

CORVAIR BY CHEVROLET

THE PRESTIGE CAR IN ITS CLASS



Corvair 4-Door 6-Passenger Sedan (shown in Sateen Silver)—one of two Corvair 4-door sedan models.



CORVAIR

IN FOUR NEW MODELS...
SPECIFICALLY DESIGNED
THE WAY A COMPACT
CAR SHOULD BE

With the Corvair, Chevrolet becomes the first American manufacturer to introduce a specific design for a compact car. The key: development of America's first modern aluminum engine . . . so light it can be joined with the transmission and drive gears in one lightweight unit and placed in the rear where it belongs in a compact car. This achievement enabled designers to create a totally different car — the newest design in America in generations. Result: an authentic 108" wheelbase compact car that measures up to American standards of room, ride and performance.

There's virtually a flat floor. There's comfortable, roomy seating — a distinct Corvair advantage over many other compact cars. Luggage compartment is up front. Weight distribution is ideal for sure stability, road-

ability, traction, braking and a constant ride. There's less over-all weight, an important factor in the Corvair's generous economy. New air-cooled Turbo-Air 6 offers amazing fuel-saving efficiency, with lower upkeep, too. In this economy car, you get a choice of standard or automatic* transmission.

The ride is remarkably smooth and quiet, thanks to Quadri-Flex 4-wheel independent suspension. New Uni strut Body by Fisher joins body and frame into one solid unit, helps form a car inherently safe to drive. Marvelous maneuverability makes it easy to park, steer and thread through traffic. There's a new world of fun in driving.

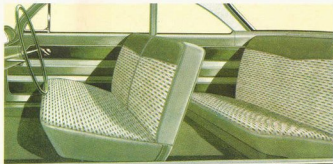
The Corvair is stylish, too, with trim, tasteful lines and such standard quality as sparkling Magic-Mirror finish and Safety Plate Glass all around.

Finally, the Corvair is built by Chevrolet, the result of nine years' development. Only the industry leader took time to create a specific compact car design. As a result, only Chevrolet brings you so many engineering advancements for a compact car . . . so many luxury touches, convenience features, including the standard fold-down rear seat for extra stowage space, and quality construction in an economy car. You'll wonder how the Corvair can combine so many advantages and be priced so low. *Available at extra cost.

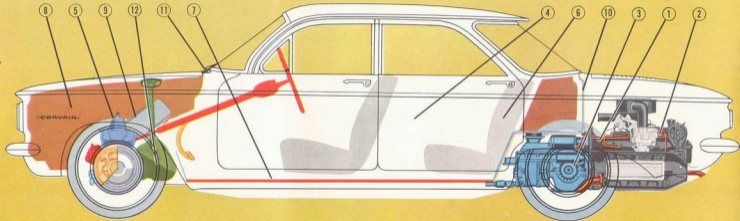
Corvaire 700 2-Door 5-Passenger Club Coupe (shown in Roman Red), one of two Club Coupe models priced within easy reach of any new-car budget.



Wide seats give ample shoulder and hip room for six; there's generous head room; a virtually flat floor for greater foot room. Here's the comfortable standard Corvaire 4-Door Sedan interior in soft gray fabric and silver vinyl. Shown also is the fold-down rear seat, standard in all models, which easily folds flat for extra cargo space.



Passengers can sit comfortably and luxuriously in the Corvaire. Here, for example, is the Corvaire 700 Club Coupe's roomy interior—in rich fabric and leather-soft vinyls. You can choose from three smart color schemes in the 700, color-keyed to the exteriors—in the quality and craftsmanship you get only from Unistrut Body by Fisher.



DESIGNER'S DREAM BECOMES REALITY!

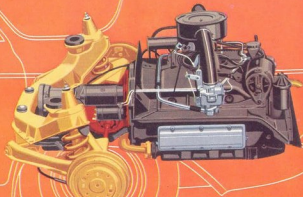
- UNIPACK POWER TEAM**—rear-mounted engine, transmission and axle in compact low-weight unit.
- TURBO-AIR 8**—industry's first aluminum engine; horizontally opposed cylinders; forced-air cooling.
- TRANSAXLE**—combines transmission and final drive gears in single unit at rear. Choice of standard floor-shift or automatic* transmission.
- UNISTRUT BODY BY FISHER**—utilized body-frame construction; rigid, single welded structure.
- QUADRI-FLEX SUSPENSION**—all 4 wheels independently suspended by coils, isolated from body by rubber.
- 6-PASSENGER SEATING**—ample head room, leg room, shoulder and hip room. Foam cushioned front seat in all models.
- LOW, VIRTUALLY FLAT FLOOR**—comfortable seating, ample foot room for all passengers.
- FRONT LUGGAGE COMPARTMENT**—key-locking; 11.3 cubic feet. Total luggage capacity, 28.9 cubic feet with rear seat folded down.
- SPARE TIRE AND WHEEL**—conveniently located under front hood; easy to get at.
- SPECIAL INSULATED REAR BULKHEAD**—helps isolate engine sounds from passenger compartment.
- HIGH-LEVEL VENTILATION**—strength-adding cowl structure; fresh air intake above low-lying road fumes and dust.
- FRONT-MOUNTED 11-GAL. FUEL TANK**—isolated from engine and exhaust system heat; protected by massive front crossmember.

UNIPACK POWER TEAM: KEY

ENGINE, TRANSMISSION, AXLE . . . ALL IN A COMPACT REAR-MOUNTED UNIT

Development of the industry's first modern aluminum engine sets off a chain reaction of design benefits. Here, at last, is an engine husky enough to deliver American standards of performance . . . but *light* enough to be combined with the transmission and rear axle into a single unit, placed in the rear where it belongs in a compact car.

With the rear-mounted Unipack Power Team, there's a virtually unobstructed floor—so important in a compact car—to permit American standards of roominess. There's comfortable seating with ample foot room for all passengers. Other benefits of the rear-mounted power unit: a genuinely smooth ride, because weight distribution is excellent. Steering is wonderfully light, because there's less weight on the front wheels. Handling is crisp, more uniform, because the Corvair keeps its excellent weight distribution regardless of the load. Braking is sure, reliable—stopping power flows more



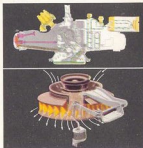
UNIPACK combines engine, transmission, and drive gears in one compact unit at the rear. Turbo-Air 6: 140 cu. in.; 8.0 to 1 compression ratio; 80 horsepower @ 4400 rpm.



ALL-NEW TURBO-AIR 6 cylinder heads, pistons, intake manifolds, crankcase and many other components are of precision-cast lightweight aluminum alloy. Aluminum cylinder heads and individual cylinders of ferrous alloy are specially finned for increased engine air cooling. Each of the two cylinder banks is supplied a balanced fuel mixture from individual carburetors for smooth, thrifty engine operation.

PRESSURIZED OIL SYSTEM, activated by gear-type pump, prolongs engine life and safeguards vital parts. A standard oil filter keeps the oil clean, and oil temperature is controlled by a standard oil cooler with a by-pass for more rapid warm-up in cold weather.

FORCED-AIR ENGINE COOLING completely eliminates radiator, water jackets, water pump and liquid coolants—makes a major contribution to Corvair's low overall weight. Centrifugal blower forces air over finned engine parts for cooling—a thermostatically controlled damper regulates air flow to retain heat for faster engine warm-up.



TO CORVAIR'S PERFORMANCE, ECONOMY, COMPACT DESIGN

equally to all four wheels. Driving is cooler — there's no exhaust system in front or under the floor. Riding is quieter, because rear engine noise is isolated behind you.

AMERICA'S FIRST AIR-COOLED ALUMINUM 6!

At the heart of the Corvair's unitized power team is the Turbo-Air 6. Here is America's most revolutionary engine — the key to the Corvair's compact size coupled with remarkable performance both smooth and quiet! Built of aluminum and about half the weight of conventional engines, the Turbo-Air 6 is engineered for maximum efficiency, with aircraft-type horizontally opposed cylinder design; valve-in-head; short stroke. Economical lubrication and forced-air cooling save money from the start. No water or coolants are necessary; winter freeze-ups, antifreeze costs, over-heated radiators are things of the past in this compact, economy car! Fuel savings are exceptional, too, with this remarkable new engine. Advanced fuel

induction, balanced twin carburetors and automatic choke add to lively, thrifty performance on regular fuel. Wedge-shaped combustion chambers, hydraulic valve lifters, oil-wetted air cleaner, oil cooler, full-flow oil filter are standard features at no extra cost.

TRANSAXLE UNIT WITH YOUR CHOICE OF TWO TRANSMISSIONS

Corvair's Unipack combines drive gears and transmission in one! Power flows efficiently through the shortest distance — from engine through the transaxle unit to wheels. You have a choice of two transmissions specifically engineered for the Corvair. Both are major achievements for low weight alone; both are unmatched in the compact car field for quiet, responsive power flow at all speeds. Standard is the 3-speed Synchro-Mesh, with floor-shift. Optional Corvair Powerglide* offers instrument panel control and automatic driving ease of exceptional durability.

*Available at extra cost.

SUPERIOR TRACTION!



CONSTANT RIDE!



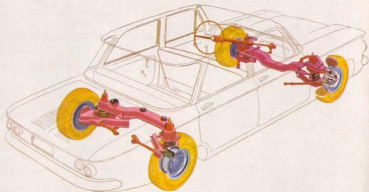
SURE BRAKING!



SPECIFIC WEIGHT DISTRIBUTION—IDEALLY DESIGNED FOR SUPERIOR STARTING, HANDLING, RIDING AND STOPPING

The Corvair is an ideally designed compact car. Its weight distribution is specifically engineered for every driving situation—under normal full payload or with only the driver behind the wheel. With the weight distribution remaining practically unchanged, you get a smooth, constant ride. Cornering is positive, precise. In a light, compact car, traction is especially important. With the Corvair's rear engine, weight balance is distributed as it should be in a compact car. You get real traction at the driving wheels. The Corvair grips the road tighter on hills, slippery surfaces or dry pavement. Steering is easy because weight is not concentrated on front wheels. Ideal weight transfer permits nearly equalized front and rear wheel braking for maximum brake life and better stopping power. Corvair hugs the road for straight, heads-up stops.

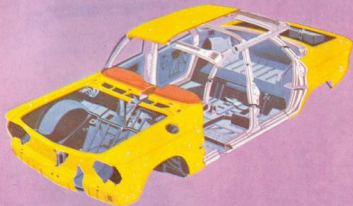
For years, American engineers have sought ideal weight distribution in compact car design. Now it's possible with the Corvair's aluminum rear engine. It means driving advancements unmatched by any other compact car!



QUADRI-FLEX—FIRST 4-WHEEL INDEPENDENT SUSPENSION ON ANY MODERN AMERICAN CAR...YEARS ADVANCED IN RIDE AND ROADABILITY

You'll wonder at the Corvair's sure-footed ride—the way it hugs the road. The secret, of course, is the Corvair's specific design. An outstanding engineering innovation is Quadri-Flex—final attainment of a long-time goal for American engineers, and exclusive to the Corvair among American cars. With this radically advanced, superior suspension, each wheel has its own deep coil spring which cushions out road shock . . . independent of the action of other wheels. The result is an astonishingly level, smooth ride . . . and quieter, too, because there are no squeaks in coil springs, no need to clean or grease them.

Also, the Corvair's independent rear axles and rear suspension design mean more cushioning of the overall weight . . . further reason for the Corvair's softer ride. And because of the Corvair's superior weight distribution, there's remarkable stability, roadability, feather-light steering and excellent braking, with no need for power brakes. In all, the Corvair's design affords ride benefits that are unmatched by any other compact car.



UNISTRUCT BODY BY FISHER—THE BODY AND FRAME ARE COMBINED INTO ONE SINGLE, SOLID STRUCTURE OF RIGID STEEL

In the Corvair, you ride in a delightfully quiet, spacious interior, comfortable in every detail. You ride, too, in a car inherently safe to drive. A major reason is new Unistruct Body by Fisher, which surrounds you with a unitized structure of steel.

Roof, floor, sides and frame are all welded together in a lifetime bond of superior strength. Here's a durable unit structure that's solid and tight, expertly constructed as only Fisher Body can. Enclosing the High-Level ventilation system, there's a massive cowl in the front with double steel walls extending full width and depth giving extra strength for greater passenger protection. Behind the passengers, a rigid bulkhead offers additional rear protection. And for extra quietness, the bulkhead is thickly insulated to form a heat and sound barrier that isolates the rear engine compartment. For greatest possible utilization of space in a compact car, the Corvair's floor is virtually flat, thanks to rear mounted engine. In all, Unistruct Body by Fisher helps set new standards of quality for compact cars.

TRADITIONAL CHEVROLET QUALITY, STURDINESS AND CONVENIENCE

In every important detail that adds pleasure to driving, the Corvair measures up to what you've wished for in a compact car. Here are some of the quality features that make it the prestige car in its class, yours at no extra cost—and only Corvair by Chevrolet can bring you all of them:

EXCLUSIVE FISHER BODY CRAFTSMANSHIP—Recognized hallmark of quality in America's finest automobiles—now yours in a compact car.

MAGIC-MIRROR ACRYLIC LACQUER FINISH—Brilliant, gem-hard gleam keeps showroom luster longer—brings you a wide range of deep new colors to choose from... a total of 16 single and two-tone colors.

SAFETY PLATE GLASS IN EVERY WINDOW—Finest quality Safety Plate Glass—for the finest visibility all around.

SAFETY-MASTER BRAKES—Husky stopping power, with long-life bonded linings. In fact, the Corvair offers one square inch of brake lining for every twenty pounds of car weight. Wheel slots increase air cooling, carry heat away fast, extend brake durability. Excellent weight distribution of the Corvair permits more equitable braking force to all four wheels for straight-line, leveled stopping, more effective braking power.

TYREX CORD TIRES—Improved tread material gives a better, quieter ride, greater traction and longer life. Specially designed low profile tubeless type with extra-wide tire tread for super stability and road-holding.

In addition to Corvair standard features, you can choose from this list of optional and custom features*: **FAST-ACTING HEATER-DEFROSTER**—Aircraft-type, thermostatically controlled; makes rapid warmth in cold weather a welcome reality. High-Level cowl fresh air intake. Convenient instrument panel controls... **TRANSISTORIZED RADIO**... **CORVAIR POWERGLIDE AUTOMATIC TRANSMISSION**... **BACK-UP, COURTESY AND GLOVE COMPARTMENT LAMPS**... **WINDSHIELD WASHER**. And every feature, standard or optional, bears the stamp of traditional Chevrolet quality!

*Available at extra cost.



THE CORVAIR SEDAN IS SIX PASSENGERS BIG! Rear mounting of power train is main reason all passengers sit comfortably and relaxed in a Corvair.



"TWO CARS IN ONE!" The Corvair takes on vastly increased utility with the standard fold-down rear seat. Seat folds flat quickly, easily, to form a level cargo floor for 17.6-cu.-ft. inside space. With rear seat up there is storage space behind for parcels and small luggage.



LUGGAGE COMPARTMENT UP FRONT! Counter-balanced compartment lid makes it easy to load or unload from curbside—luggage is safeguarded by keylock. Space for luggage in forward compartment and inside stowage with rear seat folded down totals 28.9 cu. ft.

CORVAIR SPECIFICATIONS

BODY—All-welded Fisher Unistrut body-frame structure. Fully sealed and insulated. Extra-heavy side and roof rails, reinforced floor, double-walled cowl with High-Level air intake. Magic-Mirror acrylic lacquer finish, Safety Plate Glass in all windows, friction-type ventipane latches, single key locking system, pushbutton outside door handles. Dual horizontal headlights. Distinctive trim and identification for Corvair and Corvair 700, dual electric windshield wipers, directional signals, center dome light with instrument panel switch, left-hand sunshade, front ashtray, 16" recessed-hub two-spoke steering wheel with central horn button, nylon-faced pattern cloth seat upholstery with leather-grain vinyl sidewall trim and cloth headlining, lined rear storage compartment. For Corvair 700: dual horns, automatic front door light switches, three interiors including floor mat color-keyed to exterior color, front luggage compartment black rubber mat.

ENGINES—Turbo-Air 6 horizontally opposed valve-in-head aluminum design. 140-cu.-in. displacement, bore and stroke 3.375" x 2.60". 8.0:1 compression ratio, twin carburetors, single exhaust. Horsepower 80 @ 4400 R.P.M., torque 125 @ 2400 R.P.M. Forced-air cooling by centrifugal blower, thermostatically controlled air flow, lined cast ferrous alloy cylinders. Aluminum pistons. Forged steel crankshaft. Fined aluminum cylinder heads with integral intake manifolds and alloy steel valve seat inserts. Full pressure lubrication system, full-flow oil filter, oil cooler, four-quart refill. Hydraulic valve lifters, automatic choke, positive-shift starter, oil-wetted air cleaner.



TRANSAXLE UNIT—Combines transmission and final drive gears in compact unit with differential between engine and transmission. Power is transferred from engine to transmission by an input shaft that passes through the hollow differential hypoid pinion and transmission output shaft.

CORVAIR POWERGLIDE—Three-element torque converter with hydraulically controlled planetary gears, maximum ratio 4.73:1. Range selector on instrument panel. Selector sequence L-D-N-R.

3-SPEED SYNCHRO-MESH—All helical gear design with floor-mounted shift lever. Ratios: 3.22:1 first, 1.84:1 second, 1.00:1 third, 3.65:1 reverse. Diaphragm spring type clutch, molded lining and permanently lubricated release bearing.

REAR AXLE—Hypoid type, ratio 3.55:1 for 3-speed Synchro-Mesh and Powerglide, 3.89:1 optional*.

SUSPENSION—Quadri-Flex full independent suspension with coil springs at all four wheels. Spherical joint front suspension with built-in leveling control. Rubber-pivoted control arms with swing axle in rear. Permanently lubricated rear wheel bearings. Direct, double-acting shock absorbers.

WHEELS AND TIRES—13" wheels, 5.5" rims, 6.50 x 13—4-ply rating blackwall tubeless low-profile Tyrex cord tires. Spare tire and wheel in front luggage compartment.

BRAKES—Safety-Master hydraulic design, 9" diameter drums, bonded linings—120.8 sq. in. effective area. Pull-handle parking brake on left side of steering column.

STEERING—Precision Ball-Race gear, overall ratio 23.5:1. Turning diameter (average) curb-to-curb 39.3 ft., wall-to-wall 41.5 ft.

FUEL CAPACITY—11-gallon tank, forward mounted, protected by front suspension cross member. Filler door in left front fender.

ELECTRICAL—12-volt system, 30-ampere generator, 42-plate battery.

DIMENSIONS—Wheelbase 108". Front and rear tread 54". Overall: length 180.0", width 66.9", height (loaded) 51.3".

OPTIONAL EQUIPMENT—Whitewall tires, wheel trim rings, Aircraft-type heater and defroster, manual radio. Heavy-duty battery, E-Z-Eye glass. Padded instrument panel. Plus two option groups: De luxe body equipment group includes right-hand sun visor, front armrests, and cigarette lighter; comfort and convenience group includes back-up lights, outside rearview mirror, windshield washer, and glove compartment light. Full line of Custom Feature accessories.



*Available at extra cost.

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