

AMA Specifications – Passenger Car

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MANUFACTURER Chevrolet Motor Division General Motors Corporation	CAR NAME Corvair				
MAILING ADDRESS Chevrolet Engineering Center Box 7346 North End Station, Det. 2, Mich.	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 50%; padding: 5px;">MODEL YEAR 1963</td> <td style="width: 50%; padding: 5px;">ISSUED: 10-1-62</td> </tr> <tr> <td colspan="2" style="padding: 5px;">REVISED (a)</td> </tr> </table>	MODEL YEAR 1963	ISSUED: 10-1-62	REVISED (a)	
MODEL YEAR 1963	ISSUED: 10-1-62				
REVISED (a)					

- NOTES:**
1. The Specifications herein are those in effect at date of compilation and are subject to change without notice by the manufacturer.
 2. **UNLESS OTHERWISE INDICATED:**
 - a. Specifications apply to standard models without optional equipment. Significant deviations are noted.
 - b. Nominal design dimensions are used throughout these specifications.

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BODY—TYPES AND STYLE NAMES—		Body type, number of passenger & style names; use manufacturer's code for series & body style.
<u>500 Series</u>	527	2-Door Club Coupe, 5-Passenger
<u>700 Series</u>	727	2-Door Club Coupe, 5-Passenger
	769	4-Door Sedan, 6-Passenger
<u>900 Series</u>	927	2-Door Monza Club Coupe, 4-Passenger
	969	4-Door Monza Sedan, 5-Passenger
	967	2-Door Monza Convertible, 4-Passenger

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MAKE OF CAR Chevrolet MODEL YEAR 1963 DATE ISSUED 10-1-62 REVISED(a)

GENERAL SPECIFICATIONS

(All dimensions in inches unless otherwise indicated)

MODEL	CORVAIR	Additional Information Page No.:	SEDANS	COUPES	CONVERTIBLE
Wheelbase (L101)		23		108.0	
Tread	Front (W101)	22		54.5	
	Rear (W102)	22		54.5	
Maximum Overall Dimensions	Length (L103)	23		180.0	
	Width (W103)	22		67.0	
	Height (H101)	24		51.5	
Transmission— (Specify trade name - opt., not available)	Manual	15	3-Speed Std., 4-Speed Optional		
	Overdrive	16	Not available with Corvair		
	Automatic	16	Powerglide Opt. except Turbocharged Engine		
Axle ratio	Manual	17	3-Speed	80 HP, 102 HP - 3.27:1 150 HP - 3.55:1	4-Speed
	Overdrive	17	-		
	Automatic	17	3.27:1		
Tire size		18	6.50 X 13		
Engine	Type, no. cyl., valve arr.	2	Horizontal opposed, 6 cyl. OHV, air cooled		
	Fuel system (Carb., other)	8	Carburetor (Turbocharged optional)		
	Bore and stroke	2	3.4375 X 2.60		
	Piston displ., cu.in.	2	145		
	Std. compression ratio	2	8.0:1 (a)		
	Max. bhp at engine rpm	2	80 @ 4400		
	Max. torque at rpm	2	128 @ 2300		

(a) - 9.0:1 on 900 Monza models with Powerglide and Turbo-Air High Performance.

(b) - Optional:

900 Monza with Power Glide - 84 hp @ 4400 RPM; 130 lb. ft. torque @ 2300 RPM
 Hi-Perf. - 103 hp @ 4400; 134 lb. ft. torque @ 28-3000 RPM
 Turbocharged - 150 hp @ 4400 RPM; 210 lb. ft. torque @ 32-3400 RPM

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MODEL Corvair 500 - 700 - 900

ENGINE—GENERAL		Turbo-Air	900 Models with Pwr/Glide	Hi-Perf Turbo-Air	Turbocharged
Type, no. cyls., valve arr.		Horizontal opposed, 6 cyl., OHV			
Bore and stroke (nominal)		3.4375 X 2.60			
Piston displacement, cu. in.		145			
Bore spacing (C/L to C/L)		4.85			
No. system (front to rear)	L. Bank	6-4-2			
	R. Bank	5-3-1			
Firing order		1 - 4 - 5 - 2 - 3 - 6			
Compres. ratio (nominal)		8.0:1	9.0:1	18.0:1	
Cylinder Head Material		Cast aluminum			
Cylinder Block Material		Cast aluminum			
Cylinder Sleeve—Wet, dry, none		None			
Number of mounting points	Front	Two			
	Rear	One			
Engine installation angle		2° 33'			
Taxable horsepower $\frac{\text{Dip.}^2 \times \text{No. Cyl.}}{2.5}$		28.4			
Published max. bhp* @ eng. RPM		80 @ 4400	84 @ 4400	102 @ 4400	150 @ 4400
Published max. torque* (lb. ft. @ RPM)		128 @ 2300	130 @ 2300	134 @ 28-3000	210 @ 32-3400
Recommended fuel regular - premium		Regular		Premium	
Idle speed (spec. neutral or drive)	Manual	500 neutral	—	600 neutral	850 neutral
	Automatic	500 in drive		500 in drive	—

ENGINE—PISTONS

Material		Cast aluminum alloy			
Description and finish		Flat head - Slipper skirt,			
Weight (piston only) oz.		15.91			
Clearance (limits)	Top land	.022 - .031			
	Skirt	Top	.0011 - .0015 (a)		
		Bottom	—		
Ring groove depth	No. 1 ring	.193 - .199			
	No. 2 ring	.193 - .199			
	No. 3 ring	.199 - .200			
	No. 4 ring	None			

* Max. bhp (brake horsepower) and max. torque corrected as defined by SAE Engine Test Code.

(a) - Measured 2.20 from top of cylinder bores.

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POWER TEAMS

(Indicate whether standard or optional)

MODEL AVAILABILITY	ENGINE					TRANSMISSION	AXLE RATIO (Std. first)	
	Displ. cu. in.	Carburetor	Compr. Ratio	BHP @ RPM	Torque @ RPM		(B) Standard Optional	
CORVAIR 500-700-900	145 (std)	Two 1 bbl Down- draft	8.0:1	80 @ 4400	128 @ 2300	3-Speed	3.27:1	3.55:1 3.89:1
						4-Speed *	3.27:1	3.55:1 3.89:1
						Powerglide *(A)	3.27:1	3.55:1 3.89:1
	145 (opt)	Two 1 bbl Down- draft	9.0:1	102 @ 4400	134 @ 28- 3000	3-Speed	3.27:1	3.55:1 3.89:1
						4-Speed *	3.08:1	3.55:1 3.89:1 3.27:1
						Powerglide *	3.55:1	3.89:1
Monza Spyder Club Coupe Convertible	145 (opt)	1 bbl Side- draft	8.0:1	150 @ 4400	210 @ 32- 3400	3-Speed	3.55:1	
						4-Speed *	3.55:1	
<p>* - Optional</p> <p>(A) On 900 models with Powerglide - Compression Ratio is 9.0:1 BHP-84 @ 4400; Torque - 130 @ 2300</p> <p>(B) Positraction axle ratios of 3.08, 3.27, 3.55, and 3.89 available in combinations shown.</p>								

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MODEL CORVAIR 500 - 700 - 900

ENGINE—RINGS		Turbo-Air	900 Models with Pwr/Glide	Hi-Perf Turbo-Air	Turbocharged
Function (top to bottom)	No. 1, oil or comp.	Compression			
	No. 2, oil or comp.	Compression			
	No. 3, oil or comp.	Oil control			
	No. 4, oil or comp.	None			
Compression	Description - material, type, coating, etc.	Cast alloy iron - inside bevel or counter bore - wear resistant coating; Upper ring chrome plated on Turbocharged			
	Width	.0770 - .0780			
	Gap	.010 - .020			
Oil	Description - material, type, coating, etc.	Multi-piece - (2 rails and one spacer expander) Rails - steel, chrome plated OD; Spacer-expander - stainless steel			
	Width	.1855 - .1875 (assembled)			
	Gap	.010 - .020			
Expanders		In oil ring assembly			

ENGINE—PISTON PINS

Material		Alloy steel	
Length		2.630 - 2.650	
Diameter		.7999 - .8002	
Type	Locked in rod, in piston, floating, etc.	Locked in rod	
	Bushing	In rod or piston	None
		Material	None
Clearance	In piston	.00015 - .00025	
	In rod	—	
Direction & amount offset in piston		Major thrust side .060	

ENGINE—CONNECTING RODS

Material		Drop forged steel		
Weight (oz.)		13.89	15.84	
Length (center to center)		4.719 - 4.721		
Bearing	Material & Type	Extra-life steel backed babbitt - removable	Copper lead alloy	Premium aluminum
	Overall length	.649		
	Clearance (limits)	.0007 - .0027		
	End play	.005 - .010		

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MODEL Corvair 500 - 700 - 900

ENGINE—CRANKSHAFT Turbo-Air 900 Models with Pwr/Glide Hi-Perf Turbo-Air Turbocharged

Material Drop forged steel Forged alloy Steel

Vibration damper type None

End thrust taken by bearing (No.) #1 (at rear of engine)

Crankshaft end play .002 - .006

	Material & type	<u>Extra-life steel backed babbitt - removable</u>	<u>Copper lead alloy</u>	<u>Premium aluminum</u>
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	Clearance	<u>.0012 - .0037</u>
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Main bearing	Journal dia. and bearing overall length	No. 1	<u>2.1008 X .785</u>
		No. 2	<u>2.1008 X .752</u>
		No. 3	<u>2.1018 X .752</u>
		No. 4	<u>2.1018 X .752</u>
		No. 5	<u>None</u>
		No. 6	<u>None</u>
		No. 7	<u>None</u>

Dir. & amt. cyl. offset	<u>None</u>
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Crankpin journal diameter	<u>1.799 - 1.800</u>
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ENGINE—CAMSHAFT

Location	<u>Directly below crankshaft</u>
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Material	<u>Cast alloy iron</u>
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Bearings	Material	<u>No inserts, aluminum crankcase machined for bearing surface</u>
	Number	<u>—</u>

	Gear or chain	<u>Gear</u>
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	Crankshaft gear or sprocket material	<u>Steel</u>
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Type of Drive	Camshaft gear or sprocket material	<u>Cast aluminum</u>
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Timing chain	No. of links	<u>None</u>
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	Width	<u>—</u>
	Pitch	<u>—</u>

ENGINE—VALVE SYSTEM

Hydraulic lifters (Std, opt, NA)	<u>Standard</u>
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Valve rotator, type (intake, exhaust)	<u>None</u>
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Rocker ratio	<u>1.50:1</u>
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Operating tappet clearance (indicate hot or cold)	Intake	<u>Zero</u>
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	Exhaust	<u>Zero</u>
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Timing marks on flywheel, damper, other	<u>Crankshaft Pulley</u>
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(Continued)

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MODEL Corvaire 500 - 700 - 900

ENGINE—VALVE SYSTEM (cont.)		Turbo-Air	900 Models with Pwr/Glide	Hi-Perf Turbo Air	Turbocharged	
* Timing	Intake	Opens (°BTC)	43	54	70	
		Closes (°ABC)	93	118	110	
		Duration - deg.	316	352	360	
	Exhaust	Opens (°BBC)	87	95	110	
		Closes (°ATC)	69	78	70	
		Duration - deg.	336	353	360	
	Valve opening overlap		112	152	140	
Material		Alloy Steel				
Overall length		4.489 - 4.509				
Actual overall head dia.		1.335 - 1.345				
Angle of seat & face		45° (seat); 44° (face)				
Seat insert material		Cast nickel steel alloy				
Stem diameter		.3415 - .3422				
Stem to guide clearance		.0010 - .0027				
Intake	Lift (@ zero lash)		.3140 (Theoretical)	.3770	.3741	
	Outer spring press. and length	Valve closed (lb. @ in.)	58-64 @ 1.508	78-86 @ 1.660		
		Valve open (lb. @ in.)	141-149 @ 1.148	170-180 @ 1.260		
	Inner spring press. and length	Valve closed (lb. @ in.)	None	Spring Damper		
		Valve open (lb. @ in.)	None	Spring Damper		
Exhaust	Material		High alloy steel		(A)	
	Overall length		4.494 - 4.514			
	Actual overall head dia.		1.235 - 1.245			
	Angle of seat & face		45° (seat) - 44° (face)			
	Seat insert material		Cast chromium steel alloy			
	Stem diameter		.3413 - .3418 (top); .3407 - .3418 (bottom)			
	Stem to guide clearance		.0014 - .0032			
	Lift (@ zero lash)		.3441 (theoretical)	.3779	.3741	
	Outer spring press. and length	Valve closed (lb. @ in.)	58-64 @ 1.508	78-86 @ 1.660		
		Valve open (lb. @ in.)	141-149 @ 1.148	170-180 @ 1.260		
Inner spring press. and length	Valve closed (lb. @ in.)	None	Spring Damper			
	Valve open (lb. @ in.)	None	Spring Damper			

ENGINE—LUBRICATION SYSTEM

Type of lubrication (splash, pressure, nozzle)	Main bearings	Pressure
	Connecting rods	Pressure
	Piston pins	Splash
	Camshaft bearings	Pressure
	Tappets	Pressure
	Timing gear or chain	Main & cam frt. brg. throw-off
	Cylinder walls	Conn. rod brg. throw-off

(A) - Head & Neck - Super alloy (nimonic 80A)

(Continued)

Stems - Silicon & chromium alloy steel

* Including cam ramps

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MODEL Corvair 500 - 700 - 900

ENGINE—LUBRICATION SYSTEM (cont.)	900 Models w/Pwr/Glide	Hi-Perf. Turbo-Air	Turbocharged
Oil pump type	Gear		
Normal oil pressure (lb. @ engine rpm)	40 @ 2000		
Oil pressure sending unit (elect. or mech.)	Electric		
Type oil intake (floating, stationary)	Stationary		
Oil filter system (full flow, partial, other)	Full flow		
Filter replacement (element, complete)	Complete		
Capacity of crankcase, less filter-refill (qt.)	4 0		
Oil grade recommended (SAE viscosity and temperature range)	32° F and Above - - - - - SAE 30 10° F to 32° F - - - - - SAE 10W Below 10° F - - - - - SAE 5W-20		
Engine Service Requirement (MM, MS, etc.)	MS or DG		

Note: Always use SAE 30 if daytime temperature is above 60° F

ENGINE—EXHAUST SYSTEM

Type (single, single with cross-over, dual, other)	Single with cross over	
Muffler No. & type (reverse flow, straight thru, separate resonator)	One, reverse flow, diffusion and resonance	
Exhaust pipe dia. (O.D. & wall thickness)	Branch	1.375 X .067-.081
	Main	1.875 X .067-.081
Tail pipe diameter (O.D. & wall thickness)	1.75 X .0480	2.50 X .0470

ENGINE—CRANKCASE VENTILATION SYSTEM

Type (ventilates to atmos., induction system, other)	Standard Optional	Ventilates to induction system	
Control unit	Make and model	AC 5649150	
	Location	In hosing above cross over air duct	
	Energy source (manifold vacuum, carburetor air stream, other)	Manifold vacuum and/or carburetor air stream	
Complete system	Control method (variable orifice, fixed orifice, other)	Variable Orifice	Fixed Orifice
	Discharges (to intake manifold, carb. air intake, air cleaner intake, other)	Vacuum balance cross over tube and air cleaner	Carburetor air and compression inlet
	Air inlet (breather cap, carburetor air cleaner, other)	Carburetor Air Cleaner	
	Flame arrester (screen, check valve, other)	Check Valve	Fixed Orifice

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MODEL		500 - 700 - 900	
ENGINE—FUEL SYSTEM		Turbo-Air 900 Models Hi-Perf. <small>(See Supplement to Page 8 for Details of Fuel Injection, Supercharger, etc. if used) with Pwr/Glide Turbo-Air</small>	Turbocharged
Induction type: Carburetor, fuel injection, supercharger.		Carburetor	Supercharger (a)
Fuel Tank	Capacity (gals.)	14	
	Filler location	Left front fender crown	
Fuel Pump	Type (elec. or mech.)	Mechanical	
	Locations	Mounted on engine rear housing	
	Pressure range	5.25 - 6.50 PSI	
Vacuum booster (std., optional, none)		None	
Fuel Filter	Type	Fine mesh plastic strainer in gas tank	
	Locations	Sintered bronze in carburetor inlet	(b)
Carburetor	Choke type	Automatic	
	Intake manifold heat control (exhaust or water)	Carburetors, manifold and intake air warmed by recirculating eng. cooling air	(a)
	Air clnr. type	Standard Oil wetted polyurethane element	Optional

CARBURETOR SUPPLEMENTARY INFORMATION

Model Usage	Engine Displ.	Transmission	Carburetors		No. Used and Type	Barrel Size
			Make	Model		
500 - 700 - 900	145	3 Spd & 4 Spd. Powerglide	Rochester	7023101	2 (*)	1.250
			Rochester	7023100	2 (*)	1.250
Hi-Performance	145	3 Spd; 4 Spd & Pwr/Glide	Rochester	7023102	2 (*)	1.250
Turbocharged	145	3 Spd & 4 Spd	Carter	3817245	1 (#)	1.50

(*) One for each cylinder bank; Single barrel downdraft
 (#) Single barrel (triple venturi) sidedraft

(a) See supplement to Page 8 for detail

(b) Throw-away in line paper element located between fuel pump and carburetor

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SUPPLEMENTARY INFORMATION

MODEL Corvair Monza Spyder 927-967

Super Charger

Type ----- Turbo-Supercharger
(Turbine Driven Compressor)

Make ----- Thompson

Turbine----- Single Stage, In-Flow Type
Material----- High Temperature Cobalt Base Alloy
Diameter (in) ----- 2.97
Blades----- 11, Equally Spaced
Drive----- Engine Exhaust Gases

Compressor ----- Centrifugal Impeller
Material ----- Die Cast Aluminum Alloy
Diameter (in.) ----- 3.00
Blades ----- 14, Equally Spaced
Drive ----- Solid Shaft from Turbine

Bearing ----- One Piece Floating Bushing
Material ----- Aluminum Alloy
Lubrication ----- Engine Oil, Full Pressure

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SUPPLEMENTARY INFORMATION

MODEL Corvair 500-700-900

ENGINE - COOLING SYSTEM

Type	Air, forced supply by centrifugal blower	
Engine Shrouding	Engine enclosed in sheet metal to direct cooling air over fins on outside of engine cylinders, cylinder head castings and crankcase	
Engine Blower	Type	Centrifugal
	Location	Mounted horizontally on top center of engine
	Material	Steel
	Diameter	10.70
	Number of vanes	16
	Driven by	"V" belt
	Air flow	1460 cfm @ 4000 engine rpm
	Pulley (PD)	4.1875
Drive Belt	Ratio-fan to crankshaft	1.58:1
	Bearing type	Permanently lubricated ball bearing
	Type	"V"
	Pitch length	55.7
Air Thermo-stats	Width	.38
	Angle of "V"	40°
	Function; number	Two; regulates air flow control doors
	Type	Bellows
Air Thermo-stats	Location	Lower part of plenum under front cylinders
	Bellows start to open at	205° (approximately)

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MODEL Corvair 500 - 700 - 900

ENGINE—COOLING SYSTEM

Type system (pressure, pressure vented, atmospheric, other)		
Radiator cap relief valve pressure		
Circulation thermostat	Type (choke, bypass)	Refer to supplement
	Starts to open at (°F)	
Water pump	Type (centrifugal, other)	Page 9 for type of Cooling.
	GPM @ 1000 pump rpm	
	Number of pumps	
	Drive (V-belt, other)	
	Bearing type	
By-pass recirculation type (internal, external)		
Radiator core type (cellular, tube and fin, other)		
Cooling system capacity	With heater (qt.)	
	Without heater (qt.)	
	Opt. equipment—specify (qt.)	
Water jackets full length of cylinder (yes, no)		
Water all around cylinder (yes, no)		
Radiator hose	Lower	Number and type (molded, straight)
		Inside diameter
	Upper	Number and type (molded, straight)
		Inside diameter
	By-pass	Number and type (molded, straight)
		Inside diameter
Fan	Number of blades & Spacing	
	Diameter	
	Ratio—fan to crankshaft rev.	
	Fan cutout type	
	Bearing type	
*Drive belts (indicate belt used by letter)	Fan	
	Generator	
	Water Pump	
	Power Steering	
Air Conditioning		

* Drive Belt Dimensions	
Angle of V	
Nominal length (SAE)	
Width	

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MODEL Corvair 500 - 700 - 900

ELECTRICAL—SUPPLY SYSTEM		900 Models with Pwr/Glide	Hi-Perf. Turbo-Air	Turbocharged	
Battery	Make and Model	Delco - 1980556			
	Voltage Rtg. & Total Plates	12 Volts - 54 Plates			
	SAE Designation & Amp Hr. Rtg	42 amp hr @ 20 hr rate			
	Location	Left side of engine compartment			
	Terminal grounded	Negative			
Generator	Make	Delco-Remy			
	Model	1102226			
	Type	Two brush, shuntwound			
	Ratio—Gen. to Cr/s rev.	2, 3:1			
	Gen. cut-in (hot)—engine rpm	510			
Regulator	Make	Delco-Remy			
	Model	1119001			
	Type	Vibrator			
	Cutout relay	Closing voltage @ generator rpm	11.8 - 13.5 @ 1300		
		Reverse current to open	1 - 4 amps @ 12 volts		
	Regu- lated	Voltage	13.8 - 14.8		
		Current	27 - 33		
	Voltage test con- ditions	Temperature	Operating		
Load		8-10 amps			
Other		None			

ELECTRICAL—STARTING SYSTEM

Starting motor	Make	Delco-Remy			
	Model	1108306 (1108307 with Pwr/Glide)			
	Rotation (drive and view)	Clockwise			
	Engine cranking speed				
	Test conditions	Operating temperature			
	Lock test	Amps			
		Volts			
		Torque (lb. ft.)			
No load test	Amps	69			
	Volts	10-6			
	RPM (min.)	7675			
Motor control	Switch (solenoid, manual)	Solenoid			
	Starting procedure	Depress clutch and place shift lever in Neutral (a). Press accelerator pedal to floor once to set automatic choke, then release. Turn ignition key to extreme right to engage starter and release as soon as engine starts.			

(a) - For Powerglide Transmission, place selector in "N" position.

(Continued)

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MODEL Corvair 500 - 700 - 900

ELECTRICAL-STARTING SYSTEM (cont.)

	Turbo-Air Syn	Turbo-Air Pwr/Gld	900 Models w/Pwr/Gld	Hi-Perf Syn	Hi-Perf Pwr/Gld	Turbo-charged
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Motor Drive	Engagement type	Positive shift solenoid					
	Pinion meshes (front, rear)	Rear					
	Number of teeth	Pinion	9				
		Flywheel	147				
	Flywheel tooth face width	.363 - .387 (a)					

ELECTRICAL-IGNITION SYSTEM

Coil	Make	Delco - Remy					
	Model	1115135				1115172	
	Amps	Engine stopped	4.0				
		Engine idling	1.8				
Distributor	Make	Delco - Remy					
	Model	1110294	1110295	1110297	1110296	1116224	
	Cent'fgal adv. in crankshaft degrees @ engine rpm (nominal)	Start (rpm)	600	1400	1600	700	3900
		Intermediate points deg. @ rpm					
		Max deg. @ rpm	34 @ 3600	26 @ 3700	22 @ 4100	26 @ 4800	12 @ 4500
	Vacuum adv. in crankshaft degrees @ in. Hg. (nominal)	Start (in. Hg.)	6.00	7.00		6.00	(b) 2-1/2 PSI
		Intermediate points, deg @ in. Hg.					
		Max. deg. in. Hg.	24.5 @ 16.00	24.5 @ 17.00		24.5 @ 16.00	(b) 8° retard @ 1-1/2 PSI
		Breaker gap (in.)					
		Cam angle (deg.)					
	Breaker arm tension (oz.)						
Timing	Crankshaft deg. @ rpm.	3-5 @ 500	12-14 @ 500			24 @ 800	
	Mark location	Crankshaft pulley					
	Cylinder numbering system (see page 2)	Left bank 6-4-2 Right bank 5-3-1					
	Firing order (see page 2)	1-4-5-2-3-6					
Spark Plug	Make and model	AC 46 - FF		AC 44-FF			
	Thread (mm)	14					
	Tightening torque (lb. ft.)	25					
	Gap	.035 - .040					
Cable	Conductor type	Linen core impregnated with electrical conducting material					
	Insulation type	Rubber with neoprene jacket					
	Spark plug protector	Neoprene					

ELECTRICAL-SUPPRESSION

Locations & type	Non-metallic high tension ignition cables.
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- (a) .247 - .249 with Powerglide Transmission
- (b) No vacuum advance - Unit operates on positive pressure

MAKE OF CAR CHEVROLET MODEL YEAR 1963 DATE ISSUED 10/1/62 REVISED (*)

MODEL Corvair 500-700-900

ELECTRICAL—INSTRUMENTS AND SWITCHES

Speed-ometer	Make	AC
	Trip odometer (yes, no)	NO except Spyder
Charge and fan indicator		Tell -tale lamp
Temperature and oil pressure indicator		Tell -tale lamp
Fuel indicator—type		Electric, gauge
Other		Cylinder head temperature - gauge (a) Manifold pressure - gauge (a)
Ignition switch	Identify positions in order and circuits controlled	1st position CCW from vertical - LOCK 1st position CW from vertical - OFF(unlocked) 2nd position CW from vertical - ON (ignition, batt., and access.) 3rd position CW from vertical - START, spring return to ON
	Provision for illumination	None
	Location	Instrument panel to right of steering column
Main lighting switch	Identify positions and lamps controlled	Full depressed - OFF 1st Notch - Instru. panel, park, tail and license lamps 2nd Notch - Instru. panel, head, tail and license lamps CW rotation of knob - Instru. panel lamps dim to off CCW rotation of knob - Instru. panel lamps off to bright; Full CCW rotation, dome or instrument courtesy lamps on
	Locations and lamps controlled	Toe panel - headlamp dimmer Glove compartment - glove comp. (b) Direction signals - steer. mast jacket Stop - brake pedal Back-up - transmission controls (b) Dome and courtesy - frt. dr. hinge pillars (c)
Other light switches	Locations and devices controlled	Luggage comp. - at lamp(d) Underhood - at lamp (d) Park, brk. alarm - below(d) instru. panel
	Locations and devices controlled	Temp. - Oil press. - Engine Cylinder head temp. - Engine(a) Manifold press. - crossover at intake manifold(a) Fan-Generator - Voltage regulator Heater - below instru. cluster W/S Wiper - instru. cluster Transmission Neu. Saf. Sw. - strg. mast jacket (d) A/C Controls - below instru. panel(d) Hydraulic folding top - below instru. panel(d)
Windshield wiper	Make	Delco
	Type	Electric, single-speed (e)
	Vacuum booster provision	None
	Washer provision	(d)
Horn	Type	Vibrator
	Number used	500 Series; one (f); 700-900 Series, two
	Amp draw (each)	8.00 - 11.0 @ 12.5V

- (a) Spyder only
- (b) Standard on 900 Models
- (c) Dome standard on 7-900 Models except 967; courtesy optional on all models except 967.
- (d) Optional
- (e) Electric two-speed with washer optional
- (f) High note horn optional

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MODEL Corvair

ELECTRICAL—LAMP BULBS

Give quantity used and trade number, e.g., Headlamp 2-5400 S, dual headlight 2-4001, 2-4002.
Indicate accessories which are not standard equipment by an asterisk following the numbers.

Headlamps & arrangement	Dual, Horizontal: 2-4002, outer; 2-4001, inner	
Headlamp beam indicator	1-53	
Parking	2-1034 (4CP filament)	
Tail	2-1034 (4CP filament)	
Stop	2-1034 (32CP filament)	
Direction signal	Front	2-1034 (32CP filament)
	Rear	2-1034 (32CP filament)
	Indicator	2-53 except Spyder; 2-57 Spyder
License plate	1-67	
* Instrument cluster	As indicated below	
Ignition lock	None	
Back up	2-1073 (Standard on 900 Series)	
Dome	1-211	
Clock	1-57*	
Radio	1-1893*	
Glove compartment	1-57 (Standard on 900 Series)	
* Cyl. hd. temp. gauge, 1-57 (Spyder only); Fuel gauge, 1-57 (Spyder only); Gen. -Fan indicator, 1-57; Manifold Press. gauge, 1-57 (Spyder only); Oil-Temp. gauge, 1-57; Speedo. head, 2-1816 (2-57 for Spyder models); Tachometer gauge, 1-57 (Spyder only)		
Heater	1-53	
Powerglide quadrant	1-53*	
Courtesy	2-89 (Standard on 967 Model)	
Luggage comp.	1-93*	
Underhood	1-93*	
Parking brake flasher	1-257*	
Spotlamp (portable)	1-4416*	

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MODEL Corvaair 500 - 700 - 900 Series

ELECTRICAL—FUSE & CIRCUIT BREAKER DATA

Use trade number of fuse, e.g., SFE-10. Indicate circuit breaker by ampere capacity suffixed by letters "C.B.", e.g., 30 C.B. Where fuse or circuit breaker protects multiple circuits indicate first use by a letter and repeat the same letter for all units protected by the same fuse or circuit breaker, e.g., Parking lamp SFE-10 (a), Direction indicator same as (a).

Headlamp	15CB (a)	PG Quadrant	-(c)
Headlamp beam indicator	(a)	Speedo Head	-(c)
Parking lamp	(a)	Underhood lamp	-SAE9
Tail lamp	AGC-10(b)	Luggage compartment	-(b)
Stop lamp	(b)	W/S Wiper Motor	-SAE20(K)
Direction indicator	Interrupter	(Single Speed)	
License plate lamp	(b)	W/S Wiper Motor	-14CB (K)
Instrument lamp	See below	(Two Speed)	
Ignition lamp	None	Hydraulic Folding Top	-40CB
Back up lamp	(b)	Gen-Fan Warning Lamp	-(c)
Dome lamp	(b)	Temp-Oil Press Lamp	-(c)
Clack	Fuse link in motor	Manifold Press Ga	-(c)
Clack lamp	AGC-3 (c)	Cylinder Head Temp. Ga	-(c)
Radio	Receiver (incl. light) AGC-2.5	Fuel Gage	-(c)
Glove compartment lamp	(b)	Tachometer Gage	-(c)
A/C (incl. heater)	SAE20	Direction Lamp - Interrupter	
A/C Blower Mtr.	AGC-15	Temperature Warning Buzzer	
A/C Blo. mtr. Relay	AGC-15		
Air htr. blo. mtr.	(b) (500 & 700 Series)		
Air htr. blo. mtr.	AGC-15 (900 Series)		
Courtesy lamps	(b)		
Gas heater	SAE-20		
Gas htr. blo. mtr.	(b)		
Heater controls	(c)		
Park. brake alarm	AGC-10		

ELECTRICAL—LOCATION OF OUTSIDE LAMPS

Height above ground to center of bulb	Tail	Lowest	24.0
		Highest	24.0
	Stop		24.0
	Backup		24.0
	License, rear		26.5
	Directional	Front	20.5
		Rear	24.0
	Headlamp	Inside	24.5
		Outside*	24.5
	Distance from C/L of car to center of bulb	Tail	Inside
Outside			24.5
Stop			24.5
Backup			18.5
License, rear			On centerline
Direction		Front	22.5
		Rear	24.5
Headlamp		Inside	20.8
		Outside*	28.5

* If single headlamps are used enter here.

AMA Specifications – Passenger Car

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MODEL Corvair 500 - 700 - 900 Series

DRIVE UNITS—CLUTCH (Manual Transmission)

Make & type	Chevrolet, Single Disk, Dry Plate	
Type pressure plate springs	Diaphragm	
Effective plate pressure (lb.)	900-1075 (a)	
No. of clutch driven discs	One with 2 facings	
Clutch facing	Material	Woven asbestos
	Outside & inside dia.	8.00 and 6.00
	Total eff. area (sq.in.)	44.0
	Thickness	.135 ea.
	Engagement cushioning method	Flat spring steel between friction facings
Release bearing	Type & method of lubrication	Ball bearing, sealed, prepacked
Torsional damping	Methods: springs, friction material	None

DRIVE UNITS—TRANSMISSIONS

Manual (std. or opt.)	3-Speed Std; 4-Speed Opt.	
Manual with overdrive (std. or opt.)	Not available	
Automatic (std. or opt.)	Powerglide, Optional except with Turbocharged Engine	

DRIVE UNITS—MANUAL TRANSMISSION

Number of forward speeds		3-Speed, 3	4-Speed, 4	
Transmission ratios	In first	3.50:1	3.65:1	
	In second	1.99:1	2.35:1	
	In third	1.00:1	1.44:1	
	In fourth	— —	1.00:1	
	In reverse	3.97:1	3.66:1	
Synchronous meshing, specify gears		2nd and 3rd	All forward gears	
Shift lever location		Floor		
Lubricant	Capacity (qt.)	2.2	3.6	
	Type recommended	Military MIL-L-2105-B		
	SAE viscosity number	Summer	---	
		Winter	---	
Extreme cold		---		

(a) 1250 - 1450 for turbo-charged engine

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MODEL Corvair 500 - 700 - 900 Series

DRIVE UNITS—MANUAL TRANSMISSION WITH OVERDRIVE Not available

For transmission data see manual transmission section

Overdrive	Type (planetary or other)			
	Manual lockout (yes, no)			
	Downshift accelerator control (yes, no)			
	Minimum cut-in speed			
	Gear ratio			
	Lu- bri- cant	Capacity (pt.) (Overdrive only)		
		Separate filler (yes, no)		
Type recommended				
SAE vis- cosity number		Summer		
	Winter			
	Ext. cold			

DRIVE UNITS—AUTOMATIC TRANSMISSION

Trade name	Powerglide	
Type describe	Torque converter with planetary gears	
Method of Selection (Lever, Push Button or other)	Lever	
Selector Pattern	L D N R	
List gear ratios Selector Pattern and indicate which are used in each selector position	Drive 1.82 and 1.00:1 Low and Reverse 1.82:1	
Max. upshift speeds—drive range	45	
Max. kickdown speeds—drive range	40	
Torque converter	Number of elements	3
	Max. ratio at stall	2.60:1
	Type of cooling (air, water)	None
Lubricant	Capacity—refill (pt.)	6
	Type recommended	A Suffix A
Special transmission features		

DRIVE UNITS—PROPELLER SHAFT — None

Number used		
Type (exposed, torque tube)		
Outer diameter x length* x wall thickness	Manual transmission	
	Overdrive transmission	
	Automatic transmission	

*Center to center of universal joints, or to centerline of rear attachment.

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DRIVE UNITS—PROPELLER SHAFT (cont.)

Inter-mediate bearing	Type (plain, anti-friction)	
	Lubrication (fitting, prepack)	
Universal joints	Make	
	Number used	
	Type (ball and trunnion, cross, other)	
	Bearing	Type (plain, anti-friction)
Lubric. (fitting, prepack)		
Drive taken through (torque tube or arms, springs)		
Torque taken through (torque tube or arms, springs)		

DRIVE UNITS—REAR AXLE

Description (see instructions)	Transaxle - Rear wheels driven independently thru universally-jointed axle shafts			
Limited Slip differential, type	Disk clutch, one side			
Drive Pinion Offset	1.75			
No. of differential pinions	2			
Gear ratios (Std. equip.)	Manual transmission	3 and 4 Speed, 3.27:1		
	Overdrive transmission	Not available		
	Automatic transmission	3.27:1		
Ring gear O.D. (std. ratio)	6.791			
Pinion adjustment (shim, other)	Shim			
Pinion bearing adj. (shim, other)	None			
Wheel bearing type	Double row spherangular roller			
Lubricant	Capacity (pt.)	4.0		
	Type recommended	Military - MIL-L-2105-B		
	SAE viscosity number	Summer	---	
		Winter	---	
		Extreme cold	---	

REAR AXLE RATIO TOOTH COMBINATIONS

(See page 3 for axle ratio usage)

Axle ratio		3.27:1	
No. of teeth	Pinion	11	
	Ring gear	36	

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MODEL Corvair 500 - 700 - 900 Series

DRIVE UNITS—WHEELS

Type & material		Short Spoke Disk, Steel (a)
Rim (size and flange type)	Std.	13 x 5.5J
	Opt.	13 x 5.5
Attachment	Type (bolt or stud)	Stud
	Circle diameter	4.50
	Number and size	4 Hex Nuts, 7/16 - 20 UNF-2B

DRIVE UNITS—TIRES All 2 Ply Construction

Standard (List option below)	Size & ply	6.50 x 13-4PR
	Type - Nylon, etc.	Rayon tubeless blackwall (c)
Rev/mile at 50 mph.		864
Inflation press.(cold)	Front	15 psi
	Rear	26 psi
Optional tires - size and ply		6.50 x 13-4PR, Highway Rayon, Tubeless (W/W) 6.50 x 13-4PR, Highway Rayon, Tube (W/W)

BRAKES—SERVICE

REGULAR PRODUCTION

METALLIC

Type (duo-servo, disc, balanced, etc.)		Duo-Servo, 4 Wheel Hydraulic	
Self adjusting (std., opt., N.A.)		Std.	
Hydraulic system type (single, dual, etc.)		Single	
Power brake make & type (remote, integral, etc.)		Not available	
Effective area (sq. in.)*		126.1	91.3
Gross lining area (sq. in.)**		126.1	91.3
Swept drum area (sq. in.)***		197.7	
Percent brake effectiveness—front		46	47
Drum	Diameter	9.00	
	Front	9.00	
	Rear	9.00	
Type and material		Composite, Cast Iron Alloy Rim, Steel Disk	
Wheel cylinder bore	Front	.875	.9375
	Rear	.9375	1.0000
Master cylinder bore		1.0	.875
Available pedal travel		6.0	
Line pressure at 100 lb. pedal load		783 psi	1023 psi
Shoe clearance adjustment		Self-Adjusting	

(Continued)

* Excludes rivet holes, grooves, chamfers, etc.
 ** Includes rivet holes, grooves, chamfers, etc.
 *** Total swept areas for four brakes:
 Widest lining contact width for each brake x its drum circumference.

- (a) 60 Spoke Houk type drive offered optionally.
- (b) For optional wheel, adaptor and spinner car (2-5/8-8)
- (c) For optional wheel, rayon, tube

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MODEL Corvair 500 - 700 - 900

BRAKES—SERVICE (cont.)			REGULAR PRODUCTION	METALLIC	
			Bonded	Welded	
Brake lining	Front Shoe	Material	Molded asbestos composition		
		Size (length x width x thickness)	Front wheel	8.62 x 1.75 x .17	1.64 x .87 x .21
			Rear wheel	8.62 x 1.75 x .17	1.64 x .87 x .21
		Segments per shoe		1	6
	Rear Shoe	Material	Molded asbestos composition		
		Size (length x width x thickness)	Front wheel	9.40 x 1.75 x .200	1.64 x .87 x .33
			Rear wheel	9.40 x 1.75 x .200	1.64 x .87 x .33
		Segments per shoe		1	10

BRAKES—PARKING

Type of control		Ratchet-Pulley with cable; handle operated
Location of control		Below instrument panel, left of steering column
Operates on		Rear Wheel service brakes
If separate from service brakes	Type (internal or external)	Not separated from service brakes
	Drum diameter	- - - -
	Lining size (length x width x thickness)	- - - -

FRAME or UNITIZED CONSTRUCTION

Type and description: Integral, with step-down underbody floor, front and rear side rail type members, and front and rear end sheet metal components welded to body assembly.

SUSPENSION—GENERAL (See Supplemental page 19 for details on Air Suspension)* (a)

Provision for car leveling		None
Provision for brake dip control		Mounting angle of front upper control arms
Provision for acc. squat control		None
Special provisions for car jacking		
Shock absorber front & rear	Type	Direct, double acting, hydraulic
	Make	Delco
	Piston dia.	1.00
Other special features		

SUSPENSION—FRONT

Type and description: Independent, each wheel is spherically-jointed to frame-hinged upper and lower control arms. Frame-secured coil spring and shock absorber (inside coil spring) attached to lower control arms.

* Air Suspension: Normal operating pressures: (Continued)
 Air spring type spring rates
 Compressor data leveling data
 type
 make
 drive ratio

(a) See Supplementary Information for Special Suspension Equipment (Page 19A).

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MODEL Corvair 500 - 700 - 900 Series

SUSPENSION FRONT (cont.)

Spring	Type	Coil	
	Material	Steel Alloy	
	Size (coil design height & I.D.; bar length x dia.)	6.42 and 3.453 92.18 x .450	
	Spring rate (lb. per in.)	155	
	Rate at wheel (lb. per in.)	78	
	Design load (lb. @ design height)	770 @ 6.42	
Stabilizer	Type (link, linkless, frameless)	None	
	Material & bar diameter	- - -	

STEERING

Mechanical (std., opt., NA)		Std		
Power (std., opt., NA)		Not available		
Wheel diameter		16.00		
Turning diameter	Outside front	Wall to wall (l. & r.)	40.1	
		Curb to curb (l. & r.)	38.2	
	Inside rear	Wall to wall (l. & r.)	22.8	
		Curb to curb (l. & r.)	23.1	
Outside wheel angle with inside wheel at 20°		18.18°		
Mechanical	Gear	Type	Recirculating Ball with Cast Aluminum Housing	
		Make	Saginaw	
		Ratios	Gear	18.0:1
			Overall	25:1
No. wheel turns		4.75 Lock to Lock		
Power	Type (coaxial, linkage, etc.)		Not Available	
	Make			
	Trade name			
	Gear	Type		
		Ratios	Gear	
			Overall	
	Pump driven by			
	Number wheel turns			
Linkage	Type		Parallel Relay	
	Location (front or rear of wheels, other)		Front	
	Drag link (trans. or longit.)		None	
	Tie rods (one or two)		Two	

(Continued)

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SUPPLEMENTARY INFORMATION

MODEL Corvair Special Suspension Equipment

Same as items shown in report proper except as follows:

SUSPENSION

Suspension - Front

Spring

Size (Height and I.D.; Bar length and dia.)	6.24 and
3.453; 91.46 x .508	
Spring Rate	240
Rate at Wheel	117
Design load	770 @ 6.42

Stabilizer

Type	Link Supported
Material and Bar Dia.	Steel, .625

Steering

Wheel Alignment

Caster (Curb)	(+)2° + 0°
	-30'
Camber (Curb)	(+)30° ±30'
Toe-In (per Wheel, Curb)	1/8 to 3/16

Suspension - Rear

Spring

Size (Height and I. D. ; Bar length and dia.)	
Right Hand	7.24 and 3.453;
103.06 x .660	
Left Hand	7.42 and 3.453;
103.06 x .660	

Spring Rate

Right Hand	580
Left Hand	580

Rate at Wheel

Right Hand	160
Left Hand	160

Design Load

Right Hand	1575 @ 7.24
Left Hand	1600 @ 7.42

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STEERING (cont)

Steering Axis	Inclination at camber (deg.)		7°
	Bearings (type)	Upper	Spherical Joint, Non-Metallic Bearing
		Lower	Spherical Joint, Metallic Bearing
	Thrust	None	
Wheel alignment (range and preferred)	Caster (deg.)		+ 0° (+) 2 - 30' (Curb)
	Camber (deg.)		(+) 30' ± 30' (Curb)
	Toe-in (outside tread-inches)		(+) 1/8 to 3/16 (per Wheel, Curb)
Steering spindle & joint type			Steering arm bolted to steering knucklespherical joint
Wheel spindle	Diameter	Inner bearing	1.0623-1.0618
		Outer bearing	.6868-.6873
	Thread size		11/16 - 24
	Bearing type		Taper Roller

SUSPENSION—REAR

Type and description			Swing Axle Independent Rear Suspension			
Drive and torq. taken through (see page 17)			Drive, Control Arms; Torque, Chassis			
Spring	Type		Coil			
	Material		Steel Alloy			
	Size (Length, width, coil design height and I.D.; bar length & dia.)		Left Hand 7.45 and 3.453 102.03 and .617	Right Hand 7.45 and 3.453 102.03 and .617		
	Spring rate (lb. per in.)		453			
	Rate at wheel (lb. per in.)		128			
	Design load (lb. at design height)		1725	1575		
	Mounting insulation type			Not Applicable		
	If leaf	No. of leaves				
		Inserts	Type and size			
			Material			
Shackle (comp. or tens.)		↓				
Stabilizer	Type (link, linkless, frameless)		None			
	Material		↓			
Track bar type			None			

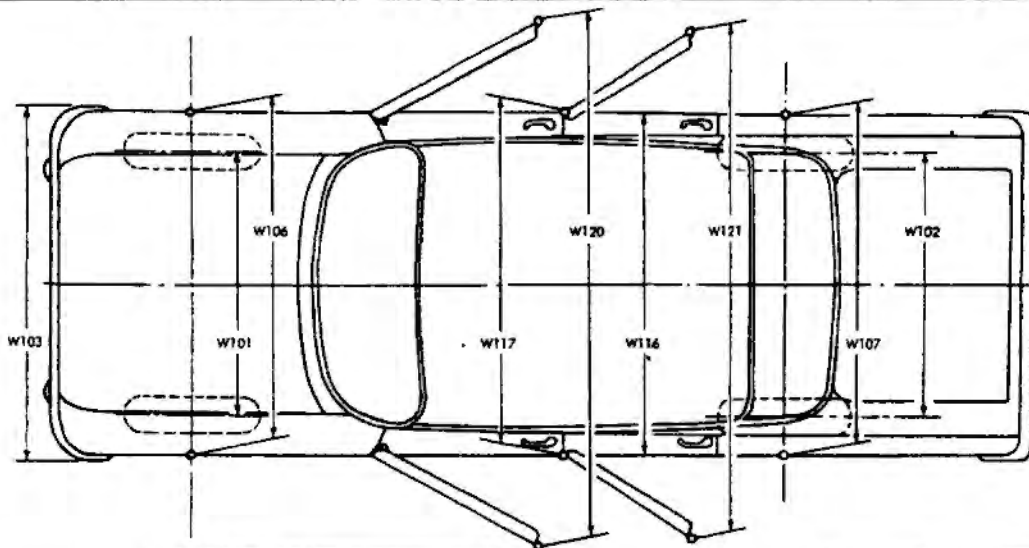
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CAR AND BODY DIMENSIONS—GENERAL

NOTE: Included in the dimension definitions listed on pages 34–36 are those which have been adopted by SAE. These are indicated by a number following the type of dimension, e.g., L3. Additional dimensions have been added by the AMA Specifications Review-Committee. These are shown by an additional letter, e.g., H67a. The symbol "a" has been added as a suffix to denote a dimension adopted by the AMA and submitted to the SAE for approval. The dimensions are developed from the following basic points:

1. Body dimensions are for all body styles.
2. All interior dimensions are taken with manikin 15.0 inches outboard of car centerline unless otherwise stated.
3. All interior dimensions are measured with the front seat in the lowest and rearmost position.
4. Unless otherwise specified, all exterior height dimensions are taken with a full design load which consists of 5 passengers, 300 lbs. front, 450 lbs. rear; includes spare wheel, tire and tools, and full complement of gas, oil, water and tires to recommended pressure, etc.
5. The SAE manikin with 90th percentile leg length will be used for recording purposes.
6. The H Point is the pivot center of the manikin's torso and thigh.
7. The Torso Line is a line parallel to the small of manikin's back and extending through the H Point.

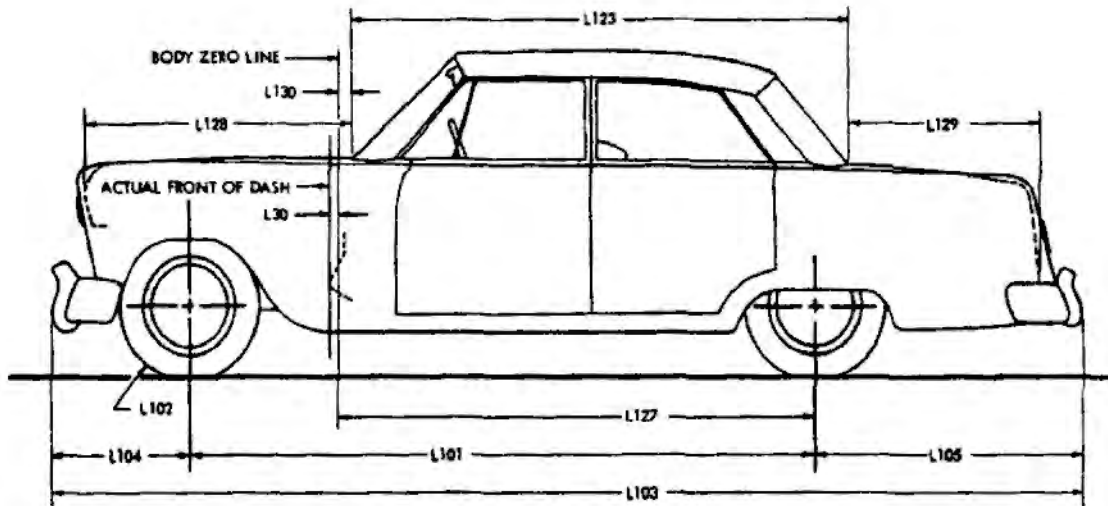
EXTERIOR WIDTH DIMENSIONS



MODEL <u>Corvair</u>	Ref. No.	SEDANS	COUPES	CONVERTIBLE
Tread - front	W101		54.5	
Tread - rear	W102		54.5	
Maximum overall car width	W103		67.0	
Maximum overall body width	W116		67.0	
Maximum body width at #2 pillar	W117		66.0	
Front fender overall width	W106		67.0	
Rear fender overall width	W107		66.0	
Maximum overall car width - front doors open	W120a	130.0		145.5
Maximum overall car width - rear doors open	W121a	124.0		-----

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EXTERIOR LENGTH DIMENSIONS

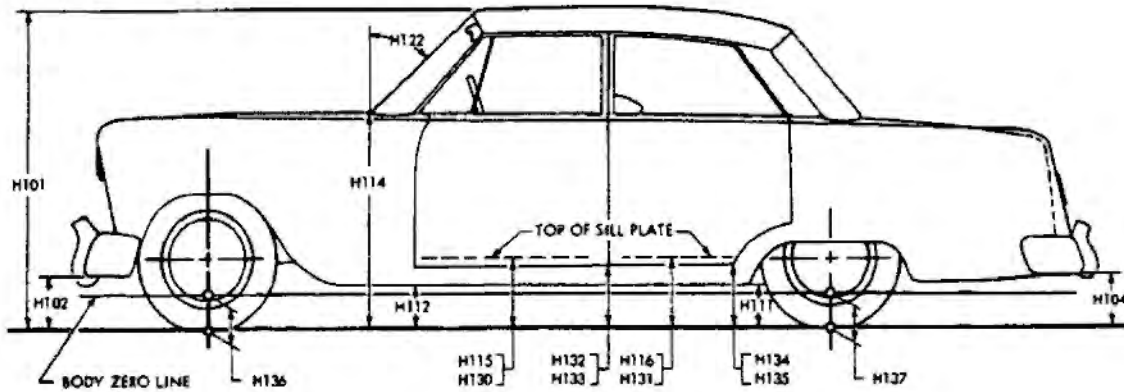


MODEL	CORVAIR	Ref. No.	SEDANS	COUPES	CONVERTIBLE
Body zero line to actual front of dash		L130		.58	
Wheelbase		L101		108.0	
Overhang - front		L104		30.3	
Overhang - rear		L105		41.7	
Overall length		L103		180.0	
Hood length at car centerline		L128e		42.5	
Body upper structure length at car centerline		L123	93.0	83.6	89.7
Deck length at car centerline		L129e		36.5	
Body zero line to centerline of rear wheels		L127		99.0	
Body zero line to windshield cowl point		L130e		9.5	
Tire size		L102	(Refer to Page 18)		

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EXTERIOR HEIGHT DIMENSIONS

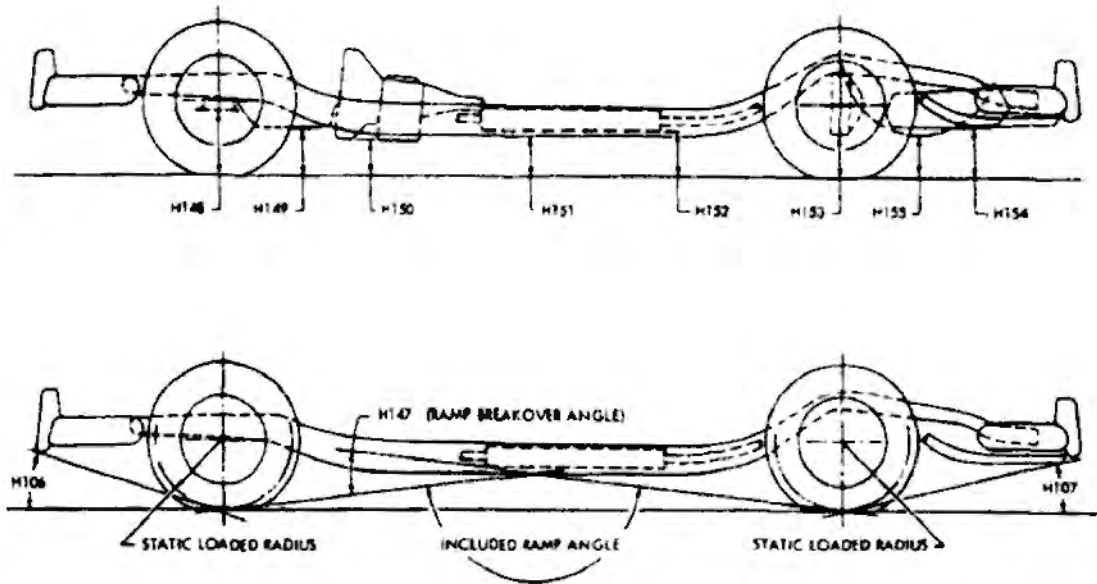


MODEL CORVAIR	Ref. No.	SEDANS	COUPES	CONVERTIBLE
Overall height	H101		51.5	
Hood at rear to ground	H114		34.0	
Rocker panel to ground - front	H112a		8.0	
Rocker panel to ground - rear	H111		7.5	
Step height - front (design load)	H115		12.5	
Step height - rear (design load)	H116		12.5	
Step height - front (curb load)	H130		14.0	
Step height - rear (curb load)	H131		14.0	
Bottom of door to ground, open - front	H132	12.5		13.0
Bottom of door to ground, closed - front	H133		11.0	
Bottom of door to ground, open - rear	H134	11.0		_____
Bottom of door to ground, closed - rear	H135	11.0		_____
Front bumper to ground	H102		15.0	
Rear bumper to ground	H104		15.5	
Windshield slope angle	H122		52°	
Body zero to ground - front	H136a		5.5	
Body zero to ground - rear	H137a		5.5	

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GROUND CLEARANCE DIMENSIONS

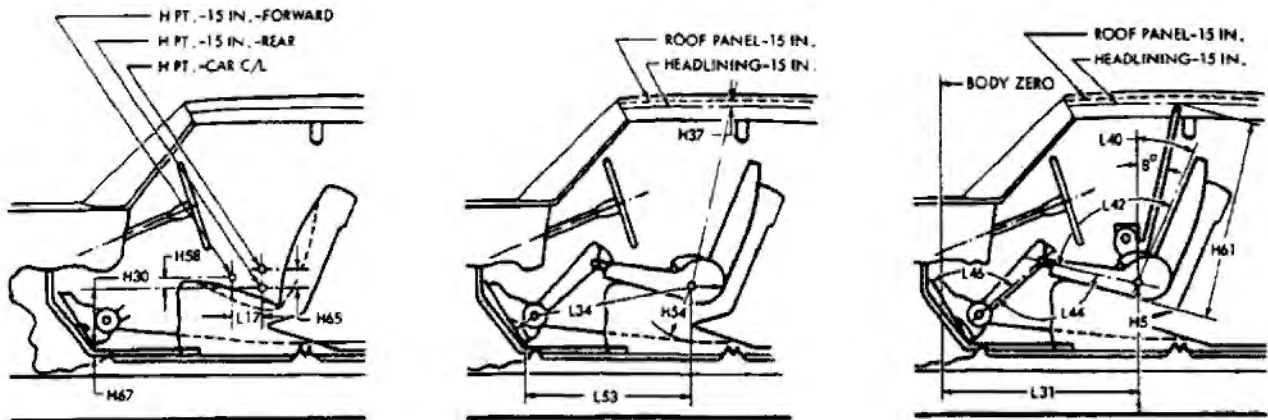


MODEL	CCRVAIR	Ref. No.	SEDANS	COUPES	CONVERTIBLE
Angle of approach		H106		27°	
Angle of departure		H107		16°	
Ramp breakover angle		H147		10°	
Front suspension to ground		H148		6.3	
Oil pan to ground		H149		6.0	
Flywheel housing to ground		H150		6.0	
Frame structure to ground		H151		6.0	
Exhaust system to ground		H152		7.5	
Rear axle differential to ground		H153		6.0	
Fuel tank to ground		H154		6.5	
Spare tire well to ground		H155			
Minimum running ground clearance		H156		6.0	

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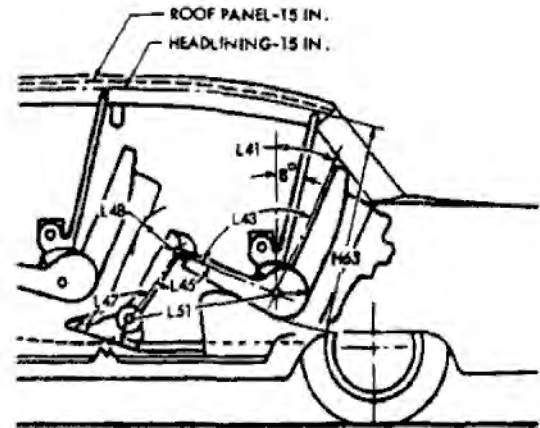
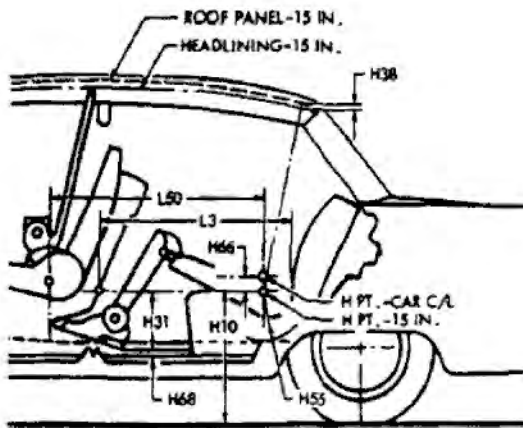
FRONT COMPARTMENT DIMENSIONS



MODEL	CORVAIR	Ref. No.	527-727	927	967	769	969
H Point to body zero line		L31a	43.0	42.0		43.0	42.0
H Point to ground		H5a	17.5				
Effective head room		H61a	37.5	38.0	37.5		
Headlining to roof height		H37	.5	—		.5	
Maximum effective leg room - accelerator		L34a	41.5	40.5		41.5	40.5
H Point to heel point		H30a	7.5	8.0			7.5
Depressed floor covering thickness		H67a					
Back angle		L40a	22°	26°	25°	24°	26°
Hip angle		L42a	98°	99°	98°	100°	98°
Knee angle		L44a	143°	137°		143°	137°
Foot angle		L46a	112°	108°		113°	108°
H Point differential, side to center		H65a	.3				
H Point to tunnel		H54a	9.0				
H Point to accelerator floor point		L53a	34.0	33.5		34.0	33.5
H Point travel		L17a	4.0				
H Point rise		H58a	.5				

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REAR COMPARTMENT DIMENSIONS

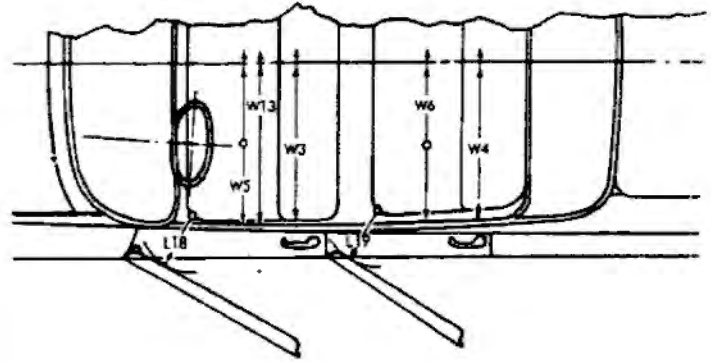
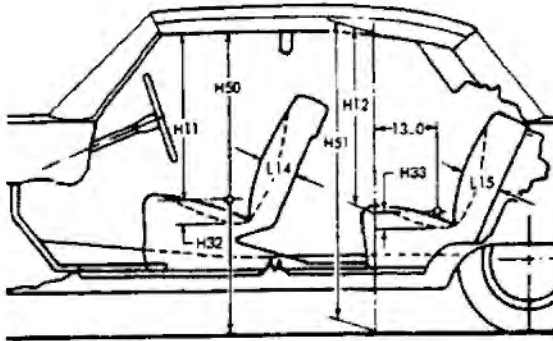


MODEL CORVAIR	Ref. No.	527-727	927	967	769	969
H Point couple distance	L50a	28.0	27.5	29.5	30.5	31.5
H Point to ground	H10a	9.5			11.5	
Effective head room	H63a	36.5	37.0	38.0	37.5	
Headlining to roof height	H38	.1		—	.5	
Minimum effective leg room	L51a	32.5		31.5	34.0	
H Point to heel point	H31a	9.5	9.0		10.0	9.0
Depressed floor covering thickness	H68a					
Minimum knee room	L48a	.1	.5	1.5	2.0	
Rear compartment room	L3	23.5	22.5	24.0	26.0	25.0
Back angle	L41a	19°	23°	20°	23°	
Hip angle	L43a	71°	73°	70°	81°	
Knee angle	L45a	80°	78°	77°	86°	88°
Foot angle	L47a	111°	110°	114°	116°	117°
H Point differential, side to center	H66a	.4		.1	.4	.2
H Point to tunnel	H55a	7.5			9.0	8.5

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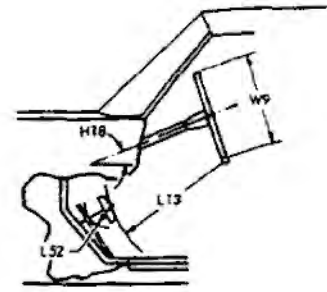
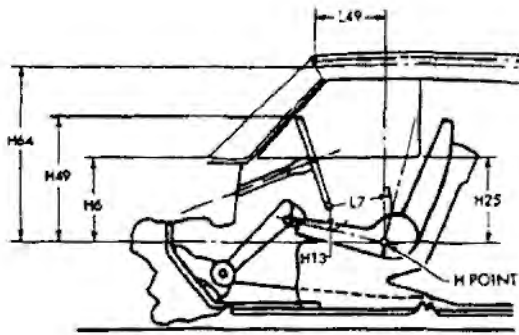
SEAT AND ENTRANCE DIMENSIONS



MODEL CORVAIR	Ref. No.	527-727	927	967	769	969	
Shoulder room - front	W3a	54.0					
Hip room - front	W5a	58.5					
Seat width - front	W16a	50.5	53.5		50.5	53.5	
Upper body opening to ground - front	H50a	46.0		45.5	46.0		
Entrance height - front	H11a						
Entrance foot clearance - front	L18	29.0	28.5	28.0	29.0		
Seat cushion deflection - front	H32a	3.5		4.0	3.5		
Seat back thickness - front	L14	6.0		6.5	6.0	6.5	
Shoulder room - rear	W4a	52.0		44.0	53.5		
Hip room - rear	W6a	57.0		47.5	58.0		
Upper body opening to ground - rear	H51a	_____				46.0	
Entrance height - rear	H12a	_____				27.5	29.5
Entrance foot clearance - rear	L19	9.0				11.0	
Seat cushion deflection - rear	H33a	4.0	4.5	4.0	3.5		
Seat back thickness - rear	L15	5.5	6.0		5.5		

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VISION AND CONTROL DIMENSIONS



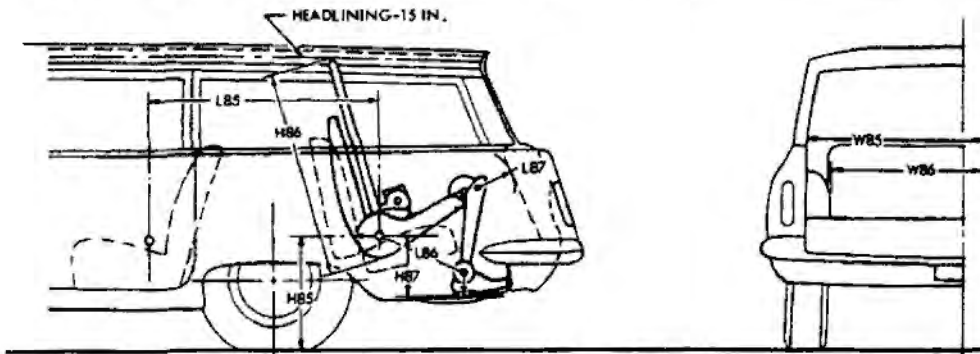
MODEL	Corvair	Ref. No.	527-727	927	967	769	969	
H Point to windshield bottom DLO		H6a	18.5	18.0				
H Point to windshield upper DLO		H64a	30.5					
H Point to windshield upper DLO		L49a	12.0	11.5		12.5	11.5	
Belt height - front		H25a	17.0	16.5				
Steering wheel center to centerline of car		W7	14.0					
Steering wheel maximum outside diameter		W9	16.0					
Steering column angle - horizontal		H18	20°					
H Point to top of steering wheel		H49a	4.0					
Steering wheel torso clearance		L7a	12.0	11.5		12.0	11.5	
Steering wheel thigh clearance		H13a	5.0	4.0		5.0	4.0	
Brake pedal knee clearance		L13	24.0					
Brake pedal to accelerator		L52a	3.0					
Tumble-home		W122a						

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LUGGAGE COMPARTMENT

MODEL CORVAIR	Ref. No.	500 - 700 - 900 Series
Usable luggage capacity (See instructions)		6.6
Liftover height*	H301a	29.5
Position of spare tire storage		Horizontal, engine compartment
Method of holding lid open		Torsion rod counterbalanced

THIRD SEAT DIMENSIONS

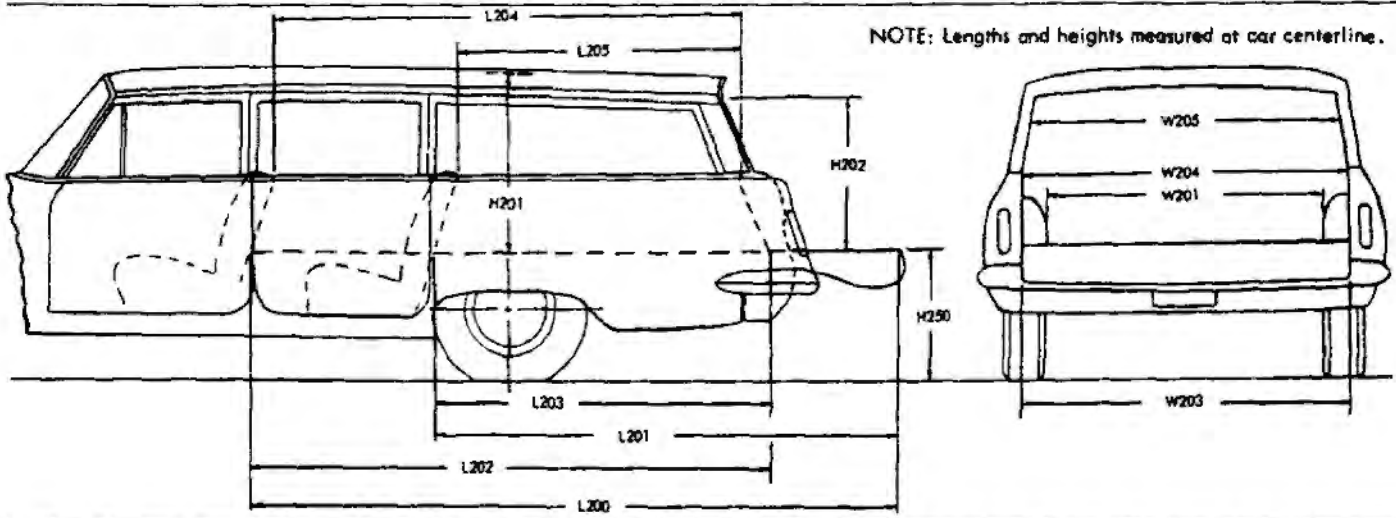


MODEL	Ref. No.	
Seat facing direction		
Shoulder room	W85a	
Hip room	W86a	
H Point couple distance	L85a	
H Point to ground	H85a	
Effective head room	H86a	
Effective leg room	L86a	
H Point to heel point	H87a	
Knee room	L87a	
Back angle	L88a	
Hip angle	L89a	
Knee angle	L90a	
Foot angle	L91a	

* Vertical dimension from luggage compartment lower opening to ground.

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STATION WAGON—CARGO SPACE DIMENSIONS



MODEL	Corvair	Ref. No.
Floor length from back of front seat at floor level to end of lowered tail gate or floor	L200	
Floor length from back of second seat at floor level to end of lowered tail gate or floor	L201	
Floor length from back of front seat at floor level to inside of closed tail gate	L202	
Floor length from back of second seat at floor level to inside of closed tail gate	L203	
Minimum horizontal distance from top rear of front seat back to inside of tail gate at belt	L204	
Minimum horizontal distance from top rear of second seat back to inside of tail gate at belt	L205	
Maximum width of cargo space at floor - specify location	W200 _a	
Minimum distance between wheel houses at floor level	W201	
Rear end opening width at floor	W203	
Rear end opening width at belt	W204	
Maximum width of rear opening above belt	W205	
Maximum height - floor covering to headlining at centerline of rear axle	H201	
Maximum height of rear opening - tail and lift gates open	H202	
Platform height from ground to top of tail gate floor covering at rear most edge of tail gate - curb weight	H250	
Rear end closure (e.g., one piece door, hinged left - sliding glass, drop tail gate)		
Cargo volume index (cu. ft.) W4 x L204 x H201		
1728		

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MODEL CORVAIR 500 - 700 - 900 Series

BODY—MISCELLANEOUS INFORMATION

Drs. hinged (front, rear)	Front doors	Front
	Rear doors	Front
Type of finish (lacquer, enamel, other)		Acrylic lacquer
Hood hinge location (front, rear)		Front (a)
Hood counterbalanced (yes, no)		No (a)
Hood release control (internal, external)		External (a)
Vehicle (Serial) No. Location		Front surface of left body center pillar
Engine No. Location		Top rear surface, left half of crankcase
Theft protection - type		Shielded ignition lock terminals, key removable in "lock" or "on" position
Vent window control method (crank, friction pivot)	Front	Friction pivot
	Rear	None
Seat cushion type	Front	Polyurethane with zigzag springs
	Rear	Cotton-jute with zigzag springs, Polyurethane on 969
Seat back type	Front	Cotton - zigzag springs
	Rear	Cotton - zigzag springs
Windshield type (single curved, compound curved, other)		Single, curved
Rear window type (flat, curved, one piece, three piece)		One piece, curved
Side glass type (curved, flat)		Flat
Side glass exposed surface area		1154.7
Windshield glass exposed surface area		1122.8
Backlight glass exposed surface area		1104.2
Total glass exposed surface area		3381.7 (b)

(a) Front luggage compartment hinged at rear, counterbalanced with external key lock.

(b) 4-Door Sedan.

DIMENSION DEFINITIONS

- W3a** SHOULDER ROOM - FRONT. The minimum lateral dimension between the door garnish moldings or nearest interference. Measured at H Point station.
- W4a** SHOULDER ROOM - REAR. Measured in the same manner as W3a.
- W5a** HIP ROOM - FRONT. The lateral dimension through H Point to trimmed surfaces.
- W6a** HIP ROOM - REAR. Measured in the same manner as W5a.
- W7** STEERING WHEEL CENTER TO CENTERLINE OF CAR. Measured horizontally from steering wheel center to centerline of car. The point at steering wheel center is located in the surface plane of wheel.
- W9** STEERING WHEEL MAXIMUM OUTSIDE DIAMETER. Define if other than round.
- W16a** SEAT WIDTH - FRONT. The maximum trimmed width of front seat cushion.
- W85a** SHOULDER ROOM - THIRD SEAT. Measured in the same manner as W3a.
- W86a** HIP ROOM - THIRD SEAT. Measured in the same manner as W5a.
- W101** TREAD - FRONT. Measured at centerline of tires, with nominal camber, at ground.
- W102** TREAD - REAR. Measured at centerline of tires at ground.
- W103** MAXIMUM OVERALL CAR WIDTH. Include bumpers, moldings, or sheet metal protrusions.
- W106** FRONT FENDER OVERALL WIDTH. Measured at centerline of front wheels, excluding moldings.
- W107** REAR FENDER OVERALL WIDTH. Measured at centerline of rear wheels, excluding moldings.
- W116** MAXIMUM OVERALL BODY WIDTH. Measured across body, excluding hardware and applied moldings, but including fenders when integral with body.
- W117** MAXIMUM BODY WIDTH AT #2 PILLAR. Measured across body at #2 pillar, excluding hardware and applied moldings.
- W120a** MAXIMUM OVERALL CAR WIDTH, FRONT DOORS OPEN. Measured with front doors in maximum hold-open position.
- W121a** MAXIMUM OVERALL CAR WIDTH, REAR DOORS OPEN. Measured in same manner as W120a.
- W122a** TUMBLE-HOME. The angle from vertical to the front door glass outer surface or the chord of a curved door glass, measured at the front H Point station.
- L3** REAR COMPARTMENT ROOM. The horizontal dimension from the back of front seat to front of rear seat back at a height tangent to the top of rear seat cushion.
- L7a** STEERING WHEEL TORSO CLEARANCE. The minimum distance from the back edge of steering wheel, in straight-ahead position, to the Torso Line.
- L13** BRAKE PEDAL KNEE CLEARANCE. The minimum dimension from the lower edge of the steering wheel to the brake pedal face centerline.
- L14** SEAT BACK THICKNESS - FRONT. The maximum thickness of the seat back, excluding bolsters.
- L15** SEAT BACK THICKNESS - REAR. Measured in the same manner as L14.
- L17a** H POINT TRAVEL. The horizontal dimension between the H Point in the most forward and rearward seat positions.
- L18** ENTRANCE FOOT CLEARANCE - FRONT. The minimum horizontal dimension between seat and normal line of door or pillar at a height between the sill plate bead and 4.0 inches above the bead. Door should be in the maximum hold-open position.
- L19** ENTRANCE FOOT CLEARANCE - REAR. Measured in the same manner as L18 on four-door models. On two-door styles, the minimum dimension between rear corner of front seat, with front seat back tilted forward, and trimmed lock pillar, built-in quarter armrest panel, or rear seat cushion at a height between the sill plate bead and 4.0 inches above the bead.
- L30** BODY ZERO LINE TO ACTUAL FRONT OF DASH. If actual Front of Dash is to the rear of Body Zero Line, it is identified by a minus (-) sign.
- L31a** H POINT TO BODY ZERO LINE - FRONT. Horizontal dimension.
- L34a** MAXIMUM EFFECTIVE LEG ROOM - ACCELERATOR. Measured along a diagonal line from ankle pivot center to H Point plus a constant of 10.0 inches. Measured with the right foot on accelerator pedal.
- L40a** BACK ANGLE - FRONT. The angle between a vertical line through the H Point and the Torso Line.
- L41a** BACK ANGLE - REAR. Measured in the same manner as L40a.
- L42a** HIP ANGLE - FRONT. The angle between Torso Line and a line extending from knee pivot center to H Point.
- L43a** HIP ANGLE - REAR. Measured in the same manner as L42a.
- L44a** KNEE ANGLE - FRONT. The angle between a line from H Point to knee pivot center and a line from the knee pivot center to the ankle pivot center.
- L45a** KNEE ANGLE - REAR. Measured in the same manner as L44a.
- L46a** FOOT ANGLE - FRONT. The angle between a line extended from the knee pivot center through the ankle pivot center and a line tangent to the sole and heel of manikin bare foot.
- L47a** FOOT ANGLE - REAR. Measured in the same manner as L46a.
- L48a** MINIMUM KNEE ROOM - REAR. The minimum dimension from the knee pivot center to the back of front seat back.
- L49a** H POINT TO WINDSHIELD UPPER DLO. The horizontal dimension from H Point to the point of tangency of horizontal line of vision (described in dimension H64a) with body upper structure.

DIMENSION DEFINITIONS (cont.)

- L50a H POINT COUPLE DISTANCE.** The horizontal dimension from the front seat H Point to the rear seat H Point.
- L51a MINIMUM EFFECTIVE LEG ROOM – REAR.** Measured along a diagonal line from ankle pivot center to H Point plus a constant of 10.0 inches. Measured with the foot positioned to nearest interference between seat structure and toe, instep or lower leg.
- L52a BRAKE PEDAL TO ACCELERATOR.** The minimum dimension from center of brake pedal face to accelerator. Measured in the side view.
- L53a H POINT TO ACCELERATOR FLOOR POINT.** The horizontal dimension from intersection of accelerator and depressed floor covering to the H Point.
- L85a H POINT COUPLE DISTANCE – THIRD SEAT.** The horizontal dimension from the second seat H Point to the third seat H Point.
- L86a EFFECTIVE LEG ROOM – THIRD SEAT.** Measured in the same manner as L51a. With rear-facing third seat, foot is positioned in foot well or to nearest interference with rear end or rear closure.
- L87a KNEE ROOM – THIRD SEAT.** Measured in the same manner as L48a. With rear-facing third seat, dimension is measured to rear closure.
- L88a BACK ANGLE – THIRD SEAT.** Measured in the same manner as L40a.
- L89a HIP ANGLE – THIRD SEAT.** Measured in the same manner as L42a.
- L90a KNEE ANGLE – THIRD SEAT.** Measured in the same manner as L44a.
- L91a FOOT ANGLE – THIRD SEAT.** Measured in the same manner as L46a.
- L101 WHEELBASE.**
- L102 TIRE SIZE.**
- L103 OVERALL LENGTH.** Include bumper guards if standard equipment.
- L104 OVERHANG – FRONT.** Measured from C/L of front wheels to front of car, including bumper guards if standard equipment.
- L105 OVERHANG – REAR.** Measured from C/L of rear wheels to rear of car, including bumper guards if standard equipment.
- L123 BODY UPPER STRUCTURE LENGTH AT CAR CENTERLINE.** The horizontal dimension from the theoretical intersection of extended windshield glass plane and normal cowl surface to the theoretical intersection of extended back window glass plane and normal deck surface; or in the case of a Fastback roof or Station Wagon, to back glass lower reveal molding, or rubber when molding is not used.
- L127 BODY ZERO LINE TO CENTERLINE OF REAR WHEELS.** A horizontal dimension.
- L128a HOOD LENGTH AT CAR CENTERLINE.** The horizontal dimension from the foremost point on sheet metal hood surface, excluding series identification or ornamentation, to the theoretical intersection of extended windshield glass plane and normal cowl surface.
- L129a DECK LENGTH AT CAR CENTERLINE.** The horizontal dimension from the rearmost point of the body sheet metal (visible above bumper), excluding series identification or ornamentation, to the theoretical intersection of extended back window glass plane and normal deck surface.
- L130a BODY ZERO LINE TO WINDSHIELD COWL POINT.** The horizontal dimension from body zero line to the theoretical intersection of extended windshield glass plane and normal cowl surface.
- H5a H POINT TO GROUND – FRONT.** Vertical dimension.
- H6a H POINT TO WINDSHIELD BOTTOM DLO.** Vertical dimension.
- H10a H POINT TO GROUND – REAR.** Vertical dimension.
- H11a ENTRANCE HEIGHT – FRONT.** The vertical dimension from H Point to upper trimmed body opening.
- H12a ENTRANCE HEIGHT – REAR.** The vertical dimension from H Point to the upper trimmed body opening at a section 13.0 inches forward of the H Point.
- H13a STEERING WHEEL THIGH CLEARANCE.** The minimum dimension from the bottom of steering wheel, in straight-ahead position, to centerline of thigh.
- H18 STEERING COLUMN ANGLE – HORIZONTAL.** The angle the centerline of steering column makes with the horizontal.
- H25a BELT HEIGHT – FRONT.** The vertical dimension from H Point to bottom of side window DLO.
- H30a H POINT TO HEEL POINT – FRONT.** The vertical dimension from the H Point to the manikin accelerator heel point on the depressed floor covering.
- H31a H POINT TO HEEL POINT – REAR.** The vertical dimension from the H Point to the manikin heel point on the depressed floor covering.
- H32a SEAT CUSHION DEFLECTION – FRONT.** The vertical dimension from a point on the undepressed seat cushion to the depressed seat cushion. Measured at the H Point station.
- H33a SEAT CUSHION DEFLECTION – REAR.** Measured in the same manner as H32a.
- H37 HEADLINING TO ROOF HEIGHT – FRONT.** The dimension from the intersection of the headlining and the extended effective head room line to the roof panel. Measured perpendicularly to the roof panel.
- H38 HEADLINING TO ROOF HEIGHT – REAR.** Measured in the same manner as H37.
- H49a H POINT TO TOP OF STEERING WHEEL.** The vertical dimension from the H Point to top of steering wheel, in straight-ahead position.
- H50a UPPER BODY OPENING TO GROUND – FRONT.** The vertical dimension from a point on the trimmed body opening to the ground. Measured at the H Point station.

DIMENSION DEFINITIONS (cont.)

- H51a UPPER BODY OPENING TO GROUND - REAR. The vertical dimension from a point on the trimmed body opening to the ground. Measured 13.0 inches forward of the H Point.
- H54a H POINT TO TUNNEL - FRONT. The minimum dimension from the H Point, at car centerline, to top of tunnel.
- H55a H POINT TO TUNNEL - REAR. Measured in the same manner as H54a.
- H58a H POINT RISE. The vertical dimension between the H Point in the most forward and rearward seat positions.
- H61a EFFECTIVE HEAD ROOM - FRONT. The dimension from H Point to the headlining, plus a constant of 4.0 inches. Measured along a line 8° to rear of vertical.
- H63a EFFECTIVE HEAD ROOM - REAR. Measured in the same manner as H61a.
- H64a H POINT TO WINDSHIELD UPPER DLO. Vertical dimension from H Point to highest horizontal line of vision through windshield at 15 inch section.
- H65a H POINT DIFFERENTIAL, SIDE TO CENTER - FRONT. The vertical dimension from side occupant H Point to center occupant H Point.
- H66a H POINT DIFFERENTIAL, SIDE TO CENTER - REAR. Measured in the same manner as H65a.
- H67a DEPRESSED FLOOR COVERING THICKNESS - FRONT. The vertical dimension from manikin accelerator heel point normally to underbody sheet metal immediately below heel point.
- H68a DEPRESSED FLOOR COVERING THICKNESS - REAR. Measured same as H67a.
- H85a H POINT TO GROUND - THIRD SEAT. Vertical dimension.
- H86a EFFECTIVE HEAD ROOM - THIRD SEAT. Measured in the same manner as H61a.
- H87a H POINT TO HEEL POINT - THIRD SEAT. Measured in the same manner as H31a.
- H101 OVERALL HEIGHT. Measured with full design load.
- H102 FRONT BUMPER TO GROUND. Minimum dimension.
- H104 REAR BUMPER TO GROUND. Minimum dimension.
- H106 ANGLE OF APPROACH. Minimum angle between ground and a line tangent to arc of front tire static loaded radius and touching the limiting point of interference on front bumper, bumper guard, or gravel deflector.
- H107 ANGLE OF DEPARTURE. Minimum angle between ground and a line tangent to arc of rear tire static loaded radius and touching the limiting point of interference on rear bumper, bumper guard, gravel deflector, tail pipe, fender or other interfering structure.
- H111 ROCKER PANEL TO GROUND - REAR. The vertical dimension from ground to bottom of rocker panel, excluding flanges. Measured at front of rear wheel opening.
- H112a ROCKER PANEL TO GROUND - FRONT. The vertical dimension from ground to bottom of rocker panel, excluding flanges. Measured at foremost point of rocker panel.
- H114 HOOD AT REAR TO GROUND. Measured from hood opening line on shroud, exclusive of moldings.
- H115 STEP HEIGHT - FRONT (DESIGN LOAD). The vertical dimension from top of sill plate bead, at C/L of front door sill plate, to ground.
- H116 STEP HEIGHT - REAR (DESIGN LOAD). Measured in same manner as dimension H115.
- H122 WINDSHIELD SLOPE ANGLE. The angle between a vertical line and the windshield surface at car centerline. On compound-curved windshields the chord of the arc is used and limited to that section of the windshield comprehended by an 18-inch chord.
- H130 STEP HEIGHT - FRONT (CURB LOAD). The vertical dimension from top of sill plate, at C/L of front door sill plate, to ground.
- H131 STEP HEIGHT - REAR (CURB LOAD). Measured in same manner as H130.
- H132 BOTTOM OF DOOR TO GROUND, OPEN - FRONT. Measured from bottom outside corner of door with door in maximum hold-open position.
- H133 BOTTOM OF DOOR TO GROUND, CLOSED - FRONT. Same point on door as H132 dimension, with door closed.
- H134 BOTTOM OF DOOR TO GROUND, OPEN - REAR. Measured in same manner as H132.
- H135 BOTTOM OF DOOR TO GROUND, CLOSED - REAR. Measured in same manner as H133.
- H136a BODY ZERO TO GROUND - FRONT. A vertical dimension measured at front wheel centerline.
- H137a BODY ZERO TO GROUND - REAR. A vertical dimension measured at rear wheel centerline.
- H147 RAMP BREAKOVER ANGLE. Supplement of included ramp angle (180° minus included ramp angle) over which car can pass without interference; measured with car sitting on a level surface, using lines tangent to arcs of front and rear static loaded radii and intersecting at point on underside of car which defines the smallest angle.
- H148 FRONT SUSPENSION TO GROUND. Minimum clearance measured from lower control arm inner shaft or lowest point on the car centerline.
- H149 OIL PAN TO GROUND. Minimum clearance measured from sheet metal or drain plug.
- H150 FLYWHEEL/CONVERTER HOUSING AND TRANSMISSION ASSEMBLY TO GROUND. Minimum clearance.
- H151 FRAME STRUCTURE TO GROUND. Minimum clearance measured approximately midway between front and rear axles. In this measurement, cross bars and X-members shall be considered part of frame.
- H152 EXHAUST SYSTEM TO GROUND. Minimum clearance. Specify location.
- H153 REAR AXLE DIFFERENTIAL SYSTEM TO GROUND. Minimum clearance.
- H154 FUEL TANK TO GROUND. Minimum clearance measured from sheet metal or drain plug, but excluding supports or straps.
- H155 SPARE TIRE WELL TO GROUND. Minimum clearance.
- H156 MINIMUM RUNNING GROUND CLEARANCE. Location of measurement on the car is to be clearly recorded.

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