In.)	145	
Type	Horizontal Opposed OHV	
Number Cylinders	6	
Bore and Stroke (Nominal)	3.437 x 2.60	
Compression Ratio	8.0:1	
Taxable (SAE) Horsepower	28.4	
Firing Order	1-4-5-2-3-6	
Idling Speed (RPM)	850	
Compression Press (PSI) @ Cranking Speed, Engine Hot	140	
Lubrication	Full Pressure	
Power Plant Mounting	Two front and one rear shear type	
Measurements	Width (induction port flange to exh. pipe)	29.30
	Length (incl clutch hsg & oil filter)	28.55
	Height (bottom of oil pan to top a/clnr)	23.31

ADVERTISED ENGINE RATINGS

Carburetor	One - Single Barrel - Sidedraft
Brake Gross Horsepower	150 @ 4400 RPM
Brake Gross Torque	210 @ 3200-3400 RPM

ENGINE SPEED AND PISTON TRAVEL

Transmission	4-Speed (RPO 651)	
Rear Axle Ratio	3.55:1	
Tire Size	6.50 x 13-4 PR	
Crankshaft Revolutions per Mile	3028.2	
Crankshaft RPM @ 1 MPH	Low	184.2
	Second	118.6
	Third	72.7
	Direct (N/V Factor)	50.5
	Reverse	186.4
Piston Travel (ft/mile)	1312.1	



# 145 CUBIC INCH SIX CYLINDER ENGINE - Cont'd.

TURBOCHARGED ENGINE  
150 H. P. 6-CYLINDER (RPO 690)

## VEHICLE PERFORMANCE FACTORS (Model 927)

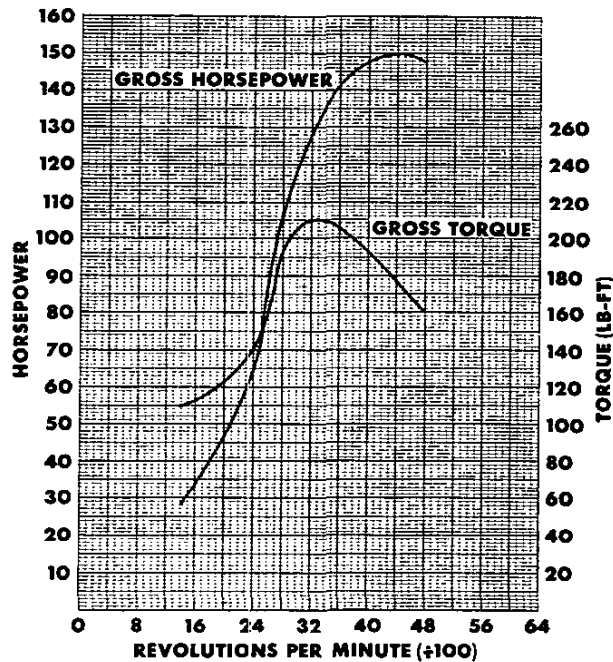
Rear Axle Ratio	3.55:1
Transmission	4-Speed
Performance Weight (lbs)	3175
Pounds per Gross HP	21.16
Pounds per Cu. In. Displacement	21.90
Gross HP per Cu. In. Displacement	1.034
Power Displacement (Cu. Ft./Mile)	127.04
Displacement Factor (Cu. Ft./Ton Mile)	80.03

### GLOSSARY

Performance Weight = Curb Weight plus 600 Lb  
(weight of four 150 Lb passengers)

Power Displacement =  $\frac{\text{Crankshaft Revs/Mi} \times \text{Piston Displacement}}{2 \times 1728}$

Displacement Factor =  $\frac{\text{Power Displacement}}{\text{Performance Wt (tons)}}$



The engine performance curves represent full throttle performance as obtained from dynamometer test data corrected to standard barometric pressure 29.92 inches of mercury and standard temperature of 60°F.

GROSS POWER and TORQUE were obtained in a regular dynamometer test with the dynamometer exhaust

system, no fan, generator not charging, optimum spark advance, and optimum fuel setting.

NET POWER and TORQUE were obtained from a dynamometer test simulating actual operating conditions when the engine is in its vehicle, except the generator is not charging.

**TURBOCHARGED ENGINE**  
150 H. P. 6-CYLINDER (RPO 690)

**SAME AS 145 CU. IN. TURBO-AIR 102 HP ENGINE**  
**EXCEPT FOR THE FOLLOWING DIFFERENCES**

**PRINCIPAL COMPONENTS**

**CRANKSHAFT**  
Material ----- Forged alloy steel

**EXHAUST VALVES**  
Type ----- Two piece welded  
Material -----  
Head & Neck ----- Super alloy (Nimonic 80A)  
Stems ----- Silicon & Chromium alloy steel

**EXHAUST VALVE GUIDES**  
Type ----- Heavy duty  
Material ----- Aluminum bronze alloy

**COMPRESSION RINGS**  
Upper ----- Chromium plate

**CONNECTING ROD**  
Type ----- Heavy duty

**FUEL AND EXHAUST SYSTEM**

**FUEL FILTER**  
Between Fuel Pump & Carb --- In line paper element  
(throwaway cannister)

**CARBURETOR**  
Make ----- Carter  
Type ----- One, Triple venturi, Sidedraft  
SAE Flange Size ----- 1.25  
Throttle Bore ----- 1.50  
Venturi Diameter ----- 1.31

**AIR CLEANER**  
Make & Type ----- AC, Single, Drum shaped, Oil  
wetted polyurethane element

**AIR INTAKE**  
Type ----- Oval air horn extension  
from air cleaner

**EXHAUST SYSTEM**  
Exhaust Pipe O. D. ----- 2.50  
Coating ----- Aluminum heat resistant paint  
Muffler -----  
Length ----- 17.88  
Tail Pipe O. D. ----- 2.50  
Coating ----- Chromium plated

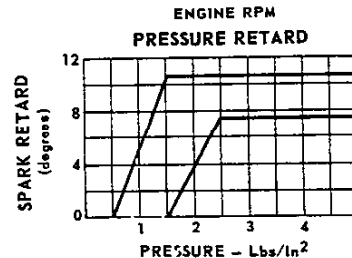
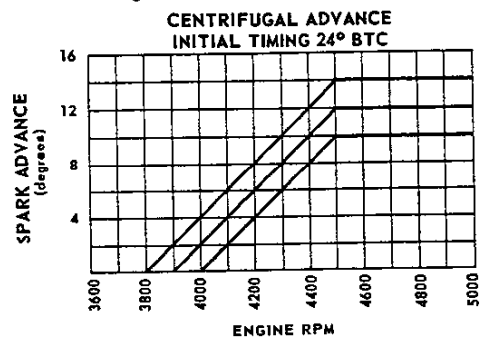
**TURBO-SUPERCHARGER**

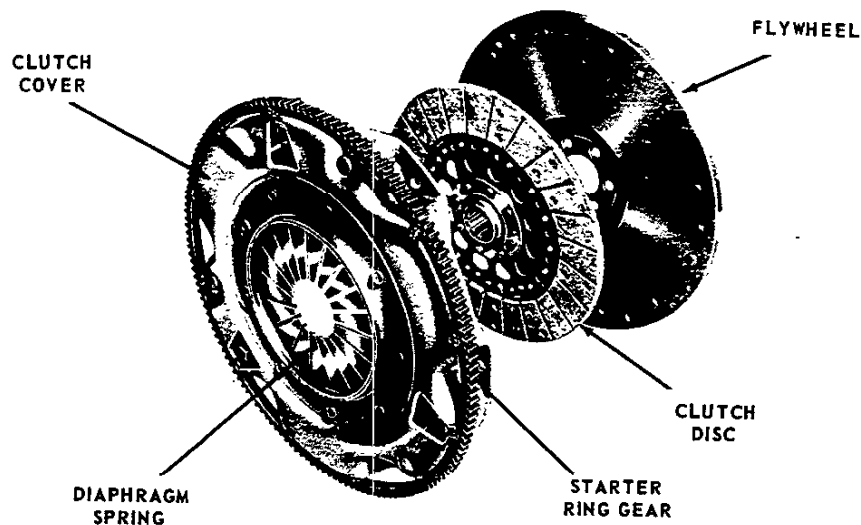
**SUPER CHARGER**  
Type ----- Turbine Driven Compressor  
Make ----- Thompson  
Turbine ----- Single stage, In-flow type  
Material ----- High temperature cobalt base alloy  
Diameter (in) ----- 2.97  
Blades ----- 11, Equally spaced  
Drive ----- Engine exhaust gases  
Compressor ----- Centrifugal impeller  
Material ----- Die cast aluminum alloy  
Diameter (in) ----- 3.00  
Blades ----- 14, Equally spaced  
Drive ----- Solid shaft from turbine  
Bearing ----- One piece floating bushing  
Material ----- Aluminum alloy  
Lubrication ----- Engine oil, Full pressure

**ELECTRICAL SYSTEM**

**DISTRIBUTOR**

Centrifugal Advance Begins (RPM) ----- 3900  
Maximum Degrees @ RPM ----- 12 @ 4500  
Diaphragm Pressure Retard -----  
Begins at Manifold Pressure ----- 0 @ 1 PSI  
Maximum at Manifold Pressure ----- 9° @ 2 PSI  
Timing (Initial Design Setting) -----  
Crankshaft Degrees @ RPM ----- 24 BTC @ 850

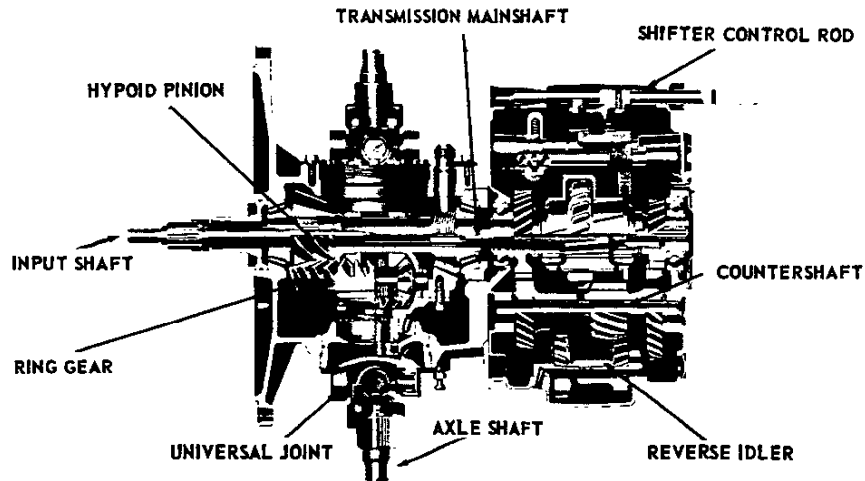




### CLUTCH

ENGINE	Name		Turbo-Air	Turbo-Air	Turbocharged	
		Horsepower	80	102	150	
	Displacement	145 in <sup>3</sup>	145 in <sup>3</sup>	145 in <sup>3</sup>		
TRANSMISSION		3-Speed 4-Speed		4-Speed		
CLUTCH ASSEMBLY						
Type		Single disk, dry plate				
Clutch cover and pressure plate assembly	Effective plate load		900-1075 lb	1050-1250 lb		
	Type of drive		Steel straps-cover to pressure plate			
	Pressure plate	Material	Cast iron		Nodular or pearlitic malleable iron	
		OD	9.28			
	Clutch spring	Type	Diaphragm			
		Material	Heat-treated spring steel			
	Ring gear	Material	HR steel			
		No. of teeth	147			
		Face width	.363-.387			
		PD	12.25			
Attachment		Welded to clutch cover				
Attachment to fly/w		6 bolts, 5/16-18, .82 long; bolt circle dia 10.625				
Driven plate assembly	Type		Single disk, double friction face			
	Cushions		Flat spring steel between friction facings			
	Friction ring	Material	Woven asbestos			
		OD	8.00			
		ID	6.00			
		Total area (sq. inches)	44.00			
Thickness (ea)	.125 or .135					
Flywheel	Material		Cast iron			
	OD		11.6			
Bearings	Release	Type	Single row ball			
		Lubrication	Packed with high temperature high viscosity grease			
	Pilot	Type	Sintered powdered bronze bushing			
		Lubrication	Oil impregnated			
Controls	Clutch fork		Drop forged steel, pivot mounted on ball			
	Pedal mounting		Pendent, from brace on dash			
Clutch housing	Material		Aluminum alloy			
	Attachment to eng.		9 bolts, 3/8-16UNC 2A:7 short-1-3/8 shank; 2 long-1-5/8 shank			

# TRANSAXLE



## TRANSAXLE WITH 3-SPEED TRANSMISSION

### GENERAL DATA

Make ----- Chevrolet  
 Type ----- 3-speed synchromesh, manual shift  
 Location ----- In rear compartment-integral  
 with engine and differential  
 Transmission Case Material ----- Cast iron alloy

### GEARSHIFT

Control ----- Remote  
 Type ----- Lever  
 Location ----- Floor mounted

### GEARS

Type ----- Helical  
 Material ----- Forged steel, hardened

Synchronization ----- 2nd and 3rd  
 Constant Mesh Gears ----- 2nd and 3rd  
 Sliding Gears ----- 1st and reverse  
 Ratios  
 First ----- 3.50:1  
 Second ----- 1.99:1  
 Third ----- 1.00:1  
 Reverse ----- 3.97:1

### LUBRICANT

Type Recommended ----- Multipurpose gear  
 lubricant SAE 80  
 Capacity (Pt) ----- 2.2 ●  
 Filler plug ----- 7/8-18 UNS 2A, 5/8 hex ●

## REAR DRIVE

### GENERAL

Type ----- Differential integral with  
 engine and transmission, driving rear wheels in-  
 dependently through U-joints.

### AXLE SHAFT

Type ----- Forged and hardened steel  
 with wheel drive flange forged integral with shaft.  
 Diameter ----- 1.12  
 Hub Attachment ----- Bolted to integrally  
 forged wheel drive flange.  
 Drive Flange Diameter ----- 5.88

### DIFFERENTIAL

Type ----- 2 pinion  
 Pinion Teeth, No of ----- 10  
 Ring gear teeth ----- 16  
 Pinion Shaft Length ----- 3.890-3.900  
 Diameter ----- .6710-.6720

### DRIVE DATA

Rear Axle Ratio	3.27:1	3.55:1	3.89:1
Hypoid Gear Teeth			
Ring gear	36	32	35
Pinion gear	11	9	9

### LUBRICANT

Capacity (Pt) ----- 4.0 ●  
 Type ----- Multi-purpose gear lubricant  
 (SAE 80)  
 Filler plug ----- 3/4 pipe plug ●

### SPEEDOMETER GEARS

Tooth Pitch ----- 30  
 Teeth, Drive ----- 8  
 Driven - 3.27:1 axle ----- 21  
 - 3.55:1 axle ----- 23  
 - 3.89:1 axle ----- 25

## TRANSAXLE WITH OPTIONAL 4-SPEED TRANSMISSION

### GENERAL DATA

Make ----- Chevrolet  
Type ----- 4-speed synchromesh, manual shift  
Location ----- In rear compartment  
integral with engine and differential  
Transmission case material ----- Cast iron alloy

### GEARSHIFT

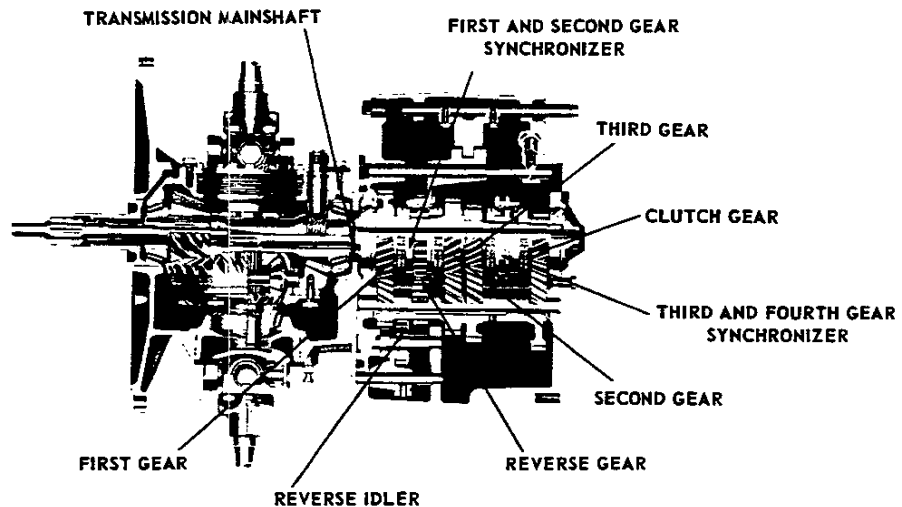
Control ----- Remote  
Location ----- Floor mounted  
Type ----- Lever with  
shift pattern etched in knob.

### GEARS

Type ----- Helical on  
all forward speeds, spur on reverse.  
Material ----- Forged steel, hardened  
Synchronization ----- 1st, 2nd, 3rd, and 4th  
Constant mesh gears ----- 1st, 2nd, 3rd, and 4th  
Ratios  
First ----- 3.65:1  
Second ----- 2.35:1  
Third ----- 1.44:1  
Fourth ----- 1.00:1  
Reverse ----- 3.66:1

### LUBRICANT

Type recommended ----- Multipurpose gear  
lubricant SAE 80  
Capacity (pt) ----- 3.6 ●  
Filler plug ----- 7/8-18 UNS 2A, 5/8 hex ●



## TRANSAXLE WITH OPTIONAL AUTOMATIC TRANSMISSION

### GENERAL DATA

Make and Type ----- Chevrolet, hydraulic torque converter with automatic planetary gear system for reverse and low.

Transmission Case Material --- Cast aluminum alloy

Converter Maximum Torque Ratio (at stall)---- 2. 6:1

Total Transmission Torque Multiplication (converter planetary gear ratio)

Maximum overall transmission ratio ---- 4. 73:1

Low gear drive or low range -- 4. 73:1 to 1. 82:1

Reverse range ----- 4. 73:1 to 1. 82:1

Oil Type ----- "A", suffix "A"

Oil Filler Location ----- Right side of engine

Oil Capacity (Pt)

Dry ----- Approx 13

Refill ----- Approx 6

Oil Cooled By ----- Air

Selector Lever Location ----- At right of steering column on instrument panel.

Operation ----- Actuates manual valve in hydraulic control system.

Positions (indicated on quadrant on instrument panel) ----- Four (top to bottom) - L-Low, D-Drive, N-Neutral, R-Reverse.

Drive Range - Representative Shift Points

Accelerator

Pedal Position	Upshift	Downshift
Closed throttle	10.0-12.5	8-12
Throttle at detent	34-41	23-30
Full throttle	41-47	38-44

### HYDRAULIC CONTROLS

Manual Valve

Type ----- Spool

Pressure Regulator Valve

Type ----- Spool

Governor

Type ----- Centrifugal

Drive ----- From transmission output shaft

### HYDRAULIC TORQUE CONVERTER

Type ----- Three element

Driving Member (pump)----- Sheet metal, multi-vane type, spot welded to torque converter housing. Housing cover is bolted to flywheel.

Driven Member (turbine) ----- Sheet metal, multi-vane type, supported by torque converter housing cover. Turns independently of housing Splined to input shaft.

Reaction Member (stator) ----- Aluminum air foil type supported on stationary sleeve by an over-running clutch of cam and roller design.

Diameter ----- 10"

### CLUTCHES

Type ----- Multiple disc High

Discs, Driving

Number and type ----- Two, non-metallic faced

Discs, Driven

Number and type ----- Three, steel

Reverse

Discs, Driving

Number and type ----- Four, non-metallic faced

Discs, Driven

Number and type ----- Four, steel plates and one cast iron pressure plate.

### PLANETARY GEAR UNIT

Type ----- Compound planetary

Gear Ratios

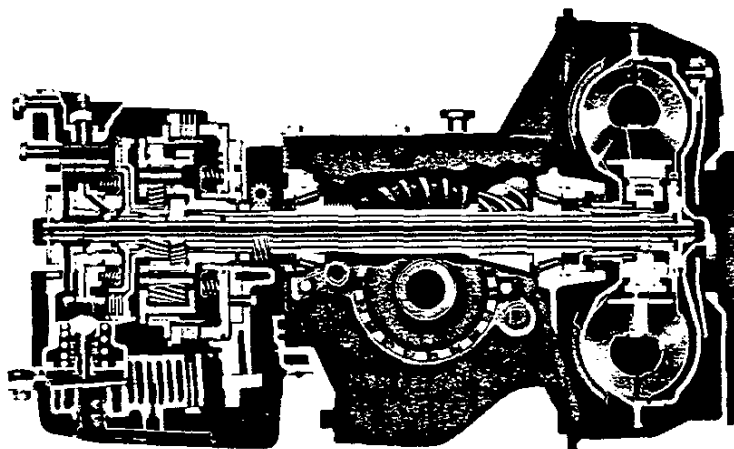
Cruising range ----- 1:1 (direct drive)

Low range ----- 1. 82:1

Reverse ----- 1. 82:1

Low brake band ----- Double-wrap design

Low band servo, Type--- Piston, one release spring





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