

space and not detracting from passenger comfort, is enclosed at bottom to serve as passage for engine and transmission controls. Toe pan includes rest that supports driver's left foot at approximate level of accelerator. In Station Wagon, floor is continued to rear of car as flat cargo deck above engine; deck has removable hatches for access to engine and battery. **Front End and Deck Structures** Box-like compartments for luggage and power plant are each composed of fenders, wheel housings, and car end panels integrated by reinforced hood opening in all models and deck lid opening in Sedans and Club Coupes. Front luggage compartment is reinforced at rear by massive cowl structure and has floor that is heavily ribbed and contoured for extra strength. Engine compartment structure of Sedans and Club Coupes is reinforced at front by bulkhead and rigid floor of stowage well which are welded to rear wheel housings. Cowl Double-walled to form plenum chamber for High-Level ventilation system, and forms arch across body. Instrument panel and heavily ribbed dash panel are welded to cowl to complete structure of great strength. Roof is heavy-gauge steel reinforced at front by box-section windshield header, at rear by box-section window header and at sides by box-section roof rails. Flanged channel and box-section roof bows brace roof across its middle; four are used in Station Wagon roof, which is styled like that of conventional Chevrolet Station Wagons and is approximately 1½ inches higher than that of Corvair Sedans to provide more room for cargo, more headroom and larger windows. **Pillars** Internally reinforced box-section pillars like those in conventional Chevrolets support and reinforce roof and provide solid mountings for doors. **Drip Gutters**

formed in roof rails drain water away before it can enter door and window openings. Others around hood opening and in header above liftgate help keep water from luggage and cargo compartments. **Side Walls** Door frames, body quarter panels and rear wheel housings for each side are built as unit to provide precise body alignment and door fits. Wheel housings stiffen body sides and brace roof through pillars. Body sides are braced across car by rigid roof, floor, panels at both ends of car, cowl structure and in Sedans and Club Coupes by bulkhead and floor of inside stowage well.

**BODY CONSTRUCTION, CORVAIR GREENBRIER** Low-set durable but lightweight body of large capacity with extra-large door openings for access to seats and cargo space. Five all-steel sub-structures are welded together to form box-like body shell of great structural strength. Well-rounded corners blend lines of sub-structures together. Six doors (eight, optional), complete structure that is double-walled at front, sides and rear. Doors include two front side doors, double right-hand side doors (double left-hand optional) and dual rear cargo doors (see Doors).



Unitized Body Construction of Corvair Greenbrier Sports Wagon.

Floor areas include slanting toe pan, foot well for front seat, elevated area that combines front seat support with front wheel housings, drop-center cargo area between front and rear wheels and elevated cargo platform above power plant at rear. All areas are car wide and, except for front seat support and toe pan, are flat. Steel of flat areas is formed with ribs, in small rectangular patterns, that stiffen the metal. Part of the elevated cargo platform lifts out for access to engine; is retained by easily removed screws. Rear wheel housings at its sides are rectangular with shelf-like tops; battery access door is in top of left-hand wheel housing at rear. Seven cross beams of various structural cross sections and two full-length side members, welded underneath floor, comprise frame that supports and reinforces floor for its full length and width. Roof is single formed heavy-gauge panel reinforced by seven channel-section roof bows and box-section windshield and rear opening headers and sturdy rails where roof joins sides. Drip Gutters surround the roof perimeter, with water drainage through carefully located drain holes. **Front-End Structure** Shaped to include slanting windshield and plenty of room for front seat occupants, rounded cowl-like structure blends into body sides and curves inward below bumper. Welded-in instrument panel, plenum chamber for High-Level ventilation system, slanting toe pan, and full-height box-section windshield-and-door-hinge pillars strengthen structure. Cove in which headlight and ventilation air intake openings are located helps stiffen the metal. **Side Walls** Right-hand wall includes openings for front door, double doors and rear quarter window. Standard left-hand side wall includes openings for front door, three windows and, above rear wheels,

air intakes that lead to plenum chamber in wall from which air for engine cooling and carburetion is drawn. When double side doors are furnished, left-hand side wall includes same openings as right-hand side wall. Each side wall is built as unit to provide precise door fits and is double-walled and internally reinforced by full-height pillars between openings. Covered openings in inside panels provide access to window mechanisms. Concave grooves in outside panels join others in side and rear doors, contributing to appearance and panel rigidity. **Rear-End Structure** Ends of roof, side walls and cargo platform form rigid opening for rear cargo doors and for hinged engine service door that encloses area between platform and bumper.

#### **BODY CONSTRUCTION, CORVETTE PLASTIC**

Corvette body is strong, corrosion-proof, compact structure of very light weight. Construction Low weight with great strength is obtained by making all structural components of tough plastic reinforced with fiber glass. Body shell components, including floor, cowl and dash panel, instrument panel, fenders, and end panels are molded separately in matched metal dies and then bonded together in Chevrolet's special Corvette assembly plant. Double-panel plastic doors, hood, deck lid and folding top compartment lid, when assembled to steel hardware molded into the various structural members, complete a body that is not subject to rust, corrosion or other deterioration, is highly impact-resistant, weighs a great deal less than a steel body of similar design, and takes a beautiful lacquer finish. **Material Weight** for weight, fiber glass reinforced plastic is much stronger and far more resilient than steel. It does not crumple in

collision, and blows that would dent steel bounce harmlessly off its surface. Because of this resilience, body is less subject to damage than steel body and damage usually is restricted to small area that can be economically repaired. Plastic also has sound- and shock-absorbing qualities that eliminate need for insulating materials and permit body to be mounted solidly to frame.

**BODY EQUIPMENT GROUPS** Factory optional accessories for conventional Chevrolets. Items also are available as dealer-installed accessories. **Group A** (for 140) Outside and non-glare inside rearview mirrors, radiator grille guard, front and rear bumper guards. **Group B** (for 145) Clock, back-up lights and door edge guards except for Impala and Nomad models.

#### **BODY EQUIPMENT GROUP, DE LUXE**

Optional (RPO 347) for all Corvair models except Greenbrier and Monza. Items also are available as dealer-installed accessories. Option includes front door arm rests, cigarette lighter, and sun visor for right side.

#### **BODY INSULATION, CONVENTIONAL**

**CHEVROLET** Acoustic insulating materials are used liberally throughout body to minimize engine sound and road noise, and for protection against heat, cold and fumes. **Dash Panel** is insulated by thick fiber and fiber board mat inside body. In Impala and Nomad, mat is extra thick; also a fibrous mat cemented under instrument panel helps hush engine sounds. **Hood Insulation** Thick, 18-inch square pad of asphalt-impregnated felt between panels prevents drumming. In Impala models (except Convertible) and Nomad, this



Nomad Cargo Compartment

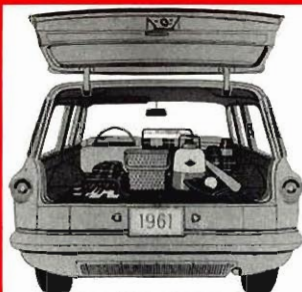
units are steel, covered with vinyl-coated linoleum in Nomad and durable vinyl finish in other models. **Insulation** Complete insulation and sealing of body protect cargo from heat, cold, weather, dust and fumes. **Upholstery** of side walls, wheel housings, and headlining is durable vinyl. **Cargo Capacity** 9-Passenger Wagons with third seat only down, 55.2 cubic feet—with second and third seats down, 92.7 cubic feet. 6-Passenger Wagons with second seat down, 97.5 cubic feet. **Cargo Space Dimensions (AMA)** Height from floor to roof; 31.5 inches. Maximum width of floor, 62.1 inches. Width between wheel housings, 46.1 inches. Floor length with third seat only down, 60.0 inches with gate up and 84.6 inches with gate down. Floor length with second and third seats down, 94.2 inches with gate up and 118.8 inches with gate down. **Rear Opening Dimensions (AMA)** Height, 30.4 inches. Width at belt, 54.7 inches. Width at floor, 56.4

inches. Height from gate to ground, 23.0 inches.

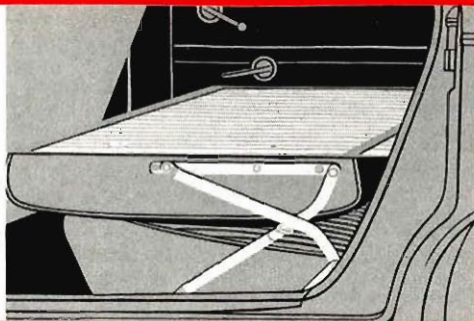


Greenbrier Cargo Compartment

**CARGO COMPARTMENT, CORVAIR GREENBRIER** Greenbrier Sports Wagon is converted into cargo carrier of unusually large capacity by removing second seat and optional third seat. Large double doors in right-hand side and rear open 180 degrees so they are out of way for loading; left-hand double side doors are optional. **Floor** Two-level floor consists of extra-low cargo area between wheels and cargo platform above engine at rear. Both levels are flat. Front floor and floor between wheels is covered with black rubber mat; cargo platform is finished with scuff-resistant paint. Vinyl-coated rubber mat on all three floors is provided with optional Custom Equipment (RPO 431). **Insulation** Complete insulation and sealing protect cargo from heat, cold, weather, dust and fumes. **Cargo Capacity** With second and third seats removed, 175 cubic feet. **Cargo Space**



Lakewood Cargo Compartment



**Dimensions** Drop-center cargo area: height, 54.0 inches; width at floor, 61.4 inches; flat length, 53.0 inches. Elevated cargo platform: height, 40.2 inches; width, 44.5 inches (above wheel housings, 61.4 inches); length, 44.9 inches. Total length front seat back to rear doors, 115.5 inches. **Side Opening Dimensions** Height, 49.0 inches; sill height (floor to ground) 13.6 inches; width, 53.5 inches. **Rear Opening Dimensions** Height, 36.0 inches; floor height (floor to ground), 26.5 inches; width, 44.6 inches.

**CARGO COMPARTMENT, CORVAIR LAKEWOOD** Converts into cargo carrier by folding rear seat back forward. Large rear side doors and liftgate provide access to cargo deck. Floor Two-level cargo deck is composed of low-level cargo area formed by folded rear seat and flat elevated cargo platform above engine at rear. Floor and exposed area of folded rear seat are steel coated

with durable skid-resistant vinyl. Insulation Complete insulation and sealing of body protect cargo from heat, cold, weather, dust and fumes. **Upholstery** Upholstery of wheel housings is durable, washable vinyl. **Cargo Capacity** With rear seat up, 27.6 cubic feet; with rear seat down, 58.0 cubic feet. With addition of 10.0 cubic feet of stowage space in front luggage compartment, total cargo capacity is 68.0 cubic feet. **Cargo Space Dimensions** Height from rear cargo floor to roof, 26.7 inches. Width, 56.9 inches. Total length with rear seat up, 47.2 inches to liftgate; 49.5 inches with liftgate raised. With rear seat down, 77.2 inches to liftgate; 79.4 inches with liftgate raised. **Rear Opening Dimensions** Height 26.6 inches. Width at belt, 49.7 inches. Width at floor, 46.4 inches. Height from cargo platform to ground, 26.2 inches.

**Cargo Compartment Floor Mat**... See Floor Mat  
**Cargo Doors**..... See Doors

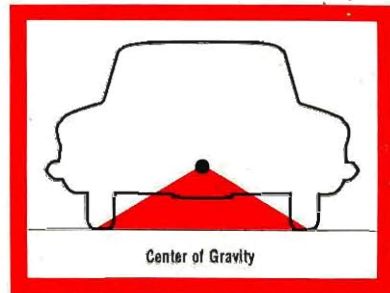
**Cargo Space, Rear Seat**

..... See Luggage Compartment

**Carpet**.... See Floor Covering under Upholstery

**Cast Iron**..... See Alloy Iron

**CENTER OF GRAVITY, LOW** Contributes to riding stability and safety. Every conventional Chevrolet has greater portion of its weight located close to road with wheels relatively far apart. Center of gravity is unusually low in Corvairs due principally to low floor height achieved through elimination of chassis frame by unitized construction, low overall height and low placement of powerplant. Combined with broad support by wide-spaced wheels, low center of gravity gives Corvair road-hugging stability and safety. Superior stability and cornering ability of Corvette result from its extra-low center of gravity and broad support provided by outrigger rear suspension and wide treads. Low center of gravity is achieved through use of unusually lightweight plastic body mounted low on relatively heavy chassis.



**RPO Two-Tone Combinations**

970	Almond Beige/Fawn Beige
962	Jewel Blue/Midnight Blue
955	Seafoam Green/Arbor Green
965	Seamist Turquoise/Twilight Turquoise
950	Ermine White/Tuxedo Black
959	Ermine White/Jewel Blue
953	Ermine White/Seafoam Green
973	Ermine White/Roman Red
984	Ermine White/Sateen Silver
963	Ermine White/Twilight Turquoise

**Body Side Molding Colors** On Bel Air, Impala, Nomad and Parkwood models, insert areas of bright body side moldings are Tuxedo Black on solid Ermine White cars and Ermine White on other solid color cars; on two-tone models, these areas are roof color. **Wheel Colors** Wheels are car color on solid color cars and lower color on two-tone cars. **Convertible Top Colors** A two-tone effect is given to convertibles through selection of fabric top colors. For every car color, customer may select either a black or white top. In addition, a blue top is optional for Jewel Blue or Midnight Blue cars.

**COLORS, CORVAIR (except Greenbrier)** Magic-Mirror acrylic lacquer finish is standard in choice of 12 solid colors on all Corvaire 500 and 700 models and in another selection of 12 solid colors for Monza Club Coupe. A scintillating effect is obtained in metallic colors\* by suspension of aluminum flakes in lacquer. Seven two-tone combinations are optional on Corvaire 500 and 700 models. None are available for Monza Club Coupe. In two-tone combinations, first color listed is used

on roof, second color is used on remainder of car:

RPO	Solid Colors	
	Corvaire 500 and 700	Corvaire Monza
938	N.A.	Almond Beige
920	N.A.	Fawn Beige*
900	Tuxedo Black	Tuxedo Black
912	Jewel Blue*	Jewel Blue*
914	Midnight Blue*	Midnight Blue*
925	Coronna Cream	Coronna Cream
905	Arbor Green*	Arbor Green*
903	Seafoam Green	Seafoam Green
948	Honduras Maroon*	Honduras Maroon*
923	Roman Red	Roman Red
940	Sateen Silver*	Sateen Silver*
917	Seamist Turquoise	N.A.
915	Twilight Turquoise*	N.A.
936	Ermine White	Ermine White

**RPO Two-Tone Combinations**

962	Jewel Blue/Midnight Blue
955	Seafoam Green/Arbor Green
965	Seamist Turquoise/Twilight Turquoise
950	Ermine White/Tuxedo Black
973	Ermine White/Roman Red
984	Ermine White/Sateen Silver
963	Ermine White/Twilight Turquoise

**Wheel Colors** Wheels are lacquered car color on solid color cars and lower color on two-tone cars.

**COLORS, CORVAIR GREENBRIER** All colors of Corvaire Greenbrier Sports Wagon are baked enamel of same high quality as that of Chevrolet commercial vehicles and competitive passenger cars. Altogether, there is a choice of 15 stand-

ard solid colors and 14 optional two-tones. For two-tones, second color is applied in deep cove area that extends almost completely around car:

RPO	Solid Colors
700	Jet Black
708	Balboa Blue
707	Brigade Blue
723	Woodsmoke Blue
725	Tahiti Coral
703	Neptune Green
705	Woodland Green
724	Romany Maroon
716	Omaha Orange
714	Cardinal Red
710	Tampico Turquoise
726	Cameo White
721	Pure White
718	Flaxen Yellow
719	Yukon Yellow

**RPO Two-Tone Combinations**

728	Jet Black/Cameo White
735	Balboa Blue/Cameo White
736	Brigade Blue/Cameo White
746	Woodsmoke Blue/Cameo White
743	Tahiti Coral/Cameo White
731	Neptune Green/Cameo White
732	Woodland Green/Cameo White
737	Romany Maroon/Cameo White
742	Omaha Orange/Cameo White
740	Cardinal Red/Cameo White
727	Tampico Turquoise/Cameo White
745	Cameo White/Cardinal Red
729	Flaxen Yellow/Cameo White
744	Yukon Yellow/Cameo White

lineup, body molding extending completely around car. Coat Hooks Two, chrome-plated. Color-Keyed Interiors Red and two-tone gray, blue, or green. Floor Covering Colored vinyl-coated rubber. Horns Dual. Instrument Panel Anodized aluminum glove compartment door trim plate with Corvaire 700 nameplate. Light Switch, Dome Automatic switch in each front doorway. Luggage Compartment Mat, Front Black rubber. Upholstery Distinctive pattern cloth and vinyl seat coverings and vinyl-coated side wall insert panels in all models.

**CORVAIR 900 MODEL** Corvaire Monza 4-passenger Club Coupe, model 927. Corvaire Monza is most luxurious model of Corvaire line. In addition to features offered in Corvaire 700 Club Coupe, it is distinguished by: Arm Rests, Front Foam-cushioned with chrome-plated bases. Ashtrays, Rear Quarter Two chrome-plated bin type mounted on side walls. Chrome Stainless steel full wheel covers, door and rear quarter window upper frame moldings, simulated air exhaust grille molding at base of rear window, and body sill moldings. Cigarette Lighter Electric with chrome-plated knob. Colors Special selection of 12 solid colors; no two-tones are offered. Color-Keyed Interiors Blue, green, black, white, red, and fawn. Floor Covering Wall-to-wall deep-pile carpet. Glove Compartment Light Automatic. Horn Control Half-circle ring on steering wheel. Instrument Panel Trim Chrome-plated instrument cluster and glove compartment door trim plate moldings; Monza nameplate on glove compartment door. Lights Dual back-up lights; chrome-plated dome light frame. Rearview Mirror Hardware Chrome-plated. Seats Two bucket-type front



Corvaire Greenbrier Sports Wagon

seats with anodized aluminum end panels; fold-down rear seat styled to simulate bucket seats. Steering Wheel Distinctive two-tone styling. Sun Visors Dual, fully upholstered. Upholstery Distinctive all-vinyl upholstery. Leather-grain vinyl on seats and on side wall insert panels; pattern vinyl headlining and windshield sun visor coverings. Door metal is interior color to harmonize with upholstery rather than exterior color as in other Corvaire. Window Regulators and Door Release Handles Dual-arm design.

**CORVAIRE GREENBRIER SPORTS WAGON** Special 6-passenger wagon, model R 1206 (converts to 9-passenger by addition of third seat option RPO 269). Greenbrier is compact, light-

weight vehicle, with single compartment van-type body on 95-inch wheelbase chassis. Designed to give utmost utility in an economy vehicle that maneuvers and handles well, it is capable of carrying a relatively large load, and features outstanding visibility and comfort for driver and passengers, excellent accessibility and ideal load distribution. Not only is it excellent as both passenger and cargo carrier but it may be used in camping, as a mobile office, as a convenient transport for invalids and in many other ways limited only by user's imagination. Standard features include: Ashtray Covered bin in instrument panel center. Body All-steel unitized construction. Cargo Compartment Two-level with drop center; 175.5-cubic-foot capacity; 1,600-lb.

maximum payload with rear seat out; 700-lb. with rear seat in, and 250-lb. with rear seat and optional third seat in. Chassis Units Same units as in other Corvairs, especially "tailored" for heavy-duty service and for operation by forward controls. Chrome Anodized aluminum light frames and front air intake grille and grille ornament; chrome-plated door handles and key locks and side nameplates; stainless steel windshield wiper arms. (Bumpers, wheel hub caps and ventipane frames are enameled.) Colors 15 solid colors; 14 two-tones. Color, Interior Silver and charcoal combination. Doors Left-hand and right-hand front side doors; double right-hand side doors, double rear cargo doors. Special checks hold double side and rear doors open 100 degrees or release for 180-degree opening. Emblems Chevrolet emblem and Corvair name on front air intake grille ornament; Greenbrier nameplates on side doors, Corvair nameplate in rear. Finish Baked synthetic enamel. Floor Covering Black rubber mats. Glass Safety Plate Glass in windshield and ventipanes; safety sheet glass in other windows. Glove Compartment Key-locked. Horn Single horn; button on steering wheel. Instrument Panel Symmetrical panel with radio speaker grille and ashtray between matching instrument cluster and glove compartment door. Driver-centered instruments and controls in single cluster, chrome control knobs; anodized aluminum cluster trim plate. Lights Four headlights; dual parking lights, taillights and rear license lights; dome light operated by instrument panel switch. Locks Pushbutton outside door handles and key locks; single-arm remote control levers with locking position for front side doors; locking knob for front door and locking lever for rear door in double side doors.

Rearview Mirror Adjustable inside type with stainless steel frame and painted hardware. Seats Full-width adjustable front seat with adjustable backrest; full-width removable or reversible rear seat. Steering Wheel Deep-hub 2-spoke type; enclosed steering column. Sun Visor Sliding adjustable visor of vinyl-bound painted fiber board for driver. Turn Signals Automatically cancelled type. Upholstery and Trim Distinctive woven cloth seat coverings with vinyl facings; textured vinyl inserts between roof bows (headlining); painted interior body panels and inserts, trim moldings and roof bows. Ventilation High-Level; dual control knobs. Ventpanes Friction type in front door windows. Windows Four on each side in addition to windshield, ventipanes and dual rear windows; chrome-plated single arm cranks operate side windows. Windshield Wipers Dual electric constant-speed parallel-acting type.

**CORVAIR GREENBRIER DE LUXE SPORTS WAGON** Single option (RPO 431) converts Greenbrier into custom equipped Greenbrier De Luxe. Equipment includes: Arm Rests Front and rear arm rests of foam-cushioned plastic base type. Chrome Chrome-plated bumpers, ventipane frames and wheel hub caps; stainless steel windshield reveal molding. Cigarette Lighter Electric with chrome-plated knob. Color-Keyed Interiors Blue, gray, green or red. Floor Covering Colored vinyl-coated rubber. Instrument Panel Two-tone. Anodized aluminum glove compartment door trim plate. Lights Second dome light in rear of compartment. Seats Heavy-duty foam cushioned seats plus foam cushioning in seat backs. Sun Visor Right-hand sun visor matching standard left-hand visor. Taillight Trim Red plastic inserts with

chrome frames on rear doors adjacent to taillights. Upholstery Vinyl and nylon-faced pattern cloth seat coverings, vinyl side wall trim panels, vinyl headlining, vinyl spare tire cover.

**CORVETTE** Two-passenger sports car, model 867. As America's sports car, Corvette has superior accelerating, handling, cornering, and braking qualities so important in a car of this type. As a pleasure car, it has beauty, comfort and convenience that conform to highest American automotive standards. Regular equipment includes: Arm Rests Foam-cushioned, chrome-decorated arm rests. Ashtray Lift-out bin inset in floor tunnel. Asslt Bar Foam-cushioned bar spanning stowage bin in instrument panel. Body Fiber glass reinforced plastic. Chassis Box-girder frame, independent front suspension, outrigger rear suspension, front and rear stabilizers and nitrogen bag shock absorbers, Safety-Master brakes, hand-operated parking brake, worm and ball bearing sector steering gear, 230-hp Corvette V8 engine with dual exhaust system, Synchro-Mesh 3-Speed transmission with floor-mounted gearshift lever, Hotchkiss drive shaft, hypoid rear axle, and precision-balanced wheels and blackwall Tyrex cord tubeless tires. Chrome Anodized aluminum 3-unit grille, parking light frames and taillight frames; chrome-plated bumpers and guards, door handles and key locks, door window glass-edge moldings and rearview mirror hardware; stainless steel windshield frame, belt molding, body side moldings, front fender crown moldings and full wheel covers. Cigarette Lighter Electric. Clock Electric, self-regulating. Colors 7 solid colors; 7 two-tones. Colors, Interior Black, blue, fawn or red. Convertible Top Manually operated top of black or

Positive-acting checks hold doors open, making entry easy; also facilitate loading Station Wagon models. **Door Latches** Rotary door latches contribute greatly to safety of passengers. In this type of latch, rotary bolt rolls onto teeth of door latch striker in doorway which it engages as soon as they mesh to prevent sideways disengagement of latch. Due to catch in mechanism, rotary bolt can't turn other way until released. Bolt cover tang fits behind striker teeth to prevent lengthwise disengagement of latch, and spring-loaded shoe helps maintain firm engagement. **Door Handles, Outside** Rotary door latch is released from outside by thumb pressure on pushbutton in door handle. Solidly mounted chrome-plated handle with large handhold permits firm grip when opening or closing door. Handle projects beyond latch release pushbutton to protect pushbutton from blows that might release latch accidentally. **Door Handles, Inside** Rotary door latch is released from inside car by lifting inside release handle in conventional Chevrolets and Corvair models or, in Corvette, by pulling ball-shaped release handle located in rear upper corner of door rearward. Inside release handles are chrome-plated but differ in styling. In Impala and Nomad models, paddle-type handle is styled into front of each door armrest; handle is shaped so it may be lifted by finger tips with arm on rest. In Bel Air, Parkwood and Corvair Monza models, lever-type handles have dual-arm styling; in Biscayne, Biscayne Fleetmaster, Brookwood, and Corvair 500 and 700 models, they have single-arm styling. All lever type handles have low hub that keeps handle close to door panel so it is not apt to catch clothing. **Door Locks, Inside** Methods of locking door from inside car differ: Corvair front doors are locked by

pushing inside release handle downward from normal position until it stops. Corvette doors have small chrome-plated levers. When lever is turned to point straight down, door is locked. All other doors have vertical pushbutton on window sill. When pushbutton is pushed fully down, door is locked. Front door inside pushbutton is disengaged by pulling it up or turning inside door handle. While rear door button is down, handle turns freely (except Corvair in which handle cannot turn) so children can't open door accidentally. With button down, any conventional Chevrolet door can be locked from outside—by pressing pushbutton of outside handle in while closing door. On Corvair, front doors lock with key outside, rear doors lock by pushing inside button down with door closed. **Door Key Locks** Chrome-plated key lock for each front door serves to unlock door in every model and also to lock Corvair and Corvette doors which have no window sill pushbuttons. Weather shield slides aside as key is inserted; drain helps keep water from cylinder to prevent lock freezing. **Door Sealing** Double rubber seals (see Body Sealing).

**DOORS, DOUBLE** In Corvair Greenbrier Sports Wagon, dual doors are standard in right-hand side and rear of body. Large rectangular door openings, low step and loading heights, and wide outward swing of all doors provide excellent accessibility to combination passenger and cargo compartment. **Door Construction** In each door, two full steel panels including window frames are welded into box structure of great strength. Embossment of panels helps make doors rigid. Sealed plates cover openings to mechanisms inside doors. Drains in bottom of doors help eliminate moisture between

panels. **Door Hinges** Each door is suspended on two strap type hinges that permit wide door opening. **Door Checks** Unique checks permit either 100- or 180-degree opening of doors. 100-degree position is obtained automatically upon opening door. By removing check from its retaining slot in door, full 180-degree opening is possible. As door is closed from full open position, check enters door slot, automatically setting door for 100-degree opening. **Door Latches** Rear cargo doors are latched automatically by a central latch of fork cam type which retains right-hand door to left-hand door. Side doors are latched automatically with spring-loaded slam-type bolt latches located at top and bottom of each door. Latching mechanisms are contained entirely within door structures, thus contributing to clean door appearance. Interlocks at top and bottom of rear side door secure the door in the event of a collision. Upper and lower wedges on both doors of each pair (both side and rear) help control vertical door movement, relieving door latches of undue stress. **Door Handles, Outside** Chrome-plated horizontal handle is located on right-hand door of each pair. Handle for rear cargo doors is doorpull type with integral pushbutton. Handle for side doors is 2-position lever type. In "closed-door" position, handle is horizontal; to open door, handle is turned downward 45 degrees. A rubber bumper integral with handle eliminates interference with body when door is fully opened; another rubber bumper on left-hand door, outer panel serves same purpose. **Door Handles, Inside** Each of two double side doors has own door latch release handle. That for right-hand door, which opens first, is conventional chrome-plated lever like that on doors for front seal. When it is pushed downward from normal position, it locks door



latch. Rear side door and left-hand rear cargo door have lever handle on door edge adjacent to right-hand door so when doors are closed handle is concealed. **Door Key Locks** Chrome-plated weather-shielded key locks like those on all other Chevrolets are provided on right-hand door of each pair. Key lock for rear cargo doors is in door latch push-button. Separate key lock below front side door handle locks both side doors since the front door latches over rear door. Both doors can be locked from inside car with locking knob located on inner panel of right-hand door. Should doors be locked from outside, they cannot be unlocked from inside since

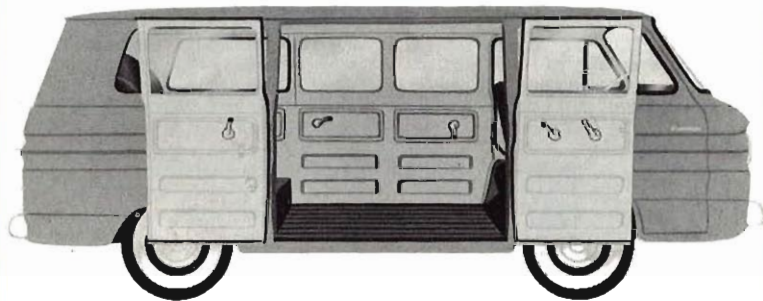
inside and outside locks operate independently of each other. **Door Sealing** When each pair of doors is closed, flange on right-hand door overlaps flange on left-hand door. Reduced door closing effort and excellent sealing are provided by rubber weatherstripping between flanges and around periphery of doors. In addition, rubber grommets around door hinge slots in body hinge pillars and rubber seals around door check mounting pads help seal body.

**DOORS, DOUBLE (Left Side)** Optional (RPO 645) for Corvair Greenbrier Sports Wagon. Pair

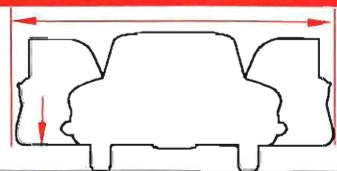


Two-Position Door Check of Greenbrier Doors

of cargo doors matching those on right-hand side of body provides convenient additional access to combination passenger and cargo compartment (from both sides of car).



Greenbrier Double Side Doors



Door Clearance Dimensions (AMA)

**DOOR CLEARANCE** Doors-Open Car Width Maximum width of car with all doors open (AMA) is as follows: Conventional Chevrolet 4-door models 143.5 inches, 2-door models 161.9 inches. Corvair 4-door models 130.1 inches, 2-door models, 145.4 inches. Corvair Greenbrier with double doors

on both sides 90-degrees open 127.7 inches. Corvette 142.6 inches. **Curb Clearance** Clearance under open doors (AMA) with car loaded is as follows: Conventional Chevrolet front door 13.0 inches, rear 11.3 inches. Corvair 4-Door Sedan front door 12.5 inches, rear door 11.0 inches; Club Coupe door 13.0 inches; Lakewood Station Wagon front door 13.0 inches, rear door 11.5 inches; Corvair Greenbrier front door 15.0 inches, side double doors 13.3 inches. Corvette door 13.4 inches.

**DOOR EDGE GUARDS** Dealer-installed accessory for conventional Chevrolets and Corvair models except Greenbrier; part of Body Equipment group (FOA 145) for conventional Chevrolets

except Impala and Nomad models. Stainless steel molding fitted to rear edge of each side door prevents chipping of door finish in tight quarters. Molding is held firmly in place with special clips requiring neither drilling nor cement.

**DOOR HANDLE SHIELDS** Dealer-installed accessory for conventional Chevrolets. Chrome-plated metal plates are easily attached to doors without removing door handles. Plates fit closely around handles to protect lacquer finish in hand-grip areas from being scratched and marred by keys, rings or other objects when doors are opened or closed.

**Door Insulation** . . . . . See Body Insulation

**DOOR MOLDINGS** Standard on Corvair Monza Club Coupe, Impala 4-Door and 2-Door Sedans and Nomad. Stainless steel moldings on tops of doors help frame side windows.

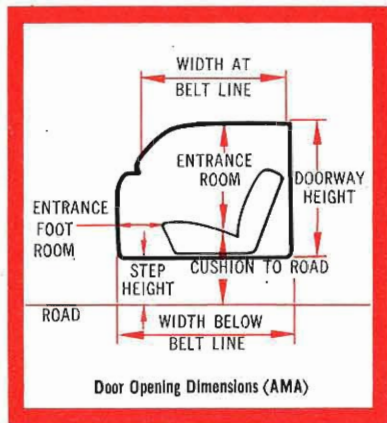
**DOOR OPENINGS, DOUBLE** In Corvair Greenbrier Sports Wagon, dual side doors provide large rectangular doorways with low steps for convenient entry to seats and easy loading of cargo. With both doors wide open, doorway measures a maximum of 53.5 inches wide and 49.0 inches tall, and step height is only 14.0 inches with car empty. To facilitate cargo loading from rear, dual cargo doors pro-

PASSENGER DOOR OPENING DIMENSIONS (Inches)*	CONVENTIONAL CHEVROLETS						CORVAIRS				COR- VETTE
	Sport Sedan	Sport Coupe	Con- vertible	4-Door Sedan	2-Door Sedan	Station Wagon	4-Door Sedan	Club Coupe	Station Wagon	Green- brier	
<b>FRONT DOOR</b>											
Width at belt line	28.4	38.5	38.5	28.8	38.5	28.8	27.0	36.1	27.0	37.5	36.6
Width below belt line	31.2	43.9	43.9	31.4	43.9	31.4	33.9	43.6	33.9	11.8	36.6
Entrance foot room	15.0	15.0	15.0	15.0	15.0	14.5	14.1	14.1**	14.1	N.A.	N.A.
Doorway height	37.0	37.0	35.5	37.0	37.0	37.0	33.0	33.0	33.8	31.5	32.7
Entrance room	29.4	29.6	27.7	29.4	29.4	29.1	28.7	28.6	29.5	29.1	28.7
Cushion to road	22.5	22.5	22.9	22.5	22.5	22.9	19.0	19.0	19.5	34.6	15.7
Step height	15.0	15.0	15.0	15.0	15.0	15.0	14.5	14.5	14.5	17.1	13.1
<b>REAR DOOR</b>											
Width below belt line	30.8	—	—	30.8	—	30.8	31.1	—	31.1	See	—
Entrance foot room	11.9	8.9	9.1	11.7	11.7	13.6	11.0	9.0**	11.0	Door	—
Doorway height	36.8	—	—	36.8	—	36.9	33.1	—	34.2	Open-	—
Entrance room	28.4	—	—	28.4	—	28.4	27.8	—	27.6	ings,	—
Cushion to road	21.1	—	—	21.1	—	21.0	17.8	—	19.5	Double	—
Step height	15.0	—	—	15.0	—	15.0	14.5	—	14.5	—	—

\*Dimensions are illustrated on next page.

\*\*Corvair Monza: Left-hand front seat 13.6, rear 9.0; right-hand front seat 12.3, rear 10.3

vide doorway with height of 36.0 inches, maximum width of 44.6 inches and loading height of 26.5 inches with car empty.



**DOOR OPENINGS, PASSENGER** Big clear doorways with low door steps contribute to notably easy access to all seats and facilitate curb-side loading of cargo compartment in Station Wagons. For dimensions measured to AMA standards, see chart on preceding page.

**DOOR PANEL PLATES** Corvette feature. Embossed plates of anodized aluminum on lower areas of inside door panels help protect side wall coverings from damage and soiling by shoes.

**Door Reflectors**..... See Safety Reflectors

**DOOR SAFETY LOCKS, REAR** Dealer-installed accessory for conventional Chevrolet 4-door models. Key-locked mechanism on window sill pushbutton of each rear door locks pushbutton so it can't be moved to release door latch.

**Door Sealing**..... See Body Sealing

**Door Sills** See Body Sills under Body Construction

**Door Step Heights**..... See Door Openings

**DOOR STEP TRIM PLATES** Standard in all models. Embossed plates of anodized aluminum fitted in all passenger door openings help retain floor covering and protect its edges from wear.

**Door Upholstery**..... See Upholstery

**Door Windows**..... See Windows

**Double-Arched Cowl**  
..... See Cowl under Body Construction

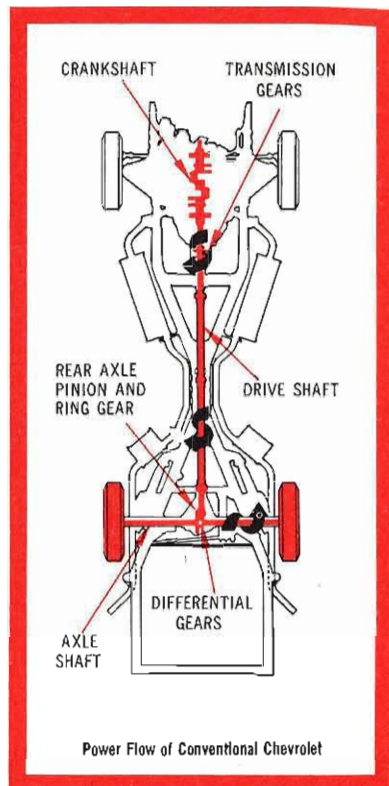
**Downdraft Carburetion**..... See Carburetion

**Drip Gutters**..... See Body Construction

**DRIP GUTTER MOLDINGS** Standard in Bel Air, Corvair 700 and 900, Impala, Nomad and Parkwood models. Stainless steel moldings cap roof drip gutters, adding to car decoration.

**Drive Gears**..... See Rear Axle

**DRIVE SHAFT, BALANCED** Standard in conventional Chevrolet and Corvette models. Drive



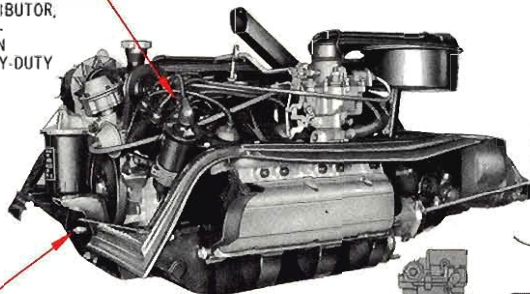
completely for dimensions, material, soundness, and surface finish. This step supplements standard thorough inspection used in all Chevrolet manufacturing quality control. It does not take place of regular inspection. Differences in design from that of basic Turbo-Thrust V8 engine include: **Camshaft** Special performance camshaft with higher-lift cams opens intake and exhaust valves farther and holds them open longer for increased engine breathability. At high rpm this provides greater flow of fuel-air mixture to combustion chambers and greater flow of exhaust gases from combustion chambers. Carburetion Triple 2-barrel carburetors provide high gasoline economy for normal operation and help increase power for acceleration. **Compression Ratio** Chevrolet's highest compression ratio, 11.25 to 1, compresses fuel-air mixture tighter and thereby extracts more power from mixture. **Connecting Rod and Crankshaft Main Bearings** All connecting rod bearings and main bearings (except rear main bearing) are heavy-duty premium type which provides durability for highest speed engine operation. **Cylinder Heads** Special cylinder heads help increase engine breathing. Designed to accommodate larger valves, they also incorporate smoother valve passages obtained by use of chrome-dipped cores in casting process. **Exhaust System** Larger exhaust pipes and tailpipes help expedite expulsion of exhaust gases from engine. **Fuel Pump** More powerful pump provides more fuel to carburetors. **Generator** Larger capacity 35-ampere generator has extra durability to stand up under high speed operation. **Horsepower, Maximum** 350 peak horsepower occurs at higher engine speed (6000 engine rpm). **Ignition Distributor** Dual-breaker distributor with centrifugal spark advance provides better

ignition at high car speeds. **Pistons** Special pistons with heads half flat and half slanted reduce combustion space to increase compression ratio. **Piston Rings** Heavy chrome plating of upper compression rings makes them more durable. **Spark Plugs** Special AC 43N spark plugs are designed for continuous heavy-duty operation. **Torque, Maximum** Increase in horsepower increases torque to 364 ft. lb. at 3600 engine rpm. **Valves** Larger intake and exhaust valves help increase engine breathing, have aluminized faces to make them more durable, and are equipped with oil shields to help prevent oil leakage down valve stems into combustion chambers. **Valve Lifters** Mechanical valve lifters operate faster than hydraulic valve lifters. **Valve Springs** Dual, inner and outer, valve springs operate valves faster.

**ENGINE, TURBO-AIR 6** Standard in all Corvair models with standard 3-Speed Synchro-Mesh transmission or optional 4-Speed Synchro-Mesh or Powerglide transmission. Turbo-Air 6 is powerful enough to deliver American standards of performance but light enough to be combined with transmission and axle into single Unipack power team, placed in rear where it contributes to superior traction and excellent roadability. Built mostly of aluminum and about half the weight of conventional engines, Turbo-Air 6 is engineered for maximum efficiency, with aircraft-type horizontally opposed cylinders, valve-in-head design and short stroke. Full-pressure lubrication with full-flow oil filter and oil cooler, and extra-life bearings contribute to durability. Forced-air cooling eliminates winter freeze-ups, antifreeze costs and overheated radiators. Fuel savings result from advanced fuel induction system with balanced twin

carburetors, wedge-shaped combustion chambers and use of regular gasoline. Oil refills take only four quarts. Foam plastic air cleaner elements require no replacement. And hydraulic valve lifters contribute to quiet operation. In addition, rear-mounted engine allows practically flat floor for more comfort; contributes to cooler driving by removing hot exhaust system from under floor; isolates engine sounds behind passengers for quieter driving; and removes engine weight from front of car for easier steering and places it above rear wheels for superior traction. Specifications of engine and associated components include: **Air Cleaners** Two oil-wetted foam plastic element type (one for each carburetor). **Balancing** Inherent with engine design. **Battery** 35-ampere-hour capacity; 3-year warranty by maker. **Bore and Stroke** 3.4375 x 2.600 inches. **Camshaft** Economy-contoured cast alloy iron; wear-resistant coating on cams. **Camshaft Bearings** 4, machined in aluminum crankcase. **Camshaft Drive** Helical steel and aluminum timing gears. **Carburetion** Twin single-barrel downdraft carburetors. **Choke** Manual choke for each carburetor; interconnected by linkage operated by instrument panel control. **Combustion Chambers** Wedge type, precision-machined in cylinder heads. **Compression Ratio** 8.0 to 1. **Connecting Rods** Forged alloy steel. **Connecting Rod Bearings** Precision removable bearings of extra-life type, except heavy-duty premium bearings in Greenbrier Sports Wagon. **Cooling System** Forced-air circulated around fins on cylinder barrels and cylinder heads. **Crankcase** Precision-cast aluminum alloy components including left-hand and right-hand halves bolted together and bolted-on cover, engine rear housing, and clutch housing. **Crankshaft** Forged alloy steel.

12-VOLT ELECTRICAL SYSTEM WITH AIR-COOLED GENERATOR, POSITIVE-SHIFT STARTER, HIGH-TOWER DISTRIBUTOR, SEALED COIL, NON-METALLIC IGNITION CABLES AND HEAVY-DUTY SPARK PLUGS



COMPACT, STRONG AND LIGHTWEIGHT ENGINE STRUCTURE WITH MAJOR COMPONENTS OF PRECISION-CAST ALUMINUM.

BALANCED TWIN CARBURETORS WITH PLASTIC ELEMENT AIR CLEANERS; PULSATOR FUEL PUMP

FINNED ALUMINUM CYLINDER HEADS WITH INTEGRAL INTAKE MANIFOLDS

PRECISION-CAST WEDGE-TYPE COMBUSTION CHAMBERS

INDIVIDUAL FINNED ALLOY IRON CYLINDERS HONED FOR SMOOTHNESS

ECONOMY-CONTOURED CAMSHAFT DRIVEN BY GEARS

FULL-PRESSURE LUBRICATION SYSTEM WITH FULL-FLOW OIL FILTER

INHERENTLY BALANCED FORGED STEEL CRANKSHAFT; STEEL-BACKED BABBITT ENGINE BEARINGS

TWIN SHROUDS WITH THERMOSTATICALLY OPERATED DOORS FOR COOLING CONTROL

BALL-BEARING MOUNTED BLOWER FOR FORCED-AIR COOLING SYSTEM

INDEPENDENT VALVE MECHANISMS WITH HYDRAULIC LIFTERS

VALVE-IN-HEAD DESIGN

TIN-COATED STEEL-REINFORCED ALUMINUM PISTONS; OFFSET PINS HELD IN FORGED CONNECTING RODS

Principal Features of Turbo-Air 6

**Crankshaft Main Bearings** 4 precision removable bearings of extra-life type, except heavy-duty premium bearings in Greenbrier Sports Wagon. **Crankshaft Vibration Damper** Vibration damping flywheel. **Cylinders** 6 horizontally opposed cylinders in two banks honed in individual precision-cast alloy iron barrels; integral fins on barrels for air cooling. **Cylinder Head** Precision-cast aluminum alloy with integral cooling fins. **Displacement** 145.0 cubic inches. **Electrical System** 12-volt. **Exhaust System** Single, diffusion and resonance type; mounted to engine. **Fan** 24-vane centrifugal blower, with permanently sealed ball bearings, driven by crankshaft through V-belt. **Flywheel** 3-piece flexible flywheel with cast alloy iron weight. **Fuel** Regular gasoline. **Fuel Filters** Strainer in fuel tank; sintered bronze filters in carburetors. **Fuel Gauge** Electric. **Fuel Pump** Mechanical pulsator type driven by eccentric on crankshaft. **Fuel Tank** 14-gallon tank protected in recess under front compartment floor, except 18.5-gallon tank in Greenbrier Sports Wagon. **Fuel Tank Filler** Behind flush door in left front fender crown, except Greenbrier cap on filler neck behind driver's door. **Generator** 30-ampere air-cooled generator driven by blower V-belt. **Generator Regulator** Vibrator type. **Generator Warning Light** Red light on instrument panel. **Horsepower, Maximum** 80 at 4400 engine rpm. **Ignition Cables** Non-metallic resistance type, shielded by rubber insulation. **Ignition Coil** Hermetically sealed. **Ignition Distributor** Single-breaker type, with aluminum housing, driven by crankshaft. **Automatic centrifugal and vacuum spark advance. Ignition Switch** 4-position type. **Lubrication System** Controlled full-pressure system; 4-qt. oil refill capacity. **Manifold, Exhaust** Cylindrical steel tubes pressed into cylinder heads.

**Manifolds, Intake** Cast integral with cylinder heads. **Mounting** Rubber cushions: 2 front, 1 rear. **Muffler** Reverse-flow. **Oil Cooler** Aluminum; on left of engine at rear; includes cool oil by-pass. **Oil Filler** At rear of engine. **Oil Filter** Full-flow filter with by-pass valve; 1-qt. capacity. **Oil Level Gauge** Bayonet type rod. **Oil Pan** Shallow pressed steel pan with oil surge baffle. **Oil Pressure Warning Light** Combined with red cylinder head temperature warning light on instrument panel. **Oil Pump** Gear type with stationary intake; develops normal oil pressure of 35 pounds per square inch at 2000 engine rpm. **Pistons** Precision-cast aluminum alloy; flat head; steel-reinforced slipper skirt. **Piston Pins** Alloy steel; pressed in connecting rods. **Piston Rings** 2 compression rings of cast alloy iron with inside bevel or counterbore; single-piece cast alloy iron oil control ring. **Spark Plugs** AC 46-FF; shielded by rubber boots. **Starter** Positive-shift. **Thermostats** Bellows type below front cylinder of each bank in hot air stream. **Torque, Maximum** 128 ft. lb. at 2300 engine rpm. **Valves** Intake, alloy steel, aluminum coated; exhaust, high alloy steel. **Valve Guides** Machined cast alloy iron; pressed in heads. **Valve Lifters** Hydraulic. **Valve Location** Valve-in-head engine design. **Valve Mechanism** Independent push rod actuated pressed steel rocker arm with ball and socket joint for each valve. **Valve Rocker Covers** Pressed steel. **Valve Seats** Intake valves, cast nickel steel alloy inserts; exhaust valves, cast chromium steel alloy inserts. **Valve Springs** Variable-pitch. **Ventilation System** Suction type with road draft tube. **Weight** Under 320 pounds with clutch.

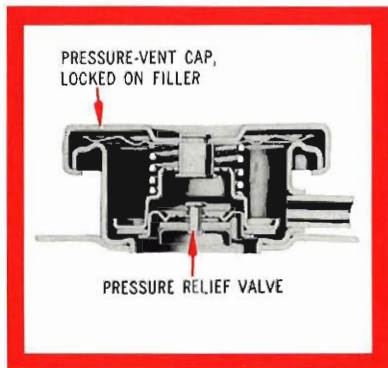
**ENGINE, TURBO-THRUST V8** Optional (RPO 576) in all conventional Chevrolets with standard

3-Speed Synchro-Mesh transmission or optional 4-Speed Synchro-Mesh or Turboglide transmission. With highly modern design features, large displacement and compact size, Turbo-Thrust V8 ranks with most efficient engines in industry. Among its features are 9.5 to 1 compression ratio and 4-barrel carburetor, providing well-balanced power and economy, deep breathing through extra-large valve openings and manifolds, dual exhaust system, and precision-machined combustion chambers that equalize performance in all cylinders for super-smooth operation. Specifications of engine and associated components are as follows: **Air Cleaner** Dry type with replaceable treated-paper element. **Balancing** Dynamically balanced crankshaft, balanced flywheel, weight-matched piston and connecting rod sets; rotating parts of completed engine assembly balanced while operating. **Battery** 61-ampere-hour capacity; 3-year warranty by maker. **Bore and Stroke** 4.125 x 3.250 inches. **Camshaft** General performance camshaft of cast alloy iron; wear-resistant coating. **Camshaft Bearings** 5 extra-life steel-backed babbit. **Camshaft Drive** 48-link silent timing chain. **Carburetion** 4-barrel downdraft carburetor. **Carburetor Heat Control** Automatic. **Choke** Automatic. **Combustion Chambers** Wedge-Fire, precision-machined in cylinders for uniformity. **Compression Ratio** 9.5 to 1. **Connecting Rods** Forged alloy steel. **Connecting Rod Bearings** Precision-removable extra-life type. **Cooling System** Pressurized water; 22.0-qt. capacity with heater. **Crankshaft** Forged alloy steel counterbalanced by 6 counterweights. **Crankshaft Main Bearings** 5 precision-removable extra-life type. **Crankshaft Vibration Damper** Oscillating harmonic balancer on front of crankshaft. **Cylinders** 8 cylinders in 90-

**RADIATOR CAP, PRESSURE-VENT** Standard in all conventional Chevrolets and Corvette. Radiator cap is designed to relieve pressure in cooling system when pressure exceeds 13 pounds per square inch. Use of this type cap raises boiling point of coolant in system and reduces evaporation of water and antifreeze. Pressure is limited by spring-loaded, rubber-sealed valve on cap. When cap is locked on filler (by cam action) valve seals filler opening. Excessive internal pressures can overcome spring pressure to unseat valve until pressure in system is reduced to 13 pounds per square inch.

Radiator Capacity..... See Cooling System

Radiator Grille..... See Grille

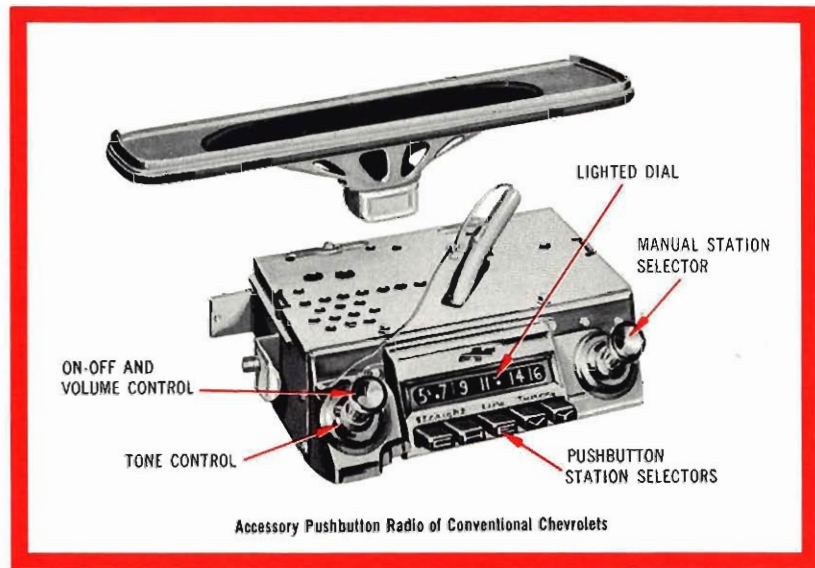


**RADIATOR INSECT SCREEN** Dealer-installed accessory for all conventional Chevrolets. Fine-

mesh screen of varnished, aluminum-coated steel, suspended in front of radiator behind grille, helps prevent clogging of radiator by insects and debris. Grille conceals screen completely.

**RADIO, MANUAL TRANSISTORIZED** Dealer-installed or factory optional accessory for all conventional Chevrolets and Corvair models (FOA 103 except FOA 123 for Greenbrier Sports Wagon). Although different in details, manual radios for

conventional Chevrolets and Corvairs are same in essential features. Each is of most modern design with all newest electronic developments including custom features found only in finest automobile and home radios and television. Features include: Hi-Power audio transistor, high energy speakers, straight-line tuning and printed circuits. These features provide fine tone quality, performance and clear undistorted volume that overcomes wind and road noise. Each radio is furnished com-



Accessory Pushbutton Radio of Conventional Chevrolets

plete with necessary suppression material and antenna. Left-hand control knob on control panel turns set on and off and controls volume. A "wing" control behind this knob may be moved to change tone from treble (extreme clockwise) to bass (extreme counter-clockwise). Right-hand control knob is turned to select radio stations. A "wing" control behind this knob is provided in conventional Chevrolets with accessory rear seat speaker to allow continuous control of front and/or rear speakers. Radio dial between knobs is designed to match other instruments in car and lights up when set is turned on or car lights are lit. Knobs, dial frame and control panel have bright chrome finish.

**RADIO, PUSHBUTTON TRANSISTORIZED** Dealer-installed or factory optional accessory (FOA 104) for all conventional Chevrolets and all Corvair models except Greenbrier Sports Wagon. De luxe radios designed especially for conventional Chevrolets and Corvairs include same features as respective manually-tuned radios for these cars plus a mechanical lock-up type tuner with five pushbuttons that can be easily set to any five predetermined local stations for quick easy fingertip tuning.

**RADIO, WONDER BAR TRANSISTORIZED** Factory optional accessory (FOA 102) for Corvette. Super de luxe radio includes all features of manual radio of conventional Chevrolets plus advantages of fingertip station selection provided by five pushbuttons and automatic station selection provided by signal-seeking Wonder Bar. Radio automatically tunes in, in sequence, all stations of adequate signal strength in any locality as Wonder Bar is

pressed. All radio controls and illuminated dial are located on console panel located below center of instrument panel in Corvette.

**RADIO ANTENNA, TELESCOPING** Antenna is included at no extra cost with each Chevrolet radio. Antenna is mounted on right-hand side of car: on front fender on Corvair models and conventional Chevrolet Station Wagons, on front or rear fender of other conventional Chevrolets and on rear fender of Corvette. Three antenna sections extend about five feet and retract to about one foot. Slide springs maintain contact between telescoping sections to minimize static; chrome finish resists corrosion. For best reception, antenna should be extended to at least height of car roof. For long distance reception, antenna should be extended to its full length.

**RADIO ANTENNAS, TELESCOPING DUAL REAR** Dealer-installed accessory for Bel Air, Biscayne, Biscayne Fleetmaster and Impala models. When antenna furnished with radio is mounted on right-hand rear fender, it is provided with a mounting that slants it at a rakish angle. To maintain symmetrical appearance of rear of car, a matching antenna, which is not connected to radio, is mounted at same angle on left-hand rear fender.

Radio Noise Suppression . . . . . See Ignition Cable

**RADIO SPEAKER, FRONT** In all models, speaker which is integral with accessory radio, is mounted below center of instrument panel crown and aimed at windshield for best sound distribution. In conventional Chevrolets, sound emits

through same series of louvers that are provided for windshield defrosting. In Corvair models and Corvette, sound emits through perforated steel grille inset into instrument panel crown.

**RADIO SPEAKER, REAR** Dealer-installed accessory for all conventional Chevrolets. Speaker in rear of car provides sound distribution throughout passenger compartment and may be used with either manual or pushbutton radio. Speaker control, concentric with manual tuning knob of radio; may be turned so front and rear speakers play separately or together. In Impala Sport Coupe and Convertible, speaker is installed behind grille in rear seat backrest; in Sedans, below parcel shelf; in Station Wagons, in right-hand side wall near rear of cargo compartment.

**RADIO SPEAKER GRILLE, STAINLESS STEEL REAR** Standard in Impala Sport Coupe and Convertible. In these models, rear seat speaker grille is inset in upper-center area of rear seat backrest. Grille is perforated stainless steel decorated with colored Impala figure and crossed flag emblem. Background of grille is painted so emblem, border of grille and decorative bars on background stand out brightly.

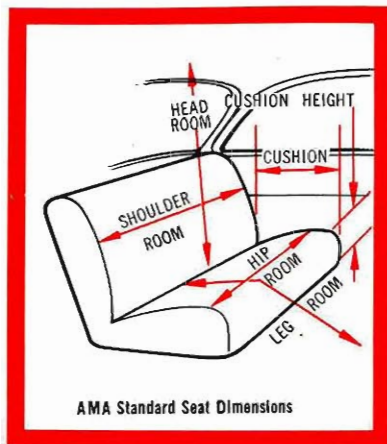
Radius Rods . . . . . See Suspension, Corvette

Rain Gutters  
. . . . . See Drip Gutters under Body Construction

Ramjet Fuel Injection . . . . . See Fuel Injection

Ramp Angles  
. . . . . See Angles of Approach and Departure





steering wheel. Foot wells in floor are unusually wide and have comfortably slanted foot rests at front. Particular consideration of driver comfort is evident by provision of a raised portion on the toe pan that supports his left foot on practically same level as his right foot on accelerator. AMA seat dimensions, expressed in inches, are as follows:

2-Door Sedans	Front Seat	Rear Seat
Head room (depressed).....	39.5	38.0
Leg room.....	45.0	42.0
Hip room.....	63.5	63.0
Shoulder room.....	59.0	57.5
Cushion height.....	11.0	14.0
Cushion depth.....	18.5	18.0

4-Door Sedans	Front Seat	Rear Seat
Head room (depressed).....	39.5	38.0
Leg room.....	45.0	42.0
Hip room.....	63.5	63.0
Shoulder room.....	59.0	58.0
Cushion height.....	11.0	14.0
Cushion depth.....	18.5	18.0

Sport Coupes	Front Seat	Rear Seat
Head room (depressed).....	39.5	38.0
Leg room.....	45.0	39.0
Hip room.....	63.5	55.5
Shoulder room.....	59.0	57.0
Cushion height.....	11.0	13.0
Cushion depth.....	18.5	18.5

Sport Sedans	Front Seat	Rear Seat
Head room (depressed).....	39.5	37.0
Leg room.....	45.0	42.0
Hip room.....	63.5	63.5
Shoulder room.....	59.0	58.0
Cushion height.....	11.0	14.0
Cushion depth.....	18.5	18.0

Convertible	Front Seat	Rear Seat
Head room (depressed).....	39.0	37.0
Leg room.....	45.0	39.0
Hip room.....	63.5	52.0
Shoulder room.....	59.0	51.0
Cushion height.....	11.0	13.5
Cushion depth.....	18.5	18.5

Station Wagons, 6-Passenger and 9-Passenger	Front Seat	Second Seat	Third Seat
Head room (depressed).....	39.5	40.0	37.0

Leg room.....	45.0	42.0	36.5
Hip room.....	63.5	63.5	46.5
Shoulder room.....	59.0	58.0	57.0
Cushion height.....	11.0	13.0	14.5
Cushion depth.....	18.5	18.5	18.0

**ROOMINESS, CORVAIR** Despite compact exteriors, Corvair Sedans and Club Coupes are surprisingly roomy. With engine out of way, dash panel is farther forward than in conventional cars (only nine inches behind front wheel centers) permitting front compartment to be long. As a result, generous leg room is provided for front seat occupants. Steering wheel clearance to seat back is even more than in conventional cars, contributing to ease of entry. Beneath front seat, floor angles down toward rear, forming deep toe pocket which extends rearward in straight line and provides plenty of room for feet and legs of rear seat passengers. Because there is no drive shaft tunnel, floor is virtually flat straight across car, so seat cushions may be depressed 4.5 inches, offering deep seat comfort and generous head room for all occupants. Broad hip, shoulder and hat room dimensions also contribute to comfortable seating. Lakewood Station Wagon design follows concept of Corvair Sedans with dimensions that are similar except in areas involving roof or door openings. Overall height of Lakewood is approximately 2 inches greater, and, correspondingly, head room and entrance dimensions reflect this difference. Greenbrier Sports Wagon, with its extra-broad full-length van type body, provides room-to-spare spaciousness for 9 passengers in three seats. AMA seat dimensions, expressed in inches, are as follows:

<b>Club Coupes</b>	Front Seat	Rear Seat
Head room (depressed)	37.5	35.5
Leg room		
(except Monza)	44.0	31.5
Leg room (Monza)	43.0	31.0
Hip room	58.5	57.0
Shoulder room	54.0	52.0
Cushion height	10.0	9.5
Cushion depth	17.5	13.5

<b>4-Door Sedans</b>	Front Seat	Rear Seat
Head room (depressed)	37.5	37.0
Leg room	44.0	36.5
Hip room	58.5	58.0
Shoulder room	54.0	53.5
Cushion height	10.0	11.5
Cushion depth	17.5	17.5

<b>Lakewood</b>	Front Seat	Rear Seat
Head room (depressed)	39.0	39.5
Leg room	44.0	36.5
Hip room	58.5	58.0
Shoulder room	54.0	53.5
Cushion height	10.0	13.0
Cushion depth	17.5	17.0

<b>Greenbrier Sports Wagon</b>	Front Seat	Second Seat	Third Seat
Head room (depressed)	39.7	42.6	42.4
Leg room	44.5	37.8	46.4
Hip room	61.4	61.6	59.6
Shoulder room	59.5	59.5	61.6
Cushion height	16.1	17.5	17.5
Cushion depth	17.0	17.3	17.3

**ROOMINESS, CORVETTE** Corvette's 102-inch wheel/base and width exceeding six feet provide

more than ample room for two passengers in side-by-side twin bucket seats. AMA dimensions of these seats, expressed in inches, are as follows:

Head room (convertible top)	37.0
Head room (hardtop)	36.9
Leg room	46.4
Hip room (across car)	59.6
Bucket seat width (each)	21.5
Distance between seats	5.8
Shoulder room (across car)	49.4
Seat cushion height	7.7
Seat cushion depth	18.7

**RPM**.. Abbreviation for Revolutions per Minute

**RPO** Abbreviation for Regular Production Option

**RUBBER** Many pounds of rubber in natural and synthetic forms are used in every Chevrolet. Typical applications include tires; body, engine, exhaust system and suspension mountings; seals for doors, deck lid and windows; seals and gaskets in mechanisms; wiring insulation, spark plug and distributor nipple covers, and light gaskets in electrical system; door, hood, deck lid and suspension bumpers; windshield wiper blades, glass-run channels; radiator hose; fan belt; pedal pads; and floor mats. In each application, rubber is especially compounded to do its job well and long. (See Mountings, also.)

**Rubber Mats**..... See Floor Mats; also Floor Coverings under Upholstery

**Rubber Mountings**..... See Mountings

**Rubber Suspension Bumpers**... See Suspension

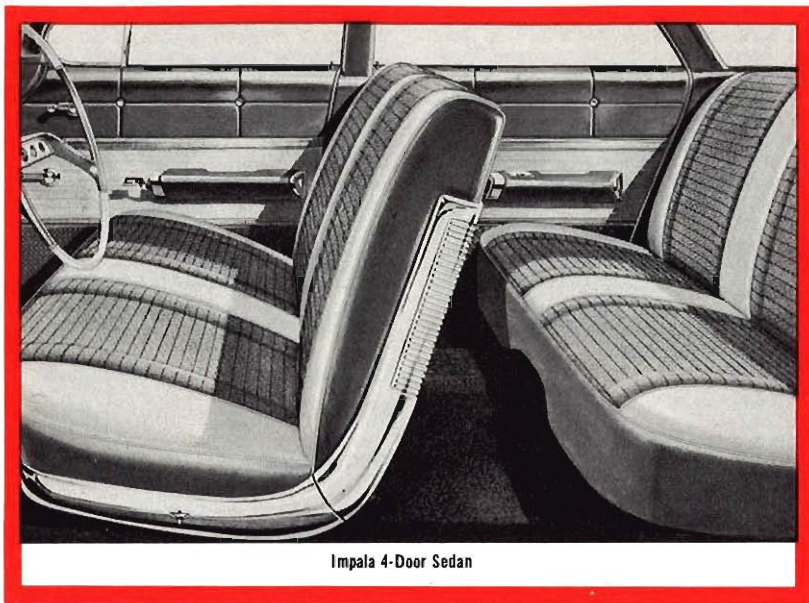
**Rubber-Insulated Drive Shaft Support**  
..... See Drive Shaft, Two-Unit

**Rubber-Insulated Springs**..... See Suspension

**Rubber-Insulated Shock Absorbers**  
..... See Shock Absorbers

**Rubber-Mounted Stabilizer Bar**  
..... See Stabilizer Bar

**Rustproofing**..... See Finishing Process



Impala 4-Door Sedan

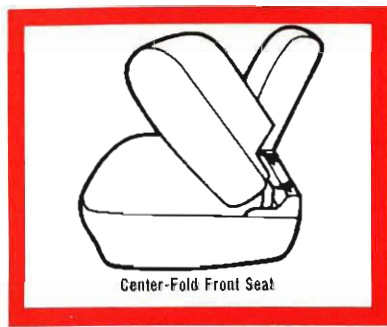
Sealing, Body . . . . . See Body Sealing

**SEATS** Comfortable, easily accessible seats are provided in all Chevrolets. In addition to stretch-out roominess (see Roominess), seats are scientifically shaped to provide most comfort for most people, are constructed to make that comfort last, are positioned to provide relaxed sitting posture

and are located to reduce effects of road surface on riding comfort to minimum. In many models, fold-down seats provide for accommodation of luggage and cargo. In Corvair Monza, rear seat backrest folds to convert rear compartment into luggage compartment. Same seat is optional in other Corvair Club Coupes and Sedans. Second and third seats of Station Wagons fold completely

to become part of cargo floor—with no need to remove cushions or backrests from car. Safety latches prevent accidental folding of seats. Wide selection of seating accommodations, provided in Chevrolet's three kinds of cars, is as follows: **Conventional Chevrolet 4-Door Sedans and Sport Sedans** Adjustable full-width front seat with integral backrest. Full-width rear seat with cushion and backrest solidly installed in body. **Conventional Chevrolet 2-Door Sedans, Sport Coupes and Convertible** Adjustable full-width front seat with center-folding backrest halves. Full-width rear seat with cushion and backrest solidly installed in body. **Conventional Chevrolet 2-Door Utility Sedan** Adjustable full-width front seat with center-folding backrest halves. Luggage platform is provided instead of rear seat. **Conventional Chevrolet 4-Door 6-Passenger Station Wagons** Adjustable full-width front seat with integral backrest. Full-width second seat with backrest that folds forward to become part of cargo floor. Optional divided second seat. **Conventional Chevrolet 4-Door 9-Passenger Station Wagons** Adjustable full-width front seat with integral backrest. Full-width second seat with backrest that folds forward to become part of cargo floor. Full-width rearward-facing third seat with cushion and backrest that fold separately to become part of cargo floor. Optional divided second seat. **Corvair 4-Door Sedan** Adjustable full-width front seat with integral backrest. Full-width rear seat with cushion and backrest solidly installed in body. Optional fold-down rear seat. **Corvair 2-Door Club Coupes except Monza** Adjustable full-width front seat with center-folding backrest halves. Full-width rear seat with cushion and backrest solidly installed in body. Optional fold-

down rear seat. Corvaire 2-Door Monza Club Coupe Twin bucket-type front seats with forward folding backrests; driver's seat adjustable. Full-width rear seat with backrest that has bucket seat styling and folds forward to form part of luggage floor. Corvaire Lakewood Station Wagons Adjustable full-width front seat with integral backrest. Full-width rear seat with backrest that folds forward to form part of cargo floor. Corvaire Greenbrier Sports Wagon Adjustable full-width front seat with adjustable backrest. Bench-type single unit removable or reversible second seat. Optional bench-type single unit removable third seat. Corvette Individually adjustable twin bucket seats.



Center-Fold Front Seat

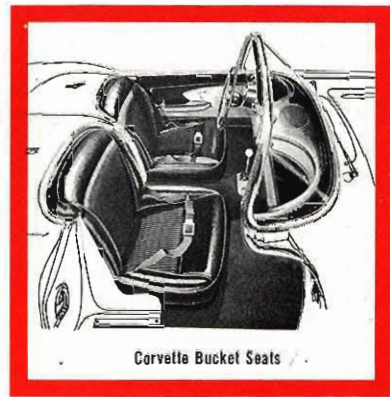
**SEAT, FRONT (Solid Backrest)** Standard in conventional Chevrolet 4-Door Sedans, Sport Sedans and Station Wagons and Corvaire 4-Door Sedans and Lakewood Station Wagons. Full-width seat is designed to accommodate three persons comfortably. Cushion and backrest are integral in con-

struction. Seat foundation consists of heavy-gauge S-wire springs shaped to seat contour and solidly mounted in steel frame. Comfortable cushion includes foam plastic padding of following thicknesses:  $\frac{3}{4}$ -inch in Corvaire, Biscayne, Biscayne Fleetmaster and Brookwood models; 1-inch in Bel Air, Parkwood and Nomad models; and  $1\frac{1}{4}$ -inch in Impala models. Seat is adjustable through range of 4.75 inches and is solidly mounted through its adjuster tracks to body floor. If desirable, tracks of conventional Chevrolet seat can be mounted one inch ahead of standard position or one inch to rear of standard position. Stainless steel seat end panels add to distinction of Impala and Nomad interiors.

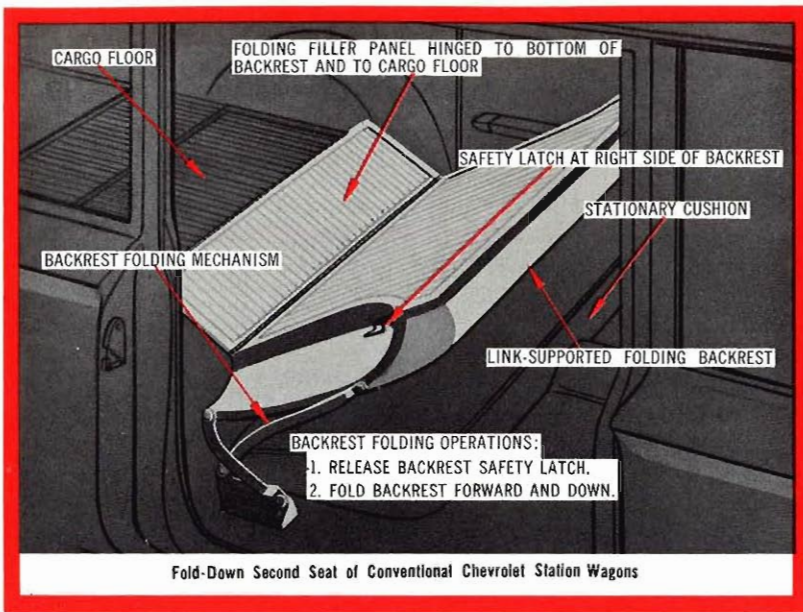
**SEAT, FRONT (Center-Fold Backrest)** Standard in conventional Chevrolet 2-Door Sedans, Sport Coupes, Convertible and Utility Sedan and in Corvaire 500 and 700 Club Coupes. Full-width seat is designed to accommodate three persons comfortably. Cushion is one piece; backrest is in two equal sections mounted on offset hinges so, as either section is folded, it tilts inward toward center of car to provide more room for access to rear seat or to inside luggage compartment. Cushion and backrest sections are built with foundation of heavy-gauge S-wire springs, shaped to seat contour and solidly mounted to steel framework. Comfortable cushion includes foam plastic padding of following thicknesses:  $\frac{3}{4}$ -inch in Corvaire, Biscayne, Biscayne Fleetmaster, and Brookwood models; 1-inch in Bel Air, Parkwood and Nomad models; and  $1\frac{1}{4}$ -inch in Impala models. Seat is adjustable through range of 4.75 inches, and is solidly mounted through its adjuster tracks to body floor. If desirable, tracks of conventional Chevrolet seat can be mounted one inch ahead of

standard position or one inch to rear of standard position. Stainless steel seat end panels add to distinction of Impala and Nomad interiors.

**SEAT, FRONT (Adjustable Backrest)** Standard in Corvaire Greenbrier Sports Wagon. Full-width seat mounted on housing over and forward of front suspension system provides comfortable room for three persons. Cushion and backrest are separate sections. Backrest can be easily adjusted to various tilting angles by loosening side bracket screws with a screwdriver. Cushion and backrest sections are built on foundation of heavy-gauge S-wire springs shaped to seat contour and solidly mounted to steel framework. Comfortable cushion includes  $\frac{3}{4}$ -inch thick foam plastic padding. Seat is adjustable through range of 4.75 inches and is solidly mounted through its adjuster tracks to body.



Corvette Bucket Seats



Fold-Down Second Seat of Conventional Chevrolet Station Wagons

seat with divided backrest in place of standard second seat. Designed to accommodate those situations where partial seating and entire length of cargo floor are required, seat has backrest that is divided into one third (right) and two thirds (left) sections with each section folding independently of other. Otherwise, seat is identically same in all essentials as standard second seat.

**SEAT, SECOND (Removable Bench Type)**  
Standard in Greenbrier Sports Wagon. Removable, full-width single-unit seat comfortably accommodates three adults. Seat consists of integral cushion and backrest built on a foundation of heavy-gauge S-wire springs solidly mounted in steel framework and supported at each end by painted tubular steel legs. Comfortable padding

includes ¾-inch thick foam plastic in cushion. Normally mounted facing forward against rear kickup in body floor, this seat can be easily removed without tools by unfastening simple wing-type screws. Seat also can be mounted in forward or rear facing positions just behind front seat. To give this versatility, seat has folding rear legs which are collapsed when used against kickup.

**SEAT, THIRD (Rearward-Facing Folding Seat)**  
Standard in conventional Chevrolet 9-Passenger Station Wagons. Full-width rearward facing Look-out Lounge third seat offers comfortable room and unexcelled visibility for three persons. Cushion and backrest are separate full-width units. Back of backrest and bottom of cushion are steel panels finished with same scuff-resistant vinyl coating as cargo floor. Comfortable padding includes thick foam plastic pad in cushion. Cushion padding and integral burlap insulator are mounted on straight wire springs in steel bottom panel of cushion. Both units are supported in seat-well in floor on quick-release-pin type hinges that permit units to be folded individually into floor and permit complete removal of both units when so desired. Cushion is turned upside down to form rear of cargo floor. A positive safety latch locks backrest in upright position. When this is released, backrest can be pulled rearward and down to complete floor of cargo compartment. When seat is up, seat-well in body below cargo floor provides comfortable full-width room for feet. Rubber-covered step pads at sides of tailgate aid entry to seat. Side walls that extend straight back from wheel housings include courtesy light at left and concealed compartment for spare wheel at right.

**SEAT, THIRD (Removable Bench Type)** Optional (RPO 269) for Greenbrier Sports Wagon. Third seat provides 9-passenger seating in Greenbrier. Identical to second seat, except that it does not have rear folding legs, seat mounts only in number three position facing forward.

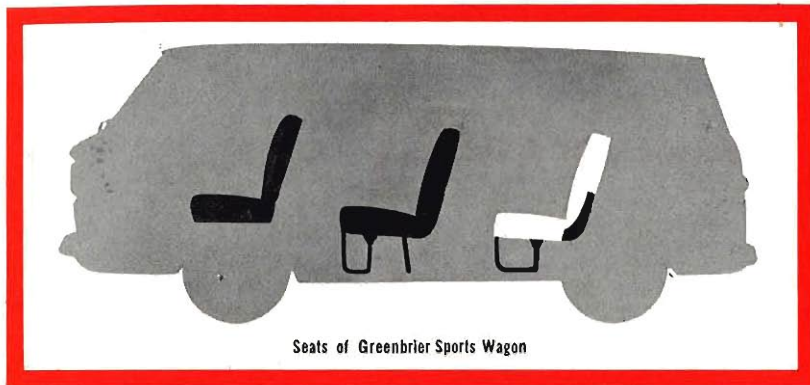
**SEAT ACCESSIBILITY** Big doorways, low and narrow door sills, and generous entrance room dimensions provide immediate and convenient access to front seats of all models and rear seats of 4-door models. Low and narrow floor tunnel in conventional Chevrolets and absence of drive shaft tunnel in Corvair models make it easy for driver to enter right-hand door and reach his place behind steering wheel. In 2-door models, extra-wide doors and divided front seat backrests that fold out of way provide convenient access to

rear seats. In conventional Chevrolet 9-Passenger Station Wagons, broad tailgate opening and bumper step pads facilitate entry to rearward-facing third seat. In Greenbrier Sports Wagon, dual side doors open wide for convenient entry to second seat and optional third seat.

**SEAT ADJUSTMENT, INCLINED PLANE** Standard in all models. To provide most restful sitting position for driver, seat can be manually adjusted forward and back for total horizontal distance of 4.75 inches (4.4 inches in Corvette). Adjuster tracks on which it moves are on inclined plane so, as seat is moved ahead, it rises  $1\frac{1}{2}$ -inch vertically) and tilts forward to seat driver more erectly. Antifricition bearings in adjuster tracks make moving seat easy, and forward movement is assisted by springs at both sides of seat.

Adjuster control unlocks adjuster tracks so seat can be moved to any of eight positions; when released, it locks adjuster tracks with seat in selected position. Same type of adjustment is provided for passenger's bucket seat in Corvette. Adjuster control for all conventional Chevrolets is a chrome-plated knob on left side of seat which is pushed down to unlock adjuster tracks. In Corvair models, a lift lever is provided in same location. In Corvette, a chrome-plated lift lever is located on left front corner of driver's seat and on right front corner of passenger's seat. In addition to standard seat adjustment, any Chevrolet Dealer can make additional adjustments to tailor front seat positioning to particular comfort requirements of almost every driver (see Seat, Front).

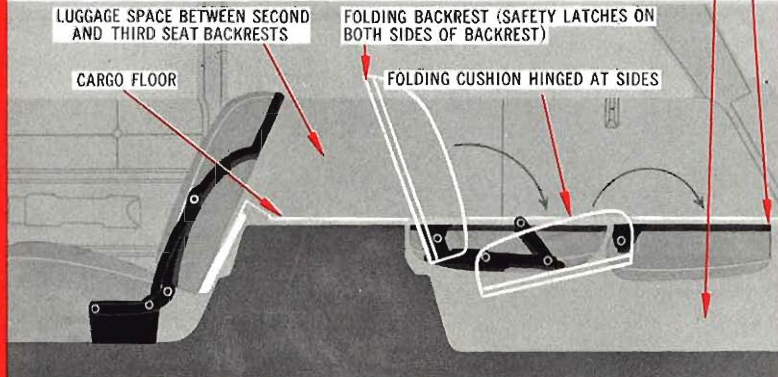
**SEAT ADJUSTMENT, 6-WAY POWER** Optional (RPO 380) in all Bel Air, Impala, Nomad and Parkwood models. Flexomatic adjustment offers great range of sitting positions and contributes to safety and comfort by making it convenient for driver to change his sitting posture frequently on long trips to help avoid fatigue. With Flexomatic adjustment, front seat may be adjusted by power to any of innumerable positions within 4.75-inch horizontal range and 1.75-inch vertical range and may be tilted to most comfortable sitting position. Electric motors operate to adjust seat automatically. Separate chrome-plated toggle switches for vertical, horizontal, and tilting adjustments are grouped at left side of seat. Front control moves front of seat up or down, tilting seat. Center control moves seat up, down, forward or back depending on direction in which toggle is moved. Rear control moves rear of seat up or down, tilting seat.



Seats of Greenbrier Sports Wagon

**SEAT FOLDING OPERATIONS:**  
 1. SWING CUSHION UPSIDE DOWN  
 2. RELEASE BACKREST SAFETY LATCHES  
 3. FOLD BACKREST REARWARD AND DOWN

EDGES OF FOLDED CUSHION AND BACKREST  
 SUPPORT THEM AT CARGO FLOOR LEVEL  
 FOOTWELL BELOW FOLDED CUSHION  
 SERVES AS HIDDEN STOWAGE COMPARTMENT

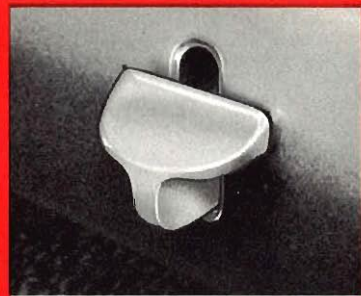


**Fold-Down Third Seat of Conventional Chevrolet Station Wagons**

**SEAT BELT, SAFETY** Standard for both seats of Corvette and dealer-installed accessory for any or all seats of all other models. Securely bolted to floor with reinforcements at points of attachment, each belt can withstand a 3000-pound pull. Straps are two inches wide, of tightly woven nylon cord. Snap-locking, quick-release-type buckle includes pressure-locked belt length adjustment.

**SEAT CONSTRUCTION** Chevrolet seats are

constructed to provide most comfort for most people and to make that comfort last. In nearly every Chevrolet seat (see individual seats, as Seat, Front), resilient durable seat foundation consists of heavy-gauge S-wire springs in zig-zag convolutions, shaped to seal contour and solidly mounted in steel frame. Compared to furniture-type coil springs, formerly used in cars, S-wire springs stay in place longer, hold seat shape better, take less room allowing seats to be located lower,



**Seat Adjuster Control of Conventional Chevrolets**

and provide space under front seat for circulation



**Optional 6-Way Power Seat Adjustment Controls of Conventional Chevrolets**



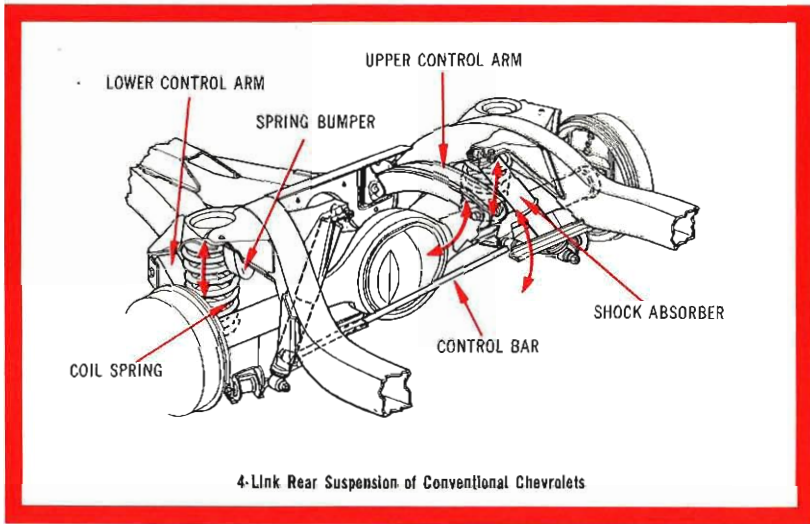
bar and shock absorbers pivot on vibration-absorbing rubber-insulated bushings that bear on hard steel bolts. Rubber bumpers cushion jolts by snubbing excessive upward wheel movement.

**SUSPENSION, CONVENTIONAL CHEVROLET HEAVY-DUTY** Optional as part of Taxicab Equipment option (RPO 330) for Biscayne and Biscayne Fleetmaster 4-Door Sedans and as part

of Police Car Chassis Equipment option (LPO 1108) for Biscayne and Biscayne Fleetmaster 2-Door and 4-Door Sedans and Brookwood Station Wagon. Special heavy-duty coil springs at all wheels have toughness for long life under continuous street-pounding operation. Special bushings in rear suspension lower control arms are made of harder rubber than standard bushings for greater bushing durability and increased car stability.

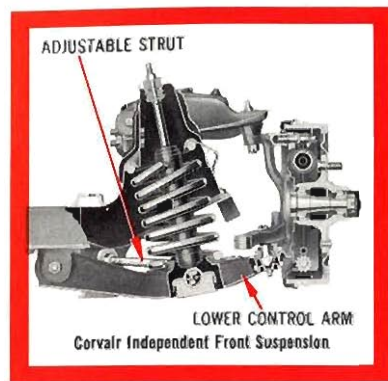
**SUSPENSION, CORVAIR** Quadri-Flex, America's first fully-independent suspension

system, is designed to give Corvair riding qualities comparable to many large luxury cars. Each wheel is suspended by a deep coil spring with shock absorber mounted inside to cushion out road shock independent of action of other wheels. Quadri-Flex suspension also permits more of car's weight to be supported by coil springs. Corvair's ideal weight distribution combines with full independent suspension to give outstanding roadability and handling around sharp curves and corners. Advanced suspension geometry is engineered to produce desirable understeer characteristic which helps

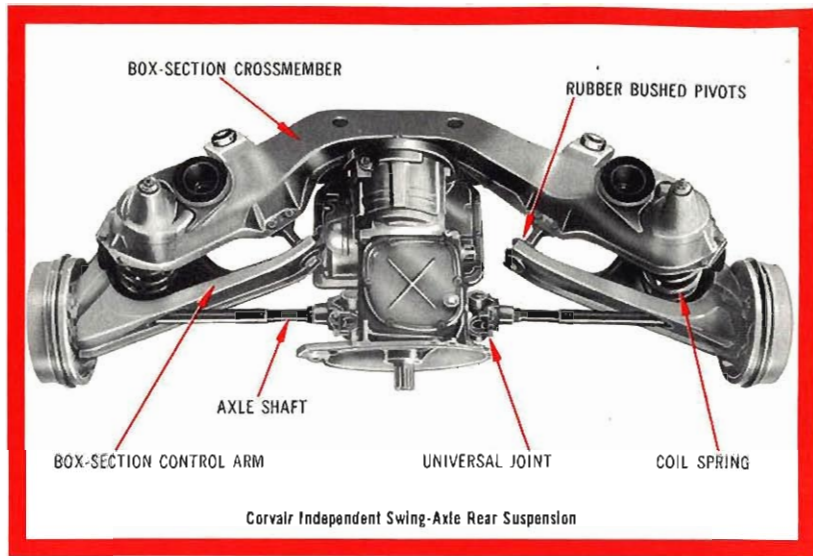




Corvair hug curves with precision control. In addition to riding and turning stability, built-in leveling action (see) helps keep Corvair on an even keel during quick stops and under hard acceleration. Coil Springs Chrome alloy steel springs have deflection rates "tailored" to each model and balanced in front and rear suspensions for best ride and handling. Ends of springs fit in pockets formed in suspension crossmembers and in lower control arms. Each spring is mounted at slight angle to prevent distortion while flexing. To help isolate body from road noise, tops of coil springs are sealed against rubber shims. Front Suspension Independent suspension system for



each front wheel combines long and short control arms with spherical joints and coil springs. Each wheel is pivoted to turn with ease and to move up and down independently of opposite wheel.



Wishbone-shaped short (upper) arm and long (lower) arm of heavy-gauge pressed steel are hinged to suspension crossmember on preloaded rubber-insulated pivots and connected to combined wheel spindle and steering knuckle by low-friction non-metallic spherical joints. As compared to conventional Chevrolets, lower, or load-carrying spherical joints are inverted with ball studs carrying chassis weight in tension. A strut (except Greenbrier), solidly bolted to lower control arm

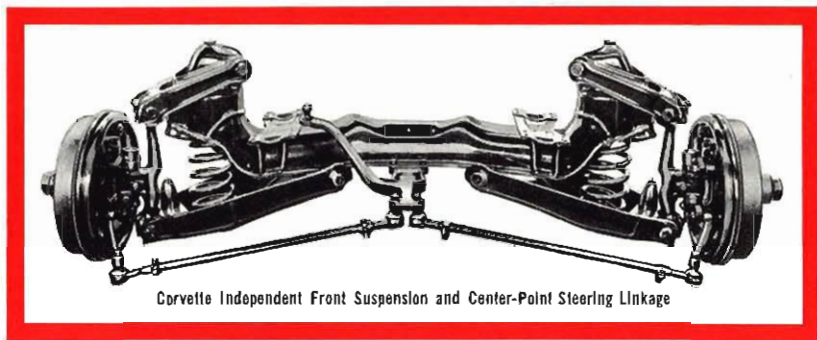
near its outer end, angles to rear and inward to projection of crossmember to which it is mounted with two rubber bushings. Inner end of strut is threaded so that front suspension caster angle may be readily adjusted by varying effective length of strut. All components of front suspension are assembled as a unit with crossmember. This unitized front suspension permits wheel alignment to be accomplished under closely controlled conditions in manufacture—before unit is installed in

car. **Rear Suspension** Unique swing-axle rear suspension, exclusive with Chevrolet Corvair, employs universal joints at inner ends of axle shafts to permit independent movement of each rear wheel. Coil springs with internally-mounted shock absorbers (see) are mounted in pockets in box-girder crossmember and in control arms. Semi-trailing, wishbone-shaped box-girder control arms of heavy-gauge pressed steel are pivoted on pre-loaded rubber-insulated pivots and are rigidly attached to brake backing plates. Semi-trailing position of control arms reduces angular deviations between arms and axle shafts to minimum. Rubber cushions, provided at bolts which attach crossmember to body-frame structure, help isolate road sounds from passenger compartment. Rubber bumpers mounted at ends of crossmember prevent excessive spring travel and act as snubbers when wheels contact unusually severe bumps.

**SUSPENSION, CORVETTE** Extraordinary stability is provided in Corvette by combination of independent coil spring front suspension and broad-based outrigger leaf-spring rear suspension. **Front Suspension** As in other Chevrolets, front wheels of Corvette are independently sprung by S.L.A. (short and long arms) method which allows each wheel to move up or down independently in following irregularities of road. Whether these irregularities be raised obstructions or chuck-holes, minimum shock is transmitted to car or occupants. To provide exceptional stability when cornering Corvette, alloy steel coil springs are stiffer than those of regular passenger cars. Shock absorbers mounted inside coil springs include nitrogen bags to prevent aeration of fluid that

might affect shock absorber action. Stabilizer bar is used in connection with suspension to provide steering stability and control of body roll. Stabilizer bar is attached to brackets at outer ends of front frame horns. These brackets are rubber bushed and are held in place by bolts which extend through brackets and into frame horn. Entire suspension assembly is attached to an unusually rugged frame crossmember which is semi-tubular in design and is saddle mounted and bolted rigidly to chassis frame side members. Servicing

mountings eliminate need for spring lubrication. Tension-type shackles increase or decrease spring deflection rate according to load. Rebound straps of belting type material are fastened to brackets welded to bottom of frame and looped around axle to provide a limited rebound. Shock absorbers with nitrogen bags are angle-mounted to resist car sway and roll. Rubber-mounted stabilizer bar helps improve stability, ride and handling. Pivotaly mounted radius rods at each side link axle housing to frame to stiffen resistance to axle



Corvette Independent Front Suspension and Center-Point Steering Linkage

is simplified because suspension system, steering linkage and front crossmember on which they are assembled can be unbolted as unit and repaired on work bench. **Rear Suspension** Outrigger rear spring suspension provides stable support for rear of car. Mounted outside chassis frame, springs are close to wide-spaced wheels. Semi-elliptic, 4-leaf springs are 51 inches long and two inches wide. Spring leaf inserts and rubber-insulated

torque reactions during acceleration and braking. With springs virtually free of axle housing torque, rear axle steering movements are also free of torque influence, thus providing even more consistent and precise handling characteristics. Greater resistance to axle torque also provides smoother power flow and braking action so that adhesion of tires with road is better maintained for greater performance and riding stability.

system, rugged durability of Monostrut body construction and remarkable economy of operation and maintenance make Corvair 4-Door Sedan ideal for use as taxicab. Factory conversion of this car into taxicab includes installation of following heavy-duty and convenience equipment in single regular production option: **Upholstery** Special all-vinyl upholstery, extra-durable and easy to wash, is furnished in two-tone gray and silver color combination. **Floor Coverings** Special black rubber mats that are easy to clean cover entire floor. Extra thick and heavily reinforced under accelerator, they stand up under constant use. Layers of special waterproof asphalt-impregnated paper felt material under mats provide added insulation, prevent water-soaking and help make cleaning easier. **Seats** Special reinforced heavy-gauge S-wire springs, used in cushions and backrests, make both front and rear seats more durable. **Arm Rests** Sturdy vinyl-covered, foam-cushioned plastic base arm rests with doorpulls aid in closing both rear doors. **Dome Light** Jamb switches in rear doorways operate dome light automatically when either rear door is opened. **Open-Door Warning Light** Special red indicator light under instrument panel is operated by dome light jamb switches to inform driver when either rear door is open. **Battery** Heavy-duty, 40-ampere-hour, 54-plate battery provides high output needed for extra electrical requirements of taxicab service. **Suspension** Special heavy-duty coil springs in rear suspension last longer. **Chassis Lubrication Fittings** In addition to standard pressure fittings, special pressure fittings provide positive lubrication for rear axle shaft universal joints. **Other Equipment Not In RPO 330** Corvair accessories and options offer large selection of extra equipment for taxicab.

**TAXICAB EQUIPMENT, CORVAIR GREENBRIER HEAVY-DUTY** Optional (RPO 420) for Corvair Greenbrier Sports Wagon. Unusual design makes Greenbrier particularly useful in public transportation—as a taxicab, depot wagon, or airport bus. With rear seat installed in number two position, generous space is provided behind seat for stowage of passengers' luggage on main floor and elevated cargo floor above engine. Seat provides ample room for three passengers to sit in comfort. Low, flat floor and dual side doors provide ease of access to seat and to luggage space. In addition, Quadri-Flex suspension provides superior riding comfort. For driver, Greenbrier offers comfortable seating on broad seat with adjustable backrest and ease of handling in traffic due to car's compact design. For owner, rugged construction of single-unit body and chassis components means less cost of maintenance, while Turbo-Air 6 engine offers thrifty operation. In addition, a minimum of equipment is needed to convert this car for continuous operation. Factory conversion of car into taxicab includes installation of following heavy-duty and convenience equipment in single regular production option: **Upholstery** Special all-vinyl seat upholstery, extra-durable and easy to wash, is furnished in two-tone silver color combination. **Floor Coverings** Special black rubber mat that is easy to clean covers entire floor area of passenger compartment. Extra thick and surfaced with wear-resistant vinyl coating, it stands up under constant use. In driver's compartment, layers of special waterproof asphalt-impregnated paper felt material under floor mat provide added insulation, prevent water-soaking and help make cleaning easier. **Open-Door Warning Light** Special red indicator light under instru-

ment panel lights to inform driver when passenger door is open. If car has optional left-hand side doors, option includes light operating switch for these doors also. **Door Striker Cover** In normal taxicab service, only forward door of each pair is used by passenger. To protect his clothes, cover is supplied for striker on rear door of each pair. **Spare Tire Cover** Special silver-colored vinyl cover covers spare tire to protect luggage stowed on elevated cargo floor. **Shock Absorbers** Heavy-duty front shock absorbers stand up longer. **Battery** Heavy-duty, 40-ampere-hour, 54-plate battery provides high output needed for extra electrical requirements of taxicab service. **Chassis Lubrication Fittings** In addition to standard pressure fittings, special pressure fittings provide positive lubrication for rear axle shaft universal joints. **Other Equipment Not In RPO 420** Accessories and options offer large selection of extra equipment for Greenbrier in use as a taxicab.

**Telltale Lights** . . . . . See list of Warning Lights

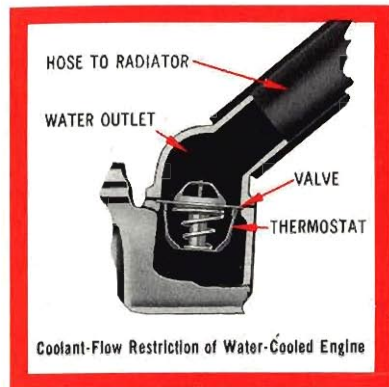
**TEMPERATURE GAUGE, ELECTRIC** Standard in conventional Chevrolets and Corvette. Electric gauge to left of speedometer has C (cold) and H (hot) markings to indicate coolant temperature so driver can avoid engine overheating. To provide more accurate readings, indicator pointer is counterweighted. When ignition switch is turned off and engine cools, it is normal for pointer to "float" anywhere between C and H positions.

**TEMPERATURE WARNING LIGHT** Standard in Corvair models. Light in instrument cluster is labelled TEMP-PRESS. If temperature of air-cooled engine is excessive, or if engine oil pressure

is low, light glows a red warning to driver. This light also lights while ignition switch is turned to ON, to assure driver that it is functioning properly.

#### Tent and Shelter Units

.....See Greenbrier Custom Features Catalog



**THERMOSTATS, BELLOWS-TYPE** In Corvair's air-cooled engines, two bellows type thermostats operate air exhaust doors that restrict air flow from plenum chambers at sides of engine until engine warms up (see Cooling, Forced-Air).

**THERMOSTAT, PELLET-TYPE** Standard in conventional Chevrolet and Corvette engines. Quick engine warm-up is essential to efficient engine operation. Pellet-type thermostat in water outlet speeds engine warm-up by quickly regulating engine cooling to engine oper-

ating requirements. Unaffected by pressure in cooling system, it provides quick engine warm-up by operating an integral valve that restricts engine coolant circulation until engine is at its most efficient operating temperature. During engine warm-up, small passage directs some coolant around thermostatically operated valve to permit limited coolant circulation inside engine before thermostat opens valve, allowing coolant to circulate to radiator. Temperature-sensitive element of thermostat is small cylinder, or pellet, filled with a plastic, which has a melting point of 180 degrees. A stem projects into pellet. When plastic melts, it expands, squeezing stem outward from thermostat. Stem movement operates valve. In resolidifying, plastic contracts, drawing stem back into thermostat. A rubber diaphragm seals end of pellet, preventing loss of melted plastic.

#### Thin-Pillar Construction

.....See Pillars under Body Construction

**Tinted Glass** .....See Glass, Tinted E-Z-Eye

**Third Seat** .....See Seat, Third

**Third Seat Courtesy Light**  
.....See Courtesy Light, Third Seat

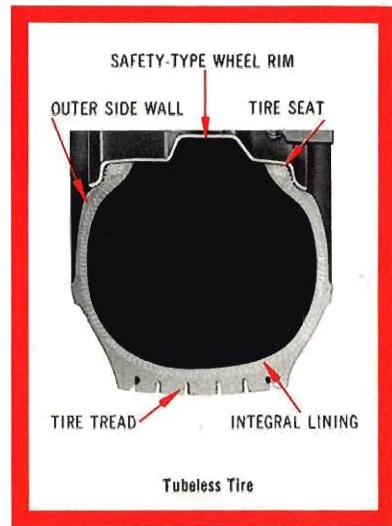
**Throttle Control** .....See Accelerator

**Throttle Control, Automatic**  
.....See Speed and Cruise Control

**Timing, Spark** .....See Ignition Distributor

**Timing Chain or Gears** .....See Camshaft Drive

**TIRES, TUBELESS TYREX CORD** Standard on all models. Chevrolet tires feature blowout-resistant tubeless design, super-strong Tyrex cord foundation and energy-absorbing tire tread material. As a result, tires are safer, quieter, softer, more durable and provide greater traction than tires without these features. **Tire Construction** In tubeless design, integral lining of butyl rubber seals around sharp objects that might puncture tire, retarding deflation. Tyrex cord is thinner than conventional tire cord, so more cords may be built in per ply. Result is stronger, more



flexible tire foundation that permits tires to absorb road shock better, roll easier and run cooler for longer life. Superior tread material is based on a special synthetic rubber. Due to higher energy-absorption quality of this material, better road isolation is obtained, giving an improved ride with less impact, due to road irregularities, transmitted to passengers. A higher coefficient of friction provides better traction to make these tires safer. In addition, ride quietness is increased since tire squeal when cornering or braking is substantially reduced. **Tire Inflation** Recommended tire inflation pressures, in pounds per square inch with tires cold, are as follows. Normal operating pressures usually average about four pounds per square inch more:

	Front	Rear
<b>Conventional Chevrolets</b>		
9-Passenger Station Wagons . . . .	24	28
Others . . . . .	24	24
<b>Corvaire Models</b>		
Club Coupes, Sedans, Lakewood . . . .	15	26
Greenbrier Sports Wagon . . . . .	24	24
<b>Corvette</b>		
Normal operation . . . . .	24	24
Sustained high-speed operation . . . .	36	36

Uniform front and rear tire pressures, combined with equal weight distribution, contribute to excellent ride of conventional Chevrolets, Corvette and Greenbrier. In other Corvairs, with greater weight on rear tires, unequal front and rear tire pressures have equivalent effect of dual rear tires and single front tires, as used on trucks and buses. **Tire Sizes** Standard and optional tires for various models include following:

### Conventional Chevrolets

<b>Convertible and Station Wagons</b>		
8.00 x 14—4-ply blackwall . . . . .	Standard	
8.00 x 14—4-ply whitewall . . . . .	RPO 588	
<b>Other Conventional Chevrolets</b>		
7.50 x 14—4-ply blackwall . . . . .	Standard	
7.50 x 14—4-ply whitewall . . . . .	RPO 465	
8.00 x 14—4-ply blackwall . . . . .	RPO 588	
8.00 x 14—4-ply whitewall . . . . .	RPO 588	

### Corvaire Models

<b>Club Coupes and Sedans</b>		
6.50 x 13—4-ply blackwall . . . . .	Standard	
6.50 x 13—4-ply whitewall . . . . .	RPO 661	
<b>Lakewood Station Wagon</b>		
7.00 x 13—4-ply blackwall . . . . .	Standard	
7.00 x 13—4-ply whitewall . . . . .	RPO 449	
<b>Greenbrier Sports Wagon</b>		
7.00 x 14—4-ply blackwall . . . . .	Standard	
7.00 x 14—4-ply whitewall . . . . .	RPO 647	
7.00 x 14—6-ply blackwall . . . . .	RPO 648	
7.00 x 14—6-ply whitewall . . . . .	RPO 674	

### Corvette

<b>Normal purpose tires</b>		
6.70 x 15—4-ply blackwall . . . . .	Standard	
6.70 x 15—4-ply whitewall . . . . .	RPO 290	
<b>Special purpose nylon tires</b>		
6.70 x 15—4-ply blackwall . . . . .	LPO 1408	

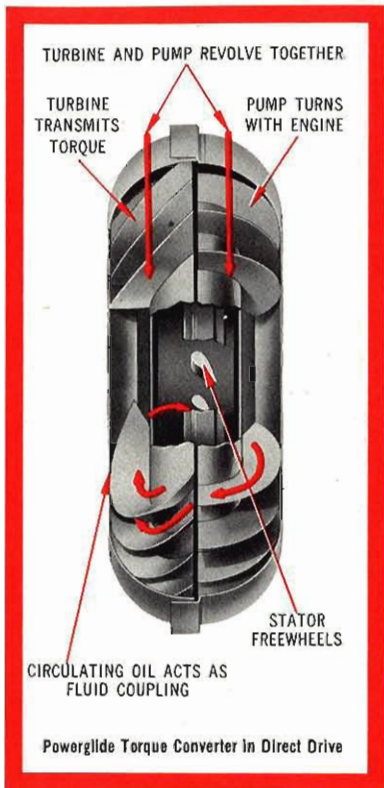
**Special Purpose Tires** In Corvette special purpose tires, nylon cord construction provides greater

strength needed for safety in high-speed car operation. For service in taxicabs and police cars, Chevrolet provides special tires listed in Taxicab Equipment option (see) and Police Car Chassis Equipment option (see). Other special purpose tires are available from tire manufacturers.

**Tires, Precision-Balanced Wheels and**  
 . . . . . See Wheels and Tires

**TIRE, SPARE** Standard in all models. Spare tire and wheel assembly of standard size for each model is stowed in place where it is out-of-way yet readily accessible when needed. Stowage location differs in various models as follows: **Conventional Chevrolets except Wagons** Assembly is stowed flat on shelf at front of luggage compartment. **Conventional Chevrolet Station Wagons** Assembly is stowed vertically in right-hand side wall of cargo compartment to rear of wheel housing and is concealed behind removable panel. **Corvaire Club Coupes and Sedans** Assembly is stowed horizontally in right-hand side of engine compartment above engine. **Corvaire Lakewood Station Wagon** Assembly is stowed vertically against dash panel in underhood luggage compartment. **Corvaire Greenbrier Sports Wagon** Assembly is stowed vertically against right-hand side wall of cargo compartment above rear wheel housing. **Corvette** Assembly is stowed flat in well below floor in luggage compartment and covered by plywood lid. **Spare Tire Mounting** In each model, wheel jack is stowed with spare tire and wheel assembly—with various parts of jack serving in solid mounting and retention of assembly.

**Tire Chain Slots** . . . . . See Wheels

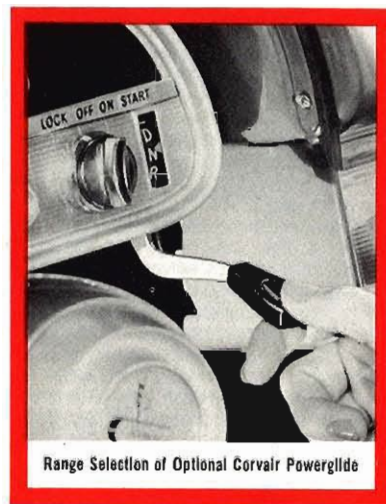


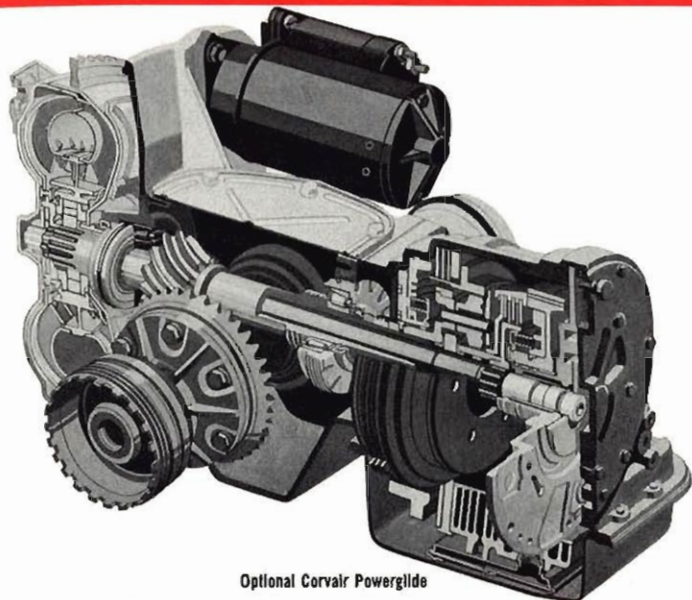
ment of Low and engagement of high range clutch. Planetary gearset now revolves as solid connection between transmission input and output shafts, most transmission elements from torque converter through transmission output shaft turn at same speed, and transmission is in direct drive. **Automatic Downshift** Sensitive to changes in engine torque and car speed, governor, throttle valve, and vacuum modulator reselect Low automatically whenever needed—or driver can select Low at speeds below 45 miles per hour (40, Six) by pressing accelerator floorward past resistance at full-throttle position.

**TRANSMISSION, POWERGLIDE (Conventional Chevrolet Heavy-Duty)** Optional (RPO 313) with 305-hp Turbo-Thrust Special V8. Powerglide is same in all respects as that for other conventional Chevrolet engines except unit for this more powerful engine has 5-plate high range clutch (instead of 4-plate), governor with shift point at 5400 rpm engine speed (instead of 4700 rpm) and housing bolted with 33 bolts (instead of 14).

**TRANSMISSION, POWERGLIDE (Corvair)** Optional (RPO 360) with Turbo-Air 6 in Corvair Club Coupes, Sedans and Lakewood Station Wagon; optional (RPO 667) with Turbo-Air 6 in Greenbrier Sports Wagon. Corvair Powerglide combines convenience of automatic driving with economy of efficient compact car design. **Design** Automatic drive system is based on famous Chevrolet Powerglide principle, but completely re-engineered to compact Corvair transaxle unit installation. Entire unit is carefully engineered to eliminate unnecessary weight, with result that Corvair Powerglide transaxle weighs only about

42 pounds more than standard transaxle unit. Three-element air-cooled hydraulic torque converter includes engine-driven pump, turbine, and stator. Engine torque is transmitted through oil flow from pump to turbine, which is connected by inner concentric shaft to planetary gears at opposite end of transaxle unit. Planetary gears engage automatically for acceleration from standstill, or can be selected either by flooring accelerator at lower speeds or by moving transmission range selector to L position. **Transmission Ratios** Torque multiplication ratios are numerically higher than those of Powerglide transmission used in





Optional Corvair Powerglide

conventional Chevrolets to permit brisk performance with engine of moderate piston displacement. Special Corvair torque converter has maximum torque multiplication ratio of 2.6 to 1. Combined with planetary gear ratio of 1.82 to 1, maximum overall torque multiplication ratio of Corvair Powerglide is 4.73 to 1. **Control** Vertically moved range

selector lever is mounted immediately beneath instrument panel just to right of instrument cluster. Selector positions, arranged vertically within illuminated rectangular opening in cluster, are indicated by white letters on black background. Positions are L-low, D-drive, N-neutral, and R-reverse.

**TRANSMISSION, POWERGLIDE (Corvette)** Optional (RPO 313) with 230 and 245-hp Corvette V8 engines. Powerglide for Corvette is like that for conventional Chevrolets except transmission selector lever is floor-mounted and no oil cooler is required. **Control** Chrome-plated selector lever with plastic knob is located on floor tunnel within convenient reach of driver. Selector lever positions are diagrammed on chrome-plated plate beside lever on floor. **Transmission Ratios** Torque multiplication ratios are same as those for conventional Chevrolet Powerglide:

Maximum Torque Converter	2.1:1
Low and Reverse Planetary Gears	1.82:1
Drive Range	3.82:1 to 1:1
Low Range	3.82:1 to 1:1
Reverse	3.82:1 to 1:1

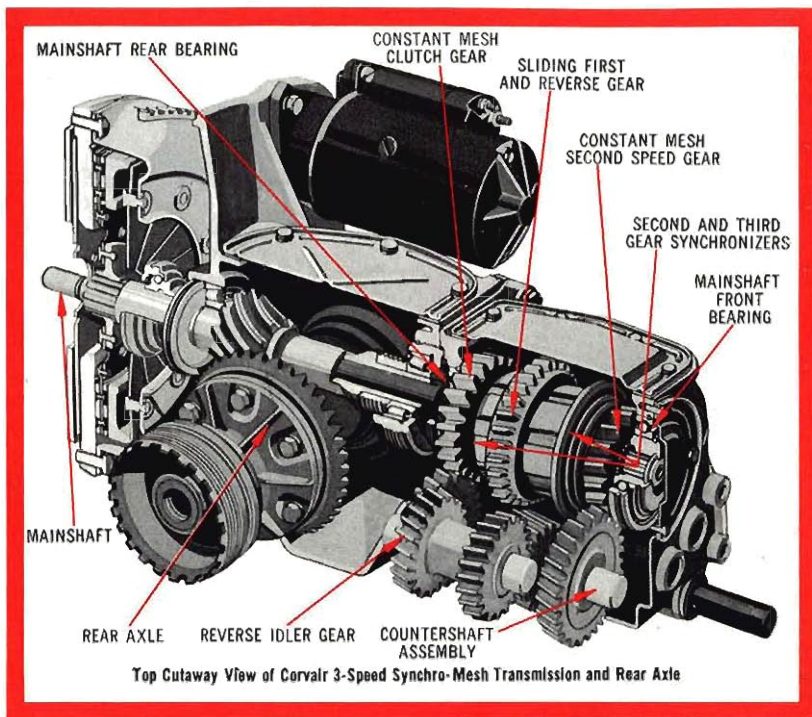
**Design** Essentially same as conventional Chevrolet Powerglide. No oil cooler is required with transmission as high engine torque available, coupled with lesser demands made for torque converter multiplication with this lightweight car, makes use of an oil cooler unnecessary.

**TRANSMISSION, SYNCHRO-MESH** Manual shift transmissions include standard 3-speed and optional 4-speed transmissions for each kind of Chevrolet—conventional Chevrolet, Corvair and Corvette. These transmissions are same in fundamentals with differences primarily in gearshift, gear ratios, gear engagement, and structural details. Differences between transmissions are pointed out in separate descriptions. Features that contribute to durability, and smooth quiet operation of all transmissions include following. **Synchronizers** Transmissions are called "Synchro-Mesh" because they embody synchronizers that automatically

**Design** Heavy-duty 3-Speed Synchro-Mesh transmission has same gearshift control and is mechanically same as standard unit for Hi-Thrift 6 except stiffer clutch gear shaft and higher capacity front and rear bearings have durability to stand up under higher V8 torque loads and strenuous usage in police cars and taxicabs. **Transmission Ratios** Gear ratios also are same except those for higher powered 348-cu.-in. V8s are numerically closer together and smaller. With close ratios, engine speed variation between gears is less, making shifting faster, easier and smoother, and torque multiplication occurs over greater car speed range. Ratios for transmission used with 348-cu.-in. Turbo-Thrust V8, Super Turbo-Thrust V8, Turbo-Thrust Special V8 and Super Turbo-Thrust Special V8 engines are:

First speed forward.....	2.47:1
Second speed forward.....	1.53:1
Third speed forward.....	1.00:1
Reverse.....	2.80:1

**TRANSMISSION, SYNCHRO-MESH 3-SPEED (Corvair)** Standard in all Corvair models. Design Transmission is, in many respects, like that used in conventional Chevrolets. Due to its unique location at rear of car, however, transmission mounts directly to rear axle differential carrier to give a relatively lightweight, compact, and durable assembly. A further advantage of this arrangement is that transmission and rear axle share a common lubrication system. Gears and other interior parts are similar to those of conventional Chevrolet 3-Speed Synchro-Mesh transmission. But Corvair transmission has advantage of concentric input and output shafts that allow direct drive without gears in Third, keeping mechanical efficiency high



and minimizing driving noise. **Transmission Ratios** Gear ratios are same for all Corvair models:  
 First speed forward..... 3.50:1

Second speed forward..... 1.99:1  
 Third speed forward..... 1.00:1  
 Reverse..... 3.97:1



**Transmission Control** Positive control is provided by painted steel gearshift lever, with plastic knob; located on floor at center of car. Lever operates transmission through standard 3-speed gearshift pattern. A single rod from lever is routed rearward to transaxle through shallow passage extending along center of Corvair body floor.



Floor-Mounted Corvette Gearshift Lever and Shift Diagram Plate

**TRANSMISSION, SYNCHRO-MESH 3-SPEED (Corvette)** Standard with all Corvette V8 engines. **Design** Transmission is like heavy-duty transmission used with V8 engines in conventional Chevrolets except for transmission case mounting and gearshift lever. **Transmission Ratios** Stepped ratios permit high performance under ordinary driving conditions as well as in high speed ranges.

Ratios keep engine operating in its high output range as consistently as possible. First speed functions as a starting gear as well as handling lower range of road speeds while delivering high engine power. Second speed multiplies torque without forcing engine to exceed top output speed. Because of these closely matched gear ratios, up-shifting and down-shifting between Second and Third speed can be quickly accomplished at high car speeds.

First speed forward	2.47:1
Second speed forward	1.53:1
Third speed forward	1.00:1
Reverse	2.80:1

**Transmission Control** Transmission is shifted through standard 3-speed shift pattern by chrome-plated steel gearshift lever, with white plastic knob, located on floor tunnel at car center. Chrome-plated plate on floor between lever and ashtray shows diagram of shift pattern.

**TRANSMISSION, SYNCHRO-MESH 4-SPEED (Conventional Chevrolet)** Optional (RPO 685) with all V8 engines in all conventional Chevrolets. Versatile 4-Speed Synchro-Mesh transmission is outstanding manual transmission and unique with Chevrolet on American market. **Design** With four forward speeds and full synchronization, right gear is always instantly available—even downshifts to Low gear pose no problem. And shifting is fast, easy and smooth. **Transmission Ratios** Properly spaced ratios make it possible to accelerate car with minimum loss of engine speed at shift points thus providing performance that is enjoyed by those who like "feel" of a direct connected engine. Since all forward speeds are synchronized, transmission can be used to assist in deceleration of car

by downshifting in Third-Second-First sequence without double clutching or gear clashing:

First speed forward	2.54:1
Second speed forward	1.92:1
Third speed forward	1.51:1
Fourth speed forward	1.00:1
Reverse	2.61:1

**Transmission Control** Chrome-plated steel floor-mounted gearshift lever shifts through standard 4-speed pattern; spring-loaded gate prevents accidental shift into Reverse. Shift pattern is diagrammed in black on white plastic knob of lever.

#### **TRANSMISSION, SYNCHRO-MESH 4-SPEED**

(Corvair) Optional (RPO 651) with Turbo-Air 6 and Super Turbo-Air 6 in Club Coupes, Sedans and Lakewood Station Wagons; optional (RPO 652) with Turbo-Air 6 in Greenbrier Sports Wagon. Fully synchronized 4-speed manual transmission is engineered to satisfy driving enthusiast's expectations of greater performance and flexibility of operation. **Design** Transmission is designed for concentric input and output shafts of transaxle system and space limitations of rear engine drive. All forward driving gears are helically cut, in constant mesh, and fully synchronized. Full synchronization feature permits easy, quiet up and downshifting, even to First gear, without double-clutching, providing greatest possible use of engine for car speed control. Only sliding gear is used to engage Reverse. Engagement of Reverse is a simple motion of floor-mounted shift lever against a spring load. No lifting of latches or manipulation of levers is necessary. With its compact design, 4-speed unit is approximately same size

less than six pounds heavier than standard Corvair 3-Speed transmission. Coupled with a smaller diameter clutch, Corvair 4-Speed Synchro-Mesh transmission offers a new standard of sports-like driving in Corvair type of vehicle. Fast, easy, silent operation of combination is of particular interest. Low speed growl is notably absent and shifting, up or down, is quick and quiet. **Transmission Ratios** Gear ratios are same for Club Coupes, Sedans and Lakewood Station Wagon. Ratios for Greenbrier Sports Wagon are higher due to greater weight of this model:

	Except Greenbrier	Greenbrier
First speed forward . . . . .	3.65:1	4.27:1
Second speed forward . . . . .	2.35:1	2.55:1
Third speed forward . . . . .	1.44:1	1.55:1
Fourth speed forward . . . . .	1.00:1	1.00:1
Reverse . . . . .	3.66:1	4.27:1

Compared to 3-speed transmissions for Greenbrier and other Corvairs, 4-speed units cover greater ratio spread. Higher first gear ratio increases low performance potential to give excellent accelerating qualities from a standing start. Carefully spaced ratios of all gears permit engine speed to be maintained nearer maximum engine output throughout car speed range. Conversely, engine braking flexibility is proportionally greater. **Transmission Control** Positive transmission control is provided by painted steel gearshift lever that is floor-mounted at center of car. Lever shifts through standard 4-speed pattern. Gearshift positions are diagrammed in black on white plastic gearshift knob. A single rod from lever is routed rearward to transaxle through shallow passage in center of body floor.

**TRANSMISSION, SYNCHRO-MESH 4-SPEED (Corvette)** Optional (RPO 685) with any Corvette V8 engine. Transmission is same design as optional 4-Speed Synchro-Mesh for conventional Chevrolet V8 engines—except its ratios are close-spaced and it has aluminum case instead of cast alloy iron case, reducing transmission weight by approximately 15 pounds. **Transmission Ratios** Closely spaced ratios make it possible to accelerate car with minimum loss of engine speed at shift points thus providing performance that is enjoyed by those who like "feel" of a direct connected engine. Since all forward speeds are synchronized, transmission can be used to assist in deceleration of car by downshifting in Third-Second-First sequence without double clutching or gear clashing.

First speed forward . . . . .	2.20:1
Second speed forward . . . . .	1.66:1
Third speed forward . . . . .	1.31:1
Fourth speed forward . . . . .	1.00:1
Reverse . . . . .	2.26:1

**Transmission Control** Positive transmission control is provided by chrome-plated steel gearshift lever, with plastic knob, on floor tunnel at car center. Gearshift pattern is diagrammed on chrome-plated plate on floor between lever and ashtray. Lever shifts through standard 4-speed gearshift pattern. T-handle below lever knob must be lifted before shift into Reverse can be made. T-handle is a manually controlled, positive Reverse inhibitor which eliminates any possibility of accidental Reverse engagement during ratio selections.

**TRANSMISSION, TURBOGLIDE AUTOMATIC (Conventional Chevrolet)** Optional (RPO 302) with Economy Turbo-Fire V8, Super Turbo-Fire

V8, Turbo-Thrust V8, or Super Turbo-Thrust V8 engine. Triple-Turbine Turboglide provides driving at its smoothest, with never a sensation of shifting under normal conditions. In Drive range, triple-turbine torque converter and rugged planetary gears team up to produce a continuously variable overall ratio. Changes in ratio occur gradually, for smooth uninterrupted power flow from standstill to cruising speed. An extra surge of power for acceleration is furnished by accelerator-controlled dual-pitch stator. Design Five-element hydraulic torque converter includes engine-driven pump, three turbines and dual-pitch stator encased in housing with supply of oil. Engine torque is transmitted through oil, which is kept at operating temperature by passing it through cooler integrated in lower tank of radiator. Turbines are individually connected to transmission output shaft through shafts and parts of two planetary gearsets—in ways that permit any of them to drive output shaft alone. Gearsets have individual ratios that further multiply first and second turbine torque. Actuated by transmission range selector lever and/or accelerator, hydraulic control system causes oil under pressure to apply clutches to complete connections and to change pitch of stator vanes. Compact design and extensive use of aluminum parts reduce transmission weight to about same weight as conventional transmission and clutch. **Controls** Transmission control by driver consists of selection of transmission operation, with steering column lever, and pressure on accelerator. Lever is chrome-plated steel rod with black plastic knob just below steering wheel rim. White letters indicate transmission positions in clear plastic selector quadrant on steering column below steering wheel: PARK

- Triple-Turbine Takeoff** ..... See Transmission, Turboglide
- Trouble Light** ..... See Spotlight; also Underhood Light
- Trunk** ..... See Luggage Compartment
- Trunk Lid** ..... See Deck Lid
- Tubeless Tires** ..... See Tires
- Tubular-Center Frame** See Frame, Safety-Girder
- Tunnel, Floor** .. See Floor under Body Construction
- Turbine Drive** ... See Transmission, Turboglide
- Turbo-Air 6** ..... See Engine
- Turbo-Air 6, Super** ..... See Engine
- Turbo-Fire V8, Economy** ..... See Engine
- Turbo-Fire V8, Super** ..... See Engine
- Turbo-Thrust V8** ..... See Engine
- Turbo-Thrust V8, Super** ..... See Engine
- Turbo-Thrust Special V8** ..... See Engine
- Turbo-Thrust Special V8, Super** ..... See Engine
- Turboglide Automatic Transmission**  
..... See Transmission, Turboglide

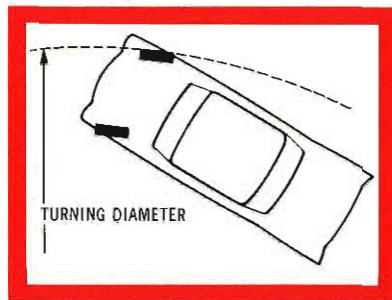
**TURN SIGNALS** Standard in all models. Lever on left side of steering column operates switch-and-flasher unit behind instrument panel, causing 32-candle power filaments of parking lights and stoplights to function as turn signals. When driver moves lever up for right turn, or down for left turn, lights on turn side of car and corresponding green indicator light on instrument panel flash intermittently. Two green indicator lights are provided so driver can confirm signal visually. In addition, flasher sounds audible warning that signals are operating. Completion of turn automatically returns steering column lever to neutral, causing signals to cease operating. Chrome-plated steel lever has black plastic knob positioned directly below steering wheel rim so lever can be shifted with finger tips.

#### TURN SIGNAL HAZARD FLASHER SWITCH

Dealer-installed accessory for all conventional Chevrolets. Safety is promoted by switch that installs below instrument panel. When switch knob is pulled out, all four turn signal lights flash warning to other motorists. Switch is particularly useful in emergency roadside parking when car is disabled as it continues to operate lights with ignition switch locked, permitting driver to lock car while he summons help.

**TURNING DIAMETERS, SMALL** Feature of all Chevrolets. Small turning circles permit Chevrolets to make turns less maneuverable cars can't make and contribute to easy parking of car. Turning diameters are AMA dimensions, expressed in feet, measured across circles scribed by car while making full tight turns. Curb-to-curb turning diameter is diameter of circle scribed by outer wall

of tire on outside front wheel. Wall-to-wall turning diameter is diameter of circle scribed by outermost projection of outside front fender. In obtaining measurements, car is put through both left and right turns. Following turning diameters of all Chevrolets are averages of both turns:



	Curb-to-Curb	Wall-to-Wall
Conventional Chevrolets	41.3	43.7
Corvairs except Greenbrier	39.3	41.5
Corvair Greenbrier Sports Wagon	39.0	42.7
Corvette	36.7	38.8

**Two-Tones** ..... See Colors

**Tyrex Cord Tires** ..... See Tires