CHEVROLET

# SERVICE NEWS

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CONTENTS



## Corvair Crankshaft Pulley Removal Revised

Don't remove the power train to replace the engine crankshaft pulley on Corvair or Corvair "95" vehicles. Granted, it is necessary to remove several parts to obtain clearance for crankshaft pulley removal; however, removal of the power train from the vehicle is certainly not required.

Crankshaft pulley removal should be performed in accordance with the following revised procedure; utilizing reworked Crankshaft Pulley Remover J-6978-1.

Adapt the presently used puller J-6978-1 for attachment to the Corvair pulley by drilling two 7/16" thru holes in the puller, locate the holes 180° apart on a 2¼" circle that is concentric with the tapped puller screw hole in center of J-6978-1.

Pulley Removal

1. Place vehicle on hoist or raise rear of vehicle and place on stand jacks.
2. Loosen blower belt at idler pulley.
3. Remove oil filter element assembly.
4. Remove engine grille.
5. Remove engine rear sealing strip retainer and sealing strip.
6. Remove engine rear center shield.
7. Support rear of engine, then disconnect and remove the engine rear mount, also remove the rear mount bracket from the engine. On Corvair "95" vehicles only, it will be necessary to "drop" the rear of the engine to obtain clearance required for pulley removal.
8. Remove crankshaft pulley attaching bolt, using an impact wrench or with flywheel suitably blocked.
9. Remove crankshaft pulley using puller J-6978-1 that has been reworked as described earlier in this article.

## Oil Filter Hose Damage

An interference coudition may exist between the oil filter inlet hose and the intermediate steering shaft, on six cylinder engine Passenger Cars equipped with power brakes (Fig. 1). If hose chafing is apparent, replace the inlet hose, and reposition the elbow on the side of the filter so that it points down and inboard at a 45° angle, providing at least 1 inch clearance between the hose and the steering shaft.

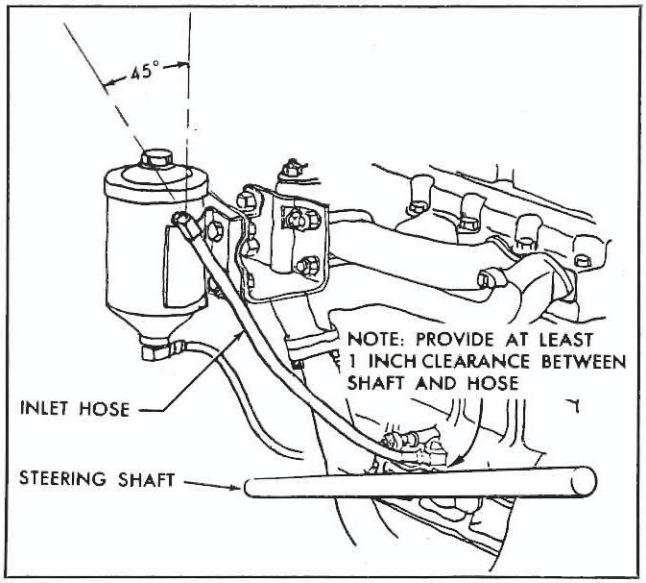


*Fig. 1—Oil Filter—6 Cyl., with Power Brakes Installed*

# Installing Demountable Rims On Cast Spoke Dual Wheels

The following procedure is recommended for assembling demountable rims on Chevrolet truck cast spoke dual rear wheels (refer to Fig. 2).

1. Before beginning installation of the rims, inspect the threads of the wheel studs and nuts, and the bearing surface of the wheel, rims and clamps; all should be clean, dry and free from oil or grease.
2. Rotate the wheel to bring two spokes up straddling top-center (in a "Y" fashion), thereby minimizing the gap that will exist between rim and wheel as the rim is installed.
3. Position the inner rim against the back bevel of the wheel.
4. Slide the spacer band on all the way against the inner rim.
5. Loosely fit clamps and nuts to the two upper spokes, and lift the outer rim assembly over these clamps and into position. These clamps will hold the rim on the wheel while the remaining clamps are being applied.
6. Start tightening the clamps uniformly to a low torque (approx. 40-50 ft. lbs.). To insure drawing the rims up evenly, the clamps should be tightened in a cross-diameter seqnence as shown in Figure 2.

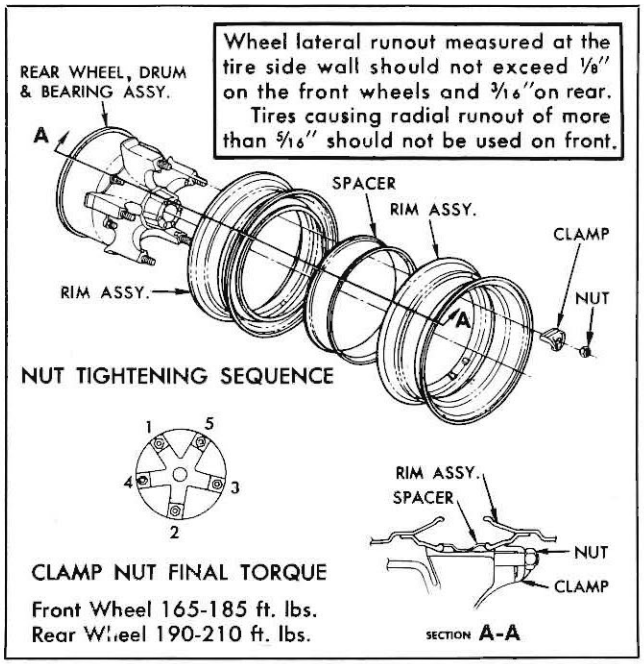


*Fig. 2—Truck Cast Spoke Wheels*

7. At this point the lateral and radial runout should be checked by rotating the assembly against a dial indicator or other base point. Any necessary corrections should be made by backing off on the proper clamps and retightening.
8. Complete the assembly by tightening the clamps to the full recommended torque, again using the cross-diameter sequence method.

NOTE: *Do not exceed wheel nut torque specifications for cast rear wheels in attempting to force heel of rim clamp to contact wheel spoke. The late 1959 and 1960-61 clamps do not require heel contact to retain rim—overtorquing could cause parts distortion.*

On new assemblies, or after a rim change, parts tend to seat-in and possibly loosen up, therefore, under these circumstances clamp nut torque should be rechecked every day for the first 500 miles. In other than seat-in periods clamp nut torque should be checked approximately every 1,000 miles.

## Truck Steering Coupling

On some early production trucks, the boot type seal used on the intermediate steering shaft coupling (Fig. 3) may have the bellows portion of the boot partially compressed and contacting the coupling. If this condition is present it could eventually cause boot damage that would permit road splash to enter the coupling. The boot should be extended to approximately 2½".

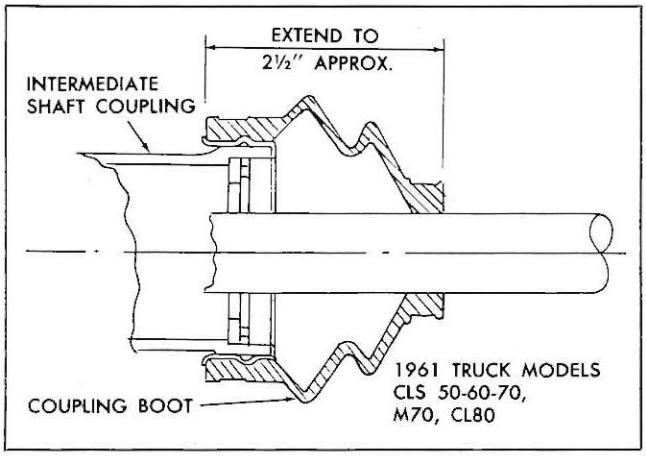


*Fig. 3—Truck Steering Shaft Coupling Boot*

## Service News Correction

In the spark plug chart on page 12 of the April 1961 issue of *Chevrolet Service News,* spark plug AC C43N COM. is in error listed as a recommended "cold" plug for Corvette "Heavy Duty" operation. The spark plug recommended for this usage is AC C43 COM.

## Refinishing Corvair "95" Body Joints

All coach joints on Corvair "95" bodies are filled with a sealing compound which in some instances may have surface cracked, resulting in rust stains

and discoloration of exterior paint in the joint area. Corrective changes being made in assembly of late production bodies should avert these problems.

Instances of rusting have also been detected at the lap joints in the sill surface of the front door opening on Corvair "95" models. Rusting may occur at this location when a cavity or trench exists at the joint.

If rust problems are encountered at the body locations described above, refinish procedures detailed below may be used.

### REFINISHING RUSTED COACH JOINTS

1. Remove the cracked sealer with a sharp tool, being careful to scrape out no more than is absolutely necessary.
2. Feather-edge all broken or rough edges of the original paint with #360 wet-or-dry sandpaper.
3. Treat the bare metal areas with DuPont #VM-5117 Metal Conditioner (or equivalent). Wipe with a clean dry cloth.
4. Prime the bare metal with zinc chromate.
5. Apply primer-surfacer and color coat in accordance with standard procedures.

### REFINISHING RUSTED FRONT DOOR SILLS

1. With a putty knife or other similar tool, chip away the paint which has been raised by the rust condition.
2. Wire brush the area thoroughly to remove all rust.
3. Feather-edge all broken or rough edges of the original paint with #360 wet-or-dry sandpaper.
4. Treat the bare metal areas with DuPont #VM-5117 Metal Conditioner (or equivalent). Wipe with a clean dry cloth.
5. Apply polyester type patch material contained in Chevrolet Plastic Solder Kit #987982; use according to instructions on the package. When putting this material on the joint, make sure that it is pressed well into the area where the lap occurs.
6. Apply primer-surfacer and color coat in accordance with standard procedures.

## Damaged Convertible Top Stay Pads

Heavy contact between the folding top side roof rail control link attaching nut and the side stay pad, during normal operating cycles of the folding top, can result in damaged stay pad trim. A slight amount of brush contact is to be expected; however, if a definite impression is being made in the stay pad, the corrective steps outlined in the following procedure should be taken.

1. Remove control link bolt attaching nuts ($\frac{9}{16}$"). These nuts are chamfered on one side. If the chamfered side is not exposed, the nut has been installed with the wrong side facing outboard.
2. Remove any small burrs which may be present on the nut and also any burrs present on linkage. Install nuts in correct position and cycle top to inspect contact of nuts to stay pads. If excessive contact is still present, proceed with step "3."
3. Mark position of nuts on bolts and remove control link bolts and attaching nuts. Cut bolts off at marked positions; apply a medium coat of a strong metal (thread sealer) cement to bolts and reinstall bolts. Tighten bolts to a snug fit only. The control linkage is threaded for these bolts; however, once the nut has been removed the addition of cement is necessary to keep the bolt secure during operation of the top assembly.

## Corvair Engine Thermostat

When adjusting Corvair engine thermostat linkage; the thermostat rod swivel, at both the left and right damper door, must always be assembled to the inboard side of the damper door bracket (Fig. 4). This means that the pin portion of the swivel, that goes through the door bracket, should always be pointed outboard.

If the swivel is, in error, assembled to the opposite side of the door bracket, thermostat expansion on vehicle operation would cause a bind at the thermostat stem, resulting in leakage and failure of the thermostat.

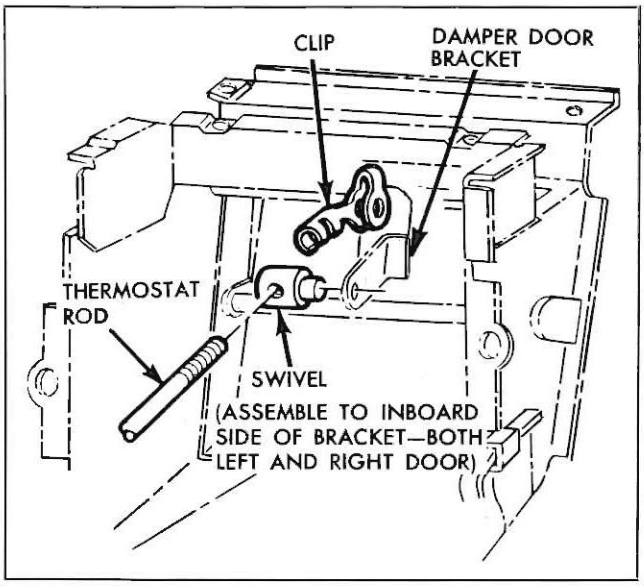


*Fig. 4—Thermostat Damper Door—(L. H. shown)*

# Body Water Leak Detector

Use of a body water leak detector, similar to that shown in Figure 5, was suggested to a few Chevrolet Dealers by a member of the Field Organization. Dealerships that built and are already using the low-cost spray stand find that correction of body water leaks has become an easy one man operation.

While the spray stand directs water on the suspected leak area, the serviceman can use a flashlight to check the body interior for leaks. In most cases the source of the leak will be detected during the first five minutes of spray operation. However, should one of those rare cases be encountered where the area has to be drenched for a half-hour or more, the serviceman can perform other work while the spray is operating.

After assembling the leak detector, use a pressure gauge to determine the shut-off valve setting that will provide water pressure of approximately 20-25 psi, as desired for leak testing. The amount that the valve was opened to achieve 20-25 psi water pressure should be recorded on the stand as the proper operating setting of the valve.

When checking for water or dust leaks in the underbody, rather than applying water to locate the leak, it is suggested that an inexpensive photo-flood lamp, equipped with a clamp-on holder, be attached to the underside of the vehicle in the suspected area of the leak. With the lamp turned on, check the inner side of the panels for entrance of light.

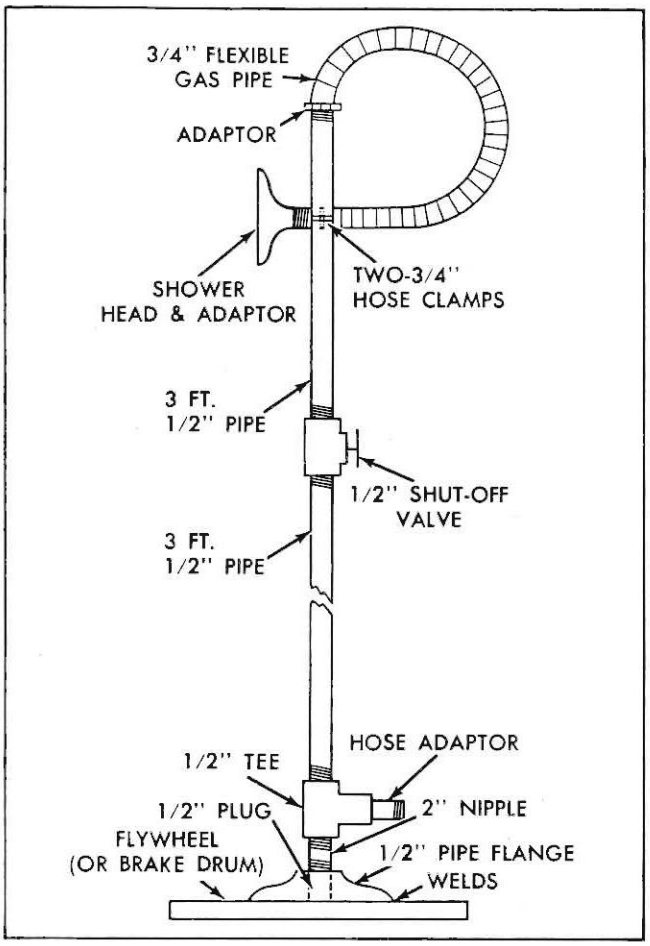


*Fig. 5—Body Water Leak Detector*

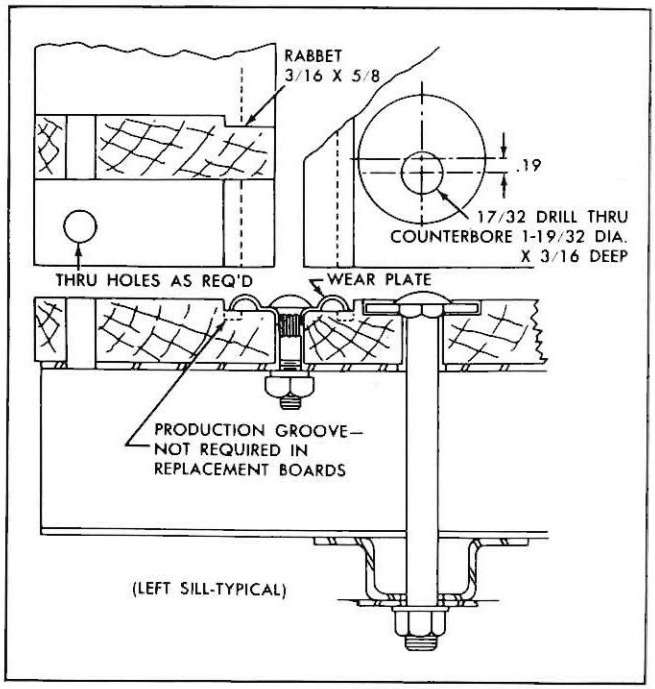


*Fig. 6—Pickup Box Floor Boards*

# Truck Floor Board Replacement

When necessary to replace the boards that form the cargo floor on Pickup or Stake trucks, it is recommended that boards of clear yellow pine be used as replacement. At your local lumber yard, select boards from stock widths of either 4", 6", or 8" depending on width of board being replaced. The new boards should be dressed to floor board width, then a simple rabbet and necessary holes added; as shown in Figure 6. Preparation of the boards does not require expensive mill work and can be readily performed at any lumber yard.

## FLOOR BOARD SPECIFICATIONS

Lumber: 1" clear yellow pine—kiln dried. Cut to width and length of board being replaced, then perform mill work illustrated in Figure 6. Coat all surfaces with wood sealer after milling.

| *Standard Lumber Widths* | | *Floor Board Widths* |
|---|---|---|
| *Rough* | *Finished* | |
| 4" | 3 5/8" | 3 1/8" |
| 6" | 5 5/8" | 5 7/16" |
| 8" | 7 3/4" | 6 7/16", 7 1/2" |