CHEVROLET

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CONTENTS

POSITRACTION REAR AXLE

The early production 1960 vehicles are equipped with a Positraction unit similar to the 1957-59 type except for a change in the friction plates. The change consists of the substitution of a Belleville or "dished" plate for each outboard friction plate. Service kit, Part #3777611, is available for 1957-1959 four plate units and contains a complete set of friction plates and discs, including the Belleville plates. 3777611 can be installed in all four plate stack Positraction units.

The installation of these Belleville plates (also serviced separately under Part #3777268 2-reqd.) changes the clearance requirements of the pinion mate shaft to the "V" notch in the case. All units in which the Belleville plate is installed require .000 clearance at this point. In the original 1957-59 four plate stack units without the Belleville plate, the clearance should not exceed .015".

The later production 1960 vehicles are equipped with a 5 plate Positraction unit incorporating two friction discs and two friction plates plus a Belleville plate. As in the converted early models, the shaft-to-"Vee" clearance is no longer required.

The case screws on this unit are $\frac{3}{8}$ x 24 left hand thread instead of $\frac{3}{8}$ x 16 right hand thread used on the early units.

Service Plate Kit, Part #3777270 is available for overhaul of 1960 five plate units (contains a complete set of plates and discs including the Belleville plates). If Belleville plates only are required on an overhaul they may be ordered separately under Part #3777268 (2 reqd.).

CAUTION: *Due to differences in the differential cases and internal parts, a 5 plate stack can not be used in any differential assembly designed for, and equipped with, a 4 plate stack.*

COMPLAINT DIAGNOSIS

Improper operation of the Positraction differential is generally indicated in one of three ways:

1. Improper drive with one wheel having less traction.

Under some operating conditions where one rear wheel is on excessively slippery surface and the opposite wheel is on a good traction surface, it may be necessary to lightly apply the parking brake (usually three or four notches) to produce enough resistance to the spinning wheel to cause axle lock-up.

Lock-up is independent of acceleration; therefore, light throttle application on starting is recommended to provide maximum traction by preventing "break away" of the non-slipping wheel.

The Positraction unit can be effectively tested for correct operation by placing one rear wheel on good dry pavement and the other on ice, mud, grease, etc.

It can easily be determined whether or not the non-slipping wheel is providing pulling power. The procedure can then be repeated with the opposite wheel on the dry and slippery surface.

CAUTION: *The warning posted in the luggage compartment regarding operation of the unit while on a jack should not be interpreted as a means of testing. Its only intention is to point out that a possibility does exist that the axle could lock-up under certain conditions and force the vehicle off the jack.*

2. Differential chatter.

Differential chatter is due to the wrong lubricant being used in the axle. The special lubricant available thru Chevrolet Dealers must always be used for this unit. In some cases, the slightest bit of contamination of the lubricant by any foreign lubricant is enough to cause considerable chatter.

3. Excessive backlash or lost motion in the vehicle driveline.

Driveline backlash is inherently more noticeable with Positraction axles because of the greater looseness required between the clutch plates and side gears to insure sufficient clearance for full release of the clutches during coast. The backlash results in a slight "clunk" as the driveline goes from drive to coast or from coast to drive.

To determine if Positraction backlash is abnormal, proceed as follows:

1. Remove one rear wheel, then tighten brake adjustment on the opposite rear wheel until it is fully locked.
2. Wedge the propeller shaft to hold it stationary.
3. On the side with the wheel removed, turn the brake drum forward until it stops. Mark both the brake drum and flange plate while holding drum in this position.
4. Turn brake drum its full limit rearward and place a second mark on the brake drum opposite the mark on the flange plate.
5. Measure distance between marks on the brake drum. Distance between marks should not be more than ½ inch; otherwise rear axle backlash is considered excessive.

Backlash found by the preceding check is confined to the rear axle as driveline and transmission backlash was eliminated by blocking the propeller shaft. If backlash is excessive, remove the Positraction differential, check for worn or scored parts, and replace as necessary, paying particular attention to the mate shaft "V" notch clearance.

REMOVAL

1. Remove differential carrier from car as outlined in Section 5 of the 1958 Shop Manual.
2. Remove the differential bearing caps. Mark each cap for reassembly. Mark the bearing adjustment nut and bearing caps for reassembly.
3. Remove Positraction unit from carrier.

DISASSEMBLY

Before disassembly, check the clearance between the pinion mate shaft "V" and the cam surface in the case. This must be done using shim stock or feeler gauges under both sides of the "V" on both ends of the pinion mate shaft at the same time. Note that this involves placing feeler gages at four positions (Fig. 1). As closely as possible, the same

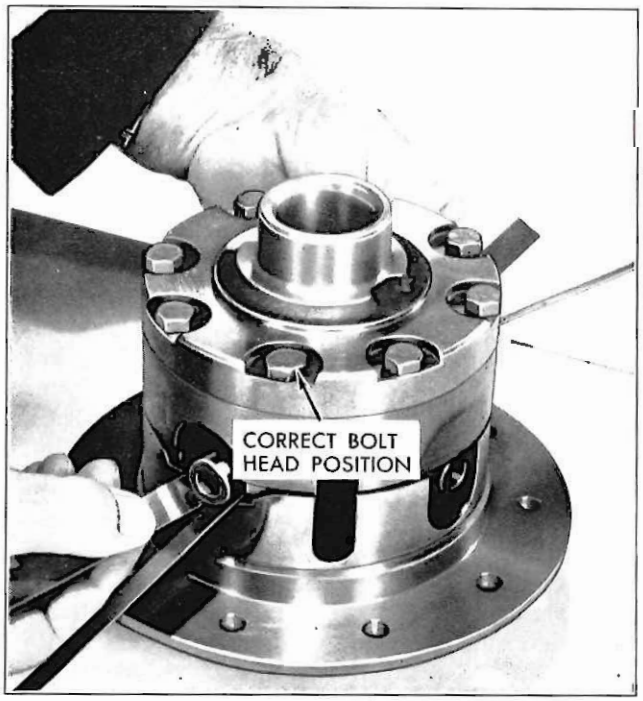

Fig. 1—Checking Mate Shaft Clearance

thickness feeler gage must be used at all four positions. The clearance of the maximum feeler thickness at each of the four positions on original 1957 to 1959 units without Belleville plate should not exceed .015".

Both pinion mate shafts must be checked in this manner.

NOTE: *On 1957 to 1959 units with Belleville conversion, and on all 1960 units, there should be no clearance (metal to metal).*

If a clearance of more than .015" on 1957, 1958 and 1959 units without Belleville (dished) plate, or more than zero on converted and 1960 units is found, the unit should be disassembled as follows:

NOTE: *If clearance is found to be excessive on the 1957 to 1959 original units, installation of the Belleville plate conversion, Part #3777611, is suggested.*

1. Check that the differential case halves are marked with a number or letter to aid aligning the case when assembling. If not, scribe an alignment mark as shown in Fig. 2.
2. With unit on bench, remove eight bolts securing the end case to the ring gear case.

   NOTE: *Bolts used to assemble 1960 units with the number 22159X or 22158X stamped on end case are* left hand thread. *All others are right hand.*
3. Remove end case.
4. Remove clutch plates from side gear retainer and note the relation of these clutch plates.
5. Remove side gear retainer and side gear.
6. Remove pinion mate shafts and gears.
7. Remove remaining side gear, side gear retainer and clutch plates.

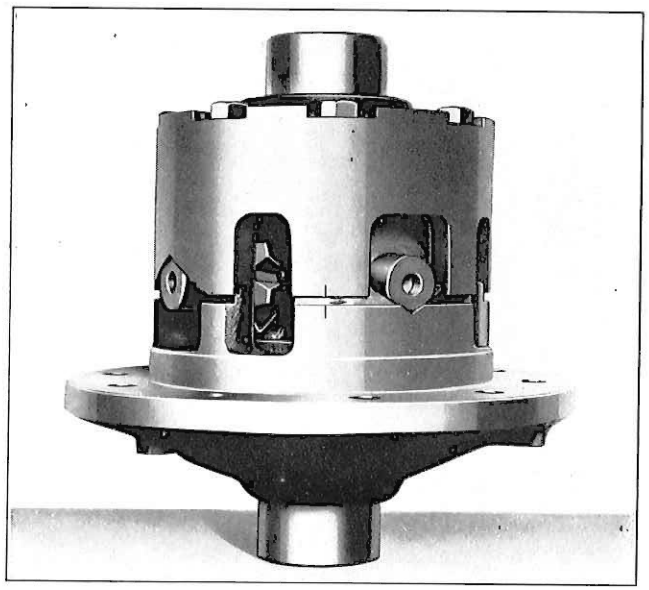

Fig. 2—Differential Case Alignment Marks

CLEANING AND INSPECTION

All parts, including differential case, must be clean and free from all foreign substance before reassembly. All parts must be inspected. See that there are no worn, cracked or distorted clutch plates. All parts must be free of nicks, burrs, or any imperfections that will reduce the efficiency of operation of this unit. Lubricate all parts before assembly, using the special lubricant, G.M. Part #3758791.

ASSEMBLY

1. Hold ring gear half of the case on its side, Fig. 3. Install clutch plates and side gear retainer as follows.

   Four Stack Units With Belleville Plate (Fig. 4)

   a. Belleville type (dished) plate, positioned so concave side rests against case.
   b. Two internally splined friction plates.
   c. Eared clutch friction plate (flat plate).
   d. Side Gear Retainer.

   NOTE: *Clutch stack may be varied for certain driving conditions. See "Clutch Stack Arrangement."*

   Five Stack Units (Fig. 5)

   a. .061/.059 friction plate against case.
   b. Friction disc.
   c. .096/.094 Belleville friction plate positioned so concave side is towards case.
   d. Friction disc.
   e. .096/.094 friction plate.
   f. Side Gear Retainer.

   Make sure the side gear retainer will rotate with a slight drag when in the case. Repeat installation for opposite side.

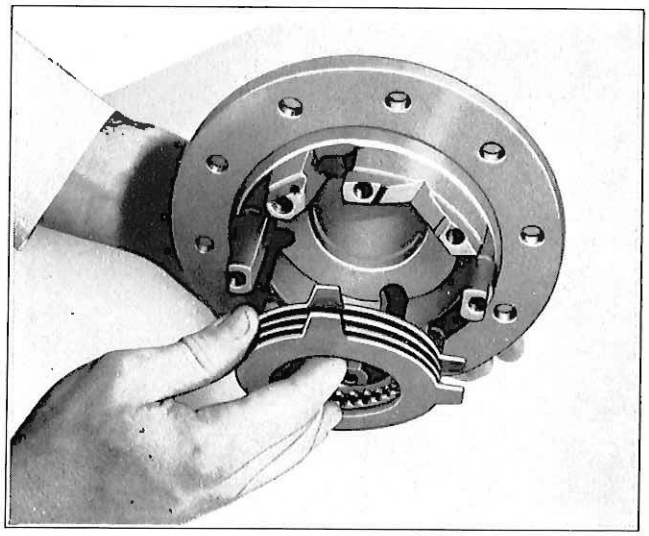

Fig. 3—Installing Clutch Plates

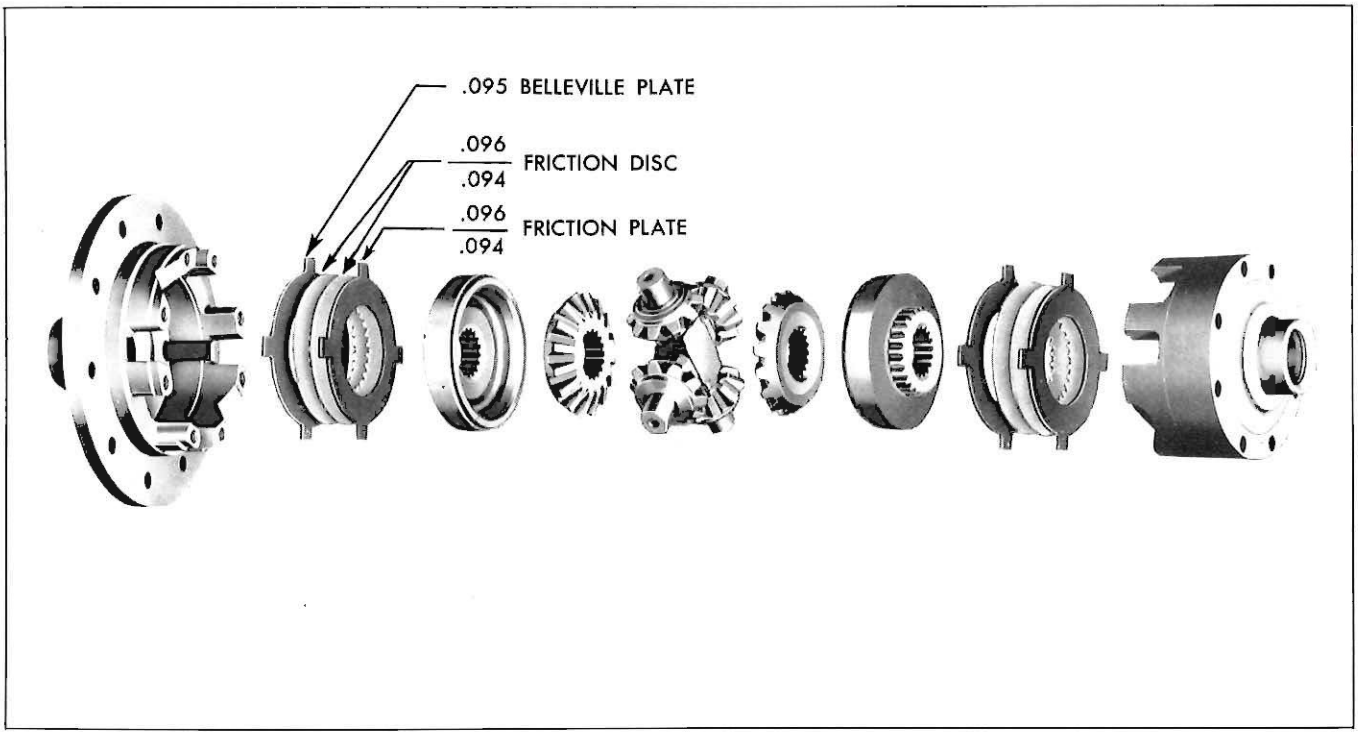

Fig. 4—Four Stack Unit with Belleville Plate

2. Install side gear in side gear retainer.
3. With the ring gear half of the differential case in a vertical position, install one differential pinion mate shaft and gears as shown in Fig. 6. Make certain that notch in shaft is up, and shaft is 90° from "V" notches in case.
4. Install remaining shaft and gears over the first with the center notch down, as shown in Fig. 7.
5. Install side gear over pinion gears.
6. Install remaining case-half while holding side gear retainer and clutch plate pack through the axle shaft bore as shown in Fig. 8. Make

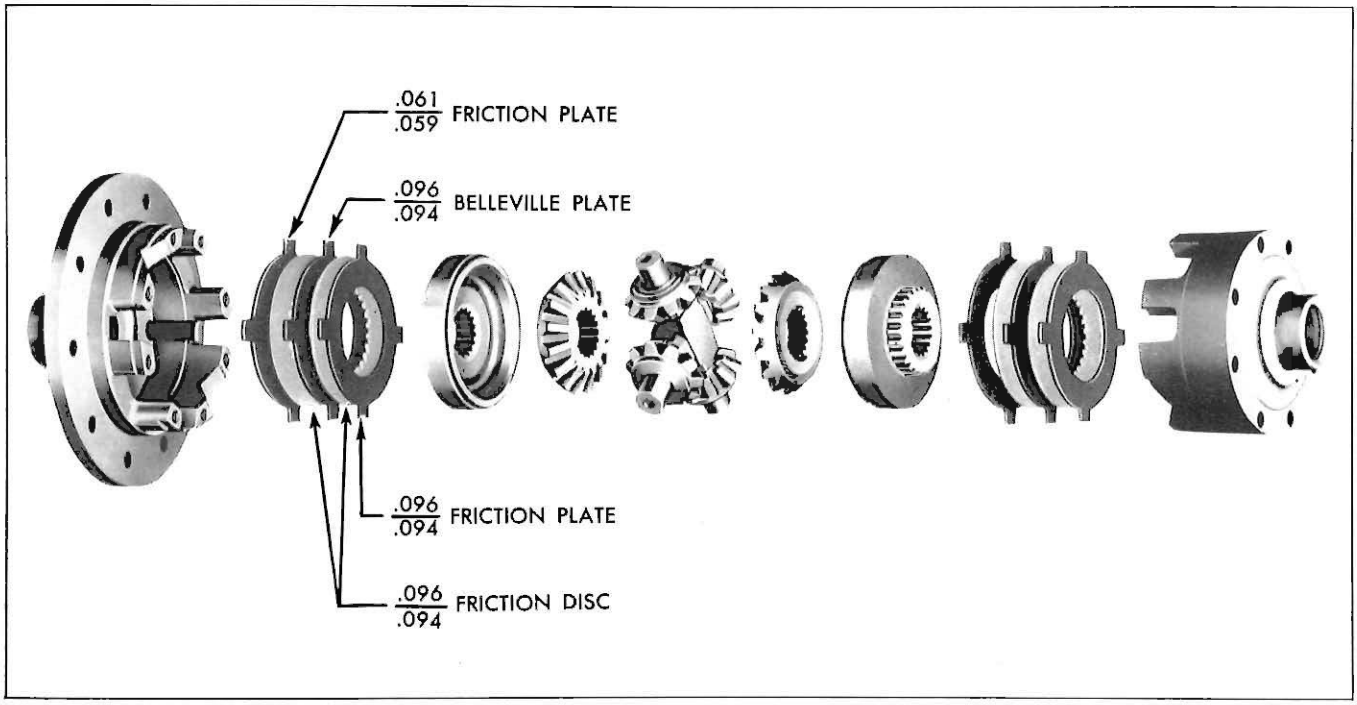

Fig. 5—Five Plate Stack Arrangement

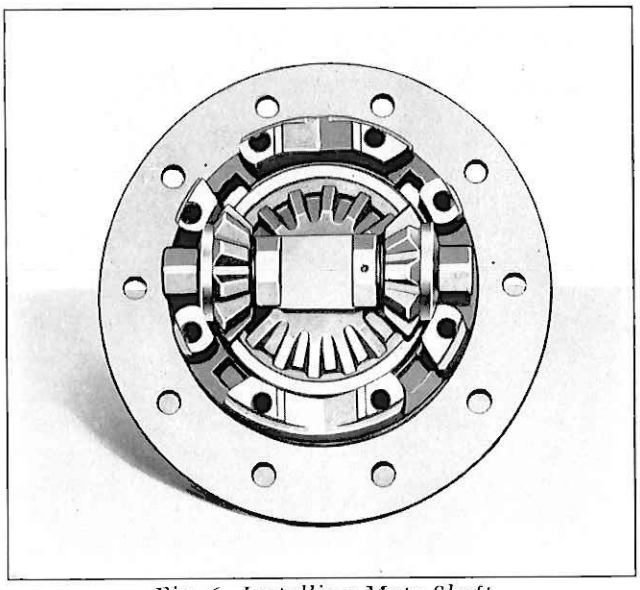

Fig. 6—Installing Mate Shaft

certain that case identification marks are in alignment.

7. Tighten eight attaching bolts evenly to 35-45 foot-pounds torque to avoid distortion to case assembly. On some units, it will be necessary to turn bolts until bolt head flats are tangent to O.D. of case (Fig. 1) in order to install ring gear.
8. Check the clearance between each pinion mate shaft and the "V" of the case as follows: Converted units and 1960 production units require a "no clearance" metal to metal contact between mate shafts and case "V" notches. If clearance exists in these units, disassemble and check friction plates and discs for correct thickness and position. Also examine cases and internally splined drums for excessive wear.
9. Check for clutch plate drag on each side by using a discarded and cut-off axle shaft. The shaft should turn firmly but should not lock.

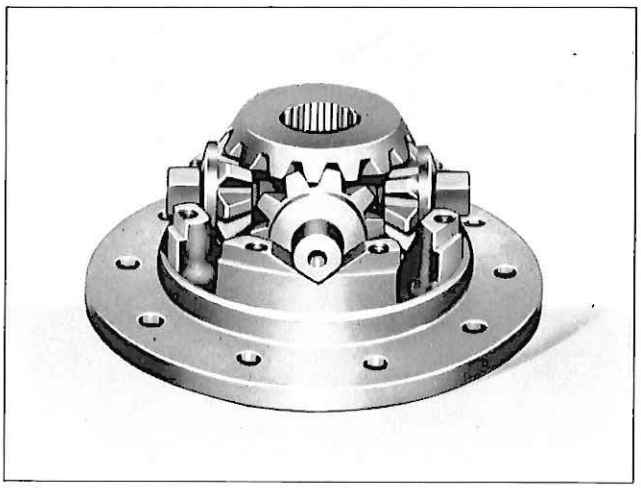

Fig. 7—Pinion and Side Gear Installation

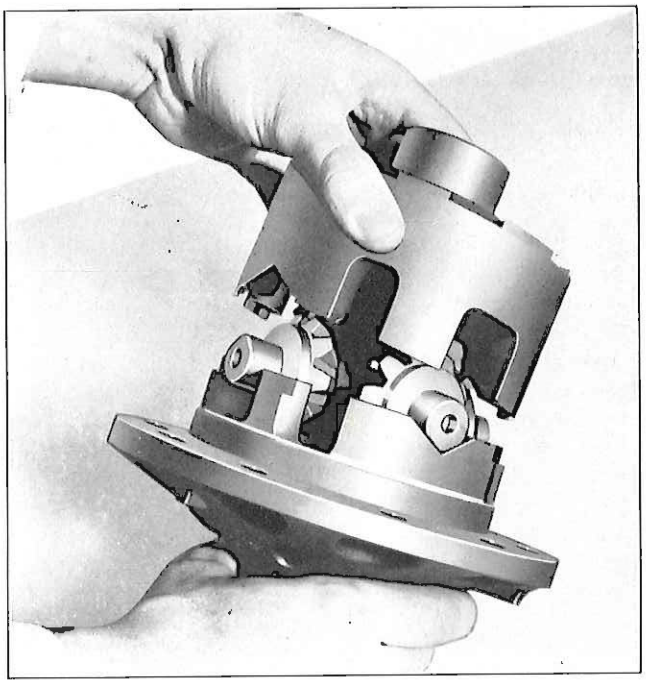

Fig. 8—Assembling Differential Case

INSTALLATION

1. Install the Positraction differential with the ring gear and bearings assembled as outlined in Section 5 of the 1958 Manual for standard differential.
2. Use the same instructions and specifications for ring gear bolts, bearing cap bolts, backlash, and bearing pre-load as used for the standard differential.
3. Install axle shafts.

   NOTE: *Make sure the spline end of the axle shaft does not interfere with the pinion mate shafts. This is best determined by measurement. Use a steel tape, and with the aid of a flashlight, measure from the bottom of the axle shaft bearing bore to the pinion mate shafts. Then measure the axle shafts from the corresponding point of the bearing to the end of the spline. The minimum clearance required is 1/8 of an inch. Grind off the spline end of the axle shaft if it is too long. Check the other axle shaft in the same manner.*

   WARNING: *Do not spin wheels with one elevated as it is possible to have sufficient driving load due to friction, etc. to actuate the Positraction unit and cause the car to move.*

   CAUTION: *Use only Special Hypoid gear lube available through parts stock under GM Part No. 3758791 for filling Positraction Rear Axles.*

OPTIONAL CLUTCH STACK ARRANGEMENT

Four Stack Units Only

Two clutch stack arrangements can be made as shown in Fig. 9 to tailor axle operation to owner's preference on four stack units.

For general service, the arrangement used in production, with the two internally splined plates placed between the externally tanged plate and the Belleville plate (Belleville plate against case), provides ample traction. In cases where the owner desires maximum traction for off-highway operation or heavy duty operation, the clutch plates should be stacked alternately starting with an internally splined friction disc against the differential case, followed by the Belleville plate. However, owners should be cautioned that in order to obtain the benefits of the maximum traction arrangement, tire squeal on turns and a tendency toward oversteer is to be expected.

Passenger Car Lower Control Arm Spherical Joints

In some instances mechanics have been needlessly replacing Lower Control Arm Spherical Joint Assemblies on the 1955-60 Passenger Car front suspension. This usually occurs in cases where the mechanic has uncoupled the lower control arm from the steering knuckle and incorrectly expected the ball stud to then be a tight fit in the lower spherical joint assembly.

It is again emphasized, that unlike the upper control arm spherical joint, specifications for manufacture of the lower spherical joint call for a loose fit of the ball in the joint assembly (actual stud movement up to .050" can be felt in new lower joint assemblies). However, due to front suspension design, the lower control arm spherical joints are always in a state of compression when coupled to the steering knuckles. Compression is

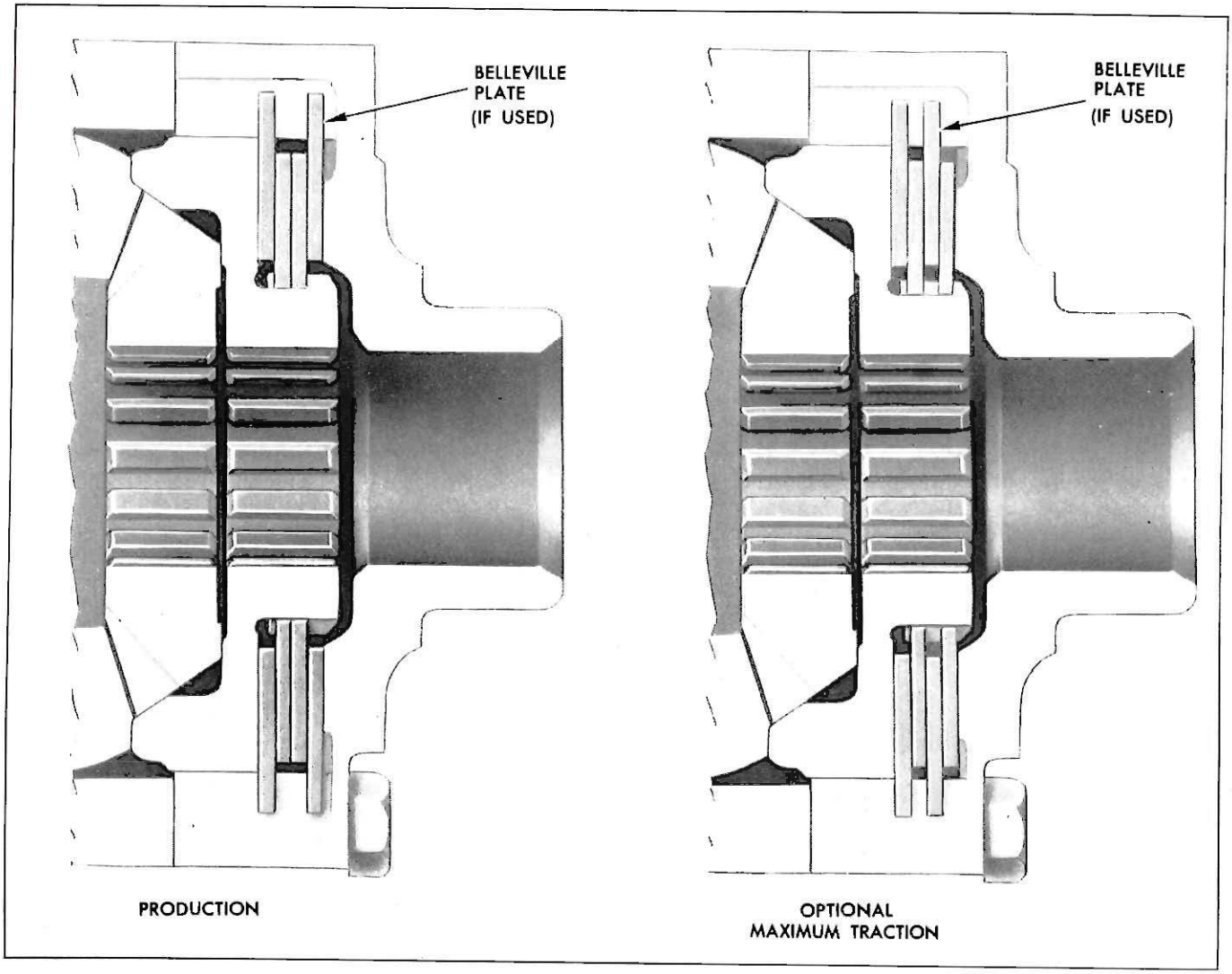

Fig. 9—Four Plate Stack Arrangements

normally provided by vehicle weight and is maintained by the front springs when the wheels are not in ground contact.

Procedures to be followed for inspection or replacement of currently used upper and lower control arm spherical joints are shown in Section 3 of the 1958 Passenger Car Shop Manual.

Cool-Pack Installation

Listed below are corrections or additions to the 1960 Cool-Pack Air Conditioner installation instructions:

1. Low blower speed is provided through a resistor located in the evaporator case. (fig. 10). The resistor winding, visible in the evaporator air inlet before the blower ducting is assembled, must not touch any portion of the evaporator case.

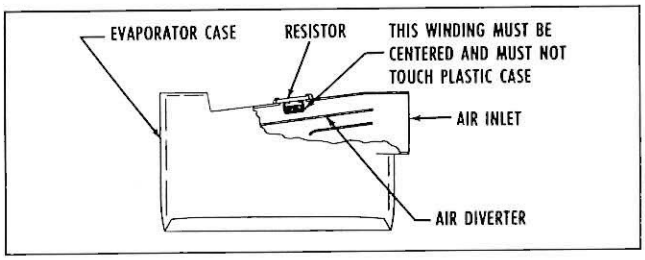

Fig. 10—Cool-Pack Blower Switch Resistor

Inspect the evaporator prior to installation. If the resistor winding is touching the outside of the case or the air diverter inside the case, use a long screwdriver or other suitable tool to bend the resistor so it is centered in the air stream.

2. When installing Passenger Car blower wiring harness, check to make sure black wire to blower motor is nearer blower case than the tan wire (Fig. 11). This is a correction to Page 6 of the Passenger Car Cool-Pack Instruction Sheets.

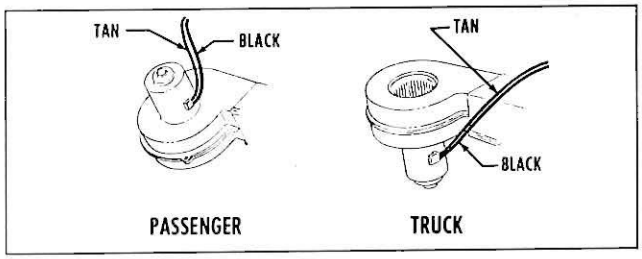

Fig. 11—Cool-Pack Blower Harness Installed

Existing Cool-Pack Instruction Sheets for Trucks correctly show the harness tan lead located nearer the blower case, as shown in Figure 11.

3. Test blower operation and air flow after unit installation. Place one hand in evaporator discharge air stream. With other hand rotate Fan knob. There should be three separate and distinct air speeds. Rotating clockwise from "OFF" position, the air flow should be low, medium, and high. If these conditions do not exist, wiring is incorrect or blower motor is defective. Turn off the system immediately and recheck installation.

Cleaning Tinted Back Window

On all 1959-60 passenger cars equipped with tinted back window glass, a deeper tint, or shading, is used on the upper portion of that glass. This particular shading is a type of surface treatment that is applied to the inside surface of the tinted back window glass only.

When cleaning the inside surface of the back window, the presence of abrasive material in a glass cleaner or wiping cloth could cause removal of some of the surface shading; resulting in the glass having an objectionable appearance.

To prevent the possibility of glass damage, the inside surface of the back window should be cleaned using water; or a clear, liquid type commercial glass cleaner. The cleaner should be applied according to label directions and removed with a grit free, soft cotton cloth.

CAUTION: *Paste, powder or cream type glass cleaners should not be used.*

1960 Passenger Car Parking Brake Adjustment Revised

To minimize the possibility of incurring brake drag with the parking brake in release position, it is recommended that the following procedure now be used when adjusting parking brakes on all 1960 Passenger Cars.

1. Raise car with rear wheels off floor.
2. With parking brake release handle in full release position (forward) check adjusted length of parking brake front cable. When the front cable is pulled taut at the idler lever, the rear edge of the idler lever should be approximately 3/8 inch rearward from the rear edge of the idler lever frame bracket (fig. 12). If the idler lever is incorrectly positioned, adjust jam nuts at idler lever swivel to change effective length of front cable.
3. Lubricate equalizer cable groove.
4. Depress parking brake pedal six (6) notches from the initial position.

NOTE: *The release lever handle will always move fully rearward during step 4.*

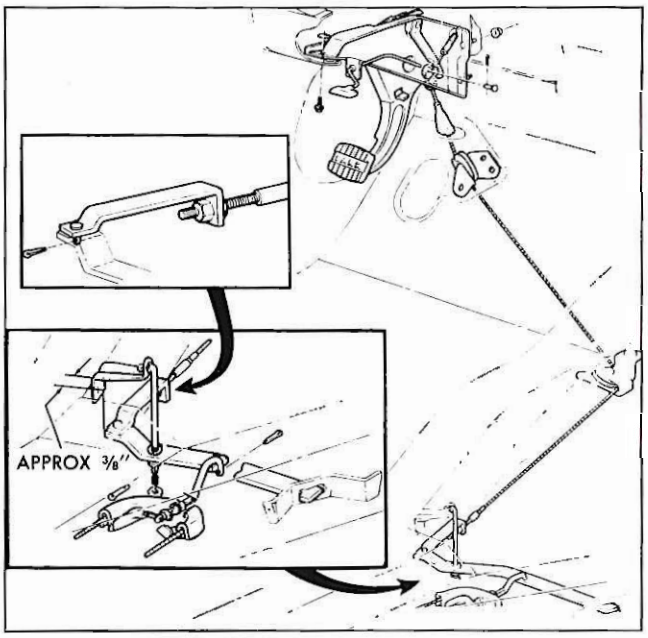

Fig. 12—1960 Passenger Car Parking Brake

5. Adjust equalizer positioning nuts to obtain moderate brake drag at each rear wheel.
6. Fully release parking brake and check both rear wheels for freedom from brake drag.

NOTE: *When adjusting parking brakes, the intent is to attain a parking brake full-release setting at which the brake shoes are positioned with the minimum clearance necessary to maintain "no drag" under all conditions.*

Sheet Metal Blind Rivet Kit

A sheet metal blind Rivet Kit containing 25 each of both Countersunk and Brazier Head 1/8" Pull-Thru Steel Rivets is now available through regular Chevrolet Parts channels under Part No. 3784923. The kit also includes a hand tool necessary for driving the rivets as shown in Figure 13.

The hollow rivets can be used to attach many types of material over a wide thickness range. After drilling a 1/8 inch hole in the material to be fastened, the rivet is easily installed even in limited work space. Access to only one side of the work is required.

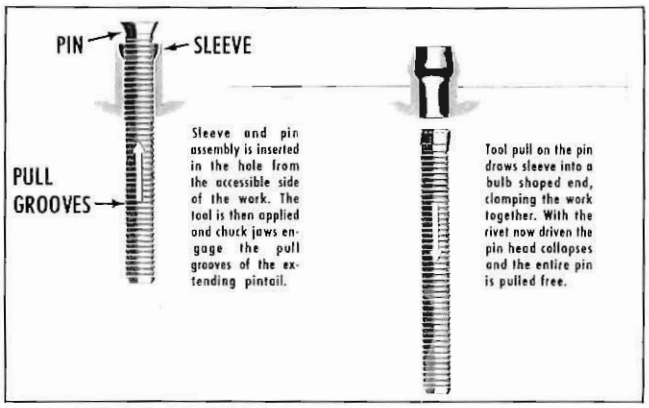

Fig. 13—Installing Pull-Thru Blind Rivet

TYPICAL USAGES OF BLIND RIVETS

Fender Quarter Panels—Saves welding time and eliminates metal distortion caused by excessive heat.

Body Joints Near Glass—Eliminates glass damage caused by welding.

Rocker Panels—Eliminates the problem of stripped sheet metal screws and hole elongation.

Body Panels—Holds panels prior to welding. Reduces welding and clamping, saving time in repair.

Miscellaneous Attachments—Trim moulding clips, signs, emblems, license plate tags, etc.

- Additional rivets are available in packages of 25. Brazier Head (Part No. 3774493); Countersunk (Part No. 3774494).

Rear Wheel Bearing Replacement Caution

Axle shaft failure can be caused by mechanics using a welding torch during Passenger Car rear wheel bearing replacement. When heat is applied as an aid in removing the bearing races or retaining rings, hardness of the shaft is appreciably reduced and the shaft may later fail in that area. It is imperative that no heat be applied during bearing replacement.

Passenger Car rear wheel bearings should be replaced in accordance with procedure described in the Chevrolet Passenger Car Shop Manuals. Late model vehicles require the use of tool J-5741 for supporting the bearing and retaining ring while pressing out the shaft.

A new bearing retaining ring must always be used when replacing a rear wheel bearing.

Passenger Car Clutch Pedal Free Travel Adjustment

In the 1958-60 Passenger Car Shop Manuals, two different methods of adjusting clutch pedal free travel (lash) are described. Experience with these clutch installations has shown that, due to difficulty in determining when the release bearing actually contacts the clutch diaphragm spring, the method of adjustment that requires setting free travel by "feeling" 3/4" to 1" lash at the pedal, too

frequently results in an incorrect setting. Therefore, it is recommended that use of that adjustment procedure be discontinued.

The easiest and most accurate means of obtaining specified clutch free travel in 1958-60 passenger cars is by employing the other method outlined in the Shop Manuals. That is, by utilizing the locating dimple in the clutch cross shaft lever (Fig. 14); which will automatically provide the

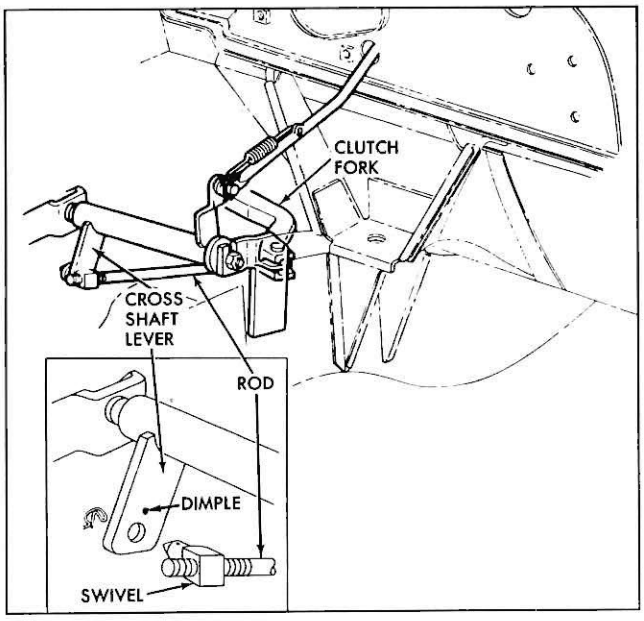

Fig. 14—Adjusting Passenger Clutch Free Travel

desired clearance between the throwout bearing and clutch diaphragm spring, when linkage is assembled as described below:

1. Disconnect the forward end of the clutch fork push rod from the cross shaft lever.
2. Move the fork push rod rearward to remove all lash. With the rod held in that position, adjust the swivel on the push rod so that the conical point of the swivel lines up with the "dimple" in the cross shaft lever.
3. Hold swivel position on rod and reconnect swivel to cross shaft lever.

Powermatic Overhaul Tip

In 1960 truck Powermatic transmissions, an orifice is used in the converter-out oil passage to restrict the flow of oil from the converter to the oil cooler. This orifice is in an orifice cup which is pressed into the converter-out passage in the main transmission housing. It is located just below the center line on the right side of the front face of the transmission housing.

If a failure occurs in the transmission, it is possible that particles of the failed material will lodge in the cup, completely closing the opening. If the transmission is rebuilt with the orifice in this condition, the oil will not pass into the cooler in sufficient volume to prevent serious overheating, and a second failure will result.

The possibility of a failure caused by a clogged orifice can be eliminated by cleaning the orifice cup before the transmission is reassembled. This should be done each time a transmission is disassembled, regardless of the reason for disassembly.

NOTE: *This orifice cup is for use in 1960 transmissions only. If 1960 Transmission Housing Assembly, Part No. 6771746, is to be used as replacement on a 1959 or earlier model transmission, the orifice cup must be removed.*

1947-52 Ignition Lock Cylinder Installation

Once installed, the currently serviced Ignition Lock Cylinder Assembly 3772085 cannot be removed from 1947 Trucks or 1948-52 Passenger Cars. This condition is due to the absence of a second poke hole that is required in the cylinder cap, at the four o'clock position. The cylinder case has this extra hole but the cap does not.

Before installing lock cylinder assembly 3772085 on the above models; it will be necessary to drill a second hole in the cap, using the cylinder case hole as a guide.

In the near future the cap furnished as part of the service ignition lock cylinder assembly will have two poke holes.

Corvair Jacking Instructions Now Cover Club Coupes

Addition of the Club Coupe body style to the Corvair line necessitates revision to that section of previously published jacking instructions which provided visual reference points for jack location on the underbody when lifting the rear of vehicle.

To provide uniform jacking instructions for all model Corvair Sedans and Club Coupes, it is now recommended that when raising the rear of a Corvair, the jack be positioned at the underbody reinforcement, as follows:

"Position the jack approximately ten (10) inches forward of the front edge of the rear wheelhouse opening."

NOTE: *Jack lift pad should straddle the underbody flanges when properly positioned.*

Early jack instruction sheets pasted on the in-

side of the front compartment lid of Corvair Club Coupes stated, in error, that the vehicle rear should be raised with the jack positioned on the underbody, adjacent to the rocker panel seam.

Do not attempt to jack a Club Coupe at this rocker panel seam location. Damage could occur due to the fact that the Club Coupe rocker panel seam is located further forward than that of the Sedan, and is out of the reinforced lift area.

At present when the jack instruction sheets are placed in Club Coupes, assembly plants, as an emergency measure, are revising the sheets to correctly show that the jack should be positioned 18 inches to the rear of the rocker panel seam when lifting the rear of a Club Coupe.

In the near future, a new jack instruction sheet that will be placed in all Corvair cars at the assembly plants, will show the standardized reference point, for all body styles, of "10 inches forward of rear wheelhouse opening" for jack positioning when lifting the rear.

Corvair Production Changes

• After extensive tests had shown no adverse effects with the Crankshaft Front Oil Slinger removed from the Corvair engine, use of this oil slinger and its retaining ring were discontinued in engine production July 8, at engine serial TO-708. The oil slinger retaining ring groove will be omitted in future machining of the crankshaft timing gear. During engine overhaul, use of the slinger on a timing gear having the retaining ring groove will be at the mechanic's option.

• On Corvair front suspension Lower Control Arm Spherical Joints used in production, prior to February: the O.D. of the ball housing was equipped with self tapping threads for attachment of the joint assembly to the control arm. The spherical joint used in later production is a press fit into the lower control arm. Joint assemblies of either design may be used as replacement on all vehicles.

Corvair Axle Pinion Bearing Seizure

Whenever a rear axle pinion bearing failure is encountered on Corvairs equipped with 3-speed transmission, the transmission countershaft should be checked for looseness in the case. Looseness can be detected by movement of the countershaft from its fully seated position against the stakes at the front of the transmission case, or by the wear pattern created by the shaft on the front face of the axle housing.

When shaft movement occurs, lubricant leaks from the shaft bore at the front of the transmission and, due to the common lubricant supply for the transaxle, the axle oil level becomes low, causing the pinion bearings to overheat and seize.

In early production transmissions the countershaft depended solely on a light press-fit into the bore at the front of the case to prevent rotation or fore and aft movement. To improve shaft retention, the countershaft has been pinned in place in transmission production since April 28, 1960.

To prevent possible loss of lubricant and resulting pinion bearing seizure on transmission units built prior to April 28, the countershaft should be pinned when handling either an existing axle failure or whenever transmission is removed from vehicle.

The following procedure may be used for pinning the shaft in position without disassembling the transmission:

1. Remove transmission cover and check for damage to transmission.
2. If countershaft has moved rearward, tap shaft in position against stakes at front of case bore (View A, Figure 15). Amount of force necessary to seat shaft will indicate whether or not

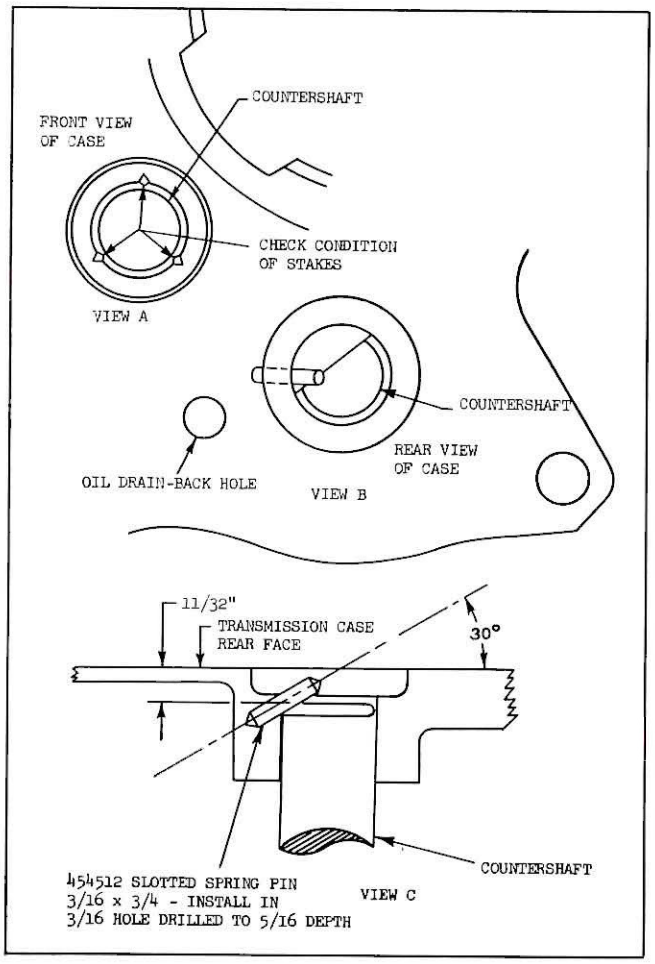

Fig. 15—Three-Speed Transmission Countershaft

bore has opened up to point where an effective oil seal cannot be maintained. If press fit has been lost, the transmission case will have to be replaced. Shaft should recess in case approximatey 11/32" (View C, Figure 15). Condition of stakes at front of case should be checked and shaft re-staked if necessary.

3. With shaft fully seated in case, drill 3/16" hole in case at approximately 30° angle in shaft bore just above step in shaft, so that when pin is installed, it will prevent rotation and rearward movement of the countershaft. Hole should be drilled to a depth of 5/16" (Views B and C, Figure 15).

CAUTION: *It is recommended that a drill stop be used for this operation to hold the 5/16" depth and prevent breakthrough into the transmission.*

Corvair Oil Filter Torque

The oil filter center bolt torque specification presented on page 2-6 of the 2nd Edition Corvair Shop Manual is incorrect. The torque specification should be 9-15 ft. lbs. as stated on pages 6A-51 and 12-6.

The correct amount of torque applied to the oil filter center bolt is very important because if the bolt is tightened to 20-25 ft. lbs. torque as stated on page 2-6 of the Corvair Shop Manual, the nylon gasket may split or the neoprene seal may be damaged, causing an oil leak. An oil leak in either of these areas (fig. 16) can result in rapid loss of engine oil.

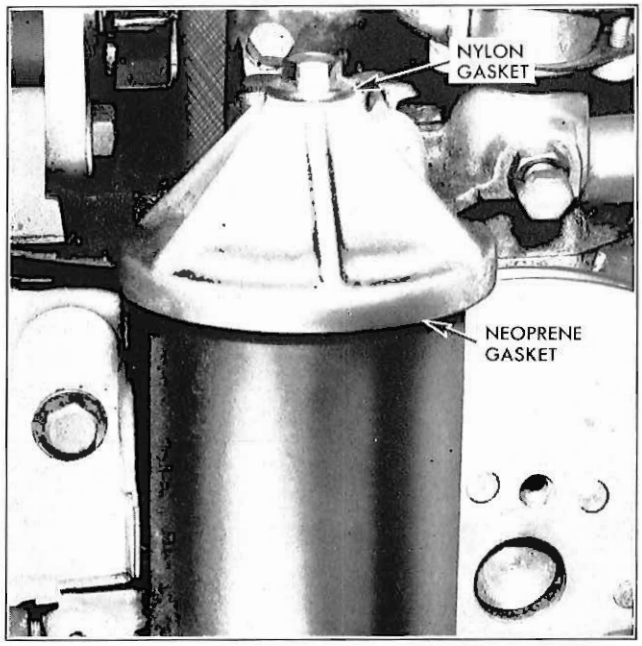

Fig. 16—Corvair Engine Oil Filter

Additional 1960 Carburetor Changes

Recent changes made in 1960 model Passenger Car and Truck production carburetors are outlined below.

2Bbl Carburetors (2GC)—Passenger Car w/Powerglide

A new carburetor accelerator pump assembly, which includes a new duration spring, together with a different return spring, has been incorporated into the following production carburetors:

Carburetor Assembly	*Used On*
#7013008	Pass. Car w/Powerglide
#7013018	Pass. Car w/Air Conditioning

The accelerator pump changes were made to reduce hesitation on low speed acceleration. The new duration spring is colored green and the return spring, which is identical to the one used on 3-speed applications of the 2GC carburetor, is colored silver. All late design carburetors containing the heavier springs can be identified by the code letter "D", or later, on the brass identification tag.

When handling complaints of hesitation on low speed acceleration, early design carburetors may be modified to include the heavier pump duration and return springs. Service parts for this purpose are available in a kit, consisting of the pump assembly, return spring, and identification tag.

Order Part No.

7019742 . . . . . Unit—Carburetor Pump and Return Spring

2Bbl Carburetors (2G)—10 Thru 40 Series Trucks w/V-8 Engine

Production carburetor assemblies #7015015 and #7013011 have been revised to incorporate larger main metering jets. To reduce engine surge during part throttle operation. Main Metering Jets 7002652 (.052") were replaced by Jets 7001860 (.055").

Change letter "A" on the brass identification tag of carburetor Part No. 7015015, or change letter "B" on carburetor Part No. 7013001; indicates that the .055" jet is installed. Carburetors code tagged with later change letters would also have Jet 7001860.

To reduce surge, the .055" jets can be installed in the early production carburetors.

1960 CARBURETOR JETS AND METERING RODS

Part numbers of the latest jets or metering rods being used in 1960 Chevrolet production carburetors, are listed below.

SINGLE BARREL

Passenger	Prod. Carb. No.	Jets (std.)
3 Speed	7013003	7002957
3 Speed (Taxi)	7013955	7002642
Auto. Trans.	7013000	7002953
Auto. Trans. (Taxi)	7013956	7002642
Truck		
3 Speed and Auto. Trans.	7015011	7001860
3 Speed (261 cu. in.)	7015013	7002964
3 Speed (Max. Econ.)	7015021	7002943
Forward Control	3705500	608071
Corvair		
Auto. Trans. and 3 Speed	7015300	7002952
Auto. Trans.	7015310	7002950
3 Speed	7015311	7002951
Auto. Trans.	7015312	7002950
3 Speed	7015313	7002951
Hi-Performance	7015319	7002951

TWO BARREL

Passenger		
3 Speed (283)	7013007	7002958
Auto. Trans. (283)	7013008	7002657
w/Air Cond.	7013018	7002657
Truck		
(283 cu. in.)	7015015	7001860
w/Spinner Gov.	7015017	7002954
w/Vel. Gov.	7013011	7001860
(348 cu. in.)	7015019	7002954

FOUR BARREL

Passenger		
3 Speed (283)	3756676	Meter Rod 3751524
	3779178	Meter Rod 3751524
3 Speed (348)	3756677	Meter Rod 3764574
3 Speed (348) (Hi-Lift Cam)	3764593	Meter Rod 3764574
	3772600	Meter Rod 3764574
	3779180	Meter Rod 3764574
Auto. Trans. (283)	7013004	7002647 Primary 7001860 Secondary

FOUR BARREL

Passenger		
	7015004	7002647 Primary 7001860 Secondary
w/Air Cond.	7013010	7002647 Primary 7001860 Secondary
w/Air Cond.	7015010	7002647 Primary 7001860 Secondary
Auto. Trans. (348)	7013006	7002656 Primary 7008668 Secondary
	7015006	7002656 Primary 7008668 Secondary
	3756678	Meter Rod 3764574
	3779179	Meter Rod 3764574
w/Air Cond.	7013012	7002656 Primary 7008667 Secondary
w/Air Cond.	7015012	7002656 Primary 7008667 Secondary
Truck		
348	7015025	7001498 Primary 7008670 Secondary
Corvette		
283	3756676	Meter Rod 3751524

DUAL—FOUR BARREL

Corvette		
Front	3744002	Meter Rod 3744037
Rear	3744004	Meter Rod 3744037
Front (Hi-Lift Cam)	3741089	Meter Rod 3746674
Rear (Hi-Lift Cam)	3741090	Meter Rod 3746674

TRIPLE—TWO BARREL

Passenger		
Front	7013015	7002960
Center (Auto. Trans.)	7013016	7002660
(Auto. Trans.)	7013026	7002660
(3 Speed)	7013020	7002663
Rear	7013017	7002961
Front (Hi-Performance)	7013973	7008663
Center (Hi-Performance)	7013974	7002960
Rear (Hi-Performance)	7013975	7008662

CORVAIR-IGNITION DISTRIBUTOR IDENTIFICATION & SPECIFICATION CHART

This chart provides corrected distributor specifications and latest ignition timing specifications superseding any previously published information that may be in conflict.

Power Team	Distributor Part No.	Oiler Color Identification	Centrifugal Advance (RPM)	Vacuum Advance (Hg)	Degrees Dwell	Ignition Timing	Mounting Flange
Early Production (all)	1110252	Cadmium	0° at 400 32° at 3600	0° at 6″ 23° at 15.2″	33°	4° BTDC	2 Pads
Late Production Synchromesh	1110258	Zinc	0° at 400 32° at 3600	0° at 6″ 23° at 15.2″	33°	4° BTDC	Full Diameter
Intermediate Production RPO-360 Auto. Trans.	1110256	Black	0° at 1700 20° at 3600	0° at 7″ 23° at 16.2″	33°	16° BTDC	2 Pads
Late Production RPO-360 Auto. Trans.	1110259	Black	0° at 1400 24° at 3700	0° at 7″ 23° at 16.2″	33°	13° BTDC	Full Diameter
Early Production RPO-649 High Performance Engine	1110257	Copper	0° at 700 6.5° at 1200 24° at 4800	0° at 8″ 15° at 15.5″	33°	16° BTDC	2 Pads
Late Production RPO-649 High Performance Engine	1110260	Copper	0° at 700 6.5° at 1200 24° at 4800	0° at 6″ 23° at 15.2″	33°	13° BTDC	Full Diameter

NOTE: *Advance specifications given in engine rpm and engine degrees.*