

CHEVROLET—CENTRAL OFFICE

DIVISION OF GENERAL MOTORS CORPORATION
DETROIT 2, MICHIGAN

TECHNICAL SERVICE BULLETIN

Technical Service Department



SUBJECT: CORVAIR "95" DIRECT AIR HEATER
SERVICE INFORMATION

BULLETIN No. DR # 470

SECTION XV

TO: ALL CHEVROLET DEALERS

March 17, 1961

HEATER SYSTEM REVISIONS

If reports of insufficient heat in general or lack of heat in the front compartment are received on 1961 Corvaire "95" Models, the following procedure is recommended.

Both heater and defroster operations can be improved by reworking: (1) Rear Outlet (2) Duct Seals and Duct Mating Surfaces and (3) Front Seat Outlet.

Rear Outlet - Corvaire and Greenbrier Models

Installation of a shut-off door and/or increasing the air restriction at the rear outlet will improve the air flow to the front compartment and defroster outlets.

A manual shut-off door #3796164 is available in Parts Stock to provide complete shut-off of the rear outlet as illustrated in Figure 1.

Added air flow restriction in the rear outlet can be accomplished by removing the rear outlet grille assembly and cementing an 1/8" x 2" x 8" piece of felt or sponge rubber over the "hump" as shown in Figure 2. This will be beneficial when the shut-off door is open or without a shut-off door.

Duct Seals and Duct Mating Surfaces

In the event insufficient heat is being delivered, it may be necessary to rework the heater duct system as follows:

The center to front duct seal (View A, Figure 3) should be checked to insure against possible air restriction or leaks caused by a seal being too far inside or outside the heater duct mating surfaces.

The seal at rear end of center duct (View B, Figure 3) and seal at front duct to front compartment outlet housing (View A, Figure 4) should be inspected to insure that they are properly positioned.

There is also the possibility that the plastic ducts may be distorted at the ends causing gaps and air leakage.

If distortion of a duct is noted, the following procedure is recommended:

1. Remove rear lower, center and front ducts.
2. Using a good grade of plastic rubber cement, secure the "U" section seals to the male ducts (View B, Figure 3 and View A, Figure 4).
3. Insert the rear lower duct into the center duct and drill three 1/8" holes through both ducts as shown in View B, Figure 3.
4. Remove rear lower duct and enlarge the holes in the center duct with a 3/16" drill.
5. Re-assemble and attach the ducts with three 10-12 x 1/2" cross head tapping screws.
6. Install the center and rear lower ducts as an assembly, making the attachment at outrigger #2 first.
 - (a) Apply rubber lubricant to the outer front surface of the center duct and position it in the rubber seal placed in outrigger #2. Check centering of duct in the opening by viewing through the outrigger opening.
 - (b) Attach the rear lower to the rear upper duct.
7. Install the front duct.

Front Seat Outlet

Improved air distribution from the front seat outlet may be accomplished by enlarging the two front discharge slots to 1" width. This will increase air distribution in the center area and reduce it toward the sides.

COLD RADIATION

In areas of consistent low temperatures, additional comfort may be obtained by inserting waterproof cardboard behind the inlet grille to block cold air circulation in the plenum chamber. However, it is necessary that the cardboard be removed for summer operation of fresh air inlets.

The procedure for blocking off the inlet grille opening is as follows:

1. Remove inlet grille assembly - See Figure 10-27A, Page 10-89, 1961 Corvair Shop Manual.

2. Using grille as a template, cut a piece of waterproof cardboard to exact configuration of grille rear.
3. Paint exposed side of cardboard black.
4. Re-install grille with cardboard placed behind it; the grille will adequately hold it in place.

The procedure for units equipped with gasoline heater is as outlined above except approximately 25% of the inlet area must be left open to provide air for the heater.

PRODUCTION DATA

Effective 2-15-61 in Production, the shut-off door assembly, increased rear outlet restriction, cementing and stapling of the duct seals and installation of Z spreaders at both ends of the center duct assembly to insure accurate duct contour, have been incorporated.

PARTS DATA

Part Numbers

3796164
125591

Part Description

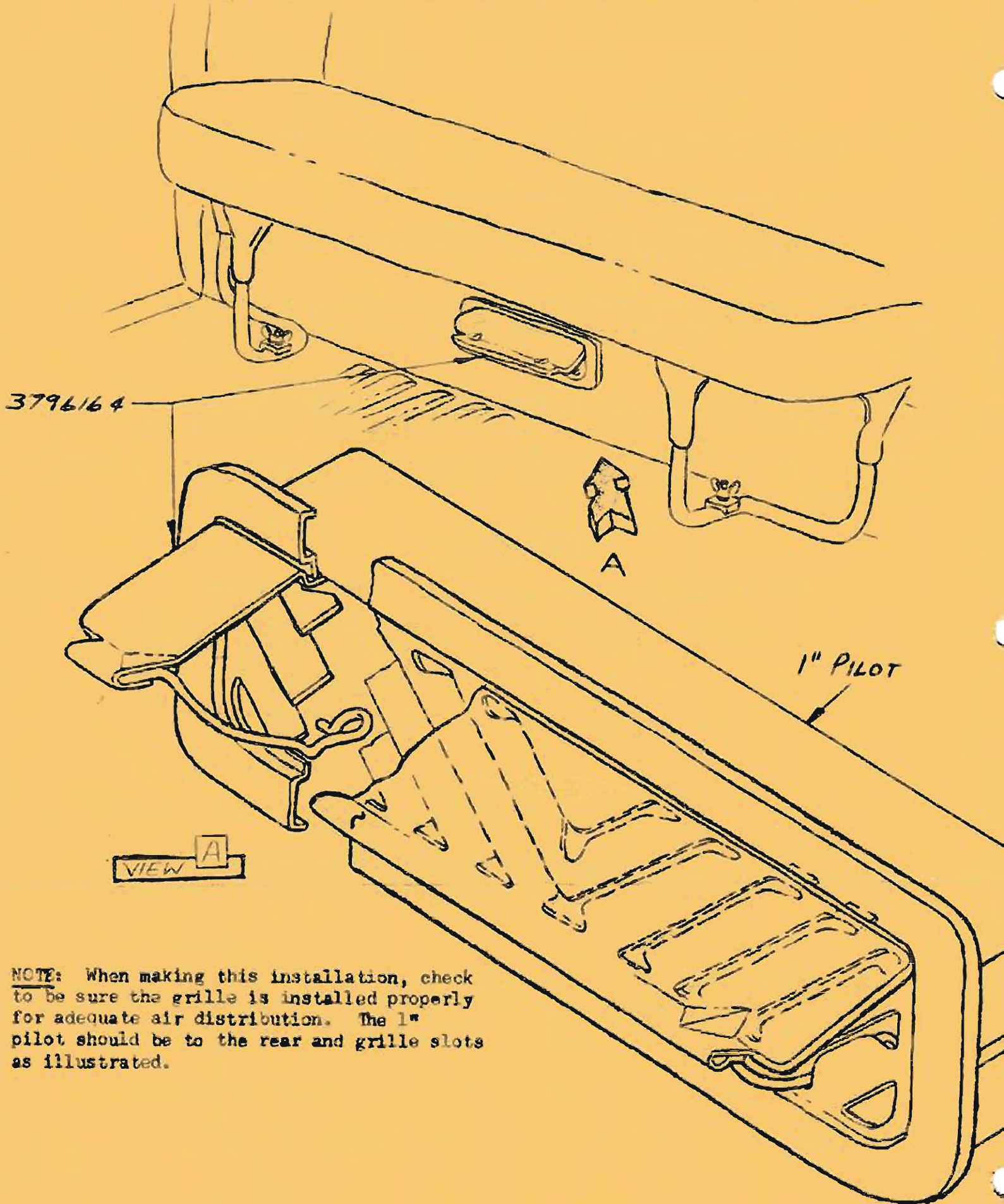
Shut-Off Door Assembly
10-12 x 1/2" Tapping Screws
1/8" x 2" x 8" Felt or Sponge
Rubber Pad
Rubber/Plastic Cement
Rubber Lubricant



Director, Technical Service Department

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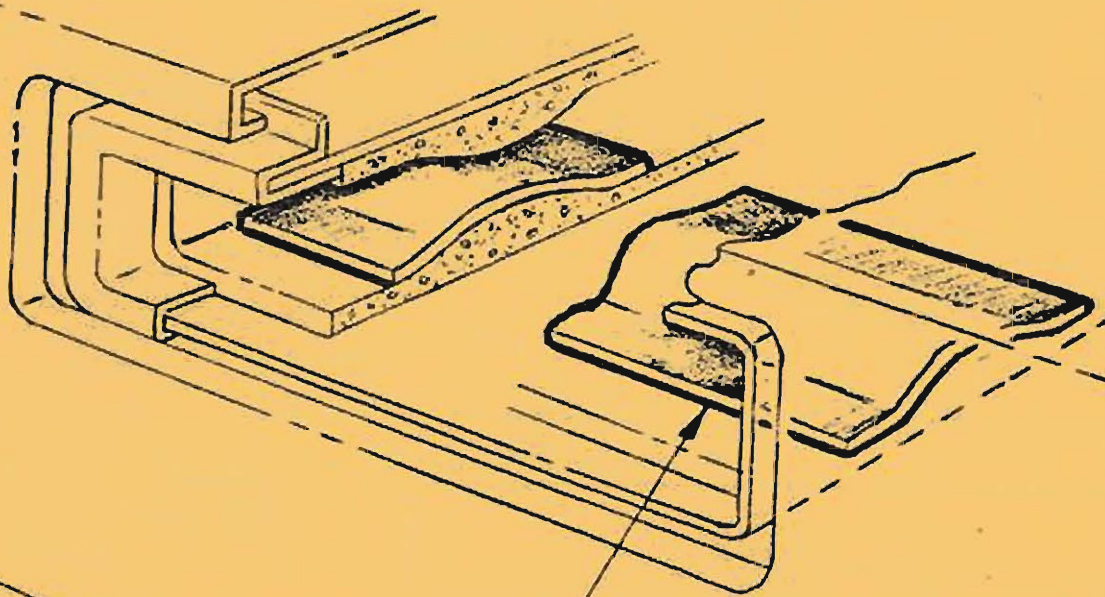
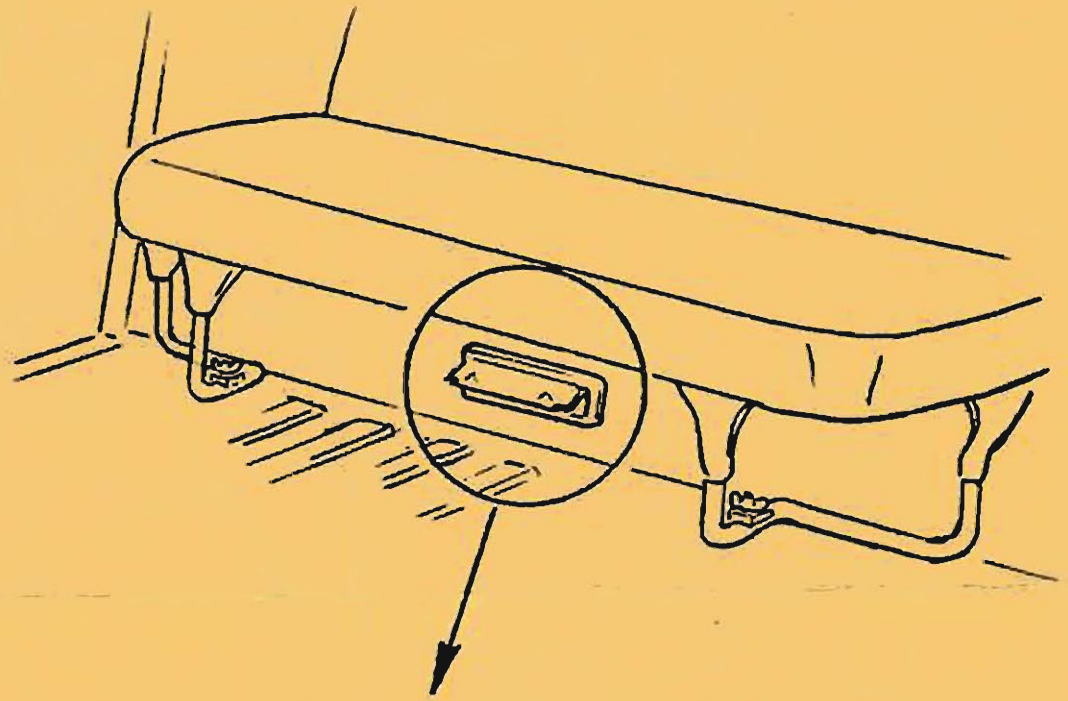
DIRECT AIR HEATER REAR OUTLET SHUT-OFF DOOR



NOTE: When making this installation, check to be sure the grille is installed properly for adequate air distribution. The 1" pilot should be to the rear and grille slots as illustrated.

FIGURE 1

DIRECT AIR HEATER REAR OUTLET RESTRICTION



CEMENT AN $8 \times 2 \times \frac{1}{8}$ PIECE
OF FELT OR SPONGE
RUBBER OVER LOWER
RESTRICTION

FIGURE 2

DIRECT AIR HEATER
REAR LOWER DUCT TO
CENTER DUCT, AND
CENTER DUCT TO FRONT
DUCT ATTACHMENT AND
SEAL INSTALLATION

RUBBER LUBE #
 CENTER DUCT IN
 SEAL

OUTRIGGER
 # 2

VIEW A

REAR UPPER DUCT

REAR LOWER
 DUCT

FRONT DUCT

CENTER DUCT

VIEW B

$\frac{1}{2}$ " FROM END
 ON E

RUBBER
 LUBE

$\frac{1}{2}$ "
 $\frac{1}{2}$ "

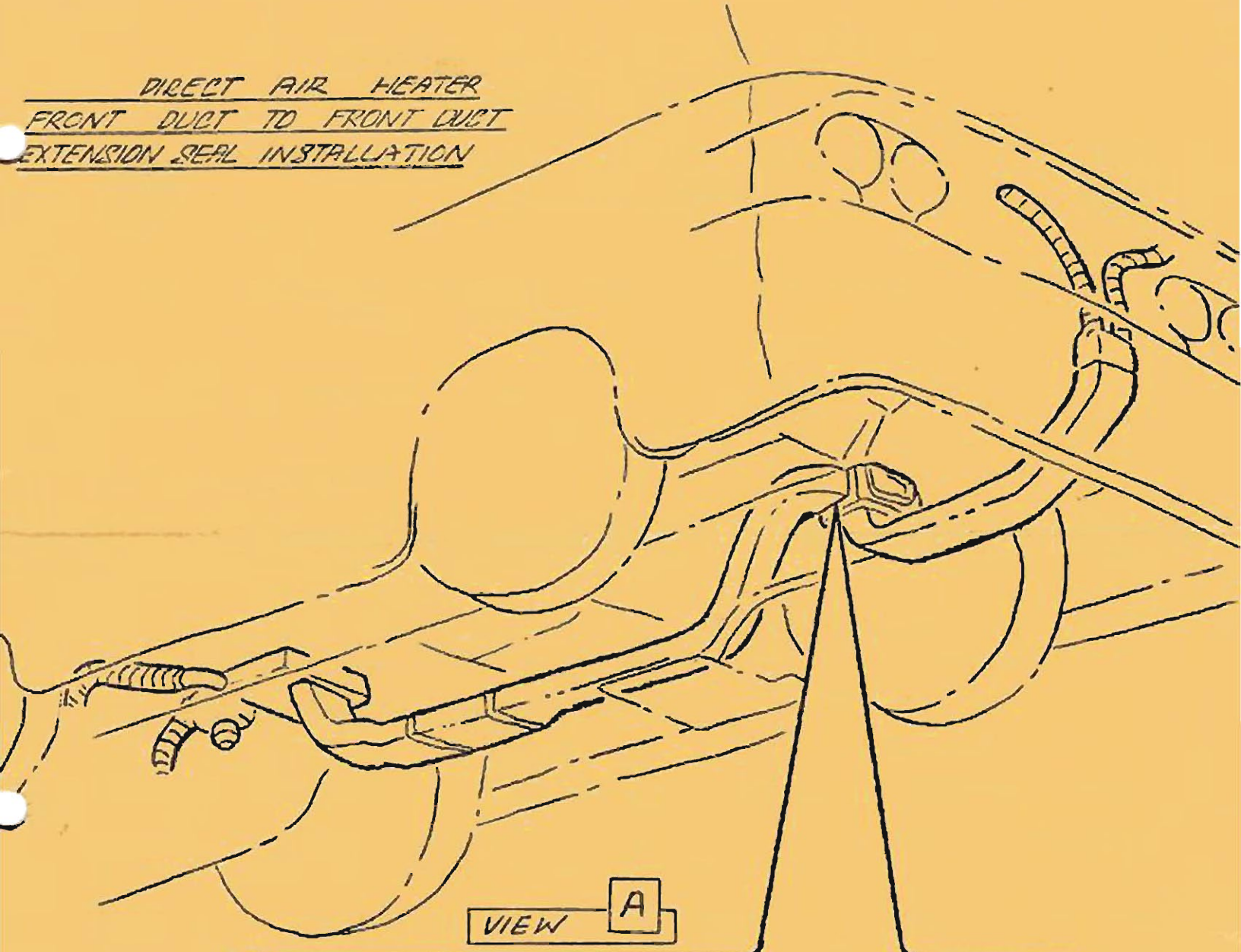
$\frac{1}{2}$ "

125571 TAPPING SPATH
 DRILL THRU WITH $\frac{1}{8}$ " DRILL
 ENLARGE CLEARANCE HOLES
 IN CENTER DUCT WITH $\frac{3}{16}$ " DRILL
 IN THREE PLACES

SEAL TO BE SECURELY
 CEMENTED TO INSIDE OF
 REAR LOWER DUCT

FIGURE 3

DIRECT AIR HEATER
FRONT DUCT TO FRONT DUCT
EXTENSION SEAL INSTALLATION



VIEW A

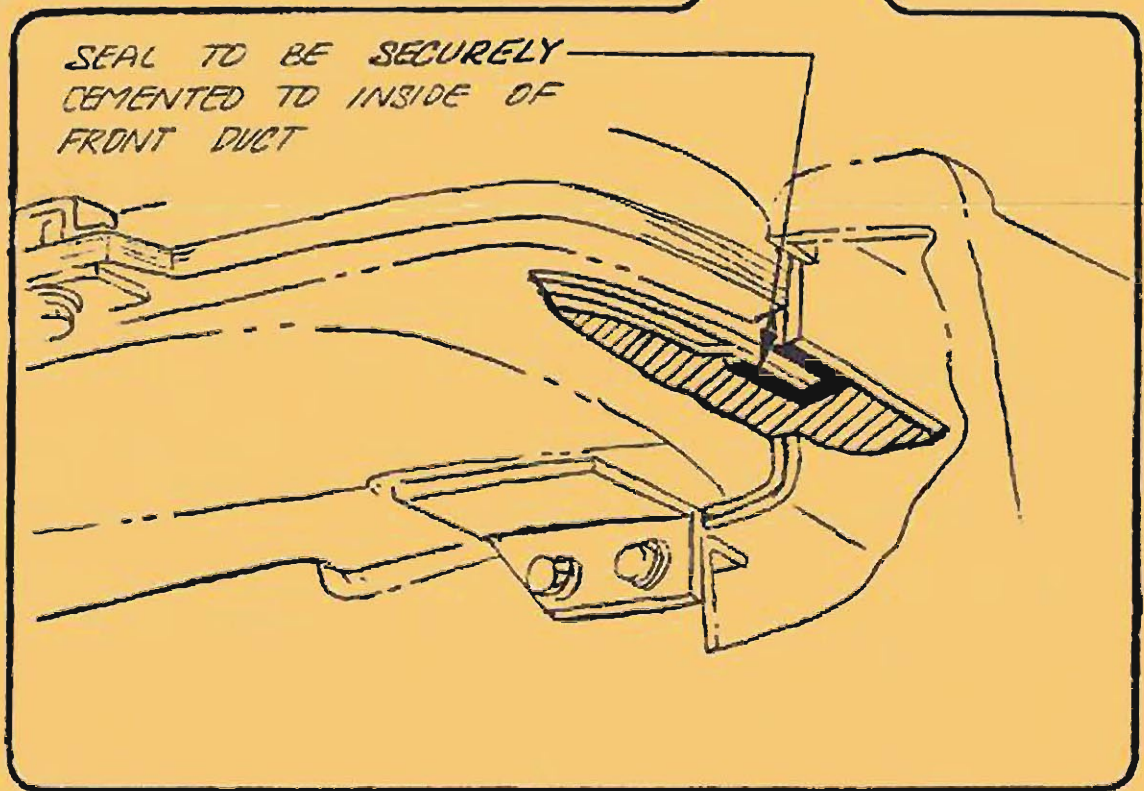


FIGURE 4