

EXTERIOR STYLING

Model appearance for the conventional line is considerably changed on the exterior as evidenced not only in the revised front door opening for conventional cabs, LCF cabs, and single-unit bodies, but also in newly-styled components such as radiator grilles, hub caps, and series designation plates. The Corvair 95 line exterior is carried forward except for new hub caps.

NEW RADIATOR GRILLE STYLING. Radiator grilles for conventional cabs and single-unit bodies, conventional LCF's and tilt-cabs are new for 1964. One basic grille incorporating single headlights is offered with three variations - one for Series 10-30 models; one for Series 50-80 conventional models; and one for Series 60, 80 tilt-cab models.

Radiator grilles for Series P20, 30 round-front Step-Vans also are new for 1964, the former 3-bar design being supplanted by the 4-bar design used for Series P10 models. This change is necessitated by additional cooling requirements in optional 292 cubic inch engine installations.

Though diesel LCF radiator grilles are unchanged for 1964, front end appearance is modified somewhat with the addition of parking lights with white lenses below the headlights in the side access doors.

NEW HUB CAP STYLING. Corvair 95 models and Series 10-30 models, except those with 4-wheel drive, feature new hub caps with an embossed triple-spinner carrying an embossed Chevrolet trademark at the center. The hub caps are painted off-white except for the trademark background which is painted red. Chrome hub caps again are offered with the Chrome Bumper Equipment option. New accessory wheel trim disks also are offered for Corvair 95 models.

NEW SERIES PLATE STYLING. Excepting Step-Vans and tilt-cabs, all 1964 conventional line models carry new series designation plates. The chrome plates with a red-painted background for the series numerals are mounted approximately in the same location. Plates for diesel models incorporate the word "Diesel." Numerals, the word "Diesel," and the front face of the Chevrolet emblem have a satin rather than a bright chrome finish.

NEW CUSTOM CAB TRIM PLATE. Cab models with the Custom Appearance option are distinguished in 1964 by a new trim plate

for the body upper rear quarter area. The new plates carry straight horizontal embossments filled with black paint and the word "Custom" in black script at the center.

EXTERIOR COLORS. Fourteen exterior colors again are offered in 1964. Six of the colors are new, while the remaining eight are carried forward from 1963.

To clarify color identification, all 1964 colors are identified by their tonal value rather than by a descriptive name. Thus, for example, Balboa Blue (a carryover dark blue) is identified in 1964 as Dark Blue. Listed below are the 1964 colors with their 1963 counterparts.

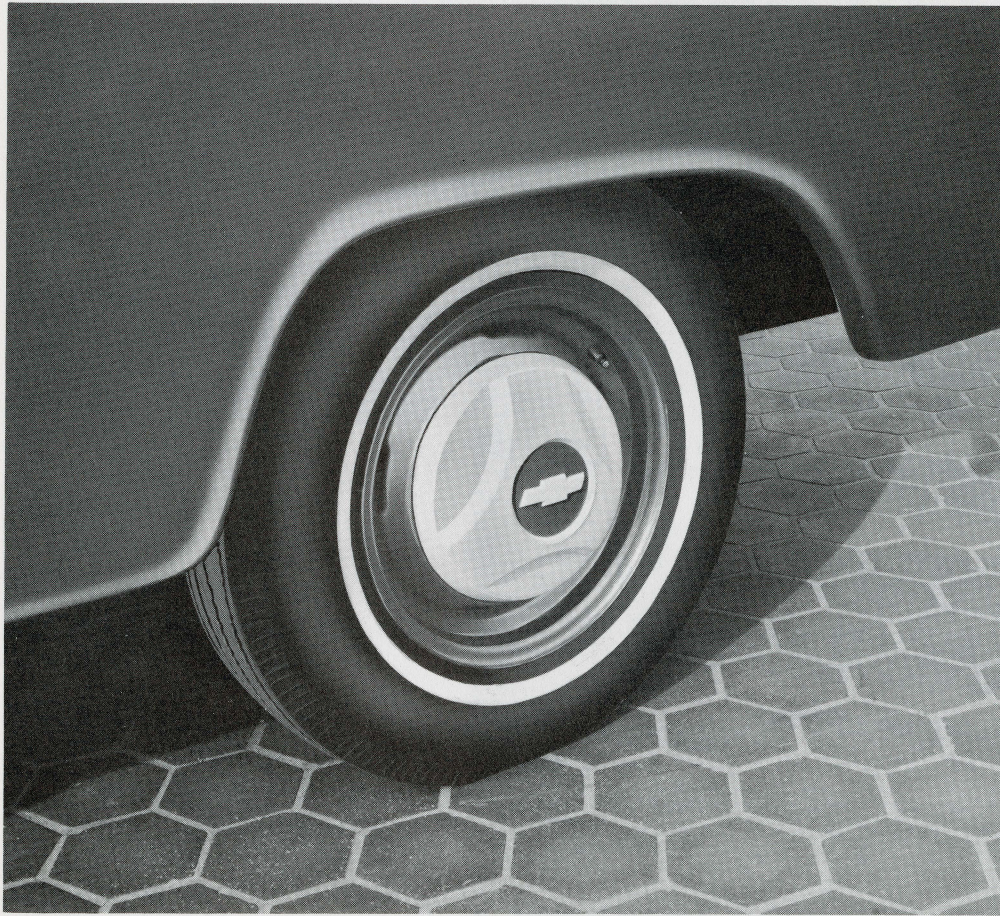
New colors for 1964 are Light Blue (replaces Brigade Blue); Turquoise (replaces Crystal Turquoise); Light Green (replaces Glenwood Green); Gray Green (replaces Seamist Jade); Gray (replaces Georgian Gray); and Fawn (replaces Desert Beige). Turquoise and Gray Green are metallic colors.

Carryover colors are Dark Blue (formerly Balboa Blue); Dark Green (formerly Woodland Green); Black (formerly Jet Black); Orange (formerly Omaha Orange); Yellow (formerly Yuma Yellow); Red (formerly Cardinal Red); White (formerly Pure White); and Off-White (formerly Cameo White).

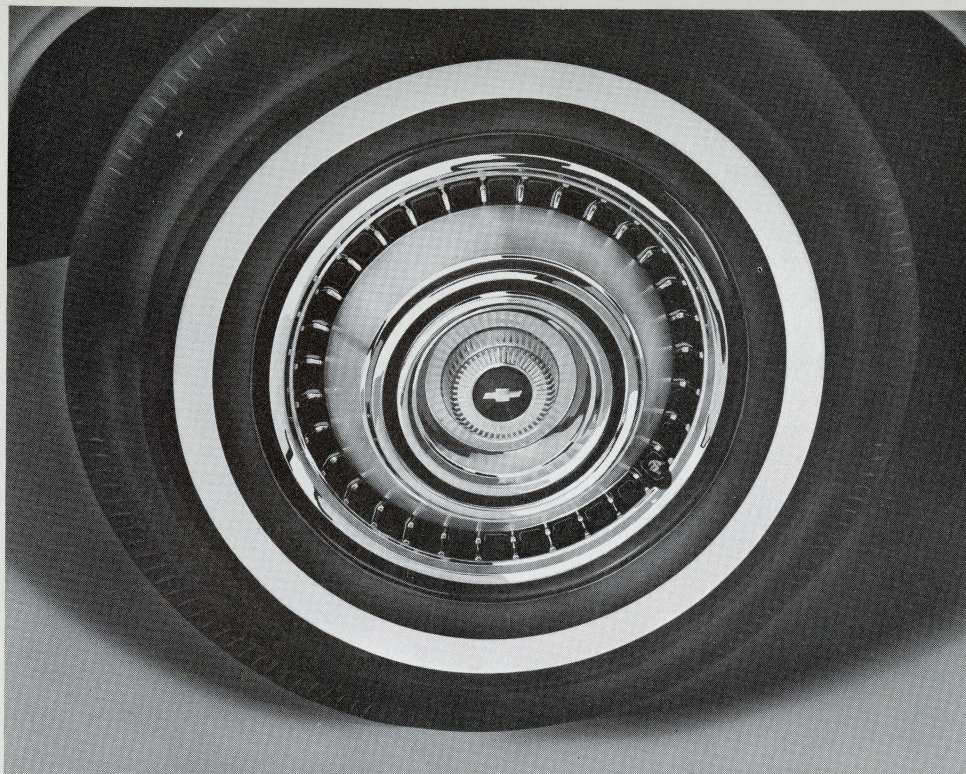
Two-tone combinations and method of 2-toning are carried forward from 1963 unchanged. The new Step-Van King models are 2-toned in the same manner as the carryover Series P10 models.

The Fleetside pickup model shown at the right typifies the new look of the 1964 conventional line. Most apparent of the changes, perhaps, is the new front door opening with its forward-slanting windshield pillar. The model shown also exhibits a new radiator grille, new hub caps, a new series designation plate, and a new Custom trim plate for the upper cab rear quarter area.

NEW HUB CAP DESIGN



New triple-spinner styling with a Chevrolet trademark motif imparts a distinctive look to the hub caps used for Series 10-30 models, including Corvair 95's. The hub caps are painted Off-White with a Red background for the trademark. Chrome plating replaces the Off-White areas when the Chrome Bumper Equipment option is specified.



NEW CORVAIR 95 ACCESSORY WHEEL TRIM DISK

New, extra-cost accessory wheel trim disks contribute handsomely to the exterior appearance of Corvair 95 models. Fabricated of polished stainless steel with Black painted decoration, the disks carry a cone-type plastic emblem insert having Black, Silver, and chrome accents.

INTERIOR STYLING

As an outgrowth of the revised door opening structure, conventional line bodies feature several significant interior changes. New styling is employed not only for the instrument panel and its related components, but also for the front door inner panels. Along with new seat trims, these changes impart a fresh, new appearance to the conventional line interiors. Corvair 95 models, too, feature new seat trims as well as new trim plates for the instrument cluster and dispatch box door.

INSTRUMENT PANEL design for 1964 conventional line models except tilt-cabs, flat face cowls, and Step-Van's is completely new, including the clusters, controls, cover plates, ash tray, and dispatch box door. A dispatch box door trim plate carrying the word "Chevrolet" is provided Series 10-30 models with the Custom Appearance Equipment option. Bright control knob trim also is provided these models.

Instrument panel control knobs are integral with the instrument cluster, and, as a safety precaution, are angle-mounted at the bottom of the cluster to contain them within the limits of the cluster recess in the instrument panel. The cluster recess forms a hood over the cluster, assuring good instrument readability. A honed plastic cluster lens again is used to eliminate reflections.

Both light and heavy-duty type clusters again are offered, with the heavy-duty cluster available optionally for Series 10-30 models. Though newly-styled, control and instrument type for

both clusters is unchanged. Featured for 1964, however, are two direction signal lights and a new highbeam indicator which shows the word "Bright" in red when lighted.

Corvair 95 instrument cluster design is carried forward from 1963 unchanged except the 4-speed transmission shift points are eliminated from the speedometer face and the cluster carries a new anodized aluminum trim plate.

INNER DOOR PANEL. Front door inner panels for all conventional line models except tilt-cabs and Step-Van's are restyled for 1964. The window regulator and lock release handle are carried forward from 1963.

For Series 10-30 models with the Custom Appearance option, the removable upper panel is 2-toned with Off-White.

SEAT TRIM designs for all Corvair 95 models and all conventional line models except Step-Van's, tilt-cabs, and diesel LCF's are completely new. All-vinyl trim again is featured for the regular production seat. The embossed coverings are Medium Fawn, while the facings are Light Fawn.

Custom seats again feature nylon-faced pattern cloth for the coverings and vinyl for the facings and bolsters. The striped coverings are basically Medium Fawn; facing and bolster color (Medium Fawn or Red) is dependent upon exterior color, as it was in 1963. The lower top bolster again is White.

The new look of the conventional line interiors is evidenced immediately upon the opening of the front doors. Door inner panels have a new styling configuration which keynotes the tasteful simplicity of the entire interior.

Illustrated is the special 2-tone paint treatment given door inner panels of Series 10-30 models with the Custom Appearance Equipment option. In this application, the Fawn-colored door is highlighted with Off-White on the removable upper panel.

INTERIOR STYLING

REGULAR PRODUCTION INTERIOR

Other than the new instrument panel and front door inner panel designs, which are applicable to all conventional line models except Step-Van's and tilt-cabs, the most distinguishing feature of the regular production interior is the new seat trim shown on the opposite page in the panel model application.

Both the coverings and facings are Seville leather grain vinyl, affording an all-vinyl trim for easy maintenance and good durability. The Medium Fawn embossed coverings and Light Fawn facings restate the Fawn interior color scheme. Corvair 95 models also feature the new seat trim design.

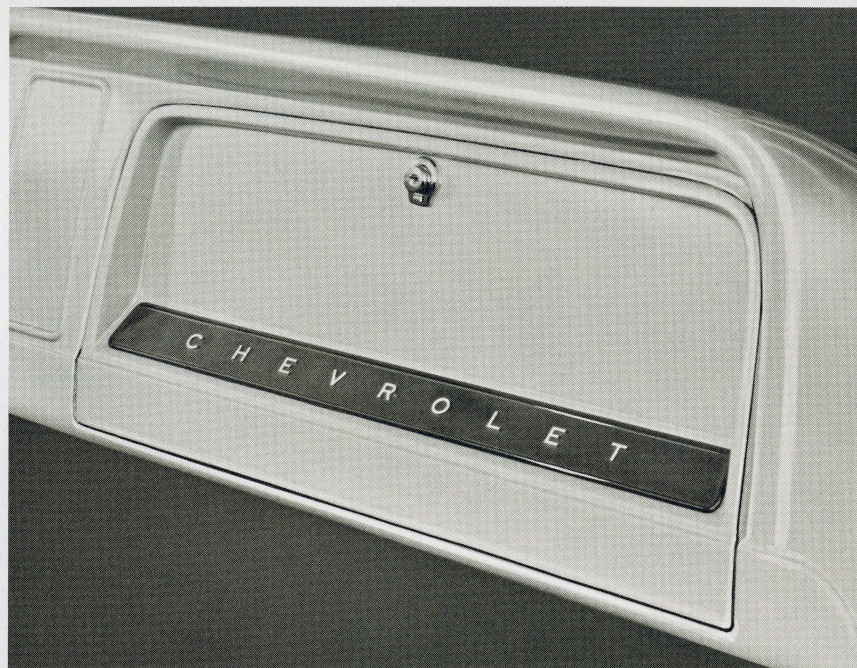
CUSTOM INTERIOR

Shown on the opposite page is the new Custom interior as it applies to a Suburban Carryall model. Both Custom Appearance Equipment and Custom Comfort and Convenience Equipment features are illustrated.

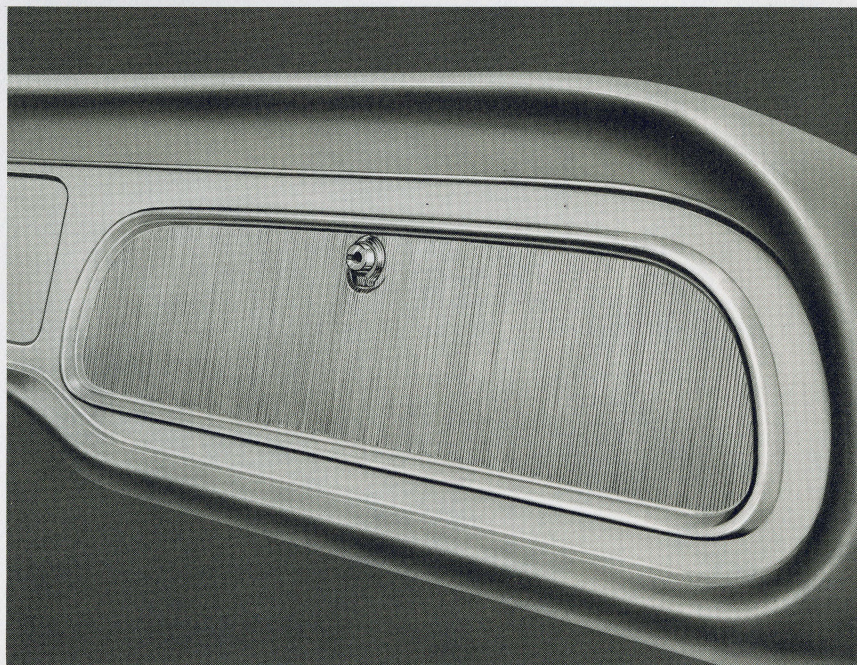
New or restyled Custom Appearance Equipment items – restricted to Series 10-30 models – are the dispatch box door trim plate, bright control knob trim, and 2-tone door panel paint treatment. The special steering wheel with chrome horn ring is carried forward from 1963.

Restyled Custom Comfort and Convenience Equipment items are the cigar lighter and seat trim. The seat coverings are nylon-faced pattern cloth in shades of Medium and Dark Fawn with Red, White, and Gold accents. Seville leather grain vinyl facings and bolsters complete the new seat trim. Except for the lower backrest bolster, which remains White in all cases, facing and bolster color is dependent upon exterior color, with Red used for White, Off-White, Red, and Gray exteriors and Medium Fawn used for all other exterior colors.

New for 1964 is the dispatch box door trim plate provided with the Custom Appearance Equipment option. The plate, fabricated of plastic, is painted a flat Charcoal; White paint delineates the raised Chevrolet lettering.



The Custom Equipment option for Corvair 95 models provides a silver anodized aluminum trim plate for the dispatch box door. The plate matches the trim plate on the instrument cluster.



BODY

Conventional line bodies for 1964 feature many new improvements, the most significant being a new front door opening structure which eliminates the former hinge pillar dog-leg for improved driver compartment entrance and egress. Other new body features for 1964 include improved front door locks, improved interior ventilation, improved inside fuel tank mounting, improved windshield retention, more durable regular production seat cushion construction, lower transmission tunnel for Series C10, 20 models; improved front body mounts for most Series CK10 models; and new sound deadening and insulation materials.

Corvair 95 body structures, though generally carried forward from 1963, feature several noteworthy improvements including a new engine access door with recessed license plate mounting and lighting and new underbody splash shielding.

REVISED DOOR OPENING. In eliminating the former dog-leg in the front door opening to assure unobstructed entry and exit, the essential change is concentrated in the area of the hinge pillar. The front doors and the windshield structure, of course, also are affected.

Single-unit construction is employed for the new hinge pillars, replacing the former 2-unit construction for increased pillar strength. An additional gain in pillar strength is afforded with the use of 0.0598 inch gauge metal for the full length of the pillars. Previously, metal gauge of the pillars varied between the upper and lower sections from 0.0359 inch to 0.0598 inch, respectively. These gains in hinge pillar strength provide not only stiffer windshield and front door openings, but also a torsionally more rigid overall body structure.

An outgrowth of the new hinge pillar design is an increase in flange height where the outer pillars are joined to the inner pillars in the windshield opening area. These along with similar increases in flange size at the top and bottom of the windshield opening provide a larger lip for more secure anchoring of the windshield weatherstrip, improving windshield glass retention even under extreme body beaming.

Another outgrowth of the new hinge pillar design is afforded with the incorporation of a gutter on the upper portion of the pillar and the addition of holes in the roof panel gutter just ahead of the hinge pillar. Formerly, holes in the roof panel gutter at the rear afforded the only means of water drainage.

Because of the new front door opening structure, conventional cab and single-unit body windshield and front door glass visibility

areas are revised. Windshield visibility area decreases 148.1 square inches. Side window visibility area increases 70.9 square inches for each window, while ventipane visibility area decreases 2.18 square inches for each ventipane.

NEW SOUND DEADENING AND INSULATION MATERIALS in both regular production and optional Custom Comfort applications are employed for all conventional line body types except Step-Van's and tilt-cabs.

Considerable gains in the reduction of interior compartment noise level and temperature extremes are achieved with the use of a new floor panel insulator under the floor mat, an improved dash panel insulator, and sprayed mastic for the front door outer panels. The floor insulator is comprised of an 0.31-inch thick mastic pad bonded to an 0.25-inch thick polyethylene foam pad. Cemented in place, the insulator covers the entire front compartment floor panel, including the toe area of the dash and toe panel. Transmission access covers also are insulated. The dash panel insulator consists of a woven cotton fiber pad 0.75-inch thick bonded to a hardboard face panel; the new pad replaces the former 0.50-inch thick fiber glass pad. Door insulation consists of five pounds of mastic deadener sprayed over the entire inner surface of each front door outer panel.

Added to the optional Custom Comfort and Convenience package for C-K-L-M models is an 0.50-inch thick woven cotton fiber pad for the underside of the cowl plenum chamber. Additionally, the perforated-type dash panel insulator is no longer used in the Custom Comfort package because of the new and improved regular production insulator, and cab models are no longer equipped with asphalt-impregnated pads for the body rear panel.

Interior compartment comfort also is improved with the increased heater efficiency achieved with the hardboard fuel tank insulator included with factory installations of the Deluxe accessory heater; the hardboard insulator also helps to reduce interior compartment noise level.

NEW SEAT CUSHION CONSTRUCTION. Regular production seat assemblies for both the conventional and Corvair 95 lines feature new, more durable construction for the cushion. The former polyurethane foam pad, cotton batting, and burlap-wire spring cover are replaced with one pad of molded polyurethane foam bonded to burlap. Durability is achieved through the simplification of the padding itself and the subsequent elimination of production

variance inherent in multi-unit assembly. Seat cushion pad thickness is 1.75 inches.

The change in seat cushion construction also is applicable to Custom seats for Suburban Carryall and Corvair 95 models. In these applications, trim material and the addition of a 3/4-inch polyurethane foam pad to the backrest assembly comprise the only differences between the regular production and Custom seats. Custom seat construction for conventional line cabs remains unchanged.

NEW LOCK PILLAR AND LOCK DESIGNS. Conventional line bodies feature a new lock pillar design wherein the former guide for the lock alignment wedge on the door is eliminated. No wedge guide is needed in the 1964 pillar design since the method of aligning the lock with the lock striker is achieved through a new door lock having the alignment wedge integral with the lock striker.

The new front door locks, which replace the former cam-type locks, are of the rotary-gear type, and feature improved locking ability for greater safety, along with faster lock action for decreased door closing effort. When the door is closed, the lock rotor cover extends beyond the striker plate both at the top and at the bottom, doubling contact area when stressed for more positive door retention. Faster lock action is inherent in the new design since the lock rotor simply rotates into engagement with the striker teeth as the door is closed, resulting in decreased door closing effort. In the previous design, lock action was not as fast because of the greater distance traveled before the cam-type lock bolt engaged the striker.

In actual operation, the lock rotor contacts the striker and rotates into engagement with the striker teeth. A spring-loaded nylon wedge at the top of the striker opening assures positive engagement of the rotor with the striker by bearing against the top of the rotor cover. If the door is only partially closed, the first tooth on the striker acts as a safety catch since a spring-loaded lever engages the lock rotor, locking the rotor to the striker tooth. Another tooth on the rotor is engaged when the door is fully closed.

IMPROVED INTERIOR VENTILATION is achieved for 1964 conventional line bodies through the use of deflectors on the cowl side air inlet valves for the direction of additional air to the floor panel. Detents are provided on the air inlet valve

handle guides to indicate when the valves are in the full-open position.

LOWER TRANSMISSION TUNNEL. A full-formed, or one-piece, dash and floor panel is released for Series C10, 20 models with the regular production 3-speed transmission or optional Power-glide transmission, reducing transmission floor tunnel height for increased foot room. The new dash and floor panel construction for the above models eliminates the former separate transmission access cover, dash and toe panel, and floor panel.

IMPROVED FRONT BODY MOUNTS. Softer ride, reduced noise, and increased durability are afforded through a redesign of the front body mount upper cushion for 1964 Series CK14-1503, 04, 34 and C1402, 12 models. The essential change in design is a reduction in load rate of from 1000 to 750 pounds; cushion diameter also is reduced and upper and lower plates are now of the overhanging type. Lower cushion design of the front body mount is unchanged.

NEW FUEL TANK MOUNTING. Fuel tank durability is improved through a new mounting system for conventional line inside-mounted fuel tanks. In the new system, small brackets are welded to the cab rear panel near the top of the fuel tank, providing a higher point for securing the retaining straps at the rear. Front retention of the straps remains unchanged. This method of securing the fuel tank permits the retaining straps to pass only over the top and front of the fuel tank, alleviating stresses on the tank.

NEW STEP-VAN KING FEATURES. Bodies for the new P25, 3535 and P26, 3635 models feature all-steel construction, welded and bolted for maximum strength. Nominal body lengths of 10 and 12 feet are offered with 10-1/2 and 12-1/2 foot bodies available as regular production options. Two interior body heights are offered - the regular production 72-inch height and an optional 76-inch height. Accordingly, eight different size bodies are available.

The inner surfaces of the sides and roof are sprayed with mastic and lined with one-inch fiber glass pads for sound deadening and insulation against heat and cold. Steel panels line the body interior, providing a smooth surface that is both durable and practical. The body is fully undercoated.

BODY

Corrugated steel of 18-gauge is used for the cargo floor. A smooth floor of 11-gauge steel is available as a regular production option. Wheelhousings are rectangular for simplicity and safety in loading. An optional plywood partition with a right hand sliding section can be installed to close off the driver's compartment from the load space. A dome light for the rear compartment also is available as a regular production option.

The engine housing and its cover are double-wall constructed and lined with one-inch of fiber glass insulation. Rubber periphery seals at the top and bottom of the housing prevent entry of engine fumes. Simple snap fasteners permit quick removal of the housing for complete engine access. Convenient access doors simplify servicing the radiator, brake master cylinder, fuel tank, and battery.

Easy entry and exit is afforded with sliding side doors of double-wall construction. The front portion of the left hand door glass is movable; the right hand door glass is stationary, but movable glass is available as a regular production option. The left hand door is equipped with an outside handle and inside lock, while the right hand door has both inside and outside locking handles.

Double rear doors of 38-inch width are standard. Full-length hinges assure easy door action, while double-wall construction affords sturdiness. The left hand door has an inside latch at the top of the finger-pull type; the right hand door utilizes a latch which engages both at the top and the bottom and is operated with an inside opening handle and an outside key-locking handle. Both doors are equipped with glass. Sixty-inch wide rear doors of identical construction are available optionally. Also available optionally is a special rear end assembly with a 74-inch door opening width and four doors with full-length hinges which open outward and wrap around the body. The two center doors are equipped with glass. The 74-inch door opening width also is available with two doors having strap-type hinges. These doors also have glass.

Red vinyl coverings with black leather-grain are used to trim the cushion and backrest of the adjustable driver's seat. The seat can be adjusted fore and aft and up and down. For unobstructed access through the driver's door, the seat can be folded forward out of the way. An identical passenger seat is available as a regular production option.

Two-speed electric windshield wipers with 16-inch blades are provided as standard equipment. The windshield is of laminated

safety plate glass; other body glass is laminated safety sheet. Outside mirror type and location for both left and right hand mirrors is identical to Series P10 Step-Van's.

Body options not mentioned above are comprised of the following items: spare tire carrier; foam rubber padding for driver's seat; front and rear direction signal lamps; clearance lamps; heater and defroster; body revisions for dual rear wheel installations on P30 models; 7-1/2 inch, fixed-arm, right hand outside rear view mirror; 4 by 16-inch left and right hand outside rear view mirrors; fender extension for dual rear wheels; body in prime; marker lights; cluster bar lights; traffic hazard warning switch; tinted windshield glass; windshield washer. All body options for the new Step-Van King models are ordered under RPO E32.

STEP-VAN BODY CHANGES. Model P1345 - the Step-Van 7 - is carried forward from 1963 without change except for a new outside mirror placement to improve rearward visibility. Formerly mounted at the windshield header, the production mirror is now located forward on the front body side panel. Optional right hand mirror location also is changed from the windshield header to the top surface of the body front sheet metal.

Optional body equipment also is carried forward, but option availability is expanded to include 10 new items. Most significant of the new options are the 69-inch inside height and additional 12-inch body length; with the standard 7-foot nominal body length and 64-3/4 inch inside height, these new options provide a choice of four different body sizes.

Other new body options consist of the following: tinted windshield glass; passenger seat identical to driver's seat; cluster bar lights; marker lights; traffic hazard warning switch; sliding window for right hand front door; 4 x 16-inch left and right hand outside rear view mirrors.

Models P23,25,2645 and P33,35,3645 also are carried forward from 1963 without change, except for a new radiator grille design and several additions and deletions to the optional body equipment line-up.

For 1964, the 3-bar radiator grille design is replaced with the 4-bar design used for Series P10 models, affording improved cooling for optional 292 cubic inch engine installations. A new lower grille filler panel is used with the new radiator grille.

Most significant of the new body options are the new 72 and 76-inch inside heights with the 72-inch inside height option

including a vertical rear end and 65-inch rear door height. With the standard nominal body lengths of 8, 10, or 12-feet and the standard inside height of 68-1/2 inches, the new inside height options provide a choice of nine different body sizes.

Other new body options are comprised of the following: marker lights; cluster bar lights; traffic hazard warning switch; tinted windshield glass; sliding window for right hand front door; 4x16-inch left and right hand outside rear view mirrors; and windshield washer.

Options deleted for 1964 consist of the following: 38-inch wide solid rear doors; metal inserts in place of rear door glass; shutter-type louvers in place of rear door glass; left and right hand bakery-type side doors; right hand bakery-type door with sealed standard left hand door; theatre-type passenger seat; power roof ventilators, and extra tail lamp.

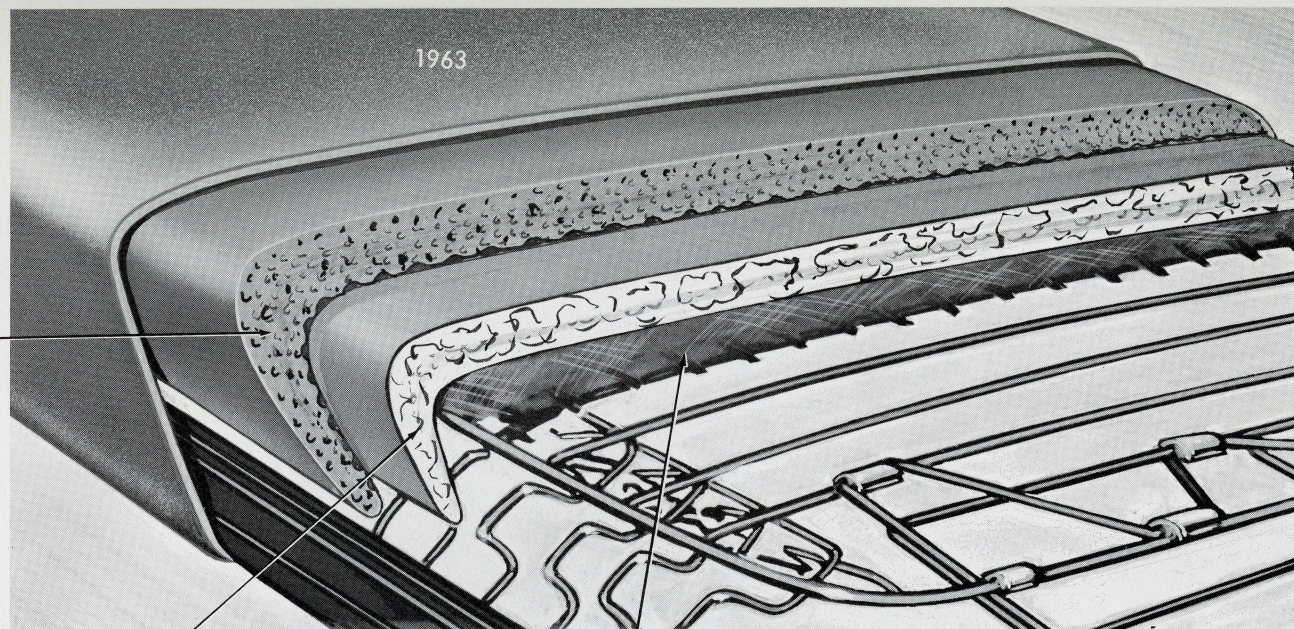
AIR INLET GRILLE SHUT-OFF DOOR. To ensure more effective front compartment heating with the Deluxe heater and defroster, a door is provided in the plenum chamber of all 1964 Corvair 95 models for preventing the flow of cold air through the air inlet.

The door, fabricated of polypropylene plastic, is attached to the body front panel directly behind the body air inlet grille. Self-hinging at the bottom, the door is actuated by a 2-position, spring-loaded handle located under the instrument panel at the direct center.

ENGINE ACCESS DOOR. The engine access door in the rear body sheet metal of all Corvair 95 models is redesigned to provide a recessed license plate mounting with overhead illumination, preventing damage to both the license plate and lamps. The license plate recess in the reinforced fiber glass door is offset to the left of the door vertical centerline. The release lever and hinges, though of the same basic type, also are redesigned.

UNDERBODY SPLASH SHIELD. The front end underbody of all 1964 Corvair 95 models carries a removable sheet metal shield which protects the clutch, brake, and accelerator controls from mud and water splash, preventing freeze-up of these components under severe cold weather conditions.

COTTON
PAD



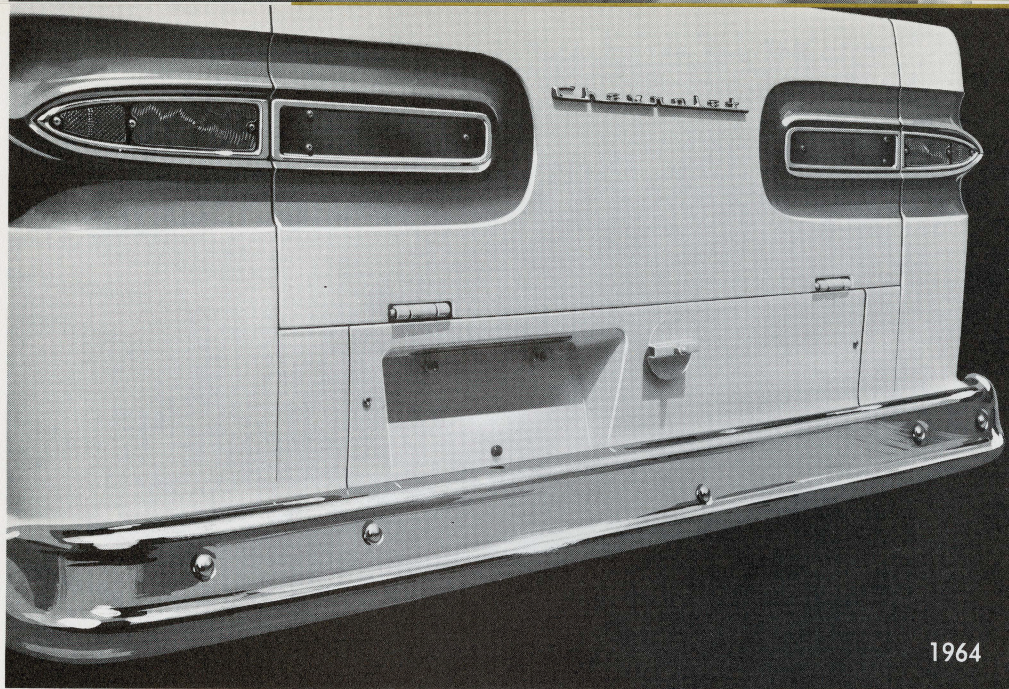
URETHANE
FOAM PAD

BURLAP-WIRE
COVER

NEW SEAT CUSHION CONSTRUCTION

Seat cushion assemblies for both the conventional and Corvair 95 lines feature new, more durable construction. Both regular production and Custom seat cushions incorporate the new feature, except the full-foam seat cushion options for conventional line cabs.

In the new construction, the former multi-unit padding is replaced with a single, 1.75-inch thick pad of molded polyurethane bonded to burlap. Durability is derived in the new construction not only through the simplicity of the padding, but also through the elimination of production variance inherent in multi-unit assembly.



1964

Illustrated at the left is the new Corvair 95 engine access door of reinforced fiber glass designed with a license plate recess and integral overhead illumination for protection to the license plate and lamps. The door release lever also is new and is easier to operate.

The former engine access door for Corvair 95 models – illustrated at the right – utilized exterior-mounted license plate and lamps which were vulnerable to damage.



1963

CORVAIR 95 CHANGES

◆ ENGINE ACCESS DOOR

◆ AIR INLET SHUT-OFF

◆ UNDERBODY SPLASH SHIELD

Noteworthy improvements for 1964 contribute significantly to the quality concept of the basic Corvair 95 body design.

Most important of these improvements, perhaps, is the new engine access door (described on the opposite page) which affords damage protection to the license plate and its illuminating lamps.

An air inlet grille shut-off door, another new feature, ensures more effective front compartment heating by precluding the escape of cold air from the plenum chamber under air pressure build-up. Attached to the body front panel directly behind the air inlet grille, the self-hinging door of polypropylene plastic is actuated by a spring-loaded lever under the instrument panel.

Continuing the program of increased underbody weather protection introduced in mid-season 1962 with the release of a shielded manual transmission linkage system, additional protection is afforded with new front underbody sheet metal shielding for the clutch, brake, and accelerator linkage systems.

RPO B98 - SIDE TRIM MOLDING
EQUIPMENT (Fleetside Pickups)

Bright body and pickup box moldings
Off-White paint treatment between upper
and lower moldings when body color is
not Off-White or White

RPO V37 - CHROME BUMPER
EQUIPMENT (CKR10 - 30 SERIES)

Chrome front and rear bumpers wherever
applicable
Chrome hub caps, except for K models and
R models with accessory wheel trim disks

RPO Z60 - CUSTOM EQUIPMENT
(R10 SERIES)

Bright windshield reveal moldings
Rear door or tailgate ornamental inserts
Cigar lighter
Left hand armrest
Anodized aluminum trim plate for dispatch
box door (*)
Nylon-faced pattern cloth and vinyl seat
trim (*)
Right hand sunshade
Two-tone steering wheel
Two-tone front door inner panels
Engine air outlet grille
Foam padding for seat backrest

RPO Z61 - CUSTOM APPEARANCE
EQUIPMENT (CK10-30 SERIES)

Silver anodized aluminum radiator grille
assembly (*)
Bright windshield reveal moldings
Bright cab upper rear quarter trim plates (*)
Bright single-unit body side moldings,
except Model C3605
Steering wheel with chrome horn ring
Bright trim for instrument panel control
knobs (*)
Two-tone front door inner panels (*) and
Suburban sidewalls
"Chevrolet" trim plate for dispatch box
door (*)

RPO Z62 - CUSTOM COMFORT
AND CONVENIENCE EQUIPMENT
(CKLM10 - 80 SERIES)

Left hand armrest
Right hand sunshade
Right hand front door key lock
Cigar lighter
Undercoating on front compartment area
Woven cotton fiber pad for underside of
cowl (*)
Nylon-faced pattern cloth and vinyl seat
trim, except panels and M80 models
with auxiliary transmissions (*)
Full-foam seat cushion and foam padding
for backrest, except single-unit bodies
and M80 models with auxiliary trans-
missions
Foam padding for seat backrest - Suburbans

(*) - New or revised.

POWER TRAIN

The various components which comprise the power train line-up for both the conventional and Corvair 95 lines feature numerous improvements and refinements to promote greater durability, serviceability, and performance. Among the modifications to the conventional line engines are new manifold heat valves, sealed starter motors, and improved exhaust systems. The displacement of the Corvair 95 engine is enlarged to 164 cubic inches for a substantial improvement in performance characteristics. Both the manual and automatic transmissions have undergone refinements, and new designs and revisions highlight the expanded rear axle line-up for 1964.

CORVAIR 95 ENGINE. A substantial displacement increase to 164 from 145 cubic inches is achieved by lengthening the piston stroke from 2.60 to 2.94 inches. The base engine with an 8.25-to-1 compression ratio produces 95 horsepower at 3600 RPM and 154 pound-feet of torque at 2400 RPM in comparison to 80 horsepower and 128 pound-feet of torque for its 1963 counterpart. An optional high performance version of the 1964 design features a 9.25-to-1 compression ratio, 110 gross horsepower at 4400 RPM, and a gross torque output of 160 pound-feet at 2800 RPM. The increased performance is the result of a higher lift camshaft, recalibrated carburetors, and the higher compression ratio. Fuel requirements remain the same for the base engine (regular gas) while the high performance engine necessitates the use of premium fuel.

Overall engine durability is extended with larger component size and improved material content. Crankshaft material is changed from carbon to alloy steel, while premium aluminum replaces copper-lead alloy for main and connecting rod bearings. Silichrome steel inlet valves, specially heat-treated, minimize corrosion and valve burning. Connecting rod I-sections are increased in size for greater column strength to accept the larger piston loads. Reduced piston compression height and narrower piston rings compensate for the increased crank throw. Combustion chambers are designed to maintain efficiency and approximately the same compression ratio.

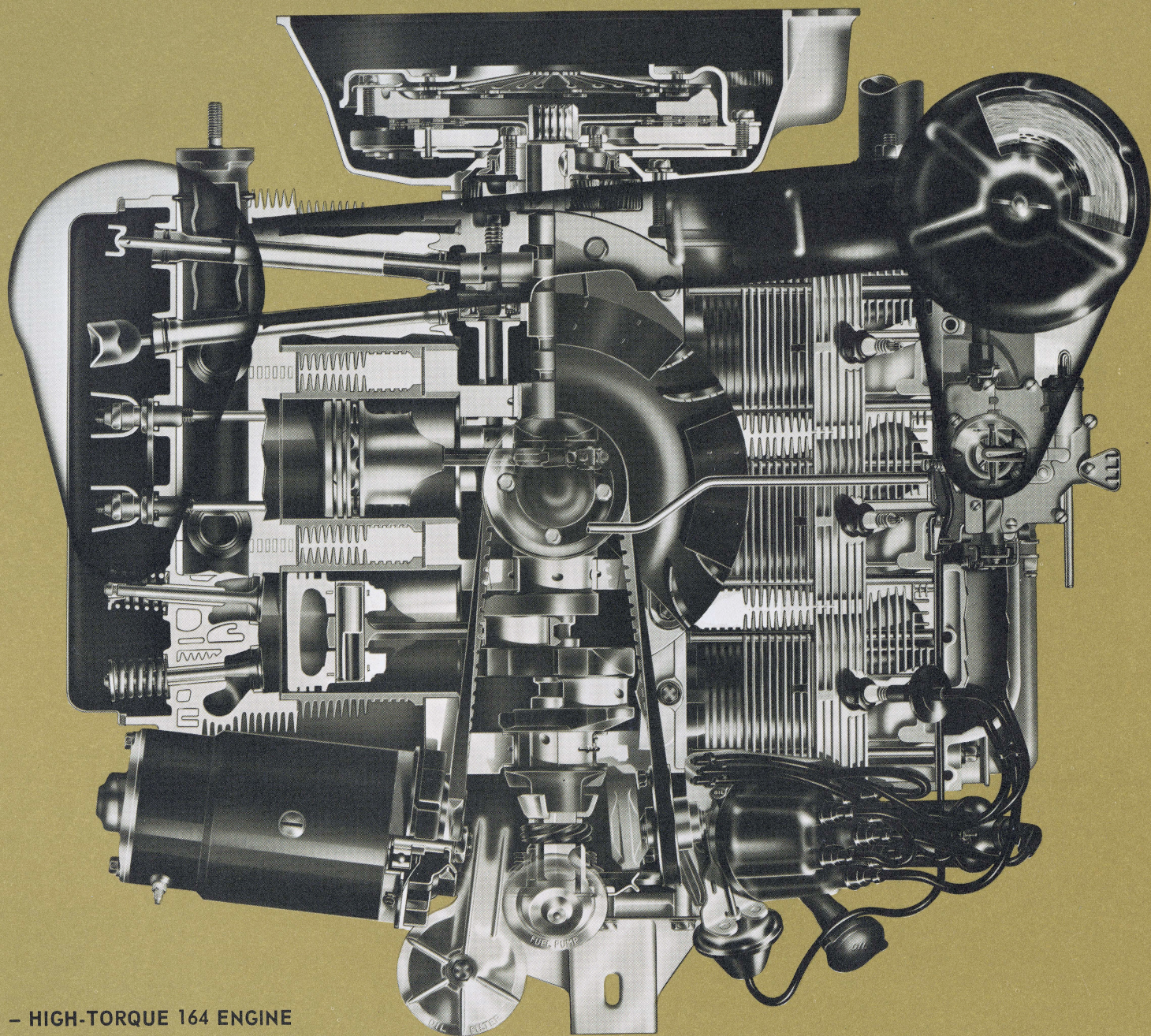
Carburetor recalibration with increased throttle bore sizes and larger venturi openings provide satisfactory fuel delivery without necessitating manifold changes. The continued use of stellite-faced exhaust valves, improved exhaust valve rotators, and cast-iron, chrome-plated compression rings complement the larger and stronger 1964 engine components as outlined above.

Die-cast magnesium replaces fabricated steel as blower assembly material for higher blower burst strength and reduced weight. The latter feature provides the secondary advantage of extending belt and bearing life. Cooling vanes are reduced in number from 16 to 11 but, through an increase in vane pitch, the volume of cooling air supplied is not affected. A higher cooling capacity 12-plate oil cooler design replaces the 5-plate unit previously used. Oil-wetted paper air cleaner elements replace permanent polyurethane type units for easier servicing, better filtration, and greater dirt capacity.

Higher electrical loads can be handled by a new 35-ampere generator, replacing the 30-ampere unit as base equipment. In addition, generator flexing and vibration are reduced for Powerglide transmission equipped models through a new solid-type mounting. The generator is now mounted to the bracket with a retaining bolt, lockwasher, and nut, eliminating the rubber bushing and sleeve formerly used.

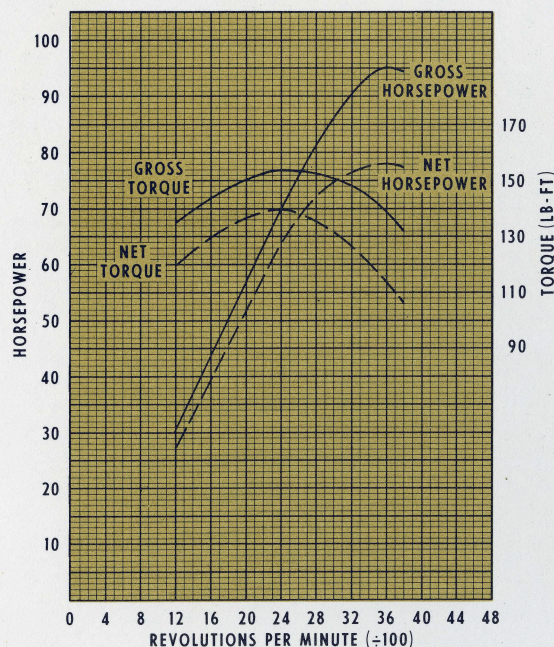
New accelerator linkage provides a more positive return to idle and improved pedal "feel." The pull-back spring mounting location is changed so that the spring is attached to a tab at the upper engine shield rather than at the left hand air cleaner support. In addition, a new plastic housing for the pedal rod pivot produces smoother pedal operation. The accelerator pedal also is new, being of polypropylene plastic for lighter weight and better wear characteristics.

A new "bent-finger" type clutch, wherein the pressure applied to the driven disk is somewhat in proportion to the speed, results in greater capacity and increased durability. Integral clutch fingers project from the inside diameter of the conical-shaped Belleville washer design at a substantial angle to the plane of the clutch assembly. As the assembly revolves, centrifugal force tends to increase this angle by pulling the fingers away from the hub, thereby applying greater pressure to the pressure plate. Clutch capacity is increased with no increase in pedal effort and boosters or heavy over-center springs are not required, as in the case of a coil spring design. Clutch durability is further increased by a built-in cooling provision. Radial projections on the pressure plate act as cooling fins. As the clutch rotates, these projections help force air through cast-in cooling slots around the outer edge. Greater pressure plate strength is achieved by the use of pearlitic malleable iron which has considerably more tensile strength than the formerly used ordinary cast iron. A lighter flywheel with a stepped-face is provided to accommodate the new clutch.

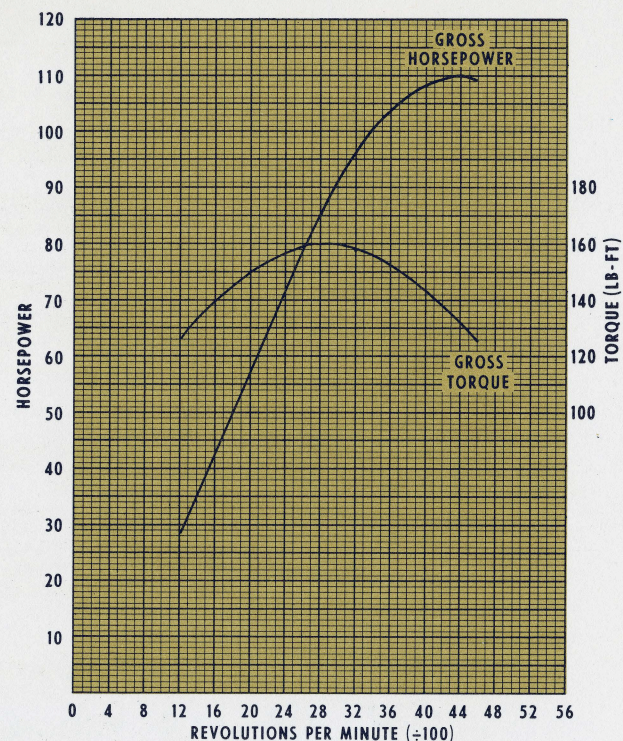


PLAN VIEW - HIGH-TORQUE 164 ENGINE

HIGH-TORQUE 164 ENGINE PERFORMANCE



WITH REGULAR CAMSHAFT



WITH SPECIAL CAMSHAFT

L-6 ENGINES. All in-line 6-cylinder engines incorporate a new stainless steel exhaust manifold heat valve, shaft, and bushing. Stainless steel, a high heat-resistant material, minimizes the possibility of exhaust manifold heat valve sticking and resultant improper engine warm-up, carburetor icing, and fuel vaporization problems. In addition, Series P20 and P30 models feature a new water-jacketed carburetor adapter, heated by water from the engine cylinder block, to minimize carburetor icing.

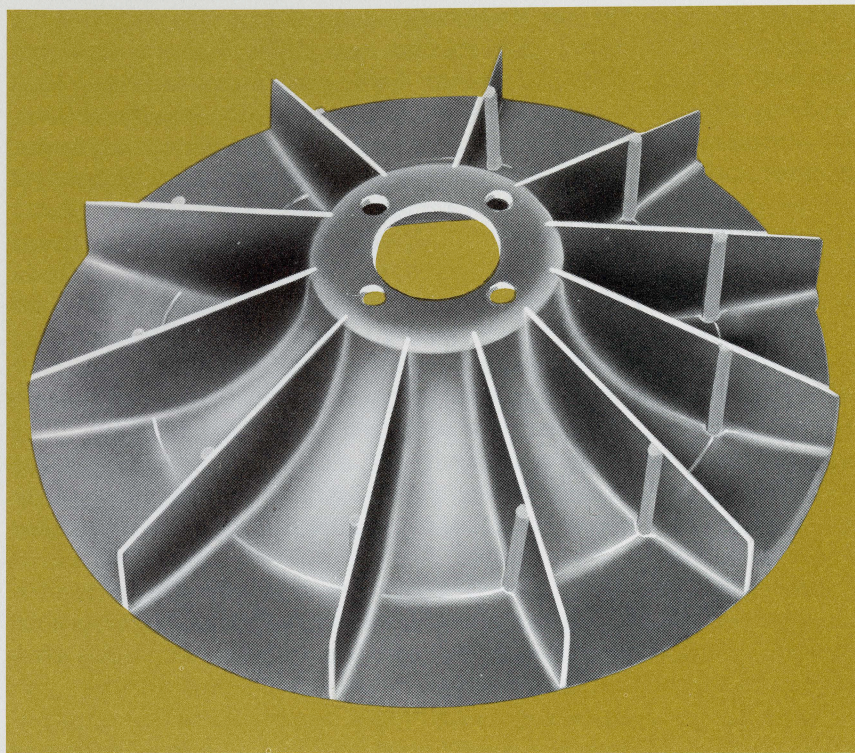
The 292 L-6 engine features a higher lift camshaft for improved volumetric efficiency and greater engine power. Also, changed ramp and lobe contours improve cam durability, produce higher engine speeds, and reduce valve "bounce" and noise.

Optional applications of the 292 engine for Series CLS50 models

also include a larger, more durable 12-inch coil spring clutch, replacing the 11-inch diaphragm unit previously used. Heater performance is improved in all applications of the 292 power plant through the substitution of a 180-degree thermostat in place of the 170-degree thermostat employed in 1963.

V-8 ENGINES. For 1964, the Delcotron generator mounting face for the 283 and 327 V-8 engines is cast integrally with the left hand exhaust manifold. Mounting of the generator closer to the engine reduces vibrational tendencies, promoting durability.

A more effective warm-up of the 327 V-8 engine is achieved with an improved water pump external by-pass system. The thermostat housing-to-pump inlet hose diameter is increased



A new, lightweight die-cast magnesium blower replaces the fabricated steel-type blower on Corvair 95 engines. Increased blower burst strength, plus longer blower bearing and belt life, are features of the new design.

from 3/4-inch to 1-inch allowing a more effective coolant circulation through the engine when the thermostat is closed and thereby minimizing the possibility of hot-spot formation. A new, later-opening, 180-degree thermostat is less restrictive to water flow and contributes to improved heater performance.

The 327 V-8 engine life is further improved through better oil filtration provided by a 2-quart capacity oil filter which replaces the 1-quart filter previously used. The 2-quart unit was formerly available as a Regular Production Option.

The High-Torque 348 (4-barrel carburetor) and High-Torque 409 engines plus the diesel power plants are unchanged for 1964. Availability of the High-Torque 348 Special (2-barrel carburetor) is extended, however, to include all Series 60 models except D60.

OTHER ENGINE FEATURES. Exhaust system improvements are incorporated throughout the model line-up. Corvair 95 vehicles utilize a new, larger, oval-shaped muffler with aluminized heads to improve sound deadening and resistance to corrosion. Exhaust pipes are increased in thickness from 14 to 12-gauge for conventional line Series 10-30 vehicles. Mufflers used on Series 50-80 models now incorporate aluminized steel passage tubes and expansion chamber baffles.

All 1964 Chevrolet trucks feature revised fuel tank filler tubes and caps which conform to new SAE standards. Both the locking tangs of the cap and the openings on the filler tube cap retainer are designed to eliminate the possibility of non-vented caps being used in place of the standard vented cap.

Improved fuel filtering is achieved on all 230, 283, and 292 cubic inch engine applications through an optional frame-mounted, in-line fuel filter. The paper element filter augments the standard sintered bronze filter in the carburetor fuel inlet line and the wire mesh fuel tank filter.

Air cleaner efficiency is increased for 230, 283, and 292 cubic inch engine installations in Series CLMST 50-60 models through a new oil-wetted paper element replacing the polyurethane type element previously used. Advantages of the new disposable-type element include better filtration, easier servicing, and greater capacity. In addition, the one-quart oil bath air cleaner option again will be offered for 1964.

All Series 50 and 60 cellular-type radiator applications are replaced by new units of tube-and-center construction for increased durability.

New sealed starter motor drive assemblies for all gasoline engine applications prevent contamination of the over-running clutch by road dust, engine oil, or moisture. In addition, a new heavy-duty starting motor is available optionally for all Step-Van models. The new heavy-duty unit incorporates such features as improved brush life; tangent wick oilers; 24-volt solenoid contact discs; sealed clutches; and a solenoid boot at the mounting flange.

The 52-ampere Delcotron generator, RPO K82, is cancelled and replaced by a new 55-ampere unit, RPO K77. The new generator provides additional capacity for severe usage where high current demands exist at engine idle conditions.

The radiator shutter equipment option is revised for Series CM80 model applications. These models now must be equipped with either air-hydraulic or full-air brake systems before the shutters may be ordered.

TRANSMISSIONS. 1964 transmission improvements include extended availability plus design refinements to both manual and automatic units.

Extension length is reduced approximately three inches for both the 3-speed and Powerglide transmissions. This reduction, applicable to C1405-06-16, C15, and C25 models, results in improved extension bushing durability.

Availability of both the standard ratio and close-ratio Spicer 3000 Series transmissions is extended to include Series CLS60 models equipped with optional 8-cylinder engines. Greater customer selectivity as to ratio and design results from the expanded line-up which previously consisted of only the Clark

version of standard 5-speed and close-ratio 5-speed units.

A new Spicer Series 7041 4-speed auxiliary transmission is released for optional use on the new W80 models. Although similar in design to the Spicer Series 6041 available for M80 models, the new transmission differs as to ratios and durability. Increased-size components throughout the gearcase provide the greater capacity to accommodate the higher operating torques of the 6V-53 diesel engine. Ratios of the new unit are: First, 2.31; Second, 1.21; Third (direct), 1.00; and Fourth (overdrive), 0.83.

The Powermatic automatic transmission incorporates refinements for improved performance and greater durability. A longer TV valve stroke reduces sensitivity to adjustment. This feature, coupled with new transmission linkage, results in easier maintenance and improved shift point accuracy. Teflon material, used for all piston seals, improves sealing quality. Higher grade steel is used for all pinion gears and the sun gear is redesigned for more even contact under load. Sintered bronze clutch plates, fully interchangeable through the various ranges, are more durable and less susceptible to seizure.

Durability and quietness of operation are increased for both 3-speed and 4-speed Corvair 95 transmissions through several design refinements. Both transmissions have an 0.060 inch larger input shaft diameter for increased torque capacity.

Reverse gear ratio for the 3-speed transmission is changed from 3.96 to 3.50. The other ratios (1st, 3.50; 2nd, 1.99; and 3rd, 1.00) remain unchanged. Noise level is reduced through the use of new gears which have greater pitch angles and higher helix angles.

Improved synchronization is achieved in the Corvair 95 4-speed transmission by replacing the radial needle bearing between the 2nd and 3rd speed gears with a shoulder in the mainshaft at this location. The shoulder takes the thrust from the second speed gear, giving an improved shift feel. An increase in the number of reverse idler gear teeth from 14 to 17 contributes to quieter operation. Transmission shifting reliability is improved by eliminating the roll pins formerly pressed into the 1-2 and 3-4 shift fork shaft assemblies. The pins are now an integral part of the shaft and thus cannot work themselves loose and out of position.

DRIVELINE. Driveline configuration is revised for C1405-06-16, C15, and C25 models equipped with 3-speed or Powerglide transmissions. A 2-piece propeller shaft design replaces the one-piece version used previously. Vehicles equipped with the 4-speed

transmission already have 2-piece drivelines. Advantages of this design include reduced driveline noise and vibration, a shorter transmission extension, and service-free universal joints. These permanently-sealed units, also used for 1964 Corvair 95 models, are similar in design to those used on passenger cars, and require no periodic service under normal operating conditions. A tapered projection of the new bearing housing fits into the rubber U-shape of the spring-loaded, steel-backed seal which is press-fitted on the trunnion shoulder. Skewing is minimized through the use of a nylon ring between the roller bearings and the base of the trunnion boss.

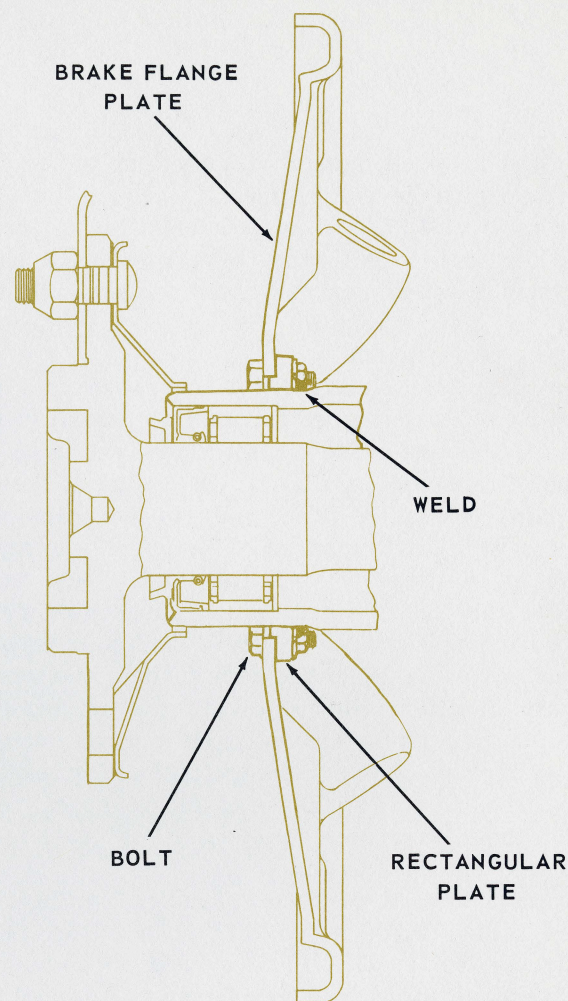
REAR AXLES. The brake flange plate attachment to the axle housing tube is improved in durability for Series 10 Salisbury-type rear axles. Formerly, the outer axle housing tube ends were joined to the brake flange plate through the use of rolled serrations. In the new design, a rectangular steel rim is welded to the outer tube ends. The rim is then piloted and bolted to the brake flange plate.

Series 10 rear axles are further improved with new differential side gears which are machined by an improved process (Reva-Cycle) and are of new nickel-alloy steel material. Utilization of the new machining process offers the advantage of greater accuracy and therefore better quality control, and allows the usage of increased tooth sections. Addition of thrust washers behind the side gears eliminates the possibility of the side gears wearing into the differential case.

A new ratio of 4.57-to-1 replaces the previously used 5.14 ratio as base equipment for Series P20 Step-Van models. Other axle details, including capacity, are unchanged with the only available option, the "NoSPIN" differential, also utilizing the new ratio. Availability of the optional 5.83-to-1 ratio for Series P30 trucks is cancelled for 1964.

Series 20, 30, and 50 truck rear axles incorporate a new front pinion bearing design. Revised thrust angles of 35 degrees forward and 20 degrees rearward are convergent on the inner race and reduce the effect of misalignment at the straddle end, thus eliminating spalling and extending bearing life.

Synthetic rubber replaces leather as the pinion oil seal material for all Chevrolet-built 15,000 pound and 17,000 pound rear axles. Synthetic rubber, as compared to leather, is less susceptible to shrinkage and is less affected by temperature variations. Usage of the Chevrolet 17,000 pound 2-speed rear axle is restricted to



Series 10 Salisbury-type rear axle durability is improved through a new axle housing tube-brake flange plate attachment design. A rectangular steel rim, welded to each tube at the outer end, is piloted and bolted to the brake flange plate, providing a more positive attachment than that with the rolled serrations previously used.

the 292 L-6 engine for Series CLT60-60H models. The Eaton 17,000 pound 2-speed design will continue to be available, however, for use with the V-8 engines.

A new ratio of 4.87/6.65-to-1 is available optionally for EU80 models. Identical in all other respects to the base equipment 18,500 pound 2-speed rear axle, the numerically lower ratio is designed to give improved fuel economy while maintaining satisfactory performance.

Tandem rear axle availability is increased for 1964 with diesel applications and new higher capacity options. Two Eaton single-speed rear axles are combined for a bogie rating of 30,000 pounds on the new W80 models. Similar in design to those used on the M80 tandems, the axles differ only in gear ratio which is 5.57-to-1 for the W80, as compared to 7.17-to-1 for the M80.

In addition, two heavy-duty Eaton single-speed axles in combination with the RT320 Hendrickson suspension result in a new 34,000 pound bogie option for MW80 tandem models. Axle design is similar to that used in the base tandem suspensions utilizing an inter-axle differential to divide the driving power equally between the two units. Overall axle construction, however, is heavier throughout, with component size and strength being equal to that of the Eaton 18,500 pound single-speed rear axle. Axle ratios for the new tandem options are 7.17-to-1 for M80 models and 6.50-to-1 for W80 models.

Maximum available rear axle capacity for Chevrolet trucks is increased from 18,500 to 23,000 pounds for 1964. Available optionally for Series CELTU80 models in both single and air-shift 2-speed versions, the new Eaton-built axles have ratios of

6.67-to-1 (single-speed) or 6.71/9.14-to-1 (2-speed) for gasoline engine trucks and 5.43-to-1 (single-speed) or 5.43/7.39-to-1 (2-speed) for diesel-powered vehicles. Overall design of the 23,000 pound axles is similar to that of the 18,500 pound Eaton axles. Increased diameter axle shaft, drive gear, and pinion shaft; larger axle housing section and drive gear face width; plus greater capacity outer pinion, pilot, left-right hand differential, and inner-outer wheel bearings are typical of the component changes made to obtain the 23,000 pound rating.

Axle shifting between high and low range for the 23,000 pound 2-speed rear axles is accomplished by an air-torsion spring shift system. This differs from the electric type arrangement used on Eaton 18,500 pound 2-speed axles in the method of actually accomplishing the shift. In the all-electric system, an electric motor is used to wind the spring which provides the eventual force required to move the shift fork and change the axle range. An air-actuated push rod provides this force in the air-shift system. The system consists essentially of an air chamber and a torsion spring drive assembly. Movement of the selector knob electrically activates the solenoid valve which opens or closes an air passage and permits air pressure to be applied or released from the air-shift unit diaphragm which in turn winds or unwinds the shifting spring to accomplish the eventual shift.

Corvair 95 models utilize a new, numerically-lower standard rear axle ratio of 3.55-to-1, replacing the previously used 3.89-to-1 ratio and contributing to overall improved vehicle fuel economy. Vehicles equipped with the Positraction option also utilize the 3.55-to-1 ratio with no other ratios being available.

INTERIM 1963 CHANGES

ROOF PANEL DAMPENER. To assure against roof panel flutter, a dampener is added to the rear upper body area of all cabs except tilt models. The dampener, comprised of a rubber block, is inserted through the dome lamp opening and cemented in place in the area between the inner and outer roof panels and the cab rear panel.

FULL-VIEW REAR WINDOW. The glass used in the optional full-view rear window for conventional cabs is changed from laminated safety sheet glass to solid safety sheet glass. This change in full-view rear window material specifications also affects RPO A11, Soft Ray Glass Equipment.

WINDSHIELD WIPER BLADE, TILT MODELS. A new windshield wiper blade assembly is released for tilt-cab models, permitting replacement of the blade portion only for quick and inexpensive service. Windshield wiper blade assemblies for other truck body types already incorporate this feature.

LEVEL RIDE SEAT EQUIPMENT, RPO A55. The rear face of the Bostrum driver seat backrest is revised slightly to eliminate possible interference with the fuel tank during full rearward adjustment. The revision consists of angling forward the top portion of the backrest rear face to obtain the required clearance. Appearance of the seat is not affected except in a direct side view.

IMPROVED CORROSION RESISTANCE in the area of the hood panel and fender coach joints results from the application of heavy-bodied zinc chromate primer in addition to the regular primer. This product improvement is extended to all conventional line models except tilt-cabs and Step-Vans.

BODY

STEP-VAN BODY CHANGES. As a corrosion preventative measure, the molding formerly located mid-way between the depressed embossments at the extreme bottom of Step-Van body side panels is eliminated.

DISPATCH BOX DOOR. The dispatch box door with lock is reinstated as regular production equipment for Models R1205 and R1254, cancelling the former optional application released shortly after the start of 1963 production. When the Custom Equipment option is specified, the silver-painted door carries a silver anodized aluminum trim plate matching that of the instrument cluster.

CORVAN DOOR HINGE STOPS. Integral stops are incorporated in both the upper and lower hinges of the Corvan rear doors. The stops positively prevent the doors from contacting the body when the door checks are released, eliminating body dimpling which previously could occur. With the use of integral hinge stops, rubber bumpers are no longer required to cushion door contact with the body.

NEW LOCK STRIKERS, SEALS. Closing effort of the double side doors for Model R1205 is reduced with the release of new lock strikers for both doors and a revised door seal for the forward door. The new lock strikers, unlike the former strikers, are shorter, and thus do not extend into the seal area, thereby lessening door closing effort. Discontinued use of solid rubber at the lower rear corner of the forward door seal also helps reduce door closing effort by eliminating resistance to compression.

POWER TRAIN

NEW VACUUM SHIFT CONTROL. Improved durability, operation, and appearance are advantages of the new vacuum shift control released for all Chevrolet 15,000 pound and 17,000 pound capacity 2-speed axles except those for Series D60 models which utilize an electric shift.

The 2-piece plastic case houses a more durable speedometer adapter micro-switch, which replaces the circuit-control type switch previously used. Removal of two screws allows ready accessibility to the micro-switch control.

An improved knob design features a thumb indentation for more positive manipulation of the shift control. The speedometer adapter switch wiring and the shift cable itself are encased in a protective rubber housing for better appearance and less susceptibility to damage.

NEW REAR AXLE RATIO, SERIES C20. A new rear axle ratio of 4.11-to-1 is available optionally for manual transmission-equipped Series C20 models, resulting in improved fuel economy and longer axle life. The new ratio is restricted to use with 7-15.5-6PR or 7.00-15-6PR tires.

RADIATOR FAN diameter for Series C10, 20, 30 models with the 230 and 292 cubic inch engines is increased to 19.00 inches from 17.63 inches, providing better engine cooling at idle.

WATER PUMPS for the 348 and 409 cubic inch engines are revised to include a double by-pass for increased water flow through the engine. In connection with this change, the former 170 degree thermostat is replaced with a 180 degree thermostat.

NEW 348 ENGINE OPTION. A 2-barrel carburetor version of the 348 cubic inch displacement engine, designated the High Torque 348 Special, is released as a Regular Production Option for school bus Series S67, S67H, S69, and S69H. Except for carburetion, the new engine is identical to the existing High Torque 348 engine; horsepower and torque ratings are as follows:

	High Torque 348 Special	High Torque 348
Gross Horsepower	185 at 4000 rpm	220 at 4400 rpm
Net Horsepower	160 at 3600 rpm	180 at 4000 rpm
Gross Torque (Lb.-Ft.)	315 at 2200 rpm	325 at 2600 rpm
Net Torque (Lb.-Ft.)	285 at 1800 rpm	300 at 2400 rpm

Transmission and rear axle applicability with the new engine option is identical to that with the 327 engine.

NEW 292 ENGINE OPTION - SERIES P20, 30. Optional applicability of the 292 cubic inch displacement engine is extended to include Series P20 and P30 models. The new engine option for the above models is available for use with all transmissions.

IMPROVED EXHAUST PIPE. The 292 and 409 cubic inch engines with applicability in the CLMST50 through 80 Series are equipped with a new exhaust pipe of increased wall thickness, thereby improving durability. Exhaust pipe wall thickness is increased from 0.067-0.081 inch (15-gauge steel) to 0.084-0.094 inch (13-gauge steel).

OPTIONAL MAIN BEARING MATERIAL. Copper-lead alloy is released as an optional material for 153, 230, and 283 engine main bearings, supplementing the use of steel-backed babbitt.

IMPROVED POWERGLIDE. New facing material is used for the Powerglide automatic transmission clutch drive plates in all Series CP10-20 applications. The new material is more durable and has better stabilization characteristics which result in improved shift quality.

POWER TRAIN-CONT.

IMPROVED 4-SPEED TRANSMISSION. Design and material changes in the Chevrolet 4-speed transmission result in improved durability and quieter operation. Bronze material is replaced by aluminum for the 2nd speed cone and by sintered iron for the 3rd speed bushing. Both aluminum and sintered iron are less susceptible to seizure as compared to bronze. In addition, a higher grade of steel is used throughout the gearset to reduce chipping and noise while increasing gear life.

Usage of a larger diameter output shaft with a greater capacity output shaft bearing; a larger shaft diameter and longer bushings for the reverse idler gear; a stronger, ribbed case in the area of the reverse idler gear; heavier rim section for the 2nd speed gear; rolled-type gearshift lever pivot pins; and a self-locking output shaft U-joint flange attaching nut all contribute to a more durable transmission. All the aforementioned design refinements are incorporated throughout the conventional line applications with the exception of light-duty models which do not have the larger output shaft and bearing feature because of the less-demanding type of operation.

NEW DELCOTRON OPTION. A new 130-ampere Delcotron generator is released as an RPO for Series S67 and S69 models. Designed for heavy-duty, high-output service, the new unit weighs 32 pounds and has a frame diameter of 6-9/16 inches. Heavy-duty ball bearings with factory-filled grease reservoirs are used.

NEW VOLTAGE REGULATOR OPTION. A new fully-transistorized voltage regulator is released as an RPO for exclusive use with the Series S67, 69 130-ampere Delcotron generator

option. The new regulator offers the advantages of no periodic servicing; constant voltage control; simplified external adjustment; and high field current for improved generator performance.

IMPROVED DELCOTRON GENERATOR MOUNTING. A new, heavier mounting bracket is released for the Delcotron generator used with the 292 cubic inch L-6 engine, preventing premature failure and providing the durability required for the 24-month or 24,000-mile truck warranty.

IMPROVED AXLE SEALING. Improved Series CKP10 rear axle differential sealing is achieved through the release of a new cover design in combination with different type retaining bolts. Overall cover configuration is unchanged with the exception of the retaining bolt hole flange area. A series of beads between the bolt holes and on the gasket side of the cover allows the latter to "dig" into the gasket at its center point.

A 0.20 inch lip curves outward (away from the differential) around the entire cover flange area outer circumference, resulting in increased durability. Screw and lock washer assembly type cover retaining bolts are replaced by a one-piece flange-head bolt for more positive torque retention. Serrations on the bolt head flange inner surface "bite" into the cover as torque is applied, thus reducing the possibility of the bolts working loose.

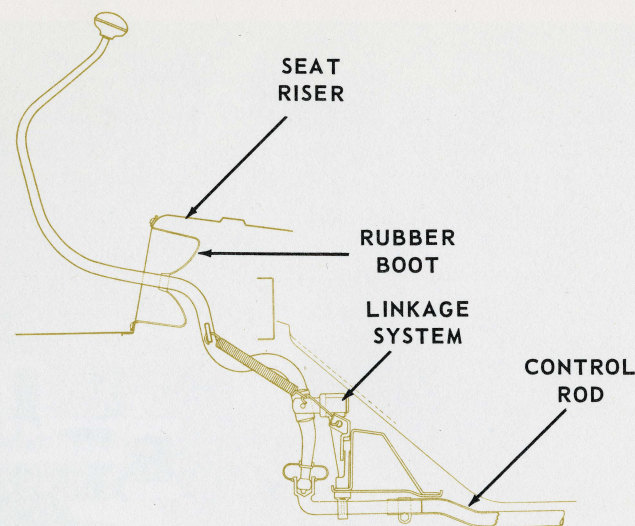
CLUTCH CONTROL CABLE. Lining material for the Corvair 95 clutch control cable is changed from nylon to polyethylene, reducing friction between the cable and the conduit. The new lining material not only improves clutch operation, but also extends cable assembly life.

POWER TRAIN-CONT.

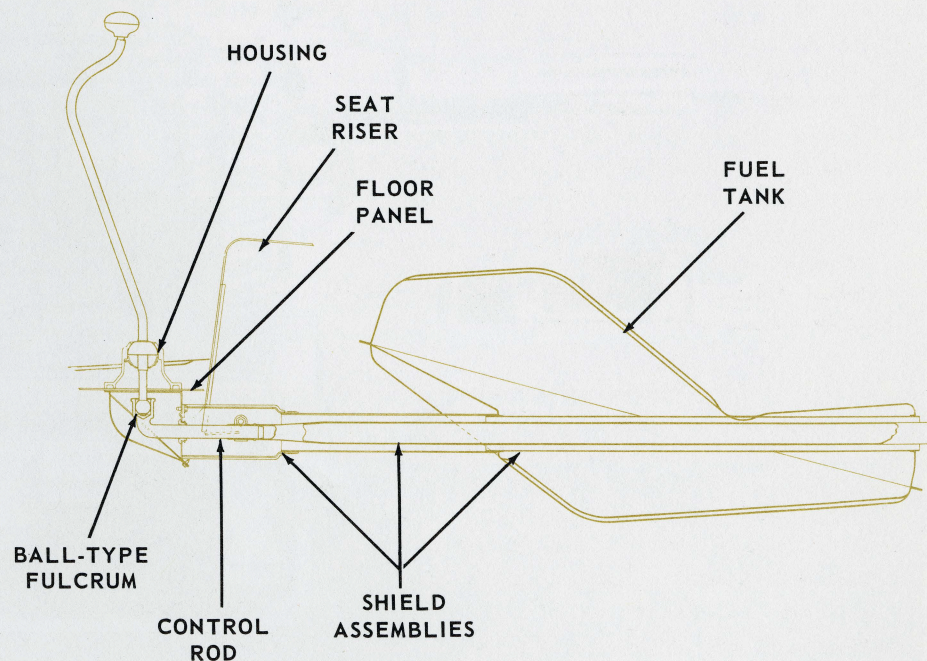
NEW MANUAL TRANSMISSION CONTROL SYSTEM. A new transmission control system, which is simpler and more protected than the old system, is released for Corvair 95 models equipped with either the standard 3-speed or optional 4-speed transmission.

In the new system, the gearshift lever utilizes a housing-enclosed ball-type fulcrum which passes directly through the floor panel rather than through the seat riser. From the gearshift lever, the completely-shielded transmission control rod is routed directly through the fuel tank via a tube. The transmission control rod then attaches to the transmission shifter shaft at the rear of the vehicle.

Several distinct advantages are afforded with the new manual transmission control system: It eliminates the problem of slush and ice packing on the transmission linkage since the linkage is shielded up to and through the fuel tank; it improves cab sealing since the rubber boot on the seat riser now is eliminated; it gives more positive transmission gear shifting since the connection between the gearshift lever and control rod is more direct and simplified; and it requires less maintenance since fewer components are utilized.



FORMER METHOD



NEW METHOD

CHASSIS

EMERGENCY AIR BRAKE EQUIPMENT (RPO J75), released for models with full-air brakes, is cancelled. Designed in compliance with the California Brake Law, RPO J75 is made obsolete because of revisions to the law. A new design is planned for interim 1964 release.

IMPROVED BRAKE ASSEMBLIES. Front and rear brake assemblies for Series CP10 trucks and rear brake assemblies for Series K10 vehicles are made more durable through the use of larger brake shoe anchor pins and primary and secondary brake shoe reinforcements.

EXTENDED AIR BRAKE AVAILABILITY. Full air brake equipment is released as a Regular Production Option for Series S67H and S69H models. Formerly, only hydraulic with power assist or air-hydraulic brakes were obtainable with these models.

NEW BRAKE EQUIPMENT OPTION. RPO Z72, a new brake equipment option which includes a vacuum reserve tank, a vacuum gauge, and a low vacuum indicator light, is released for "hydraulic with vacuum booster"-equipped M60 and M80 trucks. The new option, designated as Vacuum Reserve Tank, Gauge, and Warning Light Equipment, is designed to comply with Interstate Commerce Commission regulations pertaining to tandem vehicles engaged in interstate operation.

Options J80, Vacuum Power Brake Reserve Tank, and J81, Vacuum Gauge, still may be obtained independently of RPO Z72 for the M60 and M80 vehicles.

NEW AIR COMPRESSOR APPLICABILITY. The Tu-Flo 500 water-cooled air compressor, formerly available with air-hydraulic or full-air brake-equipped diesel models only, is now required for use with CM80 models having RPO V04, Radiator Shutter Equipment. These models, however, will continue to use the air-cooled type compressor with the hydraulic or full-air brake equipment when radiator shutters are not specified.

Cooling efficiency of an "air-cooled" type compressor is reduced to an unsatisfactory level when the radiator shutters are in a closed position because of the restricted flow of incoming air. The use of a water-cooled compressor for this type of application results in better cooling with longer life.

NEW NYLON CORD TIRES. Nylon material replaces rayon for all 6.70-15-4PR and 6.50-16-4PR "on-off road" tubeless tires released for Series CKP10 models, thus substituting RPO R38 for RPO R28 and RPO R69 for RPO R62. Nylon is less susceptible to the sudden shock loads more often encountered in off-the-road type operation.

FRAME GAUGE INCREASES. When RPO G60 auxiliary springs are used on Series C10 models, the fourth crossmember brace metal gauge thickness is increased from 0.144 inches to 0.205 inches to improve frame durability.

Additionally, the metal gauge thickness of the Number 3 frame crossmember and brace on Series M80 models with auxiliary transmissions (RPO's M64 and M70) is increased from 0.189 inches to 0.228 inches to provide greater frame strength.

NEW WHEEL OFFSET. Wheel offset is increased from 4.75 inches to 5.00 inches for light-duty models equipped with optional 7.00-16-6PR (RPO R66) or 7.50-16-8PR (RPO R68) dual rear tires. The larger offset, increasing tire clearance by a total factor of 0.50 inches, eliminates the possibility of sidewall interference with subsequent rubbing.

JOUNCE BUMPER MATERIAL IMPROVEMENT. On Series CP 10-20-30 models, the lower control arm jounce bumper rubber compound is improved to better withstand cracking caused by extreme cold conditions. Jounce bumper rubber fillers and elastic fibers are revised to provide a more pliable bumper that remains elastic under extreme weather conditions.

NEW PANEL MODEL REAR SPRING. A single-stage rear coil spring, similar to the 1962 C10 heavy-duty design, is now standard equipment on 1/2-ton panel models. The new spring replaces the 2-stage configuration used formerly, and is intended to provide quieter ride characteristics. Previously, at curb weight, the panel model spring was close enough to the second stage that suspension jounce due to road irregularities caused a certain amount of spring slap as the spring alternated between the first and second stages. Because the panel model body loads are greater than any other model loads in the same series, the new spring is designed to accommodate the additional weight.

CHASSIS-CONT.

REAR SPRING OPTIONS REVISED. When RPO Z57 (23,000 Pound GVW Heavy-Duty Equipment) is called for on C-L-T60 models, RPO G56 (20,800 Pound Rear Springs) must be used except when RPO G58 (23,000 Pound Rear Springs) or RPO G60 (Auxiliary Springs) are specified.

Additionally, the 17,000 pound rear axle is no longer mandatory equipment when RPO G56 is used on C-D-L-S-T60 models. RPO G56 now may be specified for use with the 15,000 pound rear axle. This revision provides 20,800 and 23,000 pound springs of 3-inch width as free options on 60 Series trucks.

NEW POWER STEERING PUMP. The hydraulic steering gear assembly, standard on M80 models and optional (RPO N40) on the remaining 60 and 80 Series trucks, is revised to include a higher flow rate pump on models with RPO F68.

A larger pump orifice enables more hydraulic fluid to enter the cylinder when quick steering requires a faster fluid-to-cylinder flow rate. The larger pump eliminates the possibility of the heavy-duty models reverting to manual steering on cornering or other rapid steering applications.

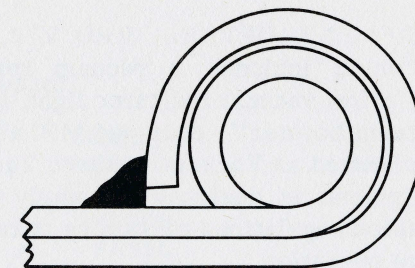
NEW FRONT SPRING EYE AND BUSHING. A Berlin-type spring eye design for 3500, 4500, 5500, and 7000 pound capacity front springs replaces the overhung-type eye previously used in these applications. Designed to eliminate unwrapping at the spring eye, the Berlin-type eye increases spring leaf expansion capacity and improves overall spring durability. The rigid configuration of the new eye accommodates greater brake loads by more efficiently distributing the lateral spring deflection forces. The resultant reduced stress at the spring eye eliminates the need for a weld from the end of the first leaf to the second leaf, as illustrated below on the overhung-type eye formerly used.

In addition, solid-pin, rubber-mounted spring eyes replace the drilled eye bolt, steel-backed bronze bushings used previously on Series 80 truck 5500 and 7000 pound front springs. The new bushing, a version of the base 3500 pound spring rubber bushing, not only better withstands heavy-duty loads, but also needs no periodic lubrication. With the addition of the new bushing for 5500 and 7000 pound front springs, all 3-inch wide medium and heavy-duty truck springs are equipped with rubber-mounted spring eye bushings.

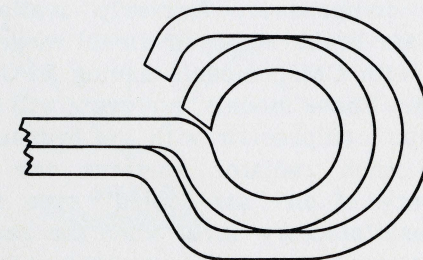
NEW LIGHT-DUTY TIRES. Passenger-type, 6.70-15-4PR and 7.10-15-4PR tubeless tires of 2-ply construction in combination with 15 X 5.50K wheel assemblies replace similar size 4-ply constructed tires used with 15 X 5 K wheels as base and optional equipment for Series CKP 10 trucks. Utilization of the 2-ply tire construction increases interchangeability, while maintaining satisfactory durability.

CANCELLED TIRE OPTIONS. 7.00-16-6 PR (RPO R66) and 7.50-16-8 PR (RPO R68) highway, rayon, tube-type tires, formerly available as optional equipment for P30 models, are cancelled for 1963.

IMPROVED TRIM HEIGHT FOR CORVANS. A longer rear coil spring is released as standard equipment on Corvair 95 panel trucks. The increased length of the rear spring improves Corvan trim height at normal load from 7.42 inches at 1920 pounds to 7.92 inches at 1920 pounds.



OVERHUNG-TYPE SPRING EYE



BERLIN-TYPE SPRING EYE

APPENDIX

ENGINE LINE-UP

ENGINE	SERIES APPLICATION	COMP RATIO	GROSS HORSE- POWER	GROSS TORQUE	NET HORSE- POWER	NET TORQUE	CLUTCH SIZE (In.) & TYPE
153 L-4	Std: P10 Opt: None	8,50	90 @ 4000	152 @ 2400	82 @ 4000	144 @ 2000	10-D
164 HO-6	Std: R10 Opt: None	8,25	95 @ 3600	154 @ 2400	78 @ 3600	140 @ 2400	9-1/8-D
164 HO-6 Spec.Cam	Std: None Opt: R10	9,25	110 @ 4400	160 @ 2600	90 @ 4000	145 @ 2400	9-1/8-D
194 L-6	Std: 5380, 5580 Opt: None	8,50	120 @ 4400	177 @ 2400	95 @ 4000	155 @ 2000	9-1/8-D
230 L-6	Std: CK10,20; C30; P20-30; CLS50 Opt: P10	8,50	140 @ 4400	220 @ 1600	120 @ 3600	205 @ 1600	10-D (CK10,20) 11-D (Others)
230 L-6	Std: None Opt: 5380, 5580	8,50	155 @ 4400	215 @ 2000	Not Rated	Not Rated	9-1/8-D
230 L-6 Economy Carb.	Std: None Opt: C10	8,50	125 @ 3400	210 @ 1600	100 @ 3200	200 @ 1200	10-D (Std.) 11-D (Opt.)
292 L-6	Std: CMLT60; CLT60H S62,64,67 Opt: CK10,20; C30; CLS50; P20,30	8,00	170 @ 4000	275 @ 1600	153 @ 3600	255 @ 2000	12-C (Std, models & CLS50) 11-D (Others)
283 V-8 2-bbl	Std: 5480, 5680 Opt: None	9,25	195 @ 4800	285 @ 2400	150 @ 4400	245 @ 2400	10-D (3-Speed) 10-13/32-D (4-Speed)

D - Diaphragm spring.

C - Coil spring.

APPENDIX

SINGLE-SPEED AXLE LINE-UP

CAPACITY (Lbs.)	RATIO	TYPE	STD. USAGE	OPT. USAGE
2500	3.55	Hypoid	R10	None
2700	3.36	Hypoid	53-5580	54-5680
2700	3.08	Hypoid	54-5680	None
2700	3.70	Hypoid	None	53-54-55-5680
3300	3.73	Hypoid	K10	None
3500	3.73	Hypoid	C10	P10
3500	4.11	Hypoid	P10	C10
3500	3.07	Hypoid	None	C10
5200	4.57	Hypoid	CKP20	None
5200	4.11	Hypoid	None	C20
7200	5.14	Hypoid	CP30	None
11,000	6.17	Hypoid	CLS50	None
15,000	7.20	Hypoid	CLST60	CLS50
15,000	6.17	Hypoid	D60	None
17,000	7.20	Hypoid	CLST60H	CLT60; S67,69
18,500	7.17	Spiral Bevel	CLT80	None
18,500	5.57	Spiral Bevel	None	EU80
23,000	6.67	Spiral Bevel	None	CLT80
23,000	5.43	Spiral Bevel	None	EU80
28,000 (bogie)	7.20	Hypoid	M60	None
30,000 (bogie)	7.17	Spiral Bevel	M80	None
30,000 (bogie)	5.57	Spiral Bevel	W80	None
34,000 (bogie)	7.17	Spiral Bevel	None	M80
34,000 (bogie)	6.50	Spiral Bevel	None	W80

TWO-SPEED AXLE LINE-UP

CAPACITY (Lbs.)	RATIO	TYPE	STD. USAGE	OPT. USAGE
15,000	5.83/7.95	Hypoid	None	D60
15,000	6.40/8.72	Hypoid	None	CLS50,60; T60
17,000	6.40/8.72	Hypoid	None	CLT60,60H; S67,69; S67,69H
17,000	7.17/9.97	Spiral Bevel	None	CLT60,60H
17,000	4.87/6.77	Spiral Bevel	D60H	None
18,500	6.50/8.87	Spiral Bevel	None	CLT80
18,500	7.17/9.77	Spiral Bevel	None	CLT80
18,500	5.57/7.60	Spiral Bevel	EU80	None
18,500	4.87/6.65	Spiral Bevel	None	EU80
23,000	6.71/9.14	Spiral Bevel	None	CLT80
23,000	5.43/7.39	Spiral Bevel	None	EU80
28,000 (bogie)	6.40/8.72	Hypoid	None	M60

LIMITED-SLIP AXLE LINE-UP

CAPACITY (Lbs.)	RATIO	TYPE	STD. USAGE	OPT. USAGE
2500 (Positraction)	3.55	Hypoid	None	R10
2700 (Positraction)	3.36	Hypoid	None	53-54-55-5680
2700 (Positraction)	3.08	Hypoid	None	54-5680
2700 (Positraction)	3.70	Hypoid	None	53-54-55-5680
3500 (Positraction)	3.73	Hypoid	None	CP10
5200 (NoSPIN)	4.57	Hypoid	None	CP20
7200 (NoSPIN)	5.14	Hypoid	None	CP30

APPENDIX

MODEL LINE-UP

VEHICLE TYPE	LIGHT-DUTY				MEDIUM-DUTY			HEAVY-DUTY		TOTAL
	1/2-TON	3/4-TON	3/4-TON SPECIAL	1-TON	1-1/2 TON	1-1/2 TON SPECIAL	2-TON	2-TON HEAVY-DUTY	2-1/2 TON	
El Camino Pickup	53-5480 55-5680									2
Corvair 95 Panel & Pickup	R1254 (Rampside) R1205 (Corvan)									2
Stepside Pickup	C1404 C1504 K1404 K1504	C2504 K2504	C3604S	C3604						8
Cowl	C1402	C2502	C3602S	C3602	C5102 C5202 C5302 C5502	C6102S C6302S C6502S	C6102 C6302 C6502	C6102H C6302H C6502H		17
Windshield Cowl	C1412	C2512	C3612S	C3612	C5112 C5212 C5312 C5512	C6112S C6312S C6512S	C6112 C6312 C6512	C6112H C6312H C6512H		17
LCF Cab-Chassis					L5203 L5303 L5603	L6203S L6303S L6503S L6603S L6903S	L6203 L6303 L6503 L6603 L6903	L6203H L6303H L6503H L6603H L6903H	E8203 E8303 L8203 L8303 L8603	23
Tilt-Cab Chassis						T6203S T6303S T6603S T6803S T6903S	T6203 T6303 T6603 T6803 T6903	T6203H T6303H T6603H T6803H T6903H	U8203 T8303 U8303 T8603 T8203 T8803	21
Conventional Cab-Chassis	C1403 C1503 K1403 K1503	C2503 K2503	C3603S C3803S	C3603 C3803	C5103 C5203 C5303 C5503	C6103S D6103S C6203S D6203S C6303S D6303S C6503S D6503S C6803S D6803S	C6103 D6103 C6203 D6203 C6303 D6303 C6503 D6503 C6803 D6803	C6103H D6103H C6203H D6203H C6303H D6303H C6503H D6503H C6803H D6803H	C8103 C8203 C8303 C8503 C8803	49