POWER TRAIN

The various components which comprise the power train line-up for both the conventional and Corvair 95 lines feature numerous improvements and refinements to promote greater durability, serviceability, and performance. Among the modifications to the conventional line engines are new manifold heat valves, sealed starter motors, and improved exhaust systems. The displacement of the Corvair 95 engine is enlarged to 164 cubic inches for a substantial improvement in performance characteristics. Both the manual and automatic transmissions have undergone refinements, and new designs and revisions highlight the expanded rear axle line-up for 1964.

CORVAIR 95 ENGINE. A substantial displacement increase to 164 from 145 cubic inches is achieved by lengthening the piston stroke from 2.60 to 2.94 inches. The base engine with an 8.25-to-1 compression ratio produces 95 horsepower at 3600 RPM and 154 pound-feet of torque at 2400 RPM in comparison to 80 horsepower and 128 pound-feet of torque for its 1963 counterpart. An optional high performance version of the 1964 design features a 9.25-to-1 compression ratio, 110 gross horsepower at 4400 RPM, and a gross torque output of 160 pound-feet at 2800 RPM. The increased performance is the result of a higher lift camshaft, recalibrated carburetors, and the higher compression ratio. Fuel requirements remain the same for the base engine (regular gas) while the high performance engine necessitates the use of premium fuel.

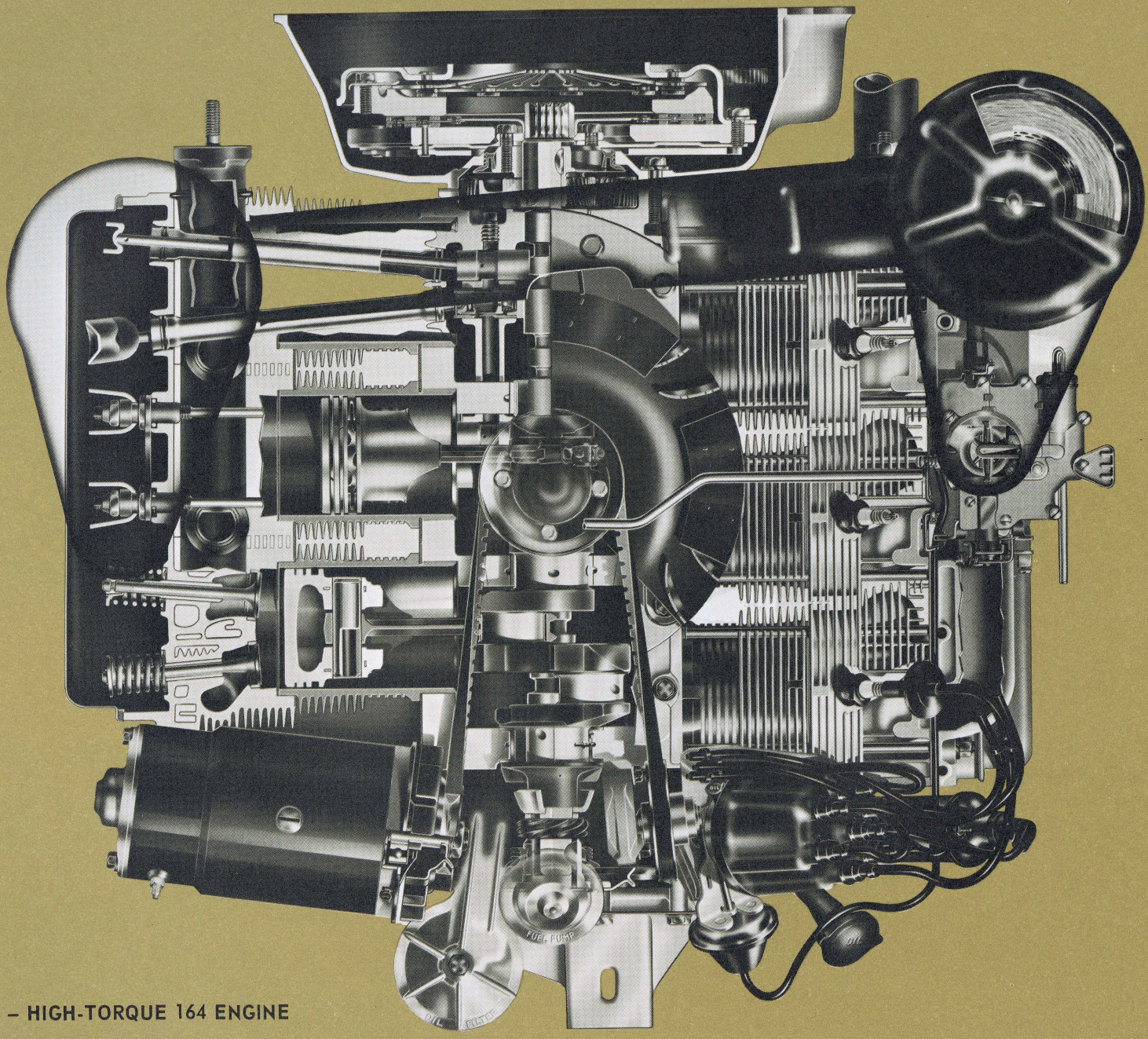
Overall engine durability is extended with larger component size and improved material content. Crankshaft material is changed from carbon to alloy steel, while premium aluminum replaces copper-lead alloy for main and connecting rod bearings. Silichrome steel inlet valves, specially heat-treated, minimize corrosion and valve burning. Connecting rod I-sections are increased in size for greater column strength to accept the larger piston loads. Reduced piston compression height and narrower piston rings compensate for the increased crank throw. Combustion chambers are designed to maintain efficiency and approximately the same compression ratio.

Carburetor recalibration with increased throttle bore sizes and larger venturi openings provide satisfactory fuel delivery without necessitating manifold changes. The continued use of stellite-faced exhaust valves, improved exhaust valve rotators, and cast-iron, chrome-plated compression rings complement the larger and stronger 1964 engine components as outlined above. Die-cast magnesium replaces fabricated steel as blower assembly material for higher blower burst strength and reduced weight. The latter feature provides the secondary advantage of extending belt and bearing life. Cooling vanes are reduced in number from 16 to 11 but, through an increase in vane pitch, the volume of cooling air supplied is not affected. A higher cooling capacity 12-plate oil cooler design replaces the 5-plate unit previously used. Oil-wetted paper air cleaner elements replace permanent polyurethane type units for easier servicing, better filtration, and greater dirt capacity.

Higher electrical loads can be handled by a new 35-ampere generator, replacing the 30-ampere unit as base equipment. In addition, generator flexing and vibration are reduced for Powerglide transmission equipped models through a new solid-type mounting. The generator is now mounted to the bracket with a retaining bolt, lockwasher, and nut, eliminating the rubber bushing and sleeve formerly used.

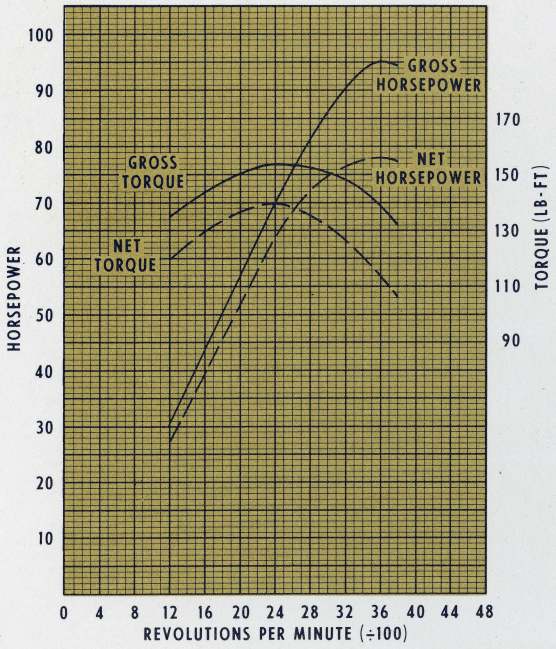
New accelerator linkage provides a more positive return to idle and improved pedal "feel." The pull-back spring mounting location is changed so that the spring is attached to a tab at the upper engine shield rather than at the left hand air cleaner support. In addition, a new plastic housing for the pedal rod pivot produces smoother pedal operation. The accelerator pedal also is new, being of polypropylene plastic for lighter weight and better wear characteristics.

A new "bent-finger" type clutch, wherein the pressure applied to the driven disk is somewhat in proportion to the speed, results in greater capacity and increased durability. Integral clutch fingers project from the inside diameter of the conical-shaped Belleville washer design at a substantial angle to the plane of the clutch assembly. As the assembly revolves, centrifugal force tends to increase this angle by pulling the fingers away from the hub, thereby applying greater pressure to the pressure plate. Clutch capacity is increased with no increase in pedal effort and boosters or heavy over-center springs are not required, as in the case of a coil spring design. Clutch durability is further increased by a built-in cooling provision. Radial projections on the pressure plate act as cooling fins. As the clutch rotates, these projections help force air through cast-in cooling slots around the outer edge. Greater pressure plate strength is achieved by the use of pearlitic malleable iron which has considerably more tensile strength than the formerly used ordinary cast iron. A lighter flywheel with a stepped-face is provided to accommodate the new clutch.

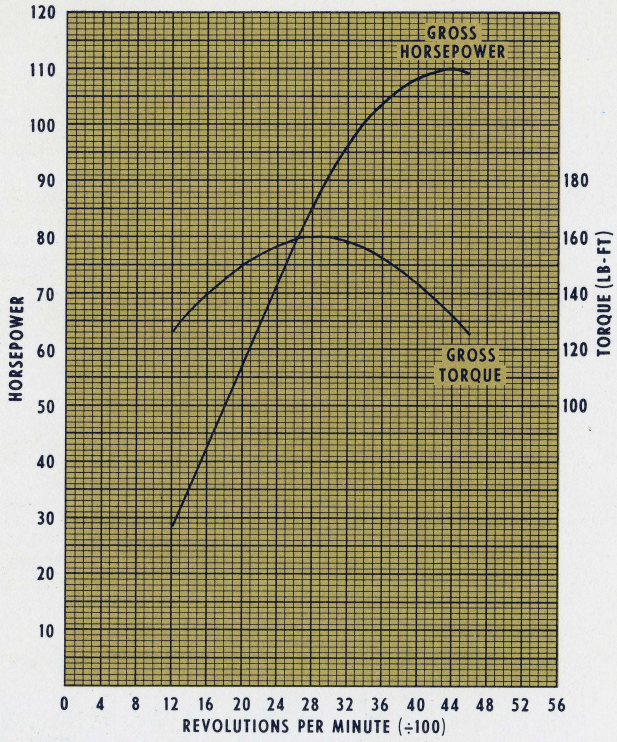


PLAN VIEW – HIGH-TORQUE 164 ENGINE

HIGH-TORQUE 164 ENGINE PERFORMANCE



WITH REGULAR CAMSHAFT



WITH SPECIAL CAMSHAFT

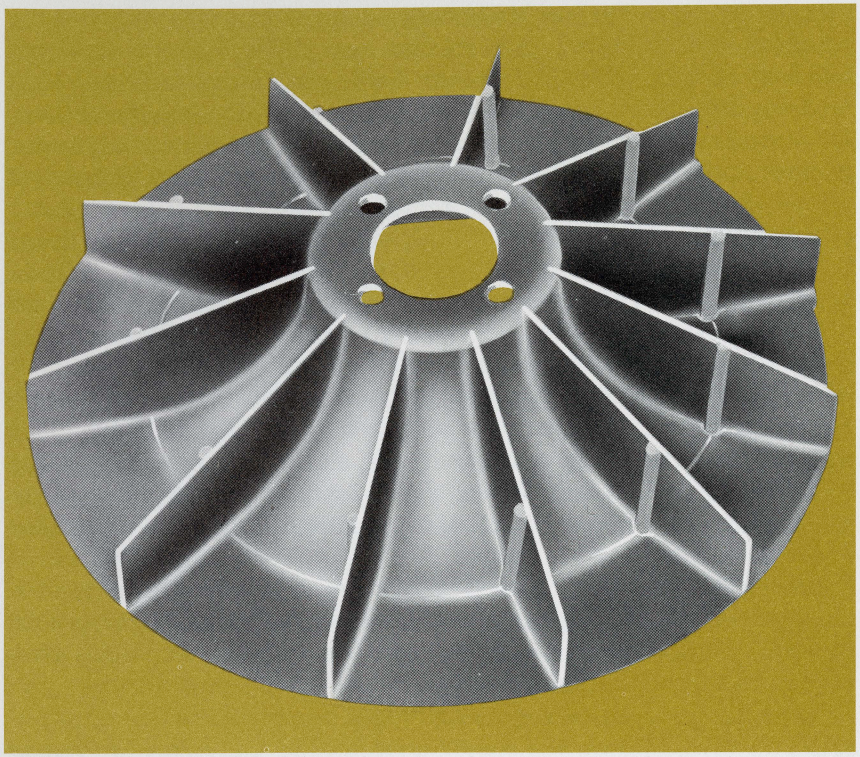
L-6 ENGINES. All in-line 6-cylinder engines incorporate a new stainless steel exhaust manifold heat valve, shaft, and bushing. Stainless steel, a high heat-resistant material, minimizes the possibility of exhaust manifold heat valve sticking and resultant improper engine warm-up, carburetor icing, and fuel vaporization problems. In addition, Series P20 and P30 models feature a new water-jacketed carburetor adapter, heated by water from the engine cylinder block, to minimize carburetor icing.

The 292 L-6 engine features a higher lift camshaft for improved volumetric efficiency and greater engine power. Also, changed ramp and lobe contours improve cam durability, produce higher engine speeds, and reduce valve "bounce" and noise.

Optional applications of the 292 engine for Series CLS50 models also include a larger, more durable 12-inch coil spring clutch, replacing the 11-inch diaphragm unit previously used. Heater performance is improved in all applications of the 292 power plant through the substitution of a 180-degree thermostat in place of the 170-degree thermostat employed in 1963.

V-8 ENGINES. For 1964, the Delcotron generator mounting face for the 283 and 327 V-8 engines is cast integrally with the left hand exhaust manifold. Mounting of the generator closer to the engine reduces vibrational tendencies, promoting durability.

A more effective warm-up of the 327 V-8 engine is achieved with an improved water pump external by-pass system. The thermostat housing-to-pump inlet hose diameter is increased



A new, lightweight die-cast magnesium blower replaces the fabricated steel-type blower on Corvair 95 engines. Increased blower burst strength, plus longer blower bearing and belt life, are features of the new design.

from 3/4-inch to 1-inch allowing a more effective coolant circulation through the engine when the thermostat is closed and thereby minimizing the possibility of hot-spot formation. A new, later-opening, 180-degree thermostat is less restrictive to water flow and contributes to improved heater performance.

The 327 V-8 engine life is further improved through better oil filtration provided by a 2-quart capacity oil filter which replaces the 1-quart filter previously used. The 2-quart unit was formerly available as a Regular Production Option.

The High-Torque 348 (4-barrel carburetor) and High-Torque 409 engines plus the diesel power plants are unchanged for 1964. Availability of the High-Torque 348 Special (2-barrel carburetor) is extended, however, to include all Series 60 models except D60.

OTHER ENGINE FEATURES. Exhaust system improvements are incorporated throughout the model line-up. Corvair 95 vehicles utilize a new, larger, oval-shaped muffler with aluminized heads to improve sound deadening and resistance to corrosion. Exhaust pipes are increased in thickness from 14 to 12-gauge for conventional line Series 10-30 vehicles. Mufflers used on Series 50-80 models now incorporate aluminized steel passage tubes and expansion chamber baffles.

All 1964 Chevrolet trucks feature revised fuel tank filler tubes and caps which conform to new SAE standards. Both the locking tangs of the cap and the openings on the filler tube cap retainer are designed to eliminate the possibility of non-vented caps being used in place of the standard vented cap.

Improved fuel filtering is achieved on all 230, 283, and 292 cubic inch engine applications through an optional frame-mounted, in-line fuel filter. The paper element filter augments the standard sintered bronze filter in the carburetor fuel inlet line and the wire mesh fuel tank filter.

Air cleaner efficiency is increased for 230, 283, and 292 cubic inch engine installations in Series CLMST 50-60 models through a new oil-wetted paper element replacing the polyurethane type element previously used. Advantages of the new disposable-type element include better filtration, easier servicing, and greater capacity. In addition, the one-quart oil bath air cleaner option again will be offered for 1964.

All Series 50 and 60 cellular-type radiator applications are replaced by new units of tube-and-center construction for increased durability.

New sealed starter motor drive assemblies for all gasoline engine applications prevent contamination of the over-running clutch by road dust, engine oil, or moisture. In addition, a new heavy-duty starting motor is available optionally for all Step-Van models. The new heavy-duty unit incorporates such features as improved brush life; tangent wick oilers; 24-volt solenoid contact discs; sealed clutches; and a solenoid boot at the mounting flange.

The 52-ampere Delcotron generator, RPO K82, is cancelled and replaced by a new 55-ampere unit, RPO K77. The new generator provides additional capacity for severe usage where high current demands exist at engine idle conditions.

The radiator shutter equipment option is revised for Series CM80 model applications. These models now must be equipped with either air-hydraulic or full-air brake systems before the shutters may be ordered.

TRANSMISSIONS. 1964 transmission improvements include extended availability plus design refinements to both manual and automatic units.

Extension length is reduced approximately three inches for both the 3-speed and Powerglide transmissions. This reduction, applicable to C1405-06-16, C15, and C25 models, results in improved extension bushing durability.

Availability of both the standard ratio and close-ratio Spicer 3000 Series transmissions is extended to include Series CLS60 models equipped with optional 8-cylinder engines. Greater customer selectivity as to ratio and design results from the expanded line-up which previously consisted of only the Clark version of standard 5-speed and close-ratio 5-speed units.

A new Spicer Series 7041 4-speed auxiliary transmission is released for optional use on the new W80 models. Although similar in design to the Spicer Series 6041 available for M80 models, the new transmission differs as to ratios and durability. Increased-size components throughout the gearcase provide the greater capacity to accommodate the higher operating torques of the 6V-53 diesel engine. Ratios of the new unit are: First, 2.31; Second, 1.21; Third (direct), 1.00; and Fourth (overdrive), 0.83.

The Powermatic automatic transmission incorporates refinements for improved performance and greater durability. A longer TV valve stroke reduces sensitivity to adjustment. This feature, coupled with new transmission linkage, results in easier maintenance and improved shift point accuracy. Teflon material, used for all piston seals, improves sealing quality. Higher grade steel is used for all pinion gears and the sun gear is redesigned for more even contact under load. Sintered bronze clutch plates, fully interchangeable through the various ranges, are more durable and less susceptible to seizure.

Durability and quietness of operation are increased for both 3-speed and 4-speed Corvair 95 transmissions through several design refinements. Both transmissions have an 0.060 inch larger input shaft diameter for increased torque capacity.

Reverse gear ratio for the 3-speed transmission is changed from 3.96 to 3.50. The other ratios (1st, 3.50; 2nd, 1.99; and 3rd, 1.00) remain unchanged. Noise level is reduced through the use of new gears which have greater pitch angles and higher helix angles.

Improved synchronization is achieved in the Corvair 95 4-speed transmission by replacing the radial needle bearing between the 2nd and 3rd speed gears with a shoulder in the mainshaft at this location. The shoulder takes the thrust from the second speed gear, giving an improved shift feel. An increase in the number of reverse idler gear teeth from 14 to 17 contributes to quieter operation. Transmission shifting reliability is improved by eliminating the roll pins formerly pressed into the 1-2 and 3-4 shift fork shaft assemblies. The pins are now an integral part of the shaft and thus cannot work themselves loose and out of position.

DRIVELINE. Driveline configuration is revised for C1405-06-16, C15, and C25 models equipped with 3-speed or Powerglide transmissions. A 2-piece propeller shaft design replaces the one-piece version used previously. Vehicles equipped with the 4-speed

transmission already have 2-piece drivelines. Advantages of this design include reduced driveline noise and vibration, a shorter transmission extension, and service-free universal joints. These permanently-sealed units, also used for 1964 Corvair 95 models, are similar in design to those used on passenger cars, and require no periodic service under normal operating conditions. A tapered projection of the new bearing housing fits into the rubber U-shape of the spring-loaded, steel-backed seal which is press-fitted on the trunnion shoulder. Skewing is minimized through the use of a nylon ring between the roller bearings and the base of the trunnion boss.

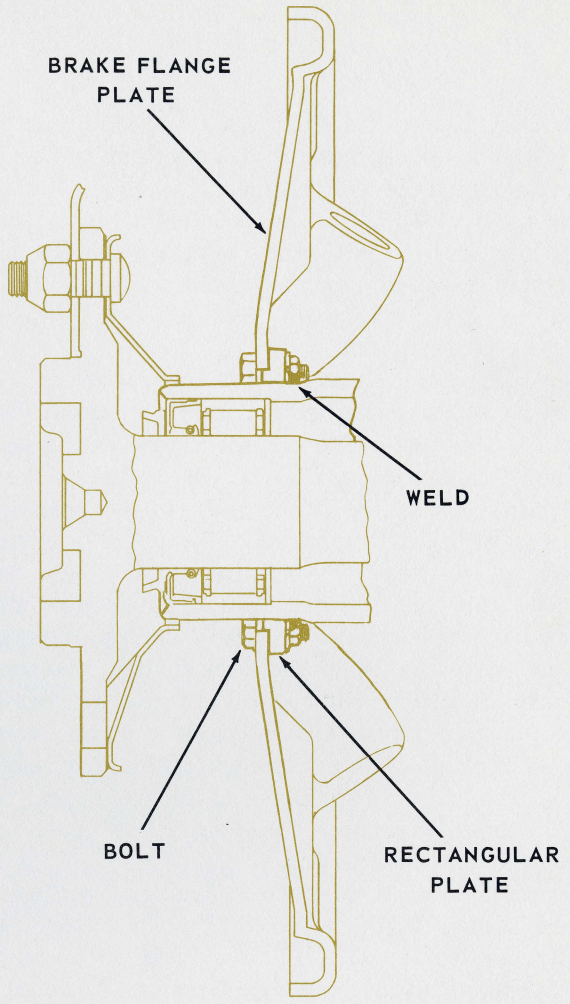
REAR AXLES. The brake flange plate attachment to the axle housing tube is improved in durability for Series 10 Salisbury-type rear axles. Formerly, the outer axle housing tube ends were joined to the brake flange plate through the use of rolled serrations. In the new design, a rectangular steel rim is welded to the outer tube ends. The rim is then piloted and bolted to the brake flange plate.

Series 10 rear axles are further improved with new differential side gears which are machined by an improved process (Reva-Cycle) and are of new nickel-alloy steel material. Utilization of the new machining process offers the advantage of greater accuracy and therefore better quality control, and allows the usage of increased tooth sections. Addition of thrust washers behind the side gears eliminates the possibility of the side gears wearing into the differential case.

A new ratio of 4.57-to-1 replaces the previously used 5.14 ratio as base equipment for Series P20 Step-Van models. Other axle details, including capacity, are unchanged with the only available option, the "NoSPIN" differential, also utilizing the new ratio. Availability of the optional 5.83-to-1 ratio for Series P30 trucks is cancelled for 1964.

Series 20, 30, and 50 truck rear axles incorporate a new front pinion bearing design. Revised thrust angles of 35 degrees forward and 20 degrees rearward are convergent on the inner race and reduce the effect of misalignment at the straddle end, thus eliminating spalling and extending bearing life.

Synthetic rubber replaces leather as the pinion oil seal material for all Chevrolet-built 15,000 pound and 17,000 pound rear axles. Synthetic rubber, as compared to leather, is less susceptible to shrinkage and is less affected by temperature variations. Usage of the Chevrolet 17,000 pound 2-speed rear axle is restricted to



Series 10 Salisbury-type rear axle durability is improved through a new axle housing tube-brake flange plate attachment design. A rectangular steel rim, welded to each tube at the outer end, is piloted and bolted to the brake flange plate, providing a more positive attachment than that with the rolled serrations previously used.

the 292 L-6 engine for Series CLT60-60H models. The Eaton 17,000 pound 2-speed design will continue to be available, however, for use with the V-8 engines.

A new ratio of 4.87/6.65-to-1 is available optionally for EU80 models. Identical in all other respects to the base equipment 18,500 pound 2-speed rear axle, the numerically lower ratio is designed to give improved fuel economy while maintaining satisfactory performance.

Tandem rear axle availability is increased for 1964 with diesel applications and new higher capacity options. Two Eaton single-speed rear axles are combined for a bogie rating of 30,000 pounds on the new W80 models. Similar in design to those used on the M80 tandems, the axles differ only in gear ratio which is 5.57-to-1 for the W80, as compared to 7.17-to-1 for the M80.

In addition, two heavy-duty Eaton single-speed axles in combination with the RT320 Hendrickson suspension result in a new 34,000 pound bogie option for MW80 tandem models. Axle design is similar to that used in the base tandem suspensions utilizing an inter-axle differential to divide the driving power equally between the two units. Overall axle construction, however, is heavier throughout, with component size and strength being equal to that of the Eaton 18,500 pound single-speed rear axle. Axle ratios for the new tandem options are 7.17-to-1 for M80 models and 6.50-to-1 for W80 models.

Maximum available rear axle capacity for Chevrolet trucks is increased from 18,500 to 23,000 pounds for 1964. Available optionally for Series CELTU80 models in both single and air-shift 2-speed versions, the new Eaton-built axles have ratios of 6.67-to-1 (single-speed) or 6.71/9.14-to-1 (2-speed) for gasoline engine trucks and 5.43-to-1 (single-speed) or 5.43/7.39-to-1 (2-speed) for diesel-powered vehicles. Overall design of the 23,000 pound axles is similar to that of the 18,500 pound Eaton axles. Increased diameter axle shaft, drive gear, and pinion shaft; larger axle housing section and drive gear face width; plus greater capacity outer pinion, pilot, left-right hand differential, and inner-outer wheel bearings are typical of the component changes made to obtain the 23,000 pound rating.

Axle shifting between high and low range for the 23,000 pound 2-speed rear axles is accomplished by an air-torsion spring shift system. This differs from the electric type arrangement used on Eaton 18,500 pound 2-speed axles in the method of actually accomplishing the shift. In the all-electric system, an electric motor is used to wind the spring which provides the eventual force required to move the shift fork and change the axle range. An air-actuated push rod provides this force in the air-shift system. The system consists essentially of an air chamber and a torsion spring drive assembly. Movement of the selector knob electrically activates the solenoid valve which opens or closes an air passage and permits air pressure to be applied or released from the air-shift unit diaphragm which in turn winds or unwinds the shifting spring to accomplish the eventual shift.

Corvair 95 models utilize a new, numerically-lower standard rear axle ratio of 3.55-to-1, replacing the previously used 3.89-to-1 ratio and contributing to overall improved vehicle fuel economy. Vehicles equipped with the Positraction option also utilize the 3.55-to-1 ratio with no other ratios being available.

REGULAR PRODUCTION EQUIPMENT - EXTERIOR
CORVAIR

Bright metal trim	Anodized aluminum	Dual headlight, parking, and turn signal light bezels		All
		Dual stop, tail, and directional signal light bezels		
		Dual back-up light location cover plates		500-700
		Back-up light bezels		900
		Exhaust grille panel		All
		Body front panel molding		
		Rocker panel molding		700-900
		Rear license area frame		900
	Chrome plated metal	Front emblem and nameplate		All
		Front fedner nameplate		
		Deck lid nameplate		
		Ventipane frame		
		Rear quarter window vert. channel		967
	Stainless steel	Luggage compartment lock		All
		Hub caps		500-700
		Wheel disks		900
		Moldings	Windshield reveal	700-900
			Drip gutter cap (exc. 967)	
			Rear window	700-900 exc. 967
			Center pillar	969
			Front fender side	700
			Front compartment lid	
			Rear body lock pillar upper	969
			Rear quarter window upper frame	927
			Door upper frame	900 exc. 967
			Simulated air scoops (chrome)	900
			Front door side	700
			Key locks on front doors	All
			Folding top base mldg.	967
			Windshield side, header	967
Dual single-speed electric wipers				All
Cowl air inlet				
Gasoline filler door (left front fender)				
Rear license lamp				
Deck lid air intake louvers				All
Single horn				500
Dual horns				700-900
Back-up lamps				900
Counterbalanced folding top				967

REGULAR PRODUCTION EQUIPMENT - INTERIOR
CORVAIR

Instrument Panel	Cluster Area	Dual directional signal indicators		All
		Fuel indicator		
		Speedometer		
		High beam indicator		
		Bright Control Knobs	Lights	
			Windshield wiper	
			Cigarette lighter	
		Ignition switch (4-positions)		All
		Oil and generator warning lights		
		Anodized aluminum trim plate		
		Bright trim plate molding		900
	Ash tray			All
	Radio speaker grille			
	Dual vent control knobs (black plastic)			
	Glove Box	Painted door		500
		Anodized aluminum trim plate		700-900
		Nameplate (Corvair 700 or Monza)		
		Bright trim plate molding		900
		Glove box lamp		
Dual spoke steering wheel (2-tone type on 900)				All
Horn button, chrome				500-700
Half circle horn ring				900
Inside rear view mirror (painted 500-700; bright 900)				All
Friction type front ventipanes				
Door locking buttons, rear				769-969
Door locking control handles, front				All
Painted interior trim moldings				
Dome lamp (chrome bezel on 900 exc. 967)				
Dome lamp switch, in main light switch				
Front door jamb switch, dome lamp				700-900
Folding rear seat				900 exc. 967
Door and window control handles - dual arm type				900
Door and window control handles - conventional type				500-700
Front bucket seats				900
Front door armrests (bright base on 700-900)				All
Rear door armrest with ashtray (bright base)				969
Rear quarter ash tray (built in armrest on 967)				927, 967
Anodized aluminum seat end panels				900
Coat hooks				All exc. 967
Dual sunshades				All
Perimeter heater				
Dual courtesy lamps (instrument panel, L.H. & R.H. side)				967
Door sill plates				All

REGULAR PRODUCTION EQUIPMENT - EXTERIOR
GREENBRIER

Bright metal trims	Anodized aluminum	Dual headlamp frames, with dual parking and directional signal lights	R1206
		Front air inlet grille	
		Front air inlet grille ornament	
	Chrome plated	Door handles	
		Front door nameplates (Greenbrier)	
		Right rear door nameplate (Chevrolet)	
	Stainless steel	Windshield wiper arms	
		Key locks	
Rubber windshield and rear door reveal moldings			
Dual single-speed electric windshield wipers			
Front, double right hand side, and double rear doors			
Air intake louvers in rear outer side panels			
Gasoline filler cap (rear of left front fender wheel opening)			
Single tail, stop, and directional signal lights			
Dual headlamps			
Parking and directional signal lights			
Dual rear license lamps			
Double right hand side and double rear door rubber stops			
Single horn			
Painted areas	Front and rear bumpers		
	Hub caps		
	Ventipane frames		
	Exhaust grille panel		

REGULAR PRODUCTION EQUIPMENT - INTERIOR
GREENBRIER

Instrument Panel	Cluster Area	Dual Directional Signal Indicators		R1206
		Fuel Gauge		
		Speedometer		
		High Beam Indicator		
		Bright Control Knobs	Light	
			Windshield Wiper	
		Cigarette Lighter Cover Plate		
		Ignition Switch (4-positions)		
		Engine Warning Lights		
		Anodized Aluminum Trim Plate		
		Odometer		
	Ash Tray			
	Dual Vent Control Knobs			
	Powerglide Selector Cover Plate			
	Radio Speaker Grille			
	Dispatch Box Painted Door with Key Lock			
Front and Rear Full Width Seats				
Dual Spoke Steering Wheel				
Brushed Aluminum Horn Button				
Inside Rear View Mirror				
Friction Type Front Ventipanes				
Front Door Locking Control Handles				
Double Right Hand Side Door Locking Control Handles and Push Button Lock				
Window Regulator Handles				
Dome Lamp (Operated by Main Switch)				
Painted Interior Body Panels				
Breathable Fabric Cloth Seat Covering with Vinyl Facings				
Vinyl Coated Roof Panel Inserts				
Left Hand Sunshade				
Black Embossed Rubber Floor Mat				
Spare Wheel and Tire				
Jack				
Combination Jack Handle and Wheel Wrench				

EXTERIOR - INTERIOR COLOR COMBINATIONS
CORVAIR MONZA SERIES

EXTERIOR		INTERIOR
Body Colors, and Wheels*	Convertible Top	Trim and Paint
Tuxedo Black	White, Black, Beige	Fawn, Aqua, Red, Blue, Saddle, Black, White**
Ermine White		
Ember Red		Fawn, Red, Saddle, Black, White**
Satin Silver		Aqua, Red, Blue, Black, White**
Silver Blue		Blue, Black
Monaco Blue		Blue
Azure Aqua		Aqua, Black
Marine Aqua		Aqua
Laurel Green		Fawn, Black
Ivy Green		Fawn
Autumn Gold		Fawn, Red, Saddle, Black
Adobe Beige		
Cordovan Brown		Fawn, Saddle
Saddle Tan		Saddle, Black
Palomar Red		Fawn, Red, Black, White**

* Wheels are black when optional white sidewall tires are factory-installed.

** Carpet, paint, except sidewalls, red.

EXTERIOR - INTERIOR COLOR COMBINATIONS

CORVAIR 700

EXTERIOR		INTERIOR
Solid Colors, Wheels* and Lower Body Color of Two-Tone Models	Roof of Two-Tone Models	Trim and Paint
Tuxedo Black	Ermine White	Fawn, Aqua, Red, Blue
Ermine White	-----	
Ember Red	Ermine White	Fawn, Red
Satin Silver		Aqua, Red, Blue
Silver Blue		Blue
Monaco Blue	Silver Blue	
Azure Aqua	Ermine White	Aqua
Marine Aqua	Azure Aqua	
Laurel Green	Ermine White	Fawn
Ivy Green	-----	
Autumn Gold	Adobe Beige	Fawn, Red
Adobe Beige	-----	
Cordovan Brown	Adobe Beige	Fawn
Saddle Tan		
Palomar Red	-----	Fawn, Red

CORVAIR 500

EXTERIOR		INTERIOR
Solid Colors, Wheels* and Lower Body Color of Two-Tone Models	Roof of Two-Tone Models	Trim and Paint
Tuxedo Black	Ermine White	Fawn, Aqua, Red
Ermine White	-----	
Ember Red	Ermine White	Fawn, Red
Satin Silver		Aqua, Red
Silver Blue		Fawn
Monaco Blue	Silver Blue	
Azure Aqua	Ermine White	Aqua
Marine Aqua	Azure Aqua	
Laurel Green	Ermine White	Fawn
Ivy Green	-----	
Autumn Gold	Adobe Beige	Fawn, Red
Adobe Beige	-----	
Cordovan Brown	Adobe Beige	Fawn
Saddle Tan		
Palomar Red	-----	Fawn, Red

* Wheels are black when optional wheel disks and white sidewall tires are factory-installed.

EXTERIOR-INTERIOR COLOR COMBINATIONS

CORVAIR GREENBRIER

EXTERIOR		INTERIOR	
Solid Colors, Wheels and Main Body Color of Two-Tone Models	Cove of Two-Tone Models	Trim and Paint	
All Models		Standard	Deluxe
Jet Black	Cameo White	Fawn	Aqua
Cameo White	Cardinal Red		Red
Pure White			
Cardinal Red	Cameo White		
Georgian Gray			
Brigade Blue			Fawn
Balboa Blue			
Crystal Turquoise			Aqua
Seamist Jade			Fawn
Glenwood Green			Green
Woodland Green			
Tangier Gold			Fawn
Desert Beige			
Yuma Yellow			
Omaha Orange			

REGULAR PRODUCTION OPTIONS
CORVAIR

Engine	Generator, 35 amp		K71	All
	High performance engine		L62	All
	Monza Spyder Turbocharged engine (includes special ornaments and instrument cluster). RPO G95 reqd.		L87	927, 967
Transmission	Automatic transmission		M35	All
	Four speed transmission		M20	All
Chassis	Heavy duty front and rear suspension		F40	All
	Limited slip axle (3.27, 3.55, 3.89:1)		G81	All
	Metallic brakes		J65	All
	Rear axle, 3.89:1		G90	All
	Rear axle, 3.55:1		G95	All
	Rear axle, 3.27:1		G93	All
	Tires	6.50 x 13-4 pr w/w rayon	P53	All
		6.50 x 13-4 pr w/w rayon-tube	P59	All
	Wire wheel cover, simulated		P02	All
	Wheel trim cover		P01	500-700
	13 x 5.50 wire wheel (inc. 6.50x13-4 ply BW-tube)		P45	All
Body	Air conditioning		C64	All
	Arm rest (rear)		D10	769
	Cover, simulated wire wheel		P02	All
	Comfort and Convenience	Back up lamp	Z01	500-700
		Glove box lamp		500-700
		Outside rear view mirror		All
		2-speed w/s wiper and washer		All
		Inside non-glare mirror		All
	Folding rear seat		A67	500-700
	Instrument panel pad		B70	All
	Less heater		C48	All
	Radio, manual		U60	All
	Radio, push button		U63	All
	Radio and rear speaker, push button		Z02	All
	Seat belts		A37	All
	Spare wheel lock		P19	All
	Tinted body glass		A01	All
	Top, electric folding-Folding top colors (RPO C06)		C05	967
	Windshield glass, tinted		A02	All

DEALER INSTALLED ACCESSORIES
CORVAIR

Alarm - Parking brake	All
Antenna - Radio	All
Belt - Seat	All
Bezel - License plate rear	500-700
Cap - Gas tank filler locking	All
Carrier - Roof luggage	All 4-Door models
Clock - Instrument panel	All
Conditioning - Air	All
Cover - Front seat cushion	All
Cover - Roof luggage carrier	All 4-Door models
Cover - Wheel trim	500-700
Deflector - Rain	All exc. Convt.
Extension - Coat hook	All exc. Convt.
Guard - Front and rear bumper	All
Guard - Door edge	All
Guard - Gas tank filler door	All
Heater - Gasoline	All
Heater, Direct air	All
Lamp - Back up	500-700
Lamp - Courtesy	All exc. Convt.
Lamp - Luggage compartment	All
Lamp - Portable spot	All
Lamp - Underhood	All
Lamp - Glove compartment	500-700
Lock - Rear door safety	All 4-Door models
Lock - Spare wheel	All
Mat - Floor mat	All
Mirror - Outside rear view	All
Mirror - Rear view prismatic	All
Mirror - Visor vanity	All
Radio - Manual	All
Radio - Push button	All
Rest - Rear door arm	700 Sedan
Tool Kit	All
Warning Lamp, Rear door	All exc. 2-Doors
Washer - Windshield	All
Unit - Tissue dispenser	All
Unit - Litter container	All
Unit - Tissue dispenser and litter container	All

REGULAR PRODUCTION OPTIONS
GREENBRIER

Engine	Generator, 35 amp L. C. I.		K71	R1206
Transmission	Four speed		M20	
	Powerglide		M35	
Chassis	Axle, limited slip (3.89:1)		G81	
	Spring, heavy duty front		F60	
	Tires	7.00 x 14-4 pr blackwall rayon	R21	
		7.00 x 14-4 pr whitewall rayon	R20	
		7.00 x 14-6 pr whitewall rayon	R22	
		7.00 x 14-6 Blackwall rayon	R24	
		7.00 x 14-8 Blackwall rayon	R25	
Body	Belt, seat unit		A37	
	Bumper, chrome - front and rear		V37	
	Cover, wheel trim		P01	
	Custom Equipment	Anodized aluminum dispatch box trim plate	Z60	
		Chrome plated front and rear bumpers		
		Chrome plated hub caps		
		Chrome cigar lighter		
		Front and rear dome lamp		
		Rear door red cove inserts, chrome bezels		
		Right hand sunshade		
		Stainless steel windshield reveal moldings		
		Spare tire cover, vinyl		
		Special roof panel paint treatment		
		LH and RH driver and rear passenger arm rest (Rear armrest used with RPO A59)		
		LH and RH rear compartment ash tray		
		Two-tone steering wheel		
		Vinyl and nylon faced cloth seats (foam)		
		Vinyl coated rubber floor covering		
		Vinyl trim pads (doors and sidewalls)		
		Four interior colors keyed to exterior color		
	Door, body side, LH		E85	
	Glass, laminated		A09	
	Heater, gasoline		C45	
	Heater, direct air		C40	
	Mirror, rear view (outside)		D32	
	Radio, manual		U60	
	Seat, supplementary		A59	
	Wiper and washer, 2-speed		C14	