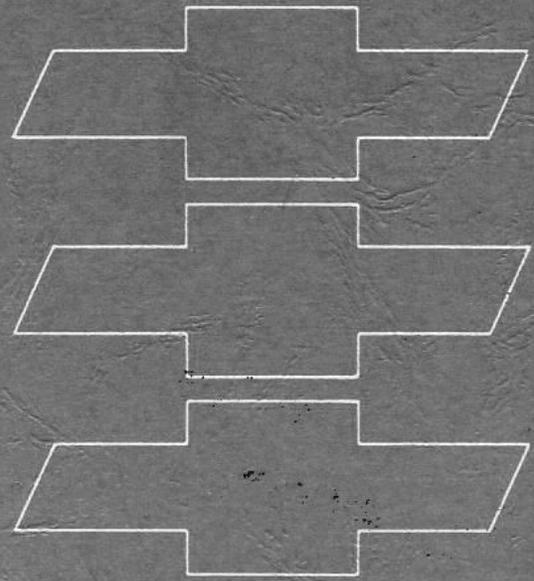
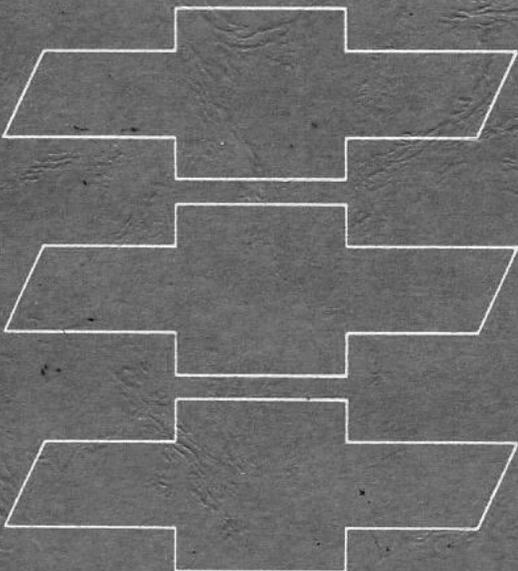


1965



CORVAIR

**CHASSIS
SHOP
MANUAL**



ST-59

CORVAIR 10700 SERIES AND R.P.O. L63 (4 x 1 CARBURETORS)

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GENERAL DESCRIPTION

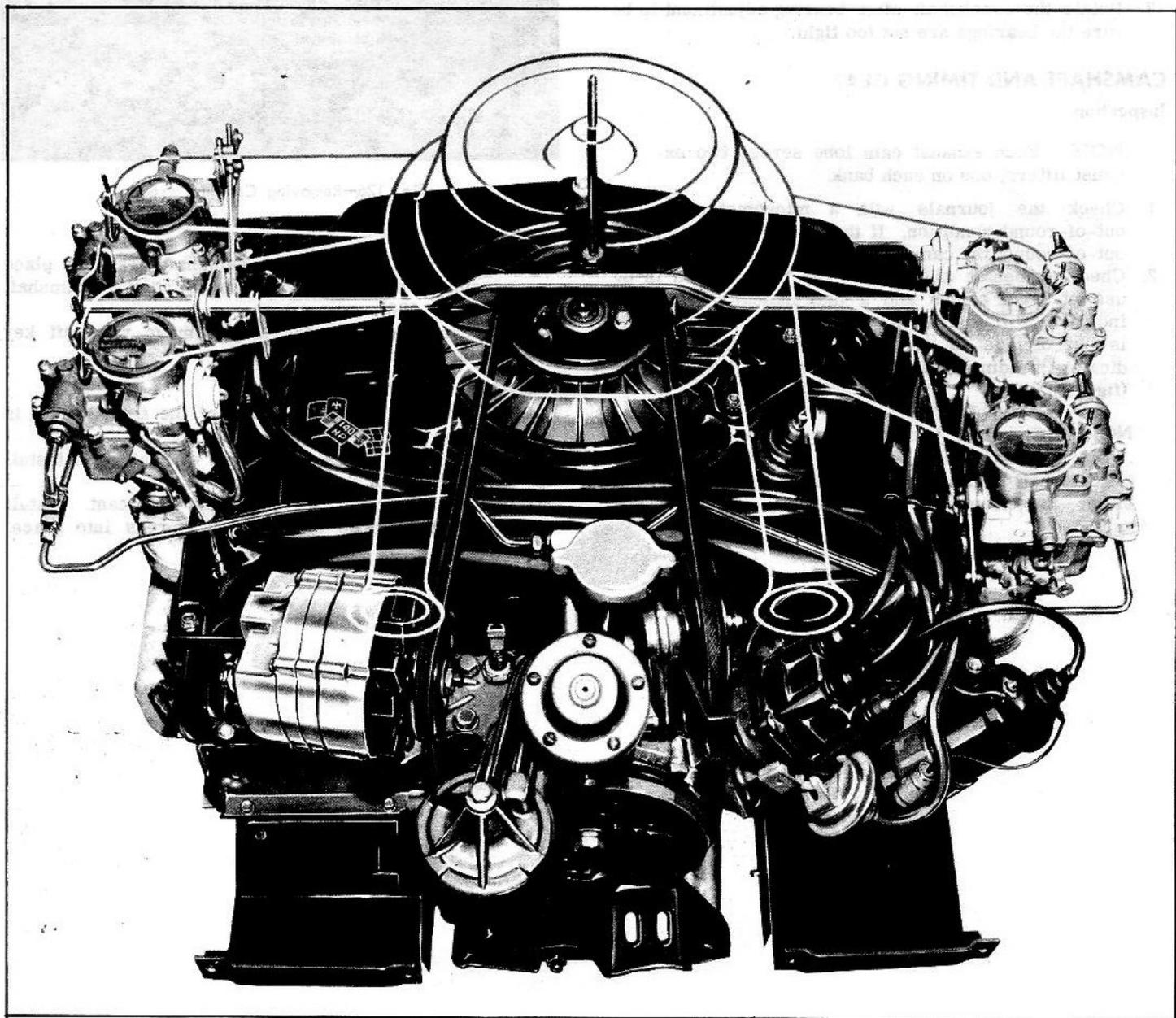


Fig. 127—Corsa Engine (4 x 1 Carburetor)

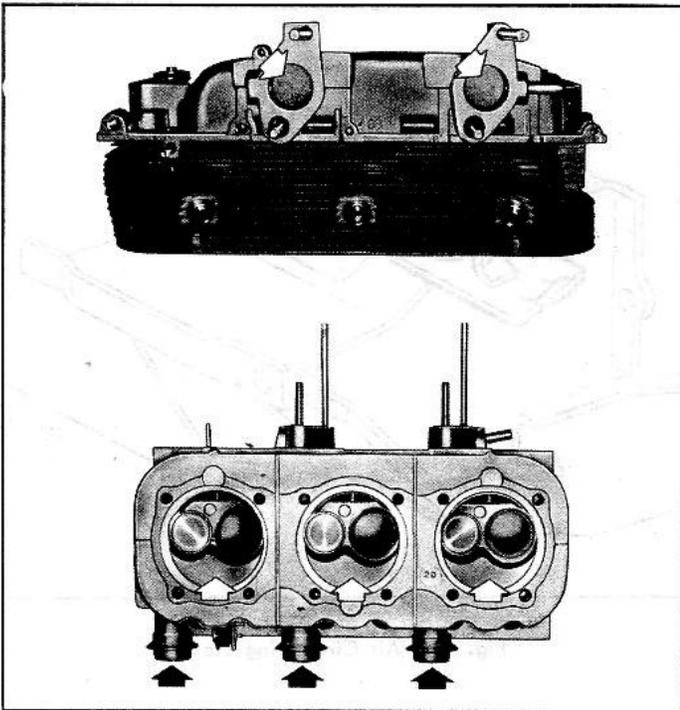


Fig. 128—Cylinder Head

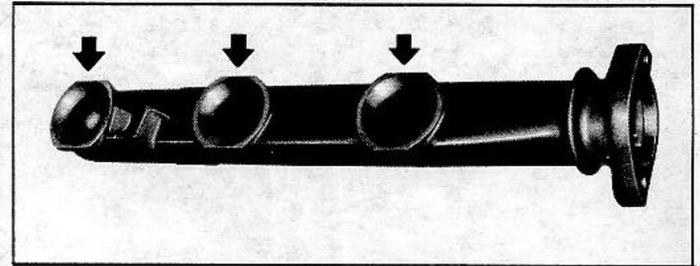


Fig. 129—Exhaust Manifold

The special hi-performance engine (fig. 127) used on the Corvair (10700 series) and optional on the 10100 and 10500 series Corvair has larger exhaust manifolds (fig. 129), a special camshaft and cylinder head with larger valves, larger exhaust port tubes and larger intake manifolds with cast mounting pads for four single barrel carburetors (fig. 128). The engine also has special piston rings and crankshaft (same as turbocharged engine) and a 12 plate oil cooler.

Service and repair procedures remain basically the same as for the 10100 and 10500 series Corvair, except for the service procedures outlined. For carburetor service and carburetor removal for access to engine components refer to Section 6M.

SERVICE PROCEDURES

TUNE-UP

Tune-up procedures for the 10700 series Corvair engine (4 x 1 carburetors) are basically the same as outlined for the 10100 and 10500 series Corvair engine except for the mechanical carburetor synchronization.

Carburetor Synchronization

1. Synchronize the primary carburetors as outlined under Carburetor Synchronization, Mechanical Adjustments in Engine Tune-up for the 10100 and 10500 series Corvair.
2. Disconnect left and right secondary carburetor actuating rods at the cross-shaft levers.
3. Disconnect the accelerator return spring and rotate accelerator control lever on cross-shaft until primary carburetors are at full throttle position.

CAUTION: Do not actuate cross-shaft at any linkage point other than the accelerator control lever on the cross-shaft. To do so may disturb primary carburetor synchronization.

4. While holding primary carburetors at full throttle position, position left secondary carburetor at full throttle position, then adjust actuating rod by turning rod in swivel until rod will just enter front of slot in cross-shaft lever. (fig. 130).
5. Repeat above step for the right secondary carburetor.
6. Return primary carburetors to the idle position, then connect left and right secondary carburetor actuating rods at the cross-shaft levers.
7. Slowly rotate cross-shaft towards full throttle position, checking for simultaneous engagement of the secondary carburetor actuating rods.
8. Continue to rotate cross-shaft to full throttle position checking that all carburetors reach full throttle position simultaneously.

AIR CIRCULATING PLATE

Air circulating plate (left side only); removed in winter - installed in summer (fig. 131).

