

1962 Corvair by Chevrolet



Corvair for '62 makes driving high adventure on any highway, exciting going all the way

The Corvair just plain gives you the darndest feeling of driving. And it's wrapped up in a careful blend of economy, elegance and sports car dash as well. It's the kind of mixture only Chevrolet could produce in a single car. In front, sparkling metalwork gives the Corvair an eager new face. A lustrous new engine air exhaust grille makes for good looks going away. Performance and sports car maneuverability make driving Corvair more than mere point-to-point transportation. The lightweight aluminum rear engine keeps a miserly eye on travel expenses. Quite simply, Chevy Corvair is fun to drive, economical to operate. Your pick of nine '62 Corvairs—the sporty side of the *New World of Worth* from Chevrolet.

*Shown on cover: Corvair Monza Club Coupe in Roman Red.
Shown at right: Corvair Monza Club Coupe in Tuxedo Black.
Shown at far right: Corvair Monza 4-Door Sedan in Corona Cream.*

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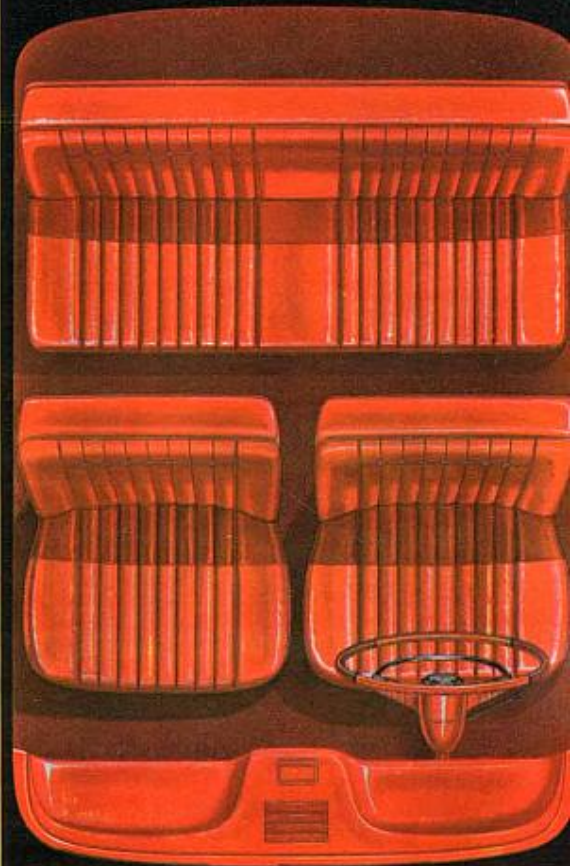


Corvair Monza

Here you see the Monza, Corvair's most elegant. There's the Monza Club Coupe with truly individual sports car flavor. Luxury-car features, elegant interiors, spirited performance make the Monza special to see, a delight to drive. For the nth degree in sports car flair front bucket seats are standard equipment. Then there's the Monza 4-Door Sedan, steps out like a sports car, helps out with family conveniences. Four wide doors make it easy for every member of the family to step in and enjoy the fun. There's room for six (adults, that is) on full-width seats (front bucket seats optional at extra cost). In back, the Monza's standard fold-down rear seat converts quickly for packages or a compact playground for the small fry.

THE SPORTY CAR WITH MATCHLESS INTERIORS

Monza has become the first name in economy car elegance. And for good reason. Altogether there's a choice of five interior colors to choose from in the Monza 4-Door Sedan. New aqua and gold colors join fawn, red or blue color choices. In addition, black can be chosen in the Club Coupe or with optional at extra cost bucket seats in the Sedan. Other luxury touches include easy-to-read, well appointed instrument panel, de luxe steering wheel, deep-twist carpeting and special armrests. They are the kind of fine features that make Monza the most exciting car of its kind.

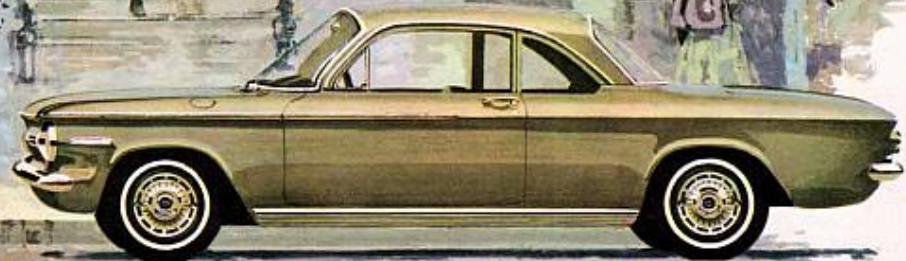


Family trips in sports-car fashion

Quick trip to the corner store? Vacation plans include long hours of motoring? Corvair's 700 is ideal in either case. Fast-warming aluminum engine makes short haul trips at bargain prices and downtown parking is a breeze. For the long pull, Corvair economy makes more fun out of those extra sightseeing trips, makes wandering worthwhile. Take your pick, the smart 5-passenger Club Coupe or convenient 6-passenger 4-Door Sedan. Each has the kind of family comfort, budget-minded economy and tasteful good looks you'll find to your liking.

Corvair 700

*Shown below: Corvair 700 4-Door Sedan in Silver Blue.
Shown at right: Corvair 700 Club Coupe in Autumn Gold.*



INSIDE: FAMILY-SIZED, FAMILY-FASHIONED

Corvair 700 interiors give you a blend of elegant fabrics designed for comfort and durability. Seat upholstery combines striking pattern cloth with ribbed and leather-grain vinyl. Overhead, color-keyed liner. Makes for beauty that can take a beating. Underfoot, colorful floor mats round out the 700's pretty but practical interior scheme. All this beauty comes in family-sized dimensions, too. Full-width seats give every passenger his fair share of seating space.

Holiday kind of driving at Corvair's lowest price

For easy-to-drive economy, the 500 Club Coupe comes with the lowest price of all Corvairs, has all the basic Chevy Corvair advantages. But this is no stripped-down skeleton. Rich new colors and luxurious new patterns decorate 500 Club Coupe interiors for 1962. There are new comfort conveniences, too. Notably, front door armrests, dual sun shades and cigarette lighter—all of them standard equipment. And there's a new automatic choke (yours in every Chevy Corvair) for balanced fuel mixture at all temperatures.

Corvair 500 Club Coupe

Shown below: Corvair 500 Club Coupe in Honduras Maroon.



'62 Corvair features you'll be glad you've got along

Many's the time you'll be happy owning a '62 Corvair, whichever model you choose. Conveniences, basic in every Corvair, will continue to convince you that you chose well. They make driving more fun any time and in any kind of weather.

IT'S RAINING—Corvair's electric windshield wipers give you constant wiping action. No stop-and-go according to engine speed. The wipers clear in an overlapping pattern for maximum foul weather vision.

COLD—Corvair's automatic choke gets you going fast, keeps you going economically. And the air-cooled engine quickly reaches efficient operating temperature. With the Forced-Air Heater, heat is distributed through six strategically located outlets around the passenger compartment.

NIGHTTIME—Turn on Corvair's dual headlights. High beam or low, Corvair lights the way where and when you need it.



NEW STANDARD INTERIORS FOR THE 500 CLUB COUPE—Three new color-keyed choices in fabric-vinyl upholstery are offered in the 500 Club Coupe. Rich-looking fawn, aqua or red grace 500 interiors for '62.

QUICK CONVERSION FOLD-DOWN REAR SEAT—You get even more cargo space with Chevy Corvair's fold-down rear seat. Makes 16.5 cu. ft. of inside stowage space. Optional at extra cost on 500 and 700 models, standard on the Monza. Included behind the rear seat of sedans and coupes there's a handy package area. Corvair's glovebox, too, is surprisingly spacious.



INTERIOR FLOOR—PRACTICALLY FLAT—Rear engine design makes a big difference in comfort, especially in foot room. Allows for Corvair's virtually flat floor, front and rear. Passengers have the kind of foot room found only on a rear engine car.



CORVAIR'S STEP-SAVING TRUNK UP FRONT—Trunk space up front is a spacious 12.6 cubic feet in every Chevy Corvair Sedan and Coupe. Just load it. Then, save those extra steps you might take when angle parked. Unlock it with the same key you use for the ignition switch and doors.

*Optional at extra cost.

Looks, packs and drives like no other station wagon

Corvair Station Wagons

Corvair Monza and 700 Station Wagons are the closest things to all-purpose, all-pleasure cars in economical travel. Rear engine design is the key. Allows for station wagon space in a convenient size. You get 58 cubic feet of rear load space, 10 more cubic feet of stowage area in the up-front trunk. Corvair Station Wagons seat six. Fold down the rear seat in a flash. Obtain nearly 6½ feet of load floor length. On the road, 4-wheel independent coil suspension gives a superb, soft ride. Rear engine also means a real plus when you need superior traction for hauling jobs. All this with Chevy Corvair Station Wagon styling—a pleasure to see.

Shown at right: Corvair Monza Station Wagon in Twilight Blue.



A BATCH OF READY-TO-GO LOADING FEATURES—Lift the handy counterbalanced liftgate of the Corvair Station Wagon. You can step right up to the loading area. Load easily through the wide, wide liftgate opening. If you have more to carry, open up the up-front trunk. That's the same key you use for everything—ignition, glove box and doors, too. Single key locking is a real convenience, especially when you're loading and don't want to be fumbling with keys. And remember, with the trunk in front, the rear loading area and the four wide doors at the sides, you're always ready to load and unload easily, no matter where you park.



EASY-TO-REACH ENGINE—Routine access to the Corvair Station Wagon rear engine is made easy by the convenient service door. For less-frequent service, a hinged cargo floor cover can be lifted for quick engine maintenance. Special insulation gives a thick cover to help deaden engine heat and noise.



STATION WAGON INTERIORS—Corvair 700 (above) and Monza Station Wagon interiors come with combination pattern cloth and vinyl upholstery in striking color choices for '62. Interiors stand up to the toughest kind of wagon wear, retain their smart good looks. Monza Wagon is also available* with front bucket seats and all-vinyl trim.

*Optional at extra cost.

Payload or playload the Greenbrier is perfect

For roadway wandering or work-a-day business, the 1962 Greenbrier Sports Wagon is made to order. Specializes in versatility—with untold commercial possibilities! There's up to 175.5 cubic feet of cargo space—nearly twice as much as can be found in regular station wagons. Yet, the Greenbrier is no longer than any other 1962 Corvair. That's due to space-saving rear engine design. For fun, the Greenbrier is tough to beat. Takes you, your family and most anybody else who wants to go along. The second seat offers seating arrangement flexibility. Can be set in rear or directly behind front seat facing either front or rear. Removable, too, for extra cargo. The Greenbrier comes in Standard and De Luxe models.

Greenbrier

Shown below: Corvair Greenbrier De Luxe Sports Wagon in Omaha Orange and Cameo White.



OPTIONAL THIRD SEAT FOR 9-PASSENGER SEATING—Take the whole crew, choose the optional third seat.* Third seat is removable for extra-large cargo.



THE SPORTS WAGON THAT KNOWS FEW BOUNDARIES—The Greenbrier is sturdily built for rugged off-the-highway travel. You go in comfort on foam-cushioned seats to out-of-the-way areas for fishing, hunting or hauling jobs. Load from side or rear. Big double doors (nearly 4½ ft. wide) open for curbside loading. Left-side double doors also available at extra cost.



A CAMPFUL OF GEAR TO GO ALONG—Special equipment* is available through your Chevrolet dealer to convert the Greenbrier for your special sports wagon purposes. There's the smart Custom Camper Unit,* and a variety of other useful options.

*Optional at extra cost.

Lets you feel that fun on the road again

Corvair has proved it. Driving can be family-style fun again. The '62 Corvair won't take long to prove it to you, either, once you've settled behind the wheel. You, the driver, are in complete control. Threading through downtown traffic, a competitive course or out on the open road, Chevy Corvair's light and positive feel of the wheel gives you a new kind of motoring confidence. An engine choice with increased power* gives you new Corvair go. Toe-holding traction and stable riding qualities produce a newly discovered dimension in driving. And the feeling of fun grows with the miles you leave behind. You begin to look forward to the miles you've got ahead!

Corvair



REAR ENGINE RESPONSIVENESS—Corvair's rear engine design produces remarkably precise handling and steering qualities. Engine in the rear lightens the load over front wheels for touch-and-turn steering control. Either of Corvair's aluminum engines—the standard 80-hp Turbo-Air 145 (84 hp in Monza with Powerglide*) or 102-hp Turbo-Air 145*—can be teamed with 3-Speed Synchro-Mesh, 4-Speed Synchro-Mesh* or Corvair Powerglide* for the performance level you like. New increased braking area makes for safer, smoother stops, long brake-lining life.

REAR ENGINE RIDE AND TRACTION—There's virtually no sway, bounce or swerve with Chevy Corvair's rear engine design and fully independent suspension system. A big coil spring at each wheel soaks up road shock, levels the ride. For the ultimate in traction—even under the severest driving conditions—there's the optional Positraction* rear axle. New for 1962, Positraction puts power at the rear-wheel with the best grip.



DURABILITY AND STRENGTH—Corvair's Monostrut Body by Fisher is a single, all-steel structure. Takes almost any kind of punishment and likes it. And each Corvair is coated with long-lasting acrylic lacquer Magic-Mirror finish. Monza is offered in 14 solid Magic-Mirror colors. The 500 Club Coupe, 700 models and Corvair 700 Station Wagon are available in 14 solid and 10 two-tone combinations.

*Optional at extra cost.

SPECIFICATIONS

BODY—ALL CORVAIR MODELS, INCLUDING GREENBRIER: Single-unit body-frame structure, fully sealed and insulated. Extra-heavy pillars and roof rails, reinforced floor, double-walled front structure. High-Level ventilation, friction-type ventipanes, single-key locking system, push-button outside door handles. Dual horizontal headlights. Parallel-action electric windshield wipers, directional signals, dome light with instrument panel switch, foam-cushioned front seats, front ashtray, recessed-hub steering wheel. **CORVAIRS EXCEPT GREENBRIER:** Monostrut Body by Fisher features double-walled cowl, built-in forced-air heater and defroster, dual sun shades, front armrests, cigarette lighter. Magic-Mirror acrylic lacquer finish. **GREENBRIER:** Special van-type body features double side and rear doors, synthetic enamel finish, foam cushioning in all seats.

CORVAIR 500 CLUB COUPE STANDARD FEATURES—Distinctive trim and identification. 16" two-spoke steering wheel with central horn button. Single horn. Three color-keyed interiors, nylon-blend pattern cloth seat upholstery, vinyl-covered sidewall inserts, cloth headlining. Lined inside stowage compartment. Black rubber floor mats.

CORVAIR 700 ADDITIONAL FEATURES—Extra-quality trim and identification. Dual horns, automatic front door light switches. Four color-keyed interiors, nylon-blend pattern cloth and vinyl seat upholstery, vinyl-coated rubber floor mats. Cloth headlining in Coupe and Sedan, vinyl in Station Wagon. Vinyl-coated, padded rubber mat on Station Wagon cargo floor. Front luggage compartment foam-backed fabric mat—plus Corvair 500 general features.

CORVAIR MONZA ADDITIONAL FEATURES—Luxury trim and identification. Full-width front seat in Sedan and Station Wagon; twin bucket seats in Coupe (optional* in Sedan and Wagon). Fold-down rear seat. Six color-keyed interiors. All-vinyl seat upholstery in Coupe; combination pattern cloth and vinyl in Sedan and Station Wagon (all-vinyl with bucket seat option). Vinyl headlining. Carpeted floors. Back-up lights and wheel covers. Rear armrests in Sedan and Station Wagon. Rear ashtrays. Glove compartment light. De luxe steering wheel with horn ring—plus Corvair 500 and 700 general features.

GREENBRIER STANDARD FEATURES—Distinctive trim and identification. 17" two-spoke steering wheel with central horn button. Left-hand sun shade. Striped woven fabric seat upholstery, painted interior sidewalls and vinyl headlining between roof bows. Front dome light. Charcoal rubber floor mats.

GREENBRIER DE LUXE ADDITIONAL FEATURES—Bright metal bumpers, hub caps, and windshield trim. Red plastic inserts at taillights. Instrument cluster and glove compartment door bright trim panels. Four color-keyed interiors, including pattern cloth and vinyl seat upholstery, vinyl sidewall panels, and vinyl-coated floor mats. Vinyl spare tire cover. Cigarette lighter, right-hand sun shade, front armrests, and rear ashtrays. Foam-cushioned seats and seat backs. Front and rear dome lights—plus Greenbrier general features.

ENGINE—Standard 80-hp TURBO-AIR 145 with 8.0:1 compression ratio (84-hp and 9.0:1 compression ratio with Corvair Powerglide* in Monza models); optional 102-hp TURBO-AIR 145* with 9.0:1 compression ratio (not available in Greenbrier). Horizontally opposed 6-cylinder valve-in-head aluminum design. 145-cu.-in. displacement, 3.4375" x 2.60" bore and stroke, twin carburetors with automatic choke, single exhaust. Forced-air cooling by centrifugal blower, thermostatically controlled air flow, finned cast ferrous alloy cylinders. Alumi-

num pistons. Forged steel crankshaft. Finned 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, positive-shift starter, dual oil-wetted air cleaners. Features of 102-hp TURBO-AIR 145* include special camshaft and valve springs, recalibrated carburetors, and larger exhaust system.

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. 3-SPEED SYNCHRO-MESH: All-helical gear design with floor-mounted shift lever. **CORVAIR POWERGLIDE*:** Two-speed three-element torque converter with hydraulically controlled planetary gears. Range selector on instrument panel. Selector sequence L-D-N-R. 4-SPEED SYNCHRO-MESH*: All forward gears fully synchronized. Floor-mounted shift lever. **REAR AXLE:** Hypoid type with ratios matched to model and power team; other ratios optional**.

CLUTCH—Diaphragm spring type, 8" diameter single plate dry disc, woven lining, permanently lubricated release bearing.

CHASSIS—SUSPENSION: Quadri-Flex 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: Corvair Sedans and Club Coupes: 13" wheels, 6.50 x 13 tires. Station Wagons: 13" wheels, 7.00 x 13 tires. Greenbrier: 14" wheels, 7.00 x 14 tires. Blackwall tubeless tires on all models. **BRAKES:** Safety-Master hydraulic design, 9" diameter drums (11" on Greenbrier), bonded linings—126.1-sq.-in. effective area (166.8 sq. in. on Greenbrier). Hand-operated mechanical parking brake, trigger release. **STEERING:** Precision Ball-Race gear, overall ratio 23.5:1 (23:1 on Greenbrier). **FUEL CAPACITY:** 14-gallon tank, filler in left front fender (Greenbrier 18.5-gallon tank). **ELECTRICAL:** 12-volt system, 30-ampere generator, 42-ampere-hour 54-plate battery.

DIMENSIONS—CORVAIR SEDAN, CLUB COUPE AND STATION WAGON: Wheelbase 108", front and rear tread 54.5", length 180.0", width 67.0", height (loaded) Sedan and Club Coupe 51.5", Station Wagon 53.5". **GREENBRIER:** Wheelbase 95", front and rear tread 58", length 179.7", width 70.0", height (loaded) 68.5".

OPTIONAL EQUIPMENT*—ALL MODELS: Whitewall tires. Two-tone finish** Wheel covers**. Manual radio and antenna. Heavy-duty generator. Seat belts. Positraction rear axle. Crankcase ventilation equipment. Full line of Custom Feature accessories offered as dealer-installed equipment. **CORVAIR (except Greenbrier):** Bucket front seats**. Fold-down rear seat**. De luxe air conditioner**. Push-button radio and antenna. Rear door armrests**. Simulated wire wheels. Spare tire lock**. Soft-Ray tinted glass. Instrument panel pad. Comfort and Convenience Equipment**—includes backup lights, inside non-glare and outside rearview mirrors, 2-speed windshield wipers and washer, and glove compartment light. 3.55:1 and 3.89:1 axle ratios**. Sintered-metallic brake linings. Heavy-duty front and rear suspension**. **GREENBRIER:** Forced-air or aircraft type gasoline heater and defroster. Front door laminated glass. Heavy-duty tires. Chrome bumpers and hub caps. Rear (third) seat. Double left-hand side doors. Outside rearview mirror. 2-speed windshield wipers and washer. Heavy-duty front springs and shock absorbers. Special taxicab equipment.

Corvair Options and Custom Features for '62

You can personalize your Corvair to your own needs and tastes with Corvair's '62 Options and Custom Features.** Many of Corvair's most popular options are listed below. Check with your Chevrolet dealer for model availability on the wide variety of optional equipment you have to choose from. **DE LUXE PUSH-BUTTON RADIO.*** Features power transistor with four tubes—has automatic volume control, tone control and five push buttons. Sound engineered for the Corvair interior. Manual radio* also available. **GASOLINE HEATER.*** Gives almost instant heat throughout the passenger compartment. Complete heater and defroster unit. Aircraft-type design. **FOLD-DOWN REAR SEAT.*** Converts quickly into flat cargo deck or play area for children. Available on Corvair 500's and 700's—standard on Monza models. **DE LUXE AIR CONDITIONING.*** Recirculating type; efficiently cools passenger compartment regardless of outside temperatures. Easy-to-operate controls, three-speed blower and three adjustable outlets. Available on Sedans and Coupes equipped with radio. **CUSHIONED INSTRUMENT PANEL.*** Adds both safety and luxury. Shock-absorbing foam cushion, covered with rich leather-grain vinyl, follows the instrument panel contour. Keyst to interior color. **POSITRACTION REAR AXLE.*** New for 1962—transfers power to the wheel with the best grip. Increases the Corvair's sure-footedness on the most slippery surfaces.

CORVAIR POWER TEAMS FOR '62

POWER TEAMS	SEDANS AND COUPES	CORVAIR STATION WAGON	GREENBRIER SPORTS WAGONS
	REAR AXLE RATIO		
80-hp Turbo-Air 145 3-Speed Synchro-Mesh	3.27:1-Std. 3.55:1-Opt. 3.89:1-Opt.	3.55:1-Std. 3.89:1-Opt.	3.89:1-Std.
80-hp Turbo-Air 145 4-Speed Synchro-Mesh*	3.27:1-Std. 3.55:1-Opt. 3.89:1-Opt.	3.55:1-Std. 3.89:1-Opt.	3.89:1-Std.
80-hp Turbo-Air 145† Corvair Powerglide*	3.27:1-Std. 3.55:1-Opt. 3.89:1-Opt.	3.55:1-Std. 3.89:1-Opt.	3.89:1-Std.
102-hp Turbo-Air 145* 3-Speed Synchro-Mesh	3.27:1-Std. 3.55:1-Opt. 3.89:1-Opt.	3.55:1-Std. 3.89:1-Opt.	—
102-hp Turbo-Air 145* 4-Speed Synchro-Mesh*	3.27:1-Std. 3.55:1-Opt. 3.89:1-Opt.	3.55:1-Std. 3.89:1-Opt.	—
102-hp Turbo-Air 145* Corvair Powerglide*	3.55:1-Std. 3.89:1-Opt.	3.55:1-Std. 3.89:1-Opt.	—

*Optional at extra cost.

**Availability determined by model or equipment.
†84 hp in Monzas with Powerglide.



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