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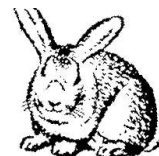
CORVAIR BOOK

2006 COLLECTOR'S EDITION

Celebrating 30 years of Corvair Underground catalogs!



PROUDLY SERVING CORVAIR LOVERS SINCE 1974



- * NEW PARTS
- * REBUILT PARTS
- * REPRO PARTS
- * COLLECTIBLES
- * TECH ARTICLES
- * AND NEW CARTOONS!

- * NOS and Used
- * AD reprints
- * GoVair PERFORMANCE
Parts offering cutting
edge technology for all
years of Corvairs.



ELECTRICAL

PREVENTING ELECTRICAL PROBLEMS

1) **KEEP ELECTRICAL CONNECTIONS CLEAN AND FREE OF CORROSION** - especially the ones in the engine compartment which are subject to the greatest amount of heat and chemical exposure. Pull the connectors apart every year or so and spray them with WD-40 or its equivalent. Severe cases may require scraping the contacts. In severe cases you may find that the only option is replacement of the entire harness. Fortunately, we now have exact reproduction engine harnesses (see page G-24A). Breakdown in the wiring because of age, heat etc. is an increasing problem. Because new reproduction wiring harnesses are available there's no reason to put up with bad connections and substandard wiring. Our reproduction harnesses bring your electrical system back to reliable life and are very quick and easy to install. When a loss of electrical power of any kind is encountered the very FIRST thing to suspect is poor wiring or connections.

2) **CHECK YOUR POINTS REGULARLY (OR SWITCH TO AN ELECTRONIC IGNITION)** - Surprisingly Corvair distributor points don't always stay at the proper gap, and we've found some Corvairs to be worse than others. It is not unusual for a car that has been running fine to suddenly start running rough or lose power, especially under acceleration. ANYTIME a normal running Corvair starts to behave oddly the first thing to do is to check the points for correct gap. It should be around .020. While you're at it make sure to check the condition of the points plate. If it is worn at the main pivot point then it will be impossible to keep proper points gap. See page G-14 for replacement plates.

An even better solution is to switch over to a fully electronic ignition system. We sell the best - The Pertronix Ignitor. This unit entirely eliminates the points and condenser and can be installed in as little as 10 minutes. Read more about this revolutionary Corvair improvement on page G-16.

3) **TRY NOT TO RUN EARLIES (60-64) ACCESSORIES WITH THE ENGINE OFF** - that is because of the lack of an "accessories" position on the ignition. I offer this advice with the additional experience that I have never paid any attention to it and have never burnt any points or had any other problem. While I am sure that there will be those who disagree with this, I have to say that my experience (over 33 years driving nothing but Corvairs, and most early models) shows it to be good advice but not a panic situation.

REBUILT ELECTRICAL COMPONENTS VS ??

If your starter, generator or alternator needs to be replaced, what are your options?

GENERATORS - USED ON ALL 1960-64 CORVAIRS - This is somewhat complicated. That's because you first have to ask yourself whether you want to continue with a generator charging system or convert to an alternator system. Quite frankly, unless you want to stay original (stock concours?) Conversion to an alternator is advised. Our hi-output alternator conversion kits are inexpensive and give you much more reliable system that puts out more than twice the amps of a stock generator.

If you want to convert then look over our complete conversion kits listed on page G-2. If you want to stick with the stock generator then..... We don't offer rebuilt generators mainly because they weight 30 lbs each and can be burnt out in 30 seconds - burning one out ruins the generator and ruins the core because we have to replace the armature as well. You can bum out a perfectly good generator by 1) Still having a bad voltage regulator 2) Having broken or otherwise bad wiring, 3) Having a bad battery, 4) trying to jump start the car and then use the new generator to charge a dead battery, 5) accidentally wiring the generator backwards....well, you get the idea. We DO offer generator rebuild kits (page G-29), but for your own sake (and the sanity of whomever you buy a rebuilt generator from) - If the generator "burns up", "throws solder" or the like it means *that there was nothing wrong with that generator* - something else is wrong. A bad generator that isn't charging CANNOT burn itself up.

ALTERNATORS - USED ON ALL 1965-69 CORVAIRS - We can offer you rebuilt stock units, rebuilt hi-output units and rebuild kits. The hi output alternator kits for 1965-69 still give you about 25-30 more charging amps, as well as the simplicity of an internal regulator. See G-2 for these kits. See page G-2 for stock replacement rebuilt alternators.

STARTERS - We sell rebuilt stock units and rebuild kits. We've also just added a new hi-torque aftermarket starter (it's part number is U-5718). Remember that all the starters are the same BUT 1960 only uses a different starter snout, which offsets the solenoid differently. Stock rebuilt starters are on the next page. Rebuild kits on page G-29. Starters rarely have damaged windings or armatures so they are perfect candidates for home rebuilding.

REBUILT ELECTRICAL COMPONENTS

Once again you are presented with the questions - "Rebuilt by the local non-Corvair source" or "Rebuilt by a place that knows Corvairs? Big commercial rebuilders simply aren't properly familiar with Corvairs.

Because Corvair is all we do we make sure these units are done right. All rebuilt units carry our 1 year warranty against rebuilding defects.

All rebuilt electrical units require your old core or will have a core charge added to the rebuilding cost. (Core charges are listed in the price sheet next to the part number) Starter cores must NOT have a broken drive end housing and alternators MUST have the correct style and diameter pulley.



STARTERS

We clean and inspect all parts - the aluminum housing is bead blasted and the case painted black. Armatures, field windings and solenoid fork are tested and replaced as needed. Brushes, brush springs, both bushings, terminal grommet, are replaced new. Unit is bench tested. NOTE - you should always replace your solenoid (Pn U-554) when you order a rebuilt starter.

1960 starters are same as 61-69 BUT the aluminum drive end housing is different AND THEY ARE NOT INTERCHANGEABLE! The picture to the below right shows the difference - to the left is the 1960 type and to the right the 1961-69.



REBUILT STARTER	1960 ALL	(450)U-3499
	1961-69 ALL	(450)U-3500
New Starter Solenoid	1960-69 ALL	(70)U-554



NEW! COMPETITION STARTER

We now have a Special heavy duty starter that is the ultimate for hi-compression and performance use. Also weighs about 15 lbs less than a stock starter. Creates over 500 foot lbs of torque. These are all new units, not rebuilt.

COMPETITION STARTER (150)U-5718



ALTERNATORS - stock

All 65-69 Corvairs came with alternators. The stock alternators are an externally regulated, 35 amp unit as pictured to the left. These are perfectly adequate for normal everyday use.

We clean and inspect all components, and replace the brushes, brush springs, and both bearings. Diodes, stator and other components are tested and replaced as needed. It's always important to have the correct Corvair drive pulley - a fact that many rebuilders pay little attention to. Have you also checked your voltage regulator? (Pn U-576)

REBUILT STOCK ALTERNATOR 1965-69 ALL (280)U-3504



HI OUTPUT ALTERNATORS - And Conversion Kits

1960-64 Corvairs came stock with generator charging systems. As these have gotten old it becomes increasingly difficult to keep the system reliable. 1965-69 Corvairs came with alternators, but sometimes there's a need for more power. Why not consider a modern, internally regulated, hi output alternator?

Our special alternators put out 60-65 amps and use an internal regulator. The result is twice the amps, and more amps at idle speeds. External regulators and complicated wiring are a thing of the past! (See conversion kits below)

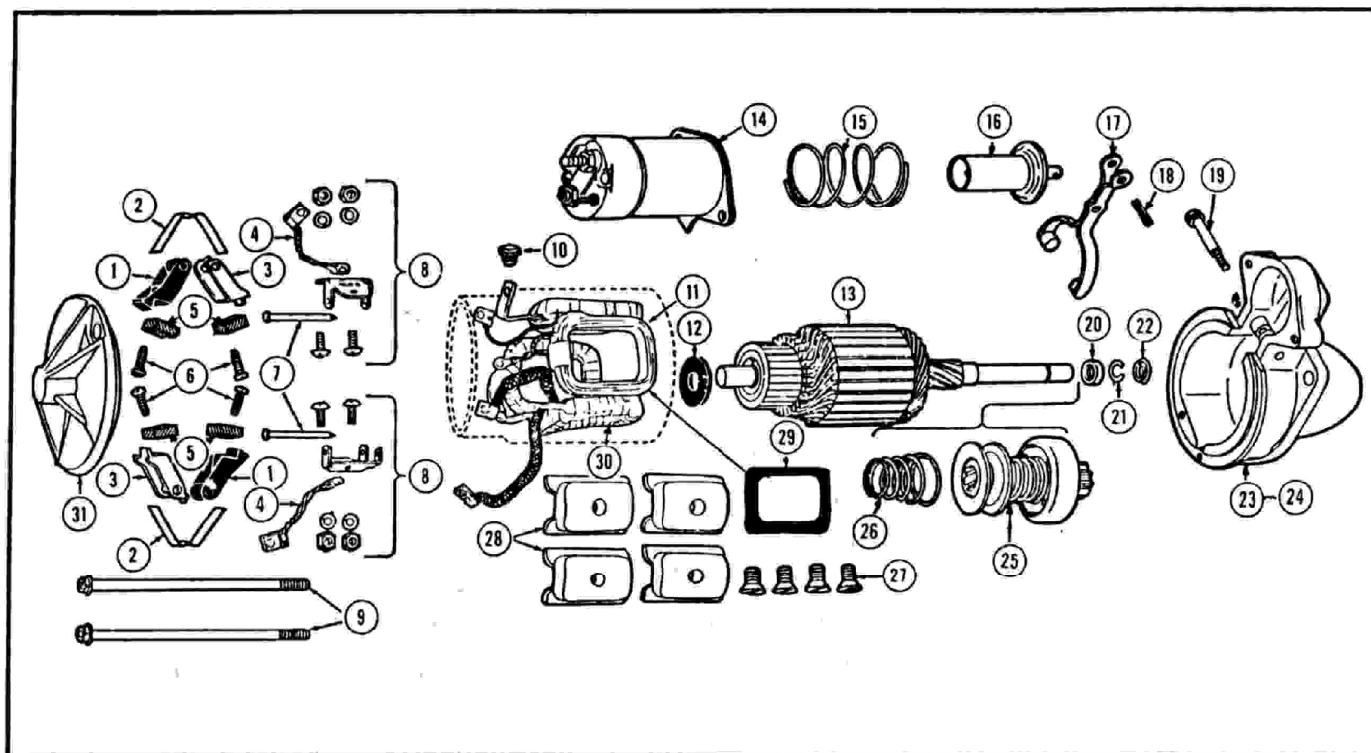
HI OUTPUT ALTERNATOR only 60-69 ALL (300)U-555

CONVERSION KITS These are needed when you're converting a 60-64 generator system or a stock 65-69. Kits all include a U-555 Hi Output alternator (see above) and necessary conversion wiring. 1960-64 kits are available with or without alternator adaptor casting (necessary).

60-64 ALL	WITH casting	(370)U-4037	WITHOUT casting	(305)U-4046
1961-65 FC	WITH casting	(370)U-4038	WITHOUT casting	(305)U-4047
1965-69 ALL			WITHOUT casting	(305)U-4048



STARTER PARTS



BRUSHES - PARTS

BRUSH HOLDER

①	60-69 ALL	Plastic, insulated	Use two	(3) U-1975
③	60-69 ALL	Metal	Use two	(3) U-1976

BRUSH SPRING

②	60-69 ALL		Use two	(2) U-1691
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LEAD WIRE

④	60-69 ALL		Use two	(2) U-1692
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BRUSHES

⑤	60-69 ALL		Use 4	(2) U- 557
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SCREWS - BRUSH

⑥	60-69 ALL		Use 4	(1) U-1977
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PIN - BRUSH PIVOT

⑦	60-69 ALL		Use 2	(1) U-1978
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SUPPORT UNIT

⑧	60-69 ALL		Use 2	(3) U-1693
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CASE BOLTS

⑨	60-69 ALL		Use 2	(3) U-1979
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GROMMET - Solenoid Field

⑩	60-69 ALL			(1) U-1694
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WASHER - FIBRE

⑫	60-69 ALL			(1) U-1734
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REWOUND ARMATURE

⑬	60-69 ALL	These armatures are rewound and require a core charge of \$5.00 or your old armature. Note: Because of the fluctuating price of copper, the price on this armature may go up at any time. If you need to know the exact price call first before ordering.			(200) U-1980
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SPRING - SOLENOID

⑮	60-69 ALL				(2) U-3213
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LEVER - PLUNGER

PLUNGER

⑯	60-69 ALL				(10) U-1701
---	-----------	--	--	--	-------------

ILLUSTRATION NUMBER

<u>LEVER</u>		
17	60-69 ALL	(8)U-1702
<u>PIN</u>		
18	60-69 ALL	(1)U-1705
<u>SHAFT - LEVER PIVOT</u>		
19	60-69 ALL	(3)U-1703
<u>CLIP - SHAFT</u>		
60-69 ALL		(1)U-1704
<u>COLLAR-STOP</u>		
20	60-69 ALL	(1)U-3195
<u>RING - COLLAR</u>		
21	60-69 ALL	(1)U-3168
<u>THRUST WASHER</u>		
22	60-69 ALL	(1)U-3196
<u>SCREW - POLE SHOE</u>		
27	60-69 ALL use 4	(1)U-1981



1960 STYLE SNOUT

1961-69 SNOUT

STARTER SNOUTS

Starter snouts are only available used for all years, and subject to available stock on hand. They come complete with a new bushing installed

SNOUT 61-69	Used	(40)U-1696
1960	Used	(40)U-1697

DRIVE (BENDIX)

We offer a quality rebuilt drive at substantial savings over new ones. Core is not required on this item. All drives are fully guaranteed for one year.

DRIVE - REBUILT 60-69 ALL(30)U-1699

**GAS
KET - SOLENOID**

60-69 ALL (2)U-1706

SOLENOID MOUNTING SCREWS

60-69 ALL SET OF 2 (1)U-1707

**BUSHINGS - STARTER**

60- 69 ALL	DRIVE END	(1)U- 558
60-69 ALL	COM END	(1)U-1695

**TROUBLESHOOTING SOME COMMON
STARTER PROBLEMS**

There are essentially three different types of starter problems.

1)TURN THE KEY AND STARTER RESPONDS BUT IS VERY SLOW or may appear to be of normal speed but the vehicle won't start. This could be anything from worn out starter bushings to old, thick motor oil. If you suspect the starter then worn bushings are the most common although excessive resistance in the field coils could be the cause. Cars that start ok when cold but are slow to turn over when warm could indicate high resistance (make sure your engine timing is not too far advanced).

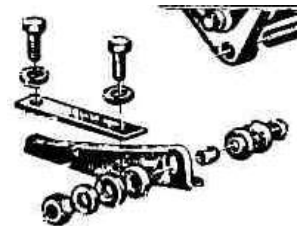
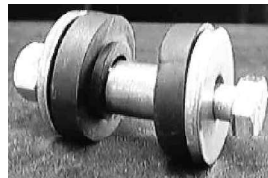
2)TURN THE KEY BUT YOU ONLY GET A CLICK.

This will either be poor battery connections or a bad solenoid. What is happening is that not enough current is able to pass to activate the solenoid. The first thing to do is to check and clean all battery connections. If the problem persists then you probably need to replace the solenoid.

3)TURN THE KEY AND THERE IS NOTHING. Once again, the causes will be pretty much the same as in problem #2 above. It is also possible that something may have happened to the ignition switch or the wiring up to the switch. In addition you may have corrosion at the main junction. Check and clean all electrical connections and try again.

GENERATOR TAIL MOUNTS

If you're still using a generator charging system then it's very important that you have proper support and vibration control on the tail (commutator) end. Generators are long and heavy and lack of support is what breaks the front (drive end) castings. We sell all the parts individually or in a kit. Also note that we've listed a few other used items as well.

**BUSHING - RUBBER tail mount**

60-64 ALL Each (Uses 2) (1)U-1198

WASHER - Tail mount

60-64 ALL Each (Uses 2) (1)U-2201

SPACER - Tail mount

60-64 ALL (1) U-548

BOLT and NUT - Tail mount

60-64 ALL includes lock washer (1)U-2687

COMPLETE KIT - Tail Mount

Includes 2-U-1198, 2-U-2201, 1-U-548, hardware (2)U-2728

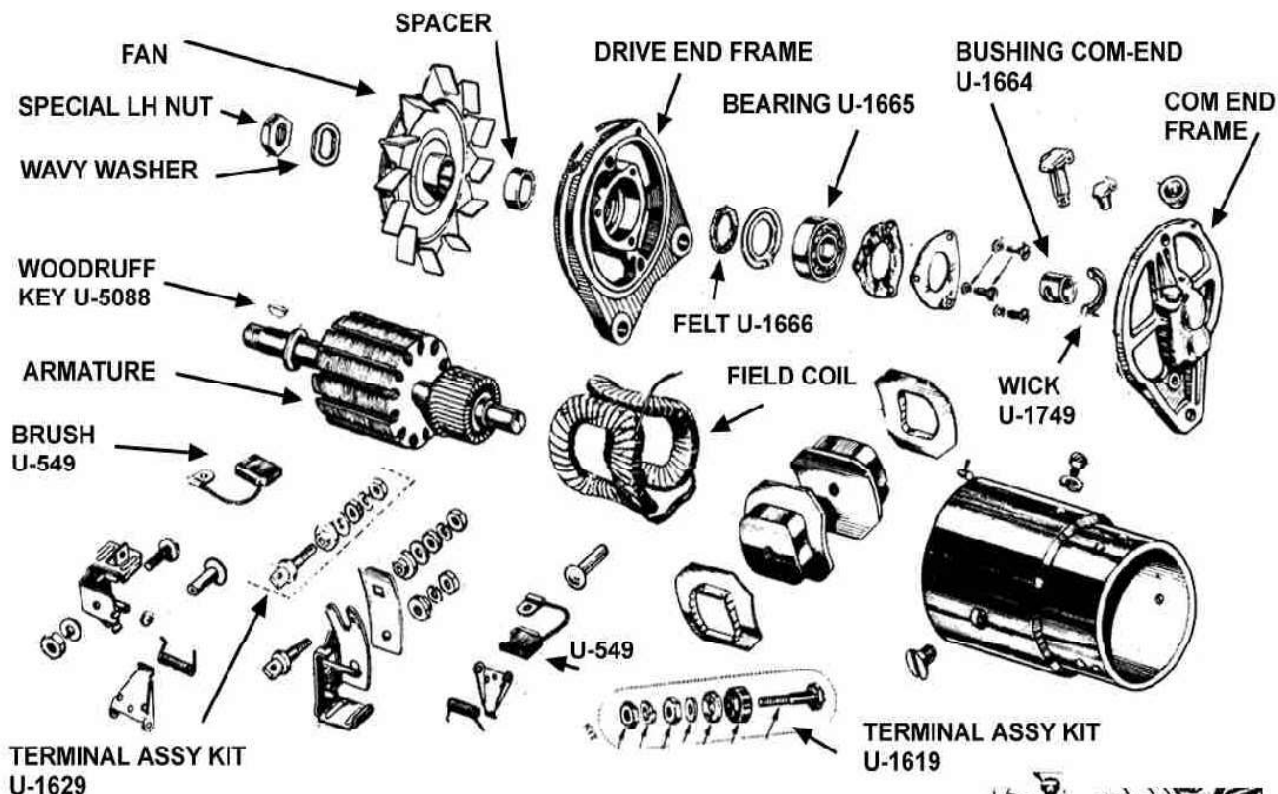
METAL MOUNT - Tail support Used

60-64 ALL with std generator (4)U-2211

60-64 ALL with hd generator (4)U-2212

INSULATOR - Tail support

60-64 ALL with hd generator (1)U-2995



REWOUND ARMATURE - Long Generator (140) U-1620

BRUSHES - Generator

60-64 All need two (3)U- 549

BUSHING - BEARING - Generator

60-64 All Bushing - tail end (3)U-1664

60-64 All Bearing - drive pulley end (3)U-1665

WASHER - Felt- tail end

60-64 All Actually they're made of fibre (2)U-1666

TERMINAL KIT - Gen.

60-64	All	w/nuts & washers	Short terminal	(2)U-1619
			Long terminal	(2)U-1629

WICK - Generator Lubricator

Note: no longer used with sealed drive-end bearings

60-64 All (1)U-1749

ARMATURE - REWOUND

60-64 All ex/short generator Professionally rewound(200)U-1620

ANTI-VIBRATION CUSHIONS

These are sold each - two used. See also "Cushion Kit" below.

60-64 All Cushions need two (2)U-1198

60-64 All Sleeve - use w/cushions (1)U- 548

60-64 All Bolt Kit w/washers and nut (3)U-2687

60-64 All CUSHION KIT includes (2)U-1198, (1)U-548 and (1)U-2687 (5)U-2728

FRAME - GENERATOR

Note: for the time being these are used parts and subject to limited supply!

60-64 All Drive End Frame Horizontal bolt holes (10)U-1667

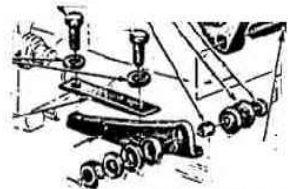
60-64 All " " Vertical bolt holes (10)U-1668

60-64 All Tail End Frame Matches U-1667 (10)U-1669

60-64 All " " Matches U-1668 (10)U-1670

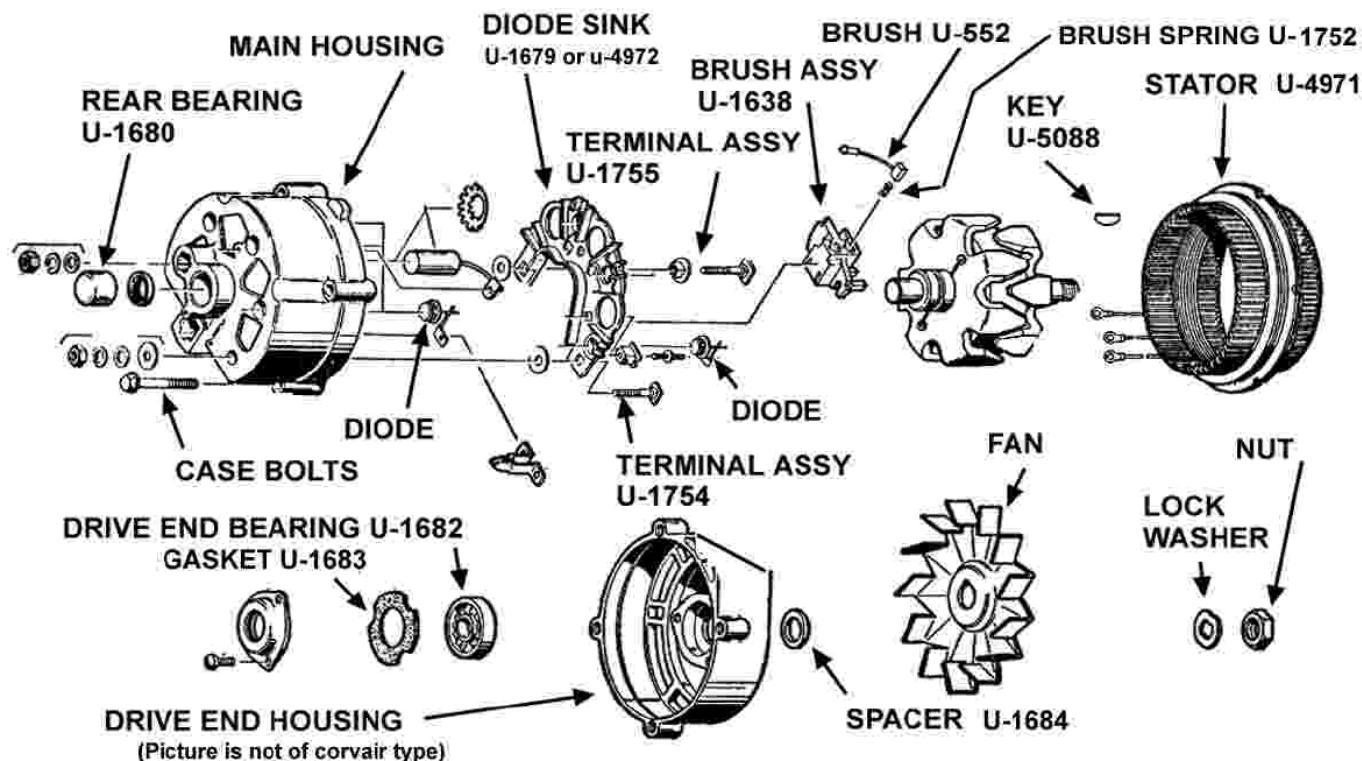
FAN - PULLEY - Generator

60-64 All Used only. Open design (13)U-1671



TAIL MOUNT ASSY
SEE PAGE G-4

ALTERNATOR PARTS



PARTS - STANDARD ALTERNATORS

REWOUND STATOR

65-69 ALL

(70)U-4971

TERMINAL UNIT

65-69 ALL

GROUND

(1)U-1755

65-69 ALL

POS.

(1)U-1754

NOTE: terminal kit includes terminal and hardware

BEARINGS

65-69 ALL

DRIVE

(2)U-1682

65-69 ALL

COM END (2)U-1680

NOTE: Originally there were other needed parts associated with these bearings (seals, wicks etc). These parts are no longer needed because the replacement bearings are state-of-the-art sealed type.

DIODES

65-69 ALL

positive

(1)U-1677

65-69 ALL

negative

(1)U-1678

HEAT SINK ASSY

65-69 ALL

(5)U-1679

65-69 with diodes

(14)U-4972

BRUSHES - HOLDER

65-69 ALL

PAIR

(2)U- 552

65-69 ALL

HOLDER ASSY

with both brushes (3)U-1638

SPACER - WASHER

65-69 ALL

SPACER

(1)U-1684

65-69 ALL

WASHER

(1)U-1672

FRAME - DRIVE END

65-69 ALL used only (20)U-1636

PARTS - HI OUTPUT ALTERNATOR

The parts listed here are for our special hi-output alternators that have the internal regulators. These alternators can be used on early or late Corvairs. (For conversion kits see page G-2).

BEARINGS

ALL

DRIVE END

(2)U-1682

ALL

COM END

(2)U-1680

DIODE TRIO

ALL

(1)U-4636

REGULATOR - INTERNAL

ALL

(2)U-4647

BRUSH ASSY

ALL ASSEMBLY

(2)U-4615

ALL BRUSHES ONLY

(1)U-4615X

RESISTOR BRIDGE

ALL

(10)U-4616

TERMINAL UNIT - Positive

ALL

(1)U-5139

REWOUND STATOR

ALL

65 AMP

(120)U-4617

For complete rebuild kits see page G-30

FLASH! We need alternator cores! We will buy complete Corvair alternators or just the drive end frames and fans! Call Lon for info!

DRIVE END FANS - We do not sell the alternator fans or drive end frames. This is because we're always searching to find enough to make our high-output alternators! Sorry...



VOLTAGE REGULATORS

Correct voltage regulators can be hard to find. Looks alone don't tell the whole story. Internally you have to have the correct settings to match the charging unit (Alternator or generator). An incorrect regulator can destroy a good generator! Additionally if you have had charger problems and have already replaced your generator *but not the regulator* be warned that the whole charging circuit is connected and a defective part anywhere in the system can cause other components to fail. Many rebuilders will NOT honor their warranties on generators unless the regulator is also replaced.

Regulators are preset to Corvair specifications and should always be considered in an electrical charging overhaul NOTE: We only sell one good grade of regulators - this IS NOT the place for "buck savers".

On the left and right you'll see different views of the 60-64 type (upper pictures) and the 65-69 type (lower pictures)



VOLTAGE REGULATORS

- | | | |
|-----------|--|------------|
| 60-64 ALL | For stock generators | (25)U- 574 |
| 65-69 ALL | For stock Alternators | (15)U- 576 |
| 60-69 ALL | That use an internally regulated hi-output alternator (pictured just to the right) | (2)U-4647 |

GROMMETS - Regulator

- | | | | |
|-----------|---|--------------|-----------|
| 60-69 ALL | Used on all years, but the 1965-69 type have an internal threaded nut that this grommet does <i>not</i> have. To use on 1965-69 simply use a through bolt with nut and washer . | SOLD AS EACH | (1)U-1689 |
|-----------|---|--------------|-----------|



STARTER SOLENOIDS - PARTS

These are new, not rebuilt, heavy duty starter solenoids. Click click click when you try to start - sometimes the starter finally works sometimes not - Check all electrical connections first then, well, it's most likely the solenoid. Any time you replace the starter you should replace the solenoid too. They're inexpensive and harder to replace if you have to go back later!

STARTER SOLENOID

- | | | |
|-----------|-----|------------|
| 60-69 ALL | NEW | (55)U- 554 |
|-----------|-----|------------|

REBUILD KIT - SOLENOID

- | | |
|-----------|------------|
| 60-69 ALL | (10)U- 546 |
|-----------|------------|

CONTACT ASSEMBLY - SOLENOID

- | | |
|-----------|------------------------|
| 60-69 ALL | Pictured to the right. |
|-----------|------------------------|

Most common part to go bad in the solenoid. It's also included in the U-546 rebuild kit. Ours are plated copper (3)U-534

GASKET - SOLENOID

Yours is missing?? No surprise! These go between solenoid and starter 60-69 ALL

MOUNTING SCREWS - SOLENOID

60-69 ALL Set of 2

SPRING - SOLENOID

Comes with new solenoids 60-69 ALL



U-3213



U-1702



U-534

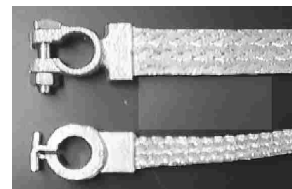
THE GRITZLS

By Ethel May Potter



BATTERY CABLES

These are available as heavy duty replacement or original spring-end. The spring-end are exact reproductions of the original. The picture to the right shows the difference between the heavy duty non-original cable (upper) and the exact repro spring end (Lower). The picture shows the early type of negative cable. Note: The non-original cable has a heavier braided strand.



NON ORIGINAL CABLES

Examples are to the left. The upper two are the standard positive cable (red) and also the design for 65-69 negative (black). The lower picture is of the 60-64 type negative cable

These are less expensive than the original repro spring-end, and as already mentioned, are of a heavier design. NOTE: Even though these are "not original" be assured that we have them custom made for us to correct lengths and correct location for holes. Don't, for example, end up with a braided negative cable with 4 or 5 holes at random! Ours are specific to the Corvair!



REPRO SPRING-END CABLES

These are exact repros - right down to wire gauge, color and numbering (if applicable). The spring-end feature works by compressing with pliers to install or remove. Pictured to the right is a complete view of a 65-69 spring-end negative cable, NOTE - As of 1-15-03 these cables had been discontinued by the

manufacturer. Stay posted to find out when we can get someone else to make them!

BATTERY CABLES

	NON ORIG NEG/	NON ORIG POS/	REPRO NEG/	REPRO POS
1960 ALL	U- 689	U-5271*	U-5278	
1961 CARS	U- 696	U- 689	U-5272	U-5279
1961 LAKEWOODS	U- 669	U- 691	U-5274	U-5279
1961 FC	U- 669	U- 712	U-5273	U-5278A
1962 CARS	U- 696	U- 689	U-5272	U-5279
1962 WAGONS	U- 669	U- 691	U-5274	U-5279
1962 FC	U- 669	U- 712	U-5273	U-5278A
1963 CARS	U- 696	U- 689	U-5272	U-5281
1963 FC	U- 669	U- 712	U-5273	U-5278A
1964 CAR	U- 696	U- 689	U-5272	U-5282
1964 FC	U- 669	U-712	U-5273	U-5283
1965 CAR	U- 700	U-693	U-5275	U-5284
1965 FC	U- 669	U- 712	U-5277	U-5285
1966 CAR	U- 700	U- 693	U-5275	U-5286
1967 CAR	U- 700	U- 693	U-5275	U-5287
1968 CAR	U- 700	U- 693	U-5275	U-5287
1969 CAR	U- 700	U- 693	U-5275	U-5287
65-69 W/HD Battery	U- 700	U- 693	U-5276	U-5287

* NOTE:

1960 also has a short "extension" ground cable that connects to U-5271 - exact repro is U-5271X

NOTE ALSO - non original positive cables are red, whereas the repro positives are usually black or black with a red secondary lead.



CORSA CLOCK REPAIR KIT

Automotive clocks are not known for their longevity! If you have a non-working Corsa clock then upgrade with this retrofit kit. New quartz movement uses 100th less power to operate than the original and is more dependable -

complete with instructions. When installed looks totally original! (Sorry, will not work on Monza clocks)

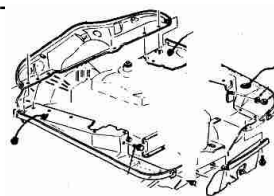
CLOCK REPAIR KIT - (2)U-4191

G-8

GROUND CABLES

These are small copper braided cables (sort of like small early battery ground cables) Most Corvairs use three per vehicle - they bolt to the shroud in the three locations around the engine, other than where the regular battery negative cable connects. They are available in 2 lengths - 5/ 1/2" and 7 1/2 inches.

5 1/2 " long (1)U- 702
7 1/2 " long (2)U- 666





'62 CORVAIR MONZA

FAMILY SEDAN WITH A SPORTS CAR POINT OF VIEW

Now they've all got bucket seats and they're all making noises like sports cars. ■ Who started it? ■ Chevrolet did. ■ How? ■ By introducing the Monza Club Coupe, the first really new American car in years. They're trying to buck four-wheel independent suspension, air-cooled rear engine, a marvelous four-speed box (optional at extra cost) and an absolutely unique appearance inside and out, with bucket seats and jazzy armrests. Let's face it, friends, you just can't get there



from here. The Corvair Monza is a combination of the best automotive ideas from anywhere. Just to prove that it's no phony, it went out and covered itself with glory in two of North America's most grueling rallies. The echoes of the praise heaped on those Monzas will be heard for a long time. This Corvair is a *real* automobile, one that refutes once and for all the notion that you can't have full-family comfort and sports car handling in the same package. Look around you . . . more and more knowledgeable automobile people are turning to Corvair, and (we might add) with good reason. . . . Chevrolet Division of General Motors, Detroit 2, Michigan.

BATTERY BOLTS - HOLDDOWNS

BOLTS - Battery Hold down

60-64	ALL	CARS Long type	(2)U-705
60-64	ALL	CARS Short type	(2)U-704
61-65	FC		(4)U-4104

WING NUTS - WASHERS - Bolt hold down

60-69	ALL	WING NUT	(2)U-2231
60-69	ALL	WASHER	(2)U-2201

CLAMP - Battery Hold down

66-69	ALL	Used on one side only	(2)U-703
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STRAP ASSY - Battery Hold down

Not original but works well with 65-69 square batteries. Use with old down bolts listed above. (6)U-3078

FELT - Anti-corrosion

Set of two - soak in oil. (1)U- 706



BATTERY TRAYS

These are exact reproductions of the acid-resistant black plastic battery trays. This is a good item to have because it protects your metal tray from dangerous corrosion.

BATTERY TRAY

63-64	ALL	Can also be used on 60-62	(5)U- 694
65-69	ALL		(5)U- 695

IGNITION COILS



A faulty ignition coil can cause all sorts of mysterious problems that are often mistaken for other things. It is difficult to say for sure which are typical symptoms. If your erratic running seems to be effected by engine or ambient temperature a coil may be the first place to look. Obviously if you are not getting spark at all (or a weak spark) and everything seems to be otherwise fine then the coil is a logical villain.

Original coils seemed to last almost forever while aftermarket replacements (as usual) aren't so long-lived. If the coil has been replaced before and is a bit old then it is a likely candidate for replacement.

FLAME THROWER COILS - this exciting addition is for those of you who have asked for a high-output coil - 40,000 volts should be enough! Available in black housing, chrome or epoxy.

IGNITION COIL

60-69	ALL	DELCO BRAND	(20)U- 572
60-69	ALL	NON-DELCO GOOD DEAL	(20)U- 570
60-69	ALL	FLAMETHROWER BLACK HSG	(25)U-5036
60-69	ALL	FLAMETHROWER CHROME HSG	(25)U-5037
60-69	ALL	FLAMETHROWER EPOXY HSG	(30)U-5038

**The 40,000 volt
Flame-Thrower™
high performance
coil. IT'S HOT!**



Oil filled
chrome or
stock black.
Epoxy
version
for racing.

- Maximizes energy and reliability over the full RPM range
- 40,000 available volts
- Enables larger plug gaps for greater fuel efficiency, more power
- Delivers an average of 15% more spark energy and voltage
- Legal in all 50 states and Canada
- Fits existing brackets
- Made in U.S.A.

The Flamethrower II Coils are now in stock!
45,000 volts - .6 ohm. Black - U-6188
Chrome - U-6189

COIL BRACKET

Non-original, but works with all coils. (2)U-5039



EXTERNAL RESISTOR - COIL

Some 62-64 Spyders had this external block resistor rather than a resistor wire built into the loom (as all other Corvairs). I'm not sure why the difference, but if you have this resistor then you probably need it! (8)U-573

VERY IMPORTANT!

The new Flamethrower II coils should only be used with Ignitor II. They will not work with Ignitor I or regular points.

SPARK PLUGS

Because spark plugs are a pretty universal thing for cars (all cars use them) the poor little fellows fall into that category of parts constantly cursed with "Automotive Voodoo". In other words, everyone has an opinion about what kind of plugs you "have to use". Many of these opinions are outlandish, many simply misinformed. You find the same thing with motor oil, oil filters etc. The simple fact is, the original AC spark plugs are still the best you can get for your Corvair - The heat range is correct, the fit is correct and the quality has been consistent.

EXTENDED TIP ELECTRODES? We still maintain that some brands with "extended tip electrodes" can cause local "hot spots" on the piston crowns. In addition most of these same brands also seem to be confused as to what heat range should be used and tend to suggest higher heat than is prudent for the Corvair.

F OR FF ? - Originally the AC plugs were "FF" plugs (46FF 44FF etc). For the past 10 years now the AC plugs have been superseded with "F" plugs. There has, of course, been concern that the single "F" plugs were an inferior "update". The fact has proven otherwise, in fact it looks like the single "F" may actually be a better plug!

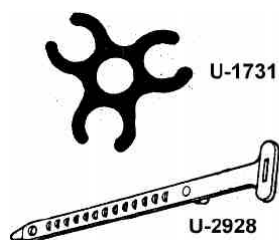
SPLIT ELECTRODE PLUGS? As I mentioned earlier, the voodoo quackery never stops with some automotive parts. First off, in order to prove that something works better than original you really have to apply scientific principles of testing - and so far, advocates of these plugs use "anecdotal" non-scientific examples of success. It's just like the guy who puts a loud exhaust system on his car then is absolutely convinced that the car is putting out 20% more horsepower (it sounds so powerful!). But where's the hard evidence? Did he do a dyno test? Did he even check a quarter mile run before and after? The **written** arguments for split electrode plugs I have seen have sort of a superficial logic (don't they all?) but then, after closer thought, don't seem to hold up. And finally, even if they are better plugs why do they cost almost 3 times as much as regular plugs? That split electrode can't cost that much more to make! (Starting to see a familiar pattern here?). This issue should be approached with hard-eyed skepticism - not a "you too can weld aluminum with a propane torch" - state fair mentality. Cow magnets anyone?



SPARK PLUGS

60-68 ALL with 80hp, 84hp, 95hp (64-68) ex/air cond ex/smog pump
 60-69 ALL with 95hp (1960), 98hp (1961), 102hp (62-63) 110hp (64-69)
 62-66 TURBO
 62-69 With air conditioning
 65-69 with 140 HP engine
 65-69 with smog or AIR pump
 Special Race Plug

AC44F Each (3)U-561
 AC42F Each (3)U-562



While it is supposedly cut and dried which heat range plug to us (as listed above) you may wish to experiment with your particular car. The 46F is the "hottest" plug with the 42F the "coldest". Ideally you want the coldest plug that you can get away with without having misfiring trouble.

SPARK PLUG WIRE RETAINERS

We have this excellent reproduction of the original three pronged plastic spark plug wire retainer. Aids in routing of wires to avoid interference with linkages etc.

60-69 ALL (1)U-1834

WIRE STRAPS

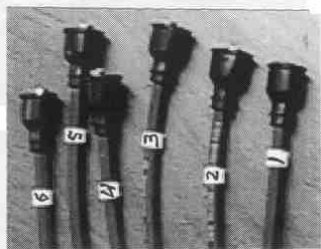
While not exactly original these are very useful to tie wires together or to other items (fuel lines etc). Has many uses on the Corvair!

60-69 ALL (1)U-2928

WIRE NUMBERS

Each one of these kits includes enough clamp-on numbers to do 3 sets of cables. Helpful to identify wires at the distributor or anywhere else along the line.

(2)U-5035



For individual spark plug cable parts and spark plug cables see the next page.

SPARK PLUG CABLE SETS

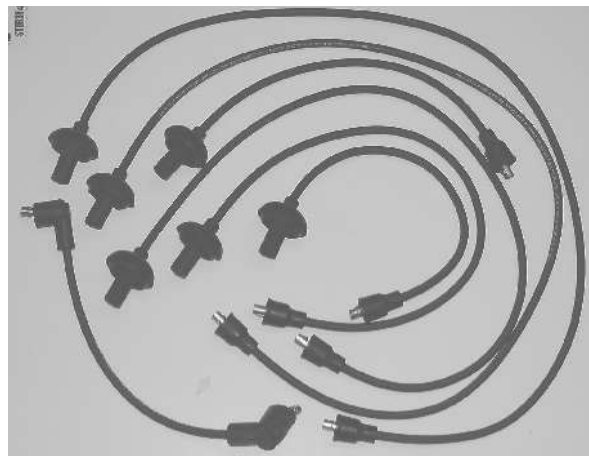
These are the finest cables for the lowest price! All our cables come with correct Corvair shroud boots (no right angle boots, however). These shroud boots are **critical** in making sure that your engine cooling happens efficiently! Bad spark plug cables can be the cause of all sorts of misery - missing, poor response, lack of power. Spark plug cables should be replaced on your Corvair every other tuneup!

SUPERMAG - A black premium silicone jacket and a metallic resistor core. 7mm **Stock size and appearance**

SILICONE WIRE SYSTEMS - Premium 8 mm high performance silicone jacket and boots. All metallic suppression core.

The Ultimate wire!

SOLID CORE - Off road use only. Non suppression solid core 7mm



YEAR	COLOR	SUPERMAG	SILICONE WIRE SYS	SOLID CORE
1960	BLACK	(40)U-565	(40)U-5449	(35)U-642
1960	YELLOW		(40)U-5450	
1961-69	BLACK	(40)U-556	(40)U-4538	(35)U-547
1961-69	DARK GREY			
1961-69	YELLOW		(40)U-4536	
1961-69	RED		(40)U-4690	
1961-69	ORANGE		(40)U-4557	
1961-69	BRIGHT BLUE		(40)U-4537	
1961-69	PURPLE		(40)U-4558	
1961-69	PINK (RAD!)		(40)U-4539	
1961-69	BRIGHT GREEN		(40)U-4689	
1961-69	TEAL		(40)U-4689A	

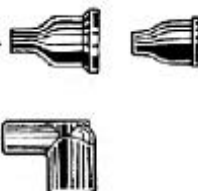


Silicone Wire Systems is the work of famed Corvair racer Seth Emerson. He wanted a spark plug wire that would offer static suppression (to protect delicate racing instruments) yet would work as efficiently as a solid metallic core wire. To give extra long life and durability he upped the jacket to 8mm and made sure to use premium chemical resistant silicone as the material. These are the best Corvair wires you can buy - and they're available in a rainbow of colors to match any engine compartment!

INDIVIDUAL CABLE COMPONENTS

COIL END BOOT - Straight
DISTRIBUTOR END BOOT - Straight
" " - Right angle
SPARK PLUG END BOOT - Straight
DISTRIBUTOR END TERMINAL - Brass
COIL END TERMINAL - steel

(1)U-3360
(1)U-3361
(1)U-3362
(1)U-563
(1)U-3393
(1)U-3394

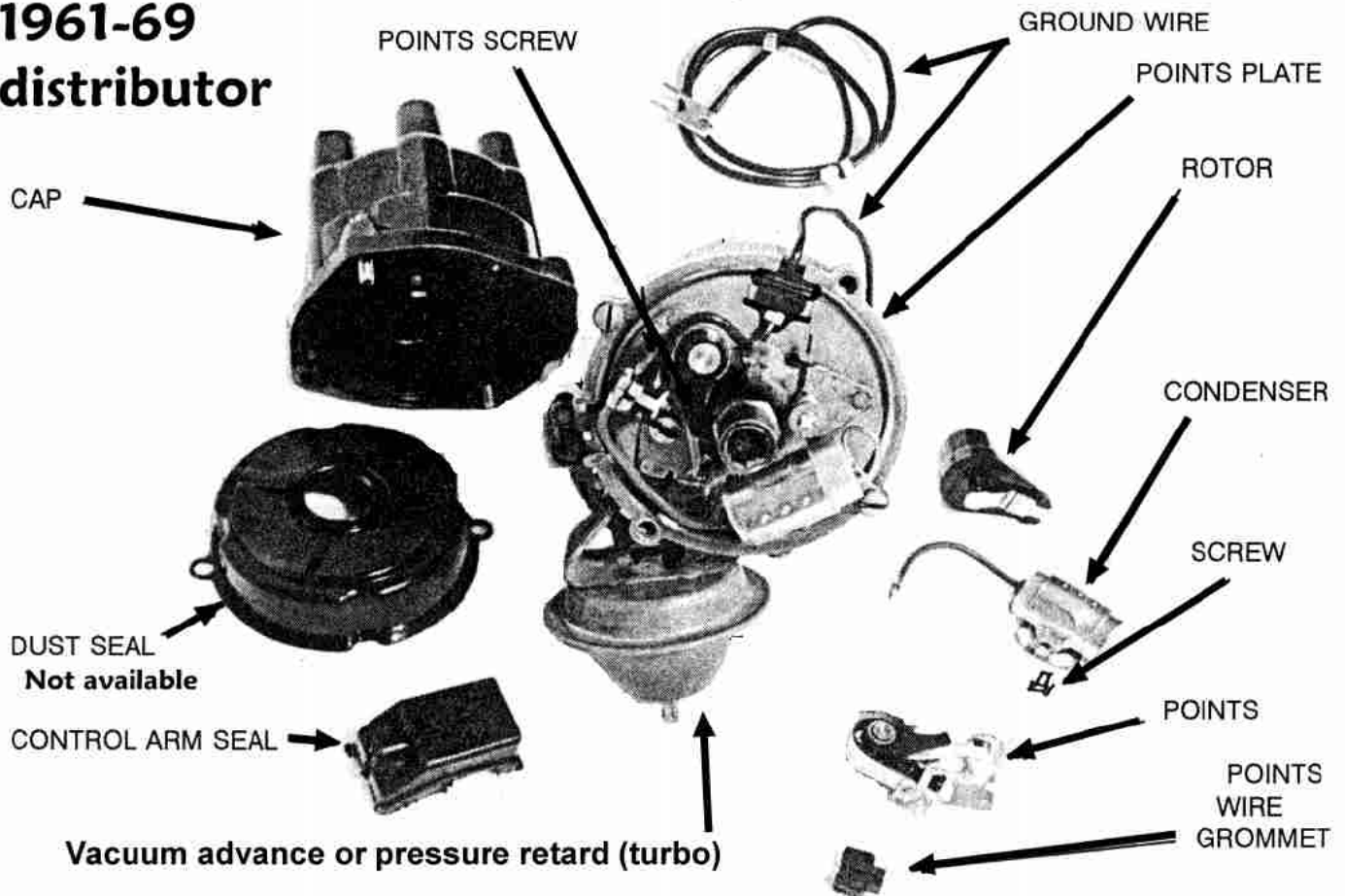


Why you shouldn't use solid core wires in a street vehicle.

Solid core wires cause static interference which can cause all sorts of mayhem with your fellow drivers - they can even set off explosive charges as you drive by a construction site! Keep them off road **please!**

DISTRIBUTOR - Tuneup Parts

1961-69 distributor



DALE POINTS PLATE

(Read all about it below)

61-69 ALL

(15)U-1639

POINTS - Distributor

60-early 61 (clip-on cap)

61-69 ALL (screw-on cap)

61-69 ALL " "

Delco

Neihoff

(3)U- 515

(3)U- 518

(3)U- 517

HOLD DOWN SCREW - POINTS

61-69 ALL

(1)U- 519

A COMMON DISTRIBUTOR PROBLEM!

If your Corvair just doesn't run right the first thing to always check is the condition of the distributor points plate. The plate is designed to swing in an arc but not to move up and down. What happens is that the original pivot pin wears through the upper plate and not only do you end up with a varying points gap and dwell but the electrical continuity to the points can be interrupted. Remember that just .020 worth of wear at this point can negate your points setting under some load conditions. The most common symptoms of a worn points plate is a car that runs normally at certain load levels but runs poorly under others - accelerations or deceleration, for example.

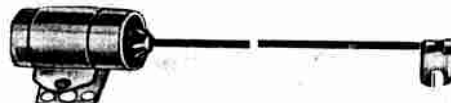
The repair for this common problem is easy - just install our Dale brand rebuilt points plate! (Or better yet, install the Pertronix electronic Ignition system. Listed on page G-16) These quality plates are rebuilt by the same company that brought you the now-famous Dale bolted flywheels and rebuilt harmonic balancers, so you know that quality is assured. The Dale points plates have a bronze pivot bushing and a special hard-soldered ground wire to insure that you will always get a good ground.

Whether you decide on a new Dale points plate or a Pertronix Ignitor, you'll be amazed at the improvement in performance!

CONDENSERS

CONDENSERS - Distributor

60-69	ALL	non-Delco brand	(2)U- 520
60-69	ALL	Delco brand	(2)U- 521
60-69	ALL	hold down Screw	(1)U-4252



ROTOR

ROTOR - Distributor

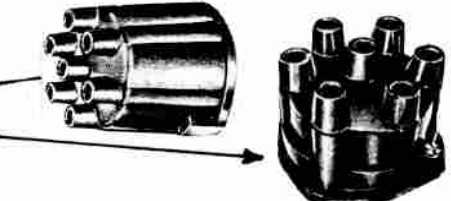
60-early 61	various brands	(2)U- 522
late 61-69	ALL non-Delco brand	(1)U- 523
late 61-69	ALL Delco brand	(1)U- 524



CAP

CAP - Distributor

60-early 61	various brands	(2)U- 525
late 61-69	ALL non-Delco brand	(2)U- 526
late 61-69	ALL Delco brand	(2)U- 527



POINT-ROTOR-CONDENSER KIT

Save a few bucks over buying these parts individually! Kit includes non-Delco brand points, rotor and condenser. For all Corvairs **except** 60-early 61.

P-R-C KIT (4)U-2397

VACUUM ADVANCE - PRESSURE RETARD

All 60-69 Corvairs (except turbos) use a vacuum advance unit mounted on the side of the distributor. This unit advances the timing when needed. ON TURBO engines the unit on the side of distributor looks just like a regular vacuum advance but is instead a **pressure retard** unit. The pressure retard only works when the turbo goes into boost and then retards the timing. It is very important that you do not use a vacuum advance in place of a retard unit on a turbocharged engine or severe damage to the engine can occur. Pressure retard units are stamped with either the number #224 or #250. They also have a "ferrule" type outlet where the hose connects.

VACUUM ADVANCE

60-EARLY 61	ALL*	NEW part	(3)U- 532
		USED part	(3)U-532x
late 61-69	ALL	ex/turbo ex/140	(3)U- 533
65-69	140 HP only	Used only	(3)U- 614



PRESSURE RETARD

62-66	TURBO ONLY	Dale Repro	(3)U- 538
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RETARD/ADVANCE UNIT

This is a special "hybrid" unit developed by Dale Mfg. for turbo distributors that act as both an advance unit and the correct retard unit. Better low end performance and response and better economy is reported. We have one on our 65 turbo and like it!

62-66	TURBO ONLY	Dale product	(3)U- 537
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SEAL- CONTROL ARM

61-69	ALL	Side advance arm	(2)U- 529
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GROMMET - POINTS WIRE

60-EARLY 61	ALL		(1)U- 530
LATE 61-69	ALL		(1)U- 531

WIRE - POINTS

60-EARLY 61	ALL	Breaker plate to external wire	(1)U-1617
60-EARLY 61	ALL	External wire to coil	(1)U-1618
LATE 61-69	ALL	points to coil neg. wire	(1)U- 541

HOSE - VACUUM ADVANCE

This is the rubber hose that runs from the advance unit to the carb port.

60-69	ALL	EX/TURBO	HOSE	(2)U- 463
62-66	TURBO		HOSE	(2)U-1623



QUALITY REBUILT DISTRIBUTORS FROM CORVAIR UNDERGROUND

YOUR SEARCH FOR REBUILT DISTRIBUTORS IS OVER! WE HAVE A WINNING COMBINATION OF GUARANTEED QUALITY AT AN UNMATCHED PRICE!

Trying to find a rebuilt Corvair distributor that is **done right** can be a frustrating search. Your local auto parts store probably lists Corvair distributors - **but** - look at their book - "one size fits all"? No way! There were almost 40 different Corvair distributors! Some of the differences are very minor, some very important! Because your distributor regulates the entire engine electrical system, the wrong one will keep your car from operating as it should. Don't waste time and money with a generic Corvair distributor - **trust the Underground to get you what you need!**

DON'T COMPARE THESE TO OTHERS' "low price" UNITS! These are properly rebuilt, better than original, using the latest features -

ALL OUR DISTRIBUTORS come standard with....

- * A ONE YEAR WARRANTY
- * ALL NUMBERS MATCH!*
- * DALE BRAND POINTS PLATE - (ex/ with Ignitors) updated to include a special ground wire and bronze bushing - important performance improvements!
- * DOUBLE BRONZE BUSHINGS - will increase life and reliability.
- * NEW NEGATIVE WIRE AND GROMMET INCLUDED with all designs ex/Ignitor
- * NEW ROLL PINS ARE INSTALLED
- * DRIVEN GEAR IS BONDED ON SHAFT
- * ALL OTHER PARTS ARE CHECKED FOR WEAR AND REPLACED AS NEEDED

* AVAILABLE FIVE WAYS - "BASIC", "BASIC PLUS", "SUPER" and "IGNITOR"

* Some of the distributors have very little difference from Automatic transmission to manual so we may consolidate the number stamped on the housing. If you need a specific housing/number for concours etc just let us know.

CORES - All rebuilt distributors require either a core charge or your old distributor. CORE CHARGES ARE LISTED IN THE PRICE SHEET

BASIC MINUS - This is a Basic distributor (see next line below) *without* a points plate or Ignitor - Basic Minus distributors use the "Basic" part number but subtract \$19.00 from the listed price. Make sure to specify "Basic Minus" when you order.

BASIC DISTRIBUTOR - As described above in the general descriptions.

BASIC PLUS - Same as Basic but includes new points, rotor condenser and cap.

BASIC DIST With IGNITOR - A basic with an Ignitor electronic ignition.

SUPER DISTRIBUTOR - A Basic distributor PLUS new points, rotor, condenser, cap, side boot, and new vacuum advance (or pressure retard, for turbo models). Note: 140 hp units will come with a 110 advance.

IGNITOR DISTRIBUTOR - Just like a Super distributor except that it has our Pertronix ignitor electronic ignition installed instead of points.



		BASIC DIST	BASIC PLUS	BASIC W/IGN	SUPER DIST	IGNITOR DIST
60-63	80,84 HP	(90)U-1654	U-1654B	U-1654A	(90)U-1940	(100)U-5089
62-63	102 HP	(90)U-1655	U-1655B	U-1655A	(90)U-1941	(100)U-5090
64-67	95 HP	(90)U-1656	U-1656B	U-1656A	(90)U-1942	(100)U-5091
64-67	110 HP	(90)U-1657	U-1657B	U-1657A	(90)U-1943	(100)U-5092
65-67	140 HP	(90)U-1658	U-1658B	U-1658A	(90)U-1944	(100)U-5093
68-69	95 HP	(90)U-1644	U-1644B	U-1644A	(90)U-1945	(100)U-5094
68-69	110 HP	(90)U-1659	U-1659B	U-1659A	(90)U-1946	(100)U-5095
68-69	140 HP	(90)U-1660	U-1660B	U-1660A	(90)U-1947	(100)U-5096
62-63	150 HP	(90)U-1661	U-1661B	U-1661A	(90)U-1948	(100)U-5097
64	150 HP	(90)U-1645	U-1665B	U-1645A	(90)U-1949	(100)U-5098
65-66	180 HP	(90)U-1662	U-1662B	U-1662A	(90)U-1950	(100)U-5099

NOTE: All the distributors listed above are screw-on cap type late 61-69. The 1960 early 61 clip on cap not rebuildable.



A truly superior

ELECTRONIC IGNITION SYSTEM

**WHY SPEND OVER \$100.00 (OR MORE) FOR AN OLD-FASHIONED SYSTEM?
WHY NOT CONVERT YOUR OUTDATED POINTS SYSTEM?
WHY PAY MORE FOR A REAL IGNITOR SOMEWHERE ELSE?**

We've sold over 4300 of these systems in the past 10 years with excellent results!

As you probably know, Corvairs can be very hard on points. We've had some cars that needed to have their points gap re-set every several thousand miles! Keeping gap AND dwell in line can also be difficult on 34-43 year old engines. Besides that, even the best points system will never work as well as a good electronic one -

The IGNITOR that we sell is the most modern system on the market today - it completely eliminates points AND condenser, giving you a complete replacement in one small package. To complete the amazement you should also know that the IGNITOR sells for roughly HALF the price of those obsolete systems!

COMMON QUESTIONS ABOUT THE IGNITOR

IS IT DIFFICULT TO INSTALL? NO! Installation is as simple as it gets - there are no external boxes and miles of ugly wiring to route and connect. The entire system is contained inside your distributor, under the cap. All you have is a positive and a negative wire coming out of the distributor which simply connect to your coil. The IGNITOR works on all late 1961-69 Corvairs with screw-on distributor cap.



DO I NEED TO CHANGE ANYTHING ELSE? NO! You can install only the IGNITOR and everything will work great. We offer high output coils and MSD capacitive systems but they are by no means necessary. By the way, the IGNITOR is compatible with nearly all other coils and capacitive discharge systems. **IMPORTANT NOTE** - you will need to re-time your distributor. This is easily done with a timing light.

HOW LONG WILL ONE LAST? This is not really known. We have many customers that still run their original Perlux IGNITORS (this company's fore-runner) and have done so for 10-12 years. The units carry a 30 month replacement warrantee in any case. ALL electronic ignitions (like all electronic devices) will eventually fail, no matter what brand - so it's always a good idea to carry a spare or a spare points plate with

points and condenser etc. That aside, we also should note that the IGNITOR is designed with high-temperature use in mind and have proven to outlast most other competitors's brands, especially in Corvair use!

1961-69 ALL w/screw-on dist cap IGNITOR (5) U-651

(Got a clip-on cap distributor (60- early 61)?? We strongly advise you switch to the later 61 design.)

And now...THE IGNITOR II is in stock!!

The Ignitor II is just like the regular Ignitor except that it offers variable dwell in the circuitry. What this means is that the unit will behave like a higher-priced HEI system. Same easy installation, same reliability as the regular Ignitor. If you currently have an Ignitor I should you upgrade to the II? We don't think that is at all necessary.

THE IGNITOR II (4)U-6187
THOSE COLLOSAL GRITZLS

By Manfreedi and Johnson



TUNEUP KITS SUPERKITS

These are handy kits that include any number of parts that you may want to do a tune-up from the simple to the exotic. Of course we offer all these parts individually at our usual low Underground prices, but the point of a Superkit is to buy in a package deal to save even more money - it's also convenient. All kits, even the most simple, contain quality parts backed by our 1 year guarantee. Note also that we now offer an ultimate kit with the fantastic Pertronix electronic ignition system. So pick the kit you like best!



BASIC SUPERKIT - Includes, 6 AC spark plugs, points, rotor and condenser, copper contact distributor cap, standard resistor spark plug cables (with correct Corvair boots), and standard paper air filter(s), one Dale brand points plate. We also now include air filter to carb mounting gaskets.

"A" KIT - Is the same as BASIC kit just listed but **does not** include a Dale points plate.

"B" KIT - Is the same as BASIC kit but includes Silicone Wire Systems 8mm silicone racing wires instead of std wires.

"C" KIT - Is the same as BASIC kit but includes washable "lifetime" air filter(s)

"D" KIT - Is the same as BASIC kit but includes 8mm silicone wires **and** washable air filter(s)

"E" KIT - Includes 6 AC spark plugs, 1 Pertronix electronic ignition unit, 1 rotor, 1 copper contact distributor cap, set 8mm silicone wires, washable air filter(s)

"F" KIT - Is just a set of points, rotor, condenser and cap.

"G" KIT - Is just a set of points, rotor, cap and spark plugs.

"H" KIT - Is a set of points, rotor, cap, plugs and std plug wires.

"I" KIT - Is the same as the E kit listed above but also includes a high output coil, and ballast resistor (62-64 turbo models only)

THE ULTIMATE!

	BASIC KIT	"A" KIT	"B" KIT	"C" KIT	"D" KIT	"E" KIT
60 ALL		U-4255A	U-4255B	U-4255C	U-4255D	
1961 early (clip on distributor cap)		U-4256A	U-4256B	U-4256C	U-4256D	
61-63 ALL ex/turbo (screw on cap)	U-4257	U-4257A	U-4257B	U-4257C	U-4257D	U-4257E
62-66 TURBO ONLY	U-4258	U-4258A	U-4258B	U-4258C	U-4258D	U-4258E
64-69 ALL ex/turbo ex140 ex64-65 air	U-4259	U-4259A	U-4259B	U-4259C	U-4259D	U-4259E
65-69 WITH 140HP	U-4260	U-4260A	U-4260B	U-4260C	U-4260D	U-4260E
64-65 with air	U-4257	U-4257A	U-4257B	U-4257C	U-4257D	U-4257E

CORVAIR BYPASS SURGERY

Probably one of the most dangerous situations you can encounter in a Corvair has nothing to do with the heater or the suspension. As the cars have gotten older it has become more of a problem too.

In the engine compartment there is a major wiring junction near the firewall, which includes a large red #10 wire. When this particular connection becomes old and corroded then poor electrical contact develops. The symptoms are easily recognized. Zipping down a nice Oregon country road at night and suddenly losing all electrical power without warning is a real thriller, and I don't mean Boris Karloff. You see, the large #10 red wire carries all the power to the front of the car where it is "controlled" and then sent back to the engine compartment. Quite often all the cleaning in the world will no longer repair the connection to where it can be relied on.

At one time there was really only one reliable solution (which I will list here) although, thanks to new reproductions, there is a second alternative. The first fix will give preservationists the bends - but it is cheap and it works. (Note: figure #1) This involves removing both ends of the #10 wire from their respective connectors. They are then thoroughly cleaned and soldered together **outside** of the connectors. The rest of the connections can be cleaned and reassembled. While this may not give total reliability- a failure will not result in the same disastrous results as the #10 wire failure. That's why if the connections are really bad or you have a nice car the second option is more viable.

Fortunately we now have exact reproduction wiring harnesses (with **correct** connectors). *These harnesses finally solve these problems because you are not attempting to repair ancient connections!*

continued on next page

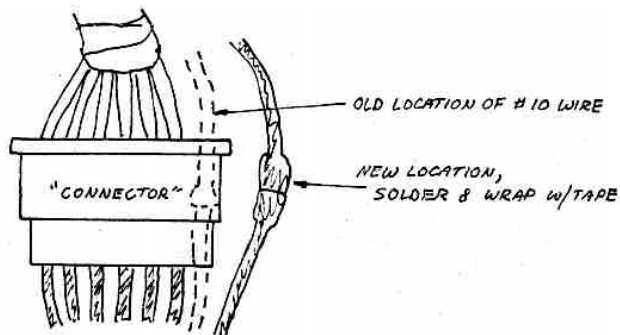
CORVAIR BYPASS SURGERY CONTINUED

In order to solve the specific problem we have been discussing here will require purchase and replacement of both the **ENGINE** and **BODY** harnesses. See page G26. A side benefit may also be realized if it turns out that other engine compartment wires were worn and defective. *These quality harnesses solve the problem while maintaining original appearance!*

Never again will you be stuck in the middle of traffic on the Interstate bridge without power. Never again will you miss that turn on a midnight dreary on top of Bald Peak Mountain because somewhere went your headlights.

A proper repair or an eternity in you-know-where! The choice is up to you!

This tech tip was first offered back in 1979 and thousands of people have tried it with reliable results. Because of the nice reproduction wires available now we expect more future success stories!

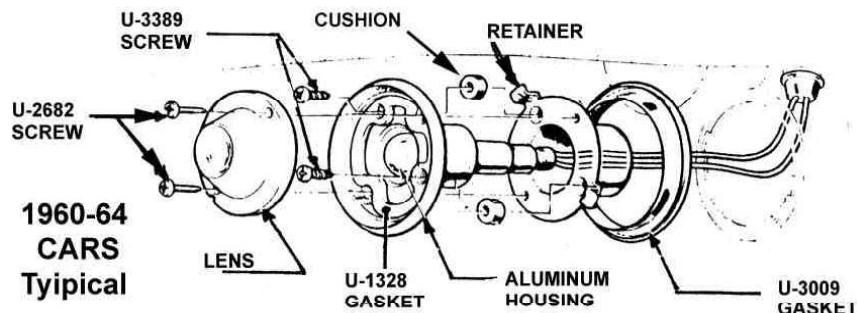


In Oregon we have two guys known as "The NOS Twins" - Duane and Duane. Here they show off their latest acquisitions at the 1999 National in Lake Tahoe. These national Corvair Society conventions are great fun - try to attend them whenever you can! We always list the years' National in our calendar located in your current issue of The Corvair News.

Watch for the Penguin Page - in selected issues
Of the CORVAIR NEWS!



TAIL LIGHT LENSES and HOUSINGS



LENSES - STOP AND BACKUP

We've got replacement lenses and NOS lenses. The NOS are, as usual, subject to availability. If you must have NOS, and will not accept the others as a substitute, then let us know when you order. NOS lenses are identified in the price sheet, and use the same part number as the replacements.

CAR LENSES

YEAR	TYPE	STOP	BACKUP
1960-61	ALL ex/Monza	U-1121	U-1129
1960-61	Monza only	U-1121	U-1128
1962	ALL	U-1122	U-1130
1963	ALL includes chrome center ornament	U-1123	U-1131
1964	ALL does not include center ornament	U-1124	U-1132
1964	ALL ORNAMENT ONLY	U-1127	U-1127
1965	ALL	U-1125	U-1133
1966 early*		U-1126X	U-1134X
1966-69	ALL	U-1126	U-1134
1961-65	FC ONLY Used only	U-1219	n/a

ALL LENSES ARE 3 wtunits each.

* Note that early 66 and later lenses are almost identical, but have a slightly different size aluminum ornament. Unless you specify we will ship whichever we have - if we have any. 66-69 are the hardest lenses to get right now.



EXACT REPRODUCTION TAIL LIGHT HOUSINGS 1960-64

These are machine-formed of anodized aluminum to replace the old bent-up ones you probably have on your car. The stop units

come with new socket and pigtail - the backup units come with new socket plug-in (the electrical part is in the engine wiring

harness). You can really improve both performance and appearance with these units.

STOP/BACKUP HOUSINGS

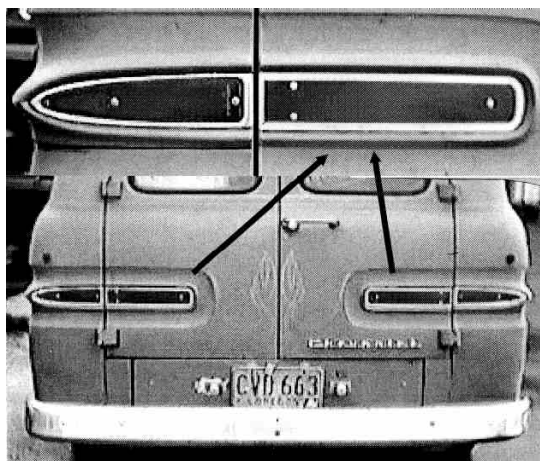
1960	ALL	STOP	(10)U-1223
1960	ALL	BACKUP	(10)U-1224
1961	ALL	EX/fc STOP	(10)U-1223X
1961	ALL	ex/FC BACKUP	(10)U-1225
1962	ALL	ex/FC STOP	(10)U-1226
1962	ALL	ex/FC BACKUP	(10)U-1227
63-64	ALL	ex/FC STOP	(10)U-1228
63-64	ALL	ex/FC BACKUP	(10)U-1229

SEE NEXT PAGE FOR MOUNTING GASKETS,

Important - At press time (3-23-05) the future

availability of these housings is in question. We will continue to offer them when possible and will also continue to carry NOS when we can. The most difficult to keep in stock are the 63-64 stop assemblies. We have a huge inventory of 60-61 backup assemblies, which in some cases, can be converted to stop assemblies.





REAR "REFLECTORS" - FC's

For years we've had to search for NOS GM reflectors. Then when found the prices are - well, not reflective of sanity. To add insult to injury, once you install an NOS pair they immediately begin to disintegrate! *Enough already!*

We now have nice reproductions of this popular trim item. Correct as an option for all 1961-65 FC's (Vans and pickups). We've even made them of better material than NOS.

NOTE: Because of Federal and/or state regulations, these reflectors **do not** reflect. We have, however, made a very concerted effort to make the "red" area look as authentic as possible. Also note that you can still buy clear units that have not been finished, which are just right for custom or lighting projects. In fact, we'd like to see any of those custom projects (send us your pictures!). **SOLD AS EACH** (either side)

UNFINISHED CLEAR "REFLECTOR"

U-4966

FINISHED "REFLECTOR"

U-1141

Sorry - But as of 9-03-02 Temporarily N/A! Keep checking our website and the NEWS.

GASKETS - FRONT AND REAR LENSES

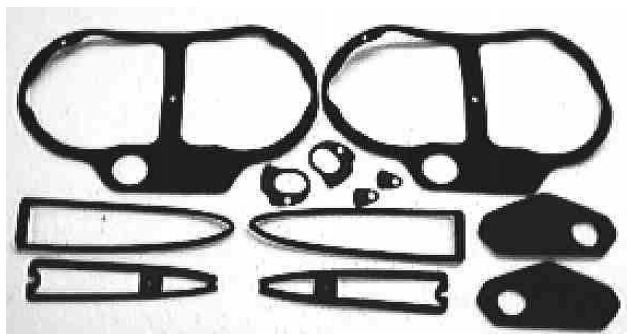
HEADLIGHT BUCKET TO BODY	60-64 ALL ALSO 65FC	Either side	(2)U-1323	
TURN SIGNAL HOUSING TO BODY	65-69 ALL ex/FC	Either side	(1)U-1330	
TURN SIGNAL LENS TO HOUSING	60-64 ALL	RH	(1)U-1331	
		LH	(1)U-1332	
TURN SIGNAL LENS TO HOUSING	65-69 ALL ex/FC	Either side	(1)U-1333	
	TAILITE HSG TO BODY	61-65 FC	(2)U-1327	
	LENS TO HSG	61-65 FC	(2)U-1329	
	LENS TO HSG	60-64 CARS	(1)U-1328	
	LENS TO HSG	65-69 CARS	(1)U-1325	
	HSG TO BODY	60-64 CARS	(1)U-3009	
	HSG TO BODY	65-69 CARS	(1)U-1326	
	LICENSE LIGHT LENS	(1)U-1824		

NEW REPRO! Exact reproduction molded turnsignal gasket for 65-69 U-6193 each

BODY GASKET SUPERKITS

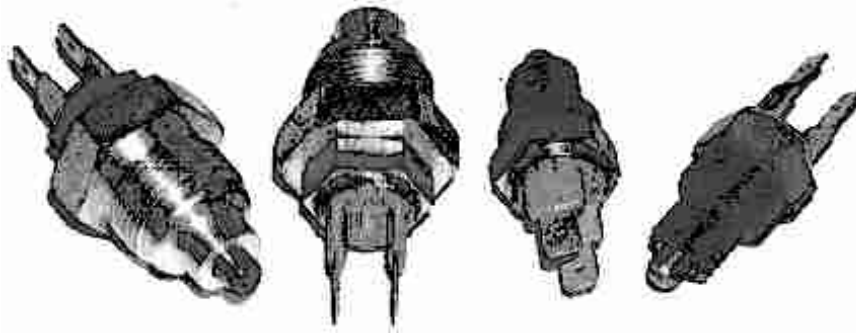
We have weatherstrip SUPERKITS but they don't quite cover everything. These small kits are designed to fill out the other gaskets needed. Kits include (where applicable) taillight lens to housing gaskets, housing to body gaskets, parking light gaskets, license light gasket, headlight gaskets, door handle and door lock gaskets,

60-64 ALL ex/FC 2dr and convert	(15)U-4865
60-64 ALL ex/FC 4 dr and wagons	(15)U-4866
61-64 Pickups	(15)U-4867
61-65 Vans 6 door	(15)U-4868
8 door	(15)U-4869
65-69 ALL ex/FC 2dr and convert	(15)U-4870
65-67 ALL ex/FC 4 door	(15)U-4871



BACKUP SWITCHES

After much research and some special machine work, we now have an exact retrofit replacement switch - this switch is superior to the original design because it is shorter and much less prone to getting destroyed from "bottoming out" (the main culprit in switch damage). The new switch comes ready to install, simply splice in the two wires to your existing wires and it's ready to go!



SUPERIOR REPLACEMENT

61-65 4 speed (7)U-1146

66-69 TYPE 4 speed (7)U-1150

NOS SWITCHES

These new switches are available in limited supplies as we get them.

If delivery is critical it's best to call first for current availability.

1961-65 BU LIGHT SWITCH 4 SPEED - as available (5)U-4453

66-69 " " 3 or 4 spd-As available (5)U-4454

BACKUP SWITCHES - Auto trans type

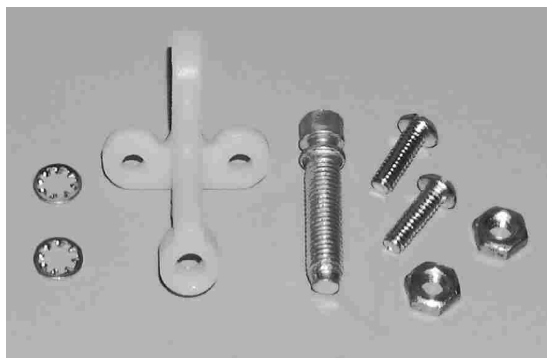
These switches are part of the neutral safety switch are not available new.

We have listed used ones here and will usually have them in stock.

SWITCH - Backup and Neutral safety - Used

60-64 ALL (4)U-1147

65-69 ALL (4)U-1149



HEADLIGHT ADJUSTERS

Now you can replace these! Each "kit" includes plastic body, adjusting screw and any mounting bolts needed. Simply drill out old rivets and replace with bolts included.

60-64 CARS also 61-65 FC Pictured left

(1)U-6009

65-69 CARS Pictured right

(1)U-6010



SWITCHES - Various

SWITCH - Headlight

60-63 ALL (15)U-621

64-69 ALL

(15)U-622

ROD - Light switch

These are USED - to remove, pull out knob and push spring loaded button on side of switch assembly.

60 ALL (3)U-1790A

61-63 ALL

(3)U-1790B

64 ALL (3)U-1790C

65-66 ALL

(3)U-1790

67-69 ALL (3)U-1791

FERRULE - light switch

60-64 ALL Used only (1)U-1792

65-69 ALL

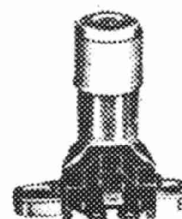
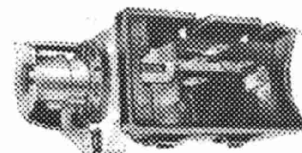
(3)U-1792A

SWITCH - DIMMER

60-69 ALL (3)U-584

TERMINAL CONNECTOR - dimmer switch

60-69 ALL (2)U-4823

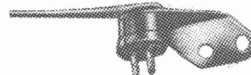


SWITCH - Stoplight

60-69 ALL CARS (2)U-3509

61-65 ALL FC (2)U-

3510



OTHER SWITCHES ARE LOCATED.....

TURN SIGNAL SWITCHES - G-28

IGNITION SWITCHES - G-28

BACKUP SWITCHES G-21

WINDSHIELD WIPER SWITCHES - G-25

HEATER BLOWER SWITCHES - G-29

TURN SIGNAL LENSES - Front

Most of the time we have a lot of these in some form or another. We have listed Used, NOS and Aftermarket. Not all types will always be available - so you're best bet is to give a second choice or to let us know that you do not want us to sub if we are out of the type you want. The Aftermarket lenses are new, but not original GM.

Application			Used	Nos	Aftermarket	
1960-62	ALL	RH	Clear lens	U-1630A	U-1630B	U-1630
1960-62	ALL	LH	Clear lens	U-1631A	U-1631B	U-1631
1963-64	ALL	RH	Amber lens	U-1632A	U-1632B	U-1632
1963-64	ALL	LH	Amber lens	U-1633A	U-1633B	U-1633
1965-69	ALL	RH	Amber lens	U-2768A	U-2768B	U-2768
1965-69	ALL	LH	Amber lens	U-2769A	U-2769B	U-2769



LICENSE LIGHTS - And assemblies

FC LICENSE LIGHTS Corvair vans and pickups have two plastic housings that mount to the rear engine access door. Inside the plastic housing is a bracket/wire/socket assembly (we sometimes have NOS ones). These are the reproduced housings - paint to match. Note: These may not always be available!

PLASTIC HOUSING 61-63 FC (3)U-1140

We also have some non-original metal units, which include socket, bulb and lens. The mount pretty much like original.

METAL HOUSING/ASSY - non original (4)U-1258

CAR LICENSE LIGHT LENS The cars have a small light assembly over the rear license plate. 1960 used a glass "jar" for the lens while 1961-69 used a plastic cover. Actually the style of the 61-69 lenses varies from year to year. What we have reproduced is the 65-69 type but it will work fine on the earlier years.

61-69 ALL ex/FC LENS (2)U-1822

60 GASKET (1)U-1823

61-69 ALL ex/FC GASKET (1)U-1824



Reproduced SPEAKERS!

We now have excellent replacement speakers for your Corvair! The speakers are available NEW (not-rebuilt or re-coned) as pictured to the right. Speaker even includes the correct black cloth.

NOTE - These speakers are used on most years and models of passenger cars **but not** cars with air conditioning.

Reproduced SPEAKER (80)U-3524ND



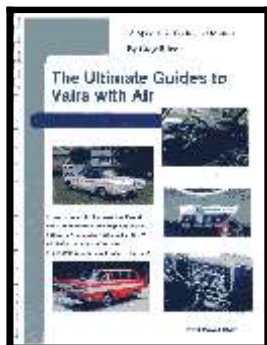
AIR CONDITIONING PARTS??

Air conditioning is great when you need it!

Previously not much has been available for Corvairs, but that is changing.



Pictured above left is an exact reproduction of the stabilizing bracket used on all 64-69 Corvairs with air. PN U-6282. Pictured to the right is a compressor mounting bracket for modern Sanden compressors. Will work on all but 140 hp. Order PN (130)U-5767



Two New Books on Air Conditioning!

Those who desire comfort in their Corvairs in hot weather will now ride easier. Two new books on the subject have just been published. Check these new books out in the "R" section of this catalog!

DOMELIGHT PARTS and ASSY

DOMELIGHT LENS -BASE

We have exact repros of the bases and lenses.

BASE - LENS - Domelight

61-69 ALL ex/FC Chrome BASE (5)U-1139

60-69 ALL ex/FC White LENS (2)U-1138

61-65 FC front or rear White LENS (2)U-1137

COMPLETE ASSY - FC

Includes, base and lens. Non-chrome unit also includes socket and wiring.

61-65 FC White plastic base (6)U-4797

61-65 FC Chrome base (6)U-4931

BULB - Domelight

60-69 ALL (1)U-658

COURTESY LIGHT BRACKET - Convertibles

Stamped metal bracket.

62-69 Convertibles (2)U-1209

62-69 " BULB (1)U-1843

DOMELIGHT SWITCH

Currently the switches available don't always work real well in Corvair applications - we will keep trying to find a better replacement. see next page

DOMELIGHT SWITCHES Continued

At this time these switches may not be available. Call for further info before ordering.

60-62 ALL

U-654

63-66 ALL

U-655

67-69 ALL

U-1820



DOMELIGHT BASE 60-69 CARS
(2)U-1139



DOMELIGHT LENS 60-69 CARS
(1)U-1138



FC DOMELIGHT LENS 61-65
(1)U-1137

Also not shown

COMPLETE FC DOMELIGHT ASSEMBLY - includes base, lens, wiring and bulb
DOMELIGHT CHROME BASE/LENS ASSY (no wiring) for FC

(4)U-4797
(2)U-4931



DOMELIGHT WIRING - See page G-26 for complete listing.

CONVERTIBLE COURTESY LAMP WIRING -

1962-63

(3)U-6017

1964

(3)U-6018

65-69

(3)U-6019

BRACKET - shown below. For 1962-69 convertibles. Mounts the bulb. Use with wiring harness shown to the right.

BRACKET(1) U-1209



DOMELIGHT BULB ALL YEARS AND MODELS (1)U-658

BULBS

Quality name brand bulbs - will be Wagner, Sylvania, GE or Delco.

No cheapos! We'll list these according their most popular application but that may not be the only place it is used.

REAR STOP/TURNSIGNAL	(1)U-656
BACKUP LIGHT - Rear	(1)U-657
IDIOT LIGHTS (in the dash)	(1)U-659
LICENSE PLATE LIGHT	(1)U-1843
GLOVEBOX LAMP	(1)U-659
AUTO TRANS SHIFT SELECTOR	(1)U-1844
CLOCK	(1)U-3227
SIDE MARKER LIGHT	(1)U-3300

FRONT TURNSIGNAL	(1)U-656
DOMELIGHT	(1)U-658
DASH LIGHTS (gages)	(1)U-1842
TURNSIGNAL INDICATOR	(1)U-659
UNDERHOOD LAMP	(1)U-3229
HIGH BEAM INDICATOR	(1)U-1844
RADIO	(1)U-3228
TULIP	(1)U-7050



TRUNK COMPARTMENT LIGHT - an exact repro of 60-64 trunk light. Not the same as the 65-69 light but will work fine. Will work in other non-stock locations too, such as an engine compartment light - or anywhere you need a light. Kit is complete with socket, bulb, shield and wiring. Just mount and connect into regular 12 volt source. (3)U-5009

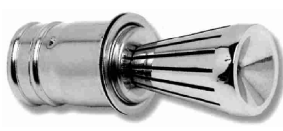
Not shown - **GLOVEBOX LIGHT ASSEMBLY** - Includes socket, bulb and all wiring. Correct stock for FC but can be used in all other applications. (2)U-4973

CIGARETTE LIGHTER PARTS

OK, we know that smoking isn't politically correct, but you've still got to fill that hole up with something! This is especially important if you're restoring to concours or might need to start an emergency campfire.



1960 (5)U-623



1961-64 (5)U-624



1965-66 (5)U-644



1967-69 (5)U-636



Electrical sockets - Bulbs

These are replacement sockets for your tail/stop/turnsignal etc lights. They are close to original but will probably not always be exact. Please note that the replacement sockets for 60-64 are not in any way the same, and will require a little "black smithing" to install, but they *will* work and are better than old sockets. Note that our repro taillight housings (for 60-64) include exact replacement sockets.

SOCKET - Front turnsignal/parking also rear stop/turnsignal

60-64 ALL also 65 FC	Either side	see notes above	(2)U-3511
65-69 ALL ex/FC	Either side		(2)U-3512

SOCKET- rear backup (single terminal)

60-64 ALL	Either side	see notes above	(2)U-3513
65-69 ALL	Either side		(2)U-3514

SOCKET - MISC.

60-69 ALL Instrument cluster (dash) sockets. These are for the dash light bulbs - just splice in (1)U-5356
Also see page G-28 for various other connectors.

68-69 ALL	Side marker light sockets	(2)U-5841
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WINDSHIELD WIPER SWITCHES

Sad to say most of these are used and may oftentimes not be in stock. We'll do the best we can.

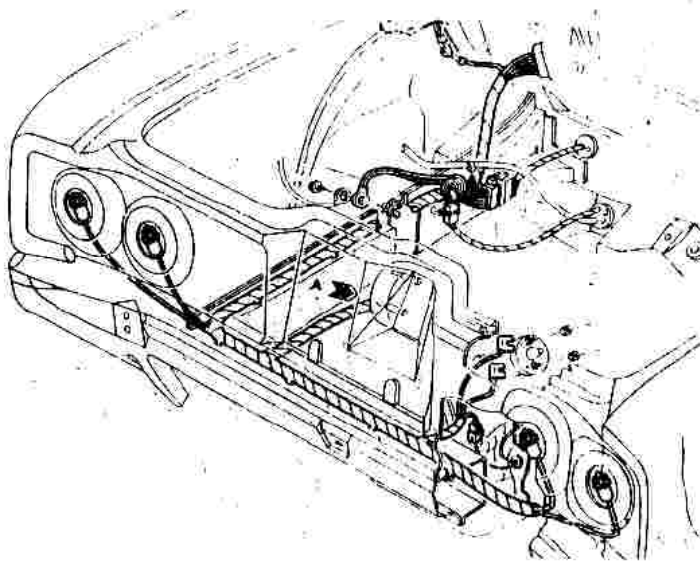
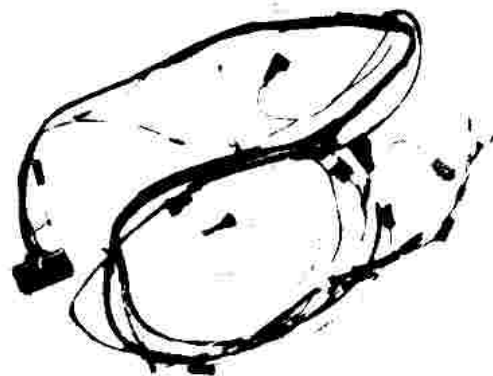
SWITCH - WINDSHIELD WIPER

60-62 ALL	Single speed	No washer	(3)U-623	60-62 ALL	2 speed	with washer	(3)U-625
60-64 ALL	Single speed	with washer	(3)U-624	63-64 ALL	2 speed	with washer	(3)U-626
65	Single speed	no washer	(3)U-1846	65 ALL	Single speed	w/washer	(3)U-1847
65-66 ALL	2 speed	with washer	(3)U-627	67-69 ALL	2 speed	with washer	(3)U-628

WINDSHIELD WASHER/WIPER CONTROL - Misc parts

60 All Knob - used	(1)U-630	61-64 All Knob - used	(1)U-630a	65-66 All Knob- used	(1)U-630b
67-69 ALL Knob-used	(1)U-630c	Retaining NUT for all switches - used U-629			

Exact reproduction
**WIRING
HARNESSES**



We've totally revised our listing for these great reproductions - there are even more wires available than ever before, and the wires are even more specific to your application. Wire color, grade and correct connectors are what you can expect. There are over 250 different harnesses and mini-harnesses possible, so we may not have everyone on the shelf right away. Never the less we'll get them all in stock as soon as possible, and should we run out it usually takes no more than 2 weeks to get. Dash harnesses (complete with correct fuse block), trunk and FC forward harnesses along with a lot of others are new, so now there's no reason to keep putting up with 35 year old wiring!

The complete list is on the next page and is printed in horizontal format to try and get them all in! If you can't find the wiring you need don't hesitate to call us. For exact reproduction battery cables (spring end type) see page G-8.

note - Always specify your year and model, trans type when ordering as a "crosscheck" against the part number.

EXACT REPRODUCTION WIRING HARNESSES

New wiring is an important part of a complete restoration. Electrical harnesses don't last forever - Water, oil, dirt, corrosion and plain old age can cause all sorts of troubles. Why put up with them? We've completely redone our section on these wiring harnesses and added many more so that virtually every piece of electrical wiring on your Corvair can be replaced. These harnesses are made to fit, look and function just exactly like original. Even the complicated dash harnesses are exact, right down to the lettering on the fuse blocks.

YEAR	MODEL OPTIONS	ENGINE	BODY	DASH	TRUNK	TEMP/OIL	STARTER	DOMELAMP
1960	ALL w/manual trans	U-2440	U-4268	U-3950	U-5323	U-5302	U-2460	U-5800
1960	ALL w/auto trans	U-2440	U-4268	U-3950A	U-5323	U-5302	U-2460	U-5800
1961	Cars ex/wagon w/ manual trans	U-2441	U-4269	U-3951	U-5324	U-2462	U-2460	U-5800
1961	Cars ex/wagon w/auto trans	U-2441	U-4269A	U-3951A	U-5324	U-2462	U-2460	U-5800
1961	Lakewood wagon w/manual	U-2439	U-4269	U-3951	U-5325	U-2462	U-2460	U-5800
1961	Lakewood W/auto trans	U-2439	U-4269A	U-3951A	U-5325	U-2462	U-2460	U-5800
1961-63	Vans, pickups w/manual trans	U-2448	U-4276	U-3956	U-5326	U-2462	U-2461	U-5801
1961-63	Vans, pickups w/auto trans	U-2448	U-4276A	U-3956A	U-5326	U-2462	U-2461	U-5801
1962-63	Cars, ex/wagon w/manual trans	U-2442	U-4270	U-3952	U-5327	U-2462	U-2460	U-5802
1962	Station wagon W/manual trans	U-5796	U-5797	U-5798	U-5328	U-2462	U-2460	U-5802
1962	Station wagon W/auto trans	U-5796	U-5797A	U-5798A	U-5328	U-2462	U-2460	U-5802
1962-63	SPYDERS	U-2444	U-4270	U-3954	U-5329	U-2459	U-2460	U-5802
1964	Cars W/manual trans	U-2443	U-4271	U-3953	U-5330	U-2462	U-2460	U-5803
1964	Cars W/auto trans	U-2443	U-4271A	U-3953A	U-5330	U-2462	U-2460	U-5803
1964	SPYDERS	U-2445	U-4273	U-3953	U-5330	U-2459	U-2460	U-5803
1964	Vans, pickups w/man trans	U-2425	U-4210	U-3958	U-5331	U-2462	U-2461	U-5804
1964	Vans, pickups w/auto trans	U-2425	U-4210A	U-3958A	U-5331	U-2462	U-2461	U-5805
1965	Vans W/manual trans	U-2466	U-4210	U-5799	U-5332	U-2462	U-2461	U-5805
1965	Vans W/auto trans	U-2466	U-4210A	U-5799A	U-5332	U-2462	U-2461	U-5805
1965-66	Cars W/manual trans	U-2447	U-4275	U-3959	U-5333	U-5340	U-2463	U-5806
1965-66	Cars W/auto trans	U-2447	U-4275A	U-3959A	U-5333	U-5340	U-2463	U-5806
1965	FC	U-5333A						
1965	CORSA	U-2446	U-4274	U-3957*	U-5334	U-5341	U-2463	U-5806
1966	CORSA	U-5343	U-5344	U-5345*	U-5335	U-5341	U-2463	U-5806
1967	Cars W/manual trans	U-5790	U-5791	U-5792*	U-5336	U-5342	U-2463	U-5806
1967	Cars W/auto trans	U-5790	U-5791A	U-5792A*	U-5336	U-5342	U-2463	U-5806
1968	Cars W/manual trans	U-2465	U-4280	U-4004*	U-5337	U-5342	U-2463	U-5806
1968	Cars W/auto trans	U-2465	U-4280A	U-4004A	U-5337	U-5342	U-2463	U-5806
1969	Cars W/manual trans	U-2465	U-5794	U-5795	U-5338	U-5342	U-2463	U-5806
1969	Cars W/auto trans	U-2465	U-5794A	U-5795	U-5339	U-5342	U-2463	U-5806

* dash harnesses for 65-69 cars do not include the instrument cluster harness, which is separate. See below.

NOTE - all harnesses (where it applies) are for cars with bu lights. If you do not have backup lights simply ignore extra wiring. (Harnesses specifically without bu can be special ordered) See listings below for additional harnesses. Not all harnesses may be in stock at all times, we'll do our best but there are 250+!

INSTRUMENT CLUSTER HARNESS - On late model 65-69 cars there is an "instrument cluster" small harness in addition to the main dash harness.

65 cars U-5807, 66 cars U-5809, 65 CORSA U-5810, 66 CORSA U-5811,
67 cars U-5812, 68-69 cars U-5813

THERMISTER HARNESS - 1962-66 all with temp gauge (Spyder and Corsa)
U-2458

RESISTOR BLOCK MINI HARNESS - 62-63 Spyder U-5814

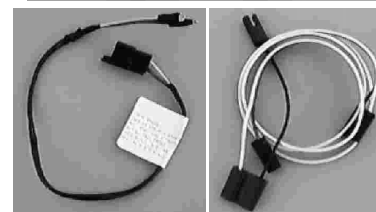
GLOVEBOX LIGHT HARNESS - all years U-5815

POWER TOP SMALL HARNESS - 62-64 all ex/spyder U-5816, 62-64 Spyder
U-5817, 1965 U-5818, 66 all U-5819, 67-69 all U-5820

WIPER MOTOR - 62 ALL U-5822, 63-64 ALL U-5823, 65-69 ALL U-5824

AIR CONDITIONING - 62-64 all U-5825, 65-68 all U-5827

CONVT COURTESY HARNESS - 62-63 U-6017, 64 U-6018, 65-69 U-6019

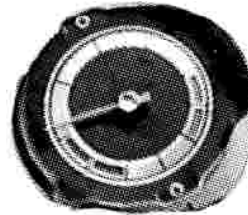


USED GAGES

As with all our used parts, these are subject to available stock. Some gages that are more common may "always" be available while the more rare ones will be hit and miss. If you must know stock available call us first before ordering.



60-64 GAS GAGE



65-69 GAS GAGE

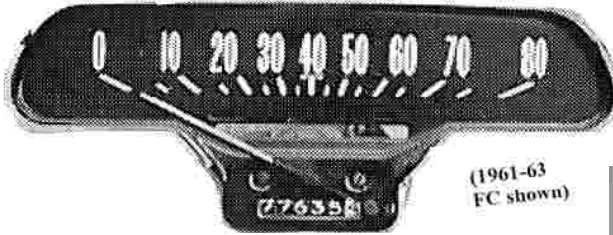


CYLINDER HEAD TEMP GAGE

USED GAS GAGES - Dash

These dash gauges are used, as that is all that is available.

60-64 ALL ex/Spyder	(7)U- 650
62-64 Spyder	(7)U-1855
65-66 ALL ex/Corsa	(7)U-1849
67-69 ALL	(7)U-1850
65-66 Corsa	(7)U-1923



60-64 SPEEDOMETER ALSO 61-65 FC

(1961-63
FC shown)

USED SPEEDOMETERS - Dash

These are used speedometers. They have been checked for functioning odometer gears and properly operating head assy -

60-64 ALL ex/Spyder ex/FC	(20)U-1925
62-64 Spyder	(20)U-1926
61-65 Greenbriars and Corvan	(20)U-1927
61-64 Rampside and Loadside Pickups	(20)U-1928
65-66 ALL ex/Corsa ex/FC	(20)U-1929
67-69 ALL	(20)U-1930
65-66 Corsa	(20)U-1931



65-66 CORSA
TACH



ADAPTA-THERMISTOR

Allows you to install a thermistor in a non-thermistor head
(2)U-5256

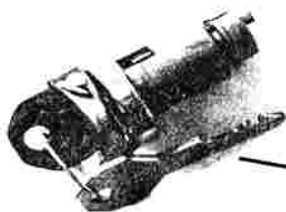
OTHER USED DASH GAGES

These are all guaranteed to be working gages EXCEPT for clocks which we will almost guarantee DO NOT work!

62-64 Spyder	CYLINDER HEAD TEMP GAGE	(15)U-1932
62-64 Spyder	VACUUM/PRESSURE MANIFOLD GAGE	(15)U-1933
65-66 Corsa	CYLINDER HEAD TEMP GAGE	(15)U-1934
65-66 Corsa	VACUUM/PRESSURE MANIFOLD GAGE	(15)U-1935
65-66 Corsa	CLOCK	(15)U-1936
65-69 Monza	CLOCK	(30)U-1937
		Rare!

MECHANICAL GAUGE REPAIR

For mechanical oil pressure or vacuum gauges. Contains plastic tubing and fittings. KIT (2)U-5363



The Spyders and Corsas have a cylinder head temp gauge that is operated by a sending unit known as a "thermistor". This has a fine thread and is mounted in the left hand head. These are not to be confused with the "idiot light" sending units with coarse thread in the right hand head

DASHBOARD IGNITION PARTS

CYLINDER ASSY - Ignition Switch

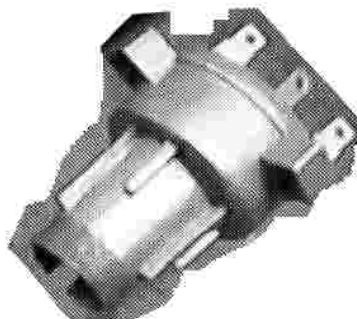
Note: These are the cylinders that fit inside of the switch assy. Each of these comes with two matched keys. If you want the cylinder to match your existing key then they can be re-keyed by a locksmith or your local Chevy dealer.

60-64 ALL	(2)U-1762	
65 ALL	(2)U-1763	1969 ONLY
66-67 ALL	(2)U-1764	(3)U-1766
68-69 ALL	(2)U-1765	

SWITCH ASSEMBLY - Ignition

These DO NOT include the cylinder assembly. These are ONLY the switch assy.

60-64 ALL	(5)U- 578
65 FC only	(7)U-1785
65 Cars only	(7)U- 579
66-67 ALL	(7)U- 580
68 ALL	(7)U- 581



TURN SIGNAL PARTS

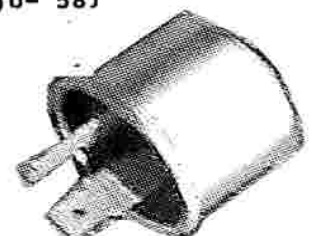
This section has been completely updated to reflect all the new parts that are available. Note that there are still some turn signal parts that only available used, so if you don't see what you want then just let us know.

Before you jump to the next page we've got enough room to list the first part - one that any Corvair can use.

FLASHER - Turnsignal

60-69 ALL

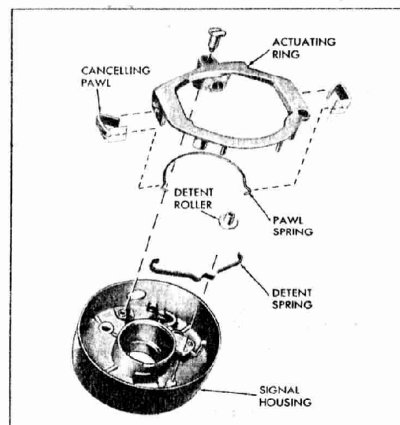
(2)U- 618



TURN SIGNAL PARTS - Continued

SWITCH ASSY - Turnsignal

60-64 ALL	Mounts on column and is actuated by a cable from the below the wheel	(5)U- 599
64-65 FC	Assembly under steering wheel	(5)U- 600
65-66 ALL	ex/with telescopic wheel	(5)U- 601
65-66 ALL	with telescopic wheel	(5)U- 611
67-69 ALL	Type "A" as pictured This is the one most commonly used	(5)U- 602
67-69 ALL	Type "B" as pictured. This switch may have only been used on 69's	(5)U- 603



1960-64 CAR

Used turnsignal mechanism parts 1960-64

Cancel Pawls	U-6416
Detent Roller	U-6417
Detent Spring	U-6418
Holddown Screw	U-6419
Pawl Spring	U-6420
Signal Housing	U-6421

See below for the pot metal actuating Rings

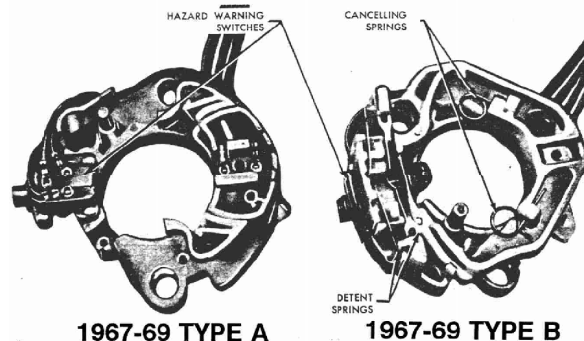


PLATE - Turnsignal control

On 1960-63 cars and FC's this part is a round pot metal assembly and referred to as an "actuating ring" (See box picture directly above) These are currently only available used. On the 65-69 cars and 64-65 FC's the plate is made of plastic and screws from the back of the switch assembly. If you buy a new switch assy for 64-69 (as listed above) they will include the plastic plate.

60-62 ALL	ex/FC	Actuating ring	Metal	(2)U-4695
63-64 ALL	ex/FC	"	"	(2)U-4696
61-63 FC		"	"	(2)U-4697
64-65 FC		Plate	Plastic	(2)U- 606
65-66 ALL	ex/FC ex/telescopic	Plate	Plastic	(2)U- 607
65-66 ALL	with telescopic	Plate	Plastic	(2)U- 608
67-69 ALL		"	" For type "B" switch	(2)U- 609

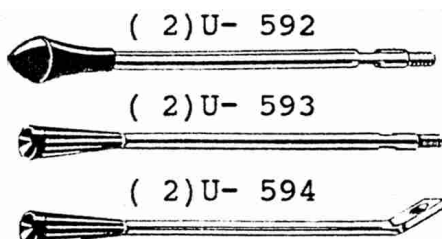
CAM - Turnsignal cancelling

These are the cams that fasten to the back of the steering wheel and shut the switch off as the wheel is being rotated back into position. NOTE - These are all used parts and are usually in short supply. The 65-66 is the hardest to come by because they fasten to the wheel by cast-in tabs that are usually broken off. For the 60-64 cars there appear to be two different types - One is made of metal and has two "fingers" that drop down. The other design is a plastic "barrel". Either appear to work and both install in the same manner.

60-64 ALL	metal type	(2)U- 612
63-64 ALL	Plastic type	(2)U- 614
65-66 ALL		(2)U- 613
67-69 ALL		(2)U- 615

TURN SIGNAL ARMS

These are excellent chromed reproductions with the correct black knob. NOTE that the 65-69 replacement is a compromise lever which will not be exactly correct in length for any of the years - But it has an original appearance and the correct knob.



60	ALL	(2)U- 592
61-64	ALL	(2)U- 593
65-69	ALL	see above notes (2)U- 594

Many of the turnsignal parts, especially for the telescopic columns, are no longer available new - BUT, we have a large selection of used parts - Just give us a call.

SOLVING SOME TURN SIGNAL PROBLEMS

FIRST A DESCRIPTION -

1960-64 CARS, also 61-63 FC's - use a mechanical mechanism under the steering wheel that transmits action via a small wire cable to an electrical switch located about foot down the steering column.

65-69 CARS and also 64-65 FC's - Use a complete electrical/mechanical switch assembly entirely located under the steering wheel. A wiring loom runs out and along the mast jacket to a connection with the dash harness.

LOOSE TURN SIGNAL LEVER - if the car or van is 1960-64 then check to make sure that the lever is screwed in all the way - if that is not the problem then something internally may be broken or loose, which will require "further investigation". On 1965-69 cars a loose lever may be the small bolt that holds it to the canceling cam or internal damage. With the 65-69 **nothing** can be corrected from the outside.

TURN SIGNAL ARM WILL NOT RETURN - on 60-64 years this may either be trouble with the pot metal "ring" or perhaps the cam or spring. In 65-69 years a defective switch assembly is possible. In all years damage to the "canceling cam" could be the culprit.

EVERYTHING SEEMS TO WORK BUT - the lights don't work correctly or at all. In 1960-64 type the cable may be incorrectly adjusted at the lower electrical switch. A tension spring is all that holds the cable in place and may need "adjustment". The switch may also be defective as it contains a number of contacts and terminals, some of which may be dirty or damaged. Sometimes the switch can be disassembled and cleaned. Otherwise replace with our PN U-599. In 65-69 types damaged contacts in the switch assembly will require replacement of the entire switch assembly as the only component that is serviced separately is the control plate. (New switch assemblies come with a new plate). See the listing on the preceding page for these switches.

"FURTHER INVESTIGATION" - means removing the steering wheel, which will be the necessary operation 95% of the time. This may be intimidating to some but is not that difficult. A cheap steering wheel puller (our PN U-1239) is really all you need. Just pay attention to how everything comes apart. When the wheel is removed **most** problems will quickly become apparent.

*NOT ALL TURN SIGNAL PARTS ARE AVAILABLE NEW - But we **do** have many used parts.*

HEATER CONTROL ELECTRICAL PARTS

Most heater control switches etc are no longer available new. We have lots of used stuff still in good shape that you may wish to consider.

SWITCH -HEATER BLOWER CONTROL

60-64 ALL	ex/with air cond.	USED ONLY	(5) U-2498
65-69 ALL	ex/with air cond.	USED ONLY	(5) U-2499
62-64 ALL	with air cond.	USED ONLY -very limited	(5) U-1641
65-68 ALL	with air cond.	USED ONLY -very limited	(5) U-1640

ANTENNA PARTS

We have listed here NOS and reproduction parts - the reproduction parts may not be exact for Corvair, or may be exact for some years but not others. We'll do our best to describe application. Keep in mind, of course, that any antenna could usually be perfectly functional on any car.

ANTENNA - Complete

This antenna is repro for late 60's Camaro but works very well on late Corvairs. NOTE - you may need to re-use your old chrome base as the angle may be different. Comes complete with all mounting hardware, cable and antenna (sold one piece design that easily screws off for storage or replacement) (20)U-5851 Replacement Antenna MAST- (6)U-5842

ANTENNA - Complete FC

This is a very close repro to the FC antenna. The kit is complete (as with U-5851 above) but the antenna mast is a 3 part telescoping design, like original. Note also that the chrome base is angled correctly! (30)U-5852

ANTENNA - PARTS

CABLE ASSY w/base Not original	(5)U-5843	CHROME BASE Not orig	(2)U-5846	NOS for FC	(2)U-5847B
CHROME BASE NOS for cars	(2)U-5847A	CHROME NUT Not orig		(2)U-5844	
GASKET - round, not original	(1)U-5848	GASKET - Original, oval shape		(1)U-5848A	

HEATER BLOWER RESISTOR

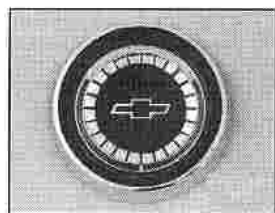
The heater blower resistor is usually located in the defroster air path - It's purpose is to dissipate heat caused when the blower motor is used on the slower speed settings. The 61-64 type is used but the 65-69 type is a new reproduction.

1961-64 cars and FC's	USED	U-2490
1965-69 CARS	New repro	U-2484N

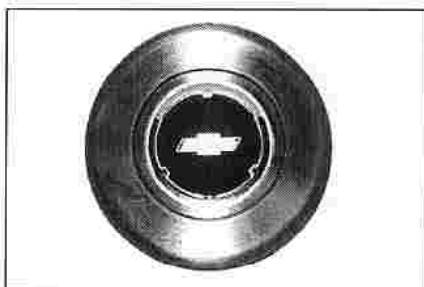
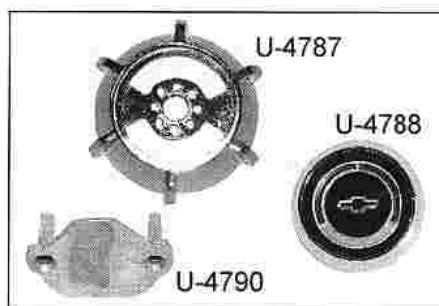
EXACT REPRODUCTION HORN BUTTONS AND PARTS FOR WOOD WHEEL AND TELESCOPIC 64-69



'64 Corvair "Wood Wheel"
Horn Button Assembly U-4738

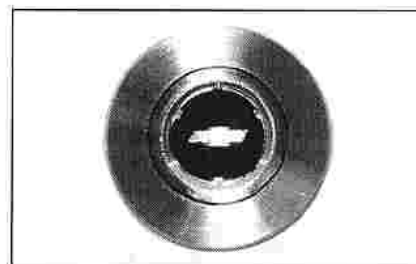


'65 Corvair "Wood Wheel"
Horn Button Assembly U-4784



'67-'68 Corvair "Wood Wheel"
Horn Button Assembly U-4786

'65-'66 Corvair Telescopic Locking Ring U-4787
'65-'66 Corvair Telescopic Horn Button Assembly U-4788
(not pictured)
'65-'66 Corvair Telescopic Horn Button Liner U-4789
'65-'66 Corvair Telescopic Horn Button Retainer U-4790



'66 Corvair "Wood Wheel"
Horn Button Assembly U-4785



HORN PARTS - HORNS HORN BUTTONS

NEW HORNS

60-69	ALL	Left hand	LOW NOTE	(20) U-4939
60-69	ALL	Right hand	HIGH NOTE	(20) U-4940
RELAY - HORN				
60-69	ALL			(4) U- 591

MODERN CLOCK REPAIR

You can repair Corvair clocks with this modern quartz repair kit. Kit includes all you need to upgrade your old clock to a modern, efficient unit that uses much less electricity! When the conversion is done and installed clock looks completely original!

Complete with instructions.
CLOCK REPAIR KIT

FOR CORSA CLOCK ONLY!

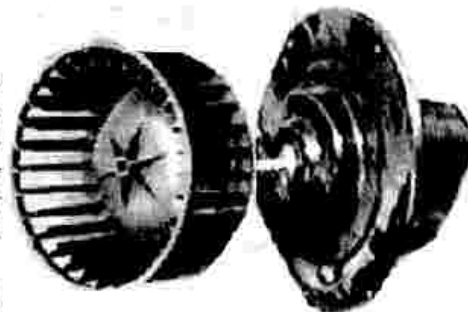
(2) U-4191



HEATER BLOWER MOTOR and FAN

Just collecting the hot air isn't enough! You need an efficient way of getting it into the passenger compartment. The old design motor didn't work too bad but it is probably dead by now. So while you're at it, why not upgrade it to a **HI-VOLUME BLOWER MOTOR**? Our new motor puts out about 30% higher RPM's than a new original motor, and with about the same current draw! Easy installation just like original*. And this is the prime time to replace that old style steel fan with a one-piece plastic one that will never come apart!

NEW HI-VOLUME BLOWER MOTOR 61-69 ALL (65) U-2488
ONE PIECE PLASTIC BLOWER FAN 61-69 ALL (10) U-2489



G-30

ENGINE OIL PRESSURE SENDING UNIT

A common source of oil leaks - and very inexpensive to replace.
60-69 ALL

(2) U-154



PLASTIC HOUSING - TERMINAL

These are simply the plastic connector housing - no metal terminals or wires.

HEADLIGHT ASSY	double receptacle female 2 way	(1)U-1211
DOMELIGHT	double receptacle male 2 way	(1)U-1212
GENERAL PURPOSE	three way female	(1)U-1213
GENERAL PURPOSE	single male (oil temp etc)	(1)U-1827
GENERAL PURPOSE	single female	(1)U-1825
ALTERNATOR	"over and under" double female	(1)U-1210
ALTERNATOR	four terminal male at regulator	(1)U-1828

METAL TERMINAL

These are the small brass terminals that are used with the plastic housings listed above.

GAS/TEMP GAUGE		(1)U-1216
GENERAL PURPOSE	single Use with U-1827	(1)U-1214
GENERAL PURPOSE	single Use with U-1825	(1)U-1830

WIRE ASSEMBLIES

These are complete housing, terminal, wire assemblies.

HEADLIGHT connector	2 terminal	(1)U-4822
HEADLIGHT connector	3 terminal	(1)U-4823
ALTERNATOR to regulator	4 terminal	(1)U-4846
ALTERNATOR connector	2 terminal	(1)U-4847
RADIO SPEAKER connector	2 terminal	(1)U-4848
GEN PURPOSE 3 WAY with clamps		(1)U-4824

CLIPS

THREE WAY SPARK PLUG WIRE	as used	(1)U-1834
GEN PURPOSE HOLDDOWN CLIP		(1)U-1835
BATT TO START SWITCH HOLDDOWN CLIP		(1)U-1839
ACCESSORY FUSE CLIP		(1)U-1838
"	"	(1)U-1839
MISC CLIP		(1)U-1840
CLIP LIKE U-1835 BUT NO RUBBER COATING		(1)U-1841

HOLDDOWN SPRING WIRE

GENERAL PURPOSE	short	(1)U-2927
GEN PURPOSE	long	(1)U-2928

KEYS AND LOCKS - IGNITION

NOW MOST KEYS AND LOCKS HAVE BEEN REPRODUCED AND WE OFFER THEM HERE. KEYS ARE ALSO AVAILABLE AS BLANKS.

KEY BLANKS -

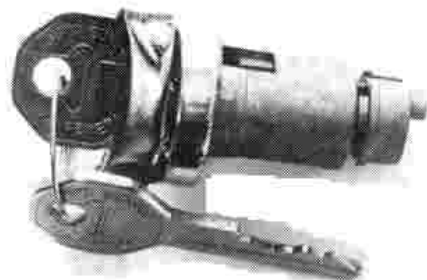
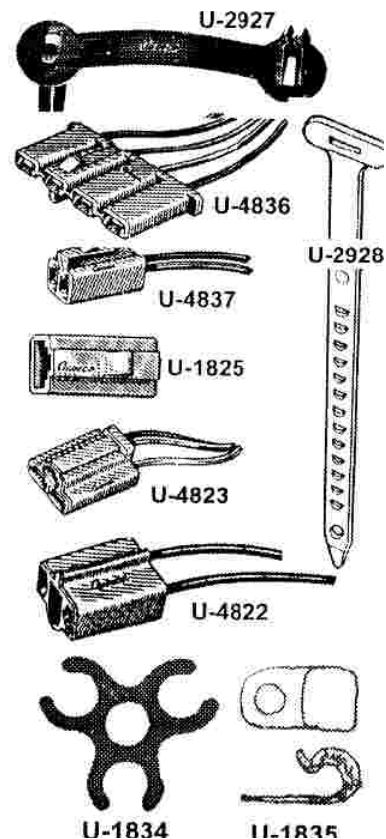
60-66 ALL	octagonal	used at all locations	(1)U-1256
65-66 ALL	oval head	used for trunk	(1)U-1257
67 Door /	ignition	(1)U-4933	67 trunk (1)U-4934
68 Door /	ignition	(1)U-4935	68 trunk (1)U-4936
69 Door /	ignition	(1)U-4937	69 trunk (1)U-4938

IGNITION LOCKS -

Note: these are NOT the switches but the lock assemblies. They come with keys which will not match your other keys. They can be re-keyed to match if desired.

61-64 ALL	(3)U-1762
1965 ALL	(3)U-1763
66-67 ALL	(3)U-1764
1968 ALL	(3)U-1765
1969 ALL	(3)U-1766

NOTE: So as to not confuse these locks with the ones on page G-25A, these are exact with correct keys - the ones on G-25A will work fine and are less money but are not original in appearance.



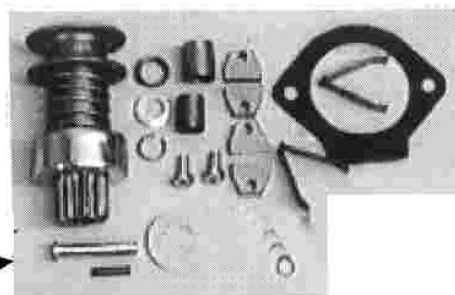
ELECTRICAL REBUILD KITS

Corvair Underground pioneered the concept of complete electrical component rebuild kits. These kits include the most common parts you need all in one convenient, low cost package. You'll also note that we have expanded the list to include kits for our new high-output alternators. All parts in the kits listed are also available individually in this section.

STARTER REBUILD KITS

BASIC KIT - Kit includes brushes, brush springs, both bushings, shaft C clip, fibre end washer and drive end retaining hardware. For all years and models - (5)U-4729

SUPER KIT - Kit includes all listed in Basic Kit plus includes new solenoid gasket, solenoid screws and a drive. For all years and models. (40)U- 544



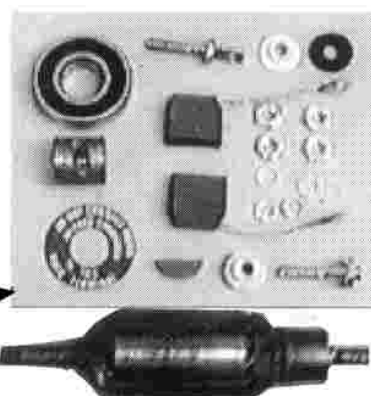
SOLENOID REBUILD KIT

BASIC KIT - Includes, cap, contact assy, gasket, hardware. For all years and models (2)U-546

GENERATOR REBUILD KITS

BASIC KIT - kit includes brushes, rear bushing, front drive end bearing, misc hardware. For all 1960-64 models. (10)U- 545

SUPER KIT - Kit includes all listed in Basic kit but also has warning tag, shaft key, terminal studs and a rewound armature. For all 1960-64 "Long" generators. (300)U-4730

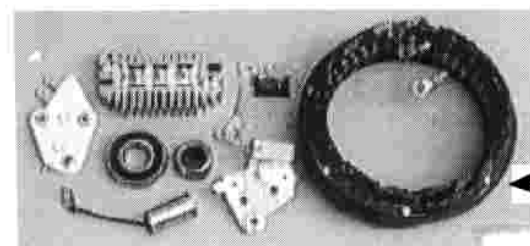


ALTERNATOR REBUILD KITS

BASIC STOCK KIT - Kit includes drive end bearing, com end bearing, brushes, brush springs, insulators, misc hardware. For all stock applications 1965-69. (10)U- 543

BASIC STOCK KIT WITH DIODES - Includes same as Basic kit but also includes all 6 diodes. (11)U-542

SUPER STOCK KIT - Includes all listed above plus all insulators, brush holder assy, horseshoe w/diodes, post kit and a rewound stator. (90)U-4731



BASIC HI-OUTPUT KIT -This kit is for our internally regulated hi-output alternators. Kit includes bearings, brushes, brush springs, diode trio. For all years. (10)U-4732

SUPER HI-OUTPUT KIT - Has same as basic kit but includes a new rectifier, regulator and a rewound stator. (100)U-4733

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