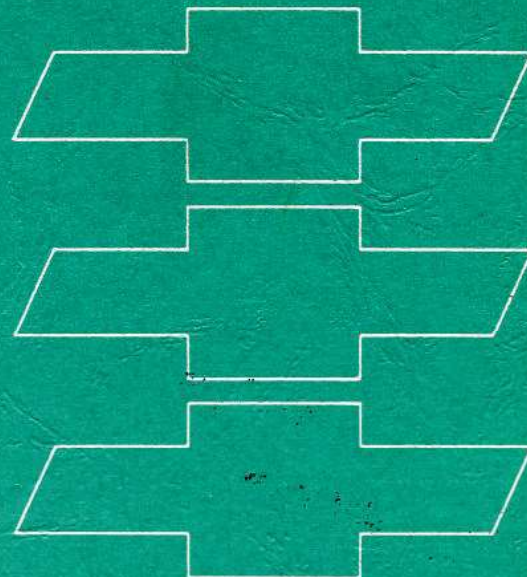
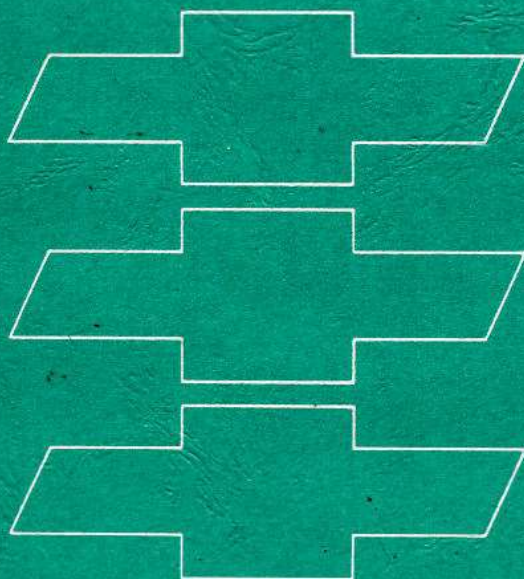


1965



CORVAIR



**CHASSIS
SHOP
MANUAL**

1965 CHEVROLET CORVAIR CHASSIS SHOP MANUAL

FOREWORD

This manual is designed to provide complete information on the maintenance and repair of various units, except the Body, of the 1965 Chevrolet Corvair Passenger Vehicles. Service information for 1965 body items for these vehicles is contained in the 1965 Body Service Manual. For service information on the 1965 Corvair Greenbrier refer to the 1961 Corvair Shop Manual and the 1964 Corvair Shop Manual Supplement.

An effort has been made to produce a manual that will serve as a ready reference book for the experienced service man and also cover step by step procedure for the guidance of the less experienced man.

The Section Index on this page enables the user to quickly locate any desired section. At the beginning of each section, a Table of Contents gives the page number on which major subjects begin. An Index is placed at the beginning of each major subject within the section.

Summaries of Special Tools, when required, are found at the end of major sections, while Specifications covering vehicle components are presented at the rear of the manual.

This manual should be kept in a handy place for ready reference. If properly used, it will enable the technician to better serve the owners of Chevrolet Corvair vehicles.

All information, illustrations and specifications contained in this literature are based on the latest product information available at the time of publication approval. The right is reserved to make changes at any time without notice.

CHEVROLET MOTOR DIVISION

General Motors Corporation
DETROIT, MICHIGAN

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SECTION 0

GENERAL INFORMATION AND LUBRICATION

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MODEL IDENTIFICATION

Series	Model Number	Description
Standard	10139	4-Door Sport Sedan, 6-Passenger
	10137	2-Door Sport Coupe, 4-Passenger
Monza	10539	4-Door Sport Sedan, 6-Passenger
	10537	2-Door Sport Coupe, 4-Passenger
	10567	2-Door Convertible, 4-Passenger
Corsa	10737	2-Door Sport Coupe, 4-Passenger
	10767	2-Door Convertible, 4-Passenger

VEHICLE DIMENSIONS—CORVAIR

Model	4-Door Sport Sedan	2-Door Sport Coupe	2-Door Convertible
Length Overall	183.3"	183.3"	183.3"
Width Overall (Body)	69.7"	69.7"	69.7"
Height Overall	51.2"	51.3"	51.5"
Wheelbase	108"	108"	108"
Tread- Front	55.0"	55.0"	55.0"
Tread- Rear	57.2"	57.2"	57.2"
Curb Weight	Approximately 2555 lbs--4-Dr. Sedan		

UNIT AND SERIAL NUMBER LOCATIONS

The following illustrations show the locations of the unit or serial numbers of various components. These designations may be necessary to the servicemen in the preparation of L. & M.R.'s and Product Information Reports.

The prefixes on certain units identify the plant in which the unit was manufactured, and thereby permits proper follow-up of the plant involved to get corrections made when necessary.

Always include the prefix and-or suffix in the number.

ENGINE NUMBER

The engine number (location shown, fig. 4) contains manufacturing plant, month and day of manufacture, and transmission type. A typical engine number would be T0430-Z, which would breakdown thus:

T--Manufacturing Plant (Tonawanda)

04--Month of Manufacture (April)

30--Day of Manufacture (Thirtieth)

Z--Transmission Type (Z-Powerglide, Y-Manual)-
suffix

VEHICLE SERIAL NUMBER

A typical vehicle serial number tag (See Figure 1) yields manufacturers identity, vehicle type, model year, assembly plant and production unit number when broken down as shown in the following chart. See Figure 1 for tag location on vehicle.

1	2	3	4	5
Manufacturers Identity	Body Style	Model Year	Assembly Plant	Unit Number
1	0139	5	W	100025

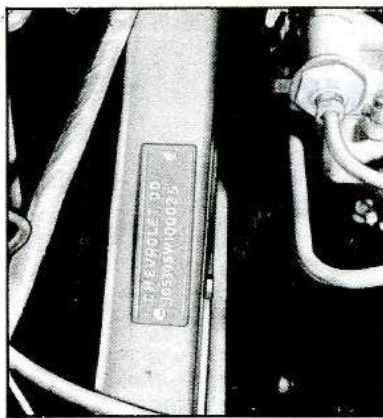


Fig. 1—Vehicle Serial Number Tag Located on L.H. Rear Top of Side Rail Rearward of Battery Retaining Bolt

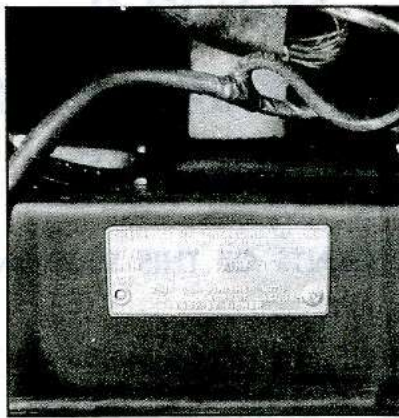


Fig. 2—Body Identification Tag Located on Top of Rear Rail to Left of Engine Mount

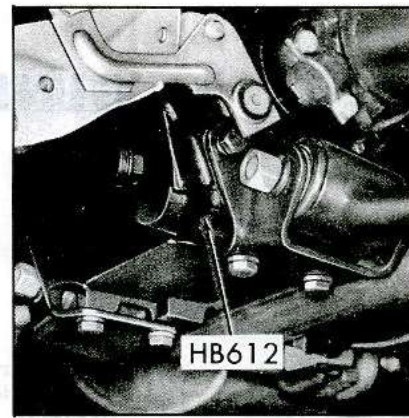


Fig. 3—Differential Number Stamped Lower Left Side of Casting

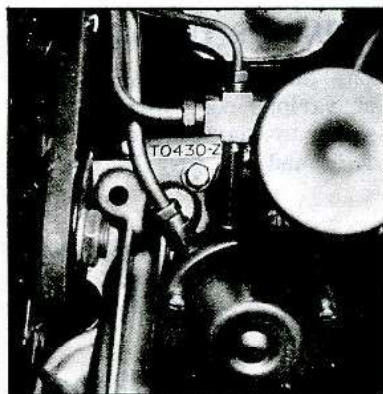


Fig. 4—Engine Number Stamped on Top of Engine Block, Behind Oil Pressure Sending Unit

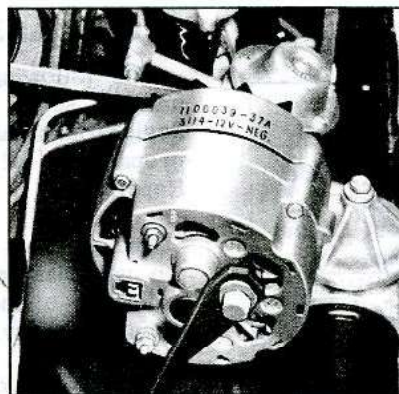


Fig. 5—Delcotron Information Located on Drive End Frame

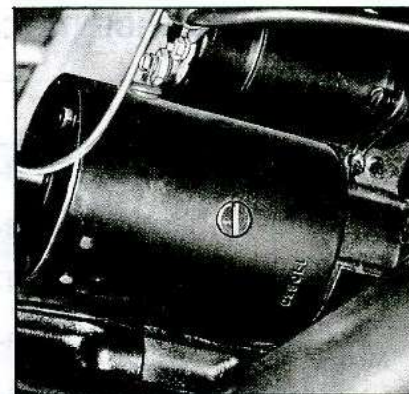


Fig. 6—Starter Serial Number and Production Date Stamped into Outer Case, Toward Rear

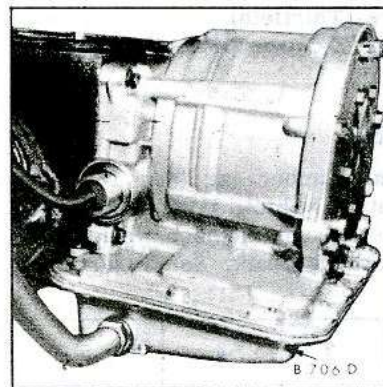


Fig. 7—Powerglide Transmission Unit Number Stamped on Bottom of Oil Pan

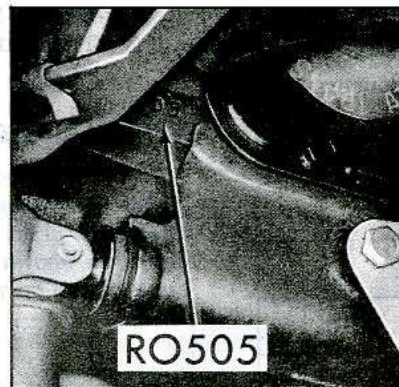


Fig. 8—3- and 4-Speed Transmission Unit Numbers Stamped on a Boss on L.H. Side of Transmission Above Shifter Shaft Outlet

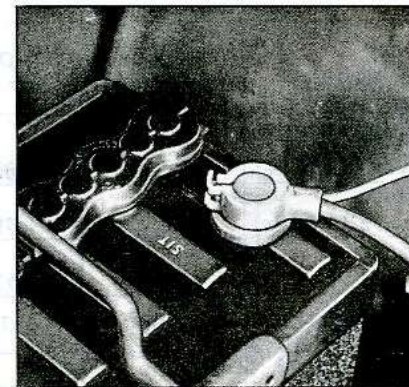


Fig. 9—Battery Number Stamped on Top of the First Cell Adjacent to Positive Terminal

1. Manufacturer's identity number assigned to all Chevrolet built vehicles.
2. See Model Identification in this section.
3. Last number of model year (1965).
4. W--Willow Run.
5. Unit numbering will start at 100,001 at all plants.

SELECTION OF GASOLINE

The Corvair Turbo-Air six cylinder engine is designed to deliver peak performance on what is designated as regular grade gasoline in the United States and Canada.

The Corsa model and all Corvair models equipped with the Turbo-Air (110 H.P.) engine are designed to operate most efficiently on Premium gasoline.

Regular gasoline may vary in octane between manufacturers or between different sections of the country. If unfavorable performance is encountered because of either or both of these factors, dealer adjustment of ignition timing will restore the vehicle to normal operation.

KEYS AND LOCKS

Two keys are provided with each Corvair.

The octagonal-end key operates the ignition switch and front door locks. The round-end key operates the locks for the glove box and front compartment lid.

Lock cylinders are furnished for service uncoded; this necessitates the coding of all replacement lock cylinders.

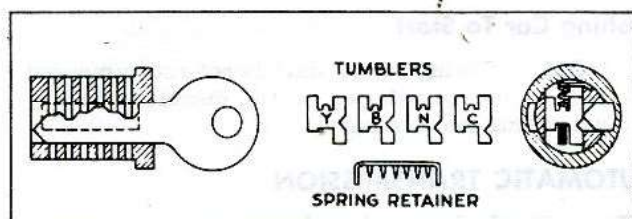


Fig. 10—Side Bar Lock

The side bar type lock (fig. 10) is used for the ignition, door and front compartment on passenger cars. Glove compartment locks are wafer tumbler, single bitted type having 4 tumblers on passenger cars. To protect owners, automobile lock manufacturers stamp the lock number on the lock core, shaft, etc., where they will not show until the lock is removed.

To obtain the code number, remove the door lock. The key number may be obtained from the lock core, shaft, etc., which will be the same on all of the other locks.

In addition, when a lock cylinder requires replacement the lock code number may be obtained either from the key, if available, or from the old lock cylinder which is being replaced.

Once the code number of the lock is obtained, look up this number in a key cutting book. There are two types of code booklets in general use, one which lists the cutting code by letters C, N, B and Y. Numbers or letters are always recorded from the head of the key to the end.

Numbers may be transposed to letters to numbers as follows:

Code Book—Numbers

1
2
3
4

Code Book—Letters

C
N
B
Y

All side bar locks furnished to the field by the Parts Department are uncoded; that is, they are furnished without tumblers, springs or spring retainers. These parts are serviced separately. The tumblers come in four different depths indicated by colors "C" for copper, "N" for nickel, "B" for black and "Y" for yellow.

The side bar locks have six tumbler positions, and in looking up the cutting code, the following may be used as an example. After key code number is determined, either from key or from number stamped on lock cylinder, refer to your code book and record the key cutting information as follows:

Key of lock code Number	Key cutting code Numerical	Key cutting code Alphabetical
8109	2-3-2-1-2-4	N-B-N-C-N-Y
Cutting or Tumbler position from head of lock.	1-2-3-4-5-6	1-2-3-4-5-6

The numbers or letters (depending on code book) which are written above the cutting or tumbler position indicate the different color tumblers which are to be dropped into each tumbler slot of the lock: "C"—copper, "N"—nickel, "B"—black, "Y"—yellow.

NOTE: If code book used lists the key cutting code numerically, the numbers must be transposed to letters as previously stated in order to select proper color tumblers for installation into the lock.

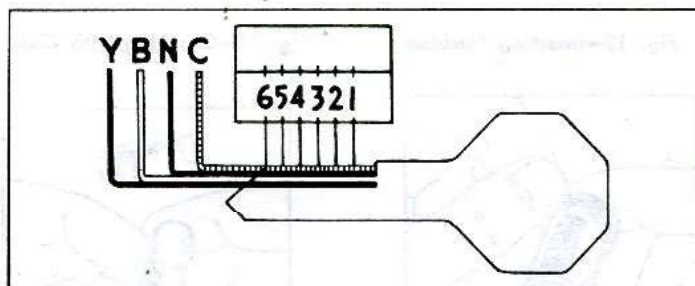


Fig. 11—Tumbler Requirement Diagram

In cases where a code book is not available, the diagram as shown in Figure 11 may be used to determine the tumblers required to assemble an uncoded lock cylinder.

1. Lay the key on the diagram (fig. 11) with the bottom of the key flush with the edge of the drawing, head and point carefully lined up.
2. Read the code in letters C-N-B-Y from the head of key to the end from positions 1 to 6 inclusive. As

each depth is determined write that letter in the blank space provided above the position numbers (1-2-3-4-5-6).

3. With the key properly lined up on the diagram, all cuts that show in the first section are to be marked "C".
4. Cuts that fall in the first black section, mark "N."
5. Cuts that fall in the White section, mark "B."
6. Cuts that fall in the second black section, mark "Y."

After the letters (C-N-B-Y) have been determined and written above the cutting positions, the lock cylinder should be assembled as follows:

Lock Cylinder Assembly

1. Hold cylinder with head of cylinder away and, starting at the head of the cylinder, insert the tumblers in their proper slots in the order called for by the code; ribbed side toward you and long point down (fig. 12).
2. After all tumblers are in place, check for correctness with the code. Then press tumblers down with one finger (fig. 13).
3. Insert one tumbler spring in the space provided above each tumbler (fig. 14).

CAUTION: If the springs are tangled, do not pull them apart—unscrew them.

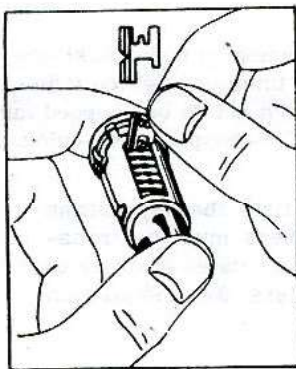


Fig. 12—Inserting Tumblers

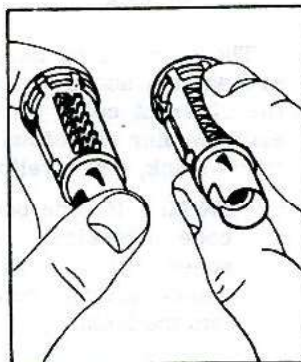


Fig. 13—Checking with Code



Fig. 14—Inserting Tumbler Springs

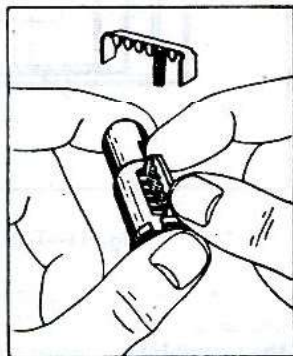


Fig. 15—Inserting Spring Retainer

4. Reverse the lock cylinders so that the head of the cylinder is now toward you. Insert the spring retainer so that one of its six prongs enters into each

of the springs and the two large end prongs slide into the slots at either end of the cylinder (fig. 15). Press the retainer down with one finger.

5. To check, insert proper key and if tumblers are installed properly the side bar will be allowed to drop down. If bar does not drop down, remove the key, spring retainer, springs and tumblers and reassemble correctly.

NOTE: If the tumblers have not been assembled correctly and not according to the code, the tumblers can be removed from the cylinder by holding it with the tumbler slots down, pulling the side bar out with the fingers and jarring the cylinder to shake the tumblers out. This procedure is necessary because after the tumblers have been pressed down into the cylinder they are held in their slots by the cross bar.

6. If after checking it is found that the lock is assembled properly, remove key and place cylinder in a vise using leather or wood on each side to prevent damage to the cylinder.
7. Stake the retainer securely in place by staking the cylinder metal over both edges of the retainer ends, using a suitable staking tool at right angles to the top of the retainer and from the cast metal of the cylinder over the retainer at each corner.

PUSHING, TOWING AND LIFTING

Pushing Car To Start

NOTE: Towing car to start is not recommended due to the possibility of the disabled car accelerating into tow car.

AUTOMATIC TRANSMISSION

Turn off all electrical loads such as radio, heater and, if possible, lights until the engine starts.

With the ignition key turned ON and the transmission in N (neutral), allow the car speed to reach 25 to 30 miles per hour. Then shift the transmission to L (low) position. After the engine starts, the transmission may be operated in the normal manner. Never tow the car to start.

MANUAL TRANSMISSION

When a push start is necessary turn off all electrical loads such as heater, radio and, if possible, lights, turn on the key, depress the clutch, and place the shift lever in high gear. Release the clutch when your speed reaches 10 to 15 miles per hour.

Emergency Towing

If a vehicle equipped with Powerglide becomes disabled and requires towing or pushing, speed must not exceed 50 MPH.

Both manual and Powerglide transmissions should be towed in neutral only, with parking brakes fully released.

When towing a vehicle on its front wheels only, the steering wheel should be secured to maintain a straight forward position.

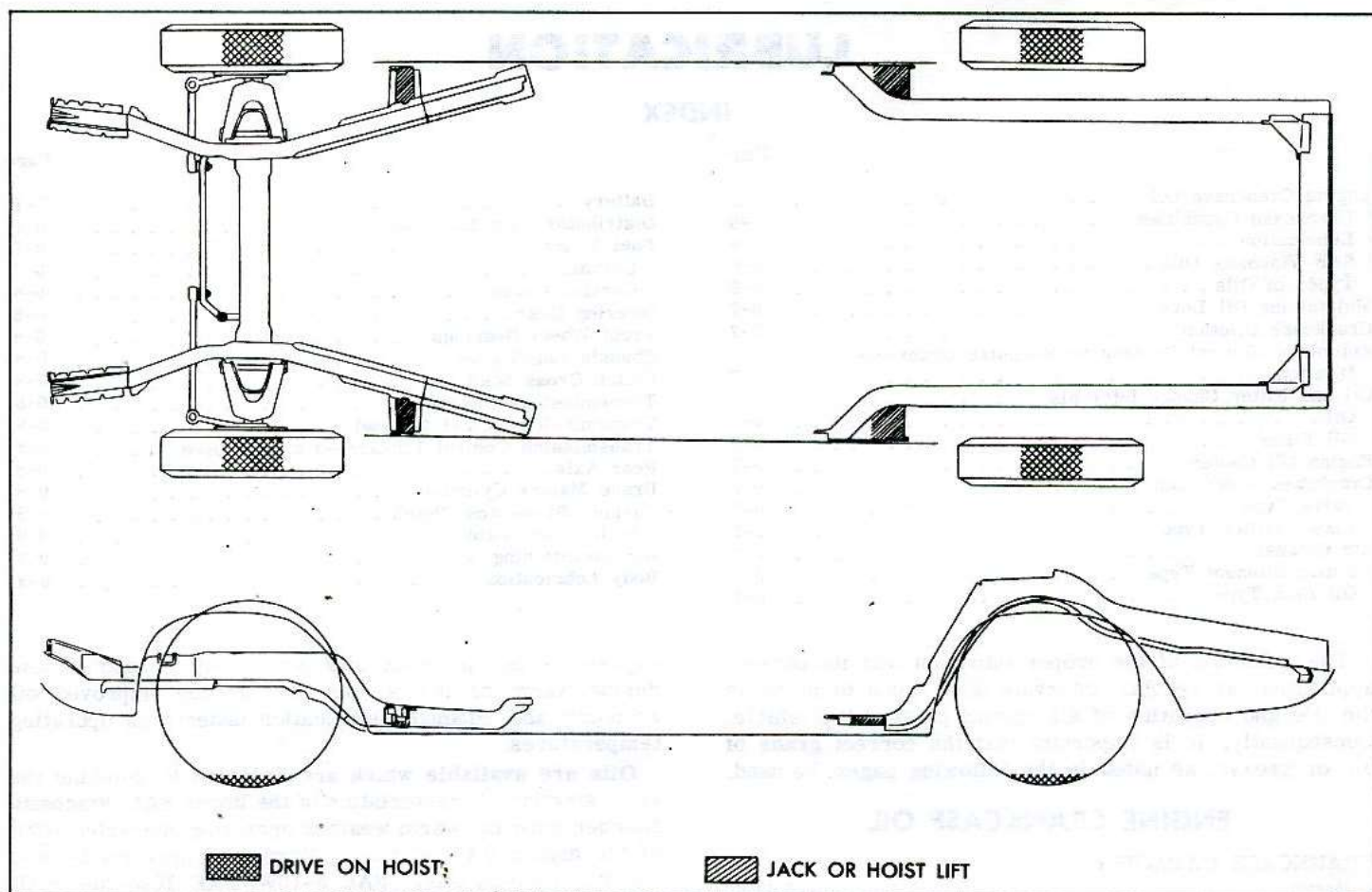


Fig. 16—Lifting Point Diagram

Lifting Car With Drive-on Hoist

Many dealer service facilities and service stations are now equipped with a type of automotive hoist which must bear upon some part of the frame in order to lift the vehicle. In Figure 16 the shaded areas indicate areas recommended for hoist contact.

Lifting with the Auto Jack

Lifting areas on Corvair models are shown in Figure 16. When locating the auto jack, be sure the tab on the jack catches the outer body flange, thus preventing it from sliding too far under the vehicle.

LUBRICATION

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The selection of the proper lubricant and its correct application at regular intervals does much to increase the life and operation of all moving parts of the vehicle. Consequently, it is important that the correct grade of oil or grease, as noted in the following pages, be used.

ENGINE CRANKCASE OIL

CRANKCASE CAPACITY

Refill	4 Qts.
When changing oil filter add5 Qts.

Lubrication

Crankcase oil should be selected to give the best performance under the climatic and driving conditions in the territory in which the vehicle is driven.

During warm or hot weather, an oil which will provide adequate lubrication under high operating temperatures is required.

During the colder months of the year, an oil which will permit easy starting at the lowest atmospheric temperature likely to be encountered, should be used.

When the crankcase is drained and refilled, the crankcase oil should be selected, not on the basis of the existing temperature at the time of the change, but on the lowest temperature anticipated for the period during which the oil is to be used.

Unless the crankcase oil is selected on the basis of viscosity or fluidity at the anticipated temperature, difficulty in starting will be experienced at each sudden drop in temperature.

SAE Viscosity Oils

SAE Viscosity Numbers indicate only the viscosity or body of the oil, that is, whether an oil is a light or a heavy body oil, and do not consider or include other properties or quality factors.

The lower SAE Viscosity Numbers, such as SAE 5W and SAE 10W which represent the light body oils, are recommended for use during cold weather to provide easy starting and instant lubrication. The higher SAE Viscosity Numbers such as SAE 20 and SAE 20W, which

represents heavier body oils, are recommended for use during warm or hot weather to provide improved oil economy and adequate lubrication under high operating temperatures.

Oils are available which are designed to combine the easy starting characteristics of the lower SAE Viscosity Number with the warm weather operating characteristics of the higher SAE Viscosity Number. These are termed "multi-viscosity oils," SAE 5-10W, SAE 10W-20W, SAE 10W-30, and SAE 5W-30.

The following chart will serve as a guide for the selection of the correct SAE Viscosity Number for use under different atmospheric temperature ranges, and suggests the appropriate SAE Viscosity Numbers when multi-viscosity oils are used.

Lowest Anticipated Temperature During Time Oil Will Be in Crankcase	Recommended SAE Viscosity Oils	Recommended SAE Multi-Viscosity Oils
32°F.	SAE 30	SAE 10W-30
-10°F.	SAE 10W	SAE 10W-30
Below -10°F.	SAE 5W	SAE 5W-20

Types of Oils

In service, crankcase oils may form sludge and varnish and under some conditions, corrosive acids unless protected against oxidation.

To minimize the formation of these harmful products and to assure the use of oil best suited for present day operating conditions, automobile manufacturers have developed a series of sequence tests designed to evaluate the ability of any oil to properly lubricate automobile engines.

It is recommended that only those oils which are certified by their suppliers as meeting or exceeding the maximum severity requirements of these sequence tests (or GM Standard 4745-M) to be used in Corvair engines. Certified sequence tested oils will be described as such on their containers.

Maintaining Oil Level

The oil gauge rod is marked "Full" and "Add Oil." These notations have broad arrows pointing to the level lines. The oil level should be maintained between the two lines, neither going above the "Full" line nor under the "Add Oil" line. **DO NOT OVERFILL.**

Check the oil level frequently and add oil when necessary.

NOTE: It is advisable, when taking a long trip, to recheck the oil level after the first 100 miles of the trip. This is a precautionary measure, due to the possibility of crankcase dilution which would give a false oil level reading. The diluents which are usually the result of incomplete engine warm-up (traveling short distances) are driven out of the crankcase with high speed driving temperatures.

Crankcase Dilution

Probably the most serious phase of engine oil deterioration is that of crankcase dilution which is the thinning of the oil by fuel vapor leaking by pistons and rings and mixing with the oil and by condensation of water on the cylinder walls and crankcase.

Leakage of fuel, or fuel vapors, into the oil pan occurs mostly during the "warming up" period when the fuel is not thoroughly vaporized and burned. Water vapor enters the crankcase through normal engine ventilation and through exhaust gas blow-by. When the engine is not completely warmed up, these vapors condense, combine with the condensed fuel and exhaust gases and form acid compounds in the crankcase.

As long as the gases and internal walls of the crankcase are hot enough to keep water vapor from condensing, no harm will result. However, when the engine is run in low temperatures moisture will collect and unite with the gases formed by combustion resulting in an acid formation. The acid thus formed is likely to cause serious etch or pitting which will manifest itself in excessively rapid wear on pistons pins, crankshaft bearings and other moving parts of the engine, oftentimes causing the owner to blame the car manufacturer or the lubricating oil when in reality the trouble may be traced back to the character of fuel used, or a condition of the engine such as excessive blow-by or improper carburetor adjustment.

Automatic Control Device to Minimize Crankcase Dilution

The engine is equipped with automatic devices which aid greatly in minimizing the danger of crankcase dilution.

An automatic choke reduces the danger of raw or unvaporized fuel entering the combustion chamber and leaking into the oil reservoir.

An efficient crankcase ventilating system drives off fuel vapors and aids in the evaporation of the raw fuel and water which may find its way into the oil pan.

OIL AND FILTER CHANGE INTERVALS

OIL

To insure continuation of best performance, low maintenance cost and long engine life, it is necessary to change the crankcase oil whenever it becomes contaminated with harmful foreign materials. Under normal

driving conditions draining the crankcase and refilling with fresh oil every 6000 miles or every 60 days, whichever occurs first, is recommended. See Note 3.

It is always advisable to drain the crankcase only after the engine has become thoroughly warmed up or reached normal operating temperature. The benefit of draining is, to a large extent, lost if the crankcase is drained when the engine is cold, as some of the suspended foreign material will cling to the sides of the oil pan and will not drain out readily with the cold, slower moving oil.

When checking or adding oil, be careful to avoid spilling or dropping oil onto the engine shrouding.

OIL FILTER

Change the filter element every 6000 miles or every six months, whichever occurs first. See Note 3.

ENGINE OIL COOLER

Every 12,000 miles remove cover and brush or blow out accumulated dirt. See Note 3.

CRANKCASE VENTILATION

Valve Type

At every oil change the valve should be tested for proper function and replaced when necessary.

Fixed Orifice Type

Check at every oil change. If dirty or plugged clear with suitable drill. Twist drill by hand to remove any sludge or carbon formation. See Note 3.

Air Cleaner

NOTE: Under prolonged dusty driving conditions, it is recommended that these operations be performed more often.

Paper Element Type

First 6,000 miles inspect or test element; if satisfactory, re-use element but recheck every 6,000 miles until replaced. Element must not be washed, oiled, tapped, or cleaned with an air hose.

Oil Bath Type

Check every 6,000 miles. Clean if necessary, and refill with engine oil SAE 50, when temperature is above freezing and SAE 20 below freezing.

BATTERY

Every 6,000 miles clean and oil battery terminals and oil felt washer. Clean top of battery with diluted ammonia or soda solution and flush with clean water. Check state of charge especially in freezing weather. An under-charged battery may freeze and break.

DISTRIBUTOR CAM LUBRICATOR

Every 12,000 miles rotate cam lubricator 180 degrees. Replace lubricator at 24,000 mile intervals.

FUEL FILTER

Corvair

Replace filters, located in each carburetor inlet, only if flooding occurs.

Corvair Corsa

The fuel filter is a separate unit mounted on the air cleaner support bracket at the left of the air cleaner. It should be replaced at 12,000 mile intervals. At the same interval, also clean the screen located in the carburetor inlet.

STEERING GEAR

Every 36,000 miles remove the filler plug and check to see that the lubricant is at the level of the filler plug hole. If necessary add chassis grease as required.

FRONT WHEEL BEARINGS

Whenever brakes are serviced, clean and repack bearings with high melting point wheel bearing lubricant. Replace grease seals at the same time.

CHASSIS LUBRICATION

Every 6,000 miles or six months lubricate the chassis, at the points listed below, with lubricant specified in Note 1.

- Front Suspension--4 Lubrication Fittings.
- Steering Linkage--4 Lubrication Fittings.

CLUTCH CROSS SHAFT

Periodic lubrication is not required. At 36,000 miles or sooner, if necessary, remove plug, install lubrication fitting and lubricate with chassis grease. (Note 1)

TRANSMISSION—POWERGLIDE

Every 6,000 miles check fluid level on dip stick, located in the right front of the engine compartment, with engine idling, selector lever in NEUTRAL position, parking brake set and transmission at operating temperature. Add automatic transmission fluid type "A" bearing the mark AQ-ATF, followed by a number and the suffix letter "A", to full mark on dip stick. DO NOT OVERFILL. Correct oil level must be established by dip stick measurement.

Add small amounts of oil, checking the level after each addition, until the proper level is reached.

NOTE: From the "Add Oil" mark to the "Full" mark on the dip stick indicates a difference of only 1 pint of fluid.

Every 12,000 miles (more frequently, depending on severity of service, if vehicle is used to pull trailer, carry full loads during high ambient temperatures, operate in mountainous terrain or operate under other severe conditions)—Remove fluid from the transmission

sump and add two (2) quarts of fresh fluid. Operate transmission through all ranges and check fluid level as described above.

TRANSMISSION—3 AND 4-SPEED

Follow recommendations under "Rear Axle".

TRANSMISSION CONTROL LINKAGE—3 AND 4-SPEED

Every 12,000 miles pull back rubber boot and surround connector and the surrounding area with lubricant specified in Note 1.

Every 12,000 miles remove tunnel cover under vehicle and lubricate gearshift lever ball and socket with lubricant or equivalent.

REAR AXLE

Whenever engine oil level is checked, also check axle oil level on the dip stick at operating temperature. If oil level is at or below "ADD" mark on dip stick, fill with lubricant specified in Note 2, to level of filler plug hole on axle. Whenever rear axle lubricant is low, also check 3 or 4-speed lubricant level.

BRAKE MASTER CYLINDER

Every 6,000 miles check fluid level and maintain 1/4" below opening. If necessary, add GM Supreme No. 11 Hydraulic Brake Fluid or equivalent.

PARKING BRAKE AND CLUTCH PULLEYS AND CABLES

Every 12,000 miles lubricate pulleys under dash. Remove the tunnel cover under vehicle and lubricate pulleys and cable bearing points with lubricant specified in Note 1. Lubricate gearshift lever ball and socket at the same time.

AIR CONDITIONING

Every 6,000 miles check sight glass, located under the hood, after the system has been in operation for several minutes. Sight glass should be clear. Bubbles or dirt indicate a leak which should be corrected immediately by your Chevrolet Dealer.

Every week—during winter months—run the system 10 to 15 minutes to ensure proper lubrication of the seals and moving parts.

BODY LUBRICATION

For Corvair Body Lubrication see the 1965 "Body Service Manual."

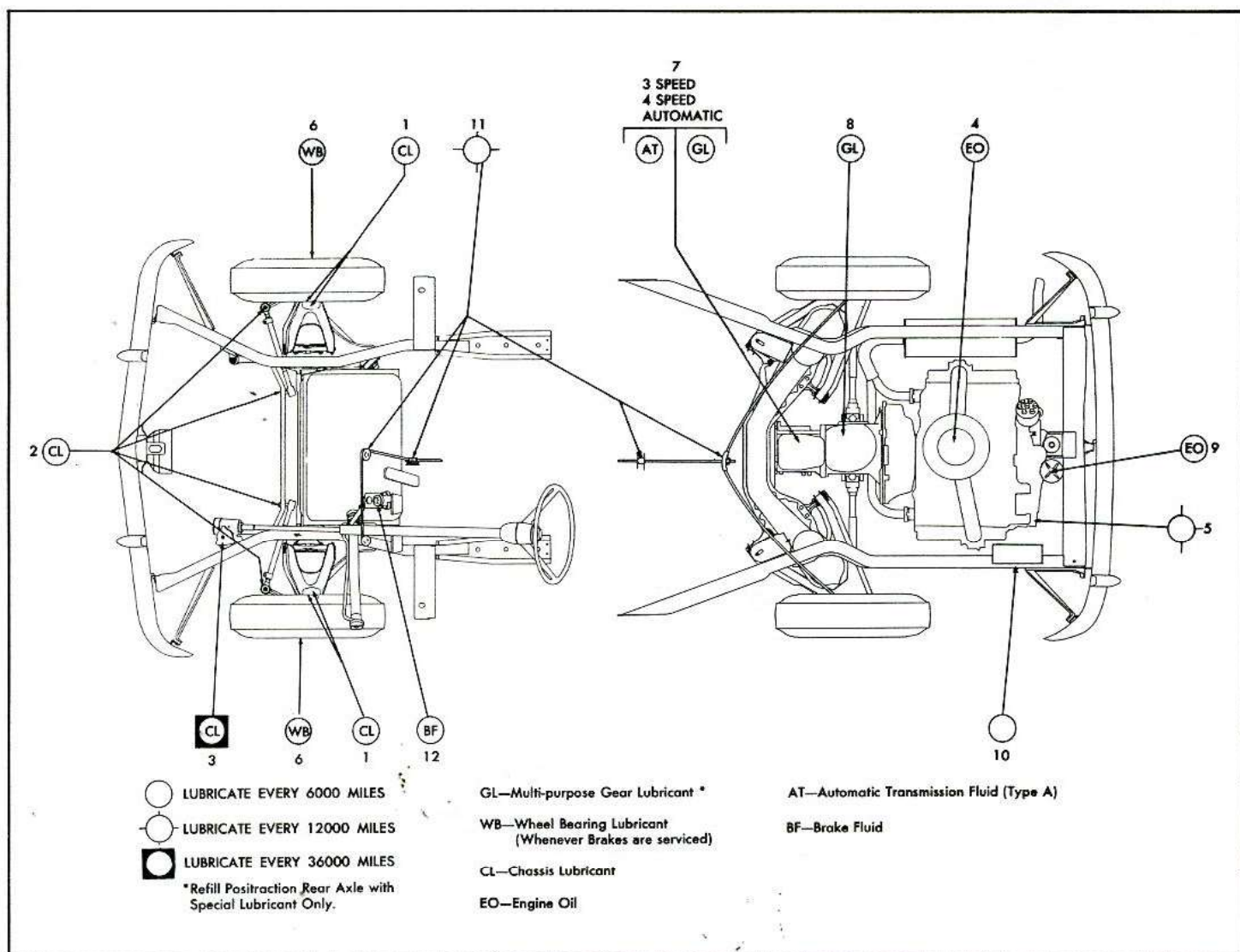


Fig. 17—Corvair Lubrication Diagram

1. Front Suspension
2. Steering Linkage
3. Steering Gear
4. Air Cleaner

5. Engine Oil
6. Wheel Bearings
7. Transmission

8. Rear Axle
9. Oil Filter
10. Battery

11. Parking Brake and Clutch Cables
12. Brake Master Cylinder

NOTE 1: Lubricate with water resistant EP lubricant.

NOTE 2: Use SAE 80 Multi-purpose Gear Lubricant meeting requirements of U.S. Ordnance Spec. MIL-L-2105B.

NOTE 3: Under prolonged dusty driving conditions it is recommended that this operation be performed more often.

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