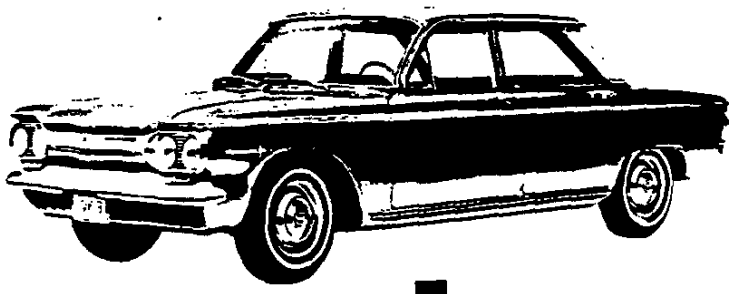
CORVAIR GENERAL



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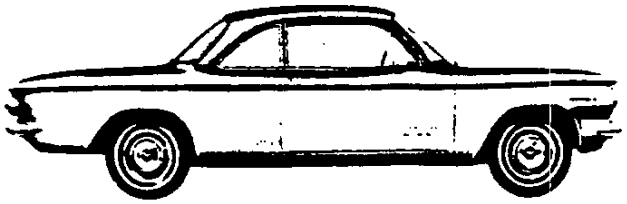
FOR COMPLETE SPECIFICATIONS ON GREENBRIER SPORTS WAGON, SEE 1963 CHEVROLET TRUCK SPECIFICATIONS.

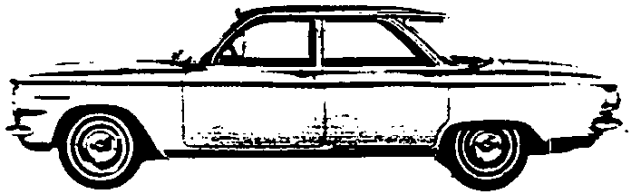
MODEL IDENTIFICATION

500 SERIES



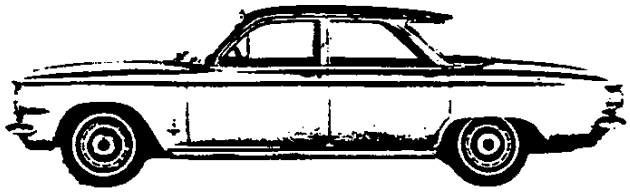
● MODEL 527 2-DOOR CLUB COUPE, 5-PASSENGER

700 SERIES



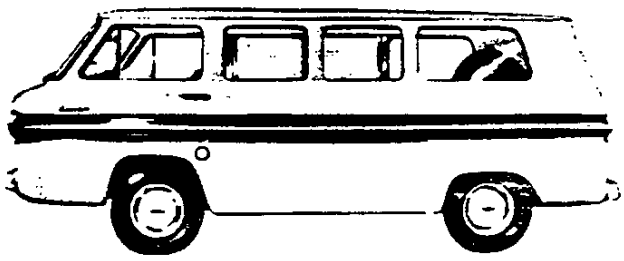
MODEL 727 2-DOOR CLUB COUPE, 5-PASSENGER
MODEL 769 4-DOOR SEDAN, 6-PASSENGER

900 SERIES



MODEL 927 2-DOOR CLUB COUPE, 4-PASSENGER
MODEL 969 4-DOOR SEDAN, 5-PASSENGER
MODEL 967 2-DOOR CONVERTIBLE, 4-PASSENGER

GREENBRIER R1206



MODEL R1206 6-DOOR SPORTS WAGON, 6-PASSENGER

SERIAL NUMBERS AND IDENTIFICATION

ONLY BASIC DESIGNATIONS SHOWN

VEHICLE SERIAL NUMBER

Example:

Model Year (1963)	Model	Assembly Plant (Willow Run)	Unit Number (25th unit)
3	0527	W	100025

Thus: The 25th model built at Willow Run would be serial number 30527W100025

Starting unit number ----------100001 and up at each assembly plant

Location ---------- Stamped tag located on left hand front hinge pillar

ASSEMBLY PLANTS

O-Oakland W-Willow Run

REAR AXLE IDENTIFICATION

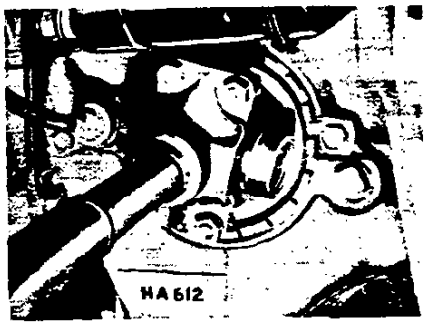
Example: HA 0612

Source and Type Designation	Production * Month and Day
HA-(Buffalo)	0612

HA -------- 3 and 4-speed ---------- 3.27:1

HC -------- Powerglide ---------- 3.27:1

* - Month: June, 06; 12th day of December, 12



Location ------- Number stamped on lower left side of differential carrier

ENGINE IDENTIFICATION

Example: T0430-Z

Source Designation	Production * Month and Date	Type Designation
T-Tonawanda	0430	Z

YR - 6-cylinder, 4-speed (Spyder 927, 967)

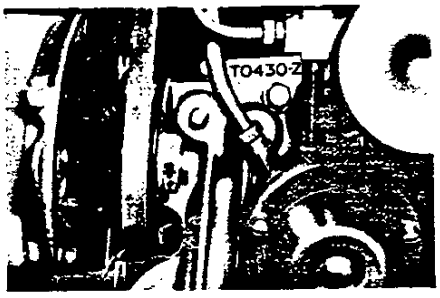
YC - 6-cylinder, 3 and 4-speed

YN - 6-cylinder, 3 and 4-speed, high performance

Z - 6-cylinder, automatic (500-700), ZH- (900)

ZF - 6-cylinder, automatic, high performance

* - Month: April, 04; 30th day of April, 30



Location ---------- Stamped on top of crankcase at rear of engine rear center, right of generator

REGULAR EQUIPMENT–EXTERIOR

ITEM				MODELS
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 fender 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

ITEM				MODELS
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				700-900
Front door jamb switch, dome lamp				900 exc. 967
Folding rear seat				900
Door and window control handles - dual arm type				500-700
Door and window control handles - conventional type				900
Front bucket seats				All
Front door armrests (bright base on 700-900)				969
Rear door armrest with ashtray (bright base)				927, 967
Rear quarter ash tray (built in armrest on 967)				900
Anodized aluminum seat end panels				All exc. 967
Coat hooks				All
Dual sunshades				
Perimeter heater				967
Dual courtesy lamps (instrument panel, L.H. & R.H. side)				All
Door sill plates				

GREENBRIER REGULAR EQUIPMENT – EXTERIOR

ITEM			MODELS
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 window reveal molding			
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		

ITEM				MODELS
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				

REGULAR PRODUCTION OPTIONS

GROUP	ITEM		NUMBER	MODELS
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
	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 wire		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
	Comfort and Convenience	Back up lamps	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 exc. 967
	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

ITEM	MODELS
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	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
Tissue dispenser	All
Litter container	All
Tissue dispenser and litter container	All

GREENBRIER REGULAR PRODUCTION OPTIONS

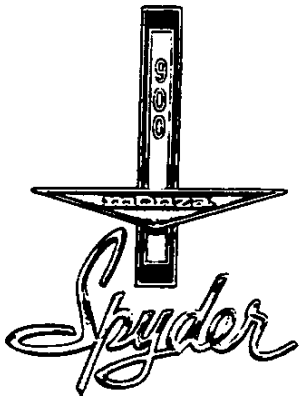
GROUP	ITEM		NUMBER	MODELS
Engine	Generator, 35 amp L. C. I.		K71	R1206
Transmission	Four speed		M20	
	Powerglide		M35	
Chassis	Axle, limited slip (3.89:1)		G81	
	Spring, heavy duty front		F60	
	Tires	7.00 x 14-4 pr blackwall rayon	R21	
		7.00 x 14-4 pr whitewall rayon	R20	
		7.00 x 14-6 pr whitewall 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	

ITEM		MODELS
Belt - Seat		R1206
Cap - Gas tank filler locking		
Carrier - Roof luggage		
Clock - Instrument panel		
Container - Litter		
Cover - Roof luggage carrier		
Cover - Wheel trim		
Deflector - Rain		
Dispenser - Tissue		
Dispenser - Tissue and litter container		
Guard - Bumper (chrome or painted)		
Heater - Direct air		
Heater - Gasoline		
Lamp - Courtesy		
Lamp - Dome		
Lamp - Portable spot		
Lamp - Spot inside operated		
Lamp - Traffic hazard flasher		
Lighter - Cigarette		
Mirror - Outside rear view		
Mirror - Rear view prismatic		
Radio - Manual		
Rest - Door arm		
Sporting Equipment	Breezeway	
	Campster	
	Car camper child bed	
	Cargo netting	
	Drawer	
	Sleeper	
	Table	
	Tent	
	Window screen	
Sunshade - R. H.		
Tool Kit		
Windshield washer		

CORVAIR MONZA SPYDER (RPO L87)

Spyder Option is available with either Monza Convertible or Monza Club Coupe. Equipped with a Turbocharged engine, the Spyder features a special cluster with complete instrumentation. Both standard 3-speed and optional 4-speed Synchro-Mesh transmissions utilize a 3.55-to-1 rear axle ratio.

In addition to regular Monza appointments, "Spyder" nameplates are added to fender and glovebox door. "Turbocharged" emblems appear on rear deck lid and steering wheel hub.



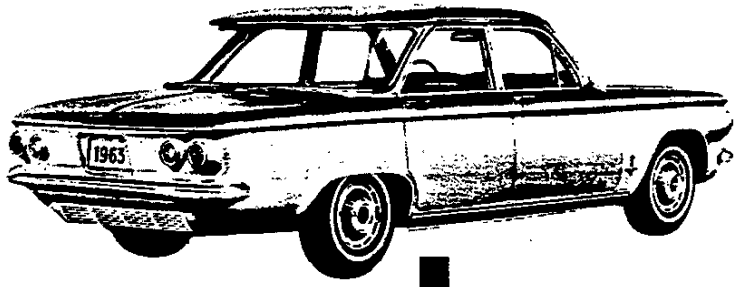
CORVAIR MONZA SPYDER EQUIPMENT - RPO L87

Front stabilizer bar
"Spyder" nameplate on front fender and glove box door
"Turbocharged" emblem in steering wheel hub and rear deck lid
Full instrument cluster with satin chrome face plate
(Includes circular gauges with 120 MPH speedometer, 6000 RPM electric tachometer, manifold pressure gauge, and cylinder head temperature gauge)
150 Horsepower Turbocharged 6-cylinder engine (see Corvair Power Trains Section pages 11 thru 13)

SPECIFICATIONS

ENGINE	– 6-Cyl., Horizontal Opposed
Displacement	– 145 Cubic Inches
Bore & Stroke (In.)	– 3.438 X 2.60
Compression Ratio	– 8.0:1
Horsepower	– 150 at 4400 RPM
Torque	– 210 Lbs. Ft. at 32-3400 RPM
Fuel	– Premium
Induction System	– Single Side Draft Carburetor, Turbo-Supercharger and Crossover Tube
Other Special Equipment	– Forged Alloy Steel Crankshaft – High Performance Camshaft – Premium Aluminum Bearings – Heavy-Duty Connecting Rods – High Performance Valve Train – High Performance Exhaust System
CLUTCH	– High Performance Diaphragm Spring – High Performance Pressure Plate

DIMENSIONS AND WEIGHTS



INTERIOR DIMENSIONS 2

EXTERIOR DIMENSIONS 4

SEDAN TRUNK CAPACITIES 6

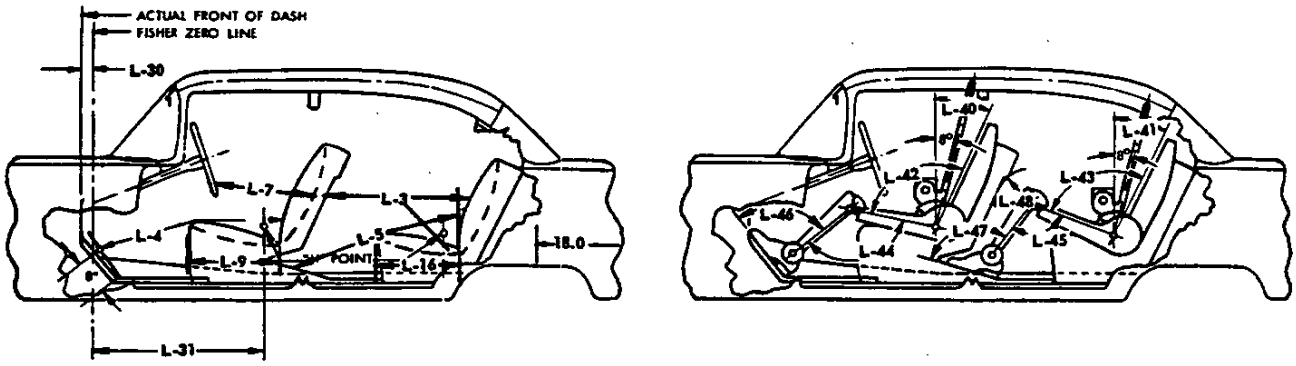
GREENBRIER EXTERIOR–INTERIOR DIMENSIONS 7

VEHICLE WEIGHTS 8

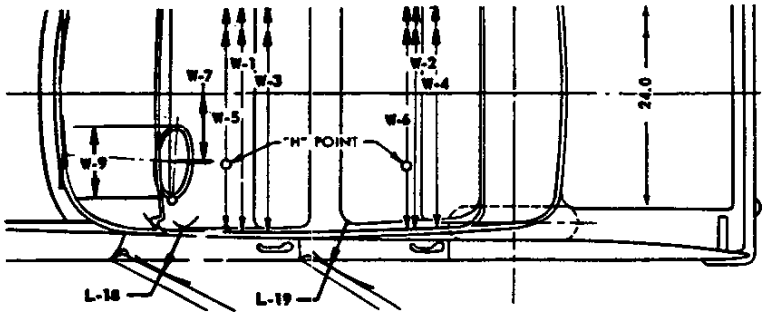
FOR COMPLETE SPECIFICATIONS ON GREENBRIER SPORTS WAGON, SEE 1963 CHEVROLET TRUCK SPECIFICATIONS.

INTERIOR DIMENSIONS

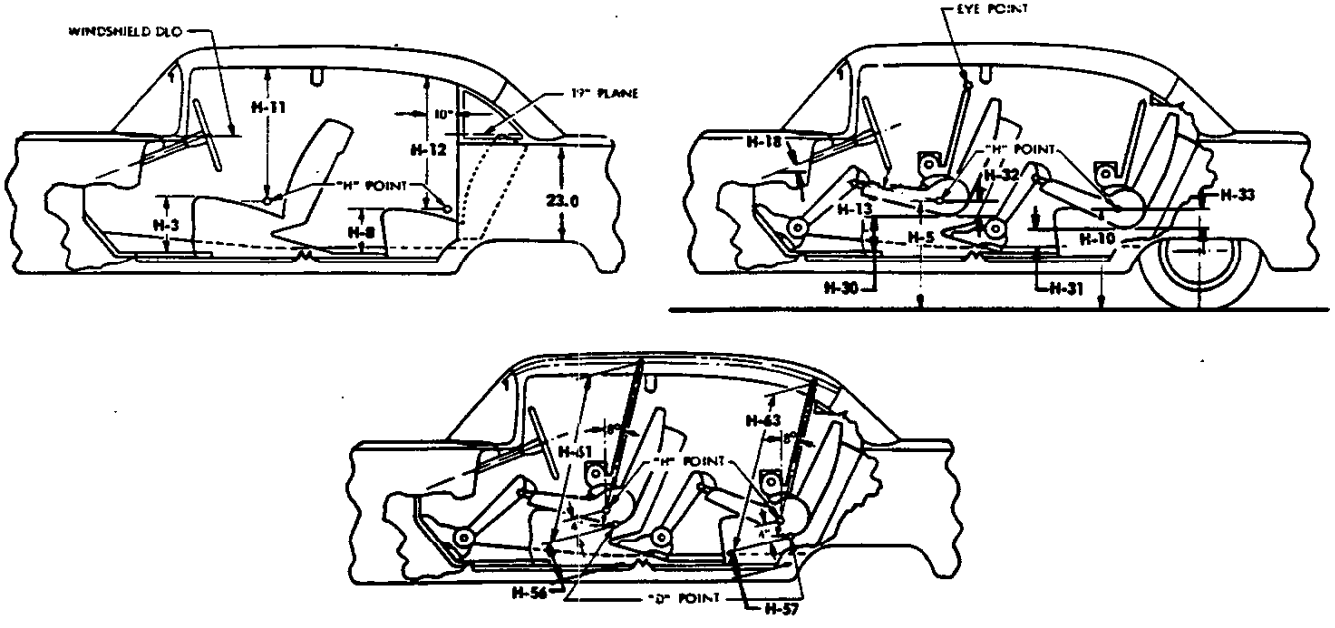
INTERIOR LENGTHS



INTERIOR WIDTHS

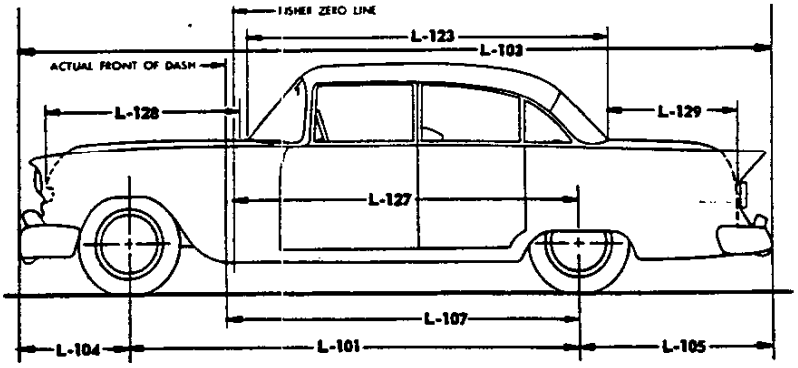


INTERIOR HEIGHTS



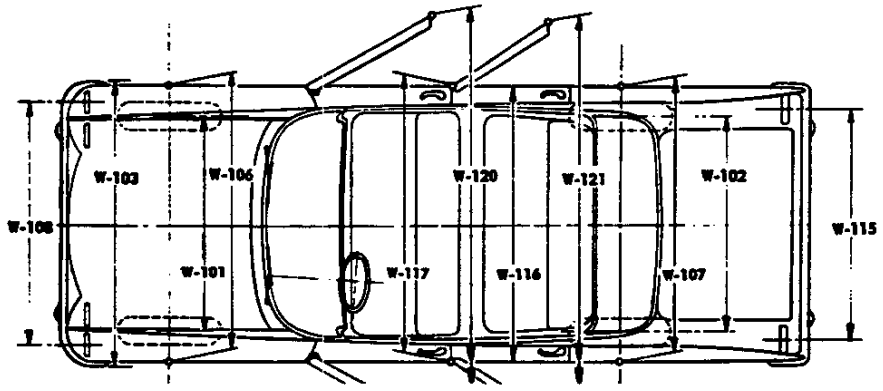
	CODE	DESCRIPTION		MODELS				
				527 727	927	967	769	969
LENGTHS	L-3	Rear compartment room		23.5	22.5	24.0	26.0	25.0
	L-4	Leg room	front (effective)	41.5	40.5		41.5	40.5
	L-5		rear (effective)	32.5		31.5	34.0	
	L-7	Steering wheel to torso clearance		12.0	11.5		12.0	11.5
	L-9	Seat depth	front	17.5				
	L-16		rear	14.5	13.5	15.0	17.5	
	L-17	"A" point travel		4.0				
	L-18	Entrance - foot clearance - front		14.0	13.5		14.0	
	L-19	Entrance - foot clearance - rear		9.0			11.0	
	L-30	Body "O" line to actual front of dash		.58				
	L-31	Body "O" line to "H" point - front		43.0	42.0		43.0	42.0
	L-32	Body "O" line to "H" point - rear		71.0	70.0	71.5	73.0	
	L-40	Back angle	front	22°	26°	25°	24°	26°
	L-41		rear	19°	23°	20°	23°	
	L-42	Hip angle	front	98°	99°	98°	100°	98°
	L-43		rear	71°	73°	70°	81°	
	L-44	Knee angle	front	143°	137°		143°	137°
	L-45		rear	80°	78°	77°	86°	88°
	L-46	Foot angle	front	112°	108°		113°	108°
	L-47		rear	111°	110°	114°	116°	117°
	L-48	Knee clearance		.1	.5	1.5	2.0	
WIDTHS	W-1	Hat room	front	51.0	50.5		51.0	50.5
	W-2		rear	48.5	49.0	47.0	47.5	
	W-3	Shoulder room	front	54.0				
	W-4		rear	52.0		44.0	53.5	
	W-5	Hip room	front	58.5				
	W-6		rear	57.0		47.5	58.0	
	W-7	Steering wheel clearance to ℄ of car		14.0				
	W-9	Steering wheel outside diameter		16.0				
HEIGHTS	H-3	Chair height - front		10.0				
	H-5	"H" point to ground - front		17.5				
	H-8	Chair height - rear		9.5			11.5	
	H-10	"H" point to ground - rear		16.0	15.5		17.0	
	H-11	Entrance room	front	29.0	28.5	28.0	29.0	
	H-12		rear	[illegible]			29.0	
	H-13	Steering wheel thigh clearance		5.0	4.0		5.0	4.0
	H-18	Steering column angle		20°				
	H-30	"H" point to heel point	front	7.5	8.0			7.5
	H-31		rear	9.5	9.0		10.0	9.0
	H-32	Seat cushion deflection	front	4.0			3.5	
	H-33		rear	4.0	4.5	4.0	3.5	
	H-56	"D" point to floor	front	5.0			5.5	
	H-57		rear	4.5			6.0	
	H-61	Torso room	front (depressed)	37.5		38.0	37.5	
	H-63		rear (depressed)	36.5	37.0	38.0	36.5	

EXTERIOR DIMENSIONS

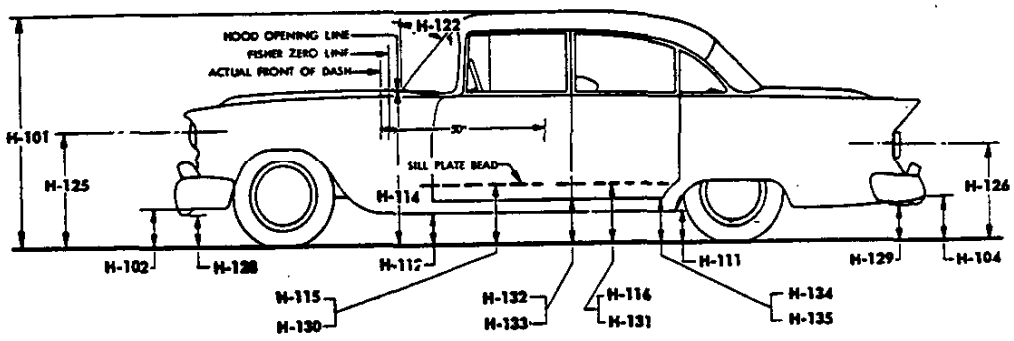


"C" SUFFIX DIMENSIONS NOT ILLUSTRATED

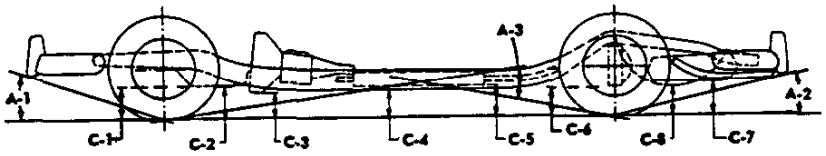
	CODE	DESCRIPTION	MODELS			
			527 727	927	967	769 969
LENGTHS	L-101	Wheelbase	108.0			
	L-103	Overall length - bumper to bumper	180.0			
	L-104	Overhang - front	30.3			
	L-105	Overhang - rear	41.7			
	L-107	Front of dash to ℄ of rear wheels	99.6			
	L-123	Body upper structure length at ℄	83.6		89.7	93.0
	L-127	Body "O" line to ℄ of rear wheels	99.0			
	L-128	Hood length at ℄	48.0			
	L-129	Deck length at ℄	36.5			
	Lc-1	Overall length - less bumpers	176.7			



WIDTHS	W-101	Tread - front	54.5			
	W-102	Tread - rear	54.5			
	W-103	Overall width (maximum)	67.0			
	W-106	Front fender width at ℄ of wheel	67.0			
	W-107	Rear fender width at ℄ of wheel	66.0			
	W-108	Outer headlight centers width	57.0			
	W-115	Taillight centers width	56.0			
	W-116	Maximum overall width of body	67.0			
	W-117	Maximum body width at center pillar	66.0			
	W-120	Overall width, front doors open	145.5			130.0
	W-121	Overall width, rear doors open	--	--		124.0
	Wc-1	Front bumper width	66.5			
	Wc-2	Rear bumper width	62.5			
	Wc-3	Inner headlight centers width	41.5			
	Wc-4	Opening width at beltline - front door	36.0			27.0
	Wc-5	Opening width below beltline - front door	43.5			34.0
	Wc-6	Opening width below beltline - rear door	--	--		31.0
	Wc-7	Door swing out distance - front	44.0			35.5
	Wc-8	Door swing out distance - rear	--	--		29.5
	Wc-9	Windshield DLO width	54.5			
	Wc-10	Rear window DLO width	54.5		39.5	54.5

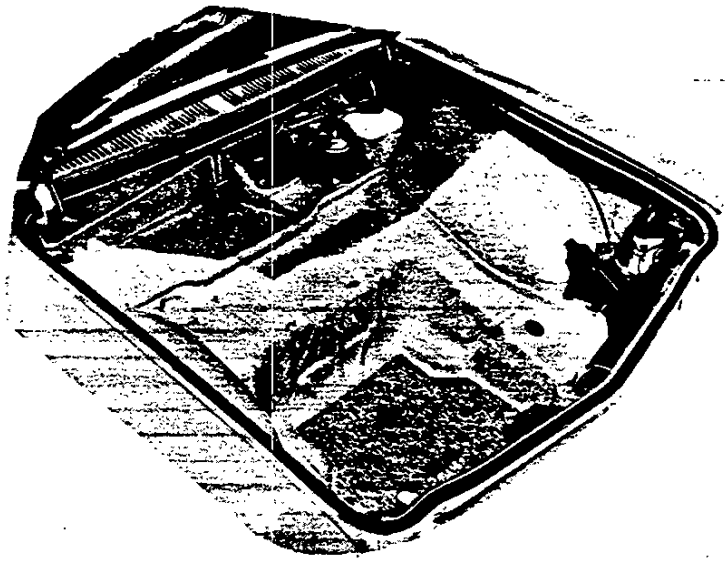


	CODE	DESCRIPTION	MODELS 527 727	927	967	769 969
HEIGHTS	H-101	Overall height - loaded	51.5			
	H-102	Front bumper bottom to ground	15.0			
	H-104	Rear bumper bottom to ground	15.5			
	H-111	Rocker panel to ground - rear	7.5			
	H-112	Rocker panel to ground - front	8.0			
	H-114	Hood at rear to ground	34.0			
	H-115	Step height - front door - loaded	12.5			
	H-116	Step height - rear door - loaded	12.5			
	H-122	Windshield slope angle	52°			
	H-125	Headlight centerline to ground	24.5			
	H-126	Taillight centerline to ground	24.0			
	H-128	Bottom of front bumper guard to ground	--	--		--
	H-129	Bottom of rear bumper guard to ground	--	--		--
	H-130	Step height - front door - unloaded	14.0			
	H-131	Step height - rear door - unloaded	14.0			
	H-132	Bottom of front door to ground - open	13.0			12.5
	H-133	Bottom of front door to ground - closed	11.0			
	H-134	Bottom of rear door to ground - open	--	--		11.0
	H-135	Bottom of rear door to ground - closed	--	--		11.0
	Hc-1	Rear window slope angle	52°		53°	52°
	Hc-2	Windshield DLO vertical height	13.0			
	Hc-3	Rear window DLO vertical height	11.5		12.0	10.5
	Hc-4	Front door opening height	33.0			
	Hc-5	Rear door opening height				33.0
	Hc-7	Overall height - unloaded	53.0			
	Hc-8	Trunk sill to ground - loaded	27.0			
	Hc-9	Tailgate to ground	--	--		--
	Hc-10	Deck at rear window to ground	37.0			



CLEARANCES	A-1	Angle of approach	27°
	A-2	Angle of departure	16°
	A-3	Ramp breakover angle	16°
	C-1	Front suspension to ground	6.5
	C-2	Oil pan to ground	6.0
	C-3	Flywheel housing to ground	6.0
	C-4	Frame to ground	6.0
	C-5	Exhaust system to ground	7.5
	C-6	Rear axle to ground	6.0
	C-7	Fuel tank to ground	6.5
	C-8	Tire well to ground	-- -- --
	C-9	Minimum ground clearance	6.0

SEDAN TRUNK CAPACITIES



TRUNK CAPACITIES (CU.FT.)

Model	Location	Overall	Standard Luggage
All	Front compartment	12.6 (10.5 with A/C)	6.6
	Rear seat well (exc. 967)	3.2	1.2
	Rear compartment (inc. seat well and folding seat down) (exc. 967)	16.5	15.3
	Total capacity	29.1 (27.0* with A/C)	21.9

* 12.6 on model 967

GREENBRIER EXTERIOR – INTERIOR DIMENSIONS

EXTERIOR LENGTHS	
DESCRIPTION	MODEL R1206
Wheelbase	95.0
Overall length	179.7
Front overhang	44.4
Rear overhang	40.3
Body "O" line to ℄ of rear wheels	133.5

EXTERIOR HEIGHTS	
Overall height	68.5
Floor to ground	28.5
Front bumper height	21.2
Rear bumper height	19.2
Sill height	9.9
Angle of approach	19°57'
Angle of departure	18°51'
Minimum ground clearance	6.6
Rear load door height	35.4

EXTERIOR WIDTHS	
Front tread	58.0
Rear tread	58.0
Overall width	70.0
Rear load door width	46.0

INTERIOR LENGTHS	
Front leg room	44.5
Rear leg room	37.8
Steering wheel to seat back	16.0
Front seat depth	17.3
Rear seat depth	17.3
Load floor length from rear of front seat	117.5
Load floor length from rear of second seat	78.0

INTERIOR HEIGHTS	
Front torso room (depressed)	39.7
Rear torso room (depressed)	42.6
Front entrance	31.5
Rear entrance	33.5
Steering wheel to seat cushion	6.8
Rear load floor height	39.7
Rear load floor loading height to ground	28.5

INTERIOR WIDTHS	
Front shoulder room	59.5
Rear shoulder room	59.5
Front hip room	61.4
Rear hip room	61.6
Rear load floor width (between wheelhouses)	44.5

VEHICLE WEIGHTS

MODEL	VEHICLE TYPE Description	SHIPPING WEIGHT Front	Rear	Total	CURB WEIGHT Front	Rear	Total	DESIGN WEIGHT Front	Rear	Total
500 SERIES										
527	2-Door Club Coupe 6-Cylinder	775	1555	2330	860	1560	2420	1090	1930	3020
527P		775	1565	2340	860	1570	2430	1090	1940	3030
700 SERIES										
727	2-Door Club Coupe 6-Cylinder	785	1570	2355	865	1575	2440	1095	1945	3040
727P		785	1580	2365	865	1585	2450	1095	1955	3050
769	4-Door Sedan 6-Cylinder	785	1600	2385	865	1605	2470	1085	1985	3070
769P		785	1610	2395	865	1615	2480	1085	1995	3080
900 SERIES										
927	2-Door Club Coupe 6-Cylinder	805	1610	2415	885	1615	2500	1120	1980	3100
927P		805	1620	2425	885	1625	2510	1120	1990	3110
967	2-Door Convertible, 6-Cylinder	860	1665	2525	940	1670	2610	1170	2040	3210
967P		860	1675	2535	940	1680	2620	1170	2050	3220
969	4-Door Sedan 6-Cylinder	805	1645	2450	885	1655	2540	1105	2035	3140
969P		805	1655	2460	885	1665	2550	1105	2045	3150
GREENBRIER R1206										
R1206	6-Door Sports Wagon 6-Cylinder	1265	1740	3005	1360	1760	3120	1790	2210	4000
R1206A		1270	1745	3015	1370	1770	3140	1795	2215	4010

A - Automatic
P - Powerglide

SHIPPING WEIGHT: The weight of the basic vehicle with all regular equipment and with grease and oil where required. It does not include the weight of gasoline.

CURB WEIGHT: The weight of the empty vehicle ready to drive. It is the shipping weight plus the weight of gasoline. For the weight of gasoline add 86 pounds. (115 lbs. for Greenbrier)

¢ DESIGN WEIGHT: The curb weight of the basic vehicle plus 150 pounds for each passenger.

Example:

Model 727 (4-passengers, 2-front, 2-rear) -----
2440 + 600=3040

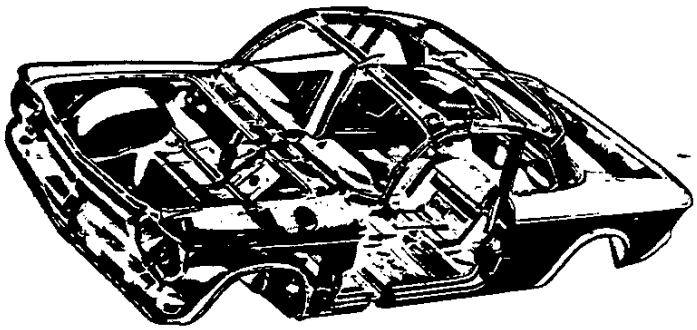
PERFORMANCE WEIGHT: The curb weight of the lowest priced 4-door sedan with regular equipment plus 600 pounds for 4-passengers.

Example:

Model 769 (4-passengers) 2470 + 600=3070

¢ - Based on passenger weight distribution of number of passengers in front and rear. For total loaded weight, add 150 lbs. for each passenger in the designated passenger carrying capacity for the particular vehicle.

BODY



EXTERIOR PAINT PROCESS 2

EXTERIOR–INTERIOR COLOR COMBINATIONS 3

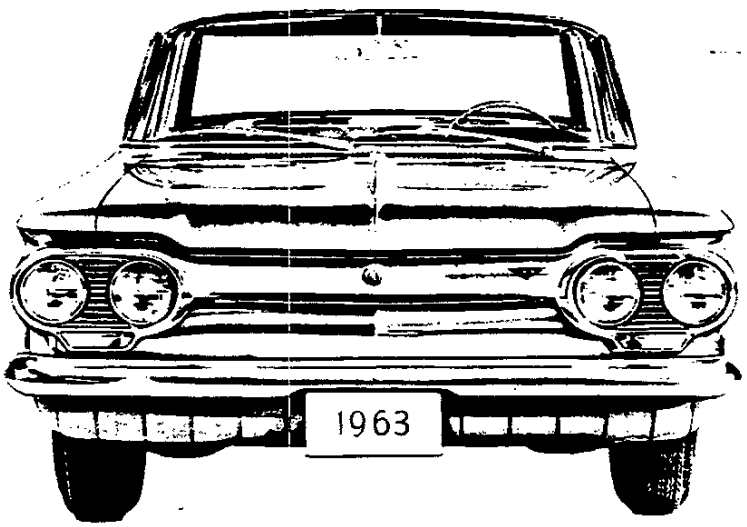
GREENBRIER EXTERIOR–INTERIOR COLOR COMBINATIONS 5

BODY GLASS 6

BODY CONSTRUCTION 7

FOR COMPLETE SPECIFICATIONS ON GREENBRIER SPORTS WAGON, SEE 1963 CHEVROLET TRUCK SPECIFICATIONS.

EXTERIOR PAINT PROCESS



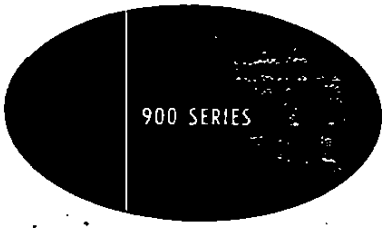
NINE STEP FINISHING PROCESS

1. RUSTPROOFING . . . Bare steel is thoroughly treated with chemicals that etch the metal for improved paint adhesion. This chemical also cleans the metal to give it a corrosion-resisting surface.
2. BODY AND SHEET METAL PRIMER . . . Four different and specially formulated corrosion resistant primers are used during sub-assembly of the body where rust could possibly develop. Areas considered especially critical are subsequently coated with another type rust inhibiting compound, after the lacquer coats have been applied.
   A primer coat is applied to all outside and inside surfaces of the front fenders and hood. This is done by dipping or flowcoating to insure coating in all seams and secluded areas, and then baking at 390 degrees F for 30 minutes. After baking, a coat of sealer is applied to all surfaces requiring a subsequent coat of lacquer.
3. PRIMER-SURFACER COAT AND FLASH PRIME COAT . . . An air dried flash prime coat is applied to surfaces below the beltline. Next, a full primer-surfacer coat is applied to all outside surfaces of the body receiving lacquer and then oven baked for 45 minutes at 285 degrees F.
4. SANDING . . . Power wet sanding followed by hand sanding is done on all surfaces requiring lacquer. Upon inspection, spot sanding assures an absolutely smooth surface for the lacquer. After lacquer application and initial baking, final wet sanding, both power and hand, prepares the body for final baking by removing surface irregularities.
5. LACQUERING . . . Many coats of acrylic lacquer are now sprayed on the surfaces to build up a finish of the required thickness for each color.
6. INITIAL BAKING . . . To set up the paint hardness for final sanding the body is baked for approximately 10 minutes at 200 degrees F.
7. FINAL BAKING . . . To assure a durable, hard, high luster finish the lacquer is now baked for 30 minutes at 275 degrees F. Reheating the lacquer after final sanding permits paint film to soften and allows surface blemishes and sanding scratches to disappear during the thermo-reflow process.
8. UNDERCOATING . . . An asphalitic based-asbestos fiber type sound deadener is sprayed inside the wheel housings and on the underside of the underbody at designated locations to block out road noises.
9. PAINT REPAIR . . . Any slight mars, nicks, or scratches that might occur during final assembly are factory-repaired and corrected before shipment. Light "slush" polishing is done to bring painted surfaces to a high luster finish.

500 — 700 SERIES

Exterior Colors and RPO Numbers		Interior Trim Colors and RPO Numbers						
		Models 527			Models 727, 769			
		Fawn	Aqua	Red	Fawn	Aqua	Red	Blue
		764	720	783	757	751	780	731
900	Tuxedo Black	X	X	X	X	X	X	X
905	Laurel Green	X			X			
908	Ivy Green	X			X			
912	Silver Blue	X						X
914	Monaco Blue	X						X
918	Azure Aqua		X			X		
919	Marine Aqua		X			X		
920	Autumn Gold	X		X	X		X	
922	Ember Red	X		X	X		X	
932	Saddle Tan	X			X			
934	Cordovan Brown	X			X			
936	Ermine White	X	X	X	X	X	X	X
938	Adobe Beige	X		X	X		X	
940	Satin Silver		X	X		X	X	X
948	Palomar Red	X		X	X		X	
950	Ermine White/Tuxedo Black	X	X	X	X	X	X	X
954	Ermine White/Laurel Green	X			X			
959	Ermine White/Silver Blue	X						X
962	Silver Blue/Monaco Blue	X						X
963	Ermine White/Azure Aqua		X			X		
967	Azure Aqua/Marine Aqua		X			X		
970	Adobe Beige/Autumn Gold	X		X	X		X	
971	Adobe Beige/Saddle Tan	X			X			
972	Adobe Beige/Cordovan Brown	X			X			
973	Ermine White/Ember Red	X		X	X		X	
984	Ermine White/Satin Silver		X	X		X	X	X

EXTERIOR – INTERIOR COLOR COMBINATIONS – Cont'd.



Exterior Colors and RPO Numbers		Interior Trim Colors and RPO Numbers – Models 927, 967, 969						
		Fawn	Aqua	Red	Blue	Saddle	Black	White
		758	755	781	732	705 ●	712 ●	727
900	Tuxedo Black	X	X	X	X	X	X	X
905	Laurel Green	X					X	
908	Ivy Green	X						
912	Silver Blue				X		X	
914	Monaco Blue				X			
918	Azure Aqua		X				X	
919	Marine Aqua		X					
920	Autumn Gold	X		X		X	X	
922	Ember Red	X		X			X	X
932	Saddle Tan					X		
936	Ermine White	X	X	X	X	X	X	X
938	Adobe Beige	X		X		X	X	
940	Satin Silver		X	X	X		X	X
948	Palomar Red	X		X			X	X
934	Cordovan Brown	X				X		

Exterior Colors and RPO Numbers		Folding Top Colors And RPO Numbers – Model 967		
		White	Black	Beige
		Regular Production	C05L	C05N
900	Tuxedo Black	X	X	X
905	Laurel Green	X	X	X
908	Ivy Green	X	X	X
912	Silver Blue	X	X	X
914	Monaco Blue	X	X	X
918	Azure Aqua	X	X	X
919	Marine Aqua	X	X	X
920	Autumn Gold	X	X	X
922	Ember Red	X	X	X
932	Saddle Tan	X	X	X
934	Cordovan Brown	X	X	X
936	Ermine White	X	X	X
938	Adobe Beige	X	X	X
940	Satin Silver	X	X	X
948	Palomar Red	X	X	X

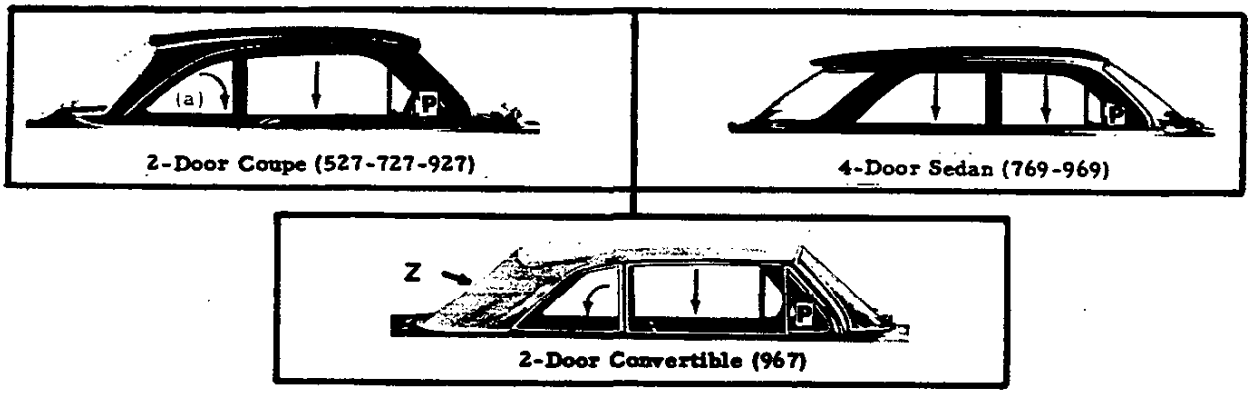
GREENBRIER EXTERIOR – INTERIOR COLOR COMBINATIONS

Exterior Colors and RPO Numbers		Interior Trim Colors				
		R-1206	R-1206 Deluxe			
		Fawn	Fawn	Aqua	Red	Green
		Std.	*			
500	Jet Black	X		X		
502	Seamist Jade	X	X			
503	Glenwood Green	X				X
505	Woodland Green	X				X
507	Brigade Blue	X	X			
508	Balboa Blue	X	X			
510	Crystal Turquoise	X		X		
514	Cardinal Red	X			X	
516	Omaha Orange	X	X			
519	Yuma Yellow	X	X			
521	Pure White	X			X	
522	Georgian Gray	X			X	
524	Tangier Gold	X	X			
526	Cameo White	X			X	
528	Desert Beige	X	X			
530	Cameo White/Jet Black	X		X		
532	Cameo White/Seamist Jade	X	X			
533	Cameo White/Glenwood Green	X				X
535	Cameo White/Woodland Green	X				X
537	Cameo White/Brigade Blue	X	X			
538	Cameo White/Balboa Blue	X	X			
540	Cameo White/Crystal Turquoise	X		X		
541	Cardinal Red/Cameo White	X			X	
544	Cameo White/Cardinal Red	X			X	
545	Cardinal Red/Pure White	X			X	
546	Cameo White/Omaha Orange	X	X			
549	Cameo White/Yuma Yellow	X	X			
552	Cameo White/Georgian Gray	X			X	
554	Cameo White/Tangier Gold	X	X			
558	Cameo White/Desert Beige	X	X			

* - Part of RPO Z60 Deluxe Body Equipment.

BODY GLASS

WINDOW ACTION ●



2-Door Coupe (527-727-927)

4-Door Sedan (769-969)

2-Door Convertible (967)

P - Pivoting - friction type
Z-Zip-Out
- Rotating (Rocker action)
- Rotating (967)

(a) -Fixed on 527

BODY GLASS TYPE AND VISIBILITY AREA

LOCATION		MODELS				
		527	727	927	769-969	967
Windshield		1122.8				1122.8
Front Door Window	Pivoting Ventipane	62.0				80.8
	Roll Down	706.0			482.1	639.5
Rear Door Window	Roll Down				610.6	
Rear Quarter Window	Roll Down		259.2			303.2
	Fixed	247.7				
Back Window	One-Piece	1069.2			1104.2	726.6 *
Total Visibility (Sq In)		3207.7	3219.2		3381.7	2872.9

All glass is Safety Solid Plate except the windshield which is Laminated Safety Plate.
*-Plastic

GENERAL

Type ---------- Integral, with step-down underbody floor, front and rear side rail type members, and front and rear end sheet metal components welded to the body assembly.

DOORS AND LOCKS

Door Construction ---------- Two full steel welded panels.

Door Handles ---------- Push-button with rotary type door latches. Inside push button locks on 4-door models (rear doors).

Door Ventipanes ---------- Friction type

VENTILATION

Type ---------- Cowl top with plenum chamber.

WINDSHIELD WIPERS

Type ---------- Positive action single speed electric.

Linkage ---------- Parallel acting

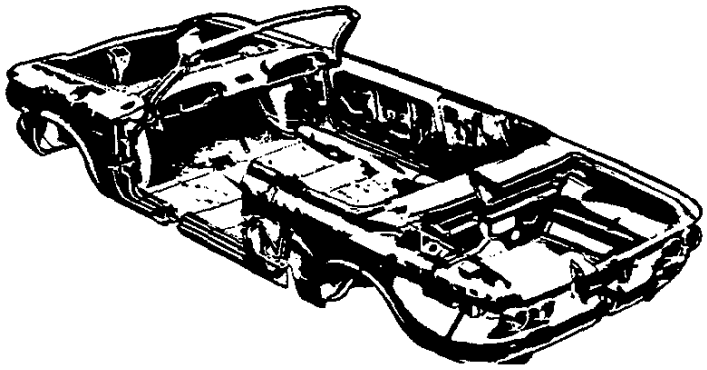
SEAT CONSTRUCTION

Type ---------- Front seat cushion - 500-700, 3/4 polyurethane; 969 , 1-3/4 polyurethane; 927-967, 1-1/2 polyurethane.

---------- Rear seat cushion - 500-700, 927-967, Jute and cotton; 969 , 1-3/4 polyurethane.

SPARE TIRE MOUNT ●

Location---------- Sedans and coupes, right rear corner in engine compartment. Tools consist of scissors jack and combination wheel nut wrench and lever handle.



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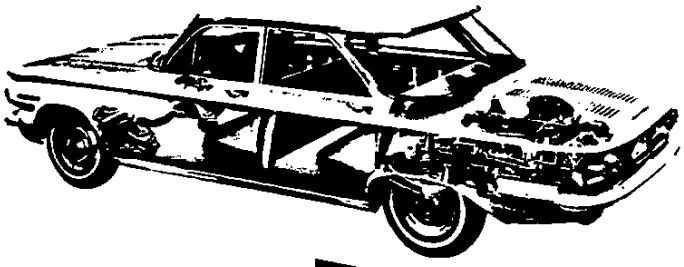


FRONT SUSPENSION 2

STEERING 3

REAR SUSPENSION 4

BRAKES 5

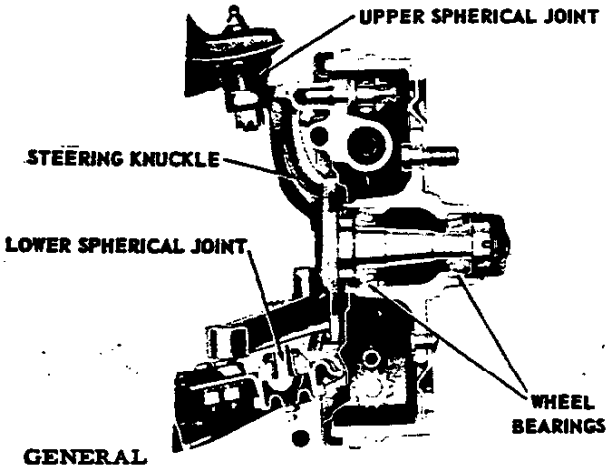
WHEELS AND TIRES . . . . . 6 ●

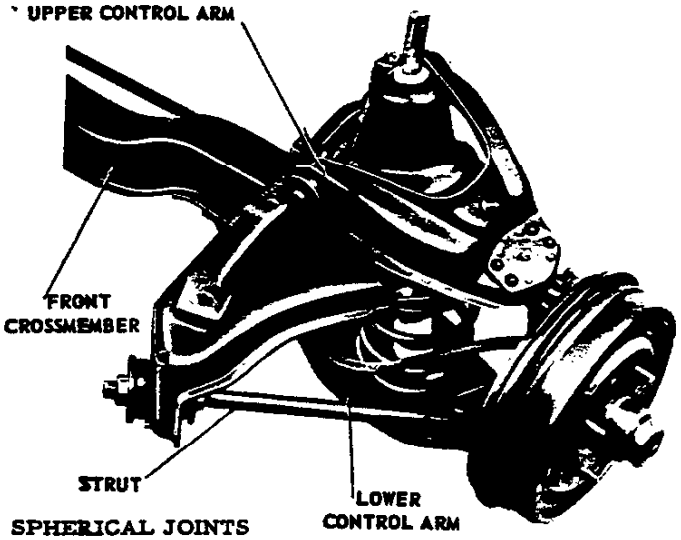
ELECTRICAL . . . . . 7 ●

● SPECIAL FRONT AND REAR SUSPENSION EQUIPMENT (RPO 3-F40) 8

FOR COMPLETE SPECIFICATIONS ON GREENBRIER SPORTS WAGON, SEE 1963 CHEVROLET TRUCK SPECIFICATIONS

FRONT SUSPENSION





GENERAL

Description ---------- Independent, each steering knuckle spherically-jointed to crossmember-hinged upper and lower control arms. Crossmember-secured coil spring and shock absorber (inside coil spring) attached to each lower control arm. Front end dive when braking controlled by mounting angle of upper control arm. Front suspension, front crossmember and steering unitized as sub-assembly.

● Wheel travel, from design attitude
- Jounce ---------- 3.90
- Rebound ---------- 3.22
- Wheel to spring ratio ---------- 1.63

CONTROL ARMS

Description
- Upper ---------- Stamped A frame rubber-bushed to pivot shaft which is bolted to front crossmember. Front suspension geometry adjustments achieved with shimmed pivot shafts.
- Lower ---------- Strut-supported, stamped frame rubber-bushed to pivot shaft which is bolted to front crossmember.

Bushings
- Type ---------- Pre-loaded, steel encased rubber

STEERING KNUCKLE

Description ---------- Forged steel with integral brake cylinder mounting, and detachable steering knuckle arm

Spindle
- Diameters
  - At inner bearing ---------- 1.0618-1.0623
  - At outer bearing ---------- .6868-.6873
- Thread size --------- 11/16-24 NEF 3 (modified)

WHEEL BEARINGS

Type ---------- Taper roller
Quantity ---------- Two per spindle
OD
- Inner ---------- 1.9800-1.9810
- Outer ---------- 1.5700-1.5710

SPHERICAL JOINTS

Type ---------- Ball studs, upper self-adjusting for wear
Quantity ---------- Two per steering knuckle
Ball studs
- Material ------ Heading quality steel, heat treated
- Spherical diameters
  - Upper and lower ---------- .996-1.000

Bearings
- Material
  - Upper ------ Two bearings, both non-metallic: one, a teflon-coated phenolic; the other, a teflon-cotton composition
  - Lower ---------- One bearing, a non-metallic, teflon-cotton composition

Housings
- Description
  - Upper ---------- Stamped steel socket and retainer, welded grease-tight
  - Lower ---------- Steel tubing socket, stamped steel retainer, welded grease-tight

Seals
- Description
  - Upper and lower ------- Neoprene with phenolic contact surface, reinforced with steel retainer

Lubrication
- Upper and lower --- High pressure grease fitting

SHOCK ABSORBER

Type ---------- Direct, double-acting, hydraulic
Code ---------- C4.25(4)R10/D3-82
Secured (through coil spring) to --- Lower control arm front crossmember shock absorber bracket
Piston diameter and travel (unassembled) --- 1.00, 4.75
Piston rod plating ---------- Chrome

● FRONT WHEEL ALIGNMENT

In Design attitude
- Camber ---------- (+)30'±30'
- Caster ---------- (+)3° 30'±0° 30'
- Toe-in (per wheel) ---------- 1/32 to 3/32

In Curb attitude
- Camber ---------- (+)30'±30'
- Caster ---------- (+)2° $^{+0°}_{-0°}$ 30'
- Toe-in (per wheel) ---------- 1/8 to 3/16

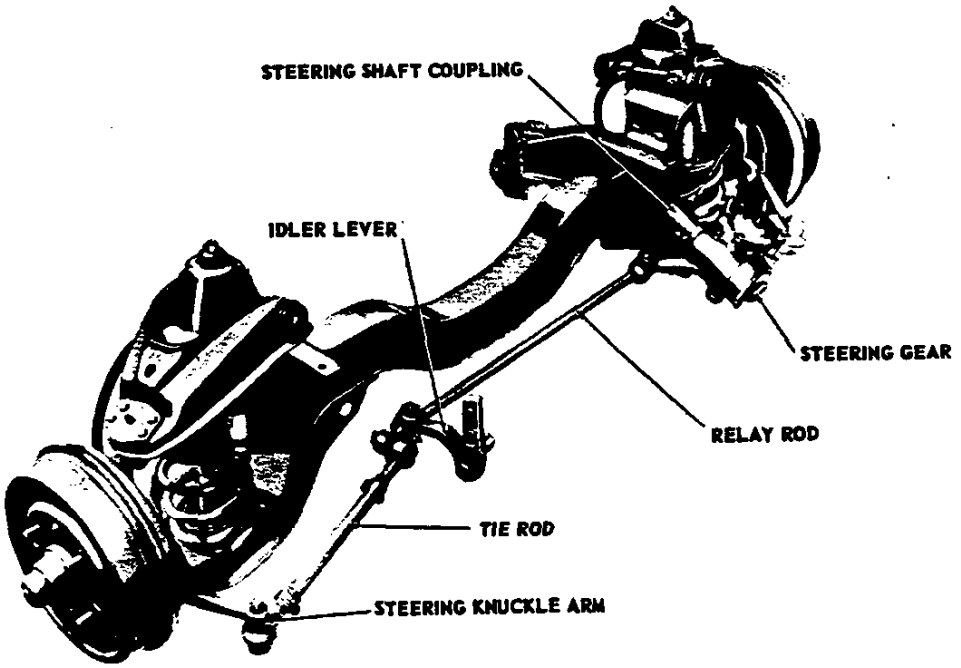
Steering Axis inclination ---------- 7°±0° 30'

● FRONT SPRINGS

Application	Series	500	700		900		
	Model	527	727	769	927	967	969
[redacted]	[redacted]	[redacted]					
Engine	Transmission						
80 HP	3-speed 4-speed Powerglide	A				B	A
84 HP	Powerglide	[redacted]			A		
102 HP	3-speed 4-speed Powerglide	A					
150 HP	3-speed 4-speed	[redacted]			A		[redacted]

Application and part number		A-3789173	B-3826077
Spring characteristics		[redacted]	
Type		Right hand helix	
Material		Steel alloy	
Number of coils(active, total)		5.85, 7.45	
Wire diameter		.450	.470
Outside diameter		4.353	4.393
Pitch diameter		3.903	3.923
Height	Free	11.39	11.12
	Working(in@lb)	6.42@770	6.42@855
Deflection rate (lb per inch, between 4.65 & 7.65)	@ Spring	155	182
	@ Wheel (ride rate)		

STEERING



●GENERAL

Description ---------- Semi-reversible recirculating ball steering gear with cast aluminum housing

Steering gear
- Gear ratio ---------- 18:1
- Overall ratio ---------- 25:1

Turning characteristics
- Turning diameters (ft)
  - Outside front
    - Wall to wall, right and left ---------- 40.1
    - Curb to curb, right and left ---------- 38.2
  - Inside rear
    - Wall to wall, right and left ---------- 22.8
    - Curb to curb, right and left ---------- 23.1

Number of wheel turns, lock to lock ---------- 4.75

Outside wheel angle with inside wheel @ 20° --- 18.18°

Steering shaft
- Number ---------- 1
- Diameter
  - Lower portion (25.00) ---------- .625
  - Upper portion (22.00) ---------- .750

Steering wheel
- Type ---------- Deep dished, two spoke
- Diameter ---------- 16.00

Linkage
- Type ---------- Parallel relay
- Location ---------- Front of wheels
- Number of tie rods ---------- 2

Lubrication points ---------- 4; one at each end of each tie rod

REAR SUSPENSION

GENERAL

Description ---------- Swing axle independent rear suspension, combining box-sectioned rear crossmember and crossmember-pivoted control arms. Movement of control arms cushioned by coil springs and shock absorbers affixed to crossmember. Drive taken through control arms; torque taken through chassis. Toe-in adjustments achieved with shims at transmission and engine mounts.

Wheel travel, from design attitude

Jounce	3.62
Rebound	4.64
Wheel to spring ratio	1.72

CONTROL ARMS

Description ---------- Box-sectioned "A" member rubber-bushed to pivot shaft which is bolted to rear crossmember.

Bushings

Type ---------- Pre-loaded, steel encased rubber

WHEEL BEARINGS

Type ---------- Double row spherangular roller lubricated for life

Quantity ---------- 1 per wheel

● SHOCK ABSORBERS

Type ---------- Direct, double-acting, hydraulic

Code ---------- C.225(63)F8/F1.75

Secured (through coil spring) to --- To rear suspension crossmember and control arm

Piston diameter and travel (unassembled) -- 1.00, 4.75

Piston rod plating ---------- Chrome

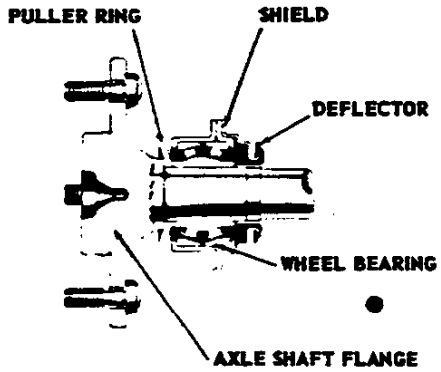
● REAR WHEEL ALIGNMENT

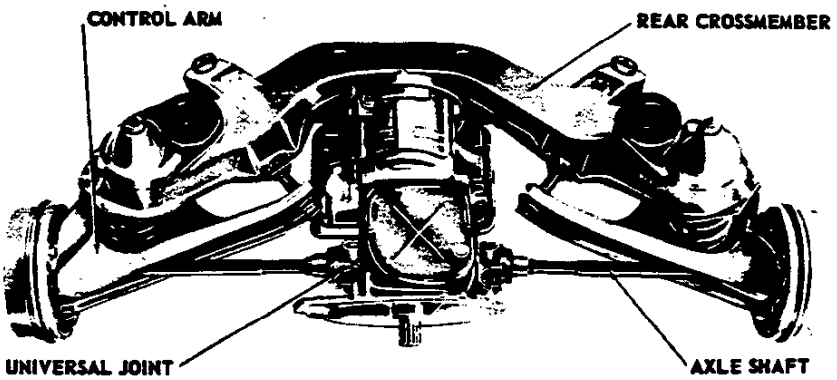
In design attitude

Camber	(+)1°±0° 30'
Toe-in (overall)	1/16 to 5/16

In curb attitude

Camber	(+)1° 30'±0° 30'
Toe-in (overall)	1/8 to 3/8





Application	Series	500	700		900		
	Model	527	727	769	927	967	969
Engine	Transmission						
80 HP	3-Speed 4-Speed Powerglide	A and C				B and D	A and C
84 HP	Powerglide						
102 HP	3-Speed 4-Speed Powerglide						
150 HP	3-Speed 4-Speed						

● REAR SPRINGS

Application and part number		A-3789174(LH) C-3797734(RH)	B-3830731(LH) D-3830732(RH)
Type		Coil, right hand helix	
Material		Steel alloy	
No. of coils (active, total)		6.5, 7.498	
Wire diameter		.617	.630
Outside diameter		4.687	4.713
Pitch diameter		4.070	4.083
Height	Free	*	*
	Working (inches @ lb)	7.45 @	
		**	**
Deflection rate (lb per inch), between - in. and - in.	@ Spring	453	490
	@ Wheel (ride rate)	6.22 and 9.22	

* - 3789174, 11.36; 3797734, 11.03; 3830731, 11.23; 3830732, 10.92

** - 3789174, 1770; 3797734, 1620; 3830731, 1850; 3830732, 1700

SERVICE BRAKES, regular production

General
- Type ---------- Duo-servo; 4-wheel hydraulic, reverse self-adjusting
- Brake system fluid capacity (pts) ---------- .6
- Line pressure @ 100 lb pedal load, psi ------- 783
- Braking ratios
  - Pedal ---------- 6.15:1
  - Hydraulic ---------- 3.29:1
  - Overall ---------- 20.23:1
- Distribution of braking effort (theoretical, percent)
  - Front wheels ---------- 46
  - Rear wheels ---------- 54
- Clearance adjustment ---------- Self-adjusting

Brake drum
- Construction ------- Composite, web cast into rim
- Material
  - Web ---------- HR steel
  - Rim ---------- Cast iron alloy
- Web thickness
  - Front ---------- .094 - .114
  - Rear ---------- .094 - .114
- Swept drum area, sq. inches ---------- 197.7
- Diameter, front and rear ---------- 9.0

Brake lining
- Material ------ Full molded asbestos composition
- Length
  - Per wheel ---------- 18.02
  - Primary shoe ---------- 8.62
  - Secondary shoe ---------- 9.40
- Width, front and rear ---------- 1.75
- ● Thickness, minimum @ ℄
  - Primary ---------- .17
  - Secondary ---------- .20
- Method of attachment ---------- Bonded
- Total effective area, sq. inches ---------- 126.1

Master cylinder
- Location ---------- Luggage compartment on dash panel
- Piston diameter ---------- 1.00
- Piston travel (with available pedal travel) ----- .98

Wheel cylinders
- Location
  - Front ---------- Steering knuckle
  - Rear ---------- On backing plate
- Piston diameters
  - Front ---------- .875
  - Rear ---------- .9375

Foot pedal
- Type ---------- Pendant
- Travel ---------- 6.00
- Mounting ---------- On brace under dash

PARKING BRAKE
- Type ---------- Mechanical pull rod, pulleyes and cables operate rear service brakes
- Total effective area, sq. inches ---------- 63
- Control ---------- Hand-grip ratchet type handle with trigger release in grip. Located under instrument panel to left of steering column.

STOPLIGHT SWITCH
- Type ------- Mechanical, make-break, normally on
- Location ---------- On dash panel brace
- Activation ---------- Brake pedal

● SERVICE BRAKES, Metallic, RPO 3-J65

Same as SERVICE BRAKES, Regular Production, except as follows

General
- Line pressure @ 100 lb pedal load, psi ------ 1023
- Braking ratios
  - Pedal ---------- 6.15
  - Hydraulic ---------- 4.91
  - Overall ---------- 30.20
- Distribution of braking effort (theoretical, percent)
  - Front ---------- 53
  - Rear ---------- 47

Brake linings
- Material ---------- Sintered iron segments
- Size
  - Front and rear
    - Primary ---------- 1.64 x .87 x .175
    - Secondary ---------- 1.64 x .87 x .295
- Segments per shoe
  - Primary, front and rear ---------- 6
  - Secondary, front and rear ---------- 10
- Method of attachment ---------- Welded
- Total effective area, sq. inches ---------- 91.3

Master cylinder
- Piston diameter ---------- .875

Wheel cylinders
- Piston diameter
  - Front ---------- 1.00
  - Rear ---------- .9375

WHEELS AND TIRES

WHEELS, regular production
- Type ---------- Short spoke full disk
- Attachment to hub ---- 4 hex nuts, 7/16-20 UNF 2B, arranged on a 4.50 dia. bolt circle
- Offset ---------- 1.00
- Rim size ---------- 13 x 5-1/2 J

● **WHEELS, RPO-3-P45**
- Type ---------- Rim and shell, spoke
- Material ---------- Steel
- Rim size ---------- 13 x 5-1/2 J
- Offset ---------- 1.00
- Method of retention ---------- Adaptor and lock nut (2-5/8-8 UN 2A)

TIRES *
- Type ---------- Rayon tubeless, blackwall
- Construction ---------- 2 ply
- Size ---------- 6.50 x 13-4 PR
- ● Specifications
  - Loaded rolling radius ---------- 11.7
  - Loaded rev/mile ---------- 864
  - Capacity (lb @ psi) ---------- 835 @ 24
  - Recommended inflation, psi (cold)
    - Front ---------- 15
    - Rear ---------- 26

SPARE TIRE
- Location ---------- Engine compartment

Tools

Jack
- Type ---------- Scissors
- Stowage ---------- Luggage compartment

Wheel rim bolt wrench
- Type ---------- Swivel with hub cap remover
- Stowage ---------- With jack

* Regular production shown; tire with RPO-3-J45 same as regular production except tube type.

BULBS

Lamp Usage			Requirements	Trade No.	CP
Head-Lamp	Outer	High Beam	2	4002	37.5W
		Low Beam			50W
	Inner	High Beam	2	4001	37.5W
*Air Heater			1	53	1
*Direction Signal Indicators			2		
*Gas Heater Headlamp Hi-Beam Indicator *Powerglide Quadrant			1		
Clock Gen. and Fan Indicator Glove Compartment Oil and Temp. Indicator			1	57	2
Radio			1	1893	2

Lamp Usage	Requirements	Trade No.	CP
License	1	67	4
Courtesy (Instr. Panel)	2	89	6
Dome (Roof Center)	1	211	15
Luggage Compartment Underhood Lamp	1	93	15
Parking Brake Alarm (flasher)	1	257	2
Park and turn Tail, Stop and Turn	2	1034	4 & 32
Spotlamp, Portable	1	4416	30W
*Speedometer Head	2	1816	2
Back Up	2	1073	32
Tachometer gauge Manifold pressure gauge Cylinder head temp. gauge Fuel Gauge	1	57	2

* - For Spyder models, Trade No. 57.

FUSES AND CIRCUIT BREAKERS

Device or Circuit Protected	Fuse and Rating (amp)	Circuit Breaker Rating (amp)	Location**
Air Conditioning Circuit Gas Heater Circuit Wiper Motor Circuit	SAE 20		FB
A/C Blower Motor A/C Blower Motor Relay	AGC 15		Luggage Compartment
Air Heater Blower Motor (900)			FB
Air Heater Blower Motor (5-700) Back Up Lamps Courtesy Lamps Dome Lamps Gas Heater Blower Motor Glove Compartment Lamp Parking Brake Alarm (Flasher) License Lamp Luggage Compartment Lamp Tail, Stop and Turn Lamps	AGC 10		FB
Underhood Lamp	SAE 9		EC
Radio Receiver (Including Dial Lamp)	AGC 2.5		FB
Clock Lamp Heater Control Lamp Powerglide Quadrant Lamp Speedometer Head Lamps Tachometer Gage Lamp Cylinder Head Temperature Gage Fuel Gage Lamp Generator and Fan Indicator Oil and Temperature Indicator Manifold Pressure Gage Lamp	AGC 3		FB
Clock Motor		Fuse Link	Motor
Hydraulic folding top motor circuit		40	Instr. Panel
Wiper Motor, Two-Speed		14	Motor Switch
Headlamps, Park and Turn Lamps		15	Light Switch
Direction Signal Interrupter			FB
Temperature Warning Buzzer			Left Anchor Plate

** FB = Fuse Block; EC = Engine Compartment

SPECIAL FRONT AND REAR SUSPENSION EQUIPMENT, RPO 3-F40

FRONT SUSPENSION

FRONT SPRING

- Part number
  - Sedans and coupes ---------- 3817231
  - Convertible ---------- 3826939
- Type ---------- Right hand helix
- Material ---------- High alloy steel
- Number of coils (active, total) ---------- 5.85, 7.35
- Wire diameter ---------- .508
- OD ---------- 4.469
- PD ---------- 3.961
- Height
  - Free
    - 3817231 ---------- 9.45
    - 3826939 ---------- 9.80
  - Working (inches @ lb)
    - 3817231 ---------- 6.24 @ 770
    - 3826939 ---------- 6.24 @ 850
- Deflection rate (lb per inch)
  - @ Wheel ---------- 240
  - @ Spring (ride rate) ---------- 117

STABILIZER BAR

- Type ---------- Link supported
- Secured to ---------- Each lower control arm and front crossmember
- Material ---------- HR steel
- Diameter ---------- .625
- Bushing material ---------- Rubber

FRONT WHEEL ALIGNMENT

- In design attitude
  - Caster ---------- (+)3° 30' ±0° 30'
  - Camber ---------- (+)30' ±30'
  - Toe-in (per wheel) ---------- 1/32-3/32
- In curb attitude
  - Caster ---------- (+)2° 30' ±0° 30'
  - Camber ---------- (+)30' ±30'
  - Toe-in (per wheel) ---------- 1/8-3/16

REAR SUSPENSION

REAR SPRING

- Part number
  - Sedans and coupes
    - Left hand side ---------- 6257159
    - Right hand side ---------- 3828552
  - Convertible
    - Left hand side ---------- 3796318
    - Right hand side ---------- 6257159
- Type ---------- Right hand helix
- Material ---------- High alloy steel
- Number of coils (active, total) ---------- 6.5, 7.948
- Wire diameter ---------- .660
- OD ---------- 4.773
- PD ---------- 4.113
- Height
  - Free
    - 6257159 ---------- 10.36
    - 3796318 ---------- 10.39
    - 3828552 ---------- 9.96
  - Working (inches @ lb)
    - 6257159 ---------- 7.45 @ 1600
    - 3796318 ---------- 7.42 @ 1725
    - 3828552 ---------- 7.24 @ 1575
- Deflection rate (lb per inch)
  - @ Wheel ---------- 580
  - @ Spring (ride rate) ---------- 160

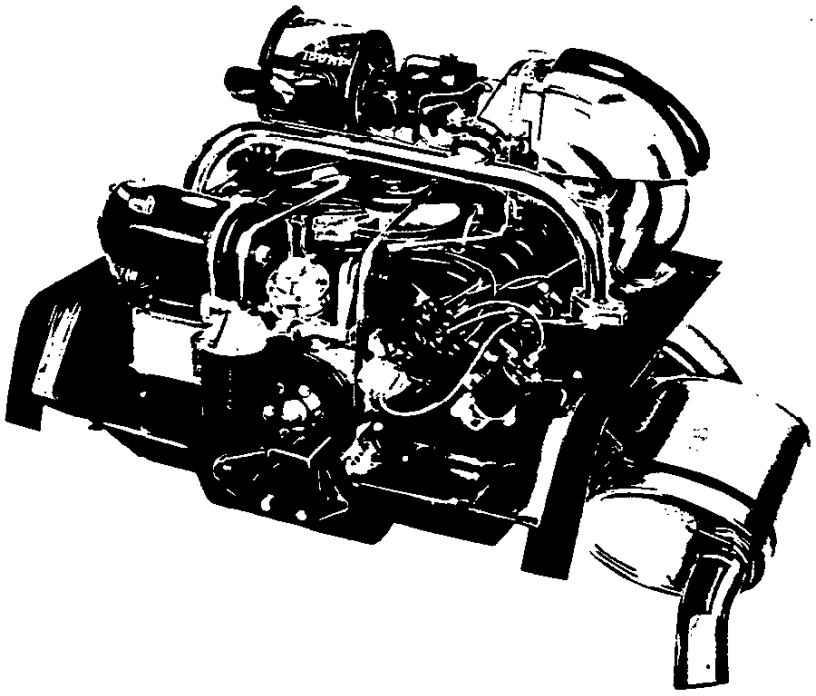
SHOCK ABSORBER

- Type ---------- Direct, double acting, hydraulic
- Code ---------- C.5(65)J(178)/C.75-067
- Secured (through coil spring) to ----- Control arm and rear crossmember shock absorber bracket
- Piston diameter and travel (unassembled) --- 1.00, 4.25
- Piston rod plating ---------- Chrome

REAR WHEEL ALIGNMENT

- In design attitude
  - Camber ---------- (-)3° 0' ±0° 30'
  - Toe-in (overall) ---------- 1/16-5/16
- In curb attitude
  - Camber ---------- (-)1° 0' ±0° 30'
  - Toe-in (overall) ---------- 1/8-3/8

POWER TRAINS



POWER TEAM COMBINATIONS 2

ENGINES 3

CLUTCH 13

TRANSAXLE 14

FOR COMPLETE SPECIFICATIONS ON GREENBRIER SPORTS WAGON, SEE 1963 CHEVROLET TRUCK SPECIFICATIONS.

POWER TEAM COMBINATIONS

ENGINE	TRANSMISSION	● AXLE RATIOS* "A"	"B"	"C"	"D"
145 CU.IN. TURBO-AIR 80 HP 6-CYLINDER (84 HP when used in Monza with Powerglide)	3-SPEED ..... ALL MODELS	3.27:1	3.55:1	—	3.89:1
	4-SPEED ..... ALL MODELS	3.27:1	3.55:1	—	3.89:1
	POWERGLIDE .... ALL MODELS	3.27:1	3.55:1	—	3.89:1
145 CU.IN. TURBO-AIR 102 HP 6-CYLINDER (RPO L62)	3-SPEED ..... ALL MODELS	3.27:1	3.55:1	—	3.89:1
	4-SPEED ..... ALL MODELS	—	3.55:1	3.27:1 (Std)	3.89:1
	POWERGLIDE .... ALL MODELS	3.55:1	—	—	3.89:1
145 CU.IN. TURBOCHARGED 150 HP 6-CYLINDER (RPO L87)	3-SPEED and 4-SPEED — CONVERTIBLE and COUPES	—	—	—	3.55:1 (Std)

"A" – General Purpose Standard
"B" – Special Purpose or Mountain
"C" – Performance Cruise
"D" – High Performance
* – Positraction axle ratios of 3.27:1, 3.55:1; and 3.89:1 available in the combinations shown.

MULTIPLICATION FACTORS

WITH MANUAL TRANSMISSIONS

ENGINE	TRANSMISSION	TOTAL GEAR REDUCTION* 1st	2nd	3rd	4th	Rev	AXLE RATIO	MAXIMUM AXLE TORQUE LOW GEAR - Lb-Ft+
80 HP	3-Speed	11.45	6.51	3.27	-	12.98	3.27	1148
	4-Speed	11.94	7.68	4.71	3.27	11.97	3.27	1198
102 HP	3-Speed	11.45	6.51	3.27	-	12.98	3.27	
	4-Speed ●	11.94	7.68	4.71	3.27	11.97	3.27	
150 HP	3-Speed	12.42	7.00	3.55	-	14.09	3.55	
	4-Speed	12.95	8.34	5.11	3.55	12.99	3.55	

WITH AUTOMATIC TRANSMISSIONS

ENGINE	TRANSMISSION	SELECTOR POSITION	TOTAL TORQUE MULTIPLICATION*	AXLE RATIO
80 & 84 HP	Powerglide	Drive	15.47:1-3.27:1	3.27:1
		Low & Rev	15.47:1-5.95:1	
102 HP	Powerglide	Drive	16.79:1-3.55:1	3.55:1
		Low & Rev	16.79:1-6.46:1	

* - Axle ratio x transmission ratio.
\+ - Gear reduction x maximum net engine torque x efficiency (8.90 in direct drive, 8.85 all others).

GENERAL DATA

		Conventional	Powerglide*
Piston Displacement		145	
Type		Horizontal opposed OHV	
Number Cylinders		6	
Bore and Stroke (nominal)		3.437 x 2.60	
Compression Ratio		8.0:1 (A)	
Taxable (SAE) Horsepower		28.4	
Firing Order		1-4-5-2-3-6	
Idling Speed (RPM)		500 (B)	
Compression Press. (PSI) @ Cranking Speed, Engine Hot		140	
Lubrication		Full pressure	
Power Plant Mounting		Two front and one rear shear type	
Measurements	Width (over air cleaners)	32.37 (C)	
	Length (incl. clutch hsg. & oil filter)	28.55	
	Height (top air inlet horn to bottom oil pan)	20.92 (C)	

(A) - On Hi Perf. 102 HP Eng and 900 models with Powerglide C.R. is 9.0:1

(B) - 600 RPM on Hi Perf. 102 HP Eng. and 850 RPM on Turbocharged 150 HP Eng.

(C) - Turbocharged 150 HP Engine - Width (induction port flange to exhaust pipe) 29.30; Height 23.31

ADVERTISED ENGINE RATINGS

Engine		Turbo-Air 145	900 Models With Powerglide	Turbo-Air 145 Hi-Perf	927 & 967 Models Turbocharged
Option				RPO-L62	RPO-L87
Carburetor		Two-Single barrel (one for each cylinder bank)			One-Single barrel
Brake Horsepower	Gross	80 @ 4400	84 @ 4400	102 @ 4400	150 @ 4400
	Net	65 @ 3600	68 @ 3600		
Torque (Lb Ft)	Gross	128 @ 2300	130 @ 2300	134 @ 28-3000	210 @ 32-3400
	Net	118 @ 2200	120 @ 2200		

● ENGINE SPEED AND PISTON TRAVEL

Transmission		3-Speed		4-Speed		Powerglide*	
Rear Axle Ratio		3.27:1	3.55:1	3.27:1	3.55:1	3.27:1	3.55:1
Tire Size		6.50 x 13-4 PR					
Crankshaft Revolutions per	Mile	2825.3	3067.2	2825.3	3067.2	2825.3	3067.2
Crankshaft RPM @ 1 MPH	Low	164.8	178.9	171.4	186.6	85.7	93.0
	Second	93.7	101.7	110.7	120.1		
	Third			67.8	73.6		
	Direct Drive	47.1	51.1	47.1	51.1	47.1	51.1
	Reverse	186.9	202.9	172.3	187.1	85.7	93.0
Piston Travel (ft/mile)		1224.2	1329.1	1224.2	1329.1	1224.2	1329.1

* - Powerglide not available with Turbocharged 150 HP Engine

VEHICLE PERFORMANCE FACTORS

	MODELS		
	769	769	927
ENGINE - 145 Cu. In.	Standard 80 HP	HI-Perf 102 HP (RPO L62)	Turbocharged 150 HP (RPO L87)

3-Speed Transmission

Performance Weight (pounds)	3070	3071	3099
Pounds per Gross Horsepower	38.38	30.11	20.66
Pounds per Cu. In. Displacement	21.17	21.17	21.37
Gross HP per Cu. In. Displacement	.552	.703	1.034
Power Displacement (Cu. Ft/mile)	118.54	118.54	128.71
Displacement Factor (Cu. Ft/ton mile)	77.22	77.22	83.09

4-Speed Transmission

Performance Weight (pounds)	3077	3078	3106
Pounds per Gross Horsepower	38.46	30.18	20.71
Pounds per Cu. In. Displacement	21.22	21.22	21.42
Gross HP per Cu. In. Displacement	.552	.703	1.034
Power Displacement (Cu. Ft/mile)	118.54	●118.54	128.71
Displacement Factor (Cu. Ft/ton mile)	77.07	● 77.02	82.88

Powerglide *

Performance Weight (pounds)	3080	3081	
Pounds per Gross Horsepower	38.00	30.21	
Pounds per Cu. In. Displacement	21.24	21.24	
Gross HP per Cu. In. Displacement	.552	.703	
Power Displacement (Cu. Ft/mile)	118.54	128.71	
Displacement Factor (Cu. Ft/ton mile)	76.97	83.52	

* - Data computed assuming zero slippage in torque converter

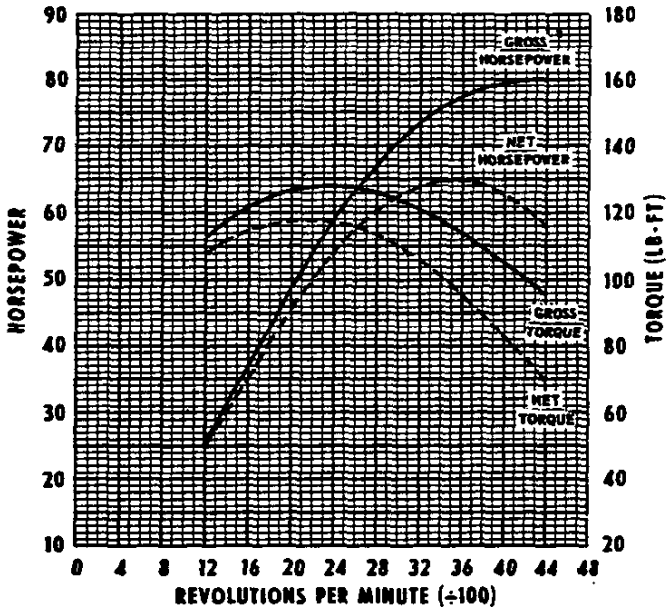
GLOSSARY

Performance Weight = Curb Weight plus 600 Lb (weight of four 150 Lb passengers)

$$\text{Power Displacement} = \frac{\text{Crankshaft Revs/Mi} \times \text{Piston Displacement}}{2 \times 1728}$$

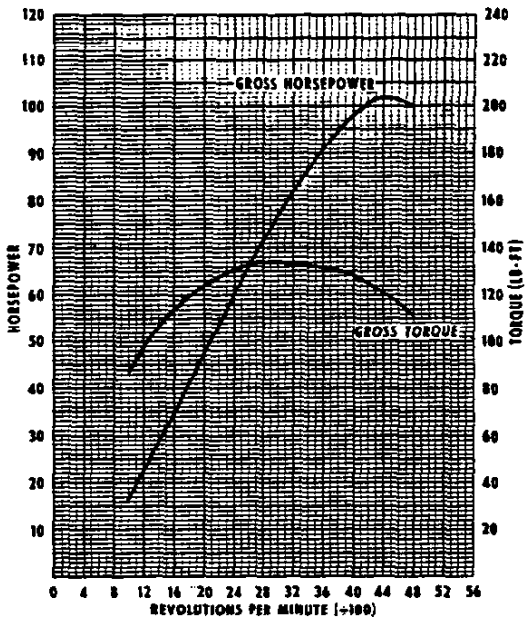
$$\text{Displacement Factor} = \frac{\text{Power Displacement}}{\text{Performance Wt (tons)}}$$

80 HP TURBO-AIR 6-CYLINDER



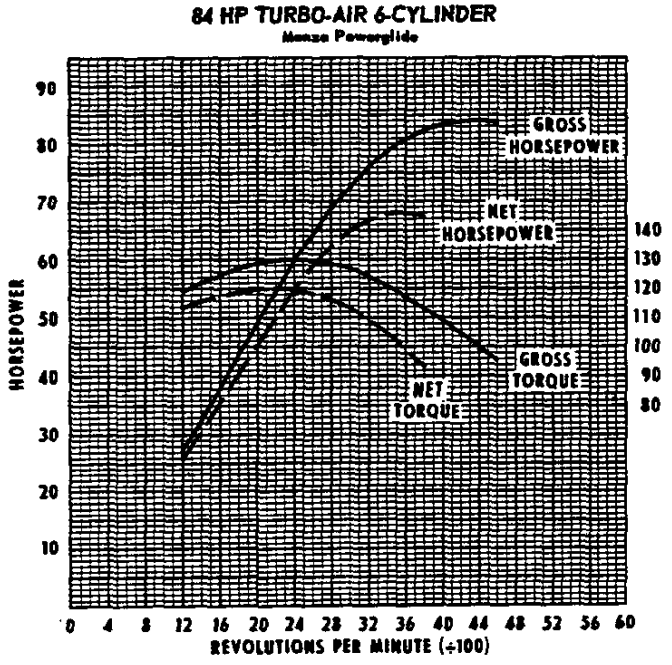
102 HP TURBO-AIR 6-CYLINDER

Special Camshaft

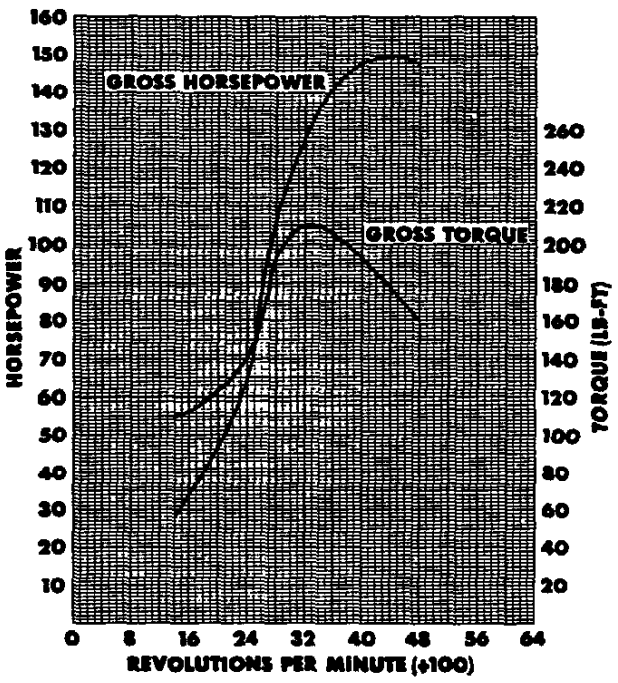


84 HP TURBO-AIR 6-CYLINDER

Manza Powerglide



● 150 HP TURBOCHARGED



The engine performance curves represent full throttle performance as obtained from dynamometer test data corrected to standard barometric pressure 29.92 inches of mercury and standard temperature of 60°F.

GROSS POWER and TORQUE were obtained in a regular dynamometer test with the dynamometer exhaust system, no fan, generator not charging, optimum spark advance, and optimum fuel setting.

NET POWER and TORQUE were obtained from a dynamometer test simulating actual operating conditions when the engine is in its vehicle, except the generator is not charging.

PRINCIPAL COMPONENTS

CRANKCASE

Material ---------- Cast Aluminum
Type ---------- Cast into left and right halves
No. of Bulkheads ---------- 4
Bolt No. & Size ----------8; .4375 dia, 20 UNF-2A
Studs (cyl & cyl head assy) --- 12 left & 12 right half
●Bore Spacing (℄ to ℄) ---------- 4.85

CYLINDERS

Material ---------- Cast iron
Type ---------- Individually cast with integral cooling fins
Bore Diameter ---------- 3.4370-3.4400
Numbering Arrangement (front to rear)
Left bank ---------- 6-4-2
Right bank ---------- 5-3-1

CYLINDER HEADS

Material ---------- Permanent mold cast aluminum with integral cooling fins
Combustion Chamber Volume
Base Engine - 80 HP ---------- 3.582 cu in
Monza Pwr/Glide - 84 HP ---------- 3.112 cu in
Hi-Perf Engine - 102 HP ---------- 3.112 cu in
Turbocharged Engine - 150 HP ------- 3.582 cu in

INLET MANIFOLD

Type ---------- Cast integral with cylinder head

EXHAUST MANIFOLD

Material ---------- Cast alloy iron
Type --------- Straight-fitted to three steel sleeves pressed into cyl head exhaust ports

CRANKSHAFT

Material ---------- Drop forged steel
Turbocharged ---------- Forged alloy steel
End Play ---------- .002-.006
Counter Weights ---------- None
Crank Arm Length ---------- 1.30
Vibration Damper ---------- None
Timing Gear & Material ----------Helical cut, steel
Pulley Pitch Diameter ---------- 6.64

MAIN BEARINGS

Material ---------- Extra-life steel backed babbitt
Hi-Perf ---------- Copper lead alloy
Turbocharged ---------- Premium aluminum
Type ---------- Precision, removable
Thrust Against Bearing No. ---------- 1
Clearance ---------- .0012-.0037
Dimensions

Bearing	Theoretical Inner Dia	Effective Length	Projected Area
1	2.1008	.785	1.6491
2	2.1008	.752	1.5798
3-4	2.1018	.752	1.5805

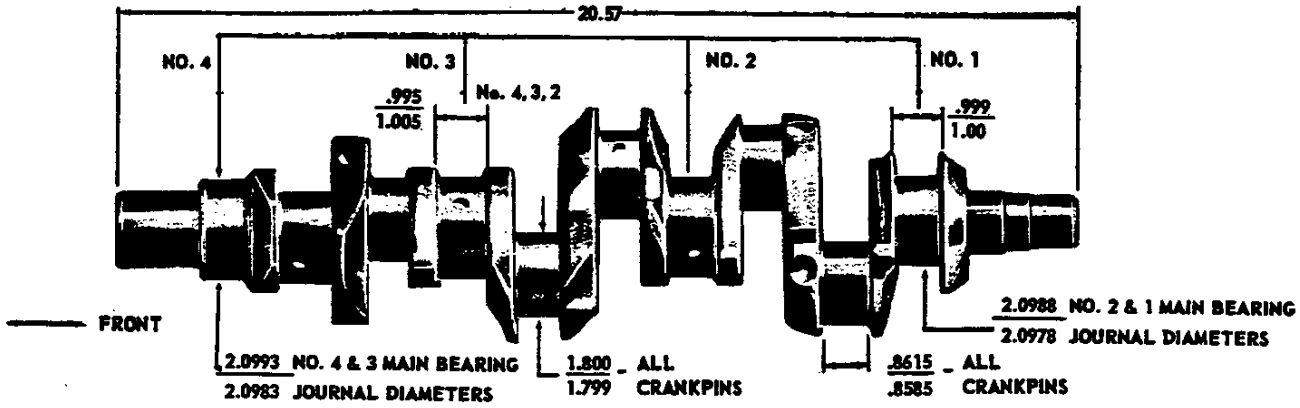
CAMSHAFT

Material ---------- Cast alloy iron

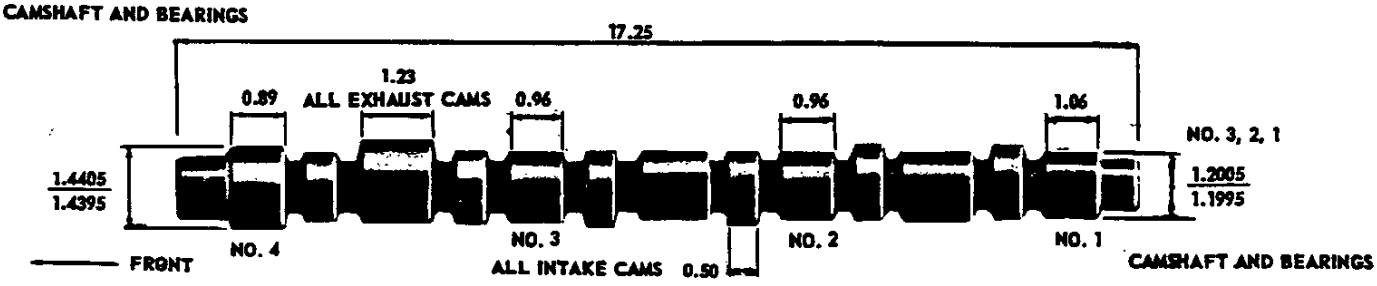
Lobe Lift	Inlet	Exhaust
Production	.2093	.2294
Hi-Performance	.2519	.2519
Turbocharged	.2494	.2494

BEARINGS ---------- No inserts aluminum crankcase machined for bearing surface

CRANKSHAFT AND BEARINGS



CAMSHAFT AND BEARINGS



CAMSHAFT AND BEARINGS

VALVE TRAIN

Type ---------- Stamped rocker arm & individual ball & stud, push rod actuated
Lifters ---------- Hydraulic
Push Rods
Type & Material ---------- Hollow steel
Ends ---------- Hardened
Housing ---------- Welded steel tubes

ROCKER ARMS

Type & Material ---------- Stamped steel
Ratio ---------- 1.5:1

VALVES (See Turbocharged information below)

Inlet Material ---------- Alloy steel
Coating ---------- Aluminized on valve face
Exhaust Material ---------- High alloy steel
Coating ---------- None
Valve Guides ---------- Cast alloy iron
Valve Seat Insert Material
Inlet ---------- Cast nickel steel alloy
Exhaust ---------- Cast chromium steel alloy

VALVES-TURBOCHARGED (Same as above except)

Exhaust Valves ---------- Two piece welded
Material
Head, Face & Neck ---- Super alloy (Nimonic 80A)
Stems ---------- Silicon & chromium alloy steel
Exhaust Valve Guides ---------- Heavy duty
Material---------- Aluminum bronze alloy

VALVE SPRINGS

	Production	Hi-perf & Turbocharged
Diameter	.776-.792	.872-.888
Installed Length (in@lb)		
Valves Closed	1.508@58-64	1.660@78-86
Valves Opened	1.148@141-149	1.260@170-180
Free Length	1.74	2.08
Valve Spring Dampers	None	Steel Coil

VALVE LIFT

	Inlet	Exhaust
Production	.3140	.3441
Hi-Performance	.3779	.3779
Turbocharged	.3741	.3741

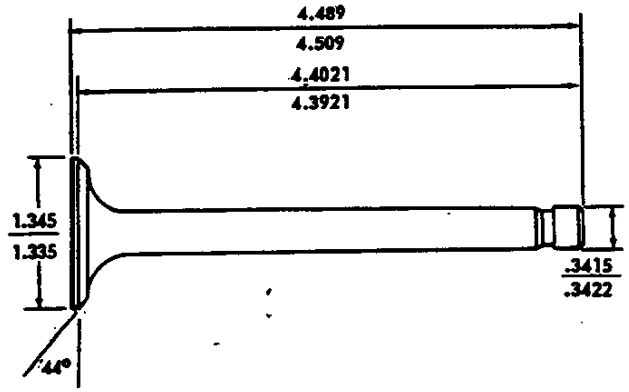
VALVE TRAIN LASH

Inlet & Exhaust ---------- Zero

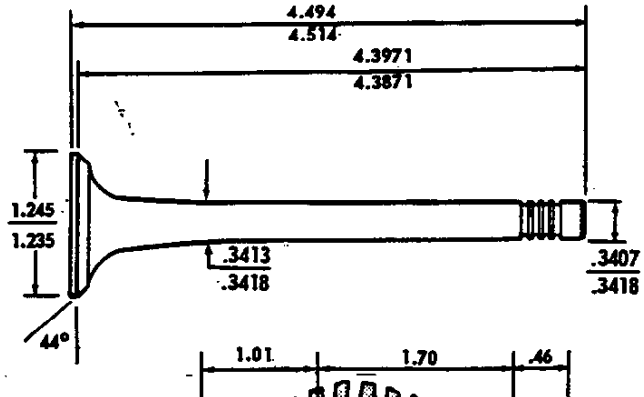
VALVE TIMING

Column "A" Production
Column "B" Hi-Perf
Column "C" Turbocharged

	Excl. Ramps			Incl. Ramps		
Inlet Valve	"A"	"B"	"C"	"A"	"B"	"C"
Opens - BTC	15°	36°	58°	43°	54°	70°
Closes - ATC	27°	62°	86°	93°	118°	110°
Duration	222°	278°	324°	316°	352°	360°
Exhaust Valve						
Opens - BBC	59°	77°	98°	87°	95°	110°
Closes - ATC	13°	22°	46°	69°	78°	70°
Duration	252°	279°	324°	336°	353°	360°



●INLET VALVE



●EXHAUST VALVE

PRINCIPAL COMPONENTS - Continued

PISTON
- Material ---------- Cast aluminum alloy
- Head Type ---------- Flat
- Skirt Type ---------- Slipper, autothermic
- Top Land Clearance ---------- .022-.031
- Skirt Clearance ---------- .0011-.0015
- Compression Ring Groove Depth -------- .193-.199
- Oil Control Ring Groove Depth --------- .199-.200
- Pin Bore Offset ---------- .055-.065
- ●Compression Height ---------- 1.759-1.761

COMPRESSION RINGS - UPPER and LOWER
- Material ---------- Cast alloy iron
- Inside Bevel -- Lower (top edge) Upper (bottom edge) 30 degrees to piston vertical axis
- Ring Face ---------- Tapered
- Coating ---------- Wear resistant
- Turbocharged (Upper ring) ------- Chromium plate
- Width ---------- .0770-.0780
- Wall Thickness ---------- .162-.172
- Gap ---------- .010-.020

OIL CONTROL RINGS
- Material ---------- Steel
- Type --------- Multi-piece (2 rails and one spacer)
- Width ---------- .1855-.1875 assembled
- Wall Thickness ---------- .133-.139
- Gap (rails) ---------- .010-.020
- Rail Coating ---------- Chrome plated

PISTON PINS
- Material ---------- Alloy steel
- Length ---------- 2.610-2.650
- Diameter ---------- .7999-.8002
- Clearance in Piston ---------- .00015-.00025
- Pin Mounting ---------- Pressed in rod
- Direction of Offset ---------- Major thrust side

CONNECTING RODS
- Material ---------- Drop forged steel
- Length (center to center) ---------- 4.719-4.721
- Turbocharged ---------- Heavy duty

CONNECTING ROD BEARINGS
- Material ---------- Extra-life steel backed babbitt
- Hi-performance ---------- Copper lead alloy
- Turbocharged ---------- Premium aluminum
- Type ---------- Precision removable
- Clearance ---------- .0007-.0027
- Theo I. D. ---------- 1.8012
- Effective Length ---------- .649
- End Play ------- ---------- .005-.010

FUEL SYSTEM

FUEL TANK
- Capacity (Gal) ---------- 14
- Location ---------- Upper front compartment floor
- Filler Location ---------- Left front fender crown
- Gauge ---------- AC, electric

FUEL FILTERS, DUAL
- In Fuel Tank ---------- Mesh strainer
- In Carburetor Inlet ---------- Sintered bronze filter
- Turbocharged --- Replaceable in-line paper element between fuel pump & carburetor

FUEL PUMP ASSEMBLY
- Make ---------- AC
- Drive ---------- Eccentric on rear end of crankshaft
- Type ---------- Mechanical
- Location ---------- Mounted on engine rear housing
- Pressure Range ---------- 5.25-6.50 PSI

AIR INTAKE ---------- Air horn extension at center of tubular cross over duct
- Turbocharged ---------- Oval air horn extension from air cleaner

AIR CLEANER
- Make & Type --------- AC, Oil wetted polyurethane type filter element
- Number ---------- Two; mounted separately on each carburetor
- Turbocharged -------- One; connected to carburetor air horn

CARBURETOR - REGULAR
- Number ---------- Two; one for each cylinder bank
- Make ---------- Rochester
- Type ---------- Single barrel downdraft
- SAE Flange Size ---------- 0.75
- Throttle Bore ---------- 1.25
- Venturi Diameter ---------- 1.00

CARBURETOR - TURBOCHARGED ENGINE
- Number ---------- One
- Make ---------- Carter
- Type ---------- Triple venturi, sidedraft
- SAE Flange Size ---------- 1.25
- Throttle Bore ---------- 1.50
- Venturi Diameter ---------- 1.31

SUPERCHARGER

SUPER CHARGER
- Type ---------- Turbo-Supercharger (Turbine driven compressor)
- Make ---------- Thompson
- Turbine ---------- Single-stage, in flow type
  - Material ------ High temperature cobalt base alloy
  - Diameter (in) ---------- 2.97
  - Blades ---------- 11, equally spaced
  - Drive ---------- Engine exhaust gases
- Compressor ---------- Centrifugal impeller
  - Material ---------- Die cast aluminum alloy
  - Diameter (in) ---------- 3.00
  - Blades ---------- 14, equally spaced
  - Drive ---------- Solid shaft from turbine
- Bearing ---------- One piece floating bushing
  - Material ---------- Aluminum alloy
  - Lubrication ---------- Engine oil full pressure

INDUCTION CROSSOVER TUBE
- Function ---------- Fuel-air mixture drawn from the single barrel carburetor by the supercharger and expelled into the induction crossover tube which supplies each cylinder bank

EXHAUST and VENTILATION SYSTEM – REGULAR

GENERAL
- Type ---------- Single

MUFFLER
- Type ---------- Cylindrical, reverse flow
- Construction ---------- Heads and body joined by rolled lock seam construction
- Shell ---------- .036 cold rolled steel
- Wrap ---------- .060 indented asbestos sheet
- Cover ---------- .018 sheet steel, aluminum coating
- Heads ---------- .048 sheet steel, aluminum coating
- Baffles ---------- 4; .032 cold rolled steel
- Length, Body ---------- 17.62
- Diameter (I. D.) ---------- 6.00

EXHAUST PIPE
- Dimensions (O. D.) ---- Branches 1.375; Main 1.875
- Wall Thickness ---------- .067-.081

TAIL PIPE
- Dimensions (O. D.) ---------- 1.75
- Wall Thickness ---------- .0480
- Coating ---------- Aluminum

ENGINE VENTILATION (Same for Turbocharged)
- Type ---------- Closed; fumes withdrawn into induction system, fresh air enter the crankcase through hose from air cleaner

EXHAUST and VENTILATION SYSTEM – TURBOCHARGED

EXHAUST PIPE
- Dimensions (O. D.) ---- Branches 1.375; Main 1.875
- Wall Thickness ---------- .081-.097

SUPERCHARGER INLET PIPE
- Dimensions (O. D.) ---------- 1.875
- Wall Thickness ---------- .081-.097

SUPERCHARGER OUTLET PIPE
- Dimensions (O. D.) ---------- 2.50
- ●Wall Thickness ---------- .081-.097
- Coating ---------- Aluminum heat resistant paint

MANIFOLD HEAT SHIELD FOR SPARE WHEEL
- Location --------- Bracketed to supercharger outlet pipe and supercharger assembly
- Material ---------- .026 Stainless steel

MUFFLER
- Type ---------- Oval, reverse flow
- Construction ---------- Heads and body joined by rolled lock seam construction
- Shell ---------- .036 sheet steel, aluminum coating
- Wrap ---------- .030 indented asbestos sheet
- Cover ---------- .018 sheet steel, aluminum coating
- Heads ---------- .048 sheet steel, aluminum coating
- Baffles ------ 3; .036 sheet steel, aluminum coating
- Length, including pipe extensions ---------- 17.88
- Width (I. D.) ---------- 5.00
- Height (I. D.) ---------- 9.25

TAIL PIPE
- Dimensions (O. D.) ---------- 2.50
- Wall Thickness ---------- .042-.052
- Coating ---------- Chrome plate

LUBRICATION SYSTEM

GENERAL
- Type ---------- Controlled full pressure
  - Main Bearings ---------- Pressure
  - Connecting Rods ---------- Pressure
  - Piston Pins ---------- Splash
  - Cylinder Walls ------- Conn. rod bearing throw-off
  - Camshaft Bearings ---------- Pressure
  - Valve Lifters ---------- Pressure
  - Rocker Arms ---------- Pressure
  - Timing Gears ----- Main & cam bearing throw-off
- Oil Pressure Sending Unit
  - Type ---------- Electric
  - Actuation ---- Opens or closes circuit @ 2 to 6 PSI
- Oil Filler
  - Cap ---------- Pressure, twist type
  - Location ---------- Top rear of engine

CRANKCASE CAPACITY (Qt)
- Refill ---------- 4.0
- Refill with Filter Change -- ---------- 4.5

OIL PUMP
- Type ---------- Gear
- Driven By ---------- Distributor
- Regulator Valve ---------- Opens between 40-45 lbs
- Oil Pressure @ 2000 RPM ---------- 40 PSI (min)
- Intake Type ---------- Fixed
- Capacity (GPM @ Eng RPM) ---------- 9 @ 4000

OIL FILTER
- Make ---------- AC
- Type ---------- Full flow throwaway cannister
- Location ---------- Rear section of engine
- Capacity (Pts) ---------- 1.0
- By-Pass Valve ---------- Opens between 9 to 11 PSI

OIL COOLER
- Make ---------- Harrison
- Material ---------- Aluminum
- Location ---------- Left bank of cylinder to rear
- By-Pass Valve ---------- Opens between 9 to 11 PSI drop in pressure
- No. of Plates --------- 3; Hi-Perf & Turbocharged 8

LUBRICANT GRADES AND TEMPERATURES
- 32°F & Above ---------- SAE-30*
- 10°F to 32°F ---------- SAE-10W
- Below 10°F ---------- SAE-5W-20

*Always use SAE 30 if temperature is above 60°F

OIL PAN DRAIN SCREW
- Type ---------- Hex head
- Location ---------- Lower front edge of oil pan
- Size Hex Head ---------- .860-.875
- Thread ---------- 1/2-20 UNF 2A
- Length ---------- 0.81
- Diameter ---------- .410-.430

COOLING SYSTEM

GENERAL
- Type ---------- Forced air cooling
  Engine enclosed by sheet metal shrouds to direct air over engine components. Cooling controlled by thermostatically regulated air exhaust doors at rear of each lower shroud

ENGINE BLOWER
- Type ---------- Centrifugal
- Location ---------- Mounted horizontally on top center of engine
- Material ---------- Steel
- Diameter ---------- 10.70
- Number of Vanes ---------- 16
- Drive ---------- By "V" belt from crankshaft over idler and generator pulleys
- Air flow ---------- 1460 CFM @ 400 Engine RPM
- Blower Pulley PD ---------- 4.1875
- Ratio (Blower to Engine Speed) ---------- 1.58:1
- Idler Pulley PD ---------- 3.32
- Belt ---------- "V"
  - Pitch line ---------- 56
  - Width ---------- .380
  - Angle of "V" ---------- 40°

ENGINE COOLING AIR THERMOSTATS
- Type ---------- Bellows (seamless)
- Make ---------- Harrison
- Bellows start to open at ---------- 205°F

ELECTRICAL SYSTEM

SUPPLY SYSTEM
BATTERY
Make ---------- Delco-Remy
Voltage Rating ---------- 12
Capacity ---------- 42 amp hr @ 20 hr rate
Total Number of Plates ---------- 54
Number of Cells ---------- 6
Terminal Grounded ---------- Negative
Location ------ Left hand side engine compartment

GENERATOR
Make ---------- Delco-Remy
Type ---------- Two brush, shunt wound
Rating
Amps ---------- 30
Volts ---------- 14.5
Drive ---------- Blower belt
Pulley Pitch Diameter ---------- 2.88
Ratio (Gen. to Engine Speed) ---------- 2.30:1

REGULATOR
Make ---------- Delco-Remy
Type ---------- Vibrator
Cutout Relay
Closing Voltage @ Gen RPM ----- 11.8-13.5 @ 1300
Voltage Regulator
Voltage ---------- 14.5
Current Regulator
Amperes ---------- 30
Location ---------- Left front engine compartment on rear inner panel

STARTING SYSTEM
STARTING MOTOR
Make ---------- Delco-Remy
Rotation (drive end view) ---------- Clockwise
Test Condition ------ Eng at operating temperature
No Load Test
Amps ---------- 69
Volts ---------- 10.6
RPM ---------- 7675

Motor Drive
Engagement ---------- Solenoid
Pinion meshes at ---------- Rear
Pinion tooth no. ---------- 9
Starter ring gear tooth no. ---------- 147
Mounting ---------- Bolted to clutch housing

STARTING
Ignition Switch ---------- Five (5) Positions; Lock, Off, On and Start
Starting Procedure
Synchromesh --- Place gearshift lever in neutral and depress clutch pedal to floor
Powerglide ---- Place control lever in N position
Initial Start ------- Depress accelerator pedal to floor to set automatic choke, then release. Turn ignition to START and release as soon as engine starts

IGNITION SYSTEM
DISTRIBUTORS ---------- Refer to chart below

COIL
Make ---------- Delco-Remy
Type ---------- 12 Volt
Amperes Drawn
Engine stopped ---------- 4.0
Engine idling ---------- 1.8

SPARK PLUGS
Make ---------- AC
Model -------- 46 FF [44 FF on 84, 102 & 150 HP)
Thread Size (mm) ---------- 14
Gap ---------- .035
Torque ---------- 25 lb ft

CABLE ---------- Linen core impregnated with electrical conducting material and insulation of rubber with neoprene jacket

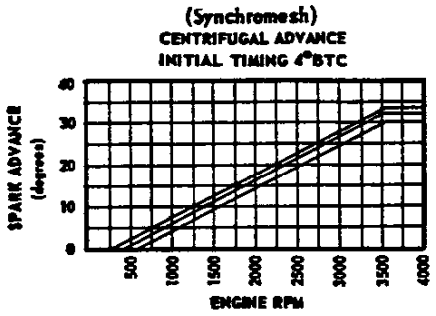
●DISTRIBUTORS	80 HP synch-romesh	80 HP with pwr/gld	84 HP Monza pwr/gld	102 HP with pwr/gld	102 HP synch-romesh	150 HP synch-romesh
Make	Delco-Remy					
Type	Single-Breaker					
Cam Angle	31-34					
Breaker Gap	.019 (new)					
Breaker Arm Tension	19-23 oz					
Centrifugal Advance Begins (RPM)	600	1400	1600	700		3900
Max Degrees @ RPM	32 @ 3600	24 @ 3700	20 @ 4100	24 @ 4800		12 @ 4500
Vacuum Advance Begins (In Hg)	6.0	7.0	7.0	6.0		*
Max Degrees @ In Hg	23 @ 15	23 @ 16	23 @ 16	23 @ 15		*
Timing (Initial Design Setting) Crankshaft Degrees @ RPM (with vacuum spark line disconnected)	4°±1° BTC @ 500	13°±1° BTC @ 500	13°±1° BTC @ 500	13°±1° BTC @ 500		24°±1° BTC @ 850
Timing Mark Location	Crankshaft Pulley					

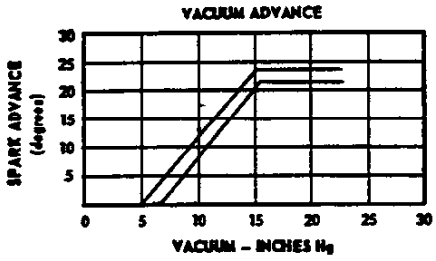
* - Diaphragm Pressure Retard:-Begins @ Mnfld. Pressure-0 @ 2-1/2 psi Max. Mnfld. Pressure-8" @ 4-1/2 psi

ELECTRICAL SYSTEM - Continued

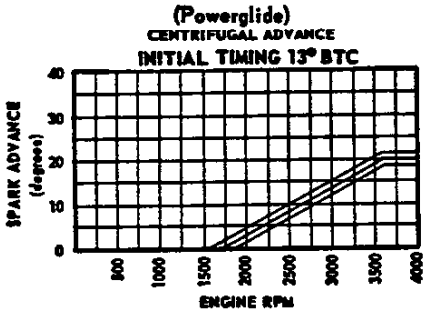
TURBO-AIR ENGINE 80 HP

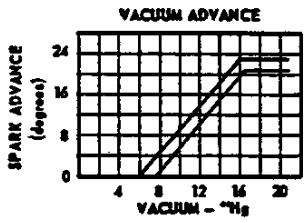
(Synchromesh)



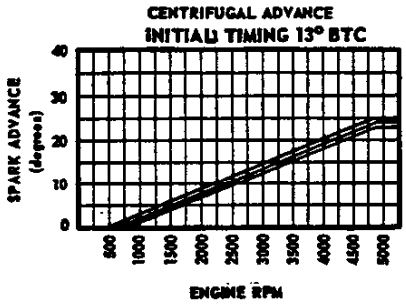


(Powerglide)

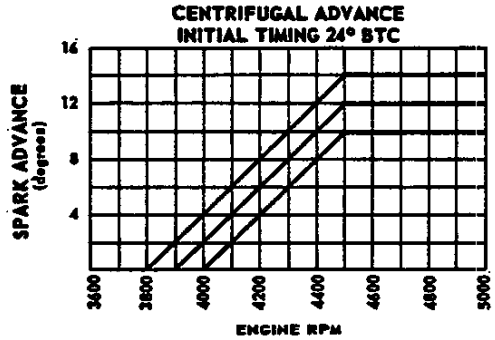


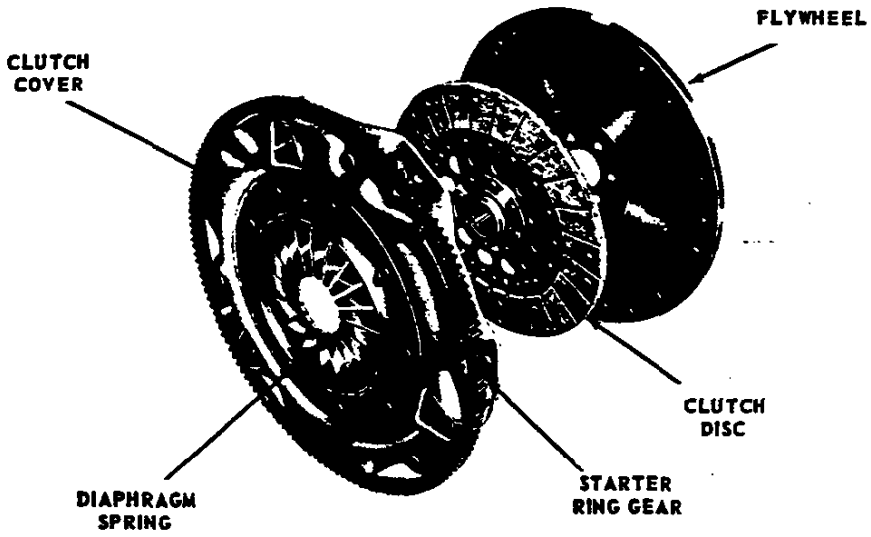


TURBO-AIR ENGINE 102 HP



●TURBOCHARGED ENGINE 150 HP

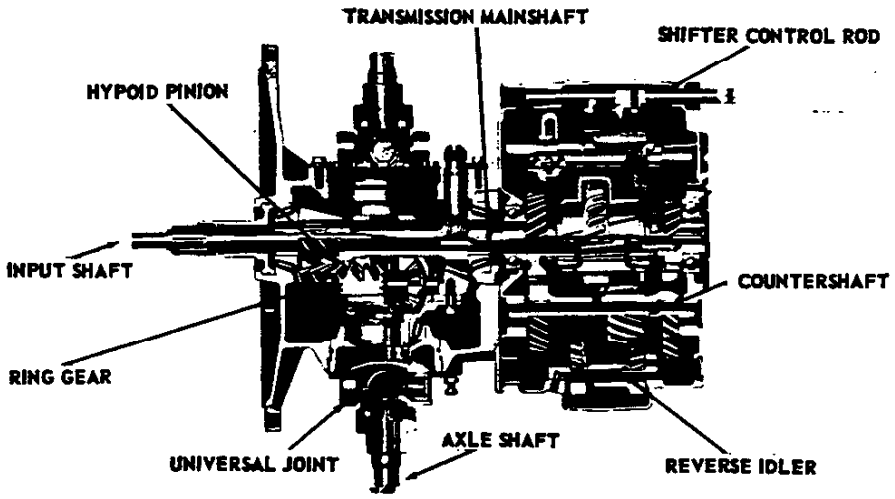




CLUTCH

ENGINE	Name		Turbo-Air	Turbo-Air	Turbocharged
	Horsepower		80	102	150
	Displacement		145 in^3	145 in^3	145 in^3
TRANSMISSION			3-Speed 4-Speed		4-Speed
CLUTCH ASSEMBLY					
Type			Single disk, dry plate		
Clutch cover and pressure plate assembly	Effective plate load		900-1075 lb		
	Type of drive		Steel straps-cover to pressure plate		
	Pressure plate	Material	Cast iron		Nodular or pearlitic malleable iron
		OD	9.28		
	Clutch spring	Type	Diaphragm		
		Material	Heat-treated spring steel		
	Ring gear	Material	HR steel		
		No. of teeth	147		
		Face width	.363-.387		
		PD	12.25		
		Attachment	Welded to clutch cover		
	Attachment to fly/w		6 bolts, 5/16-18, .82 long; bolt circle dia 10.625		
Driven plate assembly	Type		Single disk, double friction face		
	Cushions		Flat spring steel between friction facings		
	Friction ring	Material	Woven asbestos		
		OD	8.00		
		ID	6.00		
		Total area (sq. inches)	44.00		
		Thickness (ea)	.125 or .135		
Flywheel	Material		Cast iron		
	OD		11.6		
Bearings	Release	Type	Single row ball		
		Lubrication	Packed with high temperature high viscosity grease		
	Pilot	Type	Sintered powdered bronze bushing		
		Lubrication	Oil impregnated		
Controls	Clutch fork		Drop forged steel, pivot mounted on ball		
	Pedal mounting		Pendent, from brace on dash		
Clutch housing	Material		Aluminum alloy		
	Attachment to eng.		9 bolts, 3/8-16UNC 2A:7 short-1-3/8 shank; 2 long-1-5/8 shank		

TRANSAXLE



TRANSAXLE WITH 3-SPEED TRANSMISSION

GENERAL DATA
- Make ---------- Chevrolet
- Type ---------- 3-speed synchromesh, manual shift
- Location ---------- In rear compartment-integral with engine and differential
- Transmission Case Material -------- Cast iron alloy

GEARSHIFT
- Control ---------- Remote
- Type ---------- Lever
- Location ---------- Floor mounted

GEARS
- Type ---------- Helical
- Material ---------- Forged steel, hardened
- Synchronization ---------- 2nd and 3rd
- Constant Mesh Gears ---------- 2nd and 3rd
- Sliding Gears ---------- 1st and reverse
- Ratios
  - First ---------- 3.50:1
  - Second ---------- 1.99:1
  - Third ---------- 1.00:1
  - Reverse ---------- 3.97:1

LUBRICANT
- Type Recommended ----------
- Capacity (Pt) ---------- 2.2
- Filler plug ---------- 7/8-18 UNS 2A, 5/8 hex

REAR DRIVE

GENERAL
- Type ---------- Differential integral with engine and transmission, driving rear wheels independently through U-joints.

AXLE SHAFT
- Type ---------- Forged and hardened steel with wheel drive flange forged integral with shaft.
- Diameter ---------- 1.12
- Hub Attachment ---------- Bolted to integrally forged wheel drive flange.
- Drive Flange Diameter ---------- 5.88

DIFFERENTIAL
- Type ---------- 2 pinion
- Pinion Teeth, No of ---------- 10
- Ring gear teeth ---------- 16
- Pinion Shaft Length ---------- 3.890-3.900
- Diameter ---------- .6710-.6720

DRIVE DATA

Rear Axle Ratio	3.27:1	3.55:1	3.89:1
Hypoid Gear Teeth			
Ring gear	36	32	35
Pinion gear	11	9	9

LUBRICANT
- Capacity (Pt) ---------- 4.0
- Type ---------- Multi-purpose gear lubricant (SAE 80)
- Filler plug ---------- 3/4 pipe plug

SPEEDOMETER GEARS
- Tooth Pitch ---------- 30
- Teeth, Drive ---------- 8
- Driven - 3.27:1 axle ---------- 21
- 3.55:1 axle ---------- 23
- 3.89:1 axle ---------- 25

GENERAL DATA

Make ---------- Chevrolet
Type ---------- 4-speed synchromesh, manual shift
Location ---------- In rear compartment integral with engine and differential
Transmission case material -------- Cast iron alloy

GEARSHIFT

Control ---------- Remote
Location ----------Floor mounted
Type ---------- Lever with shift pattern etched in knob.

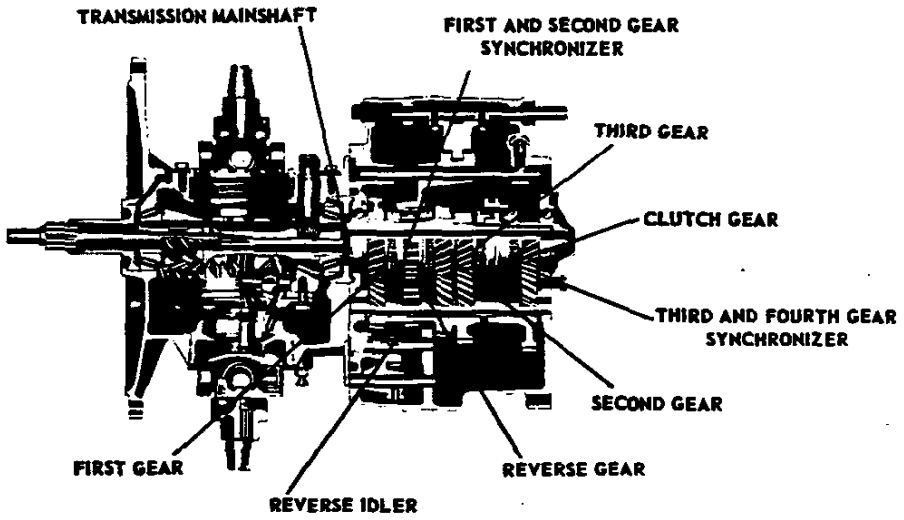
GEARS

Type ---------- Helical on all forward speeds, spur on reverse.
Material ---------- Forged steel, hardened
Synchronization ---------- 1st, 2nd, 3rd,and 4th
Constant mesh gears ---------- 1st, 2nd, 3rd,and 4th
Ratios
First ---------- 3.65:1
Second ---------- 2.35:1
Third ---------- 1.44:1
Fourth ---------- 1.00:1
Reverse ---------- 3.66:1

LUBRICANT

Type recommended ----------

Capacity (pt) ---------- 3.6
Filler plug ---------- 7/8-18 UNS 2A, 5/8 hex



TRANSAXLE WITH OPTIONAL AUTOMATIC TRANSMISSION

GENERAL DATA

Make and Type -------- Chevrolet, hydraulic torque converter with automatic planetary gear system for reverse and low.
Transmission Case Material --- Cast aluminum alloy
Converter Maximum Torque Ratio (at stall)---- 2.6:1
Total Transmission Torque Multiplication (converter planetary gear ratio)
Maximum overall transmission ratio ---- 4.73:1
Low gear drive or low range -- 4.73:1 to 1.82:1
Reverse range ---------- 4.73:1 to 1.82:1
Oil Type ---------- "A", suffix "A"
Oil Filler Location ---------- Right side of engine
Oil Capacity (Pt)
Dry ---------- Approx 13
Refill ---------- Approx 6
Oil Cooled By ---------- Air
Selector Lever Location -------- At right of steering column on instrument panel.
Operation ---------- Actuates manual valve in hydraulic control system.
Positions (indicated on quadrant on instrument panel) ------ Four (top to bottom) - L-Low, D-Drive, N-Neutral, R-Reverse.
Drive Range - Representative Shift Points
Accelerator

Pedal Position	Upshift	Downshift
Closed throttle	10.0-12.5	8-12
Throttle at detent	34-41	23-30
Full throttle	41-47	38-44

HYDRAULIC CONTROLS

Manual Valve
Type ---------- Spool
Pressure Regulator Valve
Type ---------- Spool
Governor
Type ---------- Centrifugal
Drive ---------- From transmission output shaft

HYDRAULIC TORQUE CONVERTER

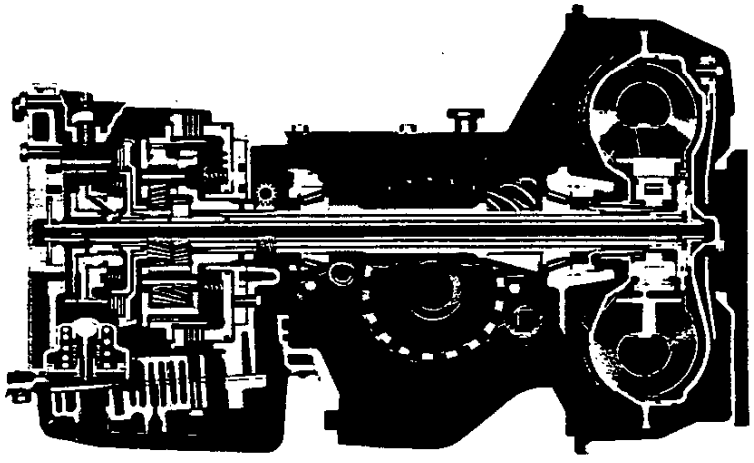
Type ---------- Three element
Driving Member (pump) ---------- Sheet metal, multi-vane type, spot welded to torque converter housing. Housing cover is bolted to flywheel.
Driven Member (turbine) ---------- Sheet metal, multi-vane type, supported by torque converter housing cover. Turns independently of housing Splined to input shaft.
Reaction Member (stator) ------- Aluminum air foil type supported on stationary sleeve by an overrunning clutch of cam and roller design.
Diameter ---------- 10"

CLUTCHES

Type ---------- Multiple disc
High
Discs, Driving
Number and type ------- Two, non-metallic faced
Discs, Driven
Number and type ---------- Three, steel
Reverse
Discs, Driving
Number and type ------ Four, non-metallic faced
Discs, Driven
Number and type -------- Four, steel plates and one cast iron pressure plate.

PLANETARY GEAR UNIT

Type ---------- Compound planetary
Gear Ratios
Cruising range ---------- 1:1 (direct drive)
Low range ---------- 1.82:1
Reverse ---------- 1.82:1
Low brake band ---------- Double-wrap design
Low band servo, Type--- Piston, one release spring



AMA-40A

AMA Specifications – Passenger Car

The information contained herein is prepared, distributed by, and is solely the responsibility of the automobile manufacturing company to whose products it relates. Questions concerning these specifications should be directed to the manufacturer whose address is shown below. This uniform specification form was developed by the automobile manufacturing companies under the auspices of the Automobile Manufacturers Association.

MANUFACTURER	CAR NAME	
Chevrolet Motor Division General Motors Corporation	Corvair	
MAILING ADDRESS: Chevrolet Engineering Center Box 7346 North End Station, Det. 2, Mich.	MODEL YEAR 1963	ISSUED: 10-1-62 REVISED (•)

NOTES:

1. *The Specifications herein are those in effect at date of compilation and are subject to change without notice by the manufacturer.*
2. UNLESS OTHERWISE INDICATED:
   a. Specifications apply to standard models without optional equipment. Significant deviations are noted.
   b. Nominal design dimensions are used throughout these specifications.

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BODY—TYPES AND STYLE NAMES—

Body type, number of passenger & style names; use manufacturer's code for series & body style.

500 Series	527	2-Door Club Coupe, 5-Passenger
700 Series	727	2-Door Club Coupe, 5-Passenger
	769	4-Door Sedan, 6-Passenger
900 Series	927	2-Door Monza Club Coupe, 4-Passenger
	969	4-Door Monza Sedan, 5-Passenger
	967	2-Door Monza Convertible, 4-Passenger

AMA Specifications — Passenger Car

MAKE OF CAR Chevrolet MODEL YEAR 1963 DATE ISSUED 10-1-62 REVISED(•) _____

GENERAL SPECIFICATIONS

(All dimensions in inches unless otherwise indicated)

MODEL CORVAIR		Additional Information Page No.:	SEDANS	COUPES	CONVERTIBLE
Wheelbase (L101)		23	108.0		
Tread	Front (W101)	22	54.5		
	Rear (W102)	22	54.5		
Maximum Overall Dimensions	Length (L103)	23	180.0		
	Width (W103)	22	67.0		
	Height (H101)	24	51.5		
Transmission—(Specify trade name - opt., not available)	Manual	15	3-Speed Std., 4-Speed Optional		
	Overdrive	16	Not available with Corvair		
	Automatic	16	Powerglide Opt. except Turbocharged Engine		
Axle ratio	Manual	17	3-Speed 80 HP, 102 HP - 3.27:1 150 HP - 3.55:1	4-Speed 80 HP - 3.27:1 102 HP - 3.27:1 150 HP - 3.55:1	
	Overdrive	17	- -		
	Automatic	17	3.27:1		
Tire size		18	6.50 X 13		
Engine	Type, no. cyl., valve arr.	2	Horizontal opposed, 6 cyl. OHV, air cooled		
	Fuel system (Carb., other)	8	Carburetor (Turbocharged optional)		
	Bore and stroke	2	3.4375 X 2.60		
	Piston displ., cu.in.	2	145		
	Std. compression ratio	2	8.0:1 (a)		
	Max. bhp at engine rpm	2	80 @ 4400		
	Max. torque at rpm	2	128 @ 2300		

(a) - 9.0:1 on 900 Monza models with Powerglide and Turbo-Air High Performance.

(b) - Optional: -

900 Monza with Power Glide - 84 hp @ 4400 RPM; 130 lb. ft. torque @ 2300 RPM
Hi-Perf. - 102 hp @ 4400; 134 lb. ft. torque @ 28-3000 RPM
Turbocharged - 150 hp @ 4400 RPM; 210 lb. ft. torque @ 32-3400 RPM

AMA Specifications—Passenger Car

MAKE OF CAR CHEVROLET **MODEL YEAR** 1963 **DATE ISSUED** 10-1-62 **REVISED** (•)

MODEL Corvair — 500 - 700 - 900

ENGINE—GENERAL

		Turbo-Air	900 Models with Pwr/Glide	Hi-Perf Turbo-Air	Turbocharged
Type, no. cyls., valve arr.		Horizontal opposed, 6 cyl., OHV			
Bore and stroke (nominal)		3.4375 X 2.60			
Piston displacement, cu. in.		145			
Bore spacing (C/L to C/L)		4.85			
No. system (front to rear)	L. Bank	6-4-2			
	R. Bank	5-3-1			
Firing order		1 - 4 - 5 - 2 - 3 - 6			
Compres. ratio (nominal)		8.0:1	9.0:1		8.0:1
Cylinder Head Material		Cast aluminum			
Cylinder Block Material		Cast aluminum			
Cylinder Sleeve-Wet, dry, none		None			
Number of mounting points	Front	Two			
	Rear	One			
Engine installation angle		2° 33'			
Taxable horsepower $\frac{Dia.^2 \times No. Cyl.}{2.5}$		28.4			
Published max. bhp* @ eng. RPM		80 @ 4400	84 @ 4400	102 @ 4400	150 @ 4400
Published max. torque* (lb. ft. @ RPM)		128 @ 2300	130 @ 2300	134 @ 28-3000	210 @ 32-3400
Recommended fuel regular - premium		Regular	Premium		
Idle speed (spec. neutral or drive)	Manual	500 neutral	—	600 neutral	850 neutral
	Automatic	500 in drive		500 in drive	—

ENGINE—PISTONS

Material			Cast aluminum alloy
Description and finish			Flat head - Slipper skirt,
Weight (piston only) oz.			15.91
Clearance (limits)	Top land		.022 - .031
	Skirt	Top	.0011 - .0015 (a)
		Bottom	—
Ring groove depth	No. 1 ring		.193 - .199
	No. 2 ring		.193 - .199
	No. 3 ring		.199 - .200
	No. 4 ring		None

* Max. bhp (brake horsepower) and max. torque corrected as defined by SAE Engine Test Code.

(a) - Measured 2.20 from top of cylinder bores.

AMA Specifications – Passenger Car

MAKE OF CAR CHEVROLET **MODEL YEAR** 1963 **DATE ISSUED** 10-1-62 **REVISED (•)** _____

POWER TEAMS
(Indicate whether standard or optional)

MODEL AVAILABILITY	ENGINE					TRANSMISSION	AXLE RATIO (Std. first)	
	Displ. cu. in.	Carburetor	Compr. Ratio	BHP @ RPM	Torque @ RPM		Standard	(B) Optional
CORVAIR 500-700-900	145 (std)	Two 1 bbl Down-draft	8.0:1	80 @ 4400	128 @ 2300	3-Speed	3.27:1	3.55:1 3.89:1
						4-Speed *	3.27:1	3.55:1 3.89:1
						Powerglide *(A)	3.27:1	3.55:1 3.89:1
	145 (opt)	Two 1 bbl Down-draft	9.0:1	102 @ 4400	134 @ 28-3000	3-Speed	3.27:1	3.55:1 3.89:1
						4-Speed *	3.08:1	3.55:1 3.89:1 3.27:1
						Powerglide *	3.55:1	3.89:1
Monza Spyder Club Coupe Convertible	145 (opt)	1 bbl Side-draft	8.0:1	150 @ 4400	210 @ 32-3400	3-Speed	3.55:1	
						4-Speed *	3.55:1	

* - Optional

(A) On 900 models with Powerglide - Compression Ratio is 9.0:1
BHP-84 @ 4400; Torque - 130 @ 2300

(B) Positraction axle ratios of 3.08; 3.27; 3.55; and 3.89 available in combinations shown.

AMA Specifications – Passenger Car

MAKE OF CAR CHEVROLET MODEL YEAR 1963 DATE ISSUED 10-1-62 REVISED (•)

MODEL CORVAIR 500 - 700 - 900

ENGINE—RINGS

		Turbo-Air	900 Models with Pwr/Glide	Hi-Perf Turbo-Air	Turbocharged
Function (top to bottom)	No. 1, oil or comp.	Compression			
	No. 2, oil or comp.	Compression			
	No. 3, oil or comp.	Oil control			
	No. 4, oil or comp.	None			
Compression	Description - material, type, coating, etc.	Cast alloy iron - inside bevel or counter bore - wear resistant coating: Upper ring chrome plated on Turbocharged			
	Width	.0770 - .0780			
	Gap	.010 - .020			
Oil	Description - material, type, coating, etc.	Multi-piece - (2 rails and one spacer expander) Rails - steel, chrome plated OD; Spacer-expander - stainless steel			
	Width	.1855 - .1875 (assembled)			
	Gap	.010 - .020			
Expanders		In oil ring assembly			

ENGINE—PISTON PINS

Material		Alloy steel	
Length		2.630 - 2.650	
Diameter		.7999 - .8002	
Type	Locked in rod, in piston, floating, etc.	Locked in rod	
	Bushing: In rod or piston	None	
	Bushing: Material	None	
Clearance	In piston	.00015 - .00025	
	In rod	—	
Direction & amount offset in piston		Major thrust side .060	

ENGINE—CONNECTING RODS

Material		Drop forged steel		
Weight (oz.)		13.89		15.84
Length (center to center)		4.719 - 4.721		
Bearing	Material & Type	Extra-life steel backed babbitt - removable	Copper lead alloy	Premium aluminum
	Overall length	.649		
	Clearance (limits)	.0007 - .0027		
	End play	.005 - .010		

AMA Specifications–Passenger Car

MAKE OF CAR CHEVROLET **MODEL YEAR** 1963 **DATE ISSUED** 10-1-62 **REVISED** (*)

MODEL Corvair | 500 - 700 - 900

ENGINE—CRANKSHAFT

			Turbo-Air	900 Models with Pwr/Glide	Hi-Perf Turbo-Air	Turbocharged
Material			Drop forged steel			Forged alloy Steel
Vibration damper type			None			
End thrust taken by bearing (No.)			#1 (at rear of engine)			
Crankshaft end play			.002 - .006			
Main bearing	Material & type		Extra-life steel backed babbitt - removable	Copper lead alloy	Premium aluminum	
	Clearance		.0012 - .0037			
	Journal dia. and bearing overall length	No. 1	2.1008 X .785			
		No. 2	2.1008 X .752			
		No. 3	2.1018 X .752			
		No. 4	2.1018 X .752			
		No. 5	None			
		No. 6	None			
		No. 7	None			
	Dir. & amt. cyl. offset		None			
Crankpin journal diameter			1.799 — 1.800			

ENGINE—CAMSHAFT

Location			Directly below crankshaft
Material			Cast alloy iron
Bearings	Material		No inserts, aluminum crankcase machined for bearing surface
	Number		—
Type of Drive	Gear or chain		Gear
	Crankshaft gear or sprocket material		Steel
	Camshaft gear or sprocket material		Cast aluminum
	Timing chain	No. of links	None
		Width	—
		Pitch	—

ENGINE—VALVE SYSTEM

Hydraulic lifters (Std, opt, NA)		Standard
Valve rotator, type (intake, exhaust)		None
Rocker ratio		1.50:1
Operating tappet clearance (indicate hot or cold)	Intake	Zero
	Exhaust	Zero
Timing marks on flywheel, damper, other		Crankshaft Pulley

(Continued)

AMA Specifications—Passenger Car

MAKE OF CAR CHEVROLET **MODEL YEAR** 1963 **DATE ISSUED** 10-1-62 **REVISED** (9)

MODEL Corvair — 500 - 700 - 900

ENGINE—VALVE SYSTEM (cont.)

			Turbo-Air	900 Models with Pwr/Glide	Hi-Perf Turbo Air	Turbocharged
* Timing	Intake	Opens (°BTC)	43		54	70
		Closes (°ABC)	93		118	110
		Duration - deg.	316		352	360
	Exhaust	Opens (°BBC)	87		95	110
		Closes (°ATC)	69		78	70
		Duration - deg.	336		353	360
	Valve opening overlap		112		132	140
Intake	Material		Alloy Steel			
	Overall length		4.489 - 4.509			
	Actual overall head dia.		1.335 - 1.345			
	Angle of seat & face		45° (seat); 44° (face)			
	Seat insert material		Cast nickel steel alloy			
	Stem diameter		.3415 - .3422			
	Stem to guide clearance		.0010 - .0027			
	Lift (@ zero lash)		.3140 (Theoretical)		.3779	.3741
	Outer spring press. and length	Valve closed (lb. @ in.)	58-64 @ 1.508		78-86 @ 1.660	
		Valve open (lb. @ in.)	141-149 @ 1.148		170-180 @ 1.260	
	Inner spring press. and length	Valve closed (lb. @ in.)	None		Spring Damper	
		Valve open (lb. @ in.)	None		Spring Damper	
Exhaust	Material		High alloy steel			(A)
	Overall length		4.494 - 4.514			
	Actual overall head dia.		1.235 - 1.245			
	Angle of seat & face		45° (seat) - 44° (face)			
	Seat insert material		Cast chromium steel alloy			
	Stem diameter		.3413 - .3418 (top); .3407 - .3418 (bottom)			
	Stem to guide clearance		.0014 - .0032			
	Lift (@ zero lash)		.3441 (theoretical)		.3779	.3741
	Outer spring press. and length	Valve closed (lb. @ in.)	58-64 @ 1.508		78-86 @ 1.660	
		Valve open (lb. @ in.)	141-149 @ 1.148		170-180 @ 1.260	
	Inner spring press. and length	Valve closed (lb. @ in.)	None		Spring Damper	
		Valve open (lb. @ in.)	None		Spring Damper	

ENGINE—LUBRICATION SYSTEM

Type of lubrication (splash, pressure, nozzle)	Main bearings	Pressure
	Connecting rods	Pressure
	Piston pins	Splash
	Camshaft bearings	Pressure
	Tappets	Pressure
	Timing gear or chain	Main & cam frt. brg. throw-off
	Cylinder walls	Conn. rod brg. throw-off

(A) - Head & Neck - Super alloy (nimonic 80A)
Stems - Silicon & chromium alloy steel

(Continued)

* Including cam ramps

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MODEL Corvair 500 - 700 - 900

ENGINE—LUBRICATION SYSTEM (cont.)

	Turbo-Air	900 Models w/Pwr/Glide	Hi-Perf. Turbo-Air	Turbocharged
Oil pump type	Gear			
Normal oil pressure (lb. @ engine rpm)	40 @ 2000			
Oil pressure sending unit (elect. or mech.)	Electric			
Type oil intake (floating, stationary)	Stationary			
Oil filter system (full flow, partial, other)	Full flow			
Filter replacement (element, complete)	Complete			
Capacity of crankcase, less filter-refill (qt.)	4.0			
Oil grade recommended (SAE viscosity and temperature range)	32°F and Above - - - - - - - - - - - - - - SAE 30 10°F to 32°F - - - - - - - - - - - - - - SAE 10W Below 10° F - - - - - - - - - - - - - - SAE 5W-20 Note: Always use SAE 30 if daytime temperature is above 60°F			
Engine Service Requirement (MM, MS, etc.)	MS or DG			

ENGINE—EXHAUST SYSTEM

Type (single, single with cross-over, dual, other)	Single with cross over		
Muffler No. & type (reverse flow, straight thru, separate resonator)	One, reverse flow, diffusion and resonance		
Exhaust pipe dia. (O.D. & wall thickness) Branch	1.375 X .067-.081		1.375 X .081 - .097
Exhaust pipe dia. (O.D. & wall thickness) Main	1.875 X .067-.081		1.875 X .081 - .097
Tail pipe diameter (O.D. & wall thickness)	1.75 X .0480		2.50 X .0470

ENGINE—CRANKCASE VENTILATION SYSTEM

Type (ventilates to atmos., induction system, other)	Standard	Ventilates to induction system		
	Optional	—		
Control unit	Make and model	AC 5649150		
	Location	In hosing above cross over air duct		
	Energy source (manifold vacuum, carburetor air stream, other)	Manifold vacuum and/or carburetor air stream		
	Control method (variable orifice, fixed orifice, other)	Variable Orifice	Fixed Orifice	
Complete system	Discharges (to intake manifold, carb. air intake, air cleaner intake, other	Vacuum balance cross over tube and air cleaner	Carburetor air and compressc inlet	
	Air inlet (breather cap, carburetor air cleaner, other)	Carburetor Air Cleaner		
	Flame arrestor (screen, check valve, other)	Check Valve	Fixed Orifice	

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MODEL 500 - 700 - 900

ENGINE—FUEL SYSTEM

			Turbo-Air (See Supplement to Page 8 for Details of Fuel Injection, Supercharger, etc. if used)	900 Models with Pwr/Glide	Hi-Perf. Turbo-Air	Turbocharged
Induction type: Carburetor, fuel injection, supercharger.			Carburetor			Supercharger (a)
Fuel Tank	Capacity (gals.)		14			
	Filler location		Left front fender crown			
Fuel Pump	Type (elec. or mech.)		Mechanical			
	Locations		Mounted on engine rear housing			
	Pressure range		5.25 - 6.50 PSI			
Vacuum booster (std., optional, none)			None			
Fuel Filter	Type		Fine mesh plastic strainer in gas tank			
	Locations		Sintered bronze in carburetor inlet			(b)
Carburetor	Choke type		Automatic			
	Intake manifold heat control (exhaust or water)		Carburetors, manifold and intake air warmed by recirculating eng. cooling air			(a)
	Air clnr. type	Standard	Oil wetted polyurethane element			
		Optional				

CARBURETOR SUPPLEMENTARY INFORMATION

Model Usage	Engine Displ.	Transmission	Carburetors Make	Carburetors Model	No. Used and Type	Barrel Size
500 - 700 - 900	145	3 Spd & 4 Spd.	Rochester	7023101	2 (*)	1.250
		Powerglide	Rochester	7023100	2 (*)	1.250
Hi-Performance	145	3 Spd; 4 Spd & Pwr/Glide	Rochester	7023102	2 (*)	1.250
Turbocharged	145	3 Spd & 4 Spd	Carter	3817245	1 (#)	1.50

(*) One for each cylinder bank; Single barrel downdraft

(#) Single barrel (triple venturi) sidedraft

(a) See supplement to Page 8 for detail

(b) Throw-away in line paper element located between fuel pump and carburetor

Form Rev. 3-62

MAKE OF CAR CHEVROLET MODEL YEAR 1963 DATE ISSUED 10-1-62 REVISED (*)

SUPPLEMENTARY INFORMATION

MODEL Corvair Monza Spyder 927-967

Super Charger
- Type ---------- Turbo-Supercharger (Turbine Driven Compressor)
- Make ---------- Thompson
- Turbine ---------- Single Stage, In-Flow Type
  - Material -------- High Temperature Cobalt Base Alloy
  - Diameter (in) ---------- 2.97
  - Blades ---------- 11, Equally Spaced
  - Drive ---------- Engine Exhaust Gases
- Compressor ---------- Centrifugal Impeller
  - Material ---------- Die Cast Aluminum Alloy
  - Diameter (in.) ---------- 3.00
  - Blades ---------- 14, Equally Spaced
  - Drive ---------- Solid Shaft from Turbine
- Bearing ---------- One Piece Floating Bushing
  - Material ---------- Aluminum Alloy
  - Lubrication ---------- Engine Oil, Full Pressure

MAKE OF CAR CHEVROLET MODEL YEAR 1963 DATE ISSUED 10-1-62 REVISED (a)

SUPPLEMENTARY INFORMATION

MODEL Corvair 500-700-900

ENGINE - COOLING SYSTEM

Type		Air, forced supply by centrifugal blower
Engine Shrouding		Engine enclosed in sheet metal to direct cooling air over fins on outside of engine cylinders, cylinder head castings and crankcase
Engine Blower	Type	Centrifugal
	Location	Mounted horizontally on top center of engine
	Material	Steel
	Diameter	10.70
	Number of vanes	16
	Driven by	"V" belt
	Air flow	1460 cfm @ 4000 engine rpm
	Pulley (PD)	4.1875
	Ratio-fan to crankshaft	1.58:1
	Bearing type	Permanently lubricated ball bearing
Drive Belt	Type	"V"
	Pitch length	55.7
	Width	.38
	Angle of "V"	40°
Air Thermostats	Function; number	Two; regulates air flow control doors
	Type	Bellows
	Location	Lower part of plenum under front cylinders
	Bellows start to open at	205° (approximately)

AMA Specifications – Passenger Car

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MODEL Corvair 500 - 700 - 900

ENGINE—COOLING SYSTEM

Type system (pressure, pressure vented, atmospheric, other)			
Radiator cap relief valve pressure			
Circulation thermostat	Type (choke, bypass)		Refer to supplement
	Starts to open at (°F)		
Water pump	Type (centrifugal, other)		Page 9 for type of
	GPM @ 1000 pump rpm		
	Number of pumps		Cooling.
	Drive (V-belt, other)		
	Bearing type		
By-pass recirculation type (internal, external)			
Radiator core type (cellular, tube and fin, other)			
Cooling system capacity	With heater (qt.)		
	Without heater (qt.)		
	Opt. equipment–specify (qt.)		
Water jackets full length of cylinder (yes, no)			
Water all around cylinder (yes, no)			
Radiator hose	Lower	Number and type (molded, straight)	
		Inside diameter	
	Upper	Number and type (molded, straight)	
		Inside diameter	
	By-pass	Number and type (molded, straight)	
		Inside diameter	
Fan	Number of blades & Spacing		
	Diameter		
	Ratio–fan to crankshaft rev.		
	Fan cutout type		
	Bearing type		
*Drive belts (indicate belt used by letter)	Fan		
	Generator		
	Water Pump		
	Power Steering		
	Air Conditioning		

* Drive Belt Dimensions	
Angle of V	
Nominal length (SAE)	
Width	

AMA Specifications – Passenger Car

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MODEL Corvair 500 - 700 - 900

ELECTRICAL—SUPPLY SYSTEM

			Turbo - Air	900 Models with Pwr/Glide	Hi-Perf. Turbo-Air	Turbocharged
Battery	Make and Model		Delco - 1980556			
	Voltage Rtg. & Total Plates		12 Volts - 54 Plates			
	SAE Designation & Amp Hr. Rtg.		42 amp hr @ 20 hr rate			
	Location		Left side of engine compartment			
	Terminal grounded		Negative			
Generator	Make		Delco-Remy			
	Model		1102226			
	Type		Two brush, shuntwound			
	Ratio—Gen. to Cr/s rev.		2.3:1			
	Gen. cut-in (hot)—engine rpm		510			
Regulator	Make		Delco-Remy			
	Model		1119001			
	Type		Vibrator			
	Cutout relay	Closing voltage @ generator rpm	11.8 - 13.5 @ 1300			
		Reverse current to open	1 - 4 amps @ 12 volts			
	Regulated	Voltage	13.8 - 14.8			
		Current	27 - 33			
	Voltage test conditions	Temperature	Operating			
		Load	8-10 amps			
		Other	None			

ELECTRICAL—STARTING SYSTEM

Starting motor	Make		Delco-Remy
	Model		1108306 (1108307 with Pwr/Glide)
	Rotation (drive end view)		Clockwise
	Engine cranking speed		
	Test conditions		Operating temperature
	Lock test	Amps	
		Volts	
		Torque (lb. ft.)	
	No load test	Amps	69
		Volts	10-6
		RPM (min.)	7675
Motor control	Switch (solenoid, manual)		Solenoid
	Starting procedure		Depress clutch and place shift lever in Neutral (a). Press accelerator pedal to floor once to set automatic choke, then release. Turn ignition key to extreme right to engage starter and release as soon as engine starts.

(a) - For Powerglide Transmission, place selector in "N" position.

(Continued)

AMA Specifications – Passenger Car

MAKE OF CAR CHEVROLET **MODEL YEAR** 1963 **DATE ISSUED** 10-1-62 **REVISED** (*)

MODEL Corvair — 500 - 700 - 900

ELECTRICAL—STARTING SYSTEM (cont.)

			Turbo-Air Syn	Turbo-Air Pwr/Gld	900 Models w/Pwr/Gld	Hi-Perf Syn	Hi-Perf Pwr/Gld	Turbo-charged
Motor Drive	Engagement type		Positive shift solenoid					
	Pinion meshes (front, rear)		Rear					
	Number of teeth	Pinion	9					
		Flywheel	147					
	Flywheel tooth face width		.363 - .387 (a)					

ELECTRICAL—IGNITION SYSTEM

Coil	Make		Delco - Remy					
	Model		1115135					1115172
	Amps	Engine stopped	4.0					
		Engine idling	1.8					
Distributor	Make		Delco - Remy					
	Model		1110294	1110295	1110297	1110296		1116224
	Cent'fgal adv. in crankshaft degrees @ engine rpm (nominal)	Start (rpm)	600	1400	1600	700		3900
		Intermediate points deg. @ rpm						
		Max deg. @ rpm	34 @ 3600	26 @ 3700	22 @ 4100	26 @ 4800		12 @ 4500
	Vacuum adv. in crankshaft degrees @ in. Hg. (nominal)	Start (in Hg)	6.00	7.00		6.00		(b) 2-1/2 PS
		Intermediate points, deg @ in Hg						
		Max. deg. in. Hg.	24.5 @ 16.00	24.5 @ 17.00		24.5 @ 16.00		(b) 8° retard (24-1/2 PSI
	Breaker gap (in.)							
	Cam angle (deg.)							
	Breaker arm tension (oz.)							
Timing	Crankshaft deg. @ rpm.		3-5 @ 500	12-14 @ 500				24 @ 800
	Mark location		Crankshaft pulley					
	Cylinder numbering system (see page 2)		Left bank 6-4-2 Right bank 5-3-1					
	Firing order (see page 2)		1-4-5-2-3-6					
Spark Plug	Make and model		AC 46 - FF	AC 44-FF				
	Thread (mm)		14					
	Tightening torque (lb. ft.)		25					
	Gap		.035 - .040					
Cable	Conductor type		Linen core impregnated with electrical conducting material					
	Insulation type		Rubber with neoprene jacket					
	Spark plug protector		Neoprene					

ELECTRICAL—SUPPRESSION

Locations & type	Non-metallic high tension ignition cables.

(a) .247 - .249 with Powerglide Transmission

(b) No vacuum advance - Unit operates on positive pressure

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MODEL Corvair | 500-700-900

ELECTRICAL—INSTRUMENTS AND SWITCHES

Speedometer	Make	AC
	Trip odometer (yes, no)	NO except Spyder
Charge and fan indicator		Tell-tale lamp
Temperature and oil pressure indicator		Tell-tale lamp
Fuel indicator—type		Electric, gauge
Other		Cylinder head temperature - gauge (a) Manifold pressure - gauge (a)
Ignition switch	Identify positions in order and circuits controlled	1st position CCW from vertical - LOCK 1st position CW from vertical - OFF(unlocked) 2nd position CW from vertical - ON (ignition, batt., and access.) 3rd position CW from vertical - START, spring return to ON
	Provision for illumination	None
	Location	Instrument panel to right of steering column
Main lighting switch	Identify positions and lamps controlled	Full depressed - OFF 1st Notch - Instru. panel, park, tail and license lamps 2nd Notch - Instru. panel, head, tail and license lamps CW rotation of knob - Instru. panel lamps dim to off CCW rotation of knob - Instru. panel lamps off to bright; Full CCW rotation, dome or instrument courtesy lamps on
Other light switches	Locations and lamps controlled	Toe panel - headlamp dimmer Glove compartment - glove comp. (b) Direction signals - steer. mast jacket Stop - brake pedal Back-up - transmission controls (b) Dome and courtesy - frt. dr. hinge pillars (c) Luggage comp. - at lamp(d) Underhood - at lamp (d) Park. brk. alarm - below instru. panel(d)
Other switches	Locations and devices controlled	Temp. - Oil press. - Engine Cylinder head temp. - Engine(a) Manifold press. - crossover at intake manifold(a) Fan-Generator - Voltage regulator Heater - below instru. cluster W/S Wiper - instru. cluster Transmission Neu. Saf. Sw. - strg. mast jacket (d) A/C Controls - below instru. panel(d) Hydraulic folding top - below instru. panel(d)
Windshield wiper	Make	Delco
	Type	Electric, single-speed (e)
	Vacuum booster provision	None
	Washer provision	(d)
Horn	Type	Vibrator
	Number used	500 Series; one (f); 700-900 Series, two
	Amp draw (each)	8.00 - 11.0 @ 12.5V

(a) Spyder only

(b) Standard on 900 Models

(c) Dome standard on 7-900 Models except 967; courtesy optional on all models except 967.

(d) Optional

(e) Electric two-speed with washer optional

(f) High note horn optional

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MODEL Corvair

ELECTRICAL—LAMP BULBS

Give quantity used and trade number, e.g., Headlamp 2-5400 S, dual headlight 2-4001, 2-4002.
Indicate accessories which are not standard equipment by an asterisk following the numbers.

Headlamps & arrangement		Dual, Horizontal: 2-4002, outer; 2-4001, inner
Headlamp beam indicator		1-53
Parking		2-1034 (4CP filament)
Tail		2-1034 (4CP filament)
Stop		2-1034 (32CP filament)
Direction signal	Front	2-1034 (32CP filament)
	Rear	2-1034 (32CP filament)
	Indicator	2-53 except Spyder; 2-57 Spyder
License plate		1-67
* Instrument cluster		As indicated below
Ignition lock		None
Back up		2-1073 (Standard on 900 Series)
Dome		1-211
Clock		1-57*
Radio		1-1893*
Glove compartment		1-57 (Standard on 900 Series)
		* Cyl. hd. temp. gauge, 1-57 (Spyder only); Fuel gauge, 1-57 (Spyder only); Gen. -Fan indicator, 1-57; Manifold Press. gauge, 1-57 (Spyder only); Oil-Temp. gauge, 1-57; Speedo. head, 2-1816 (2-57 for Spyder models); Tachometer gauge, 1-57 (Spyder only)
Heater		1-53
Powerglide quadrant		1-53*
Courtesy		2-89 (Standard on 967 Model)
Luggage comp.		1-93*
Underhood		1-93*
Parking brake flasher		1-257*
Spotlamp (portable)		1-4416*

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MODEL Corvair 500 - 700 - 900 Series

ELECTRICAL—FUSE & CIRCUIT BREAKER DATA

Use trade number of fuse, e.g., SFE-10. Indicate circuit breaker by ampere capacity suffixed by letters "C.B.", e.g., 30 C.B. Where fuse or circuit breaker protects multiple circuits indicate first use by a letter and repeat the same letter for all units protected by the same fuse or circuit breaker, e.g., Parking lamp SFE-10 (a), Direction indicator same as (a).

Headlamp	15CB (a)	PG Quadrant	-(c)
Headlamp beam indicator	(a)	Speedo Head	-(c)
Parking lamp	(a)	Underhood lamp	-SAE9
Tail lamp	AGC-10(b)	Luggage compartment	-(b)
Stop lamp	(b)	W/S Wiper Motor (Single Speed)	-SAE20(K)
Direction indicator	Interrupter		
License plate lamp	(b)	W/S Wiper Motor (Two Speed)	-14CB (K)
Instrument lamp	See below		
Ignition lamp	None	Hydraulic Folding Top	-40CB
Back up lamp	(b)	Gen-Fan Warning Lamp	-(c)
Dome lamp	(b)	Temp-Oil Press Lamp	-(c)
Clock	Fuse link in motor	Manifold Press Ga	-(c)
Clock lamp	AGC-3 (c)	Cylinder Head Temp. Ga	-(c)
Radio	Receiver (incl. light) AGC-2.5	Fuel Gage	-(c)
Glove compartment lamp	(b)	Tachometer Gage	-(c)
A/C (incl. heater)	SAE20	Direction Lamp - Interrupter	
A/C Blower Mtr.	AGC-15	Temperature Warning Buzzer	-
A/C Blo. mtr. Relay	AGC-15		
Air htr. blo. mtr.	(b) (500 & 700 Series)		
Air htr. blo. mtr.	AGC-15 (900 Series)		
Courtesy lamps	(b)		
Gas heater	SAE-20		
Gas htr. blo. mtr.	(b)		
Heater controls	(c)		
Park. brake alarm	AGC-10		

ELECTRICAL—LOCATION OF OUTSIDE LAMPS

Height above ground to center of bulb	Tail	Lowest	24.0
		Highest	24.0
	Stop		24.0
	Backup		24.0
	License, rear		26.5
	Directional	Front	20.5
		Rear	24.0
	Headlamp	Inside	24.5
		Outside*	24.5
Distance from C/L of car to center of bulb	Tail	Inside	—
		Outside	24.5
	Stop		24.5
	Backup		18.5
	License, rear		On centerline
	Directionc	Front	22.5
		Rear	24.5
	Headlamp	Inside	20.8
		Outside*	28.5

* If single headlamps are used enter here.

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MODEL Corvair 500 - 700 - 900 Series

DRIVE UNITS—CLUTCH (Manual Transmission)

Make & type		Chevrolet, Single Disk, Dry Plate
Type pressure plate springs		Diaphragm
Effective plate pressure (lb.)		900-1075 (a)
No. of clutch driven discs		One with 2 facings
Clutch facing	Material	Woven asbestos
	Outside & inside dia.	8.00 and 6.00
	Total eff. area (sq.in.)	44.0
	Thickness	.135 ea.
	Engagement cushioning method	Flat spring steel between friction facings
Release bearing	Type & method of lubrication	Ball bearing, sealed, prepacked
Torsional damping	Methods: springs, friction material	None

DRIVE UNITS—TRANSMISSIONS

Manual (std. or opt.)	3-Speed Std; 4-Speed Opt.
Manual with overdrive (std. or opt.)	Not available
Automatic (std. or opt.)	Powerglide, Optional except with Turbocharged Engine

DRIVE UNITS—MANUAL TRANSMISSION

Number of forward speeds			3-Speed, 3	4-Speed, 4
Transmission ratios	In first		3.50:1	3.65:1
	In second		1.99:1	2.35:1
	In third		1.00:1	1.44:1
	In fourth		— —	1.00:1
	In reverse		3.97:1	3.66:1
Synchronous meshing, specify gears			2nd and 3rd	All forward gears
Shift lever location			Floor	
Lubricant	Capacity (pt.)		2.2	3.6
	Type recommended		Military MIL-L-2105-B	
	SAE viscosity number	Summer	---	
		Winter	---	
		Extreme cold	---	

(a) 1250 - 1450 for turbo-charged engine

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DRIVE UNITS—MANUAL TRANSMISSION WITH OVERDRIVE Not available

For transmission data see manual transmission section

Overdrive	Type (planetary or other)		
	Manual lockout (yes, no)		
	Downshift acelerator control (yes, no)		
	Minimum cut-in speed		
	Gear ratio		
	Lubricant	Capacity (pt.) (Overdrive only)	
		Separate filler (yes, no)	
		Type recommended	
		SAE viscosity number — Summer	
		SAE viscosity number — Winter	
		SAE viscosity number — Ext. cold	

DRIVE UNITS—AUTOMATIC TRANSMISSION

Trade name		Powerglide
Type describe		Torque converter with planetary gears
Method of Selection (Lever, Push Button or other)		Lever
Selector Pattern		L D N R
List gear ratios Selector Pattern and indicate which are used in each selector position		Drive 1.82 and 1.00:1 Low and Reverse 1.82:1
Max. upshift speeds—drive range		45
Max. kickdown speeds—drive range		40
Torque convertor	Number of elements	3
	Max. ratio at stall	2.60:1
	Type of cooling (air, water)	None
Lubricant	Capacity—refill (pt.)	6
	Type recommended	A Suffix A
Special transmission features		

DRIVE UNITS—PROPELLER SHAFT – None

Number used		
Type (exposed, torque tube)		
Outer diameter x length* x wall thickness	Manual transmission	
	Overdrive transmission	
	Automatic transmission	

*Center to center of universal joints, or to centerline of rear attachment.

(Continued)

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DRIVE UNITS—PROPELLER SHAFT (cont.)

Intermediate bearing	Type (plain, anti-friction)		
	Lubrication (fitting, prepack)		
Universal joints	Make		
	Number used		
	Type (ball and trunnion, cross, other)		
	Bearing	Type (plain, anti-friction)	
		Lubric. (fitting, prepack)	
Drive taken through (torque tube or arms, springs)			
Torque taken through (torque tube or arms, springs)			

DRIVE UNITS—REAR AXLE

Description (see instructions)			Transaxle - Rear wheels driven independently thru universally-jointed axle shafts
Limited Slip differential, type			Disk clutch, one side
Drive Pinion Offset			1.75
No. of differential pinions			2
Gear ratios (Std. equip.)	Manual transmission		3 and 4 Speed, 3.27:1
	Overdrive transmission		Not available
	Automatic transmission		3.27:1
Ring gear O.D. (std. ratio)			6.791
Pinion adjustment (shim, other)			Shim
Pinion bearing adj. (shim, other)			None
Wheel bearing type			Double row spherangular roller
Lubricant	Capacity (pt.)		4.0
	Type recommended		Military - MIL-L-2105-B
	SAE viscosity number	Summer	---
		Winter	---
		Extreme cold	---

REAR AXLE RATIO TOOTH COMBINATIONS

(See page 3 for axle ratio usage)

Axle ratio		3.27:1	
No. of teeth	Pinion	11	
	Ring gear	36	

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DRIVE UNITS—WHEELS

Type & material		Short Spoke Disk, Steel (a)
Rim (size and flange type)	Std.	13 x 5.5J
	Opt.	13 x 5.5
Attachment	Type (bolt or stud)	Stud
	Circle diameter	4.50
	Number and size	4 Hex Nuts, 7/16 - 20 UNF-2B

DRIVE UNITS—TIRES All 2 Ply Construction

Standard (List option below)	Size & ply	6.50 x 13-4PR
	Type - Nylon, etc.	Rayon tubeless blackwall (c)
Rev/mile at 50 mph.		864
Inflation press.(cold)	Front	15 psi
	Rear	26 psi
Optional tires - size and ply		6.50 x 13-4PR, Highway Rayon, Tubeless (W/W) 6.50 x 13-4PR, Highway Rayon, Tube (W/W)

BRAKES—SERVICE			REGULAR PRODUCTION	METALLIC
Type (duo-servo, disc, balanced, etc.)			Duo-Servo, 4 Wheel Hydraulic	
Self adjusting (std., opt., N.A.)			Std.	
Hydraulic system type (single, dual, etc.)			Single	
Power brake make & type (remote, integral, etc.)			Not available	
Effective area (sq. in.)*			126.1	91.3
Gross lining area (sq. in.)**			126.1	91.3
Swept drum area (sq. in.)***			197.7	
Percent brake effectiveness—front			46	47
Drum	Diameter	Front	9.00	
		Rear	9.00	
	Type and material		Composite, Cast Iron Alloy Rim, Steel Disk	
Wheel cylinder bore	Front		.875	.9375
	Rear		.9375	1.0000
Master cylinder bore			1.0	.875
Available pedal travel			6.0	
Line pressure at 100 lb. pedal load			783 psi	1023 psi
Shoe clearance adjustment			Self-Adjusting	

(Continued)

* Excludes rivet holes, grooves, chamfers, etc.
** Includes rivet holes, grooves, chamfers, etc.
*** Total swept areas for four brakes:
Widest lining contact width for each brake x its drum circumference.

(a) 60 Spoke Houk type drive offered optionally.

(b) For optional wheel, adaptor and spinner car (2-5/8-8)

(c) For optional wheel, rayon, tube

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MODEL Corvair 500 - 700 - 900

BRAKES—SERVICE (cont.)

				REGULAR PRODUCTION	METALLIC
Brake lining	Bonded or riveted			Bonded	Welded
	Front Shoe	Material		Molded asbestos composition	Sintered Iron
		Size (length x width x thickness)	Front wheel	8.62 x 1.75 x .17	1.64 x .87 x .21
			Rear wheel	8.62 x 1.75 x .17	1.64 x .87 x .21
		Segments per shoe		1	6
	Rear Shoe	Material		Molded asbestos composition	Sintered Iron
		Size (length x width x thickness)	Front wheel	9.40 x 1.75 x .200	1.64 x .87 x .33
			Rear wheel	9.40 x 1.75 x .200	1.64 x .87 x .33
		Segments per shoe		1	10

BRAKES—PARKING

Type of control		Ratchet-Pulley with cable; handle operated
Location of control		Below instrument panel, left of steering column
Operates on		Rear Wheel service brakes
If separate from service brakes	Type (internal or external)	Not separated from service brakes
	Drum diameter	- - - -
	Lining size (length x width x thickness)	- - - -

FRAME or UNITIZED CONSTRUCTION

Type and description: Integral, with step-down underbody floor, front and rear side rail type members, and front and rear end sheet metal components welded to body assembly.

SUSPENSION—GENERAL (See Supplemental page 19 for details on Air Suspension)* (a)

Provision for car leveling		None
Provision for brake dip control		Mounting angle of front upper control arms
Provision for acc. squat control		None
Special provisions for car jacking		
Shock absorber front & rear	Type	Direct, double acting, hydraulic
	Make	Delco
	Piston dia.	1.00
Other special features		

SUSPENSION—FRONT

Type and description: Independent, each wheel is spherically-jointed to frame-hinged upper and lower control arms. Frame-secured coil spring and shock absorber (inside coil spring) attached to lower control arms.

(Continued)

* Air Suspension: Air spring type, Compressor data type, make, drive ratio; Normal operating pressures, spring rates, leveling data

(a) See Supplementary Information for Special Suspension Equipment (Page 19A).

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MODEL Corvair 500 - 700 - 900 Series

SUSPENSION FRONT (cont.)

Spring	Type	Coil
	Material	Steel Alloy
	Size (coil design height & I.D.; bar length x dia.	6.42 and 3.453 92.18 x .450
	Spring rate (lb. per in.)	155
	Rate at wheel (lb. per in.)	78
	Design load (lb. @ design height)	770 @ 6.42
Stabilizer	Type (link, linkless, frameless)	None
	Material & bar diameter	- - -

STEERING

Mechanical (std., opt., NA)				Std
Power (std., opt., NA)				Not available
Wheel diameter				16.00
Turning diameter	Outside front	Wall to wall (l. & r.)		40.1
		Curb to curb (l. & r.)		38.2
	Inside rear	Wall to wall (l. & r.)		22.8
		Curb to curb (l. & r.)		23.1
Outside wheel angle with inside wheel at 20°				18.18°
Mechanical	Gear	Type		Recirculating Ball with Cast Aluminum Housing
		Make		Saginaw
		Ratios	Gear	18.0:1
			Overall	25:1
	No. wheel turns			4.75 Lock to Lock
Power	Type (coaxial, linkage, etc.)			Not Available
	Make			
	Trade name			
	Gear	Type		
		Ratios	Gear	
			Overall	
	Pump driven by			
	Number wheel turns			
Linkage	Type			Parallel Relay
	Location (front or rear of wheels, other)			Front
	Drag link (trans. or longit.)			None
	Tie rods (one or two)			Two

(Continued)

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SUPPLEMENTARY INFORMATION

MODEL Corvair Special Suspension Equipment

Same as items shown in report proper except as follows:

SUSPENSION

Suspension - Front	
Spring	
Size (Height and I.D.; Bar length and dia.)	6.24 and 3.453; 91.46 x .508
Spring Rate	240
Rate at Wheel	117
Design load	770 @ 6.42
Stabilizer	
Type	Link Supported
Material and Bar Dia.	Steel, .625
Steering	
Wheel Alignment	
Caster (Curb)	+0° (+)2° ±30'
Camber (Curb)	(+)30° ±30'
Toe-In (per Wheel, Curb)	1/8 to 3/16
Suspension - Rear	
Spring	
Size (Height and I.D.; Bar length and dia.)	
Right Hand	7.24 and 3.453; 103.06 x .660
Left Hand	7.42 and 3.453; 103.06 x .660
Spring Rate	
Right Hand	580
Left Hand	580
Rate at Wheel	
Right Hand	160
Left Hand	160
Design Load	
Right Hand	1575 @ 7.24
Left Hand	1600 @ 7.42

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MODEL Corvair 500 - 700 - 900 Series

STEERING (cont)

Steering Axis	Inclination at camber (deg.)		7°
	Bearings (type)	Upper	Spherical Joint, Non-Metallic Bearing
		Lower	Spherical Joint, Metallic Bearing
		Thrust	None
Wheel alignment (range and preferred)	Caster (deg.)		+ 0° (+) 2 -30' (Curb)
	Camber (deg.)		(+) 30'±30' (Curb)
	Toe-in (outside tread-inches)		(+) 1/8 to 3/16 (per Wheel, Curb)
Steering spindle & joint type			Steering arm bolted to steering knuckle;spherical joint
Wheel spindle	Diameter	Inner bearing	1.0623-1.0618
		Outer bearing	.6868-.6873
	Thread size		11/16 - 24
	Bearing type		Taper Roller

SUSPENSION—REAR

Type and description				Swing Axle Independent Rear Suspension	
Drive and torq. taken through (see page 17)				Drive, Control Arms; Torque, Chassis	
Spring	Type			Coil	
	Material			Steel Alloy	
	Size ~~(longitudinal bar)~~ coil design height and I.D.; bar length & dia.			Left Hand 7.45 and 3.453 ~~102.03 and .617~~	Right Hand 7.45 and 3.453 ~~102.03 and .617~~
	Spring rate (lb. per in.)			453	
	Rate at wheel (lb. per in.)			~~128~~	
	Design load (lb. at design height)			1725	1575
	Mounting insulation type			Not Applicable	
	If leaf	No. of leaves			
		Inserts	Type and size		
			Material		
		Shackle (comp. or tens.)			
Stabilizer	Type (link, linkless, frameless)			None	
	Material				
Track bar type				None	

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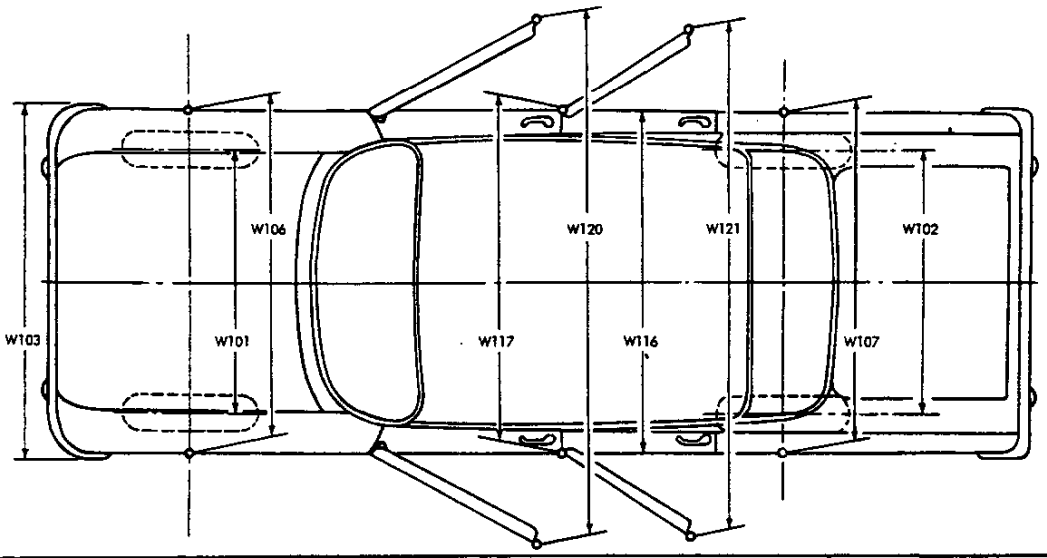
CAR AND BODY DIMENSIONS—GENERAL

NOTE: Included in the dimension definitions listed on pages 34-36 are those which have been adopted by SAE. These are indicated by a number following the type of dimension, e.g., L3. Additional dimensions have been added by the AMA Specifications Review-Committee. These are shown by an additional letter, e.g., H67a. The symbol "a" has been added as a suffix to denote a dimension adopted by the AMA and submitted to the SAE for approval. The dimensions are developed from the following basic points:

1. Body dimensions are for all body styles.
2. All interior dimensions are taken with manikin 15.0 inches outboard of car centerline unless otherwise stated.
3. All interior dimensions are measured with the front seat in the lowest and rearmost position.
4. Unless otherwise specified, all exterior height dimensions are taken with a full design load which consists of 5 passengers, 300 lbs. front, 450 lbs. rear; includes spare wheel, tire and tools, and full complement of gas, oil, water and tires to recommended pressure, etc.
5. The SAE manikin with 90th percentile leg length will be used for recording purposes.
6. The H Point is the pivot center of the manikin's torso and thigh.
7. The Torso Line is a line parallel to the small of manikin's back and extending through the H Point.

EXTERIOR WIDTH DIMENSIONS



MODEL Corvair	Ref. No.	SEDANS	COUPES	CONVERTIBLE
Tread - front	W101	54.5		
Tread - rear	W102	54.5		
Maximum overall car width	W103	67.0		
Maximum overall body width	W116	67.0		
Maximum body width at #2 pillar	W117	66.0		
Front fender overall width	W106	67.0		
Rear fender overall width	W107	66.0		
Maximum overall car width - front doors open	W120a	130.0	145.5	
Maximum overall car width - rear doors open	W121a	124.0	———	

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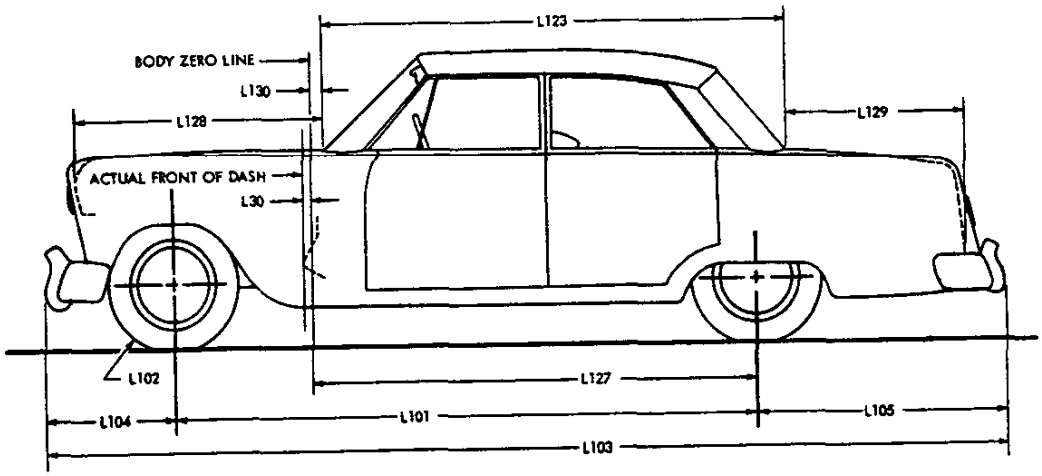
EXTERIOR LENGTH DIMENSIONS



MODEL CORVAIR	Ref. No.	SEDANS	COUPES	CONVERTIBLE
Body zero line to actual front of dash	L30	.58		
Wheelbase	L101	108.0		
Overhang – front	L104	30.3		
Overhang – rear	L105	41.7		
Overall length	L103	180.0		
Hood length at car centerline	L128a	42.5		
Body upper structure length at car centerline	L123	93.0	83.6	89.7
Deck length at car centerline	L129a	36.5		
Body zero line to centerline of rear wheels	L127	99.0		
Body zero line to windshield cowl point	L130a	9.5		
Tire size	L102	(Refer to Page 18)		

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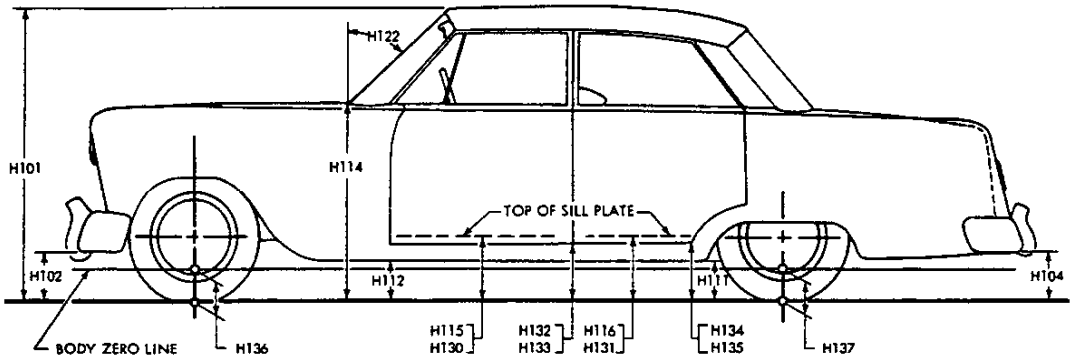
EXTERIOR HEIGHT DIMENSIONS



MODEL CORVAIR	Ref. No.	SEDANS	COUPES	CONVERTIBLE
Overall height	H101	51.5		
Hood at rear to ground	H114	34.0		
Rocker panel to ground – front	H112a	8.0		
Rocker panel to ground – rear	H111	7.5		
Step height – front (design load)	H115	12.5		
Step height – rear (design load)	H116	12.5		
Step height – front (curb load)	H130	14.0		
Step height – rear (curb load)	H131	14.0		
Bottom of door to ground, open – front	H132	12.5	13.0	
Bottom of door to ground, closed – front	H133		11.0	
Bottom of door to ground, open – rear	H134	11.0	—	
Bottom of door to ground, closed – rear	H135	11.0	—	
Front bumper to ground	H102	15.0		
Rear bumper to ground	H104	15.5		
Windshield slope angle	H122	52°		
Body zero to ground – front	H136a	5.5		
Body zero to ground – rear	H137a	5.5		

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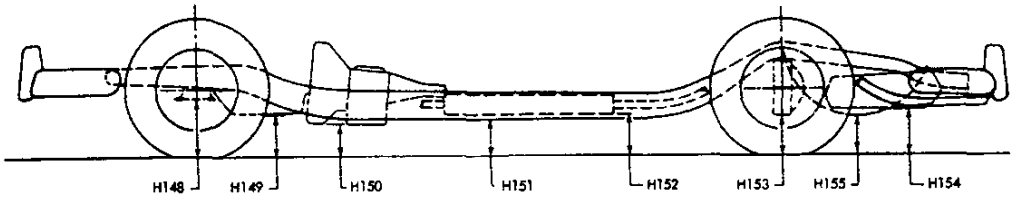
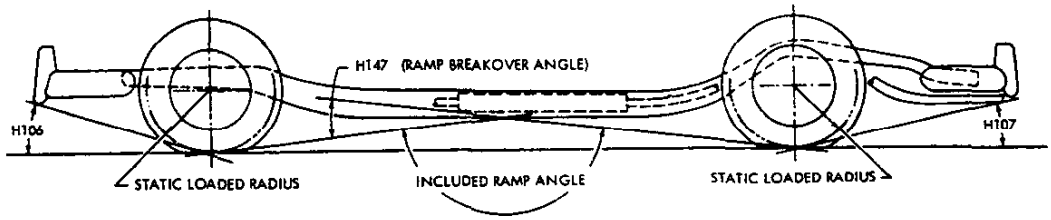
GROUND CLEARANCE DIMENSIONS





MODEL CORVAIR	Ref. No.	SEDANS	COUPES	CONVERTIBLE
Angle of approach	H106		27°	
Angle of departure	H107		16°	
Ramp breakover angle	H147		16°	
Front suspension to ground	H148		6.5	
Oil pan to ground	H149		6.0	
Flywheel housing to ground	H150		6.0	
Frame structure to ground	H151		6.0	
Exhaust system to ground	H152		7.5	
Rear axle differential to ground	H153		6.0	
Fuel tank to ground	H154		6.5	
Spare tire well to ground	H155		—	
Minimum running ground clearance	H156		6.0	

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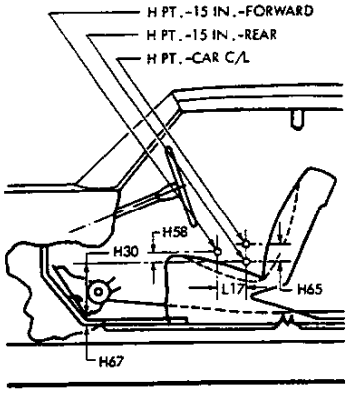
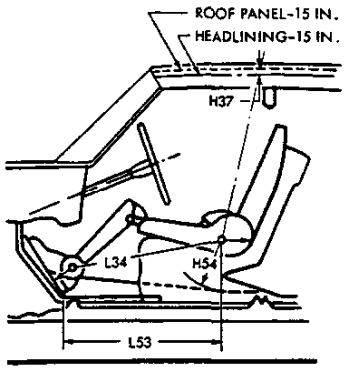
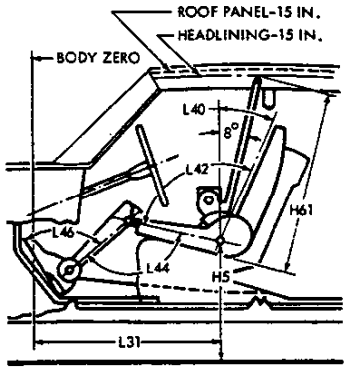
FRONT COMPARTMENT DIMENSIONS







MODEL CORVAIR	Ref. No.	527-727	927	967	769	969
H Point to body zero line	L31a	43.0	42.0		43.0	42.0
H Point to ground	H5a	17.5				
Effective head room	H61a	37.5		38.0	37.5	
Headlining to roof height	H37	.5		—	.5	
Maximum effective leg room - accelerator	L34a	41.5	40.5		41.5	40.5
H Point to heel point	H30a	7.5	8.0			7.5
Depressed floor covering thickness	H67a					
Back angle	L40a	22°	26°	25°	24°	26°
Hip angle	L42a	98°	99°	98°	100°	98°
Knee angle	L44a	143°	137°		143°	137°
Foot angle	L46a	112°	108°		113°	108°
H Point differential, side to center	H65a	.3				
H Point to tunnel	H54a	9.0				
H Point to accelerator floor point	L53a	34.0	33.5		34.0	33.5
H Point travel	L17a	4.0				
H Point rise	H58a	.5				

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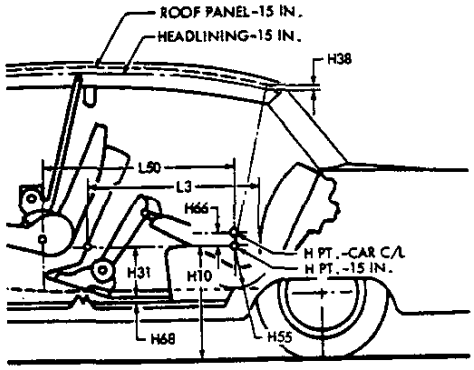
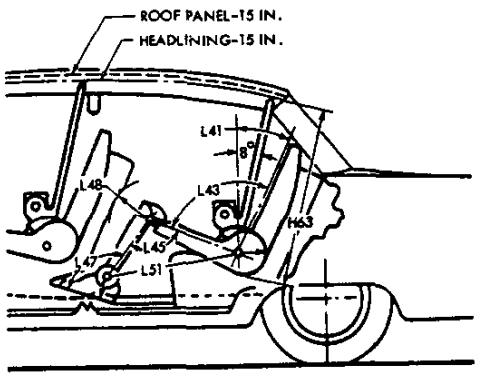
REAR COMPARTMENT DIMENSIONS





MODEL CORVAIR	Ref. No.	527-727	927	967	769	969
H Point couple distance	L50a	28.0	27.5	29.5	30.5	31.5
H Point to ground	H10a	9.5			11.5	
Effective head room	H63a	36.5	37.0	38.0	37.5	
Headlining to roof height	H38	.1		—	.5	
Minimum effective leg room	L51a	32.5		31.5	34.0	
H Point to heel point	H31a	9.5	9.0		10.0	9.0
Depressed floor covering thickness	H68a					
Minimum knee room	L48a	.1	.5	1.5	2.0	
Rear compartment room	L3	23.5	22.5	24.0	26.0	25.0
Back angle	L41a	19°	23°	20°	23°	
Hip angle	L43a	71°	73°	70°	81°	
Knee angle	L45a	80°	78°	77°	86°	88°
Foot angle	L47a	111°	110°	114°	116°	117°
H Point differential, side to center	H66a	.4		.1	.4	.2
H Point to tunnel	H55a	7.5			9.0	8.5

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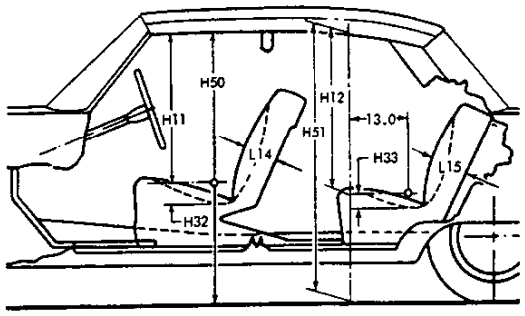
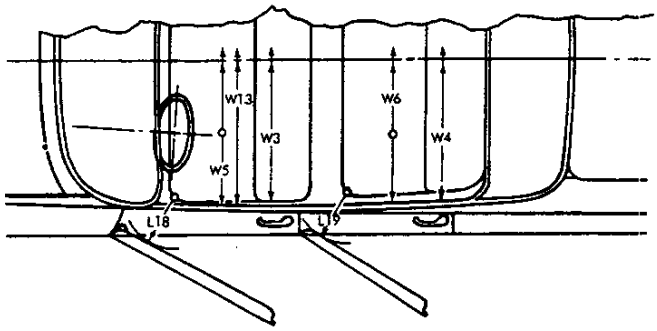
SEAT AND ENTRANCE DIMENSIONS





MODEL CORVAIR	Ref. No.	527-727	927	967	769	969
Shoulder room – front	W3a	54.0				
Hip room – front	W5a	58.5				
Seat width – front	W16a	50.5	53.5		50.5	53.5
Upper body opening to ground – front	H50a	46.0		45.5	46.0	
Entrance height – front	H11a					
Entrance foot clearance – front	L18	29.0	28.5	28.0	29.0	
Seat cushion deflection – front	H32a	3.5		4.0	3.5	
Seat back thickness – front	L14	6.0		6.5	6.0	6.5
Shoulder room – rear	W4a	52.0		44.0	53.5	
Hip room – rear	W6a	57.0		47.5	58.0	
Upper body opening to ground – rear	H51a	———			46.0	
Entrance height – rear	H12a	———			27.5	29.5
Entrance foot clearance – rear	L19	9.0			11.0	
Seat cushion deflection – rear	H33a	4.0	4.5	4.0	3.5	
Seat back thickness – rear	L15	5.5	6.0		5.5	

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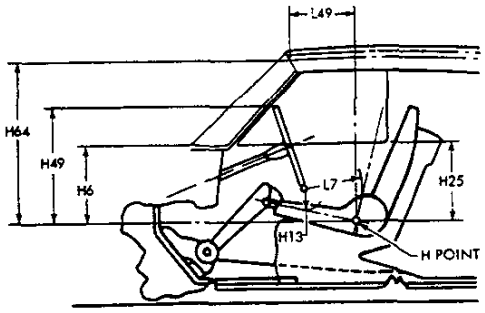
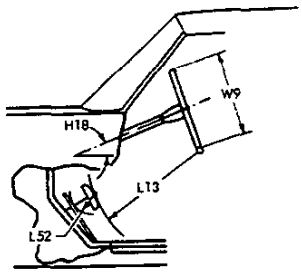
VISION AND CONTROL DIMENSIONS





MODEL Corvair	Ref. No.	527-727	927	967	769	969
H Point to windshield bottom DLO	H6a	18.5	18.0			
H Point to windshield upper DLO	H64a	30.5				
H Point to windshield upper DLO	L49a	12.0	11.5		12.5	11.5
Belt height – front	H25a	17.0	16.5			
Steering wheel center to centerline of car	W7	14.0				
Steering wheel maximum outside diameter	W9	16.0				
Steering column angle – horizontal	H18	20°				
H Point to top of steering wheel	H49a	4.0				
Steering wheel torso clearance	L7a	12.0	11.5		12.0	11.5
Steering wheel thigh clearance	H13a	5.0	4.0		5.0	4.0
Brake pedal knee clearance	L13	24.0				
Brake pedal to accelerator	L52a	3.0				
Tumble-home	W122a					

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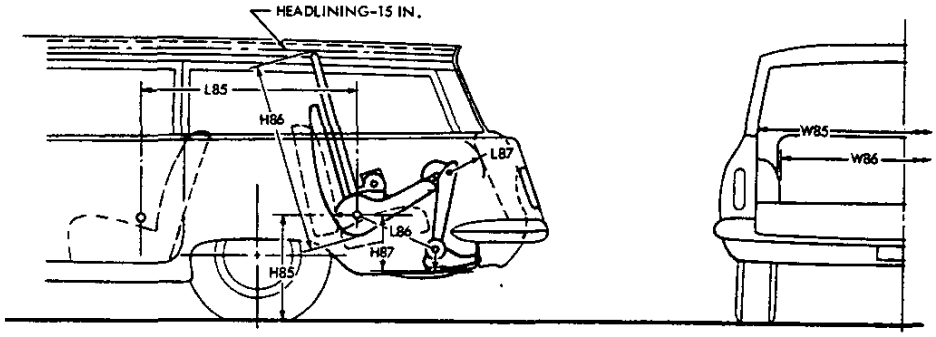
LUGGAGE COMPARTMENT

MODEL CORVAIR	Ref. No.	500 - 700 - 900 Series
Usable luggage capacity (See instructions)		6.6
Liftover height*	H301a	29.5
Position of spare tire storage		Horizontal, engine compartment
Method of holding lid open		Torsion rod counterbalanced

THIRD SEAT DIMENSIONS



MODEL	Ref. No.	
Seat facing direction		
Shoulder room	W85a	
Hip room	W86a	
H Point couple distance	L85a	
H Point to ground	H85a	
Effective head room	H86a	
Effective leg room	L86a	
H Point to heel point	H87a	
Knee room	L87a	
Back angle	L88a	
Hip angle	L89a	
Knee angle	L90a	
Foot angle	L91a	

* Vertical dimension from luggage compartment lower opening to ground.

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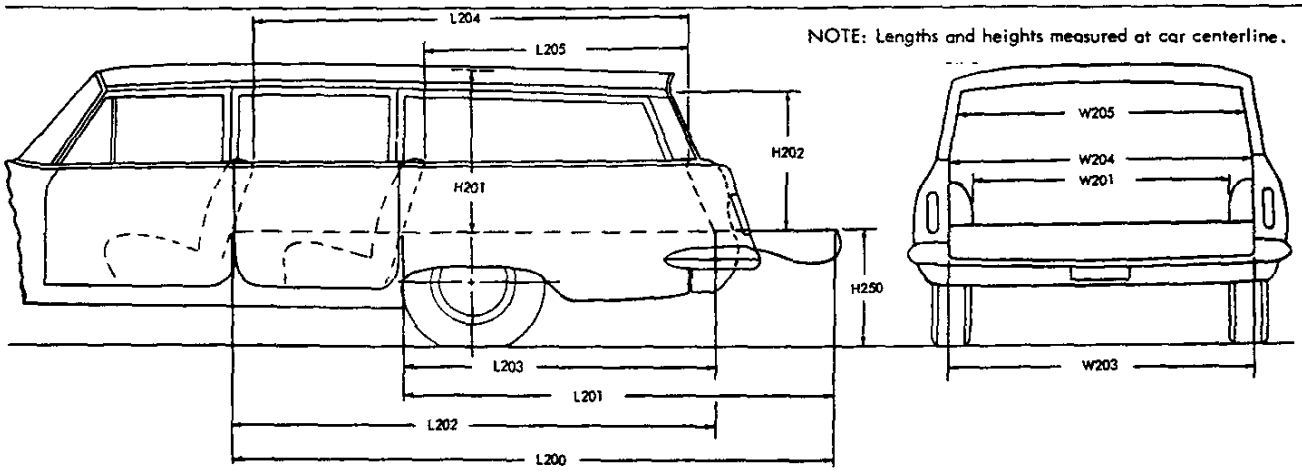
STATION WAGON—CARGO SPACE DIMENSIONS



NOTE: Lengths and heights measured at car centerline.

MODEL Corvair	Ref. No.	
Floor length from back of front seat at floor level to end of lowered tail gate or floor	L200	
Floor length from back of second seat at floor level to end of lowered tail gate or floor	L201	
Floor length from back of front seat at floor level to inside of closed tail gate	L202	
Floor length from back of second seat at floor level to inside of closed tail gate	L203	
Minimum horizontal distance from top rear of front seat back to inside of tail gate at belt	L204	
Minimum horizontal distance from top rear of second seat back to inside of tail gate at belt	L205	
Maximum width of cargo space at floor - specify location	W200a	
Minimum distance between wheel houses at floor level	W201	
Rear end opening width at floor	W203	
Rear end opening width at belt	W204	
Maximum width of rear opening above belt	W205	
Maximum height - floor covering to headlining at centerline of rear axle	H201	
Maximum height of rear opening - tail and lift gates open	H202	
Platform height from ground to top of tail gate floor covering at rear most edge of tail gate - curb weight	H250	
Rear end closure (e.g., one piece door, hinged left - sliding glass, drop tail gate)		
Cargo volume index (cu. ft.) $\frac{W4 \times L204 \times H201}{1728}$		

NONE

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MODEL CORVAIR 500 - 700 - 900 Series

BODY—MISCELLANEOUS INFORMATION

Drs. hinged (front, rear)	Front doors	Front
	Rear doors	Front
Type of finish (lacquer, enamel, other)		Acrylic lacquer
Hood hinge location (front, rear)		Front (a)
Hood counterbalanced (yes, no)		No (a)
Hood release control (internal, external)		External (a)
Vehicle (Serial) No. Location		Front surface of left body center pillar
Engine No. Location		Top rear surface, left half of crankcase
Theft protection - type		Shielded ignition lock terminals, key removable in "lock" or "on" position
Vent window control method (crank, friction pivot)	Front	Friction pivot
	Rear	None
Seat cushion type	Front	Polyurethane with zigzag springs
	Rear	Cotton-jute with zigzag springs, Polyurethane on 969
Seat back type	Front	Cotton - zigzag springs
	Rear	Cotton - zigzag springs
Windshield type (single curved, compound curved, other)		Single, curved
Rear window type (flat, curved, one piece, three piece)		One piece, curved
Side glass type (curved, flat)		Flat
Side glass exposed surface area		1154.7
Windshield glass exposed surface area		1122.8
Backlight glass exposed surface area		1104.2
Total glass exposed surface area		3381.7 (b)

(a) Front luggage compartment hinged at rear, counterbalanced with external key lock.

(b) 4-Door Sedan.

AMA Specifications – Passenger Car

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MAJOR OPTIONAL ITEMS - WEIGHTS

	CURB WEIGHT - POUNDS			% PASS. WEIGHT DISTRIBUTION				SHIPPING * WEIGHT
				Pass. In Front		Pass. In Rear		
	Front	Rear	Total	Front	Rear	Front	Rear	
Model Corvair								
527 2-door club coupe			2420	42	58			2330
727 2-door club coupe			2440	42	58			2355
769 4-door sedan			2470	37	63			2385
927 2-door club coupe			2500	41	59			2415
969 4-door sedan			2540	37	63			2450
967 2-door convertible			2610	41	59			2525

Accessories & Equipment Differential Weights				Remarks
Air conditioning			+107	
Heater, deduct			-41	
Radio, push button			+11	
Radio, manual			+11	
Transmission, Pwr/glide			+9	
Spyder option			+27	
Wire wheels			+55	
Folding rear seat			+30	

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* These are weights that are reported to states for licensing purposes.

DIMENSION DEFINITIONS

W3a SHOULDER ROOM - FRONT. The minimum lateral dimension between the door garnish moldings or nearest interference. Measured at H Point station.

W4a SHOULDER ROOM - REAR. Measured in the same manner as W3a.

W5a HIP ROOM - FRONT. The lateral dimension through H Point to trimmed surfaces.

W6a HIP ROOM - REAR. Measured in the same manner as W5a.

W7 STEERING WHEEL CENTER TO CENTERLINE OF CAR. Measured horizontally from steering wheel center to centerline of car. The point at steering wheel center is located in the surface plane of wheel.

W9 STEERING WHEEL MAXIMUM OUTSIDE DIAMETER. Define if other than round.

W16a SEAT WIDTH - FRONT. The maximum trimmed width of front seat cushion.

W85a SHOULDER ROOM - THIRD SEAT. Measured in the same manner as W3a.

W86a HIP ROOM - THIRD SEAT. Measured in the same manner as W5a.

W101 TREAD - FRONT. Measured at centerline of tires, with nominal camber, at ground.

W102 TREAD - REAR. Measured at centerline of tires at ground.

W103 MAXIMUM OVERALL CAR WIDTH. Include bumpers, moldings, or sheet metal protrusions.

W106 FRONT FENDER OVERALL WIDTH. Measured at centerline of front wheels, excluding moldings.

W107 REAR FENDER OVERALL WIDTH. Measured at centerline of rear wheels, excluding moldings.

W116 MAXIMUM OVERALL BODY WIDTH. Measured across body, excluding hardware and applied moldings, but including fenders when integral with body.

W117 MAXIMUM BODY WIDTH AT #2 PILLAR. Measured across body at #2 pillar, excluding hardware and applied moldings.

W120a MAXIMUM OVERALL CAR WIDTH, FRONT DOORS OPEN. Measured with front doors in maximum hold-open position.

W121a MAXIMUM OVERALL CAR WIDTH, REAR DOORS OPEN. Measured in same manner as W120a.

W122a TUMBLE-HOME. The angle from vertical to the front door glass outer surface or the chord of a curved door glass, measured at the front H Point station.

L3 REAR COMPARTMENT ROOM. The horizontal dimension from the back of front seat to front of rear seat back at a height tangent to the top of rear seat cushion.

L7a STEERING WHEEL TORSO CLEARANCE. The minimum distance from the back edge of steering wheel, in straight-ahead position, to the Torso Line.

L13 BRAKE PEDAL KNEE CLEARANCE. The minimum dimension from the lower edge of the steering wheel to the brake pedal face centerline.

L14 SEAT BACK THICKNESS - FRONT. The maximum thickness of the seat back, excluding bolsters.

L15 SEAT BACK THICKNESS - REAR. Measured in the same manner as L14.

L17a H POINT TRAVEL. The horizontal dimension between the H Point in the most forward and rearward seat positions.

L18 ENTRANCE FOOT CLEARANCE - FRONT. The minimum horizontal dimension between seat and normal line of door or pillar at a height between the sill plate bead and 4.0 inches above the bead. Door should be in the maximum hold-open position.

L19 ENTRANCE FOOT CLEARANCE - REAR. Measured in the same manner as L18 on four-door models. On two-door styles, the minimum dimension between rear corner of front seat, with front seat back tilted forward, and trimmed lock pillar, built-in quarter armrest panel, or rear seat cushion at a height between the sill plate bead and 4.0 inches above the bead.

L30 BODY ZERO LINE TO ACTUAL FRONT OF DASH. If actual Front of Dash is to the rear of Body Zero Line, it is identified by a minus (-) sign.

L31a H POINT TO BODY ZERO LINE - FRONT. Horizontal dimension.

L34a MAXIMUM EFFECTIVE LEG ROOM - ACCELERATOR. Measured along a diagonal line from ankle pivot center to H Point plus a constant of 10.0 inches. Measured with the right foot on accelerator pedal.

L40a BACK ANGLE - FRONT. The angle between a vertical line through the H Point and the Torso Line.

L41a BACK ANGLE - REAR. Measured in the same manner as L40a.

L42a HIP ANGLE - FRONT. The angle between Torso Line and a line extending from knee pivot center to H Point.

L43a HIP ANGLE - REAR. Measured in the same manner as L42a.

L44a KNEE ANGLE - FRONT. The angle between a line from H Point to knee pivot center and a line from the knee pivot center to the ankle pivot center.

L45a KNEE ANGLE - REAR. Measured in the same manner as L44a.

L46a FOOT ANGLE - FRONT. The angle between a line extended from the knee pivot center through the ankle pivot center and a line tangent to the sole and heel of manikin bare foot.

L47a FOOT ANGLE - REAR. Measured in the same manner as L46a.

L48a MINIMUM KNEE ROOM - REAR. The minimum dimension from the knee pivot center to the back of front seat back.

L49a H POINT TO WINDSHIELD UPPER DLO. The horizontal dimension from H Point to the point of tangency of horizontal line of vision (described in dimension H64a) with body upper structure.

DIMENSION DEFINITIONS (cont.)

L50a H POINT COUPLE DISTANCE. The horizontal dimension from the front seat H Point to the rear seat H Point.

L51a MINIMUM EFFECTIVE LEG ROOM - REAR. Measured along a diagonal line from ankle pivot center to H Point plus a constant of 10.0 inches. Measured with the foot positioned to nearest interference between seat structure and toe, instep or lower leg.

L52a BRAKE PEDAL TO ACCELERATOR. The minimum dimension from center of brake pedal face to accelerator. Measured in the side view.

L53a H POINT TO ACCELERATOR FLOOR POINT. The horizontal dimension from intersection of accelerator and depressed floor covering to the H Point.

L85a H POINT COUPLE DISTANCE - THIRD SEAT. The horizontal dimension from the second seat H Point to the third seat H Point.

L86a EFFECTIVE LEG ROOM - THIRD SEAT. Measured in the same manner as L51a. With rear-facing third seat, foot is positioned in foot well or to nearest interference with rear end or rear closure.

L87a KNEE ROOM - THIRD SEAT. Measured in the same manner as L48a. With rear-facing third seat, dimension is measured to rear closure.

L88a BACK ANGLE - THIRD SEAT. Measured in the same manner as L40a.

L89a HIP ANGLE - THIRD SEAT. Measured in the same manner as L42a.

L90a KNEE ANGLE - THIRD SEAT. Measured in the same manner as L44a.

L91a FOOT ANGLE - THIRD SEAT. Measured in the same manner as L46a.

L101 WHEELBASE.

L102 TIRE SIZE.

L103 OVERALL LENGTH. Include bumper guards if standard equipment.

L104 OVERHANG - FRONT. Measured from C/L of front wheels to front of car, including bumper guards if standard equipment.

L105 OVERHANG - REAR. Measured from C/L of rear wheels to rear of car, including bumper guards if standard equipment.

L123 BODY UPPER STRUCTURE LENGTH AT CAR CENTERLINE. The horizontal dimension from the theoretical intersection of extended windshield glass plane and normal cowl surface to the theoretical intersection of extended back window glass plane and normal deck surface; or in the case of a Fastback roof or Station Wagon, to back glass lower reveal molding, or rubber when molding is not used.

L127 BODY ZERO LINE TO CENTERLINE OF REAR WHEELS. A horizontal dimension.

L128a HOOD LENGTH AT CAR CENTERLINE. The horizontal dimension from the foremost point on sheet metal hood surface, excluding series identification or ornamentation, to the theoretical intersection of extended windshield glass plane and normal cowl surface.

L129a DECK LENGTH AT CAR CENTERLINE. The horizontal dimension from the rearmost point of the body sheet metal (visible above bumper), excluding series identification or ornamentation, to the theoretical intersection of extended back window glass plane and normal deck surface.

L130a BODY ZERO LINE TO WINDSHIELD COWL POINT. The horizontal dimension from body zero line to the theoretical intersection of extended windshield glass plane and normal cowl surface.

H5a H POINT TO GROUND - FRONT. Vertical dimension.

H6a H POINT TO WINDSHIELD BOTTOM DLO. Vertical dimension.

H10a H POINT TO GROUND - REAR. Vertical dimension.

H11a ENTRANCE HEIGHT - FRONT. The vertical dimension from H Point to upper trimmed body opening.

H12a ENTRANCE HEIGHT - REAR. The vertical dimension from H Point to the upper trimmed body opening at a section 13.0 inches forward of the H Point.

H13a STEERING WHEEL THIGH CLEARANCE. The minimum dimension from the bottom of steering wheel, in straight-ahead position, to centerline of thigh.

H18 STEERING COLUMN ANGLE - HORIZONTAL. The angle the centerline of steering column makes with the horizontal.

H25a BELT HEIGHT - FRONT. The vertical dimension from H Point to bottom of side window DLO.

H30a H POINT TO HEEL POINT - FRONT. The vertical dimension from the H Point to the manikin accelerator heel point on the depressed floor covering.

H31a H POINT TO HEEL POINT - REAR. The vertical dimension from the H Point to the manikin heel point on the depressed floor covering.

H32a SEAT CUSHION DEFLECTION - FRONT. The vertical dimension from a point on the undepressed seat cushion to the depressed seat cushion. Measured at the H Point station.

H33a SEAT CUSHION DEFLECTION - REAR. Measured in the same manner as H32a.

H37 HEADLINING TO ROOF HEIGHT - FRONT. The dimension from the intersection of the headlining and the extended effective head room line to the roof panel. Measured perpendicularly to the roof panel.

H38 HEADLINING TO ROOF HEIGHT - REAR. Measured in the same manner as H37.

H49a H POINT TO TOP OF STEERING WHEEL. The vertical dimension from the H Point to top of steering wheel, in straight-ahead position.

H50a UPPER BODY OPENING TO GROUND - FRONT. The vertical dimension from a point on the trimmed body opening to the ground. Measured at the H Point station.

DIMENSION DEFINITIONS (cont.)

H51a UPPER BODY OPENING TO GROUND - REAR. The vertical dimension from a point on the trimmed body opening to the ground. Measured 13.0 inches forward of the H Point.

H54a H POINT TO TUNNEL - FRONT. The minimum dimension from the H Point, at car centerline, to top of tunnel.

H55a H POINT TO TUNNEL - REAR. Measured in the same manner as H54a.

H58a H POINT RISE. The vertical dimension between the H Point in the most forward and rearward seat positions.

H61a EFFECTIVE HEAD ROOM - FRONT. The dimension from H Point to the headlining, plus a constant of 4.0 inches. Measured along a line 8° to rear of vertical.

H63a EFFECTIVE HEAD ROOM - REAR. Measured in the same manner as H61a.

H64a H POINT TO WINDSHIELD UPPER DLO. Vertical dimension from H Point to highest horizontal line of vision through windshield at 15 inch section.

H65a H POINT DIFFERENTIAL, SIDE TO CENTER - FRONT. The vertical dimension from side occupant H Point to center occupant H Point.

H66a H POINT DIFFERENTIAL, SIDE TO CENTER - REAR. Measured in the same manner as H65a.

H67a DEPRESSED FLOOR COVERING THICKNESS - FRONT. The vertical dimension from manikin accelerator heel point normally to underbody sheet metal immediately below heel point.

H68a DEPRESSED FLOOR COVERING THICKNESS - REAR. Measured same as H67a.

H85a H POINT TO GROUND - THIRD SEAT. Vertical dimension.

H86a EFFECTIVE HEAD ROOM - THIRD SEAT. Measured in the same manner as H61a.

H87a H POINT TO HEEL POINT - THIRD SEAT. Measured in the same manner as H31a.

H101 OVERALL HEIGHT. Measured with full design load.

H102 FRONT BUMPER TO GROUND. Minimum dimension.

H104 REAR BUMPER TO GROUND. Minimum dimension.

H106 ANGLE OF APPROACH. Minimum angle between ground and a line tangent to arc of front tire static loaded radius and touching the limiting point of interference on front bumper, bumper guard, or gravel deflector.

H107 ANGLE OF DEPARTURE. Minimum angle between ground and a line tangent to arc of rear tire static loaded radius and touching the limiting point of interference on rear bumper, bumper guard, gravel deflector, tail pipe, fender or other interfering structure.

H111 ROCKER PANEL TO GROUND - REAR. The vertical dimension from ground to bottom of rocker panel, excluding flanges. Measured at front of rear wheel opening.

H112a ROCKER PANEL TO GROUND - FRONT. The vertical dimension from ground to bottom of rocker panel, excluding flanges. Measured at foremost point of rocker panel.

H114 HOOD AT REAR TO GROUND. Measured from hood opening line on shroud, exclusive of moldings.

H115 STEP HEIGHT - FRONT (DESIGN LOAD). The vertical dimension from top of sill plate bead, at C/L of front door sill plate, to ground.

H116 STEP HEIGHT - REAR (DESIGN LOAD). Measured in same manner as dimension H115.

H122 WINDSHIELD SLOPE ANGLE. The angle between a vertical line and the windshield surface at car centerline. On compound-curved windshields the chord of the arc is used and limited to that section of the windshield comprehended by an 18-inch chord.

H130 STEP HEIGHT - FRONT (CURB LOAD). The vertical dimension from top of sill plate, at C/L of front door sill plate, to ground.

H131 STEP HEIGHT - REAR (CURB LOAD). Measured in same manner as H130.

H132 BOTTOM OF DOOR TO GROUND, OPEN - FRONT. Measured from bottom outside corner of door with door in maximum hold-open position.

H133 BOTTOM OF DOOR TO GROUND, CLOSED - FRONT. Same point on door as H132 dimension, with door closed.

H134 BOTTOM OF DOOR TO GROUND, OPEN - REAR. Measured in same manner as H132.

H135 BOTTOM OF DOOR TO GROUND, CLOSED - REAR. Measured in same manner as H133.

H136a BODY ZERO TO GROUND - FRONT. A vertical dimension measured at front wheel centerline.

H137a BODY ZERO TO GROUND - REAR. A vertical dimension measured at rear wheel centerline.

H147 RAMP BREAKOVER ANGLE. Supplement of included ramp angle (180° minus included ramp angle) over which car can pass without interference; measured with car sitting on a level surface, using lines tangent to arcs of front and rear static loaded radii and intersecting at point on underside of car which defines the smallest angle.

H148 FRONT SUSPENSION TO GROUND. Minimum clearance measured from lower control arm inner shaft or lowest point on the car centerline.

H149 OIL PAN TO GROUND. Minimum clearance measured from sheet metal or drain plug.

H150 FLYWHEEL/CONVERTER HOUSING AND TRANSMISSION ASSEMBLY TO GROUND. Minimum clearance.

H151 FRAME STRUCTURE TO GROUND. Minimum clearance measured approximately midway between front and rear axles. In this measurement, cross bars and X-members shall be considered part of frame.

H152 EXHAUST SYSTEM TO GROUND. Minimum clearance. Specify location.

H153 REAR AXLE DIFFERENTIAL SYSTEM TO GROUND. Minimum clearance.

H154 FUEL TANK TO GROUND. Minimum clearance measured from sheet metal or drain plug, but excluding supports or straps.

H155 SPARE TIRE WELL TO GROUND. Minimum clearance.

H156 MINIMUM RUNNING GROUND CLEARANCE. Location of measurement on the car is to be clearly recorded.

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