

Notes on '64 FC Seat Belts, Speedometers & Steering Wheels

I own a '64 Rampside. I was curious as to how many components on the truck were factory original items, how many were probably dealer-installed, and how many were something else. Eventually I plan to restore the truck to stock condition, so knowing the status of various items is important.

To answer my questions, I dug through the 1964 Corvaire FC Assembly Manual, the 1964 Chevrolet Accessory Installation Reference Manual, and the 1964 Corvaire FC Standard Equipment, Tires, Options, Prices, and Colors Information. I also looked through various *Stock Is* . . . articles written by Larry Claypool. Not all of my questions were answered though so I discussed details with Larry, Bob Marlow, and Jody Anderson (owner of an Impala restoration shop in Minnesota). This article summarizes the information I found regarding seat belts, speedometers, and steering wheels.

SEAT BELTS

The seat belt story is fairly complicated for 1964. The information is divided below into factory and dealer installations.

Factory Installation

1964 was a transition year for factory-installed front seat belts for passenger vehicles, including the Greenbrier. Larry Claypool stated, "Front belts (driver/passenger) did not become standard equipment until January 1, 1964. Greenbriers (and cars) built from start of 1964 production to about the first of October had only the deluxe style belts available as extra-cost (RPO A37 or A49) or as dealer-installed. (See below.)

On about October 1, 1963, Chevrolet announced availability of RPO A20, a lower-cost belt. This had a plain plastic buckle with no emblem. There is no boot on the ends--it's just your basic belt. It was available in black, blue, red, and fawn, with a note that colors were expected to be available for 30-60 days, then only black would be supplied. This more or less coincided with the cheaper belts becoming the standard equipment belt on January 1. RPO A37 and A49 continued to be available as extra-cost options."

RPO A37 provided Custom DeLuxe front left and right seat belts for Greenbriers while RPO A49 provided the same belts as A37 plus retractors for Greenbriers. The Custom DeLuxe belt was black with a textured buckle. The buckle featured a circular emblem with a Chevy bow tie. This same belt was available from the dealer for all FCs (see next section).

Finally, RPO A62 deleted front left and right seat belts in Greenbriers once they became standards equipment.

No belts were factory-installed in 1964 for the Greenbrier front center passenger, Greenbrier rear seats, or trucks (Rampside and Loadside). Below is a summary of factory-installed front left and right seat belts for Greenbriers:

Time Period	Standard	DeLuxe	Deleted
Before 10-1-63	N/A	RPO A37 or A49	N/A
10-1-63-12-31-63	RPO A20	RPO A37 or A49	N/A
Beginning 1-1-64	Standard Equip	RPO A37 or A49	RPO A62

Dealer Installation

All Corvaire and Rampside seat belts were dealer installed. Front center belts and rear belts in Greenbriers were too. The dealer-installed belt for all seat locations was a black belt with a textured buckle. The buckle featured a circular emblem with a Chevy bow tie. This belt was somewhat fancier than the standard belt available from the factory for the Greenbrier but was identical to the deluxe factory Greenbrier belt (RPO A37/A49). Below is a summary of dealer-installed seat belt part number applications:

Model	Front Left or Right	Front Center	Rear
Corvaire	985842	985835 if RPO A54 installed	985842
Greenbrier	985835	985842	985842
Rampside	985842	985835	N/A

Notes:

- The part numbers for the dealer-installed units were for complete kits (included mounting hardware). The only differences between the various dealer-installed belts were the length (fixed or adjustable) and presence/absence of boots.

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2. Kit 985835 included boots to cover the mounting brackets. Kit 985842 did not, because the belt was of adjustable length. A boot would have interfered with the extra belt length gathered at the bracket. Both kits differed substantially from those offered in 1963. The boots on 985835 were quite short as compared to those used in 1963, and the mounting hardware used for both kits utilized brackets and bolts instead of scissor clasps and eye bolts as seen in 1963.
3. Each part number provided a belt for one person. The maximum number of belts was nine, found in a Greenbrier equipped with the optional third seat (RPO A59). (RPO A59 was not available for Corvans.)
4. With all front seat belt installations, four (not six) mounting holes were used. When the center belt was installed, it shared the inboard holes for the left and right belts. In all rear seat belt applications, six mounting holes were used.
5. For front seat belts in Corvans and Rampsides (and Greenbriers with RPO A62), the factory prepared the inboard belt mounting locations because they were inaccessible once the vehicle left the factory. The factory drilled holes, installed captive nuts, and inserted rubber plugs to keep water out. The outboard mounting locations were dimpled but not drilled.

6. The standard front seat for Corvans was a bucket seat for the driver only. Corvans equipped with a full-width front seat (RPO A54) could have a front center seat belt installed by the dealer.

SPEEDOMETERS

Two significant changes were made to Corvaire FC speedometers in 1964:

1. A 100 mph speedometer was used in all Greenbriers (except during a period of weeks at the beginning of production; the exact changeover date is not known). This was identical to the 1964 car speedometer.
2. The 80 mph speedometer, found in Corvans and Rampsides, no longer had shift points (1-2-3) painted on the speedometer face.

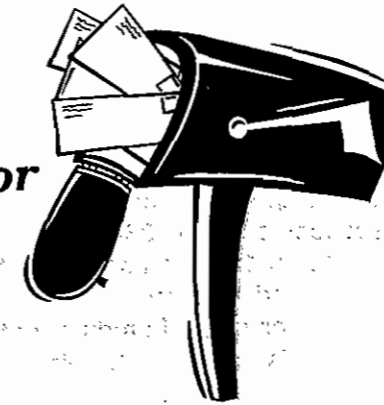
In previous years, all FCs used the 80 mph with shift points (even on those equipped with RPO M35, PowerGlide transmission).

STEERING WHEELS

The standard steering wheel for all 1964 Corvaire FCs was 17" in diameter, had a shallow "dish", and was painted a solid white color. The steering wheel found in rigs equipped with RPO Z60 (DeLuxe Body Equipment) varied depending upon the model:

1. Corvan and Rampside: Exactly the same wheel as standard except painted two-tone (always white and fawn). continued on page 5

Letters to the Editor



Dear Editor,

Thanks to President Jim MacDonald for publicizing the FC information on my web site in his *CorvanAntics* Vol. 28, No. 1 column. However, it looks like a spelling checker did a little too good of a job "correcting" two of the three addresses. It's probably best for folks to go to my site's home page, <http://www.corvairekid.com/> and then click on the item of interest under the "Features" heading. There is a '62 FC area (with a '62 Loadside registry), and '64 FC area (with a '64 Rampside registry), and a '65 Greenbrier area (with registry). Each of the three areas also includes information on standard equipment, regular production options (RPOs), and paint codes for that year's FCs.

I encourage anyone with knowledge of a '62 Loadside, '64 Rampside, or '65 Greenbrier to contact me so that it can be added to the registry. The registries have been in existence long enough that we may have most of the running vehicles listed (but please check and send info on any not listed). Non-running vehicles, vehicles in salvage yards, and even vehicles that no longer exist are also welcome (as long as at least the VIN is known).

Finally, to round out my "last year of" FC registry collection, I could start a '64 Corvan registry. Please contact me if you are interested in seeing one created.

Thanks,

Kent Sullivan
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2. Greenbrier: 16" diameter, deep dish, two-tone (color-keyed to interior: white/red, white/green, white/turquoise, or white/fawn) and featured chrome accent bands.

The 1964 Greenbrier deluxe wheel was the same as a 1960-63 Monza steering wheel and used the 1963 Monza horn ring and button. Due to the deeper dish, this wheel sat closer to the driver. Larry Claypool said this wheel "made the driver feel like Ralph Cramden". (Jackie Gleason's character on the old TV show *The Honeymooners* was a bus driver.) Bob Marlow commented, "I much prefer this wheel's size and location! It's the bigger, flatter wheel that makes me feel like a bus driver." One thing's for sure: One of the two wheels for the Greenbrier is pretty much bound to make you feel like a transit system employee!

CorvanAntics Publication History

By Kent Sullivan, 3-25-00

Vol No.	Month	Year
1 1	September	1972
1 2	November	1972
1 3	November	1972
1 4	December	1972
1 5	January	1973
1 6	February & March	1973
2 1	July and August	1973
2 2	February	1974
2 3	June	1974
2 4	September	1974
2 5	December	1974
3 1	Spring	1975
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3 3	Fall	1975
3 4	Winter	1975
4 1	Spring	1976
4 2	Summer	1976
4 3	Fall	1976
4 4	Winter	1976
5 1	Spring	1977
5 2	Summer	1977
5 3	Fall	1977 This was combined with the next issue as one newsletter.
5 4	Winter	1977
6 1	Spring	1978
6 2	Summer	1978
6 3	Fall	1978
6 4	Winter	1978
7 1	Spring	1979
7 2	Summer	1979
7 3	Fall	1979
7 4	Winter	1979
8 1	Spring	1980
8 2	Summer	1980
8 3	Fall	1980
8 4	Winter	1980 Mis-named as Vol 9
9 1	January & February	1981
9 2	March & April	1981
9 3	May & June	1981
9 4	July & August	1981
9 5	September & October	1981

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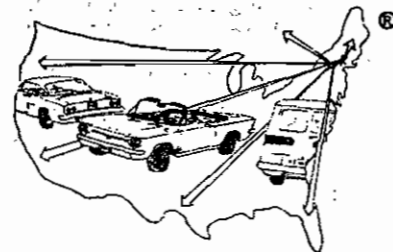
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