

1964 CHEVROLET ENGINEERING FEATURES

CHEVROLET ENGINEERING CENTER

ENGINEERING PRODUCT INFORMATION DEPARTMENT
WARREN, MICHIGAN

PASSENGER CARS

To further the concept of the Chevrolet dealership as a one-stop shopping center, Chevrolet, for 1964, introduces five entirely different passenger cars, encompassing forty-three new models.

In addition to the full-size Chevrolet with its new luxury styling, we invite your attention to the completely new Chevelle line of passenger vehicles. Situated approximately half-way between the Chevrolet and Chevy II in size, the surprising roominess and gracious accommodations of this new car should please the value conscious buyer.

In response to the customer's requirement for a wider choice of power in the popular Chevy II, we have added an optional 283 cubic inch V-8 engine. The Corvair, for 1964, features larger engines and important chassis refinements. In keeping with Chevrolet's continual program of product improvement, the Corvette Sting Ray exhibits a quieter, smoother ride and increased performance flexibility.

Pages which follow outline the many engineering features of the 1964 passenger car line.

*E. J. Premo, Chief Engineer,
pictured with Executive Design
Engineers C. C. Jakust (left) and
M. S. Rosenberger (right).*

E. J. Premo

E. J. Premo
Chief Engineer



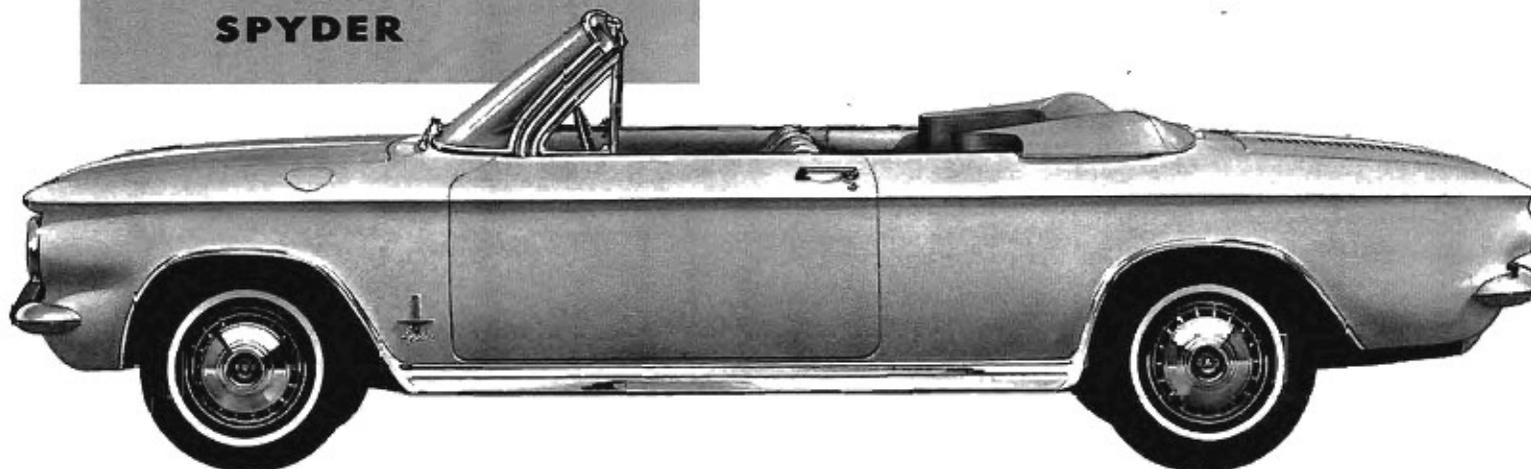
series and models 70
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chassis and body 82

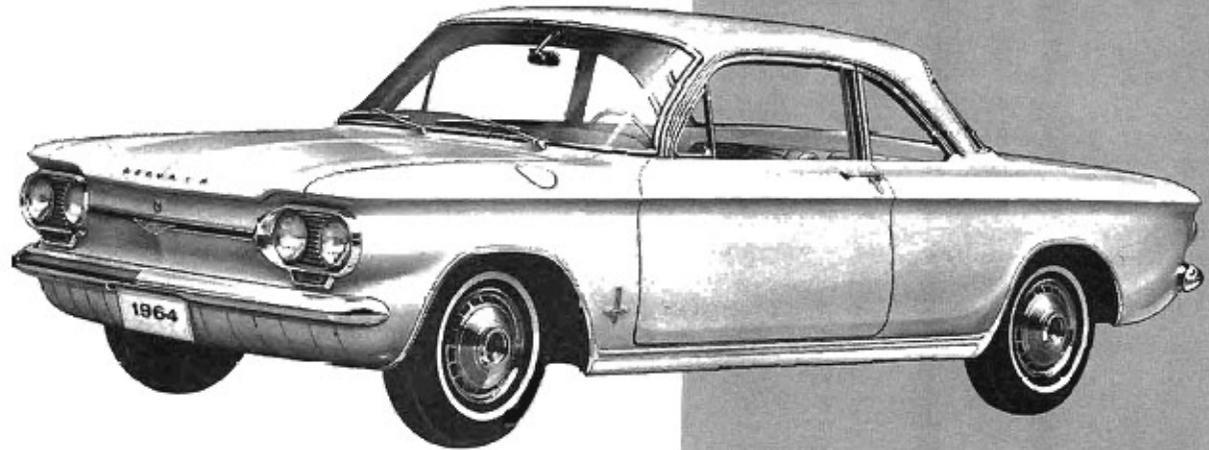
SERIES AND MODELS

	2-Door Club Coupe	4-Door Sedan	2-Door Convertible	6-Door Sport Wagon
MONZA SPYDER	627		667	
MONZA	927	969	967	
CORVAIR 700		769		
CORVAIR 500	527			
GREENBRIER				R-1206 o

o Deluxe model available as RPO 5-Z60

SPYDER



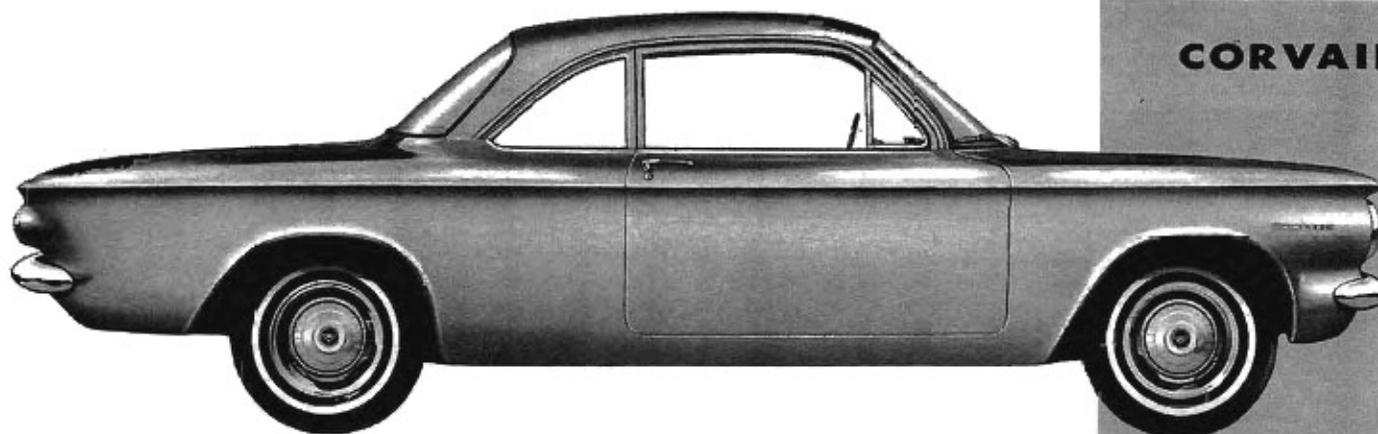


MONZA

CORVAIR 700



CORVAIR 500





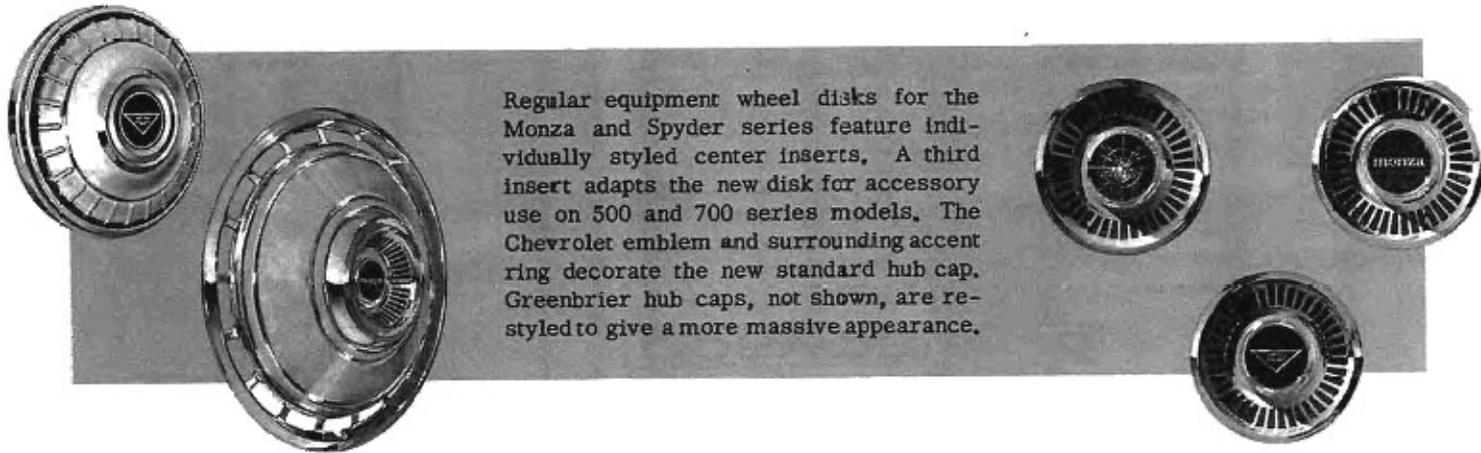
GREENBRIER

STYLING



Regular Corvair models are distinguished by a dual styled front panel molding including an attractive emblem and individual bright lettering on the front compartment lid.

Slender body side and sill moldings identify the 700 Series sedan. For Monza and Spyder models, bright metal moldings framing the front and rear wheel openings blend smoothly into the new wide body sill molding.



Regular equipment wheel disks for the Monza and Spyder series feature individually styled center inserts. A third insert adapts the new disk for accessory use on 500 and 700 series models. The Chevrolet emblem and surrounding accent ring decorate the new standard hub cap. Greenbrier hub caps, not shown, are restyled to give a more massive appearance.



The distinctive steering wheel for Monza and Spyder models features a newly styled center emblem and horn ring. Models in the 500 and 700 series have a new bright metal horn button.

A similar two-tone steering wheel with half-circle horn ring complements the Greenbrier Deluxe interior.

As on the front, bright lettering on the engine compartment lid identifies all 1964 regular Corvair models. Tastefully styled rear lamps and an anodized aluminum air exhaust grille further enhance the rear view. Colorful emblems again indicate hi-performance or Turbocharged engine equipment.

A recessed rear license location is featured for the Greenbrier.



CORVAIR 500

Series nameplates with refined details are again located on the front fenders of all regular Corvair models.



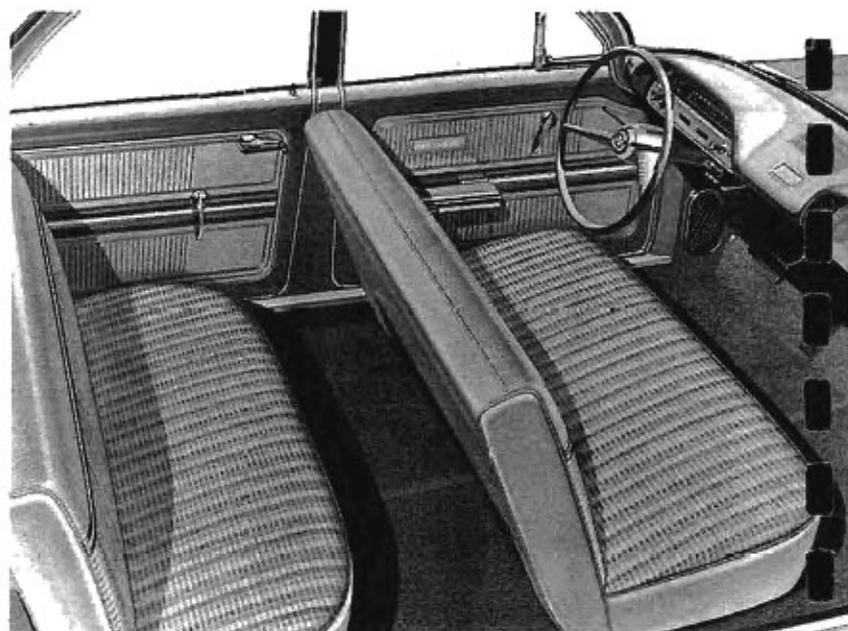
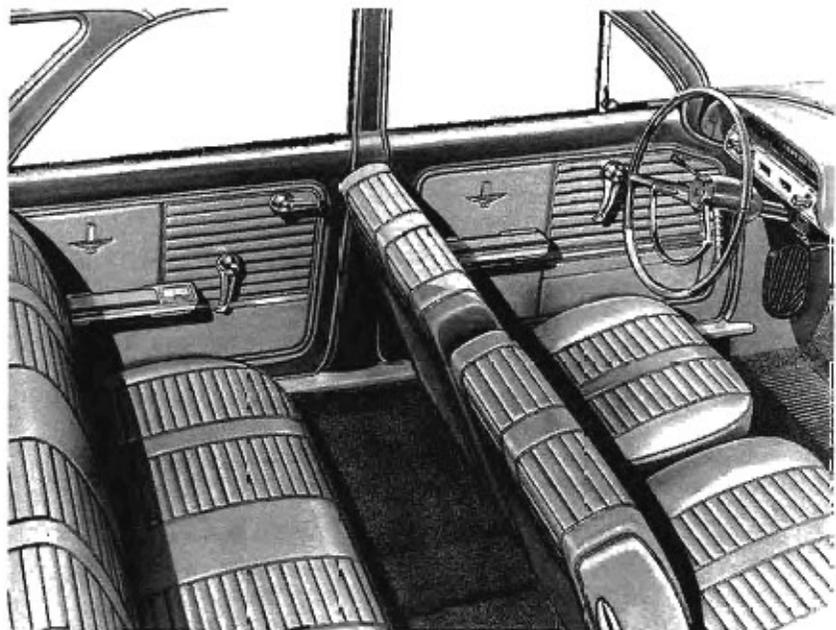
INTERIORS

MONZA AND SPYDER

Identical interior trim styling is shared by Monza and Monza Spyder models. Bucket-type front seats and all-vinyl trim are standard equipment. Seven interior colors are offered.

Horizontal pleats, closely spaced, accent the inner portion of the seat cushions and backrests. These areas are new extra-soft expanded vinyl. Center and side bolsters are leather-grain vinyl. Bright metal outer end panels are used on all front seats.

All models feature vinyl covered sidewall inserts decorated by the familiar Monza emblem in bright vinyl. A convenient map pocket is located low on the front door. Floor covering is deep-twist carpet.



CORVAIR 700

Pattern cloth with a miniature geometric design covers the major portion of the seat backrest and cushion. Backrest bolsters are pattern vinyl with horizontal accent bars for added interest.

Panels of vertically ribbed vinyl decorate each sidewall insert. On the front door sidewall is a bright vinyl series emblem. Floor mats are rubber with a color-keyed spatter design. Four interior colors are offered.

CORVAIR 500

Colorful and durable all-vinyl interiors in a choice of three colors are standard equipment for the 500 Series Club Coupe.

The all-vinyl seat cushion and backrest trim features an attractive new pattern with integral leather-grain center and side bolsters. Facings of leather-grain vinyl complete the seat trim.

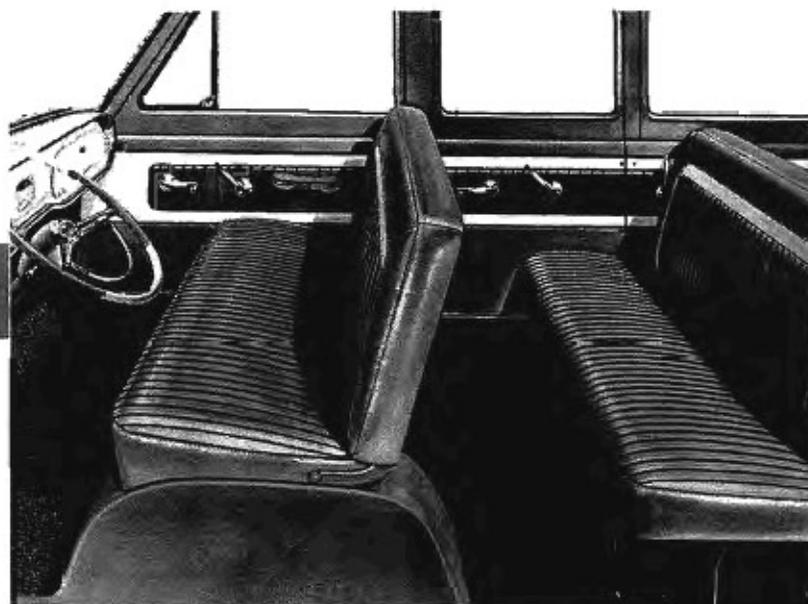
All-vinyl sidewall inserts are simply styled. Floor mats are black rubber.



GREENBRIER DELUXE

Restyled all-vinyl interiors in a choice of four colors are featured for the deluxe Greenbrier. Seat cushions and backrests are luxurious expanded vinyl accented by panels of white leather-grain vinyl. All-vinyl sidewall trim continues the two-tone styling. Color-keyed textured rubber covers all floor surfaces and the sidewall lower area.

The standard fawn interior features an attractive new seat trim of vertically striped pattern cloth with harmonizing vinyl facings. Sidewalls are again painted. Floor covering is black rubber.



POWER TRAINS

A refined horizontally opposed 6-cylinder engine with increased displacement is featured for the Corvair line. Three-speed, Powerglide and 4-speed transmissions are improved.

The turbo-supercharged engine, previously available as part of the Spyder option, is standard equipment for the Spyder series. Due to elimination of the special engine for Powerglide equipped Monza models, eight power team combinations are available for the Corvair line in place of the previous nine.

ENGINES: In keeping with the concept calling for light weight, compactness and highly economical operation, Corvair power plants feature a substantial improvement in usable output per pound of engine weight. Piston displacement is increased more than 13 percent, with no change of engine exterior dimensions and less than a 10 pound weight increase.

The larger displacement coupled with a new camshaft design and slightly increased compression ratios, result in a substantial performance increase for each of the Corvair engines. The performance increase has been accomplished while maintaining the exceptional high level of fuel economy achieved in 1963.

With the new design gross horsepower for the base engine is increased to 95, from 80, representing more than 18 percent increase in maximum output. Effects of

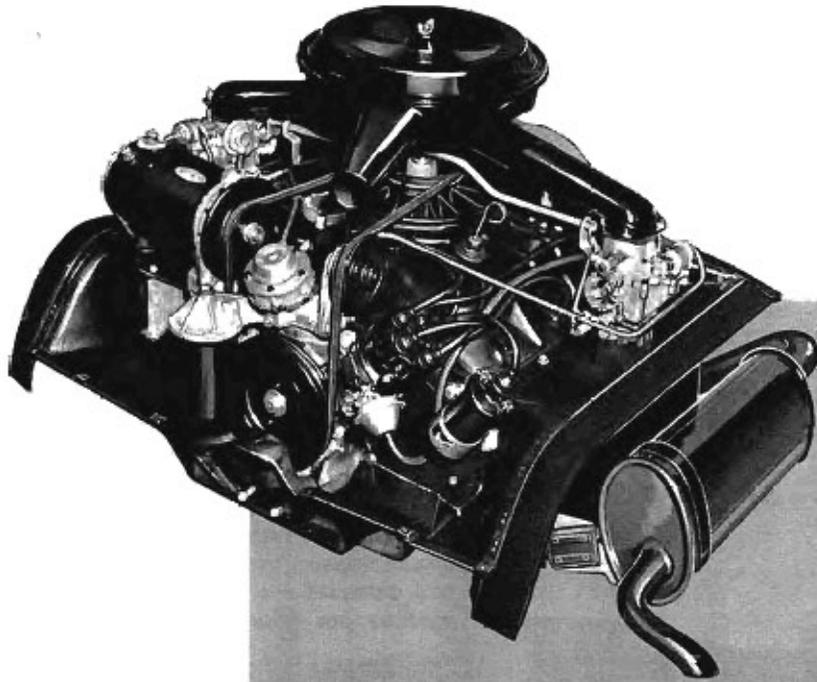
	COMPRESSION RATIO	EQUIPMENT	TRANSMISSION	STANDARD AXLE RATIO
Turbo-Air 164 95 HP Opposed 6-Cyl.	8.25-to-1	2 Single Barrel Carburetors	3-Speed 4-Speed Powerglide	3.27
Turbo-Air 164 110 HP Opposed 6-Cyl.	9.25-to-1	2 Single Barrel Carburetors Special Camshaft	3-Speed 4-Speed Powerglide	3.27 * 3.27 * 3.55
Turbocharged 164 150 HP Opposed 6-Cyl.	8.25-to-1	1 Side Draft Carb. Special Camshaft Turbo-Supercharger	3-Speed 4-Speed	3.55

* - 3.55 For Greenbrier

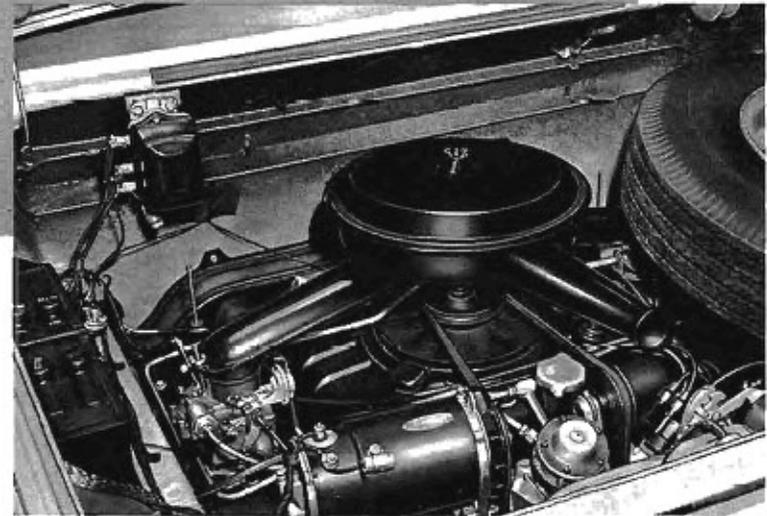
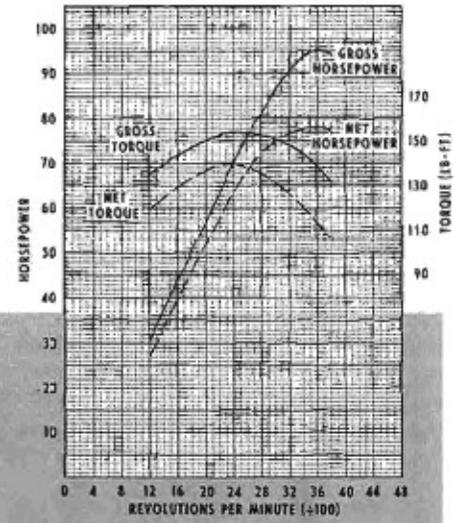
design improvements are more evident at low and medium engine speeds, for the optional high performance and Turbocharged engines. Output for the optional high performance engine is increased 15 to 29 percent at engine speeds of 1200 to 3600 rpm, while peak output is increased 7.8 percent over the previous maximum output. Maximum horsepower does not increase for the Turbocharged engine; however, output increases of 17 to 23 percent are realized at engine speeds of 1200 to 2800 rpm.

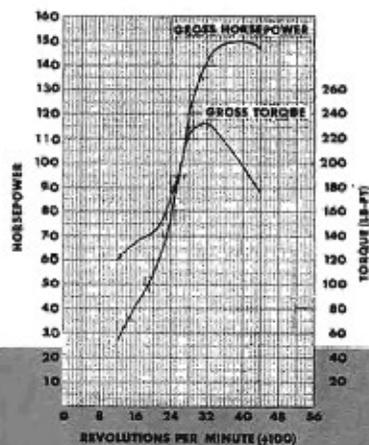
The larger displacement of 164 cubic inches is obtained by lengthening piston

stroke to 2.94 inches, from 2.60. Cylinder bore size is unchanged. Corresponding with the greater output, many of the Turbocharged engine internal components are incorporated into the two naturally aspirated engines. Premium aluminum main and connecting rod bearings and the heavier duty connecting rods, previously used only for the Turbocharged engine, are used for all engines. Also, the forged crankshaft for the two naturally aspirated engines are made of a chromium steel alloy, in place of carbon steel, to increase strength and durability.



NEW 164 CUBIC INCH
TURBO-AIR ENGINE





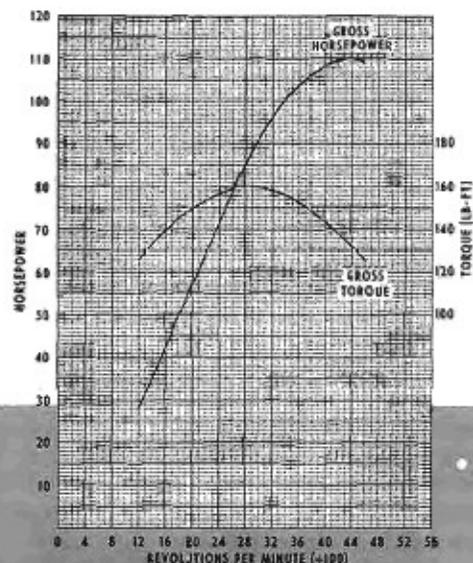
**SPYDER
TURBOCHARGED**

New camshafts produce slightly higher valve lift for the three Corvair engines. Valve open "durations" with the new shafts are reduced, so that inlet and exhaust valve overlap is reduced. More important is the camshaft lobe design. Contours are developed which cause the lifters to more accurately follow cam surfaces. In addition to quieter operating valve trains, the new design lengthens valve train durability and increases valve operational efficiency.

Heavier duty valve springs and coil steel dampers are used for all engines. Stellite faced exhaust valves were incorporated in mid-season 1963 for the base and optional high performance engines, while the Turbocharged engine retains the high temperature Nimonic 80A material. To further assure exceptional valve durability, inlet valves for

all engines are of a silicon and chromium steel alloy, which has greater resistance to high temperature erosion than the previous material.

Pistons with reduced compression heights compensate for the increased crank throw, and top compression rings for base 95 horsepower and the optional high performance engines are now chromium plated. Combustion chambers have been revised to partially compensate for the displacement increase, which results in slightly higher compression ratios. Regular grade fuel is recommended for the naturally aspirated base engine; however, premium fuel is required for Turbocharged and optional high performance engines.



**OPTIONAL
TURBO-AIR**

LIGHT WEIGHT BLOWER



The dual air cleaners and cross-over duct are replaced by a single large air cleaner, centrally located, with air ducts to the separate carburetors. A replaceable oil-wetted paper filter element with 21 percent more filtering area is used in place of the polyurethane element. Carburetor flow characteristics and distributor advance curves have been recalibrated to correspond with the larger displacement requirements.

All engines feature a new light weight cooling blower cast of magnesium alloy. The new blower is designed with eleven evenly spaced vanes and covered with a black protective coating. More than three times lighter than the steel blower, the low inertia magnesium unit causes less belt wear, and improves belt to pulley "following," during high speed operation. The base 95 horsepower engine is equipped with

an eight-plate oil cooler, in place of the previous three-plate assembly.

Base engines with Powerglide, as well as Turbocharged and optional high performance engines, utilize harmonic balancers to dampen crankshaft vibrations.

Closed-positive engine ventilation for the base 95 horsepower and optional high performance engines is similar to the Turbocharged arrangement, in that these engines now incorporate an orifice, in place of the control valve previously used.

The 30 ampere generator is replaced by a higher capacity 35 ampere unit for all engines. Available optionally, the low-cut-in 35 ampere generator is continued as RPO K71, for all engines.

Providing 36 percent greater internal capacity, new oval shaped mufflers are used for the naturally aspirated engines.

The new muffler produces a reduction in exhaust noise level, while maintaining the same degree of free flow and rust prevention as the previous system. The Turbocharged exhaust system is unchanged.

The 1964 Corvair clutch incorporates a new spring with "bent finger" design. This is similar to the spring used on the 327 and 409 cubic inch high performance engines. The "bent finger" design positions the mass of the release fingers to ensure a positive engaging force for high-speed shifting.

Rear axle universal joints feature the new sealed-in design described in the passenger car section.

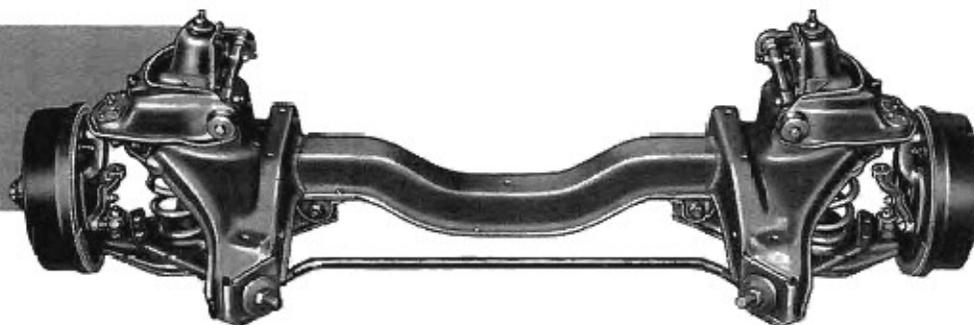
New on the 1964 Corvair is a differential carrier dipstick. Extending from the carrier through the firewall, it provides a positive method of checking the differential carrier oil level. Previously, oil level was checked by inspection through the filler hole. A decal is provided on the firewall for oil level information.

Three transmissions are again available for use with Corvair engines. Gear ratios for 3- and 4-speed Synchro-Mesh are changed to match transmission performance with higher output engine requirements. The standard 3-speed Synchro-Mesh transmission incorporates changes similar to those described for the passenger car, except for output shaft. A larger diameter input shaft provides increased strength for the Corvair 3-speed unit, to complement the new, larger displacement engines. The new Chevrolet-built 4-speed manual transmission also utilizes the stronger input shaft. Synchro-nizer cone angles on the 4-speed unit are changed for greater capacity, and the rear bearing retainer is revised to increase durability. The optional Powerglide automatic transmission is basically carryover from the previous year.

CHASSIS AND BODY



FRONT SUSPENSION



The 1964 Corvair body and chassis improvements include changes in electrical components, better engine compartment sealing, and an engine air exhaust grille deflector. Brake drums are labyrinth sealed and radial fins added to the rear drums improve cooling. The suspension system of the 1964 Corvair has been significantly changed in conjunction with the use of the new, more powerful 164 cubic inch engine.

Compact horn size permits horn placement in improved locations and attitudes for the exclusion of mud splash and dust. Nearly all lamp bulbs will have much longer burning life, due to an increase in filament size.

Engine compartment sealing is improved with the elimination of six of the eight deck lid drain holes and, in general, careful "policing" of the compartment area to exclude dust entry. Deflectors are added to protect the new engine air exhaust grille from stone damage.

Changes in Corvair brakes provide improved cooling and sealing, contributing to brake durability. On the rear brakes, 40 radial fins have been added around the circumference of the rim exterior. Addition of the fins across the drum width effectively increases surface area and volume, with a minimum weight increase.

The greater volume of drum material provides a larger sink, for rapid absorption

of heat away from the friction surface. Because of the larger surface area, heat in the drum is more quickly dissipated into the surrounding air.

Front and rear drum and backing plate relationship is revised to give a labyrinth seal as added protection against dust and moisture contamination. An added flange cast into the inboard circumferential edge of the drum forms a "U" shaped recess. The curled edge of the backing plate fits into the circular channel of the drum. A triple 90 degree reverse path forms a complex barrier against foreign material. In addition, the front brakes are protected by a semi-circular splash shield welded to the lower half of the backing plate.

To match increased performance potential, suspension changes enhance the sports-like roadability of the Corvair. This has been accomplished without compromising the excellent maneuverability and light, precise steering for which the Corvair has been noted.

Four new coil springs, new shock absorbers, a large diameter front stabilizer bar and, most important, addition of a rear transverse single leaf spring make up the major items of change.

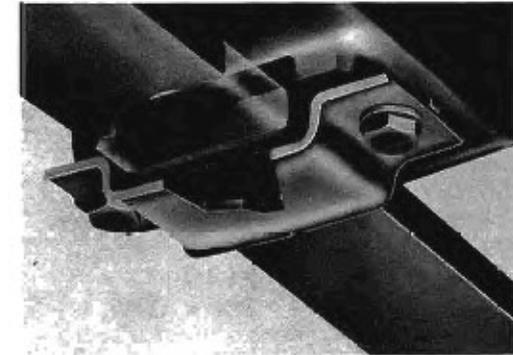
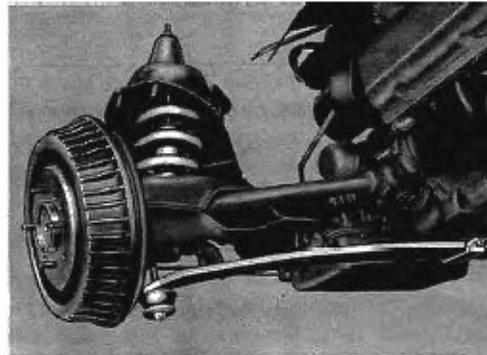
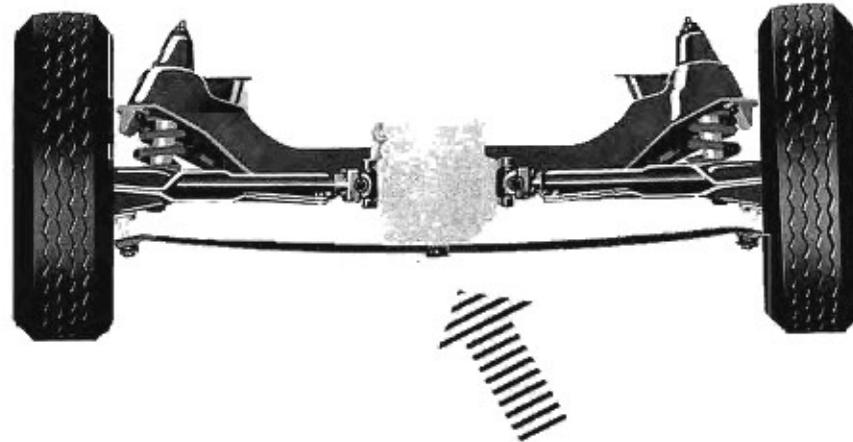
The added transversed leaf spring and new coil springs of the rear suspension are designed to perform together in a particular manner. Fundamental to their performance is the location and method of attachment of the new cross-leaf unit. Located directly below the axle shafts, the chrome steel single leaf unit runs laterally across the car to the outboard ends of the control arms. Here, the spring is attached to the lower control arm surface by rubber isolated link bolts.

Two relatively narrow rubber cushions "sandwich" the spring held in place by brackets bolted to the differential case. Mounted in this manner, the leaf spring carries approximately 40 percent of the rear sprung weight.

The spring is loaded at its center through attachment to the lower surface of the differential housing. Details of this mount are intrinsic to the leaf spring's operation.

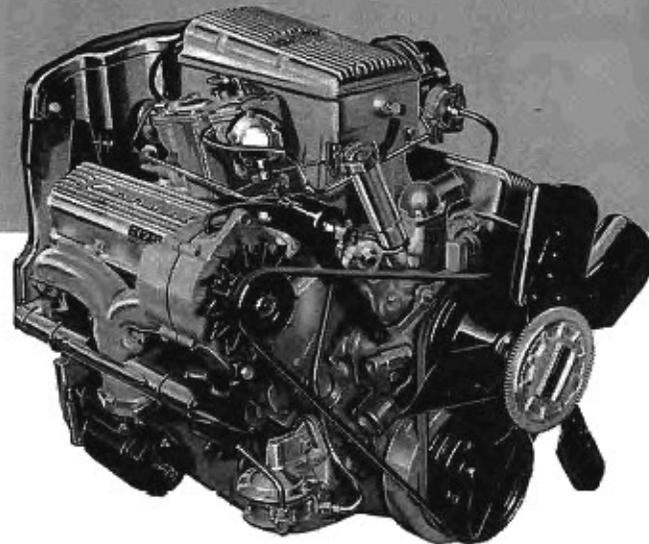
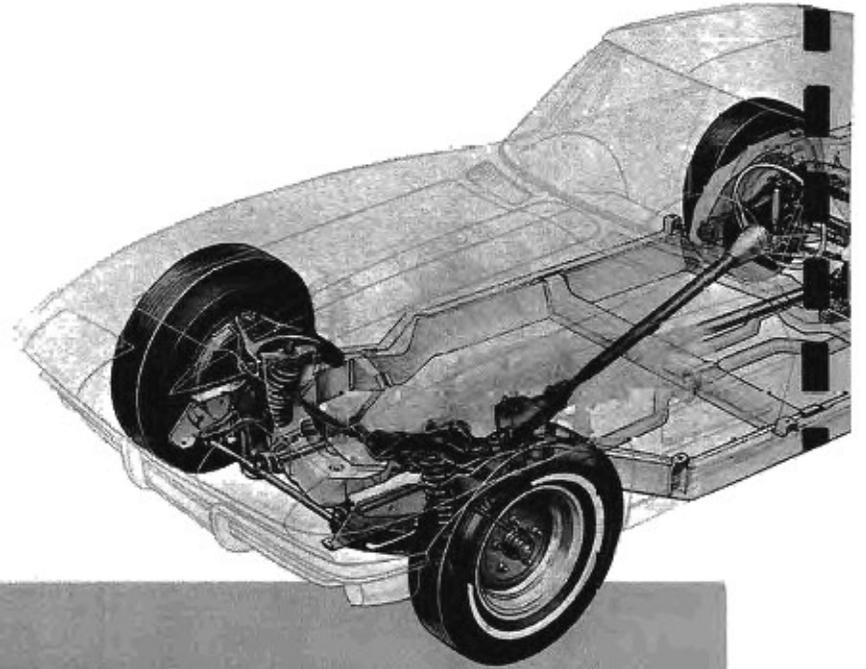
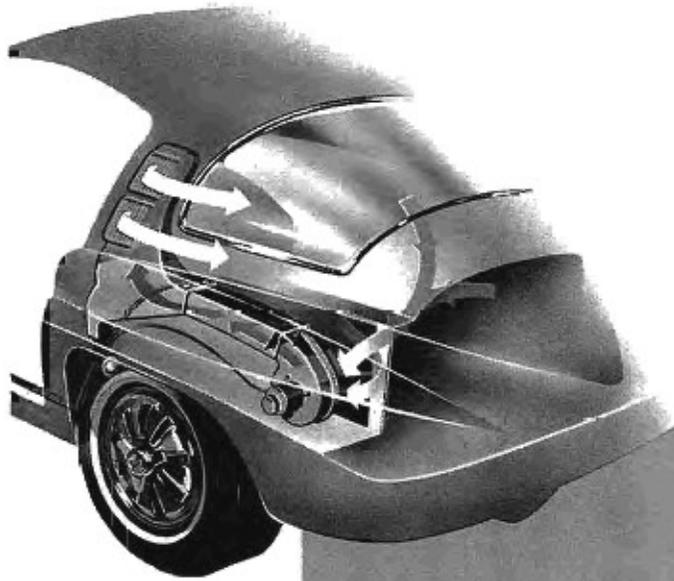
The remaining weight is carried by new coil springs located between the control arms and rear crossmember. The deflection rate of the leaf spring is approximately equal to that of the coils, and the two combined give approximately the same ride rate as in the previous model.

REAR SUSPENSION



During ride motion, where both rear wheels are deflected, the leaf spring and the coil spring act in unison to give the desired cushioning. However, when the vehicle rolls, the leaf spring pivots at the center mount, and it does not contribute to the rear roll rate. Only the new softer coil

springs determine the lower rear roll rate for 1964. Through the combined spring action the most desirable ride rate is maintained, and, at the same time, the rear roll rate is reduced. With the new roll rate, 18 percent less of the total roll couple is resisted by the rear suspension.



REGULAR PRODUCTION EQUIPMENT - EXTERIOR

CORVAIR

Bright metal trim	Anodized aluminum	Dual headlight, parking, and turn signal light bezels		All	
		Dual stop, tail, and directional signal light bezels			
		Dual back-up light location cover plates		500-700	
		Back-up light bezels		600-900	
		Exhaust grille panel		All	
		Body front panel molding and plastic emblem base			
		Rocker panel molding		600-700-900	
		Rear license area frame			
		Wheel opening, front and rear		600-900	
	Chrome plated metal	Luggage compartment lettering ("Corvaire")			
		Front fender nameplate		All	
		Engine compartment lettering ("Corvaire")			
		Ventipane frame		667, 967	
		Rear quarter window vert. channel			
		Front door vent channel and post		All	
		Engine compartment lid emblem ("Turbo-Charged")		600	
		Front fender nameplate ("Spyder")			
		Simulated air scoops		600-900	
	Stainless steel	Moldings	Luggage compartment lock		All
			Hub caps		500-700
			Wheel disks		600-900
		Windshteld reveal			
		Drip gutter cap (exc. 667, 967)		600-700-900	
		Rear window		600-700-900 exc 667, 967	
		Center pillar		969	
		Rear body lock pillar upper		927	
		Rear quarter window upper frame		627, 927	
		Door upper frame		600-900 exc 667, 967	
		Body perimeter molding		700	
Key locks on front doors		All			
Folding top base molding					
Windshteld side, header		667, 967			
Dual single -speed electric wipers					
Cowl air inlet					
Gasoline filler door (left front fender)		All			
Rear license lamp					
Deck lid air intake louvers					
Single horn		500			
Dual horns		600-700-900			
Back-up lamps		600-900			
Counterbalanced folding top		667, 967			

REGULAR PRODUCTION EQUIPMENT - INTERIOR

CORVAIR

Instrument Panel	Cluster Area	Dual directional signal indicators	All
		Fuel indicator	
		Speedometer	
		High beam indicator	
		Bright Lights	
		Control Windshield wiper	
		Knobs Cigarette lighter	
		Ignition switch (4-positions)	
		Oil and generator warning lights	
		Anodized aluminum trim plate	
	Bright trim plate molding	900	
	Satin chrome cluster face circular tachometer, fuel gauge, speedometer, manifold pressure, and cylinder head temperature gauge faces	600	
	Ash tray		
	Radio speaker grille	All	
	Dual vent control knobs (black plastic)		
	Glove Box	Painted door	500
		Anodized aluminum trim plate (brushed chrome on 600)	600-700-900
		Nameplate (Corvaair 700, Monza or Spyder)	
		Bright trim plate molding	600-900
		Glove box lamp	
Dual spoke steering wheel (2-tone type on 600 and 900)	All		
Horn button, chrome	500-700		
Half circle horn ring with Monza emblem in hub	600-900		
Inside rear view mirror (painted 500-700; bright 600, 900)	All		
Friction type front ventipanes			
Door locking buttons, rear	769-969		
Door locking control handles, front			
Painted interior trim moldings	All		
Dome lamp (chrome bezel on 600-900 exc 667, 967)			
Dome lamp switch, in main light switch			
Front door jamb switch, dome lamp	600-700-900		
Folding rear seat	600-900 exc 667, 967		
Door and window control handles - dual arm type	600-900		
Door and window control handles - conventional type	500-700		
Front bucket seats	600, 900		
Front door armrests (bright base on 600-700-900)	All		
Rear door armrest with ashtray (bright base)	969		
Rear quarter ash tray (built in armrest on 667, 967)	627, 667, 927, 967		
Anodized aluminum seat end panels, outer (inner painted)	600-900		
Coat hooks	All exc 667, 967		
Dual sunshades	All		
Perimeter heater			
Dual courtesy lamps (instrument panel, L.H. & R.H. side)	667, 967		
Door sill plates	All		
Front door map pocket	600-900		

**REGULAR PRODUCTION EQUIPMENT - EXTERIOR
GREENBRIER**

Bright metal trims	Anodized aluminum	Dual headlamp frames, with dual parking and directional signal lights	R1206
		Front air inlet grille	
		Front air inlet grille ornament	
	Chrome plated	Door handles	
		Front door nameplates (Greenbrier)	
		Right rear door nameplate (Chevrolet)	
	Stainless steel	Windshield wiper arms	
Key locks, front and rear doors			
Rubber windshield, rear quarter, and rear door window reveal moldings			
Dual single-speed electric windshield wipers			
Front, double right hand side, and double rear doors			
Air intake louvers in rear outer side panels			
Gasoline filler cap (rear of left front fender wheel opening)			
Single tail, stop, and directional signal lights			
Dual headlamps			
Parking and directional signal lights			
Rear license lamp			
Double right hand side door rubber stops			
Single horn			
Painted areas	Front and rear bumpers		
	Hub caps		
	Ventipane frames		
	Exhaust grille panel		

**REGULAR PRODUCTION EQUIPMENT - INTERIOR
GREENBRIER**

Instrument Panel	Cluster Area	Dual Directional Signal Indicators	R1206	
		Fuel Gauge		
		Speedometer		
		High Beam Indicator		
		Bright Control Knobs		Light
				Windshield Wiper
		Cigarette Lighter Cover Plate		
		Ignition Switch (4-positions)		
		Engine Warning Lights		
		Anodized Aluminum Trim Plate		
	Odometer			
	Ash Tray			
	Dual Vent Control Knobs			
	Powerglide Selector Cover Plate			
	Radio Speaker Grille			
	Dispatch Box, Painted Door with Key Lock			
	Front and Rear Full Width Seats			
Dual Spoke Steering Wheel				
Chrome Plated Horn Button				
Inside Rear View Mirror				
Friction Type Front Ventipanes				
Front Door Locking Control Handles				
Double Right Hand Side Door Locking Control Handles and Push Button Lock				
Window Regulator Handles				
Dome Lamp (Operated by Main Switch)				
Painted Interior Body Panels				
Breathable Fabric Cloth Seat Covering with Vinyl Facings				
Vinyl Coated Roof Panel Inserts				
Left Hand Sunshade				
Black Embossed Rubber Floor Mat				
Spare Wheel and Tire				
Jack				
Combination Jack Handle and Wheel Wrench				

**EXTERIOR-INTERIOR COLOR COMBINATIONS
CORVAIR MONZA AND MONZA SPYDER SERIES**

			INTERIOR TRIM COLORS AND RPO NUMBERS						
			Fawn	Aqua	Red	Blue	Saddle	Black	White
			Models 927-67-69, 627-67						
EXTERIOR			758	755	781	732	705	712	727
RPO	Color	Sales Name							
900	Black	Tuxedo Black	X	X	X	X	X	X	X
905	Med. Green	Meadow Green	X					X	
908	Dk. Green	Bahama Green	X				X		
912	Med. Blue	Silver Blue				X		X	
916	Dk. Blue	Daytona Blue				X			
918	Med. Aqua	Azure Aqua		X				X	
919	Dk. Aqua	Lagoon Aqua		X					
920	Med. Fawn	Almond Fawn	X				X	X	
922	Med. Red	Ember Red	X		X			X	X
932	Lt. Saddle	Saddle Tan	X				X		
936	White	Ermine White	X	X	X	X	X	X	X
938	Beige	Desert Beige	X		X		X	X	
940	Silver	Satin Silver		X	X	X		X	X
943	Yellow	Goldwood Yellow						X	
948	Maroon	Palomar Red	X		X			X	X

Convertible top: white (Reg. Prod.), black (RPO C05AA) or beige (RPO C05BA) with any exterior color.
Instrument panel, steering wheel and carpet are red in white interior.
Two-Tone exterior not available for Monza or Monza Spyder models.

EXTERIOR-INTERIOR COLOR COMBINATIONS
CORVAIR 500 and 700 SERIES

EXTERIOR			INTERIOR TRIM COLORS AND RPO NUMBERS						
			Fawn	Aqua	Red	Fawn	Aqua	Red	Blue
			Model 527			Model 769			
RPO	Color	Sales Name	764	720	783	757	751	780	731
900	Black	Tuxedo Black	X	X	X	X	X	X	X
905	Med. Green	Meadow Green	X			X			
908	Dk. Green	Bahama Green	X			X			
912	Med. Blue	Silver Blue	X						X
916	Dk. Blue	Daytona Blue	X						X
918	Med. Aqua	Azure Aqua		X			X		
919	Dk. Aqua	Lagoon Aqua		X			X		
920	Med. Fawn	Almond Fawn	X			X			
922	Med. Red	Ember Red	X		X	X		X	
932	Lr. Saddle	Saddle Tan	X			X			
936	White	Ermine White	X	X	X	X	X	X	X
938	Beige	Desert Beige	X		X	X		X	
940	Silver	Satin Silver		X	X		X	X	X
943	Yellow	Goldwood Yellow							
948	Maroon	Palomar Red	X		X	X		X	
Two-Tone(upper/lower)									
952	Dark Green/Medium Green		X			X			
954	White/Medium Green		X			X			
959	White/Medium Blue		X						X
960	Dark Blue/Medium Blue		X						X
965	White/Dark Aqua			X			X		
971	Beige/Light Saddle		X			X			
975	Beige/Medium Red		X		X	X		X	
982	Dark Blue/Silver		X						X
988	Medium Aqua/White			X			X		
993	Beige/Maroon		X			X			
995	Silver/Maroon				X			X	

**EXTERIOR-INTERIOR COLOR COMBINATIONS
CORVAIR GREENBRIER**

EXTERIOR		INTERIOR TRIM COLORS				
		R-1206	R-1206 Deluxe			
		Fawn Std.	Med. Fawn	Turquoise	Red	Lt. Green
RPO	Color					
500	Black	X		X		
503	Light Green	X				X
505	Dark Green	X				X
507	Light Blue	X	X			
508	Dark Blue	X	X			
510	Turquoise	X		X		
514	Red	X			X	
516	Orange	X	X			
519	Yellow	X	X			
521	White	X			X	
522	Gray	X			X	
524	Coppertone	X	X			
526	Off-White	X			X	
528	Fawn	X	X			
529	Gray-Green	X	X			
Two-Tone (Insert/Body)						
530	Off-White/Black	X		X		
533	Off-White/Light Green	X				X
535	Off-White/Dark Green	X				X
537	Off-White/Light Blue	X	X			
538	Off-White/Dark Blue	X	X			
540	Off-White/Turquoise	X		X		
541	Red/Off-White	X			X	
544	Off-White/Red	X			X	
545	Red/White	X			X	
546	Off-White/Orange	X	X			
549	Off-White/Yellow	X	X			
552	Off-White/Gray	X			X	
554	Off-White/Coppertone	X	X			
558	Off-White/Fawn	X	X			
559	Off-White/Gray-Green	X	X			

* - Part of RPO Z60 Deluxe Body Equipment

DEALER INSTALLED ACCESSORIES

CORVAIR

Alarm - Parking brake	
Antenna - Radio, front	
Antenna, rear	All
Antenna, rear dummy	
Belt - Seat	
Bezel - License plate rear	500-700
Cap - Gas tank filler locking	All
Carrier - Roof luggage	All 4-Door models
Clock - Instrument panel	
Container - Litter	All
Conditioning - Air (Deluxe)	
Cover - Front seat cushion	
Cover - Wheel trim	500-700
Deflector - Rain	All exc. Convrt.
Guard - Front and rear bumper	
Guard - Door edge	
Guard - Gas tank filler door	All
Heater, Direct air	
Hitch - Trailer	
Lamp - Back up	500-700
Lamp - Courtesy	All exc. Convrt.
Lamp - Luggage compartment	
Lamp - Portable spot	All
Lamp - Underhood	
Lamp - Glove compartment	500-700
Lock - Rear door safety	All 4-Door models
Lock - Spare wheel	
Mat - Floor, full width and contour - front & rear	
Mirror - Outside rear view	
Mirror - Rear view prismatic	
Mirror - Visor vanity	All
Mirror - Remote control outside	
Radio - Manual	
Radio - Push button	
Rest - Rear door arm	700 Sedan
Speaker - Radio rear auxiliary	All exc. Convrt.
Dispenser - Tissue	All
Tool Kit	
Warning Lamp, Rear door	All exc. 2-Doors
Washer - Windshfeld	
Wheels - Wire	All

**REGULAR PRODUCTION OPTIONS
CORVAIR**

Engine	Air cleaner, oil bath		K47	5-7-900
	Generator, 35 amp low cut-in		K71	All
	High performance engine		L62	5-7-900
Transmission	Automatic transmission		M35	
	Four speed transmission		M20	All
Chassis	Driven gear and fitting, speedometer		Z12	All
	Limited slip axle (3.27, 3.55, 3.89:1)		G81	All
	Rear axle, 3.55:1		G95	5-7-900
	Tires	6.50 x 13-4 pr w/w rayon	P53	All
		6.50 x 13-4 pr w/w rayon-tube	P59	
	Wire wheel cover, simulated wire		P02	500-700
	Wheel trim cover		P01	
	Wheel, plastic wood steering		N34	All
	13 x 5.50 wire wheel (inc. 6.50 x 13-4 ply BW-tube)		P45	5-7-900 769 667, 967 500-700 All 500-700 All All exc. 667, 967 All 667, 967 All
Air conditioning		C64		
Arm rest (rear)		D10		
Colors, folding top		C06		
Body	Comfort and Convenience	Back up lamps	Z01- Z13	
		Glove box lamp		
		Outside rear view mirror (a)		
		2-speed w/s wiper and washer		
	Inside non-glare mirror		A67	
	Folding rear seat			
	Instrument panel pad		B70	
	Less heater		C48	
	Radio, manual		U60	
	Radio, push button		U63	
Radio and rear speaker, push button		Z02		
Seat belts		A37		
Spare wheel lock		P19		
Tinted body glass		A01		
Top, electric folding		C05		
Windshield glass, tinted		A02		

(a) Remote control outside mirror in Z13

**DEALER INSTALLED ACCESSORIES
GREENBRIER**

Belt - Seat, front and rear	
Cap - Gas tank filler locking	
Carrier - Roof luggage	
Clock - Instrument panel	
Container - Litter	
Cover - Roof luggage carrier	
Cover - Wheel trim	
Deflector - Rain	
Dispenser - Tissue	
Guard - Bumper (chrome or painted)	
Heater - Direct air	
Heater - Gasoline	
Lamp - Courtesy	
Lamp - Dome	
Lamp - Portable spot	
Lamp - Spot inside operated	
Lamp - Traffic hazard flasher	
Lamp - Glove compartment	
Lighter - Cigarette	
Mirror - Outside rear view	
Mirror - Rear view prismatic	
Mirror - Outside rear view, West Coast type	
Radio - Manual	
Rest - Door arm	
Sporting Equipment	Breezeway
	Campster
	Cargo netting
	Sleeper
	Table
	Tent
Window screen	
Sunshade - R.H.	
Tool Kit	
Windshield washer	

R1206