

**CHEVROLET  
TRUCKS**

**1962**

**MILLER AUTOMOBILE CO.**

White River Jct., Vt.

CADILLAC - PONTIAC - CHEVROLET

VAUXHALL

**CORVAIR 95 MODELS**

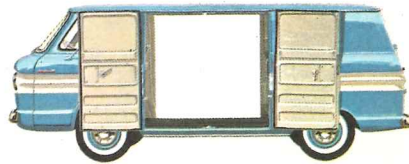


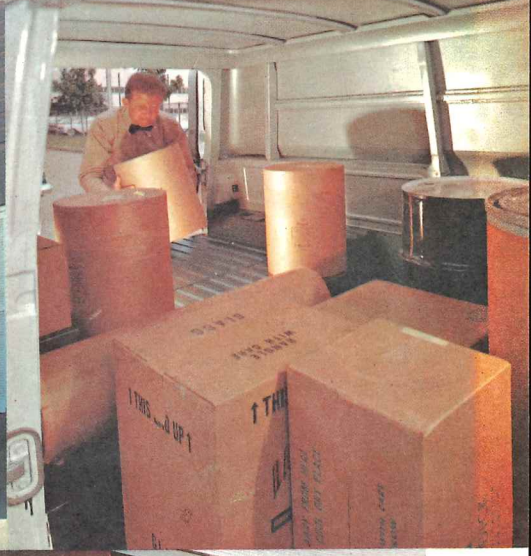
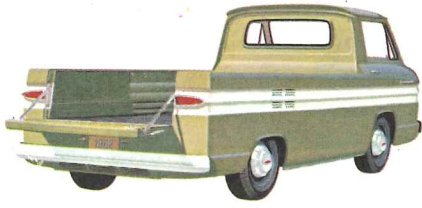
QUALITY-BUILT

# CORVAIR 95 DESIGN

*Extra-efficient design—now owner proved.* Introduced a year ago, Corvair 95 pickups and Corvan have shown owners everywhere a brand of cost-cutting quality that's unique in this truck class. Everything that adds up to extra utility, efficiency and stay-on-the-job sturdiness is right here. *Here are trucks that offer unprecedented cargo space for their size and weight.* With the complete power train *unitized* and occupying a space unusable in conventional trucks, the major portion of the chassis need accommodate only cargo and cab. The roomy Corvair 95 cab takes up little more than one-third of it . . . AND ALL THE REST IS LOAD SPACE!

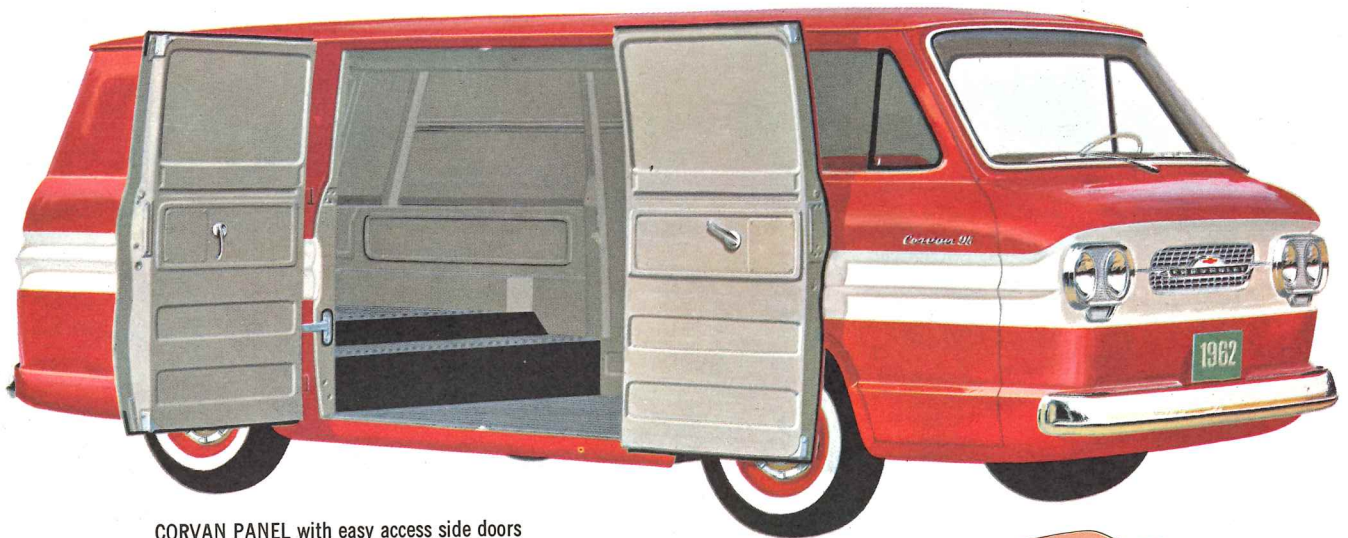
But greater payload area is just one reason why so many businessmen are putting Corvair 95's to work for them. With 3 work-saving, dollar-saving models to choose from, Corvair 95 design is ideal for *many* vocations. The efficient proportions and nimble 95-inch wheelbase provide easier-than-ever handling and operation in congested areas. There's better visibility through the high, wide windshield because the driver's right up front. Corvan panel and Rampside pickup models offer two-level loading convenience, with walk-in, side-door access to a load floor only 16¼ inches off the ground. And the lightweight aluminum 145 Six, mounted in the rear leaves engine heat and noise behind, lets you forget about antifreeze, radiator repairs, and high fuel costs! Now performance-proved on jobs everywhere, Chevrolet Corvair 95's are out to rack up real savings on every kind of light-duty trucking assignment . . . to make your work easier and more profitable!





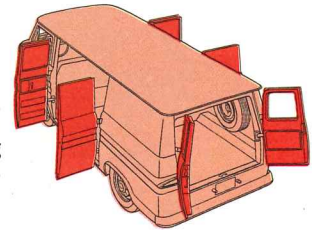
1962

# CORVAIR 95 MODELS



CORVAN PANEL with easy access side doors

With optional (extra cost) left-side cargo doors matching those on the right, the Corvan offers outstanding curbside loading on either side of the street.



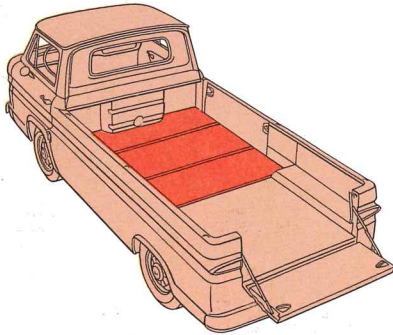
**CORVAN**—Easy handling, good-looking and remarkably roomy inside, the Corvan is a natural for light-duty delivery van operators everywhere. With 191 cubic feet of cargo space and an unparalleled 1,700-lb. payload capacity, it will outwork most panel trucks with ease and economy. Big right-side double doors open on spacious curb-level load compartment, with 4¼ feet of head room for easy cargo handling. Wide-opening double rear doors add still more convenience, plus adaptability to a wide variety of cargoes and hauling procedures. Optional left side doors (extra cost) make load space even more accessible.

**RAMPSIDE PICKUP**—To take more work out of loading and unloading, a rugged-built cargo ramp swings down even with the floor of the deep-well load compartment. It provides a gateway nearly four feet wide to allow you to *roll* on big loads easily. With the floor only 16¼ inches off the ground, the ramp forms an easy slope when lowered, particularly at curbside. Hand trucks and wheeled equipment can be rolled right aboard, and even objects that can't be rolled are far easier to handle. When closed, the ramp fits flush with the body side, secured by double spring locks plus a safety latch.

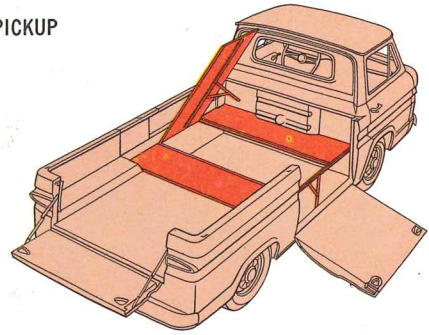
**LOADSIDE PICKUP**—Here's Corvair 95 convenience and payload performance at lowest cost. The trim-lined Loadside features a roomy, full-width pickup box, 80 cubic feet big. The drop-floor cargo area amidships boosts overall cubic capacity and is extra handy for bulky objects. For full-length level load space, *an optional three-section floor is available at extra cost.* It covers the drop-floor area, forming a concealed, protected stowage space. Sections of the floor are removable for a variety of special arrangements, including partial use of the cargo well, crew seating accommodations and many more.



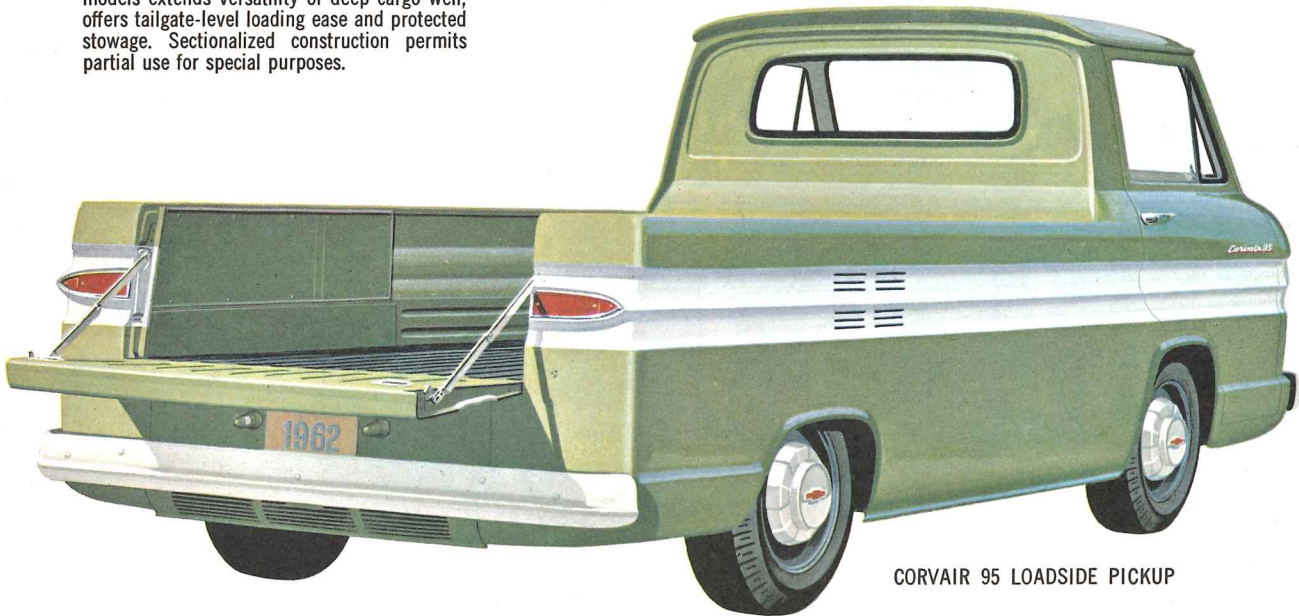
CORVAIR 95 RAMPSIDE PICKUP



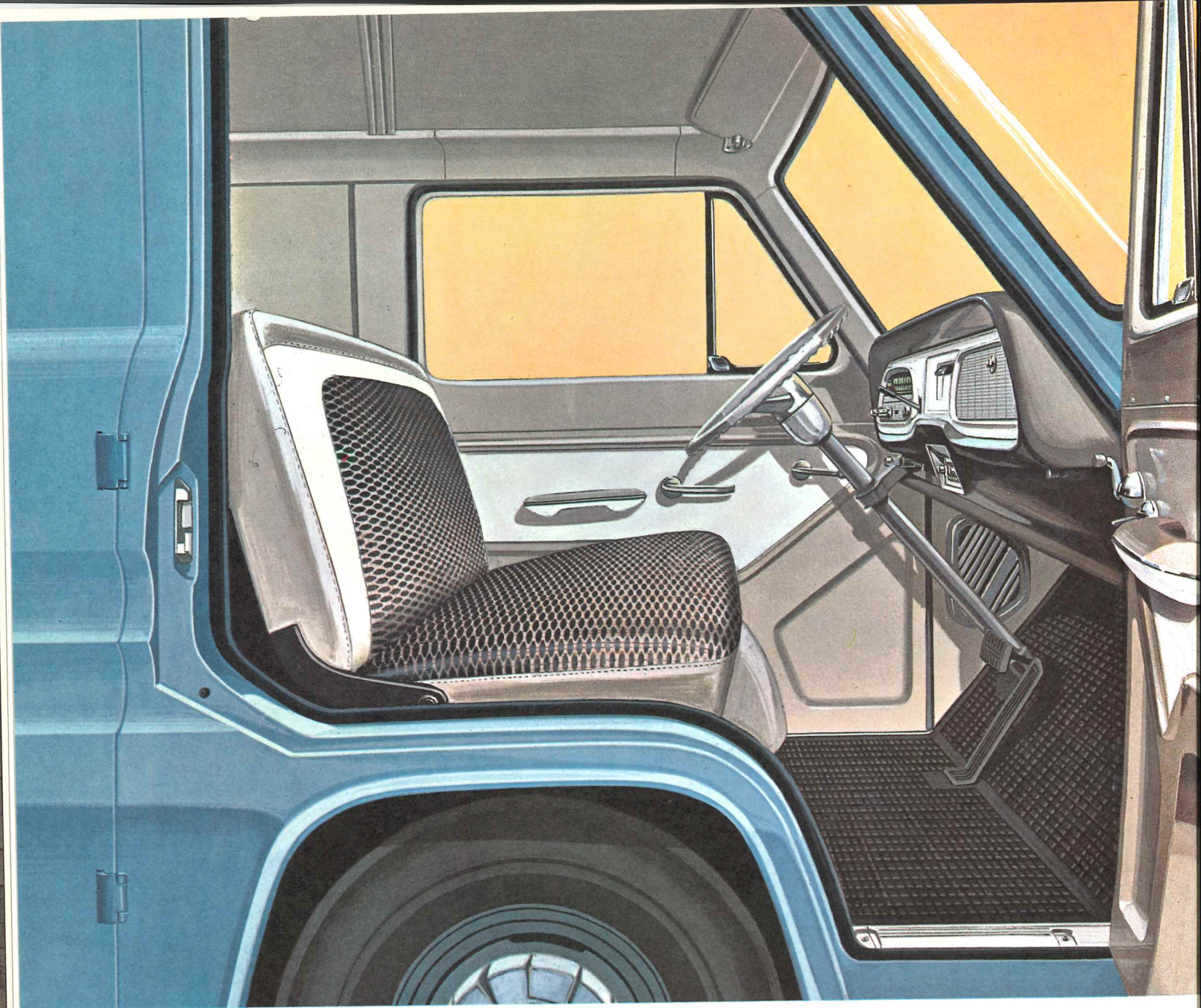
Optional level load floor is also available for Rampside models, with ramp door offering convenient access to protected sub-floor stowage space.



Optional (extra cost) level floor for Loadside models extends versatility of deep cargo well, offers tailgate-level loading ease and protected stowage. Sectionalized construction permits partial use for special purposes.



CORVAIR 95 LOADSIDE PICKUP



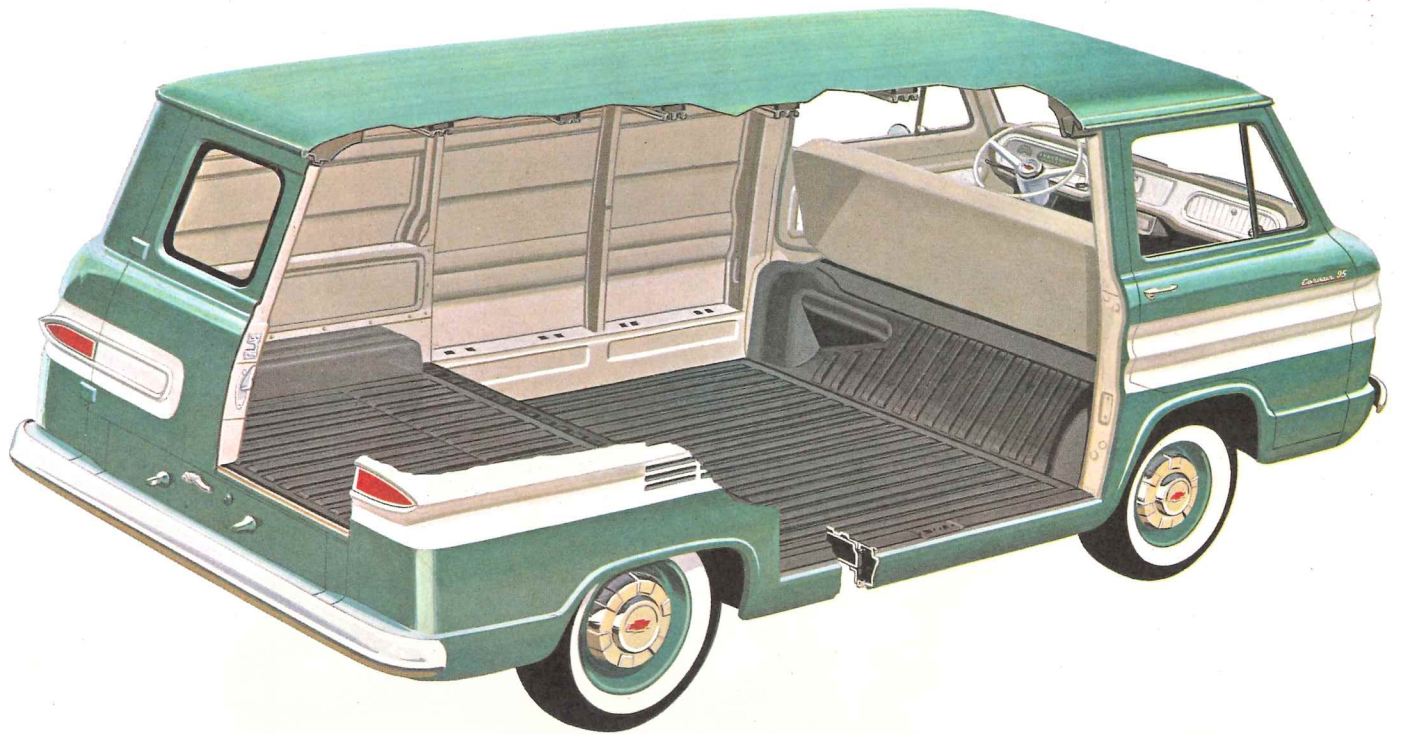
## CORVAIR 95

# CAB & BODY FEATURES

A roomy cab, foam-cushioned seats, full-width flat floor and absence of engine heat and noise add up to make a Corvair 95 *tops* for driver-comfort! Long hours of in-and-out delivery duty are easier thanks to wide doorways and deep-cushioned, thickly foam padded seats. Good-looking, long-wearing fabrics and vinyls add to the *quality* of the Corvair 95 interior beauty. Custom

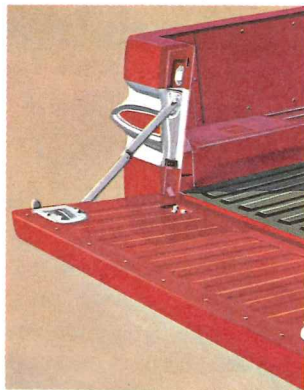
interior equipment\* (illustrated), includes contrasting upholstery with tough nylon-faced fabric over extra-thick foam cushions, plus two-tone door panels, right-hand sunshade, left-hand armrest, cigar lighter and bright instrument panel trim. And Corvair 95's are available in 14 two-tone color combinations—including 6 new colors for '62.

*\*Optional at extra cost*



*Unitized body construction.* Here's the most efficient package that top cargo capacity ever came in—with high-strength, low-weight construction making the most of the space inside. A super-rigid frame-floor assembly replaces and out-performs the traditional combination of separate chassis frame and body floor. It eliminates the major part of a separate frame's weight and occupies only a fraction of the depth required by the frame-plus-floor combination. Thus, the Corvair 95's drop-center load platform is only 16¼ inches off the ground, yet

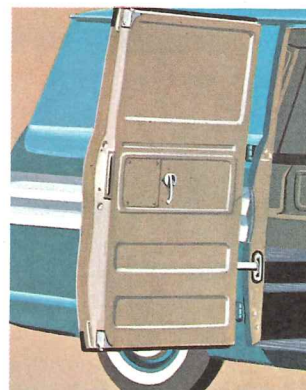
there's plenty of clearance below for excellent all-around maneuverability. All-steel, all-welded front, side and roof panels complete and strengthen the structure. Maximum strength is engineered into minimum depth for extra space inside. The big saving in weight that results from unit construction is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



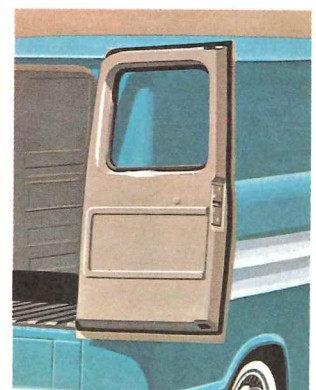
**CORVAIR 95 TAILGATE**—sturdy double-walled construction provides greater strength, protects exterior against damage caused by loads. Hinged with two heavy-gauge strap-type hinges and supported in the open position by two folding links, the Corvair 95 tailgate can be raised or lowered easily. Snug-fit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



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



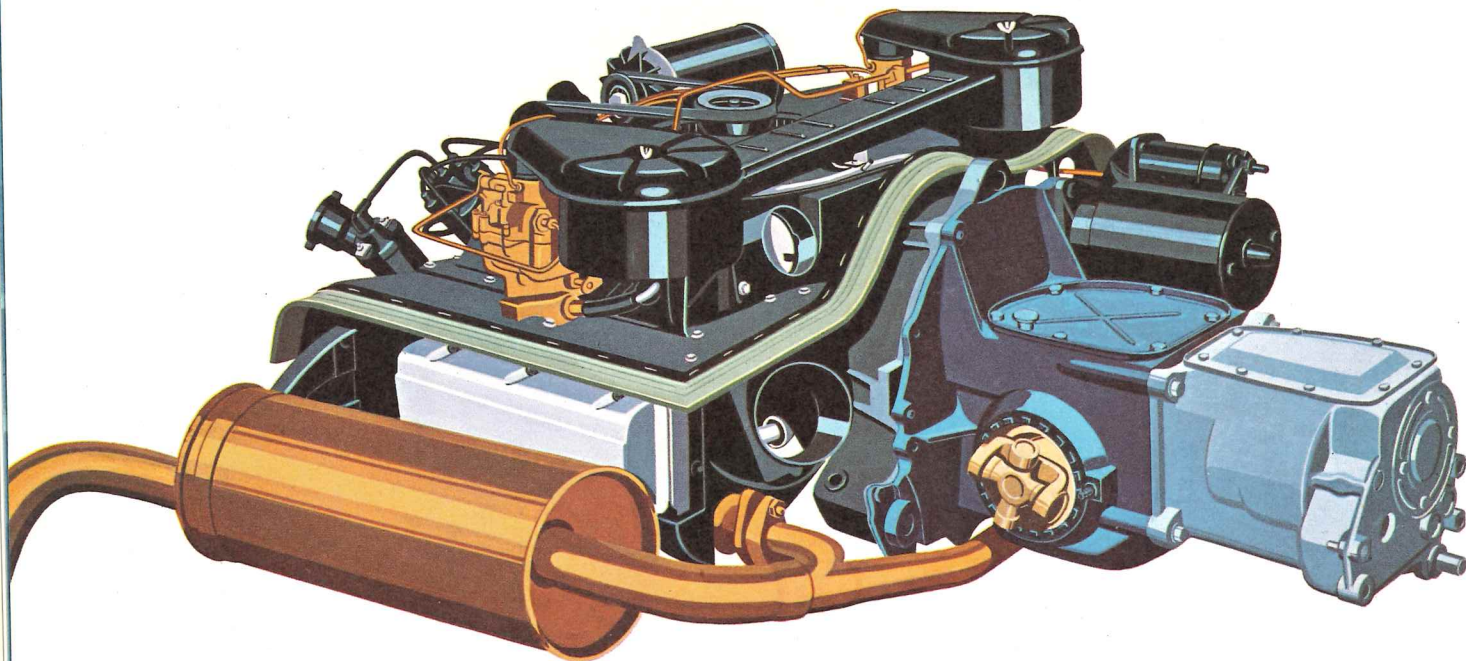
**CORVAN SIDE DOORS**—sturdy door checks allow the side doors to be opened to a 110° position for loading convenience. When necessary, the door checks can be released easily, allowing doors to open to full 180° position. Side doors are double-walled for high strength, good insulation and better appearance.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



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

# UNIPACK POWER TEAM

*the heart of Corvair 95's efficiency and economy*

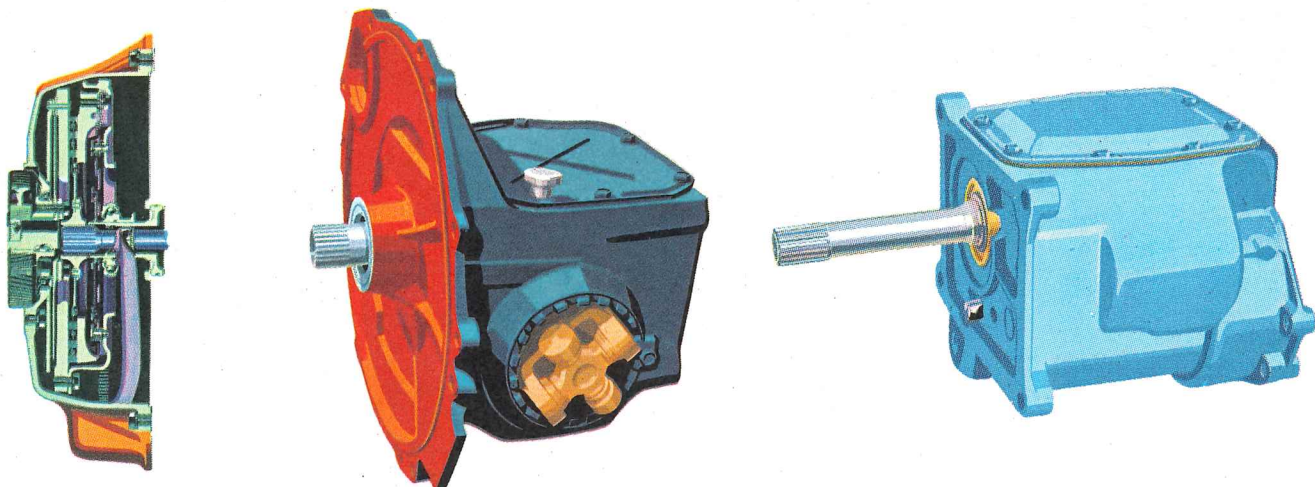


One lightweight power package, combining an economy-improved engine and transaxle drive unit, is the key element in the Corvair 95's drive toward producing the most efficient truck in its weight class on the road. The years-ahead design of the 145 Six is geared expressly to meet the requirements of the Corvair 95 concept, with a compact build (less than 18" high) and unprecedented construction features. The horizontally opposed cylinder arrangement minimizes both height and length—results in ideal proportions for locating behind the rear axle and below the load floor. It's also an inherently balanced

design, saving much of the weight of external balancers and crankshaft counterweights.

Forced-air cooling plays a major part in the engine's low-weight design, eliminating water jacketing, radiator, water pump, hoses and coolant. Eliminated, also, are the leaking, boiling, and freezing problems of liquid cooling. Highly developed short-stroke valve-in-head design delivers 80 h.p. and 128 ft.-lb. of torque—ample for the Corvair 95's gross vehicle weight, though the 145 Six weighs little more than half as much as a conventional 6-cylinder engine. Heavy-duty battery is standard.

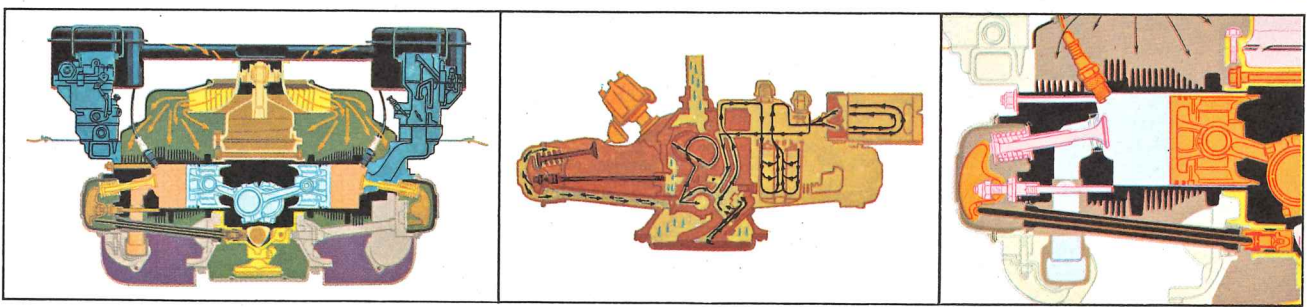
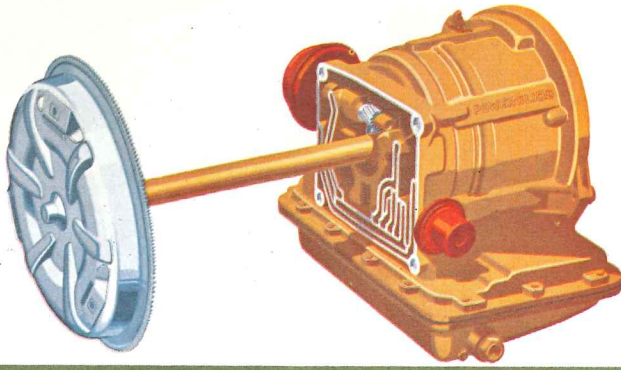




**DRIVE COUPLING**—Power is delivered to the Corvair 95 gear train through a clutch or Powerglide torque converter at the front end of the engine. The clutch, included with Synchro-Mesh transmissions, is a 9 $\frac{1}{8}$ -inch diaphragm-spring unit, tailored to handle the peak torque of the 145 Six. The torque converter of the special Corvair 95 Powerglide unit fits into the same space as the conventional clutch and flywheel.

**3-SPEED SYNCHRO-MESH TRANSMISSION** is standard. Combines exceptional compactness with quiet operation and long life. Positive floor shift lever puts sure control at the driver's fingertips. *4-speed Synchro-Mesh* is optional at extra cost for wide-range driving versatility, with all forward speeds synchronized. *Powerglide*, also available at extra cost, adds no-shift driving convenience.

**FINAL DRIVE**—The Corvair 95 final drive unit, located between clutch and transmission, houses rear axle gears and delivers power to the axle shafts on either side. The final drive pinion features deep-offset hypoid mounting, straddle-supported in the big bearings at each end of the case. The pinion shaft is hollow, allowing coaxial transmission input to pass through from clutch or torque converter to gear train.



**FORCED-AIR COOLING** controls engine temperature directly, without intermediate liquid coolant. A high-capacity blower blasts cooling air between cylinders and through passages in the heads, where it picks up heat directly from deep cooling fins. Air supply is thermostatically controlled for fast warmup and temperature stabilization.

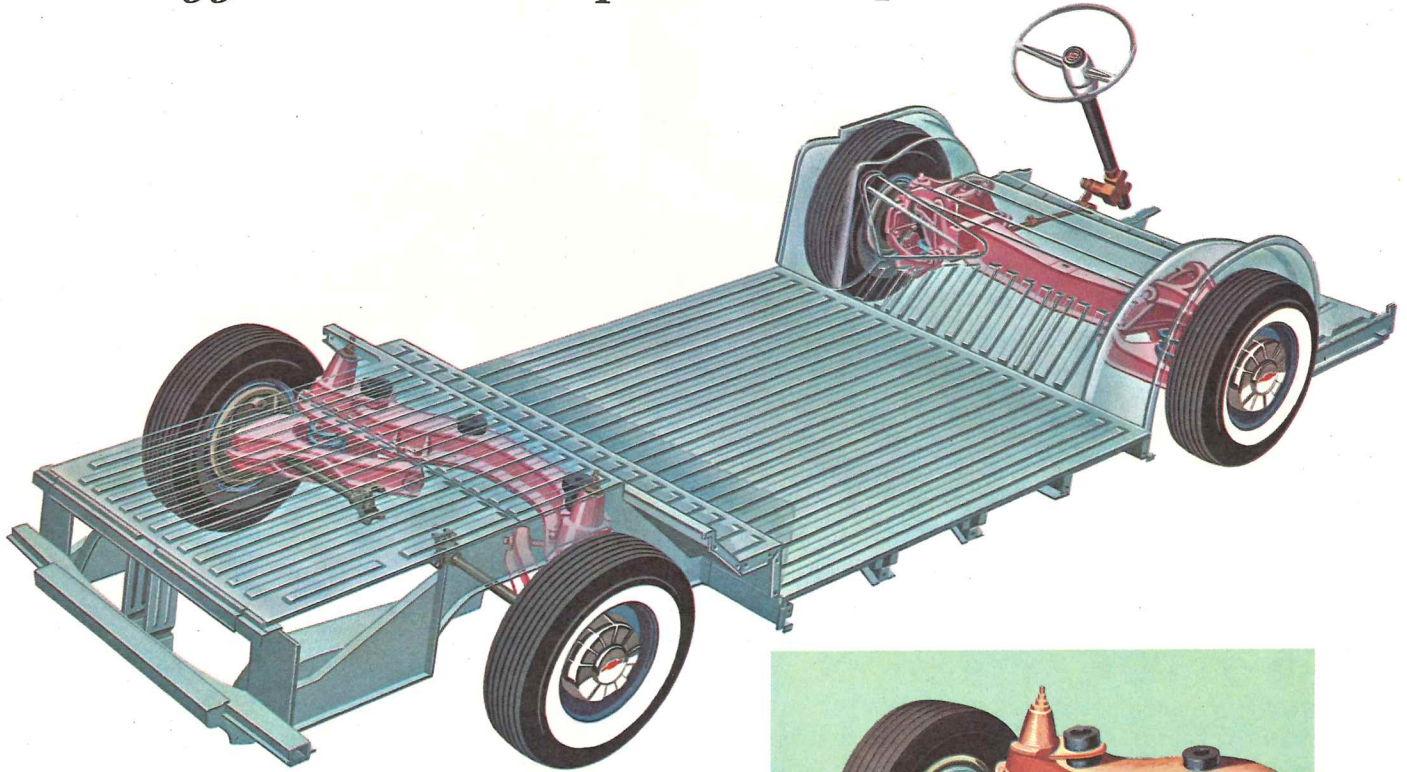
**FULL-PRESSURE LUBRICATION SYSTEM** includes full-flow oil filter and oil cooler as standard equipment. An automatic filter by-pass valve assures full oil circulation under all conditions, and the cooler is by-passed at low temperatures for faster warmup. Oil refill capacity for the Corvair 95 engine is an economical four quarts.

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

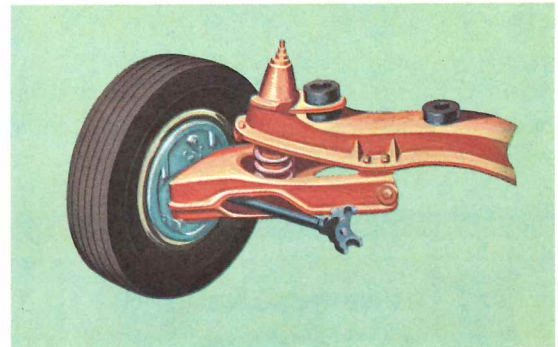
CORVAIR 95

# CHASSIS

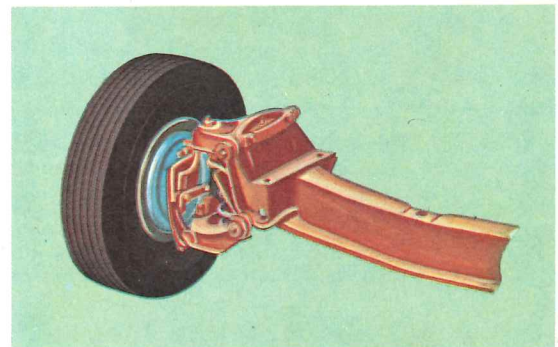
*with rugged 4-wheel Independent Suspension*



Specially engineered for the unique Corvair 95 design, this chassis offers incomparable ride and handling thanks to a fully independent 4-wheel suspension system. Front and rear suspension assemblies are built on rugged box-hat-section beams, which give broad-based support to the *unitized body frame-floor assembly*. Friction-free coil springs at all four wheels offer top load capacity plus smooth, easy ride. Independent rear suspension eliminates much of the weight of a conventional rear axle. Short, universal-jointed shafts, needing no heavy housing, connect the wheels with the final drive gearing. With the final drive itself forming a part of the Unipack power team, its weight is carried by the springs rather than adding to the unsprung weight of the wheels, so it helps to smooth out the bumps of the road instead of magnifying them.



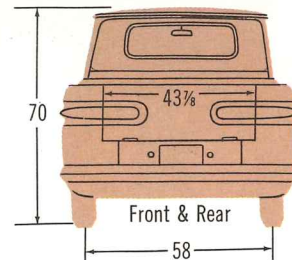
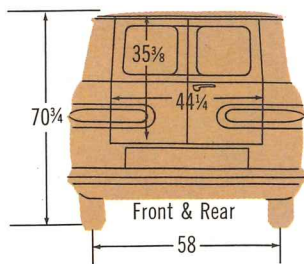
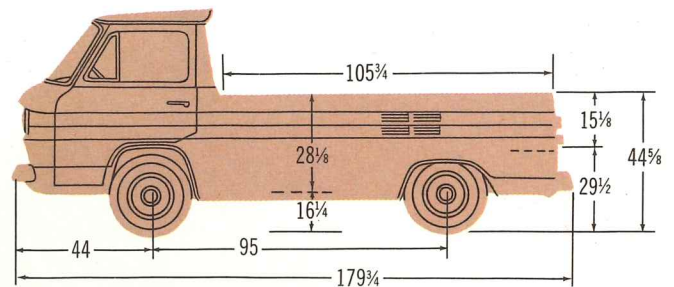
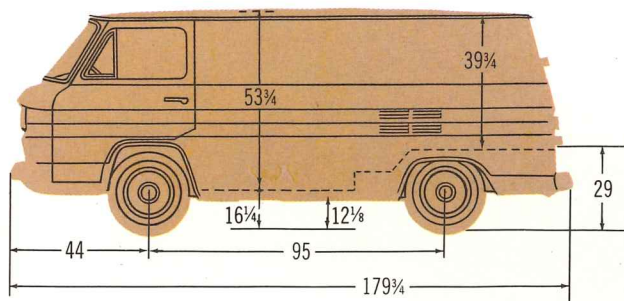
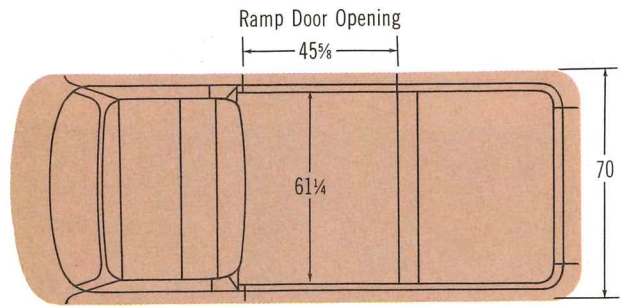
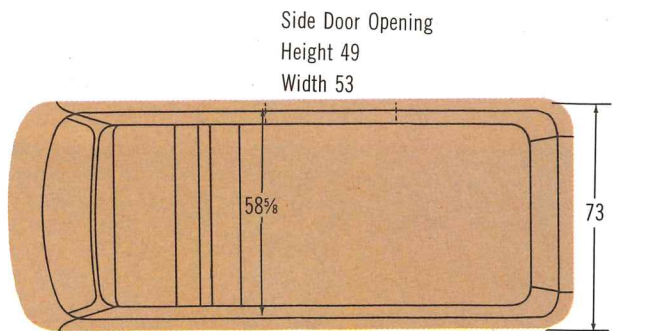
Four-point mounting of rear suspension unit is completely rubber cushioned for maximum protection against shocks and bumps.



Heavy-duty front suspension spherical joints minimize friction in steering and ride action, help assure safe, level stops.

# DIMENSIONS

(with standard equipment, unloaded)



## CHEVROLET DEALER INSTALLED CUSTOM FEATURES

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

- |                          |                             |
|--------------------------|-----------------------------|
| <i>Bumper guards</i>     | <i>Heaters</i>              |
| <i>Cigar lighter</i>     | <i>Mirrors</i>              |
| <i>Clock</i>             | <i>Parking brake signal</i> |
| <i>Radio and antenna</i> | <i>Sun visors</i>           |
| <i>Reflectors</i>        | <i>Tool kit</i>             |
| <i>Seat belts</i>        | <i>Windshield washers</i>   |
| <i>Spot lamp</i>         |                             |

All illustrations and specifications contained in this literature are based on the latest product information available at the time of publication. The right is reserved to make changes at any time in prices, colors, materials, equipment, specifications and models, and also to discontinue models. CHEVROLET MOTOR DIVISION OF GENERAL MOTORS CORPORATION, DETROIT 2, MICHIGAN. Litho in U.S.A. December, 1961 R-1

## SPECIFICATIONS

### STANDARD EQUIPMENT

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

### OPTIONAL EQUIPMENT\*

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

\*Extra cost.

# 1962 CHEVROLET TRUCKS

*CORVAIR 95 MODELS*

