

1965 CORVAIR

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CORSA



CORSA

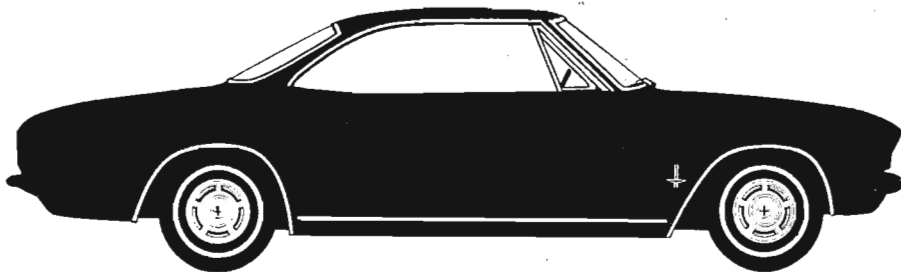
- Sport Coupe
- Convertible



MONZA



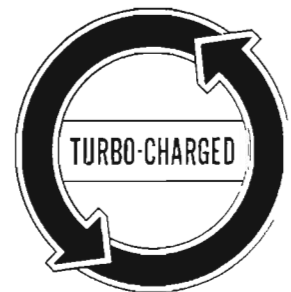
- Sport Sedan
- Sport Coupe
- Convertible



110-hp six engine compartment lid emblem (optional* engine for Monza and Corvair 500 models)



140-hp six engine compartment lid emblem (standard engine on Corsia, optional* for Monza and Corvair 500 models)



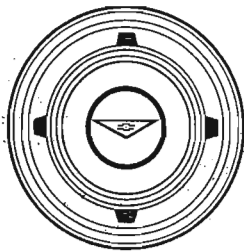
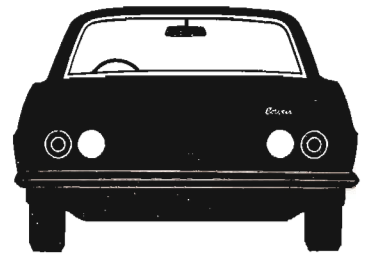
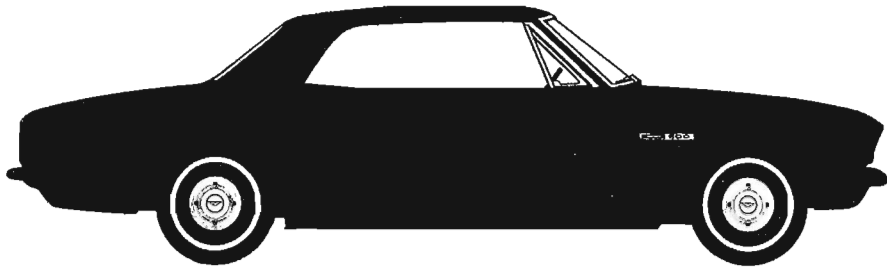
180-hp Turbo-Charged six engine compartment lid emblem (optional* engine for Corsia only)

*Optional at extra cost

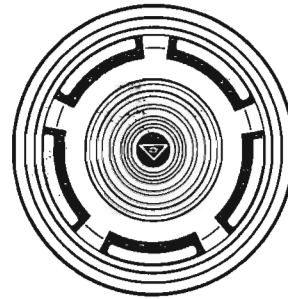
- Sport Sedan
- Sport Coupe



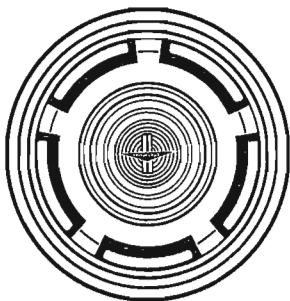
CORVAIR 500



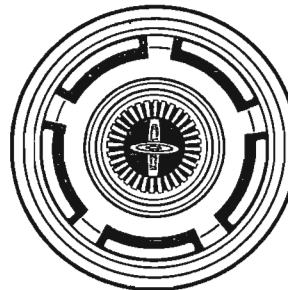
Hub caps—standard on Corvaire 500



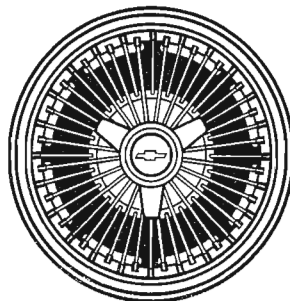
Wheel covers—optional* for Corvaire 500



Wheel covers—standard on Monza



Wheel covers—standard on Corsa



Simulated wire wheel covers—optional* for all models

*Optional at extra cost

1965 Corvair Power Teams

ENGINES,
TRANSMISSIONS,
AXLE RATIO

ENGINE		3-SPEED SYNCHRO-MESH (STANDARD)	4-SPEED SYNCHRO-MESH (RPO M20)	POWERGLIDE* (RPO M35)
STANDARD— MONZA, CORVAIR 500 AND GREENBRIER	95-HP TURBO-AIR 164 (164-CU.-IN. 6)	CORVAIR SPORT SEDANS AND SPORT COUPES: Std.—3.27:1 General Purpose Axle Opt.—3.55:1 Special Purpose or Mountain Axle	CORVAIR SPORT SEDANS AND SPORT COUPES: Std.—3.27:1 General Purpose Axle Opt.—3.55:1 Special Purpose or Mountain Axle	CORVAIR SPORT SEDANS AND SPORT COUPES: Std.—3.27:1 General Purpose Axle Opt.—3.55:1 Special Purpose or Mountain Axle
		GREENBRIER: 3.55:1 General Purpose Axle	GREENBRIER: 3.55:1 General Purpose Axle	GREENBRIER: 3.55:1 General Purpose Axle
RPO L62— ALL MODELS EXCEPT CORSA	110-HP TURBO-AIR 164 (164-CU.-IN. 6)	CORVAIR SPORT SEDANS AND SPORT COUPES: Std.—3.27:1 General Purpose Axle Opt.—3.55:1 Special Purpose or Mountain Axle	CORVAIR SPORT SEDANS AND SPORT COUPES: Std.—3.27:1 General Purpose Axle Opt.—3.55:1 Special Purpose or Mountain Axle	3.55:1 General Purpose Axle Only
		GREENBRIER: 3.55:1 General Purpose Axle Only	GREENBRIER: 3.55:1 General Purpose Axle Only	
STANDARD— CORSA RPO L63— MONZA AND CORVAIR 500	140-HP TURBO-AIR 164 (164-CU.-IN. 6)	Std.—3.55:1 General Purpose Opt.—3.27:1 Performance Cruise	Std.—3.55:1 General Purpose Opt.—3.27:1 Performance Cruise	*3.55:1 General Purpose Axle
RPO L87— CORSA MODELS ONLY	180-HP TURBO-CHARGED 164 (164-CU.-IN.)	3.55:1 High Performance Axle	3.55:1 High Performance Axle	

Note: Optional Positraction rear axle available with all standard and optional axle ratios.

*Powerglide not available on Corsa models.

Clutches... for Corvair 3- and 4-Speed Transmission Power Teams

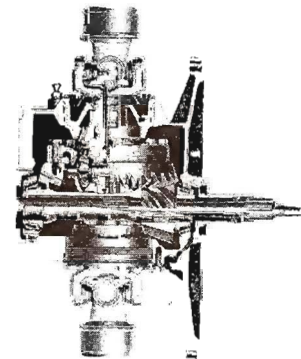
Specifications	95-hp Turbo-Air 164	110-hp Turbo-Air 164	140-hp Turbo-Air 164	180-hp Turbo-Charged 164
Type	Semi-centrifugal diaphragm spring* with single dry disc	Semi-centrifugal diaphragm spring with single dry disc	Semi-centrifugal diaphragm spring with single dry disc	Semi-centrifugal diaphragm spring with single dry disc
Spring Effective Plate Load—lbs.	1250-1450	1250-1450	1275-1475	1275-1475
Disc Facing Material	Woven asbestos	Woven asbestos	Woven asbestos	Woven asbestos
Disc Facing Outside Diameter (in.)	Corvair: 8.00 Greenbrier: 9.12	Corvair: 8.00 Greenbrier: 9.12	9.12	9.12
Disc Facing Total Area (sq. in.)	Corvair: 44.0 Greenbrier: 71.82	Corvair: 44.0 Greenbrier: 71.82	71.82	71.82

*Semi-centrifugal design on all except Greenbriers.

All clutches are single dry disc type with diaphragm spring engagement. All clutches, except in Greenbrier with 95-hp Turbo-Air 164 engine, feature a centrifugally assisted bent-finger design diaphragm spring. Clutch disc sizes and spring pressures are matched to each engine (see chart) for smooth shifting and long life.

Rear Axle Details

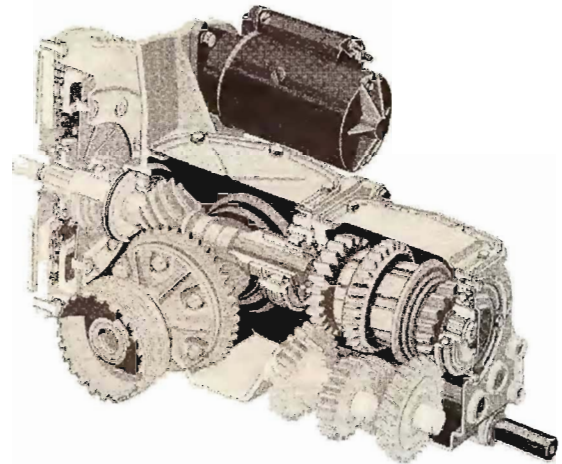
Hypoid gear, two-pinion differential, swing-axle type specifically designed for Corvair transaxle drive. Lubricant capacity—4.0 pints. See also Corvair and Greenbrier Chassis Specifications . . . pages 14-15 and 16-17. General Purpose axle ratios offer best balance of performance and economy with each power team. For special requirements, other axle ratios are optional with many power teams . . . see Power Teams chart. Extra-cost Positraction rear axle (RPO G81) available with all standard and optional ratios.



Transmissions

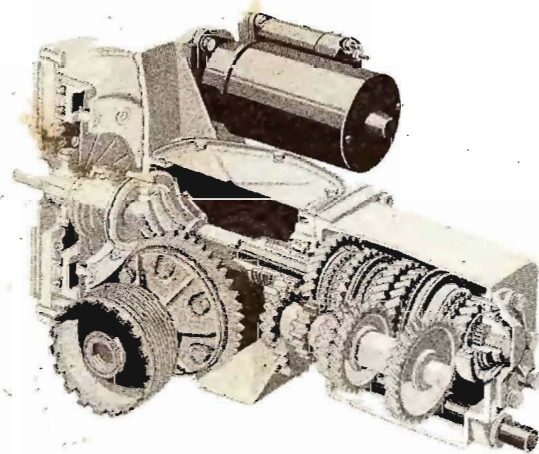
3-SPEED SYNCHRO-MESH—Standard with all engines. Manually operated 3-speed transmission with synchronized second and third gears. Ratios specifically tailored to engine power for best overall performance and economy. Floor-mounted gearshift lever.

Ratios	Corvair	Greenbrier
First	3.22:1	3.50:1
Second	1.84:1	1.99:1
Third	1.00:1	1.00:1
Reverse	3.22:1	3.97:1



4-SPEED SYNCHRO-MESH—RPO M20—Manually operated 4-speed transmission with full synchronization of all forward gears. Optional with all engines. Floor-mounted gearshift control lever.

Ratios	Corvair	Greenbrier
First	3.20:1	3.65:1
Second	2.18:1	2.35:1
Third	1.44:1	1.44:1
Fourth	1.00:1	1.00:1
Reverse	3.66:1	3.66:1



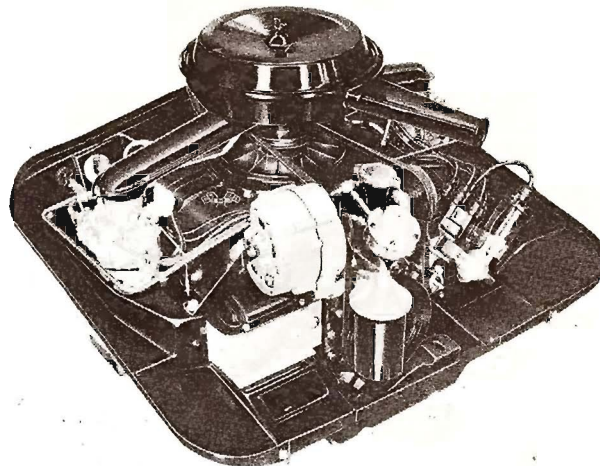
POWERGLIDE—RPO M35—2-speed three-element torque converter automatic transmission. Optional for all models except Corsa. The Corvair Powerglide transmission is specifically matched to engine power for best performance and economy. Although Corvair Powerglide elements are designed for the transaxle unit, they are basically similar to other Powerglide transmissions. Instrument panel mounted indicator and gearshift selector lever. Selector sequence: L-D-N-R. Accelerator-actuated automatic downshift into low gear for extra passing power.

Torque Multiplication	Corvair and Greenbrier
Drive (maximum)	4.73:1 to 1:1 range
Low and reverse	4.73:1 to 1.82:1 range



95-hp Turbo-Air 164 (Standard on Monza, Corvair 500, and Greenbrier)

ENGINE TYPE	AIR-COOLED HORIZONTALLY OPPOSED 6-CYLINDER VALVE-IN-HEAD
DISPLACEMENT	164 CU. IN.
BORE & STROKE	3.4375" x 2.94"
HP @ RPM	95 @ 3600
TORQUE @ RPM (ft.-lbs.)	154 @ 2400
COMPRESSION RATIO	8.25:1
CARBURETION	TWIN SINGLE-BARREL AUTOMATIC CHOKE
FUEL REQUIREMENT	REGULAR
CAMSHAFT TYPE	ECONOMY-CONTOURED
VALVE LIFTERS	HYDRAULIC
EXHAUST SYSTEM	SINGLE



BASIC DESIGN Precision-cast aluminum alloy crankcase and cylinder heads, cast alloy iron individual cylinders. Precision-cast wedge-type combustion chambers. Three-ring aluminum alloy pistons with offset piston pins and special steel struts to control expansion. Wear-resistant coated top and second ring, three-piece oil control ring (two rails and one spacer-expander) with chromed rails. Heavy-duty forged steel connecting rods with piston pins clamped in upper end and replaceable lower bearings. Rugged forged alloy steel crankshaft with four replaceable main bearings. Premium aluminum main and connecting rod bearing inserts. Flywheel: machined cast alloy iron with manual transmissions, pressed steel with Powerglide. Power plant mounted on rubber cushions, two front, one rear.

FUEL AND INDUCTION SYSTEM

Twin single-barrel carburetors with automatic choke and single central air cleaner with oil-wetted paper element (twin oil-wetted polyurethane element air cleaners on Greenbrier). Oil bath optional at extra cost (RPO K47). Intake manifolds cast integral with aluminum cylinder heads. Mechanical pulsator-type fuel pump

driven by crankshaft. Sintered fuel filter in each carburetor, fine-mesh strainer in fuel tank. Electric fuel gauge. Fuel capacity 14 gallons (18.5 gallons on Greenbrier). Recommended fuel: regular.

VALVE SYSTEM Valve-in-head, with independent operating mechanism for each valve. Pressed steel rocker covers. Valve material: intake, high alloy steel with aluminized face; exhaust, high alloy steel with cobalt-based alloy face. Separate valve guides and valve seat inserts in cylinder heads. Variable-pitch valve springs. Pressed steel rocker arms with ball and socket mounting. Tubular steel push rods actuated by quiet hydraulic valve lifters. Cast alloy iron camshaft, with wear-resistant coating, mounted on four aluminum crankcase bearing surfaces and driven from crankshaft by quiet gears.

EXHAUST SYSTEM Single 1 7/8" system with oval reverse-flow muffler. Cast iron exhaust manifolds fitted to three steel sleeves pressed into exhaust ports of cylinder head. Rolled lock seam muffler construction. Aluminized heads and asbestos-wrapped extra-thick body with aluminized cover. Tailpipe aluminized.

ELECTRICAL SYSTEM 12-volt, with 44-ampere-hour battery and 9-37-ampere Delcotron diode-rectifying type generator standard equipment (optional heavy-duty battery and generator listed on page 18), protected by voltage and current regulator. Positive-shift starter with solenoid-engaged drive pinion and over-running clutch. Hermetically sealed ignition coil. Single-breaker distributor with combination centrifugal and vacuum spark advance. Non-metallic high-tension spark cables. Spark plugs: AC 46 FF with rubber boots.

COOLING SYSTEM Forced-air type with thermostatically controlled air flow over fins formed on cylinder barrels and heads. Engine enclosed by sheet metal shrouds to direct air over engine components. Cooling controlled by thermostatically regulated air exhaust doors at rear of each lower shroud.

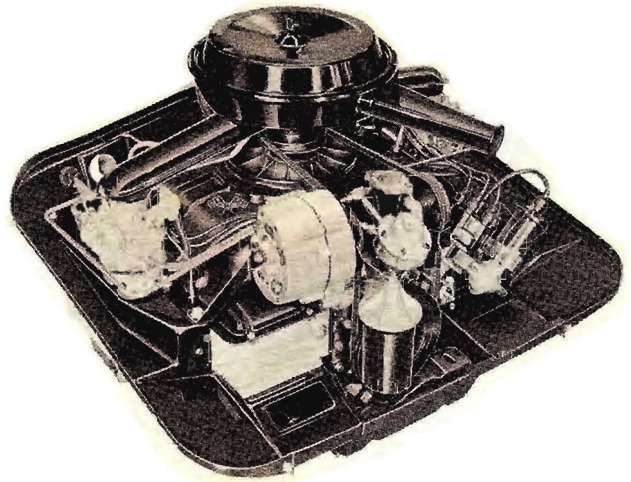
LUBRICATION SYSTEM Controlled full-pressure type with oil cooler and full-flow canister-type oil filter. Refill capacity 4 quarts (4.5 with filter replacement). Gear type oil pump, with fixed intake, develops normal 30 p.s.i. oil pressure at 2000 engine rpm. Closed positive-type crankcase ventilation standard.

110-hp Turbo-Air 164

(RPO L62—Optional on Monza, Corvair 500 and Greenbrier)



ENGINE TYPE	AIR-COOLED HORIZONTALLY OPPOSED 6-CYLINDER VALVE-IN-HEAD
DISPLACEMENT	164 CU. IN.
BORE & STROKE	3.4375" x 2.94"
HP @ RPM	110 @ 4400
TORQUE @ RPM (ft.-lbs.)	160 @ 2600
COMPRESSION RATIO	9.25:1
CARBURETION	TWIN SINGLE-BARREL AUTOMATIC CHOKE
FUEL REQUIREMENT	PREMIUM
CAMSHAFT TYPE	SPECIAL PERFORMANCE
VALVE LIFTERS	HYDRAULIC
EXHAUST SYSTEM	SINGLE



BASIC DESIGN Precision-cast aluminum alloy crankcase and cylinder heads, cast alloy iron individual cylinders. Precision-cast wedge-type combustion chambers. Three-ring aluminum alloy pistons with offset piston pins and special steel struts to control expansion. Wear-resistant coated top and second ring, three-piece oil control ring (two rails and one spacer-expander) with chromed rails. Heavy-duty forged steel connecting rods with piston pins clamped in upper end and replaceable lower bearings. Rugged forged alloy steel crankshaft with four replaceable main bearings. Premium aluminum main and connecting rod bearing inserts. Flywheel: machined cast alloy iron with manual transmissions, pressed steel with Powerglide. Power plant mounted on rubber cushions, two front, one rear.

FUEL AND INDUCTION SYSTEM Twin single-barrel carburetors with automatic choke and single central air cleaner with oil-wetted paper element (twin oil-wetted polyurethane element air cleaner on Greenbrier). Oil bath optional at extra cost (RPO K47). Intake manifolds cast integral with aluminum cylinder heads. Mechanical pulsator-type fuel pump driven by crankshaft. Sintered

fuel filter in each carburetor, fine-mesh strainer in fuel tank. Electric fuel gauge. Fuel capacity 14 gallons (18.5 gallons on Greenbrier). Recommended fuel: premium.

VALVE SYSTEM Valve-in-head, with independent operating mechanism for each valve. Pressed steel rocker covers. Valve material: intake, high alloy steel with aluminized face; exhaust, high alloy steel with cobalt-based alloy face. Separate valve guides and valve seat inserts in cylinder heads. Variable-pitch valve springs. Pressed steel rocker arms with ball and socket mounting. Tubular steel push rods actuated by quiet hydraulic valve lifters. Cast alloy iron camshaft, with wear-resistant coating, mounted on four aluminum crankcase bearing surfaces and driven from crankshaft by quiet gears.

EXHAUST SYSTEM Single 1 7/8" system with oval reverse-flow muffler. Cast iron exhaust manifolds fitted to three steel sleeves pressed into exhaust ports of cylinder head. Rolled lock seam muffler construction. Aluminized heads and asbestos-wrapped extra-thick body with aluminized cover. Tailpipe aluminized.

ELECTRICAL SYSTEM 12-volt, with

44-ampere-hour battery and 9-37-ampere Delcotron diode-rectifying type generator standard equipment (optional heavy-duty battery and generator listed on page 18), protected by voltage and current regulator. Positive-shift starter with solenoid-engaged drive pinion and overrunning clutch. Hermetically sealed ignition coil. Single-breaker distributor with combination centrifugal and vacuum spark advance. Non-metallic high-tension spark cables. Spark plugs: AC 44 FF with rubber boots.

COOLING SYSTEM Forced-air type with thermostatically controlled air flow over fins formed on cylinder barrels and heads. Engine enclosed by sheet metal shrouds to direct air over engine components. Cooling controlled by thermostatically regulated air exhaust doors at rear of each lower shroud.

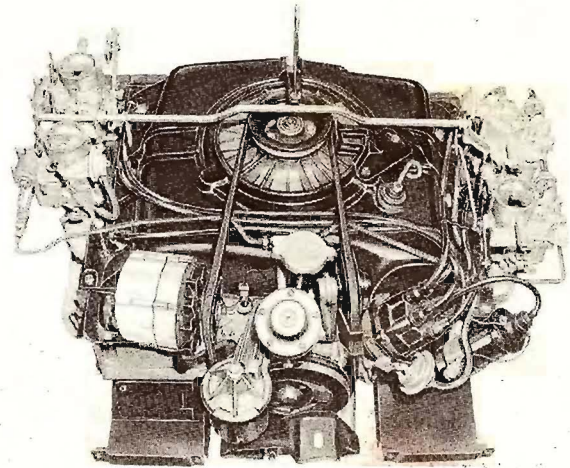
LUBRICATION SYSTEM Controlled full-pressure type with oil cooler and full-flow canister-type oil filter. Refill capacity 4 quarts (4.5 with filter replacement). Gear type oil pump, with fixed intake, develops normal 30 p.s.i. oil pressure at 2000 engine rpm. Closed positive-type crankcase ventilation standard.

140-hp Turbo-Air 164

(Standard on Corsa Models—Optional, RPO L63, for Monza and Corvair 500)



ENGINE TYPE	AIR-COOLED HORIZONTALLY OPPOSED 6-CYLINDER VALVE-IN-HEAD
DISPLACEMENT	164 CU. IN.
BORE & STROKE	3.4375" x 2.94"
HP @ RPM	140 @ 5200
TORQUE @ RPM (ft.-lbs.)	180 @ 4000
COMPRESSION RATIO	9.25:1
CARBURETION	FOUR SINGLE-BARREL AUTOMATIC CHOKE
FUEL REQUIREMENT	PREMIUM
CAMSHAFT TYPE	SPECIAL PERFORMANCE
VALVE LIFTERS	HYDRAULIC
EXHAUST SYSTEM	DUAL



BASIC DESIGN Precision-cast aluminum alloy crankcase and cylinder heads, cast alloy iron individual cylinders. Precision-cast wedge-type combustion chambers. Three-ring aluminum alloy pistons with offset piston pins and special steel struts to control expansion. Wear-resistant coated top and second ring, three-piece oil control ring (two rails and one spacer-expander) with chromed rails. Heavy-duty forged steel connecting rods with piston pins clamped in upper end and replaceable lower bearings. Rugged forged alloy steel crankshaft with four replaceable main bearings. Premium aluminum main and connecting rod bearing inserts. Flywheel: machined cast alloy iron. Power plant mounted on rubber cushions, two front, one rear.

FUEL AND INDUCTION SYSTEM

Four single-barrel carburetors with automatic choke. Central dual horn air cleaner with chrome plated cover and oil-wetted paper element. Intake manifolds cast integral with aluminum cylinder heads. Mechanical pulsator-type fuel pump driven by crankshaft. Sintered fuel filter in each carburetor, fine-mesh strainer in fuel tank. Electric fuel gauge. Fuel capac-

ity 14 gallons. Recommended fuel: premium.

VALVE SYSTEM Valve-in-head, with independent operating mechanism for each valve. Pressed steel rocker covers. Valve material: intake, high alloy steel with aluminized face; exhaust, high alloy steel with cobalt-based alloy face. Separate valve guides and valve seat inserts in cylinder heads. Variable-pitch valve springs. Pressed steel rocker arms with ball and socket mounting. Tubular steel push rods actuated by quiet hydraulic valve lifters. Cast alloy iron camshaft, with wear-resistant coating, mounted on four aluminum crankcase bearing surfaces and driven from crankshaft by quiet gears.

EXHAUST SYSTEM Dual 1½" system with oval reverse-flow mufflers. Cast iron exhaust manifolds fitted to three steel sleeves pressed into exhaust ports of cylinder head. Rolled lock seam muffler construction. Aluminized heads and asbestos-wrapped cover. Tailpipe aluminized.

ELECTRICAL SYSTEM 12-volt, with 44-ampere-hour battery and 9-37-ampere Delcotron diode-rectifying

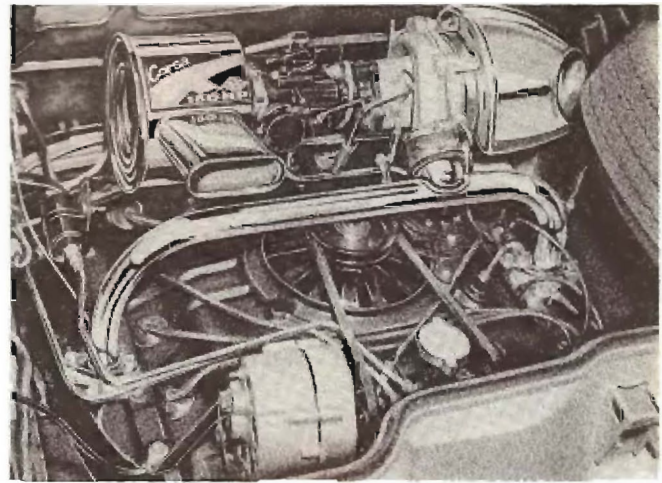
type generator standard equipment (optional heavy-duty battery and generator listed on page 18), protected by voltage and current regulator. Positive-shift starter with solenoid-engaged drive pinion and overrunning clutch. Hermetically sealed ignition coil. Single-breaker distributor with combination centrifugal and vacuum spark advance. Non-metallic high-tension spark cables. Spark plugs: AC 44 FF with rubber boots.

COOLING SYSTEM Forced-air type with thermostatically controlled air flow over fins formed on cylinder barrels and heads. Engine enclosed by sheet metal shrouds to direct air over engine components. Cooling controlled by thermostatically regulated air exhaust doors at rear of each lower shroud.

LUBRICATION SYSTEM Controlled full-pressure type with oil cooler and full-flow canister-type oil filter. Refill capacity 4 quarts (4.5 with filter replacement). Gear type oil pump, with fixed intake, develops normal 30 p.s.i. oil pressure at 2000 engine rpm. Closed positive-type crankcase ventilation standard.

180-hp Turbo-Charged 164 (RPO L87—Optional on Corsa models)

ENGINE TYPE	AIR-COOLED HORIZONTALLY OPPOSED 6-CYL. VALVE-IN-HEAD
DISPLACEMENT	164 CU. IN.
BORE & STROKE	3.4375" x 2.94"
HP @ RPM	180 @ 4000
TORQUE @ RPM (ft.-lbs.)	265 @ 3200
COMPRESSION RATIO	8.25:1
CARBURETION	SINGLE-BARREL TURBO-SUPERCHARGER AUTOMATIC CHOKE
FUEL REQUIREMENT	PREMIUM
CAMSHAFT TYPE	SPECIAL PERFORMANCE
VALVE LIFTERS	HYDRAULIC
EXHAUST SYSTEM	SINGLE



BASIC DESIGN Precision-cast aluminum alloy crankcase and cylinder heads, cast alloy iron individual cylinders. Precision-cast wedge-type combustion chambers. Heavy-duty three-ring aluminum alloy pistons with offset piston pins and special steel struts to control expansion. Chrome plated upper ring, wear-resistant coated second ring, and three-piece oil control ring (two rails and one spacer-expander) with chromed rails. Heavy-duty forged steel connecting rods with piston pins clamped in upper end and replaceable lower bearings. Heavy-duty forged alloy steel crankshaft with four replaceable main bearings. Premium quality aluminum main and connecting rod bearing inserts. Machined cast alloy iron flywheel. Power plant mounted on rubber cushions, two front, one rear.

FUEL AND INDUCTION SYSTEM

One single-barrel 3-venturi side-draft carburetor with automatic choke and oil-wetted paper-element air cleaner. Exhaust gas driven turbo-supercharger turbine drives special 14-blade precision-cast aluminum centrifugal impeller located between carburetor and fuel induction crossover tube forcing fuel-air mixture through induction tube to each cylinder bank. (See also Turbo-supercharger, Exhaust Driven . . . Feature Details Section.) Intake manifolds cast integral with aluminum cyl-

inder heads. Mechanical pulsator-type fuel pump driven by crankshaft. Replaceable paper element fuel filter between fuel pump and carburetor with special vapor-lock preventing pressure relief by-pass line from fuel filter to tank. Fine-mesh strainer in fuel tank. Electric fuel gauge. Fuel tank capacity, 14 gallons. Recommended fuel: premium or special premium.

VALVE SYSTEM Valve-in-head, with independent operating mechanism for each valve. Pressed steel rocker covers. Valve material: intake, high alloy steel with aluminized face; exhaust, special 2-piece welded super-alloy exhaust valves with silicon and chromium steel alloy stems. Special valve guides and valve seat inserts. Variable-pitch valve springs. Pressed steel rocker arms with ball and socket mounting. Tubular steel push rods actuated by quiet hydraulic valve lifters. Cast alloy iron camshaft, with wear-resistant coating, mounted on four aluminum crankcase bearing surfaces and driven from crankshaft by quiet gears.

EXHAUST SYSTEM Single 1 7/8" system with oval reverse-flow muffler. Cast iron exhaust manifolds fitted to three steel sleeves pressed into exhaust ports of cylinder head. Rolled lock seam muffler construction, completely aluminized inside and out.

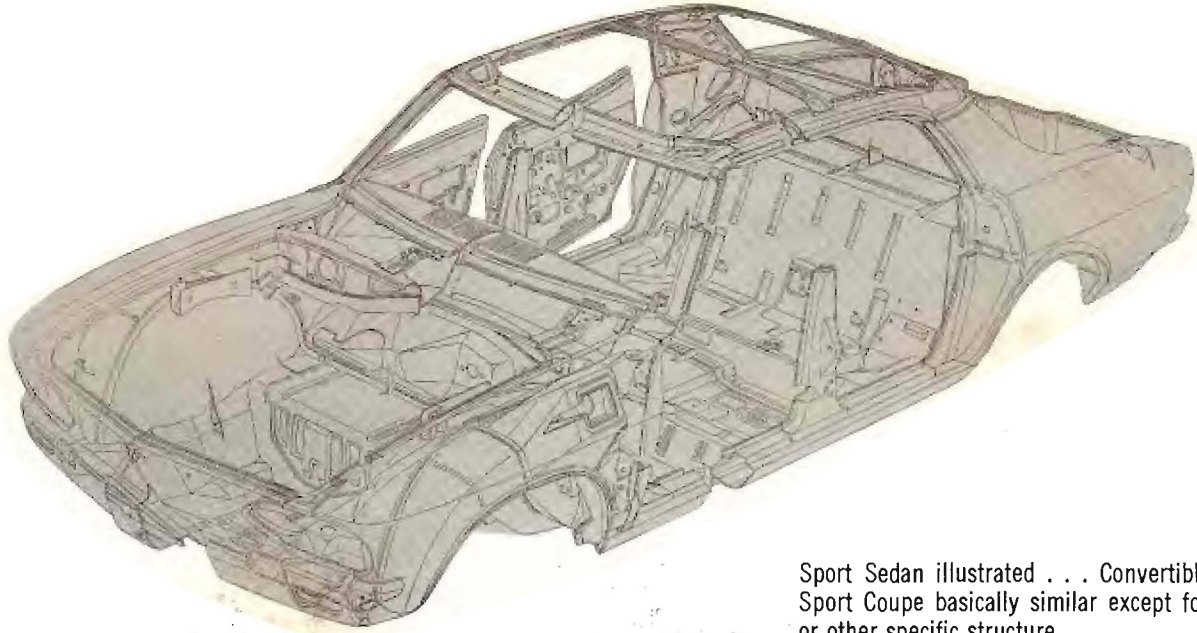
Chrome-plated 2 1/2" diameter tail-pipe.

ELECTRICAL SYSTEM 12-volt, with 44-ampere-hour battery and 9-37-ampere Delcotron diode-rectifying type generator standard equipment (optional heavy-duty battery and generator listed on page 18), protected by voltage and current regulator. Positive-shift starter with solenoid-engaged drive pinion and over-running clutch. Hermetically sealed high capacity ignition coil. Single-breaker distributor with combination centrifugal advance and pressure retard spark control. Non-metallic high-tension spark cables. Spark plugs: AC 44 FF with rubber boots.

COOLING SYSTEM Forced air type with thermostatically controlled air flow over fins formed on cylinder barrels and heads. Engine enclosed by sheet metal shrouds to direct air over engine components. Cooling controlled by thermostatically regulated air exhaust doors at rear of each lower shroud.

LUBRICATION SYSTEM Controlled full-pressure type with oil cooler and full-flow canister-type oil filter. Refill capacity 4 quarts (4.5 with filter replacement). Gear type oil pump, with fixed intake, develops normal 30 p.s.i. oil pressure at 2000 engine rpm. Closed positive-type crankcase ventilation standard.

CORVAIR BODY FEATURES



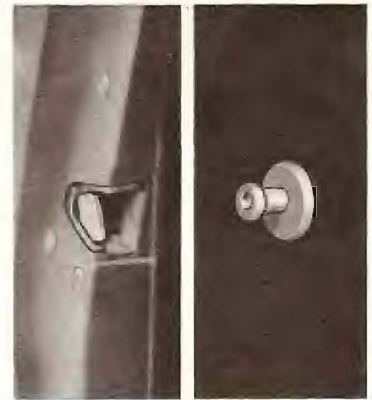
Sport Sedan illustrated . . . Convertible and Sport Coupe basically similar except for roof or other specific structure.



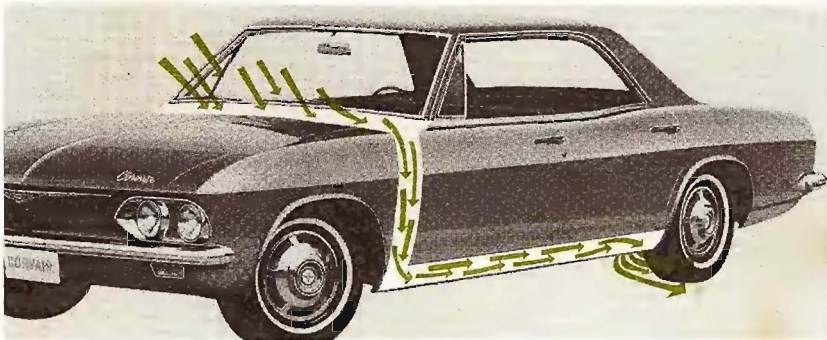
Protective inner skirts at both front and rear wheel openings help prevent corrosion damage to front fender and rear quarter sheet metal. Front fender skirt illustrated.



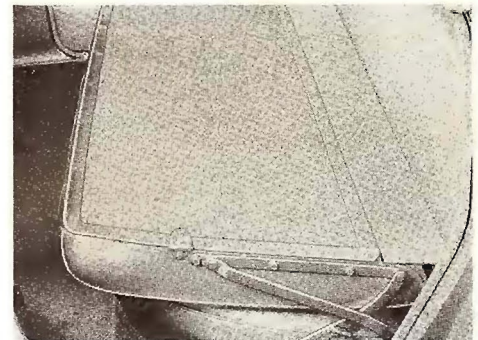
Convenient locking front luggage compartment. Spare tire and jack equipment stows in rear engine compartment on all models . . . in front luggage compartment when equipped with optional air conditioning.



Easy operating fork-type door latch.



Flush-and-dry rocker panels utilize air and water entering cowl air intake to improve corrosion resistance. Water entering intake flushes rocker panels of dust and other accumulants while constant flow of air removes moisture. Special outlet drains at rear of rocker panels allow free flow of air and water.



Convenient fold-down rear seat. Standard on Corsa and Monza models except Convertibles . . . optional at extra cost on Corvair 500 models.

Body Structure

Fully unitized, all-welded heavy-gauge steel body construction with:

- Rugged box-section design roof rails, windshield and rear window headers, door and roof pillars.
- Heavy-gauge steel roof panel with single flanged-channel reinforcing bow.
- High-strength double-walled cowl unit-welded to instrument panel, dash panel, underbody and front fenders.
- Deeply ribbed and contoured floor panel with underbody-reinforcing crossmembers.
- Heavy-gauge steel box-section body sills and extensions.
- Integrated extra-rigid front and rear body structures.
- Double-panel door, front luggage compartment lid and rear deck lid construction.
- Special extra-strength reinforcing structure on Convertible.
- Fully counterbalanced luggage compartment lid.
- Flush-and-dry body rocker panels.
- Front and rear inner fender skirt construction for improved corrosion protection.
- Structural components and body panels protected from corrosion by various primer coatings, zinc coatings, and anti-rust compounds. Selected structural members heavily zinc coated before assembly.
- All exposed undersurfaces protected with corrosion-resisting paint.

Sound Insulation

- Asphalt-impregnated felt blanket, roof, engine compartment lid, and luggage compartment lid insulation.
- Interiors insulated from engine compartment by inch-thick fiberglass blanket on engine side and rear bulkhead, and by thick jute blanket, fiberboard and fibrous mat blanket on passenger side.
- Special inch-thick fiber glass engine compartment deck lid and rear quarter panel insulation blanket on all Corsa and Monza models.
- Asphalt-impregnated felt blanket floor insulation under seats, plus heavy jute floor mat.
- Spray-on sound deadening compound on inner surfaces of door outer panels and sidewall panels.
- Asphalt-impregnated fiber undercoating on underbody and wheelhousings.

Weathersealing

- Flush-mounted adhesively bonded windshield and rear window installation for improved appearance and more positive sealing.
- Molded vinyl door windlances.
- Rubber-fabric glass run channels and window sill seals.
- Double-sealing formed rubber door weather seals.
- Formed rubber luggage compartment lid seal.
- Special body seam and joint sealing compounds.

PLUS . . . ALL THESE QUALITY FEATURES

- High-level ventilation system
- Built-in forced-air heater and defroster system
- Parallel-action electric windshield wipers
- Magic-Mirror acrylic lacquer finish
- Two-key lock system
- Keyless locking of all doors
- Lined stowage compartment behind rear seat on all Sport Sedan and Sport Coupe models
- Curved side window glass
- Friction-type ventipanes
- Pushbutton-type outside door handles
- Weather-shielded key locks
- Color-keyed interior trim
- Scuff-resistant plastic cowl side panels with molded-in ventilator grilles
- Color-keyed front seat belts
- Extra-quality interior features and appointments
- Full-view instrument panel with instruments and controls, cigarette lighter, and locking glove compartment

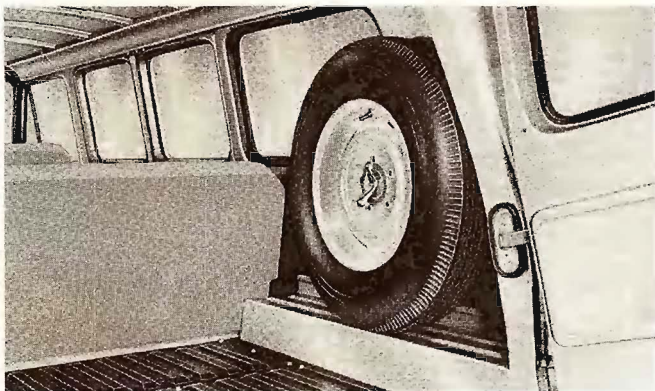
GREENBRIER BODY FEATURES



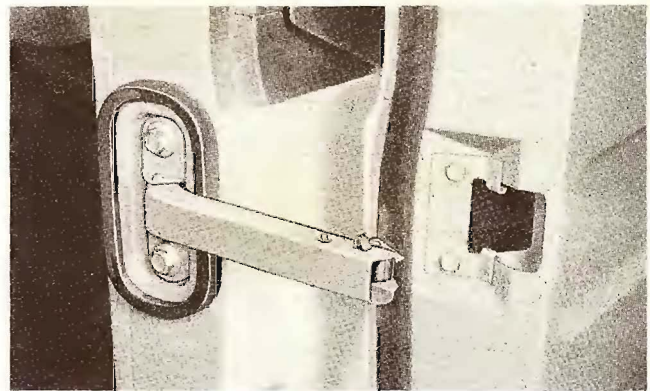
Greenbrier unitized van-type body.



Heavily ribbed and contoured Greenbrier floor panel assembly.



Convenient spare tire stowage in right rear quarter—charcoal-colored textured vinyl tire cover included on Greenbrier Deluxe.



Versatile 2-position double-side and double-rear door checks allow doors to be opened fully for convenient close-up loading.

Body Structure

Fully unitized van-type body comprised of five all-steel substructures solidly welded to form an integrated unit of exceptional strength and rigidity with extra-large load capacity. Design features include:

- Heavily ribbed drop-center floor panel assembly reinforced with massive crossmembers and lateral reinforcing sill structures.
- Full-length underbody-reinforcing sills. Front sill integrated with intermediate and rear sills through heavy-duty shear plates and lateral supports.
- Double-walled front end structure unit-welded to instrument panel, floor; windshield header, and windshield and door hinge pillars.
- Extra-heavy-gauge steel roof panel with welded-on full-perimeter rails and seven reinforcing bows.
- Front door lock pillars, side door hinge pillars, side window pillars, and body side panels welded to form high-strength side structures integrating floor and roof.
- Sculptured body side and door styling for distinctive appearance and greater rigidity.
- Integrated rear body structure with box-section rear door opening and roof support pillars joins sides, roof, and floor structures.
- Double-panel construction front, double side, and double rear doors.
- Corrosion-resisting high zinc content chromate underbody primer. Wheelhouse areas protected with spray-on undercoating.

Sound Insulation

- Engine access door in rear cargo floor insulated with special fiber glass blanket.
- Special sound deadening compound on inner surfaces of door outer panels and sidewall panels.
- Asphalt-impregnated felt floor insulation under front seat, plus jute mat underneath floor covering.
- Spray-on asphalt-impregnated fiber sound deadening on underbody and wheel housings.

Weathersealing

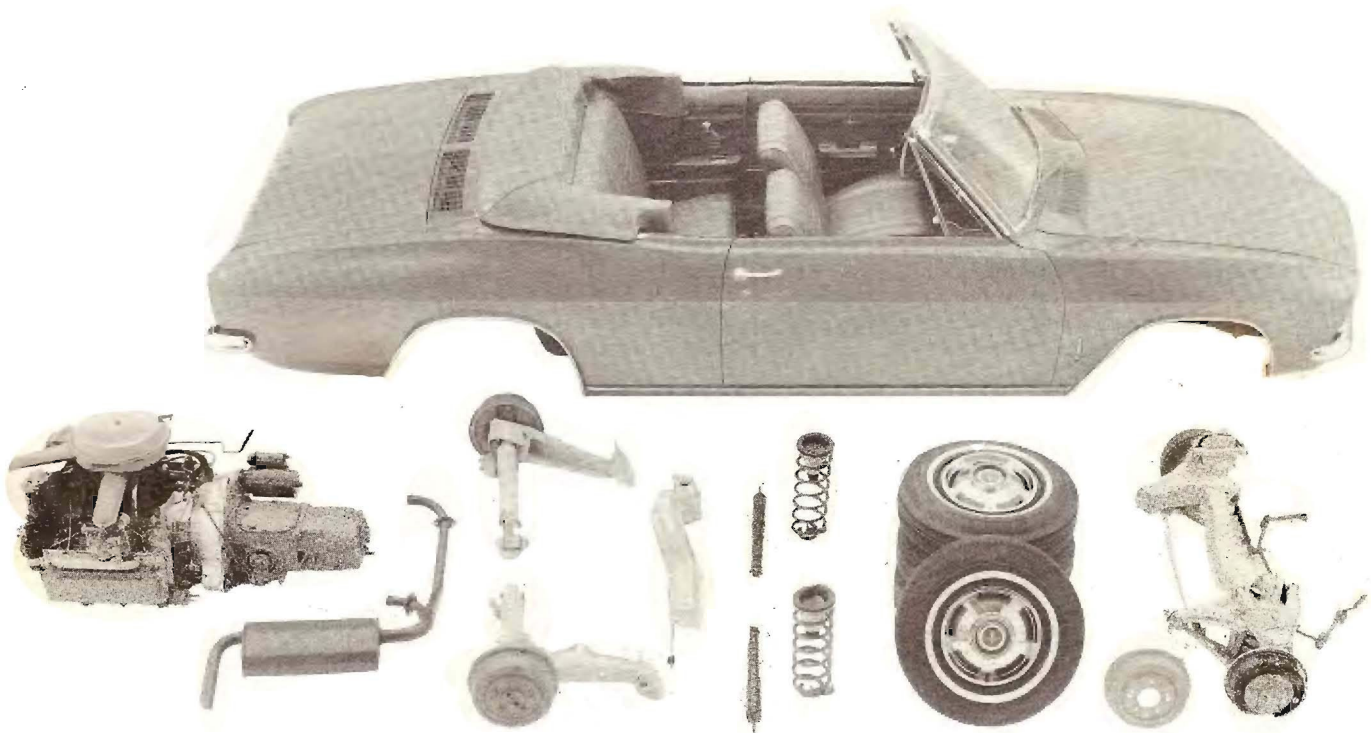
- Weathertight formed rubber windshield, stationary side window, and double rear door window seals.
- Rubber-fabric front door and double side door glass run channels and window sill seals.
- Formed rubber weatherseals at front doors, double side doors and double rear doors.
- Special body seam and joint sealing compound.

PLUS . . . ALL THESE QUALITY FEATURES

- High-level ventilation system
- Parallel-action electric windshield wipers
- Extra-large full-view windshield
- High-quality synthetic enamel finish
- Single-key lock system
- Friction-type ventipanes
- Pushbutton-type outside front door handles
- Left side double doors optional at extra cost
- Low side door step height for extra-easy loading or entrance
- Versatile 3-position, removable second seat
- Adjustable front seat with adjustable backrest
- Front, side, and rear door weather-shielded key locks
- Roll-down front door and side windows
- Quality interior features and appointments
- Color-keyed front seat belts
- Full-view instrument panel with instruments and controls, and convenient glove compartment

CORVAIR CHASSIS SPECIFICATIONS

Corvair chassis components including Quadri-Sport 4-wheel independent suspension and rear-mounted transaxle-drive power team.



Quadri-Sport 4-Wheel Independent Suspension

FRONT: Coil spring spherical joint independent suspension with long and short control arms, concentric springs and shock absorbers diagonally located between lower control arms and front crossmember, and quiet non-metallic spherical joint liners. Built-in anti-dive control helps keep car level. **REAR:** Fully independent coil spring rear suspension with double universal jointed tubular axles, hydraulic shock absorbers, radius arms and lateral control rods. Suspension design permits spring to function as cushioning member only. Lateral and longitudinal forces imposed by braking, acceleration, and cornering are absorbed by fixed transaxle unit and suspension control members. Rubber-bushed radius arm and lateral control rod pivots, and transaxle unit crossmember insulation to body by heavy rubber cushions help prevent transference of road sounds and vibrations.

Shock Absorbers

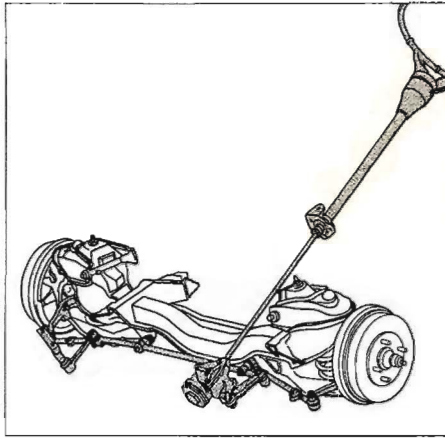
Direct, double-acting, sealed-unit hydraulic shock absorbers specifically engineered to complement suspension systems for improved ride control. Front shock absorbers concentrically located within coil springs, rear shock absorbers mounted between radius arm and underbody.

Front Ride Stabilizer

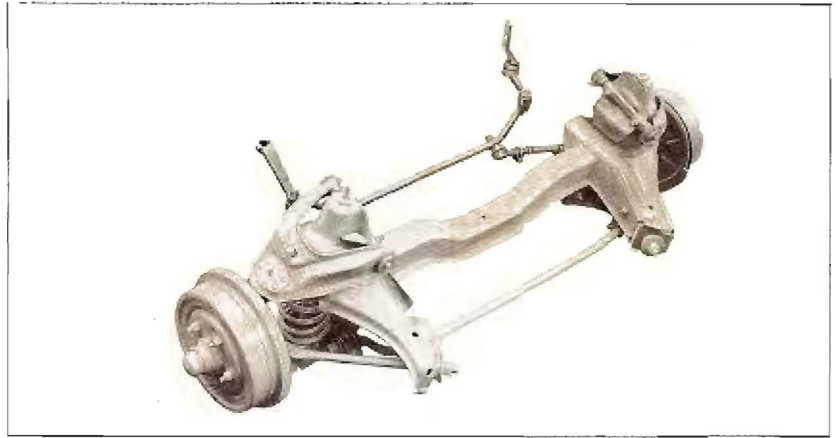
Rubber-mounted stabilizer bar linking front suspension lower control arms contributes to smooth, level cornering.

Transaxle Drive

Transmission and rear axle designed into one compact unit . . . combines with engine to form rear-mounted power team. Hypoid gear rear axle connects to tubular axle shafts by universal joints, and is driven by direct spline connection to the transmission output shaft. 3- and 4-speed transmissions and axle share a common lubrica-



Relay type steering linkage and low-friction Ball-Race steering gear.

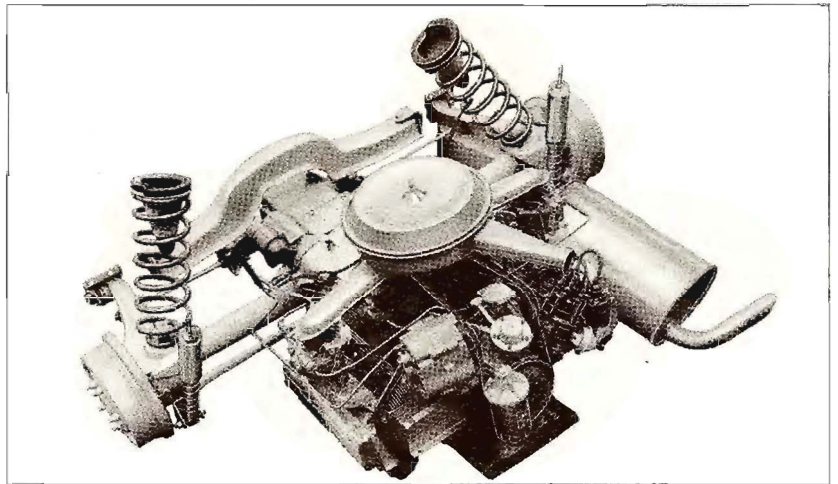


Corvair independent coil spring spherical joint front suspension.

Self-adjusting Safety-Master brake.



Fully independent coil spring rear suspension.



tion system. Capacities are: 3-speed—3.1 pints, 4-speed—3.6 pints, rear axle—4 pints. Powerglide transmissions have separate lubrication system apart from rear axle with 6 pints refill capacity (13 pints total). For specific details see Power Teams or Feature Details sections.

Steering

Balanced, symmetrical system with relay-type linkage and high-ratio, low-friction Ball-Race steering gear. Overall steering ratio—23.5:1. Steering wheel diameter—16". Steering wheel turns stop to stop—4.71.

Safety-Master Brakes

Self-adjusting air-cooled Safety-Master 4-wheel hydraulic brake system. Brake drum diameter—9.5". Lining width: front—2.0"; rear—2.5". Total effective lining area—168.9 sq. in. Braking distribution—front: 46%, rear: 54%. Molded asbestos composition linings bonded to brake shoes. Integrally cast steel web and alloy iron rim brake

drums with wide cooling flanges that contribute to quicker heat dissipation. Parking brake operation by pistol-grip control lever to left of steering column.

Muffler

Long-life reverse-flow type muffler(s) fabricated of highly corrosion-resistant materials. Specifications vary depending on engine application . . . for specific details see Power Teams—Engine Specifications, or Feature Details section.

Wheels and Tires

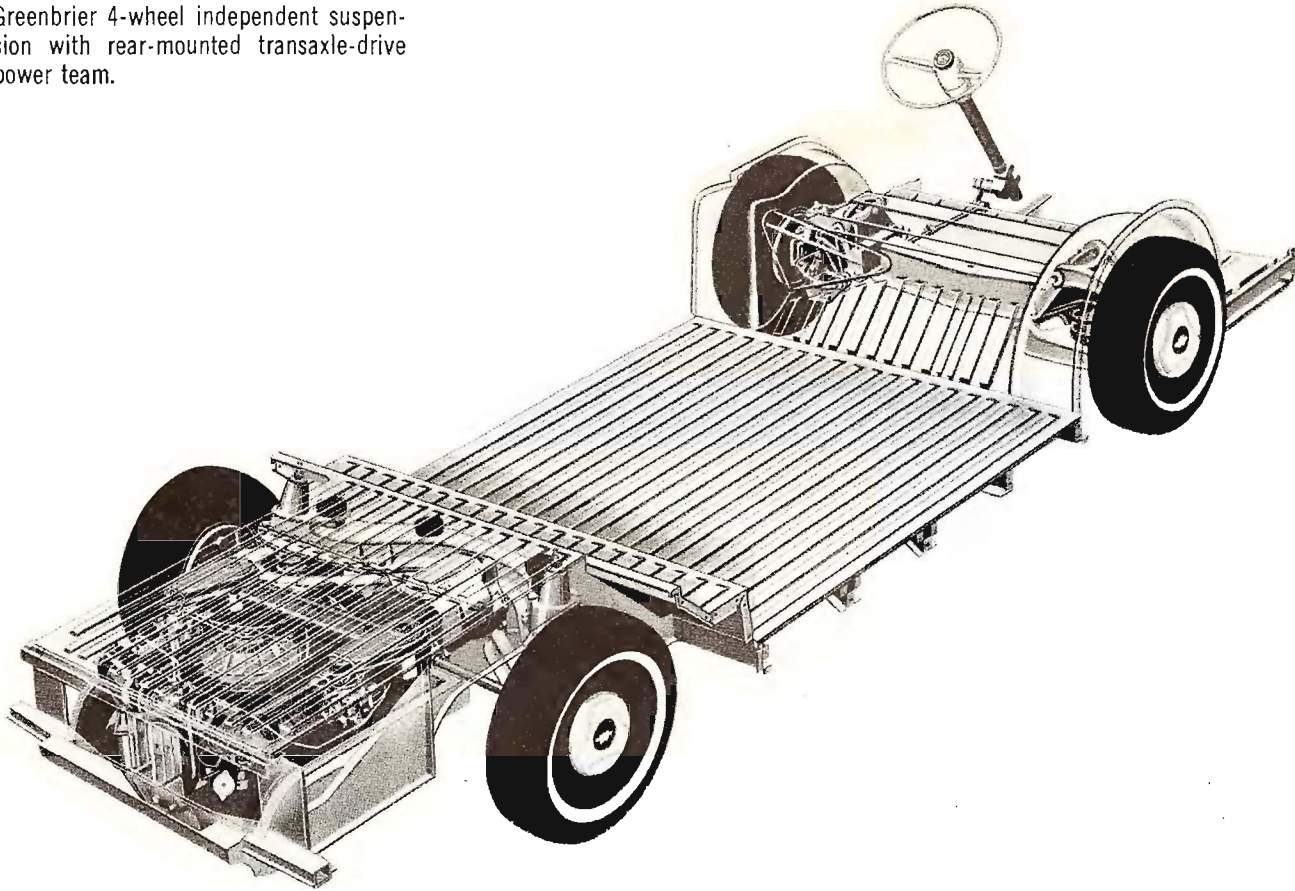
Welded steel short-spoke disc 13" diameter, 5.5" rim width wheels with brake cooling slots. 6.50 x 13 black sidewall highway rayon 4-ply rating tires standard. White sidewall tires optional* on all models. All wheels and tires statically balanced for smooth, quiet operation and longer tire life. For optional* tires see Options and Accessories section.

*Optional at extra cost

SPECIAL CHASSIS EQUIPMENT—For complete list of special options see Options and Accessories section.

GREENBRIER CHASSIS SPECIFICATIONS

Greenbrier 4-wheel independent suspension with rear-mounted transaxle-drive power team.



Quadri-Flex 4-Wheel Independent Suspension

FRONT: Coil spring spherical joint independent suspension with long and short control arms, concentric springs and shock absorbers diagonally located between lower control arms and front crossmember, and quiet non-metallic spherical joint liners. Built-in levelizing control helps keep car level. **REAR:** Swing-axle rear suspension with universal joint attachment to axle permits independent movement of each rear wheel. Concentric coil springs and shock absorbers mounted between upper crossmember and lower control arms. Lower control arm attached to crossmember at rubber-bushed pivot points. Rear suspension crossmember bolted to body-frame structure and insulated by heavy rubber cushions to help prevent transference of road sounds and vibration.

Muffler

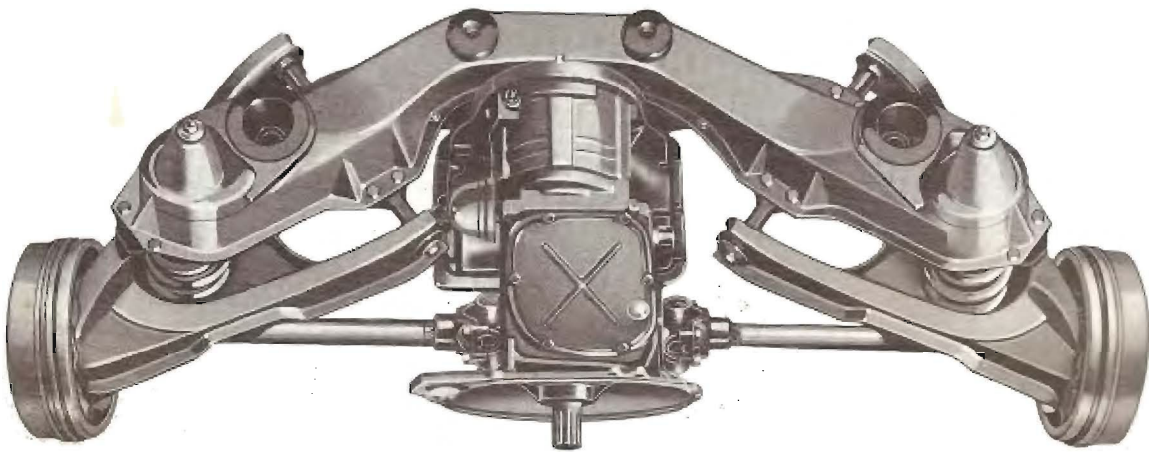
Long-life reverse-flow type muffler fabricated of highly corrosion-resistant materials. For specific details see Power Teams section—Engine Specifications, or Feature Details section.

Transaxle Drive

Transmission and rear axle designed into one compact unit . . . combines with engine to form rear-mounted power team. Hypoid gear rear axle connects to the axle shafts by universal joints and is driven by a direct spline connection to the transmission output shaft. 3- and 4-speed transmissions and axle share a common lubrication system. Capacities are 3-speed—3.1 pints, 4-speed—3.6 pints, rear axle—4 pints. Powerglide transmissions have separated lubrication system apart from rear axle with 6 pints refill capacity (13 pints total).



Independent coil spring spherical joint front suspension.



Swing-axle independent rear suspension.

Steering

Balanced system with relay-type linkage and low-friction Ball-Race steering gear. Overall steering ratio—23.0:1. Steering wheel diameter—17".

Safety-Master Brakes

Self-adjusting air-cooled Safety-Master 4-wheel hydraulic brake system. Brake drum diameter—11". Lining width—front and rear: 2.00". Total effective lining area—168.7 sq. in. Braking distribution—front: 55.9%, rear: 44.1%. Molded asbestos composition linings bonded to brake shoes. Integrally cast steel web and alloy iron rim brake drums with wide cooling flanges for rapid heat dissipation. Parking brake operation by pistol-grip control lever to left of steering column.

Shock Absorbers

Direct, double-acting, sealed-unit hydraulic shock absorbers specifically engineered to complement suspension systems for improved ride control. Both front and rear shock absorbers concentrically located within coil springs.

Wheels and Tires

Welded steel short-spoke disc 14" diameter, 5.0" rim width wheels with brake cooling slots. 7.00 x 14 black sidewall rayon 4-ply rating tires standard . . . white sidewall tires optional*. All wheels and tires statically balanced for smooth, quiet operation and longer tire life. For optional* tires see Options and Accessories section.

*Optional at extra cost

SPECIAL CHASSIS EQUIPMENT—For complete list of special options see Options and Accessories section.

CORVAIR FACTORY-INSTALLED OPTIONAL EQUIPMENT

for all Corvair and Greenbrier models except as otherwise specified

■ ENGINES

110-HP TURBO-AIR 164—(6). All except Corsa	L62
140-HP TURBO-AIR 164—(6). Corvair 500 and Monza	L63
180-HP TURBO-CHARGED 164—(6). Corsa only	L87

■ TRANSMISSIONS

POWERGLIDE—Not available on Corsa	M35
4-SPEED SYNCHRO-MESH—All engines	M20

■ CORVAIRS OTHER THAN GREENBRIER

AIR CONDITIONING, ALL-WEATHER — Available on Corvair 500 and Monza models with 95- or 110-hp engine. Includes 47-ampere Delcotron	C64
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AIR CLEANER, HEAVY-DUTY —Monza and Corvair 500 models. Not available with air conditioning	K46
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ARMRESTS, REAR —For Corvair 500 4-Door Sedan	D10
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HEATER AND DEFROSTER DELETION —Credit option. Not available with air conditioning	C48
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COMFORT AND CONVENIENCE EQUIPMENT

Corsa and Monza: outside rearview mirror, non-glare inside mirror and 2-Speed windshield wipers and washer. Corvair 500 Series: Same as Monza plus back-up lights and glove compartment light	Z01
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COMFORT AND CONVENIENCE EQUIPMENT —Same as Z01 except with remote control outside mirror	Z13
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CONVERTIBLE TOP —Choice of white, black, or beige. See Sales Album, Colors and Fabrics section. POWER-OPERATED CONVERTIBLE TOP	C06
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GLASS, SOFT-RAY TINTED —For all windows	A01
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GLASS, SOFT-RAY TINTED —Windshield only	A02
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GUARDS, FRONT BUMPER —All models	V31
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GUARDS, REAR BUMPER —All models	V32
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INSTRUMENT PANEL, PADDED	B70
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SEAT, FOLD-DOWN REAR — Corvair 500 models. Standard on other models except Convertibles	A67
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STEERING WHEEL, SPORTS-STYLED — Walnut-grained plastic rim	N34
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TELESCOPIC STEERING COLUMN —Includes Sport-Styled Steering Wheel option	N36
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TWO-TONE FINISH —See Sales Album, Colors and Fabrics section, for samples and availability.	
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WHEEL COVERS, SIMULATED WIRE —Set of four	P02
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AM-FM PUSHBUTTON RADIO AND ANTENNA	U69
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AM-FM PUSHBUTTON RADIO, REAR SEAT SPEAKER AND ANTENNA —Not available on Convertibles	U69/U80
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PUSHBUTTON RADIO AND ANTENNA	U63
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PUSHBUTTON RADIO, REAR SEAT SPEAKER AND ANTENNA —Not available on Convertibles	U63/U80
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MANUAL RADIO AND ANTENNA	U60
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REAR ANTENNA	U73
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REAR AXLE RATIO, 3.55:1 SPECIAL PURPOSE OR MOUNTAIN —Available with Monza and Corvair 500 with 95-hp engine and all transmissions or 110-hp engine and 3- or 4-Speed transmission	G95
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REAR AXLE RATIO, 3.27:1 PERFORMANCE CRUISE Available with 140-hp engine and 3- or 4-Speed	G93
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RPO

REAR AXLE, POSITRACTION —Available ratios: same as standard axle	G81
BATTERY, HEAVY-DUTY —70-ampere-hour rating	T60
LOCK, SPARE WHEEL —Not offered for models equipped with air conditioning	P19
TIRES, 6.50 x 13 —Blackwall, highway rayon 4 pr tubeless	Standard
TIRES, 6.50 x 13 —Whitewall, highway rayon 4 pr tubeless	P53

RPO

■ CORVAIRS INCLUDING GREENBRIER

AIR CLEANER, PRE-OIL BATH	K47
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DELCO TRON GENERATOR 12-47-AMPERE —Included with air conditioning	K84
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CUSTOM DELUXE SEAT BELTS WITH RETRACTORS Color-matched	A49
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SEAT BELT DELETION —Credit option	A62
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WHEEL COVERS —Set of four. For Corvair 500	P01
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■ GREENBRIER

GREENBRIER DELUXE EQUIPMENT —Includes red, green, turquoise, or fawn color-keyed upholstery, vinyl sidewall panels, color-keyed vinyl-coated rubber floor mats; vinyl tire cover; white vinyl-coated headlining between roof bows; two-tone steering wheel; instrument cluster and glove compartment door bright trim panel; cigarette lighter; dual sun visors; front armrests; rear ashtray; rear dome light; foam-cushioned seats and seat backs; red plastic inserts at taillights; and bright metal hub caps; bumpers, and windshield trim	Z60
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CHROME-PLATED HUB CAPS, FRONT AND REAR BUMPERS —Included in RPO Z60 option	V37
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REAR SEAT (THIRD) —When ordered with RPO Z60 rear armrests are included	A59
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DOORS, DOUBLE LEFT-HAND SIDE	E85
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GLASS, LAMINATED —Front door windows	A09
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HAZARD WARNING SWITCH	V74
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HEATER-DEFROSTER —Aircraft-type gasoline heater	C45
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HEATER-DEFROSTER —Forced-air type	C40
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MIRROR, OUTSIDE REARVIEW	D32
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MIRROR, OUTSIDE REARVIEW —West Coast type	D29
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MANUAL RADIO AND ANTENNA	U60
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REAR AXLE, POSITRACTION —3.55:1 ratio	G81
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SPRINGS AND SHOCK ABSORBERS, HEAVY-DUTY FRONT	F60
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TIRES, 7.00 x 14 —Blackwall, highway rayon 4 pr tubeless	Standard
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TIRES, 7.00 x 14 —Whitewall, highway rayon 4 pr tubeless	R20
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TIRES, 7.00 x 14 —Blackwall, highway rayon 6 pr tubeless	R21
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TIRES, 7.00 x 14 —Whitewall, highway rayon 6 pr tubeless	R22
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TIRES, 7.00 x 14 —Blackwall, highway rayon 6 pr tubeless. Extra-capacity (45 p.s.i.) Truck-type	R24
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TIRES, 7.00 x 14 —Blackwall, highway rayon 8 pr tubeless. High-capacity (60 p.s.i.) Truck-type	R25
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WINDSHIELD WIPER, 2-SPEED ELECTRIC —Includes pushbutton windshield washer	C14
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CORVAIR DEALER-INSTALLED CUSTOM FEATURE ACCESSORIES

for all Corvair and Greenbrier models except as indicated

	Part No.		Part No.
ADAPTER —Back-Up Lamp—Corvair with 4-Speed Transmission	986262	LUGGAGE CARRIER —Roof—Greenbrier	988398
ADAPTER —Front Armrest—Greenbrier	986304	MIRROR —Inside—Non-Glare	985657
ARMREST, FRONT —Greenbrier	986303	MIRROR —Outside—Remote Control—Corvair	986049
AIR CONDITIONING —All-Weather (Not available with Greenbrier and Corsa models)	986373	MIRROR —Outside—Body Mount	986046
ANTENNA —Manual—Front		MIRROR —Deluxe 6" x 11"—Greenbrier	985711
Corvair	986114	MIRROR —6" x 11" Replacement Head—Greenbrier	985411
Greenbrier	985444	MIRROR AND COMB —Vanity Visor	987919
ANTENNA —Manual—Right Rear—Corvair	986120	MIRROR REPAIR KIT	985884
CIGARETTE LIGHTER —Greenbrier	986344	PARKING BRAKE WARNING LIGHT	986209
CLOCK —Electric (Standard on Corsa)	986231	RADIO AND ANTENNA —Manual—Greenbrier	986340
COMPASS	986298	RADIO AND FRONT ANTENNA —Manual—Corvair	986112
DOOR EDGE GUARDS —Corvair		RADIO AND REAR ANTENNA —Manual—Corvair	986119
2-Door Models	986039	RADIO AND FRONT ANTENNA —Pushbutton	
4-Door Models	986038	Corvair	986115
EXTINGUISHER —Fire (2¾-lb. dry chemical)	985592	RADIO AND REAR ANTENNA —Pushbutton	
EXTINGUISHER —Fire (5-lb. dry chemical)	986276	Corvair	986121
EXTINGUISHER —Refill Cartridge	985593	RADIO AND FRONT ANTENNA —AM-FM Pushbutton—Corvair	986117
FLOOR MAT —Deluxe Rubber Full-Width—Front (Except Greenbrier)		RADIO AND REAR ANTENNA —AM-FM Pushbutton—Corvair	986122
Aqua—986053, Black—986057, Blue—986055, Fawn—986052, Gray—986058, Red—986054, Saddle—986056		SEAT BELT —Standard—Rear	
FLOOR MAT —Contour Rubber Front (Except Greenbrier)		Black—986093, Blue—986358, Fawn—986356, Red—986357	
Aqua—986061, Black—986065, Blue—986063, Fawn—986060, Gray—986059, Red—986062, Saddle—986064		SEAT BELT —Deluxe—Front	
FLOOR MAT —Contour Rubber Rear (Except Greenbrier)		Aqua—986361, Black—986368, Blue—986365, Fawn—986360, Green—986364, Red—986362, Saddle—986366, Gray—986367	
Aqua—986169, Black—986174, Blue—986171, Fawn—986168, Gray—986230, Green—986172, Red—986170, Saddle—986173, White—986177		SEAT BELT —Deluxe—Rear	
GAS FILLER CAP —Locking		Aqua—986086, Black—986306, Blue—986090, Fawn—986083, Green—986089, Red—986087, Saddle—986091, Gray—986092	
Corvair	985895	SEAT BELT RETRACTOR	986068
Greenbrier	985893	SPEAKER —Rear Seat—Corvair	986218
GAS FILLER DOOR GUARD —Corvair	986078	SPOTLIGHT —Left-Hand—Greenbrier	985932
GUARDS —Front Bumper—Corvair	986138	SPOTLIGHT —Portable	987112
GUARDS —Rear Bumper—Corvair	986139	STEREO MULTIPLEX —Corvair (For AM-FM Radio with Rear Seat Speaker)	986376
GUARDS —Front or Rear:		STEREO MULTIPLEX ADAPTER —For Convertible	986375
Painted	985070	TISSUE DISPENSER	986045
Chrome	988373	TISSUE DISPENSER —Saddle Type	
HAZARD FLASHER SWITCH	986294	Black—985966, Blue—985965, Red—985967, Fawn—985968	
HEATER AND DEFROSTER —Forced-Air—Greenbrier only—Standard on Corvair	985698	TOOL KIT	988032
HEATER AND DEFROSTER —Gasoline-Type		TRAILER HITCH —Corvair	986244
Greenbrier only	985648	TRAILER WIRING HARNESS —Corvair	986336
LAMP —Ash Tray	986239	VENTSHADES —Greenbrier	985025
LAMP —Dome—Greenbrier only	988346	VISOR —R. H. Sun—Greenbrier	985900
LAMP —Glove Compartment—Corvair 500 and Greenbrier	986288	WHEEL COVERS —Set of 4—Corvair 500 Models	986123
LAMP —Luggage Compartment—Corvair	986043	WHEEL COVERS —Simulated Wire—Set of 4—Corvair	986013
LAMP —Underhood—Corvair	986042	WINDSHIELD WASHER —Pushbutton—Corvair	986048
LAMPS —Back-Up—Corvair 500 with Powerglide	986261	Greenbrier	986180
LAMPS —Courtesy (Standard on Convertible)	986287		
LICENSE PLATE BEZEL	985325		
LITTER CONTAINER —Saddle Type			
Black—985822, Blue—985741, Fawn—985742, Red—985740			
LOCK —Rear Door Safety—Corvair	986073		
LOCK —Spare Wheel (Not used with Air Cond.)	986026		

■ GREENBRIER SPECIAL CUSTOM FEATURES

SCREENS —Side Windows—Set of Four	985100
TENT UNIT —8' x 10' x 6' 6"	985101
CAR TOP SLEEPER	985102
CAMPER UNIT	986324
TABLE UNIT	985107