



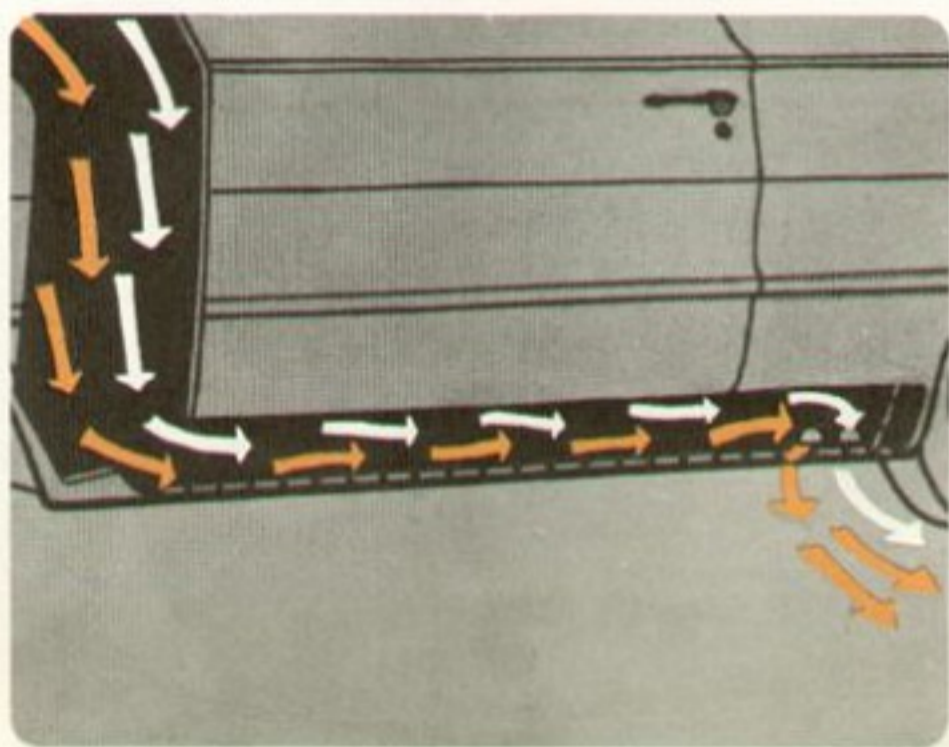


1963

CHEVROLET

*Bound for pleasure
in Jet-smooth
comfort*

Again in 1963, Chevrolet sets the standard for full-size value. Its clean, refreshing style fairly sparkles with jewel-like beauty. Elegantly fashioned interiors are smartly trimmed in rich new fabrics. Famous Jet-smooth ride gives driving comfort that's the envy of more costly cars. Optional* Super Sport equipment, available on the Impala Sport Coupe and Convertible, adds a fresh flair to styling. And beneath Chevrolet's good looks, quality craftsmanship and advanced engineering make it a pleasure to own, a delight to drive.



AIR-WASHED ROCKER PANELS RESIST CORROSION—Chevrolet uses a unique new method to combat the problem of rocker panel rust and corrosion. The cowl inlet ventilating system is utilized to water-flush and continually air-dry the inside of the panels. All water entering the cowl inlet is directed through passages to the rocker panels, where it flushes out dirt, dust and foreign matter through special outlets. Air forced through the cowl inlet dries the inside of the rocker panels.



CHEVROLET SPECIFICATIONS

3 SERIES—IMPALA, BEL AIR, BISCAYNE

Convertible, Sport Coupe, Sport Sedan, 2- and 4-Door Sedans,
Station Wagons

BODY—Distinctive interiors, trim, and identification for each series. All-welded Body by Fisher Unisteel construction, fully sealed and insulated, acoustically hushed. Double-walled cowl; reinforced floor with integral crossmembers; extra-heavy side rails, pillars and roof rails. Air-washed rocker panels. High-Level ventilation and built-in blended-air heater and defroster. 4-element headlights, parallel-action electric windshield wipers, crank-operated ventpanes. Magic-Mirror acrylic lacquer finish.

ENGINE—140-HP TURBO-THRIFT 230: 6-cylinder, 230-cu.-in. displacement, 8.5:1 compression ratio, single-barrel carburetion, single exhaust. 195-HP TURBO-FIRE 263: V8, 263-cu.-in. displacement, 9.25:1 c.r., two-barrel carburetion, single exhaust. 250-HP TURBO-FIRE 327*: V8, 327-cu.-in. displacement, 10.5:1 c.r., four-barrel carburetion, dual exhaust. 300-HP TURBO-FIRE 327*: V8, 327-cu.-in. displacement, 10.5:1 c.r., large four-barrel carburetion, dual exhaust. 340-HP TURBO-FIRE 409*: V8, 409-cu.-in. displacement, 10.0:1 c.r., large four-barrel carburetion, dual exhaust. 400-HP TURBO-FIRE 409*: V8, 409-cu.-in. displacement, 11.0:1 c.r., large aluminum four-barrel carburetion, dual exhaust. 425-HP TURBO-FIRE 409*: V8, 409-cu.-in. displacement, 11.0:1 c.r., twin four-barrel carburetion, dual exhaust. 1963 Chevrolet engines feature valve-in-head design, aluminum pistons, rugged crankshaft, positive-shift starter, and automatic choke. Hydraulic valve lifters on all except 400- and 425-hp V8 engines which have mechanical valve lifters, plus special camshaft, and other features. Full-flow oil filter on all engines. Oil-wetted air cleaner on 6-cylinder and 400-hp V8 engines, dry-element type on all other engines. Temperature-controlled viscous drive fan with all 327- and 409-cu.-in. V8 engines.

TRANSMISSION—POWERGLIDE*: Two-speed three-element torque converter with hydraulically controlled planetary gears. Aluminum case and extension. Positive parking lock. Selector sequence Park-R-N-D-L. 4-SPEED SYNCHRO-MESH*: Aluminum case helical gear design, all forward gears fully synchronized. Choice of ratios with 409-cu.-in. V8s. Central floor-mounted shift lever. OVERDRIVE*: 3-Speed Synchro-Mesh plus 2-speed planetary overdrive, engaged semi-automatically above approximately 30 m.p.h. 3-SPEED SYNCHRO-MESH: All-helical gear design with high torque capacity. Gear ratios matched to engine.

CLUTCH—Diaphragm spring type with all engines, centrifugally assisted with 409-cu.-in. V8's. Size of clutch to suit each engine. Single spring-cushioned dry disc with woven facings. Permanently lubricated release bearing.

CHASSIS—SAFETY-GIRDER FRAME: Rigid, tunnel-center X-built. FULL COIL SUSPENSION: Four coil springs with double-acting shock absorbers and built-in leveling action front and rear. Ride stabilizer except on 6-cylinder Bel Air and Biscayne Sedans. WHEELS AND TIRES: 14" wheels, 7.00 x 14 blackwall tubeless tires—exceptions: 7.50 x 14 on Impala Convertible and with 327-cu.-in. V8 engines. 8.00 x 14 on all Station Wagons and with 409-cu.-in. V8 engines. SAFETY-MASTER BRAKES: 11" hydraulic, bonded linings, 199.5-sq.-in. area. Foot-operated mechanical parking brake. STEERING: Precision Ball-Race gear, overall ratio 28:1 standard, 24:1 with power steering*. REAR AXLE: Hypoid, semi-floating, four ratios tailored to power teams; other ratios optional*. FUEL CAPACITY: Station Wagons, 19 gallons, all others 20 gallons. ELECTRICAL: 12-volt system, 9-37-ampere Delcotron generator, 54-plate battery (66-plate with 327- and 409-cu.-in. V8 engines).

DIMENSIONS—Wheelbase, 119". Front and rear tread, 60.3" and 59.3". Overall: length 210.4", width 79.0", height—Sport Coupe 54.5", Sport Sedan and Convertible 55.0", Station Wagons 56.0", all others 55.5".

OPTIONAL EQUIPMENT AND CUSTOM FEATURES—Full line of special equipment and accessories, factory-installed or dealer-installed, offered as extra-cost options.

1963 CHEVROLET SERVICE DATA

ENGINE	140-hp Turbo- Thrift 230	195-hp Turbo- Fire 263	250-hp Turbo- Fire 327	300-hp Turbo- Fire 327	340-hp Turbo- Fire 409	400-hp Turbo- Fire 409	425-hp Turbo- Fire 409
COOLING SYSTEM CAP'Y. (incl. heater)	12 qts.	18.5 qts.	18.5 qts.	18.5 qts.	22 qts.	22 qts.	22 qts.
CRANKCASE CAPACITY	Refill	4 qts.	4 qts.	4 qts.	5 qts.	5 qts.	5 qts.
	With Oil Filter Change	5 qts.	5 qts.	5 qts.	5 qts.	6 qts.	6 qts.
OIL STICK LOCATION	Right	Left	Left	Left	Right	Right	Right
POINT GAP (New)	.019"	.019"	.019"	.019"	.019"	.019"	.019"
SPARK PLUG GAP	.035"	.035"	.035"	.035"	.035"	.035"	.035"
INITIAL TIMING	4* BTDC	4* BTDC	4* BTDC	8* BTDC	12* BTDC	12* BTDC	12* BTDC
IDLE SPEED	500	500	475 A 500 M	475 A 500 M	500	750	750
FIRING ORDER	1-5-3- 6-2-4	1-8-4- 3-6-5- 7-2	1-8-4- 3-6-5- 7-2	1-8-4- 3-6-5- 7-2	1-8-4- 3-6-5- 7-2	1-8-4- 3-6-5- 7-2	1-8-4- 3-6-5- 7-2
NO. 1 SPARK PLUG LOCATION	Front	Left Front	Left Front	Left Front	Left Front	Left Front	Left Front

TRANSMISSION CAPACITIES: 3-Speed Synchro-Mesh—2 pts.; 4-Speed Synchro-Mesh—2.5 pts.; Overdrive—3 pts.; Powerglide—Add to "Full". LOCATION OF FLUID LEVEL STICK FOR POWERGLIDE TRANSMISSION: Right rear of engine compartment. GAS TANK CAPACITIES: Station Wagons—19 gals.; all other models—20 gals. TIRE PRESSURES: Station Wagons—24 lbs. front, 28 lbs. rear; all other models—24 lbs. front and rear. (Cold tire pressures indicated—pressure increases when tires are hot.) HOOD RELEASE LOCATION: Bottom of grille. FUSE BLOCK LOCATION: Underneath instrument panel.

*Optional at extra cost







LONG-LIFE EXHAUST SYSTEM—Liberal use of aluminizing in mufflers, along with a more than 25% increase in the thickness of exhaust pipe material, helps Corvair exhaust systems resist rust, corrosion and the wearing effects of heat for much longer periods.

POSITIVE CRANKCASE VENTILATION—To help prevent air pollution, unburned crankcase fumes are routed to combustion chambers where they are burned away and dispelled through the exhaust system. A regulator valve prevents undue changes in the fuel mixture during periods of high manifold vacuum.

AMBER TURN SIGNALS—Parking and front turn signal lamps feature new amber lenses for standout visibility. They're much more noticeable to oncoming traffic.

1963 CORVAIR SERVICE DATA

ENGINE	80-hp Turbo-Air 145†	102-hp Turbo-Air 145	150-hp Turbocharged 145
CRANKCASE CAPACITY	4 qts. Refill With Oil Filter Change	4 qts. 4.5 qts.	4 qts. 4.5 qts.
OIL STICK LOCATION	Right	Right	Right
POINT GAP (New)	.019"	.019"	.019"
SPARK PLUG GAP	.035"	.035"	.035"
INITIAL TIMING	4° BTDC 13° BTDC**	13° BTDC	24° BTDC
IDLE SPEED	500	500A 600M	650
FIRING ORDER	1-4-5-2-3-6	1-4-5-2-3-6	1-4-5-2-3-6
NO. 1 SPARK PLUG LOCATION	Right rear	Right rear	Right rear

†84 hp on Powerglide equipped Monza models.

**All models with Powerglide transmission.

TRANSMISSION CAPACITIES: 3-Speed Synchro-Mesh—2.2 qts.; 4-Speed Synchro-Mesh—3.6 qts.; Powerglide—Add to "Full." **LOCATION OF FLUID LEVEL STICK FOR POWERGLIDE TRANSMISSION:** Right front of engine compartment. **GAS TANK CAPACITY:** Sedans and Coupes—14 gals., Greenbrier—18.5 gals. **TIRE PRESSURES:** Sedans and Coupes—15 lbs. front, 26 lbs. rear, Greenbrier—24 lbs. front and rear. (Cold tire pressures indicated—pressure increases when tires are hot.) **ENGINE COMPARTMENT LID RELEASE LOCATION:** Sedans and Coupes—top of rear license plate cavity, Greenbrier—lever at top of rear license plate. **FUSE BLOCK LOCATION:** Underneath instrument panel.

CORVAIR SPECIFICATIONS

3 SERIES—MONZA, 700 and 500 . . . plus GREENBRIER
Convertible, Club Coupes, 4-Door Sedans, Sports Wagons

BODY—ALL CORVAIRS INCLUDING GREENBRIER: Distinctive interiors, trim, and identification for each series. Single-unit body and frame structure, fully sealed and insulated. Extra-heavy pillars and roof rails, reinforced floor, double-walled front structure. High-level ventilation, 4-element headlights, parallel-action electric windshield wipers. CORVAIRS EXCEPT GREENBRIER: Monostrut Body by Fisher features double-walled cowl, built-in forced-air heater and defroster, Magic-Mirror acrylic lacquer finish. GREENBRIER: Special van-type body features double side and rear doors, synthetic enamel finish.

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); Special 150-HP TURBOCHARGED 145 as part of Spyder option* for Monza Club Coupe and Convertible. Horizontally opposed 6-cylinder valve-in-head aluminum design, 145-cu.-in. displacement, 3.4375" x 2.667" bore and stroke. Twin carburetors on 80- and 102-hp engines, single carburetor on 150-hp engine; automatic choke; single exhaust. Forced-air cooling by centrifugal blower, thermostatically controlled air flow, finned cast ferrous alloy cylinders. Aluminum 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. Hydraulic valve lifters, positive-shift starter. Dual oil-wetted air cleaners on 80- and 102-hp engines, single air cleaner on 150-hp engine. Features of 102-HP TURBO-AIR 145* include recalibrated carburetors and special camshaft, valve springs and main and connecting rod bearings. Features of 150-HP TURBOCHARGED 145* include special pistons, connecting rods, crankshaft, exhaust valves and guides, and premium aluminum main and connecting rod bearings in addition to the turbo-supercharger induction 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 power teams; other ratios optional*.

CLUTCH—Diaphragm spring type, 8" diameter single dry disc with woven facings. 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. 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. **TIRES:** 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, 12-ampere-hour 54-plate battery.

DIMENSIONS—CORVAIR SEDAN AND CLUB COUPE: Wheelbase 108", front and rear wheel 54", track 180.0", height 67.0". GREENBRIER: Wheelbase 99", front and rear wheel 58", length 178.7", width 70.0", height 68.5".

OPTIONAL EQUIPMENT AND CUSTOM FEATURES—Full line of special equipment and accessories, factory-installed or dealer-installed, offered as extra-cost options.





