

CHEVROLET—CENTRAL OFFICE

DIVISION OF GENERAL MOTORS CORPORATION
DETROIT 2, MICHIGAN



TECHNICAL SERVICE BULLETIN

Technical Service Department



RELOCATION AND REVISED OIL PRESSURE
SUBJECT: SENDING SWITCH - 1961-62 CORVAIR
AND CORVAIR "95" MODELS

BULLETIN NO. DR #538

SECTION VIy

TO: ALL CHEVROLET DEALERS

DATE April 23, 1962

On 1961 and early 1962 Corvair and Corvair "95 Models equipped with Direct Air Heaters, the oil pressure sending unit switch is subject to failure due to the diaphragm becoming brittle and fracturing from the high temperatures encountered in the air exhaust duct. Failure of the diaphragm results in oil leakage from the switch.

An improved oil pressure sending switch that incorporates a higher heat resistant diaphragm, entered Production on 11/8/61.

In the event switch failure is encountered on any Corvair or Corvair "95" models, the new switch must be used for replacement and the switch should be relocated to the same location as on Corvair units equipped with Air Conditioning or the turbocharged engine. To relocate, follow the procedure as outlined on the following pages.

Director, Technical Service Department

JCP/afm

OIL PRESSURE SENDING SWITCH USAGE

The new switch Part No. 3818783, has an overall length of approximately 2" from connector tip to the end of the threads as shown in Figure 1. The connector terminal is copper plated as an additional means of identification.

An early design oil pressure switch as shown in Figure 1, with an overall length of 2 5/8", was used on all Corvair and Corvair "95" engines built prior to 8/31/61, except vehicles equipped with air conditioning. Vehicles equipped with air conditioning used an interim switch which has the same overall length as the late design switch, except the connector terminal is brass or cadmium plated. This switch was also used on all Corvair and Corvair "95" engines built from 8/31/61 to 11/8/61.

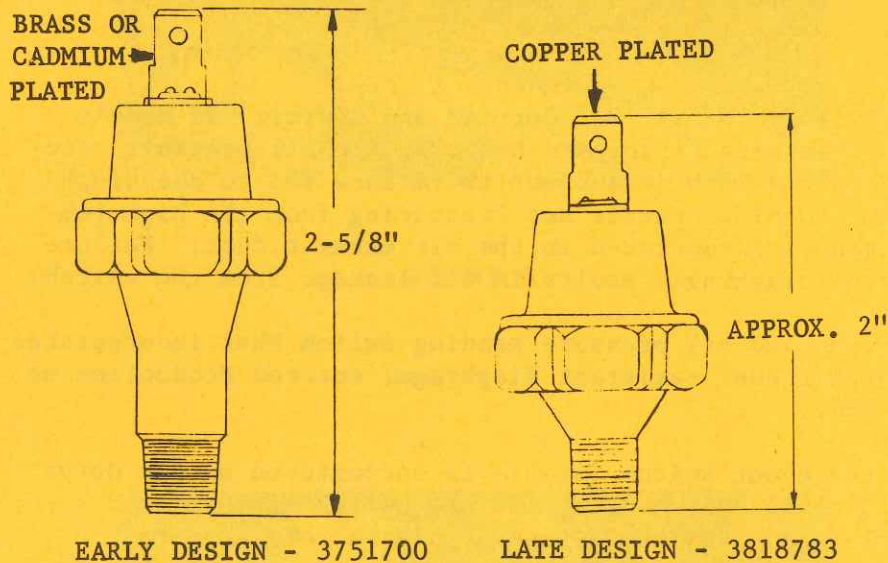


FIGURE I

RELOCATION PROCEDURE

1. Rework the existing rear extension wiring harness by cutting the wire between the oil pressure and temperature sending switches and lengthening it to 19" overall with a spliced insert of 20 gauge standard plastic insulated wire similar to the existing wire. Solder and tape both joints and route wire as shown in Figure 2.
2. Remove existing 1/8" pipe plug from top of oil filter adapter assembly with reference to Figure 3, and install it in the hole formerly occupied by the oil pressure sending switch, using suitable sealer on threads.

3.

3. Install new switch, Part No. 3818783 in the oil filter adapter assembly as shown in Figure 4. Torque switch to 8-12 ft./lbs.

CAUTION: Use a 1 1/16" 6 point socket to install the switch. The use of pliers or even a 12 point socket may distort the switch housing resulting in subsequent switch failure.

4. Bend switch terminal to 45° angle and attach wire.

PARTS DATA

<u>Part No.</u>	<u>Description</u>
3818783	Oil Pressure Switch - 1961-62 Corvair and Corvair "95" Models

FLAT RATE TIME

TIME

Relocate oil pressure sending switch
(Includes Wiring Harness Rework)

1.6 hr.

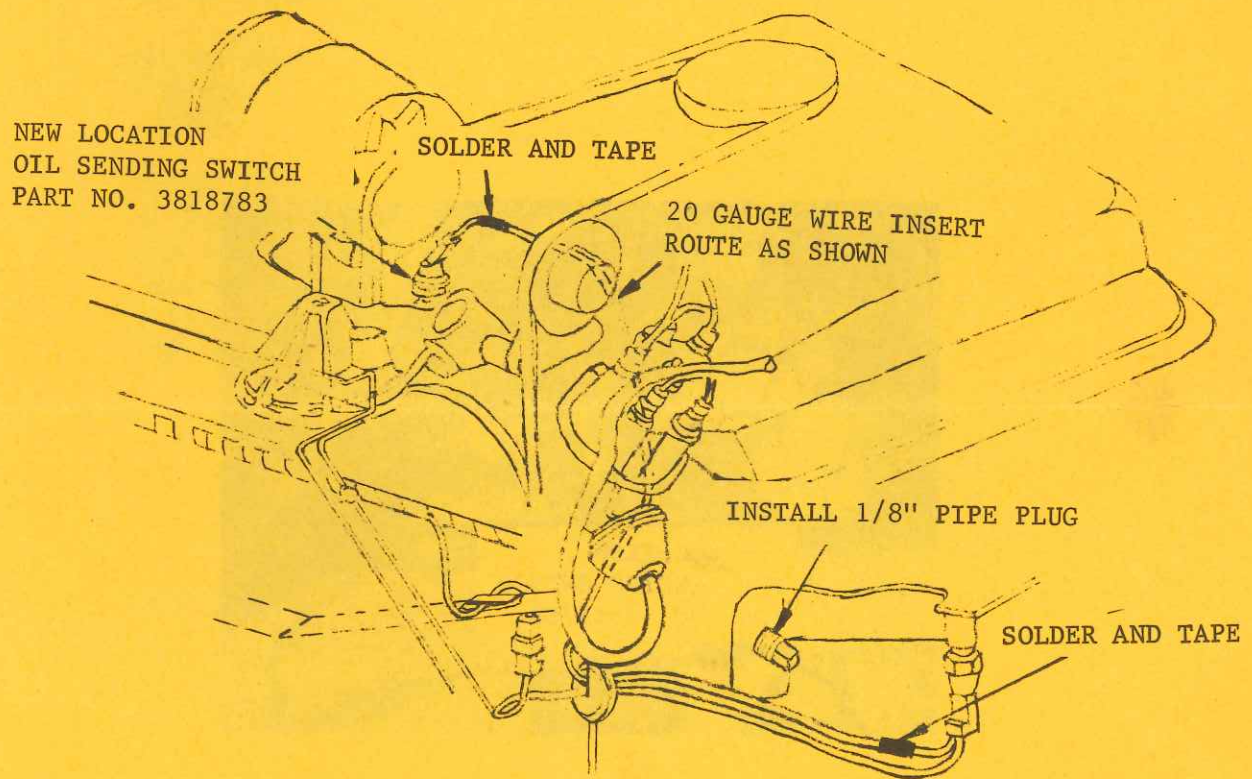


FIGURE 2.

4.

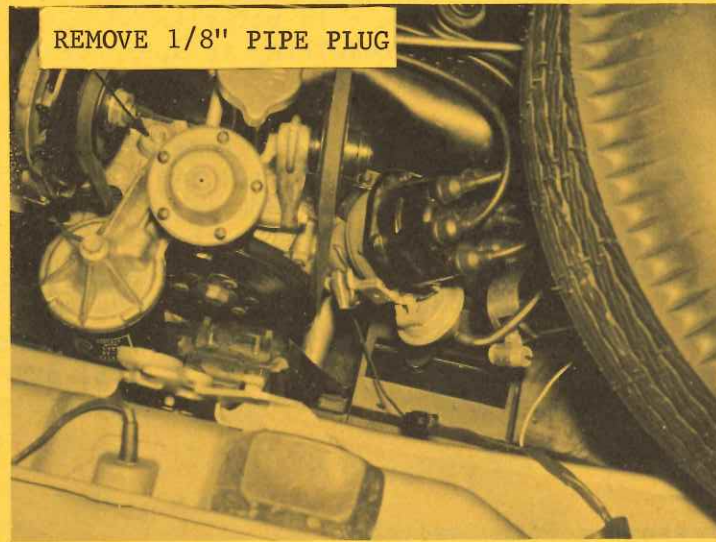


FIGURE 3

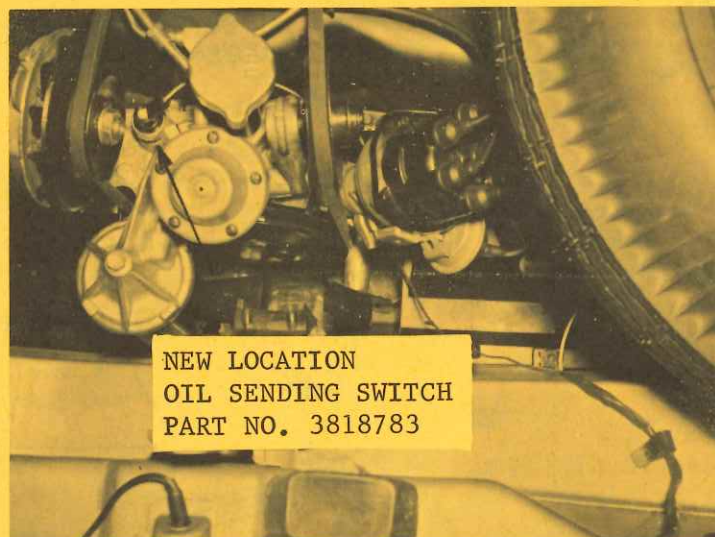


FIGURE 4