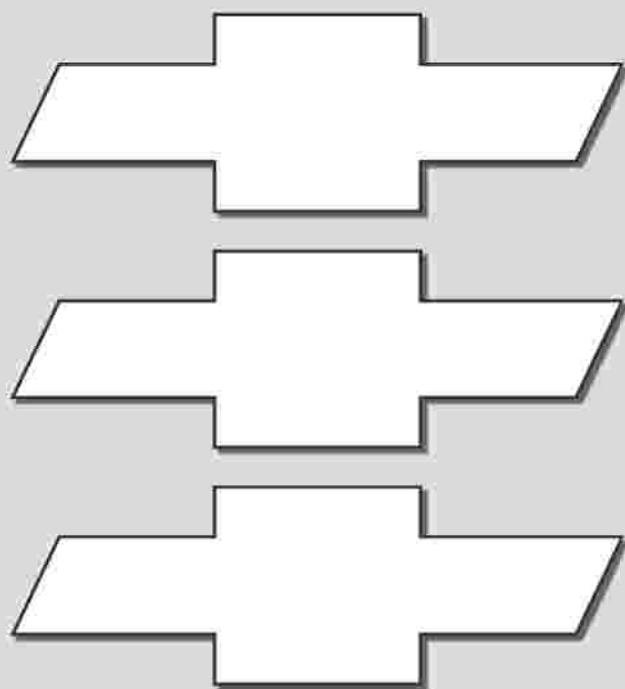


# Corvaair Technical Guide



*Volumes 1 & 2*

*Revised Edition*



Tech Guide

# Code Numbers

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## Some Corvair Codes and Numbers

*from The Corvair Decade*

The following three tables have been extracted from *The Corvair Decade* by Tony Fiore and are reproduced here for your reference.

In addition to the code numbers contained in this section, cam shaft part numbers may be found in the Engine-Mechanical section and distributor part numbers may be found in the Ignition section.

R.P.O. No.	Color	Years Used	Lucite #	Rinshed-Mason #	Ditzler #
900	Tuxedo Black	'60-69	88L	A 946	DDL 9300
903	Cascade Green	'60	4029L	A1214	DDL42693
903	Seafoam Green	'61	4148L	A1391	DDL42838
903	Surf Green	'62	4254L	A1484	DDL42974
905	Jade Green	'60	4033L	A1215	DDL42650
905	Arbor Green	'61	4142L	A1394	DDL42837
905	Laurel Green	'62-63	4255L	A1485	DDL42975
905	Meadow Green	'64	4532L	A1613	DDL43264
908	Ivy Green	'63	4394L	A1542	DDL43125
908	Bahama Green	'64	4534L	A1614	DDL43263
910	Horizon Blue	'60	4030L	A1210	DDL12234
912	Royal Blue	'60	4032L	A1209	DDL12174
912	Jewel Blue	'61	4143L	A1396	DDL12398
912	Silver Blue	'62-64	4250L	A1481	DDL12546
914	Midnight Blue	'61	4147L	A1393	DDL12397
914	Nassau Blue	'62	4251 L	A1483	DDL12552
914	Monaco Blue	'63	4391 L	A1543	DDL12711
915	Tasco Turquoise	'60	4025L	A1211	DDL12228
915	Twilight Turquoise	'61	4141L	A1395	DDL12396
916	Daytona Blue	'64	4395L	A1539	DDL12696
917	Seamist Turquoise	'61	4149L	A1392	DDL12401
918	Twilight Turquoise	'62	4253L	A1476	DDL12525
918	Azure Aqua	'63-64	4253L	A1476	DDL12525
919	Marina Aqua	'63	4390L	A1541	DDL43114
919	Lagoon Aqua	'64	4529L	A1611	DDL12848
920	Fawn Beige	'61	4146L	A1397	DDL22005
920	Autumn Gold	'62-63	4257L	A1478	DDL22121
					DDL22268
920	Almond Fawn	'64	4527L	A1610	DDL22392
922	Ember Red	'63-64	4387LH	A1538R	DDL71336
923	Roman Red	'60-62	2931 L	A1138R	DDL70961
925	Crocus Cream	'60	4028L	A1200	DDL81202
925	Coronna Cream	'61-62	4151L	A1390	DDL81271
927	Anniversary Gold	'62	95742LH	A1500	DDL22157
932	Saddle Tan	'63-64	4392L	A1537	DDL22269
934	Cardovan Brown	'63	4393L	A1535	DDL22294
936	Ermine White	'60-68	4024 L	A1199	DDL 8259
938	Almond Beige	'61	2964 L	A1133	DDL2173
938	Adobe Beige	'62-63	4256L	A1486	DDL22137
938	Desert Beige	'64	4526L	A1609	DDL22391
940	Sateen Silver	'60-61	4023L	A1203	DDL31928
940	Satin Silver	'62-64	4247L	A1477	DDL32173
943	Goldwood Yellow	'64	4530LH	A1612	DDL81450
948	Honduras Maroon	'61-62	4034LH	A1221R	DDL50568
948	Palomar Red	'63	4289L	A1536	DDL50633
948	Palomar Red	'64	4389LM	A1536R	DDL50684

Code	Color	Years Used	Lucite #	Rinshed-Mason #	Ditzler #
A	Tuxedo Black	'65-68	88L	A 946	DDL 9300
C	Ermine White	'65-68	4024 L	A1199	DDL 8259
D	Mist Blue	'65-66	4630L	A1720	DDL 3301
D	Nantucket Blue	'67	4815L	A1899	DDL13349
D	Grotto Blue	'68	4892L	A1985	DDL13512
E	Danube Blue	'65-66	4631 L	A1721	DDL 3302
					DDL13002
F	Marina Blue	'66	4704L	A1823	DDL13148
F	Marina Blue	'67	4850L	A1920	DDL13364
F	Island Teal	'68	4901 L	A1994	DDL13514
G	Granada Gold	'67	4825L	A1919	DDL22818
G	Ash Gold	'68	4896L	A 1988	DDL22942
H	Willow Green	'65-66	4633L	A1716	DDL 3303
					DDL43391
H	Mountain Green	'67	4816L	A1901	DDL43651
H	Grecian Green	'68	4902L	A1995	DDL43775
J	Cypress Green	'65	4634L	A1717	DDL 3304
K	Artesian Turquoise	'65-66	4628L	A1718	DDL 3305
					DDL43364
K	Emerald Turquoise	'67	4818L	A1903	DDL43661
K	Tripoli Turquoise	'68	4900L	A1993	DDL13516
L	Tahitian Turquoise	'65	4629L	A1719	DDL 3306
L	Tropic Turquoise	'66	4703L	A1816	DDL43496
L	Tahoe Turquoise	'67	4824 L	A1904G	DDL43659
L	Teal Blue	'68	4893L	A 1986	DDL13516
M	Aztec Bronze	'66	4707L	A1817R	DL71525
M	Royal Plum	'67	4832L	A1905	DDL50717
N	Madeira Maroon	'65-67	4624 LH	A1711M	DDL 3307
					DDL50700
N	Cardovan Maroon	'68	4915LH	A1999M	DDL50775
P	Evening Orchid	'65	4632L	A1722	DDL3308
P	Seafrost Green	'68	4897L	A 1989	DDL43774
R	Regal Red	'65-66	4625LH	A1712M	DDL 3309
					DDL50700
R	Bolero Red	'67	4822LH	A1907R	DDL71583
R	Matador Red	'68	4948LH	A1997R	DDL71634
S	Sierra Tan	'65	4626L	A1713	DDL 3310
S	Sierra Fawn	'67	4826L	A1908	DDL22813
T	Sandalwood Tan	'66	4706L	A1821	DDL22660
T	Capri Cream	'67	4819L	A1909	DDL81578
T	Palomino Ivory	'68	4895L	A1987	DDL81617
V	Cameo Beige	'65-66	4401L	A1530	DDL 3136
					DDL22270
V	Sequoia Green	'68	4898L	A1990	DDL43773
W	Glacier Gray	'65	4623L	A1710	DDL 3312
W	Chateau Slate	'66	4708L	A1819	DDL32525
Y	Crocus Yellow	'65	4620L	A1715	DDL 3313
	(Butternut)	'67-68			DDL81500
Y	Lemonwood Yellow	'66	4709L	F1824	DDL81528

Code	Color	Years Used	Lucite #	Rinshed-Mason #	Ditzler #
10	Tuxedo Black	'69	88L	A 946	DDL 9300
40	Butternut Yellow	'69	5036L	A1715	DDL81500
50	Dover White	'69	5033L	A2080	DDL 2058
51	Dusk Blue	'69	5016L	A2098	DDL 2075
52	Garnet Red	'69	5099LH	A2099R	DDL 2076
53	Glacier Blue	'69	5015L	A2100	DDL 2077
55	Azure Turquoise	'69	5014L	A2101	DDL 2078
57	Fathom Green	'69	5013L	A2102	DDL 2079
59	Frost Green	'69	5012L	A2103	DDL 2080
61	Burnished Brown	'69	5011L	A2104	DDL 2081
63	Champagne	'69	5064L	A2105	DDL22813
65	Olympic Gold	'69	5010L	A21060	DDL 2082
67	Burgundy	'69	5063LH	A2107M	DDL50700
69	Cortez Silver	'69	5032L	A2108	DDL 2059
71	LeMans Blue	'69	5030L	A2109	DDL 2083

1960-1964 Model Identification		1965-1969 Model Identification	
527	Standard 2 Door '60-64	10137	Standard 2 Door '65-69
535	Standard Station Wagon '61	10139	Standard 4 Door '65-67
569	Standard 4 Door '60-61	10537	Monza 2 Door '65-69
627	Spyder 2 Door '64	10539	Monza 4 Door '65-67
667	Spyder Convertible '64	10567	Monza Convertible '65-69
727	Deluxe 2 Door '60-63	10737	Corsa 2 Door '65-66
735	Deluxe Station Wagon '61-62	10767	Corsa Convertible '65-66
769	Deluxe 4 Door '60-64		
927	Monza 2 Door '60-64	<b>R-1200 Series - Forward Control</b>	
935	Monza Station Wagon '62	R-1205	Panel Van, Corvan '61-64
967	Monza Convertible '62-64	R-1206	Greenbrier '61-65
969	Monza 4 Door '61-64	R-1244	Pickup-Loadside '61-62
		R-1254	Pickup-Rampside '61-64

## Vehicle I.D. Numbers Explained

Mike McGowan  
*Chicagoland Corvair Enthusiasts*

If you have ever wondered what all those numbers stamped on the various parts of your Corvair stand for, this article may tell you more than you really wanted to know.

The most important and information-packed number of all is the Vehicle Identification Number (VIN), or simply the serial number. It is printed on your title and registration card, and appears on a plate welded or riveted to the car; -it is also stamped into the body in an arcane place underneath. This provides a double check in the event that the plate has been tampered with, but is seldom checked (or tampered with) since it requires extensive work to uncover.

On early models and trucks, the plate is found on the body pillar behind the driver's door. The first digit indicates the model year: 0 for 1960, etc. The second two digits are the trim level: 05 for 500, 07 for 700 and 09 for 900 or Monza. 1964 Spyders only have 06 series numbers, though they were called Monzas. 1962-63 Spyders have Monza numbers. The next two digits are the body style: 27 for 2-door coupe, 35 for station wagon, 67 for convertible, and 69 for 4-door sedans.

Trucks and vans had a different system of numbers: R125 for a panel van, R126 for a Greenbrier, and R124 for the Rampside and the rare and useless Loadside.

This brings us to the only letter designating the plant of final assembly. It is almost always W for Willow Run, Michigan, but others are occasionally seen, such as K for Kansas City, O for Oakland, or L for Los Angeles. Trucks and vans may have S for St. Louis or F for Flint.

The number after the letter is the serial number, which is assigned in consecutive sequence at each plant. As is traditional among manufacturers (especially small ones) the numbering begins not at zero but at some large number in an effort to inflate the apparent production: Chevrolet begins each model year at 100,001 for each make of car at each production plant. This number can help to determine when, during the model year, the car was made.

Here's an example: 30967W159661. It's a '63 (3) Monza (09) convertible (67) from Willow Run (W) and the 59,661st (159661) Corvair made there that year. It happens to be my blue Spyder, but you can't tell that from the number. That covers 1960-64.

The late model, numbers are similar, but there are differences. The number plate was located on the body rail (inside, next to the battery) until '67 and thereafter on the dashboard, visible through the left lower corner of the windshield. Don't be confused by the body ID tag, which was always on the rear body rail near the engine mount.

The first number is always a 1, which means it's a Chevrolet. The next two digits are the trim level: 01 for a 500, 05 for a Monza and 07 for a Corsa. The body style is next: 37 for a 2-door coupe, 39 for a 4-door sedan and 67 for a convertible. The last digit before the letter is for the year: 5 for 1965, etc. The meaning of the letter and remaining serial numbers are the same as for early models, except for 1969 which started at 700,001.

Here's an example of the most sought after serial number of all: 105379W706000. It is a Chevrolet (1) Corvair Monza (05) coupe (37) vintage of 1969 (9) and the 6000th car built at Willow Run (W706000), the elusive last Corvair. If you find this car for sale, I would be willing to go as high as several hundred dollars (in mint condition, of course).

But seriously, what good are these numbers anyway?

Well, if you don't at least check to see that the number on the car matches your title, then maybe I can interest you in buying a fine bridge in Brooklyn or some choice retirement property in the Everglades.

Beyond that, if the number plate is attached with screws or tape (I'm not joking, it happens) or the body style doesn't match the numbers, you might reconsider your purchase. My favorite story concerns a buyer who found two numbers, one in the windshield and one in the engine compartment. This prompted him to find welding seams which proved the car to have been torched together from the intact front and rear sections of two wrecks. I don't know if he bought the car, but one should at least be aware of such things before doing so.

There are subtler discrepancies which affect a car's collector value. The legion of converted Corsas which began as Monzas or 500s range from the obvious (those four-doors, for instance) to some so complete that the proper ID plate has been attached; likewise '64 Spyders, '69 convertibles, and anything people will pay for. When buying a car for investment, know the numbers as well as the features or you are at the mercy of those you buy from.

## Engine Suffix Coding

Bob Helt  
*Cactus Corvair Club*

The Corvair engine suffix coding presented in the attached table has been obtained from various Chevrolet publications for dealers, and is the most accurate information available. The engine suffix code is the last one or two alphabetical characters that follow the assembly date stamped at the rear of the engine crankcase, just in front of the oil filter adapter. Suffix coding found in the "Corvair Parts and Accessories Book" (P&A 30) contains many inaccuracies and omissions.

It is interesting to note that the 140HP engine was available during the 1967 model year. It was dropped from production at

the start of the 1967 model year, but later reinstated as an option (Central Office Production Option) in January 1967. Also not commonly known is the RB suffix for the Corsa model with the 140 HP engine. The 140 HP engine was the standard engine for the Corsa, with the turbocharged 180 HP engine available as an option. The Corsa was not available with an automatic transmission. As a result, the standard Corsa 140 HP engine with the RB suffix got included in other suffix tables as only an engine with manual transmission. Unfortunately, the Corsa designation was not included.

Engine & Options	Model Series	'60	'61	'62	'63	'64
80 i.p. MT 3 speed	5-7-900 exc SW	Y	Y <sup>1</sup>			
80 i.p. MT	5-7-900 exc SW		YC <sup>2</sup>	YC	YC	
80 i.p. AT	5-7-900 exc SW	Z	Z	Z	Z	
80 i.p. MT A/C	5-7-900 exc SW		YL <sup>3</sup>	YL	YL	
80 i.p. AT A/C	5-7-900 exc SW		ZD <sup>4</sup>	ZD	ZD	
80 i.p. MT 3 speed	5-735 SW		YF <sup>1</sup>			
80 i.p. MT	5-735 SW		YH <sup>2</sup>	YH		
80 i.p. AT	5-735 SW		ZB	ZB		
80 i.p. MT	R-10 FC		V	V	V	
80 i.p. AT	R-10 FC		W	W	W	
80 i.p. MT	R-10 FC, export version			VA	VA	
80 i.p. AT	R-10 FC, export version			VVA	VVA	
80 i.p. AT	900, Monza only, exc SW	Z	Z <sup>1</sup>			
			ZH <sup>2</sup>			
80 i.p. AT, A/C	900, Monza only, exc SW		ZH <sup>3</sup>			
84 i.p. AT	900, Monza only, exc SW			ZH	ZH	
84 i.p. AT, A/C	900, Monza only, exc SW			ZJ	ZJ	
84 i.p. AT	935 Monza SW only			ZL		
95 i.p. (140 cid), 3 spd	5-7-900	YA <sup>1</sup>				
		YB <sup>2</sup>				
95 i.p. (140 cid), 4 speed	5-7-900	YD <sup>3</sup>				
95 i.p. (164 cid), MT	5-7-900					YC
95 i.p. (164 cid), AT	5-7-900					Z
95 i.p. (164 cid), MT, A/C	5-7-900					YL
95 i.p. (164 cid), AT, A/C	5-7-900					ZD
95 i.p. (164 cid), MT	R-10 FC					V
95 i.p. (164 cid), AT	R-10 FC					W
95 i.p. (164 cid), MT	R-10 FC, export version					VA
95 i.p. (164 cid), AT	R-10 FC, export version					VVA
98 i.p. MT, 8:1 CR	5-7-900, exc SW		YD <sup>5</sup>			
98 i.p. MT, 9:1 CR	5-7-900, exc SW		YN <sup>6</sup>			
98 i.p. AT, 8:1 CR	5-7-900, exc SW		ZD <sup>7,8</sup>			
98 i.p. AT, 9:1 CR	5-7-900, exc SW		ZF <sup>9</sup>			
98 i.p. MT, 8:1 CR	5-735 SW		YJ <sup>1</sup>			
98 i.p. MT, 9:1 CR	5-735 SW		YQ <sup>2</sup>			
98 i.p. AT, 8:1 CR	5-735 SW		ZE <sup>3</sup>			
98 i.p. AT, 9:1 CR	5-735 SW		ZK <sup>4</sup>			
98 i.p. MT, 9:1 CR, A/C	5-7-900, exc SW		YMH <sup>5</sup>			
98 i.p. AT, 9:1 CR, A/C	5-7-900, exc SW		ZG <sup>6</sup>			
102 i.p. MT	5-7-900, exc SW			YN	YN	
102 i.p. AT	5-7-900, exc SW			ZF	ZF	
102 i.p. MT, A/C	5-7-900, exc SW			YM	YM	
102 i.p. AT, A/C	5-7-900, exc SW			ZG	ZG	
102 i.p. MT	5-735 SW			YQ		
102 i.p. AT	5-735 SW			ZK		
102 i.p. MT, std. clutch	R-10 FC				VD	
102 i.p. MT, HD clutch	R-10 FC				VE	
102 i.p. AT	R-10 FC				WC	
110 i.p. MT	5-7-900					YN
110 i.p. AT	5-7-900					ZF
110 i.p. MT, A/C	5-7-900					YM

Engine & Options	Model Series	'60	'61	'62	'63	'64
110 i.p. AT, A/C	5-7-900					ZG
110 i.p. MT	R-10 FC					VB
110 i.p. AT	R-10 FC					WB
150 i.p. MT	927-967 Spyder			YR	YR	
150 i.p. MT	627-667 Spyder					YR
Engine & Options	Model Series	'65	'66	'67	'68	'69
95 i.p. MT	500 and Monza	RA	RA	RA		
95 i.p. AT	500 and Monza	RG	RG	RG		
95 i.p. MT, A/C	500 and Monza	RE	RE	RE		
95 i.p. AT, A/C	500 and Monza	RJ	RJ	RJ		
95 i.p. MT, AIR	500 and Monza		RS	RS	RS	AC
95 i.p. AT, AIR	500 and Monza		RV	RV	RV	AE
95 i.p. MT, A/C, AIR	500 and Monza			QM		
95 i.p. AT, A/C, AIR	500 and Monza			QO		
95 i.p. MT	R-10 FC	RS				
95 i.p. AT	R-10 FC	RV				
110 i.p. MT	500 and Monza	RD	RD	RD		
110 i.p. AT	500 and Monza	RH	RH	RH		
110 i.p. MT, A/C	500 and Monza	RF	RF	RF		
110 i.p. AT, A/C	500 and Monza	RK	RK	RK		
110 i.p. MT, AIR	500 and Monza		RU	RU	RU	AD
110 i.p. AT, AIR	500 and Monza		RW	RW	RW	AF
110 i.p. MT, A/C, AIR	500 and Monza			QS		
110 i.p. AT, A/C, AIR	500 and Monza			QP		
110 i.p. MT	R-10 FC	RU				
110 i.p. AT	R-10 FC	RX				
140 i.p. MT	500 and Monza	RVI	RM	RVI <sup>1</sup>		
140 i.p. AT	500 and Monza	RN	RN	RN <sup>2</sup>		
140 i.p. MT, A/C	500 and Monza		RZ	RZ <sup>3,4</sup>		
140 i.p. AT, A/C	500 and Monza		RY	RY <sup>5,6</sup>		
140 i.p. MT, AIR	500 and Monza		RQ	RQ <sup>7</sup>	RY	AG
140 i.p. AT, AIR	500 and Monza		RX	RX <sup>8</sup>	RZ	AH
140 i.p. MT, A/C, AIR	500 and Monza			QQ <sup>9,10</sup>		
140 i.p. AT, A/C, AIR	500 and Monza			QR <sup>11,12</sup>		
140 i.p. MT	Corsa only	RB	RB			
140 i.p. MT, A/C	Corsa only		RR			
140 i.p. MT, AIR	Corsa only		RT			
180 i.p. MT	Corsa only	RL	RL			

*A big thanks goes to Dave Newell for his help in preparing this table.*

#### Notes

1. Early
2. Late
3. CR was changed from 8:1 to 9:1 at engine number T0207 (7 Feb. 1961). Suffix changes were: ZD->ZF and ZE->ZK.
4. A/C was introduced at mid 1961 model year.
5. CR was changed from 8:1 to 9:1 at engine number T0109 (9 Jan 1961). Suffix changes were: YD->YN and YJ->YQ.
6. The 140 HP engine was available in 1967. It was reinstated in Jan. 1967 after being canceled at the start of the model year.
7. CR was changed from 8:1 to 9:1 at mid-1961 model year. Suffix change was Z->ZH.
8. At introduction of A/C, ZD was used again.
9. AIR was a mandatory option in California in 1966 and 1967, except on the 180 HP engine and A/C cars in 1966.
10. AIR was standard on all 1968 and 1969 Corvairs.



11. Conflicting documentation exists over the availability of factory installed air conditioning on the special order 1967 140 HP engine. An early code sheet suggests it was, a later order sheet indicates it was not. It is unknown whether any were actually produced.

#### Abbreviation Chart

MT = 3 or 4 speed manual transmission.

AT = Powerglide automatic transmission.

CID = Cubic Inch displacement.

A/C = Air conditioning.

AIR = Air Injection Reactor (smog pump).

FC = Forward Control (Greenbrier, Corvan, Loadside, and Rampside).

SW = Station Wagon or Lakewood.

CR = Compression Ratio.

## Cylinder Head Code Numbers

*Bill Reider  
Corvairs of New Mexico*

Most people think all cylinder heads are the same, but I have cataloged 61 of them. We have basically four different heads, with a lot of variations within each type.

First there is the 80 and 95 HP head which is a lower compression head at a compression ratio of 8 to 1. Next we have the 102 and 110 HP which have a higher compression ratio of about 9 to 1. Then there is the 140 HP head which also has a 9 to 1 compression ratio, but the valves are bigger, particularly the intake valves. Last, but not least, we have the 150 and 180 HP heads for the turbo engines. These have 8 to 1 compression ratio.

Here in New Mexico we don't have too many problems running engines with 9 to 1 compression ratio, but when you go to sea level you really need premium gas. Almost all the valves are the same with the exception of the 140 HP and some early 80 HP and 102 HP heads. In later years, they went to the better valves (that's why they are so expensive), and of course, all the new valves that you get are the same. Most of the difference in heads of the same horsepower rating is the different size bolts that screw in through the sheet metal.

If any of you out there have any different head numbers, other than the ones in the attached list, I sure would like to hear from you.

Casting #	Comp. Ratio	Cu. In.	HP	Year	Spring Type	Cyl. Bore (into head)
3786588	8:1	145	80	'61	Single	3 1/4"
3786589	8:1	145	80	'61	Single	3 1/4"
3787841	8:1	145	80	'61	Single	3 1/4"
3788738	8:1	145	80	'61	Single	3 1/4"
3788739	9:1	145	98	'61	Dual	3 1/4"
3789426	8:1	140	80	'60	Single	3 1/4"
3795960	9:1	145	98	'61	Dual	3 1/4"
3796023	9:1	145	98	'61	Dual	3 1/4"
3813511	9:1	145	102	'62-63	Dual	3 1/4"
3813512	9:1	145	84	'62-63	Single	3 1/4"
3813513	8:1	145	80	'62-63	Single	3 1/4"
3813516	9:1	145	102	'62-63	Dual	3 1/4"
3817286	8:1	145	150	'62-63	Dual	3 1/4"
3817287	8:1	145	150	'62-63	Dual	3 1/4"
3817566	8:1	145	80	'62-63	Single	3 1/4"
3817568	8:1	145	80	'62-63	Single	3 1/4"
3819876	9.25:1	164	110	'64	Dual	3 1/4"
3819904	8.25:1	164	150	'64	Dual	3 1/4"
3820857	8:1	145	80-84	'62-63	Single	3 1/4"
3820859	8:1	145	80-84	'62-63	Single	3 1/4"
3839886	8.25:1	164	95	'64	Dual	3 1/4"
3839887	8.25:1	164	95	'64	Dual	3 1/4"
3840578	8:1	145	80-84	'62-63	Single	3 1/4"
3856626	8.25:1	164	95	'64	Dual	3 1/4"
3856631	9.25:1	164	110	'64	Dual	3 1/4"
3856632	9.25:1	164	110	'64	Dual	3 1/4"
3856636	8.00:1	164	150	'64	Dual	3 1/4"
3856638	8.00:1	164	150	'64	Dual	3 1/4"
3856727	9:1	164	140	'65-66	Dual	3 1/8"
3856728	9:1	164	140	'66-67	Dual	3 1/8"
3856743	9:1	164	110	'65-67	Dual	3 1/8"
3856756	8:1	164	180	'65-66	Dual	3 1/8"
3856759	9:1	164	110	'65	Dual	3 1/8"
3856762	8:1	164	180	'65-66	Dual	3 1/8"
3878561	9:1	164	110	'65-67	Dual	3 1/8"
3878562	9:1	164	110	'65-67	Dual	3 1/8"
3878564	8:1	164	180	'65-66	Dual	3 1/8"
3878565	9:1	164	140	'65-66	Dual	3 1/8"
3878569	8.25:1	164	95	'68-69	Dual	3 1/8"
3878570	9:1	164	140	'65-66	Dual	3 1/8"
3880707	9:1	164	110	'66-69	Dual	3 1/8"
3880708	9:1	164	110	'66-67	Dual	3 1/8"
3883858	9:1	164	110	'65-67	Dual	3 1/8"
3883860	8:1	164	180	'65-66	Dual	3 1/8"
3883861	9:1	164	140	'65-66	Dual	3 1/8"
3883862	9:1	164	110	'66-69	Dual	3 1/8"
3883864	9:1	164	140	'66	Dual	3 1/8"
3885165	9:1	164	140	'66-69	Dual	3 1/8"
3886241	9:1	145	84	'62-63	Single	3 1/4"
3886247	9:1	145	102	'62-63	Dual	3 1/4"
3886248	8:1	145	150	'62-63	Dual	3 1/4"
3886249	8:1	145	150	'62-63	Dual	3 1/4"
3886251	8:1	145	80	'62-63	Single	3 1/4"
3886255	8.25:1	164	95	'64	Dual	3 1/4"
3886257	9.25:1	164	110	'64	Dual	3 1/4"
3886259	8.00:1	164	150	'64	Dual	3 1/4"
6256711	8:1	140	80	'60	Single	3 1/4"
6256721	8:1	140	80	'60	Single	3 1/4"
6257838	8:1	140	80	'60	Single	3 1/4"
3878566	9:1	164	110	'66-67	Dual	3 1/8"

## Differential Code Numbers

*Bob Helt*  
*Cactus Corvair Club*

Ratio	Trans	Comments	1960	1961	1962	1963	1964	1965	1966	1967	1968	1969
3.08	MT		-	-	-	HU,HN	-	-				
3.08	AT		-	-	-	HW	-	-				
3.08	MT	Posi	-	-	-	HP	-	-				
3.08	AT	Posi	-	-	-	HX	-	-				
3.27	MT			BQ**	HA	HA	HA	AA				
3.27	AT			BC	HC	HC	HC	AE				
3.27	MT	Posi	-	-	HG	HG	HG	AC				
3.27	AT	Posi	-	-	HH	HH	HH	AG				
3.27	MT	A/C	-	-	HV	HV	HV					
3.55	MT		BT	BF	HB	HB	HB	AB				
3.55	AT		BU	BJ	HD	HD	HD	AF				
3.55	MT	Posi	-	-	HJ	HJ	HJ	AD				
3.55	AT	Posi	-	-	HK	HK	HK	AH				
3.89	MT		BR	BL*	HE*	HE*						
3.89	AT		BS	BY*	HF*	HF*						
3.89	MT	Posi	-	-	HL*	HL*						
3.89	AT	Posi	-	-	HM*	HM*						
3.55	MT	FC only				HQ	AV					
3.55	AT	FC only				HS	AX					
3.55	MT	Posi FC				HR	AW					
3.55	AT	Posi FC				HT	AY					
* 3.08 used only in early 1963												
* Includes Forward Control												
** Incl. FC 4-speed, early '61 only												

## Cylinder Head Data

Bob Kirtman

Several charts or lists have been prepared through the years for CORSA members on cylinder heads. These lists are frequently in conflict on basic cylinder head information. I have always been a fan of engineering drawings, and have been able to compile as much information as possible on cylinder heads from the final drawings that went into archives. Of added clarity, the lists applied terms, then part numbers, and then a drawing process to find additional cylinder heads. If we all can figure it. Probably not, but it is not easy to locate them. If a member knows of part numbers yet indicates how, please notify me and the drawing process would like a better day.

Why not just go to the drawing and look at the parts listed? One that Don Howell applied to me, but all of it is in a part number list for over a half for 1985-89 model. Among with the part numbers, I was told to go and look them up and find all cylinder head information. In fact, I can find all 1989-91 Unit Parts but have been damaged. Only 1989 numbers are in the list, and I go to the drawing for a

### Heads, Heads, and More Heads

The starting point is a *Chevrolet Head Unit*. A part number for the Chevrolet engine was given to me, and a much needed one. You could not buy this part number because the head was not finished yet. The next step was a *Chevrolet Head Machine Assembly*. This part number was shipped to a color more machine and a full set of valve seats, and guides and valves. This is the part number you could buy. The box had the Machining Assembly part number, but the head was not finished yet.

There was another way to buy a part and that involved a *Chevrolet Head Unit*. The Unit box contained a Machining Assembly part number. The Unit part number was again something different from the Machining Assembly. The head in the box was still only identified by the casting number on one end. When you threw away the box, the only identification left is the casting number.

There is yet another part number, that being the *Chevrolet Head Unit*. This had valves, springs, studs, etc., in a box. The Tonawanda Engine Plant used this identification, but it is not critical for the one and only head in the box.

### Same and Different

More than 60 different part numbers for cylinder heads (castings) were located for the chart, but there are only 15 complete drawings of cylinder heads. The others are all partial drawings. They say "some as shown" except that "except" can be a different combustion chamber, different casting, or top of the head.

Now those Cylinder Heads were made into more different drawings. As a result, the drawings of the head were made. Some Machining Assemblies were made from either of two Cylinder Head Base parts of Machining Assemblies from the Chevrolet dealer and the two heads may have different casting numbers. You can have two heads with the same casting number and they will have different combustion chamber volumes. Two heads of the same casting number can have two different combustion chamber volumes and one head may be a different casting number. There are

heads that check out more than the others, but they are all different part numbers. Sometimes the casting number is used in cooling fin design. Sometimes the casting number is used in the design of the cooling fin design. Sometimes the casting number is used in the design of the cooling fin design.

The chart shows some part numbers repeated. That is a result of having some parts being optional with something else. It creates seemingly duplicate entries, but actually different combinations.

### It's So Confusing!

It is confusing to the reader, but it is confusing to the reader. It is confusing to the reader, but it is confusing to the reader. It is confusing to the reader, but it is confusing to the reader. It is confusing to the reader, but it is confusing to the reader.

Engineering drawings are on file for every part number listed. All castings are shown in the drawing. Castings are shown in the drawing. Castings are shown in the drawing. Castings are shown in the drawing.

Some part numbers listed appear to be the same but with some other part numbers listed. There will be some non-functional to the differences that made a difference in manufacturing. Some Forward Control heads were specific to that model, but none of the final drawings made a mistake. Someone will say, "No, but the EC was not a head unit." Yes, the EC was not a head unit, but it was not a head unit. The EC was not a head unit, but it was not a head unit.

As a result, there is a list of the head unit numbers on the chart. A complete part number is on the chart. The chart is a list of the head unit numbers on the chart. The chart is a list of the head unit numbers on the chart. The chart is a list of the head unit numbers on the chart.

From sources, it appears that the head unit numbers on the chart are the head unit numbers on the chart. The head unit numbers on the chart are the head unit numbers on the chart. The head unit numbers on the chart are the head unit numbers on the chart.

Some sources for head unit numbers are on the chart. The head unit numbers on the chart are the head unit numbers on the chart. The head unit numbers on the chart are the head unit numbers on the chart. The head unit numbers on the chart are the head unit numbers on the chart.

In the past, there are 60 different part numbers on the chart. The head unit numbers on the chart are the head unit numbers on the chart. The head unit numbers on the chart are the head unit numbers on the chart. The head unit numbers on the chart are the head unit numbers on the chart. The head unit numbers on the chart are the head unit numbers on the chart.

Combustion chamber style heads are described. The head unit numbers on the chart are the head unit numbers on the chart. The head unit numbers on the chart are the head unit numbers on the chart. The head unit numbers on the chart are the head unit numbers on the chart.

Year of the Chevrolet is shown in the chart. The head unit numbers on the chart are the head unit numbers on the chart. The head unit numbers on the chart are the head unit numbers on the chart. The head unit numbers on the chart are the head unit numbers on the chart.

Revised for 1985-87 there is a new combustion chamber style head unit numbers on the chart. The head unit numbers on the chart are the head unit numbers on the chart. The head unit numbers on the chart are the head unit numbers on the chart. The head unit numbers on the chart are the head unit numbers on the chart.

There is also a list of the head unit numbers on the chart. The head unit numbers on the chart are the head unit numbers on the chart. The head unit numbers on the chart are the head unit numbers on the chart. The head unit numbers on the chart are the head unit numbers on the chart.

145 castings listed. There were cancelled and replaced with 1981 heads in the chart. The head unit numbers on the chart are the head unit numbers on the chart. The head unit numbers on the chart are the head unit numbers on the chart.

Big thanks to Don Howell, the previous writer, for access to records at the Chevrolet Plant in Tonawanda, New York. Thanks to the Chevrolet Plant in Tonawanda, New York. Thanks to the Chevrolet Plant in Tonawanda, New York. Thanks to the Chevrolet Plant in Tonawanda, New York.

## How to Read the Chart

The chart of cylinder head data lists all known cylinder head unit numbers, with valve seats, guides, and exhaust valves, valves, and valves. The chart is a list of the head unit numbers on the chart. The head unit numbers on the chart are the head unit numbers on the chart. The head unit numbers on the chart are the head unit numbers on the chart.

It is a list of the head unit numbers on the chart. The head unit numbers on the chart are the head unit numbers on the chart. The head unit numbers on the chart are the head unit numbers on the chart. The head unit numbers on the chart are the head unit numbers on the chart.

Castings Number: The Chevrolet number which is on the chart. The head unit numbers on the chart are the head unit numbers on the chart. The head unit numbers on the chart are the head unit numbers on the chart. The head unit numbers on the chart are the head unit numbers on the chart.

Machining Number: The Machining Assembly part number which is on the chart. The head unit numbers on the chart are the head unit numbers on the chart. The head unit numbers on the chart are the head unit numbers on the chart. The head unit numbers on the chart are the head unit numbers on the chart.

EC Unit: Combustion chamber volume, in cubic centimeters. The head unit numbers on the chart are the head unit numbers on the chart. The head unit numbers on the chart are the head unit numbers on the chart. The head unit numbers on the chart are the head unit numbers on the chart.

Cylinder: Shape of combustion chamber, match the letter code with the illustration of combustion chamber styles. The head unit numbers on the chart are the head unit numbers on the chart. The head unit numbers on the chart are the head unit numbers on the chart. The head unit numbers on the chart are the head unit numbers on the chart.

Disp: The engine displacement, in cubic inches, for which the head unit numbers on the chart are the head unit numbers on the chart. The head unit numbers on the chart are the head unit numbers on the chart. The head unit numbers on the chart are the head unit numbers on the chart.

Comp Cyl: Aspiration compression ratio. The head unit numbers on the chart are the head unit numbers on the chart. The head unit numbers on the chart are the head unit numbers on the chart. The head unit numbers on the chart are the head unit numbers on the chart.

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Year: Model year for which the head unit numbers on the chart are the head unit numbers on the chart. The head unit numbers on the chart are the head unit numbers on the chart. The head unit numbers on the chart are the head unit numbers on the chart.

Cylinder Base: Hole diameter for the right and left. The head unit numbers on the chart are the head unit numbers on the chart. The head unit numbers on the chart are the head unit numbers on the chart. The head unit numbers on the chart are the head unit numbers on the chart.

Cylinder Depth: Depth of the head unit numbers on the chart. The head unit numbers on the chart are the head unit numbers on the chart. The head unit numbers on the chart are the head unit numbers on the chart. The head unit numbers on the chart are the head unit numbers on the chart.

Valve Spring Type: Machining guide for the right and left. The head unit numbers on the chart are the head unit numbers on the chart. The head unit numbers on the chart are the head unit numbers on the chart. The head unit numbers on the chart are the head unit numbers on the chart.

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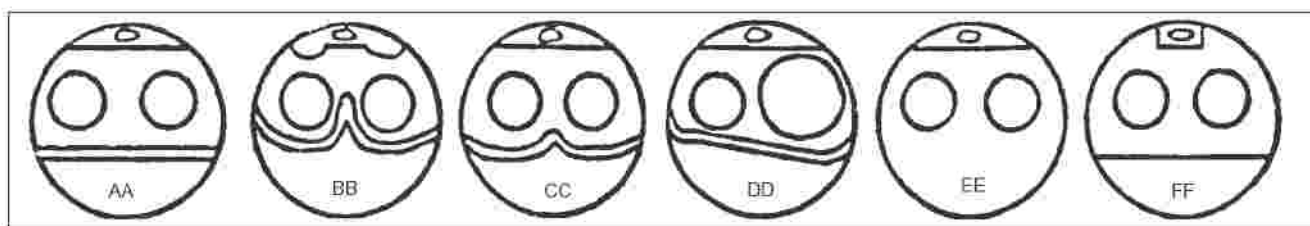
Valve Spring Type: Machining guide for the right and left. The head unit numbers on the chart are the head unit numbers on the chart. The head unit numbers on the chart are the head unit numbers on the chart. The head unit numbers on the chart are the head unit numbers on the chart.

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[illegible]



## Notes on Cylinder Head Table

1. no choke hole
2. has choke hole
3. not hi-compression but has dual spring machining
4. 84 HP for Monza PG, assume not same camshaft as 102 HP version
5. hole for drain-back tube
6. also used '64 Inboard Marine & Aquanautics
7. not actually used until '65
8. lower compression with L90 dished piston
9. cyl. hole depth probably a drawing error
10. also used on L62 hi-perf w/AC & PG
11. not used on L62 w/AC & PG
12. service unit included valves & ex. valve rotators
13. compression less w/AC & PG due to thicker cyl. base gasket, copper plated, not solid copper
14. flat pistons on 95 HP; dome pistons on 110 HP, listed CRs based on dome pistons
15. lower compression w/dished pistons for L90 export
16. dome pistons, drawing date precludes 1965 usage
17. flat pistons
18. large dia. balance tube
19. probably had C2 guides rather than old C1
20. same as #29 but w/optional cast head
21. same as #30 but w/optional cast head
22. same as #36 but w/optional cast head
23. same as #37 but w/optional cast head
24. same as #12 but w/optional cast head
25. same as #13 but w/optional cast head
26. same as #24 but w/optional cast head
27. same as #25 but w/optional cast head
28. same as #51 but w/optional cast head
29. same as #40 but w/optional cast head
30. same as 3813513/3813508 except for noted feature
31. same as 3813515/3813510 except for noted feature
32. same as 3787844/3789425 except for noted feature
33. same as 3813516/3813511 except for noted feature
34. same as 3817287/3817286 except for noted feature
35. same as 3817287/3817286 except for noted feature

36. same as 3817569/3817567 except for noted feature
37. same as 3856626/3856625 except for noted feature
38. same as 3856632/3856631 except for noted feature
39. same as 3856638/3856636 except for noted feature
40. horsepower assumed due to dual valve spring machining
41. no ribs at carb boss; assume designed and released start of production 1961 at time of manual choke decision, but before change to 145 cu. in.; canceled before actual s.o.p.
42. drawing says CC vol. = 51.4753, but chamber is open with dimensions for perhaps the 58cc type

## Carburetor ID Tags

*Herb Karner*

*Green Country Corvair Group*

The little metal tab on your carburetor was put there for a purpose: it contains valuable information. The carburetor part number is stamped on a metal tag and attached under an airhorn screw. The tag also contains several stamped numbers in squares along one edge which indicate the following information: first space, modifications; second, date of manufacture; third, inspector's marks.

When factory modifications are indicated, the letter "A" represents the first modification, "B" the second, etc.

For manufacturing date code, a letter is used to represent the month. "A" means January and "M" means December. The letter "I" is omitted to prevent confusion with the numeral "1." The year is indicated after the month by the last number of the year, i.e., "2" would mean 1962, etc. Date code "F3" would be June 1963.

To determine application of a carburetor use the Delco Carburetor Parts and Service manual. The carburetor tag numbers are listed in numerical order in the manual, and opposite the carburetor is the parts bulletin number. The parts bulletin will indicate the carburetor application. (8/88)

## Index of Cylinder Head Units

Item #	Unit #	Assy. #	Notes
14/31	3788738	3787841	boxed w/6257806 head gaskets & 3/8 x 1 3/8 pipe nipple
26	3788739	3787845	boxed w/6257806 head gaskets & 3/8 x 1 3/8 pipe nipple
22/33	3788740	3787843	boxed w/6257806 head gaskets & 3/8 x 1 3/8 pipe nipple
16	3789426	3786956	boxed w/6257806 head gaskets
35	3789427	3789424	boxed w/6257806 head gaskets
28/38	3789428	3786587	boxed w/3832819 head gaskets
39	3789439	3787845	boxed w/3832819 head gaskets & 3/8 x 1 3/8 pipe nipple
49	3820858	3813510	boxed w/3832819 head gaskets
45	3820859	3813508	boxed w/6257806 head gaskets
46	3840578	3813508	boxed w/3832819 head gaskets
68	3918792	3878562	includes valves & ex. valve rotators
41	3794412	3813511	record error: no drawing exists
77	3883862	3878561	record error: no drawing exists

