Corvair

OWNERS GUIDE

for 1962

Your 1962 Chevrolet Corvair is a completely new automobile, both in concept and in design. It will fit into your plans as a second car, an only car, an "errand" car, a "transportation" car or a car for vacation and travel. It combines "small" car size and economy with "big" American car performance and comfort. We at Chevrolet know you will enjoy owning and operating your Corvair for years to come.

Your Chevrolet dealer is well trained and equipped to inspect and service your Corvair and keep it ready to provide new car service and performance. Have him inspect and service your car at regular intervals.

The information and suggestions found in this owners guide can help you enjoy to the fullest, all of the advantages and features built into your Corvair.

We would also like to take this opportunity to thank you for choosing Chevrolet—and to assure you of our continuing interest in your motoring pleasure and satisfaction.

CHEVROLET MOTOR DIVISION • GENERAL MOTORS CORPORATION
DETROIT 2, MICHIGAN

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All information contained in this booklet is based on the latest product information available at the time of printing. The right is reserved to make changes at any time without notice.

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BREAKING-IN PERIOD

Sound design and precision manufacturing methods will permit you to operate your new Corvair in a normal manner from its very first mile without adhering to a formal "break-in" schedule. However, during the first few hundred miles of driving you can, by observing a few simple precautions, add to the future performance and economy of your car.

It is recommended that your speed during the first 500 miles be confined to a maximum of 60 M.P.H., but do not drive for extended periods at any one constant speed, either fast or slow. During this period, avoid full throttle "jack-rabbit" starts and quick, abrupt stops.

Gentle braking during the first few hundred miles of operation will result in longer brake life and better future performance. Avoid hard stops especially during the first 200 miles of operation since brake misuse during this period will destroy much future brake efficiency.

Always drive at a moderate speed until the engine has completely warmed up.

DRIVING FOR ECONOMY

Proper maintenance and wise operation will combine to help you achieve maximum fuel economy with your Corvair. Your Authorized Chevrolet Dealer can properly tune and maintain your car but wise operation is your responsibility. Give the car sufficient warm-up time, do not make "jack rabbit" starts or skidding stops, and drive at reasonable speeds and as steady as traffic permits to gain the benefits of all the economy built into your Corvair.

CAUTION: *Carbon monoxide is a poisonous gas produced by the engine of any car. It is odorless, so you cannot detect its presence. Be safe. Never start or run engine in a closed garage.*

STARTING THE ENGINE

IGNITION SWITCH



START—Used only when starting engine. When released, switch returns to ON.

ON—For normal operation after engine has been started.

OFF—Turns off engine and accessories.

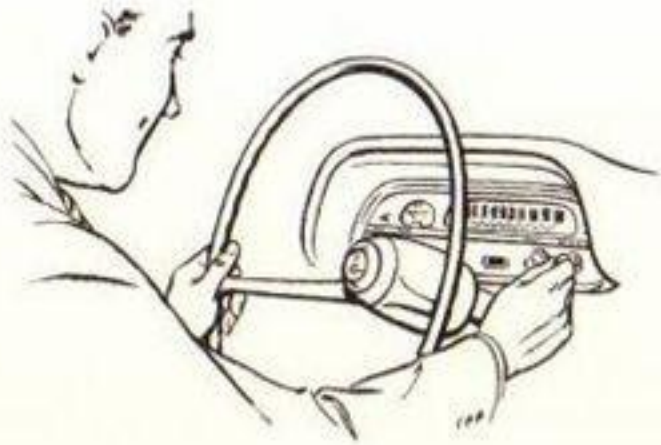
LOCK—Same as "OFF" except that switch cannot be moved into or out of this position without ignition key. Always switch to LOCK and remove the key when leaving your car unattended.

NOTE: *Key cannot be removed from switch when in OFF position, thus guarding against accidentally leaving switch OFF but not locked. The key may be removed when the switch is in LOCK or ON position and the switch may be removed between OFF and ON positions without the use of the key.*

STARTING

1. POWERGLIDE—Place control lever in N position. The engine will not start in any other position.

   THREE-SPEED—Place gearshift control lever in Neutral.
2. Depress accelerator part way and release. In extreme cold weather (0°F. and below) or when engine is hot, accelerator pedal should be held part way down during starting.
3. Turn ignition switch to START and release as soon as engine starts.
4. "FLOODED" ENGINE—Depress accelerator to floor and hold while cranking engine. Never "pump" accelerator.



WARM-UP

Never race the engine or drive at high speeds until the engine has had a chance to warm up. Always drive at moderate speeds for several miles, especially in cold weather. Failure to allow sufficient warm-up time causes much unnecessary wear to the engine. Also, excessive speeds before axle and transmission lubricant becomes warmed up can cause harm to these parts.

DRIVING WITH THE MANUAL TRANSMISSIONS

The Three-Speed and optional Four-Speed Transmissions are operated in basically the same manner. Shift patterns differ, of course, as illustrated in the two illustrations on page 5.

1st GEAR (LOW)—Depress clutch pedal, shift into 1st gear, slowly release clutch pedal while pressing on accelerator. As car gains speed, depress clutch pedal, release accelerator and move gearshift into 2nd gear.

2nd GEAR—Release clutch pedal and depress accelerator as above as car gains speed, then, in same manner as before, move gearshift lever into 3rd gear.

3rd GEAR (HIGH)—Slowly release clutch pedal and depress accelerator pedal. This is the cruising gear for all normal driving with the 3-speed transmission. With the 4-speed transmission 3rd gear will provide more response and higher performance for driving in heavy traffic.

4th GEAR (HIGH—4-speed Transmission Only)
Shift into fourth gear in the same manner for normal cruising with the 4-speed transmission.

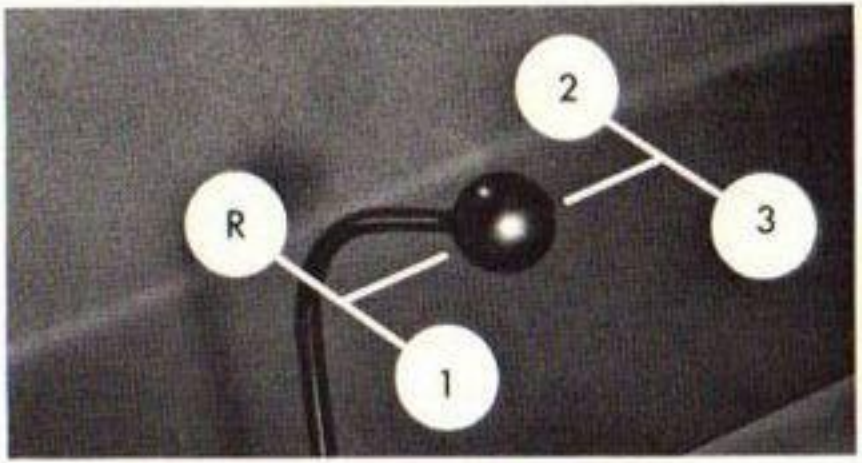
NOTE: *Whenever the vehicle begins to labor in any gear, depress the clutch pedal and shift to the next lower gear.*

TO STOP—Release the accelerator and depress the brake pedal. As car slows down, depress the clutch pedal and move the gearshift lever into Neutral.

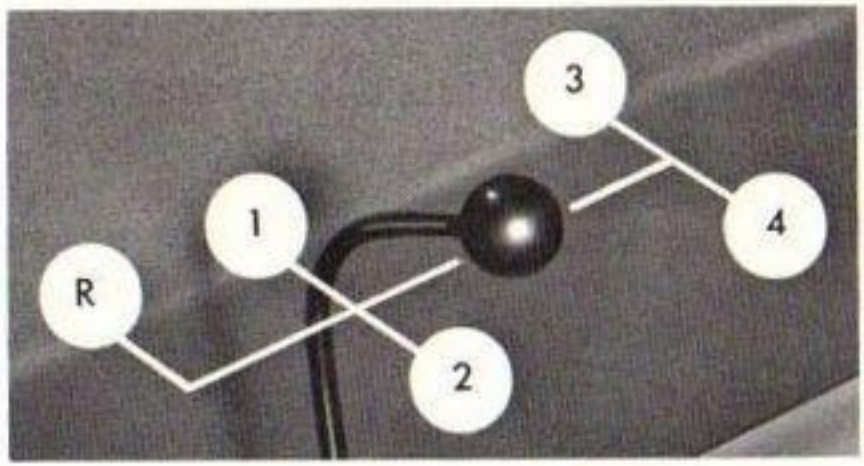
NEUTRAL—For use when starting or idling engine.

REVERSE—Operate as for 1st Gear but always at a slow speed.

TOWING—Attaching points for lifting and towing are located in the front and rear bumper brackets.



Three Speed Shift Pattern



Four Speed Shift Pattern

PUSHING TO START

- Turn on key and depress clutch pedal.
- Place gearshift lever in Neutral position until car speed reaches 15 MPH.
- Move shift lever to 3rd position and slowly release clutch pedal.
- Never attempt to start the car by towing.

DRIVING WITH THE POWERGLIDE TRANSMISSION

The optional Powerglide transmission is a completely automatic transmission which replaces the standard clutch and transmission. After starting the engine with the selector lever in "N" (Neutral) position, merely select the range desired and depress the accelerator. The Powerglide transmission will do the rest.

With lever in "D" the transmission starts in automatic low gear and will shift to cruising gear at some point between approximately 12 and 50 mph, depending on the accelerator position. Thus, a gradual start with a steady, gradual increase of pressure on the accelerator pedal will enable the transmission to shift into the

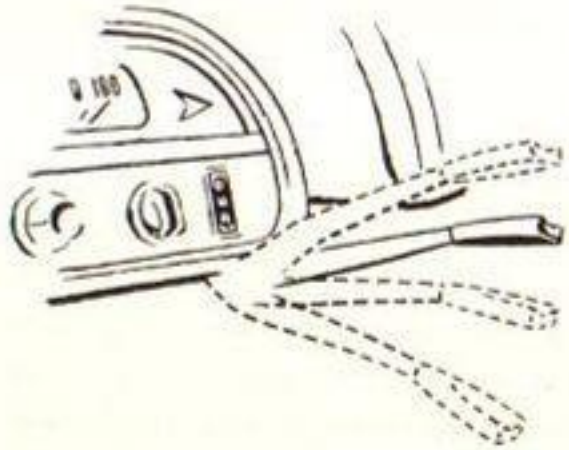
more economical cruising gear in the shortest possible time. Hard acceleration for fast starts will cause the transmission to remain in low gear for a considerably longer period.

When driving at speeds below 45 mph, the transmission may be shifted back into low range for extra acceleration for passing by depressing the accelerator pedal fully. The transmission will automatically shift back into cruising gear when the accelerator pedal is momentarily released.

PUSHING TO START

- Turn on key and move selector lever to Neutral. At 20 to 25 MPH move lever to "L".
- When engine starts, move selector lever to "D".

NOTE: Never tow to start.



OPERATING YOUR POWERGLIDE TRANSMISSION

POSITION	OPERATION	USES
R—REVERSE	For Backing Car (From Stopped Position)	NORMAL DRIVING RANGE
N—NEUTRAL	For Starting Engine (Brakes Applied)	
D—DRIVE	For all Forward Driving. Step hard on accelerator for extra acceleration below 45 MPH.	
L—LOW	For Hard Pulling at Low Speeds, Climbing, or Descending Steep Grades and for additional engine braking below 40 MPH.	SAND, SNOW, MUD OR ON STEEP GRADES

TOWING

- Place selector lever in Neutral.
- If transmission or axle are malfunctioning, tow with rear wheels raised.
- When towing any vehicle on its front wheels, the steering wheel should be secured to maintain a straight forward position.
- Never tow faster than 50 MPH.
- Attaching points for lifting and towing are located in the front and rear bumper brackets.

ROCKING CAR

When stuck in mud, sand or snow, you may rock the car forward and back by depressing the accelerator slightly and shifting the selector lever between "R" and "D." Avoid excessive engine speed while performing this operation.

WHEN PARKING CAR

It is important that when your Corvair is parked the parking brake be fully engaged. Do not count on the transmission in "L" or "R" to hold the car. Always engage the parking brake when parked.

POWERGLIDE DRIVING CAUTIONS

- Always engage parking brake when parked.
- Do not accelerate engine in L, D, or R with the brakes engaged. This can cause damage by overheating transmission.
- Do not hold car on an upgrade by accelerating engine. Use Brakes.
- Do not use Low position except for hard pulls at low speed, or climbing, or descending steep grades.
- Always stop car before shifting to Reverse.

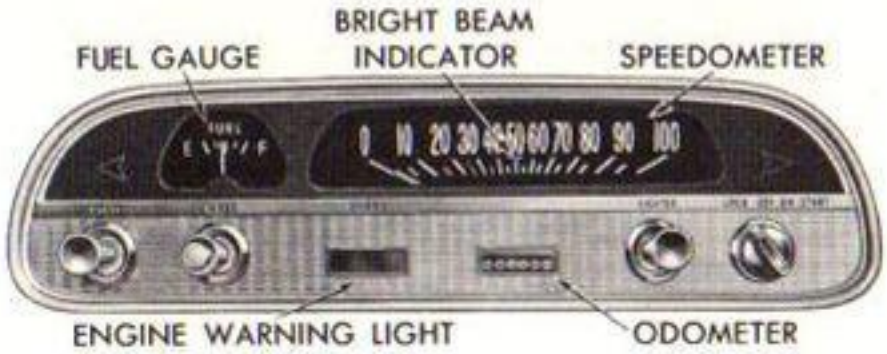
DRIVING WITH POSITRACTION REAR AXLE

The Positraction Rear Axle gives you constant driving force on both rear wheels; especially helpful in the winter and during other slippery driving conditions.

In normal use, light throttle application will supply maximum traction. When starting with one rear wheel on an excessively slippery surface, slight application of the parking brake may be necessary to gain maximum traction.

INSTRUMENTS

All driving instruments are grouped in the instrument cluster which is located immediately in front of the driver to provide quick reading and a maximum of convenience and accessibility. The "Temp-Press" and "GEN-FAN" indicator lights provide important information concerning the condition of the engine and should be checked regularly during operation of the car. The information on these pages will help you understand the operation of these instruments and the illustrations here and on page 10 will acquaint you with the instrument cluster and the instrument panel as a whole.



FUEL GAUGE



This electrically operated gauge accurately indicates the amount of fuel in the 14 gallon fuel tank only when the ignition switch is in the "ON" position. When the ignition is "OFF," the indicator pointer will not necessarily return to the EMPTY mark, but may stop at any point on the gauge. Therefore, always be sure that the ignition switch is "ON" before checking the fuel gauge.

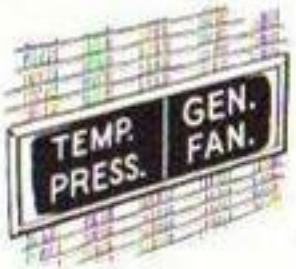
SPEEDOMETER

Conveniently located in the instrument cluster directly ahead of the driver, the speedometer shows at a glance the speed of the car in miles per hour. The odometer, centered directly below the speedometer dial registers accumulated vehicle mileage.

"TEMP-PRESS" AND "GEN-FAN" INDICATORS

These indicators are extremely important since they provide a constant check on the operating condition of the air cooled engine and the generator of your Corvair. Both indicator lights should light with the ignition switch "ON" and before starting the engine. Indicator lights will go out shortly after engine is started and during normal operation of the car. Flickering of the "Gen-Fan" light while engine is idling is a normal condition.

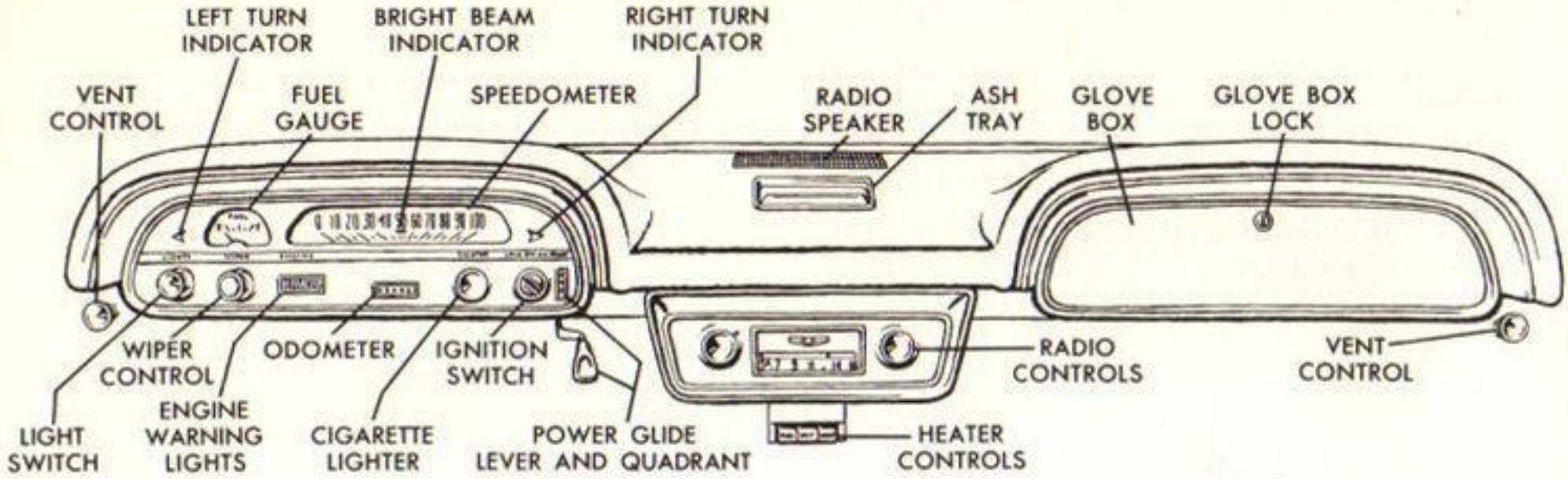
Engine cooling depends on operation of the fan driven by the Gen-Fan belt. A broken or slipping fan belt will cause the Gen-Fan indicator to remain lighted during normal operation and continued engine operation can result in serious damage.



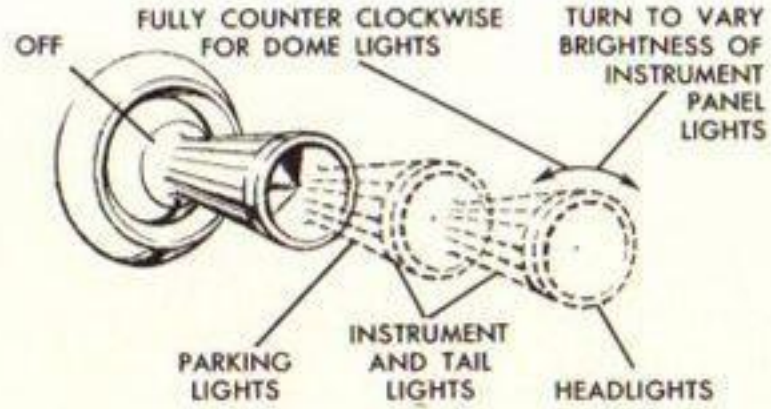
INDICATOR REMAINING LIGHTED DURING NORMAL OPERATION	PROBABLE CAUSE	ITEMS TO BE CHECKED
TEMP-PRESS Indicator	Low Oil Pressure	Engine Oil Level
	Excessive Engine Temp.	Oil Level and Fan Belt
GEN-FAN Indicator	Generator Not Charging	Generator
	Fan Not Operating	Fan Belt

IMPORTANT:

If either of the indicators light during normal operation, STOP CAR IMMEDIATELY and turn off ignition. Check for a broken or slipping fan belt or low engine oil level. NEVER DRIVE CAR UNTIL BROKEN FAN BELT IS REPLACED. Never drive car when "Temp-Press" indicator is lighted. Car can be driven at slow speeds if only "Gen-Fan" indicator is lighted and fan belt is not broken, however, generator must be checked and serviced as soon as possible. If car is equipped with air conditioning, see page 15.



LIGHT CONTROL KNOB



The three-position light switch is operated as shown. Turn the knob to vary the brightness of the instrument lights. Turn fully counter-clockwise past the "detent" to turn on the dome light. The headlamp and parking lamp circuits are protected by a circuit breaker. An overload condition will cause the headlights to "flicker" on and off. If this flickering condition is experienced, the head lamp circuit should be checked by your Authorized Chevrolet Dealer.

DIMMER SWITCH





The foot button switches the headlights between "high" and "low" beam. The red "high" beam indicator will be lighted when the headlights are on "high" beam. Always dim the lights when approaching oncoming cars.

TURN SIGNAL

The turn signal lever should be moved UP to signal a right turn or DOWN to signal a left turn. The green indicator lights in the instrument panel will signal the direction as will the front turn signal lamp and rear turn signal lamp. When the turn is completed, the lever will automatically return to neutral position.



Get into the habit of turning on the signal well in advance of where you plan to turn. Drivers who are following will appreciate your consideration.

LIGHTING SYSTEM TROUBLE CHECKS

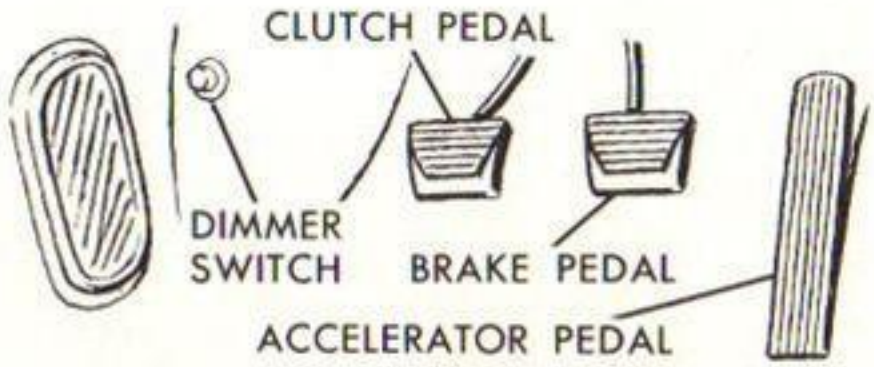
- If headlights flicker, your Authorized Chevrolet Dealer should be called upon immediately to correct the overload condition.
- If the tail light fuse blows out, the instrument panel lights will also be inoperative. Check both the instrument panel fuse and the tail light fuse. (See page 41.)
- If, when signalling a turn, the green turn signal indicator light comes on but does not flash, a burned out front or rear turn signal lamp on that side or an improper flasher (3-bulb instead of 2-bulb flasher) is indicated.
- If the green turn signal indicator comes on and stays on but does not flash when signalling a turn in *either* direction, and no "clicking" is heard, replace the flasher.
- If flasher clicks but the green turn signal indicator light does not operate, replace the indicator bulb.
- A series type 2-bulb flasher is standard equipment on Corvairs. Always replace with the same type flasher.

FOOT CONTROLS

Foot controls consist of the dimmer switch (the operation of which is covered on page 11), the clutch pedal (manual transmissions only), the brake pedal and the accelerator pedal.

CLUTCH PEDAL

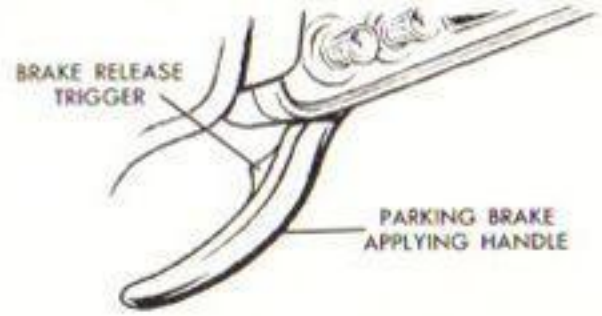
The operation of the clutch pedal has been fully covered under "Driving with the Manual Transmissions" on page 4. Its operation is the same whether your car is equipped with the 3-speed or the 4-speed transmission. Excessive clutch wear can be caused by letting up the clutch abruptly rather than smoothly, and by "riding" the clutch—that is, letting your foot rest on the clutch while driving.



BRAKES

The brake pedal should have a hard firm feel when applied. If the pedal feel becomes soft or spongy the brakes are in need of service. Your Chevrolet Dealer can return your brakes to safe operating condition.

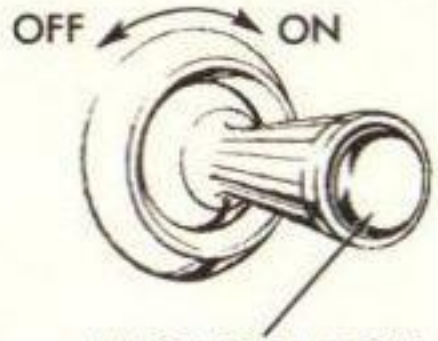
Vehicles equipped with optional metallic brake lining will require somewhat more pedal pressure to stop the car when the linings are cold than will conventional brakes. This condition will exist only until the driver makes several stops and the linings warm up.



Pull the parking brake lever to engage the brake. The lever will remain in the applied position until released by means of the "trigger" on the handle. To release, pull the handle toward the steering wheel, depress the unlocking trigger and allow the handle to return to the released position. Always engage the parking brake when parked.

The accessory brake alarm light is very useful in warning you that your parking brakes are applied.

WINDSHIELD WIPERS AND WASHERS

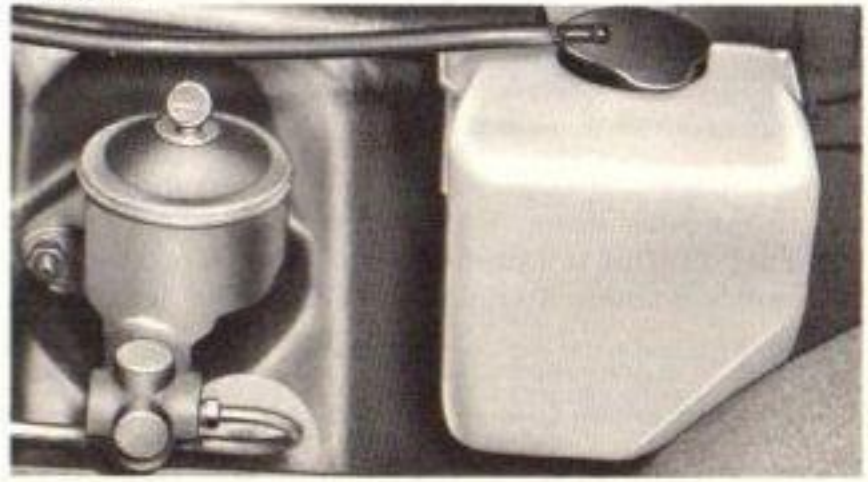


The single speed (or optional two-speed) parallel acting wipers are operated by means of the wiper control knob on the dash. Turning this knob clockwise turns on the wiper motor. The optional two speed wipers have three switch positions, "Off," "Low" and "High." A fully counter-clockwise turn of the knob turns off either single or two speed wiper.

Exposure to the elements tends to "wear out" the rubber in the wiper blades. Check the blades periodically and replace them whenever they show signs of streaky or otherwise poor wiping action.

Pressing once on the accessory windshield washer button will cause the washer to squirt a measured amount of water or other cleaning agent onto the glass and will at the same time turn on the wiper motor. The wiper must then be manually turned off, when the washing process is completed, by means of the wiper control knob.

Water or cleaning agent needed for operation of the accessory windshield washers is carried in a plastic water jar attached to the dash panel within the luggage compartment. Keep the washer jar filled to a level 2 inches below the top of the jar with a suitable solvent. Windshield Washer Anti-Freeze and Solvent, G. M. Part No. 988299, is recommended for use in the Corvair windshield washer jar. NEVER USE ANY SOLVENT OR ANTIFREEZE SOLUTION WHICH CONTAINS METHANOL. In the winter, fill the washer jar only ¾ full for expansion if the solution freezes. In freezing weather, pre-warm the windshield using the heater defrosters before using the washers.



DIRECT AIR HEATER



The Direct Air Heater makes use of engine cooling air to heat the interior of the car. The controls are:

FAN—Controls blower speed. Blower must not be operated unless HEAT or AIR lever is depressed.

AIR—Controls the amount of *moderately* heated air presented to the heater system.

HEAT—Controls the amount of *hot* air to the system.

DEF—Diverts heated air to the defroster outlets.

OPERATION FOR MAXIMUM COMFORT

- MINIMUM HEAT REQUIREMENTS—During spring and fall in areas where climatic conditions are less severe, depress the AIR lever *only* as required for your comfort.
- MEDIUM HEAT REQUIREMENTS—Depress the AIR lever all the way down, then depress the HEAT lever as required. This will control the flow of mixed air (moderately heated and hot air) necessary for temperature control and provide definite variation of air temperature.
- MAXIMUM HEAT REQUIREMENTS—Depress HEAT and AIR levers to extreme down position. If heat becomes excessive, pull up HEAT knob to desired position.

GASOLINE HEATER



The optional Corvair gasoline heater provides an ample volume of heated air within two minutes after being turned on; controls are:

FAN—This lever provides "LOW" blower speed at its first stop and "HI" blower speed when in the full down position; it must be pushed down before heater will operate.

DEF—Diverts heated air to the defroster ducts for defogging or deicing windows; depress to increase flow.

HEAT—Depress lever to select degree of heat desired.

NOTE: *It is a normal condition for combustion blower to operate 30 or 40 seconds after heater is turned off.*

NOTE: Since water vapor and odors may collect when vehicle stands for long periods, keep the HEAT and AIR levers in OFF position for first few minutes of engine operation. This will reduce the tendency for moisture to condense on windshield and will reduce odors entering passenger compartment. Windshield fogging at start of defroster operation may be corrected by opening vent windows. Oil spilled on engine shrouding may cause odor in passenger compartment. To avoid discomfort, the cause of any odor should be traced and any defect promptly corrected.

AIR CONDITIONING

Optional air conditioning provides all-weather comfort while driving your Corvair. This re-circulating type unit has two knobs to provide control of cool air flow. The air flow can be directed through the two front ball outlets and the center outlet bezel.



Always operate the Air Conditioning System with all windows and vents closed to eliminate drafts, wind and road noise. Cover plates furnished should remain installed over the two engine air recirculating slots during the season when cooling is required. These plates should be removed and stowed on top of the rear sill for the winter.

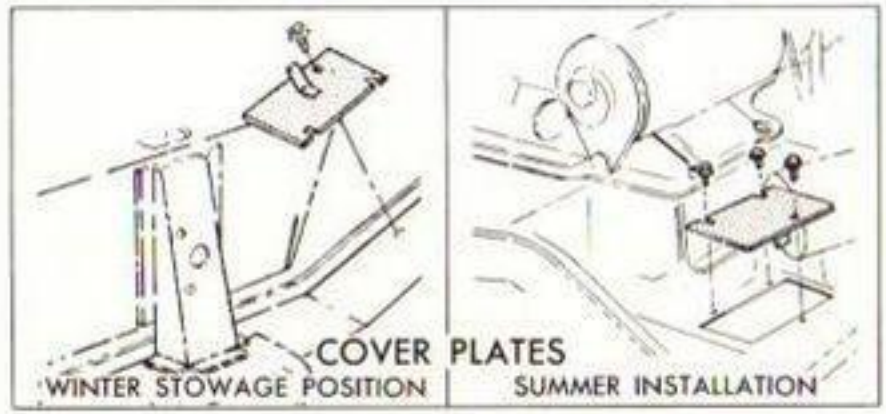
The "High" blower circuit is protected by an SFE-20 in-line fuse located on top of the instrument panel lower flange, at the left of the radio panel. The compressor circuit utilizes the 10 ampere fuse at the "HEATER" location in the junction block.

The air conditioning controls function as follows:

FAN—Rotate knob to provide the desired blower speed, low, medium or high. The fan will operate no higher than MED speed when headlights are on.

COOL—Pull knob fully out to provide maximum cooling. Intermediate positions provide moderate cooling.

CAUTION: *Momentary engine overheating may occur if the air conditioner is being operated during extended periods of long uphill pulls or during extreme outside temperatures. Should the "Temp-Press" light come on under such conditions, stop the car and turn off the air conditioner. Check the engine fan belt for excessive looseness and the engine oil for proper level. If these items are satisfactory, start the car, then continue to drive and operate the air conditioner as long as the "Temp-Press" light remains off.*



CHEVROLET RADIOS

Each of the optional Chevrolet Radios will give you the same powerful, undistorted reception. The radios differ mainly in their operating controls which are reviewed here.

Manually Tuned Radio

RIGHT HAND KNOB—The outer knob manually selects radio stations.

LEFT HAND KNOB—The outer knob turns the set on and off and controls the volume.

The inner "wing knob" may be moved to change the tone from treble (extreme clockwise) to bass (extreme counterclockwise).

This control is designed to give highest tone fidelity when positioned at the midpoint between the treble and bass settings.



Push Button Radio

The push button radio has the manual tuning control knobs plus push buttons which automatically select preset stations when pushed in.

To preset the push buttons:

1. Warm up the radio for 10 minutes (20 minutes in freezing temperatures).
2. Pull the push button straight out as far as it will go.
3. Tune the desired station manually.
4. Push the button all the way in.
5. Check operation of push button and repeat Steps 1 through 4 if tuning is not accurate.
6. Repeat this procedure for each push button.



RADIO TIPS

- Be sure your dial is exactly on the station for clearest reception.
- For local reception, raise the antenna at least as high as the roof of the vehicle. For long distance reception, extend the antenna to its full length.
- Push buttons may need to be readjusted occasionally for best reception.
- The Conelrad markings at 640 and 1240 on the radio dial indicate Office of Civilian Defense frequencies; the only frequencies which will be used in case of a national emergency.
- If radio stops playing, first check the radio fuse in the junction block; then check the antenna lead-in cable. If this does not locate the trouble, take the radio to your Authorized Chevrolet Dealer.

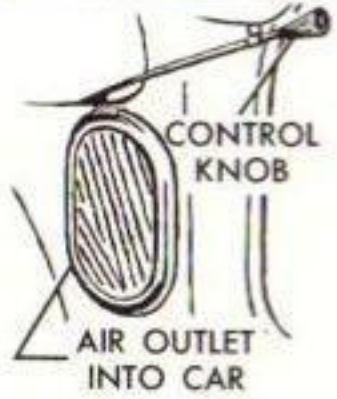
CIGARETTE LIGHTER AND ASH TRAY

Press in on the optional cigarette lighter to heat. When ready for use, it will "pop" out. The ash tray cover slides toward the front of the car to open. The ash receptacle lifts out for cleaning.

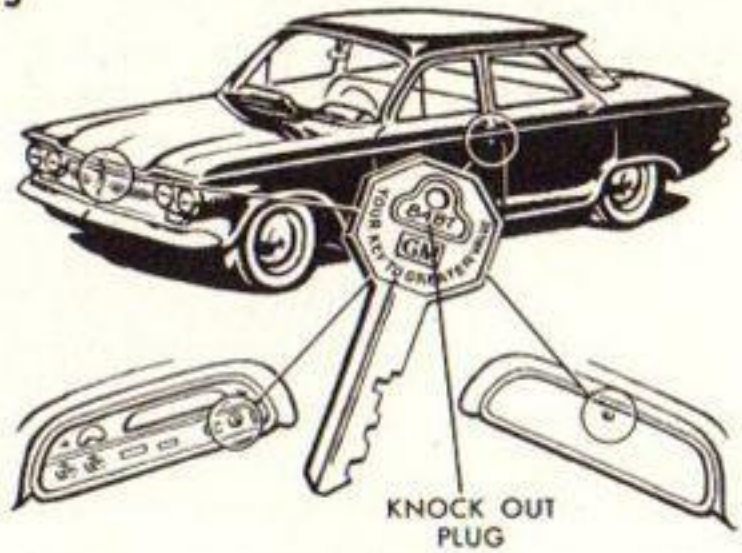


AIR VENTS

Additional summer ventilation is provided through vent inlets in each side of the front passenger compartment. The vents may be opened or closed by means of the control knobs beneath each end of the instrument panel.



KEYS



A single key operates all the locks on your Corvair, both front doors, the double side doors, rear doors, ignition switch and glove box.

Each key has a serial number stamped on a removable plug. This number will enable you to have another key made in the event that the original is lost.

To avoid the possibility that unauthorized persons might duplicate your key, it is strongly recommended that you record the serial number and then, with a hammer and punch, remove the knockout plug.

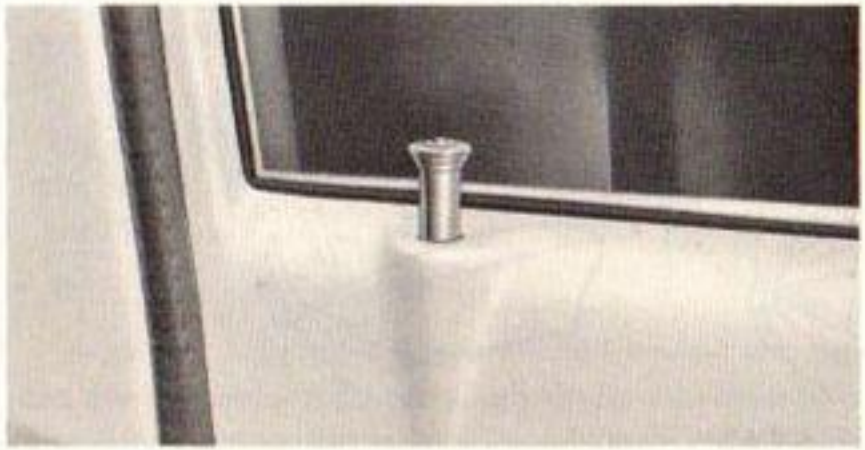
DOORS AND LOCKS



- Each front door may be locked from the outside by means of the ignition key inserted into the key lock just below the door opening handle.
- Lock the front doors from the inside by pushing fully forward on the inside release handles. Unlock and open the front doors from the inside by pulling fully rearward on the release handle.
- Open the ventipane windows by lifting up and forward on the friction locks. Pushed out, the window will remain in the desired position.

REAR DOORS

- Rear doors, on 4-door models are operated from the outside by means of a push button door handle in the same manner as the front doors. No key lock is provided on the outside of either rear door.
- The inside release handle pulls to the rear to open the rear doors in the same manner as the front doors but is not used to lock the doors.
- Lock the rear doors from inside by depressing the locking button in the window sill. When this button is depressed, both the inside and outside door handles are inoperative. This button must be raised before the doors can be opened either from the inside or outside. This feature becomes very important when young children ride in the rear seat.



SEATS



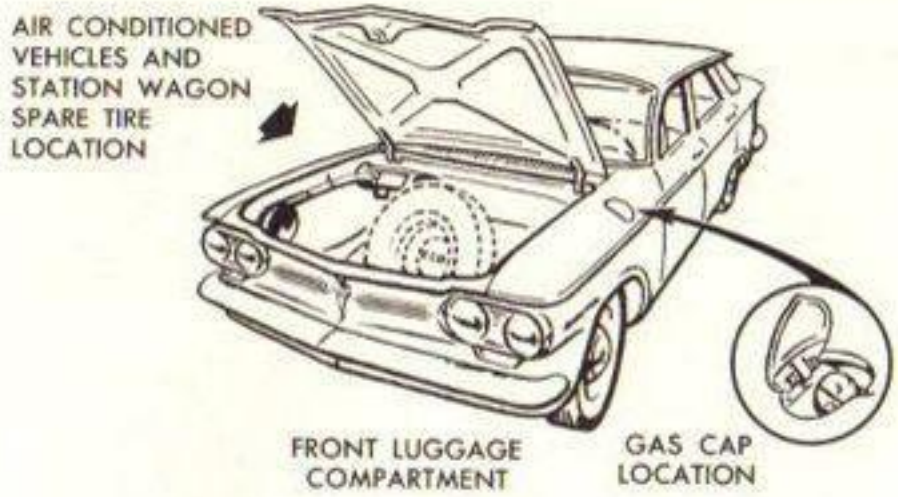
Front Seat Adjustment

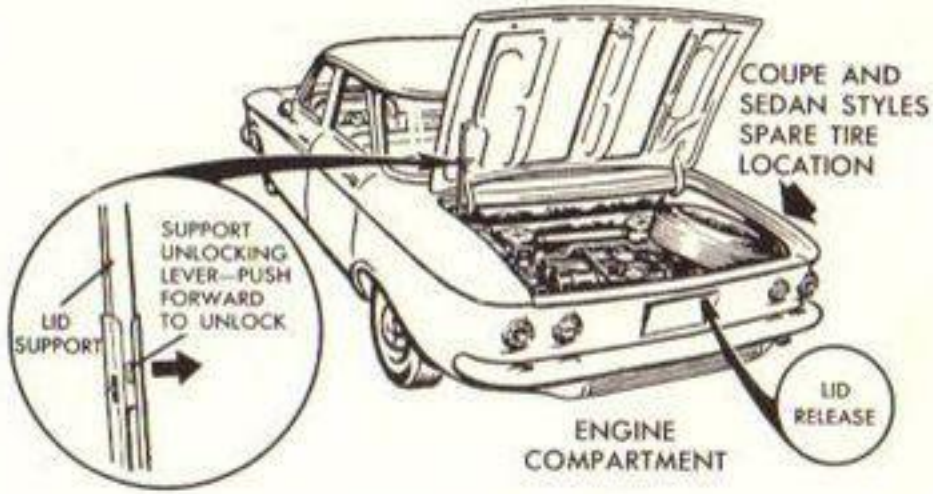
The one-piece front seat of Corvair 500 and 700 models is easily adjusted forward or rearward to provide maximum driving comfort.

To adjust the seat, lift up the control lever on the driver's end of the seat. Then by exerting slight body pressure the seat may be moved ahead or back. When the lever is released, the seat is automatically locked in position.

The Monza bucket seats—driver's seat and passenger's seat alike—are adjusted in exactly the same manner. The seat control lever for each seat is located beneath the outer edge of the seat (toward the door). Lift up on the lever to unlock the seat, release the lever and the seat is locked in the desired position.

Your Authorized Chevrolet Dealer can make additional adjustments to tailor front seat positioning to your particular comfort requirements.





LUGGAGE COMPARTMENT

The luggage compartment is located beneath the hood at the front of the car.

- To open the luggage compartment, insert the ignition key and, holding the lid down to relieve the tension on the lock, turn the key fully clockwise and allow the counter-balanced lid to open.
- To close, slam the lid firmly.

A second luggage space is located behind the rear seat, for parcels or luggage which would otherwise take up seat or floor space.

GAS CAP

The gas cap is concealed beneath the spring loaded door on the left front fender.

ENGINE COMPARTMENT

- To open: Push up the release while lifting the lid. Lift the lid all the way up, then release.
- To close: Lift up on lid, unlock the support arm catch lock, then lower the lid. Drop the lid the last six inches to assure that the lid lock mechanism is engaged.

For proper engine cooling keep the engine compartment lid vents free of ice, snow and leaves.

STATION WAGON

The Station Wagon makes use of the same instruments and controls as the regular Corvair sedan and coupe models. All operating instructions contained in this booklet apply to the Station Wagon as well. Information on this and the following page call attention to items peculiar to the Station Wagon only.

LIFT GATE

Unlock the counterbalanced lift gate with the ignition key. The gate may be easily raised and will remain in the "up" position during loading and unloading operations but does not lock in this position. Therefore, the car should not be driven with the gate up. To close: carefully lower the gate and slam firmly. It will latch and lock automatically. No provision is made for opening the tail gate from the inside.



ENGINE ACCESS PANELS



Two engine access panels are provided in the Station Wagon.

1. The hinged drop door located across the back of the body just beneath the lift gate allows minor checks such as checking and adding oil. Open by means of the lift lever in the center of the panel. Slam to close.



2. The rear cargo deck door provides full access to the engine compartment. Four phillips head screws secure the hinged door in the closed position. To open: remove the four screws and lift the door. The support rod on the right side will hold the door in the open position.



BATTERY ACCESS PANEL

To gain access to the battery, remove the two screws shown. When replacing the panel, be sure that the gasket is properly seated to provide a good seal, then tighten the two screws.



SEATS

FRONT SEAT—Adjust as described an page 19 for regular Corvair models.

FOLDING REAR SEAT—Convert the rear seat quickly and easily into cargo space or back to passenger space in the following manner:

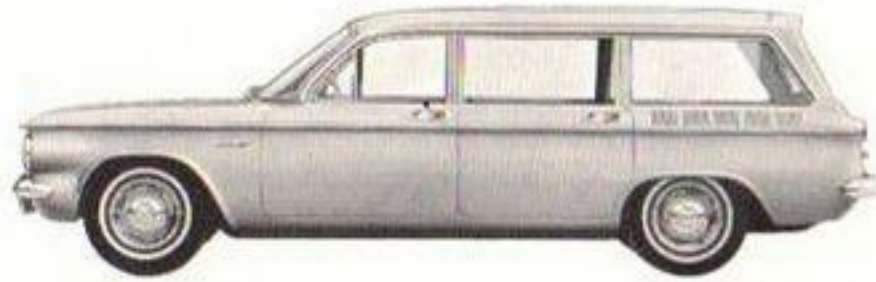
> **CAUTION:** *Be sure to open both rear doors before raising or lowering rear seat if the car has rear door armrests.*

To lower seat

- Release the locking lever located to the right of the seatback.
- Pull front seat fully forward and, if car has rear door armrests, open both rear doors.
- Pull seatback forward and down. Lean on front edge of the seatback and, with the other hand, "snap" the folding panel into place.
- The rear doors may now be closed and the front seat adjusted as desired.

To raise seat

- Pull front seat forward and open both rear doors (if armrests are present).
- Unlock filler panel by putting pressure on front of seatback and lifting up on the folding panel.
- Lift seatback up and back until latch snaps into place.



EXTERIOR APPEARANCE

Your Corvair is finished with General Motors "Magic-Mirror" acrylic lacquer. This is a finish of maximum beauty which, in depth of color, gloss retention and durability is superior to conventional lacquer finishes.

Washing Your Corvair

The best way to preserve the finish is to keep it clean. Normally only frequent washings are required to maintain its original beauty. Wash the car in either warm or cold (never hot) water, not in the direct rays of the sun, and not while the sheet metal surfaces are hot. Never wipe dirt from dry painted surfaces because this may scratch the finish. The use of strong soaps and chemical detergents should be avoided and in any event cleaning agents should be promptly flushed from the surface and not allowed to dry or they may streak the finish.

Polishing and Waxing Your Corvair

Even though the acrylic paint on your car is more durable than conventional finishes, under certain conditions you may wish to wax or polish your car to provide maximum protection. Calcium chloride and other salts, road oil and tar, tree sap, chemicals from factory chimneys and other foreign matter may damage any known automobile finish if allowed to remain in contact with the paint film. Prompt washing may not thoroughly remove these deposits and, particularly in geographical areas where these exposure conditions are severe, properly applied polishes and waxes of known quality will provide the best protection. Chevrolet Dealers offer G. M. Acry-Mel Hand Applied Cleaner and Polish (G. M. Part Number 985090) and G. M. Triple Action Cleaner and Polish (G. M. Part Number 986095); both are excellent for use on acrylic finishes. Road oil and tar removers must be warranted safe for use on acrylic finishes. Chevrolet recommends G. M. Road Oil and Tar Remover (G. M. Part Number 987782).

Protection of Exterior Bright Metal Parts

All bright metal parts of the car should be regularly cleaned and protected against the same substances harmful to the painted surfaces. Normally, washing with water is all that is required. However, G. M. Chrome Polish may be used on CHROME or STAINLESS STEEL trim if necessary. Never use chrome polish, steam or any caustic soap to clean ALUMINUM. Wash only with lukewarm water, and if necessary, a mild soap. Rinse well and dry thoroughly. Severe cases may be cleaned with a cleaning compound specified for acrylic finishes.

It is recommended that all bright metal parts of your Corvair, after being thoroughly cleaned, be given a coating of wax and rubbed to a high polish. This will serve to keep corrosive agents away from these surfaces, and should be repeated as often as required.

Cleaning White Sidewall Tires

Use soap, warm water or a tire cleaner such as G. M. Whitewall Tire Cleaner (G. M. 98745) and a stiff brush to remove road grime and dirt from white sidewall tires. A fine grade of steel wool will remove severe curb scrapes. Do not use gasoline, kerosene or any oil product which would discolor or deteriorate the rubber.

CAUTION: *Some white sidewall cleaners will cause serious damage to aluminum trim. Use caution when cleaning tires with this type of cleaner. G. M. Whitewall Tire Cleaner is safe to use around aluminum trim.*

BRIGHT METAL TRIM—TYPE AND LOCATION	
ALUMINUM	Headlight Frames Parking Light Frames Tail Light Frames Backup Lamp Frames or Cover Plate Exhaust Grille Panel
CHROME	Bumpers Front Emblem Push Button Door Handles Door Key Locks Nameplates
STAINLESS STEEL	Luggage Compartment Locks Hub Caps Windshield and Rear Window Mouldings Body Trim Mouldings Drip Cap

INTERIOR APPEARANCE

Dust and Dirt

Clean the interior of your car frequently, using a broom or vacuum cleaner. A damp cloth will wipe dust from hard surfaces. G. M. Leather Cleaner (G. M. Part 987476) is available from your Authorized Chevrolet Dealer to clean any imitation leather, vinyl or coated trim fabric on seats or door panels.

Spots and Stains

Remove upholstery stains as soon as possible or they may become "set" and difficult or impossible to remove. First determine the type and age of the stain and the kind of upholstery material. Kar Kleen Upholstery Cleaner (G. M. 987611) or Kar Kleen Upholstery Spot Cleaner (G. M. 987272), available from your Authorized Chevrolet Dealer, will remove most stains. For oil, grease and road grime stains not removed by these cleaners the use of a volatile type cleaner such as G. M. Upholstery Spot Remover is recommended. Do not use alkaline cleaners for they may damage the color or finish of the materials. Other solutions such as hot or cold water, ammonia water, soap, ink eradicator, etc., will probably discolor and disturb the material.

OCTANE REQUIREMENTS

The Corvair Turbo-Air six cylinder engine is designed to deliver peak performance on what is designated as Regular grade fuel in the United States and Canada.

The Monza Model with powerglide and all Corvairs equipped with the Super Turbo-Air engine are designed to operate most efficiently on Premium gasoline.

Regular gasoline may, however, vary in octane between manufacturers or between different sections of the country. If unfavorable performance is encountered because of either or both of the above factors, any Authorized Chevrolet Dealer can make ignition adjustments which will restore your car to normal operation.

Operation in Foreign Countries

If you plan to operate your Corvair outside the continental limits of the United States or Canada, there is a possibility that the best fuels available are so low in octane quality that excessive knocking and serious engine damage may result from their use. To minimize this possibility, write to Chevrolet Motor Division, General Motors Corporation, Service Operations Department, Detroit 2, Michigan giving:

- The compression ratio of your engine (refer to Specification Section—Page 40 in this booklet.)
- The car identification number (obtain from car registration or title).
- The country or countries in which you plan to travel.

You will be furnished details of adjustments or modifications which should be made to your engine, by your Chevrolet dealer prior to your departure. Failure to make the necessary changes to your car and subsequent operation under conditions of continuous or excessive knocking, constitutes misuse of the engine for which the Chevrolet Division is not responsible under the terms of the Warranty.

After arriving in a foreign country, contact the nearest authorized General Motors dealer for brand names of the best fuels available and advice as to where they may be purchased.

ENGINE LUBRICATION

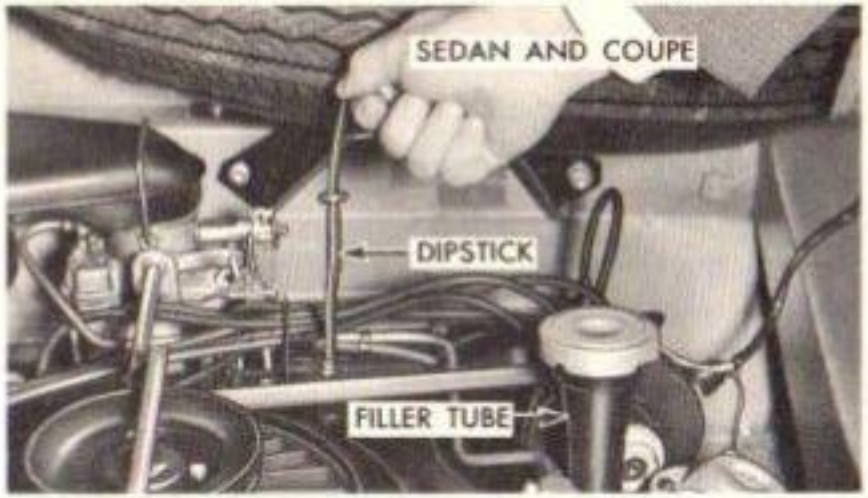
LOWEST ANTICIPATED TEMP.	RECOMMENDED SAE VISCOSITY OIL	
	SINGLE VISCOSITY	MULTI-VISCOSITY
32° F.	SAE-30	SAE-10W-30
—10° F.	SAE-10W	SAE-10W-30
Below —10° F.	SAE-5W	SAE-5W-20

Your car's engine is filled at the factory with a special break-in oil which should be drained as follows: If average outdoor temperature is:

below 32°, drain after 4000 miles or 30 days, whichever occurs first.

above 32°, drain after 4000 miles or 60 days, whichever occurs first.

above 60°, drain after 500 miles of operation.





Refill per chart on page 26.

Every 4,000 miles thereafter, under normal operating conditions, drain and refill the crankcase in the same manner (see page 30).

The use of proper Engine Oil is your best assurance of continued reliability and performance from your engine. It is recommended that you use an oil which, according to the label is (1) intended for service "MS" and (2) represented as passing car maker's tests or General Motors Standard GM 4745-M . Your serviceman will be pleased to assist you in selecting the proper oil for your car.

Check the oil level on the dipstick frequently. The level should be somewhere between the "add oil" and "full" marks on the dipstick. Do not overfill. The oil filter element should be changed after the first 4000 miles of driving and every 4000 miles thereafter, or every 6 months, whichever occurs first.

COOLING SYSTEM CARE

The Corvair engine, being an air cooled engine, is entirely dependent on the fan belt and blower to supply sufficient volume of air for cooling purposes. The engine fan belt should be checked for tightness at regular intervals and replaced when necessary. Watch the "Temp-Press" and "Gen-Fan" indicator lights on the instrument panel for signs of engine overheating.

The engine air inlet louvers are located in the engine compartment lid (Sedan styles) or in the upper rear quarter panels (Station Wagon styles). Since these louvers supply all of the engine combustion and cooling air as well as air for the Direct Air Heater, care should be taken that they are never sealed or blocked.

TIRE CARE

Your new Chevrolet Corvair is designed to operate most efficiently with the inflation pressure shown in the following table. Nothing will be gained by exceeding pressure shown, whereas, excessive pressures can adversely affect riding comfort and quietness. Under inflation affects vehicle handling and tire life. Over-steer problems may also be encountered with incorrect pressures. Maintain the recommended inflation pressures at all times.

All four wheels of your Corvair have been static-balanced for best performance and tire life. Wheels should be rebalanced after tire service or replacement.

FRONT AND REAR PRESSURE DIFFERENCE IS IMPORTANT TO VEHICLE HANDLING.

TIRE INFLATION PRESSURES

	Sedan Models		Station Wagons	
	COLD	HOT	COLD	HOT
FRONT	15 psi.	18 psi.	15 psi.	18 psi.
REAR	26 psi.	30 psi.	28 psi.	33 psi.
SPARE TIRE	26 lb. (Deflate to 15 psi. when using as front tire)			

Cold—After car has been parked for 3 hours or more or driven less than one mile.

Hot—Pressures can raise as much as 5 pounds above cold figures depending on loads carried, length of driving, and car speed prior to check.

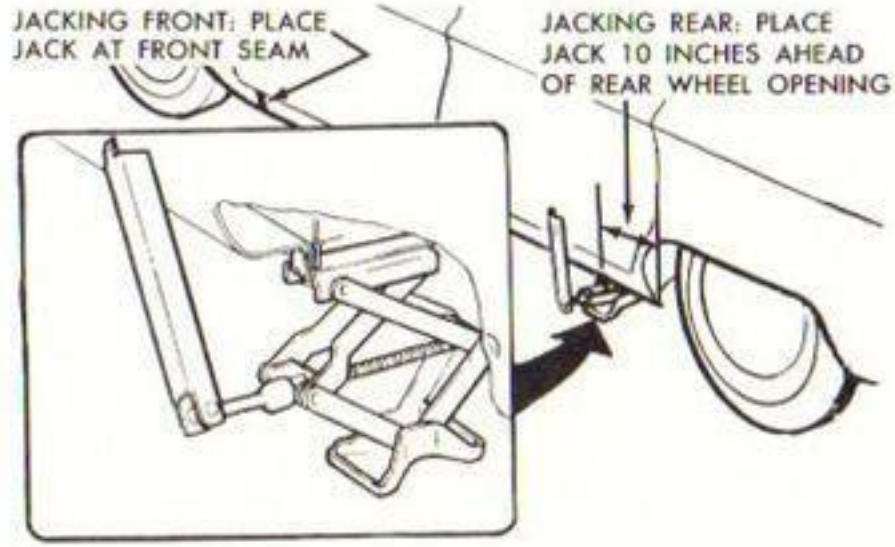
Inspection and Repair

Inspect every 1000 miles for puncturing objects in the tires. If any are found, do not attempt removal until you are in a position to change the tire or have it repaired. Also, check regularly that the wheel rim has sustained no damage which could affect the air seal.

Jacking the Car

The scissors type jack and its wrench are stowed in the different models as illustrated on the following page. The opposite end of the wrench is shaped into a "finger" designed for use in removing the hub caps.

When jacking the car, set the hand brake, block

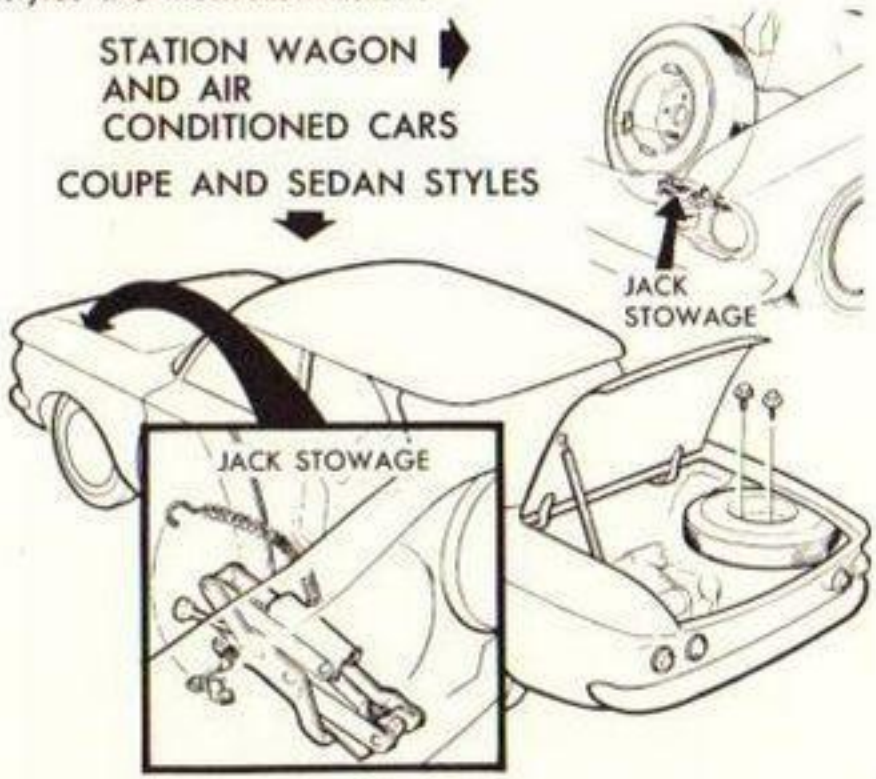


diagonal wheel, and, if changing wheels, remove the hub cap and loosen wheel nuts. Place the jack under the side of the car located as shown on the previous page.

CAUTION: *Never attempt to raise the Corvair by placing any kind of jack under the bumper.*

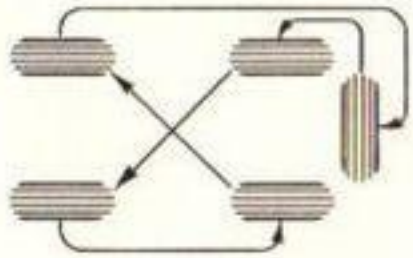
SPARE TIRE AND JACK STOWAGE

Spare tire and jack stowage for the two different styles are illustrated below.



FOR MAXIMUM TIRE LIFE

- Keep tires properly inflated.
- Check regularly for cuts, bruises and puncturing objects. Nails etc. will often be carried in the tire with no noticeable loss of air. Do not remove a puncturing object until prepared to change or repair the tire.
- Avoid sudden starts and stops; take curves and corners slowly.
- Avoid driving over curbs, sharp objects or chuckholes.
- Have wheel alignment checked periodically, especially when tires show unusual wear.
- Rotate the tires as shown below every 5000 miles.



SWITCHING TIRES

CHASSIS LUBRICATION

Your Corvair deserves the best care you can give it. Regular maintenance will guarantee you more, dependable, trouble free miles of enjoyable driving. The following pages are devoted to maintenance and lubrication items which should be performed at regular intervals. Each item is numbered to correspond to the items shown on the Lubrication Diagram on page 37. The Lubrication and Maintenance Guide on pages 38 and 39 provides an easy way of checking on necessary maintenance at any given mileage or seasonal interval.



1. CRANKCASE LUBRICATION

When checking or adding oil, be careful to avoid spilling or dropping oil onto the engine shrouding. This may result in objectionable fumes entering the passenger compartment when the optional Direct Air Heater is installed.

Change oil per table on Page 26:

First 500 miles (if average temperature over 60°).

First 4000 miles or 60 days (if average temperature over 32°).

First 4000 miles or 30 days (if average temperature below 32°).

Every 4000 miles or 60 days during favorable driving conditions (over 10 miles per trip).

During adverse driving conditions or short trip driving (less than 10 miles per trip).

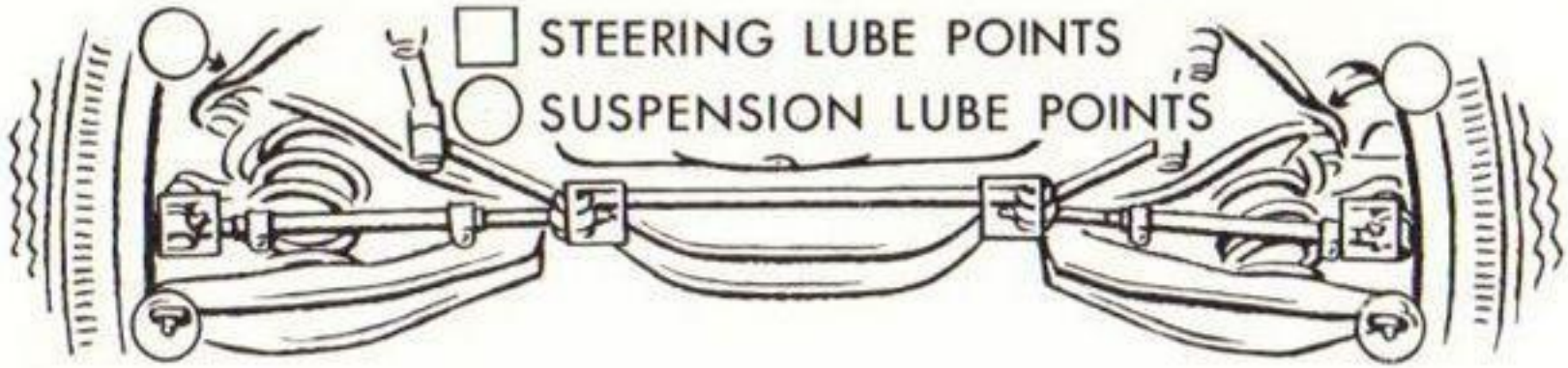
Winter—Change every month.

Summer—Change every two months.

2. OIL FILTER

Change the filter element after the first 4000 miles of operation, and every 4000 miles or every six months (whichever comes first) thereafter.

NOTE: *When changing the filter element, be careful not to drip oil on the engine fan belt.*



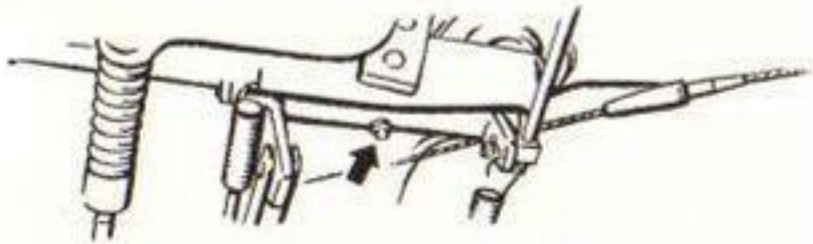
3. FRONT SUSPENSION

Every 1000 miles—Lubricate 4 fittings shown above with chassis lube.

4. STEERING LINKAGE

Every 1000 miles—Lubricate 4 fittings shown above with chassis lube.

5. CLUTCH CROSS SHAFT LEVER



Every 1000 miles—Lubricate fitting shown above, located below the right side of the rear suspension cross member, with chassis lube.

6. STEERING GEAR

Every 1000 miles — Remove the filler plug and check to see that the lubricant is at the level of the filler plug hole. If necessary, add steering gear lubricant to level of the filler plug hole.



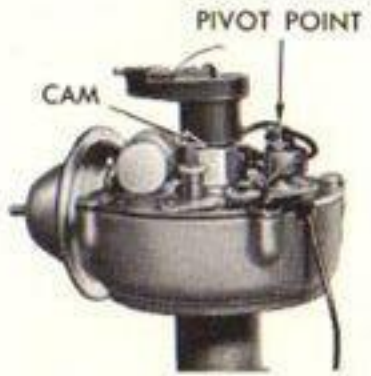
7. GENERATOR



Every 1000 miles—Fill both oilers with light engine oil. Do not over oil the oiler nearest fan belt.

8. DISTRIBUTOR

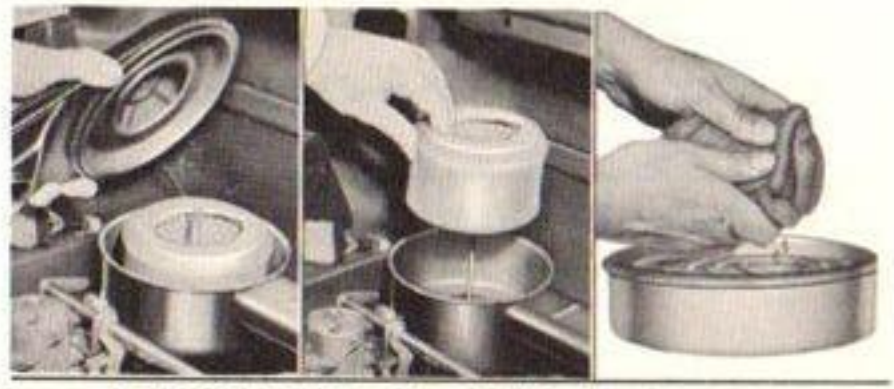
Every 5000 miles—Apply small drop of light engine oil to breaker lever pivot. Apply Delco Ball Bearing and Cam Lubricant or a high melting point wheel bearing lubricant to the cam surface.



9. AIR CLEANER

The Corvair engine is equipped with two air cleaners, one on each carburetor. Remove each air cleaner cover after snapping the wire cover retainer rearward and removing the cover retaining wing nut. Service each filter element as follows:

Every 2000 miles—Clean and re-oil filter element. Under severe dust conditions, it may be necessary to clean and re-oil the element more often. To clean: remove element from screen, wash in non-chlorinated cleaning solvent such as kerosene to remove oil and dirt. *Squeeze* dry, dip in engine oil and *squeeze* to remove excess oil. (Never shake or wring—always squeeze.)



REMOVAL AND CLEANING OF ELEMENT

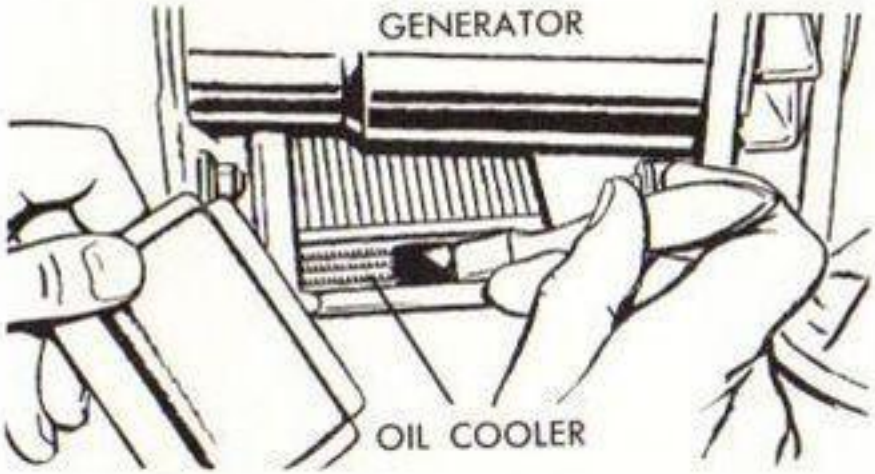


AIR CLEANER LOCATION

Replace in screen assembly and reinstall in Air Cleaner.

NOTE: *A clean air cleaner element is essential to satisfactory gas mileage.*

10. ENGINE OIL COOLER



Every 5000 miles—Remove cover and brush or blow out accumulated dirt.

NOTE: *Material usually found in the oil cooler consists primarily of twigs, straw, chaff, and leaves. Check the cooler more often if you drive in areas where such material is more likely to enter engine compartment.*

11. FRONT WHEEL BEARING

Every 10,000 miles—Clean and repack bearings with a high melting point lubricant. Replace grease seals at the same time.

When operating under dusty or other adverse driving conditions, the front wheel bearings should be checked more often and serviced when necessary.

12. UNIVERSAL JOINTS

Every 25,000 miles—clean and repack the universal joints with a high melting point wheel bearing lubricant. If the vehicle has been operated during extremely dusty or otherwise adverse driving conditions, the universal joints should be checked and, if necessary, serviced more often.



13. TRANSMISSION

3- and 4-Speed (Transmission and Rear Axle)

Follow recommendations given under "Rear Axle".

3- and 4-Speed Control Linkage

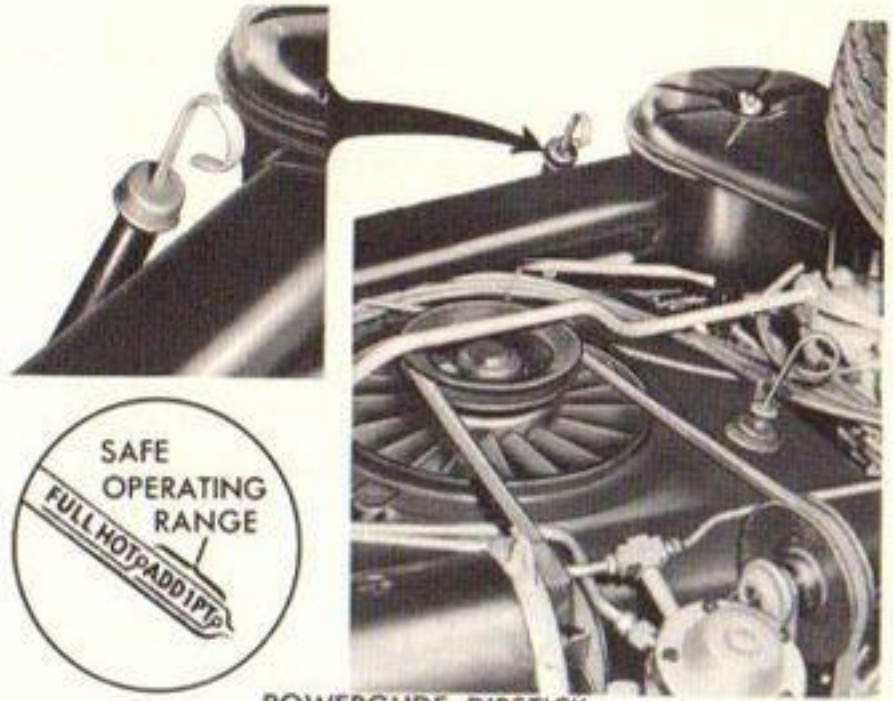
Every 5000 miles—Pull back rubber boot and surround connector (indicated in the illustration below) and the surrounding area with chassis lube.



Every 10,000 miles — Remove tunnel cover under vehicle and lubricate gearshift lever ball and socket with lubriplate.

Powerglide (Transmission only)

Every 1000 miles—Check fluid level on dipstick, located in the right front of the engine compartment, with engine idling, selector lever in NEUTRAL position, parking brake set and transmission at operating temperature. Add Automatic Transmission Fluid Type "A" bearing the mark AQ-ATF, followed by a number and the suffix letter "A", to full mark on dipstick. Check with engine idling. DO NOT OVERFILL. Correct oil level must be established by dipstick measurement.



POWERGLIDE DIPSTICK

Add small amounts of oil, checking the level after each addition, until the proper level is reached.

NOTE: *From the "Add Oil" mark to the "Full" mark on the dipstick indicates a difference of only 1 pint of fluid.*

14. REAR AXLE



Every 10,000 miles—Drain rear axle only (Powerglide) or both rear axle and transmission (3 or 4-speed). Refill all units drained with lubricant specified below.

Every 1000 miles—Check rear axle at operating temperature and keep lubricant at level of filler plug. If rear axle lubricant is below safe limit, check 3 or 4-speed lubricant level also. Keep filled with lubricant specified below.

Rear Axle Lubricant

Fill rear axle and 3- or 4-speed transmission as described above with G. M. No. 3772661 SAE-80 Multipurpose Gear Lubricant or other lubricant of the SAE 80-90 multi-viscosity type.

NOTE: *if rear axle requires additional lubricant, be sure that 3 or 4-speed transmission is also checked. Low lubricant in the axle indicates that the transmission may also be low.*

15. BATTERY



Every 1000 miles—Check fluid level. Keep filled with distilled water to level of the split ring in the vent tube. Oil battery terminal washer with engine oil. Clean top of battery regularly with diluted ammonia or soda solution and flush with clear water. Check state of charge regularly, especially in freezing weather, for an undercharged battery may freeze and break.

16. FUEL FILTER

Replace filters, located in each carburetor inlet only if flooding occurs.



17. BRAKE MASTER CYLINDER



Check frequently and maintain fluid at mark filler opening, using G. M. Hydraulic Brake Fluid, Super No. 11. If addition of fluid is required more often than every 1000 miles the entire system should be checked for leaks.

18. PARKING BRAKE & CLUTCH PULLEYS AND CABLES

Every 10,000 miles—Lubricate pulleys under dash. Remove the tunnel cover under vehicle and lubricate pulleys and cable bearing points with G. M. Lubriplate, G. M. Part Number 987785. Lubricate gearshift lever ball and socket (see page 34) at the same time.

BODY LUBRICATION POINTS

Most body lube points do not need frequent, heavy lubrication as does the chassis. However, periodic checks of certain points on the Corvair body, and lubrication when needed will eliminate annoying squeaks and noises. Be careful not to over-lubricate. Wipe off all surplus lubricant.

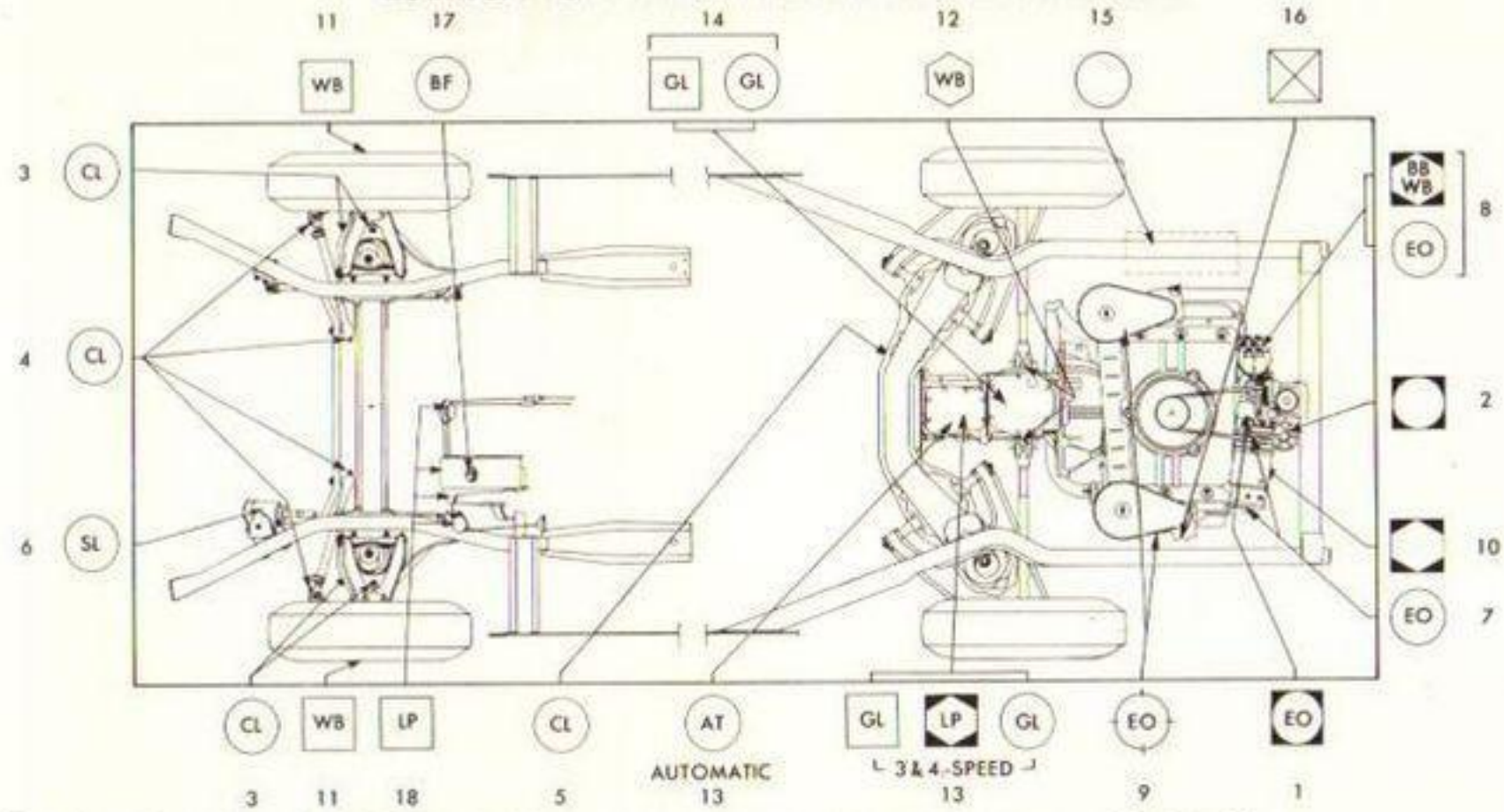
The following items should be lubricated periodically:

1. Door Hinges—Wipe off dirt and apply Lubriplate.
2. Door Lock Striker—Wipe off dirt and apply stick type lubricant.
3. Door Bottom Drain Hole Sealing Strip—Apply silicone rubber lubricant.
4. Door Jamb Switch—Apply Lubriplate (G.M. 987785).
5. Front and Rear Compartment Lid Lock—Apply Lubriplate (G.M. 987785).
6. Front Compartment Lid Torque Rods—Apply G. M. Lubriplate, G. M. Part Number 987785, to bearing points.
7. Gas Tank Filler Door Hinge—Apply dripless oil.
8. Glove Box Door Hinge—Apply dripless oil.
9. Rear Folding Seat Back Support Link Assembly & Filler Panel Hinge—Apply dripless oil to bearing points.

The following items may be lubricated whenever access to the item is available:

10. Door Outside Handle Lock Cylinder Shaft—Apply Lubriplate (G.M. Part Number 987785).
11. Door Window Regulator and Cams — Apply Lubriplate (G.M. 987785).
12. Door Lock Parts—Apply Lubriplate (G.M. 987785).
13. Door Locking Machanism—Apply Lubriplate (G.M. 987785).
14. Front and Rear Compartment Hinges—Apply G. M. Lubriplate, G. M. Part Number 987785.

LUBRICATION AND MAINTENANCE DIAGRAM



○ EVERY 1000 MILES

○ EVERY 2000 MILES

□ EVERY 4000 MILES

□ EVERY 5000 MILES

□ EVERY 10000 MILES

⊠ WHEN NECESSARY

⬡ EVERY 25000 MILES

GL —Multi-purpose or Universal Gear Lubricant*

BB —Delco Ball Bearing and Cam Lubricant

WB—High Melting Point Wheel Bearing Lubricant

CL —Chassis Lubricant

EO —Engine Oil

AT —Automatic Transmission Fluid (Type A)

SL —Steering Gear Lubricant

LP —G.M. Lubriplate, G.M. Part Number 987785

BF —G.M. Hydraulic Brake Fluid, Super No. 11

LUBRICATION AND MAINTENANCE GUIDE

The following lubrication and maintenance recommendations are intended as a guide for vehicles operated under normal driving conditions. Sustained heavy duty or high speed operation, or operation under adverse driving conditions may necessitate more frequent lubrication and maintenance.

	Every 2 Weeks	Fall	First 4000 Miles	Every 1000 Miles	Every 4000 Miles	Every 2000 Miles	Every 5000 Miles	Every 10,000 Miles	Every 15,000 Miles
Check Battery	•								
Check Air in Tires	•								
◆Add W/Washer Solvent and Anti-Freeze to Washer Bag		•							
‡Change Engine Break-in Oil			•						
Change Rear Axle and Manual Transmission Lubricant								•	
Check Engine Oil Level				•					
Lubricate Chassis				•					
Lubricate Clutch and Brake Pedals				•					
Oil Generator—Oil Battery Terminals				•					
Check Transmission Lubricant				•					
Check Rear Axle Lubricant				•					
Check Brake Master Cylinder Fluid Level*				•					
Check Steering Gear Box Lubricant				•					
Inspect Tires				•					
Check Condition of Fan Belt				•					
†Clean and Re-Oil Air Cleaner Elements						•			

*Add only G. M. Hydraulic Brake Fluid Super No. 11.
◆Never use any windshield solvent or anti-freeze containing Methanol.
†Service every 1000 miles during extremely dusty operation.
‡4000 miles or 30 days if temp. is below 32° F.; 60 days if above 32°, whichever comes first. Change at 500 miles if temp. above 60°.

LUBRICATION AND MAINTENANCE GUIDE

The following lubrication and maintenance recommendations are intended as a guide for vehicles operated under normal driving conditions. Sustained heavy duty or high speed operation, or operation under adverse driving conditions may necessitate more frequent lubrication and maintenance.

	Every 2 Weeks	Fall	First 1000 Miles	Every 1000 Miles	Every 4000 Miles	Every 5000 Miles	Every 10,000 Miles	Every 15,000 Miles	Every 25,000 Miles	
‡Regular Engine Oil Change						•				
Change Oil Filter Element**						•				
Engine Tune-Up							•			
Lubricate Distributor Cam and Breaker Pivot							•			
Clean Engine Oil Cooler							•			
Lubricate Rear Connector on Manual Transmission Shift Rod							•			
Adjust Brakes							•			
Rotate Tires							•			
Clean and Regap Spark Plugs (.035" Gap)							•			
Repack Front Wheel Bearings								•		
Lubricate Manual Transmission Gearshift Lever Ball and Socket								•		
Lubricate Parking Brake Pulley and Cables								•		
Lubricate Clutch Pulley and Cables								•		
Drain and Refill Rear Axle and Manual Transmission								•		
Repack Universal Joints										•
COMPLETE DEALER INSPECTION							•			

**Change Oil Filter Element after first 4000 miles and every 4000 miles or six months (whichever occurs first) thereafter.
‡4000 miles or 30 days if temp. is below 32° F.; 60 days if above 32° F., whichever comes first.

SPECIFICATIONS

SERIAL AND UNIT NUMBERS

Serial Number	Plate attached to left center body pillar.
Body Number	Sedans & Coupes: Plate attached to the left rear wheel well, within the engine compartment.
	Station Wagon: Plate attached to rear cross rail in engine compartment.
Engine Number	Stamped on the engine block behind and to left of the fuel pump.

DIMENSIONS

Overall Length	180.0 in.
Height (Loaded)	51.3 in.
Width	66.4 in.
Wheelbase	108.0 in.
Turning diameter	39 ft.

CAPACITIES

Gasoline Tank	14 gal.
Crankcase Refill	4 qt.
Add for Filter	1 pt.
Transmission	
3-Speed	2 pt.
4-Speed	3 pt.
Powerglide (Refill)	4¼ to 8 pts. (depending on drain period)
Differential	3 pt.
Air Cleaners	Polyurethane Element

TIRE INFORMATION

Tubeless, Size: . . . . Sedan & Coupe 6.70 x 13—4 ply rating
Station Wagon 7.00 x 13—4 ply rating

	Sedan Models		Station Wagons	
Inflation	Cold	Hot	Cold	Hot
Front	15 psi.	18 psi.	15	18
Rear	26 psi.	30 psi.	28	33

Spare Tire—Inflate to 26 lbs. Deflate to 15 lbs. when using as front wheel.

ENGINE SPECIFICATIONS

Horsepower:	
Turbo Air	80 @ 4400 rpm
Turbo Air (Monza with Powerglide)	84 @ 4400 rpm
Super Turbo Air	102 @ 4400 rpm
Compression Ratio:	
Turbo Air	8.0:1
Turbo Air (Monza with Powerglide)	9.0:1
Super Turbo Air	9.0:1
Displacement	145 cu. in.
Bore and Stroke	3.438" x 2.6"
Firing Order	1-4-5-2-3-6
Spark Plugs (Gap .035"):	
Turbo Air	AC-46-FF
Turbo Air (Monza with Powerglide)	AC-44-FF
Super Turbo Air	AC-44-FF
Idle Speed:	
Turbo Air w/manual trans. (in Neutral)	450-500 rpm
Super Turbo Air w/manual trans. (in Neutral)	600 rpm
Powerglide (In Drive)	450-500 rpm

Ignition Timing:
Turbo Air (Manual Transmission) ..... 4° BTDC
All Others ..... 13° BTDC

Axle Ratios:
Sedan & Coupe (Std.) 3.27:1. (Opt.) 3.55:1 and 3.89:1
Station Wagon (Std.) 3.55:1. (Opt.) 3.89:1.

BULB SPECIFICATIONS

	Candle Power	Number
Headlamp Unit—Outer: High Beam.	37½ W	4002 (Sealed Beam)
Low Beam. .	50 W	
Inner: High Beam.	37½	4001 (Sealed Beam)
Parking Lamp and Directional Signal	4-32	1034
Tail and Stop and Turn Signal Lamps	4-32	1034
Back-up Lamp	32	1073
Instrument Lamps	3	GE 1816
Direction Signal Indicator Lamp ...	1	53
Temperature-Pressure Indicator Lamp	2	57
Generator-Fan Indicator Lamp	2	57
Headlamp High Beam Indicator Lamp	1	53
Ignition Lock Lamp	1	53
Glove Compartment Lamp	2	57
Dome Lamp	12	211
Courtesy Lamp	6	89
License Plate Lamp	4	67
Radio Dial Lamp	2	1891
Heater Control Panel Lamp	1	53

FUSES AND CIRCUIT BREAKER

A circuit breaker in the light control switch protects the headlamp circuit, thus eliminating one fuse. Where current load is too heavy, the circuit breaker intermittently opens and closes, protecting the circuit until the cause is found and eliminated.

Fuses, located in the Junction Block beneath the dash are:

1. Heater Blower
   Glove Compartment Lamp .....3AG/AGC-10 amp.
2. Tail and Stop Lamps,
   Dome Lamp .....3AG/AGC-10 amp.
3. Heater (Total System)
   Back-up Lamp .....3AG/AGC-20 amp.
4. Radio .....3AG/AGC-4 amp.
5. Instrument Panel Lamps
   Radio Panel Lamp
   Heater Control Panel Lamp .....3AG/AGC-3 amp.
6. Windshield Wiper Motor .....3AG/AGC-20 amp.

Your Authorized Chevrolet Dealer carries a complete stock of Chevrolet Service Accessories, especially developed for use in keeping your Corvair, or any Chevrolet, looking and feeling like new for years to come. Many of these accessories are available for "do-it-yourself" work on your Corvair, or, if you desire, your Chevrolet Dealer has many cleaning and polishing services to offer.

EXTERIOR CAR CARE

All cleaners, polishes and tar removers in the following list have been especially compounded for use on Chevrolet Magic Mirror Acrylic Finishes.

*Porcelainize
Acri-Mel Polish and Cleaner—G. M. 985090
Triple Action Polish—G. M. 986085
Tar and Road Oil Remover—G. M. 987782
Chrome Polish—G. M. 986084
Chrome Gard—G. M. 987922
White Wall Tire Cleaner—G. M. 987475
Polishing Cloth—G. M. 987570
Touch-up Paint in Chevrolet Colors
*Undercoating

*—Dealer Applied.

SERVICE ACCESSORIES

INTERIOR CAR CARE

Use the following accessories to keep the interior of the car in new car condition.

Kar-Kleen Cleaner—G. M. 987611
Spot Remover—G. M. 987272
Leather Cleaner—G. M. 987646

MISCELLANEOUS

Designed to assure proper operation of various components of your Corvair, the following accessories will help to keep your car operating at peak efficiency.

Windshield Washer Anti-freeze and Solvent—G. M. 988299
Door Ease Stick Lubricant—G. M. 986897
Lock Ease Lubricant—G. M. 986434
Ruglyde Rubber Lubricant and Cleaner
Sealzit Glass Cleaner
Penetrating Oil, Dripless—G. M. 988399
Lubriplate—G. M. 987785

MINOR TROUBLE SHOOTING GUIDE

If your car acts in the following manner: / Check here in sequence shown for possible causes.	FUEL SYSTEM AND ENGINE								ELECTRICAL SYSTEM									COOLING SYSTEM			
	Check Fuel Gauge	Flooded Carburetor	Empty Carburetor Bowl	Poor Fuel Supply to Carburetor	Idle Adjustment*	Stuck Choke Valve*	Oil Level and Pressure	Condition of Air Cleaners	Malfunctioning Ignition Switch	Automatic Transmission Selector Lever	Check Spark	Battery and Connections	Generator and Voltage Regulator Connections	Coil and Distributor Leads	Starter Connections and Solenoid	Damp Electrical Connections	Generator Condition*	Air Flow Through Engine Restricted	Fan Belt Condition and Tension Adjustment	Cooling System*	Thorough Check and Tune-up Suggested*
On the following pages, see paragraph:	A	B	D	B-C-D	E	D	L	E	F	F	K	G	G	J	H	I	G	M	N	O	
See information on page number:	8						9-30	32		3-6		35					9				
CAR WILL NOT START:																					
Engine Will Turn Over	1	4		3							6			2			5				7
Engine Will Not Turn Over									2	1		3			4						
CAR WILL START—BUT:																					
Only After Repeated Tries										1											
Stalls in a Few Seconds			2	1	3																
Stalls When Hot					1	2		3													4
Idles Rough					1			2													3
Engine Overheats																		1	2	3	
"Oil" Indicator Light Comes On							1														
"Gen" Indicator Light Comes On												3	2				4		1		

*See Your Authorized Chevrolet Dealer

MINOR TROUBLE SHOOTING PROCEDURES

The chart on the previous page, and the information on the pages which follow, contains information designed to aid the average driver to discover, and possibly correct, conditions resulting in minor mechanical difficulties in his car. The chart, designed to point out possible solutions to several of the most common automotive malfunctions and point out a logical checking sequence, will lead step by step to the most likely causes and corrective procedures. If, after making the checks and adjustments suggested, the source of the trouble has not been found and corrected, it is strongly recommended that an Authorized Chevrolet Dealer inspect the vehicle and make whatever repairs or adjustments are necessary.

FUEL SYSTEM AND ENGINE

If the ignition switch will cause the engine to "turn over" or "crank" but the car will not start, check Steps A through D below.

NOTE: *If continual "flooding" of the carburetor is evidenced by a carburetor wet with fuel or black exhaust smoke, perform the operation suggested in paragraph D only.*

(A) The first and most obvious, and one of the most frequently overlooked, items to check when you have difficulty in starting your car is the amount of fuel in the tank. Make it a habit to check the FUEL GAUGE regularly and most especially at a time when the engine will "turn over" but will not start.



Checking Fuel Flow

(B) If the fuel tank is not empty, you may check further to see whether the fuel is reaching the engine. Disconnect the fuel lines at the carburetor. Place a jar or cup under open line and briefly "crank" the engine by means of the starter. If fuel spurts from the line, you may assume that the FUEL LINES are clear and the FUEL PUMP is operating properly. If no fuel leaves the line, either the fuel lines or fuel pump are at fault. See your Authorized Chevrolet Dealer.

(C) Before reconnecting the fuel lines to the carburetor, remove the FUEL FILTER from carburetor inlet and check its condition. If it appears to be clean, replace it and reconnect the fuel lines. If the filter appears to be plugged, clean it as well as possible by scraping out the foreign material and cleaning in a solvent. Then reinstall the filter and repeat the procedure with the second carburetor. Replace the filters with new ones as soon as possible.

(D) If the fuel seems to be reaching the carburetors properly, the problem may be: an EMPTY CARBURETOR BOWL caused by a "stuck shut" float valve or a FLOODED CARBURETOR caused by a "stuck open" condition and evidenced by gasoline flowing down the outside of the carburetor; or a stuck CHOKE valve. Remove the air cleaners from the carburetors. Check that the choke valves move freely and are not stuck. Tap the side of the carburetors sharply several times with a light tool such as a screwdriver handle or pliers. Replace the air cleaners and attempt to start the engine in the normal manner.

(E) If the car will start but stalls when hot or has a rough idle, you can suspect a faulty IDLE ADJUSTMENT, or extremely dirty

and blocked AIR CLEANER ELEMENTS. Clean and reoil (see page 32) your air cleaner elements if necessary. Idle adjustment should be performed by your Chevrolet Dealer.

If the above Fuel System checks and the checks suggested under the Electrical System following do not correct the malfunction, it is recommended that you turn to your Authorized Chevrolet Dealer for further checks, adjustments or repairs.

ELECTRICAL SYSTEM

If, when the ignition key is turned to "Start", the engine will not turn over, you have good reason to suspect electrical trouble.

(F) When there is no response at all to attempts to start the car, check the obvious—your AUTOMATIC TRANSMISSION SELECTOR LEVER must be in Neutral position before the engine can be started. Turning the IGNITION SWITCH rapidly back and forth several times will sometimes correct a poor internal switch contact.

(G) The BATTERY may be discharged. If so, lights will be dim and the horn will have a poor tone if it will blow at all.

Usually a garage recharge will be necessary to return the battery to operation. Occasionally, however, a push start and a long drive will recharge the battery.

NOTE: *If the battery is determined to be dead, and for no apparent reason, have your Authorized Chevrolet Dealer check the battery, the GENERATOR and the VOLTAGE REGULATOR. GENERATOR trouble should already have been indicated by the generator indicator light on the instrument panel.*

POOR BATTERY CONNECTIONS may be suspected if the car has operated properly a short time before and now not even the horn will operate. Check both ends of both battery cables. If the connections are corroded, a car may sometimes be restored to operation by removing all cable ends, scraping all contacting surfaces clean with a pen knife, and reassembling. If the cables are broken, they must be replaced. The power supply should now be restored unless the battery is dead.

(H) If, however, the lights and horn work properly but the starter will still not turn over, check the STARTER connections. A "click" from the starter solenoid indicates that the wiring to the starter is properly installed. If the wiring seems to be clean and tightly installed, the trouble is probably in the starter itself and should be referred to your Authorized Chevrolet Dealer.

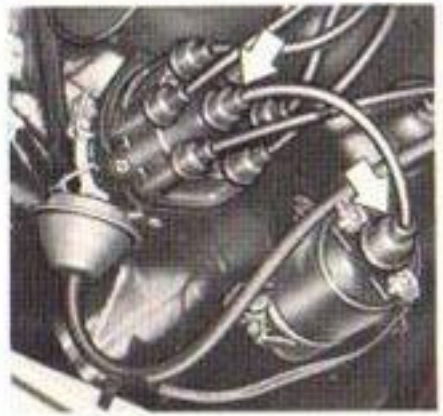
When the engine will "turn over" but will not start, the following items may be checked along with Fuel System Checks listed previously.

(I) With a clean dry cloth wipe the ceramic portions of the spark plugs dry. In particularly damp or rainy weather dampness may be the cause of not starting, especially when the engine is cold.

(J) Check the cables at the top of the distributor and coil as well as each spark plug cable for tightness.

(K) If the car will still not start, check for spark at the spark plugs in the following manner:

Pull one of the spark plug wires off its spark plug. Insert a short piece of bare wire (such as a bobby pin) between the rubber



Distributor and Coil Leads

cup at the end of the spark plug wire and the tubular metal connector inside of it. **If the spark plug wire is wet or oily, wipe it dry. Wrap a dry handkerchief or facial tissue, folded several thicknesses, around the wire at least three inches back from the end and grasp wire at this point.** Hold the bare wire about ¼ inch from the bare tip of the spark plug from which you removed the wire. When the engine is "turned over" a spark should jump across the ¼ inch space, indicating ample current supply. If no spark jumps, the difficulty is probably caused by a defective ignition part and should be corrected by your Authorized Chevrolet Dealer.



Checking for Spark

COOLING SYSTEM

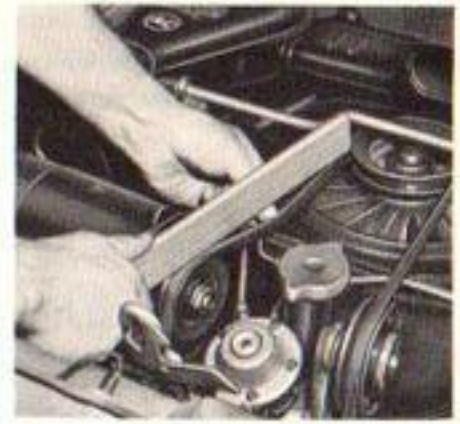
When the car will run but evidences serious overheating on the temperature gauge in the instrument panel, there are several items which may be checked.

(L) Engine overheating will occur when the OIL LEVEL falls dangerously low. Check the oil level as a matter of course.

CAUTION: *Never drive the car when the "TEMP-PRESS" indicator in the instrument panel is lighted.*

(M) Check the air intake louvers. Clean them if they are plugged with leaves or other foreign material.

(N) Condition of the FAN BELT is very important, not only for engine cooling but also for proper generator operation. Check the condition of the belt. Replace it if it is worn or frayed. Loosen the idler bracket bolts and move the bracket toward the engine to remove and replace the belt. Tighten the belt, whether new or old, by loosening the idler bracket nuts, prying with a bar on the bracket until the belt is tensioned properly, then retighten the bracket bolts. Proper belt tension is such that, when belt is deflected downward with moderate thumb pressure at a point midway between the generator and fan pulleys, the belt will deflect about ⅜" to ⅞". Do not overtighten the belt.



Checking Fan Belt Tension

(O) Another cause of engine overheating may be an inoperative COOLING SYSTEM THERMOSTAT. If the thermostat should fail in the closed position, it will not permit air to circulate through the engine. See your Authorized Chevrolet Dealer.

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