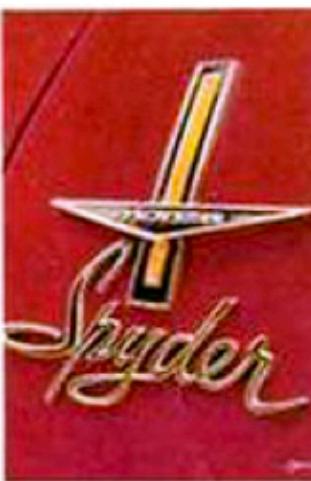




FOR '64





1964 CORVAIR

EXCITING NEW GUSTO IN A POPULAR PROFILE

Here's the car to take you out where the zest begins! Its popular clean lines remain distinctive. Frisky styling touches like the new bright metal bar between headlamps, new rear-engine grille and new taillights only add to Corvair's sporty personality. There's a huskier 95-hp Turbo-Air engine with plenty of acceleration for passing thrust and hill-climbing power. And, a new quieter transmission deftly handles the engine's potent performance. Incidentally, some things aren't new in the 1964 Corvair. It's still the only U.S.-built air-cooled rear-engine car; still water pump and antifreeze free; still great on gas; still only 180 inches long; still called a little tiger!

MONZA SPYDER

NEW TURBOCHARGED ACTION WITH SPORT TO SPARE

Fun begins with the new Spyder 150-hp 164-cu.-in. turbo-supercharged engine. Its responsive power and torque whip you ahead without a complaint. Add a 4-Speed stick* (fully synchronized) or the standard 3-Speed Synchro-Mesh transmission and you have high performance in your hand. Back in the engine room, the induction tube, fuel and oil lines and dipstick are all chrome-plated. Exhaust valves are super-alloy stellite-faced; exhaust valve guides are designed for exceptional heat dissipation. High-alloy aluminized-face intake valves provide added durability. There's also a special camshaft. A single air cleaner and side-draft carburetor supply the fuel and air mixture to the exhaust-driven turbo-supercharger. Both Spyder models, Club Coupe and Convertible, sport bucket seats (contour portions covered with rich, new expanded vinyl), distinctive Spyder emblems, brushed-chrome instrument cluster with tachometer, trip odometer and special engine gauges, a new horn ring and a convenient map pocket at the base of each door. Spyder also has its own unique wheel covers plus bright trim around wheel openings.

*Optional at extra cost.





MONZA

BUCKET SEAT FAVORITE IN 3 POPULAR STYLES

Everything in the Monza trio—4-Door Sedan, Club Coupe and Convertible—is sport at the wheel. For instance, try settling back in those front bucket seats (every Monza has them) and pressing the accelerator just for fun. You'll feel like frolicking as the 164-cu.-in. rear engine kicks out instant go. You can make the Monza a kitten or a tiger whenever you like. It handles with ease in snow or blow. Tenacious rear-engine traction zips you through mud, sand or ice—past those spinning gingerly at a traffic signal. Another nice feature is 4-wheel independent suspension that's standard on all Corvairs. It's called Quadri-Flex and it lets each wheel soak up its own bumps for a sure, smooth, unruffled ride.

If you're keen on wheel covers you'll really go for those on Monza. They're absolute jewels! Seats are all-vinyl with horizontal pleats topped with wide tufted panels. Include plush deep-twist carpeting, new map pockets and sidewall trim and the '64 Monza is just about as sumptuous as you can make it. Sample any Monza. You'll fall in love with the little rascal!





→ Monza 4-Door Sedan in Saddle Tan.

MONZA

MORE EXHILARATION ADDED TO ITS
SPORTY APPEAL

Driving kicks are still standard on the '64 Monza. For a moment, however, try forgetting about that rambunctious new engine and look inside the '64 Monza. First, there's a new horn ring. This one has the distinctive Monza emblem insert. On the bright trimmed instrument panel such niceties as cigarette lighter, ashtray and chrome control knobs are standard. Another unusual Monza feature (except Convertible) is the fold-down rear seat. It tucks down neatly and gives you 16.5 cubic feet of stowage space for big bags, little bags or loads of luggage. In fact many Corvair owners use the fold-down rear seat as a bed for little stowaways. For extended traveling fun, Corvair's travel-sized lockable front trunk provides 12.6 cubic feet of sensible space. This trunk is easy to load, too. A scissor-type jack is held firmly and quietly on the left-hand side where it's conveniently out of the way.



Corvair 700 4-Door Sedan in Meadow Green with optional wheel covers*.



Corvair 500 Club Coupe in Lagoon Aqua.

700 4-DOOR SEDAN

FAMILY FUN AT A FRIENDLY PRICE

Like all Corvairs, the 700 4-Door Sedan behaves marvelously and takes to the road with as much gusto as its brethren. Inside, it's trim and comfortable and the roominess surprises lots of people. The seats are trimmed in tailored pattern cloth with geometric design. Some of the standard items with the 700: front arm rests, color-keyed vinyl-coated floor mats, front door light switches, dual horns, and forced-air heater.

500 CLUB COUPE

THRIFTIEST FARE FOR CORVAIR FANS

Skedaddle and Corvair quality make a nice balance of motoring pleasure. And the price of the 500 is right. The initial cost is lowest of all Corvair models. Plenty of things are standard: all-rubber floor mats, 4-wheel independent suspension, dual sun visors, cigarette lighter, front arm rests, forced-air heater, High-Level ventilation, lockable glove box, plus all the driving fun you could ever hope for.

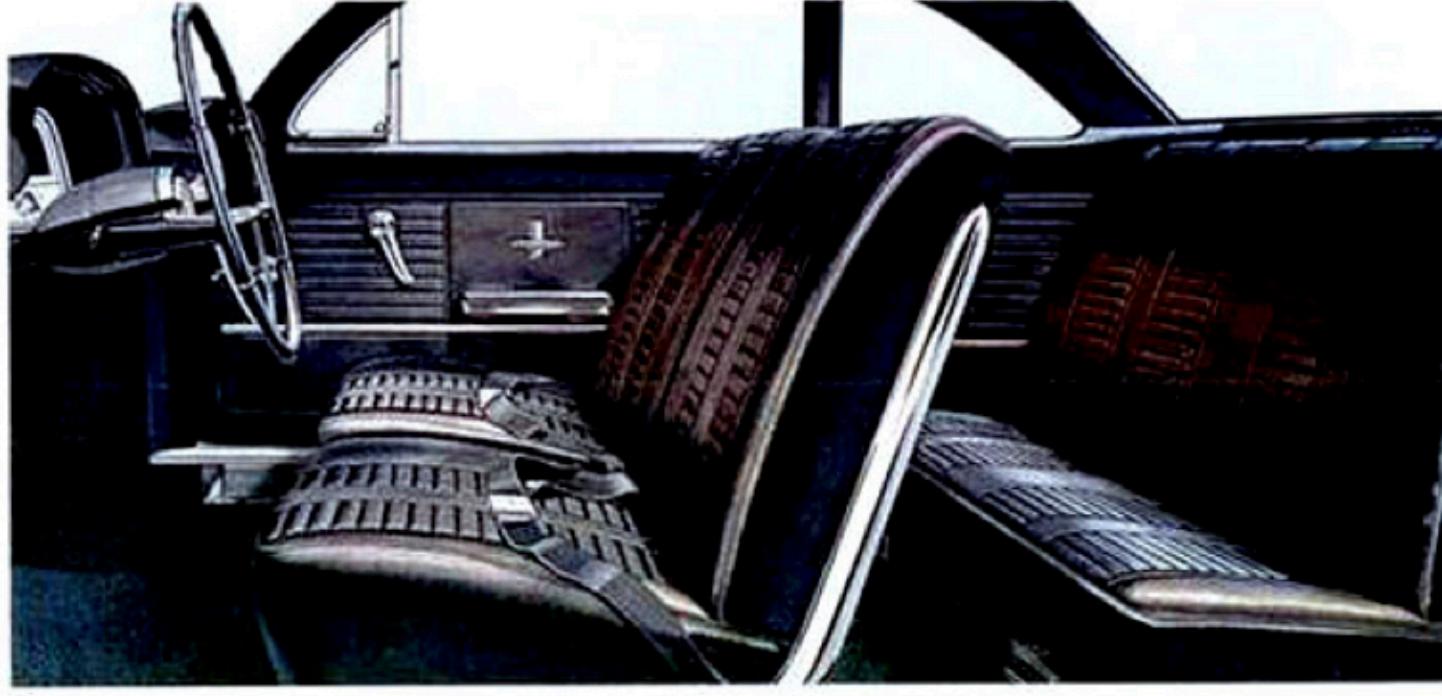
STYLE TO MATCH YOUR GO

Corvair's rich durable interiors are color-keyed to your personal choice of exterior color. Best of all, Corvair interiors are easy to clean and keep clean.

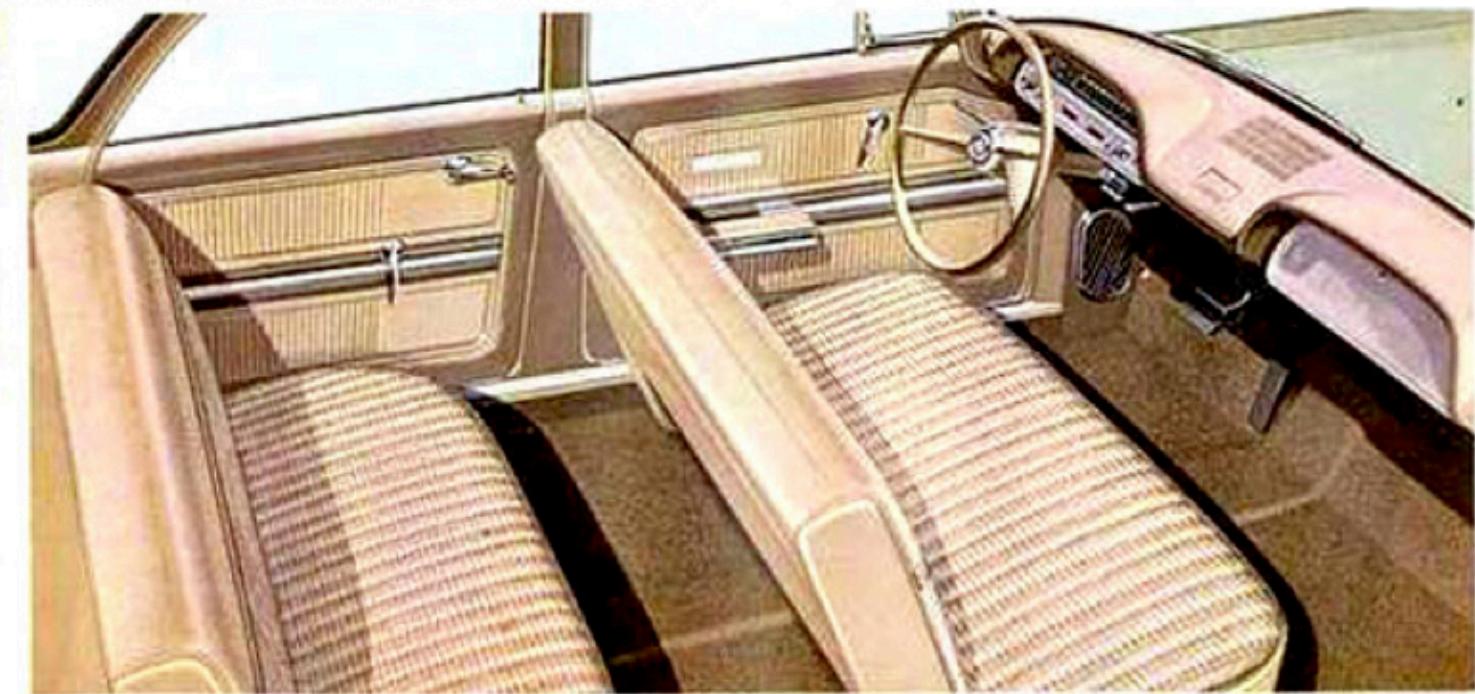
*Optional at extra cost.



1. Monza Spyder interiors, available in seven colors: red, black, blue, fawn, aqua, white and antique saddle.



2. Monza interiors (shown with seat belts*): red, black, blue, fawn, aqua, white and antique saddle.



3. Corvair 700, choice of four interiors: red, fawn, aqua and blue.



4. Corvair 500: durable, attractive interiors in fawn, aqua and red.

1964 CORVAIR

REFINED POWER TEAMS, NEW ENGINE ZEST, IMPROVED 3-SPEED TRANSMISSION

The spunky new 95-hp Turbo-Air 164 engine retains the six-cylinder air-cooled design, but larger piston displacement, revised combustion chambers and modified carburetion result in increased power output and higher power-to-weight ratio. The difference amounts to nearly 20 percent greater horsepower and improved performance for superior hill climbing and passing power. Displacement of 164 cu. in. and a compression ratio of 8.25:1 enable the Turbo-Air engine to develop 95 hp at 3600 rpm, with maximum torque an impressive 154 lbs.-ft. at 2400 rpm. The optional 110-hp Turbo-Air* engine with Powerglide*, 3- or 4-Speed* transmission includes special camshaft, recalibrated carburetors and delivers even more performance. Then there's the bellowing Turbocharged Spyder rendition that kicks out 150 hp with a 3- or 4-Speed* box. Both the 3-Speed and 4-Speed* Synchro-Mesh transmissions have revised gear ratios for quieter and smoother operation.

ADD YOUR PERSONAL TOUCH WITH THESE CORVAIR OPTIONS* AND CUSTOM FEATURES*

If you're big on the things that make driving happier, go over this section with a fine-tooth comb. With the *fold-down rear seat* (standard in Monza and Spyder except Convertible), you convert the rear passenger area to near bathtub-size cargo space. *Positraction rear axle* transmits power to the wheel with traction. Very handy for muddy terrain and winter-land driving. A *full-transistor radio* (push-button or manual) brings you exceptional listening pleasure and right-now response when you turn it on. *De Luxe Air Conditioning* neatly controls temperature and humidity inside the passenger compartment for miles and hours of relaxation. (Not available on the Spyder.) *Soft-Ray tinted glass* is essential if too much sun bothers you while driving. Softens the glare of oncoming headlights. Available in windshield only or in all windows if you prefer. Then there's a *cushioned instrument panel*. It's foam cushioning covered with luxurious leather-grain vinyl. *Genuine wire wheels!* Make every model a sport. *Power top operation* is available for Spyder and Monza Convertibles. *White sidewall tires* to please particular people are also available. *Special suspension* is available for all models; includes special front and rear springs and shock absorbers.

PROVEN DESIGN THAT'S STILL A STANDOUT

Corvair lovers still can't get over Corvair's *handling and traction* characteristics. No secret, though. The air-cooled aluminum rear engine stacks more of Corvair's weight over the rear wheels. More weight there simply means more grip. More grip means more traction on all surfaces. Some other facts about Corvair's economy 164-cu.-in. valve-in-head 6-cylinder engine: no antifreeze costs or seasonal cooling system maintenance. No radiator to rust or leak. No water pump. Quick warm-ups. Quieter ride, too. You're always ahead of the engine.

EASY-CARE FEATURES THAT MAKE CORVAIR EVEN MORE CAREFREE

A *long-life exhaust system* cuts maintenance and replacement costs. Both front and rear muffler heads and the outer muffler cover are aluminized (and you know how aluminum resists rust). *Self-adjusting Safety-Master brakes* on all models eliminate the need for periodic service adjustment. All you do is back up, apply the brakes, and they're adjusted. A *closed positive-type crankcase ventilation system* draws unburned crankcase vapors into the induction system and burns them in the combustion chamber. There's also a *hand-operated parking brake* with a trigger release on every Corvair. If anyone ever asks you for *Corvair's dimensions*: wheelbase, 108.0"; tread: front, 54.4", rear, 55.1"; length, 180.0"; width, 67.0"; height (loaded): Sedan, 51.5", Club Coupe, 51.4", Convertible, 51.1".

*Optional at extra cost.

CORVAIR POWER TEAMS FOR 1964

Engine	Transmission	Rear Axle Ratios** General Purpose or Standard	Special Purpose or Mountain
95-hp Turbo-Air 164 6-cylinder Standard for all models except Monza Spyder	3-Speed 4-Speed* Powerglide*	3.27:1	3.55:1
110-hp Turbo-Air 164 6-cylinder Optional* for all models except Monza Spyder	3-Speed 4-Speed* Powerglide*	3.27:1 3.55:1	3.55:1 N.A.
150-hp Turbocharged 164 6-cylinder Standard for Monza Spyder models	3-Speed 4-Speed*	3.55:1†	N.A.

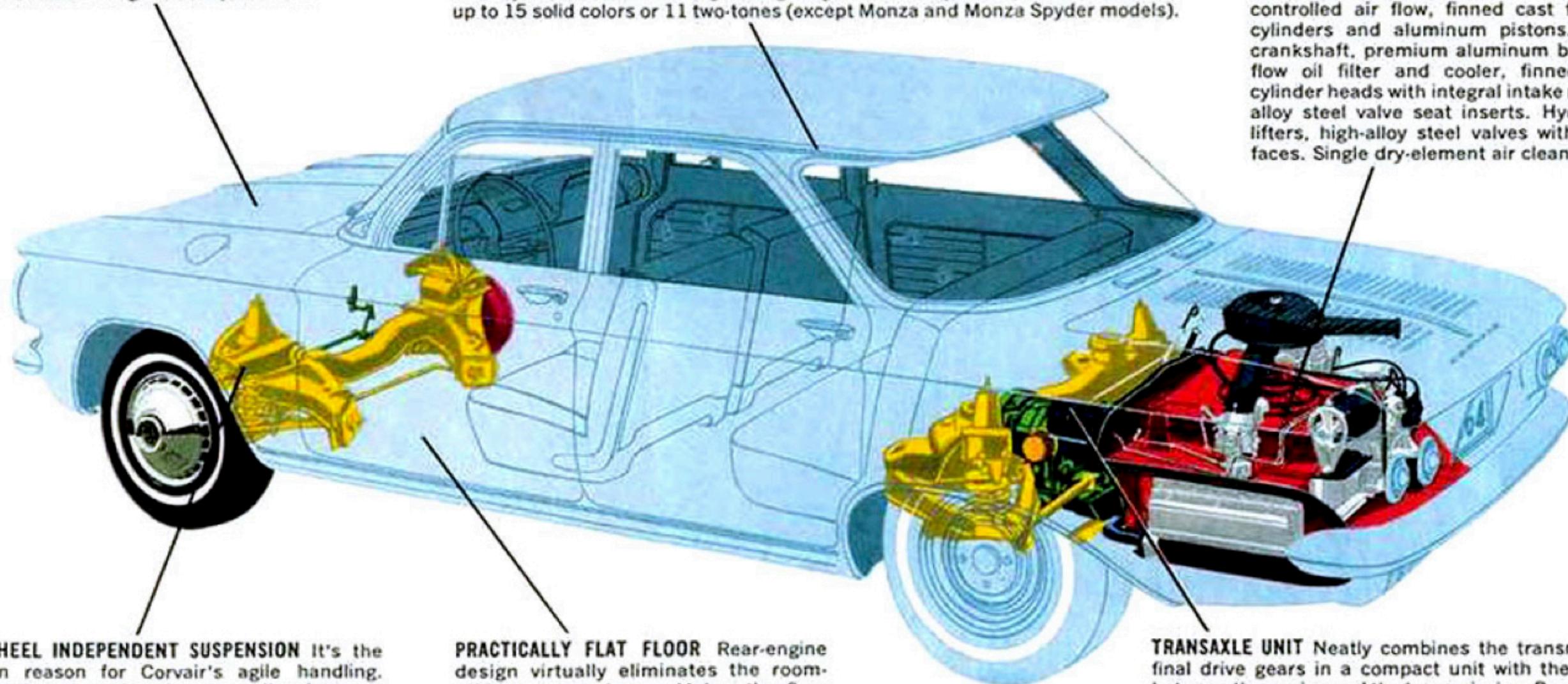
*Optional at extra cost.

**Also available in Positraction.

†High Performance standard ratio.

N.A. Not available.

FRONT TRUNK Amazingly roomy—12.6 cubic feet and handy as all get out. Lockable, too. One key takes care of the trunk, ignition switch, doors and glove compartment.



4-WHEEL INDEPENDENT SUSPENSION It's the main reason for Corvair's agile handling. Ingredients include soft-acting coil springs and double-acting shock absorbers. What happens is that each wheel absorbs its own bumps with minimal effect to the other three wheels. (The whole system is nicely cushioned by rubber to keep out noise and vibration.)

MONOSTRUT BODY BY FISHER Corvair's Body by Fisher assures traditional quality and painstaking craftsmanship. The unitized body-and-frame all-steel structure is fully sealed, snugly insulated and politely quiet. Each Corvair, by the way, is finished with long-lasting Magic-Mirror acrylic lacquer in a choice of up to 15 solid colors or 11 two-tones (except Monza and Monza Spyder models).

NEW 164-CU.-IN. TURBO-AIR ENGINE Responsive twin carburetors (same gentle thirst, however), automatic choke, single exhaust, forced-air cooling by centrifugal blower, thermostatically controlled air flow, finned cast ferrous alloy cylinders and aluminum pistons. Alloy steel crankshaft, premium aluminum bearings, full-flow oil filter and cooler, finned aluminum cylinder heads with integral intake manifold and alloy steel valve seat inserts. Hydraulic valve lifters, high-alloy steel valves with aluminized faces. Single dry-element air cleaner.

PRACTICALLY FLAT FLOOR Rear-engine design virtually eliminates the room-robbing center hump. Makes the floor almost flat. Gives middle passengers in front and rear seats generous foot room.

TRANSAXLE UNIT Neatly combines the transmission and final drive gears in a compact unit with the differential between the engine and the transmission. Power is directly transferred from the engine to the transmission by an input shaft that passes through the hollow differential hypoid pinion and transmission output shaft. For the non-technical, the transaxle unit is the most important reason why there's no floor hump.

ADDITIONAL WORTH FOUND IN '64 CORVAIR

Here are more major performance and greater worth qualities that increase the value of every '64 Corvair. Single-key locking system, push-button outside door handles. Parallel-action electric windshield wipers, dome light with instrument panel switch, front ashtray, recessed-hub steering wheel, low-friction Ball-Race steering, 14-gallon front-mounted fuel tank, heater and defroster (six-outlet forced-air design). ADDITIONAL ENGINE FACTS (See power teams chart, inside): Twin carburetors (except turbo-supercharged engine) with automatic choke, single exhaust. Forced-air cooling by centrifugal blower, thermostatically controlled air flow, finned cast ferrous alloy cylinders. Aluminum pistons. Alloy steel crankshaft. Full-flow oil filter and cooler. Finned aluminum cylinder heads with integral intake manifold and alloy steel valve seat inserts. Hydraulic valve lifters, single dry-element air cleaner. STANDARD 3-SPEED SYNCHRO-MESH TRANSMISSION: All-helical gear design with floor-mounted shift. CORVAIR

POWERGLIDE*: Two-speed three-element torque converter with hydraulically controlled planetary gears. Range 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 of 3.27:1 or 3.55:1 matched to power team. CLUTCH: High-capacity centrifugally assisted diaphragm spring type, 8" diameter single dry disc (9.12" dia. for Spyder models), woven linings, sealed-in lubricant release bearing. WHEELS AND TIRES: 13" wheels, 6.50 x 13 tires. Blackwall tubeless tires standard on all models. OTHER OPTIONAL EQUIPMENT*: Two-tone finish**, Full wheel covers**, Heavy-duty generator. Seat belts. Simulated wire wheels. Spare tire lock. Comfort and Convenience equipment** (includes back-up lights, inside non-glare and outside rearview mirrors, 2-speed windshield wipers and washer, and glove compartment light). 3.55:1 axle ratio**.

*Optional at extra cost. **Availability determined by model or equipment.



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