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ADJUSTING CORVAIRE CLUTCH

On 1961 Corvaire passenger cars equipped with either 3 or 4 speed transmissions, engine clutch linkage should be adjusted as follows:

1. Disengage clutch pull rod from cross-shaft.
2. Adjust length of front control cable, at cross-shaft clevis, to obtain $\frac{1}{2}$ " to $\frac{3}{4}$ " spacing between cross-shaft pull rod lever and edge of transmission mounting bracket. (Fig. 1).
3. With pull rod held forward to remove slack at the clutch fork, align rod swivel with upper hole in the cross-shaft lever; then back-off swivel three complete turns and install pull

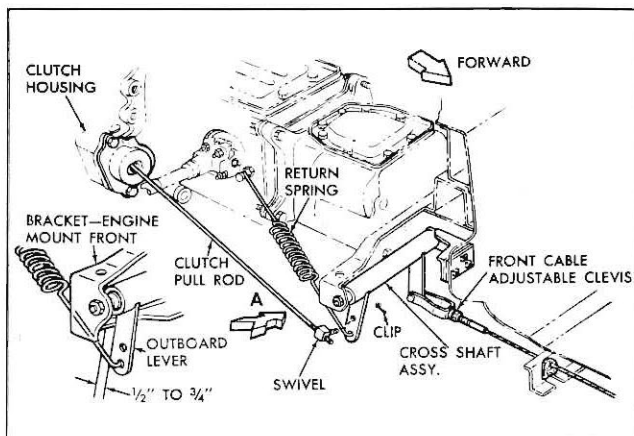


Fig. 1—Adjusting Corvaire Clutch Linkage

rod assembly in upper hole of lever.

NOTE: *Lever setting specified in step 2 of "Linkage Adjustment," on page 6B-2 of the 1961 Corvaire Shop Manual is incorrect.*

PROTECTIVE WAX COATING

All assembly plants will soon be shipping cars to dealers on which a protective coating of wax has been applied to the exterior. This coating is applied to protect the finish from road film, grease, railroad soot, etc.

To properly remove this coating prior to customer delivery, the following procedure is suggested:

1. Wash car with neutral detergent, rinse and dry. This is to remove any accumulation of dirt or grit on the wax.
2. Using a soft cloth saturated with mineral spirits (odorless mineral spirits preferred) followed by a dry wipe, remove wax from car.
3. Buff lightly with a sheepskin pad to give a high luster finish.

NOTE: *Mineral spirits or odorless mineral spirits can be obtained from any local solvent source. Solvents containing high percentages of aromatics should not be used.*

CORVAIRE AND LDFC CARBURETOR CHECK

At start of 1961 production on Corvaire and LDFC models, accelerator pump travel on 7019100 carburetor (Powerglide) was found to be in excess

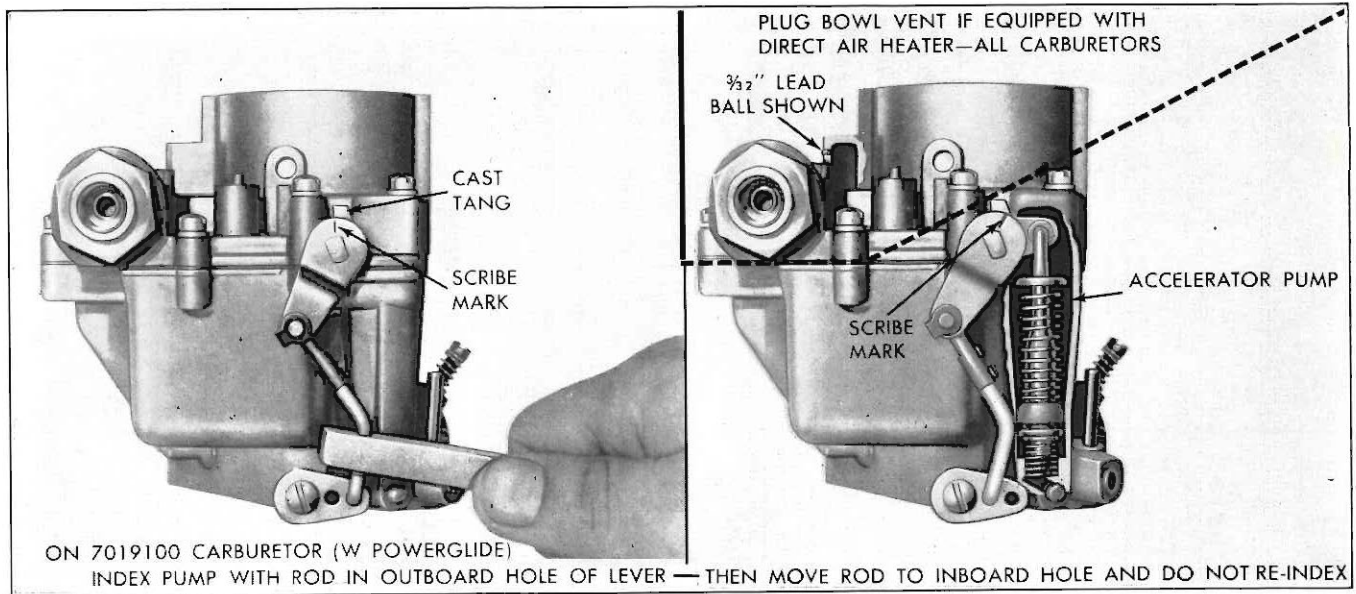


Fig. 2—1961 Corvair Carburetor Modifications

of that required and would therefore produce a flat spot on acceleration. To correct this condition, by reducing pump stroke, production at that time incorporated an inboard hole in the pump actuating lever and attached the link rod at that point.

In many cases, however, after the link rod was assembled in the lever inboard hole, the pump was then re-indexed. This re-indexing defeated the original intent and resulted in the pump having virtually the same capacity as before rework of the linkage.

If a flat spot on acceleration occurs with 7019100 carburetors, which have two holes in the actuating lever, check if the pump is on index. If the pump is on index, it is not properly adjusted and the procedure listed below should be followed to correct the condition.

1. Disconnect the pump rod from the inboard hole of the pump lever.
2. Connect the pump rod to the outboard hole of the pump lever (Fig. 2). Bend pump rod to align the pump index mark.
3. Disconnect the pump rod from the outboard hole and connect it to the inboard hole of the lever. The pump index markings should then be disregarded. Do not re-index.

Accelerator Pump Linkage Kit, No. 7020226, is now available and should be installed in case of damage to, or loss of, any one of the following production pump parts used on carburetor 7019100:

- 7015246 Pump Shaft & Lever Assembly
- 7015281 Pump Link Rod
- 7015280 Pump Actuating Lever (with inboard hole added)

With pump modification kit 7020226 installed,

the pump will then be adjusted on index in accord with standard practice. Kit 7020226 contains: 7020188 Pump Shaft and Lever Assembly, 7020187 Pump Link Rod, 7015280 Pump Actuating Lever (1 link rod hole).

GASOLINE ODOR WITH DIRECT AIR HEATER

Corvair and LDFC carburetors (Nos. 7019100, 7019101, and 7019107), when used on vehicles equipped with a direct air heater, have under certain driving conditions emitted gasoline fumes. This odor is carried into the passenger compartment when the heater air mixing valve is opened. The main source of the fuel vapor is a $\frac{1}{16}$ inch external vent hole located in the air horn casting (Fig. 2).

To eliminate objectionable gas odor in vehicles using a direct air heater, the carburetor external vent should be closed with a $\frac{3}{32}$ " lead ball or other suitable soft metal plug.

TILT CAB TRUCK TIPS

- To avoid possible damage to chassis wiring routed along the transmission control island support legs, the wiring harness leads should be positioned on the inboard side of the support legs, as shown in Figure 3.
- A transmission control cable bracket of the type shown in Figure 29T, on page 10 of the 1960 Tilt Cab Shop Manual, was never used in production. The transmission control cable supports used in 1960-61 vehicles are shown in Figure 3 of this issue.
- To minimize road splash entering the engine

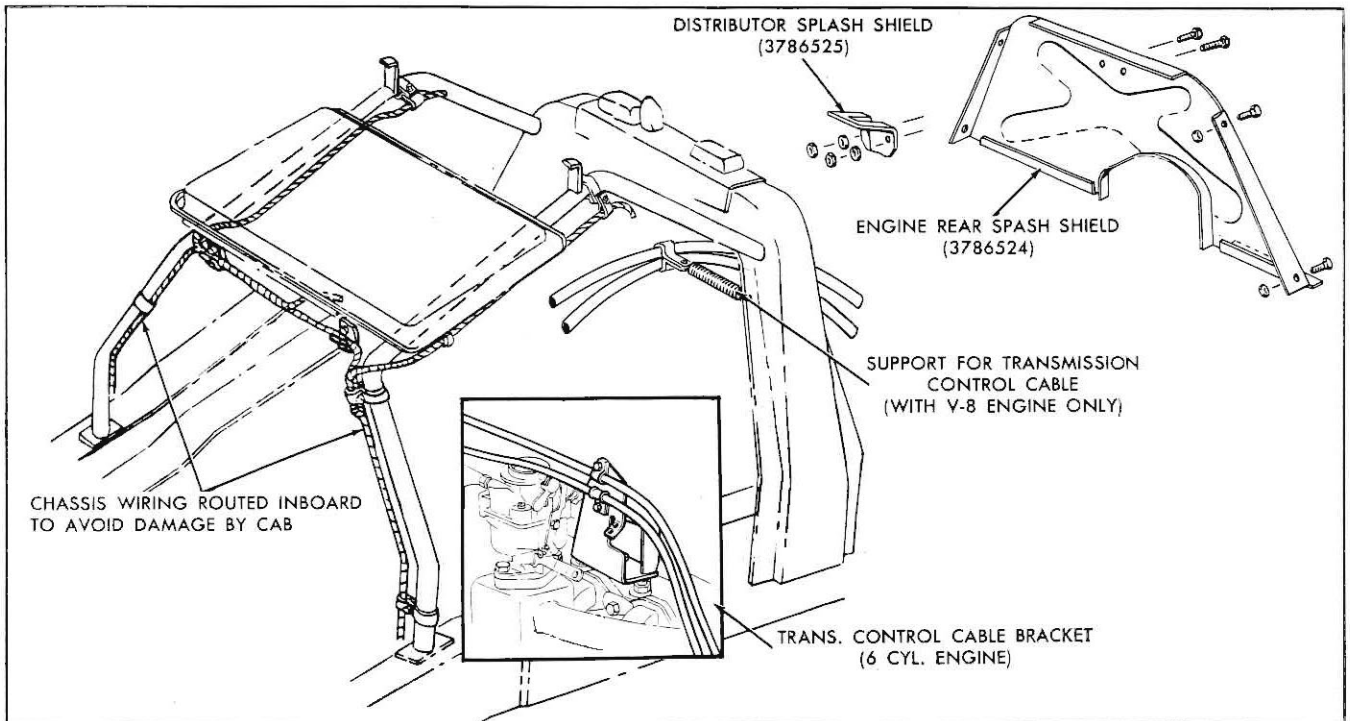


Fig. 3—Tilt Cab—Chassis Wiring, Transmission Cable Supports, and Splash Shields

compartment of Tilt Cab trucks, an engine rear splash shield (fig. 3) is now being installed in production. On V-8 engine equipped models, an ignition distributor shield is also being used.

Engine Rear Splash Shield 3786524 and Distributor Splash Shield 3786525 are available, through Chevrolet Parts channels, for installation on 1960 and early 1961 vehicles. When installing Shield 3786524, the shield itself will be used as a template for drilling the attaching screw holes in the cab rear support cross-member.

SERVICING TILT CAB STEERING LINKAGE

Either a front axle of 7000 pound rating or one of 9000 pound rating is used on 1960-61 Tilt Cab models. Figure 4 provides linkage adjustment specifications for both type axles. Steering linkage adjusting dimensions shown on page 10 of the 1960 Tilt Cab Shop Manual are applicable to only the 7000 pound rating axle; however, the linkage adjustment procedures detailed in the Shop Manual are otherwise applicable to both axles.

To facilitate removal of the pitman arm used on 1960-61 Tilt Cab steering (Fig. 5) Pitman Arm Puller J-3186 is now available from Kent-Moore Organization.

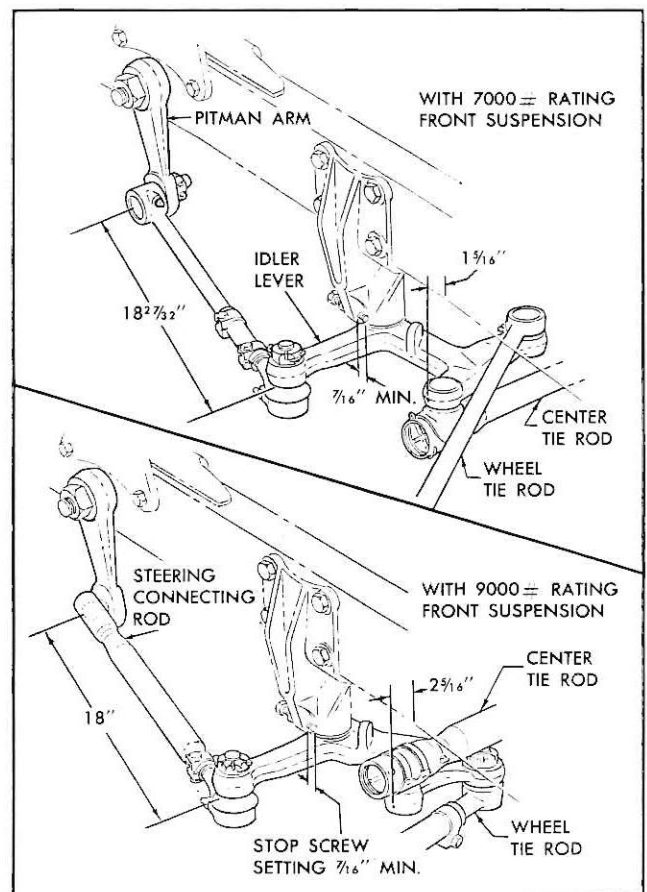


Fig. 4—Tilt Cab Steering Linkage Adjustment

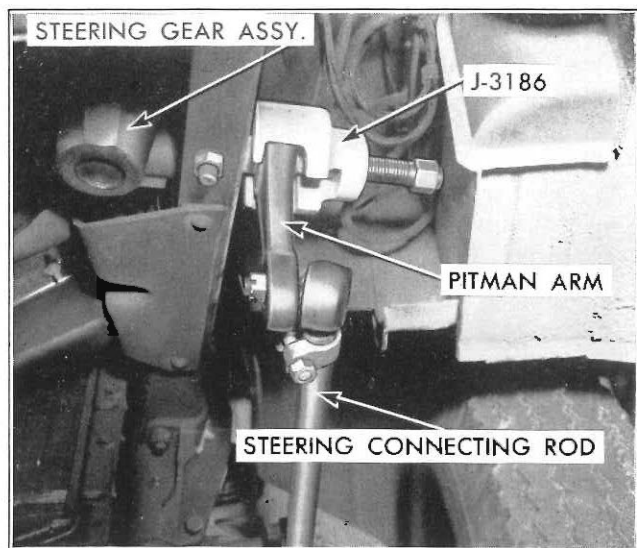


Fig. 5—Tilt Cab Pitman Arm Puller

HEATER CONTROL INTERFERENCE

An interference condition present in the control linkage of the "Deluxe" heater on some early 1961 Passenger Cars restricts movement of the controls and results in insufficient heat.

Interference between the water valve lever and the heat control cable clamp restricts movement of the air diverter door and the water control valve, resulting in limited water circulation and air by-passing the heater core.

Correction can be made by bending the control

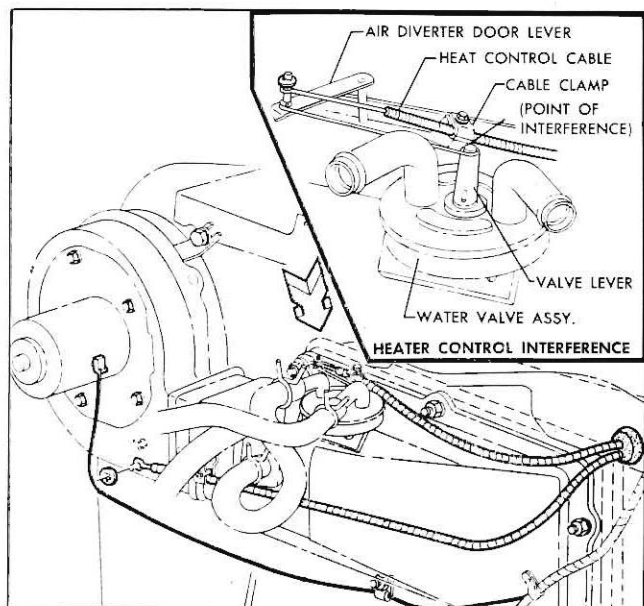


Fig. 6—1961 Passenger Car "Deluxe" Heater

cable clamp upward to clear the water valve lever (Fig. 6), thereby allowing the controls to travel the required arc.

FRONT WHEEL BEARING ADJUSTMENTS REVISED

The following chart provides front wheel bearing adjustment specifications and procedures for all Chevrolet vehicles. Information contained in this chart supersedes any section of previously published instructions that may conflict.

Included in the chart are the most recent revisions to wheel bearing adjustment specifications for 1961 Passenger Car and R-10 series vehicles.

CHEVROLET FRONT WHEEL BEARING ADJUSTMENT		
MODEL	YEAR	METHOD
CORVAIR tapered roller bearings	1960-61	1. Tighten to 7 ft. lbs. or 80 in. lbs. 2. Back off nut 1 full flat (1/6 turn). *3. Insert cotter pin. (This should produce .000 to .004 end play. Wheel must spin freely.)
PASSENGER R-10 tapered roller	1961 1961	1. Tighten to 15 ft. lbs. or 180 in. lbs. 2. Back off nut 1 full flat (1/6 turn). *3. Insert cotter pin. (This should produce .000 to .007 end play. Wheel must spin freely.)
PASSENGER ball CORVETTE ball	Up to & incl. 1960 All	1. Tighten to 28 ft. lbs. 2. Back off till bearings are loose. 3. Tighten to 12 ft. lbs. *4. Insert cotter pin. (This will result in bearing preload, no end play.)
TRUCK with ball bearings	All	1. Tighten to 33 ft. lbs. 2. Back off only as necessary to align slot with hole. *3. Insert cotter pin. (This will result in bearing preload, no end play.)
TRUCK 2 & 2 1/2 Ton tapered roller bearings	All	1. 2 Ton—Tighten to 40 ft. lbs. 2 1/2 Ton—Tighten to 55 ft. lbs. 2. If, at this point, slot in nut lines up with either of the two spindle holes, back off nut 2 full flats (1/3 turn) until 2nd slot lines up with same spindle hole. Insert cotter pin. 3. If, when nut is tight, none of the slots line up with a spindle hole, back off nut 1 1/2 flats (1/4 turn) plus the minimum additional until a slot and hole line up. Insert cotter pin. Nut must be backed off at least 1/4 turn, but not more than 1/3 turn. (This should produce .001 to .010 end play.)

NOTE: On all vehicles, the front tire and wheel must be rotated by hand as the adjusting nut is tightened. This will assure positive seating of the bearing.

*In all cases, if the cotter pin slot does not line up with the spindle cotter pin hole, back off the nut as necessary, up to a maximum of 1/2 flat (1/12 turn).