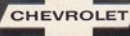




# 1968 CORVAIR

AMERICA'S REAR-ENGINE SPORTSTER FROM CHEVROLET



For nearly a decade Chevrolet has built rear-engine fun cars. In that time, Corvair has established itself as a firm favorite with U.S. enthusiasts. Reasons: rear-engine design with great roadability. Independent suspension at all four wheels (like the famous Corvette) for supple ride. With the engine weight in the rear, over the driving wheels, traction is superb. (Just ask owners who live in winter climates!) But with all these virtues, why the low price? Chevrolet know-how, that's why.



Shown on front cover: Monza Sport Coupe. Shown above: Monza Convertible.

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Monza interior. ▲

▼ Monza Sport Coupe.

**Not only does Monza put the car before the horses, it gives you sporty buckets and styling flair in hardtop and convertible models.**

If you're a true car enthusiast, then you probably know all about Corvair already. If not, you can't help but notice those sleek rear-engine fun cars darting about. For 1968, both enthusiasts and lovers of fun cars will find lots to like in the Monza Sport Coupe or Convertible. Outside, it has that aerodynamic styling with new side marker lights front and rear.

Inside, those great bucket seats have new finer grain vinyl with extra-soft expanded vinyl on cushion centers and back rests. New finer grain vinyl is used on sidewalls, too. Also new: added instrument panel padding, padded windshield pillars and energy-absorbing front seat backs, and new safety armrests that shield door handles. Bright accents highlight seat backs and sidewalls, while deep-twist nylon carpet luxuriates underfoot. On the instrument panel, the black-textured trim panel adds a tasteful touch.

Black, gold or blue interiors are keyed to Magic-Mirror exterior color. Fold-down rear seat is standard in the Monza Sport Coupe; handy locking front trunk on all Corvairs. Monza Convertible top choices: white, black or blue with any body color.

Just for sport, try ordering a Monza model equipped with either the 110-hp or 140-hp Turbo-Air engine, 4-Speed fully synchronized gearbox, Positraction, sport-styled steering wheel (looks like real walnut), AM-FM radio (even FM stereo or tape stereo if you like — or both for ultimate listening!) and those dashing wire wheel covers to set off whitewall or black 7.00 x 13 tires. That's what a real enthusiast would specify, and the entire package won't cost you a bundle.

So much for the cart. As for horses, 95 are standard. 110 or 140 are available. Transmissions: 3-Speed fully synchronized standard; you may also order 4-Speed or Powerglide automatic with any engine.

Personalize your Monza with extra-cost Options and Custom Features listed on the inside page. Some are described and illustrated above.



Locking up-front trunk.

Fold-down rear seat in Monza Sport Coupe.



## Corvair 500 gives you a true hardtop. And it's Chevrolet's lowest priced hardtop.

Perhaps one word best describes Corvairs, including, of course, Corvair's most economical model, the 500 Sport Coupe. That word is "balance." Balance of rear-engine design that matches superb traction with easy steering. Balance of body design that gives you aerodynamic lines with true hardtop styling. Balance so keen, power steering and power brakes are unnecessary. Even Corvair's trim dimensions make for balance and maneuverability: 108" wheelbase, 183.3" overall length. Width is 69.7" and overall height 51.5" (Monza Convertible), 51.3" (sport coupes). Front tread 55.0", rear tread 56.6". All this balance gives you that sure feeling when you drive.

In the 500 Sport Coupe, Corvair also balances rock-bottom cost with good looks. Inside, select from handsome blue, black or gold all-vinyl interiors. The full-width seats, like sidewalls, use a combination of textured and pleated vinyl. Black rubber floor mats tidy up quickly. Order your 500 (or a Monza) in a choice of 15 lustrous Magic-Mirror colors — 12 new for 1968. Interior colors are keyed to exterior choice.

All Corvairs — Monzas and the 500 — share the quality Body by Fisher, fully unitized for strength and quietness. Corvair's value is enhanced by inner front fenders, four headlight system and curved body side glass. Other value worthies: latching ventipanes, two-position door checks, flush-mounted windshield and rear window (both bonded to the body), flush-and-dry rocker panels, high-level ventilation system, parallel-action electric windshield wipers, fork-type door latches, forced-air heating and keyless door locking.

You'll also like such quality touches as hand-operated parking brake with trigger release, 14-gallon fuel tank, individual air intakes with control knobs, cigarette lighter, foam cushioned front seat (rear, too, in Monzas) and self-adjusting brakes.

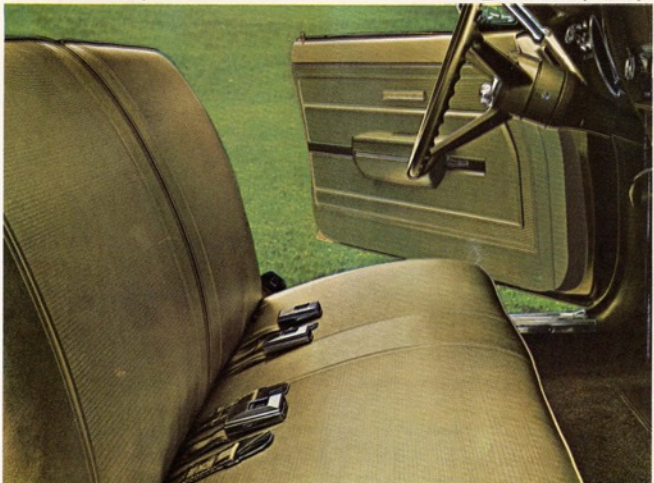
Power team combinations are the same for Corvair 500 as they are for Monza. Check the back page for particulars.

Dress up your Corvair from the list of extra-cost Options and Custom Features on the opposite page.



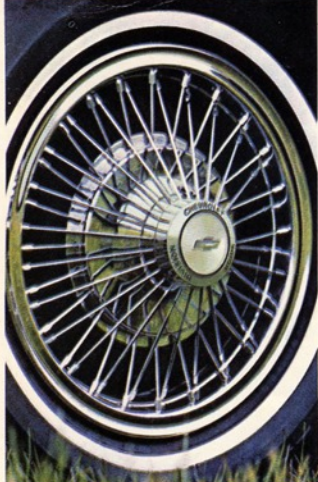
Corvair 500 interior. ▼

▲ Corvair 500 Sport Coupe.



## For very little extra, you can turn your Corvaire into a special personal experience.

To mark your Corvaire with your personal touch, consider some of the following items\* you can order: 1. Wire wheel covers — look just like the real thing. 2. For four-on-the-floor buffs. Available with all engines. 3. Luggage carrier for the rear deck. Chromed, versatile, handsome. 4. AM/FM radio. You may specify tape stereo, FM stereo or both. 5. Sports-styled steering wheel. Looks like real walnut. Other new options include rear seat shoulder belts for all models, standard style or Custom Deluxe; front shoulder belts on convertibles (standard on sport coupes), and rear window defroster for sport coupe models.



1. Wire wheel covers.



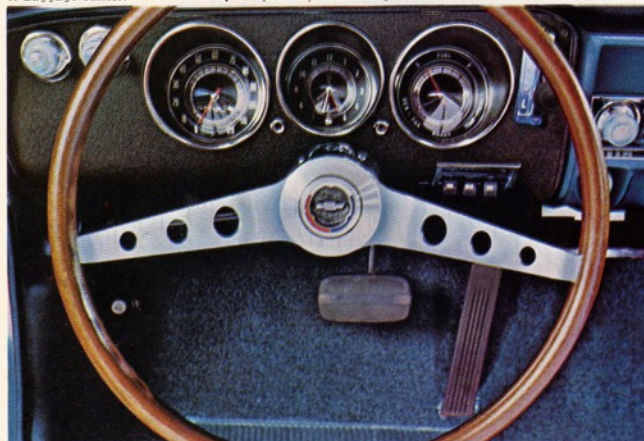
2. Four on the floor.



3. Luggage carrier.



4. AM/FM radio.



5. Sports-styled steering wheel.

Also, you can specify these goodies to suit yourself:  Auxiliary lighting — includes ashtray light, instrument panel courtesy light, glove box light, luggage compartment light and underhood light  Special purpose front and rear suspension includes stiffer front and rear springs with matching shock absorbers  Special steering with 16.1:1 overall ratio supplied by quicker ratio box  Positraction rear axle  Stratoease front seat head restraints  Speed warning unit  Custom deluxe color-matched seat belts and shoulder belts  Remote-control outside rearview mirror  Thinline whitewall tires for extra sportiness  Adjustable steering column can be positioned fore and aft to provide maximum visibility and comfort for the driver  Door edge guards  Front and rear bumper guards  Car-to-trailer electrical wiring harness; convenient plug-in system requires no splicing or drilling of body holes  Ski rack  Fold-down rear seat for Corvaire 500 (standard on Monza Sport Coupe)  Soft-Ray tinted glass  Mag-style wheel covers  3.55:1 or 3.27:1 axle ratio.  Appearance guard group — includes door edge guards, front and rear bumper guards and floor mats. Items may be ordered individually.  Full wheel covers for Corvaire 500 (standard on Monza)  Windshield-mounted auto compass  Electric clock  Power top on convertible.

\*Availability of these and other extra-cost items determined by model and other equipment. Check details at your Chevrolet dealer's.

## 1968 Colors and Fabrics



Tuxedo Black

Ermine White

Grotto Blue

Fathom Blue

Island Teal

Ash Gold

Grecian Green

Tripoli Turquoise

Teal Blue

Cordovan Maroon

Seafrost Green

Matador Red

Palomino Ivory

Sequoia Green

Butternut Yellow

Gold vinyl for Monza (also available in black and blue)

Blue vinyl for 500 (also available in black and gold)

## Corvair Power Teams

ENGINES	TRANS-MISSIONS	AXLE RATIOS
95-HP TURBO-AIR 164 (Standard)	3-Speed (Standard)	3.55:1
	4-Speed (Extra-cost)	3.55:1
	Powerglide (Extra-cost)	3.27:1*
110-HP TURBO-AIR 164 (Extra-cost)	3-Speed (Standard)	3.27:1*
	4-Speed (Extra-cost)	3.27:1*
	Powerglide (Extra-cost)	3.55:1
140-HP TURBO-AIR 164 (Extra-cost)	3-Speed (Standard)	3.55:1
	4-Speed (Extra-cost)	3.55:1
	Powerglide (Extra-cost)	3.55:1

Positraction available for all ratios.

\*3.55:1 may be specified.

## Engine Specifications

95-hp Turbo-Air 164: 95 horsepower at 3600 rpm; 154 ft.-lb. torque at 2400 rpm. Two single-barrel carburetors, economy-contoured camshaft, hydraulic lifters, single exhaust, 8.25:1 compression ratio.

110-hp Turbo-Air 164: 110 hp at 4400 rpm; 160 ft.-lb. torque at 2800 rpm. Two single-barrel carburetors, general performance camshaft, hydraulic lifters, single exhaust, 9.25:1 compression ratio.

140-hp Turbo-Air 164: 140 hp at 5200 rpm; 160 ft.-lb. torque at 3600 rpm. Four single-barrel carburetors, special camshaft, hydraulic lifters, dual exhaust, 9.25:1 compression ratio.

General engine features: valve-in-head design; new vapor return line for improved hot start and idle; air injection reactor exhaust emission control system; hydraulic valve lifters; energizer-type battery; automatic choke; Delcolton; long-life exhaust system.

## Transmissions

3-Speed fully synchronized: standard with all engines. Allows smooth shifts even into 1st at low car speeds. Floor-mounted shift lever.

4-Speed fully synchronized: added sport and versatility. Ratios spaced for most efficient engine usage. May be ordered with all engines. Floor-mounted shift lever.

Powerglide automatic: assures convenient, fully automatic driving. Instrument panel control lever design prevents unintentional shifts into reverse.

## '68 Standard Safety Features

- Energy-absorbing steering column
- Seat belts with pushbutton buckles for all passenger positions
- Shoulder belts for driver and right front passenger with pushbutton buckles and convenient stowage provision on all models except convertibles
- Passenger-guard door locks with deflecting lock buttons — all doors
- Four-way hazard warning flasher
- Dual master cylinder brake system with warning light and corrosion-resistant brake lines
- Latches on front seat backs
- Dual-speed windshield wipers and washers
- Outside rearview mirror
- Back-up lights.
- New side marker lights and parking lights that illuminate with headlights
- Padded instrument panel, sun visors, windshield pillars
- Reduced-glare instrument panel top, inside windshield moldings, horn button, steering wheel hub, and windshield wiper arms and blades
- Inside day-night mirror with deflecting base
- Lane-change feature in direction signal control
- Safety armrests
- Thick-laminate windshield
- Soft, low-profile window control knobs, and coat hooks
- Energy-absorbing seat backs
- Yielding door and window control handles
- Energy-absorbing instrument panel with smooth contoured knobs and levers
- Tire safety rim
- Safety door latches and hinges
- Uniform shift quadrant
- Snag-resistant steering wheel hardware
- Fuel tank and filler pipe security.

All illustrations and specifications contained in this literature are based on the latest product information available at the time of publication approval. The right is reserved to make changes at any time without notice in prices, colors, materials, equipment, specifications and models, and also to discontinue models. Chevrolet Motor Division, General Motors Corporation, Detroit, Michigan 48202.



Be Smart. Be Sure. Buy Chevrolet!



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