

22. PULLEYS & BELTS:

	1953-55	1956-57	1958-60	1961-62
Belt.- long (crank/fan/gen)	?	3712555 3738437(1)	3759221 3737976(2) xxxxxxx(3)	3759221 3779858(2)
Belt - short (crank/fan/brace)	none	none	none	3822612(4) 3822672(4)
Brace Pulley	none	none	none	3825446(4)
Fan Pulley	?	3704172 3713974(2)	3724816 3713974(2)	3724816 3713974(2) 3770245(4)
Crankshaft Pulley	?	3756328 3742991(2)	3756328	3756328 3766987(4)
Gen Pulley 3.44"	?	3712557		
3.74"	none	3711765(1)	3750547(5)	3750547(5)
4.12"	none	3711709(2)	3711709(2)	3711709(2)



- (1) Fuel injection & dual carburetors only
- (2) High lift cam only, excluding 1956
- (3) AIM 2-25-59 replaced belt #3737976
the new number is missing from the drawing
- (4) AIM 3-7-62 shows a two belt system for FI & large
carbureted engines; none have surfaced
- (5) offset design causes gap between pulley & fan

Brace Pulley: This pulley is shown as available in mid 1962 for FI and large carburetor engines, but none have surfaced. It is shown on a bracket (brace) on the driver side of the fan with two belts on the fan and crankshaft pulleys.

Fan Pulley: All the fan pulleys were cone shaped and mounted to the water pump. Six cylinder pulleys were painted engine blue; eight cylinder pulleys were semi-gloss black.

1957-62 with hi-lift cam: had a stepped ridge in the cone.

All others: used a smooth cone.

Mid 62 FI and large carburetor: documentation shows that a double belted pulley was available, but none have surfaced.

Crankshaft (harmonic balancer) Pulley: Pulleys were painted semi-gloss black and bolted to the harmonic balancer with three unpainted hex bolts.

Mid 62 FI and large carburetor: documentation shows that a double belted pulley using four bolts was available, but none have surfaced.

Generator Pulley: It came in three sizes: 3.44, 3.74 and 4.12 inches diameter.

The small one was used on base engines thru 1957. It had a 3/8 inch belt groove.

The middle sized one had two part numbers: the first was used only on 1957 fuel injection and dual carbureted without hi-lift cam engines; the second was used on base engines beginning 1958. These pulleys had a 3/8 inch belt groove.

The large one was used only on hi-lift cam engines beginning 1957. It had a 1/2 inch belt groove.

Belts: They are all smooth black "V" shaped without notches. They may be 3/8 or 1/2 inch width to match the pulley width. Beginning 1957, the pulleys for hi-lift cam options were 1/2 inch belts. All others were 3/8 inch belts.

Check the pulleys' alignment and tension on the belt. All three pulleys should be on the same vertical plane (perpendicular to the engine block). The belt should be snug enough to allow only 1/2 inch deflection.



22.6. REFERENCES:

Adams, pages 50, 185, 188-9, 230, 252, 263, 332-3, 358, 368

GM Assy Manual	1956-57	Sect 6	Sheets 2.00 and 9.00
		RPO 469	Sheets 1.00 and 2.00
		RPO 579	Sheets 1.00 and 1.02
1958-60	Sect 6	Sheets 2.00 and 5.00	
	RPO 468	Sheet 1.00	
	RPO 579	Sheets 1.00 and 4.00	
1961	Sect 6	Sheets 2.00 and 5.00	
	RPO 468/469	Sheet 1.00	
	RPO 579/582	Sheets 1.00 and 4.00	
1962	Sect 6	Sheets 3.00 and 7.00	
	RPO 396/583	Sheet 1.00	
	RPO 582	Sheets 1.00, 4.00 and 9.00	

NCRS Judging Manual 1953-55, page 36
1956-57, page 39
1958-60, page 24
1961-62, page 19

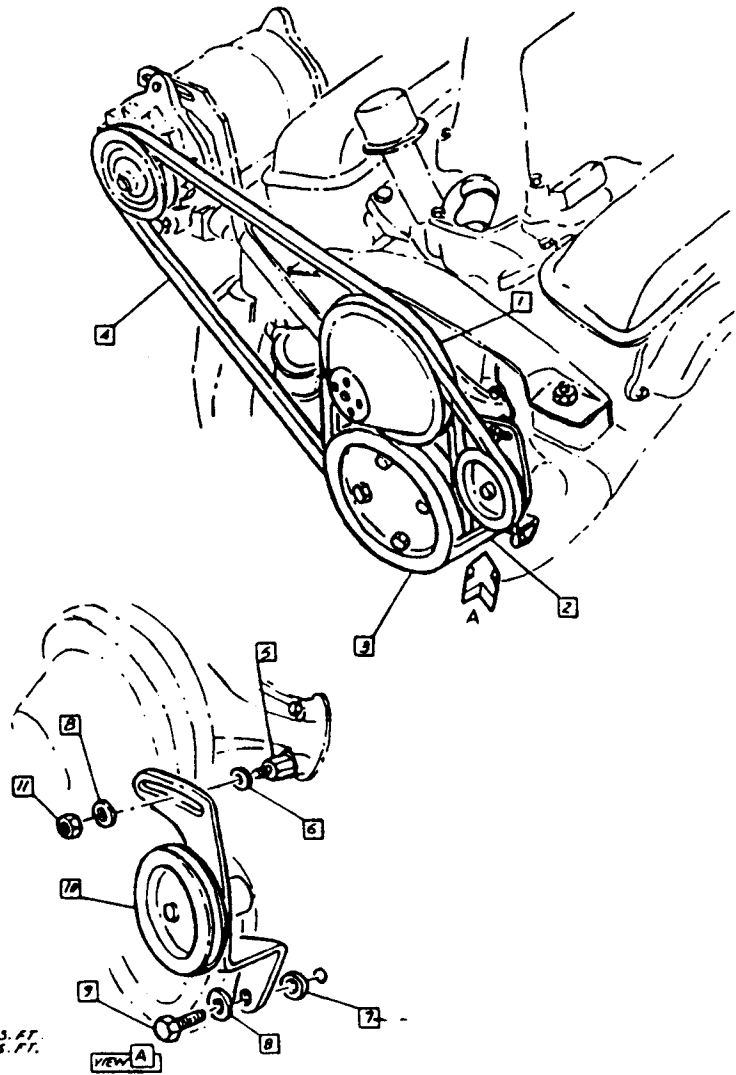


DUAL BELTS

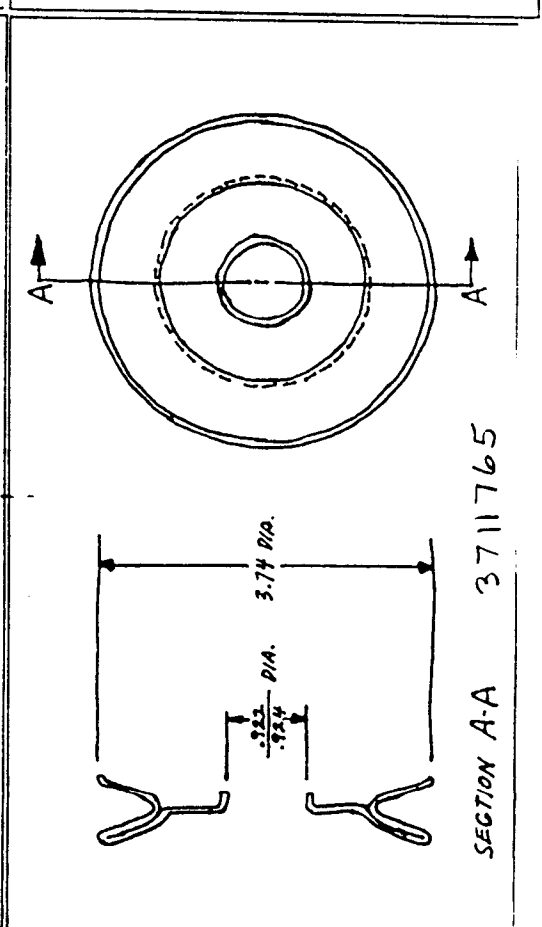
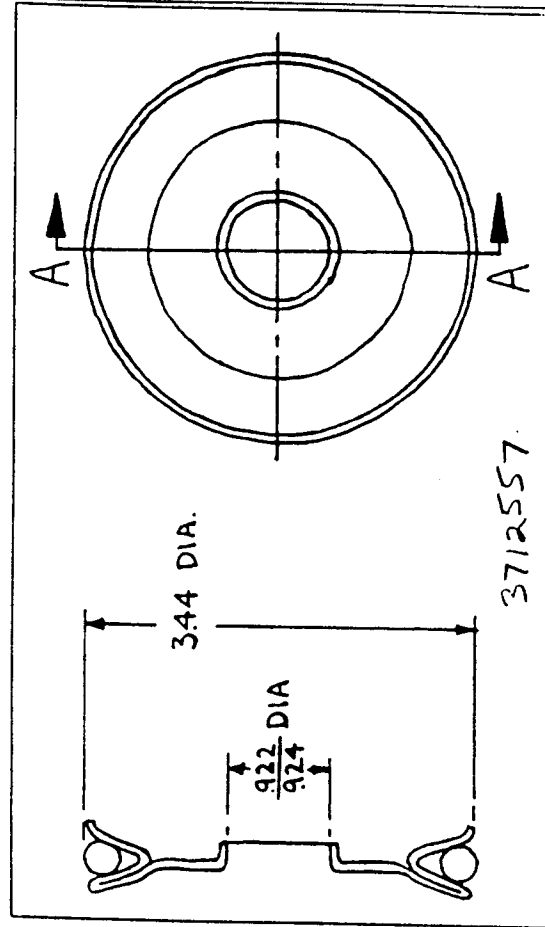
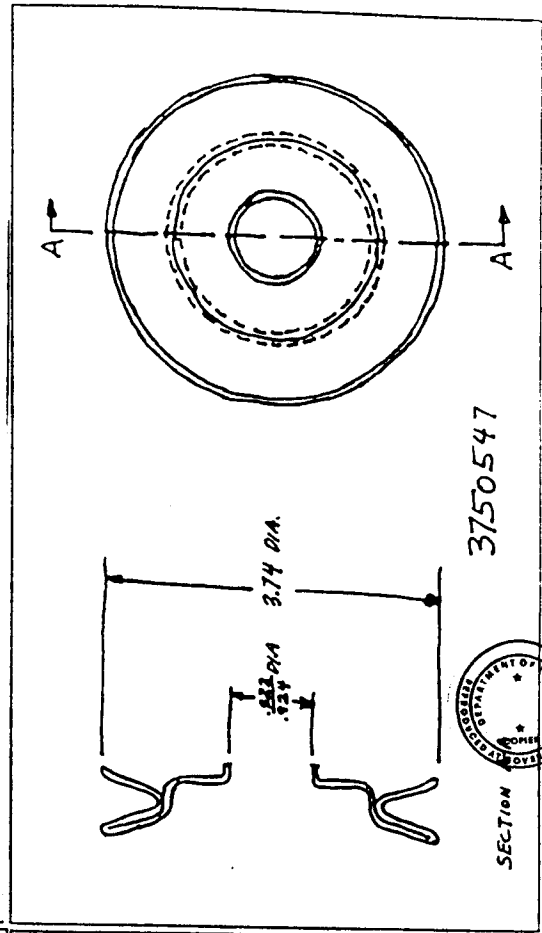
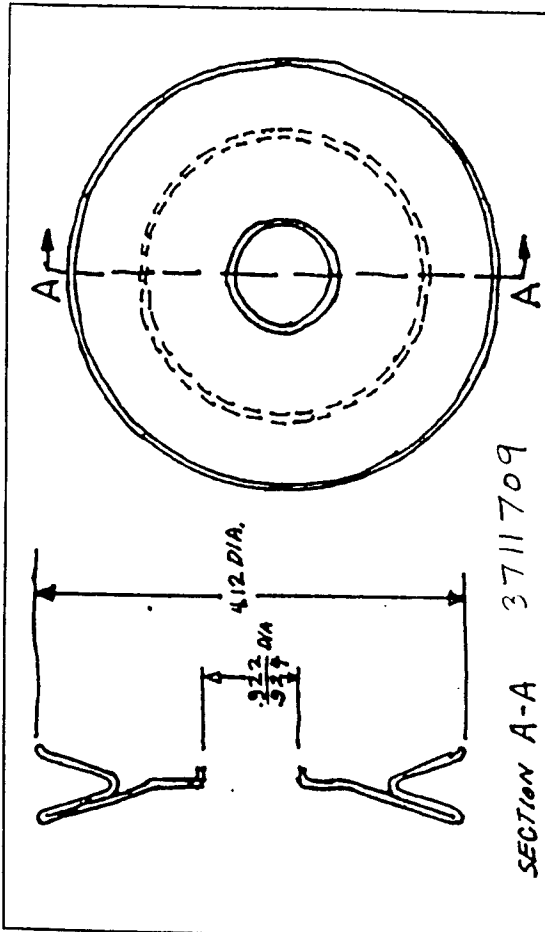
1962 AFTER
AIM 3-7-62

FI &
LARGE CARB

- | | | | |
|-----|----------------|----|--------------------|
| 1 | 3770245 PULLEY | 8 | 120382 WASHER |
| 2 | 3822612 BELT | 9 | 122138 BOLT |
| 3 | 3766987 PULLEY | 10 | 3825446 PULLEY ASM |
| 4 | 3779858 BELT | 11 | 120377 NUT |
| △ 5 | 3793288 STUD | | |
| 6 | 3792031 WASHER | | |
| 7 | 3822612 SPACER | | |



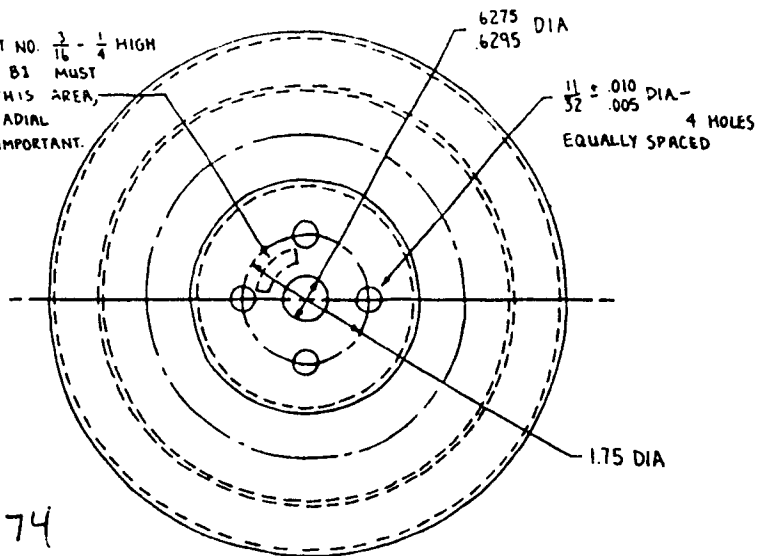
GENERATOR
PULLEYS



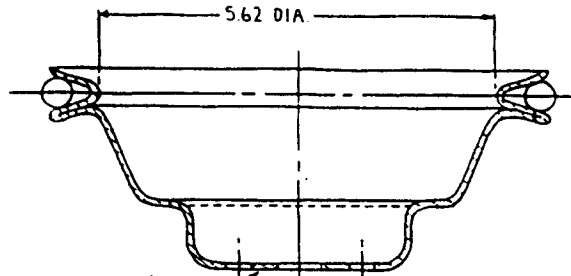
STRAIGHT-AXLE
CORVETTE
TECH GUIDE
MECHANICAL
Page 22-6

RADIATOR
FAN PULLEYS

STAMP PART NO. $\frac{3}{16}$ - $\frac{1}{4}$ HIGH
FOLLOWED BY B1 MUST
APPEAR IN THIS AREA,
THIS SIDE, RADIAL
LOCATION UNIMPORTANT.



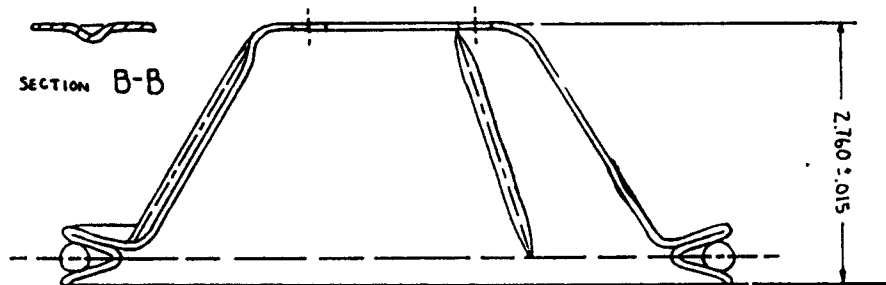
3713774



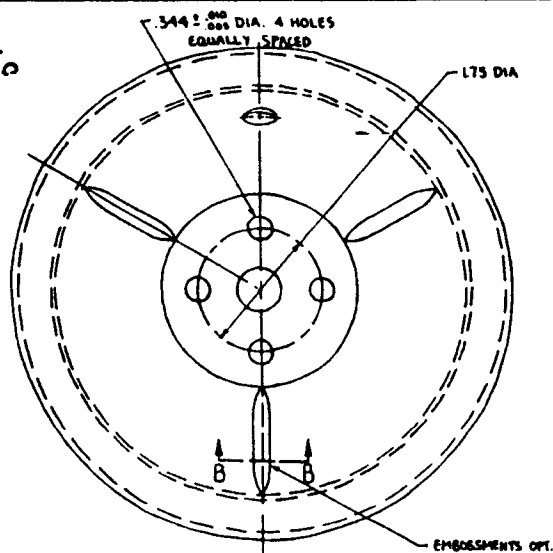
STAMP PART NO. $\frac{3}{16}$ - $\frac{1}{4}$ HIGH
FOLLOWED BY B1 MUST
APPEAR IN THIS AREA, THIS SIDE, RADIAL LOCATION UNIMPORTANT



SECTION B-B



3724816



23. FAN BLADES & SHROUD

23.1. FAN BLADES

	1953-55	1956-59	1960-61	1962
4-blade Assy	?	3735314	3735314	none
5-blade Assy	none	none	3770529(1)	3770529
Spacer	none	none	3754905	3754905
Clutch Assy	none	none	3764830(1)	3764830 (1) 3814560 (2) 3814137 (2)

(1) optional in 1960, standard in 1961-62 until AIM 9-13-61

(2) after AIM 9-13-61

Two patterns of fan blades were used, first four blades and later five blades (only 1960 offered both types). Both versions had the blades irregularly spaced. Both versions mounted over the fan pulley and water pump with four hex bolts painted semi-gloss black.

1953 thru 1959 used four fan blades in an "X" pattern, riveted to each other. All six cylinder engines have the blades painted engine blue and the tips bent forward. The eight cylinder engines have the blades painted semi-gloss black with straight tips from 1955 to mid 1957, after which the tips bend forward again.

In 1960 a spacer was added between the pulley and the blades which moved the blades 1-15/16 inches closer to the radiator.

Optional for 1960 and standard equipment in 1961-62 was the five-bladed fan clutch assembly. The blades are straight tipped and riveted to the fan plate. The blades are painted semi-gloss black and the fan clutch drive is natural finish.



23.2. FAN SHROUD

Six Cylinder: None used.

Eight Cylinder: Shrouds are painted semi-gloss black.

1955 shrouds consisted of five pieces of sheet metal bolted onto the radiator frame.

- 1956-57: Fastened together with slot screws and flat washers.
 - 3721100 Upper assy (two pieces crimped in center)
 - 3720365 Lower center
 - 3721103 Lower driver
 - 3721104 Lower passenger

- 1958-59: Fastened together with slot screws and flat washers.
 - 3744877 Upper assy (two pieces crimped in center)
 - Three lower pieces remained the same

- 1960-62: Fastened together with hex head screws and lock washers.
 - 3770284 Upper assy (two pieces crimped in center)
 - 3770287 Lower driver
 - 3770288 Lower passenger



23.3. REFERENCES:

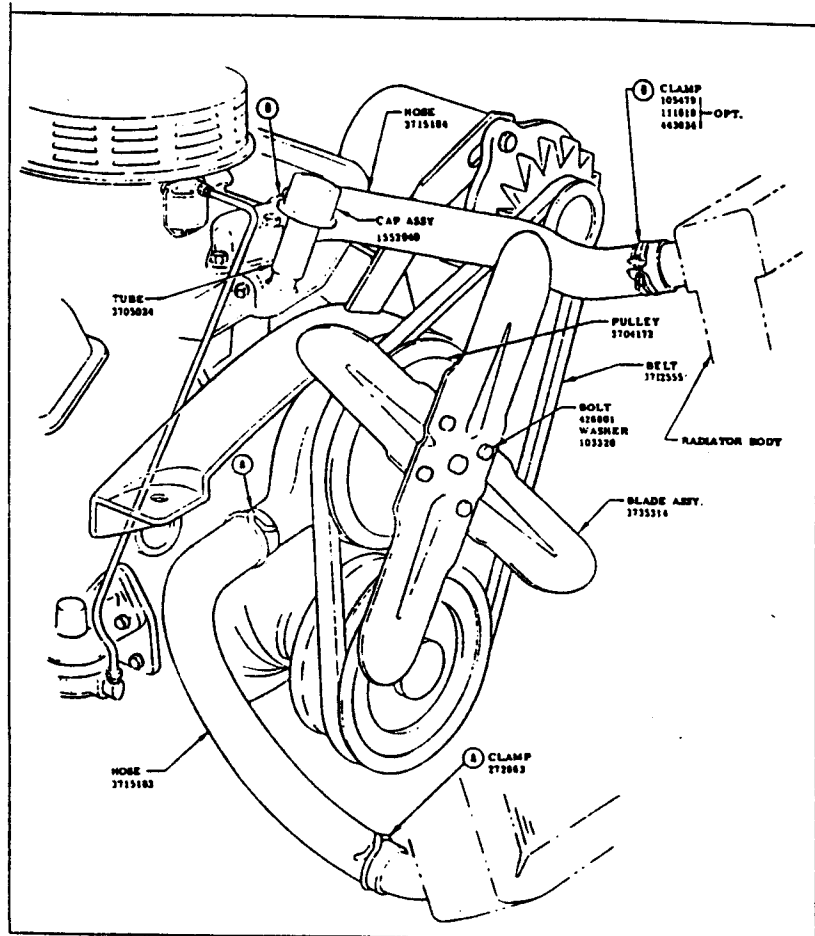
Adams, pages 252, 263, 332-3, 358, 368

GM Assy Manual	1956-57	Sect 6 & 13	Sheet	2.00
	1958-59	Sect 6	Sheet	2.00
		Sect 13	Sheet	3.00
	1960	Sect 6	Sheet	2.00
		Sect 11	Sheet	6.00
		Sect 469	Sheet	3.00
	1961	Sect 6	Sheet	2.00
		Sect 11	Sheet	5.00
	1962	Sect 6	Sheet	3.00
		Sect 11	Sheet	5.00

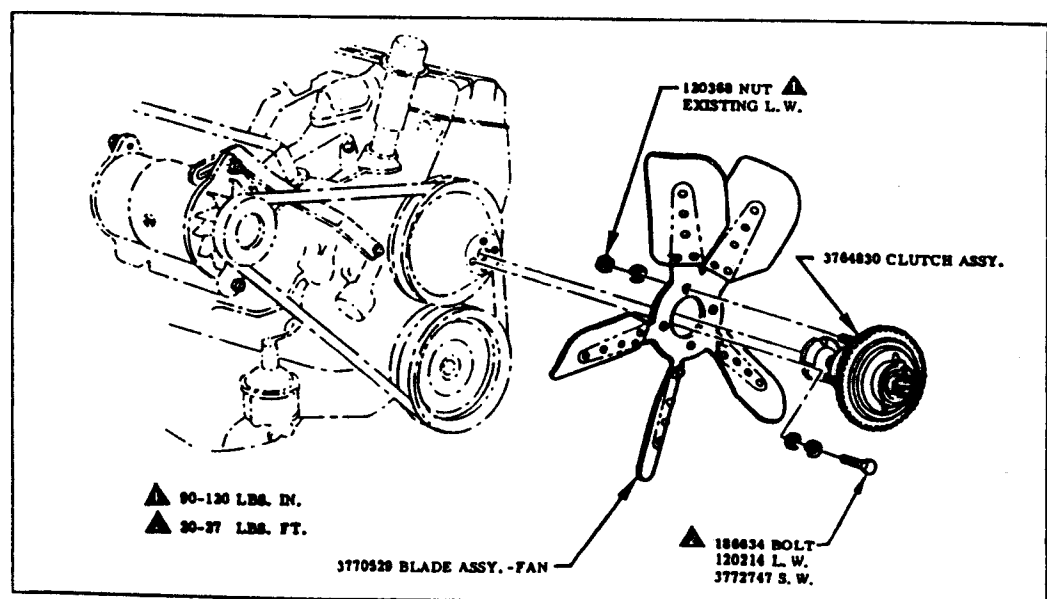
NCRS Judging Manual	1953-55	pages 36 & 38	--
	1956-57	pages 39 & 41	
	1958-60	page 22	
	1961-61	page 17	

FANS

4-BLADE
1953-61



5-BLADE
1961-60



24. HOSES & CLAMPS:		radiator		FI air duct	
		surge tank		brake air duct	
		overflow		crankcase vent	
		heater water		heater air	
24.1. HOSES		1953-55	1956-57	1958-60	1961-62
Rad upper six cyl	3706216	none	none	none	
V-8	3715184	3715184	3715184	3788191	
2-carb	none	3728490	3728490	3788192	
Rad lower six cyl	3706088	none	none	none	
V-8	3715183	3715183	3754505	3754505	
Surge upper (sm)	?	none	none	3786795	
Surge lower (lg)	3706247	none	none	3755757	
Overflow	?	none	none	3147585	
Heater upper short*	?	3122777	none	none	
lower short*	?	3138551	3114090	3788054	
water pump	?	3134220	3747132	3747132	
thermostat	2120322	3113683	3122955	3760989	
thermo (FI)	none	3134220	none	none	
Heater Air	?	3136507	3136507	3136507	
FI Air short	none	3744840	3749559	3749559	1961
long	none	air box	3749811	3814969	1962
				3749811	
Brake Air 4" dia	none	3744823	?	none	
FI hi-lift	none	3136507	?	none	
Crankcase Vent	none	none	none	3785239	1961
				3785240	1962

* located inside cockpit



24.1. HOSES continued

Flex hose is not used any place on any 1953-62 Corvette.

Six Cylinder: radiator hoses were not molded. The lower hose was in two parts with elbow joint and four clamps. It passed under the front anti-roll (stabilizer) bar.

The 1953 large surge hose was black fabric wrapped rubber; inside diameter 1.25 inches; length 10.5 inches; straight, not molded. It had "GY GM" letters.

The surge tank overflow hose is small black rubber tubing banded to adjacent fuel and vacuum lines with brass ties.

Heater hoses are black rubber (with or without ribs) routed along passenger fender well. Held in place with one retainer clip, painted black. Shutoff valve is unpainted, mounted at thermostat housing.

Eight Cylinder: radiator hoses were molded.

Vehicles without heaters use a stamped steel block-off plate over the holes in the firewall and radiator skirt. The plates are painted black. Firewall fasteners install from the cockpit side. The engine connections are plugged with a square fitting; painted engine color, except painted silver on aluminum intake manifolds.

1955 thru about 4 Apr 56 (VIN -1210) had the recirculating type heater. The water line had a manual shutoff valve inserted in various places in upper heater hose along the fender well. It did not have a fresh air duct.

Later heaters had the fresh air duct, a coiled-wire hose covered with black fabric. It was held against the passenger inner fender by two metal brackets (rear one has a slight twist), painted black. The duct's forward end slides over a screened flange next to the radiator. The rearward end slides over the heater plenum.

Heater water lines are black rubber routed along the passenger inner fender, held by clips painted black. -The 1956-57 were held in place with three identical retaining clips; 1958-60 used only two clips, each a different design; 1961-62 added an aluminum tie strap by the generator. The 1956-57 hoses may be with or without lengthwise ribs; 1958-62 have the ribs (usually three) to identify a manufacturer.



24.2. CLAMPS

	QTY	1953-55	1956-57	1958-60	1961-62
Rad upper (in)	2	(8)	272861(1) 105479(2) 111619(2) 443634(2)	9411656(3) 105479 (2) 111619 (2) 443634 (2)	9411656
Rad lower (out)	2	(8)	272863	272863	274765
Surge upper (sm)	2	?	none	none	274337
Surge lower (lg)	2	?	none	none	111607
Heater Water	2	3133537	3133537	272852	282852
	4	3123556	3133537	3133537	272850
Heater Air	2	?	3133386	3133386	9417067(4) 9414068(4)
FI Air	2/4	none	3133386	3749810(5)	3749810(5)
Brake Air	4	none	3133386(6)	3133386(6)	none
Crankcase Vent	2	none	none	none	272848 (7)

- (1) Until AIM 11-26-56, spring clamps
- (2) From AIM 11-26-56 until AIM 4-22-59, any clamps except tower
- (3) After AIM 4-22-59, tower clamps
- (4) Suspected error in AIM: air hose is 4.0 diameter
9414067 opens to 3.44 inches (listed in AIM)
9414068 opens to 4.31 inches (correct size)
- (5) Usually used two each; 1958-62 hi-lift cam used four each
- (6) From AIM 3-25-57 until AIM 10-25-58
- (7) 1962 only
- (8) Six-cylinder hoses used Type B or D with a fillister screw.
Late 1954 lower hose may have 4 each Type E size 26.
The 1955 V-8 has spring clamps at all locations.



24.2. CLAMPS continued

Six Cylinder:

Six cyl clamps were .5 inch wide. Most 1953s use a flat metal strap with holes bored in each end; ends bend outward 90 degrees; machine bolts fit through the holes. This clamp was used on all cooling system hose connections. Very late 1953 thru 1955 clamps have the center section stamped out and doubled around for reinforcement. The surge tank overflow hose did not have clamps.

Eight Cylinder:

GM appears to have specified 1956-62 clamps using the SAE standards for Type B, C, D and E. Major suppliers were Corbin Screw Corp., Wittek Mfg. Co. of Chicago, and Harrison Radiator Div of Lockport NY. In most cases the supplier's ID mark and/or size appeared on the clamps. SAE standards:

- Type B slotted band
- Type C tower screw
- Type D solid band
- Type E spring wire



The 1955 V-8 clamps were all spring wire.
The 1953-62 heater water hose clamps were all spring wire.

The lower radiator hose used spring clamps 1956-60, then tower clamps 1961-62 (see NOTE).

The upper radiator hose used spring clamps until AIM 11-26-56. From AIM 11-26-56 to AIM 4-22-59 the upper clamps were any style except tower type (see NOTE). After AIM 4-22-59 thru 1962 the upper clamps were the tower type.

NOTE: From AIM 11-26-56 to AIM 4-22-59, some examples have been found where the upper/lower radiator clamps were reversed from the drawing.

The 1961-62 surge tank upper hose (small) used solid band; lower hose (large) used slotted band clamp.

The following two clamps (FI air and brake air) do not fall under the SAE categories.

3749810 (FI): manufactured by Wittek Mfg Co. of Chicago is a solid strap 20" long; used a pan head screw (today's version has a hex head screw).

3133386 (brake): still serviced by GM (used in Corvair heater system). It is similar to the Wittek clamp, except it is 16" long. It used a 1/4-28 pan head screw 7/8" long.

24.2. CLAMPS continued

Type B: Can be identified by the slots in the band. A fillister head slotted 10-24 screw is used. The zinc plated clamp comes in two sizes.

PN	Band Length	Band Width	Band Design
110607	1-1/32 inches	.50 inch	1 slot
111619	1-7/8 inches	.62 inch	2 slot

Type C: Can be identified by the "tower" position of the screw. It uses a hex head slotted machine screw. The clamp is zinc plated or stainless steel.

PN	SIZE	OPEN	CLOSED	
9411656	66	2.06"	1.69"	
274765	74	2.31"	1.94"	
9411668	80	2.50"	2.12"	
9417067	110	3.44"	3.06"	incorrectly listed in AIM
9417068	138	4.31"	3.94"	correct size for hose in AIM

Type D: Can be identified by solid band, .505 inch wide (similar to Type B without slotted band). It uses a 10-25 screw and is zinc plated.

PN	SIZE	OPEN	NOMINAL	CLOSED	SCREW	TYPE
274337	23	.72"	.62"	.53"	1.12"	fillister washer head
443634	63	1.97"	1.88"	1.75"	1.25"	hex washer head

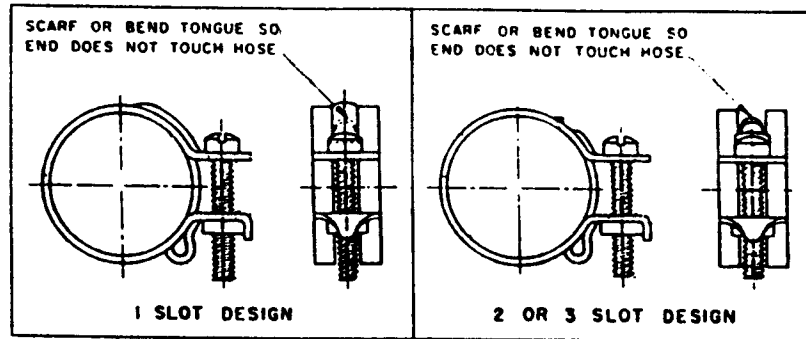
Type E: Can be identified by the use of round wire in a "spring" type design, patented by the Corbin Screw Corp. All clamps are zinc chromate finish (272848 has a greenish hue, 272852 has a reddish hue).

PN	SIZE	MAX	NOMINAL	MIN	HEIGHT
272848	13	.832"	.812"	.792"	1.50"
3123556					
3133537	15	----	.937"	----	----
272850	15	.968"	.939"	.906"	1.69"
272852	17	1.090"	1.062"	1.034"	1.88"
272861	30	(1) 1.937"	1.875"	1.812"	2.88"
105479	30	(2) 1.937"	1.875"	1.812"	2.88"
272863	34	2.187"	2,125"	2.062"	3.10"

- (1) Until AIM 11-26-56
 (2) After AIM 11-26-56

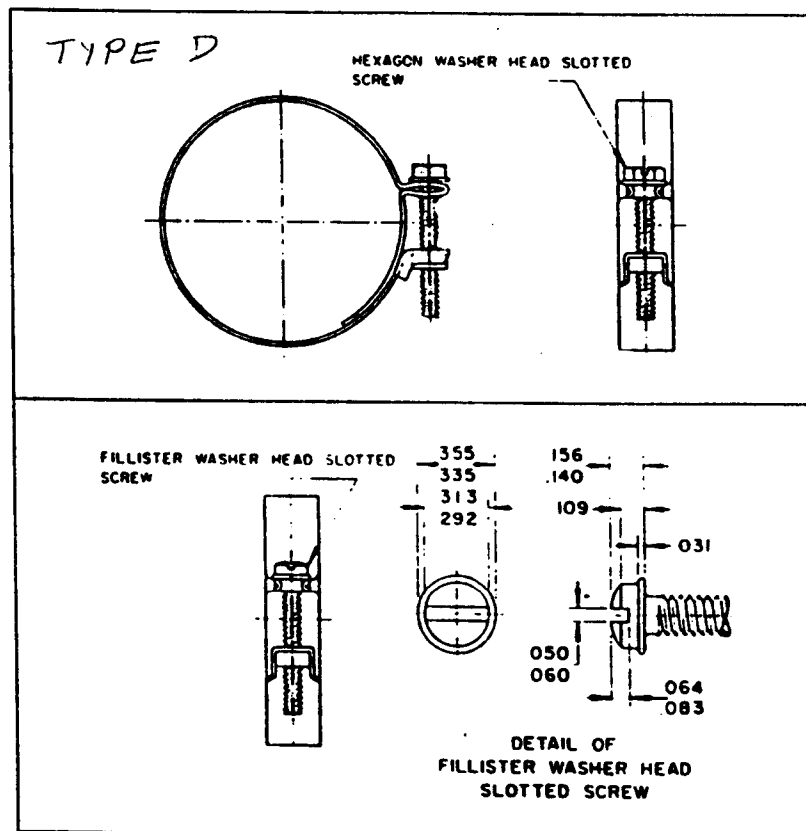


CLAMPS
TYPE B

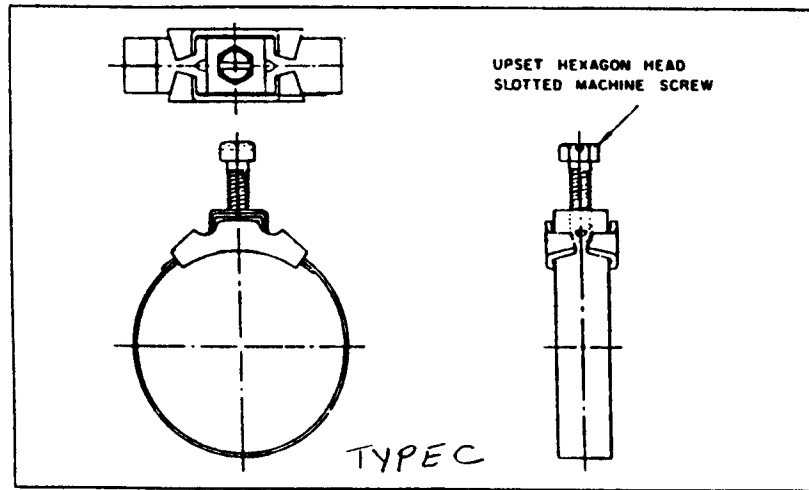


TYPE B

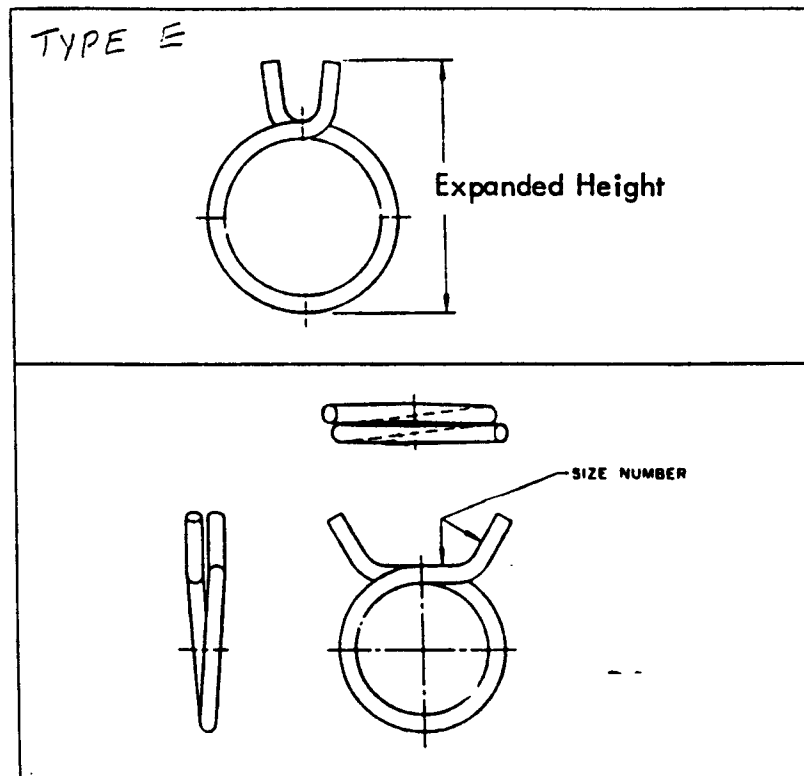
CLAMPS
TYPE D



CLAMPS
TYPE C



CLAMPS
TYPE E



24.3. REFERENCES:

Adams pages 53-4, 62-3, 125, 127, 165, 230, 351-2, 410-2

GM Assy Manual 1956-57	Sect	6	Sheet	2.00
		101		1.00 & 2.00
		469		1.00
		579		1.01
		684		2.00
1958-59	Sect	6	Sheet	2.00
		101		4.00
		469		1.00
		579		2.00
1960	Sect	6	Sheet	2.00
		101		4.00
		469		1.00 & 3.00
		579		2.00
1961	Sect	6	Sheet	2.00
		11/13		5.00
		101		3.00
		242		1.00 & 2.00
		468		1.00 & 3.00
		579/582		2.00
1962	Sect	6	Sheet	3.00
		11/13		5.00
		101		4.00
		242		1.00 & 2.00
		582		3.00

NCRS Judging Manual	1953-55,	page	38-39
	1956-57,	page	41-42
	1958-60,	page	22 & 26
	1961-62,	page	16 & 21

