

# SECTION 12

## SPECIFICATIONS

### SUSPENSION (Section 3)

#### WHEEL ALIGNMENT

##### 500, 700 AND 900 SERIES

###### FRONT SUSPENSION

|                                 | 1962                                  | 1963                        |
|---------------------------------|---------------------------------------|-----------------------------|
| Caster at Curb Weight .....     | $2^{\circ} + 0^{\circ} - 1/2^{\circ}$ | $1^{\circ} \pm 1/2^{\circ}$ |
| Camber at Curb Weight .....     | $1/2^{\circ} \pm 1/2^{\circ}$         | $0^{\circ} \pm 1/2^{\circ}$ |
| Steering Axis Inclination ..... | $7^{\circ} \pm 1/2^{\circ}$           | $7^{\circ} \pm 1/2^{\circ}$ |
| Toe-In (Overall) .....          | $1/4''$ to $3/8''$                    | $3/16''$ to $11/16''$       |

###### REAR SUSPENSION

|                             |                              |
|-----------------------------|------------------------------|
| Camber at Curb Weight ..... | $+1^{\circ} \pm 1/2^{\circ}$ |
| Toe-In (Overall) .....      | $1/8''$ to $3/8''$           |

##### 1200 SERIES

###### FRONT SUSPENSION

|                             |                                 |
|-----------------------------|---------------------------------|
| Caster at Curb Weight ..... | $1 1/2^{\circ} \pm 1/4^{\circ}$ |
| Camber at Curb Weight ..... | $1/4^{\circ} \pm 1/4^{\circ}$   |
| Toe-In (Overall) .....      | $1/16''$ to $3/16''$            |

###### REAR SUSPENSION

|                             |                             |
|-----------------------------|-----------------------------|
| Camber at Curb Weight ..... | $2^{\circ} \pm 1/2^{\circ}$ |
| Toe-In (Overall) .....      | $0''$ to $1/4''$            |

#### TIRES

##### 500, 700 AND 900 SERIES

|  |           |
|--|-----------|
| Type .....                               | Tubeless  |
| Sedan—Sedan and Convertible Styles ..... | 6.50 x 13 |
| Station Wagon Style .....                | 7.00 x 13 |

##### Inflation Pressures:

| TIRE SIZE | COLD* |      | HOT** |      |
|-----------|-------|------|-------|------|
|           | FRONT | REAR | FRONT | REAR |
| 6.50 x 13 | 15    | 26   | 18    | 30   |
| 7.00 x 13 | 15    | 28   | 18    | 33   |

**SPECIFICATIONS 12-2**

**TIRES**

**1200 SERIES**

|                 |                    |
|-----------------|--------------------|
| Type .....      | Tubeless           |
| Size .....      | 7.00 x 14 4 Ply SP |
|                 | 7.00 x 14 6 Ply SP |
| 7.00 x 14 6 Ply | (Light Truck Type) |
| 7.00 x 14 8 Ply | (Light Truck Type) |

**Inflation Pressures:**

| TIRE SIZE          | COLD* |      | HOT** |      |
|--------------------|-------|------|-------|------|
|                    | FRONT | REAR | FRONT | REAR |
| 7.00 x 14 4 Ply SP | 24    | 30   | 28    | 35   |
| 7.00 x 14 6 Ply SP | 24    | 34   | 28    | 39   |
| 7.00 x 14 6 Ply +  | 24    | 45   | 28    | 50   |
| 7.00 x 14 8 Ply +  | 24    | 60   | 28    | 65   |

\* After car has been parked for 5 hours or more or driven less than 1 mile.

\*\*Pressures can rise as much as 5 pounds above cold figures depending on loads carried, length of driving, and car speed prior to checking.

+Light truck type.

**BOLT TORQUE SPECIFICATIONS (LB. FT.)**

**CORVAIR 500, 700 AND 900 SERIES**

**SHOCK ABSORBERS (Front and Rear)**

|                   |       |
|-------------------|-------|
| Lower Mount ..... | 14-20 |
| Upper Mount ..... | 8-11  |

**CONTROL ARMS**

|                                     |        |
|-------------------------------------|--------|
| <b>Front Upper</b>                  |        |
| Bushings .....                      | 35-40  |
| Cross Shaft to Crossmember .....    | 38-50  |
| Ball Stud to Steering Knuckle ..... | 30-40  |
| Replacement Ball Joints .....       | 20-25  |
| <b>Front Lower</b>                  |        |
| Pivot Bolt .....                    | 90-120 |
| Ball Stud to Steering Knuckle ..... | 30-40  |
| <b>Rear Lower</b>                   |        |
| Cross Shaft to Crossmember .....    | 45-55  |
| Pivot Bushing .....                 | 45-55  |

**STRUT ROD**

|                   |       |
|-------------------|-------|
| Rear Nut .....    | 50-70 |
| Front Studs ..... | 38-50 |

**CROSSMEMBER TO BODY**

|  |       |
|--|-------|
| Front .....                            | 25-35 |
| Rear .....                             | 55-75 |
| Rear Crossmember Support to Body ..... | 55-75 |

**STEERING ARM TO STEERING KNUCKLE..... 29-43**

**CORVAIR 95 AND GREENBRIER—1200 SERIES**

**SHOCK ABSORBERS (Front and Rear)**

|                    |       |
|--------------------|-------|
| Upper Mounts.....  | 9-12  |
| Lower Mounts ..... | 14-20 |

**CONTROL ARMS**

|                                     |       |
|-------------------------------------|-------|
| <b>Front Upper</b>                  |       |
| Bushings .....                      | 35-40 |
| Cross Shaft to Crossmember .....    | 65-85 |
| Ball Stud to Steering Knuckle ..... | 42-47 |
| Replacement Ball Joints .....       | 20-25 |
| <b>Front Lower</b>                  |       |
| Pivot Bolt .....                    | 45-55 |
| Ball Stud to Steering Knuckle.....  | 60-94 |
| <b>Rear Lower</b>                   |       |
| Pivot Bushing .....                 | 45-55 |
| Cross Shaft to Crossmember.....     | 45-55 |

**CROSSMEMBER TO BODY**

|   |         |
|---|---------|
| Front .....                             | 100-110 |
| Rear .....                              | 55-70   |
| Rear Crossmember Support to Body .....  | 70-110  |
| <b>Rear Crossmember Support to Body</b> |         |
| Crossmember .....                       | 55-70   |

**STEERING ARM TO STEERING KNUCKLE..... 40-60**

**STEERING**

**(Section 4)**

|  |                    |                    |
|--|--------------------|--------------------|
| <b>STEERING GEAR</b> .....                     | 500, 700, 900      | Corvair 95         |
| Make .....                                     | Saginaw            | Saginaw            |
| Type .....                                     | Recirculating Ball | Recirculating Ball |
| Ratio—Gear Only .....                          | 18:1               | 20:1               |
| Wormshaft Diameter .....                       | ¾"                 | ¾"                 |
| Total Wormshaft Revolutions                    |                    |                    |
| Gear—Linkage Attached .....                    | 4½                 | 4½                 |
| Gear—Linkage Detached .....                    | 5                  | 5                  |
| Lash Adjustment (High Point)—                  |                    |                    |
| Lbs. Pull @ Wheel Rim .....                    | 1½ to 1½ lbs.      | 1 to 1½ lbs.       |
| Worm Bearing Pre-Load—Lbs. Pull @ Wheel Rim .. | ¼ to ¼ lbs.        | ½ to ¼ lb.         |

**STEERING LINKAGE**

|  |                      |                      |
|--|----------------------|----------------------|
| Toe-Out on Turns                       |                      |                      |
| (Cornering Wheel Relationship) .....   | 20° Inner Wheel ± 1° | 23° Inner Wheel ± 1° |
|  | 18° Outer Wheel ± 1° | 20° Outer Wheel ± 1° |
| Toe-In Adjustment—Total .....          | ¼" to ⅜"             | ¼ to ⅜"              |
| Ratio—Steering Gear Plus Linkage ..... | 23.5:1               | 23:1                 |

**BRAKES**

**(Section 5)**

**500, 700 AND 900 SERIES**

**SERVICE BRAKES**

|  |  |
|--|--|
| Type .....                                   | 1962—Servo, 4 wheel hydraulic                        |
|  | 1963—Servo, 4 wheel hydraulic, self adjusting        |
| Brake Drum:                                  |  |
| Type .....                                   | Composite  |
| Rim material .....                           | Cast alloy iron                                      |
| Web material .....                           | Pressed steel  |
| Diameter, front and rear .....               | 9.0  |
| Total effective area .....                   | 197.9 sq. in.  |
| Distribution of Braking Effort (theoretical) |  |
| On front wheels .....                        | 46%  |
| On rear wheels .....                         | 54%  |
| Brake Linings:                               |  |
| Material .....                               | Full molded asbestos composition                     |
| Width, front and rear .....                  | 1.75   |
| Thickness (minimum) .....                    | .160   |
| Length per wheel .....                       | 18.02  |
| Length, primary shoe .....                   | 8.62   |
| Length, secondary shoe .....                 | 9.40   |
| Method of attachment .....                   | Bonded   |
| Total effective area .....                   | 126.14 sq. in.                                       |
| Master Cylinder:                             |  |
| Filler location .....                        | Accessible in luggage compartment                    |
| Diameter (inches) .....                      | 1.00   |
| Piston travel (inches) .....                 | 1.31   |
| Wheel Cylinders:                             |  |
| Mounting .....                               | Front, on wheel spindles;<br>rear, on backing plate. |
| Diameter .....                               | Front, .875; rear, .9375                             |

**Braking Ratio:**

|                     |         |
|---------------------|---------|
| Pedal .....         | 6.15:1  |
| Hydraulic .....     | 3.29:1  |
| Total overall ..... | 20.23:1 |

**Foot Pedal:**

|  |                     |
|--|---------------------|
| Type .....                               | Pendant             |
| Mounting .....                           | On brace under dash |
| Line pressure @ 100 lb. pedal load ..... | 783 psi             |
| Travel .....                             | 6.00                |

**PARKING BRAKE**

|                                   |  |
|-----------------------------------|--|
| Type .....                        | Mechanical pull rods, cables and pulleys<br>operate rear service brakes. |
| Total Effective Lining Area ..... | 60 sq. in.   |
| Application .....                 | Lever under dash   |

**ADJUSTMENT**

|   |  |
|---|--|
| Obtain light uniform drag of shoes on drum, then back off ..... | 1962—12 notches (Front)<br>—15 notches (Rear)<br>1963—Self Adjusting |
|---|--|

**HEAVY DUTY SERVICE BRAKES (Metallic Linings)**

|                                    |               |
|------------------------------------|---------------|
| Material .....                     | Sintered iron |
| Segments per shoe (front and rear) |               |
| Primary .....                      | 6             |
| Secondary .....                    | 10            |
| Size of Segments (front and rear)  |               |
| Primary Length .....               | 1.64          |

## SPECIFICATIONS 12-4

|   |                                   |
|---|-----------------------------------|
| Width                                       | 0.87                              |
| Thickness                                   | 1962-0.21<br>1963-.175            |
| Secondary Length                            | 1.64                              |
| Width                                       | 0.87                              |
| Thickness                                   | 1962-0.33<br>1963-0.295           |
| Method of attachment                        | Each segment welded<br>two places |
| Effective Area, approximate (square inches) | 91.31                             |

### ADJUSTMENT

|   |  |
|---|--|
| Obtain light uniform drag of shoes on drum, then back off | 1962-12 notches (front)<br>-15 notches (rear)<br>1963-Self Adjusting |
|---|--|

## 1200 SERIES

### SERVICE BRAKES

|                          |   |
|--------------------------|---|
| Type                     | 1962-Duo-servo, 4 wheel hydraulic<br>1963-Duo-servo, 4 wheel hydraulic-self adjusting |
| Brake Drum               | Rim material Cast alloy iron<br>Web material Pressed steel                            |
| Diameter, front and rear | 10.955  |
| Total effective area     | 275.33 sq. in.  |
| Brake Linings            | Material Full molded asbestos   |

|                       |  |
|-----------------------|--|
| Width, front and rear | 1962-2.155<br>1963-2.000                                       |
| Thickness             | Primary facing .168<br>Secondary facing 1962-.164<br>1963-.168 |
| Method of attachment  | Bonded   |
| Shoe anchor           | Peened fixed anchor  |
| Total effective area  | 167.10 sq. in.   |

### Master Cylinder

|                 |         |
|-----------------|---------|
| Diameter        | 1.00    |
| Make            | Moraine |
| Push rod travel | 1.329   |

### Wheel Cylinder

|                    |                                 |
|--------------------|---------------------------------|
| Diameter           | Front, 1.125; Rear 1.00         |
| Brake Distribution | Front 50% ± 2%<br>Rear 50% ± 2% |

### Braking Lever Ratios

|             |       |
|-------------|-------|
| Pedal ratio | 6.8   |
| Hydraulic   | 4.52  |
| Overall     | 30.74 |

### PARKING BRAKE

|                             |   |
|-----------------------------|---|
| Type                        | Mechanical pull type, cables to rear service brakes |
| Total effective lining area | 1962-83.40 sq. in.<br>1963-83.55 sq. in.            |
| Control                     | Lever under dash                                    |

### ADJUSTMENT

|   |  |
|---|--|
| Obtain light uniform drag of shoes on drum, then back off | 1962-12 notches<br>1963-Self Adjusting |
|---|--|

## POWER TRAIN (Section 6)

### DRIVE RATIO—CORVAIR 95-1200 SERIES

| Transmission Type | 1st    | 2nd    | 3rd    | 4th    | Low    | Drive  | Rev.   | Axle (Std.) | Axle (Opt.) | OVER-ALL—FINAL DRIVE |        |        |        |         |        |         |
|-------------------|--------|--------|--------|--------|--------|--------|--------|-------------|-------------|----------------------|--------|--------|--------|---------|--------|---------|
|                   |        |        |        |        |        |        |        |             |             | 1st                  | 2nd    | 3rd    | 4th    | Low     | Drive  | Rev.    |
| Three-Speed       | 3.50:1 | 1.99:1 | 1.00:1 | —      | —      | —      | 3.97:1 | 3.89:1      | —           | 13.6 :1              | 7.74:1 | 3.89:1 | —      | —       | —      | 15.42:1 |
| Four-Speed*       | 3.65:1 | 2.35:1 | 1.44:1 | 1.00:1 | —      | —      | 3.66:1 | 3.89:1      | 3.27:1      | 14.2 :1              | 9.14:1 | 5.6 :1 | 3.89:1 | —       | —      | 14.23:1 |
| Automatic*        | —      | —      | —      | —      | 4.73:1 | 1.00:1 | 4.73:1 | 3.89:1      | —           | 11.93:1              | 7.70:1 | 4.72:1 | 3.27:1 | —       | —      | 11.95:1 |
|                   |        |        |        |        |        |        |        |             |             |                      |        |        |        | 18:35:1 | 3.89:1 | 18:35:1 |

### 500, 700, AND 900 SERIES

|             |        |        |        |        |        |        |        |        |        |          |         |        |        |         |         |         |         |
|-------------|--------|--------|--------|--------|--------|--------|--------|--------|--------|----------|---------|--------|--------|---------|---------|---------|---------|
| Three-Speed | 3.50:1 | 1.99:1 | 1.00:1 | —      | —      | —      | 3.97:1 | 3.27:1 | —      | 11.45:1  | 6.50:1  | 3.27:1 | —      | —       | —       | 12.98:1 |         |
|             |        |        |        |        |        |        |        |        |        | 3.55:1 @ | 12.43:1 | 6.97:1 | 3.55:1 | —       | —       | —       | 14.09:1 |
| Four-Speed* | 3.65:1 | 2.35:1 | 1.44:1 | 1.00:1 | —      | —      | 3.66:1 | 3.27:1 | 3.89:1 | 11.93:1  | 7.70:1  | 4.72:1 | 3.27:1 | —       | —       | 11.95:1 |         |
|             |        |        |        |        |        |        |        |        |        | 3.55:1 @ | 12.95:1 | 8.34:1 | 5.11:1 | 3.55:1  | —       | —       | 12.98:1 |
| Automatic*  | —      | —      | —      | —      | 4.73:1 | 1.00:1 | 4.73:1 | 3.27:1 | 3.89:1 | 14.20:1  | 9.14:1  | 5.6 :1 | 3.89:1 | —       | —       | 14.23:1 |         |
|             |        |        |        |        |        |        |        |        |        | —        | —       | —      | —      | 15.45:1 | 3.27:1  | 15.45:1 |         |
|             |        |        |        |        |        |        |        |        |        | 3.55:1 @ | —       | —      | —      | —       | 15.79:1 | 3.55:1  | 15.79:1 |
|             |        |        |        |        |        |        |        |        |        | 3.89:1   | —       | —      | —      | —       | 18.40:1 | 3.89:1  | 18.40:1 |

### GREENBRIER

|             |        |        |        |        |        |        |        |        |   |         |        |        |        |   |         |         |         |
|-------------|--------|--------|--------|--------|--------|--------|--------|--------|---|---------|--------|--------|--------|---|---------|---------|---------|
| Three-Speed | 3.50:1 | 2.00:1 | 1.00:1 | —      | —      | —      | 3.65:1 | 3.89:1 | — | 13.6 :1 | 7.78:1 | 3.89:1 | —      | — | —       | 14.2 :1 |         |
| Four-Speed* | 3.65:1 | 2.35:1 | 1.44:1 | 1.00:1 | —      | —      | 3.66:1 | 3.27:1 | — | 11.93:1 | 7.70:1 | 4.72:1 | 3.27:1 | — | —       | 11.95:1 |         |
| Automatic*  | —      | —      | —      | —      | 4.73:1 | 1.00:1 | 4.73:1 | 3.89:1 | — | —       | —      | —      | —      | — | 18.35:1 | 3.89:1  | 18.35:1 |

\*Optional.

@Standard and Optional.

## ENGINE (Section 6A)

| Engine                         | Turbo-Air             | Monza-P.G.    | Super Turbo-Air | Super Charged Spyder |
|--------------------------------|-----------------------|---------------|-----------------|----------------------|
| <b>GENERAL DATA:</b>           |                       |               |                 |                      |
| Horsepower @ rpm               | 80 @ 4400             | 84 @ 4400     | 102 @ 4400      | 150 @ 4400           |
| Torque @ rpm                   | 128 @ 2300            | 130 @ 2300    | 134 @ 2800-3000 | 210 @ 3200-3400      |
| Type                           | Valve-In-Head—Opposed |               |                 |                      |
| Number of Cylinders            | 6                     |               |                 |                      |
| Bore                           | 3 $\frac{3}{8}$       |               |                 |                      |
| Stroke                         | 2.60                  |               |                 |                      |
| Taxable Horsepower (A.M.A.)    | 22.5                  |               |                 |                      |
| No. System<br>(Rear to Front)  | Left Bank             | 2-4-6         |                 |                      |
|                                | Right Bank            | 1-3-5         |                 |                      |
| Firing Order                   | 1-4-5-2-3-6           |               |                 |                      |
| Compression Ratio              | 8.0:1                 | 9.0:1         | 9.0:1           | 8.0:1                |
| <b>PISTONS:</b>                |                       |               |                 |                      |
| Clearance Limits               | Top Land              | .022-.031     |                 |                      |
|                                | Skirt                 | .0011-.0015   |                 |                      |
| Ring Groove Depth              | Compression           | .179-.187     |                 |                      |
|                                | Oil                   | .180-.188     |                 |                      |
| <b>PISTON RINGS:</b>           |                       |               |                 |                      |
| Compression                    | Width                 | .077-.078     |                 |                      |
|                                | Gap                   | .010-.020     |                 |                      |
| Oil Ring                       | Width                 | .1860-.1865   |                 |                      |
|                                | Gap                   | .010-.020     |                 |                      |
| Expanders                      | Yes                   |               |                 |                      |
| <b>PISTON PINS</b>             |                       |               |                 |                      |
| Length                         | 2.630-2.650           |               |                 |                      |
| Diameter                       | .7999-.8002           |               |                 |                      |
| Clearance                      | In Piston             | New           | .00015-.00025   |                      |
|                                |                       | Wear Limit    | .001            |                      |
|                                | In Rod                | Press Fit     |                 |                      |
| <b>CONNECTING RODS:</b>        |                       |               |                 |                      |
| Bearing                        | Clearance             | .0007-.0027   |                 |                      |
|                                | End Play              | .005-.010     |                 |                      |
| <b>CRANKSHAFT:</b>             |                       |               |                 |                      |
| End Play                       | .002-.006             |               |                 |                      |
| End Thrust Taken by            | No. 1 Main            |               |                 |                      |
| Main Bearing                   | Journal Diameter      | 1 & 2         | 2.0978-2.0988   |                      |
|                                |                       | 3 & 4         | 2.0983-2.0983   |                      |
|                                | Clearance             | 1 & 2         | .0012-.0027     |                      |
|                                |                       | 3 & 4         | .0007-.0022     |                      |
| Crankpin Journal Diameter      | 1.799-1.800           |               |                 |                      |
| <b>CAMSHAFT:</b>               |                       |               |                 |                      |
| Lobe Lift Measured at Push Rod | Intake                | .209          | .252            |                      |
|                                | Exhaust               | .229          | .252            |                      |
| Journal Diameter               | 1-3                   | 1.1995-1.2005 |                 |                      |
|                                | 4                     | 1.4395-1.4405 |                 |                      |
| Type of Drive                  | Gear                  |               |                 |                      |

**ENGINE (Section 6A Continued)**

| Engine                       |                          | Turbo-Air                       | Monza-P.G.      | Super Turbo-Air | Super-Charged Spyder |
|------------------------------|--------------------------|---------------------------------|-----------------|-----------------|----------------------|
| <b>VALVE SYSTEMS:</b>        |                          |                                 |                 |                 |                      |
| Lifters Type                 |                          | Hydraulic                       |                 |                 |                      |
| Rocker Arm Ratio             |                          | 1.5:1                           |                 |                 |                      |
| Valve Lash                   |                          | 1 Turn to Center Lifter Plunger |                 |                 |                      |
|                              |                          | Same                            |                 |                 |                      |
| Intake                       | Intake (Hot)             |                                 |                 |                 |                      |
|                              | Exhaust (Hot)            |                                 |                 |                 |                      |
|                              | Face Angle               | 44°                             |                 | 45°             |                      |
|                              | Seat Angle               | 45°                             |                 | 45°             |                      |
| Intake                       | Stem to Guide Clearance  | New .001-.0027                  |                 | Used .001-.004  |                      |
|                              | Lift*                    | .314                            |                 | .378            |                      |
|                              | Face Angle               | 44°                             |                 | 45°             |                      |
| Exhaust                      | Seat Angle               | 45°                             |                 | 44°             |                      |
|                              | Stem to Guide Clearance  | New .001-.0027-Used .001-.004   |                 |                 |                      |
|                              | Lift*                    | .344                            |                 | .378            |                      |
| Valve Springs                | Spring Press. and Length | Free Length                     | 1.74            |                 | 2.08                 |
|                              |                          | Pressure lb. @ in.              | 58-64 @ 1.508   |                 | 76-79 @ 1.696        |
|                              |                          | Pressure lb. @ in.              | 141-149 @ 1.148 |                 | 159-169 @ 1.306      |
| Recommended Valve Seat Width | Intake                   | 1/16 to 3/32                    |                 |                 | 3/32                 |
|                              | Exhaust                  | 1/16                            |                 |                 |                      |

\*Measured at Valve Stem

**COOLING SYSTEM**

**GENERAL**

Type . . . Air cooled by blower. Engine enclosed by sheet metal shrouding to direct cooling air over fins on outside of engine cylinders and cylinder head castings. Engine temperatures regulated by bellows type thermostats in lower shrouds exhaust ducts which operates exhaust dampers. Exhaust damper doors close the blower air exhaust until engine has obtained the correct operating temperature.

**BLOWER PULLEY BELT**

Type . . . . . "V"  
 Length . . . . . 55.7  
 Width . . . . . .380 ± .005  
 Angle of "V" . . . . . 40°

**ENGINE EXHAUST THERMOSTAT**

Type . . . . . Bellows (seamless)  
 Make . . . . . Harrison  
 Bellows start to open @ . . . . . 200-210°F @ 1.20"  
 Bellows full open @ . . . . . 215-225°F @ 1.70"

**ENGINE TORQUE SPECIFICATIONS**

| SIZE     | USED TO ATTACH   | TORQUE          |
|----------|--|-----------------|
| 1/4-20   | Oil Pan Attachment . . . . .                                       | 40-60 in-lbs.   |
|          | Oil Pump Cover . . . . .   | 60-80 in-lbs.   |
|          | Oil Cooler to Cyl. Head . . . . .                                  | 60-80 in-lbs.   |
|          | Rear Shroud L.H. & R.H. Attachment . . . . .                       | 60-80 in-lbs.   |
|          | Push Rod Guide . . . . .   | 60-80 in-lbs.   |
|          | Valve Rocker Cover . . . . .                                       | 30-50 in-lbs.   |
| 3/8-18   | Crankcase L.H. to R.H. . . . .                                     | 7-13 ft. lbs.   |
|          | Crankcase Cover to Crankcase . . . . .                             | 7-13 ft. lbs.   |
|          | Oil Cooler Adapter to Crankcase . . . . .                          | 7-13 ft. lbs.   |
|          | Oil Filter and Generator Adapter . . . . .                         | 7-13 ft. lbs.   |
|          | Rear Housing to Crankcase . . . . .                                | 7-13 ft. lbs.   |
|          | Clutch Cover and Pressure Plate Attachment . . . . .               | 15-20 ft. lbs.  |
| 1 1/2-24 | Clutch Pressure Plate Driving Strap . . . . .                      | 15-20 ft. lbs.  |
|          | Flywheel or Drive Plate to Crankshaft Assembly . . . . .           | 20-26 ft. lbs.  |
| 3/8-16   | Flywheel or Clutch Housing to Crankcase . . . . .                  | 20-30 ft. lbs.  |
|          | Oil Cooler Attachment . . . . .                                    | 8-12 ft. lbs.   |
|          | Skid Plate to Rear Housing . . . . .                               | 20-30 ft. lbs.  |
| 3/8-20   | Crankcase L.H. to R.H. . . . .                                     | 42-48 ft. lbs.  |
|          | Oil Filter to Adapter . . . . .                                    | 9-15 ft. lbs.   |
| 1/2-27   | Oil Pressure Switch . . . . .                                      | 45-65 in. lbs.  |
| 3/8-24   | Nut—Connecting Rod . . . . .                                       | 20-26 ft. lbs.  |
|          | Nut—Distributor Clamp . . . . .                                    | 10-20 ft. lbs.  |
| 3/8-16   | Nut—Exhaust Manifold to Cylinder Head . . . . .                    | 12-27 ft. lbs.  |
| 3/8-16   | Nut—Rear Mounting Bracket . . . . .                                | 20-30 ft. lbs.  |
| 3/8-16   | Stud—Rear Mounting . . . . .                                       | 5 ft. lbs.      |
| 3/8-24   | Nut—Cylinder Head to Crankcase . . . . .                           | 27-33 ft. lbs.  |
| 3/8-16   | Stud—Cylinder Head to Crankcase at Assembly to Crankcase . . . . . | 10-30 ft. lbs.  |
| 3/8-24   | Stud—Valve Rocker Arm Ball . . . . .                               | 27-33 ft. lbs.  |
| 3/8-24   | Nut—Valve Rocker Arm Ball Stud . . . . .                           | 55-125 in. lbs. |
| 1/8 pipe | Oil Pressure Switch . . . . .                                      | 10-15 ft. lbs.  |
| 14 MM    | Spark Plug . . . . .   | 20-25 ft. lbs.  |

## CLUTCH—500, 700, 900, 1200 SERIES

### (Section 6B)

|  |                       |                                    |                         |
|--|-----------------------|------------------------------------|-------------------------|
| Type .....   | Single plate dry disc | Cross-Shaft Outboard               |                         |
| Disc Diameter                                      |                       | *Lever to Front Engine Mount ..... | 1/8"-3/8"               |
| Models 500, 700, 900, 1205, 1206, 1244 and 1254 .. | 9 1/8"                | Clutch Release Bearing             |                         |
| R.P.O. 649 and 651 .....                           | 8"                    | Type .....                         | Sealed Ball             |
| Clutch Pressure Spring                             |                       | Make .....                         | New Departure           |
| Type .....   | Diaphragm             | Clutch Pilot Bearing               |                         |
| Diameter .....                                     | 9 1/8"                | Type .....                         | Oil Impregnated Bushing |
| Total Pressure                                     |                       | Flywheel Face Runout,              |                         |
| Models 500, 700 and 900 .....                      | 900-1050 ft. lbs.     | Installed on Flywheel .....        | .020" T.I.R.            |
| Supercharged .....                                 | 1500 ft. lbs.         | Flywheel O.D. Runout .....         | .010" T.I.R.            |
| Clutch Housing Pilot Runout .....                  | .015" T.I.R.          | *500, 700 and 900 Models           |                         |
| Models 1205, 1206, 1244 and 1254                   | 1000-2000 ft. lbs.    |                                    |                         |

## REAR AXLE

### (Section 6C)

Type...Differential integral with engine and transmission, driving rear wheels independently through universal joints. Standard and limited-slip differentials available.

Lubricant Capacity (Pints) 1962 Models.....3.1  
1963 Models.....4 1/2

POSITRACTION DIFFERENTIAL .....

Constant pre-loaded clutch pack in right-hand dif-

ferential assembly, consisting of 5 clutch plates, providing 5 friction surfaces. Constant pre-load torque: 50-70 ft. lbs.

#### AXLE SHAFT

Type...Forged and hardened steel with wheel drive flange forged integral with shaft.

## REAR AXLE GEAR RATIOS

| Engine                       | Transmission              | Gear Type     | *Standard Axle Ratio | Optional Axle Ratio | Positraction Axle Ratios                      |        |        |
|------------------------------|---------------------------|---------------|----------------------|---------------------|---|--------|--------|
| 145 Turbo-Air                | 3-Speed Sedans and Coupes | Hypoid        | 3.27:1               | 3.55:1              | 3.08:1 (1963)<br>3.27:1,<br>3.55:1,<br>3.89:1 |        |        |
|                              |                           |               |                      | 3.89:1              |   |        |        |
|                              | 3-Speed Station Wagon     |               | 3.55:1               | 3.89:1              |   |        |        |
|                              | 4-Speed Sedans and Coupes |               | 3.27:1               | 3.55:1              |   |        |        |
|                              |                           |               |                      | 3.89:1              |   |        |        |
|                              | 4-Speed Station Wagon     |               | 3.55:1               | 3.89:1              |   |        |        |
| Powerglide Sedans and Coupes | 3.27:1                    |               | 3.55:1               |                     |   |        |        |
|                              |                           |               | 3.89:1               |                     |   |        |        |
|                              | Powerglide Station Wagon  |               | 3.55:1               | 3.89:1              |   |        |        |
| 145 Super Turbo-Air          | 3-Speed Sedans and Coupes |               | Hypoid               | 3.27:1 (1962)       |   | 3.55:1 | 3.89:1 |
|                              |                           |               |                      |                     |   | 3.89:1 |        |
|                              | 3-Speed Station Wagon     |               |                      | 3.55:1              |   | 3.89:1 |        |
|                              |                           | 3.08:1 (1963) |                      | 3.55:1              |   |        |        |
|                              | 4-Speed Sedans and Coupes | 3.27:1 (1962) |                      | 3.89:1              |   |        |        |
|                              | 4-Speed Station Wagon     | 3.55:1        |                      | 3.89:1              |   |        |        |
|                              | Powerglide                | 3.55:1        | 3.89:1               |                     |   |        |        |
| Turbo Charged                | 4-Speed                   |               | 3.55:1               | —                   |   |        |        |

\*Standard Ratio (1963); For Greenbrier and Air Conditioner equipped vehicles—3.55:1; for Rampside and Corvan—3.89:1.

**MANUAL TRANSMISSION—500, 700, 900 SERIES  
CORVAIR 95 AND GREENBRIER—1200 SERIES  
(Section 6D)**

**GENERAL DATA**

Make ..... Chevrolet synchromesh, manual shift  
 Type ..... 3-Speed, 4-Speed  
 Location ..... In rear compartment-integral  
 with engine and differential.  
 Transmission Case Material ..... Cast Iron

|                     |                 |                    |
|---------------------|-----------------|--------------------|
|                     | <b>3-Speed</b>  | <b>4-Speed</b>     |
| Synchronization     | 2nd and 3rd     | 1st, 2nd, 3rd, 4th |
| Constant Mesh Gears |                 |                    |
|                     | 2nd and 3rd     | 1st, 2nd, 3rd      |
| Sliding Gears       | 1st and reverse | Reverse            |
| Ratios              |                 |                    |

**GEARSHIFT**

Control ..... Remote  
 Type ..... Lever  
 Location ..... Floor mounted

|         | 500, 700, 900 Series |         | Greenbrier |         | Corvaire 95 1200 Series |         |
|---------|----------------------|---------|------------|---------|-------------------------|---------|
|         | 3-Speed              | 4-Speed | 3-Speed    | 4-Speed | 3-Speed                 | 4-Speed |
| First   | 3.50:1               | 3.65:1  | 3.50:1     | 3.65:1  | 3.50:1                  | 3.65:1  |
| Second  | 1.99:1               | 2.35:1  | 2.00:1     | 2.35:1  | 1.99:1                  | 2.35:1  |
| Third   | 1.00:1               | 1.44:1  | 1.00:1     | 1.44:1  | 1.00:1                  | 1.44:1  |
| Fourth  |                      | 1.00:1  |            | 1.00:1  |                         | 1.00:1  |
| Reverse | 3.97:1               | 3.66:1  | 3.65:1     | 3.66:1  | 3.97:1                  | 3.66:1  |

**GEARS**

Type ..... Helical  
 Material ..... Forged steel, hardened

**LUBRICANT**

Type Recommended ..... Multipurpose Gear  
 Lubricant SAE 80 or 80-90  
 Capacity (pt.)  
 3-Speed ..... 3  
 4-Speed ..... 3.75

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**AUTOMATIC TRANSMISSION—500, 700, 900  
CORVAIR 95 AND GREENBRIER—1200 SERIES  
(Section 6E)**

There is no change to the specifications for the automatic transmission in 1962-63. Refer to the 1961 Corvaire Shop Manual, Section 12, for specifications.

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**TUNE-UP  
(Section 7)**

For Tune-up specifications, refer to *Tune-up, Section 7* of this manual.



**ELECTRICAL SYSTEMS**  
**CORVAIR 500, 700, 900 SERIES**  
**CORVAIR 95 AND GREENBRIER—1200 SERIES**  
**ENGINE ELECTRICAL**  
**(Section 8)**

**BATTERY**

|                            |            |   |      |
|----------------------------|------------|---|------|
| Make .....                 | Delco-Remy | Voltage .....                                       | 12   |
| Plates per Cell .....      | 9          | Maximum permissible specific gravity variation      |      |
| Ampere Hour Capacity ..... | 42         | between cells with specific gravity over 1.215..... | .025 |
| (at 20 hour rate)          |            |   |      |

**GENERATOR**

| Model                                | 1102226                       | 1102227                      | 1105135                      | 1105139                      |
|--------------------------------------|-------------------------------|------------------------------|------------------------------|------------------------------|
| Application.....                     | 2 & 4 Dr. Sedan<br>& Convert. | R10 &<br>Station Wagon       | Optional                     | Optional                     |
| Brush Spring Tension (oz.) .....     | 28                            | 28                           | 28                           | 28                           |
| Cold Output.....                     | 30 ampere @<br>14V, 2240 rpm  | 30 ampere @<br>14V, 2240 rpm | 35 ampere @<br>14V, 1730 rpm | 40 ampere @<br>14V, 1930 rpm |
| Field Current Draw @ 12V, 80° F..... | 1.69-1.79                     | 1.69-1.79                    | 2.73-3.0                     | 2.73-3.0                     |

**REGULATOR**

| Model                             | 1119001E                  | 1119635 (1962)      | 1119654 (1962)      | 1119604 (1963)      |
|-----------------------------------|---------------------------|---------------------|---------------------|---------------------|
| Application.....                  | For Gen.<br>1102226, 2227 | For Gen.<br>1105135 | For Gen.<br>1105139 | For Gen.<br>1105135 |
| V-R Air Gap.....                  | .060                      | .067                | .067                | .067                |
| V-R Setting (@ 125° F.....)       | 13.8-14.7                 | 13.8-14.7           | 13.8-14.7           | 13.8-14.6           |
| C-R Air Gap.....                  | .075                      | .075                | .075                | .075                |
| C-R Setting @ 125° F.....         | 27.0-31.0                 | 31.0-35.5           | 27.8-32.4           | 31.0-35.5           |
| Cutout Relay Air Gap.....         | .020                      | .023                | .023                | .020                |
| Cutout Relay Point Opening.....   | .020                      | .020                | .020                | .020                |
| Cutout Relay Closing Voltage..... | 11.8-13.5                 | 11.8-13.0           | 11.8-13.0           | 11.8-13.0           |

**STARTING MOTOR**

| Model                                   | 1108306                 | 1108307      |
|---|-------------------------|--------------|
| Application.....                        | Std. Trans.             | Auto. Trans. |
| Brush Spring Tension (oz.).....         | 35                      | 35           |
| Free Speed                              |                         |              |
| Volts.....                              | 10.6                    | 10.6         |
| Amperes.....                            | 58                      | 58           |
| Rpm.....                                | 6750-10,500             | 6750-10,500  |
| Resistance Test                         |                         |              |
| (Armature Locked)                       |                         |              |
| Volts.....                              | 4.0                     | 4.0          |
| Amperes.....                            | 280                     | 280          |
| Torque-Mounting Pad Bolts (Fi.-lbs.) .. | 20-30                   | 20-30        |
| Solenoid                                |                         |              |
| Hold-in Windings.....                   | 10.5-12.5 Amperes @ 10V |              |
| Both Windings.....                      | 42-49 Amperes @ 10V     |              |

**IGNITION COIL**

Application .....

Primary Resistance, Ohms .....

Secondary Resistance, Ohms .....

**IGNITION RESISTOR**

Type .....

Resistance .....

**SPARK PLUGS**

Make .....

Type .....

    Turbo-Air .....

    Monza Powerglide .....

    Super Turbo-Air .....

    Super Turbo-Charger .....

Size .....

Plug Gap .....

Torque.....

**SPECIFICATIONS 12-10**

**DISTRIBUTOR—1962**

| Model                        | 1110269            | 1110271                                 | 1110272              | 1110278                     |
|------------------------------|--------------------|---|----------------------|-----------------------------|
| Application                  | Std. Trans.<br>CCW | Powerglide<br>CCW                       | Power Pack<br>CCW    | Powerglide Monza 900<br>CCW |
| Rotation View From Drive End |                    |   |                      |                             |
| Breaker Point Gap            |                    | .019" new-.016" used                    |                      |                             |
| Breaker Arm Spring Tension   |                    | 19-23 oz. (Measured just behind points) |                      |                             |
| Condenser Capacity           |                    | .18-.23 Micro farads                    |                      |                             |
| Firing Order                 |                    | 1-4-5-2-3-6                             |                      |                             |
| Cam Angle (Dwell)            |                    | 31°-35°, 33° preferred                  |                      |                             |
| Ignition Timing @ Idle       | 4° BTDC            | 13° BTDC                                | 13° BTDC             | 13° BTDC                    |
| Centrifugal Adv.             |                    |   |                      |                             |
| Start                        | 0-2° @ 600 rpm     | 0-2° @ 800 rpm                          | 0-2° @ 425 rpm       | 0-2° @ 925 rpm              |
| Intermediate                 | —                  | —                                       | 2.25-4.25° @ 600 rpm | 3-5° @ 1300 rpm             |
| Intermediate                 | 7-9° @ 1050 rpm    | 5-7° @ 1270 rpm                         | 6-8° @ 1375 rpm      | 6-8° @ 1675 rpm             |
| Maximum                      | 15-17° @ 1800 rpm  | 11-13° @ 1850 rpm                       | 11-13° @ 2400 rpm    | 9-11° @ 2050 rpm            |
| Vacuum Advance               |                    |   |                      |                             |
| Start                        | 0° @ 5"-7"         | 0° @ 6"-8"                              | 0° @ 5"-7"           | 0° @ 6"-8"                  |
| Full Advance                 | 23° @ 14"-16.25"   | 23° @ 15"-17.25"                        | 23° @ 14"-16.25"     | 23° @ 15"-17.25"            |
| Maximum Advance              | 11.5°              | 11.5°                                   | 11.5°                | 11.5°                       |

**DISTRIBUTOR—1963**

| Model                        | 1110294            | 1110295           | 1110296                                 | 1110297                     | 1110298                    |
|------------------------------|--------------------|-------------------|---|-----------------------------|----------------------------|
| Application                  | Std. Trans.<br>CCW | Powerglide<br>CCW | Super Turbo-Air<br>CCW                  | Powerglide Monza 900<br>CCW | Super Turbo-Charger<br>CCW |
| Rotation—View from Drive End |                    |                   |   |                             |                            |
| Breaker Point Gap            |                    |                   | .019" New—.016" Used                    |                             |                            |
| Breaker Arm Spring Tension   |                    |                   | 19-32 oz. (Measured just behind points) |                             |                            |
| Condenser Capacity           |                    |                   | .18-.23 Micro Farads                    |                             |                            |
| Firing Order                 |                    |                   | 1-4-5-2-3-6                             |                             |                            |
| Ignition Timing @ Idle       | 4° BTDC            | 13° BTDC          | 13° BTDC                                | 13° BTDC                    | 24° BTDC                   |
| Cam Angle (Dwell)            |                    |                   | 31-34°                                  |                             |                            |
| Centrifugal Advance          |                    |                   |   |                             |                            |
| Start                        | 0-2° @ 600 rpm     | 0-2° @ 1400 rpm   | 0-2° @ 700 rpm                          | 0-2° @ 1600 rpm             | 0-2° @ 3900 rpm            |
| Intermediate                 | 6-10° @ 1350 rpm   | 4-8° @ 1975 rpm   | 8-12° @ 1950 rpm                        | 2-6° @ 2100 rpm             | —                          |
| Intermediate                 | 15-19° @ 2200 rpm  | 13-17° @ 2850 rpm | 16-20° @ 3550 rpm                       | —                           | —                          |
| Maximum                      | 32° @ 3600 rpm     | 24° @ 3700 rpm    | 24° @ 4800 rpm                          | 20° @ 4100 rpm              | 12° @ 4500 rpm             |
| Vacuum Advance               |                    |                   |   |                             |                            |
| Start                        | 0° @ 6" Hq         | 0° @ 7" Hq        | 0° @ 6" Hq                              | 0° @ 7" Hq                  | 0° @ 1 psi                 |
| Full Advance (+ Engine)      | 23° @ 15" Hq       | 23° @ 15" Hq      | 23° @ 15" Hq                            | 23° @ 16" Hq                | 9° @ 2 psi*                |
| Maximum Advance              | 11.5°              | 11.5°             | 11.5°                                   | 11.5°                       | —                          |

\*Retard

**CHASSIS ELECTRICAL**

**BULB SPECIFICATIONS**

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

**FUSES AND CIRCUIT BREAKER**

A 15 ampere circuit breaker in the light control switch protects the headlamp circuit, thus eliminating one fuse.

Fuses located in the junction block beneath the dash are:

- Heater Blower  
Glove Compartment Lamp—3AG/AGC-10 Amp
- Heater (Gasoline)—3AG/AGC-20 Amp  
(Where Used)
- Tail and Stop Lamps, Dome Lamp  
Cigarette Lighter—3AG/AGC-10 Amp
- Heater (Total)  
Back-Up Lamp—3AG/AGC-20 Amp
- Radio—3AG/AGC—4 Amp
- Instrument Panel Lamp  
Radio Panel Lamp  
Heater Control Panel Lamp—3AG/AGC-3 Amp
- Windshield Wiper—3AG/AGC-20 Amp

Air Conditioner Fuses.....3AG/AGC—15 Amp.  
(Located in 14 GA and 12 GA gray wires in area of ignition switch.)

**WIPER MOTOR**

**Single Speed**

|  |              |
|--|--------------|
| Type .....   | Electric     |
| Crank Arm Rotation<br>(looking at the crank arm) ..... | CCW          |
| Crank Arm Speed (No Load) .....                        | 43 rpm       |
| Operating Voltage .....                                | 12 VDC       |
| Current Draw (Free Speed) .....                        | 3.0 amp Max. |
| (Dry Windshield) ....                                  | 3.5 amp Max. |
| Stall Current .....                                    | 11 amp       |

**Two Speed**

|   |         |
|---|---------|
| Operating Volts .....                     | 12 VDC  |
| Gear Ratio .....                          | 36:1    |
| Crank Arm Rotation (looking at Crank Arm) | CCW     |
| Crank Arm Speed (RPM's) (No Load):        |         |
| Lo .....                                  | 34 Min. |
| Hi .....                                  | 65 Min. |
| Current Draw: Amps                        |         |
| No Load (Lo Speed) .....                  | 3.6     |
| Installed in Car—(Dry Glass) .....        | 4.5     |
| Stall .....                               | 12      |
| Shunt Field Resistance .....              | 24      |

**WASHER PUMP**

|  |       |
|--|-------|
| Number of "squirts" at full pressure ..... | 12    |
| Pressure (PSI) .....                       | 11-15 |
| Coil Resistance (ohms) .....               | 20    |

## FUEL AND EXHAUST SYSTEMS

### (Section 9)

#### FUEL TANK

##### Corvair 500, 700, 900

Location.....Under front compartment floor  
 Capacity (gallons) ..... 14  
 Filler Location.....Left front fender crown  
 Fuel Filter Type.....Strainer

##### Corvair 95 and Greenbrier—1200 Series

Location.....Over front cross-member  
 Capacity (gallons) ..... 18.6  
 Filler Location.....Rear of left front door  
 Fuel Filter Type.....Strainer

#### FUEL GAUGE (Tank Unit)

Make ..... AC  
 Type ..... Electric

#### FUEL PUMP

Make ..... AC  
 Type ..... Mechanical  
 Location.....Mounted on engine rear housing  
 Driver Off.....Rear end of crankshaft

#### AIR CLEANER

Type ..... Oil wetted  
 Choke ..... Automatic  
 Element Material ..... Polyurethane

#### INTAKE MANIFOLD

Type.....Cast integral with cylinder heads

#### CARBURETOR

| CARBURETOR MODEL                | ROCHESTER "H"                       |                                 |                                 | CARTER-YH                      |
|---------------------------------|-------------------------------------|---------------------------------|---------------------------------|--------------------------------|
|                                 | P.G.                                | Syn.                            | Hi-Perf. (RPO-L-62)             | Super-Charged                  |
|                                 | 7023100                             | 7023101                         | 7023102                         | 3817245 (3311S)                |
| Float Level.....                | 1 <sup>13</sup> / <sub>64</sub>     | 1 <sup>13</sup> / <sub>64</sub> | 1 <sup>13</sup> / <sub>64</sub> | 5/ <sub>8</sub>                |
| Float Drop.....                 | 1 <sup>1</sup> / <sub>4</sub>       | 1 <sup>1</sup> / <sub>4</sub>   | 1 <sup>1</sup> / <sub>4</sub>   | 2 <sup>3</sup> / <sub>8</sub>  |
| Pump Rod.....                   | Index Line                          | Index Line                      | Index Line                      | —                              |
| Automatic Choke Setting.....    | 2 Turns Up from Free Entry in Lever |                                 |                                 | 1 Notch Lean                   |
| Unloader.....                   | .250                                | .250                            | .250                            | 7/ <sub>16</sub>               |
| Fast Idle Setting.....          | .078                                | .078                            | .078                            | —                              |
| Bowl Vents.....                 | 3 Internal                          |                                 |                                 | 1 Internal                     |
| Choke Piston Vacuum Break Adj.. | .160"-.175"                         |                                 |                                 | —                              |
| Main Metering Jet.....          | .049                                | .050                            | .050                            | .0935                          |
| Metering Rod (Sizes)..          | —                                   | —                               | —                               | .064<br>.070                   |
| Throttle Bore.....              | 1 <sup>1</sup> / <sub>4</sub>       | 1 <sup>1</sup> / <sub>4</sub>   | 1 <sup>1</sup> / <sub>4</sub>   | 1 <sup>1</sup> / <sub>2</sub>  |
| Main Venturi.....               | 1"                                  | 1"                              | 1"                              | 1 <sup>1</sup> / <sub>16</sub> |
| Pump Discharge Jet...           | Two @ .022                          |                                 |                                 | .035                           |
| Idle Speed Jet.....             | .025                                | .027                            | .025                            | .031                           |

#### EXHAUST MANIFOLD

Type.....Shrunk fitted steel pipes into cylinder head with manifold clamped over.  
 Material ..... Cast iron

#### EXHAUST

Type.....Single, diffusion and resonance  
 Muffler ..... Reverse flow  
 Exhaust Pipe OD..... 1.875

#### SUPERCHARGER

Inlet Pipe OD..... 1.875  
 Outlet Pipe OD..... 2.50

**HEATER AND ACCESSORIES****(Section 11)****HEATER**

|                                   |                  |
|-----------------------------------|------------------|
| Heat Output.....                  | 20,000 btu/hr.   |
| Thermostat Temperature Range..... | 65°F-145°F       |
| Spark Plug                        |                  |
| Type .....                        | Single Electrode |
| Gap .....                         | .070-.085        |

**Breaker Points**

|                       |                |
|-----------------------|----------------|
| Gap .....             | .020 (Nominal) |
| Condenser Rating..... | 15 mfd ± 25%   |

**Ignition Coil Rating**

|                           |            |
|---------------------------|------------|
| Primary .....             | .4 ohm     |
| Secondary .....           | 4,000 ohm  |
| Solenoid Coil Rating..... | 50 ohm     |
| Fuel Pressure .....       | 4½-5½ lbs. |

**AIR CONDITIONING****Compressor**

|                   |                   |
|-------------------|-------------------|
| Make .....        | Frigidaire        |
| Type.....         | 6 Cylinder AXIAL  |
| Displacement..... | 10.8 Cu. In.      |
| Rotation .....    | Counter-Clockwise |

**Blower Motor**

|                  |            |
|------------------|------------|
| Cool Pack        |            |
| Volts .....      | 14         |
| Amps (Cold)..... | 9.4 (Max.) |
| RPM (Cold) ..... | 3100       |

**Compressor Clutch Coil**

|                     |                          |
|---------------------|--------------------------|
| Ohms (at 80°F)..... | 3.85                     |
| Amps (at 80°F)..... | 3.2 @ 12 Volts           |
| Refrigerant .....   | Freon-12                 |
| Compressor Oil..... | Frigidaire 525 Viscosity |

**System Capacities**

|                        |        |
|------------------------|--------|
| Cool Pack              |        |
| Freon-12 .....         | 5 lbs. |
| 525 Viscosity Oil..... | 11 oz. |

**Torque Specifications****Compressor Suction and Discharge**

|                                   |                |
|-----------------------------------|----------------|
| Connector Bolt.....               | 17-23 ft. lbs. |
| Rear Head to Shell Stud Nuts..... | 19-23 ft. lbs. |
| Shaft Mounting Nut.....           | 14-16 ft. lbs. |

**Fuse**

|                |            |
|----------------|------------|
| Cool Pack..... | 2, 15 amp. |
|----------------|------------|