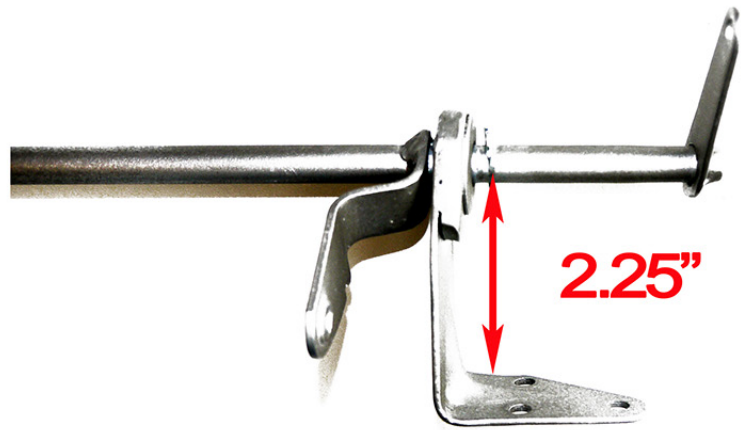
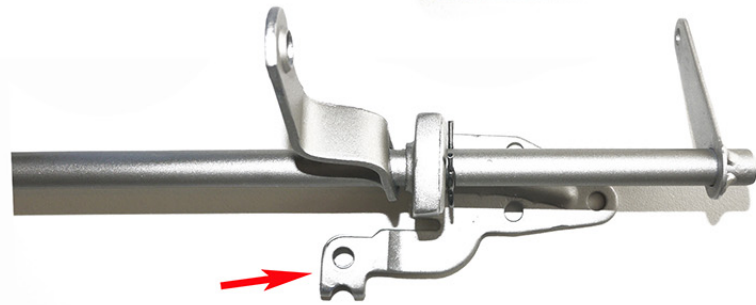


Corvair Cross Shaft Designs



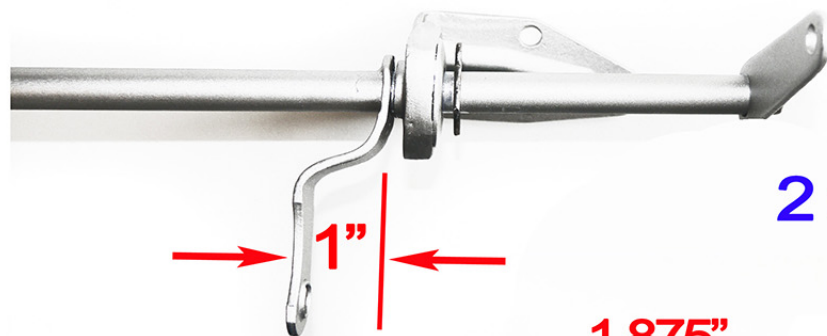
1960

1960 was the only year that a straight rod was used and the mounting brackets were 2 1/4" tall



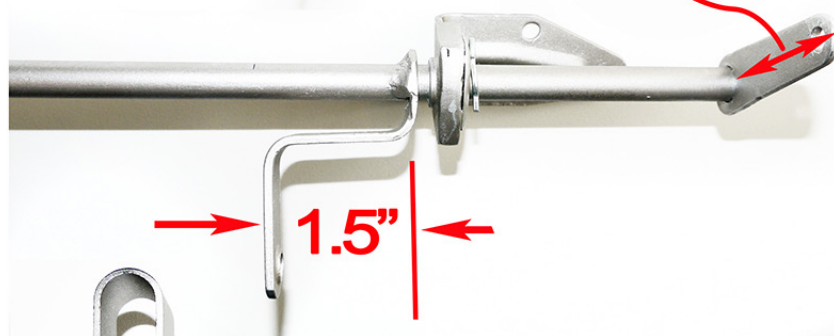
1961 w/
manual
choke*

1961 cross shafts for both the car and FC were designed for manual chokes and had mounting brackets to which the choke cables attached.



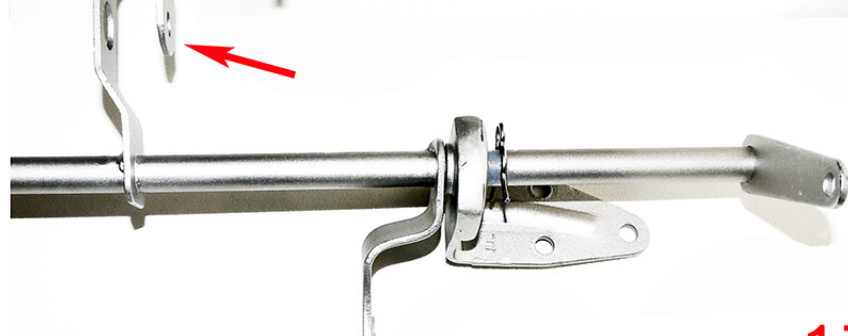
1962 - 63
2 carb car

For all 1961-1963 vehicles with 2 carburetors the accelerator rod (or spring lever for the FC) had a 1" offset bend.



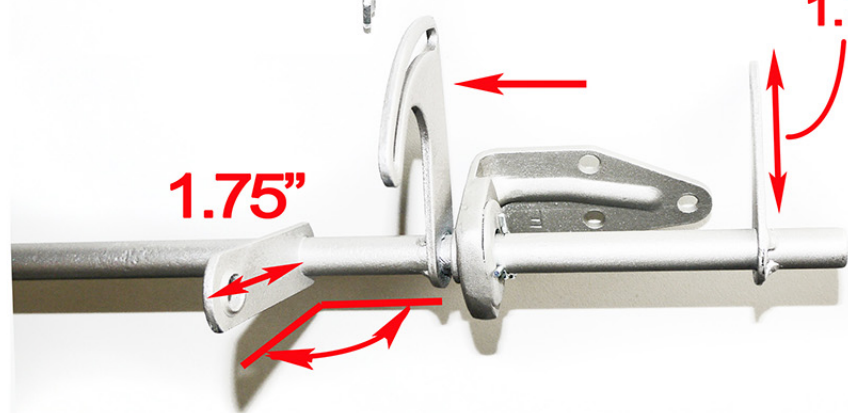
1964 - 69
2 carb car

Beginning in 62 two carburetor cars have what now became the standard mounting brackets for an automatic choke.



FC

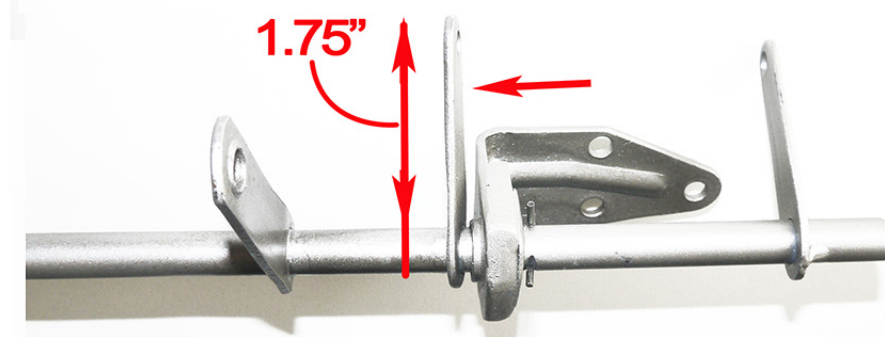
Beginning in 64, cross-shafts for 2-carburetor cars have a 1.5" offset bend on the accelerator rod lever.



1965
style
140 HP

FC cross shafts have the inverted "U" shaped lever to which the accelerator cable attaches.

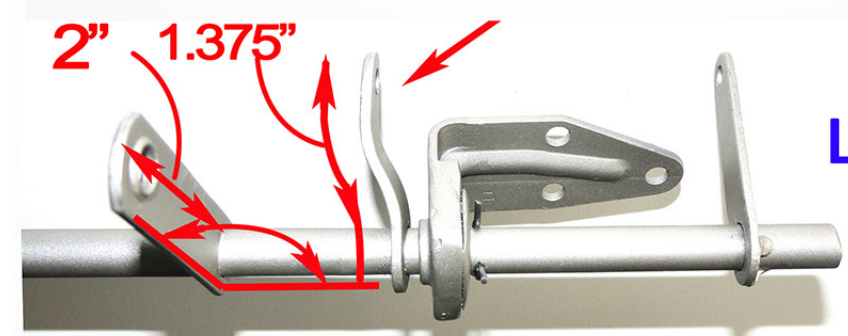
140 HP (4 carburetor) cross shafts - the primary carburetor actuator levers on these are shorter than those for two-carburetor engines, presumably so as to not hit the secondary carbs. The right-hand side mounting brackets were notched to prevent interference with the linkage connected to these shorter levers (although later the notched style bracket can be found on the cross shafts for both 2 carb and 4 carb engines).



Early-66
style
140 HP

1965 style 140 HP have the curved and slotted secondary carburetor actuator levers

Early 66 140 HP have flat secondary carburetor actuator levers.



Late 66-69
style
140 HP

Late 66 -69 140 HP have small secondary carburetor actuator levers with offset bends