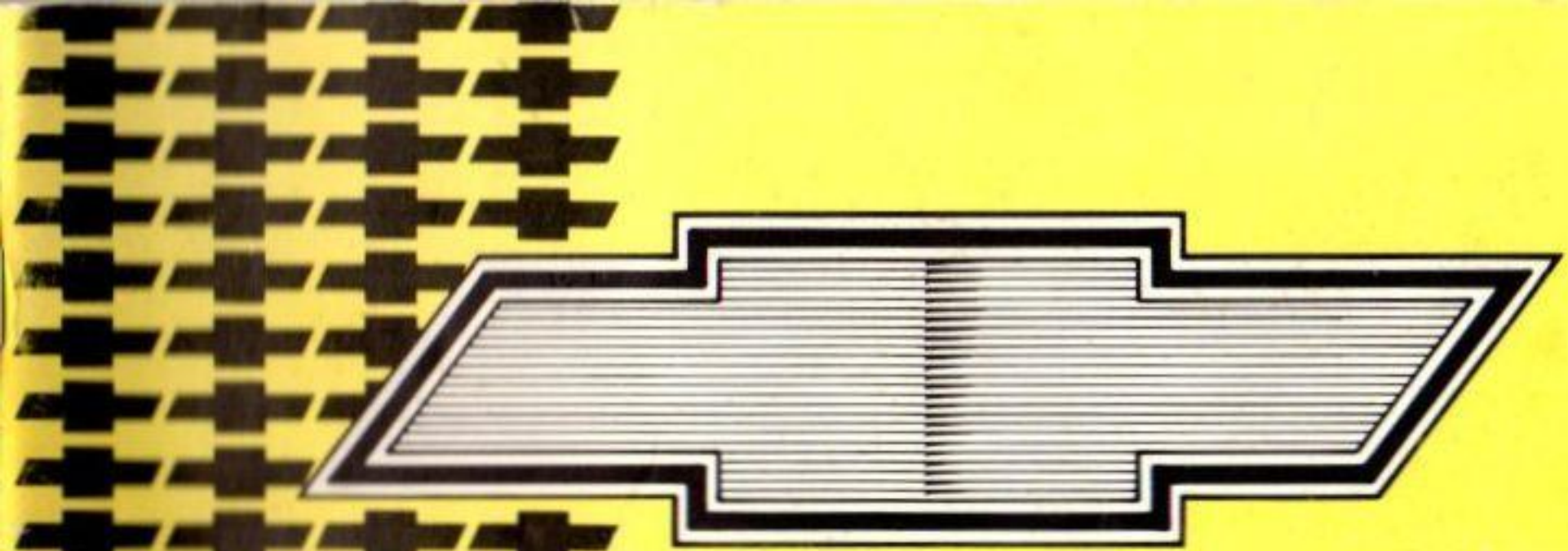


1969 · CORVAIR
Owner's Manual



This is the General Motors mark of excellence that appears on all Chevrolet motor vehicles.

We use it in the same spirit with which craftsmen, through the centuries, have used a personal mark to identify the products of their skills: We are proud of the things we make, and we want our customers to be able to identify them easily and to know that we stand behind them.

Whenever you see this mark of excellence, you can be certain that it represents our very finest in design and engineering . . . that it has been built with care and dedication . . . and that it offers all the quality, reliability, safety and value that you have come to expect from Chevrolet.

Your new 1969 Chevrolet meets or exceeds all applicable U. S. Federal Motor Vehicle Safety Standards. Effectiveness of these safety features can best be continued through regular vehicle inspection and maintenance.

IMPORTANT: For maximum performance and economy keep your GM car or truck all GM. Specify General Motors parts identified by one of these trademarks.



Chevrolet Motor Division
General Motors Corporation
Detroit, Michigan 48202

1969 CORVAIR OWNER'S MANUAL
OPERATION & MAINTENANCE INSTRUCTIONS

IMPORTANT SAFETY AND ANTI-THEFT INFORMATION TO HELP YOU ENJOY THE MAXIMUM IN VEHICLE SATISFACTION

TABLE OF CONTENTS

	Page
Operating Instructions	5
Instruments	11
Controls	13
Cleaning Hints	28
Guardian Maintenance For Owner Protection	
Owner's Responsibilities	30
Maintenance and Lubrication	34
Specifications	45
Minor Trouble Shooting Guide	47
Minor Trouble Shooting Procedures	48
Trailer Hauling	51
Index	52

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

CHEVROLET MOTOR DIVISION • GENERAL MOTORS CORPORATION
DETROIT, MICHIGAN 48202

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FIRST EDITION
AUGUST, 1968

PART NO. 3955546

Highway Safety depends on...

1. *You, the Driver*
2. *The Condition of Your Vehicle*
3. *The Traffic and Highway Conditions*

...BE SURE YOU UNDERSTAND ALL THREE!

REMEMBER Proper operation, periodic maintenance and safety inspections help provide...

- *Economical Operation of Your Vehicle*
- *Safety for You and Your Passengers*
- *Dependable Transportation*

Observe All Traffic Laws—
Make Safe Driving a Habit

SAFE DRIVER CHECK LIST

BRAKES
—Pedal travel
—Fluid level

LIGHTS
—Burned out/broken
—Headlamp aim

SIGNAL DEVICES
—Turn signals
—Hazard warning flasher
—Horn

TIRES
—Pressure (check at least monthly)
—Cuts and bruises
—Uneven wear
—Remaining tread

SEAT BELTS
—Fastened
—Properly adjusted

GLASS AND MIRRORS
—Cracked, broken or missing
—Mirror adjustment

STEERING CONTROL
—Excessive play in wheel
—Excessive vibration
—Bent wheels

EXHAUST SYSTEM
—Missing or damaged parts
—Leaks, attachments

PERSONAL CONDITION
—Physical
—Mental

DRIVING CONDITIONS
—Weather
—Road
—Traffic

SURROUNDINGS
—Before driving away
—While driving

CAR ADJUSTMENTS
—Seat
—Mirrors
—Ventilation
—Steering Wheel
—Head Restraints

VISION
—Wipers and washers
—Wiper blades
—Washer fluid
—Defroster—defogger
—Windows

SECURITY
—Doors—closed and locked
—No loose packages or cargo

PASSENGERS
—Properly belted
—Properly seated

Don't invite car theft!

An unlocked car with the key still in the ignition is an open invitation to theft.

REMEMBER! LOCK the ignition, LOCK all doors, Take the key—ALWAYS!

When leaving your car unattended,

- **Set parking brake**
- **Remove key from ignition**
- **Lock all doors**

The ignition key warning buzzer warns you if you have left the key in the ignition when the driver's door is opened. Heed its warning—remove the key and lock the doors. The visible vehicle identification number on the instrument panel aids in apprehension of thieves and recovery of stolen vehicles. Help it work; make sure it is not obscured by gloves, maps or other objects.

A WORD FROM CHEVROLET . . .

This Owner's Manual contains important information regarding the operation and maintenance of your Corvair.

In order to obtain maximum enjoyment and usage from your car, we suggest that you familiarize yourself with the contents of this booklet and follow the recommendations outlined.

Your Chevrolet dealer has the trained personnel and specialized equipment to properly service your Corvair. Have him inspect your car and perform any maintenance or adjustments required.

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

YOUR CORVAIR'S FIRST FEW HUNDRED MILES OF DRIVING

Sound design and precision manufacturing methods will permit you to operate your new Corvair 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 MPH, but do not drive for extended periods at any one constant speed, either fast or slow. During this period, avoid full throttle starts and unnecessary abrupt stops.

Gentle braking during the first few hundred miles of operation will result in longer brake life and better future performance. Avoid unnecessary, 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.

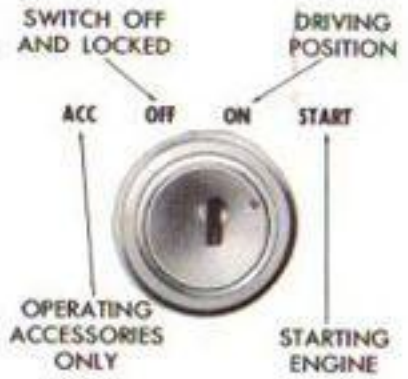
DRIVING FOR ECONOMY

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 "Full Throttle" starts or unnecessary severe 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: *Avoid inhaling exhaust gases, especially in an enclosed area such as a garage. Exhaust gases contain a percentage of carbon monoxide which is a potentially lethal gas that, by itself, is tasteless, colorless, and odorless. The exhaust system should be inspected for proper mounting, leaks and missing or damaged parts each time the vehicle is raised for lubrication or oil change service.*

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.

ACC—All accessories routed through the ignition switch may be operated with the switch in this position.

Engine will not start with switch in ACC position—ignition system is by-passed, permitting battery power to flow directly to accessories.

To prevent rapid discharge of battery, do not operate accessories for prolonged periods with switch in ACC position.

STARTING

1. POWERGLIDE—Place selector lever in N position. A starter safety switch is designed to prevent starter operation in any other position.

   MANUAL TRANSMISSION—Place gearshift control lever in neutral, and depress clutch pedal to the floor.

2. Depress accelerator pedal part way and hold. In extreme cold weather (0°F. and below), depress accelerator pedal twice, then hold pedal part way down during starting.
   NOTE: *Engine will not start with accelerator pedal depressed to floor, except when "flooded."*

3. Turn ignition switch to START and release as soon as engine starts.

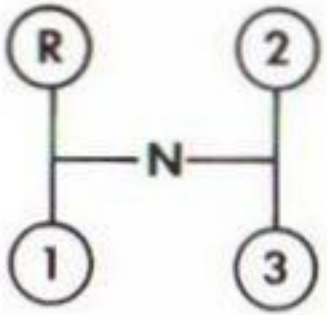
4. "FLOODED" ENGINE—Depress accelerator pedal to floor and hold while cranking engine. DO NOT "PUMP" ACCELERATOR PEDAL WHEN ENGINE IS "FLOODED."

WARM-UP

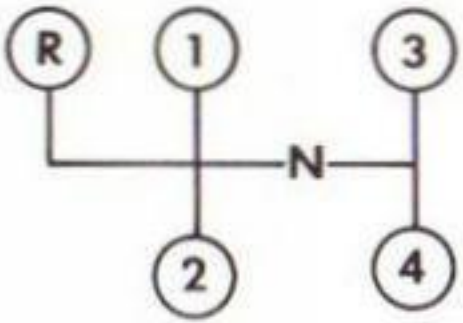
Never race engine or drive at high speeds until engine has had a chance to warm up. Driving with moderate accelerator pedal application will prevent stalling and hesitation, especially during cold weather. Failure to allow sufficient warm up time can cause unnecessary wear to engine, axle or transmission parts because of inadequate lubrication.

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 shown in the two illustrations.



Three Speed Shift Pattern



Four Speed Shift Pattern

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.

NOTE: *Use second gear at slow speeds (less than 30 mph) when driving in stop-and-go traffic, for improved vehicle performance during acceleration and when descending steep hills.*

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 4th 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. Both transmissions, being*

fully synchronized, may be downshifted into first gear at any speed below 20 mph.

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.

CAUTION: *When parking or leaving the car unattended, even for a few minutes, remove the ignition key, place the selector lever in first gear or reverse, and fully apply the parking brake.*

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.

Automatic transmission shift quadrants of all GM cars continue the uniform sequence of selector positions. This particularly benefits multicar families and those who occasionally drive other cars. Shift indicators are arranged as follows: "Reverse", "Neutral" and the forward driving ranges. All automatic transmissions are equipped with a starter safety switch designed to permit starting the engine only when the transmission selector is in the "Neutral" position. For additional engine braking effect, as sometimes needed in mountainous driving, place the transmission in an intermediate or low range.

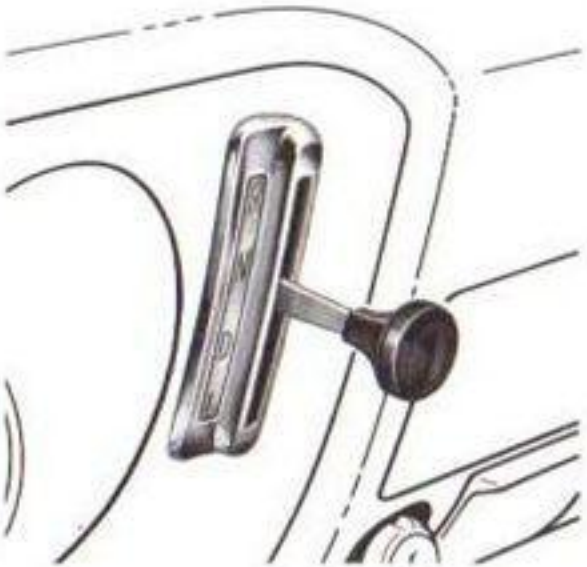
The dash-mounted driving range selector is equipped with mechanical stops to prevent unintentional shifting into reverse and low ranges. Move lever to the left, to override stop, and continue shift for selection of reverse or low ranges.

With lever in D position 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 slow 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 transmis-

sion may be shifted 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.

CAUTION: *It is important that the parking brake be fully engaged, in addition to locking the ignition and removing the key, when your Corvair is parked or otherwise left unattended. The automatic transmission does not serve as a parking brake.*



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. GOOD DRIVING PRACTICE: Before descending a steep or long grade, down a mountain or hillside, reduce speed and shift into a lower gear. Use the brakes sparingly to prevent them from overheating and thus reducing brake effectiveness.	SAND, SNOW, MUD OR ON STEEP GRADES

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.
- Use low position for hard pulls at low speed, climbing or descending steep grades and for push starting.
- Always stop car before shifting to reverse.

TRANSMISSION OPERATING TIPS

EMERGENCY STARTING

Your Corvair may be started in an emergency by pushing. When being pushed to start the engine, turn off all unnecessary electrical loads, turn the ignition to "ON", and (if manual transmission) depress the clutch pedal and place the shift lever in high gear or, (if powerglide) move selector lever to NEUTRAL position. Release the clutch pedal when car speed reaches 10 to 15 miles per hour (manual transmission); move the selector lever to LOW position when car speed reaches 20 to 25 miles per hour (powerglide). Bumpers and other parts contacted by the pushing vehicle should be protected from damage while pushing. Never tow the car to start.

TOWING

Normally your Corvair may be towed with all four wheels on the ground for distances up to 50 miles at speeds of less than 35 mph. However, the drive wheels (rear wheels) must be raised off the ground when the transmission is not operating properly or when a speed of 35 mph or distance of 50 miles will be exceeded.

CAUTION: *For towing, the transmission should be in neutral and the engine ignition should be "off".*

CAUTION: *If car is towed on its front wheels only, the steering wheel must be secured with the wheels in a straight ahead position.*

ROCKING CAR

If it becomes necessary to rock the car to free it from sand, mud or snow, move the selector lever from "D" to "R" (automatic transmission) or the shift lever from forward to reverse (manual transmission) in a repeat pattern while simultaneously applying moderate pressure to the accelerator. Do not race engine. Avoid spinning wheels when trying to free the car.

HOLDING CAR ON AN UPGRADE

When stopped on an upgrade, maintain your position by applying the brakes. Never hold the car in place by accelerating engine with transmission in gear. This could cause damage by overheating the transmission (automatic) or clutch (manual).

DRIVING WITH POSITRACTION REAR AXLE

The optional Positraction provides additional traction on snow, ice, mud, sand and gravel, particularly when one drive wheel is on a surface providing poor traction.

During normal driving and cornering, the Positraction unit functions as a standard differential. When one wheel encounters a slippery surface, however, the Positraction directs driving force to the wheel having the better traction.

CAUTION: *On cars equipped with a Positraction, never run the engine with one drive wheel off the ground, since the car may drive through the wheel remaining on the ground. Care should be taken to avoid sudden acceleration when both drive wheels are on a slippery surface. This could cause both drive wheels to spin, and allow vehicle to slide sideways on a crowned road or when in a turn.*

INSTRUMENTS

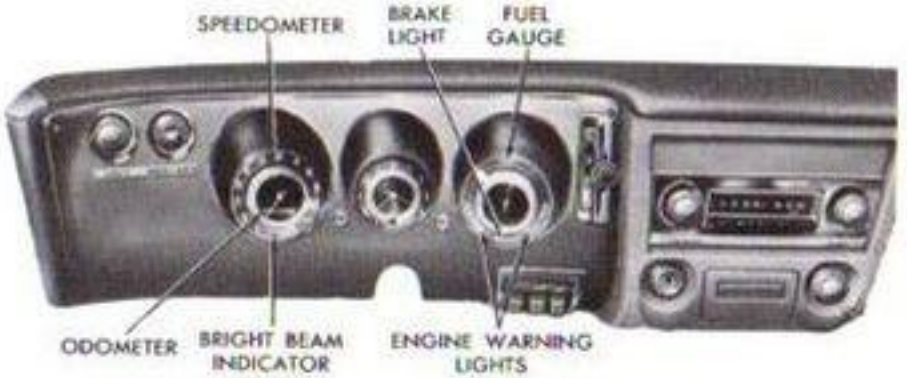
All driving instruments are grouped in the instrument cluster which is located immediately in front of the driver to provide quick reading and maximum convenience and accessibility. The TEMP-PRESS and GEN-FAN indicators provide important information concerning the condition of the engine and should be observed regularly during operation of the car. The information on these pages will help you understand the operation of these instruments. The illustrations here and on page 12 will acquaint you with the instrument cluster and the instrument panel as a whole.

GOOD DRIVING PRACTICE: A good driver familiarizes himself with the controls of any automobile BEFORE operating it.



FUEL GAUGE

This electrically operated gauge indicates the amount of fuel in the 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 (E) mark, but may stop at any point on the gauge. Therefore, always be sure that the ignition switch is ON when reading 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, encircled within the speedometer dial, registers accumulated vehicle mileage.

HEADLIGHT BEAM INDICATOR LIGHT

The headlights of your Corvair have high and low beams to provide you with proper night-time visibility during all driving conditions. The "low" beams are used during most city driving. The "high" beams are especially useful when driving on dark roads since they provide excellent long range illumination. The headlight beam indicator will be on whenever the high beams or "brights"

are in use. The Headlight Beam Switch controls the headlight beams (see Page 13).

TEMP-PRESS AND GEN-FAN INDICATORS

These indicators provide a check on the operating condition of the engine and the generator. Both indicators should light with the ignition switch ON before starting the engine and should go out after the engine is started. The lights should remain out while engine is operating, except the GEN-FAN indicator may flicker when engine is idling.

CAUTION: *If either of these indicators light while car is being driven, immediately follow the procedure outlined under "EMERGENCY OPERATING INSTRUCTIONS," so car may be driven to the nearest service facility.*

BRAKE SYSTEM WARNING LIGHT

This dual purpose indicator light operates as follows:

With parking brake applied, the red light will light when the ignition switch is turned on.

As a dual service brake system warning, the red light will come on when the brake pedal is depressed if low pressure has developed in either the front or rear brake system. Have your authorized Chevrolet dealer locate and correct the trouble immediately. For further information, see page 15.

EMERGENCY OPERATING INSTRUCTIONS

(To be followed if either TEMP-PRESS or GEN-FAN indicators light while car is being driven.)

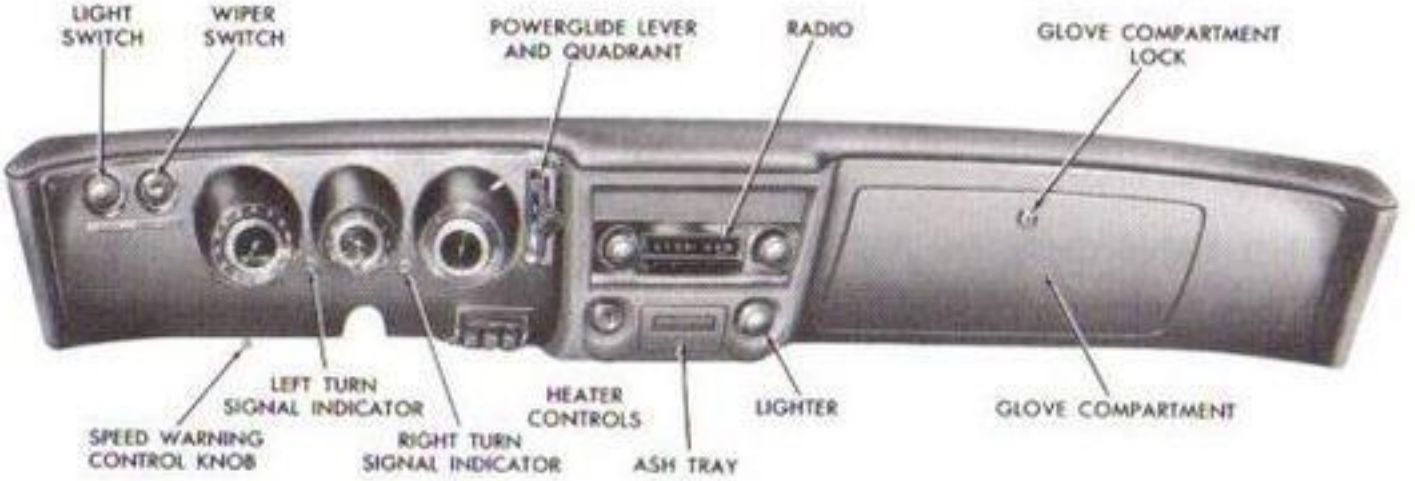


1. Set heater FAN and HEAT controls to full "ON" positions.

   NOTE: *After setting the heater controls, leave them in that position until cause of trouble is corrected.*

2. Stop the car as soon as driving conditions permit. Turn ignition key to OFF to stop engine but turn key back to ON so heater blower will continue to cool engine.
3. Check for broken fan belt, belt off pulleys or low engine oil level. If only GEN-FAN indicator is lighted, belt is not broken or off pulleys and engine oil level is satisfactory, car can be driven at slow speeds; however, generator must be checked and serviced as soon as possible.
4. If trouble is found to be a broken fan belt or belt off pulleys, wait approximately five minutes, start engine and drive car at no more than 25 miles per hour until TEMP-PRESS indicator comes on, then repeat Step 2.

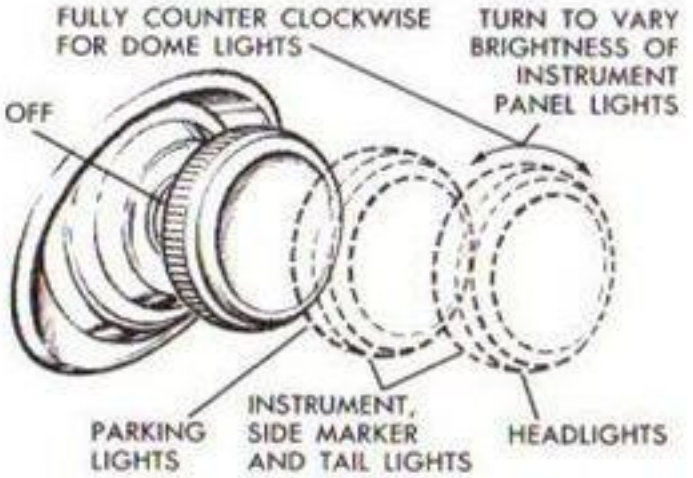
   NOTE: *The GEN-FAN indicator will stay on until fan belt is installed.*
5. Repeat Step 4 as necessary until facility is reached where fan belt can be installed.



LIGHT SWITCH

The three-position light switch is operated as shown.

The headlamp circuit is protected by a circuit breaker in the light switch. An overload on the breaker will cause the lamps to "flicker" on and off. If this condition develops, have your headlamp wiring checked immediately.



CAUTION: *It is the owner's responsibility to check all lamps, signaling systems and warning lights frequently to be sure they are working properly. Headlamp aim should also be checked periodically. It is important that any malfunctions be corrected promptly for your safety, and for the safety of others.*

GOOD DRIVING PRACTICE: A good driver turns on his headlamps at early dusk, and during bad weather to help other drivers see his car from a distance, even though he himself may still be able to see the roadway adequately.

HEADLIGHT BEAM SWITCH

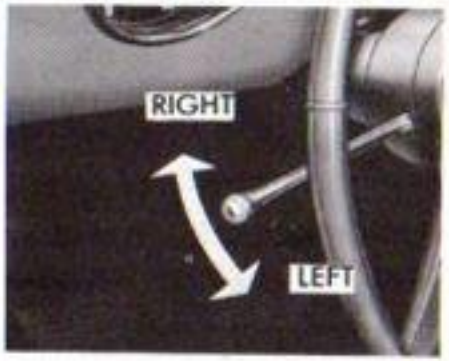
"High and "low" headlight beams are controlled

by the floor button at your left foot. The indicator, located in the speedometer dial, will light up when the high beams are in use.

GOOD DRIVING PRACTICE: Always use the "low beam" when approaching or following other cars.

TURN SIGNALS AND LANE CHANGE FEATURE

The turn signal lever is located on the left side of the steering column immediately under the steering wheel. The lever is moved upward to signal a right turn and downward to signal a left turn. Lamps on the front and rear of the car transmit this signal to other motorists and pedestrians. The ignition switch must be in the "ON" position in order for the turn signals to be operational. This feature prevents battery drain if the lever is left in an "ON" position when your car is not in use.



In a normal turning situation such as turning a corner, the turn signal is cancelled automatically after the turn is completed. However, in some driving maneuvers such as changing lanes on an expressway, the steering wheel is not turned back sufficiently after completing the turn to automatically cancel the turn signal. For convenience in such maneuvers the driver can flash the turn signals by moving the turn signal lever part way (to the first stop) and holding it there. The lever returns to the neutral or canceled position when the driver releases his hold on the lever.

A green light on the instrument panel flashes to indicate proper operation of the front and rear turn signal lamps. If the indicator lamp remains on and does not flash, check for a defective signal lamp bulb. If the indicator fails to light when the lever is moved, check the fuse and indicator bulb.

FOUR-WAY HAZARD WARNING FLASHER

In the event your car is disabled or you stop for any reason on the highway, the hazard warning flasher system on your vehicle, front and rear signal lamps, should be used to warn other drivers that your vehicle is a traffic hazard. However, you should do everything possible to avoid stopping on the actual highway. The hazard warning system is activated by pushing in on the button located just below the steering wheel on the right side of the steering column. When the system is operating, turn signal indicators on the instrument panel will flash simultaneously. Use this system only when your vehicle is stopped on or near the roadway, or otherwise constitutes a traffic hazard. The hazard warning flasher may be cancelled by pulling the button outward.



CAUTION: *Use of the hazard warning flasher while the vehicle is moving is prohibitive in some states.*

NOTE: *The Hazard Warning Flasher will operate with the ignition in the off position and the key removed, allowing the car to be locked while help is sought.*

CAUTION: *If the brake pedal is depressed when the hazard warning flasher is in operation, the lights will not flash but will glow continuously instead.*

SPEED WARNING INDICATOR

The optional speed warning indicator at the front of the speedometer dial can be turned to the desired setting by means of the knob below the dash panel. When the car exceeds the speed at which the indicator is set, a buzzer will sound to remind the driver that the desired speed has been exceeded.

CLUTCH PEDAL

The operation of the clutch pedal has been fully covered under "Driving with the Manual Transmissions" on page 7. 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 pedal while driving.

Clutch Adjustment

Clutch adjustment should be checked and adjusted periodically as necessary to compensate for clutch facing wear. To check, depress pedal by hand until resistance is felt. Free travel of pedal should be approximately one-inch; if very little or no free play is evident, clutch adjustment is required.

BRAKES

The service brake system is designed for braking performance under a wide range of driving conditions even when the vehicle is loaded to its full rated vehicle load.

CAUTION: *Driving through deep water may affect brake performance. Applying the brakes lightly will indicate whether they have been affected. To dry them quickly, lightly apply the brakes while maintaining a slow forward speed with an assured clear distance ahead until brake performance returns to normal.*

Brake System Warning Light

The service brake system is designed so that in the event of a hydraulic fluid leak, in one-half of the system, the other half still provides some braking action.

A dual purpose brake system warning light is located in the right instrument cluster. The warning light glows red to indicate to the operator that the parking brake has not been fully released. It also glows red while braking in the event of broken brake lines, major brake fluid loss, air in the brake lines or a pressure deviation between the front and the rear wheel brake lines. If this happens, it may mean that braking effectiveness is impaired. In any case, the cause should be determined and any problem corrected as soon as possible. To make

sure the brake warning light is not burned out, set the parking brake and start the engine. If the light does not come on, have your Chevrolet dealer correct the trouble as soon as possible.

NOTE: *This warning light is not a substitute for visual checking of the fluid level in the master cylinder, which is a normal maintenance item at intervals specified on* page 44.

Automatic Brake Adjusters

All Corvair models are equipped with self-adjusting brakes designed to eliminate periodic brake adjustments. The self-adjusting mechanism is actuated, as needed, whenever the car is moved in reverse and the brakes applied. It is possible, however, for excessive brake pedal travel to develop if the required reverse movement with a brake application does not take place during a prolonged period of stop and go forward driving. Should this occur, the car should be driven backward and forward with the brakes applied at the end of each directional movement, until the brake pedal travel is back to normal. If this procedure fails to restore normal pedal travel, or if any abnormally rapid increase in pedal travel is experienced, immediate inspection should be made by your Authorized Chevrolet Dealer.

CAUTION: *Care should be exercised to assure that full brake pedal travel is not obstructed by improper floor mats or other interfering material under the pedal.*

CAUTION: *Brake linings should be periodically inspected for wear by a qualified technician. The frequency of this inspection depends upon driving conditions in your area, such as traffic or terrain, and also the driving techniques of individual owners. Your Chevrolet Dealer is best qualified to advise you as to how often this inspection should be performed. When brakes require relining, use Genuine General Motors Parts.*

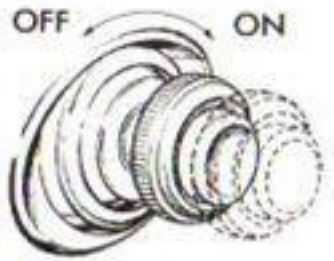
PARKING BRAKE

The parking brake operates by cables on the rear wheel brakes independent of the regular foot brake hydraulic system. The brake system warning light will be "ON" whenever the parking brake is not fully released and the ignition switch is "ON". *Never* drive the car with the parking brake engaged.

Pull the parking brake lever as far as possible to engage the brake. The lever will remain in the applied position until released. To release, pull the handle toward the steering wheel, depress the "trigger" and allow the handle to return to the released position.

CAUTION: *When leaving the car unattended, always fully apply the parking brake.*

WINDSHIELD WIPER AND WASHER



The windshield wiping system operates at two speeds and is designed to wipe clear designated areas of the windshield under most inclement weather conditions. The windshield wipers work electrically and

are not affected by engine operation.

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 windshield wiper and washer knob 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. The wiper must then be manually turned off, when the washing process is completed.

Water or cleaning agent needed for operation of the windshield washers is carried in a plastic water reservoir attached to the dash panel within the luggage compartment. Keep the washer reservoir filled to a level 2 inches below the top of the reservoir.

CAUTION: *Have the fluid level in the washer reservoir checked regularly, with special attention to keeping the reservoir filled during periods of heavy use. Optikleen Windshield Washer Solvent should be used as directed to prevent freezing damage and for better cleaning of the windshield under all conditions. Do not use radiator anti-freeze because this will cause paint damage.*

In the winter, fill the washer jar only ¾ full to allow 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 uses engine cooling air to heat the interior of the car. Operation of the controls is given below.

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

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

NOTE: When shutting off the above control lever, pull fully up until the lever snaps into the latch position.

DEF—Diverts heated air to the defroster outlets. The windshield defrosting and defogging system assists in providing good visibility through designated areas of the windshield under most inclement weather conditions. For immediate operation of the vehicle, the windshield should be scraped clear.

OPERATION FOR MAXIMUM COMFORT

- MINIMUM HEAT REQUIREMENTS—During spring and fall in areas where climatic conditions are less severe, depress the HEAT lever *only* as required for your comfort.
- MAXIMUM HEAT REQUIREMENTS—Depress HEAT lever to extreme down position. If heat becomes excessive, pull up HEAT knob to desired position.

NOTE: In Direct Air Heaters vapor may collect when vehicle stands for long periods, keep the HEAT lever in OFF position for the first few minutes of engine operation. This will reduce the tendency for moisture to condense on windshield. Oil spilled on engine shrouding may cause odor in passenger compartment. To avoid discomfort, the cause of any odor should be traced and promptly corrected.

Additional rear seat compartment heat may be obtained by opening the heater outlet located in the seat riser.



Heater Operating Tips

The Direct Air Heater receives air from the air inlet louvers below the rear window.

Keep all windows and vents closed to reduce drafts, and noise.

Quicker defrosting may be obtained when the rear seat heater outlets are closed.

WINDSHIELD DEFROSTING AND DEFOGGING

CAUTION: *In inclement weather, clear snow or ice from air inlet louvers. This will improve heater and defroster efficiency and reduce formation of fog or frost on the inside of the windshield during initial operation under certain atmospheric conditions. Also, clear the windshield, rear window, outside mirrors and all side windows of ice or snow prior to operation of the vehicle. This will improve driver's vision during initial operation.*

Operate heater system for 30 seconds before switching to DEF. This will remove humid air from the system and minimize rapid fogging of the glass which can occur if humid air is blown onto a cool windshield.

CHEVROLET "ALL TRANSISTOR" RADIOS

To operate the radio, the ignition switch must be in "ON" or "ACC" position.

AM Radio

The left hand control knob is the "on-off" switch and volume control. At its base is the tone control wing knob. The right hand knob is the manual station selector. With the optional rear seat speaker, a wing knob at the base of the station selector knob allows use of front, rear or both speakers.



In addition to the manual controls, the Push Button Radio provides five push buttons with which to automatically select preset stations. To preset, allow the radio several minutes to become thoroughly warmed up, pull the push button "out" as far as it will go, tune in the desired station manually and then push the button "in." Repeat this operation for each push button.

AM/FM Radio

In addition to providing standard AM reception, this set permits you to receive clear static-free FM broadcasts. Move the slide bar, above the radio dial, to the right or left to select AM or FM reception. All other controls remain the same as described for Push Button radios. FM broadcasts may be received as far as 25 miles from the sending station, depending on the power of the station and the existing terrain. In fringe areas, it may be possible to retune the radio slightly to maintain peak reception. If not, retune to a closer or stronger FM station or switch to AM operation. Push buttons may be set for either AM or FM stations or may be divided between the two.



Antennas

The AM radio antenna is adjustable and is most effective when fully extended. The AM/FM antenna has a fixed length, thus assuring highest quality FM reception.

Stereo Tape System

The optional stereo tape player system provides pre-recorded stereo music for your enjoyment. The system consists of a 4-channel, 8-track tape cartridge and front and rear radio speakers.

To play your stereo, the ignition switch must be in the "ON" or "ACC" position. (Radio must be turned on.) To operate the system, insert a tape cartridge (label side up) and engage fully.

The four player controls should be adjusted as follows:

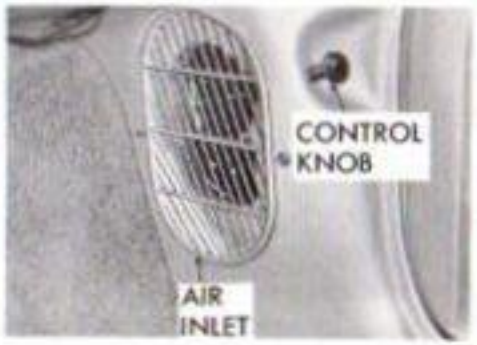
1. Vol.—Tape Push. Push and release knob to select desired program. Adjust volume as desired.
2. Tone ..... Adjust as desired (Bass-Treble).
3. Balance ..... Adjust relative volume levels of the two stereo channels in the system.
4. Front-Rear .... Adjust to balance volume of front and rear speakers.

When the unit is left unattended, pull the tape cartridge slightly away from the unit (rack) approximately one inch, to avoid possible roller damage.

Store tapes in a cool, dry place out of direct sunlight and with tape end of cartridge in the upright position.

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 located in the trim pad.



DOOR LOCKS

Doors can be locked from the inside by depressing the passenger guard door lock buttons located on the upper door panel. All doors can be locked from the outside by first depressing the door lock button and depressing the outside door handle plunger while closing the door.

Doors can also be locked by using the key.

All models have as a standard safety feature over-

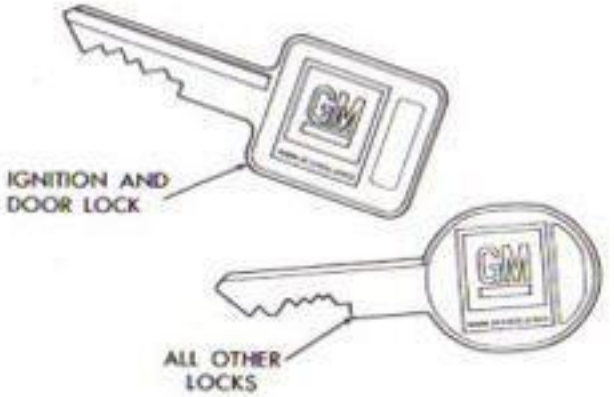


riding door locks. When the doors are locked, the door latch mechanism is inoperative, preventing inadvertent opening of the door by movement of the inside handle. **CAUTION:** *Always lock the doors when driving for greater security in the event of an accident and for security against unauthorized entries. Do not close the vehicle door by applying pressure on the glass.*

KEYS

Two separate keys are provided for your car. Each key has a different cross section so that it can be inserted only in certain locks. The key with the square head and the letter "E" stamped on it operates the ignition switch and door locks. The key with the oval head and the letter "H" is used for the luggage compartment and glove box door locks. These compartments should be locked and the key removed from the car should it be necessary to leave the ignition key with an attendant.

The code number of each key is stamped on a "knock-out" plug in the key head. Your Chevrolet dealer removed the key plugs and placed them with the spare set of keys in the special key envelope that was given to you at time of delivery. Record the numbers on the key envelope and discard the key plugs. Keep the key envelope in a safe place such as your wallet, NOT IN THE CAR, so that you can have duplicate keys made in the event the original keys are lost.



SEATS

Front Seat Adjustment

The one-piece front seat is easily adjusted forward or rearward to provide maximum driving comfort.

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

The bucket seats 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).

Seat Back Lock

Folding seat backs are equipped with self-latching mechanisms and release controls designed for the convenience of entering and exiting passengers.

The release knob is located at the lower rear of each backrest nearest the door. Lift the knob upward, then push the seatback forward. The lock will latch when the seatback returns to its upright position.

CAUTION: *The filler panel between the rear seat and the rear window should not be used for storage—even of light weight, small articles. They might become dangerous projectiles during a collision or sudden stop; larger items may also reduce vision to the rear.*

FOLDING REAR SEAT

The folding rear seat-back, standard equipment on Monza, optional on all other Corvair models except convertible, quickly and easily folds forward and down to provide additional cargo space.

To lower the folding seat-back:

- Lift up on latch at right end of seatback.
- Swing the seatback forward and down.

To raise the seatback:

- Lift the seatback and push firmly into place.



FOLDING REAR SEAT

OCCUPANT RESTRAINT BELTS

Lap and shoulder belts provide added security and comfort for you and your passengers. Proper use and care of these belts will assure continuance of this security.

Lap Belts

After the front seat has been adjusted to the satisfaction of the driver, grasp the buckle end and the flat metal "eye" end of your individual belt assembly and position the belt across the lap as LOW ON THE HIPS AS POSSIBLE. Insert the metal eye into the open end of the buckle until an audible snap is heard. Make sure the connection is secure and adjust the belt to a SNUG FIT by pulling on the end of the belt protruding from the buckle. The snug and low positions are essential in order that the force exerted by the lap belt in a collision may be spread over the strong hip bone structure and not across the soft abdominal area. For retractor equipped belts, pull the retractor half of the belt to a solid stop to make sure that the belt webbing is completely unwound from the retractor drum, then connect the belt and make the necessary adjustments at the buckle for proper fit. To release the lap belt, simply depress the push button located in the center of the buckle.

CAUTION: *Never use the same belt for more than one person at a time. Be sure to avoid: (a) wearing a lap belt loosely or with slack in the system; (b) wearing the belt with the webbing not fully extracted from a non-locking retractor; and (c) wearing the belt in a twisted condition or pinched between the seat structural (metallic) members.*

Shoulder Belts

When properly worn with a lap belt, a shoulder belt can provide additional protection against impact with the car interior by restraining forward motion of the upper torso in a collision. This is primarily true in case of frontal impacts, which are the most frequent type of accident.

CAUTION: *Wearing a shoulder belt without a lap belt can be extremely hazardous to the wearer in case of an accident. In addition, the use of a shoulder belt is not recommended for a person less than 4 feet 7 inches in height because the belt would cross over the body too near the neck and thereby substantially increase the danger of neck injury in a collision.*

Shoulder belts are fastened and released in the same manner as lap belts. A shoulder belt should not be uncomfortably tight. A fist's width between your chest and the belt should provide sufficient slack. This can be checked by inserting a clenched fist between the belt and your chest with thumb against chest.

CAUTION:*The driver's shoulder belt should be adjusted so the driver can reach essential operating controls without undue restraint.*

When not in use, shoulder belts should be secured in the special storage convenience provision. This is



to reduce the danger of the metal end striking on occupant in a sudden stop. When storage provisions are not provided, the loose end mounted on the upper structure should be fastened to the floor-mounted end, and adjusted to remove excess slack.

Passengers in the rear seat of a convertible must remove their shoulder belts (optional at extra cost) BEFORE the top is lowered. The shoulder belt will require adjustment after the top has been either lowered or raised.

Releasing Belts

To release the belts, simply depress the release tab or button located in the center of the buckle.

Care Of Belts

Keep the belts clean and dry. Clean with a mild soap solution and lukewarm water. Keep sharp edges and damaging objects away from belts. Periodically inspect belts, buckles, retractors, and anchors for damage that could lessen the effectiveness of the restraint system, and have questionable parts replaced. Do not bleach or dye belts since this may cause severe loss of strength.

HEAD RESTRAINTS

The head restraints may be adjusted to either an UP or DOWN position by simply releasing the detent latch at the base of the supporting rods and pulling up or pushing down. Select the UP or DOWN position for the head restraint according to your seated height. The position that places the top of the head restraint nearest to the top of your head will normally prove best suited to your needs.

CHILD RESTRAINT

Children in automobiles should be restrained to lessen the risk of injury in accidents, sudden stops or other driving conditions. A child seat designed by General Motors specifically for small children is available from your dealer. This seat is designed to position the child for more effective restraint by the lap belt provided on your 1969 Corvair.

The General Motors child seat should be used only in General Motors passenger vehicles equipped with lap belts. It may be used on all seats which do not fold and on folding seats only if they are equipped with a latch to hold the seat back upright (standard on 1967 and later model General Motors cars). This seat is only for use by children weighing up to 30 pounds.

If a child is traveling in a vehicle not equipped with this General Motors child seat, the following precautions should be taken:

1. Children should be placed in the rear seat. Never allow a child to stand or kneel on any seat.
2. Infants unable to sit up by themselves should be restrained by placing them in a covered, padded bassinet which is placed crossways in the vehicle on the rear seat, The bassinet should be securely restrained with the regular vehicle seat belts. An alternate method is to position the bassinet so that it rests against the back of the front seat, again crossways in the vehicle.
3. When a child is old enough to sit up by himself in a car, he should sit on a firm cushion and use the conventional lap belt to restrain him at the hips. The cushion should be as firm as practical and enable the child to look horizontally out of the car windows.

4. The use of the cushion should be discontinued as soon as the child is old enough to see out of the car windows without it.
5. Do not use shoulder belts on children shorter than approximately 4 feet 7 inches in height.
6. General Motors recommends that children be restrained when riding. However, if conditions require that a child must stand, he should stand on the floor directly behind the front seat. This will minimize the possibility of his being thrown from the rear compartment during a sudden stop. This method should be used only if more complete restraint cannot be used.

TELESCOPING STEERING COLUMN

The optionally available telescoping steering column can be adjusted within a range of 2-¾". This is to give maximum comfort. On long trips the steering wheel position can be changed to minimize tension and fatigue.

Repositioning of the steering wheel can be accomplished at the driver's discretion. Turn the control lever counterclockwise to unlock; position wheel as desired and turn control lever clockwise to lock.

REARVIEW MIRRORS

It is not intended that rearview mirrors be used for backing up, or for surveillance of conditions close to the rear of the car. It is suggested that the driver turn his head and look to the rear for backing operations. The inside day-night rearview mirror incorporates a triple-jointed mounting so the driver can position the mirror vertically and horizontally to suit his driving needs. It is only necessary to exert enough pressure to overcome the friction load at the three joints in order to adjust the mirror to any position within the physical limits of its travel.



GOOD DRIVING PRACTICE: A good driver always scans the area to the rear BEFORE entering the vehicle and backing up, and makes a habit of using his rearview mirrors while driving, so as to be aware of the rearward aspect of his total driving environment.

ENGINE COMPARTMENT

- To open: Push up the lid 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 vents located below the rear window free of ice, snow and leaves.

LUGGAGE COMPARTMENT

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

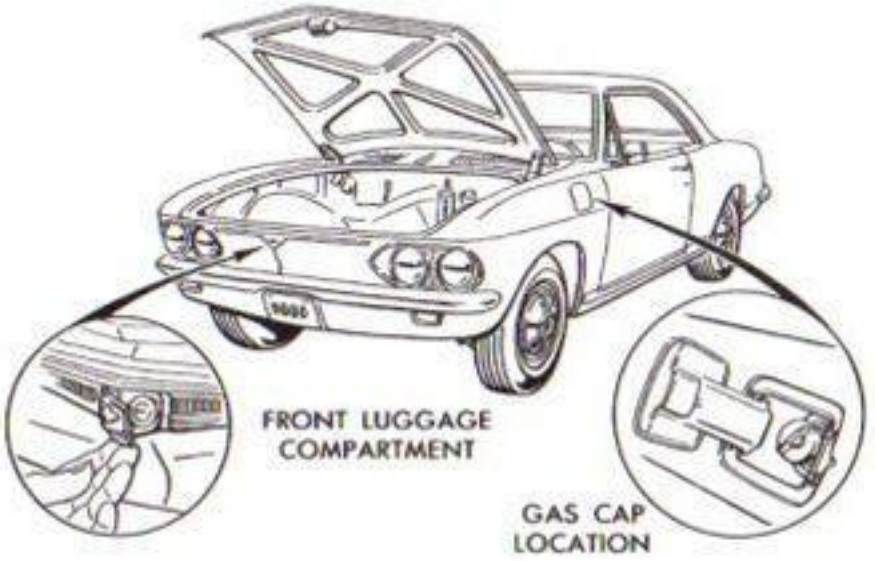
- **To open** the luggage compartment, pivot the spring loaded emblem to reveal lock, insert the key and, holding the lid down to relieve the tension on the lock, turn the key fully clockwise and allow the counterbalanced lid to open. **To close,** slam the lid firmly.

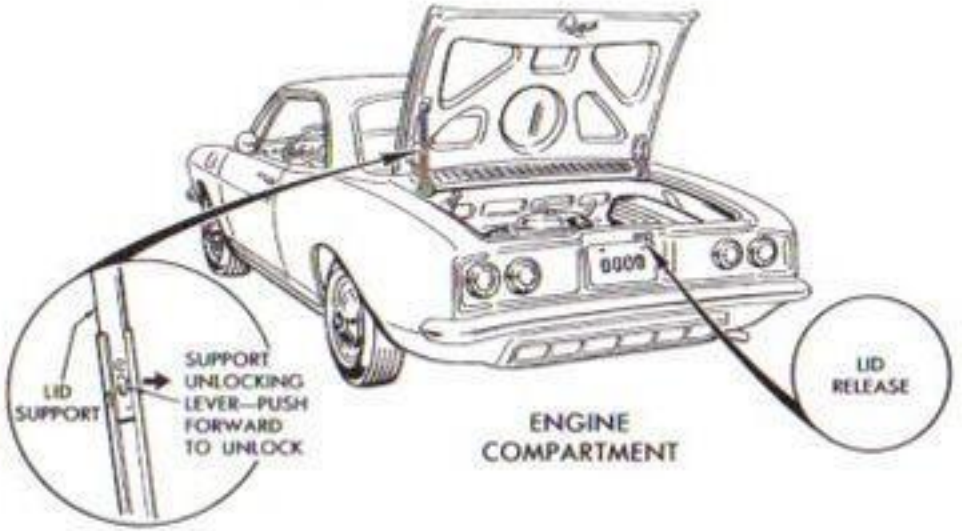
FUEL TANK

The fuel tank, filler pipe and all tank connections have been carefully designed to reduce fuel leakage after termination of certain collisions. This design reduces fire hazards in these collisions.

GAS CAP

The gas cap is concealed beneath the spring loaded door on the left fender. All models make use of a vented anti-surge type cap. Do not use a non-vented cap. If the gas cap is lost, see your Authorized Chevrolet Dealer for replacement.





CAUTION: *Gasoline is flammable and explosive under certain conditions. Always stop the engine and do not smoke or allow open flames or sparks near the vehicle when refueling. If gasoline fumes are noticed while driving, the cause should be determined and corrected without delay.*

ASH TRAY

The ash tray and cover is an integral unit, which pivots outward and down for access.

To remove tray for cleaning purposes, press the catch at inside rear of tray and lift from panel.

CIGARETTE LIGHTER

Press on the optional cigarette lighter to heat. When ready for use, it will "pop" out.

GLOVE BOX

The glove box is locked and unlocked with the oval key. The door should always be closed when not in use.

CLOCK

Reset the clock, if your car is so equipped, by pulling out the knob and turning the hands clockwise if slow, counterclockwise if fast. This will, if the clock error is three minutes or more, automatically compensate for time gain or lag. Several resettings, several days apart, may be needed to properly adjust the clock mechanism. Have your clock cleaned and oiled by a competent clock serviceman at least every two years.

CONVERTIBLE

Operating the Folding Top

CAUTION: *Prior to raising or lowering the folding top, the car must be at a complete stop and the sunvisors turned down. Also, when lowering the top, make certain the top is thoroughly dry and that there are no items stored in the top well.*

When the folding top is to be lowered, the locking handles located at the front of the side rails near the windshield header must be rotated inboard. On convertibles equipped with a power operated top, the top control switch may then be actuated until the top is fully lowered. On convertibles that are equipped with a manually operated top, grasp the under side of the side rail rearward of the locking handles and lift rail upward and rotate rearward until top is fully lowered. Also, with the manual top, downward pressure must then be exerted to each side rail until catch clip located at top of quarter trim panel snaps onto the end of the side rail.

When raising the power operated top, actuate the control switch until top rests on windshield header.

In raising the manually operated top, the catch clips

must first be disengaged from the right and left side rails. The raising of the top can be completed by grasping the front corner of the top and rotating the top forward until top rests on windshield header.

The locking handles are then rotated outboard which engages the lock hooks to the striker assembly located on the windshield header.

Installing the Top Boot

Remove top boot from its protective case, which is normally stored in the luggage compartment.

Grasping forward end of the boot, slide the welt on the boot into the retainer located on the top of the rear seat back panel. The boot can then be placed over the lowered top and the metal snap fasteners on the boot can be snapped onto the studs on the belt molding and quarter trim. Any wrinkles that may exist may be relieved by sliding the forward portion of the boot to the right or left in the retainer.

Care of Folding Top and Rear Window

The folding top should never be subjected to volatile cleaners or household bleaches. Frequent washing with neutral soap suds, lukewarm water and soft bristle brush is normally all that is necessary to maintain the "Factory Fresh" look. In the event heavy soilage or stubborn stains are encountered, a mild foaming cleanser, lukewarm water, and a soft bristle brush may be used. If desired, the top may be supported from the underside during the cleaning operation. Regardless which cleaning method is used, a generous amount of rinse water is to be used as any soap that runs down on the body finish and allowed to dry, may cause streaks.

After cleaning, always be sure the top is thoroughly dry before it is lowered.

The pliable plastic window, due to its texture, is susceptible to scratches and abrasions. As a result, the top should not be lowered when the rear window is dirty.

When cleaning the rear window, do not use a dry cloth or volatile cleaning agents. A soft cloth moistened with water should be used to remove superficial dust. When completely washing the rear window, cold or luke warm water and a mild neutral soap suds may be used along with a generous amount of rinse water. In addition, the rear window can be cleaned with G.M. Plastic Cleaner available at your dealer.

A scraper should never be used for removing snow or ice from the rear window. In an emergency, warm water may be cautiously used.

NOTE: *DO NOT paste any stickers or masking tape on rear window as damage will result.*

CLEANING HINTS

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 and G. M. Triple Action Cleaner and Polish; 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.

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. Never use chrome polish, steam or any caustic soap to clean ALUMINUM. Wash only with luke-warm 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 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.

INTERIOR APPEARANCE

Dust and Dirt

Clean the interior of your car frequently, using a broom or vacuum cleaner.

Polish should not be used to clean interior bright finish parts. Abrasive compounds used in most polishes may damage the finish. Cleaning with a damp cloth, then rubbing with a polishing cloth is all that is required.

CAUTION: *Some white sidewall cleaners will cause serious damage to aluminum trim. Use caution when cleaning tires with this type of cleaner.*

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, available from your Authorized Chevrolet Dealer, will remove most stains. 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.

CAUTION: *When cleaning interior fabrics or carpeting, do not use volatile cleaning solvents such as: acetone, lacquer thinners, carbon tetrachloride, enamel reducers, nail polish removers, or laundry soaps, bleaches and reducing agents. NEVER USE GASOLINE OR NAPHTHA FOR ANY CLEANING PURPOSE.*

GUARDIAN MAINTENANCE FOR OWNER PROTECTION

Your 1969 Chevrolet product has been engineered to provide maximum service with minimum owner maintenance service requirements. However, certain maintenance services, which must be performed on a time or mileage basis, depending on the amount of driving you do, will ensure that you continue to receive the maximum in performance, dependability, and durability which have been built into your car.

The quality of maintenance your new car receives is as important as the regularity with which it is serviced. The "Guardian Maintenance Service" program has been developed by the Chevrolet Motor Division in co-operation with Chevrolet Authorized Dealers to provide nationwide quality in customer service. The program includes the training of dealer technicians at General Motors Training Centers throughout the country as well as at local Chevrolet sponsored schools, with a continuous follow-up of publications, films, and other service information. No one else has more knowledge of servicing your Chevrolet than your Chevrolet Authorized Dealer and his trained service technicians.

Other important contributions to Chevrolet's "Guardian Maintenance Service" program are: the use of genuine General Motors parts and accessories which have the same high quality standard as the original equipment and the use of Chevrolet approved tools developed and tested for use by Chevrolet Dealers.

OWNER RESPONSIBILITY

Normal maintenance services and replacement of service items as described in this section are the responsibility of the owner and as such are not considered defects in material and workmanship under the provisions of the Chevrolet New Vehicle Warranty. Weather and atmospheric conditions, varying road surfaces, individual driving habits and vehicle usage greatly contribute to the need for maintenance services. To help you get the utmost in satisfaction and extended service from your Corvair, the principle services and replacement items are summarized below.

A. Maintenance Services

- **Lubrication**—Heat, cold, dusty conditions or unusually wet weather all contribute to the need for lubrication at regular intervals. In addition to the regular maintenance services at recommended intervals, throttle linkage, parking brake linkage, and body parts such as door and hood latches and hinges, weather stripping, etc., should receive attention at every oil change. As part of the periodic lubrication service, all lubricant and fluid levels should be checked and replenished as necessary.

- **Wheel Alignment and Wheel Balance** are affected by operating conditions such as hitting chuck holes and curbs, rapid starts and stops, tire skidding, etc. Wheel alignment and balancing service contribute to longer tire life and better vehicle handling.

- **Brake Services**—Brake linings are subject to wear from usage depending upon driving conditions and driving habits of each individual driver. Periodic check of

ON THE FOLLOWING THREE PAGES

important information about air pollution control systems

facts you should know:

BACKGROUND INFORMATION: During the combustion process in an automotive engine, certain hydrocarbons in the fuel fail to burn completely and are discharged into the engine crankcase or exhaust system. Some carbon monoxide is also formed during the combustion process. This is also discharged into the exhaust system. On a per-car basis, concentrations of these combustion products are insignificant. Multiplied by millions of vehicles, however, crankcase and exhaust emissions combine with pollution products from other sources to contribute to the total air pollution problem.

General Motors has, since the late 1940's, been a leader in research and development work related to vehicle emissions, and control systems have been developed which are highly effective in reducing undesirable crankcase and exhaust emissions. This work continues at an accelerated pace.

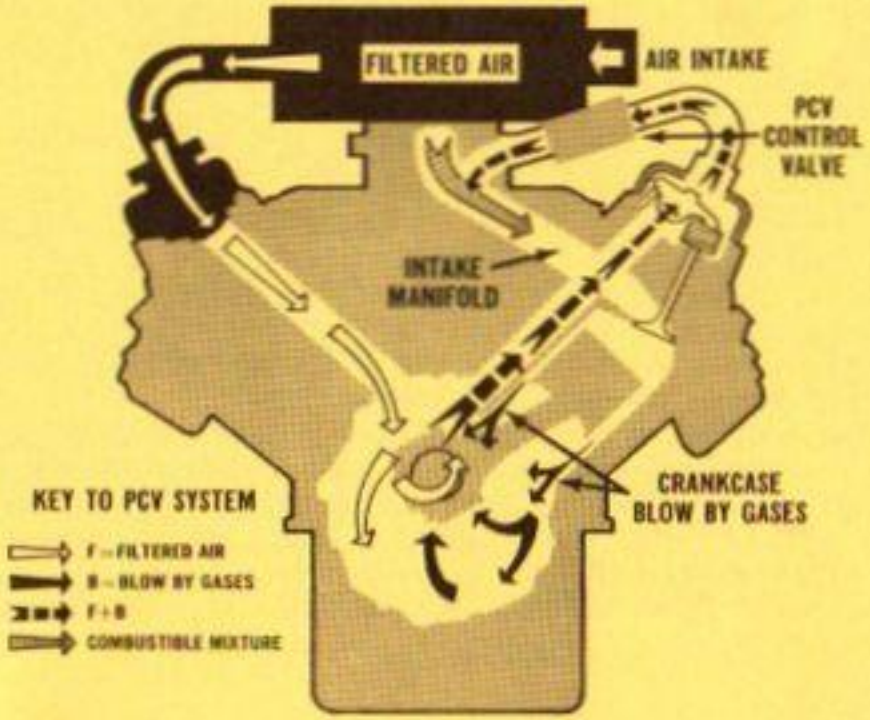
All new 1969 Chevrolet passenger cars and light duty trucks comply with all Federal and State laws and regulations for the Control of Air Pollution from New Motor Vehicles and New Motor Vehicle Engines.

YOUR ROLE IN CONTROLLING AIR POLLUTION: It is very important that the engine in your Chevrolet vehicle be serviced regularly in order to maintain its efficiency and minimize emissions in normal driving.

The following pages describe the crankcase and exhaust emission control systems on Chevrolet vehicles, and provide information on their proper maintenance. By following these recommended maintenance services you will help assure cleaner air and will provide a better running, longer lasting engine for greater all-around satisfaction, economy and performance.

What you should know about Air-Pollution Control S

*positive crankcase ventilation (pcv)



OPERATION: General Motors vehicles are equipped with Positive Crankcase Ventilation—a system which permits no crankcase emission to be discharged into the ambient air. To function properly, the system depends on the PCV Valve (smog valve) which recirculates and burns blow-by gases inside the engine.

MAINTENANCE: This valve must be clean in order to maintain efficient engine operation. An operational check of the PCV Valve should be made at the first oil change (4 months or 6,000 miles, whichever occurs first). Every 12 months or 12,000 miles, whichever occurs first, the PCV Valve should be replaced (cleaned on Corvair engines). Also, all hoses, fittings and the inlet air filter should be inspected, cleaned and replaced, if necessary. Always specify an AC PCV valve at replacement time.

NOTE: *If the positive crankcase ventilator valve should become clogged, the engine idle will be adversely affected. Therefore, if the engine idle becomes too slow or rough, the ventilator valve should be checked before any carburetor adjustments are made to compensate for the trouble.*

*Systems illustrated on V-8 engines, 6-cylinder systems similar.

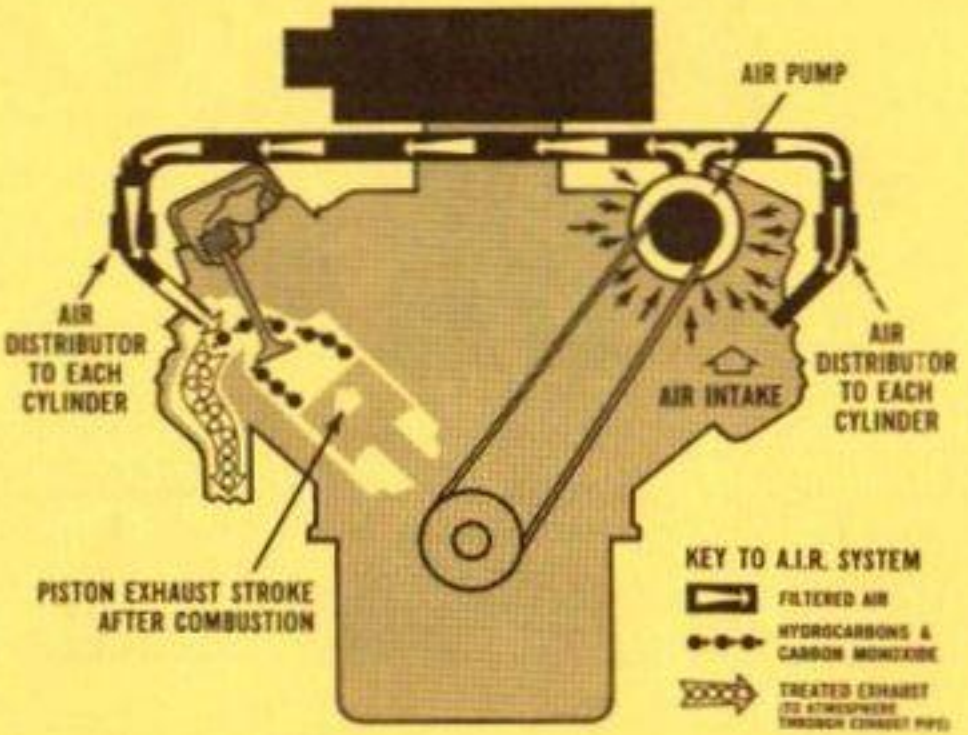
Systems on your vehicle, and the service they require

*air injection reactor (air)

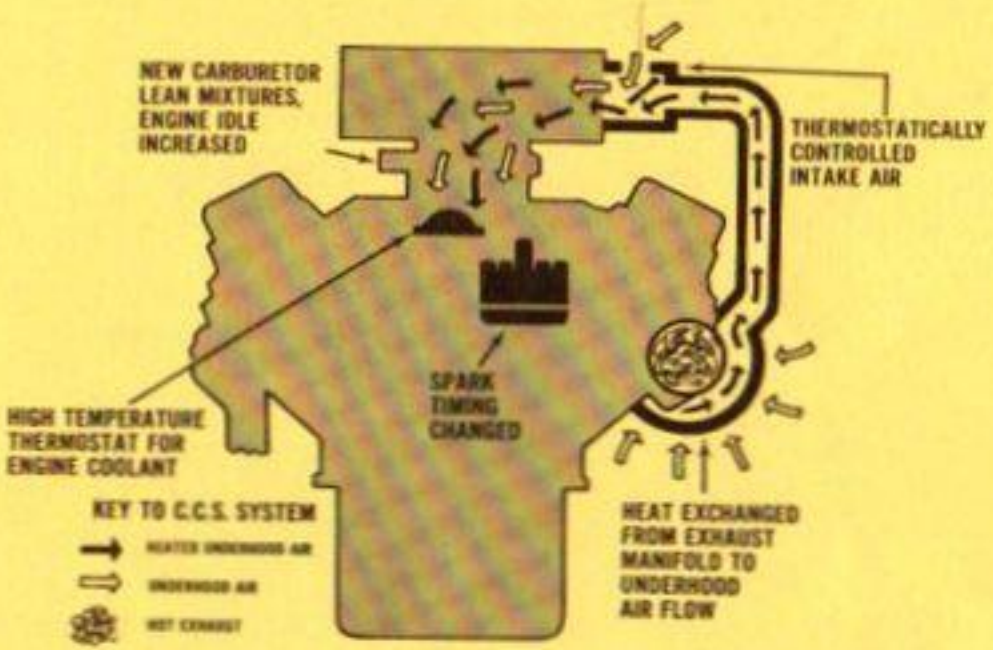
OPERATION: The Air Injection Reactor system is designed to reduce air pollution caused by exhaust emissions. It is entirely separate from the Positive Crankcase Ventilating system. The Air Injection Reactor system operates by oxidizing (or burning) the hydrocarbons and carbon monoxide as they are expelled from the combustion chamber into the exhaust. A positive displacement air pump, driven by the engine, compresses clean filtered air which is distributed and injected at the exhaust port of each cylinder. This fresh air mixes with the hot exhaust gases and promotes further oxidation (or burning) of both hydrocarbons and carbon monoxide† by converting some of them to carbon dioxide and water. The AIR system also includes a special calibrated carburetor, distributor and related components.

MAINTENANCE: Complete effectiveness of this system is dependent on proper adjustment of idle speed, ignition timing and idle fuel mixture being set according to specifications as indicated on a decal under the hood. These adjustments should be checked at the first oil change (4 months or 6,000 miles, whichever comes first). Subsequent checks should be made at 12 month or 12,000 mile intervals, whichever comes first. These adjustments are also included as part of the quality tune-up recommended at the same intervals. In addition, all hoses and fittings should be inspected to make sure they are properly connected, and the drive belt inspected for wear and tension on the 12-month or 12,000-mile schedule.

†NOTE: See carbon monoxide warning elsewhere in this manual.



*controlled combustion system (ccs)



OPERATION: The Controlled Combustion System is entirely separate from the Positive Crankcase Ventilation system and is designed to reduce exhaust air pollution by altering the combustion process. CCS includes a special air cleaner which incorporates thermostatic control of heated air to the carburetor, a special calibrated carburetor and distributor and related components.

MAINTENANCE: Complete effectiveness of the system, as well as full power and performance, depend upon engine idle speed, ignition timing, and idle fuel mixture being set according to the specifications shown on a decal under the hood. These adjustments should be checked at the first oil change (4 months or 6,000 miles, whichever comes first). Subsequent checks should be made at 12 month or 12,000 mile intervals, whichever comes first. These adjustments are also included as part of the quality tune-up recommended at the same intervals.

*System illustrated on V-8 engine, 6-cylinder system similar.

DO YOUR SHARE FOR CLEANER AIR—FOLLOW PERIODIC SERVICE RECOMMENDATIONS

(See previous three pages)

• All items affecting vehicle emission controls should be checked at the first oil change (4 months or 6,000 miles, whichever comes first).

• A subsequent check should be made at 12 months or 12,000 miles, whichever comes first, *and every 12 months or 12,000 miles thereafter.†*

† A check of those items vital to your vehicle's emission control system is included in the recommended quality *Engine Tune-Ups* at the same specified intervals.

brake lining condition by a qualified technician is recommended for safe operation. When the brake system requires service, replace with genuine GM parts.

• **Engine Oil Change and Filters**—Changing engine oil, and air, fuel and oil filters at recommended intervals is the owner's best investment in prolonged engine life, efficiency and performance. When replacement is necessary, always insist on AC ACron filters.

• **Transmission Oil Pan Drain**—Extended use and contamination affect transmission fluid. To assure efficient operation, transmission oil pan should be drained and fresh fluid added, and, strainer replaced, at the recommended intervals. DEXRON® fluid is recommended for automatic transmissions.

• **Emission Control**—A check of the items affecting vehicle emission control at the first oil change (4 months or 6,000 miles, whichever occurs first) is important to control hydrocarbon and carbon monoxide emissions within levels established by government standards and thus reduce air pollution. Subsequent checks should be made every 12 months or 12,000 miles, whichever occurs first. This check involves the adjustment of engine idle speed, idle fuel mixture, ignition timing and an operational check of the Positive Crankcase Ventilation System and related parts. Climatic conditions, type of operation, wear and contamination can affect these engine adjustments and proper functioning of the system. Checking for proper operation will not only contribute to the control of exhaust and engine emissions, but will improve performance and economy.

• **Engine Tune-Up and Electrical Checks**—Fuel and electrical systems are subject to wear and contamination and require periodic cleaning and adjustments to maintain maximum economy and performance. These same factors which have an important effect in the control of air pollution are included in engine tune-ups which are recommended at one year or 12,000 mile intervals.

• **Positive Crankcase Ventilation Fixed Orifice**—Crankcase vapors and other impurities can cause malfunction of the crankcase ventilation PCV system resulting in an increase of crankcase emissions and cause improper engine idle conditions. Regular cleaning of the PCV fixed orifice is recommended at 12-month or 12,000-mile intervals.

• **Belt Adjustments**—To assure proper performance of belt-driven engine components, all belts should be checked and adjusted periodically.

• **Carbon Deposits**—A degree of carbon buildup is normal in the combustion chambers of any gasoline engine, depending upon oil and fuel quality and operating conditions. For best results, follow the fuel and oil recommendations in this manual.

• **Paint, Chrome, Convertible Top and Trim** are affected by normal wear and exposure. Proper maintenance and care of these items can add to their appearance and durability.

OWNER PROTECTION MAINTENANCE SCHEDULE

Interval	Service To Be Performed
Every 6,000 miles or 4 months, whichever occurs first	• Change engine oil (normal passenger car service*). Not to exceed 6,000 miles. • Lubricate front suspension and steering linkage. • Check all lubricant and fluid levels (brake master cylinder, transmission, rear axle, battery). • Check throttle and parking brake linkage and body parts. • Check emission control items at first oil change (adjust engine idle speed, idle fuel mixture, ignition timing and operational check of the PCV and related parts).
At first oil change and every second oil change thereafter	• Change engine oil filter.*
Every 6,000 miles	• Inspect drive belts. • Clean battery (Energizer) terminals and oil felt washer.
First 12,000 miles	• Inspect air cleaner paper element after 12,000 miles of use. If satisfactory, rotate 180° from original position and reinstall. • Rotate distributor cam lubricator.
Every 12,000 miles	• Clean engine oil cooler. • Inspect and clean oil bath air cleaner. • Lubricate parking brake pulley, cables and linkage. • Lubricate manual transmission control linkage.

*Service more often during severe operating conditions as outlined under Maintenance and Lubrication.

OWNER PROTECTION MAINTENANCE SCHEDULE

Interval	Service To Be Performed
Every 12 months or 12,000 miles	• Clean PCV fixed orifice. • Engine tune-up. • Replace fuel filter element. • Lubricate hood latch and lock plate. • Inspect A.I.R. pump drive belt. • Check emission control items.
Every 24,000 miles	• Repack front wheel bearings. • Replace air cleaner element. • Replace distributor cam lubricator. • Drain automatic transmission sump and add fresh fluid (normal passenger car service).* Lubricate shift linkage.
Every 36,000 miles	• Check steering gear lubricant. • Lubricate clutch cross shaft (sooner if necessary), remove plug and install lube fitting.
Periodically	• Inspect brake linings and check system for leaks. • Check battery liquid level. • Check wheel alignment and balance. • Inspect seat belts, buckles, retractors and anchors. • Check headlamp aiming. • Check clutch adjustment.

*Service more often during severe operating conditions as outlined under Maintenance and Lubrication.

B. Replacement Items

• **Brake Linings** are directly affected by driving habits and use; the replacement of brake linings and the reconditioning of brake drums should be performed when necessary.

• **Spark Plugs and Ignition Points** are subject to wear and/or contamination. They should be inspected periodically and replaced if necessary for maximum engine performance and economy. For maximum performance and economy for your Chevrolet vehicle, replace with General Motors parts which are identified by one of these trade marks.



• **Filters** perform the important function of cleaning air, fuel or oil and should be serviced at recommended intervals.

• **Wiper Blades** life is dependent upon use and climatic conditions and they should be replaced when necessary.

MAINTENANCE AND LUBRICATION

Fuel Requirements

Your Corvair is designed to operate efficiently on "Regular" or "Premium" grade fuels, commonly sold in the United States and Canada, depending on the engine installed in your car. The table below indicates the fuel grade requirements for various Corvair engines.

ENGINE	FUEL GRADE
95 H.P. TURBO-AIR	Regular
110&140 H.P. TURBO-AIR	Premium

Use of a fuel which is too low in anti-knock quality will result in "spark knock." Since the anti-knock quality of all regular grade or of all premium grade gasolines is not the same and factors such as altitude, terrain and air temperature affect operating efficiency, knocking may result even though you are using the grade of fuel recommended for your engine. If persistent knocking is encountered, it may be necessary to change to a higher grade of gasoline and, if knocking continues, consult your authorized Chevrolet Dealer.

In any case, continuous or excessive knocking may result in engine damage and constitutes misuse of the engine for which the Chevrolet Motor Division is not responsible under terms of the Manufacturer's New Vehicle Warranty.

Operation in a Foreign Country

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 anti-knock 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, Owner Relations Department, Detroit, Michigan 48202, giving: (1) The compression ratio of your engine (see page 45 or obtain from your dealer); (2) The vehicle identification number (see page 45); (3) 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 in your car and subsequent operation under conditions of continuous or excessive knocking is considered misuse of the engine for which the Chevrolet Motor Division is not responsible under terms of the Manufacturer's New Vehicle 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 OIL REQUIREMENTS

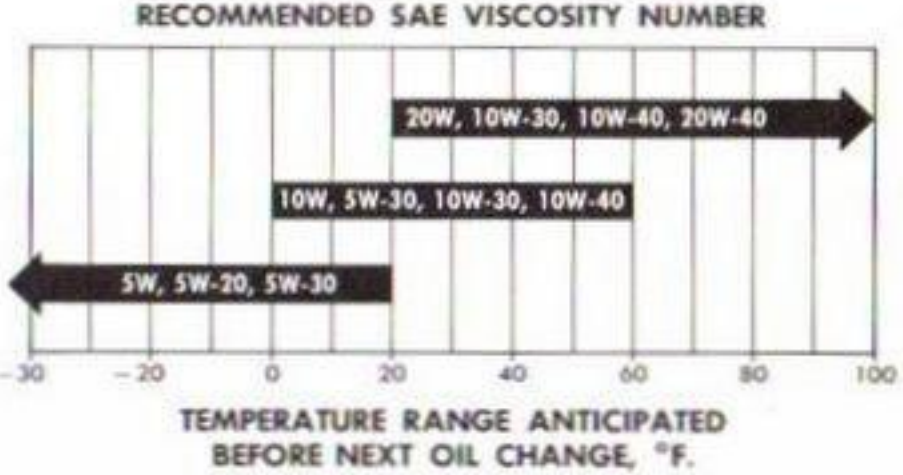
Engine Oil Recommendations

Use only engine oil which meets GM 6041-M standard. High quality oils which are intended for service MS and pass car makers' tests are of this quality. The oil change interval (see section on "Engine Oil Change Interval") and the new vehicle warranty are based on the use of oils that meet these requirements.



NOTE: *Non-detergent and other low quality oils are specifically not recommended. The use of proper engine oils and oil change intervals are your best assurance of continued reliability and performance from your Corvair engine.*

The regular use of supplemental additives is specifically not recommended and will increase operating costs. However, in cases of specific problems which may arise under certain conditions, additive supplements are available that can effectively and economically solve these problems without causing other difficulties. For example, if higher detergency is required to reduce varnish and sludge deposits resulting from some unusual operational difficulty, a thoroughly tested and approved concentrate ("Engine Oil Supplement") is available at your Chevrolet dealer. It is suggested that, in the event of an operational problem, you consult your dealer for advice.



NOTE: *SAE 5W and 5W-20 oils are not recommended for sustained high speed driving.*
SAE 30 oils may be used at temperatures above 60°F.

Recomended Oil Viscosity: The chart on page 35 will serve as a guide in selecting the proper oil viscosity. The proper viscosity helps assure good cold and hot starting by reducing friction and thus increasing cranking speed.

Checking Oil Level: The engine oil should be maintained at proper level. The best time to check it is before operating the engine or as the last step in a fuel stop. This will allow the oil accumulation in the engine to drain back to the crankcase. To check the level, remove the oil gauge rod (dip stick), wipe it clean and reinsert it firmly for an accurate reading. The oil level should be maintained in the safety margin, neither going above the FULL line nor below the ADD mark. Reseat the gauge firmly after taking the reading DO NOT OVERFILL.

NOTE: *The oil gauge rod is also marked "Use GM 6041-M Quality MS Oil" as a reminder to use only high quality oils as prescribed under "Engine Oil Recommendations."*

NOTE: *When checking or adding oil, be careful to avoid spilling or dropping oil onto the engine shrouding.*

COOLING SYSTEM CARE

The engine fan belt should be checked for tightness at regular intervals. When a new belt is needed use only the approved premium belt available from your Chevrolet dealer. If any other belt is installed, replace with recommended belt when possible.

Watch the TEMP-PRESS and GEN-FAN indicators on the instrument panel for signs of overheating.

Air inlet louvers, located in the panel below the rear window, supply air for engine combustion and cooling and for the Direct Air Heater. Make sure the louvers are never sealed or blocked.

TIRES

The factory installed tires on your car are selected to provide the best all around tire performance for all normal operation. When inflated as recommended in the tire inflation pressure table, they have the load carrying capacity to operate satisfactorily at all loads up to and including the full rated load specified in that table at all normal highway speeds.

For the added convenience of owners, many Chevrolet dealers are equipped to handle tire warranty adjustments on certain makes of tires provided on 1969 Chevrolet cars.

TIRE TRACTION

A decrease in driving, cornering, and braking traction occurs when water, snow, ice, gravel, or other ma-

terial is on the road surface. Driving practices and car speed should be adjusted to the road conditions.

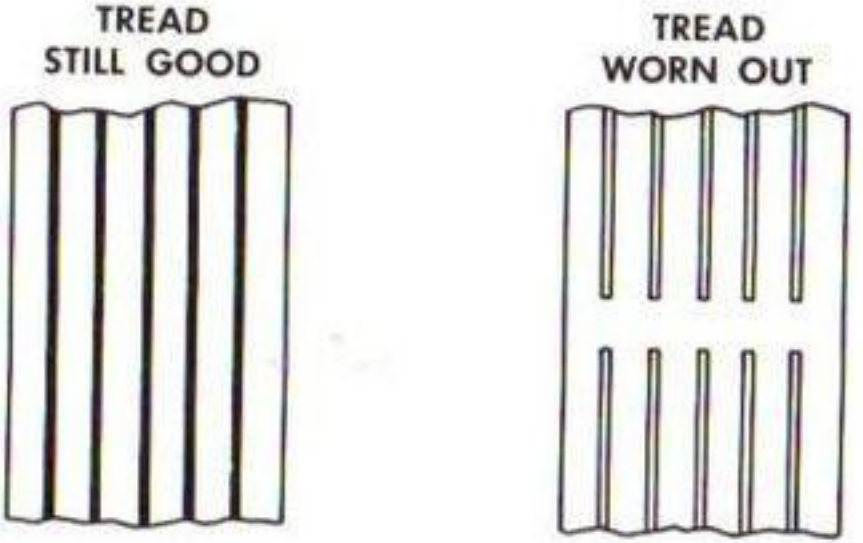
When driving on wet or slushy roads, it is possible for a wedge of water to build up between the tire and road surface. This phenomenon, known as hydroplaning, may cause partial or complete loss of traction, which adversely affects vehicle control and stopping ability. To reduce the possibility of traction loss, the following precautions should be observed:

1. Slow down during rainstorms or when roads are slushy.
2. Slow down if road has standing water or puddles.
3. Replace tires when tread wear indicators are visible.
4. Keep tires properly inflated.

For temporary assistance when traction is lost on ice or snow, the use of AC Liquid Tire Chain is recommended.

TREAD WEAR INDICATORS

The original equipment tires on your Corvair incorporate built-in tread wear indicators to assist you in determining when your tires have been worn to the point of needing replacement. These indicators are molded into the bottom of the tread grooves and will appear as ½ inch wide bands when tire tread depth becomes 1/16 of an inch. When the indicators appear in two or more adjacent grooves, tire replacement due to tread wear is recommended.



INFLATION PRESSURE

To ensure the proper tire inflation pressures for your particular requirements, follow the recommendations in the tire inflation pressure table. Keep tires properly inflated, and check inflation pressure at least monthly. This should provide you with the best tire life and riding comfort, over the full range of normal driving conditions.

OPTIONAL TIRES—Standard tires for Corvairs are 7.00 x 13 4-ply rating, 2-ply. Optional tires are not available.

Only those tires of the size shown on the following table are recommended for use on your Corvair. Use of any other size of tire may seriously affect ride, handling, ground clearance, tire clearances, and speedometer calibration.

TIRE ROTATION—Rotation of tires on Corvair vehicles is not recommended. When installing new replacement tires and only two are needed, it is recommended that the new tires be placed on the front wheels.

RECOMMENDED TIRE INFLATION PRESSURES

Pounds per Square Inch (Cool)

MODELS		TIRE PLY	TIRE USAGE	STANDARD INFLATION PRESSURE FOR ALL LOADS INCLUDING FULL RATED	
				FRONT	REAR
Standard Coupe	1 TO 6 PASSENGERS + 200 LBS. LUGGAGE (1100 LBS. LOAD)	4-Ply Rating—2 Ply	7.00-13	15	28
Monza Coupe	1 TO 5 PASSENGERS + 200 LBS. LUGGAGE (950 LBS. LOAD)	4-Ply Rating—2 Ply	7.00-13	15	26
Monza Convertible	1 TO 5 PASSENGERS + 200 LBS. LUGGAGE (950 LBS. LOAD)	4-Ply Rating—2 Ply	7.00-13	15	28

1. Tire inflation pressures may increase as much as 6 pounds per square inch (psi) when hot.
2. For continuous high speed operation (over 75 mph) increase tire inflation pressure 4 pounds per square inch over the recommended pressures up to a maximum of 32 pounds per square inch cold for 4 ply rating tires. Sustained speeds above 75 mph are not recommended when the 4 pounds per square inch adjustment would require pressures greater than the maximums stated above.
3. Cold tire inflation pressure: after vehicle has been inoperative for 3 hours or more, or driven less than 1 mile. Hot tire inflation pressure: after vehicle has been driven 10 miles or more at 60-70 miles per hour.
4. Vehicles with luggage racks do not have a vehicle load limit greater than specified.
5. When towing trailers, the allowable passenger and cargo load must be reduced by an amount equal to the trailer tongue load on the trailer hitch.

JACKING THE CAR

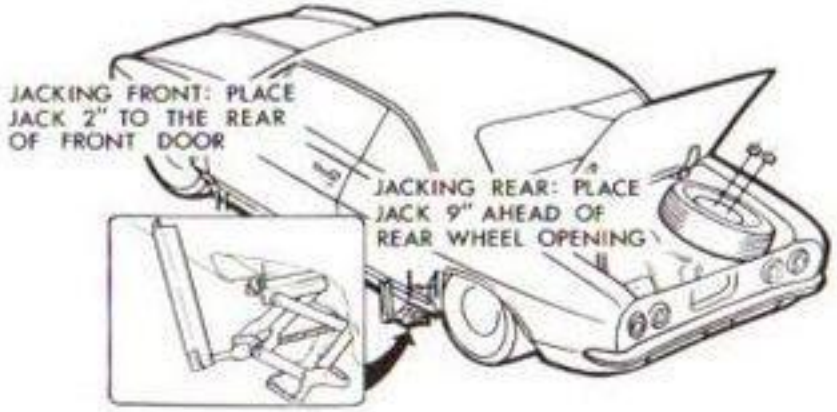
CAUTION: *Before jacking up the car, firmly set the parking brake and block the wheel diagonally opposite from the jack position.*

Locate the jack under the side of the car as shown. Spare tire and jack stowage are illustrated below.

Wrench is stowed in luggage compartment. On models with the spare tire in the engine compartment, mount the wheel on locating studs with valve opening downward and toward center of car.

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

CAUTION: Never get beneath the car when it is supported only by a jack. Always use safety stands to support the car if necessary to get underneath. On cars equipped with a (positraction differential) do not run the engine with one drive wheel off the ground since the car may drive through the wheel remaining on the ground.



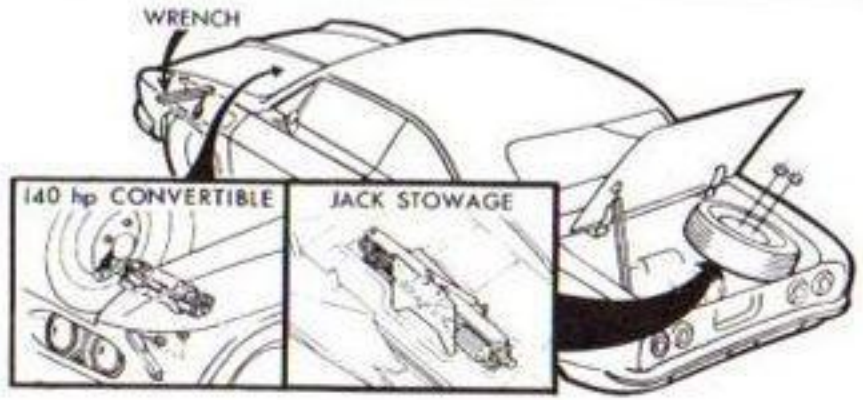
RECOMMENDED SCHEDULE FOR PERIODIC MAINTENANCE AND LUBRICATION

The time or mileage intervals on the following pages are intended as a general guide for establishing regular maintenance and lubrication periods for your Corvair. Sustained heavy duty or high speed operations or operation under adverse conditions may necessitate more frequent servicing. For specific recommendations for conditions under which you use your vehicle, consult your authorized Chevrolet Dealer.

Change oil each 4 months. If more than 6,000 miles are driven in a 4-month period, change oil each 6,000 miles.

ENGINE

In certain types of service including operation under dusty conditions, trailer hauling, extensive idling, service where the operation is primarily 10-mile or shorter trips, or PROLONGED OPERATION AT SUB-ZERO TEMPERATURE, OIL CHANGE INTERVALS SHOULD NOT EXCEED 2 MONTHS, OR 3,000 MILES, whichever occurs first.



Operation in dust storms may require an immediate the frequency of oil and filter changes under unusual driving conditions.

The above recommendations apply to the first change as well as subsequent oil changes. The oil change interval for your Corvair engine is based on the use of oils that meet the requirements indicated in the section on "Engine Oil Recommendations." Oil change intervals longer than those listed above will result in serious reductions in engine life and may affect Chevrolet's obligation under the provisions of the new vehicle warranty.

A high quality MS oil meeting General Motors Standard GM 6041-M was installed in your engine at the factory. It is not necessary to change this factory-installed oil prior to the recommended normal change period. However, the oil level should be checked more frequently during the break-in period since somewhat higher oil consumption is normal until the piston rings become seated.

OIL FILTER

The engine oil filter should be replaced at the first oil change and at every second oil change thereafter. This recommendation is based on the use of engine oils that meet the requirements indicated in the section on "Engine Oil Recommendations," and the use of the applicable AC oil filter. When replacement is necessary, always specify an AC oil filter.

FAN BELT

Every 6000 miles—check condition of belt. Check belt guide to belt clearance. Belt guide clearance should be approximately 1/16" after belt is tensioned. (See page 50). Retensioning a belt unnecessarily may result in premature belt failure. Use only Chevrolet approved belts when replacement is necessary.

AIR CLEANER

CAUTION: *In addition to its function of filtering air drawn into the engine through the carburetor, the air cleaner also acts as a flame arrester in the event the engine backfires. Because backfiring may cause fire in the engine compartment, the air cleaner should be installed at all times unless its temporary removal is necessary during repair or maintenance of the vehicle.*

For maximum protection, specify an AC ACron air filter element.

Paper Element Type

The oil-wetted paper element is a long-life efficient air cleaner and should not require replacement before 24,000 miles except under extreme adverse conditions.

Inspect air cleaner at 12,000 miles for dust leaks, holes or other damage, replace if necessary. If condition is satisfactory, rotate element 180° from originally installed position. Replace at 24,000 miles. Under extreme adverse conditions inspect every 6,000 miles.

Oil Bath Type

Every 12,000 miles—Inspect and clean if necessary. Refill with SAE 50 engine oil when lowest anticipated temperature is above freezing; use SAE 20 if below freezing.

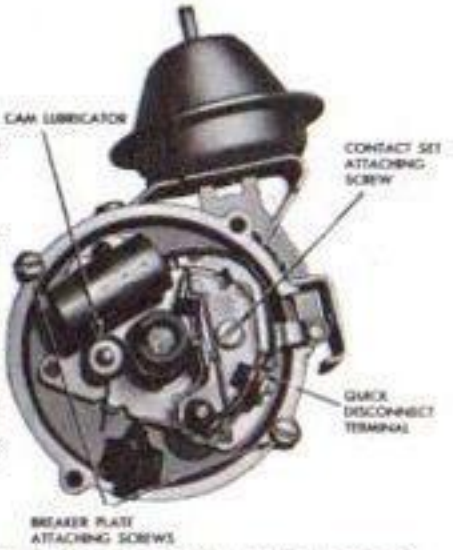
DISTRIBUTOR CAM LUBRICATOR

Every 12,000 miles—

Rotate cam lubricator 180 degrees.

Replace lubricator at 24,000 mile intervals.

The cam lubricator should not be oiled; damage to ignition points may result if proper lubricant is not used on cam.



ENGINE TUNE-UP, EMISSION CONTROL AND ELECTRICAL SYSTEM CHECKS

Fuel and electrical systems are subject to wear and contamination and require periodic cleaning and adjustments to maintain maximum economy and performance. Proper adjustment of engine idle speed, idle fuel mixture, ignition timing and operation of the Positive Crankcase Ventilation System (PCV) are important to control hydrocarbon and CO emissions within government legislated levels. These adjustments and an operational check of the PCV system should be made at the first oil change (4 months or 6,000 miles, whichever occurs first). The above fuel and electrical system checks also are included in engine tune-ups which are recommended at one year or 12,000-mile intervals.

POSITIVE CRANKCASE VENTILATION FIXED ORIFICE

Crankcase vapors and other impurities can cause malfunction of the crankcase ventilation system. Regular cleaning of the PCV fixed orifice is recommended at 12-month or 12,000-mile intervals.

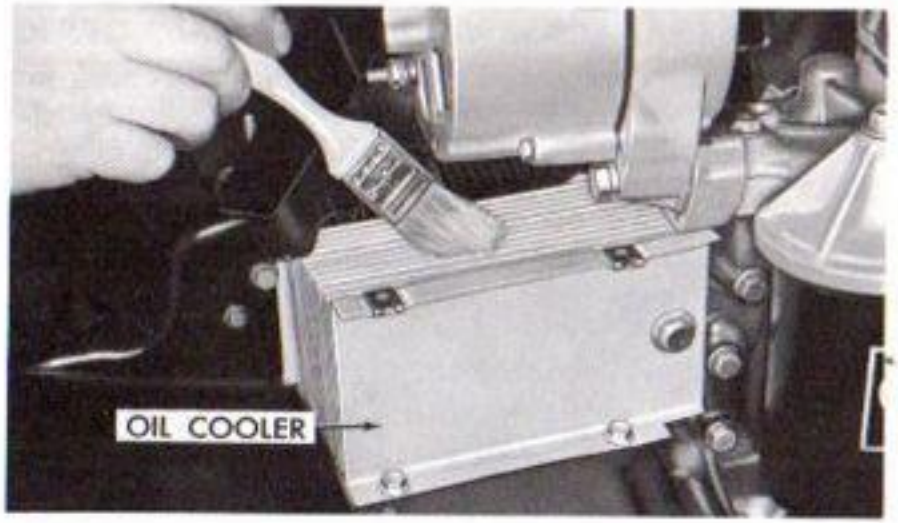


AIR INJECTION REACTOR (A.I.R.)

The Air Injection Reactor system should have the A.I.R. pump drive belt inspected for wear and tension every 12 months or 12,000 miles, whichever occurs first.

ENGINE OIL COOLER

Every 12,000 miles (more often under prolonged dusty driving conditions)—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.*

FUEL FILTER

The filter element located in the carburetor inlet is to be replaced every 12 months or 12,000 miles, whichever occurs first. Specify AC at replacement time.

REAR AXLE

Every 6,000 miles—Check and keep filled to level of filler plug hole with SAE 80 or SAE 80-90 Multi-purpose Gear Lubricant meeting requirements of U.S. Ordnance Spec. MIL-L-2105-B.

Check 3- or 4-speed lubricant level if the rear axle lubricant level is low.



TRANSMISSION

3- AND 4-SPEED

The manual transmission and the rear axle have a common oil sump. Provisions for checking and maintaining lubricant level are provided on each unit.

Follow recommendations given under "Rear Axle" for inspection intervals and type of transmission lubricant.

CONTROL LINKAGE

Every 12,000 miles—Lubricate connector (indicated in the illustration below) with water resistant EP chassis



grease which meets General Motors Specification #GM 6031M.

Every 12,000 miles—Remove tunnel cover under vehicle and lubricate gearshift lever ball and socket with EP chassis grease which meets General Motors Specification #GM 6031M.

Clutch Cross Shaft

At 36,000 miles (or sooner if necessary)—Remove plug and install lubrication fitting. Lubricate with a water resistant EP chassis grease which meets General Motors Specification #GM 6031M.



CLUTCH CROSS SHAFT

POWERGLIDE

Every 6,000 miles, more frequently depending on severity of service, check fluid level on dipstick. For an accurate oil level check, drive the car several miles making frequent starts and stops, to bring the transmission up to normal operating temperature (approximately 180-190°F.). When checking the oil, park the car on a level surface, place selector lever in "Neutral" and with the engine running, note reading. Add oil only with the transmission hot and the oil level at the ADD mark. The amount of oil required under these conditions is one pint. DO NOT OVER-FILL.

General Motors DEXRON® Automatic Transmission Fluid, Part Numbers 1050568, 1050569, 1050570 which has been especially formulated and tested for use in your automatic transmission is recommended. Other Automatic Transmission Fluids identified with the mark DEXRON® are also recommended.

Every 24,000 miles, more frequently depending on severity of service if vehicle is used to pull trailers, carry full loads during high ambient temperatures, operate in mountainous terrain or operate under other severe conditions—remove fluid from transmission and add approximately two (2) quarts U.S. Measure (1 2/3 quarts Imperial Measure) of fresh fluid. Operate transmission through all shift ranges and recheck fluid level as described above.

Lubricate shift linkage with water resistant EP chassis grease which meets General Motors Specification #GM 6031M.

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

CHASSIS

CHASSIS LUBRICATION

Every 6,000 miles or 4 months lubricate the chassis at the points listed on page 44, with a water resistant EP chassis grease which meets General Motors Specification #GM 6031M.

Front Suspension—4 Lubrication Fittings
Steering Linkage—4 Lubrication Fittings

FRONT WHEEL BEARINGS

Every 24,000 miles—Clean, repack with high melting point wheel bearing lubricant (which meets General Motors Specification #GM 6031M) and adjust the wheel bearings. When replacement is necessary, specify United Delco parts.

BRAKE LININGS

CAUTION: *Brake linings should be periodically inspected for wear by a qualified technician. The frequency of this inspection depends upon driving conditions such as traffic or terrain, and also the driving techniques of individual owners. Your Chevrolet Dealer is best qualified to advise you as to how often this inspection should be performed. When replacement is required, specify GM and United Delco parts.*

BRAKE MASTER CYLINDER

Every 6,000 miles — Check fluid level in each reservoir and maintain ¼" below lowest edge of each opening with GM Hydraulic Brake Fluid Supreme No. 11.

PARKING BRAKE AND CLUTCH PULLEYS AND CABLES

Every 12,000 miles—Lubricate pulleys under dash. Remove the tunnel cover under vehicle and lubricate pulleys and cable bearing points with a water resistant EP chassis grease which meets General Motors Specification #GM 6031M. Lubricate gearshift lever ball and socket (see page 42) at the same time.

STEERING GEAR



Every 36,000 miles — Remove filler plug and check lubricant level. If necessary, add water resistant EP chassis lubricant which meets General Motors Specification GM 6031M to bring to level of filler plug hole.

BATTERY (ENERGIZER)

Every 6,000 miles—Clean battery terminals and oil felt washer. Check fluid level frequently. Keep filled with distilled water to level of split ring in vent tube. The electrolyte indicator in the cap of one cell will glow if the fluid level is low. In this case each cell should be checked.

For maximum wattage requirements, specify a Delco Energizer at replacement time.

Battery—Gas Warning

Since normal battery or Energizer chemical action generates hydrogen gas which is explosive when mixed with air, never expose the battery to an open flame or electric spark. Also, avoid getting battery fluid, which is a sulfuric acid solution, on skin, on clothing or other fabrics, or on painted surfaces. Eye protection should be worn while working on the battery for any reason.

SPECIFICATIONS

SERIAL AND UNIT NUMBERS

Engine Number—Stamped on the engine block behind and to the left of the fuel pump.

Body Number—Stamped on a plate attached to top of rear rail to left of engine mount, within the engine compartment.

Serial Number—Stamped on plate attached to top left hand of instrument panel.

DIMENSIONS

Length	183.2 in.
Width	70.0 in.
Height:	
Sport Coupe	51.2 in.
Convertible	51.5 in.
Wheel Base	108.0 in.

CAPACITIES

	U.S. Measure	Imperial Measure
Gasoline Tank (approximate)	14 gal.	11¾ gal.
Crankcase Refill	4 qt.	3¼ qt.
Add for Filter Change	1 pt.	⅘ pt.
Transmission and Rear Axle (manual) 3- and 4-speed	4 qt.	3¼ qt.
Cooling System	Air Cooled Engine	

ENGINE SPECIFICATIONS

Horsepower:	
95 hp Turbo-Air 164	95 @ 3600 rpm
110 hp Turbo-Air 164	110 @ 4400 rpm
140 hp Turbo-Air 164	140 @ 5200 rpm
Compression Ratio:	
95 hp Turbo-Air 164	8.25:1
110 hp and 140 hp Turbo-Air 164	9.25:1
Displacement	164 cu. in.
Bore and Stroke (all engines)	3.4375"x2.94"
Firing Order	1-4-5-2-3-6
Spark Plugs:	
95 hp Turbo-Air 164 (Gap .035)	AC-46-FF
110 hp and 140 hp Turbo-Air 164 (Gap .030)	AC-44-FF
Idle Speed:	
95 and 110 hp Turbo-Air 164 w/manual trans. (in Neutral)	700 rpm
95 and 110 hp Turbo-Air 164 w/Powerglide (in Drive)	600 rpm
140 hp Turbo-Air 164 w/manual trans. (in Neutral)	650 rpm
140 hp Turbo-Air 164 w/Powerglide (in Drive)	550 rpm
Ignition Timing:	
95 hp Turbo-Air 164 w/manual trans.	6° BTDC
95 hp Turbo-Air 164 w/Powerglide	14° BTDC
110 hp Turbo-Air 164 w/manual trans.	4° BTDC
110 hp Turbo-Air 164 w/Powerglide	12° BTDC
140 hp Turbo-Air 164 All Trans.	4° BTDC

Axle Ratios:

Engine	Transmission	Standard Ratio
95 hp Turbo-Air 164	All	3.27:1
110 hp Turbo-Air 164	3- and 4-Speed	3.27:1
	Powerglide	3.55:1
140 hp Turbo-Air 164	3- and 4-Speed	3.55:1

BULB SPECIFICATIONS

	Candle Power	Number
Headlamp Unit (Sealed Beam)		
Outer—High Beam	37½W	4002
Low Beam	55W	
Inner—High Beam Only	37½W	4001
Parking Lamp-Directional Signal and Tail-Stop-Directional Signal Lamps	3-32*	1157 *
Back-Up Lamps	32	1156
Temp. Press., Gen. Fan., Brake Warning and Glove Compartment Lamps, Instrument Cluster	2	1895
Headlamp High Beam Indicator, Directional Signal Indicator, and Heater Control Panel Lamps, Ash Tray, PG Trans. Shift Pattern	1	1445
Dome Lamp	12	211
Courtesy Lamp	6	631
Rear License Plate Lamp	4	67
Radio Dial Lamp	2	1893
Side marker—rear	2	194
Side marker—front	2	194
Luggage Compartment	15	1003
Under Hood	15	93

* 3 Park and Tail, 32 Stop and Turn

BATTERY RATING

12 volts; 54 plates; 44 amp. hr.

FUSES AND CIRCUIT BREAKER

The wiring circuits in your 1969 Corvair are protected from short circuits by a combination of fuses, circuit breakers, and fusible thermal links in the wiring itself. This greatly reduces the hazard of electrically caused fires in the automobile.

The headlamp circuit is protected by a circuit breaker in the light switch. An overload on the breaker will cause the lamps to "flicker" on and off. If this condition develops, have your headlamp wiring checked immediately. **CAUTION:** *It is the owner's responsibility to check all lamps, signaling systems and warning lights frequently to be sure they are working properly. Headlamp aim should also be checked periodically. It is important that any malfunctions be corrected promptly for your safety, and for the safety of others.*

Fusible links are incorporated into the wiring system. These are wires of such a gauge that they will fuse (or melt) before damage occurs to an entire wiring harness in the event of an electrical overload. See your Chevrolet Dealer if fusible link replacement becomes necessary.

Fuses, located in the junction block beneath the dash are:

1. Radio . . . . . 3AG/AGC 10 amp
2. Heater . . . . . 3AG/AGC 25 amp
3. Wiper/Washer . . . . . SFE/SAE 20 amp
4. Instrument Lamps . . . . . 3AG/AGA 4 amp
5. Tail, Stop, Turn, Side Marker and Rear License . . . . . AGC 20 amp
6. Courtesy-Dome, Luggage and Glove Compartment, Hazard Warning, Speed Warning, Clock and Lighter . . . AGC 20 amp
7. Gauges, Back-Up and Tell Tale Lamps . . . . . AGC 10 amp

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	D	D	B-C-D	E	D	L	E	F	F	K	G	G	J	H	I	G	M	N	O	
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 Comes On							1														
"Gen" Indicator Comes On												3	2				4		1		

*See Your Authorized Chevrolet Dealer

IMPORTANT: For maximum performance and economy, keep your GM car all GM. Specify General Motors parts identified by one of these trademarks.

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 and remove the center wire from the coil tower. Place a jar or cup under the 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 cleaner 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 cleaner and attempt to start tthe 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 ELEMENT. Replace the air cleaner element 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 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 indicator on the instrument panel. Never remove generator "BAT" lead without first disconnecting battery ground cable.*

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.

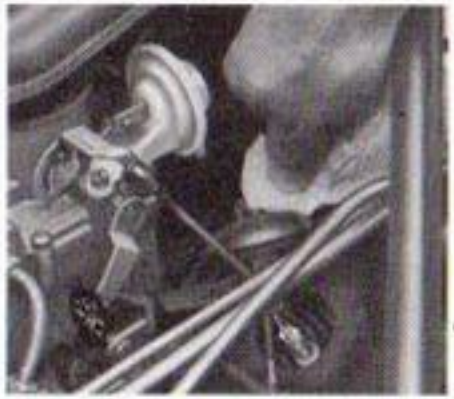
(K) If the car will still not start, check for spark at the spark plugs in the following manner:

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 checkd.

(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 7/16". 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.

TRAILER HAULING

Since passenger cars are designed and intended to be used primarily as passenger conveyances, towing a trailer may affect handling, durability and economy. Maximum satisfaction and pleasure will be derived through use of proper equipment and avoiding overloads and other abusive operation.

Chevrolet makes light-duty trailer hitches available through dealers. Purchase of bumper and axle type hitches is not recommended. Generally, trailer tongue loads should be maintained at approximately 10% of loaded trailer weight by proper distribution of the load in the trailer. Tire inflation recommendations outlined in this Owner's Manual should be followed. When towing trailers, the allowable passenger and cargo load must be reduced by an amount equal to the trailer tongue load on the trailer hitch.

EXTENDED VEHICLE STORAGE

If you plan to store your Corvair over an extended period of time, certain steps should be taken to give it maximum protection. It is recommended that you write Chevrolet Motor Division, General Motors Corporation, Owner Relations Department, Detroit, Michigan 48202, for detailed instructions on how to prepare your Corvair for storage.

CHEVROLET ZONE OFFICE ADDRESSES

Irondale, Ala. (Birmingham)
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INDEX

	Page
Air Cleaner	40
Air Injection Reactor	41
Air Vents	19
Ash Tray	26
Battery	44
Brake Adjusters	16
Brake System Warning Light	15
Brake Linings	44
Brake Main Cylinder	44
Brake—Parking	16
Chassis Lubrication	43
Child Restraint	23
Cigarette Lighter	26
Circuit Breaker	46
Cleaning Hints	
Exterior Appearance	28
Interior Appearance	29
Clock	26
Clutch Adjustment	15
Clutch Cross Shaft	43
Clutch Pedal	15
Clutch Pulleys & Cables	44
Convertible Top	26
Cooling System	36
Crankcase Ventilation (Positive)	41
Distributor Cam Lubricator	41
Door Locks	19
Driving for Economy	5
Emergency Operating Instructions	12
Emergency Start	10
Engine Compartment	24
Engine Fuel	34
Engine Lubrication	35
Fan Belt	40
Foreign Country Operation	34
Four-Way Hazard Warning Flasher	14
Front Suspension	43
Front Wheel Bearings	44
Fuel Filter	42
Fuel Guage	11
Fuel Tank	25
Fuses	46
Gas Cap	25
Gen-Fan Indicator	12
Glove Box	26
Guardian Maintenance	
For Owner Protection	30
Owner Responsibility	30
Maintenance and Lubrication	34
Headrest	23
Headlight Beam Indicator Light	11
Headlight Beam Switch	13
Heater	17
Holding Car On An Upgrade	10

INDEX

	Page
Ignition Switch	6
Jacking the Car	39
Keys	20
Light Switch	13
Luggage Compartment	25
Maintenance and Lubrication (Periodic)	34-39
Mirrors-Rearview	24
Occupant Restraint Belts	21
Octane Requirements	34
Oil Cooler	41
Oil Filter	40
Parking Brake	
Operation	16
Service	44
Polishing Your Corvair	28
Positraction Axle	10
Radios	18
Rear Axle	42
Rocking Car	10
Seats	
Front Seat Back Lock	21
Front Seat Adjustment	20
Rear Seat—Folding	21
Service Brakes	15
Serial and Unit Numbers	45
Spare Tire	39
Specifications	45
Speedometer	11
Speed Warning Indicator	15
Starting the Engine	6
Steering Linkage	43
Steering Gear	44
Stereo Tape System	19
Telescoping Steering Column	24
Temp-Press Indicator	12
Tires	36
Towing	10
Trailer Hauling	51
Transmission	
Manual	
Operation	7
Service	42
Powerglide	
Operation	8
Service	43
Operating Tips	10
Trouble Shooting Guide	47
Turn Signal and Lane Change Feature	14
Vehicle Storage	51
Warm-up	7
Washing Your Corvair	28
White Sidewall Tires	29
Windshield Wipers and Washers	16

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