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CORVAIR "95" ACCELERATOR LINKAGE

The accelerator linkage design currently used on Corvaire "95" vehicles was introduced on late 1961 model vehicles. The accelerator cable has a sliding sleeve type seal at the pedal end, and the rear of the cable terminates in the engine compartment, at the carburetor cross-shaft lever. Until it reaches the rear suspension, the 1962 cable is routed through the underbody from the front of the vehicle the same as the cable used on early 1961 models (shown in the 1961 Corvaire Shop Manual). At the rear suspension, the 1962 cable then goes

above the rear crossmember and under the heater duct to the engine compartment. The cable housing attachments and linkage connections are shown in Figures 1 and 2.

Linkage Adjustment

1. Adjust carburetor cross-shaft linkage as outlined in "Carburetor Synchronization" procedure in the 1962 Corvaire Shop Manual Supplement.
2. Place a 3/4" spacer between the floor mat and the upper end of the pedal. Block the pedal to retain it in this position.
3. Rotate carburetor cross-shaft lever to obtain wide open throttle position, then unsnap the adjustment rod clip and rotate adjusting rod to remove all slack from cable. Re-install the clip.
4. Return linkage to idle position and unhook the return spring from the accelerator pedal lever.
5. Check clearance between accelerator lever and cable shield (shown in View B, Figure 2) while holding the lever arm upward to remove play. Clearance should be approximately 1/8". Adjust, if necessary, by moving the shield in the desired direction and retighten the two mounting screws.

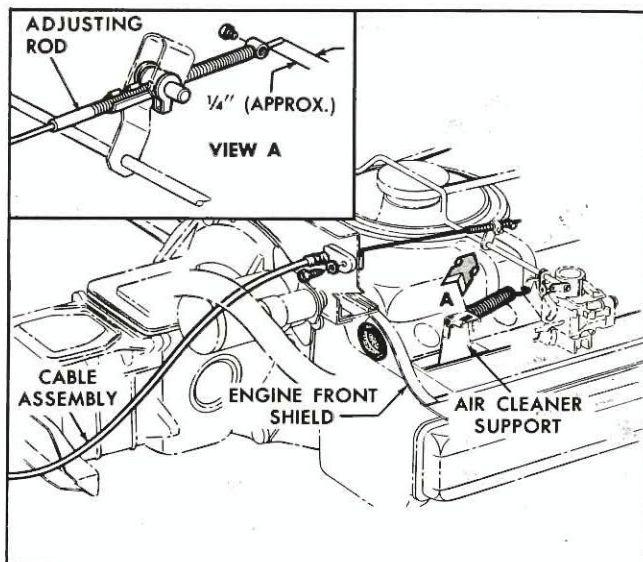


Fig. 1—Acceleration Linkage—Carburetor End

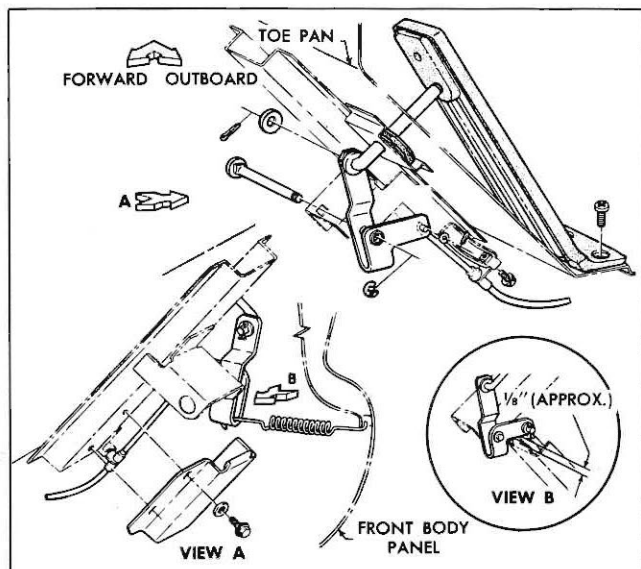


Fig. 2—Acceleration Linkage—Pedal End

6. Reinstall pedal return spring. Notice that the shield now acts as a pedal lever stop and the cable in the engine compartment has some slack.

NOTE: The cable must have some slack at idle or the idle speed screws will be inoperative and engine will not return to idle speed.

7. On automatic transmission models adjust the TV rod as follows:
 - a. Disconnect the TV rod at carburetor cross-shaft lever.
 - b. Rotate the cross-shaft to wide open throttle and pull the TV rod to position throttle valve through detent.
 - c. Adjust swivel to just enter hole in cross-shaft lever, then lengthen the lever 5 full turns and reconnect the TV rod to cross-shaft lever.

Cable Replacement

1. Remove guide lock on cable at carburetor cross-shaft.
2. Raise vehicle to gain access to underbody, then remove shield at front of cable.
3. Disconnect cable from pedal lever, and remove cable tab bolt at each end of cable.
4. Remove cable from clips in underbody and remove cable.
5. Reverse removal procedure to install cable; guiding cable through crossmember opening from front of vehicle, then raising cable into

the clips located where a slight clearance exists between gas tank and frame rail.

6. Adjust accelerator linkage as previously outlined.

Governor—6V-53 Diesel

The governor on the 6V-53 Diesel is factory adjusted on the engine to provide an engine maximum no-load speed of 2800 rpm. It should rarely be necessary to reset one of these governors except in instances where the setting has been tampered with, or the governor has been disassembled for repair.

This governor utilizes a screw and lock type of adjustment for setting engine maximum no-load speed (Fig. 3). Engine no-load speed must not exceed 2800 rpm, and should be checked with the engine at operating temperature.

NOTE: In error, a governor in which selective shims are used to adjust engine maximum no-load speed is described on page 22 of the 1962 Chevrolet Truck Diesel Engine Operating and Service Guide. A governor incorporating this type adjustment is not used on the 6V-53 Diesel engine.

If necessary to adjust the engine maximum no-load speed setting of the 6V-53 Diesel engine governor proceed as follows:

1. Remove governor spring housing.

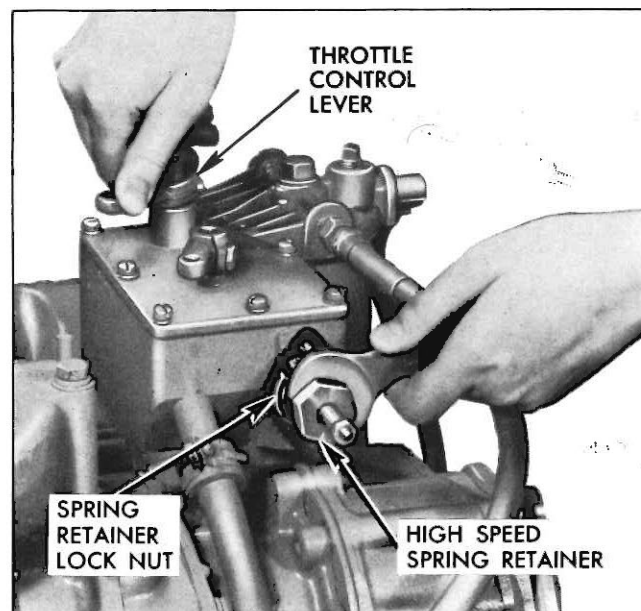


Fig. 3—Adjusting Governor on 6V-53 Diesel

2. Using a spanner wrench, back-off the high speed spring retainer lock nut approximately five turns.
3. With engine running (at operating temperature), hold the speed control lever in "full fuel" position. Turn high speed spring retainer in the direction needed to attain a tachometer indicated 2800 rpm no-load speed (turn in to increase—out to decrease).
4. Release speed control lever. Hold high speed spring retainer and tighten lock nut.
5. Install governor spring housing.

Impala Rocker Panel Mouldings

The clips used to attach the aluminum rocker panel mouldings on 1962 Impala series passenger cars are too long and at some locations hit the reinforcing panel inside the sill. The specific locations where interference is incurred is at the third

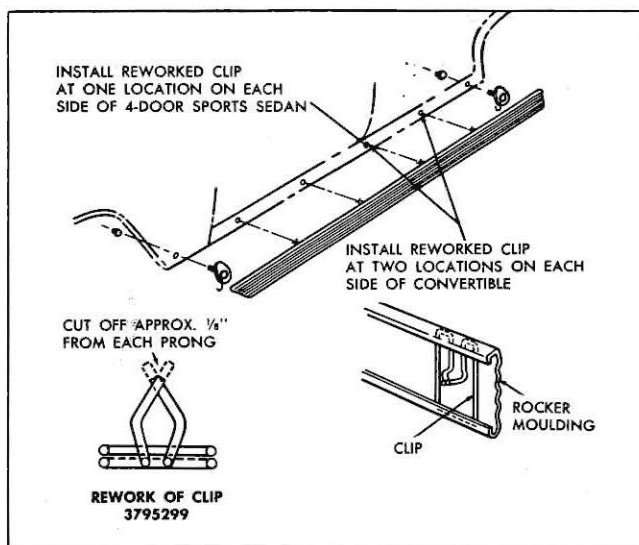


Fig. 4—Impala Rocker Moulding Installation

clip from the front on 4-door sports sedans and at the third and fourth clips on convertibles. See Figure 4.

If a rocker panel moulding on an early production 4-door sport sedan or convertible is found to have missing or improperly seated clips at the above mentioned locations, correctly install the clips (Part #3795299) after shortening the clip prongs as shown in Figure 4. It is important that the clips be reworked before installation, since use of force in an attempt to seat the long clips can cause the rocker moulding to be dented.

1962 Impala Horn Bar

When attempting to sound the horn on some early Impala series passenger cars, the end of the horn bar may bottom out in the steering wheel spoke before the bar has pivoted far enough to complete the horn electrical circuit.

To correct this condition remove the two horn bar attaching screws from the back of the steering wheel and add one or more 1/16" washers to each screw (fig. 5). It is necessary to shim with the same washer thickness at both sides of the horn bar, otherwise the bar would be noticeably misaligned.

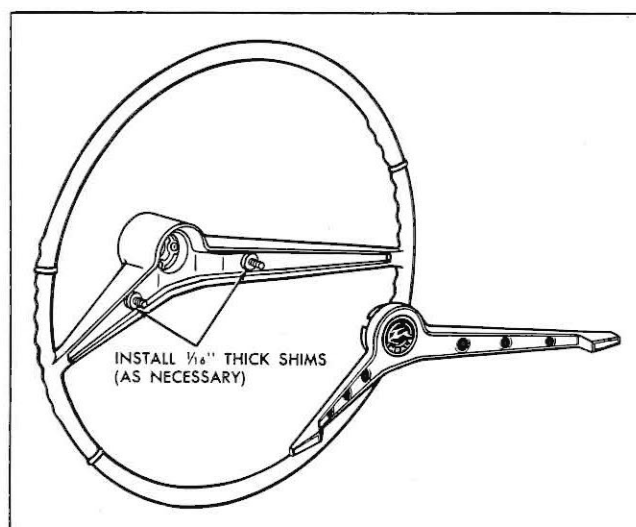


Fig. 5—Shimming Impala Horn Bar

Service Tips

- The clutch driven disc assemblies for all Chevy II engine clutches should be installed so that the dampener springs and their retainer plate are toward the flywheel. This will place the oil deflector collar to the rear (pressure plate side).
- When installing front springs on a Chevy II, position the end of the spring bottom coil approximately 1/8" from the stop in the spring lower seat. Providing this clearance between the spring and stop will prevent spring squeak.
- When assembly plant stock is exhausted on the spare tire lock currently available for 1962 Corvair vehicles, the spare tire lock now offered as an accessory will then also be used as an RPO lock. The cylinder of the accessory type spare tire lock cannot be key coded to match the other locks on the vehicle, therefore, two keys will always be furnished with this tire lock.

- The necessity of maintaining proper drive belt tension on 1962 air conditioning compressors will be more critical than on past model compressors. Torque required to operate the 1962 compressors is higher due to increased displacement and the design of the mechanism.
- To standardize on screw thread sizes most current and past model body panels and body hardware fabricated later than August 1, 1961, utilize coarse N.S.S. (National Standard Screw) threads at attaching points. For many years prior to the above change, similar parts used fine S.A.E. threads extensively. Due to the fact that many replacement parts furnished for past model vehicles may have been fabricated recently, check the tapped holes in the replacing parts for thread size, and use attaching screws to correspond.
- Original equipment type flashers and lamps should always be used as replacement in Chevrolet turn-signal circuits. Use of flashers and lamps of different capacity or type, including those that are sometimes merchandised as "heavy duty," can cause all lamps or only certain lamps in the system to have an improper rate of flash. In the turn signal circuit, as in any electrical circuit, the possibility of overloading existing wiring and other circuit components must be considered before attempting any modification that would increase circuit load.
- If a Chevrolet electric clock is running either too fast or too slow, pull out on the reset knob and rotate the knob slowly in the direction that will require the least amount of travel of the clock hands to bring them to the correct time setting. When resetting the minute hand 1 to 5 minutes, each minute of resetting will automatically provide a new regulated clock speed that will differ from the previous regulated speed by 4 seconds in a 24 hour period. (Example: Moving the minute hand 3 minutes will provide 12 seconds change in speed regulation.) Moving the hands more than 5 minutes will provide a total of approximately 20 seconds change in clock regulated speed, at each resetting.

When resetting a clock that has stopped due to an electrical disconnect; turn the clock hands clockwise to 10 minutes past the correct time setting, then slowly turn the minute hand back to the correct time. After resetting the clock in this manner, it would then have the same speed setting as before the power source was disconnected.

For accurate regulation, allow at least a 12 hour interval between any two resettings. The 12 hour interval is required to permit the clock automatic regulating mechanism to compensate.

The Petro-Chemical Family

Chevrolet now offers to dealers, under the name of "Quali-Chem," a family of chemical additives compounded to restore and maintain the effectiveness of Chevrolet power teams. Here are specific chemicals . . . each designed to do its job in removing deposits and restoring power, economy and performance.

CLEENS—Top Engine Cleaner—Designed to eliminate gum, carbon, varnish and sludge from carburetor to compression rings.

CLEENS—Crankcase Purge—Added to the crankcase, its special solvents, emulsifiers, detergents and lubricants free lower engine components of power robbing contaminants and deposits.

E. O. S.—Engine Oil Supplement—After a thorough CLEENS treatment, E. O. S. can be added to the engine oil to help keep it free of harmful deposits.

A. T. C.—Automatic Transmission Conditioner—Is designed to stop minor fluid leakage at the seals of automatic transmissions.



Fig. 6—Available Chevrolet Petro-Chemicals

CLEENS DISPENSER

With every order of four cases of any Quali-Chem additive, dealers may purchase a handy CLEENS dispenser bottle. Simply pour the required amount of CLEENS Top Engine Cleaner into the bottle, clamp the rubber tube to the carburetor intake and hang the dispenser from the open hood.