

# *THE 1961 CHEVROLET TRUCK*

CHEVROLET ENGINEERING CENTER



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In 1960 Chevrolet introduced a line of trucks with many completely new design features. Continuing progress, however, requires even greater efforts in engineering and sales. Chevrolet trucks have been at the forefront of a highly competitive sales race for 19 consecutive years. By total volume, in fact, one out of every three trucks on the road today is a Chevrolet.

This kind of leadership must necessarily invoke progressive engineering, from the standpoint of both technology and customer satisfaction.

The following pages detail all changes for the coming model year, including our all new light series of truck vehicles which we call the "Corvair 95."

H. F. Barr  
Chief Engineer



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# THE 1961 CHEVROLET TRUCK

*The Chevrolet truck line-up for 1961 is again extended, and the styling factor enhanced; but the greatest emphasis in the conventional line is on the chassis and engine improvements, intended to consolidate even further the highly advanced and successful design of the previous year.*

*The story of note, however, is the introduction of the Corvair 95 line, designed to compete in the ever-growing market for light-duty delivery vehicles.*

- EXPANDED LINE-UP
- STYLING REFINEMENTS
- IMPROVED CHASSIS, POWER TRAINS

The Chevrolet truck program for 1961 is basically a continuation of the radically new 1960 design, but with identifying styling changes and several important body and chassis revisions.

Styling refinements for the conventional line include eight new exterior colors, as well as new front end appearance, nameplates, and seat trim. Additionally, the former Custom Equipment option is divided into four separate options, for a more selective choice of special trim and equipment.

A lower and narrower floor tunnel increases front compartment roominess on most Series C10 and 20

models, while changes in third seat design further improve passenger comfort on the Suburban Carryall units. Other notable body changes include a new optional 2-speed windshield wiper and washer combination; a full foam rubber seat cushion and special body insulation, which are a part of the Custom Comfort and Convenience option; and a new full-foam 2-passenger seat available optionally for the tilt-cab vehicles.

The chassis program is mainly one of continuing refinement and consolidation. Many important changes were adopted during the 1960 model year. Included were increased torsion bar and rear spring capacities, a





heavier tandem axle unit, new frame reinforcements, improved 9000 pound front suspension, and several increased rear axle capacities.

The 1961 changes incorporate increased frame and steering system durability for most medium and heavy-duty models; a new heavy-duty chassis option for the 157 and 175-inch wheelbase Series C60 and 70 models; new tire sizes for 1/2-ton models; improved synchromesh transmission durability; new suppression type ignition wiring; an optional smog suppression crankcase ventilating system; an optional 12-inch heavy-duty clutch for Series 60 and 60H models; and 4-barrel carburetor

and dual exhaust system options for Series 60 and 60H models with the Taskmaster V-8 engine.

The important story for 1961, however, is in the expanded model line-up. To provide improved market coverage, to expand vocational application, and to maintain a competitive status, a number of new models are added to the line, the most interesting of these being the three new light-duty forward control units. Three additional 4-wheel drive vehicles, two new conventional forward control models, and the discontinuance of the Sedan Delivery and Sedan Pickup bring the line-up total to 191 models on 19 wheelbases.

# SERIES AND MODELS

*The growing complexity of daily living, together with the greater dependence on the services performed by trucks, necessitates an ever-increasing diversification of sizes, types, and capacities.*

*The 191 models in the 1961 Chevrolet line-up are designed to satisfy almost every requirement of trucking usage.*

MODEL R1205



Increasing market diversification necessitates an ever-expanding truck model line-up. The 1961 Chevrolet truck program provides 191 models on 19 wheelbases. Additions include three new light-duty, forward control models, three new 4-wheel drive units, and two new short wheelbase conventional forward control models, which will become available sometime in January. The Sedan Delivery and Sedan Pickup are discontinued.

The new R1200 or Corvair 95 series is comprised of Model R1205, the Corvan, a panel delivery vehicle; Model R1244, a pickup named the Loadside; and Model R1254, the Rampside, a pickup with a side loading ramp. The Corvair 95 design program also includes a station wagon, Model R1206, which, however, is not a part of the truck line since it is merchandised as a passenger car.

All Corvair 95 models are built on a 95-inch wheelbase, with a nominal rating of 1/2-ton and a maximum GVW of 4600 pounds. In brief, all four units feature body-frame integral construction; coil spring independent suspension, front and rear; relay-type steering linkage; transaxle design with the standard 3-speed

or optional 4-speed or Powerglide transmission; and a rear-mounted, horizontally-opposed, 6-cylinder, air-cooled engine.

The new 4-wheel drive units, which are rated at 1/2-ton and have 127-inch wheelbase, include Models K1503, a cab-chassis; K1504, a Stepside pickup; and K1534, a Fleetside pickup. Gross vehicle weight ratings range from 4900 to 5600 pounds.

The new conventional forward control units include Models P1342, a chassis, and P1345, a Step-Van with a 7-foot body. Both are nominally rated at 1/2-ton and have a 102-inch wheelbase, which is achieved by shortening the C14 series frame by 13 inches. All chassis components are basically identical to those for all C14 units. Model P1345 has a capacity of approximately 200 cubic feet and a payload capacity of 1350 pounds. Both vehicles are rated at a maximum GVW of 5400 pounds.

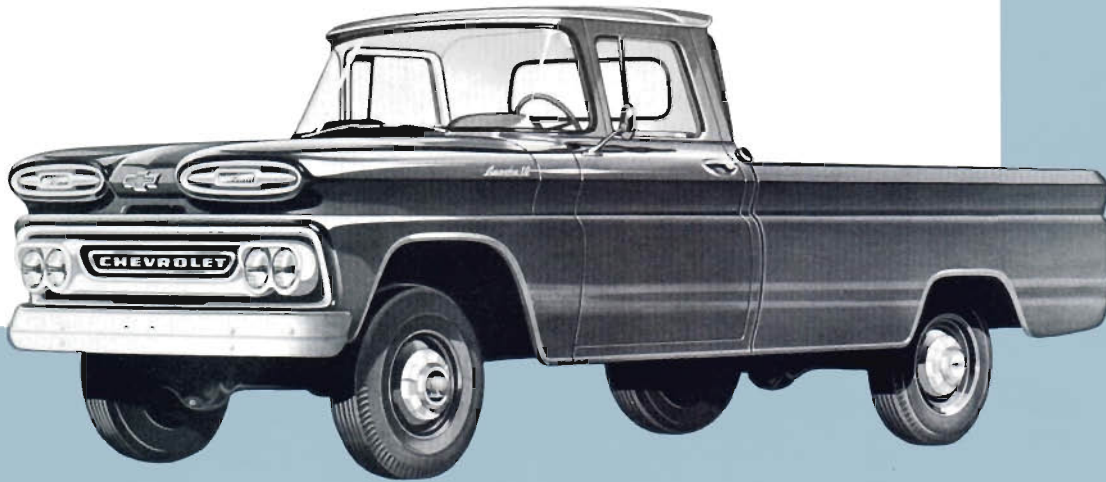
No changes are made in the GVW ratings of models carried over from 1960, with one exception. The 48,000 pound GCW rating of Series 80 models and the 50,000 pound GCW rating of the M70 units both are increased to 51,000 pounds.



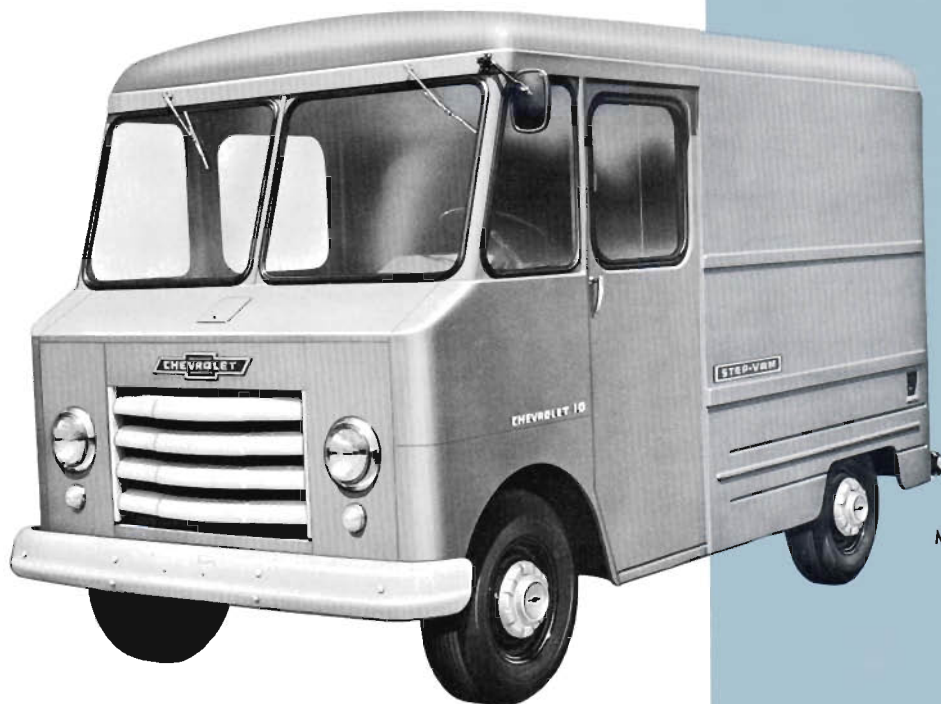
**NEW 4-WHEEL DRIVE UNITS**

**NEW STEP-VAN AND FORWARD CONTROL MODELS**

**THREE NEW CORVAIR 95 MODELS**



















MODEL K1534



MODEL P1345

## 191 MODELS . . .

VEHICLE TYPE	1/2 TON	3/4 TON	1 TON	1-1/2 TON	1-1/2 TON SPECIAL	2 TON	2 TON HEAVY	2-1/2 TON
 CORVAIR 95 PANEL & PICKUPS	R1205 R1244 R1254							
 FLAT FACE COWL	C1402	C2502	C3602	C4102 C4302	C5102S C6102S C5202S C6302S C5302S C6502S C5502S	C5102 C6102 C5202 C6302 C5302 C6502 C5502	C6102H C6302H C6502H	
 WINDSHIELD COWL	C1412	C2512	C3612	C4112 C4312	C5112S C6112S C5212S C6312S C5312S C6512S C5512S	C5112 C6112 C5212 C6312 C5312 C6512 C5512	C6112H C6312H C6512H	
 L.C.F. CAB CHASSIS					L5203S L6203S L5303S L6303S L5603S L6603S L6103S L6903S	L5203 L6203 L5303 L6303 L5603 L6603 L6103 L6903	L6103H L6203H L6303H L6603H L6903H	L7103 L8103 L7203 L8203 L7303 L8303 L7603 L8603
 TILT CAB CHASSIS					T6203S T6303S T6603S T6803S	T6203 T6303 T6603 T6803	T6203H T6303H T6603H T6803H	T7203 T8203 T7303 T8303 T7603 T8603 T7803 T8803
 CONVENTIONAL CAB CHASSIS	C1403 C1503 K1403 K1503	C2503 K2503	C3603	C4103 C4303	C5103S C6103S C5203S C6203S C5303S C6303S C5503S C6503S C6803S	C5103 C6103 C5203 C6203 C5303 C6303 C5503 C6503 C6803	C6103H C6203H C6303H C6503H C6803H	C7103 C8103 C7203 C8203 C7303 C8303 C7503 C8503 C7803 C8803
 STEPSIDE PICKUP	C1404 C1504 K1404 K1504	C2504 K2504	C3604					
 FLEETSIDE PICKUP	C1434 C1534 K1434 K1534	C2534 K2534						
 PANEL	C1405 K1405		C3605					
 SUBURBAN CARRYALL	C1406 C1416 K1406 K1416							
 CONVENTIONAL STAKE		C2509	C3609	C4109 C4309	C5109S C5309S	C5109 C5309		
 L.C.F. STAKE					L5309S	L5309		
 TANDEM								M7303 M7503 M7803
 SCHOOL BUS						S5302 S6202 S6402 S6702		S7702 S7902
 FORWARD CONTROL	P1342	P2342 P2542 P2642	P3342 P3542 P3642					
 STEP-VAN	P1345	P2345 P2545 P2645	P3345 P3545 P3645					

**. . . ON 19 WHEELBASES**

NOMINAL RATING	SERIES	WHEELBASE	MAXIMUM GVW	GCW	
1/2 TON	R12	95	4600		
	C14	115	5200		
	K14	115	5600		
	C15	127	5200		
	K15	127	5600		
	P13	102	5400		
3/4 TON	C20	127	7500		
	K25	127	7600		
	P23	104	7000		
	P25	125			
	P26	137			
	C30	133			
1 TON	P33	104	10,000		
	P35	125			
	P36	137			
	C41	133			
1-1/2 TON	C43	157	14,000		
	C43	157	14,000		
1-1/2 TON SPECIAL	C51S, L52S	133	15,000	25,000	
	C52S, L53S	145			
	C53S	157			
	C55S, L56S	175			
	T62S	97	15,000	32,000	
	T63S	109			
	L61S	121			
	T66S, L62S, C61S	133			
	T68S, L63S, C62S	145			
	C63S	157			
	L66S, C65S	175			
	L69S, C68S	197			
	2 TON	L52, C51	133	16,000	25,000
		L53, C52	145		
C53		157			
L56, C55		175			
T62		97	19,500	32,000	
T63		109			
L61		121			
T66, L62, C61		133			
T68, L63, C62		145			
C63		157			
L66, C65		175			
L69, C68		197			
S53		157	16,000		
S62		197	21,000		
S64	225-1/2				
S67	243				
2 TON HEAVY-DUTY	T62H	97	22,000	32,000	
	T63H	109			
	L61H	121			
	T66H, L62H, C61H	133			
	T68H, L63H, C62H	145			
	C63H	157			
	L66H, C65H	175			
	L69H, C68H	197			
2-1/2 TON	T72	97	23,000	42,000	
	T73	109			
	L71	121			
	T76, L72, C71	133			
	T78, L73, C72	145			
	C73	157			
	L76, C75	175			
	C78	197			
	S77	243	23,000		
	S79	261-1/2			
	T82	97	25,000	51,000	
	T83	109			
	L81	121			
	T86, L82, C81	133			
	T88, L83, C82	145			
	C83	157			
	L86, C85	175			
	C88	197			
	M73	157	36,000	51,000	
	M75	175			
M78	193				

# STYLING - CONVENTIONAL LINE

*The modern truck must not only perform its commercial function to complete satisfaction, but must also, by influence of appearance, contribute to the successful merchandizing of the operator's product or services.*

*Exterior refinements impart a fresh new appearance to the 1961 models and promise to maintain Chevrolet's prominence in the field of truck styling.*

New-design parking light housings contribute to the new appearance of the front end sheet metal. Each stamped housing displays an embossed spinner, which serves as a bezel for the parking light. Air inlet slots in the housings provide underhood ventilation.

The housings are painted Cameo White except for the slotted rear face, which is painted black.



Larger in scale than their 1960 counterparts, new hub caps distinguish Series 10-30 models. The hub caps are painted Cameo White and carry a red Chevrolet trademark.

A silver-anodized aluminum insert for the air intake opening imparts a fresh new appearance to the grille of Series 10-40 models. Low-gloss black paint is used to finish the background of the central bar carrying the lettering. The remainder of the grille assembly is painted Cameo White.

- NEW IDENTIFYING EMBLEMS
- NEW GRILLE DESIGN
- EIGHT NEW COLORS
- NEW INTERIOR TRIM



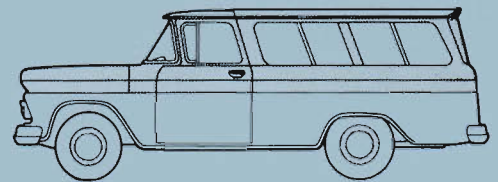
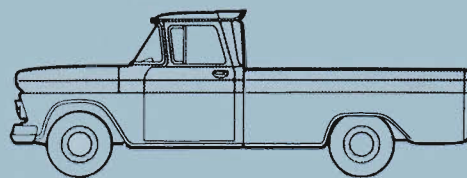
New nameplates for all regular line trucks consist of the group classification name in chrome script over a red bar. Further identification is given to Apache models with the addition of series numerals. The nameplates are mounted at the rear of the hood, just above the crease line.

For 1961, series identification is provided Step-Van models with a series numeral plate after the Chevrolet nameplate. The nameplate also is relocated lower on the front quarter panel.

Tilt-cab identification emblems are unchanged from the previous year.



Grilles of medium and heavy-duty models, except tilt-cabs, gain an entirely new appearance through the addition of two-digit series numerals to separate the central air intake openings. The grille assemblies are painted Cameo White, while the lettering is black.



## *EXTERIOR COLORS*

All models are available in a choice of one of 15 solid colors, 8 of which are new. All of the colors except Pure White and Cameo White are used with the latter to provide 13 optional 2-tone color combinations. Cameo White is also used on items of exterior trim. For 1961, all mirror arms and brackets, except those of Step-Van and tilt-cab models also are painted body color. Mirror heads remain Jet Black.

Regular cab, Fleetside pickup, panel, and Suburban Carryall models feature a new method of two-toning, as shown. Two-toning schemes for Stepside pickup, tilt-cab, and carry-over Step-Van models are unchanged from 1960. Model P1345 is two-toned by painting the roof Cameo White.

Additional color information is contained in the Appendix.

# CUSTOM EQUIPMENT

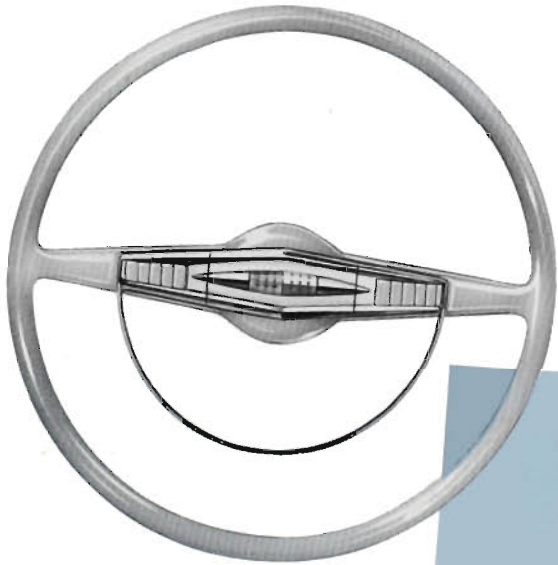
In the interest of greater selectivity, Custom Equipment is divided into four separate options for 1961. Furthermore, these contain several items previously unavailable, while some components have been cancelled. The chrome ventipane and door glass frames, and the dispatch box door nameplate are discontinued. New equipment includes a full foam rubber seat cushion, additional body insulation, and a horn ring-equipped steering wheel.

**CUSTOM APPEARANCE EQUIPMENT**, which is available for Series 10-40 models only, is comprised of a silver-anodized aluminum radiator grille and headlamp door assembly, chrome-plated windshield reveal moldings, bright-metal cab upper rear quarter panel trim plates, steering wheel with chrome horn ring, chrome trimmed instrument panel control knobs, and 2-tone front door panel treatment.

**CUSTOM COMFORT AND CONVENIENCE EQUIPMENT**, which is available for all models except tilt-cabs and Step-Vans, consists of a left hand armrest, right hand sunshade, left hand door outside key lock, chrome cigar lighter, full foam rubber cab seat cushion, special cab and Suburban Carryall seat trim, and special body insulation.

**CHROME BUMPER EQUIPMENT** is released for Series 10-30 models, and included in the option for 1961 are chrome hub caps. The hub caps, however, are not provided on 4-wheel drive units or models C3603 or C3609 with dual rear wheels.

**SIDE TRIM MOLDING**. This option is comprised solely of a bright body side molding for Fleetside pickup models, which is carried forward from 1960 without change.



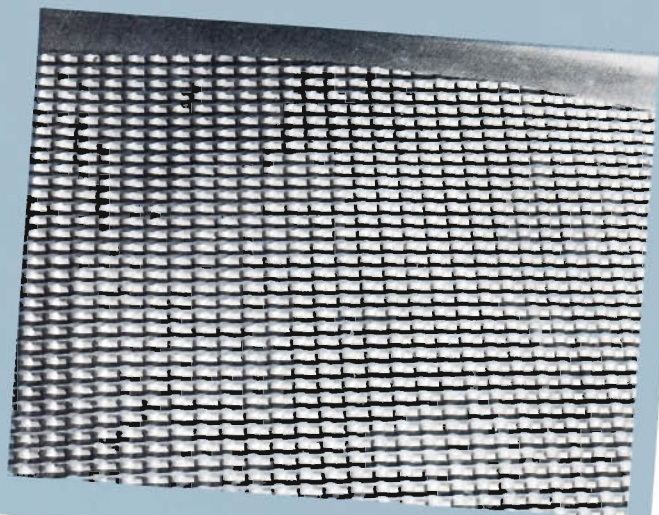
## CUSTOM STEERING WHEEL

Deep-dished, dual-spoke steering wheels, with a half-circle horn ring, are featured for Series 10-40 models with the Custom Appearance Equipment option.

The steering wheel is painted silver except for the horn ring assembly. A silver plastic piece decorates the bar portion of the chrome horn ring.

## FLOOR MAT DESIGN

Lending to the distinctive appearance of 1961 truck interiors are new embossed floor mats of black rubber. Because the new embossment pattern is not deep, the floor mats are easier to keep clean.



## **REGULAR PRODUCTION SEAT TRIM**

Durable, easy-to-clean vinyls are featured for regular production model seats. Silver gray is used for the cushion and backrest coverings, which are attractively styled with embossed panels. Contrasting with the coverings are charcoal gray facings with a pin-seal grain.

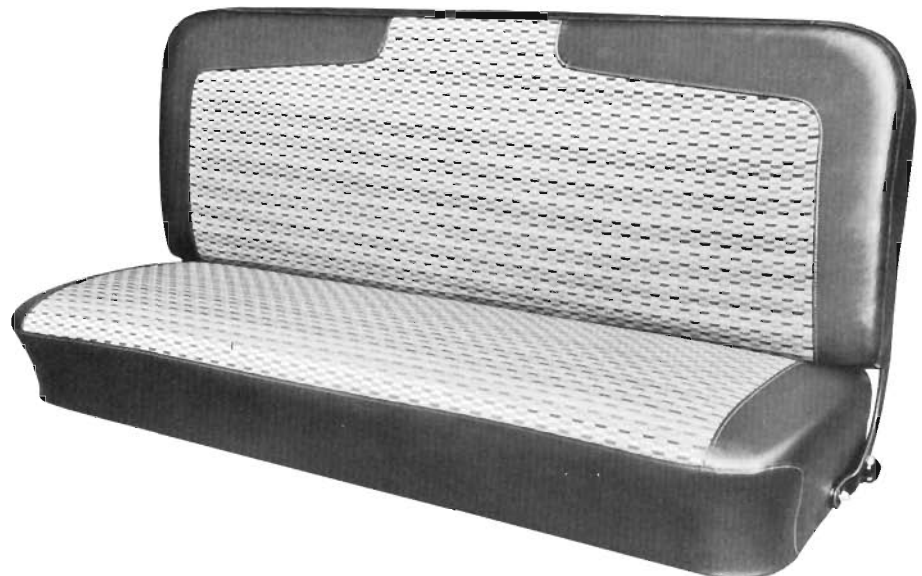
Seat durability is enhanced with coverings which extend over the cushion edges for an unbroken surface in the areas under contact during entry and exit. As in 1960, a 1-inch thick urethane foam pad is used in the seat cushion.



## **CUSTOM SEAT TRIM**

Pin-seal grain vinyl and nylon-faced pattern cloth are used to trim the seats of cab and Suburban Carryall models with the Custom Comfort and Convenience Equipment option. Contrasting with the muted silver gray and charcoal gray of the coverings are the dark charcoal gray facings and bolsters. Seat durability is enhanced with ridge-free French seams and seam-free points of contact during entry and exit.

Custom seats for cabs are constructed with full foam rubber padding in the cushion, eliminating the need for cushion springs. Custom seats for Suburban Carryalls retain the regular production construction.





# BODY AND SHEET METAL CONVENTIONAL LINE

Market emphasis on both styling and strength in truck cab and sheet metal design resulted in the radically new and successful design introduced in 1960. Changes for the new model year are confined, in the main, to items contributing to greater comfort and convenience.

The body and sheet metal program for 1961, though basically unchanged for 1961, incorporates several new features related directly to the comfort of the vehicle occupants.

High on the list of importance is the new floor tunnel configuration for all Series C10-20 models, except the flat face cowls. The transmission cover height and width is considerably reduced, contributing to greater foot and leg room. The new cover is unavailable on units with either the 4-speed transmission, or the 3-speed heavy-duty with the integral parking brake.

A full foam rubber cab front seat cushion, a part of the Comfort and Convenience option, affords increased comfort for the driver and passengers. It is used in combination with a 3/4-inch urethane foam pad on the backrest. Included in the option is an insulation package for cabs and single-unit bodies which provides additional undercoating and a perforated mat for the dash panel. On cab models, an asphalt-impregnated pad also is provided for the rear panel.

Tilt-cabs feature an optional 2-passenger seat having full foam padding in both the cushion and backrest. The single passenger seat option is discontinued.

Foot room for second and third seat passengers of Suburban Carryall models is improved with the removal of the footrests from the first and second seats. In addition, the third seat cushion is lowered approximately 1.5 inches to the height of the second seat, improving third seat passenger headroom and vision level. Sound-deadening modifications to the seat frame assemblies consist of asphalt-impregnated pads on the back panels, which act as buffers between the backrests and the panels.

Another important body feature for 1961 is the availability of a new 2-speed windshield wiper and washer combination, which is offered as a regular production option. Other body and sheet metal features for 1961 include improved Suburban Carryall side window latches, which are modified to incorporate interlocks to prevent forcing the windows open from the outside. Suburban Carryall Models C and K1416 also feature the addition of nylon bushings to the tailgate hinges for smoother gate operation, and the addition of a lock on the right hand liftgate support to prevent the gate from unlatching. New tilt-cab shielding protects the engine compartment

➤ NEW TUNNEL CONFIGURATION

➤ FULL-FOAM RUBBER CUSTOM SEAT

➤ IMPROVED SUBURBAN CARRYALL SEATING

## TWO-PASSENGER TILT-CAB SEAT



Passenger-carrying capacity for tilt-cabs is increased with a new, optional, 2-passenger seat featuring full foam cushion and backrest padding and all-vinyl trim. As with the former single passenger seat option, the 2-passenger seat backrest is hinged to permit access to the engine oil filler door.

Both the backrest and cushion pads are of solid contoured urethane foam with a maximum thickness of 2-1/2 and 3-1/2 inches respectively. Both pads are mounted to plywood panels and held in place with the all-vinyl seat trim.

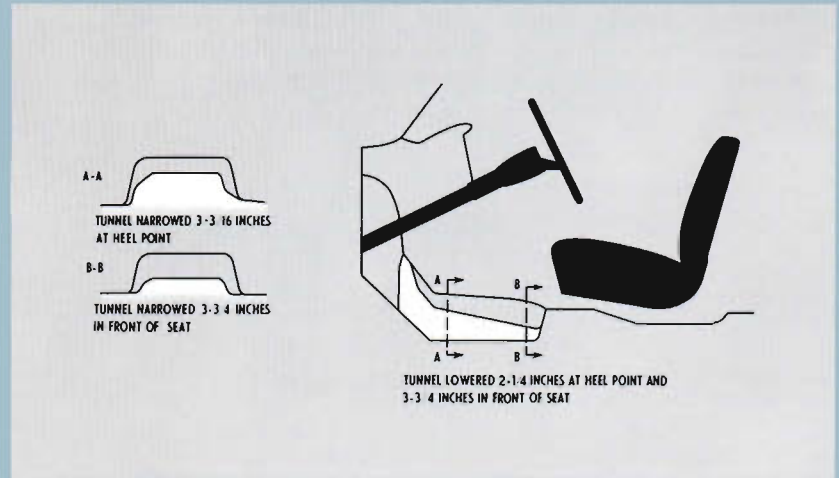
Since the 2-passenger seat partially covers the central control island, all controls except the gearshift lever are relocated.

from mud and water entry and consists of a left and right hand front shield attached to the forward frame crossmember and a rear shield attached to the cab support crossmember. On all but Series T60 models with the 6-cylinder engine, an additional shield is used under the lock opening in the cab support crossmember to direct water away from the distributor and coil.

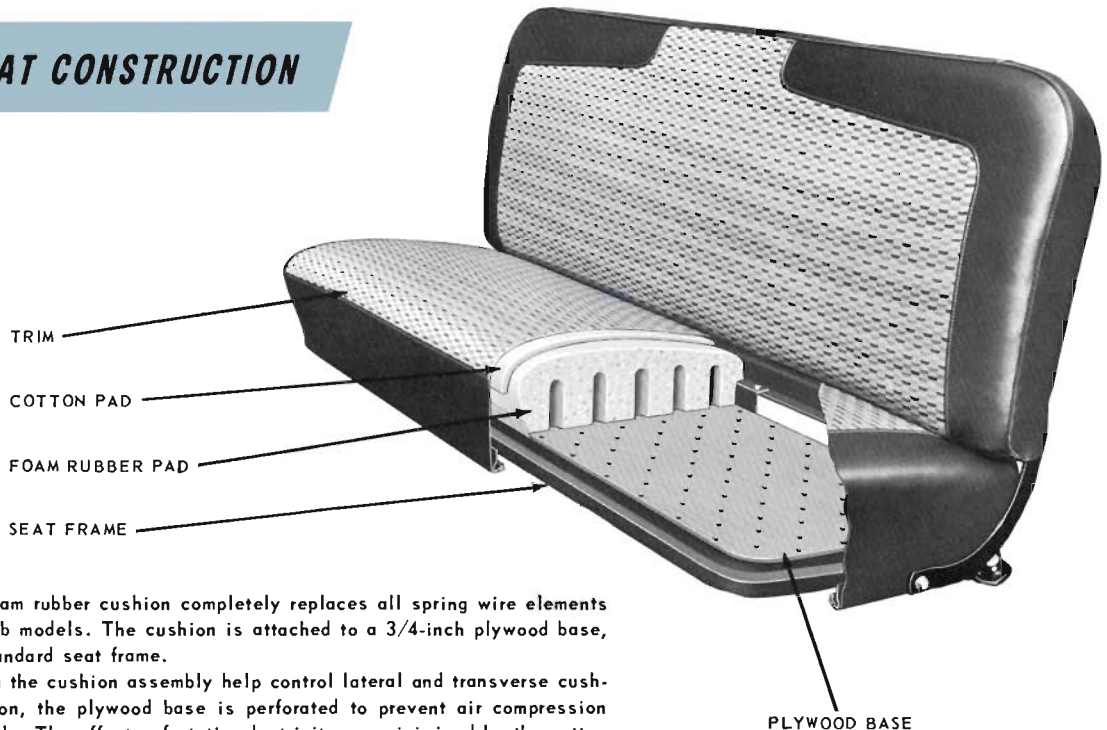


## NEW FLOOR TUNNEL CONFIGURATION

Comparison with the 1960 tunnel shows a decrease in tunnel width of 3-3/16 inches at the heel point (AA) and 3-3/4 inches in front of the seat (BB), providing a considerable gain in foot room. More leg room for the passenger in the center of the front seat is another advantage of the new tunnel configuration since its height is decreased 2-1/4 inches at the heel point and 3-3/4 inches in front of the seat.



## CUSTOM SEAT CONSTRUCTION



A molded, 6-inch thick foam rubber cushion completely replaces all spring wire elements in the Custom seat for cab models. The cushion is attached to a 3/4-inch plywood base, which is mounted in a standard seat frame.

Vertical depressions in the cushion assembly help control lateral and transverse cushion movements. In addition, the plywood base is perforated to prevent air compression and a resultant harsher ride. The effects of static electricity are minimized by the cotton pad, which separates the foam rubber from the nylon-faced pattern cloth and vinyl trim. Backrest construction is conventional, with coil springs used in combination with a 3/4-inch urethane foam pad.

Although Custom seat trim is available on Suburban Carryall models, regular production seat construction and padding are retained in this application.

# CHASSIS - CONVENTIONAL LINE

- GREATER TRANSMISSION DURABILITY
- NEW HEAVY-DUTY FRAME OPTION
- IMPORTANT FRAME MODIFICATIONS
- STEERING SYSTEM IMPROVEMENTS

*The boldly new, successfully different chassis design of the previous year, coupled with proven power train combinations, is continued with no major changes for 1961.*

*The many significant refinements, however, evidence the continuous engineering progress that makes Chevrolet trucks the most capable load carriers in their field.*

The 1961 chassis program is one of continuing product improvement and design consolidation. Especially significant are the modifications to Series 50-80 frames, which increase frame durability for 133, 145, and 157-inch wheelbase models as well as all tandem axle units. Noteworthy, too, is the heavy-duty chassis conversion option for 157 and 175-inch wheelbase Series C60 and 70 cab models which provides a modified and reinforced frame, modified 7000 pound capacity front suspension, and the addition of auxiliary rear springs.

Other important chassis changes include steering system improvements for Series 50-80 models; the release of the 3-speed transmission as regular production equipment for 4-wheel drive models; new tire sizes for 1/2-ton models; improved manual transmissions; suppression-type engine ignition wiring; viscous fan drive option for Series 10-40 models with the Trademaster V-8 engine; an optional smog suppression-type crankcase ventilating system for all engines; an optional 12-inch clutch on Series 60 and 60H models; and 4-barrel carburetor and dual exhaust options for Series 60 and 60H models equipped with the Taskmaster engine.

## FRAMES

A heavier-gauge, higher-tensile strength front intermediate crossmember contributes to greater frame structural strength and rigidity for Series 50-80 models, with wheelbases of 133, 145, and 157 inches. The new member is of 3/16-inch gauge, SAE 1020 steel

and gains additional rigidity from the elimination of the access holes previously employed in attaching this member to the side rails. Bolts replace rivets in the attaching method. As a result of these modifications, the yield point specification for the new crossmember is increased to 39,000 from 23,000 psi.

An additional intermediate crossmember is added to the frame when the optional 9000 pound front suspension is specified on the tilt-cab models. The new crossmember provides support to the torsion bar rear anchors since these were moved rearward as a result of the 12.5 inch longer bars used with the heavy-duty suspension.

Tandem axle models are equipped with a new, heavier gauge, rear intermediate frame crossmember. Gauge thickness of the member is increased from .179 to .250 inches for additional strength in the mounting area of the forward rear axle torque arm frame bracket.

## STEERING

Several design refinements to the steering systems of heavy-duty models contribute to greater durability. Changes include larger diameter pitman shafts, improved seals, steering shafts, and couplings.

The pitman shaft diameter is increased from 1-3/8 to 1-1/2 inches for all Series 50-80 models, while a new double-lip seal at the upper end of the steering gear improves sealing characteristics for an extended component life.



## HEAVY-DUTY CHASSIS EQUIPMENT

The optional heavy-duty chassis package, available on 157 and 175-inch wheelbase, C60 and C70 models, is specifically designed for on-off road operations conducted in certain areas of the country. It consists of a modified frame, full-length frame outer reinforcements, a modified 7000 pound front suspension, and auxiliary rear springs. In addition, a 2-speed rear axle is required as mandatory equipment for use with this option.

Heavier gauge side rails on models C6303 and C7303 increase the frame strength and rigidity. Gauge thickness is increased from .219 to .250 inches. Furthermore, model C6303 utilizes a heavier inner liner of .1875 inch gauge thickness.

With the option specified on models C6503, C7303, and C7503, the standard X-member frame assembly is replaced with a regular ladder-type unit, employing the K-type crossmember in the second position. Also, one alligator-jaw, hat-section crossmember is added on model C7303; two on models C6503 and C7503.

Other features include a new tubular steel crossmember, which improves the frame rigidity in the rear spring area. The tubular section is welded to steel castings which are bolted through the side rails directly to the spring front hangers. A gusseted double crossmember performs a similar function at the rear spring rear hanger.

In addition, the torsion bar rear anchor is relocated to a point adjacent to the second crossmember for the necessary strength at another critical point of stress. Although repositioning of the anchor requires the use of longer torsion bars, the rated capacity remains unchanged.

Modifications to the 7000 pound front suspension used with the heavy-duty equipment option consist of heavier lower control arm jounce bumpers, which prevent torsion bar over-stressing.

Four-leaf auxiliary rear springs also are furnished in this option. The springs, each with a rated capacity of 2000 pounds at the ground, are used to provide an extra margin of capacity for handling heavy loads.

When the heavy-duty chassis option is specified, a special emblem replaces the regular nameplate. The chrome emblem consists of a sculptured beaver perched atop a log, over a rectangular base.



Further refinements include a more positive method of steering shaft-to-coupling attachment through a redesigned retention ring and washer; and a new butyl rubber coupling seal, which is unaffected by salt, water, grease, or cold temperatures.

The steering changes affect both manual and power steering installations, at both the upper and lower shaft couplings.

For 1961, the heavy-duty 9000 pound capacity front suspension option does not require power steering as mandatory equipment. The steering gear is unchanged in all applications except Series T70 and T80 where a gear ratio of 30.5-to-1 replaces the 28.14-to-1 ratio.

## SUSPENSIONS

Tilt-cab models for 1961 feature realigned trim heights, front and rear, for improved vehicle appearance. On the front suspension, the torsion bar rear anchor hex openings are rotated four degrees in the direction necessary to increase the vehicle height by approximately .85 inches.

At the rear, lower silhouette springs provide one inch more negative camber at design load than did the previous assemblies. As a result, frame heights are lowered by approximately 1.75 inches. Rated capacities of all springs remain unchanged.

Further suspension refinements provide auxiliary springs as a Regular Production Option for all medium and heavy-duty models except tandems and school buses. These 2000 pound capacity units were previously available only as an accessory.

## TIRES

Two new tire sizes are released for 1/2-ton trucks in 1961. The 7.10-15-4 PR size is provided as minimum tire equipment for the 4600 pound GVW rating on conventional models, and for the 4900 pound GVW rating on 4-wheel drive models, replacing the 6.70-15-6 PR size formerly used in these applications. The new tire, therefore, is now base equipment for all Suburban Carryall models. The 7.10-15-6 PR tire is substituted for the 6.50-16-6 PR tire as minimum equipment in the 5000 pound GVW rating on conventional models and 5300 GVW rating on 4-wheel drive models. These tire application changes provide the affected vehicles with improved ride and handling since the tires offer adequate capacity at lower inflation pressures. The 6.70-15-6 and 6.50-16-6 PR sizes are available as free options.

## ENGINES

SUPPRESSION-TYPE IGNITION WIRES represent one of several changes to the 1961 truck basic engine design. Both the high resistance spark plug and coil secondary wires suppress radio interference, which results from ignition static. Longer spark plug gap life

also is another benefit resulting from the new wiring.

VISCOUS FAN DRIVE. An air temperature-modulated viscous fan drive is released as a Regular Production Option for Series 10-40 models with the Trademaster V-8 engine. The new option consists of a fluid drive clutch, which is air temperature-regulated, and a high-capacity, 5-blade fan.

Power to drive the fan is transmitted through shearing of highly-viscous silicone fluid. An air temperature-sensitive, bi-metallic thermostat on the face of the cast aluminum fluid clutch housing is mechanically connected to an internal valve. As the thermostat senses the temperature of the air coming from the radiator, the valve regulates the flow of silicone fluid between two internal chambers, the reservoir chamber and the fluid coupling, or drive chamber, tailoring the fan speed to engine cooling requirements. Resultant benefits include higher net engine power, increased economy, and reduced fan noise.

FOUR-BARREL CARBURETOR AND DUAL EXHAUST SYSTEMS. Two new options provide a 4-barrel carburetor and dual exhaust system on Series C and L60 and 60H models with the 283 cubic inch Taskmaster V-8 engine. The carburetor equipment is available with or without the dual exhaust system. Vehicles equipped with these options feature a substantial increase in performance.

HEAVY-DUTY CLUTCH. A 12-inch coil spring clutch is released for all Series 60 and 60H models as a Regular Production Option. The new clutch assembly features 149.75 square inches of lining area, almost 21 percent more area than the standard 11-inch component. Although torque capacity is not increased, the new assembly affords greater durability due to the reduced unit loading on the clutch facings.

FAN BLADE ASSEMBLIES. The 283 cubic inch Trademaster V-8 engine, with application in the 10-40 Series, is assembled with the fan blade reversed from the normal position. This change eliminates noises resulting from fan shroud vibration.

SMOG SUPPRESSION CRANKCASE VENTILATING SYSTEM. All 1961 truck engines may be equipped with an optional smog suppression crankcase ventilating system which controls a large portion of the unburned gaseous hydrocarbons that normally are emitted from the crankcase directly to the atmosphere via the road draft ventilating tube.

The design is basically similar in function to the positive crankcase ventilating system, which continues as standard equipment on the forward control and tandem models, and as an option on all others.

A rubber hose connects an adapter, below the carburetor body, with the modulator valve which is installed in the road draft tube crankcase port on all V-8 engines,



and in the main body of the tube on 6-cylinder units. Thus the crankcase vapors, which would be normally released into the atmosphere, are drawn by the engine vacuum pressure into the intake manifold and eventually burned in the combustion chambers.

The fundamental difference between this and the positive crankcase ventilation system lies in the method of air intake into the crankcase. The positive ventilation system is closed, wherein the air is taken in through the air cleaner. The new design inducts a certain amount of air through the oil filler breather cap.

## TRANSMISSIONS

**AVAILABILITY CHANGES.** The 3-speed synchromesh transmission is released as regular production equipment for Series K14 and 15 models. The 4-speed transmission, which formerly was regular production equipment for these models, now is released as optional equipment.

**NEW SEALS.** Three-speed, heavy-duty transmissions incorporate a new, lip-type clutch gear seal of synthetic rubber bonded to a steel casing. The new seal minimizes lubricant leakage, thus contributing to longer transmission life. Five-speed transmissions also are improved with a new lip-type seal, which replaces the retaining nut and slinger used previously.

**3-SPEED TRANSMISSIONS** also feature a new reverse idler gear assembly, which increases transmission durability in reverse gear operation. The former 16 left and right hand helical gear tooth design is replaced by a 16 left and heavier-duty 15 right hand combination which increases gear tooth strength on that portion of the gear engaging with the first and reverse sliding gear. As a result of this revision, the reverse gear numerical ratio is increased to 3.14-to-1 from 2.94-to-1.

Three-speed transmission durability also is improved with a new extension bushing of steel-backed copper alloy, which replaces the former lead alloy component. The new material not only extends bushing life, but

also reduces the possibility of mainshaft run-out.

**4-SPEED TRANSMISSION** durability is enhanced with higher capacity ball bearings, which are featured on the clutch gear, rear mainshaft, and rear countershaft. Also, because of the greater bearing end clearance, flow of foreign matter through the bearings is facilitated.

The addition of a magnetic chip collector to the bottom of the transmission case provides a positive means of controlling damage to gears from recirculating steel chips and filings. Since the first and reverse gear is not synchronized and is more vulnerable, therefore, to gear tooth chipping, the magnet is positioned in the immediate vicinity of this gear. Here, the magnet is also in the direct path of oil flow. Of ceramic material, the magnet is bonded to the transmission case with a heavy paste cement.

Fork grooves on the first and reverse speed gears, and on the third and fourth speed clutch sleeve are ground to a high 60 micro-inch finish for 1961. Increased smoothness of these grooves reduces friction and operational noise.

Further refinements include spline lock provisions which are incorporated in the third and fourth speed clutch assembly. These consist of an annular groove centrally located in the clutch teeth and a depressed surface, similarly located, in the faces of the clutch hub teeth. Relieved areas are situated in such a way that when the transmission is in either third or fourth gear, the unrelieved portion of the clutch hub teeth interlocks angularly with the relieved portion of the clutch teeth, thus minimizing the possibility of gear hop-out.

**POWERGLIDE** refinements include the addition of a polished stainless steel hood to the dial indicator. The hood effectively reduces glare on the windshield. Also, for 1961, the Powerglide transmission mounting in the chassis is approximately 3/4-inch lower at the rear to accommodate installation of new transmission covers, which reduce hump height and width for increased front compartment room.

## FORWARD CONTROL MODELS



Additions to the 1961 Chevrolet line include two 102-inch wheelbase forward control models which are designed to fill the demand for low-cost, light-duty, door-to-door delivery vehicles. Included are Models P1342, a chassis, and P1345, a Step-Van with a 7-foot body, both having a maximum GVW rating of 5400 pounds.

The 102-inch wheelbase chassis was achieved through a 13-inch shortening of the standard Series C14 frame. As a result, redesigned components include a new dash and toe panel; shorter propeller shaft, brake lines, gas lines, wires, hand brake cable, and exhaust system; new radiator, hoses, and supports; and new accelerator controls, air cleaner, intermediate steering shaft with universal joints, and transmission shift rods. Both models are powered by the Thriftmaster Special 6-cylinder engine. The 3-speed transmission is standard and the 3-speed heavy-duty, 4-speed, and Powerglide transmissions are available optionally. The independent, torsion bar front suspension and coil spring rear suspension insures highly acceptable riding qualities. All serviceable components are easily accessible for both daily and periodic check-ups.

The Step-Van has a load space of approximately 200 cubic feet, with a carrying capacity of 1350 pounds. The vehicle maximum overall length and width are 166 inches and 73-1/4 inches respectively.

Modern functional styling is typified by the thin roof line, slim windshield posts, large frontal and side glass areas, and simplified front cowl design. Both body front quarter panels as well as the grille are replaceable for low-cost repairs. The simplified grille removal also allows access to the cooling system and inlet air duct hose. All body panels are treated before assembly with an iron phosphate process for maximum corrosion resistance and paint quality. In addition, the underside of the body is fully undercoated.

Inner surfaces of the roof panel are sprayed with mastic for sound deadening as well as insulation from

heat and cold. Two optional insulation packages consisting of 1-inch fiber glass blankets are available - one for the roof only and one for both the roof and side panels. Metal interior trim panels contribute to a finished appearance.

The all-steel bodies of bolted and welded sectional construction are reinforced with heavy-duty bows and strainers for greater load protection. Smooth interior panels facilitate loading, and the large load area is accessible either from the driver's position or the wide rear doors.

Cab entry is aided by a low step height and sliding side doors, which provide a 27-inch clear opening. The driver's seat is fully-adjustable and folding. Both the instruments and the steering wheel are the same as those used for flat face cowl models.

A standard corrugated steel floor is provided for maximum rigidity and minimum weight. A smooth, heavier-gauge floor is available optionally. Rear 38-inch wide double doors, attached by sturdy piano-type hinges, in conjunction with embossing on the bumper contribute to ease of loading or unloading. Double rear doors with or without glass windows, are available optionally in 56 and 66-inch widths. Glass windows also are available optionally for the 38-inch wide regular production doors.

Other body features include safety glass, around the entire vehicle, sliding driver's window, left hand rear view mirror, front center door access to the radiator filler cap, rear door rubber stops and dual latches for positive engagement, recessed fuel filler tube for protection and flush appearance, dome light in the driver's compartment, and dual windshield wipers.

As on other Step-Van models, exterior ornamentation for Model P1345 consists of a Chevrolet emblem over the grille, a Chevrolet nameplate and series numerals on the front quarter panel, and Step-Van nameplate on the side panel.





# CONCEPT - CORVAIR 95

- OUTSTANDING UTILITY
- ECONOMY OF OPERATION
- COMPACT EXTERIOR SIZE

Corvaire 95 models are specifically designed to meet the requirements of a rapidly growing segment of the truck market. This market was born of the popular trend to suburban living, the resultant longer delivery routes, and, consequently, the increasing need for lighter, more economical residential delivery vehicles.

The Corvaire 95 line is aimed at a broad market of users in many vocations. The panel model, Corvan, is particularly well adapted to any number of retail or service businesses requiring economical delivery of cargoes which must be protected from the weather or pilferage.

Utility of the pickup models, the Loadside and Ramp-side, is equally outstanding. Each features a grain-tight pickup box of 80 cubic foot capacity and relatively low platform heights. The side gate of the Ramp-side models provides the additional benefit of "self-contained, always-available" ramp loading of heavy equipment or bulky loads.

The new line is designed for maximum utility of cargo space in relation to overall dimension and weight. A 95-inch wheelbase and overall length of less than 15 feet result in exceptional maneuverability.

For economy of operation, the new models are powered by a rear-mounted, 6-cylinder engine and transaxle combination. The air-cooled, horizontally-opposed engine features extensive use of aluminum for a very favorable power-to-weight ratio. A 3-speed transmission is standard equipment, with a 4-speed and Powerglide available optionally.

Other features include integral body-frame construction for exceptional rigidity with minimum weight, coil spring independent suspension at all four wheels, and almost equal weight distribution between the front and rear wheels, loaded or unloaded. The latter feature not only affords nearly constant ride and handling characteristics, but also eliminates the need for a compromise spring rate, or optional springs, since the load limits are completely predictable.

*The trend to suburbanization has lengthened delivery routes and created the need for lower cost, efficient transportation in the local delivery and service field.*

*Engineering goals in designing the Corvaire 95 series included exceptional ride and handling characteristics, economy of operation and service, and a large payload capacity, with a compact, attractive exterior. These goals have been successfully achieved.*







# APPEARANCE - CORVAIR 95

- ➔ CRISP, COMPACT DESIGN
- ➔ LOW, LONG APPEARANCE
- ➔ TASTEFUL ORNAMENTATION

*Corvaire 95 models are a more ideal blend of optimum utility and modern, contemporary appearance than heretofore achieved in the light-duty delivery field.*

*The low, long look and clean, modern lines represent the American styling approach to this type of vehicle, with no compromise of function.*

Dominant in the front view is a deep cove which extends the full vehicle width, then continues the sculptured effect along the body sides. The frontal cove carries the air inlet grille and lights.

Fleetness is effected by the contour of the body shell above the belt line, particularly the steeply-sloped windshield and rear body structures. Tasteful simplicity of the ornamentation supports the overall styling treatment.



Air for the body ventilation system is introduced through a simply-styled grille assembly of silver anodized aluminum.

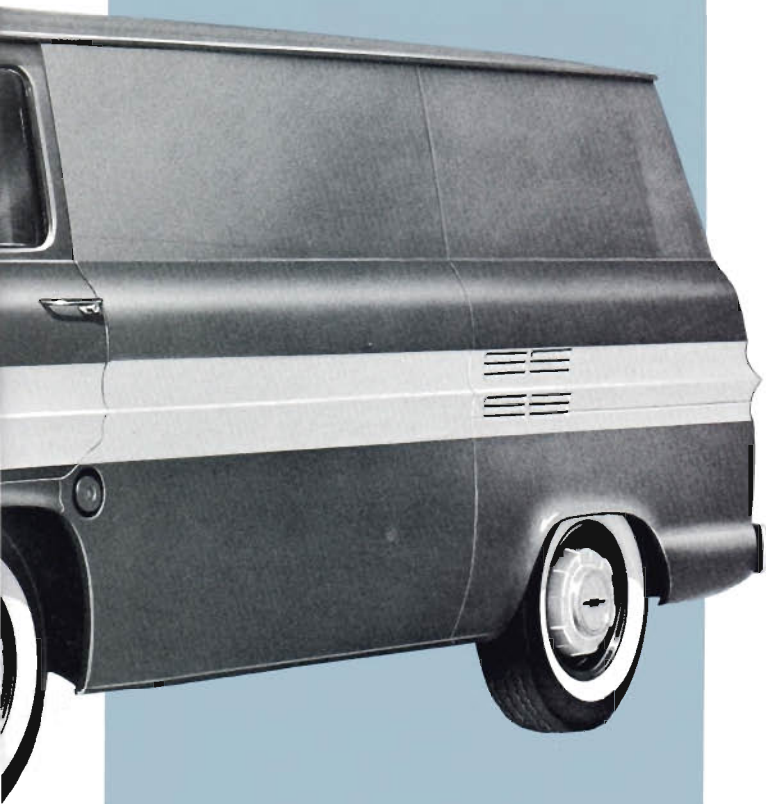
The ornament centered on the grille carries a red Chevrolet trademark and the Chevrolet name. Dull black paint lends prominence to the bright lettering.





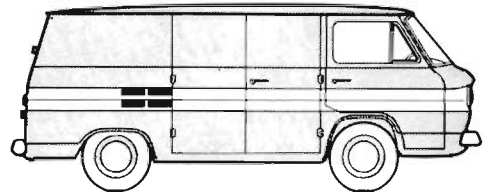
The sculptured cove treatment is repeated as the styling motif in the rear view. Tail light bezels appear to be continued on the door or tailgate coves, the illusion being effected with raised beads.

Carried on the engine access door beneath the rear doors or tailgate are small, round license lights. A bumper, identical in design and finish to the front bumper, completes the rear view.



Hub caps are identical in design and finish to those used on the conventional line of trucks. The caps are painted Cameo White with a central, red Chevrolet trademark.

## *EXTERIOR COLORS*



Corvair 95 models are available in a choice of one of 15 solid colors, which are identical to those used for the regular truck line. All colors, except Pure White, are available in 2-tone combinations.

Cameo White is used for the bumpers and hub caps, and as the second color in 2-toning, except when it is used as the main 2-tone color. In that case, Cardinal Red provides the contrast.

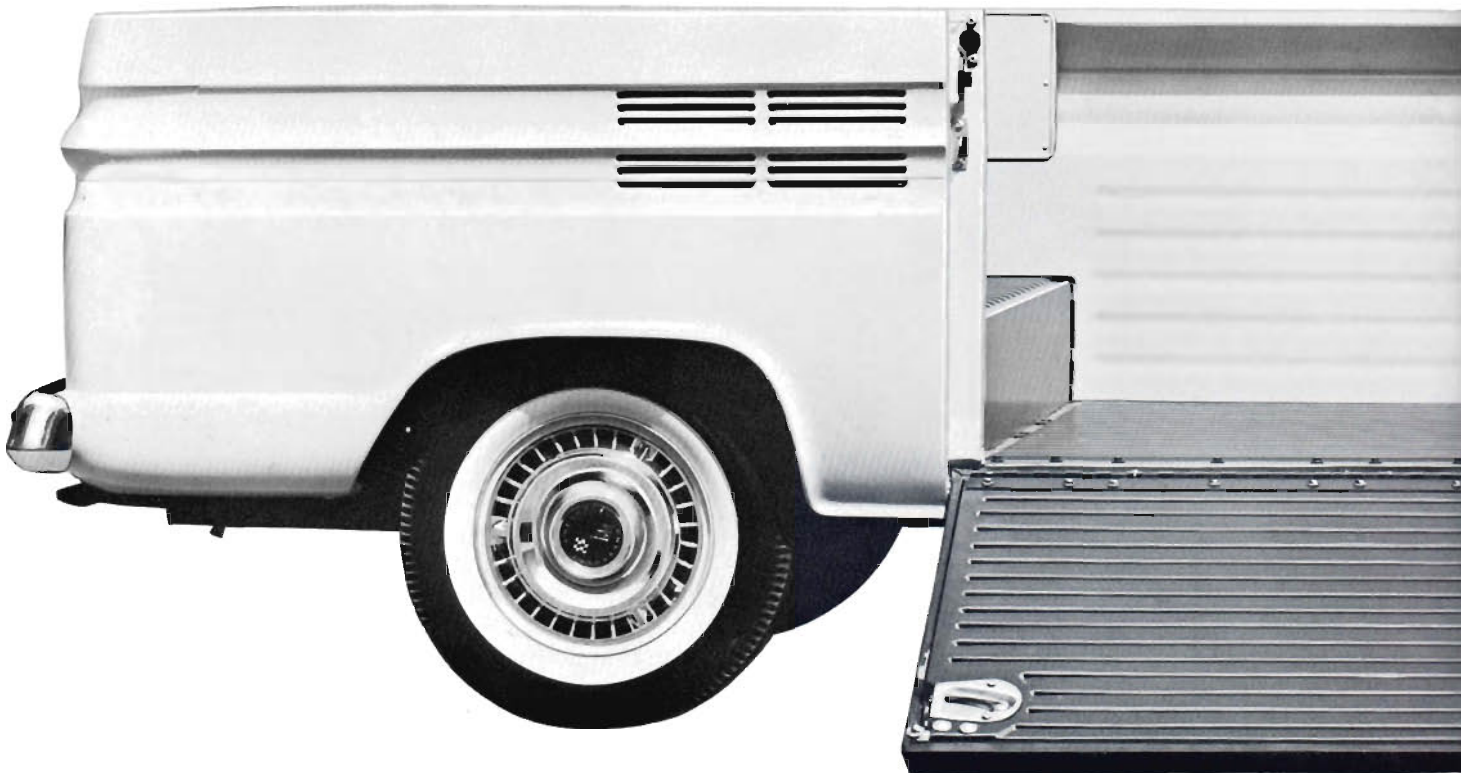
In all of the 14 two-tone combinations, the second color is applied to the body cove areas. Wheels are painted Jet Black with solid exteriors, and the main body color with 2-toning.

## CUSTOM EQUIPMENT

The Custom Equipment option furnishes the Corvair 95 models with a stainless steel windshield reveal molding, rear door or tailgate ornamental inserts, and special interior trim. Chrome-finished hub caps and bumpers are available as a separate option.

Pickup models feature an added decorative touch with a chrome Chevrolet nameplate on the tailgate.

Completing the difference in rear appearance is the large cab window, which is given a degree of weather protection with the roof overhang.



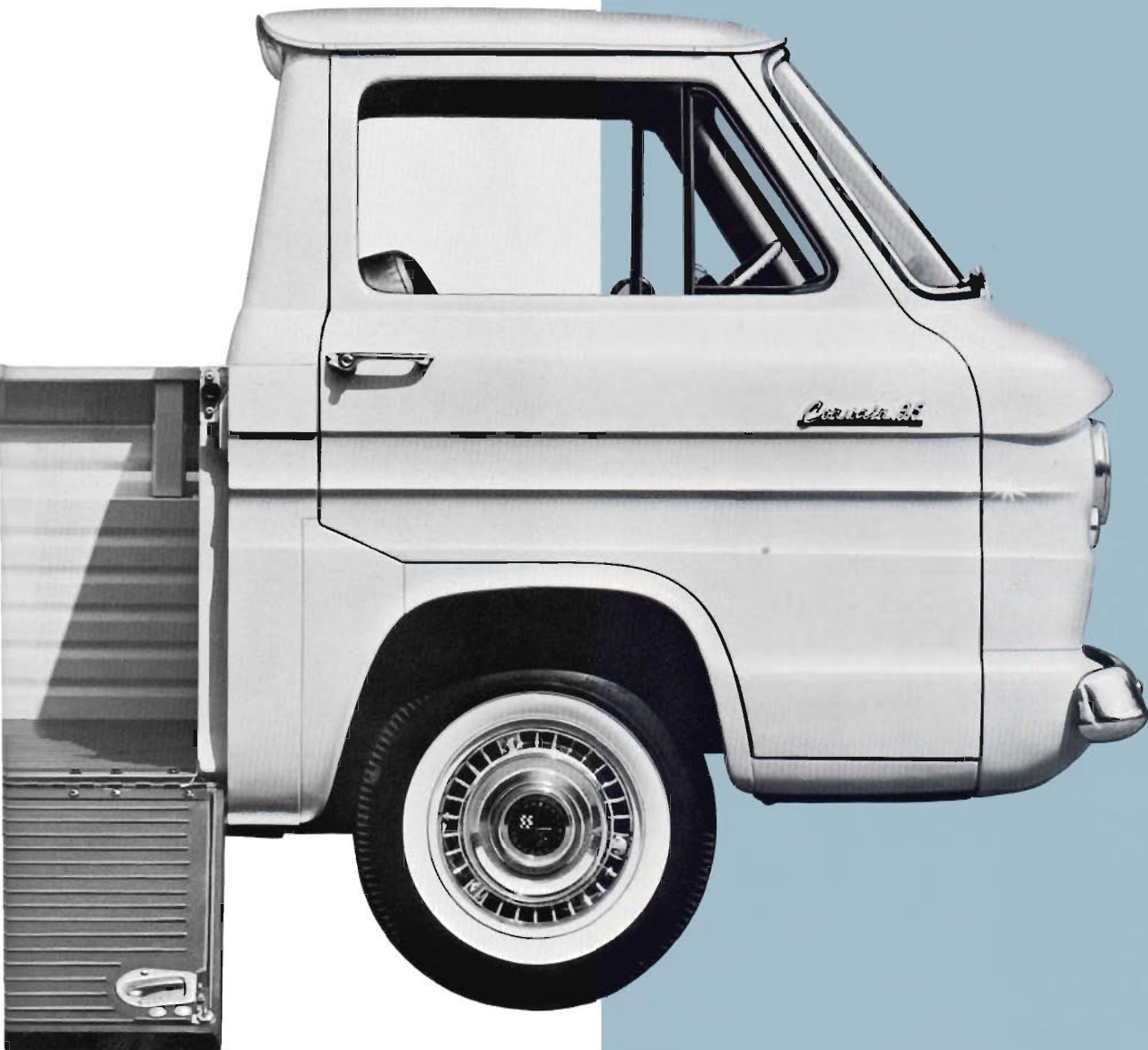
Vehicle width is accented at the rear with elongated, spear-shaped tail lights. Conical sheet metal bezels frame the tail light lenses, which have integral bright bezels. The diamond-shaped pattern at the tip of each lens serves as a reflector.

Custom Equipment provides red ornamental inserts for the door or tailgate covers to extend the tail light appearance. The inserts have integral bright bezels.

The strictly functional qualities of the rampgate in no way detract from the overall styling appeal of the vehicle. When closed, the gate forms a smooth continuation of the body sides, yet, when opened, it is a convenient, sturdy aid to loading.



Chrome script over a red bar provides series identification for Corvair 95 models. The nameplates are located at the forward edge of each front door just above the sculptured cove.



Vehicle length and lowness is accented with the double concave cove, which extends in an unbroken line along the body side. The effect of fleetness is even more pronounced on pickup models due to the roof panel visor at the rear. Applied ornamentation is comprised solely of a front door nameplate whose simplicity does not detract from the sculptured sheet metal.

## ON THE INTERIORS



### CUSTOM INTERIOR

Interior body panels of both Deluxe and Custom interiors are painted silver gray, except for the instrument panel which has a charcoal gray finish. Other common appearance items include silver gray steering wheels and black, ribbed-rubber floor mats. The left hand sunshade of textured fiberboard has a silver gray finish, as does the web-grain vinyl roof panel insert.

Items of additional comfort, provided by the Custom option include a 2-tone treatment of the doors which is achieved by painting the upper embossments charcoal gray; 2-toning of the instrument panel, with a silver gray front face; right hand sunshade; left hand armrest; cigar lighter; silver anodized aluminum trim plate for the dispatch box door; and more luxurious seat trim.

Durable vinyl and nylon-faced pattern cloth are used to trim Custom seats. Seat durability is enhanced with ridge-free french seams and seam-free points of contact during entry and exit. Increased seat comfort is provided with extra-thick urethane foam padding in the cushion and added urethane foam padding in the backrest.

Contrasting with the muted silver gray and charcoal gray of the seat coverings are the dark charcoal gray facings and bolsters having a pin seal grain. The rear of the backrest is covered with charcoal gray vinyl.



## INSTRUMENT PANEL AND STEERING WHEEL

The combination instrument and control cluster is balanced on the right hand side of the panel by an identically configured dispatch box door. The upper area of the cluster contains the fuel gauge, speedometer and directional signal indicators. Located in the lower area are the light switch, windshield wiper control, generator and oil pressure warning lights, odometer, optional cigar lighter provision, ignition switch, and Powerglide selector lever positions. The optional Powerglide selector lever is located on the panel face, to the right of the cluster. Three and 4-speed transmission controls are floor-mounted. Though identified in the cluster, the choke is mounted on the lower lip of the instrument panel.

Corvaire 95 models are equipped with a silver-painted, 17-inch diameter steering wheel of deep-dished, dual-spoke design.



## DELUXE INTERIOR

Silver gray and charcoal gray checks form the pattern of the woven cloth seat coverings, which are highlighted with charcoal gray vinyl facings. The coverings extend over the edges of the cushion and backrest and are sewn to the facings with a deck seam. This increases seat durability, since an unbroken surface is provided in the areas under contact during entry and exit.





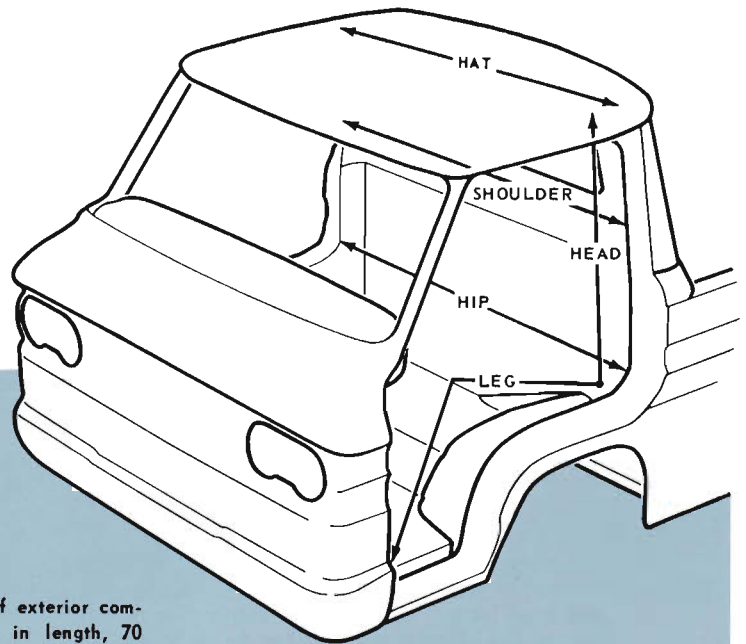
# DIMENSIONAL PARTICULARS

## CORVAIR 95

The attractive lines of the Corvaire 95 models, which might suggest that these vehicles were designed from styling considerations alone, enclose payload areas larger in cubic capacity than those of conventional units.

Furthermore, placement of components and payload location provide ideal weight distribution and optimum handling characteristics.

- IDEAL WEIGHT DISTRIBUTION
- LOW OVERALL HEIGHTS
- LARGE INTERIORS
- OUTSTANDING VISIBILITY



### INTERIOR ROOMINESS

Corvaire 95 models portray an extremely favorable combination of exterior compactness and interior roominess. Measuring only 179.7 inches in length, 70 inches in width, and 68.5 inches in height, each of the new vehicles features in the front compartment 59.2 inches shoulder room, 61.4 inches hip room, 53.4 inches hat room, 39.7 inches headroom, and 44.5 inches leg room. These dimensions compare most favorably to those of conventional models.

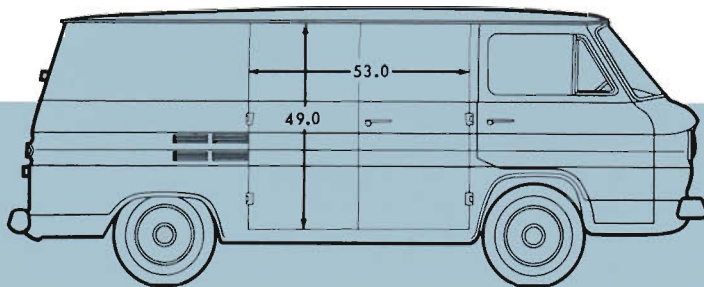
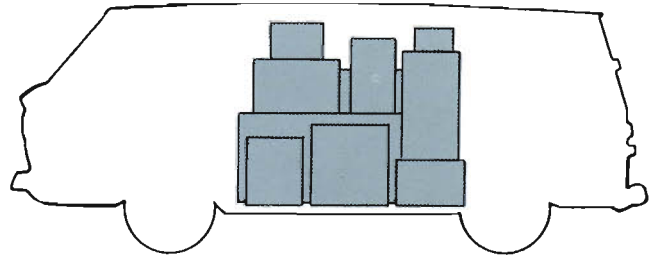
VISIBILITY AREA (Square Inches)		
ITEM	PICKUPS	PANEL
Windshield	1170.95	
Ventipanes	197.36 (98.68 each)	
Front Door Windows	702.16 (351.08 each)	
Rear Window	330.65	409.12 (204.56 each)
TOTAL	2400.92	2479.39



## PAYLOAD DISTRIBUTION

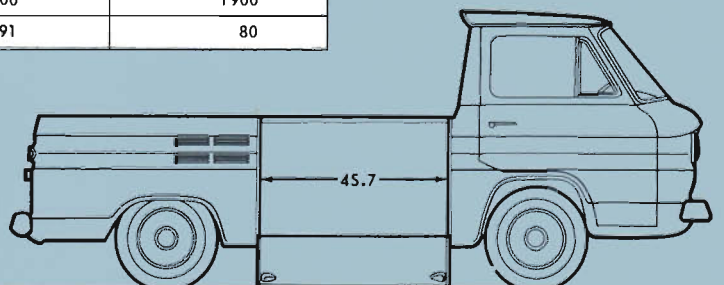
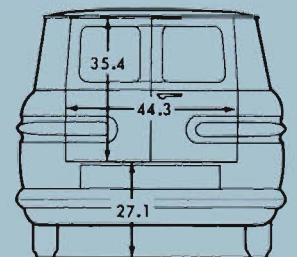
Vehicle ride and handling are enhanced with the stability gained from the relatively equal and constant vehicle weight distribution, which remains at approximately 50 percent front and rear whether loaded or unloaded. Weight distribution remains relatively unchanged under most conditions because of the dropped-center underbody, which cradles the majority of the load between the front and rear wheels for more equalized wheel loading.

VEHICLE	UNLOADED		LOADED		WEIGHT TRANSFER
	FRONT	REAR	FRONT	REAR	
RAMPSIDE	51.5%	48.5%	49.6%	50.4%	1.9%
LOADSIDE	51.5	48.5	49.6	50.4	1.9
CORVAN	48.2	51.8	49.4	50.6	1.2



DIMENSION		PANEL	PICKUPS
Overall Length, Maximum			179.7
Overall Height *			68.5
Overall Width, Maximum			70.0
Wheelbase			95.0
Load Compartment	Height, Maximum	53.8	—
	Length, Maximum	120.9	103.1
	Width, Maximum		61.2
Curb Weight (Lbs.)		2805	2705
Payload (Lbs.)		1800	1900
Capacity (Cu. Ft.)		191	80

\* - At maximum GVW.



# BODY STRUCTURE - CORVAIR 95

*The Corvair 95 models represent the revolutionary, rather than evolutionary approach to truck body design. Normally, body structure must conform to an existing chassis design. Body frame-integral construction, to a degree, includes it. Rear engine location magnifies the accrued benefits, which include low platform heights and ideal weight distribution.*

The new bodies are comprised of five basic sub-structures - the front end, the underbody, the left and right hand side panels; and the roof panel. A rear cab structure is added for pickup models. Welded and bolted together in one strong unit, the new bodies are many times more rigid than commercial bodies of comparable design.

The front end structure, common to all models, consists of an inner panel, toeboard, hinge pillars, and instrument panel attached to an outer panel assembly surmounted by windshield pillars and a windshield header panel. Laminated safety plate glass is used for the windshield.

The structure also incorporates a plenum chamber for the intake of fresh air into the interior. Air is admitted through an elongated, louvered inlet located at the center of the outer panel.

**WINDSHIELD WIPERS.** Single-speed electric windshield wipers assure positive wiper action, and tandem-action arms with 15-inch blades provide a large wipe area. The wiper transmissions and links are housed entirely within the plenum chamber for noise isolation.

**UNDERBODY.** Differences between conventional and body-frame integral construction are most apparent in the area of the underbody. The front underbody, or driver compartment, is comprised of a slightly crowned floor panel and a seat riser flanked with wheelhouses; the rear underbody, or load compartment, consists of a straight floor panel, and a raised floor panel on two levels. When the two are joined, the straight floor panel of the rear underbody becomes the "dropped-center" of the entire assembly. This construction provides convenient side loading at low heights. Also, since the largest load area is at the center of the vehicle, weight distribution, front and rear, remains relatively unchanged from the unloaded to loaded condition, and the underbody configuration provides a low vehicle center of gravity.

Principal supporting members of the underbody assembly are two full-length longitudinal sills. The front sills are further inboard of the rocker panels than those of the rear, thus providing adequate clearance for the unitized front suspension assembly. Box-section construction is employed for the front and rear portions of

the longitudinal sills, since stresses resulting from the direct attachment of chassis components are concentrated at these points. The central portions of the sills are hat-section.

Additional support is given the underbody structure with cross sills and outrigger sills of various section, and the entire network is reinforced with braces, gussets, and shear plates. The shear plates form boxes with the underbody, strengthening the offset junction of the front and rear longitudinal sills. Vehicle jacking pads are provided on the foremost and rearmost outrigger sills.

Covering the network of sills are the floor panels, heavily-ribbed and configured for stiffness. Because of its extra-heavy gauge, that portion of the floor panel which serves as the front bulkhead of the engine enclosure also serves as a structural crossmember of the underbody.

Body-frame integral construction necessitates more elaborate anti-corrosion measures. The entire under-surface of the underbody is sprayed with zinc chromate primer. In addition, enclosed areas of the underbody, such as the box-section portions of the longitudinal sills and those areas enclosed with shear plates, are sprayed with a compound consisting of aluminum particles suspended in a wax base. Also, before welding, all underbody flanges are treated with a rust inhibiting compound. Finally, the toeboard, wheelhouses, and underbody outboard of the longitudinal sills are sprayed with undercoating.

## PANEL BODY

Added to the front end and underbody structures are a roof panel, side panels, and various rocker and filler panels. The structure is completed with the addition of front doors, double right hand side doors, double rear doors, an engine access door, and an engine air outlet grille panel.

**SIDE PANELS** are formed with integral rear quarters, and each assembly includes a rear wheelhouse and an air induction system for the air-cooled engine. The panels are reinforced with full-length, welded-in vertical strainers and pillars, and rigidity is enhanced with

**➤ RIGID CONSTRUCTION**

**➤ LOW BODY WEIGHT**

**➤ COMFORTABLE SEATING**

HEAVY-GAUGE  
ROOF PANEL

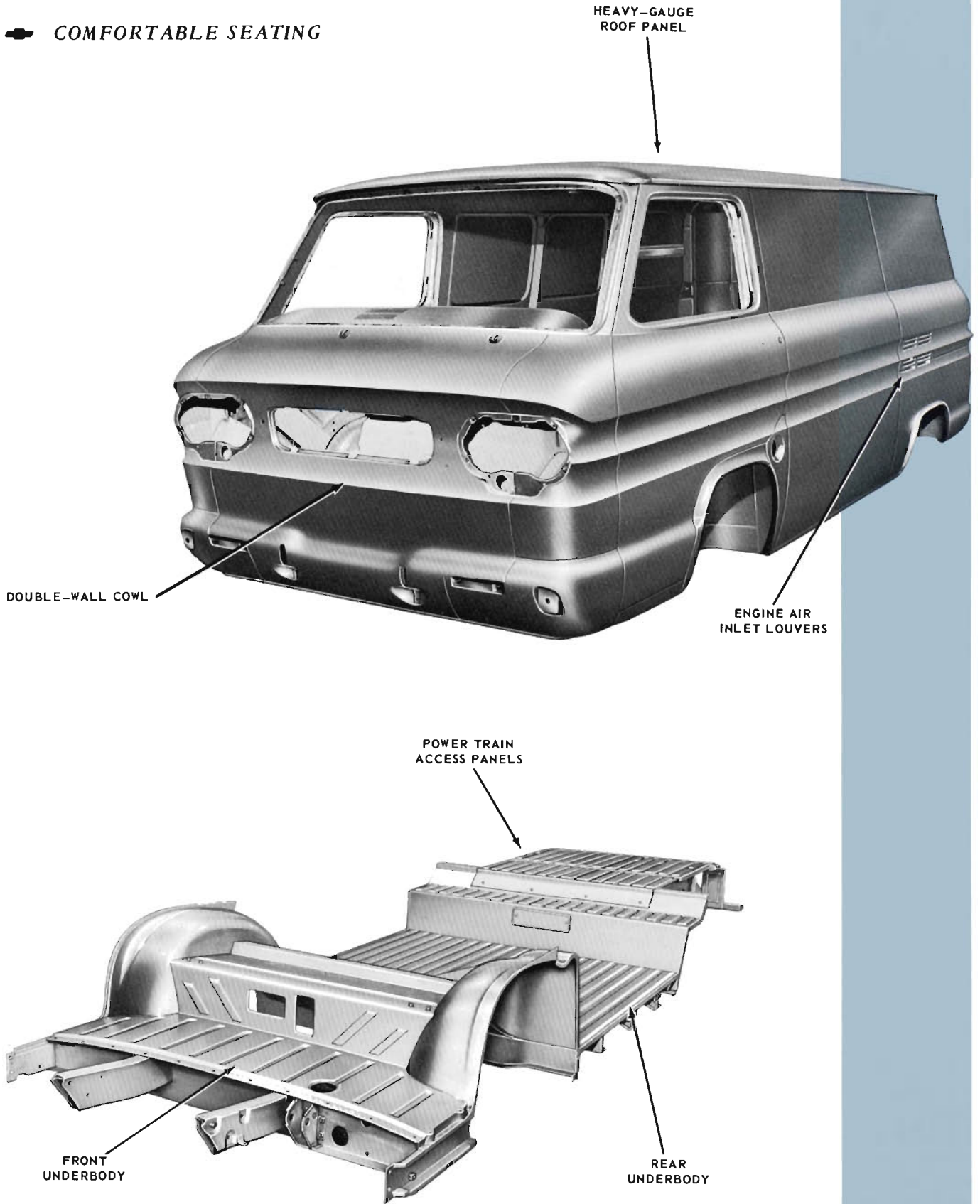
DOUBLE-WALL COWL

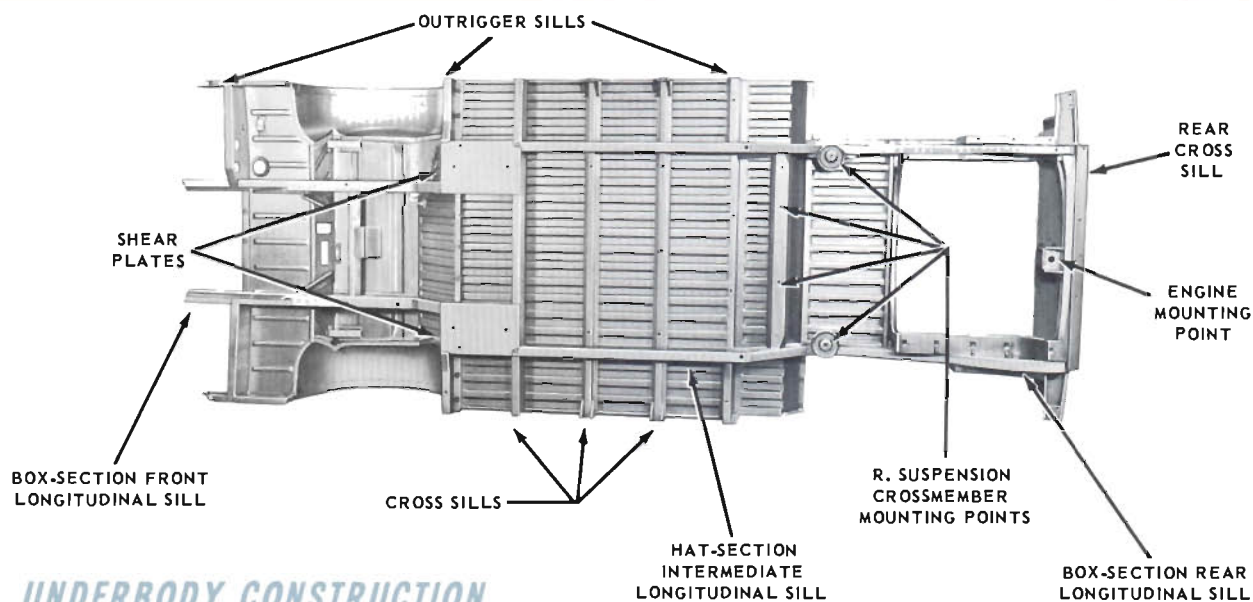
ENGINE AIR  
INLET LOUVERS

POWER TRAIN  
ACCESS PANELS

FRONT  
UNDERBODY

REAR  
UNDERBODY





The extremely rigid underbody construction, featuring longitudinal sills as the principal members and a supporting network of cross sills, gussets, and shear plates, is common to all Corvair 95 models. Provision is made in the sills for the attachment of the front and rear suspensions, transaxle, and engine.

the styling configurations of the outer lower portions. Though without any configuration, the left hand upper body side panel is held rigid with a horizontal strainer and rubber friction pad assembly. An identical, but shorter right hand assembly is used between the left hand side door hinge pillar and rearmost vertical strainer.

**SPARE TIRE AND JACK STOWAGE.** The spare wheel and tire assembly is stowed vertically inside the body atop the right hand wheelhouse where it is easily accessible through the rear doors. Retention of the assembly is with a wing-type bolt and spacer, the bolt entering a bracket welded to the rearmost side panel vertical strainer. The jack and combination jackhandle and wheel wrench are stowed behind the spare wheel on brackets.

**ROOF PANEL.** Extra-heavy gauge steel is used for the long and flat roof panel to prevent oil-canning. Six supporting roof bows are slightly overcrowned so they butt tightly against the roof panel. Rubber friction pads are used between the roof bows and roof panel, and insulation is afforded with vinyl-coated trim pads cemented to the roof panel between the exposed roof bows.

The effect of a continuous halo-type inner roof panel is gained with the construction of the roof and body side panels.

**FRONT DOORS,** embossed and configured for stiffness, are forward-hinged with butt-type hinges. Door locks are of the fast-acting rotary-gear type, with the first

tooth on the striker acting as a safety catch. Doors are locked from the inside by pushing the release handles forward. Outside door handles are of the push-button release type with key locks integral with the push-buttons.

A double door seal above the belt is afforded with closed-cell sponge rubber weatherstripping affixed to the upper half of the door frame and around the entire door opening. Access covers on the door inner panels are sealed with rubber tape seals at the sides and flat, closed-cell sponge rubber at the bottom.

Solid safety sheet glass is used for the door windows. Pivot-type ventipanes, also of safety sheet glass, utilize the same friction catch as used for regular truck models.

**REAR DOORS** utilize strap-type hinges. A bolt-type lock affixes the left hand door to the body, while a fork-cam type unit retains the right to the left hand door. Upper and lower wedges on both doors control vertical movement. Closed-cell sponge rubber weatherstripping around both doors provides excellent sealing.

**DOUBLE SIDE DOORS.** Both the standard right hand and optional left hand double side doors retain the strap-type hinge, 2-position check, and upper and lower wedge features of the double rear doors. Closed-cell sponge rubber weatherstripping is used around the door frames, and rubber grommets around the door hinges prevent dust entry.

Both doors are retained positively with spring-loaded, slam-type bolt locks located at the top and bottom of each door. The inside release handle of the forward side door





## PICKUP BODY STRUCTURE

Like the panel, pickup models feature body-frame integral construction as the extremely rigid foundation for their large payload capacity.

is identical to that used for the front doors, while the outside release is a 2-position lever-type. The rear side door release handle, located on the door inner side face, is of the lever-type similar to that used for regular truck panel models.

## PICKUP BODIES

Pickup models utilize the basic Corvair 95 front end structure and underbody to which are added the cab upper and lower rear panels, the pickup box side assemblies, the tailgate, and the shorter roof.

The cab lower rear panel is bolted and welded to the assembly at the junction of the front and rear underbodies. The attached upper rear panel, which is of double-wall construction, contains the large rear window.

Pickup box side assemblies are double-wall constructed in the lower section. Incorporated is the same engine air induction system as used for other models. The upper section of the outer side panels is held rigid with welded-on stake pockets, which also serve as vertical strainers. For added strength, the metal gauge of the pickup side panels is heavier than that used for other Corvair 95 models.

Here again the effect of a one-piece, halo-type inner roof panel is achieved through the configuration of the windshield header, door opening headers, and the inner panel of the cab upper rear panel assembly. An insulating liner of vinyl-covered jute is cemented to the roof panel within the halo.

The double-walled tailgate is hinged with two heavy-gauge strap-type hinges, and supported by two folding links. Slam-type bolt locks retain the gate in the closed position, and the locks are released with spring-loaded, chrome-plated handles recessed in the inner panel at the upper left and right hand corners.

**RAMPGATE.** The sturdy rampgate of model R1254 is comprised of an inner and outer panel reinforced with internal transverse and longitudinal strainers.

The gate is hinged at the bottom with a full-width, concealed, piano hinge. Gate retention is through slam-type locks at the upper left and right hand corners of the inner panel. Both locks are operated with spring-loaded release handles recessed in the surface of the inner panel. As on the tailgate, double-rabbit construction provides grain-tight sealing.

## SEATS

Seat construction for Corvair 95 models is essentially the same as that for standard models in the regular truck line, with spring wire elements employed for cushions and coil springs for backrests. Seat padding also is identical to standard models in the regular truck line except a 1.25 inch rather than a one-inch thick urethane foam pad is used in the seat cushion. For Custom models, a 1.50 inch thick urethane foam pad is used in the seat cushion and a 0.75 inch thick foam pad is added to the backrest. A single driver's seat is provided for the panel delivery, and a full-width front seat is available as a regular production option. All other models have the full-width front seat as regular production equipment.



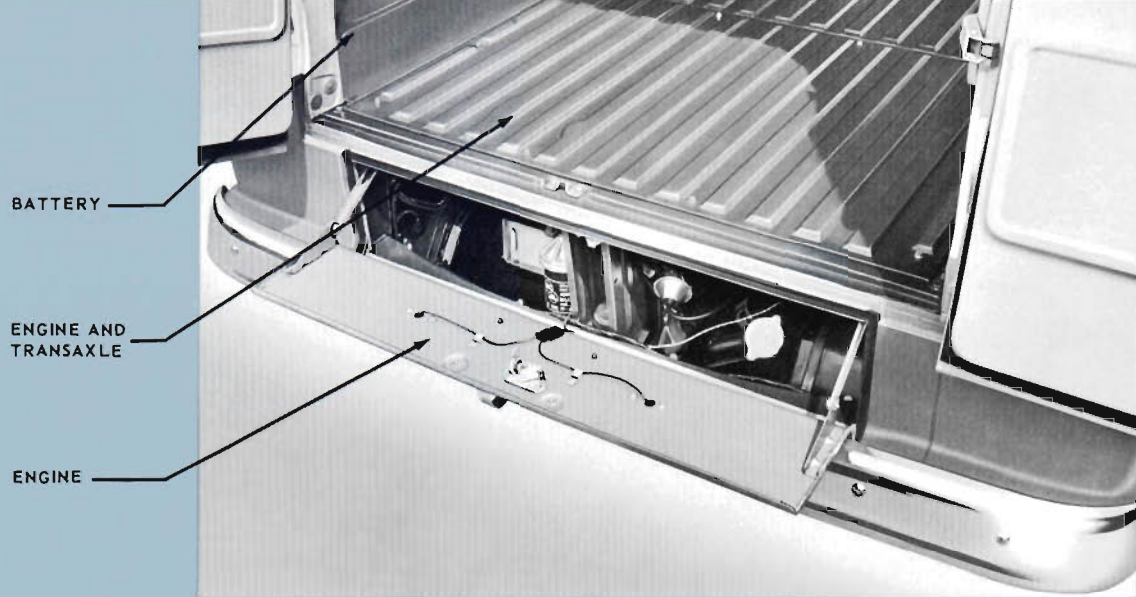
## ***DOUBLE SIDE DOORS***

Both the panel body standard right hand and optional left hand side doors are openable a full 180 degrees. This feature, coupled with the wide opening and extremely low platform height, provides a most accessible load space.



## ***DOOR CHECKS***

Unique 2-position checks permit the panel body double side or rear doors to be opened to either a 100 or 180 degree position. The first is obtained simply by opening the door. The latter is made possible by the removal of the check link from its retaining slot in the door. As the door is closed, the check automatically re-enters the door slot.



## ***SERVICE DOORS***

A combination of three service panels provides full accessibility to the engine, transaxle, and battery. A heavy-gauge door, directly above the rear bumper, affords access to the engine oil filler tube, oil dipstick, distributor, coil, generator, and oil filter.

The engine and transaxle become fully accessible through the removal of two floor panels which constitute the rear load space area. Fiber glass insulation, together with double-wall construction of the rearmost member, effectively minimize engine heat and noise transfer on panel models.

Battery accessibility is provided with a hinged door in the top surface of the left hand wheelhouse.



## ***RAMPGATE STRUCTURE***

The functional qualities of the rampgate include a capacity of 1000 pounds. In addition to the embossments, the inner surface is finished with a scuff-resistant paint. A full-length, hard rubber bumper on the top edge of the gate provides protection when the gate is lowered.



# CHASSIS - CORVAIR 95

*Good vehicle ride and handling can be achieved only by intensive engineering development on the drawing board, in the laboratory, and on the road. Furthermore, these qualities must coincide with the principle function of a truck, its carrying capacity.*

*Models of the Corvaire 95 line feature an optimum combination of both payload potential and roadability.*

The Corvaire 95 Series chassis affords a host of features, which include full, independent coil spring suspension; bolt-on and removable front and rear suspension assemblies, each with a rated capacity of 2500 pounds; fast, responsive steering; and an efficient braking system.

The front suspension combines the advantages of excellent ride and stability with good durability and simplified maintenance. All components of the front suspension are assembled as a unit with a removable front suspension crossmember. This method of assembly not only assures a consistently high quality in production, but also vastly simplifies the servicing of these vehicles.

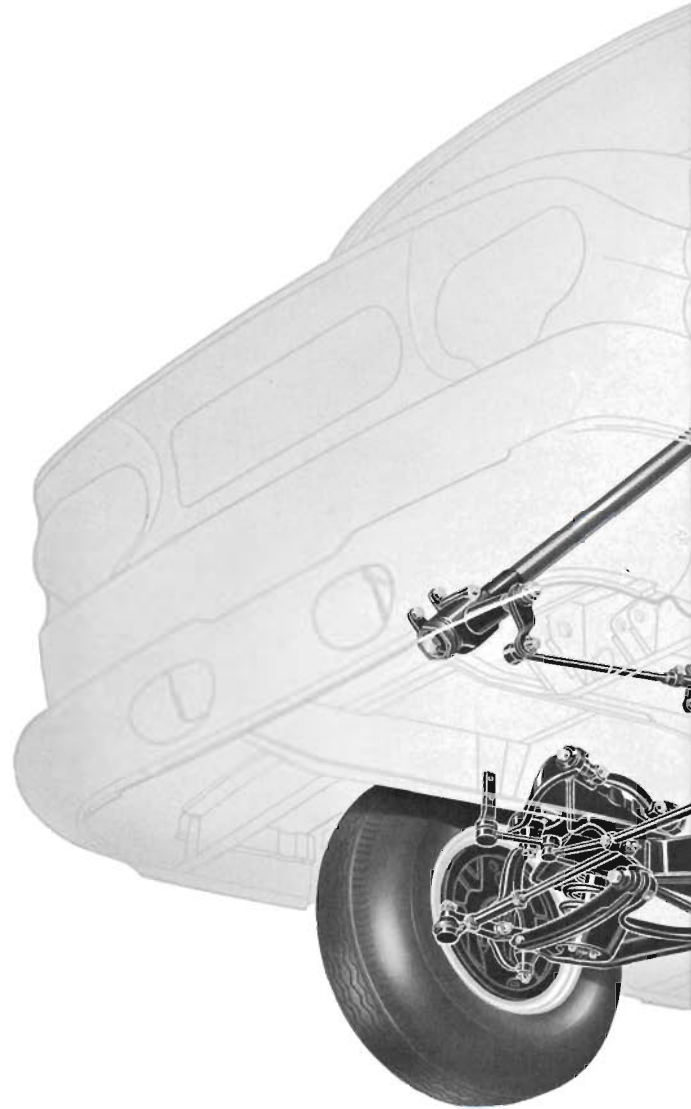
To provide the best ride over the widest range of road conditions, the front suspension system embodies the proved short and long arm principle. Control arms, stamped of heavy-gauge metal, are used with rubber-bushed pivot shafts. Wheels pivoting on spherical joints and anti-dive suspension geometry are also featured.

A swing-type independent rear suspension is utilized, a system in which suspension travel is provided by allowing the wheels to swing through arcs of a radius equal to the axle shaft length. This system combines favorable ride and handling characteristics with positive control of the suspension geometry. The rear suspension is completely isolated from the body with rubber.

Corvaire 95 Series models have a weight distribution of approximately 50 percent front and rear, which remains relatively fixed from curb to fully loaded conditions. Upon loading, therefore, the ride frequencies between the front and rear suspensions change at the same rate. This feature not only affords constant ride and handling characteristics, but also eliminates the need for a compromising spring rate to accommodate varying load conditions. As a result, the need for optional springs does not exist. In addition, the equalized load distribution between all four wheels permits the use of softer rate, better riding springs.

A forward-mounted steering gear and relay-type linkage system provide low steering effort and smooth operation. Large 11-inch, duo-servo front and rear brakes assure good stopping ability.

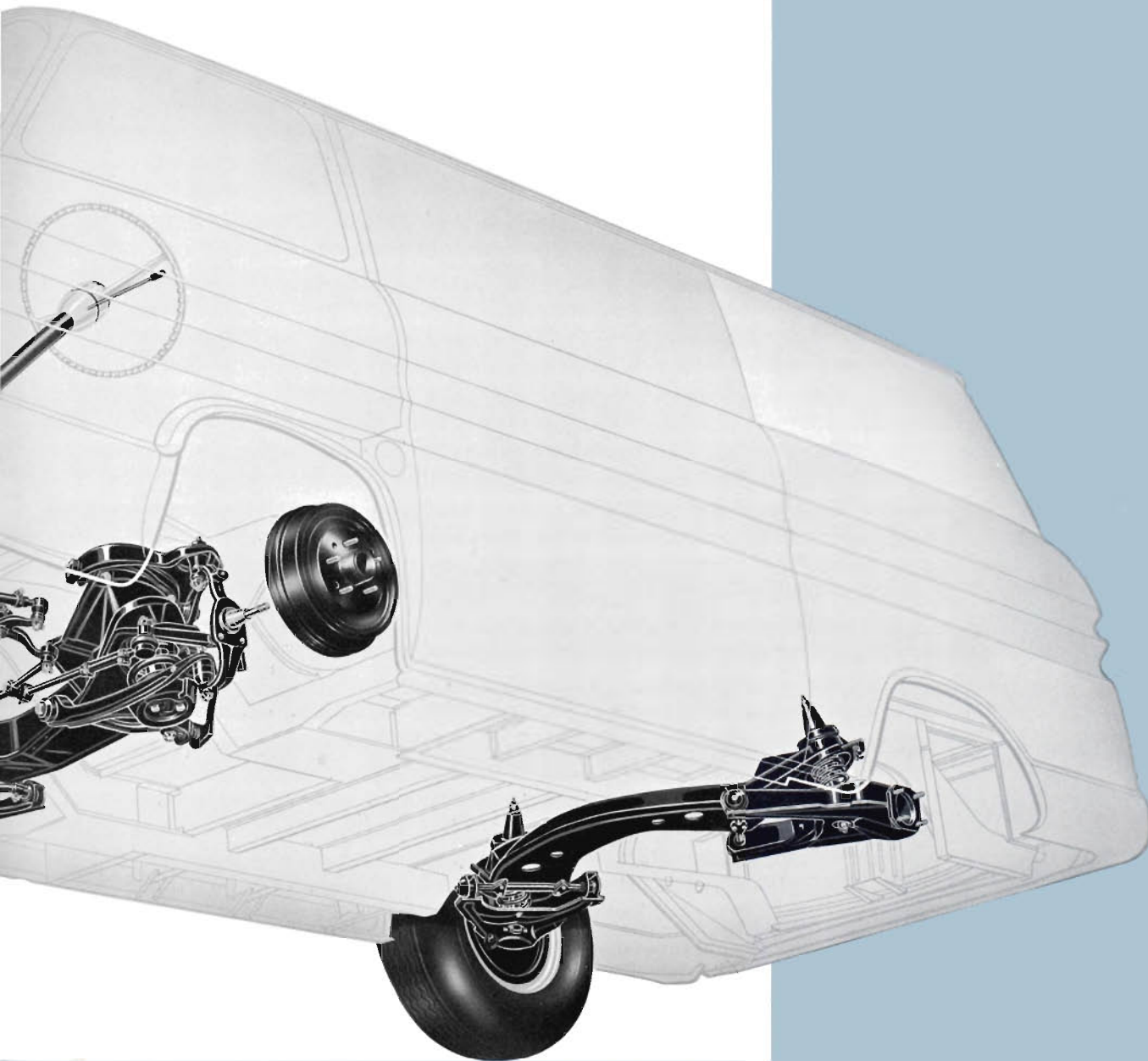
A 58-inch front wheel tread, which is identical to the rear tread, provides a wide base for the vehicle, and presents ideal front and rear wheel tracking in mud, snow, and sand.

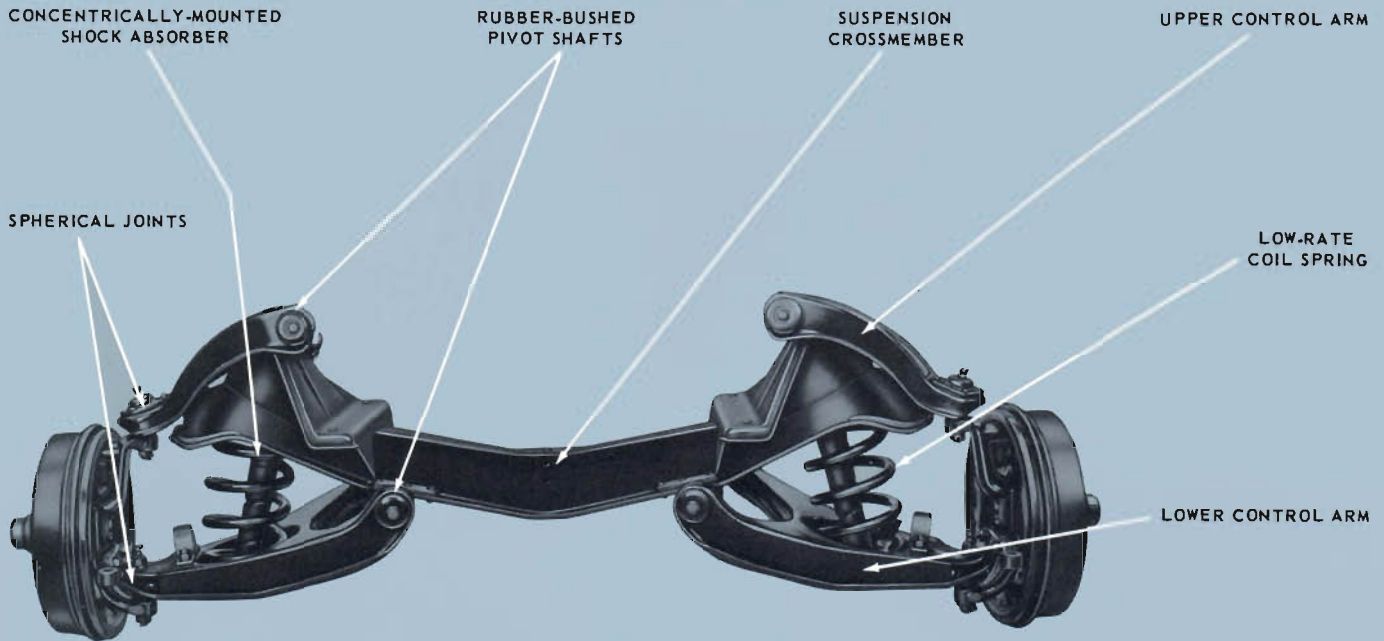


**➤ FOUR-WHEEL INDEPENDENT SUSPENSION**

**➤ FRICTIONLESS COIL SPRINGS**

**➤ UNDERSTEERING GEOMETRY**





## ***FRONT SUSPENSION***

The front suspension crossmember is the foundation for the unitized front suspension assembly. This component is formed of heavy-gauge steel. A plate, welded to the flanges of an upper hat-shaped stamping, encloses the structure to form a very rigid box-like member which firmly positions and controls the front wheels of the vehicle.

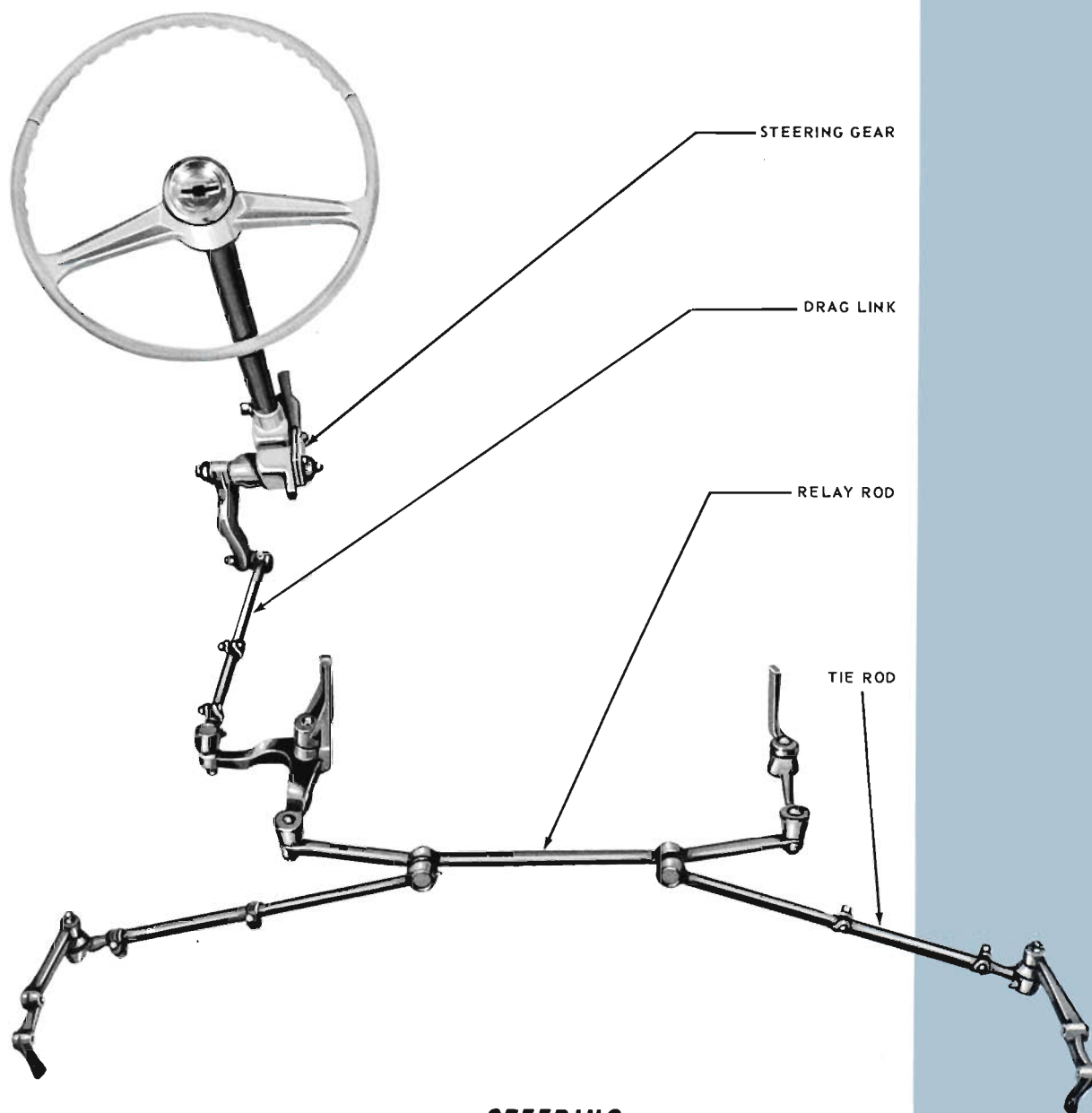
Upper and lower control arms are durable one-piece stampings formed with embossments and flanges for added strength. The arms are attached to the suspension crossmember through rubber-bushed, forged steel pivot shafts. The upper control arm pivot axis is positioned at a 10 degree angle to the lower control arm axis, providing dive control upon braking.

At the outer extremities of the control arms, forged steel steering knuckles are supported by spherical joints. The upper spherical joint assembly is riveted to the control arms. Since this joint is relatively lightly-loaded, a rubber loading ring is provided to compensate for bearing wear. The lower spherical joint carries the vehicle weight. Both joints are seated in concave bearing surfaces of durable, molded phenolic-impregnated fabric laminations.

The coil springs and shock absorbers are mounted concentrically and inclined toward the center of the vehicle. In this position, the springs and shock absorbers are more nearly tangent to the lower control arm arc of travel, with the result that spring distortion in suspension movement is minimized and the suspension deflection rate is more nearly constant.

A system of shims and attaching bolts at the upper control arm is utilized to set front wheel camber and caster.





## ***STEERING***

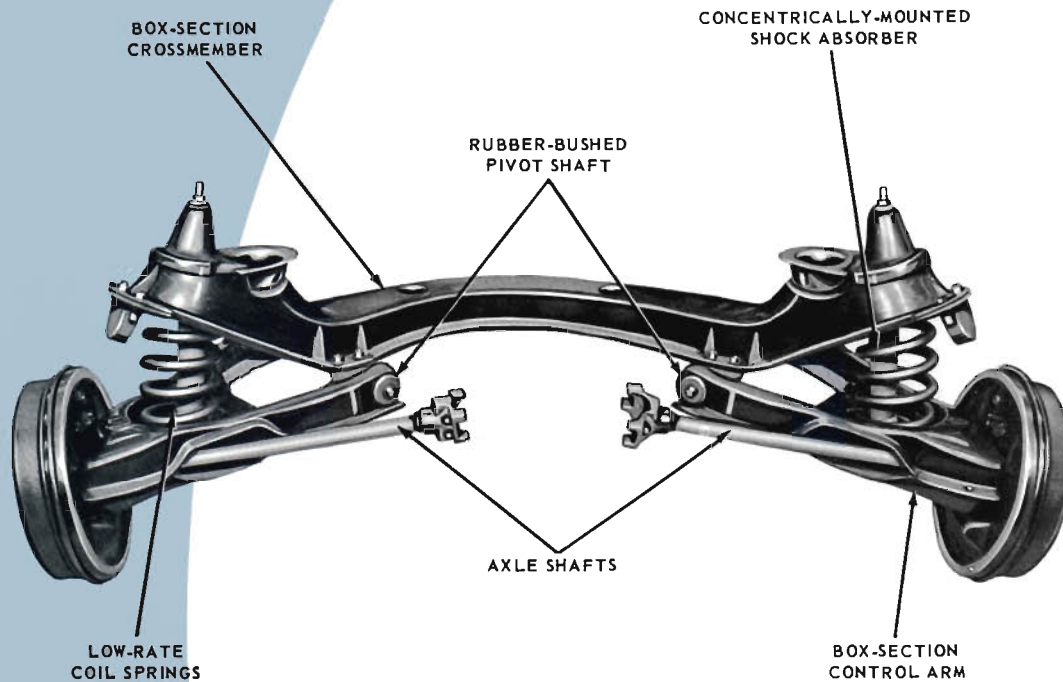
A relay-type steering linkage, similar to that used on other light-duty vehicles, provides fast, responsive action, with low effort and optimum steer characteristics. Forward control design of the Corvair 95 models necessitates positioning the steering gear and linkage forward of the front wheel centerline. A recirculating ball-type steering gear in a 20-to-1 ratio, and a 17-inch diameter steering wheel are also featured.

The steering gear and linkage system are rigidly attached to side rail-like members on the vehicle underbody. The pitman arm is linked to the relay rod through a rearward extending connecting rod. Equal-length tie rods connect the relay link with steering arms, which extend forward from each wheel spindle. As on the conventional light-duty models, the configuration of the tie rods and steering arm is such to provide understeer. That is, toe-out in jounce and toe-in in rebound. Tie rod lengths can be altered to provide accurate toe-in adjustment.

The connecting rod, which links the pitman arm with the relay rod, is adjustable to compensate for body variations due to limit stack-up. This adjustment also permits steering gear on-center positioning in the straight-ahead direction.

Self-lubricating, low-friction nylon bushings at the idler arm ends of the relay rod contribute significantly to steering ease, and also keep maintenance requirements at a minimum.

## REAR SUSPENSION



The main element of the rear suspension is a heavy-duty crossmember which is a swept-back, gull-wing structure fabricated from heavy-gauge, hot-rolled steel stampings. The upper stamping is hat-shaped in cross-section. A steel plate, welded to the brim, or flanges, of the hat section, encloses the structure and provides the beam strength and rigidity required for positioning the suspension system components.

The rear suspension is installed as a unitized assembly to the body at four points through resilient rubber mounts.

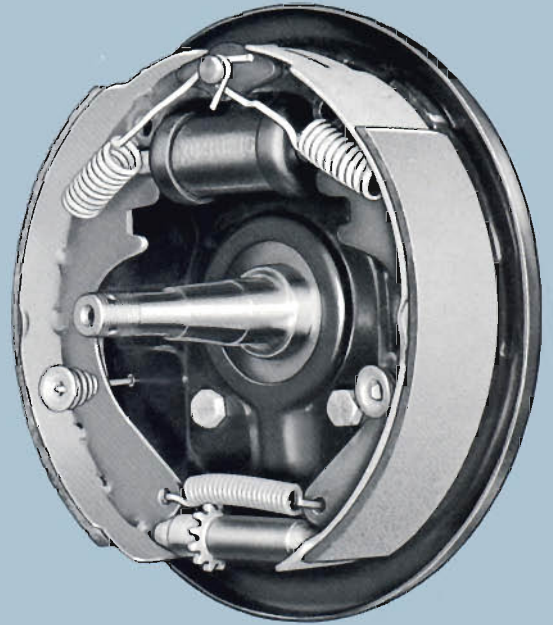
The outer extremities of the crossmember incorporate steel towers, which house the coil springs and shock absorbers. In addition, the towers afford a degree of protection to the springs and eliminate the need for shock absorber dust covers.

Each control arm is an assembly of two stampings welded flange-to-flange and mounted through rubber bushings to forged pivot shafts. Both arms support the wheel bearings and brake backing plates and serve as a mounting base for the springs and shock absorbers.

Wheels are driven by high alloy steel axle shafts through U-joints at each side of a rigidly mounted differential and drive gear case. Since the rear wheels are independently suspended, new geometry factors must be considered. Toe-in, for example, is designed to increase positively as the suspension moves up or down from the design height position. Thus, since the outside wheels carry the greatest weight during turns, the toe-in characteristics of the rear suspension create a desirable understeer geometry.

## **BRAKES**

Four-wheel hydraulic brakes of duo-servo design provide effective braking with minimum pedal effort. Brakes are 11 inches in diameter and lining width is 2 inches, resulting in a very adequate effective lining area of 167 square inches. The linings are of long-wearing, molded asbestos composition, bonded to the shoes. Front brake drums have a spring around the outer periphery to assure noise-free brake operation.



## **WHEELS AND TIRES**



Five 14 x 5J wheels, with 7.00 x 14-4 PR tubeless tires, are provided each vehicle. Wheels are of short-spoke design, with a 5-stud attachment. Higher capacity tires in the 7.00 x 14-6 PR size are available as an option.

All wheel and tire assemblies are factory checked for static unbalance. Weights, if needed, are added to the inside of the wheel rim to keep maximum unbalance to 5 ounce-inches.



# POWER TRAINS - CORVAIR 95

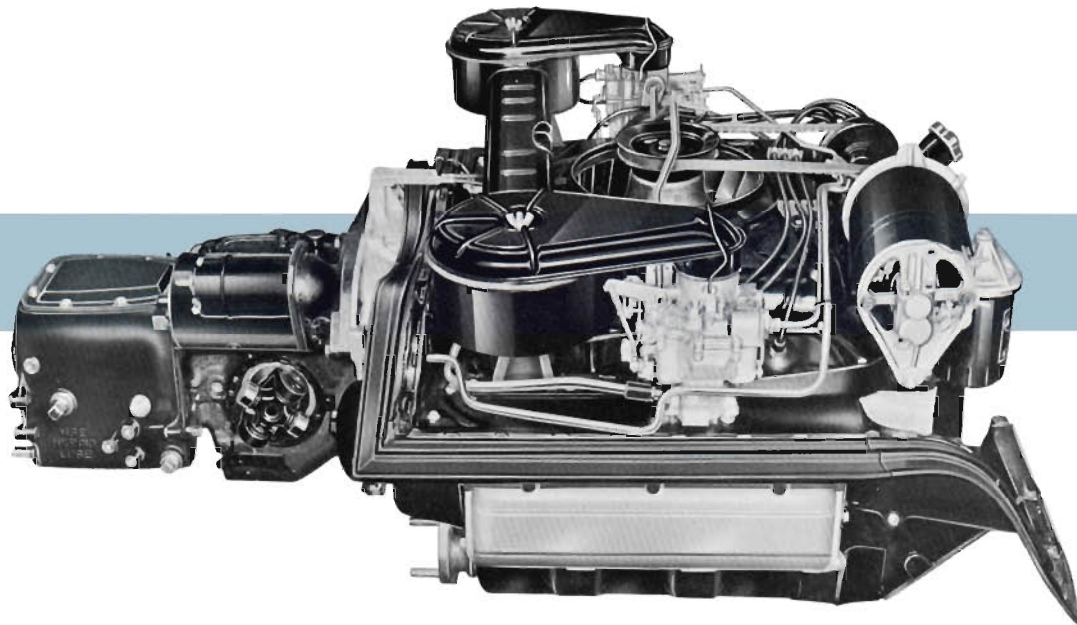
*The basic Corvair 95 configuration dictates a compact, lightweight power train equal to American standards of performance and economy. In meeting these exacting requirements, Chevrolet engineers have taken full advantage of many of the industry's most modern technological advances.*

*This is perhaps most clearly evident in the aluminum engine, which was conceived to take advantage of recent gains in aluminum availability and processing techniques.*

➤ ALUMINUM ENGINE CONSTRUCTION

➤ HORIZONTALLY-OPPOSED, 6-CYLINDER DESIGN

➤ LIGHTWEIGHT TRANSAXLE COMBINATION



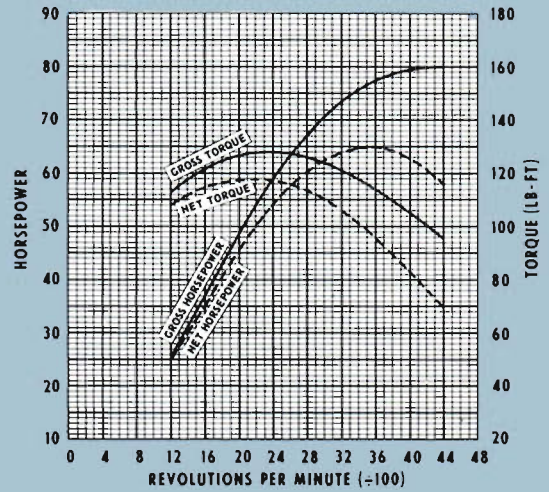
Corvair 95 models are equipped with a 6-cylinder, rear-mounted engine, coupled directly to a transmission and rear axle combination called a transaxle. A 3-speed synchromesh transmission is provided as standard equipment, with either a 4-speed or Powerglide available optionally. The rear axle is of the straddle-mounted pinion, hypoid gear type.

The horizontally-opposed, air-cooled engine is basically the same as that used on the Corvair passenger car, with a 145 cubic inch displacement, a 2.6 inch stroke, a 3.437 inch bore, and an 8.0-to-1 compression ratio. Light engine weight, which contributes significantly to economical overall vehicle operation, is

achieved with extensive use of aluminum for such components as the crankcase, intake manifolds and heads, and flywheel and clutch housings.

The power output of this engine includes 80 gross horsepower at 4400 revolutions per minute, and 128 pound-feet of gross torque at 2300 revolutions per minute.

BASIC COMPONENTS of the Corvair 95 engine are arranged in a horizontal plane, with the two opposing banks of three cylinders at either side of a crankcase forming the basic engine structure. The rectangular aluminum crankcase is a 2-piece casting, held together with eight



#### ENGINE SPECIFICATIONS

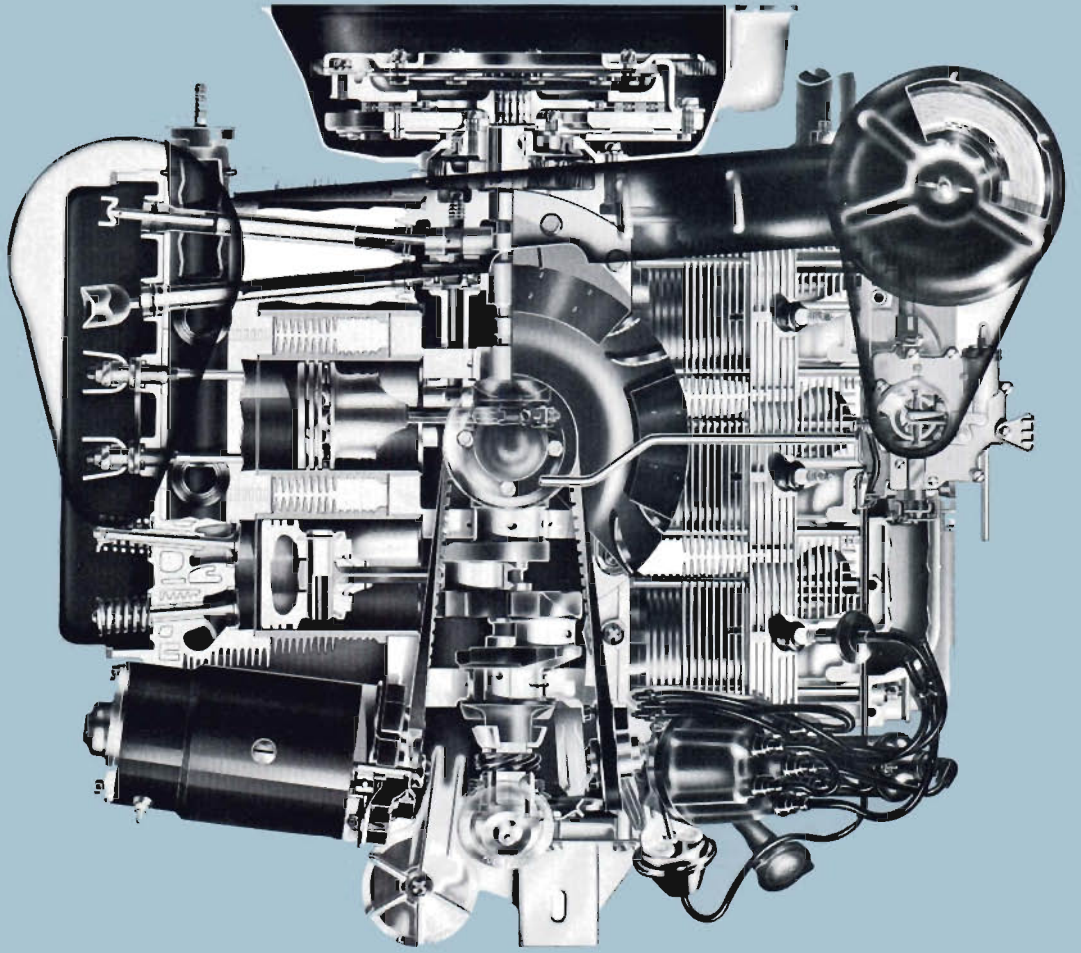
NUMBER OF CYLINDERS .....	6
BORE AND STROKE (Inches) ..	3.437 and 2.60
PISTON DISPLACEMENT (Cu. In.) .....	145
COMPRESSION RATIO .....	8.0-to-1
BRAKE HORSEPOWER:	
GROSS .....	80 at 4400 rpm
NET .....	65 at 3600 rpm
TORQUE (Lb.-Ft.):	
GROSS .....	128 at 2300 rpm
NET .....	118 at 2200 rpm
CARBURETORS .....	2, Single-Barrel

through-bolts. Each casting serves as one half the support for the cast iron camshaft and forged steel crankshaft. In a horizontally-opposed engine design, the crankshaft is inherently in balance, and bearing loads due to rotational forces are relatively light. Counterweights, therefore, are not considered necessary. This feature effects a considerable savings in weight.

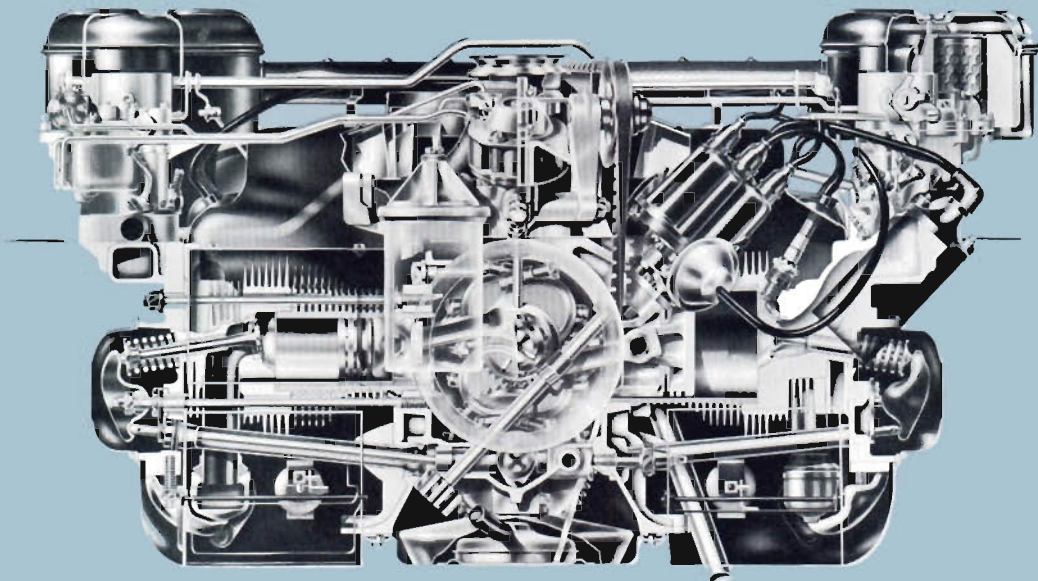
The cast-iron camshaft is located directly below and driven by the crankshaft through steel and aluminum helical gears at the front of the engine. The camshaft journals run directly on the bored crankcase, thus taking advantage of the bearing properties of aluminum. Six individual cylinders of high-quality cast iron, and

with integrally cast cooling fins fit into the outside of the crankcase halves. Lightweight aluminum alloy pistons are of the slipper skirt-type with integrally cast steel struts around the pin bosses. Two cast iron compression rings and one oil control ring are used. Connecting rods are the rugged, low-inertia, precision I-beam type, with high column bending strength.

Both cylinder heads, each with an integrally-cast intake manifold, are of deeply-finned, high-quality cast aluminum. Twelve long steel bolts secure each head and three individual cylinders to the crankcase. Pressed into the exhaust ports of the cylinder heads are steel sleeves, connecting the cast iron exhaust manifolds to the heads.

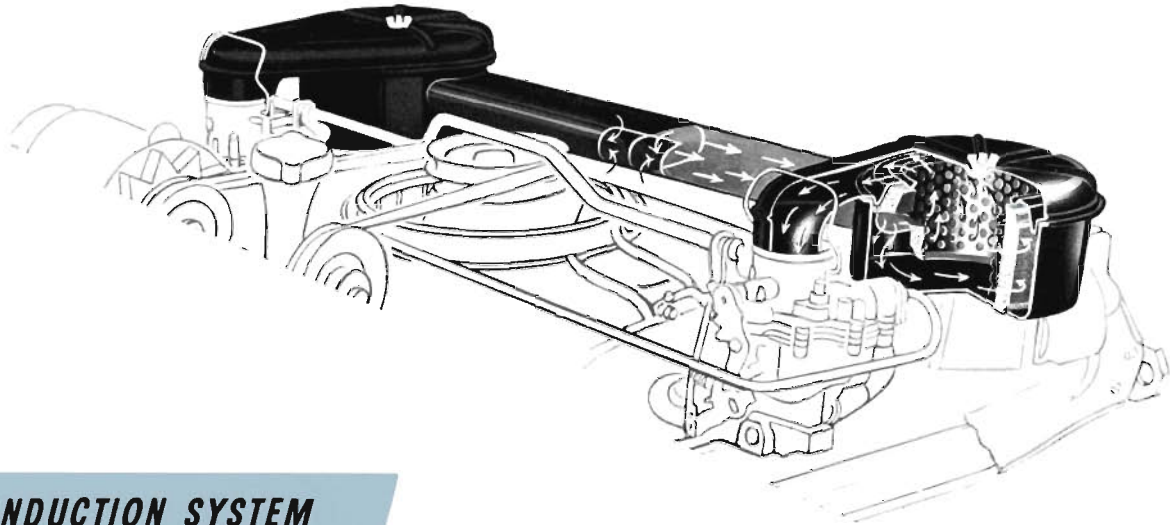


ENGINE CROSS SECTION PLAN VIEW



ENGINE CROSS SECTION END VIEW





## INDUCTION SYSTEM

Air intake for the carburetors is through a horizontal tube mounted across the upper front of the engine and connecting to the main body of each air cleaner. Air cleaners are of the pancake-type, each with a removable polyurethane filter.

Two, single-throat, downdraft carburetors mount directly to the integral intake manifold and head assemblies. The carburetors are placed off-center on the intake manifolds to more evenly balance air-fuel distribution among the cylinders in each bank. A unique nozzle with four outlets is placed slightly below each carburetor venturi opening, contributing to good fuel atomization at low engine speeds.

The valves are similar to those used in other Chevrolet engines with heat and corrosion resistant high alloy chrome steel used for exhaust valves and high quality, heat resistant steel used for inlet valves.

Steel tubes, mounted horizontally beneath and nearly parallel to the cylinders, house the tubular push rods. The stamped steel rocker arms, similar to those used in Chevrolet V-8 engines, are of low-inertia design, and operate on individual ball nuts and studs. Hydraulic lifters are conventional in design.

**EXHAUST SYSTEM.** Leading from the exhaust manifolds is an assembly consisting of a Y-shaped exhaust pipe, muffler, and short tailpipe. The reverse-flow muffler is zinc-coated for long life, and an asbestos liner between the inner and outer shells not only helps to lower muffler noise level, but also increases muffler durability by retaining condensation dissipating heat inside the muffler. Muffler location is on the right hand side of the engine.

**THE AIR COOLING** system for the Corvair 95 engine is comprised of two main components: a centrifugal blower located centrally on top of the engine crankcase and a plenum chamber enclosing the engine heads and cylinders. The centrifugal blower, driven by the crankshaft through a V-belt in a ratio of 1.6-to-1, pulls air

from the body induction system to the plenum chamber where it is directed to the engine through baffles and ducts. Engine heat is dissipated in the air moving past the cooling fins of the engine heads and cylinders.

**LUBRICATION.** The Corvair 95 engine features full-pressure oiling to the crankshaft main and rod bearings, camshaft bearing journals, hydraulic lifters, push rods, and rocker arms. An oil cooler is used to transfer heat from the oil to the surrounding air. The cooler, similar in principle to a conventional radiator, consists of U-tubes with corrugated fins. The unit is placed in the left rear of the air plenum chamber directly beneath the generator.

**FUEL SYSTEM.** The 2-piece, seam-welded fuel tank, located above the front suspension crossmember and under the front seat riser, has an 18.6 gallon capacity. Filler tube location is at the left hand side of the body just rearward of the front door opening.

The fuel pump is of short-stroke design, and utilizes a new molded diaphragm. A straight rod, instead of a rocker arm, runs directly on a crankshaft eccentric to operate the pump. To insure a clean supply of gasoline, a plastic cloth strainer is used inside the fuel tank on the gasoline riser pipe and sintered bronze-filters are placed in each carburetor inlet passage.

## TRANSAXLES

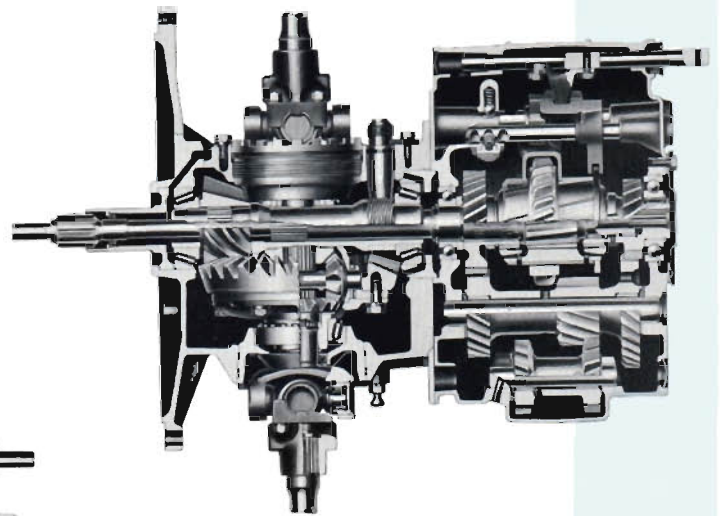
The transaxle combinations utilized on the Corvair 95 models are basically similar to those used on the passenger car version. Ratios, however, are specifically tailored to heavier-duty usage.

Standard equipment is a 3-speed synchromesh transmission, with a cast alloy iron case. Gear ratios are 3.50-to-1, first; 1.99-to-1, second; 1-to-1, third; and 3.97-to-1 reverse. A 4-speed transmission, also with a cast alloy iron case, is fully synchronized in all forward speeds. Gear ratios are 4.26-to-1, first; 2.55-to-1, second; 1.68-to-1, third; 1-to-1, fourth; and 4.27-to-1, reverse. A floor-mounted gearshift lever and mechanical connecting linkage is utilized for both the 3-speed and 4-speed units.

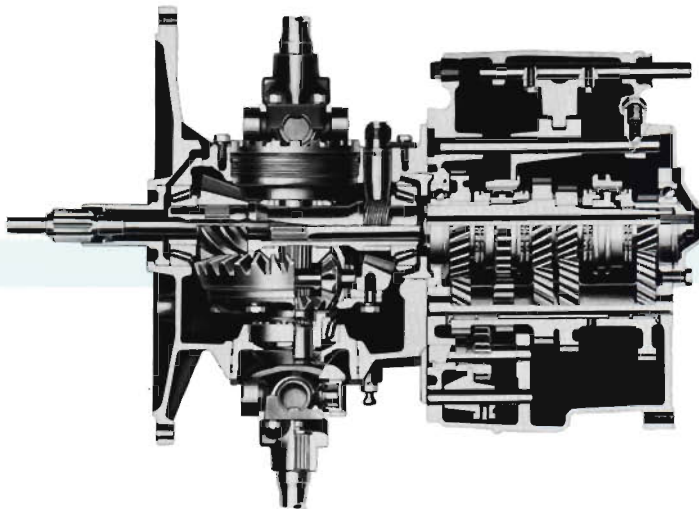
Corvair 95 models may also be equipped with an optional Powerglide transmission. A distinct feature of this unit is a separate transmission oil cooler, located in the left wheelhouse compartment.

A rear axle ratio of either 3.27-to-1 or 3.89-to-1 is used with the optional 4-speed transmission, and a ratio of 3.89-to-1 is used with both the standard 3-speed and optional Powerglide transmission.

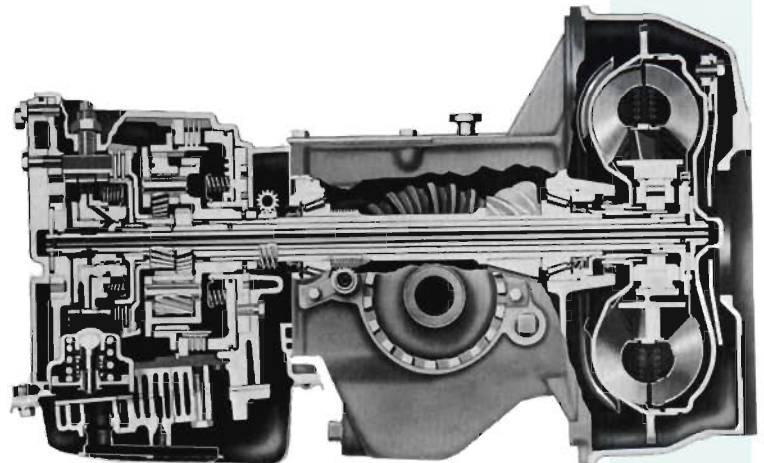
3-SPEED



4-SPEED

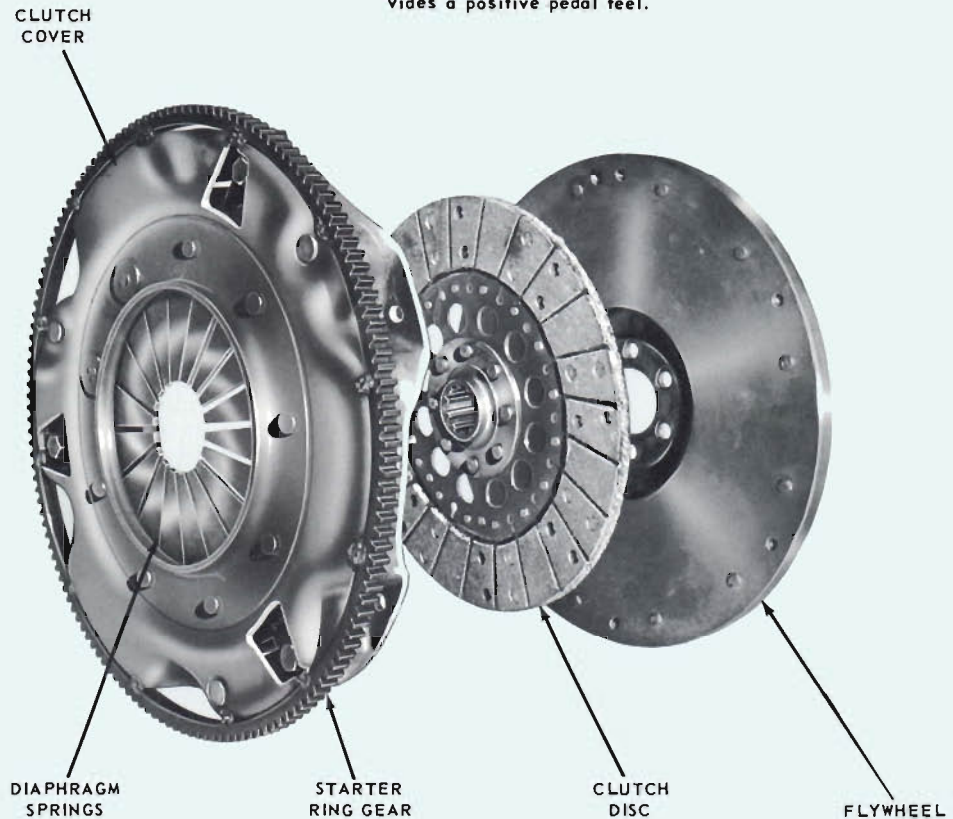


POWERGLIDE



## CLUTCH

The Corvair 95 clutch used with the 3 and 4-speed transmissions has a disc facing outside diameter of 9.12 inches and an inside diameter of 6.12 inches for a total facing area of 72 square inches. The pressure plate exerts a total load of 1000 to 1200 pounds on the clutch disc. Nominal torque transmitting capacity is 160 pounds-feet. Clutch operation is through a nylon-armored, braided-steel cable connected to the clutch pedal. The cable, which runs over segmented pulleys, operates smoothly and provides a positive pedal feel.



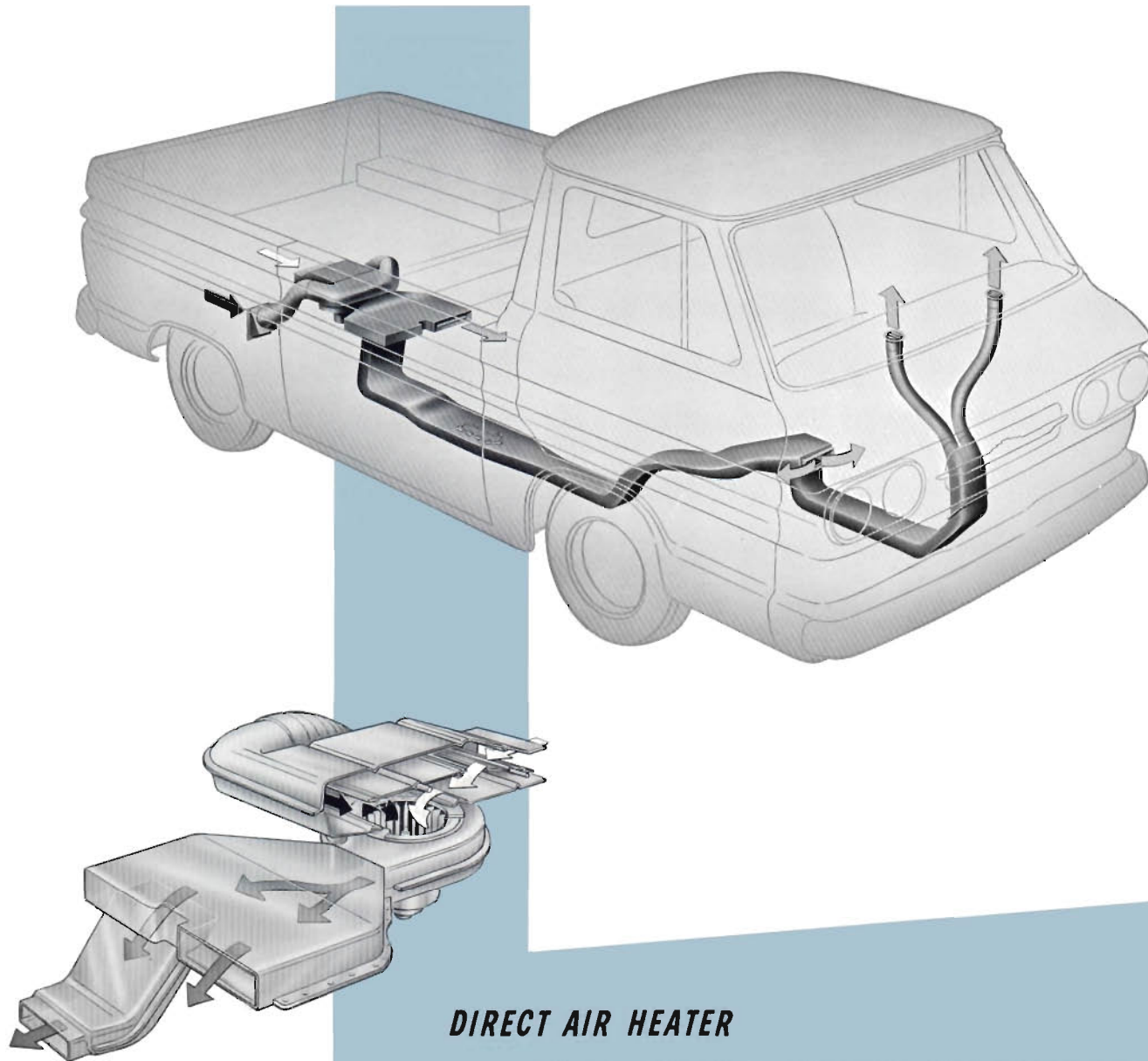
## SHIFT POINTS

An interesting feature of the speedometer dial is the incorporation of the numerals 2, 3, and 4 below the 22, 38, and 56 mph graduation marks respectively to indicate the speeds at which the optional 4-speed transmission should be shifted. The black shift numbers are prominent against light green dots superimposed on a narrow light green bar.





# ACCESSORIES - CORVAIR 95



## **DIRECT AIR HEATER**

A direct air heating system, which utilizes the engine heat rejection principle to provide warm air for the passenger compartment, is available for Corvaire 95 models both as an FOA and dealer-installed accessory. All major components of the heating system are mounted to the underbody. The system consists of two main units: a rectangular-shaped air mixing chamber mounted directly over the transaxle area and a 3-speed centrifugal blower attached to the underside of the air mixing chamber.

In operation, hot air from plenum chambers surrounding the cylinder banks is transferred through circular ducts to the air mixing chamber, together with cold air from the engine compartment introduced through the body side panel air inlet louvers. The cold air is forced by the engine centrifugal blower to the air mixing chamber inlet through ducting extending from the front of the engine upper shroud. The amount of cold air to be metered into the air chamber is governed by the position of the cold air shut-off door located in the air chamber inlet. A pivoting door directly over the blower blends the air entering the passenger compartment.

Heat outlets in the passenger compartment of Model R1205 consist of a louvered opening in the front face of the rear underbody raised area, a transverse heat distributor mounted to the front seat riser, and defroster outlets. The pickup models however, incorporate only the forward outlet and defrosters.



## ***LEVEL LOAD FLOOR***

A removable, 3-piece floor panel assembly is featured for Corvair 95 pickup owners who require a level load area the full length of the pickup box. This unit is available complete with wood floor panels as a Factory Optional Accessory, or, less floor panels, as a dealer-installed accessory.

Panel material consists of 3/4-inch fir plywood. Each floor panel is supported with an inverted L-shaped angle iron bolted transversely to its underside. The supports seat on similar braces attached longitudinally to each pickup box inner side panel. In addition, folding legs riveted to the transverse member lend support to the center panel, which, in turn, strengthens the front and rear panels.

Pickup capacity is approximately 37 cubic feet with the level load floor installed. By lowering the rampgate on Rampside models, approximately 23 cubic feet of the space beneath the floor can be utilized for carrying additional cargo.

# 1960 MID-SEASON CHANGES

- ➡ NUMEROUS CHASSIS REFINEMENTS
- ➡ IMPORTANT ENGINE MODIFICATIONS
- ➡ MORE COMFORTABLE CABS

*A dynamic design program necessarily provides for continuing rather than periodic improvement. While most major changes are planned for the beginning of a model year, many equally important revisions occur in the interim. Those introduced during the 1960 model year are described in the following paragraphs.*

## BODY

**TILT-CABS.** A handle is added to the right hand fender of tilt-cab models to assist in raising or lowering the cab. In addition, a screen is added to the air inlet to prevent entry of foreign matter into the plenum chamber.

Increased driver comfort, from the standpoint of both seat construction and driver relationship to controls, results from a redesign of the tilt-cab driver's seat cushion and backrest assemblies.

Coil spring and jack stringer construction is retained for the seat cushion, but the former cotton and foam rubber padding is replaced with a urethane foam pad approximately 2-5/8 inches thick. The new backrest consists of a contoured urethane foam pad mounted on plywood, which replaces the former coil springs padded with cotton and rubberized hair. The new backrest pad is 1-1/2 inches thick at the top and 2-1/2 inches thick at the bottom.

**REAR DOOR LOCK.** The right hand rear door lock for panel and suburban models is revised to incorporate a safety position, or notch, on the fork-type cam so the cam can not free itself of the lock stud in the event the door is only partially closed.

**SHORT BRACKET MIRROR.** By lengthening the bracket arm of short bracket outside rear view mirrors, the ventipane frame is removed from the line of vision, thus improving rearward visibility.

**BOSTROM "LEVEL-RIDE" 80 SEAT.** Availability of the LPO Bostrom "Level-Ride" 80 driver's seat is extended to include tilt-cab models, making the seat available for

all body types except Step-Vans. In the tilt-cab application, no companion seat is available with the driver's seat.

**ACCESSORY SIDE STEP PLATE.** Accessibility to the Fleetside pickup box forward area is increased with a side step plate, which is released as a dealer-installed accessory. Four sheet metal screws attach the cast aluminum step plate assembly to the pickup box side panel where it is recessed between the front face of the box and the rear wheelhouse.

**ACCESSORY HEATERS.** Deluxe air-flow and recirculating heaters are extensively revised from the 1960 start-of-production versions. A redesigned heat distributor assembly, incorporating an improved heat outlet design, provides cab compartment temperatures up to 10 degrees greater at normal operation speeds. A new, quieter-operating air ventilating blower assembly also is featured.

Revisions to the heat distributor include larger existing heat outlet openings and two additional heat outlet openings. These refinements not only provide improved warm air distribution, but also reduce air flow restriction.

Because the new air ventilating blower motor assembly operates at slower speeds, motor noise level is reduced for greater driver-passenger comfort. The new unit operates on 6.6 amperes at 2400 rpm, and circulates a comparable number of warm cubic feet of air per minute as the former blower, which required 10 amperes and operated at 3000 rpm.



# CHASSIS

**NEW TORSION BAR ALIGNMENT.** A revised line-up of torsion bars, both standard and optional, is released for most Series 50-80 trucks. In this realignment, bars of increased capacity are offered for normal, heavy-duty, and extra-heavy-duty service. More significantly, however, the greater spring capacities improve the truck's ability to withstand abuse and misuse considerably. Also, because of the greater front end loading, tilt-cabs models are equipped with torsion bars of higher capacity than those used on comparable conventional units.

**TANDEM axle models** feature a new optional heavy-duty 12-leaf Hendrickson rear suspension unit. The optional unit is functionally identical to the standard unit except for heavier gauge spring leaves, which provide a total spring pile thickness of 5.71 inches. Capacity at the ground is 19,500 pounds.

**STANDARD FRAME REINFORCEMENTS.** A new inverted L-reinforcement is released as regular production equipment for C61-62-63, C61H-62H-63H, C71-72-73, and C81-82-83 models. The 30-3/4 inch reinforcement is attached to the frame side rail at the rear of the torsion bar anchor. Extending approximately 18 inches behind the cab, the liners strengthen the frame in this area, minimizing the possibility of frames buckling due to excessive overloading.

**IMPROVED AIR COMPRESSOR.** Air brake compressor assemblies for the air-hydraulic and full-air brake systems are modified to improve braking efficiency. The compressors incorporate a new governor which increases reservoir tank pressure from 85 to 110 psi minimum, and 105 to 125 psi maximum. The higher reservoir tank pressures not only produce greater braking forces, but also permit more stops per tank of air pressure.

**REVISED SHOCK ABSORBER AVAILABILITY.** Availability of the optional 1-3/8 inch diameter front shock absorber on C14 models has been discontinued. Test reports indicate no advantages in this application for the larger shock absorber.

**HEAVY-DUTY VACUUM POWER BRAKE** equipment is released for C, L, S50 and C, L, S, T60 models. This option consists of a 11-1/2 inch diaphragm booster and a 1-1/4 inch diameter main cylinder. The larger components provide the 2-ton models with increased brake pedal reserve and higher braking forces for improved performance.

Also, the 11-1/2 inch booster option is made mandatory with the heavy-duty option which is available on Series 60 models to make them 60H.

**FOUR-WHEEL DRIVE LOCKOUT HUBS** feature increased durability with heavier duty, higher torque capacity cam drive lugs. Also, the former 2-wing hub actuator is replaced by a single-wing design to ensure against the use of outsize tools for indexing.



**IMPROVED 9000 POUND FRONT SUSPENSION.** Several important changes are made to the 9000 pound front suspension to improve its durability. Stamped-steel cross-member brackets provide four additional front suspension assembly-to-frame attaching points. This modification vastly improves the suspension's ability to withstand the high brake torques encountered in heavy-operation.

Further suspension modifications include a revised steering knuckle with a thicker lower ball stud boss, more metal around the knuckle attaching holes, and larger radii at high stress points. The lower control arm ball stud also is improved by the addition of metal to all critical areas.

In addition, rubber seals are added to each end of the control arm and torsion bar bracket. The seals effectively prevent corrosion at the splined ends of the torsion bars.

**IMPROVED CAST SPOKE WHEELS.** Front cast wheel and drum assemblies are revised to increase the strength of the rim mounting spokes. A larger radius and heavier web thickness around the mounting studs reduces stud fatigue failures.

A new, simplified clamp also improves rear cast spoke wheel durability by eliminating cocking caused by over-tightening the attaching nuts. In addition, the steel clamp is forged, instead of cast, for greater strength.

**FRAME MODIFICATIONS** include a new rear intermediate crossmember for 1/2 and 3/4-ton models, increasing the number of crossmembers from four to five. The new member, welded to the side rails just forward of

the rear shock absorber brackets, replaces a longer hat-section structure, which, because of its method of attachment to the side rails, was not considered a true cross-member.

The availability of heavy-duty outer frame reinforcements is now extended to T60 models. Other frame refinements include the elimination of a body bolt access hole in the lower flange of the medium and heavy-duty

X-member frames and the removal of a notch in the upper flange of the optional outer reinforcement.

REAR BUMPERS for models with 4-wheel drive have been discontinued as regular production and regular production option equipment. Both painted and chrome rear bumpers are available, however, as dealer-installed accessories.

## POWER TRAIN

**NEW REAR AXLE AVAILABILITY.** Greater power train flexibility is afforded all Series 50 vehicles with the release of the Chevrolet-built 6.40/8.72 ratio, 2-speed axle as optional equipment. Series 60H models also benefit from increased power train flexibility with the release of the 16,000 pound Eaton 7.17/9.97 ratio, 2-speed axle as optional equipment.

**INCREASED REAR AXLE CAPACITIES.** The Chevrolet 13,000 pound axle, in school bus applications, is now rated at 13,500 pounds, while the Eaton axle, when used strictly in over-the-highway operations, boasts a rated capacity increase of 500 pounds to 18,500 pounds. The increases are possible since axles operating under these limited conditions are not subjected to the high shock loadings encountered in other operations. This change conforms with current industry practices.

**POWER TRANSFER CASE** gearshift operation for 4-wheel drive models is facilitated by lengthening the transfer case shift rod cross bar and relocating the gearshift lever control mounting bracket from the right to the left hand side of the transmission case.

**NEW POWER TEAM AVAILABILITY.** School bus model S6702 with the base 4-speed transmission is now available with the optional 348 cubic inch Workmaster Special engine. The new power team provides extra power and torque for added vehicle flexibility and performance.

**IMPROVED TILT-CAB ENGINE COOLING.** A 1-inch diameter thermostatic by-pass hose replaces the 3/4-inch diameter hose previously used for tilt-cab models. By permitting more coolant to flow through the engine and surge tank before the thermostat opens, the larger hose minimizes the formation of steam pockets and possible loss of coolant.

**QUIETER SERIES 10-40 EXHAUST SYSTEM** is achieved by suspending the components in vibration-absorbing, flexible mounts. Suburban Carryall models also are equipped with a double-wrapped muffler, which effects an additional reduction of exhaust noise.

**MORE FLEXIBLE GOOSENECK TUBE,** which supplies oil to the valve rocker arm shaft, has been released for the 261 cubic inch engine. This change reduces the possibility of tube breakage and consequent loss of oil to the valve rocker arm shaft.

**NEW CLUTCH SIZE FOR K SERIES.** All 4-wheel drive models now use a 10-inch clutch as regular production equipment with the 3 or 4-speed transmission. The 11-inch clutch is retained optionally for heavy-duty service.

**IMPROVED CYLINDER HEADS.** The 261 cubic inch Jobmaster and 283 cubic inch Taskmaster engine cylinder heads are improved for heavy-duty service by increasing the chrome content of the metal. This change in material specifications results in a less ductile material, improving valve seat durability.

**MORE DURABLE PISTONS.** Durability of the 348 cubic inch engine pistons is improved by increasing the cross-sectional area near the lower part of the piston skirt.

**IMPROVED POWERMATIC TRANSMISSION COOLING.** On Powermatic transmission installations, a 1-inch diameter thermostatic by-pass hose replaces the former 3/4-inch hose, increasing engine coolant flow to the transmission oil heat exchanger.

**IMPROVED V-8 PERFORMANCE.** The heat riser holes in the inlet manifold-to-cylinder head gasket of 348 cubic inch V-8 engines are enlarged to permit more exhaust gas to flow through the inlet manifold heat riser passages. This improves fuel vaporization for increased engine performance under normal operating conditions.

**CARBURETOR ANTI-ICING.** A redesigned carburetor-to-manifold gasket of a smaller area is used for the 283 cubic inch Trademaster V-8 engine. With less gasket area, the insulating effect of the gasket between the manifold and carburetor is reduced, increasing heat transfer to the carburetor.

**IMPROVED 3-SPEED TRANSMISSION SHIFTING.** A new lubrication fitting is added to the second and third rod idler lever transmission control assembly for both the 3-speed and 3-speed heavy-duty transmissions.

**3-SPEED AUXILIARY TRANSMISSIONS.** The 12 X 5 inch, internal-expanding, drum-type parking brake is eliminated as part of the 3-speed auxiliary transmission assembly, thereby improving driveline balance and minimizing driveline noises and rattles on tandem axle models. Tandems with this option will utilize the rear-mounted parking brake included as part of the main transmission assembly.

# *APPENDIX*



**REGULAR TRUCK SOLID EXTERIOR COLORS**

MAIN BODY COLOR			GRILLE, SHEET METAL INNER FACE, HUB CAPS, BUMPERS	WHEELS
NAME	DESCRIPTION	RPO		
Romany Maroon (New)	Maroon	724A	Cameo White	Black
Cardinal Red	Light Red	714A	Cameo White	Black
Tahiti Coral (New)	Coral	725A	Cameo White	Black
Yukon Yellow	Dark Yellow	719A	Cameo White	Black
Flaxen Yellow (New)	Light Yellow	718A	Cameo White	Black
Omaha Orange	Orange	716A	Cameo White	Black
Woodland Green (New)	Dark Green	705A	Cameo White	Black
Neptune Green	Light Green	703A	Cameo White	Black
Tampico Turquoise (New)	Turquoise	710A	Cameo White	Black
Balboa Blue (New)	Dark Blue	708A	Cameo White	Black
Brigade Blue	Light Blue	707A	Cameo White	Black
Woodsmoke Blue (New)	Light Gray	723A	Cameo White	Black
Jet Black	Black	700A	Cameo White	Black
Cameo White (New)	Bone White	726A	Cameo White	Black
Pure White	Off-White	721A	Pure White	Black

NOTE: Series 10-40 grille insert is bright with dull black center ground to give prominence to lettering.  
Series 50-80 grille lettering is black.

Cameo White used for parking light housing except rear face, which is black. (Pure White substituted for Cameo White on models painted Pure White.)

Tailgate lettering for pickups and license lamp housing lettering for C and K 1416 Suburban Carryalls is Cameo White except on models painted Cameo White or Pure White when black lettering is used.

Regular production and RPO 210 mirror arms and brackets are painted main body color, except those for Step-Vans and tilt-cabs which are black.

**REGULAR TRUCK TWO-TONE EXTERIOR COLORS**

MAIN 2-TONE COLOR *			GRILLE, SHEET METAL INNER FACE, HUB CAPS, BUMPERS	WHEELS **
NAME	DESCRIPTION	RPO		
Romany Maroon	Maroon	727	Cameo White	Romany Maroon
Cardinal Red	Light Red	740	Cameo White	Cardinal Red
Tahiti Coral	Coral	743	Cameo White	Tahiti Coral
Yukon Yellow	Dark Yellow	744	Cameo White	Yukon Yellow
Flaxen Yellow	Light Yellow	729	Cameo White	Flaxen Yellow
Omaha Orange	Orange	742	Cameo White	Omaha Orange
Woodland Green	Dark Green	732	Cameo White	Woodland Green
Neptune Green	Light Green	731	Cameo White	Neptune Green
Tampico Turquoise	Turquoise	727	Cameo White	Tampico Turquoise
Balboa Blue	Dark Blue	735	Cameo White	Balboa Blue
Brigade Blue	Light Blue	736	Cameo White	Brigade Blue
Woodsmoke Blue	Light Gray	746	Cameo White	Woodsmoke Blue
Jet Black	Black	728	Cameo White	Jet Black

\* - Cameo White used as second color.

\*\* - For Series 10-30 models only. Black used for all other models.

NOTE: Series 10-40 grille insert is bright with dull black center ground to give prominence to lettering.  
Series 50-80 grille lettering is black.

Cameo White used for parking light housing except rear face, which is black.

Cameo White used for tailgate lettering on pickup models.

Main body color used for license lamp housing lettering on C and K 1416 models.

Regular production and RPO 210 mirror arms and brackets are painted main body color, except those for Step-Vans and tilt-cabs which are black.

**CAB INTERIOR COLORS AND MATERIALS\*\***

ITEM		MATERIAL		COLOR	
		REGULAR PRODUCTION	RPO	REGULAR PRODUCTION	RPO
Seats	Coverings	Embossed Vinyl	Pattern Cloth*	Silver	Silver and Charcoal*
	Bolsters and/or Facings	Leather-Grain Vinyl		Charcoal	
Body and Door Panels		Painted Metal		Silver	
Simulated Door Panel Insert		(None)	Painted Metal	(None)	Charcoal fi
Instrument Panel	Crown and Hood Faces	Painted Metal		Charcoal	
	Dispatch Box Embossment			Silver	
	Remoinder				
Floor Mat		Embossed Rubber		Black	
Dash Mat Facing		Composition Board		Charcoal	
Sunshade				Silver	
	Left Hand	(None)	Composition Board	(None)	Silver*
	Right Hand		Leather-Grain Vinyl		
Armrest, L.H.	Upper		Painted Plastic		
	Lower				
Steering Wheel		Painted Hard Rubber		Silver fi	
Steering Hub and Mast Jacket		Painted Metal			
Turn Signal Lever (Knob is black)					
Parking Brake and Floor-Mounted Transmission Levers				Charcoal	
Instrument Panel Control Knobs		Plastic	£	Black	£ fi
Air Vent Knobs					
Cigar Lighter		(None)	Metal	(None)	Bright *
Powerglide Lever (Knob is black)		Metal		Bright	

\* - RPO 433 (Custom Comfort and Convenience Equipment).

fi - RPO 432 (Custom Appearance Equipment).

fi - Mast jacket painted charcoal on Series 50-80 models.

£ - Black plastic with bright metal trim.

\*\* - Except for silver steering wheel, tilt-cab interior is carried forward from 1960.

**PANEL AND SUBURBAN  
INTERIOR COLORS AND MATERIALS**

AREA		MATERIAL		COLOR	
		REGULAR PRODUCTION	RPO	REGULAR PRODUCTION	RPO
Seats	Coverings	Embossed Vinyl	Pattern Cloth <sup>v</sup>	Silver	Silver/Charcoal <sup>v</sup>
	Facings	Leather-Grain Vinyl		Charcoal	
Body and Door Panels		Painted Metal		Silver	
Simulated Front Door Panel Inserts				Charcoal (Suburbans)	Charcoal (Panels)*
Simulated Sidewall Inserts				(None)	
Instrument Panel	Crown and Hood Faces			Charcoal	
	Dispatch Box Embossment				
	Remainder				
Roof Panel Inserts		Vinyl-Covered Jute		Silver	
Floor Covering	Front Compartment	Embossed Rubber		Black	
	Suburban Load Compartment	Ribbed Linalum		Charcoal	
Dash Mat Facing		Composition Board			
Sunshade	Left Hand	Composition Board		Silver	
	Right Hand			(None)	Silver §
Left Hand Armrest	Upper	(None)	Leather Grain Vinyl	(None)	Charcoal
	Lower		Painted Plastic		
Steering Wheel		Painted Hard Rubber		Silver	
Steering Hub and Mast Jacket		Painted Metal			
Turn Signal Lever (Knob is black)					
Parking Brake and Floor-Mounted Transmission Lever					
Instrument Panel Control Knobs		Plastic	»	Black	»*
Air Vent Knobs					
Cigar Lighter		(None)	Metal	(None)	Bright §
Powerglide Lever (Knob is black)		Metal		Bright	

- § - RPO 433 (Custom Comfort and Convenience Equipment)
- » - Black plastic with bright metal trim.
- <sup>v</sup> - Suburban Carryall models only with RPO 433.
- \* - RPO 432 (Custom appearance equipment)



**CORVAIR 95  
SOLID EXTERIOR COLORS**

MAIN BODY COLOR			BUMPERS AND HUB CAPS	WHEELS
NAME	DESCRIPTION	RPO		
Romany Maroon	Maroon	724A	Cameo White	Black
Cardinal Red	Light Red	714A	Cameo White	Black
Tahiti Coral	Coral	725A	Cameo White	Black
Yukon Yellow	Dark Yellow	719A	Cameo White	Black
Flaxen Yellow	Light Yellow	718A	Cameo White	Black
Omaha Orange	Orange	716A	Cameo White	Black
Woodland Green	Dark Green	705A	Cameo White	Black
Neptune Green	Light Green	703A	Cameo White	Black
Tampico Turquoise	Turquoise	710A	Cameo White	Black
Balboa Blue	Dark Blue	708A	Cameo White	Black
Brigade Blue	Light Blue	707A	Cameo White	Black
Woodsmoke Blue	Light Gray	723A	Cameo White	Black
Jet Black	Black	700A	Cameo White	Black
Cameo White	Bone White	726A	Cameo White	Black
Pure White	Off-White	721A	Pure White	Black

NOTE: Hub cap bow-tie is red.  
Air inlet grille emblem is bright with black ground for lettering.

**CORVAIR 95  
TWO-TONE EXTERIOR COLORS**

MAIN 2-TONE COLOR (*)			BUMPERS AND HUB CAPS	WHEELS
NAME	DESCRIPTION	RPO		
Romany Maroon	Maroon	727	Cameo White	Romany Maroon
Cardinal Red	Light Red	740	Cameo White	Cardinal Red
Tahiti Coral	Coral	743	Cameo White	Tahiti Coral
Yukon Yellow	Dark Yellow	744	Cameo White	Yukon Yellow
Flaxen Yellow	Light Yellow	729	Cameo White	Flaxen Yellow
Omaha Orange	Orange	742	Cameo White	Omaha Orange
Woodland Green	Dark Green	732	Cameo White	Woodland Green
Neptune Green	Light Green	731	Cameo White	Neptune Green
Tampico Turquoise	Turquoise	727	Cameo White	Tampico Turquoise
Balboa Blue	Dark Blue	735	Cameo White	Balboa Blue
Brigade Blue	Light Blue	736	Cameo White	Brigade Blue
Woodsmoke Blue	Light Gray	746	Cameo White	Woodsmoke Blue
Jet Black	Black	728	Cameo White	Jet Black
Cameo White	Bone White	747	Cameo White	Cameo White

\* - Cameo White used as second color, except when main color is Cameo White then Cardinal Red used as second color.

NOTE: Hub cap bow-tie is red.  
Air inlet grille emblem is bright with black ground for lettering.

CORVAIR 95  
INTERIOR COLORS AND MATERIALS

ITEM		MATERIAL	DELUXE	CUSTOM
Body and Door Panels		Painted Metal	Silver	
Front Door Panel Upper Embossment			(None)	Charcoal
Firewall			Black	
Instrument Panel			Charcoal	
Instrument Panel Front Face			(None)	Silver
Dispatch Box Door			Silver	
Dispatch Box Door Insert			Embossed Aluminum	(None)
Instrument Cluster Bezel		Painted Metal	Silver	
Instrument Cluster Insert		Embossed Aluminum	Bright	
Instrument Cluster Knobs		Metal		
Choke and Air Vent Knobs		Plastic	Black	
Roof Panel Insert		Vinyl-Covered Jute	Silver	
Sunshade, L.H.*		Textured Fiberboard		
Dome Lamp Housing		Plastic	Silver (Base)	
Armrest, L.H.	Upper	Textured Vinyl	(None)	Silver
	Lower	Plastic		Black
Seat Trim**	Coverings	Pattern Cloth	Silver and Charcoal	
	Facings, Bolsters	Textured Vinyl	Charcoal	
Driver Compartment Floor		Ribbed Rubber		
Load Compartment Floor	Center	Painted Metal	Black	
	Rear			
Steering Column				Charcoal
Steering Wheel and Hub		Hard Rubber	Silver	
Horn Button		Brush-Finished Metal	Bright with Red and Black Decoration	
Parking Brake and Clutch Pedals		Painted Metal	Black	
Parking Brake and Gearshift Lever				

\* - Right hand included with Custom Equipment option (RPO 431).

\*\* - Pattern and trim design different for Custom models.

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