

ENGINEERING FEATURES

1961 PASSENGER CAR



CHEVROLET

APPEARANCE

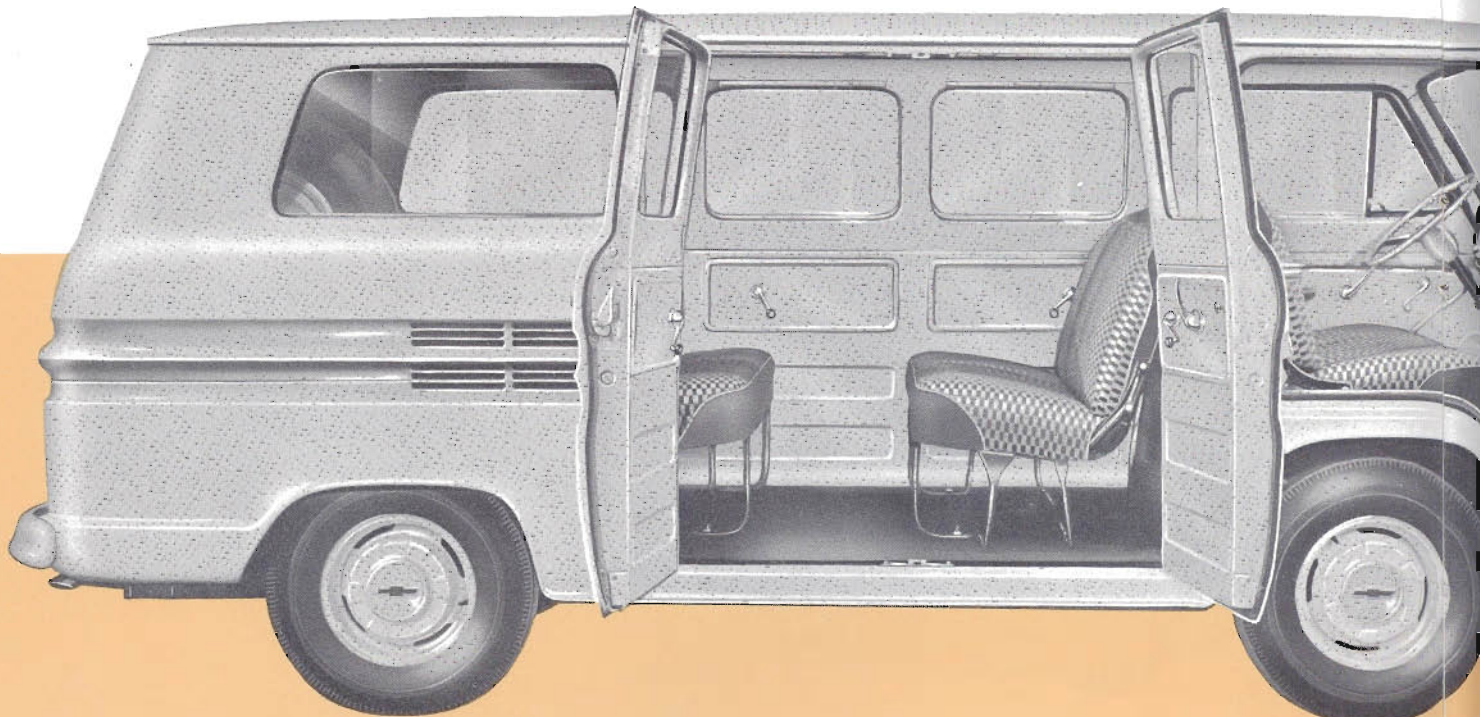
Sports Wagons



The Greenbrier Sports Wagon reflects the addition of an entirely new type vehicle to the Corvair line. Exterior colors, in synthetic enamel, total 15. Bumpers and hub caps are white. The sculptured band surrounding the vehicle and the wheels provide the area for two-toning.

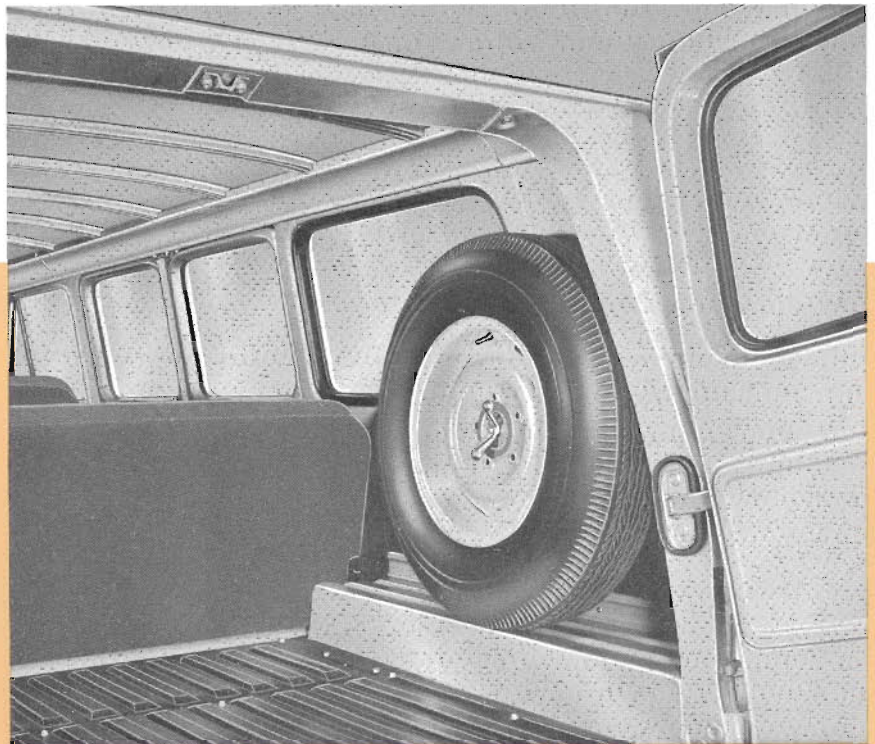
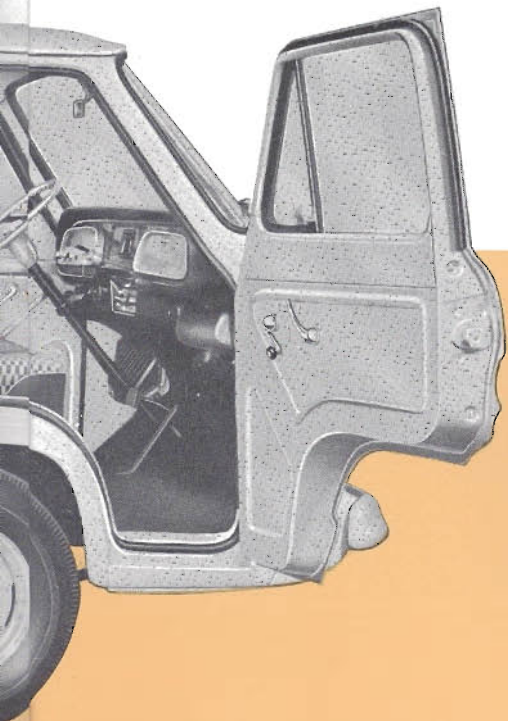
The deluxe version of the Greenbrier features chrome plated bumpers and hub caps, stainless steel windshield reveal and special bright rimmed inserts adjacent to the tail lights.

Regular Greenbrier Sports Wagon shown





The regular Greenbrier interior is trimmed in silver and charcoal colors. The deluxe Greenbrier features special seat and side wall trim in green, blue, red and silver keyed to the exterior color. Also included in the Greenbrier Deluxe Sports Wagon are two-tone instrument panel, glove box trim plate, cigarette lighter, rear dome lamp, white roof panel treatment, dual sunshades, armrests, vinyl coated rubber floor covering and spare tire cover.



CORVAIR DIMENSIONS

- ✦ 11.5% MORE UNDERHOOD LUGGAGE SPACE
- ✦ STATION WAGON UTILITY
- ✦ SPORTS WAGON UTILITY

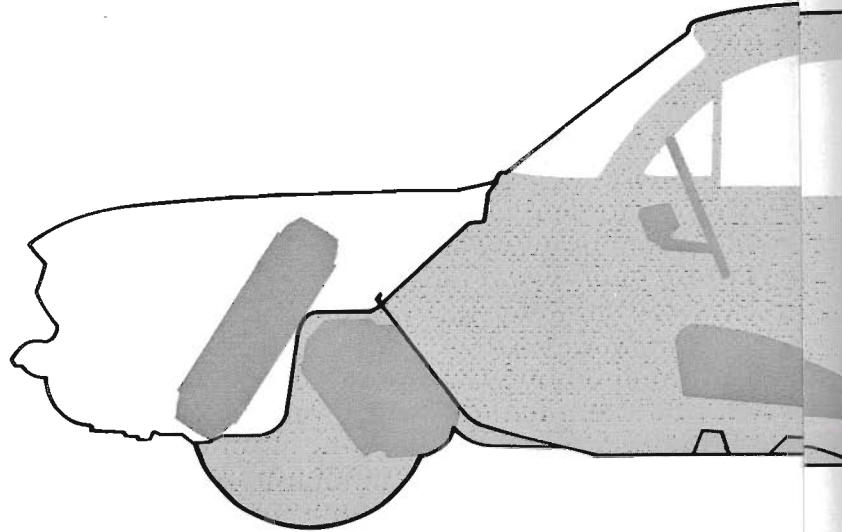
Corvaire Coupe and Sedan dimensions follow generally their 1960 counterparts except that luggage capacities are increased. Dimensions of the new 6-passenger Lakewood Station Wagon are similar to those of the 4-door sedan except in areas involving the roof or door openings. Overall height of the Lakewood is approximately 2 inches greater, and, correspondingly, headroom and entrance dimensions reflect this difference. The Greenbrier Sports Wagon, introducing a new vehicle concept to the American automobile industry, affords up to twice the cubic capacity of more conventional wagons, and can, with an optional third seat, accommodate nine passengers.

A change in front luggage compartment configuration, due to the larger fuel tank and relocation of the spare tire, gives sedans and coupes added concealed stowage capacity. Total capacity of the front compartment is 12.6 cubic feet, an increase of nearly 1-1/2 cubic feet. Of more practical interest, standard luggage set volume is about 2.5 cubic feet greater. Although stowage space is still available behind the rear seat, it is reduced slightly due to raising of the stowage well floor to accommodate the new perimeter heater.

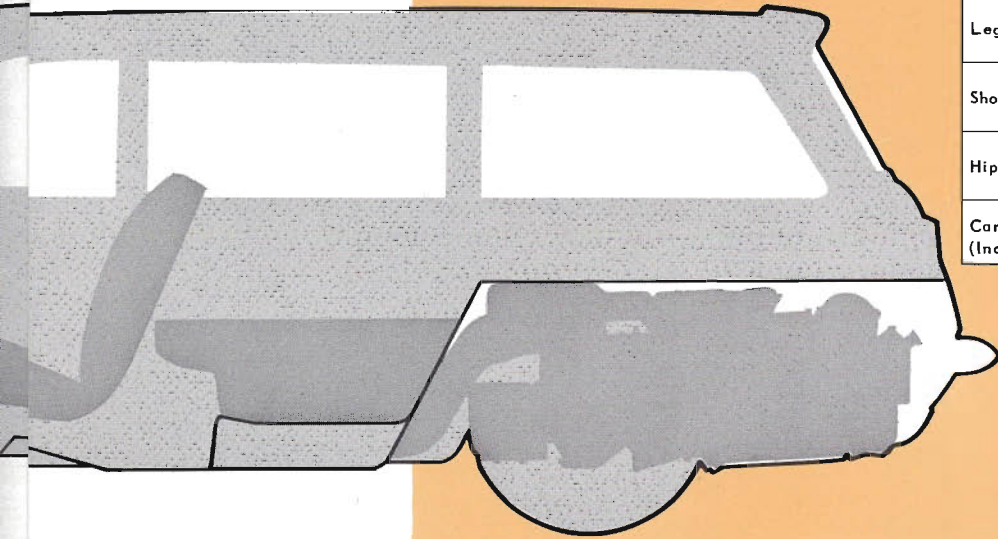
Demonstrating the Lakewood Station Wagon's utility, the cargo deck is nearly 6-1/2 feet long with the second seat folded down. This length combines with generous width and height dimensions to give the vehicle 58 cubic feet of cargo space behind the front seat. Addition of 10 cubic feet of concealed and locked stowage space under the hood gives the Lakewood a total cargo capacity of 68 cubic feet. With a 6-passenger seating arrangement, the deck is nearly 39 inches long resulting in approximately 32 cubic feet of interior compartment stowage space.

The Lakewood liftgate and opening are rectangular in shape with the opening somewhat smaller than the interior dimensions. Rotating on strap-type hinges, the gate swings up high above the horizontal and out of the way, exposing the entire rear opening for easy access. Counterbalancing torsion rods, concealed in the hinge covers, lift most of the gate's weight upon opening and hold the unit in the open position.

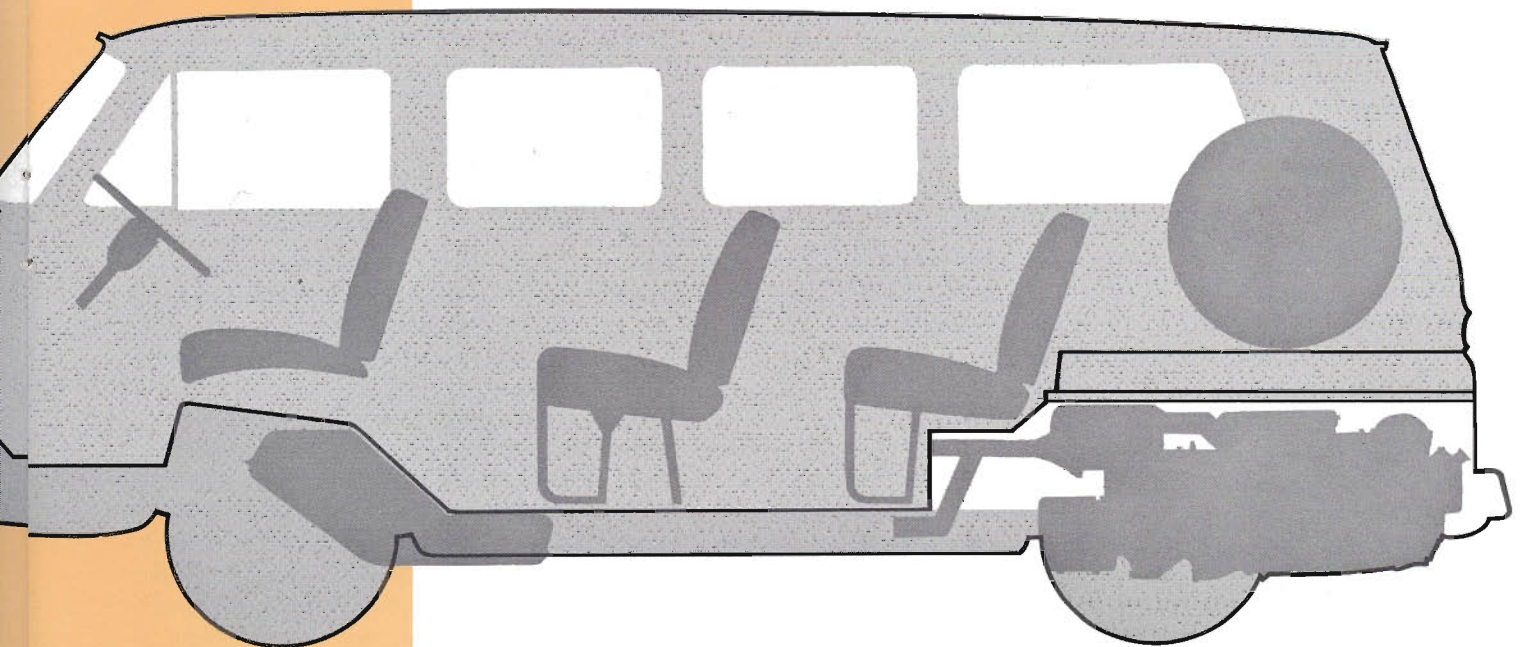
GREENBRIER SPORTS WAGON. At first sight, the Greenbrier's utility is readily apparent. Compact exterior dimensions are seemingly contradicted by the expanse of the single driver-passenger-cargo compartment. This compartment, nearly 14 feet long, over 5 feet wide, and up to 4.5 feet high, offers a degree of functionalism limited only by the user's imagination. The Greenbrier's use in camping, as a mobile office, or for convenient transportation of the invalid are just a few of the more unusual possibilities of the vehicle.

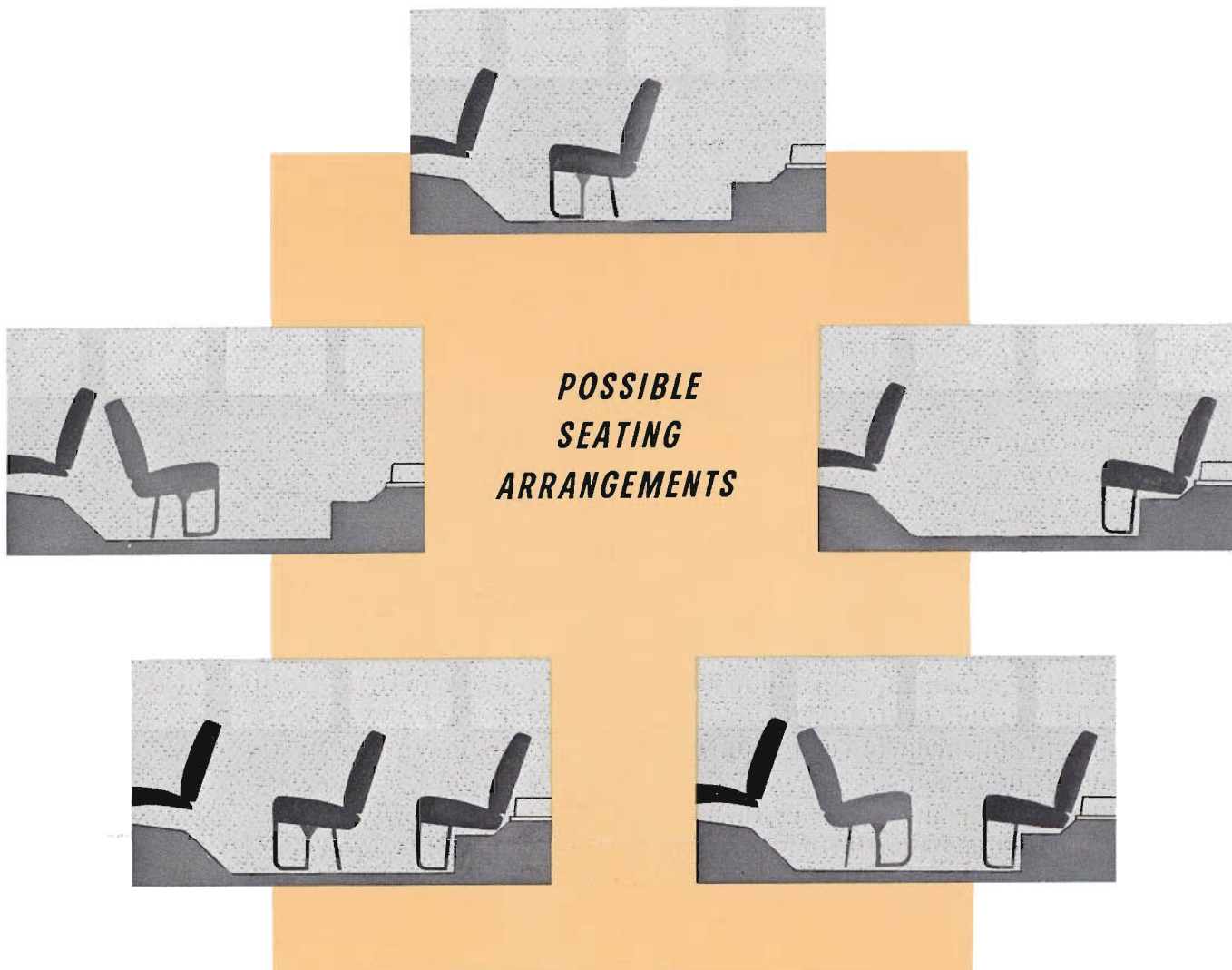


Wheelbase		95.0
Overall Length		179.7
Overall Height		68.5
Overall Width		70.0
Tread, Front and Rear		58.0
Approach Angle (Degrees)		22
Departure Angle (Degrees)		20
Ramp Breakover Angle (Degrees)		22
Headroom (Depressed)	Front	39.7
	Rear	42.6
Leg Room	Front	44.5
	Rear	37.8
Shoulder Room	Front	59.5
	Rear	59.5
Hip Room	Front	61.4
	Rear	61.6
Cargo Capacity (Cubic Feet)	3-Passenger	175.5



Wheelbase		108.0
Overall Length		180.0
Overall Height		53.5
Overall Width		67.0
Tread, Front and Rear		54.0
Approach Angle (Degrees)		26
Departure Angle (Degrees)		19
Ramp Breakover Angle (Degrees)		18
Headroom (Depressed)	Front	39.0
	Rear	39.5
Leg Room	Front	44.0
	Rear	36.5
Shoulder Room	Front	54.0
	Rear	53.5
Hip Room	Front	58.5
	Rear	58.0
Cargo Capacity (Includes 10 cu.ft. underhood)	3-Passenger	68.0
	6-Passenger	32.0





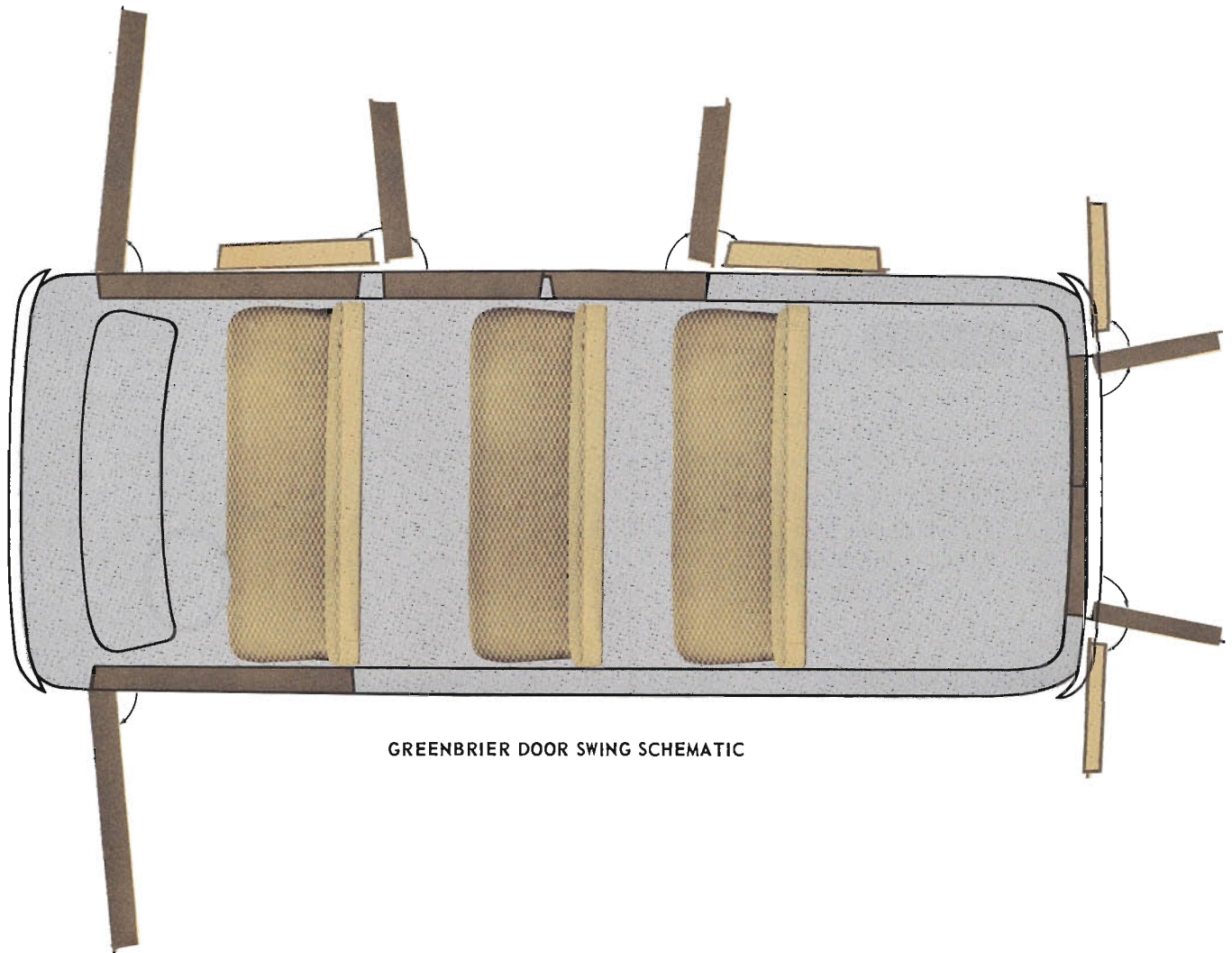
**POSSIBLE
SEATING
ARRANGEMENTS**

As with the Greenbrier's passenger car counterpart, optimum front seat comfort is assured with smooth-operating seat adjusters. In addition, the front seat backrest can be easily adjusted to various tilting angles by loosening the side bracket screws with a screwdriver.

A removable, full-width second seat, provided as standard equipment, comfortably accommodates three adults. Normally mounted facing forward in the second seat position, this seat can be easily removed without tools by unfastening simple "wing" screws. The seat can be placed facing rearward in the second seat position or forward in the third seat position (see illustration). To give this versatility, the second seat has folding rear legs which can be collapsed to preclude the possibility of interference with the underbody rear-

most kickup. A third seat, available as an option, provides seating for 9-passengers. It is different from the second seat in that it does not have rear folding legs. The third seat mounts only in the number three position facing forward.

An interesting feature of the standard Greenbrier is that it is equipped with six doors ingeniously arranged for maximum passenger and cargo access (see illustration). Passengers gain entrance through right and left front doors and large double side doors on the curb-side. Left hand side doors are available as a regular production option. Access to the rear cargo deck is through rear double doors. All doors are held in the open position by checks. Front doors open a full 85 degrees, while the double side and rear doors open 100



GREENBRIER DOOR SWING SCHEMATIC

degrees. In addition, side and rear doors can be opened 180 degrees by a simple releasing of the checks. Generous door way dimensions and low step heights in addition to the wide swing of all doors give excellent entry conditions.

Absence of a hood projection and a high, wide windshield with over 8 square feet of area afford the Greenbrier unusually good forward visibility. The 15 inch blades of the tandem-acting electric wipers provide a large 748 square inches of wiped area. Four large window openings on each side give the driver and passengers outstanding fields of side vision.

The utility of the Greenbrier is emphasized by its surprising capacity. Nominally rated as a 1600 pound capacity vehicle, it carries 9 passengers and a 250

pound cargo load with ease or six passengers and 700 pounds of cargo. When used with the front seat only, the Greenbrier's volume capacity is over 175 cubic feet.

Good vehicle ride and handling result from the stability afforded by the short 95-inch wheelbase, 58-inch front and rear treads, and low vehicle center of gravity. Vehicle ride and handling are enhanced, too, with the stability gained from the relatively equal and constant weight distribution, which remains at approximately 50 percent front and rear whether loaded or unloaded. Weight distribution remains relatively unchanged from "no load" to "full load" because of the dropped-center underbody, which cradles the majority of the load between the front and rear wheels for more equalized wheel loading.



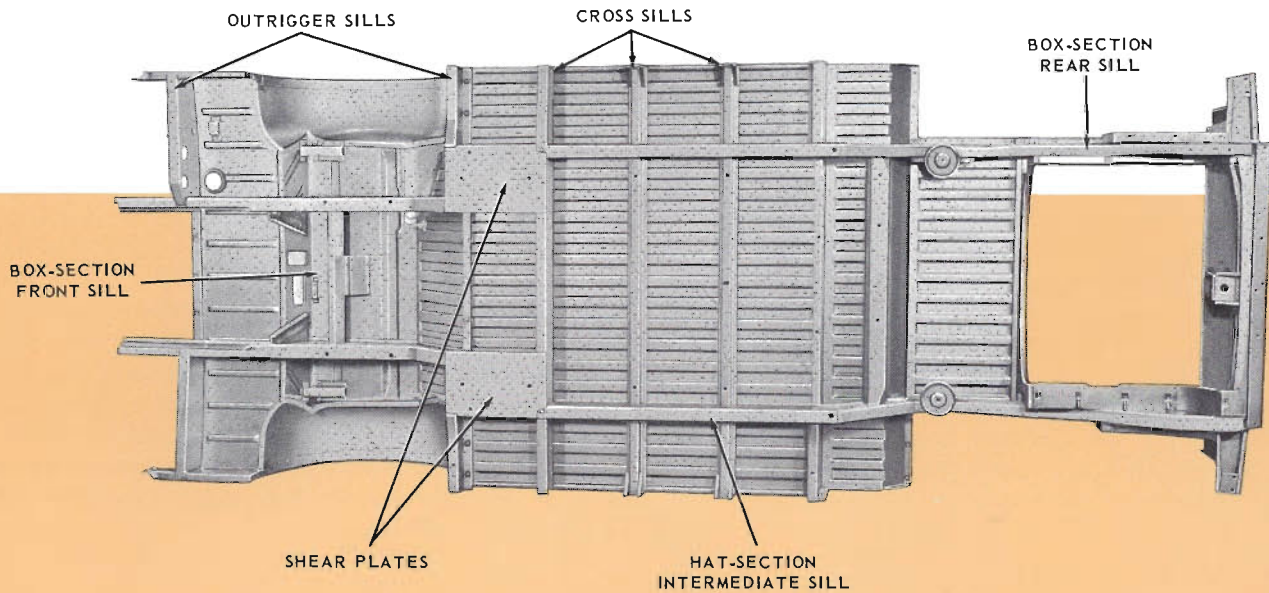
the width of the side sections at the rear wheelhouse and across the end of the vehicle. The structural "square" formed combines with the inner sheet metal to support the rear mounted power train, rear suspension and cargo floor.

A top-hinged, counterbalanced liftgate provides convenient access to the rear cargo area. Supported by two sturdy strap-type hinges, the gate swings up and out of the way with little effort, most of the work being done by two "hairpin" shaped torque rods fitted to the rear header. Once opened, the rods hold the gate up. A cover, configured to minimize opening interference, conceals the hinges and the torque rods.

Maintenance of the engine and related components is performed through three openings in the body. The engine compartment proper is readily accessible through a large rectangular door in the rear cargo deck. Access

to the battery is by a similar smaller hatch placed to the left of the large engine door. Normal service functions are simplified by use of an exterior, bottom-hinged door, placed between the liftgate and the rear bumper.

A rear folding seat is standard equipment. The seat is constructed like the 4-door sedan optional folding seat except that the folding arrangement and the deck portion of the back are similar to that used in the 1961 regular station wagons. A positive lift-type latch located on the right wheelhouse locks the seat in the up position. Introduction of the Corvair direct-air heater necessitates that the folded second seat back be lower than the cargo deck proper. With this arrangement, the gap between the folded seat back and the rear vertical wall of the step is bridged with a spring loaded filler board very similar to the type employed on the sedan optional rear folding seat.



GREENBRIER SPORTS WAGON. The Greenbrier Sports Wagon exemplifies still another variation of the successful body-frame integral construction technique used for the Corvair line. True integration of frame and body into a single van-type unit produces an excellent combination of interior-exterior dimensions, strength, and capacity. Accomplished through the efficient utilization of structural material and the dropped-center underbody, a strong rigid body shell of relatively light weight positions the load floor closer to the ground. Net result to the customer is a compact, economical vehicle with a low center of gravity capable of carrying a large load whether that load is passengers or cargo or a combination of both.

The frame-body shell is comprised of five substructures: the underbody, the front end structure, the right and left hand side panels, and the roof panel. Addition of front doors, double right hand side doors, and double rear doors completes the body structure of the standard vehicle. Double left hand side doors are available as regular production options. The underbody literally forms the backbone of the vehicle, supporting the directly attached front and rear suspension and the rear mounted power train in addition to carrying up to a 1600 pound load. A "dropped-center" flat floor between the axle kickups, just 13.6 inches above the ground at design load, is a unique aspect of the vehicle which provides a low center of gravity.

The underbody is built up from two sub-assemblies welded and bolted together at the back of the front kickup. Longitudinal supporting members of the heavily ribbed floor are two full length sills, box sectioned front and

rear and of hat section in the central portion. Widely spaced at the rear and center, these longitudinal sills are further inboard in the forward portion to provide clearance for the unitized front suspension. Heavy shear plates combine with lateral supports to effectively tie the offset sills together.

Lateral support is provided through variously shaped cross and outrigger sills, and the entire network is reinforced with braces and gussets. Covering the network of sills, the floor panels are heavily ribbed and shaped for rigidity. A large panel in the rearmost floor section is easily removable for full upper engine accessibility.

Elaborate anti-corrosion measures are taken to protect the undersurface of the body. The entire lower surface of the underbody is sprayed with a high zinc content chromate primer. Enclosed areas where moisture may collect are sealed with a compound consisting of aluminum particles suspended in a wax base. In addition, before welding all underbody flanges are treated with a special rust inhibiting compound. As a final preventative measure, all wheelhouses are sprayed with undercoating.

The front end structure is a complex of sheet metal sub-assemblies rigidly welded together. The unit consists primarily of inner and outer front end panels, toe pan, instrument panel, hinge pillars, and windshield header rail. Box, hat, and channel section construction is liberally employed throughout and combines with the inherent rigidity of the outer panel styling to produce a sturdy front end structure.

Passenger compartment air is provided by the ram effect of a plenum chamber incorporated in the front

end structure. Outside air enters the plenum through an inlet grille located in the center of the front body outer panel, high above road dust and normal exhaust level. Air enters the vehicle interior through right and left hand outlets located in cowl side walls. Flow is controlled by outlet doors adjusted with pull-type knobs positioned on the far right and left hand sides of the instrument panel.

Because of the length and shallowness of the roof panel extra-heavy gauge steel is employed. Rails, welded to the roof panel perimeter, provide additional stability. Unlike passenger car construction, main attachment of this assembly to the balance of the body is with bolts on all edges except over the front and rear doors. Here portions of the roof rail form part of the upper door jamb, and welding is employed. Added rigidity is afforded with seven triple-channeled roof bows which are slightly overcrowned when manufactured so they butt tightly against the roof panel in the assembly. Metal-to-metal contact between the bows and the roof is prevented by rubber friction pads. Vinyl-coated trim panels cemented

to the roof panel between the exposed roof bows insulate from heat and sound.

Addition of right and left hand side panel assemblies complete the body shell. Formed with integral rear quarters wrapping around to the double rear door jambs, these units include the rear wheelhouse and an air induction provision for the air-cooled engine.

On the right side, welded-in, full length vertical pillars support the roof and provide sturdy hinge jambs for the double side doors. Interior panel embossments, around and below the fixed rear quarter window, provide not only a finished appearance but contribute to rigidity of the structure.

On the left side, roof support is provided by vertical columns or strainers and upper pillars between the windows. Here also, inner panel embossments provide rigidity in addition to a finished interior appearance. Three side windows are incorporated in the right side assembly. The rearmost or rear quarter window is fixed while the other two retract. Solid safety sheet glass is used in the body side windows.



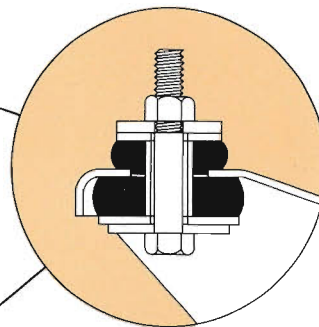
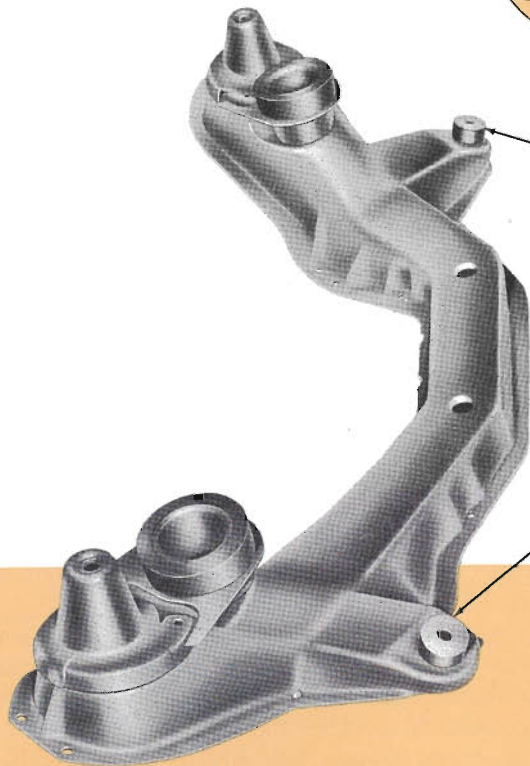
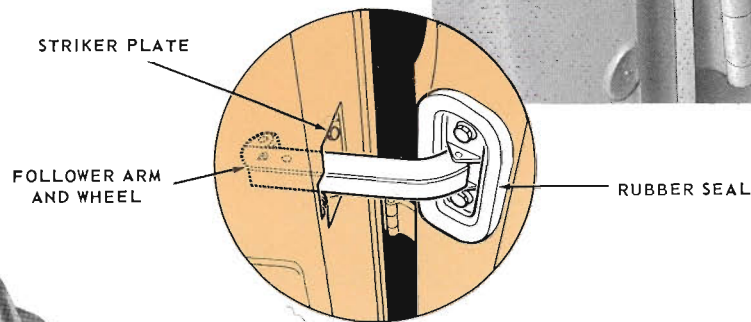
ENGINE COMPARTMENT SEALING

Large rectangular covers in the cargo floor make the Sports Wagon and Station Wagon engine compartments readily accessible for major service maintenance. Front hinged on the Lakewood, as shown, and completely removable on the Greenbrier, the door is heavily ribbed to form bridging girders across the opening. A blanket of fiber glass and reflecting material, attached to the door's undersurface, effectively insulates the interior against heat and sound. To seal the edges, a closed-cell sponge rubber is attached to the perimeter and tightly compressed by sheet metal fasteners.

GREENBRIER DOOR CHECKS

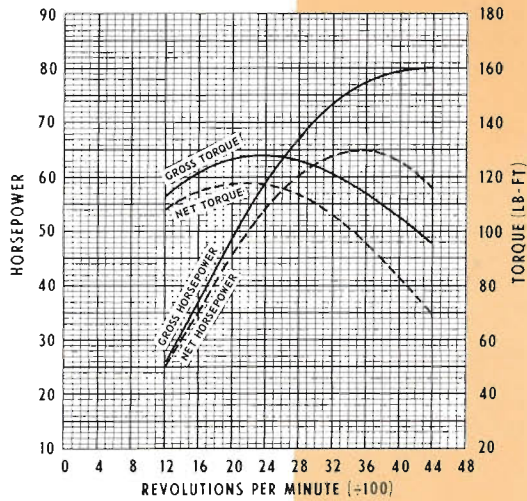
Unusual in design, Greenbrier door checks station side or rear double doors at 100 degrees or permit 180 degree door swing when disengaged. The checked position is achieved by opening the door until the rubber wheel engages the striker plate. Held in this attitude by spring stops and the arm wheel, the door must be closed slightly and check arm disengaged before 180 degree opening is possible.

On closing, the spring loaded check arm rides seal and door surfaces before entering door retaining slot and regaining 100 degree station. When fully closed the door check is completely contained in door.

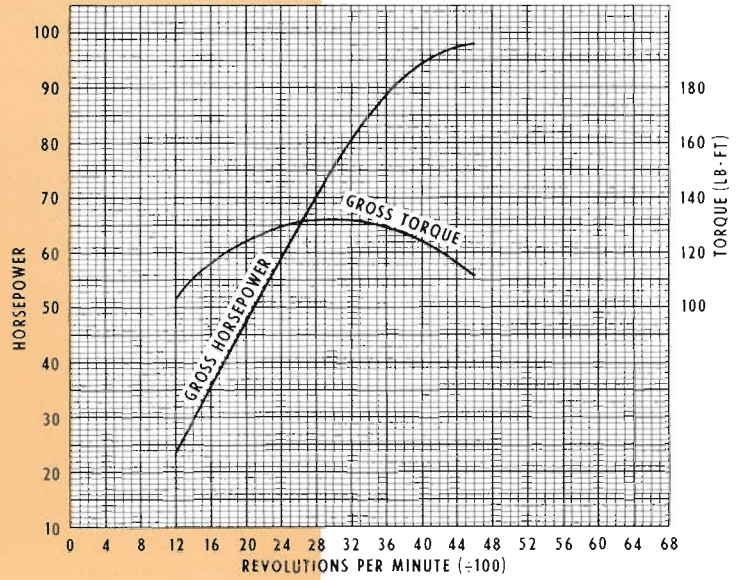


SUSPENSION CROSSMEMBER MOUNTS

An improved mounting system more effectively isolates body-frame from the suspension giving a quieter, smoother ride. New brackets, riveted and welded to the rear suspension crossmember, form bases for the inner mount cushions. Greater separation of these body-frame inner mounts from the engine front mounting points, serves to minimize disturbances transmitted to the passenger compartment. Also redesigned, large body-frame outer mounts have greater rubber-to-metal contact with cushion retainers, giving improved stability and helping to assure alignment.

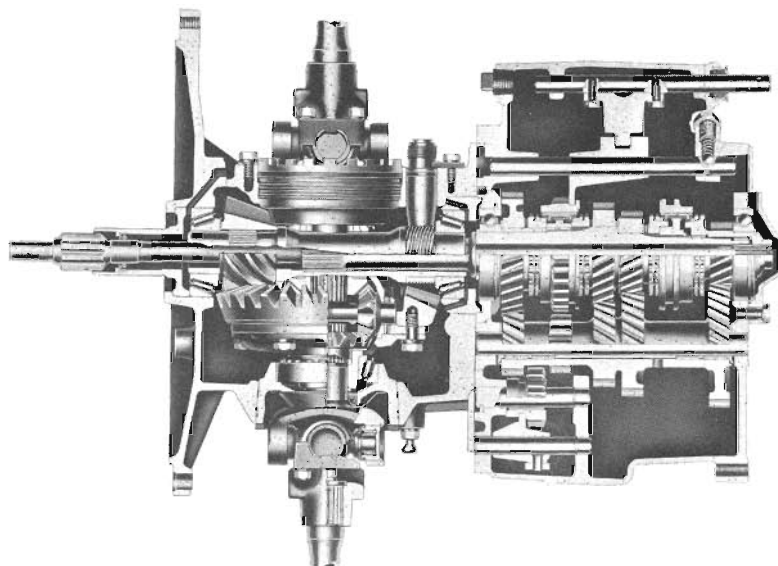


TURBO-AIR 6-CYLINDER ENGINE

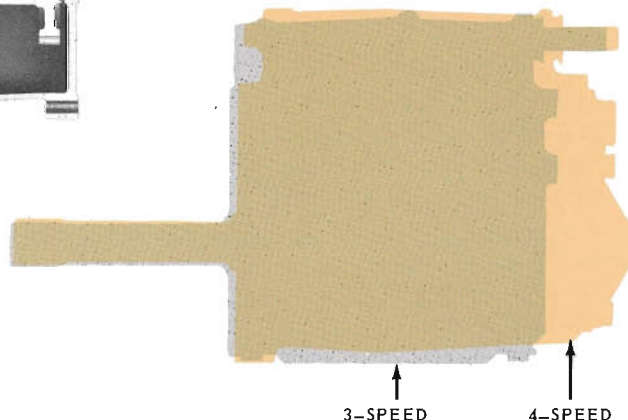


SUPER TURBO-AIR 6-CYLINDER ENGINE

ENGINE	COMPRESSION RATIO	TRANSMISSION	MODEL	AXLE RATIO	
				STANDARD	OPTIONAL
Turbo-Air Six 80 Horsepower 145 Cubic Inch	8.0-to-1	3-Speed	Sedans and Coupes	3.27	3.55
			Lakewood	3.55	3.89
			Greenbrier	3.89	—
		4-Speed	Sedans and Coupes	3.27	3.55
			Lakewood	3.55	3.89
			Greenbrier	3.27	—
		Powerglide	Sedans and Coupes	3.27	3.55
			Lakewood	3.55	3.89
			Greenbrier	3.89	—
Super Turba-Air Six 98 Horsepower 145 Cubic Inch (Special Camshaft)	8.0-to-1	3-Speed	Sedans and Coupes	3.27	3.55
			Lakewood	3.55	3.89
		4-Speed	Sedans and Coupes	3.27	3.55
			Lakewood	3.55	3.89
			Lakewood	3.55	3.89



TRANSAXLE WITH 4-SPEED TRANSMISSION



TRANSAXLES

POWER TRAINS

Corvair transmission-axle combinations for 1961 have been extended by the introduction of a new 4-speed transmission. The Powerglide, offered optionally with the Turbo-Air engine, continues unchanged. Three-speed ratios are higher and the standard axle ratio lower to give greater highway economy with no sacrifice in city performance.

The standard axle ratio for coupe and sedan models is reduced to a more economical 3.27-to-1 from the former 3.55-to-1. The 3.55-to-1 and 3.89-to-1 ratio axles are available as options. A 3.55-to-1 is standard in the new Lakewood Station Wagon with the 3.89-to-1 ratio available optionally.

The standard 3-speed transmission has increased gear ratios to maintain first and second gear performance with the 3.27 axle. Comparing the 1960 and 1961 coupe and sedan models with standard equipment, transmission and total reduction ratios are:

Gear	1960 (Axle Ratio-3.55:1)		1961 (Axle Ratio-3.27:1)	
	Trans- mission	Total Reduction	Trans- mission	Total Reduction
First	3.22:1	11.43:1	3.50:1	11.45:1
Second	1.84:1	6.53:1	1.99:1	6.50:1
Third	1.00:1	3.55:1	1.00:1	3.27:1
Reverse	3.65:1	12.96:1	3.97:1	12.98:1

CORVAIR 4-SPEED TRANSMISSION. Power train versatility for Corvair products is increased with the introduction of a fully synchronized, 4-speed transmission. Tailored to satisfy the driving enthusiast's desire for greater performance flexibility, the new transmission is available as optional equipment on all Corvair models. The unit is approximately the same size and less than six pounds heavier than the standard 3-speed. Shifting linkage, forward of the transmission case, is the same for both transmissions. Major vehicle differences necessitated by the 4-speed are a new rear suspension crossmember and a smaller diameter clutch. The clutch is 8 inches in diameter and has woven asbestos facings featuring a high coefficient of friction and burst strength.

Coupled with the smaller diameter, short stroke, quiet acting clutch, the 4-speed offers a new standard of sports-like driving for this type of vehicle. Fast, easy, silent operation of the combination is of particular interest. Low speed growl, common to most 4-speed transmissions, is notably absent in the Corvair unit. Shifting, up or down, is quick and quiet with the synchronization of all forward gears and short stroke clutch.

In the four forward speeds, the new unit covers a greater ratio spread than its 3-speed counterpart. The higher 3.65-to-1 first gear ratio of the 4-speed increases the low performance potential to give excellent

accelerating qualities from a standing start. Carefully spaced ratios of all gears permit the engine speed to be maintained nearer maximum engine output throughout the vehicle speed range. Conversely, engine braking flexibility is proportionally greater with the 4-speed unit.

The Corvair 4-speed transmission is an entirely new unit designed for the concentric input-output shafts of the transaxle system and the desired space limitations of a rear engine drive. All forward driving gears are helically cut and in constant mesh.

An engine driven clutch gear drives a counter gear in a manner similar to the Corvair 3-speed unit. However, forward speed gears of the counter gear remain in constant mesh with three non-sliding mainshaft gears giving, as selected, first, second, and third drives. Forward gears are engaged through two sliding clutch sleeves mounted on the mainshaft. Fourth gear engagement is made by direct connection of the input shaft to the mainshaft.

Engagement of the constant-mesh mainshaft gears to the mainshaft or of the input shaft to the mainshaft is accomplished through blocker ring-type synchronizers. In addition to durability, this arrangement assures that

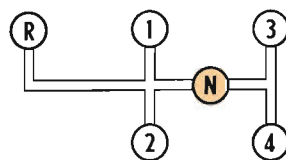


A speedometer indicating maximum upshift speeds is an additional feature on Greenbriers equipped with a 4-speed transmission.

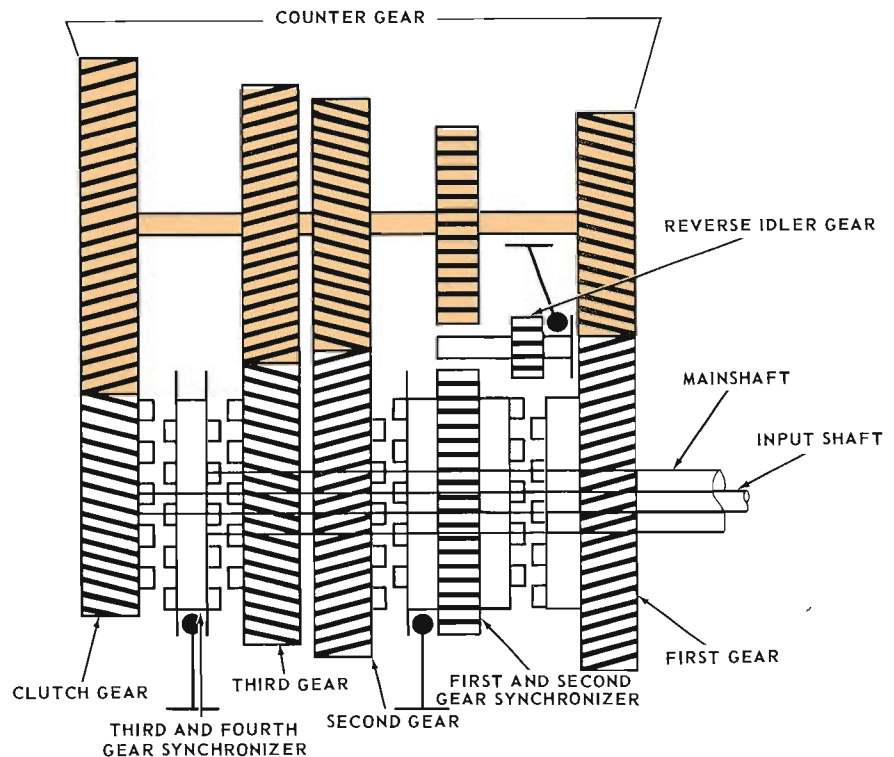
gear engagement cannot be completed until the proper shaft-to-gear speed relationship is established. The full synchronization feature permits easy, quiet up and downshifting, even to first gear, without double-clutching, providing the greatest possible use of the engine for vehicle speed control.

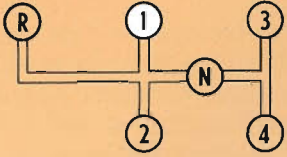
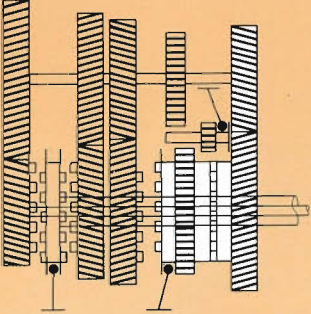
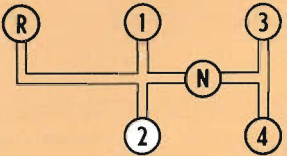
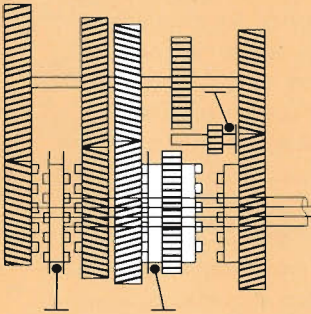
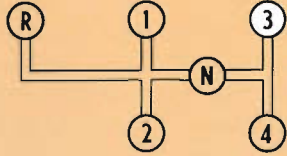
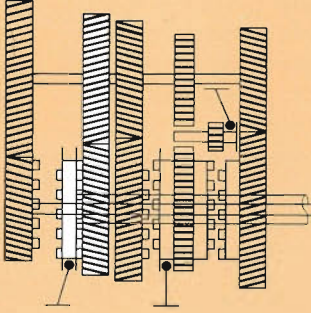
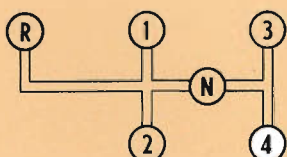
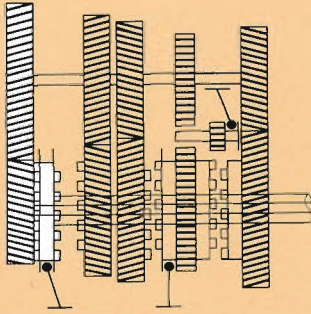
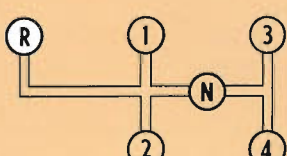
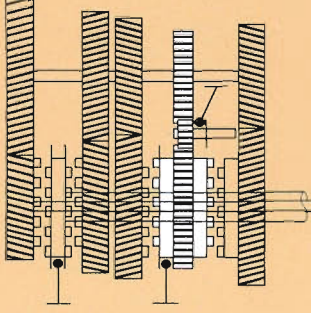
The only sliding gear in this 4-speed unit is used to engage reverse. This is in contrast to the standard 3-speed transmission which uses a common sliding gear for first and reverse gears. Engagement of reverse in the new transmission is a simple motion of the floor mounted shift lever against a spring load. No lifting of latches or complicated manipulation of levers is necessary.

NEUTRAL



SHIFT PATTERN



SHIFT PATTERN	GEAR ENGAGEMENT POSITION	GEAR RATIO
 <p>A shift pattern diagram showing a central 'N' (Neutral) position. To its left is a horizontal line with a circle containing 'R' (Reverse) at the end. To its right is a horizontal line with circles containing '3' and '4' at the ends. From the '3' position, a vertical line goes up to a circle containing '1' and down to a circle containing '2'.</p>	 <p>A technical cross-section diagram of a gearbox showing the internal gear train. The third gear is engaged with the fourth gear, as indicated by the alignment of the sliding sleeves.</p>	3.65:1
 <p>A shift pattern diagram showing a central 'N' (Neutral) position. To its left is a horizontal line with a circle containing 'R' (Reverse) at the end. To its right is a horizontal line with circles containing '3' and '4' at the ends. From the '3' position, a vertical line goes up to a circle containing '1' and down to a circle containing '2'.</p>	 <p>A technical cross-section diagram of a gearbox showing the internal gear train. The second gear is engaged with the third gear, as indicated by the alignment of the sliding sleeves.</p>	2.35:1
 <p>A shift pattern diagram showing a central 'N' (Neutral) position. To its left is a horizontal line with a circle containing 'R' (Reverse) at the end. To its right is a horizontal line with circles containing '3' and '4' at the ends. From the '3' position, a vertical line goes up to a circle containing '1' and down to a circle containing '2'.</p>	 <p>A technical cross-section diagram of a gearbox showing the internal gear train. The first gear is engaged with the second gear, as indicated by the alignment of the sliding sleeves.</p>	1.44:1
 <p>A shift pattern diagram showing a central 'N' (Neutral) position. To its left is a horizontal line with a circle containing 'R' (Reverse) at the end. To its right is a horizontal line with circles containing '3' and '4' at the ends. From the '3' position, a vertical line goes up to a circle containing '1' and down to a circle containing '2'.</p>	 <p>A technical cross-section diagram of a gearbox showing the internal gear train. The fourth gear is engaged with the third gear, as indicated by the alignment of the sliding sleeves.</p>	1.00:1
 <p>A shift pattern diagram showing a central 'N' (Neutral) position. To its left is a horizontal line with a circle containing 'R' (Reverse) at the end. To its right is a horizontal line with circles containing '3' and '4' at the ends. From the '3' position, a vertical line goes up to a circle containing '1' and down to a circle containing '2'.</p>	 <p>A technical cross-section diagram of a gearbox showing the internal gear train. The first gear is engaged with the second gear, as indicated by the alignment of the sliding sleeves.</p>	3.66:1

**REGULAR EQUIPMENT – EXTERIOR
GREENBRIER**

ITEM		MODEL	
Bright Metal Trims	Anodized Aluminum	Dual Headlamp Frames	R1206
		Dual Parking and Directional Signal Light Frames	
		Front Air Inlet Grille	
		Front Air Inlet Grille Ornament	
	Chrome Plated	Push-Button Door Handles	
		Key Locks, All Doors	
		Front Door Nameplates (Greenbrier)	
Stainless Steel	Windshield Wiper Arms		
Rubber Windshield and Rear Door Reveal Moldings			
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 Headlamp, 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		

REGULAR EQUIPMENT – INTERIOR
GREENBRIER

ITEM		MODEL	
Instrument Panel	Cluster Area	Dual Directional Signal Lights	
		Fuel Indicator	
		Speedometer	
		High Beam Indicator	
		Bright Control Knobs	Light
			Windshield Wiper
		Cigarette Lighter Cover Plate	
		Ignition Switch (4-positions)	
		Oil and Generator Warning Lights	
		Anodized Aluminum Trim Plate	
		Odometer	
	Powerglide Selector Cover Plate		
	Ash Tray		
	Dual Vent Control Knobs		
	Choke Control Knob		
Radio Speaker Grille			
Dispatch Box	Painted Door with Key Lock		
Two Full Width Seats		R1206	
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 Handle and Locking Knob			
Window Regulator Handles			
Painted Interior Trim Moldings and Roof Bows			
Dome Lamp (Operated by Main Switch)			
Painted Interior Body Panels and Inserts			
Woven Cloth Seat Covering with Vinyl Facings			
Textured Vinyl Roof Panel Inserts			
Left Hand Sunshade			
Black Ribbed Rubber Floor Mat			
Spare Wheel and Tire			
Jack			
Combination Jack Handle and Wheel Wrench			

REGULAR PRODUCTION OPTIONS AND FACTORY OPTIONAL ACCESSORIES
CORVAIR
500, 700 AND 900 SERIES

ITEM		NUMBER	MODELS	
Radio	Manual	103	All	
	Push-Button	104		
Heater, Direct Air		113		
Cover, Wheel Trim		117	500-700	
Comfort and Convenience Equipment	Outside Rear View Mirror	120	All	
	Windshield Wipers and Washers		500-700	
	Back-Up Lights			
	Glove Box Light			
Crankcase Ventilation		242	All	
Rear Door Armrest		248	5-769, 5-735	
Taxicab Equipment		330	569	
Heavy-Duty Battery		345	All	
Deluxe Body Equipment	Cigarette Lighter	347	500-700	
	Front Armrests			
	Right Hand Sunshade			
Automatic Transmission		360	All	
Spare Wheel Lock		384	All except Station Wagons	
Tinted Glass		398	All	
Instrument Panel Pad		427	All	
7.00-13-4 ply Whitewall Tires		449	535-735	
High Performance Engine		649	All	
35 Ampere Generator		650		
Four-Speed Transmission		651		
6.50-13-4 ply Whitewall Tires		661		
Rear Axle - 3.89:1		662		
Folding Rear Seat		664		
Rear Axle - 3.55:1		693		
				5-727, 5-769
				All except Station Wagons

GREENBRIER

ITEM		NUMBER	MODELS
Radio		123	R1206
Gasoline Heater and Defroster		128	
Windshield Washer		130	
Wheel Trim Cover		132	
Direct Air Heater		138	
Rear Seat		269	
Heavy-Duty Battery		345	
2-Speed Windshield Wiper and Washer		355	
Chrome Bumper, Front and Rear		393	
Taxicab Equipment		420	
Custom Equipment	Chrome Plated Front and Rear Bumpers	431	
	Chrome Plated Hub Caps		
	Stainless Steel Windshield Reveal Moldings		
	Rear Door Red Cove Inserts, Chrome Bezels		
	Vinyl and Nylon Faced Cloth Seats (Foam)		
	2-Tone Instrument Panel		
	Right Hand Sunshade		
	L.H.-R.H. Driver and Rear Passenger Armrests		
	Vinyl Headlining		
	Cigar Lighter		
	Anodized Dispatch Box Trim Plate		
	Spare Tire Cover		
	Rear Dome Lamp		
	Vinyl Coated Rubber Floor Covering		
Vinyl Trim Pads (Doors and Sidewalls)			
Body Side Door Equipment		645	
7.00-14-4 ply Tire, Whitewall		647	
7.00-14-6 ply Tire, Blackwall		648	
35 Ampere Generator		650	
Four-Speed Transmission		652	
Automatic Transmission		667	
7.00-14-6 ply Tire, Whitewall		674	

DEALER-INSTALLED ACCESSORIES
CORVAIR
500, 700 AND 900 SERIES

ITEM	MODELS
Alarm, Parking Brake	All
Antenna, Radio	
Armrests, Front and Rear	500-700
Belt, Seat	All
Boot, Package Compartment	
Cap, Gasoline Tank Filler Locking	
Carrier, Roof Top Luggage	
Clock, Instrument Panel	5-769, 5-735
Container, Litter	All
Cover, Front Seat Cushion	
Cover, Luggage Carrier	5-769, 5-735
Cover, Accelerator	All
Cover, Wheel Trim	500-700
Cushion, Air Ride	All
Dispenser, Tissue	
Extension, Exhaust Pipe	
Glare Shield, Windshield	
Guard, Front and Rear Bumper	
Guard, Door Edge	
Guard, Gasoline Tank Filler Door	
Heater, Gasoline	
Heater, Direct Air	

ITEM	MODELS
Horn, High Note	500
Kit, Tool	All
Lamp, Back-Up	500-700
Lamp, Courtesy	All
Lamp, Glove Compartment	500-700
Lamp, Portable Spot	All
Lamp, Underhood	
Lamp, Luggage Compartment	
Lighter, Cigarette	500-700
Mat, Front and Rear Floor	All
Mirror, Outside Rear View	
Mirror, Rear View Prismatic	
Mirror, Visor Vanity	500-700
Molding, Body Sill	
Pad, Ventilated Seat	All
Radio, Manual	
Radio, Push-Button	
Ring, Wheel Trim	500-700
Sunshade, Right Hand	All
Washer, Windshield	

GREENBRIER

ITEM	MODELS
Armrest, Front Door	R1206
Belt, Seat	
Campster Unit	
Cap, Gasoline Tank Filler Locking	
Carrier, Roof Top Luggage	
Clock, Instrument Panel	
Container, Litter	
Cover, Accelerator Pedal	
Cover, Wheel	
Deflector, Rain	
Guards, Front and Rear Bumper	
Heater, Direct Air	
Heater, Gasoline	
Horn, Vibrator	
Hub Caps, Chrome	
Lamp, Courtesy	
Lamp, Dispatch Box	
Lamp, Portable Spot	

ITEM	MODELS
Lamp, Rear Compartment Dome	R1206
Lamp, Spot	
Lamp, Traffic Hazard	
Lighter, Cigar	
Mirror, Outside Rear View	
Mirror, Inside Rear View	
Netting, Cargo	
Pad, Ventilated Seat	
Radio, Manual	
Reflectors, Rear Reflex	
Screen, Side Door	
Sleeper Unit	
Sunshade, R. H.	
Table, Dining	
Tent and Breezeway Unit	
Tool Kit	
Underseat Drawer	
Washer, Pump-Type Windshield	

**EXTERIOR-INTERIOR COLOR COMBINATIONS
GREENBRIER SPORTS WAGON**

EXTERIOR			INTERIOR	
SOLID COLORS, UPPER AND LOWER BODY COLOR, WHEELS* OF TWO-TONE MODELS	COVE OF TWO- TONE MODELS	BUMPERS AND HUB CAPS**	FABRICS**	PAINT**
Jet Black	Cameo White	Cameo White	Silver and Charcoal	Silver and Charcoal
Cameo White	Cardinal Red			
Pure White	—	Pure White		
Cardinal Red	Cameo White	Cameo White		
Brigade Blue				
Balboa Blue				
Woodsmoke Blue				
Neptune Green				
Woodland Green				
Tampico Turquoise				
Flaxen Yellow				
Yukon Yellow				
Omaha Orange				
Tahiti Coral				
Romany Maroon				

* - Wheels black on solid color models.

** - For complete coverage on deluxe version of Greenbrier Sports Wagon,
see 1961 Truck Engineering Specifications book.