

1964

CORVAIR

OWNERS GUIDE

A WORD FROM CHEVROLET . . .

This Owners Guide contains important information regarding the operation and maintenance of your Corvair.

In order to obtain maximum enjoyment and usage from your car, we suggest that you familiarize yourself with the contents of this booklet and follow the recommendations outlined.

Your Chevrolet dealer has the trained personnel and specialized equipment to properly service your Corvair. Have him inspect your car and perform any maintenance or adjustments required.

We would like to take this opportunity to thank you for choosing a Chevrolet product—and assure you of our continuing interest in your motoring pleasure and satisfaction.

CHEVROLET MOTOR DIVISION • GENERAL MOTORS CORPORATION
DETROIT 2, MICHIGAN

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All information contained in this booklet is based on the latest product information available at the time of printing. The right is reserved to make changes at any time without notice.

OPERATING INSTRUCTIONS

YOUR CORVAIR'S FIRST FEW HUNDRED MILES OF DRIVING

Sound design and precision manufacturing methods will permit you to operate your new Corvaire without adhering to a formal "break-in" schedule. However, during the first few hundred miles of driving you can, by observing a few simple precautions, add to the future performance and economy of your car.

It is recommended that your speed during the first 500 miles be confined to a maximum of 60 MPH, but do not drive for extended periods at any one constant speed, either fast or slow. During this period, avoid full

throttle starts and unnecessary, quick abrupt stops.

Gentle braking during the first few hundred miles of operation will result in longer brake life and better future performance. Avoid unnecessary, hard stops especially during the first 200 miles of operation since brake misuse during this period will destroy much future brake efficiency.

Always drive at a moderate speed until the engine has completely warmed up.

DRIVING FOR ECONOMY

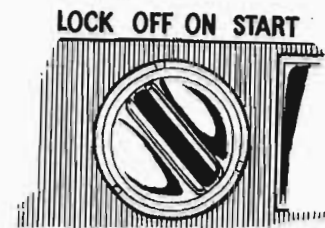
Proper maintenance and wise operation will combine to help you achieve maximum fuel economy with your Corvaire. Your Authorized Chevrolet Dealer can properly tune and maintain your car but wise operation is your responsibility. Give the car sufficient warm-up

time, do not make "Full Throttle" starts or unnecessary skidding stops, and drive at reasonable speeds and as steady as traffic permits to gain the benefits of all the economy built into your Corvaire.

CAUTION: Carbon monoxide is a poisonous gas produced by the engine of any car. It is odorless, so you cannot detect its presence. Be safe. Never start or run engine in a closed garage, and do not sit in a parked car with engine running unless windows are open.

STARTING THE ENGINE

IGNITION SWITCH



START—Used only when starting engine. When released, switch returns to ON.

ON—For normal operation after engine has been started.

OFF—Turns off engine and accessories.

LOCK—Same as OFF except that switch cannot be moved into or out of this position without ignition key. Always switch to LOCK and remove the key when leaving your car unattended.

NOTE: Key cannot be removed from switch when in OFF position, thus guarding against accidentally leaving switch OFF but not locked. The key may be removed when the switch is in ON position and the switch may then be actuated to OFF and START positions.

STARTING

1. **POWERGLIDE**—Place control lever in N position. The engine will not start with the transmission in gear.

MANUAL TRANSMISSION—Place gearshift control lever in neutral, and depress clutch pedal to the floor.

2. Depress accelerator pedal part way and hold. In extreme cold weather (0°F. and below), depress accelerator pedal twice, then hold pedal part way down during starting.

3. Turn ignition switch to START and release as soon as engine starts.

4. "FLOODED" ENGINE—Depress accelerator pedal to floor and hold while cranking engine. Do not "pump" accelerator pedal when engine is "flooded".



WARM-UP

Never race the engine or drive at high speeds until the engine has had a chance to warm up. Always drive at moderate speeds for several miles, especially in cold weather. Failure to allow sufficient warm-up time causes much unnecessary wear to the engine. Also, excessive speeds before axle and transmission lubricant becomes warmed up can cause harm to these parts.

DRIVING WITH THE MANUAL TRANSMISSIONS

The three-speed and optional four-speed transmissions are operated in basically the same manner. Shift patterns differ, of course, as illustrated in the two illustrations on page 5.

1st GEAR (LOW)—Depress clutch pedal, shift into 1st gear, slowly release clutch pedal while pressing on accelerator. As car gains speed, depress clutch pedal, release accelerator and move gearshift into 2nd gear.

2nd GEAR—Release clutch pedal and depress accelerator as above as car gains speed, then, in same manner

as before, move gearshift lever into 3rd gear.

3rd GEAR (HIGH)—Slowly release clutch pedal and depress accelerator pedal. This is the cruising gear for all normal driving with the 3-speed transmission. With the 4-speed transmission 3rd gear will provide more response and higher performance for driving in heavy traffic.

4th GEAR (HIGH—4-speed transmission only)
Shift into 4th gear in the same manner for normal cruising with the 4-speed transmission.

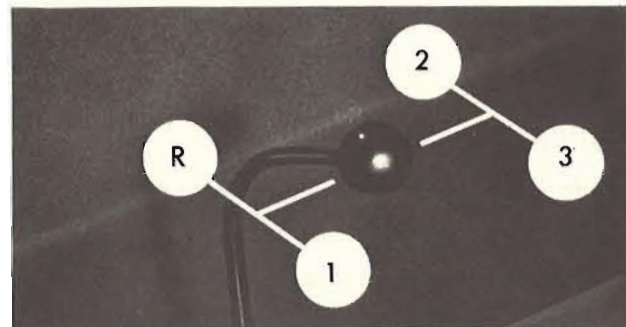
NOTE: Whenever the vehicle begins to labor in any gear, depress the clutch pedal and shift to the next lower gear.

TO STOP—Release the accelerator and depress the brake pedal. As car slows down, depress the clutch pedal and move the gearshift lever into neutral.

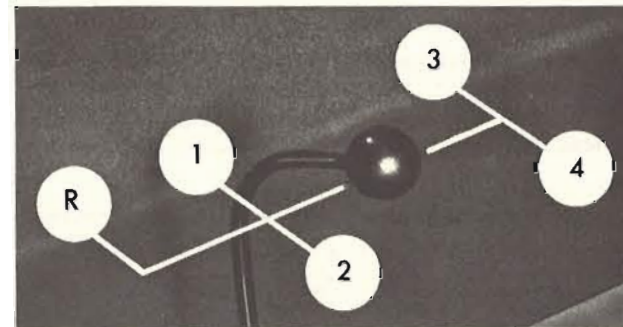
NEUTRAL—For use when starting or idling engine.

REVERSE—Operate as for 1st gear but always at a slow speed.

TOWING—Attaching points for lifting and towing are located in the front and rear bumper brackets.



Three Speed Shift Pattern



Four Speed Shift Pattern

PUSHING TO START

- Turn on key and depress clutch pedal.
- Place gearshift lever in neutral position until car speed reaches approximately 15 mph.

DRIVING WITH THE POWERGLIDE TRANSMISSION

The optional Powerglide transmission is a completely automatic transmission which replaces the standard clutch and transmission. After starting the engine with the selector lever in N (neutral) position, merely select the range desired and depress the accelerator. The Powerglide transmission will do the rest.

- Move shift lever to 3rd position and slowly release clutch pedal.
- Never attempt to start the car by towing.

With lever in D position the transmission starts in automatic low gear and will shift to cruising gear at some point between approximately 12 and 50 mph, depending on the accelerator position. Thus, a slow start with a steady, gradual increase of pressure on the accelerator pedal will enable the transmission to shift into the

more economical cruising gear in the shortest possible time. Hard acceleration for fast starts will cause the transmission to remain in low gear for a considerably longer period.

When driving at speeds below 45 mph, the transmission may be shifted back into low range for extra acceleration for passing by depressing the accelerator pedal fully. The transmission will automatically shift back into

cruising gear when the accelerator pedal is momentarily released.

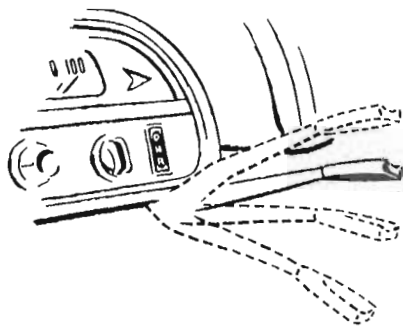
PUSHING TO START

- Turn on key and move selector lever to neutral. At 20 to 25 mph move lever to L.
- When engine starts, move selector lever to D.

NOTE: Never tow to start.

OPERATING YOUR POWERGLIDE TRANSMISSION

POSITION	OPERATION	USES
R—REVERSE	For Backing Car (From Stopped Position)	NORMAL DRIVING RANGE
N—NEUTRAL	For Starting Engine (Brakes Applied)	
D—DRIVE	For all Forward Driving. Step hard on accelerator for extra acceleration below 45 mph.	
L—LOW	For Hard Pulling at Low Speeds, Climbing, or Descending Steep Grades and for additional engine braking below 40 mph.	SAND, SNOW, MUD OR ON STEEP GRADES



TOWING

- Place selector lever in neutral.
- If transmission or axle are malfunctioning, tow with rear wheels raised.
- When towing any vehicle on its front wheels, the steering wheel should be secured to maintain a straight forward position.
- Never tow faster than 50 mph.
- Attaching points for lifting and towing are located in the front and rear bumper brackets.

ROCKING CAR

When stuck in mud, sand or snow, you may rock the car by depressing the accelerator slightly and shifting the selector lever between R and D. Avoid excessive engine speed while performing this operation.

PARKING CAR

It is important that when your Corvair is parked the parking brake be fully engaged. Do not count on the

transmission to hold the car. Always engage the parking brake when parked.

POWERGLIDE DRIVING CAUTIONS

- Always engage parking brake when parked.
- Do not accelerate engine in L, D, or R with the brakes engaged. This can cause damage by overheating transmission.
- Do not hold car on an upgrade by accelerating engine. Use brakes.
- Use low position for hard pulls at low speed, climbing or descending steep grades and for push starting.
- Always stop car before shifting to reverse.

DRIVING WITH POSITRACTION REAR AXLE

The Positraction rear axle gives you constant driving force on both rear wheels; especially helpful in the winter and during other slippery driving conditions. In normal use, light throttle application will supply

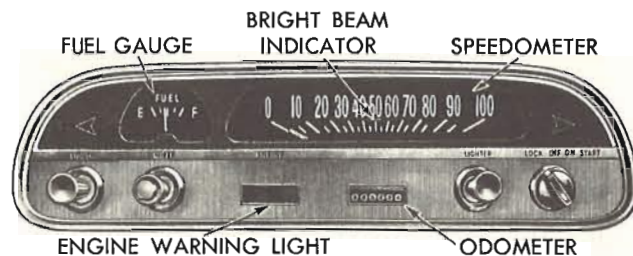
maximum traction. When starting with one rear wheel on an excessively slippery surface, slight application of the parking brake may be necessary to gain maximum traction.

All driving instruments are grouped in the instrument cluster which is located immediately in front of the driver to provide quick reading and maximum convenience and accessibility. The TEMP-PRESS and GEN-FAN indicators provide important information concerning the condition of the engine and should be observed regularly during operation of the car. The information on these pages will help you understand the operation of these instruments. The illustrations here and on page 10 will acquaint you with the instrument cluster and the instrument panel as a whole.

FUEL GAUGE



This electrically operated gauge accurately indicates the amount of fuel in the fuel tank only when the ignition switch is in the ON position. When the ignition is "off", the indicator pointer will not necessarily return to the empty (E) mark, but may stop



at any point on the gauge. Therefore, always be sure that the ignition switch is "on" before checking the fuel gauge.

SPEEDOMETER

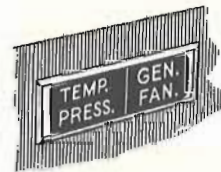
Conveniently located in the instrument cluster directly ahead of the driver, the speedometer shows at a glance the speed of the car in miles per hour. The odometer, centered directly below the speedometer dial registers accumulated vehicle mileage.

TEMP-PRESS AND GEN-FAN INDICATORS

These indicators provide a check on the operating condition of the engine and the generator. Both indicators should light with the ignition switch ON before starting the engine and should go out after the engine is started. The lights should remain out while engine is operating, except the GEN-FAN indicator may flicker when engine is idling.

CAUTION: If either of these indicators light while car is being driven, immediately follow the procedure outlined under "EMERGENCY OPERATING INSTRUCTIONS," so car may be driven to the nearest service facility.

EMERGENCY OPERATING INSTRUCTIONS



(To be followed if either TEMP-PRESS or GEN-FAN indicators light while car is being driven.)

1. Set heater FAN and HEAT controls to full "ON" and AIR controls to "OFF" positions.

(If equipped with air conditioning, turn air conditioning FAN switch to OFF.)

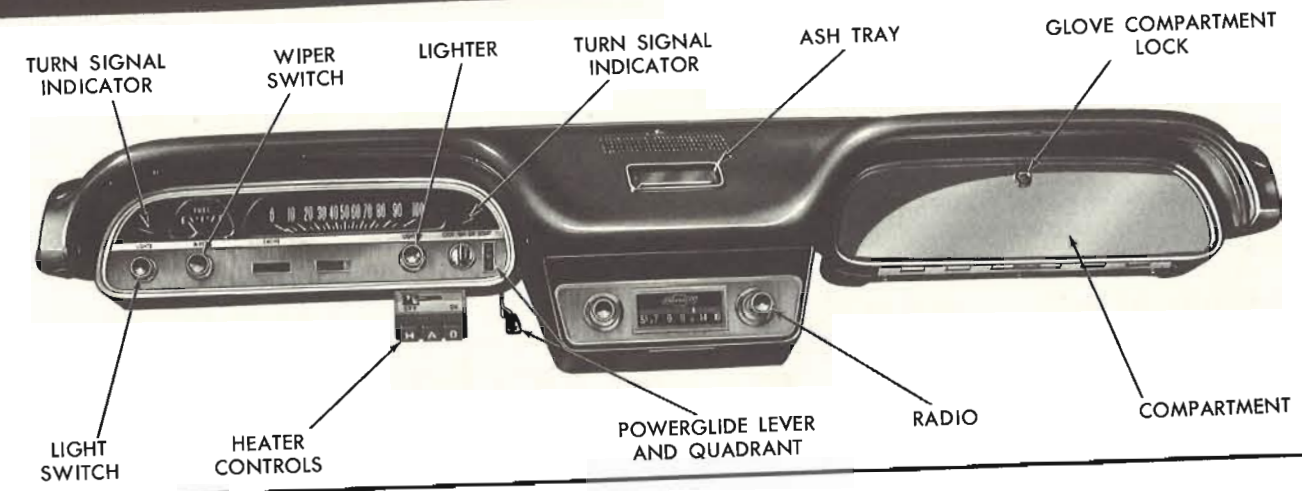
NOTE: After setting the heater controls, leave them in that position until cause of trouble is corrected.

2. Stop the car as soon as driving conditions permit. Turn ignition key to OFF to stop engine but turn key back to ON so heater blower will continue to cool engine.
3. Check for broken fan belt or belt off pulleys or engine low oil level. If only GEN-FAN indicator is lighted, belt is not broken or off pulleys and engine oil level is satisfactory, car can be driven at slow speeds; however, generator must be checked and serviced as soon as possible.
4. If trouble is found to be a broken fan belt or belt off pulleys, wait approximately five minutes, start engine and drive car at no more than 25 miles per hour until TEMP-PRESS indicator comes on, then repeat Step 2.

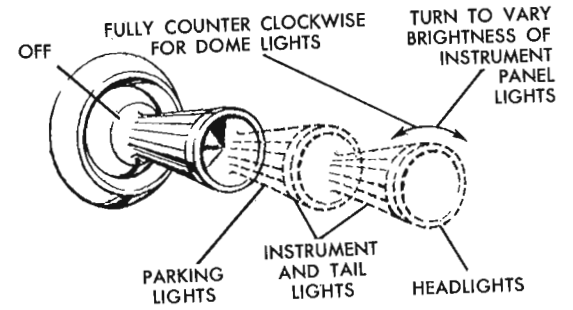
NOTE: The GEN-FAN indicator will stay on until fan belt is installed.

5. Repeat Step 4 as necessary until facility is reached where fan belt can be installed.

INSTRUMENTS AND CONTROLS

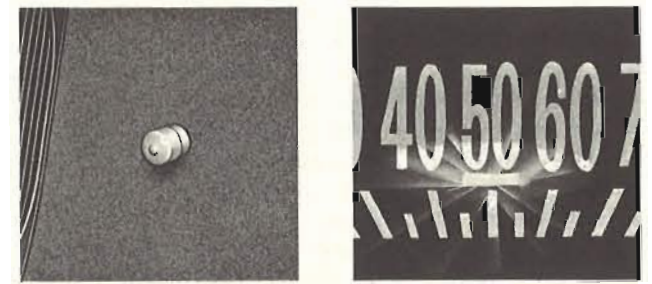


LIGHT CONTROL KNOB



The three-position light switch is operated as shown. Turn the knob to vary the brightness of the instrument lights. Turn the knob fully counterclockwise past the "detent" to turn on the dome light. The headlamp and parking lamp circuits are protected by a circuit breaker. An overload condition will cause the headlights to "flicker" on and off. If this flickering condition is experienced, the head lamp circuit should be checked by your Authorized Chevrolet Dealer.

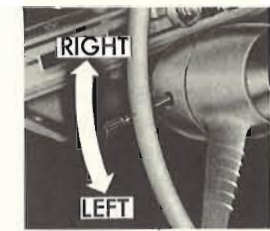
DIMMER SWITCH



The foot button switches the headlights between "high" and "low" beam. The red "high" beam indicator will be lighted when the headlights are on "high" beam. Always dim the lights when approaching oncoming cars.

TURN SIGNAL

The turn signal lever should be moved UP to signal a right turn or DOWN to signal a left turn. The green turn signal indicators in the instrument panel will signal the direction as will the front and rear turn signal lamps. When the turn is completed, the lever will automatically return to neutral position.



Get into the habit of turning on the signal well in advance of where you plan to turn, other drivers will appreciate your consideration.

LIGHTING SYSTEM TROUBLE CHECKS

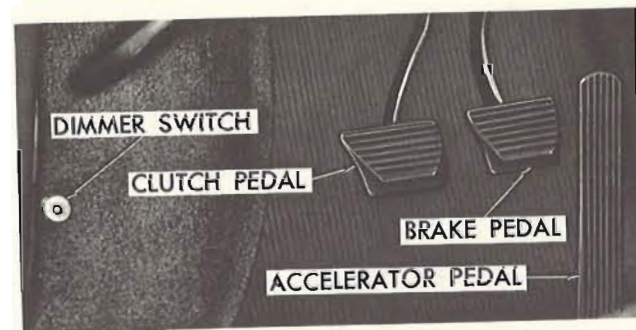
- If headlights flicker, your Authorized Chevrolet Dealer should be called upon immediately to correct the overload condition.
- If the tail light fuse blows out, the instrument panel lights will also be inoperative. Check both the instrument panel fuse and the tail-light fuse. (See Specifications.)
- If, when signalling a turn, the green turn signal indicator comes on but does not flash, a burned out front or rear turn signal lamp on that side or an improper flasher (3-bulb instead of 2-bulb flasher) is indicated.
- If the green turn signal indicator comes on and stays on but does not flash when signalling a turn in either direction, and no "clicking" is heard, replace the flasher.
- If flasher clicks but the green turn signal indicator does not operate, replace the indicator bulb.
- A series-type, 2-bulb flasher is standard equipment on Corvairs. Always replace with the same type flasher.

FOOT CONTROLS

Foot controls consist of the dimmer switch (the operation of which is covered on page 11), the clutch pedal (manual transmissions only), the brake pedal and the accelerator pedal.

CLUTCH PEDAL

The operation of the clutch pedal has been fully covered under "Driving with the Manual Transmissions" on page 4. Its operation is the same whether your car is equipped with the 3-speed or the 4-speed transmission. Excessive clutch wear can be caused by letting up the clutch abruptly rather than smoothly, and by "riding" the clutch—that is, letting your foot rest on the clutch pedal while driving.



BRAKES

The self adjusting brakes usually adjust themselves as necessary. Should brake pedal travel become excessive, drive the car forward and backward several times applying the brakes to stop after backing. Pedal travel should return to normal after several reverse stops.

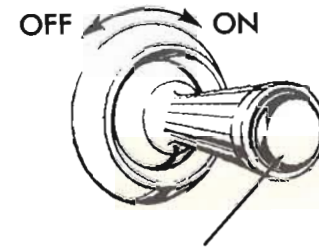
The brake pedal should have a hard firm feel when applied. If pedal feel becomes soft or spongy the brakes are in need of service.

Optional metallic brake lining will require more pedal pressure to stop the car when the linings are cold than will conventional brakes. This condition will exist only until several stops are made so the linings warm up.



Pull the parking brake lever to engage the brake. The lever will remain in the applied position until released. To release, pull the handle toward the steering wheel, depress the "trigger" and allow the handle to return to the released position. Always engage the parking brake when parked.

WINDSHIELD WIPERS AND WASHERS



WASHER BUTTON

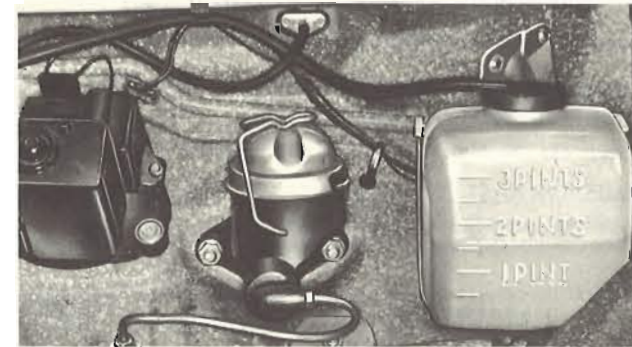
The single-speed (or optional two-speed) parallel acting wipers are operated by means of the wiper control knob on the dash. Turning this knob clockwise turns on the wiper motor. The optional two-speed wipers have three switch positions, "Off," "Low" and "High." A fully counterclockwise turn of the knob turns off either wiper.

Exposure to the "elements" tends to "wear out" the rubber in the wiper blades. Check the blades periodically and replace them whenever they show signs of streaky or otherwise poor wiping action.

Pressing once on the accessory windshield washer button will cause the washer to squirt a measured amount of water or other cleaning agent onto the glass and will at the same time turn on the wiper. The wiper must then be manually turned off, when the washing process

is completed, by means of the wiper control knob.

Water or cleaning agent needed for operation of the accessory windshield washers is carried in a plastic water jar attached to the dash panel within the luggage compartment. Keep the washer jar filled to a level 2 inches below the top of the jar with a suitable solvent. Windshield Washer Anti-Freeze and Solvent, G. M. Part No. 988299, is recommended for use in the Corvair windshield washer jar. NEVER USE ANY SOLVENT OR ANTIFREEZE SOLUTION WHICH CONTAINS METHANOL. In the winter, fill the washer jar only $\frac{3}{4}$ full to allow for expansion if the solution freezes. In freezing weather, pre-warm the windshield using the heater defrosters before using the washers.



DIRECT AIR HEATER



The Direct Air Heater uses engine cooling air to heat the interior of the car. Operation of the controls is given below.

FAN—Controls blower speed. Blower must not be operated unless **HEAT** or **AIR** lever is depressed.

AIR—Controls the amount of moderately heated air presented to the heater system.

HEAT—Controls the amount of hot air to the system.

NOTE: When shutting off either of the above control levers, pull fully up until the lever snaps into the latch position.

DEF—Diverts heated air to the defroster outlets.

OPERATION FOR MAXIMUM COMFORT

- **MINIMUM HEAT REQUIREMENTS**—During spring and fall in areas where climatic conditions are less severe, depress the **AIR** lever only as required for your comfort.
- **MEDIUM HEAT REQUIREMENTS**—Depress the **AIR** lever all the way down, then depress the **HEAT** lever as

NOTE: In Direct Air Heaters vapor may collect when vehicle stands for long periods, keep the **HEAT** and **AIR** levers in **OFF** position for the first few minutes of engine operation. This will reduce the tendency for moisture to condense on windshield. Oil spilled on engine shrouding may cause odor in passenger compartment. To avoid discomfort, the cause of any odor should be traced and defect promptly corrected.

required. This will control the flow of mixed air (moderately heated and hot air) necessary for temperature control and provide definite variation of air temperature.

- **MAXIMUM HEAT REQUIREMENTS**—Depress **HEAT** and **AIR** levers to extreme down position. If heat becomes excessive, pull up **HEAT** knob to desired position.

Heater Operating Tips

The Direct Air Heater receives air from the air inlet louvers in the engine. Clean snow from this opening and surrounding areas before operating the heater.

Operate the heater for several minutes before turning on the defroster. This will clear the system of moisture and help prevent windshield fogging.

Keep all windows and vents closed to reduce drafts, and noise.

Quicker defrosting may be obtained when the rear seat heater outlets are closed.

AIR CONDITIONING

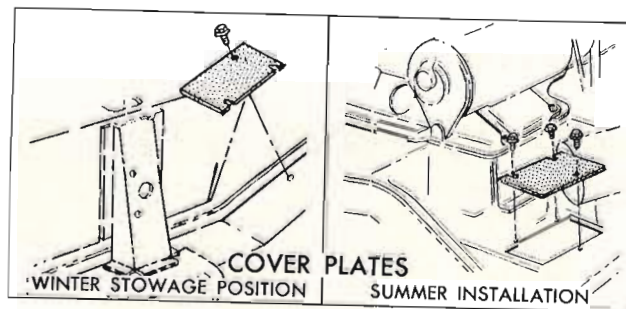
The optional air conditioner has two knobs to provide control of cool air flow. The air flow can be directed through the two front ball outlets and the center outlet



bezel.

The air conditioning controls function as follows:

FAN—Rotate knob to provide the desired blower speed, low, medium or high. The fan will operate no higher than **MED** speed when headlights are on.



COOL—Pull knob fully out to provide maximum cooling. Intermediate positions provide moderate cooling.

AIR CONDITIONER OPERATING TIPS

Always operate the Air Conditioning System with all windows and vents closed to eliminate drafts, wind and road noise. Cover plates furnished should remain installed over the two engine air recirculating slots during the season when cooling is required. These plates should be removed and stowed on top of the rear sill when outside temperatures are continuously below 60°F.

For the best system operation at altitudes over 4000 ft., reduce the cooling output slightly.

Once a week during winter months run the system for approximately five minutes to ensure proper lubrication of the seals and moving parts.

CHEVROLET RADIOS

The optional "all transistor" Chevrolet Radios differ mainly in their operating controls which are reviewed here.

Manually Tuned Radio

RIGHT CONTROL KNOB—The right control knob is used for manual selection of radio stations. The wing knob at its base controls the optional rear seat speaker.

LEFT CONTROL KNOB—The outer knob serves to turn the set on and off and to control the volume. The "wing knob" at its base may be moved to change the tone from treble (extreme clockwise) to bass (extreme counterclockwise).

This control is designed to give highest tone fidelity when positioned at the midpoint between the treble and bass settings.



Push Button Radio

The push button radio has the manual tuning control knobs plus push buttons which automatically select preset stations when pushed in.

To preset the push buttons:

1. Warm up the radio for 10 minutes (20 minutes in freezing temperatures).
2. Pull the push button straight out as far as it will go.
3. Tune the desired station manually.
4. Push the button all the way in.
5. Check operation of push button and repeat Steps 2 through 4 if tuning is not accurate.
6. Repeat this procedure for each push button.



RADIO TIPS

- Be sure your dial is exactly on the station for clearest reception.
- For local reception, raise the antenna at least as high as the roof of the vehicle. For long distance reception, extend the antenna to its full length.
- Push buttons may need to be readjusted occasionally for best reception.
- The Conelrad markings at 640 and 1240 on the radio dial indicate Office of Civilian Defense frequencies; the only frequencies which will be used in case of a national emergency.
- If radio stops playing, first check the radio fuse in the junction block; then check the antenna lead-in cable. If this does not locate the trouble, take the radio to your Authorized Chevrolet Dealer.

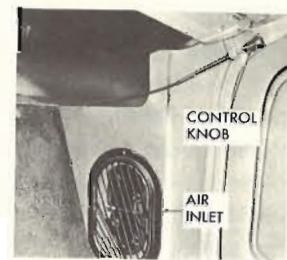
CIGARETTE LIGHTER AND ASH TRAY

Press in on the optional cigarette lighter to heat. When ready for use, it will "pop" out. The ash tray cover slides toward the front of the car to open. The ash receptacle lifts out for cleaning.

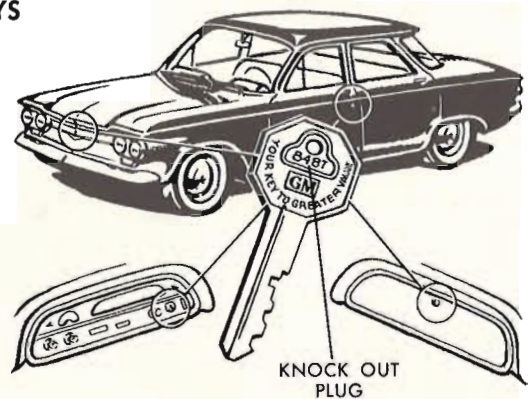


AIR VENTS

Additional summer ventilation is provided through vent inlets in each side of the front passenger compartment. The vents may be opened or closed by means of the control knobs beneath each end of the instrument panel.



KEYS



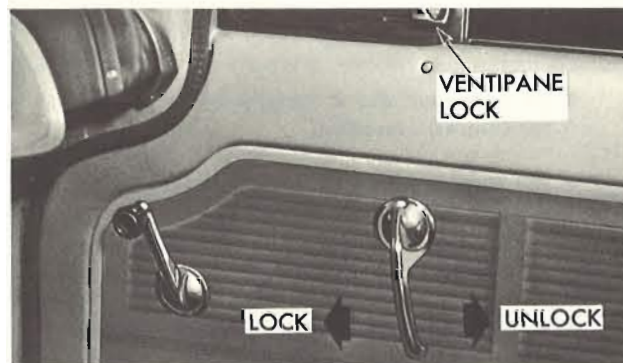
A single key operates all the locks on your Corvair; doors, ignition switch, glove box and luggage compartment. The optional spare tire lock requires its own key.

Each key has a serial number stamped on a removable plug. This number will provide necessary information to enable you to have another key made in the event that the original is lost.

To avoid the possibility that unauthorized persons might duplicate your key, it is strongly recommended that you record the serial number and then, with a hammer and punch, remove the knockout plug.

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DOORS AND LOCKS



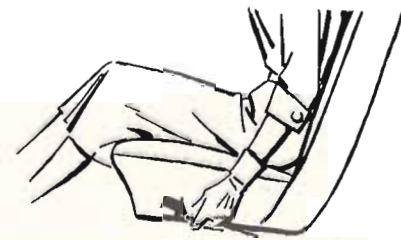
- Each front door may be locked from the outside by means of the ignition key inserted into the key lock just below the door opening handle.
- Lock the front doors from the inside by pushing fully forward on the inside release handles. Unlock and open the front doors from the inside by pulling fully rearward on the release handle.
- Open the ventipane windows by lifting up and forward on the friction locks. Pushed out, the window will remain in the desired position.

REAR DOORS

- Rear doors, on 4-door models are operated from the outside by means of a push button door handle in the same manner as the front doors. No key lock is provided on the outside of either rear door.
- The inside release handle pulls to the rear to open the rear doors in the same manner as the front doors but is not used to lock the doors.
- Lock the rear doors from inside by depressing the locking button in the window sill. When this button is depressed, both the inside and outside door handles are inoperative. This button must be raised before the doors can be opened either from the inside or outside. This feature becomes very important when young children ride in the rear seat.



SEATS



Front Seat Adjustment

The one-piece front seat is easily adjusted forward or rearward to provide maximum driving comfort.

To adjust the seat, move the control lever on the driver's end of the seat rearward. Then by exerting slight body pressure the seat may be moved forward or rearward. When the lever is released, the seat is automatically locked in position.

The bucket seats are adjusted in exactly the same manner. The seat control lever for each seat is located beneath the outer edge of the seat (toward the door).

Seat Belts

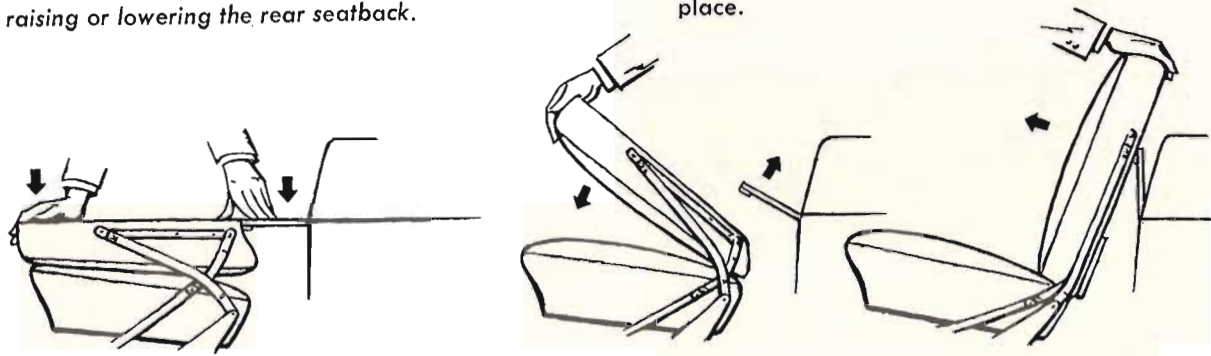
Fasten the seat belts by pushing the metal catch into the buckle until it "snaps" into place. Tighten the belt until comfortably snug by pulling the end extending from the buckle. Loosen the belt by turning the entire buckle outward. Lift the buckle lever to unlatch and release the belt. Keep the belt clean with a cleaner or detergent recommended for nylon. Never bleach or redye seat belts.

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Folding Rear Seat

The folding rear seatback, standard equipment on Monza and Spyder optional on all other Corvair models except convertible, quickly and easily folds forward and down to provide additional cargo space in four-door sedans as well as in coupe models. The folding seat in both models operates in exactly the same manner except that the four-door models include a folding panel at the bottom of the seatback which must be "snapped" into or out of place after lowering and before raising the seatback.

CAUTION: If the car has rear door armrests it will be necessary to open both rear doors before raising or lowering the rear seatback.



FOLDING REAR SEAT

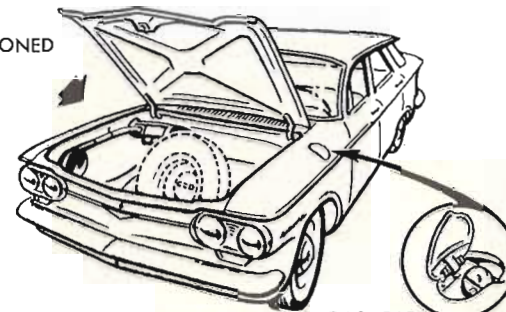
To lower the folding seatback:

- Pull on each end of the seatback to unlock.
- Swing the seatback forward and down.
- On four-door sedans, press down on the front edge of the lowered seatback with one hand while "snapping" the folding panel, at the bottom of the seatback, into place.

To raise the seatback:

- On four-door sedans, press down on the front edge of the seatback and "unsnap" the folding panel.
- On all models, lift the seatback and slam firmly into place.

AIR CONDITIONED
VEHICLES
SPARE TIRE
LOCATION



FRONT LUGGAGE
COMPARTMENT

GAS CAP
LOCATION

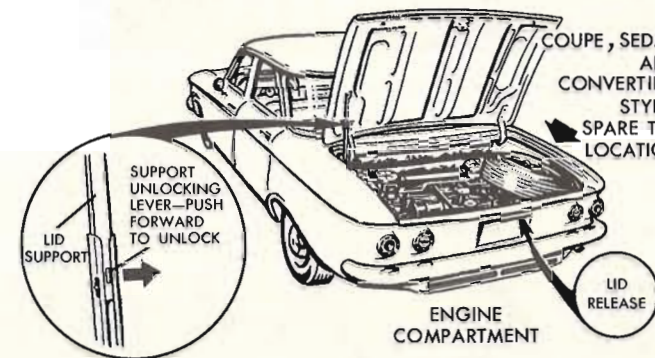
LUGGAGE COMPARTMENT

The luggage compartment is located beneath the lid at the front of the car.

- To open the luggage compartment, insert the ignition key and, holding the lid down to relieve the tension on the lock, turn the key fully clockwise and allow the counterbalanced lid to open.
- To close, slam the lid firmly.

A second luggage space is located behind the rear seat, for parcels or luggage which would otherwise take up seat or floor space.

COUPE, SEDAN
AND
CONVERTIBLE
STYLES
SPARE TIRE
LOCATION



ENGINE
COMPARTMENT

LID
RELEASE

GAS CAP

The gas cap is concealed beneath the spring loaded door on the left front fender.

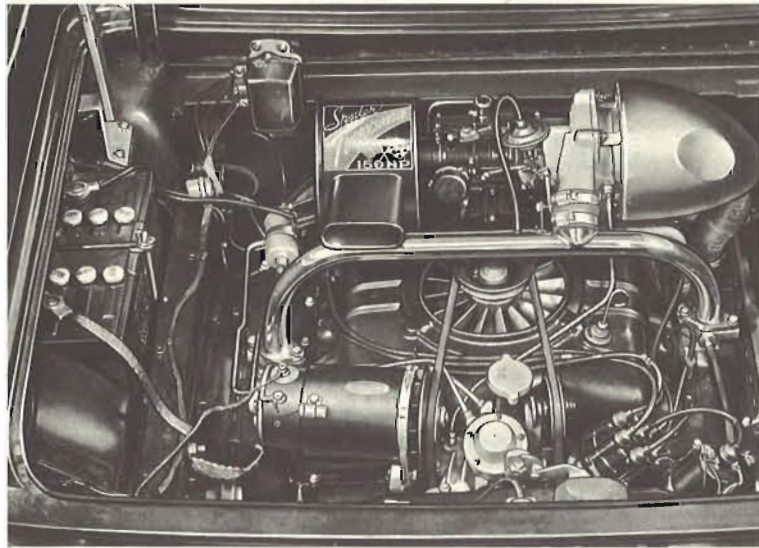
ENGINE COMPARTMENT

- To open: Push up the lid release while lifting the lid. Lift the lid all the way up, then release.
- To close: Lift up on lid, unlock the support arm catch lock, then lower the lid. Drop the lid the last six inches to assure that the lid lock mechanism is engaged.

For proper engine cooling keep the engine compartment lid vents free of ice, snow and leaves.

CORVAIR SPYDER

The turbocharged engine of your Spyder model is special—and looks it. Under no conditions should the Turbo-Supercharger be removed and installed on another car. Your Corvair Spyder is designed around the Turbo-Supercharger and all the related parts are necessary.



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Break-In Period—We recommend that the supercharger not be used for the first 500 miles. Keep engine speed below 2500 rpm to maintain negative readings on the Manifold Pressure Gauge. From 500 to 1000 miles, short bursts are permitted but not sustained runs. After the first 1000 miles, the car may be driven to take full advantage of the extra power from the supercharger.

Fuel and Engine Oil Requirements—Refer to "Maintenance and Lubrication."

Air Recirculating Plates—These plates, the same as used on Air Conditioned Corvairs, should be installed and removed as recommended on Page 15.

Detonation—Caused by low grade fuel, faulty timing, carbon deposits or an over-filled crankcase, this condition is more serious than on other engines. If detonation occurs, have your car checked by your Chevrolet Dealer.

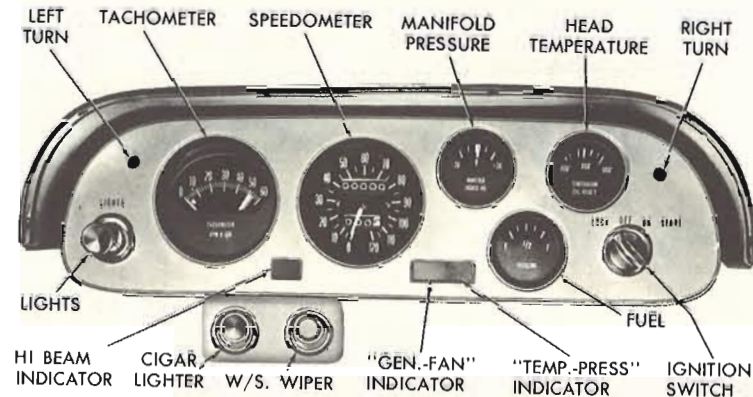
YOUR CORVAIR SPYDER INSTRUMENT PANEL

We feel that you, as owner of the Corvair Spyder, will be more interested in a constant check on engine operation than would the average driver. Therefore the following instruments have been provided for your use and information.

Tachometer—with a range of 6000 rpm. Upshifts can be made up to 5300 rpm. Downshift as desired provided engine speed in new gear does not exceed 5300 rpm. The red line at 5500 rpm indicates recommended maximum engine speed.

Speedometer—maximum reading of 120 mph. Odometers are provided for both trip and cumulative mileage. Set the trip odometer by means of the knob located beneath the instrument panel and to the left of the steering column.

Temp-Press and Gen-Fan Indicators—operate in the same manner as on other Corvairs. In addition, a warning buzzer connected to the temperature light will operate if engine temperature reaches the danger point. Under extreme operating conditions, momentary engine overheating may occur. Should the Temp-Press light



come on, release the throttle and, if the light stays on, follow the instructions presented on Page 9.

Manifold Pressure Gauge—tells when the supercharger is functioning. Negative readings indicate normally aspirated engine operation. Positive readings indicate that the supercharger is building up pressure for more power.

Cylinder Head Temperature Gauge—indicates cylinder head temperature to warn of approaching overheat condition.

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CORVAIR 95



RAMPSIDE



GREENBRIER SPORTSWAGON



CORVAN

INSTRUMENTS AND CONTROLS

The Corvair 95 instruments and controls are essentially the same as those of the Corvair which are described in preceding pages of this book. However, due to body construction, various items differ somewhat in operation and location. The next few pages cover those items peculiar to the Corvair 95 only.

GASOLINE HEATER



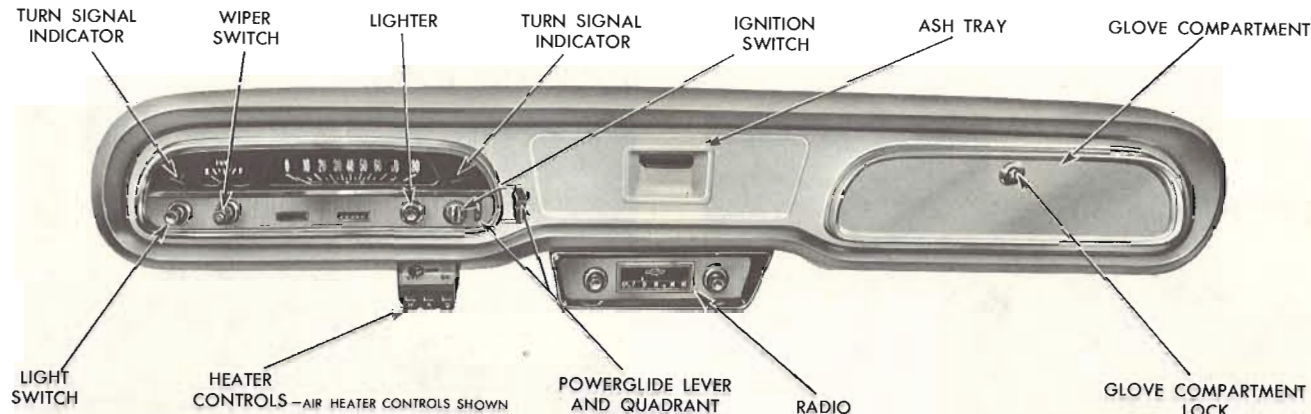
The optional Corvair 95 gasoline heater provides an ample volume of heated air within two minutes after being turned on; controls are:

FAN—This lever provides "LOW" blower speed at its first stop and "HI" blower speed when in the full down position; it must be pushed down to either position before heater will operate.

DEF—Diverts heated air to the defroster ducts for defogging or deicing windows; depress to increase flow.

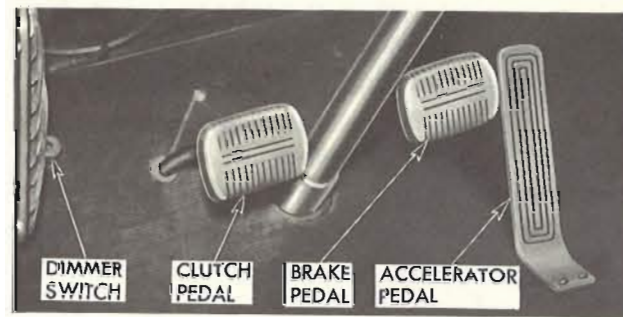
HEAT—Depress lever to select degree of heat desired.

NOTE: It is a normal condition for combustion blower to operate a short time after heater or car ignition is turned off.



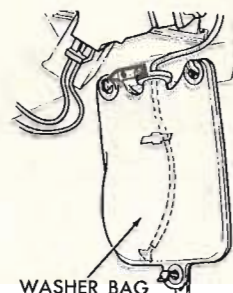
FOOT CONTROLS

Foot controls, illustrated below, are operated in the same manner as those of the Corvair.



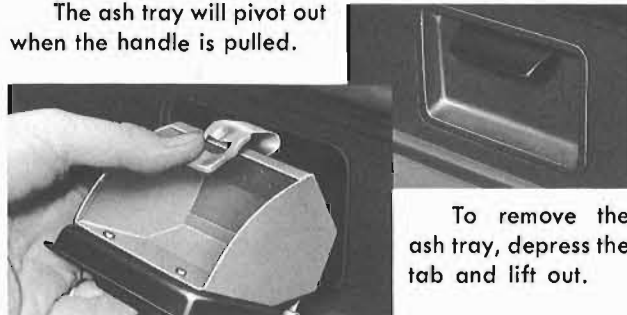
WINDSHIELD WASHERS

Water or cleaning agent needed for operation of the accessory windshield washers is carried in a plastic water bag under the dash panel. It is attached to the cowl by three hooks. To fill with water or solvent: remove the bag from the hooks, drop to where the cap may be unlocked and removed, fill the bag, replace the cap and reinstall on the three hooks.



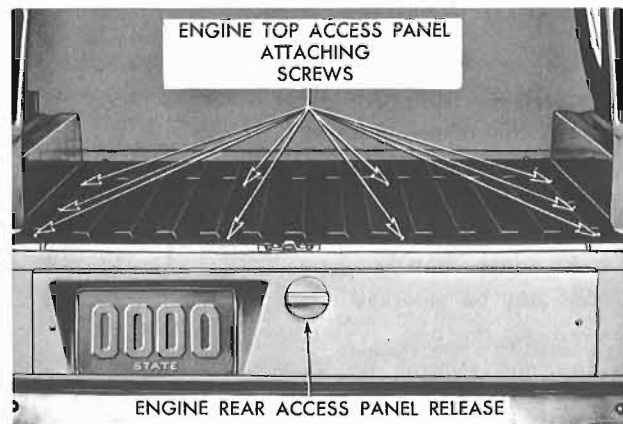
ASH TRAY

The ash tray will pivot out when the handle is pulled.



To remove the ash tray, depress the tab and lift out.

ENGINE COMPARTMENT ACCESS



DOORS AND LOCKS



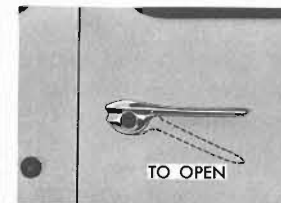
Both front doors may be locked from the outside by means of the ignition key inserted into the push button in the door handle. Turn the key clockwise to lock, counter-clockwise to unlock. Both doors may be key locked while open, and when closed, they will remain locked.

Lock the front doors from the inside by pushing fully forward on the release handles. Unlock and open the doors from the inside by pulling fully rearward on the release handles.

The ventipane window friction locks are simply lifted up and forward to unlock and the pane pushed out to the desired position.

DOUBLE SIDE DOORS

FRONT SIDE DOOR — Open from the outside by turning the handle downward and from the inside by pulling to the rear on the inside release handle.



REAR SIDE DOOR—Open (after the front side has been opened) by means of the release handle located on the inner door panel.



LOCKING THE SIDE DOORS

—After both side doors are closed, they may be locked from the inside by means of the push button located on the foremost part of the window sill. The lock is conveniently located for accessibility by the driver. Visual indication precludes the necessity of checking operation of the doors to see if they are locked.



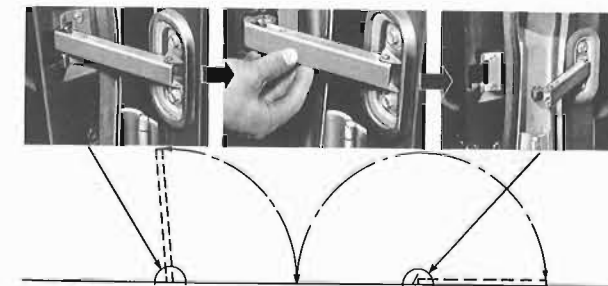
DOUBLE REAR DOORS

The rear doors operate in much the same manner as the side doors, but lock and unlock at the door handle push button release only. No inner door locking mechanism is provided for the rear doors.



FULL DOOR OPENING FEATURE

Special door checks normally permit each side and rear door to open to a maximum of 95°. By removing these checks from their retaining slots in the doors, a full 180° opening of each of these doors is possible. When the doors are closed the check automatically enters its slot in the door thus setting the door for its normal 95° opening.



RAMPSIDE



The rampgate provides convenient, safe and rapid loading and unloading from the curb side of the vehicle.

To Open

- Pull up on the locking ring located inside the pickup box and to the left of the gate.
- Lift up on both release handles, recessed in the gate inner panel, and carefully lower the gate to level ground.



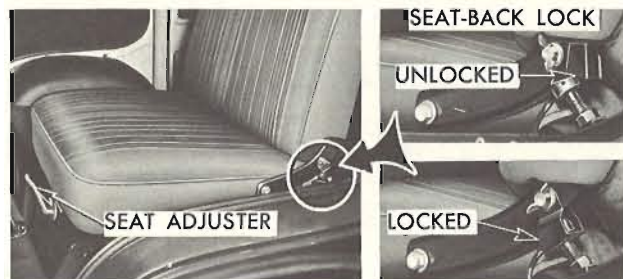
To Close

- Carefully lift the gate from the ground and firmly slam to close.

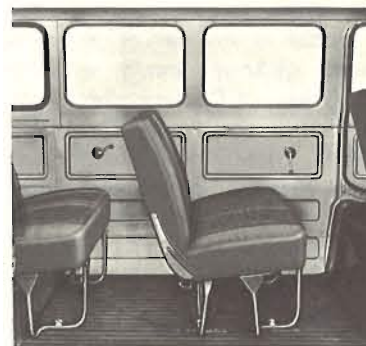
TAILGATE

Open the tailgate by lifting up on both release handles recessed in the inner panel. Slam firmly to close.

SEATS



- Adjust the front seat fore and aft by means of the adjuster handle shown. Lift handle up to move seat.
- If desired, the seatback may be adjusted to lean farther forward or backward by means of the bolt and the lock nut shown.
- Adjustment of the seatback lock determines whether the seatback will be rigid or will fold forward. With the seatback lock in the down position, the seatback will not fold forward.



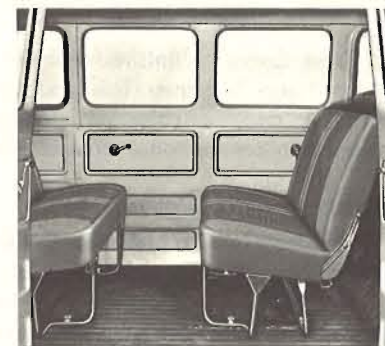
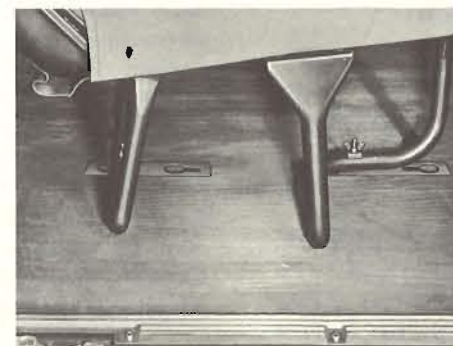
SECOND SEAT

The Greenbrier second seat assembly may be located in either a forward or backward seat position or in the third seat position.

An optional third seat is available if desired, but can be mounted only in the third seat position.

If desired, all rear compartment seats may be quickly and easily removed to provide additional cargo space.

- To remove seat, loosen the wing nuts attaching the seat to the floor and slip the bolt heads out of the



retaining slots.

- To install seat, place the seat in the desired position (fold the rear leg if second seat is being installed in third seat position), slide the four bolt heads into the slots and tighten the wing nuts.

FUEL FILLER CAP

The fuel filler cap is located below the rear of the driver's door.



Litho in U.S.A.—Part #3841543