

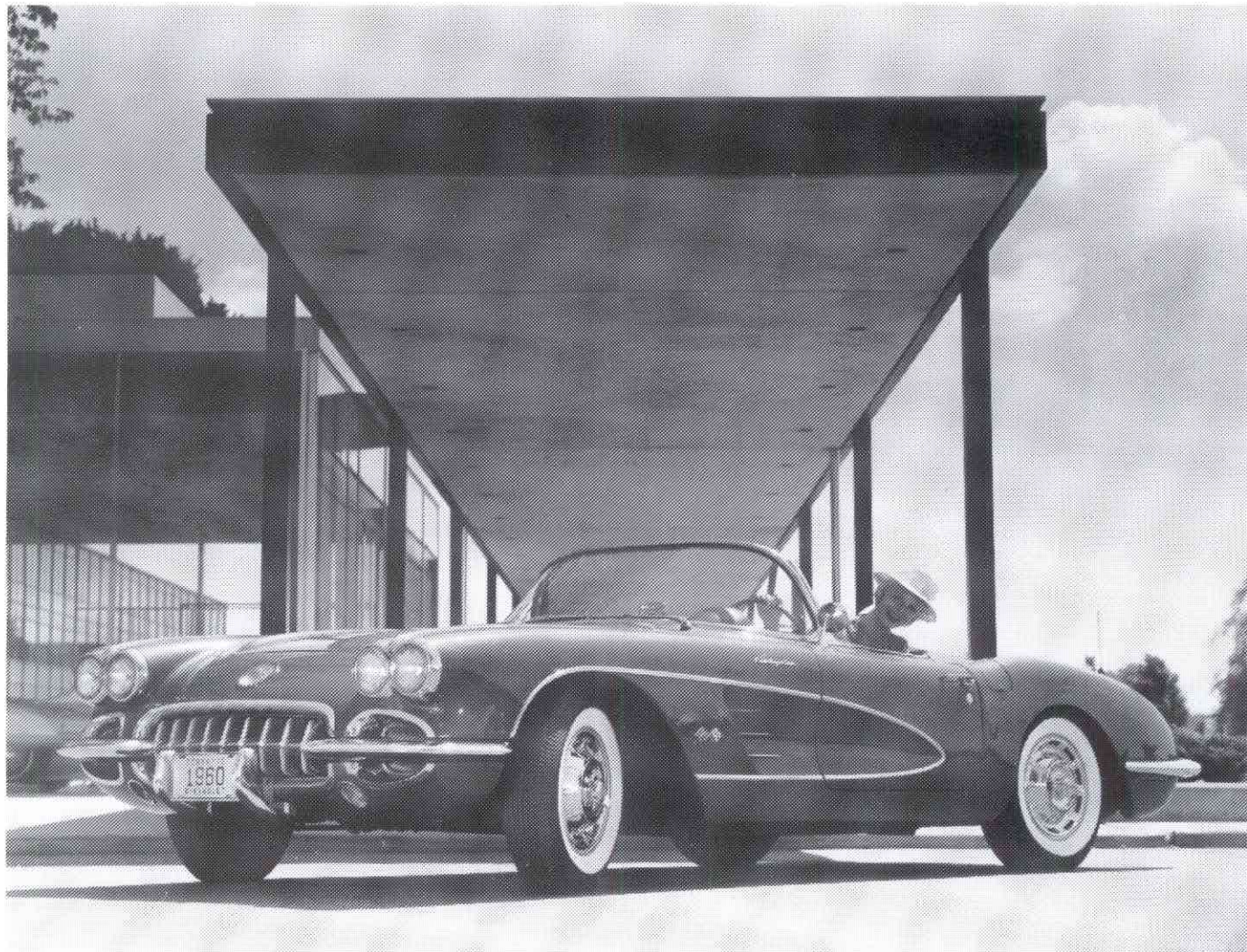
# STRAIGHT TALK



VOLUME 4, NUMBER 2

December 1990

*Merry Christmas*



1960 CHEVROLET CORVETTE

*Our best Christmas  
is your  
Membership!*

## JUST SOME OLD INFO

**A.** passenger, Corvette w/H.L. Cam . . . (cad. plated no vent hole #1552719 '56-'57 Corvette. \*NOTE: Vent hold can be added for normal road operation as required or painted cap #1552233 can be used for this application to control oil consumption. Taken from the G.M. parts book.

**B.** Corvette '55 crankcase ventilator tube, that goes through the engine block. P.G. trans. (16<sup>3</sup>/<sub>4</sub> O.L. with brkt. 6<sup>1</sup>/<sub>4</sub> from end.) Stick trans. (16<sup>3</sup>/<sub>4</sub> O.L. with brkt. 4<sup>1</sup>/<sub>4</sub> from end.)

**C.** Corvette '53-'54 fuel pump top glass is 1<sup>5</sup>/<sub>16</sub>. I.D. #5590159. AF-FP-8.

**D.** All Corvettes used a (nylon 1/2 I.D.) drain plug (oil) washer. #513975.

**E.** Corvette '55-'60 fan blade is (17 in. dia., 5/8 shaft hole) using four rivets.

**F.** Fan belts, '53-'54 used a 5/8 width, '55-'56 used a 3/8 width, '57-'60 used a 3/8 width on low H.P. engines, '57-'60 used a 1/2 width on high H.P. engines.

**G.** '53-'57 SHAFT steering gear, with worm is #5666148 (56<sup>1</sup>/<sub>8</sub> O.L.). '58-'62 SHAFT is #5672001 (51<sup>1</sup>/<sub>4</sub> O.L.) long.

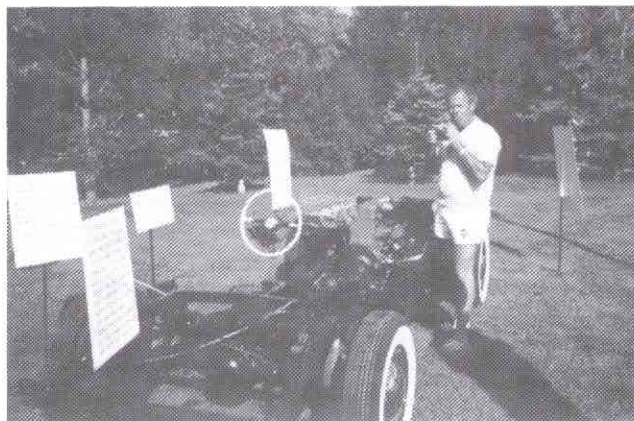
**H.** '53-'54 DRIVE Shaft is #3707878 has 17 splines, and is 37<sup>7</sup>/<sub>16</sub> O.L. long '55-'60 is #3712381 has 17 splines, and is 55<sup>1</sup>/<sub>4</sub> long.

**I.** '53-'55 wiper blades are 11 or 11<sup>1</sup>/<sub>2</sub> inches long, #3733355.

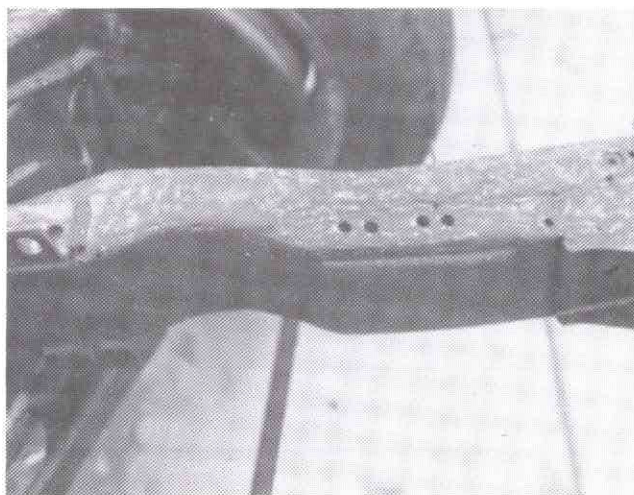
'56-'60 wiper blades are 12 inches long, #3724030.

'53-'55 arm is 12 inches long, #3706482R-1L.

'56-'62 arm is 12 inches long, #3724032R-1L.



S.A.C.E. member Bill Harm of Santa Rosa, California. Hey Bill are you sure of what you're looking at?



All 55's used a modified 54 frame, the R/S where the fuel pump clears, you can see the holes for the 6 cylinder motor are still left and are not filled in. In 56 this was changed and the holes were no longer there.

\*\*\*\*\*

<p>* SACE * P.O. Box 2288 * N. Highlands, CA 95660</p> <p>Name: _____</p> <p>Street: _____</p> <p>City: _____</p> <p>State: _____ ZIP: _____</p> <p>Phone: (____) _____</p> <p>VIN: _____</p>		<p>* ANNUAL * DUES * \$21.00</p> <p>* MEMBERS * GET FREE * ADVERTISING</p> <p>* Send your * business card * or similar * size printed * want add.</p>
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# SACE

## NORTHWEST CHAPTER MEET

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Noland & Mary Adams


P.O. Box 1134  
El Dorado, CA 95623  
(916) 626-0536

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***Dues are payable  
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Straight Talk***

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# TREASURER'S REPORT

BY LUCY BADENHOOP



Like any growing organization, SACE is finding the work needed to keep up with everything just keeps increasing. We are particularly fortunate to have members who step forward to assume part of the burden.

One such couple

are Dickie and George Marra. The Marras have volunteered to act as the distributor of our club logo items: the T-shirts, hat pins, patches and stickers sold by the club. (See the ad shown elsewhere in this issue.)

This will take a burden off me which involves the storing, packaging and shipping of these items. A big thank you to the Marras.

Another time consuming task is the annual national convention. Mary and Max Brockhouse are sponsoring the 1991 event in Illinois. Donna and Bill Eldridge will host the 1992 one in Oregon. Their efforts are most appreciated by the Braatz family who usually do it.

We're entertaining ideas for the 1993 convention on the East Coast. Any volunteers?

SACE would also like to donate a display item to the Corvette Museum in Bowling Green, Kentucky. It will be moving into permanent quarters in early 1992. If there is an idea or project lurking out there in someone's mind, please speak up.

One of my pet projects is taking shape — the technical guide. There are some minor editorial changes (Noland and Roy's suggestions, thank you very much) and the first two volumes will be ready for printing.

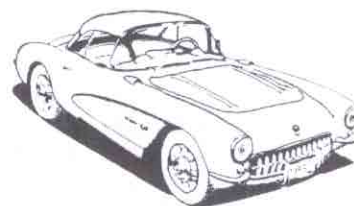
The problem of financing the initial run was solved when we decided to take advance payment for the January 1991 printing. We are encouraged by the response and expect to have the required amount by then. If you want to be assured a copy of the first edition, send \$25 (total cost for General and Mechanical Volumes) to: SACE, P.O. Box 2288, N. Highlands, CA 95660.

Another project I am sponsoring (Why do I do this to me?) is the Route 66 Road Tour. The plans are shaping up with the itinerary nailed down and announcements sent out to over a hundred Corvette Clubs and a dozen national magazines. Vette Vues, Corvette Fever, and Road & Track have promised to publish the information soon.

Since I am making arrangements for only 66 Corvettes on the Route 66 Road Tour, I hope SACE

members will take advantage of this advance information and let me know if they want a space reserved. A \$10 deposit will hold a place until January when the remaining \$90 registration fee will be required. Refunds are allowed until 1 May.

Please note that SACE is not sponsoring the road tour. However, both SACE and the Bloomington Gold organization are coordinating this "triple treat" — the road tour, SACE convention and Bloomington Gold. Come join the fun!



## EDITOR'S CORNER

BY ROY BRAATZ

Just a note to let members know that this issue gets me back on time with our issues and that I will try to be more on time in



1991. Also Noland is in the process of moving from the Bay Area to the mountain area where we live, the town of Placerville will be his new address and when I receive his new address I'll pass it on to you. That is the reason his articles have been missing lately, but by the next issue his time will be free. Also in 1991 Noland and I will be putting on a work shop at Bloomington for 53 to 60 and following is Pearsons 61 to 62 work shop. My wife and I also plan to drive our 55 towing our 47 tear drop trailer to Springfield SACE Convention 1991. I would like to know if anyone else ever uses their vett for pulling anything like a trailer, or what have you, please write me about it. What would you like to see in 1991 issues? Are we bringing out information not before known? Merry Christmas to all and hope this letter finds you all in good health.

— Roy

## 1991 CONVENTION INFORMATION

Dear SACE Members, Mary Rae and I would like to encourage you to plan to travel to the Springfield Convention next June.

We have a lot of new things to try for the first time. SACE is breaking new ground in several areas with this convention.

The best one is the inspection judging format. Do bring your Straight Axle, regardless of what condition it may be in. Your Vette will be judged against itself in its particular class.

Another area that will be at the top of the list will be an opportunity to attend Bloomington Gold. For those members who have not attended Bloomington Gold, the first thing to do is to request one of their folders as soon as their ads appear in the "VETTE" magazines.

You will find more details, the schedule of events, days, times, gate admissions, services, parking and registration forms.

Bloomington Gold is held at the McLean County Fairgrounds. Most of it is held outside, with some vendors in the buildings. Plan on wearing comfortable old shoes and shorts. June is "Hot" unless it rains, then you will need a boat to get around, until it gets trampled hard again at the fairgrounds.

If you need a rare hard to find part, go Friday. If you have time, spend two days looking. If you want the bargain price, go Saturday afternoon and Sunday as the vendors are starting to pack up for the trip home, and more willing to dicker.

You will find prices are higher at Bloomington. But, if you don't find it at Bloomington, it doesn't exist anywhere, at any price.

If you are concerned about getting parts shipped back home, UPS has a shipping booth set up to help you. Also I will be glad to help you ship parts back or store them for awhile (within reason that is).

Our Daughter and Son-in-law are moving to Bloomington in December. At this writing I don't know what kind of housing they will find. But, I told them to make sure it has a garage for me to use that weekend. Our Son-in-law's place of employment is in walking distance of the fairgrounds.

Rumor has it that this will be the last time Bloomington Gold will be held in Bloomington, Illinois. They have out grown the size of the fairgrounds and are looking toward moving in 1992. Rumor also has it, Springfield, Illinois is a possible new location.

With this in mind, this could be the last time you could be a part of the "Mystique" that has made Bloomington Gold the only place to be in June.

Springfield is an hour drive from Bloomington. Motel reservations are full already in Bloomington and the surrounding area. You should plan on staying in Springfield, and make your reservations soon.

If you are considering flying and renting a car. Chicago is about 3 hours drive, St. Louis is about 2

hours drive to Springfield. Both ways will be on I-55 which, at one time was part of Route 66. Springfield has shuttle air service from both St. Louis and Chicago, with car rental and Holiday Inn courtesy van pick up at the airport.

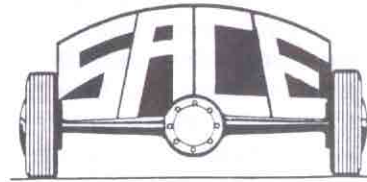
If you need road repairs in Springfield, the Chevy dealer is always open to Vette owners as well as repair parts can always be found.

Mary Rae plans to have transportation available for the ladies to shop, antique mall, Abe Lincoln sites and etc. We both look forward to seeing you next June.

For reservations: Holiday Inn East, Springfield, Illinois SACE Meet, phone (217) 529-7171.

Complete detailed information will be in the next STRAIGHT TALK issue.

Max and Mary Rae Brockhouse  
(217) 457-2555

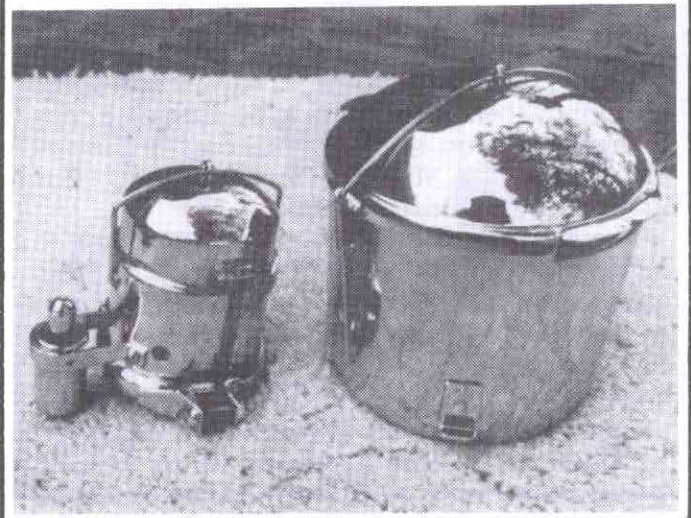


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Editor, 14521 Bears End Drive, Nevada City, CA 95959



# CHEVROLET, CORVETTE & CHRYSLER DUAL-FOUR WCFB CARBURETORS

By Gary Hodges

It is not at all uncommon to see Chrysler WCFB dual-four carburetors on a Chevrolet intake manifold. Actually, **any** Chevrolet WCFB, Chrysler dual WCFB, some Chrysler single, Studebaker, Pontiac, and several others go right on the Chevrolet dual-four manifold — and look basically correct.

The overall direction of this article is to give you enough background and technical data so you will be able to identify a Chevrolet dual-four carburetor from Chrysler (and some others), and hopefully, make the correct purchase — not an unhappy one!

Chevrolet and Chrysler dual-four WCFBs were equipped with brass bowl vent tubes. (I've seen some Chrysler vents made from steel.)

Basically, the carburetor has three main parts: the throttle body (or base), the main body (or bowl), and the air horn (top or cover). Using the reference charts, you can identify your carburetors by using their **cast** numbers on the throttle body, main body, and air horn. Remember, these numbers are **CAST**, not stamped.

## CHEVROLET/CORVETTE REFERENCE CHART

Year	Air Horn Castings	Main Body	Throttle Body
56	6-1114 (very early) 6-1122 (early) 6-1151 (mid-late) 6-1203 (very late 56)	0-049	1-1387A
57	6-1151 (very early) 6-1156 (early) 6-1203 (early) 6-1299 (late)	0-049	1-1387A (early) 1-1387B (most)
58-61	6-1299 (all)	0-049 (all) 0-1049 (poss. late 61)	1-1387B (all)

## CHRYSLER DUAL-FOUR REFERENCE CHART

Year	Air Horn Castings	Main Body	Throttle Body
56-58 & some earlier	6-1273, 6-1310	0-153, 0-158, 0-1158, 0-1221	N/A

### Throttle Bodies

Please note — no Chrysler throttle body cast numbers are given, as these numbers are not visible on **any** WCFB when the carburetor is assembled.

Assembled, throttle bodies vary in thickness. Chevrolet dual-four measures  $\frac{7}{8}$  inch at its widest point; Chevrolet single-four measures  $1\frac{1}{8}$  inch; most Chrysler dual-four measures  $1\frac{1}{32}$  inch.

The majority of Chryslers had idle air (bypass) screws on the driver's side rear of throttle body, while Chevrolet 1956 all, and very early 1957 only, used idle air screws. The idle air screws are vastly different from Chrysler to Chevrolet.

It should be noted that using any throttle body other than the thin Chevrolet dual-four part may possibly cause hood clearance problems.

### Main Bodies

Chrysler main bodies numbered 0-1221, 0-158, and 0-1158 have a 1 inch primary main venturi (cast between front throttle bores is a "1"). 0-153 has no mark. This has a larger  $1\frac{1}{16}$  inch primary main venturi (see Photo #3 for comparison).

Chevrolet dual-four main bodies are all cast " $\frac{15}{16}$ " between primary (front) bores. These have  $\frac{15}{16}$  inch main venturis.

Typically, the primary bores flow more air on Chrysler than Chevrolet.

There are basically two Chevrolet-Corvette carburetor main bodies that will, however, share **either** of the two cast numbers covered earlier. The differences are internal in the primary venturi area with the main nozzles and air bleeds, and these are what define a 245 or 270 hp carburetor — **not** the cast number in this instance.

The main nozzle tube for all '56 carburetors and the '57 to '61 245 hp as it protrudes from the booster venturi appears like a small tapered exhaust tip, with the taper similar to that of a Stingray exhaust tip.

1958 to 1961 270 hp main nozzle tubes are basically the same but inserted essentially upside-down.

Both the 245 and 270 hp carburetors use the same 0-049 main body.

Essentially 0-1049 bodies are considered to be late 1961 or service parts, but we're still learning on these.

### Miscellaneous Differences

Throttle levers and bell cranks (see photos) are drastically different from Chrysler to Chevrolet, and cannot be interchanged. Auxiliary air valve levers and weights are also drastically different.

### Auxiliary Air Valves and Weights (Chevrolet and Corvette)

1956 and most 1957 air valve weights will be approximately  $\frac{13}{16}$  inch in diameter and  $\frac{1}{4}$  inch thick. Overall length of the lever and weight assembly is  $1\frac{13}{32}$  inch for all 1956, 1957, and 1958-1961 245 hp.

1958-1961 270 hp (2613S, 2614S) carburetors had an air valve weight of  $\frac{1}{2}$  inch thick,  $\frac{13}{16}$  inch diameter, and an overall length of the lever and weight assembly of  $1\frac{31}{32}$  inch.

1958-1961 245 hp (2626S and 2627S) carburetors had an air valve weight of  $\frac{1}{2}$  thick,  $\frac{13}{16}$  diameter (like 270 hp), but the shorter lever weight overall length of  $1\frac{13}{32}$  inch.

1957 approximately in February or March **carburetor** production dates, carburetors began showing up with the thicker  $\frac{1}{2}$  inch weight on the front carburetor only; in later production, the  $\frac{1}{2}$

inch weight on both front and rear carburetors.

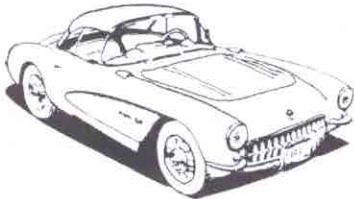
1957 270 hp carburetors? To date, **no** true 1957 270 hp carburetor 2613S or 2614S carburetor **with original tag** has been documented. In fact, none earlier than about January, 1958!

All original documented 270 hp 1957 Corvettes with original tags have either 2626S or 2627S carburetors or 2419S, 2362S carburetors.

#### Summary

In general, many differences are noted between the **correct** Chevrolet carburetors and the Chrysler comparison. Knowledgeable judges will also pick up these differences.

There are still some unanswered questions about dual-four carburetors. I would appreciate reader input if you have pertinent information about 1957 **original** 2613 or 2614S carburetors with **original dated** tags. Also, any original carburetors with a 0-1049 main body cars with **original dated** tags.



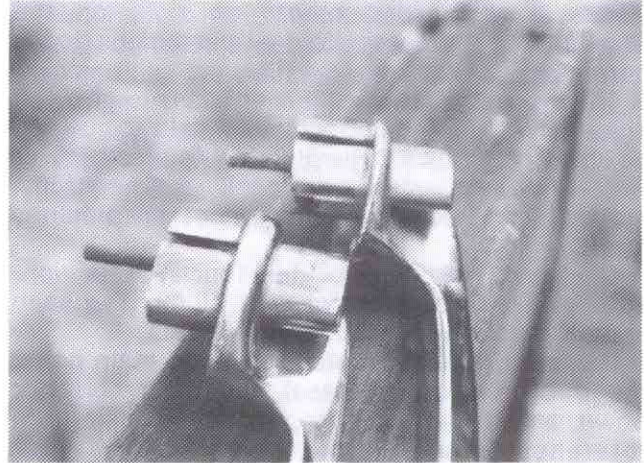
## WEATHERSTRIPPING FOLDING TOP FRONT ROOF RAIL

**O**riginal header weatherstripping used from 56 to early 59. This assembly was listed as (side, front rail and header #3736171. It was a one piece unit that started at the middle side window drivers, to the middle side window passenger. If you squeeze it in your hand it's a sponge rubber feeling. Also the area above the windows to the corners were cloth covered, which held all three pieces together, not hard like the later one that goes from the left windshield to the right side only. Also when the early one was installed you could not see the center metal retainer and screws because there was a round sponge rubber also installed. In this area judging only refers to the second design at this time and no one makes the first design, if you have used the reproduction, second design and have had trouble installing it using the hard wedge blocks at the corners, it's because later frame assemblies redesigned the header corner pieces, and the second design didn't use the round rubber filler so that you can see the metal retainer and screws. Second design was #3762531 early 59 to 62.

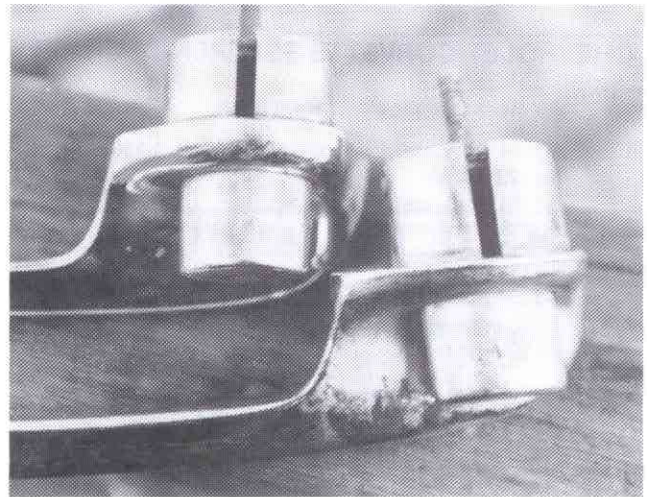
Editor Roy

## DOOR HANDLES VETT VERSUS CAR

**I**n the last issue I talked about the differences in car and vett door handles, and I didn't have a picture at the time. Here is a picture of them, the thick one (left) is the car handle that will wing up and the thin one (right) is the vett that will be level. Remember, both will work but only one is right. On the car only the two door model will work.



Hard tops and convertible.



Both uses same part no.

---

**Picture your  
Corvette here?  
Send me your photo,  
not you, your car!**

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## SACE TECHNICAL PANEL

Technical advisors have three duties: (1) answer questions from the general membership regarding problems they are experiencing with their car; (2) record the questions and answers and transmit them to the Straight Talk editor for publication; and (3) provide assistance in the preparation of a technical guide book.

Every request for assistance will require the requestor and the advisor to jointly complete the form. The advisor will send it to the Straight Talk editor.

Any member wishing to make use of this service may contact the advisors listed. If you write, please use the form and include a stamped, self-addressed envelope. If you phone, have the information ready for the top half of the form before you call.

Be considerate of the time zone differences, and place your call so it is received between 8:00 and 9:00 P.M. for the advisor. If you want the advisor to call you back, be prepared to accept the collect toll. Technical Advisors are:

Steve Solokoff (53-55)  
4524 Baltimore Avenue  
Philadelphia, PA 19143  
(215) 382-6366

John Kocsis (56-57)  
Rt. 2, Box 281-C  
Athens, PA 18810  
(717) 888-7418

Mike McCagh (53-55)  
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Cumberland, MD 21502  
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Dwight Farmer (58-60)  
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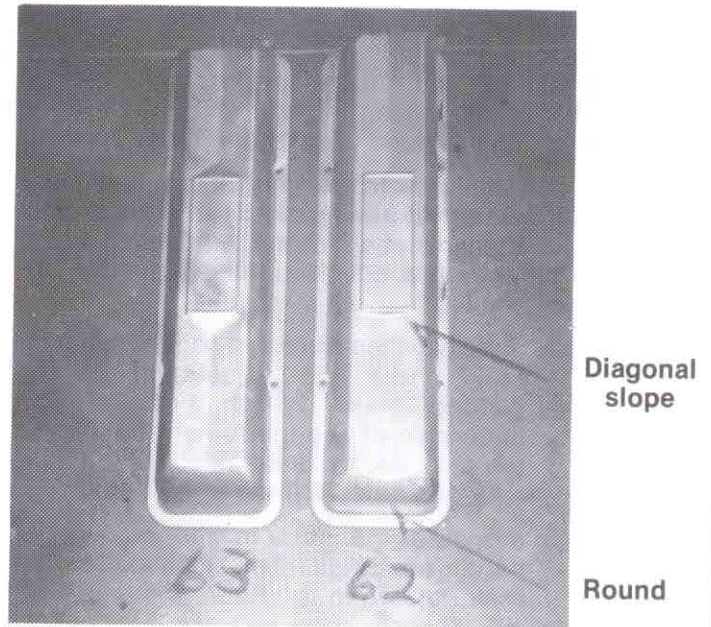
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Medina, OH 44256  
(216) 336-9455

Chip Werstein (61-62)  
23317 Schoenborn St.  
West Hills, CA 91304  
(818) 883-5766

## VALVE COVERS OF LOW HP 1962 CORVETTES

1962 250 hp and 300 hp have steel valve covers. You will note the difference between the correct '62 Corvette covers (on the right) and the 1963 and later. The 1962 steel valve covers are different in two areas. 1) The ends are not as rounded as the later covers and 2) the diamond area on the top of the 327 lettering is not as large as on the later covers.

Larry Richter  
Western 56-57 Tech Director  
P.O. Box 328  
Coos Bay, Oregon 97420



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Yuba City, CA 95991
- Canada:** Jane & Tony Catalano  
15545 Cliff Ave.  
White Rock, British Columbia V4B1B8
- Arizona:** Jeff Reed  
239 West Main  
Mesa, AZ 85201





# TECHNICAL INFORMATION



## Fitting Hard Top on Corvettes

Some field reports have been received where the dowel pins in the hard top would not line up with either the holes in the windshield upper molding or the holes in the molding in the deck area. Generally the hard tops are not too long but the distance between the two points on the body is too short.

The correct center to center distance between the hole in molding on the deck area and the windshield upper frame is approximately 31 $\frac{5}{8}$ ".

If this dimension is short any one or all of the following methods of correction may be used:

1. If the vehicle also has a convertible top, especially a good tight fitting one, check to see that the windshield upper frame has not been pulled off from the glass.
2. If the hard top fits poorly on the left side only, check the adjustment of the parking brake length between the underside of the instrument panel and the toe pan. Increase this length if the adjustment is inclined to be tight.
3. Elongate the hole in the rear upper panel moldings. This change to be incorporated in the future material.
4. The pins in the hard top may be carefully bent to permit entry.
5. Shim between the windshield and the cowl. Shim the windshield high at the rear to nothing at the front.

## Oil Filter Valve 1956 V-8 Engine

Oil filtration will be seriously affected if the filter by-pass valve spring retainer has loosened allowing the valve to move out of position resulting in the oil by-passing the filter.

The valve should be checked during filter element changes to see that the spring loaded disc is in place.

The valve is readily accessible when the filter element has been removed.

If valve is missing or out of place, reassemble and stake in place or replace entire valve assembly as required.

Part No.	Description
5573979	By-pass Valve Body Assembly
	2-4-57

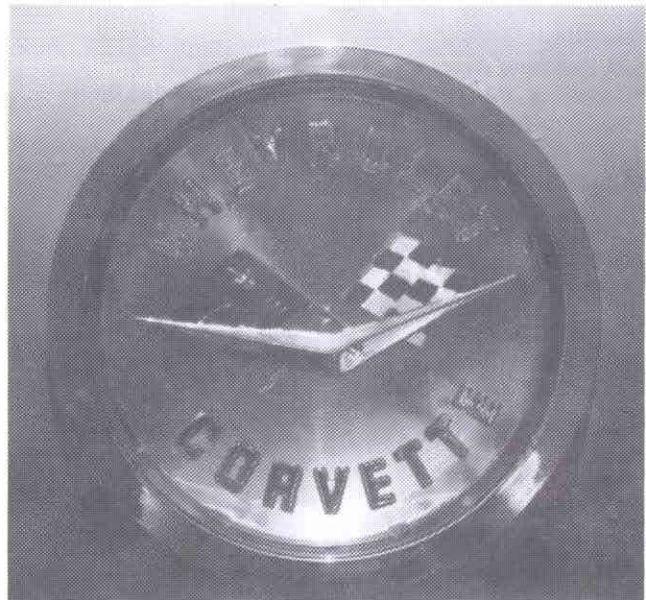
## Corvette Voltage Regulator

If difficulty is experienced in keeping the battery charged on 1957 Corvette units, it may be due to the Voltage Regulator Ground Wires being installed on an insulated mounting screw.

A few early units were built with the ground wires attached to the voltage regulator front mounting screw which is insulated.

To establish the proper ground condition, attach the ground wires to the regulator cover hold down screw.

3-29-57



## EMBLEM 58 TO 60

It was brought to my attention by one of our members what was used for the emblems on 58 to 60 vettes, so I thought I would pass this on by. Originally all factory built vettes front and rear emblems came GOLD colored, and at first you could get GOLD replacements from your dealer, but later SILVER colored replaced the GOLD and then as years passed owners didn't know which was the original color. Well GOLD is! Also some of the confusion might have arisen because after years of sun exposures the GOLD would turn silver in shade. Anyone wanting to comment write me?

Editor Roy

# MY '62 FRAME VIN—AT LAST

By J.G. Mattson

I had looked for the frame VIN number on my '62 several times, and even though I knew the general location I was without success. There just wasn't enough room between the body floor pan and top of frame. What to do? During the '61/'62 seminar at Bloomington Gold '90, I asked that question to Noland. It seems the answer is "Good Luck", pull the body, or cut a hole in the floor pan. Now that last one I wasn't expecting, and is certainly a new restoration technique to me — and totally unexceptionable. Pulling the body at this time is an awful lot of work just to read a number. So, I guess "Good Luck" has to be the answer!

"Good Luck" came in SACE Vol. 2, No. 4, Page 13 (Thanks Tony!), and followed up in Vol. 3, No. 1, Page 8 by our editor, Roy. I was excited and just couldn't wait for another assault on that evasive VIN number. I rolled the '62 out of my overstuffed garage and onto the driveway. I looked at her, set my jaw, and felt the stubborn, persistent, Norwegian blood course through my veins. "Today's the day", I said. Armed with my new information, I rolled back the far from original carpeting on the drivers floor pan of my project. THERE IT WAS! The plug that promised to unlock and open the door to my long sought frame VIN. With trembling hands I removed the plug, the anticipation was killing me, there was the frame! WHERE WAS THE NUMBER? I searched with flashlights and dental type mirrors, peeked, stretched, and contorted my body and face into all kinds of grotesque positions, but "Good Luck" wasn't there. Even though this is a Wisconsin Corvette, the frame has only a light coating of surface rust. I bought it as a project in 1972, and due to one thing or another it has remained so to this date. There is a New Mexico Park sticker on the windshield, so my suspicion is that it may have spent part of its 80,000 mile life in the southwest. A little coarse steel wool worked through the plug hole, and the frame was clean enough to show any numbers there, but they just were not. Before the day was over though, I did finally find the evasive VIN. Here's how I did it, and where I found it.

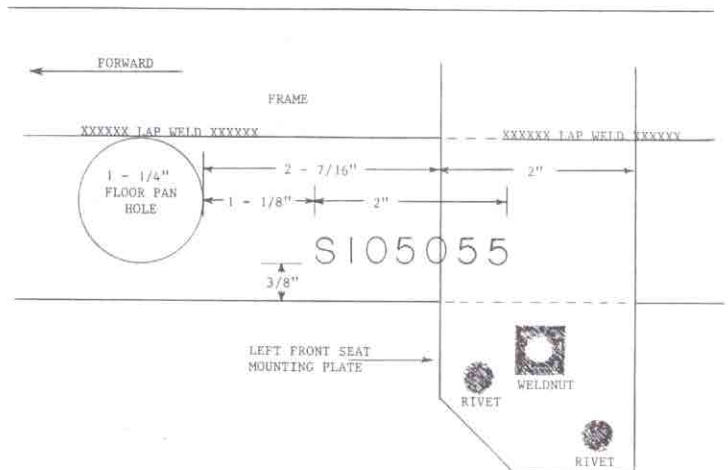
I didn't know if the number was forward or rearward of this floor pan plug hole. I used wooden tapered shims to carefully spread the floor pan and frame forward of the hole. Rearward is impossible due to attaching hardware (unless you remove it). This doesn't gain much extra clearance, but every little bit helps! I then used coarse steel wool (also tried emery cloth) stuffed between frame and floor pan, and scrubbed the frame top. There is not much room, so whatever works to scrub the steel wool back and forth with downward pressure, is the thing to use. What worked for me was a long thin blade screwdriver and a small curved nail puller. As a note, you might want to tape a piece of plastic milk jug or thin metal (tin can) to the floor pan above the

frame so you don't also scrub the fiberglass. It's not easy, but remember I've already used the words stubborn and persistent! Then with a piece of broken mirror glass (from my truck) and a good flashlight plus the right combination of angles — I FOUND IT! Just the first part at first, but now I knew where it was. A concentrated cleaning to this area and I couldn't have asked for a prettier sight. Now that I knew where it was, and it was clean, I looked back through the floor pan plug hole. The best I could do was to now see the first two characters "SI", which from this angle looked like "51".

I have tried to diagram my finding close to actual scale, and if Roy prints it that way it will be FULL SIZE. So use the thinnest mirror you can find (purse, stainless steel), a good bright flashlight, stubbornness, persistence, and — "Good Luck".

As a follow up related item, I have also made a diagram of the plug I found in the floor pan. Can anyone tell me if it's correct?

VIEW LOOKING DOWN ON DRIVERS LEFT SIDE FRAME RAIL



FLOOR PAN HOLE PLUG

VIEW FROM UNDERSIDE OF PLUG



BLACK PLASTIC

# QUESTIONS & ANSWERS

SUPPLIED BY DALE PEARSON

**Q.** What is the latest GOLD GRILL application in the 1962 production run?

**A.** Noland Adams states that S/N 13,078, late June, was observed with an original gold grill.

**Q.** What's the difference between a real 1962 tachometer boot and a reproduction?

**A.** Reproductions have seven bellows while the original have five.

**Q.** Was there a part number on the drive shaft of my 1962?

**A.** Yes. Centered in 1 inch high yellow paint stencil was the part number 3712381.

**Q.** At what S/N did the 1962 fuel cars go to a small "x" on the air cleaner?

**A.** Some small "x" air cleaner tops have been documented on 1962 fuel cars below S/N 5200 but mostly the large "X" version, as used exclusively in 1961 production, appears. After S/N 5200, in 1962 models, we see only the small version.

**Q.** At what point was the main case of the T-10 transmission changed from cast iron to aluminum?

**A.** The T-10 is the optional four speed transmission and an iron main case has been observed in 1961 production as late as S/N 2160 which corresponds to approximately the fourth week in October of 1960. At that point the switch to aluminum was effected. Figure out your exact SLAD or let me have your serial number if it's later than 2160. You may set a new standard if you have an original iron case?

**Q.** What did the bolts look like that held the fan blade on for 1962?

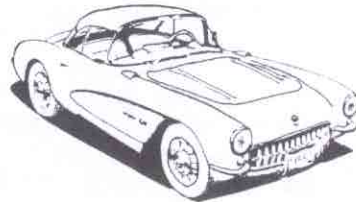
**A.** I've always seen four each GRADE EIGHT, hex head cap screws. A single "T" appears in the center with six little slash marks around it, (indicating grade 8 SAE). If the assembly line experienced a shortage of the screws then anything goes as long as they met the grade specification. A split ring lock washer appeared under the screw head. A PULLEY REINFORCEMENT PLATE was used between the water pump flange and the pulley while a SPACER was used at the harmonic balancer inside the timing chain cover to bring the fan belt into alignment. This area of the Corvette can cause severe problems when cheap fasteners are used.

**Q.** I lost the fasteners that hold on my timing chain cover when I was rebuilding my 1961. What do they look like?

**A.** This fastener helps in looking quickly over junk yard engines for early pieces. Slotted pan head cap screws were used exclusively until mid production 1961 when the hex head cap screw appeared. Either style is considered correct until about mid production 1962 after which I would expect to see hex head cap screws only. An early style eight tang, (not twelve) external SEMS type (captive) star lock washer was used under all timing chain cover screws regardless of the head style. "RBW" most often appears in the dished head but anchors, etc., are also acceptable.

**Q.** Is the 2268 high performance generator pulley 4 inches in diameter?

**A.** No! It's 4.11 inches in diameter.



**Q.** What's the difference between '61-'62 and older straight axle cars?

**A.** The hoods are NOT interchangeable '61-'62 to older cars. I learned this at SWAPMEET UNIVERSITY. Want to buy a 60 hood for \$300? That was the price of this lesson (tuition). The Harrison crossflow radiators were used starting in the '61 production run. (After S/N 1700 or so. Remember?) '59-'60 models used hoods designed to accommodate the copper radiators and used a top radiator seal. '58 hoods were like this and had fake louvers as well. To-Tank radiators had a rubber seal as did the copper-brass type. 1961 cars until S/N 1700 or so using odd-ball radiators must have needed these seals and I'm not sure if earlier hoods were required.

**Q.** When did the four speed go from cast iron to aluminum on the main case and what's an allowable radiator on early '61 cars?

**A.** Early cars and up to 1961 S/N 2160 or so used cast iron main cases while all cars produced thereafter used aluminum. Aluminum tailpieces were used on all '61-'62 cars. Three speeds used cast iron for all 1961-62 Corvettes.



The Straight-Axle Corvette Enthusiasts will hold their 5th National Convention in Springfield, Illinois. Located in central Illinois, just an hour drive from Bloomington Gold. Your family will enjoy the Abraham Lincoln historic sites. According to local legend, you'll enjoy good fortune if you rub the nose of the Lincoln bust at the entrance to Abraham Lincoln's Tomb.

This years triple treat offers convention attendees an unequaled opportunity to meet SACE members, attend the Granddaddy of all Vette meets and drive your Vette on historic Route 66.

The 5th National Convention, honoring the 30th anniversary of the 1961 model, will be headquartered at the Holiday Inn East. The Holiday Inn East has 400 rooms, holidome and our rooms are located facing the parking lot. Located just off I-55 on Stevenson Drive, close to shopping, service and restaurants.

Meet Noland Adams, the author of books on Corvette restoration. Attend the technical seminars covering the 1953-62 Corvettes, share the knowledge of various experts and swap meet for these vintage vehicles.

If you have questions that are not answered in this flyer, additional information is available by contacting our local hosts: Max & Mary Rae Brockhouse, Route 1 Box 106, Chapin, Illinois 62628. Phone evenings, (217) 457-2555.

## TENTATIVE AGENDA

(subject to change)

### SUNDAY, JUNE 23

4:00 p.m. .... Security starts North parking lot

### MONDAY, JUNE 24

8:00 a.m. - 4:00 p.m. .... Registration, Main Lobby

10:00 a.m. - 11:00 p.m. .... Workshop

12:00 a.m. - 1:00 p.m. .... Noon Lunch

1:00 p.m. - 3:00 p.m. .... Workshop

1:00 p.m. - 4:00 p.m. .... Ladies Tours/shopping (as needed)

3:00 p.m. - 4:00 p.m. .... Inspectors Meeting

9:00 a.m. - 4:00 p.m. .... Swap Meet, North parking lot

All day Vette clean-up in North parking lot.

### TUESDAY, JUNE 25

9:00 a.m. - 4:00 p.m. .... Inspection of Class Vettes

9:00 a.m. - 4:00 p.m. .... Swap Meet

12:00 a.m. - 1:00 p.m. .... Lunch provided for inspectors

10:00 a.m. - 4:00 p.m. .... Ladies Tours/shopping (as needed)

7:00 p.m. - 9:00 p.m. .... SACE Business Meeting, followed by open discussion

### WEDNESDAY, JUNE 26

9:00 a.m. - 4:00 p.m. .... Swap Meet

10:00 a.m. - 12 a.m. .... Workshop

12:00 a.m. - 1:00 p.m. .... Noon Lunch

10:00 a.m. - 4:00 p.m. .... Ladies Tours/shopping (as needed)

1:00 p.m. - 4:00 p.m. .... Workshops (Noland and Roy)

6:30 p.m. .... Cash Bar

7:00 p.m. SHARP .... Awards Banquet

### THURSDAY, JUNE 27

Depart for home, Bloomington Workshops or free time.

## REGISTRATION

Registration is required for all participants: vendors, display, judging, seminars, etc. The name tag in the registration package is required for admission to all events.

Registration (full payment) and cancellations (full refund) will be accepted with postmarks on or before May 31, 1991. After May 31, cancellations will be accepted for partial refund on a sunk cost basis. Late registration with penalty fee will be accepted with postmarks on or before June 15, 1991. Late registrations after June 15 will be handled at the convention on a space-available basis.

# CAR SHOW

All Corvettes entered in the show must be pre-registered using this flyer or its replica. If you are bringing a trailer rig, indicate parking length on the registration form. Owners must attend the owners' meeting to present proof of insurance and obtain instructions. The owner selects the class in which the car will be entered.

**TRAILERED RESTORES:** Show-room condition is the goal. These cars should have no paint chips, wear, oil leaks, etc. They should have the appearance of a new car that has never been driven.

**DRIVEN RESTORED:** Some signs of wear are expected. These cars are used and enjoyed by their owners, so no deductions are made for minor paint chips, wear, dirt, or fluid leaks.

**CONTEMPORARY RESTORED:** These cars may have major non-original items (i.e., engine, paint, etc.), may be partially customized, or in the process of restoration. The owner may select two items on the score sheet which will not be judged, but full points will be awarded.

**UNRESTORED:** Cars which show their age and no attempts to hide it.

**CUSTOM:** Expect to see lots of chrome, customized paint jobs, creative body work, souped-up engines, and other imaginative modifications.

**DISPLAY:** These are unique cars: one-of-a-kind racers, prototypes, etc. There's no way to compare them, so they are offered for viewing only.

## INSPECTION CERTIFICATION

Certification is done by volunteers, so please indicate your availability on the registration form. Owners will not inspect their own cars. Inexperienced inspectors will be paired with a trainer and will start in the easier categories. Inspectors must attend the inspectors meeting and will receive a gift of a specially monogrammed hat to distinguish them on the field. An inspection certificate will be awarded in all classes.

Inspection in the trailered, driven and contemporary classes uses a dual scoring system (one set of points for originality and another set for condition). The unrestored class uses originality points only. Each item has assigned values and points used to deduct for faults. The cars are inspected against a standard, not against each other.

The custom class is for modified vehicles and uses a concours-type inspection certificate. Beauty of design, execution and cleanliness are emphasized. The cars compete against each other for first, second and third place certificate.

The display class does not compete. The owners make their cars available for enjoyment. In appreciation of their efforts to share these treasures, the owners are presented with special awards.

It is SACE's goal to use this format of inspection as a means of learning about '53-'62 Corvettes. SACE wants to help the member determine how close their car is to the owner's desired condition. The competitiveness of actual judging is no longer an issue. The members enjoyment and preservation of a great car is our intent. We wish to be known as SACE, the educational club for Corvettes.

# REGISTRATION FORM — SACE 1991 CONVENTION

Name \_\_\_\_\_ Mate \_\_\_\_\_  
 Address \_\_\_\_\_ Guest \_\_\_\_\_  
 City \_\_\_\_\_ Guest \_\_\_\_\_  
 State \_\_\_\_\_ Zip \_\_\_\_\_ Guest \_\_\_\_\_  
 Phone ( ) \_\_\_\_\_ Member No. \_\_\_\_\_

Number who can help: \_\_\_\_\_ Judge \_\_\_\_\_ Tally Scores \_\_\_\_\_ Clean-Up \_\_\_\_\_ Other \_\_\_\_\_

Registration (1 or 2 adults) — \$40.00 (includes a special event Illinois Collectors License Plate using our SACE logo) \$ \_\_\_\_\_

Late fees (postmarked after May 31, 1991) — \$30.00 ..... \$ \_\_\_\_\_

Guest Fees — \$5.00 per person ..... \$ \_\_\_\_\_

Awards Dinner — \$25.00 per person ..... \$ \_\_\_\_\_

Vehicle Inspection — \$20.00 each ..... \$ \_\_\_\_\_

Swap Meet Space — \$10.00 each ..... \$ \_\_\_\_\_

TOTAL ENCLOSED (Payable to SACE in U.S. funds) ..... \$ \_\_\_\_\_

Year \_\_\_\_\_ and color \_\_\_\_\_ of vehicle to be displayed or inspected.

Vehicle I.D. Number (VIN) \_\_\_\_\_ Trailer (feet) \_\_\_\_\_

Vehicle I.D. Number (VIN) \_\_\_\_\_ Trailer (feet) \_\_\_\_\_

Class: \_\_\_\_\_ Trailered \_\_\_\_\_ Driven \_\_\_\_\_ Contemporary \_\_\_\_\_ Custom \_\_\_\_\_  
 \_\_\_\_\_ Unrestored \_\_\_\_\_ Display (no inspection fee required)

**HOLD HARMLESS AGREEMENT:** I agree to insure my vehicle and property against loss, damage and liability, and to provide proof of such insurance to SACE. I agree to assume the risk of any and all damages of injury to indemnify and hold harmless SACE, its officers, directors, agents, employees and chapters for any acts or omissions which may result in the theft, damage or destruction of my property or injury to me or to others during or as a consequence of this convention, wherever located.

Signature \_\_\_\_\_ Date \_\_\_\_\_

Vehicle Insured With \_\_\_\_\_

Policy Number \_\_\_\_\_ Expires \_\_\_\_\_

**INCOMPLETE FORMS WILL BE RETURNED.  
 BRING POLICY OR CERTIFICATE OF IN-FORCE PROPERTY & LIABILITY INSURANCE**

**MAIL U.S. FUNDS & THIS FORM TO:**

**SACE**  
 Max Brockhouse  
 Route 1 Box 106  
 Chaplin, Illinois 62628  
 (217) 457-2555

**PROOF OF INSURANCE VERIFIED**

BY: \_\_\_\_\_  
 (SACE OFFICIAL)

DATE \_\_\_\_\_

**Q.** What parts are still in stock for 1962 Corvettes at Chevrolet dealers?

**A.** One way to determine this availability is to get a G.M. price book at the dealer and take each part number from the assembly manual and see if it is listed in the price book. If so, the part is still available. Also, Eckler's new Restoration Catalog lists parts in fine print as opposed to bold print if they are G.M. parts so most of the work has been done for you already but not in an exhaustive manner. (ALL the available parts do not appear).

Now for the hooker! G.M. reissue parts for your 1962 Corvette are as a rule not as "judgable" as reproduction parts. If you want to minimize point losses in N.C.R.S. and N.C.C.B. events you are usually better off with GOOD reproduction parts. This situation has come about as a result of G.M.'s cost cutting PROFIT motivated manufacturing decisions. The most recent G.M. profit ideas center around Licensing Fees, Application Fees, Royalty Payments, etc., aimed at small reproduction parts manufacturers. The days of individuals tooling up for backyard production of a part or two that G.M. has butchered or discontinued are over! These fees are on the order of \$250,000.00 AND up to 15% royalty payments. I predict the evolving of a TRUE underground CLANDESTINE manufacturing environment within the next few years. It almost seems that the "Corvette;" in my opinion is the only thing G.M. has EVER done right, is being TORPEDOED by its creators for the sake of money.

## TRIVIA

**W**CFB (as in carb) means Will Carter Four Barrel; also white cast four barrel, also wrought cast four barrel. Take your pick!

**A**FB means Aluminum Four Barrel.

**A.C.** (as in spark plug) means Albert Champion. There were two feuding brothers both made spark plugs.

**SLAD** means St. Louis Assembly Date.

**VIN** means Vehicle Identification Number.

Your tire weighs 26 lbs. (6.70 x 15), and your wheel weighs 18 lbs.

## BY THE WAY

**R**P.O. means "Regular Production Order Or Option!"

**L**P.O. means "Limited Production Order!"

**C**O.P.O. means "Central Office Production Order" (mickey-mouse).

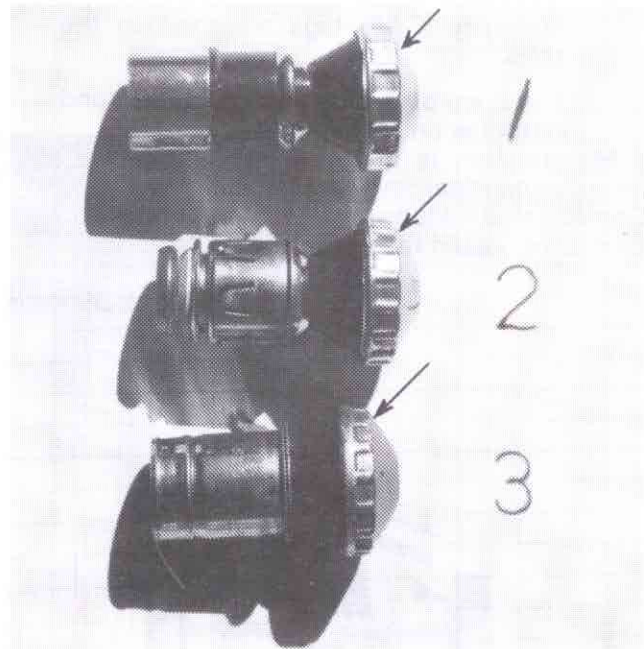
Where do you think the purple Shriner's 62s would have been written up? . . . COPO?

## 56-57 CIGARETTE LIGHTERS

By Harry Cianci

The cigarette lighter knob in my '57 vette was as rusty as an old Ford fender. It appeared that a '56 Chevy Bel-Air lighter would be a perfect substitute. But further research has convinced me this is not the case. In order to understand what is correct we must first understand what is not correct. Apparently there were two suppliers of the '56-'57 G.M. lighters. Rochester and Casco, but Casco supplied all corvettes lighters. Rochester makes many car lighters. Photo #1 is the Bel-Air '55-'56 car Rochester, it has a longer element, with a plastic body and a guard over the heating element, also a cone shape washer between the knob and housing. Photo #2 is the '53-'55 Casco, it has a short element, no guard and a flat washer between the knob and housing. Photo #3 is the '56-'57 Casco, it has a short element, a guard and a cone shape washer between the knob and housing. Rochester '55 knob with element #7006535, smooth flutes. Rochester '56 knob with elements #7008461, ridged flutes. Casco '53-'54 vette 6V #3699602 replacement knob black only, you paint. Casco '55 vette 12V? Casco '56-'57 knob with element #3723940. Casco '58-'60 knob with element #3735264, also same as '58 car. P.S. when ordering from the parts department dealer, years ago, a second design lighter for '56-'57 was used, the flutes were shorter and S/S cover rusted and didn't polish very good, also on the side of the element the word Casco 6V or 12V was imbossed in, also all housings had a ground tang and a light attached to it so that it lit when the dash light was on at night.

## FLUTES



1. '56 car, plastic body. 2. '53-'54 vette, not the knob. 3. '56-'57 vette.



## 1956-57 SEAT BELT SURVEY

I have learned from various sources that seat belts were a dealer installed accessory in both 1956 and 1957 Corvettes and passenger cars. They are listed in the General Motors parts book as part number 987690 and the price is \$10.95 for each. The following are various quotes from original General Motors literature:

The two-inch wide, silver-gray straps are tightly woven nylon-rayon cord; their hardware is chrome-plated heavy-gauge steel. Each strap is anchored to a bracket bolted through the floor and a steel reinforcement under the floor. (Comment: These were installed in 1956 and 1957 Corvettes.) The strap is secured by looping it through the bracket and threading it through a three-bar slide.

The metal end of one of the two straps snap-locks in a buckle on the other. A finger-tip pull on its leverlike cover unlocks the buckle. Strap length adjustment is provided by a spring-locked adjuster in the buckle.

Another source of information states the following:

SEAT BELTS are available on the Corvette as a dealer installed accessory. The gray nylon belt, chrome-plated quick release buckle and length adjuster slides are similar to those used in the conventional passenger car. Brackets and fasteners, provided in a separate kit, easily adapt the seat belts for Corvette installation. All Corvettes have a body reinforcement for belt attachment.

The above information and observation of seat belts over the past few years has lead me to the following preliminary conclusions:

1. All belts were silver-gray in color.
2. The buckles were a snap-in type as illustrated below with Civil Aeronautics Authority (CAA) tags attached to the belts.
3. There were various manufacturers and insignias on these belts.

My question is that if anyone has additional information regarding correct seat belts for 56-57 Corvette that adds to my research or is of different character, would they please write to me.

Larry Richter  
Western 56-57 Tech Director  
P.O. Box 328  
Coos Bay, Oregon 97420



## AIR FILTERS F.I.

Greg sent me two elements. 58-61 pleated paper and 62 foam, fig 1. I found them to be correct in every way. He also makes the F.I. gasket for 57 that is 1/8 inch thick, Issue 3 #3 I wrote about. Fig. 2 shows a A.C. filter that was brought to my attention that is so close to the original A.C. 176 filter for the 57 F.I. that most people would think it was original. Ask your part man for #A.C. 176-C or number 6419309, this filter was used on RAMBLER, STUDEBAKER, and AVANTI cars. You will be pleased with the price, because you would need \$300 to \$500 for the original, but about \$6.00 will get you a 80% original one.

—Roy

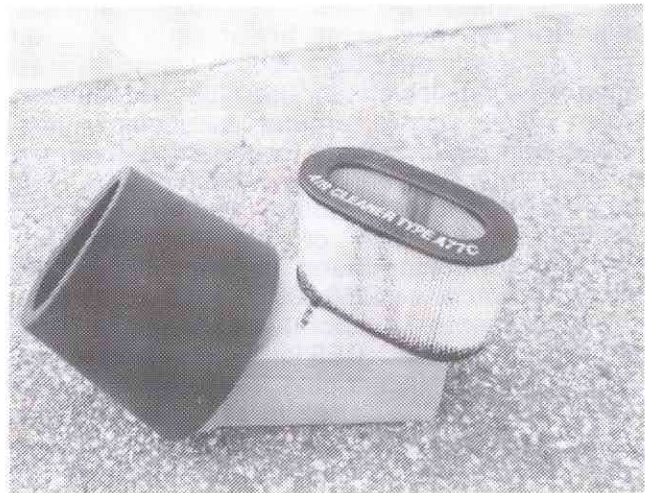


Figure 1 '58-'61 paper, '62 foam.

To order filters call Gary Hodges,  
(503) 393-5632.

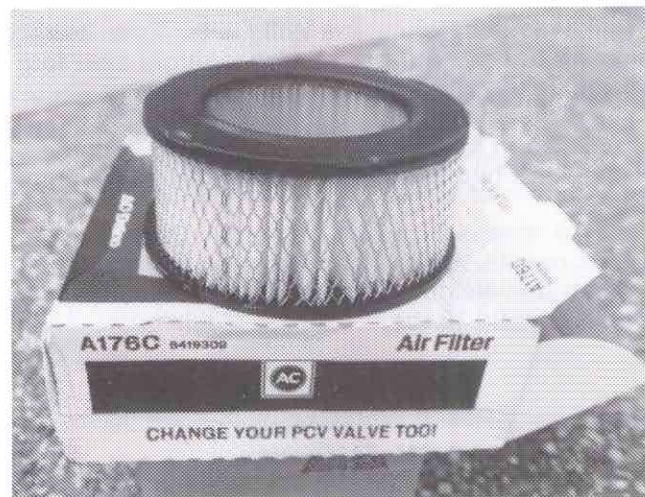


Figure 2 '57 F.I. AC A176C.

## IDLER ARM BRACKETS

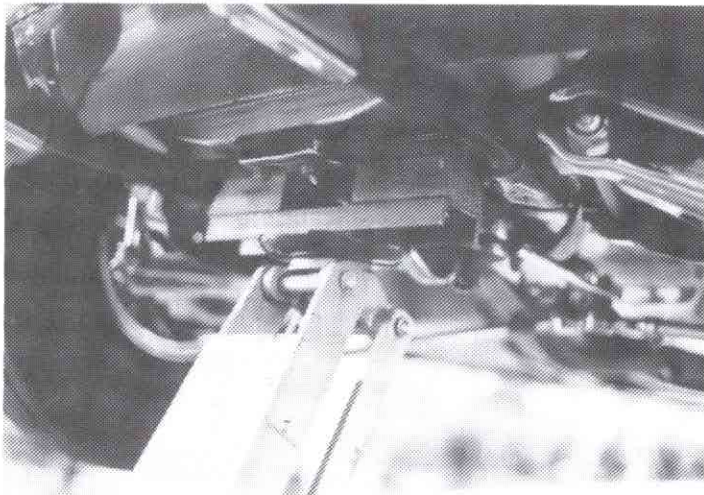
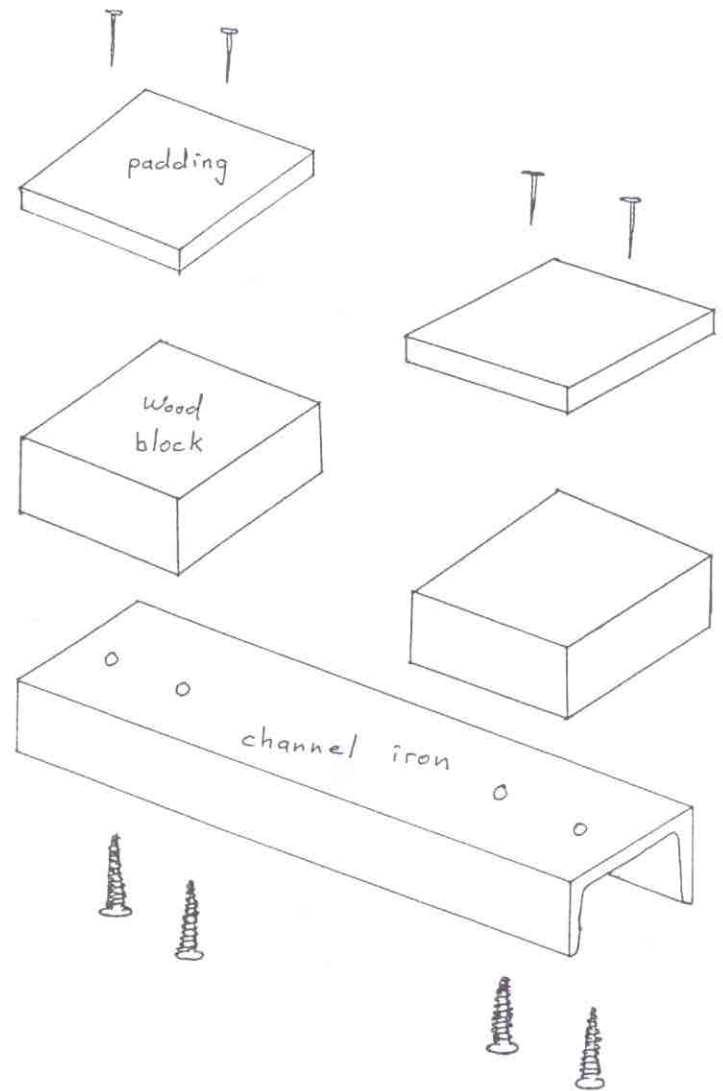
In response to Noland's article about cracked or broken idler arm brackets, I can verify that it CAN occur very unexpectedly. MANY years ago I put a Corvette third arm and bracket on my '51 Chevy so that I could eliminate the sloppy kingpin joint of the original '51 third arm. On my way home from work one night, about 2 blocks from my house, I suddenly lost all steering because the bracket broke off in the area indicated by Noland. No problem, the next day I went to a salvage yard and bought another one for about \$5.00 (they aren't cheap today).

Since that day, I have never jacked my car at the third arm bracket. I have included a drawing of the adaptor that I made to place on my jack that straddles the bracket on my '56 Corvette and my '51 Chevy. I made it from scrap I had around the garage. I cut off a 1 foot length of channel iron (use any size that works for you), 2 wood blocks (made from scrap 2 x 4, or whatever) attached to the channel iron with screws (or nails). I had a large piece of 1 inch thick felt so I cut 2 pieces and nailed them to the wood blocks for padding (you can use a piece of carpet or whatever works for you, or nothing).

The important thing is that it is very easy to fabricate SOMETHING to straddle that bracket if you use a jack under your front cross member.

As Noland says, if you use a floor jack under the third arm bracket — STARTING TODAY, DON'T EVER DO IT AGAIN!

Tom Parsons  
Oklahoma City, Oklahoma



## RADIO DELETE CORVETTES

Corvettes that came without a radio and were installed at the dealer later, can be detected in two ways. 1. With the left side lower sill plate removed there will be a hole near the rear area, Fig. 1. The reason for that is that the radio antenna is now running under the sill plate into the hole coming up under the rear drivers seat and along the soft top area L/S. 2. In the soft top area L/S, you will find a hole where the radio antenna continues to the rear antenna mast, Fig. 2.

Why was this done? Because if the vette came with a radio from the factory the antenna cable was run through the body where the rear wiring harness ran through and if later installed as I mentioned it is nearly impossible to install the cable as the factory did. If you have what you think is a radio delete car, you will have a hole in the soft top area as I said because the dealer did that or you will have no hole, and no evidence of a hold at the rear fender. Knowing this will help you determine something few owners realize.

Editor Roy

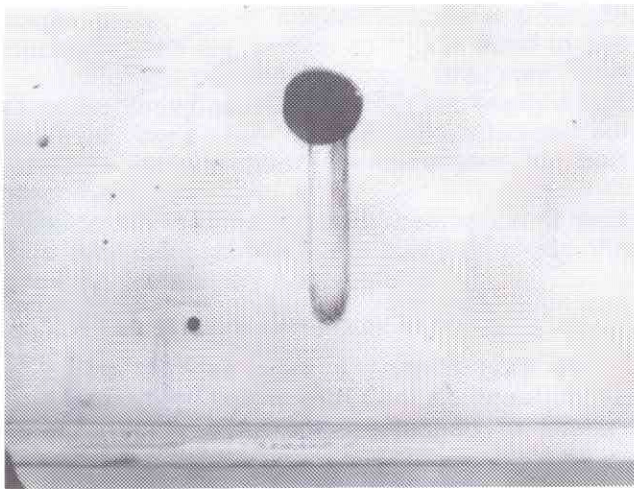


Figure 1

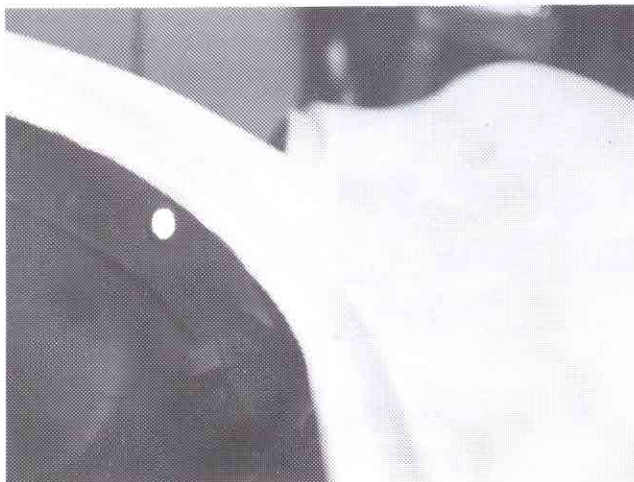


Figure 2

## 1956-57 CORVETTE CARPET

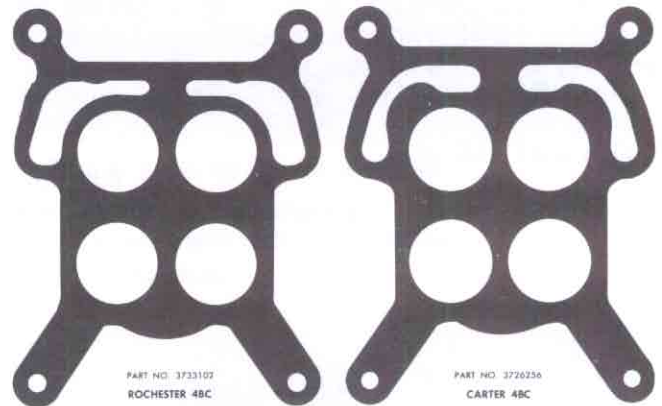
During the past year and a half I have observed many samples of reproduction carpet for 56-57 Corvettes. To my knowledge there is no carpet reproduced that is even close to the original carpet. The original carpet was an exceptionally tight weave loop pile with multiple heights on the loop. The difference between the high and low loop is approximately  $\frac{1}{32}$  of an inch. The original carpet shows no particular pattern due to the multiple heights of that weave. You will also note that higher weaves are bulkier on the face of the carpet.

All of the reproduction carpet that I have observed, the loop is exactly the same height and there is a definite weave pattern.

If anyone knows of original carpet, if you would send me a sample, I would compare it to the original carpet that was removed from our '56 and send you a report.

Larry Richter  
Western 56-57 Tech Director  
P.O. Box 328  
Coos Bay, Oregon 97420

### FOUR BARREL FLANGE GASKET



3.725

372

©-1989  
Chevrolet Motor Division  
General Motors Corporation

## PARTS IS PARTS!

I'm sorry, but I no longer suffer a fool easily. The yuppie matching number freaks are getting to me. We're seeing properly equipped beautiful cars going begging because all the numbers don't match while poor cars with matching numbers bring undeserved bucks. This disease started with Corvettes and other big block Chevys and has spread now all over the sixties and seventies cars.

Do you think maybe some people who lack experience and can't tell a good restoration from a bad one have found a crutch using numbers as a criteria instead of quality?

Rader's Relics  
Winter Park, Florida

## Corvette and Passenger Car Carter Carburetors

**B**ert Brown sent me the following specifications for the WCFB 2-four carburetors, January 1956 to October 1958. If you check closely at the metering rod sizes of all years, you can see why I wrote the article about them explaining why you must know how they work. With this information you can check your carburetors to see that you have the right parts installed, or to rebuild them correct. I also included the base gasket drawing.

## CHEVROLET "V-8" Corvette and Super Power Kit for Passenger Cars

**(2362S) Rear Carburetor**  
 (2627S can be used to replace 2362S)  
**(2419S) Front Carburetor**  
 (2626S can be used to replace 2419S)  
 Both 2626S and 2627S carburetors must be used together  
 when replacing earlier model carburetors.

WCFB Four-Bore Down-Draft Climatic® Control  
 Carburetors Nos. 2362S-2419S

### CARBURETOR SPECIFICATIONS

For Chevrolet 8 Cylinder Engine: 3 3/4 Inch Bore, 3 Inch Stroke

**Dimensions:** Flange size, 1 1/8 inch. Four Bore—4 bolt type.

Primary venturi size, 11/32 inch I. D.

Main venturi (primary) size, 15/16 inch.

Main venturi (secondary) size, 1 1/8 inch I. D.

**Vents:** (2362S) Outside, (4) in air horn; (4) in flange. Inside, (7).

(2419S) Outside, none. Inside, (7).

**Gasoline Intake:** Size No. 42 (.0935 inch) drill hole in needle seat.

**Low Speed Jet Tube:** (Primary side only).

Jet, size No. 65 (.035 inch) drill.

By-Pass, in body, size No. 52 (.0635 inch) drill.

Economizer, in screw plug, size (.049 inch) diameter.

Idle Bleed, in body, size No. 52 (.0635 inch) drill.

**Idle Port:** (Upper) slot type. Primary, length .165 inch; width .030 inch. Secondary, none.

**Idle Port Opening:** Primary, .065 to .071 inch above top edge of valve with valve tightly closed. Secondary, none.

**Lower Port:** Primary (for idle adjustment screw), size No. 53 (.0595 inch) drill. Secondary, none.

**Set Idle Adjustment Screw:** 1/4 to 1 1/4 turns open. For richer mixture turn screw out. Do not idle engine below 600 r.p.m. (Power Glide in Drive Range).

**Idle Air Adjusting Screw:** Seat size No. 29 (.136 inch) drill.

**Main Nozzle:** Installed permanently. DO NOT REMOVE. Anti percolating jet (primary, in plug) size No. 60 (.040 inch) drill; (secondary, in body) size No. 60 (.040 inch) drill.

**Metering Rod (Vacuometer Type):** See parts list for size.

**Metering Rod Jet:** Primary, size .086 inch diameter (for metering rod).

Secondary, size .051 inch diameter (no metering rod).

**Accelerating Pump:** Discharge jet (twin) primary side only, size No. 73 (.024 inch) drill.

Intake ball check seat, size .115 to .120 inch diameter.

Discharge needle seat, size .070 inch diameter.

Discharge relief plug size No. 75 (.022 inch) drill.

**Choke:** (2362S only) Carter Climatic® Control, set on index. Butterfly type—offset choke valve, primary side only. Choke heat suction hole, restriction in piston housing, size No. 43 (.089 inch) drill.

**Metering Rod:** Standard .064" x .060" x .054".

### Motor Tune-Up—Be Accuratel

**CAUTION:** Change worn or leaky flange gaskets. Tighten manifold bolts and test compression before adjusting carburetor.

<b>Spark Plug Gap</b> .035"	<b>Breaker Point Setting</b> .018"	<b>Ignition Timing Breaker Points to Open:</b> 4° B.T.C. or 12° B.T.C. at 1000 R.P.M.	<b>Valve Setting (Hot)</b> Intake .008" Exhaust .018"	<b>Float Setting</b> Primary 1/8 Inch (Use Gauge T109-232) Secondary 1/4 Inch (Use Gauge T109-223)	<b>Idle Adjustment Screw Setting</b> 1/4 to 1 1/4 Idle Engine at 600 R.P.M. Power Glide in Dr. Range
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**CARBURETOR**

TRADE MARK REG. U. S. PAT. OFF.  
 MARCA REGISTRADA

# CHEVROLET "V-8"

(2626S)  
**Front Carburetor**

**CORVETTE AND  
 PASSENGER CARS  
 1957-1958**

(2627S)  
**Rear Carburetor**

WCFB Four-Bore Down-Draft Climatic® Control Carbureters Nos. 2626S-2627S

## CARBURETOR SPECIFICATIONS

For Chevrolet 8 Cylinder 283 Cu. In. Engine: Vacuum at Idle 11 inches

**Dimensions:** Flange size, 1 1/8 inch. Four Bore—4 bolt type.  
 Primary venturi size, 11/32 inch I. D.  
 Main venturi (primary) size, 15/16 inch.  
 Main venturi (secondary) size, 1 1/8 inch I. D.

**Vents:** (2627S) Outside, (4) in air horn; (4) in flange. Inside, (7).  
 (2626S) Outside, none. Inside, (7).

**Gasoline Intake:** Size No. 42 (.0935 inch) drill hole in needle seat.

**Low Speed Jet Tube:** (Primary side only).  
 Jet, size No. 68 (.031 inch) drill.  
 By-pass, in body, size (.049 inch) diameter.  
 Economizer, in screw plug, size (.049 inch) diameter.  
 Idle bleed, in body, size No. 52 (.0635 inch) drill.

**Idle Port:** (Upper) slot type. Primary, length .174 inch; width .030 inch. Secondary, none.

**Idle Port Opening:** Primary, .113 to .119 inch above top edge of valve with valve tightly closed. Secondary, none.

**Lower Port:** Primary (for idle adjustment screw), size No. 53 (.0595 inch) drill. Secondary, none.

**Set Idle Adjustment Screw:** 1/4 to 1 1/4 turns open. For richer mixture turn screw out. Do not idle engine below 600 r.p.m. (Power Glide in Drive Range).

**Main Nozzle:** Installed permanently. DO NOT REMOVE. Antipercolating jet (primary, in plug) size No. 60 (.040 inch) drill; (secondary, in body) size No. 60 (.040 inch) drill.

**Metering Rod (Vacumeter Type):** See parts list for size.

**Metering Rod Jet:** Primary, size .0935 inch diameter (for metering rod).  
 Secondary, size .053 inch diameter (no metering rod).

**Accelerating Pump:** Discharge jet (twin) primary side only, size No. 73 (.024 inch) drill.  
 Intake ball check seat, size .115 to .120 inch diameter.  
 Discharge needle seat, size .070 inch diameter.

**Choke:** (2627S only) Carter Climatic® Control, set on index. Butterfly type—offset choke valve, primary side only. Choke heat suction hole, restriction in piston housing size No. 43 (.089 inch) drill.

**Metering Rod:** Standard .077" x .0715" x .068".

### Motor Tune-Up—Be Accurate!

**CAUTION:** Change worn or leaky flange gaskets. Tighten manifold bolts and test compression before adjusting carburetor.

<b>Spark Plug Gap</b> .035"	<b>Breaker Point Setting</b> .018"	<b>Ignition Timing Breaker Points to Open:</b> 1957—12° B.T.C. at Idle or 18° B.T.C. at 1000 R.P.M. 1958—4° B.T.C.	<b>Float Setting</b> Primary 1/8 Inch (Use Gauge T109-232) Secondary 1/4 Inch (Use Gauge T109-223)	<b>Idle Adjustment Screw Setting</b> 1/4 to 1 1/4 Idle Engine at 600 R.P.M. Power Glide in Dr. Range
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NOTE: These cars equipped with Hydraulic Valve Lifters. NO ADJUSTMENT.

**CHEVROLET****Form 5331**

Carbs. 2613S-2614S

Add to Heading:

283 Cu. In. Engine With Race Cam.

**CHEVROLET "V-8"**

**CORVETTE AND  
 PASSENGER CARS  
 1957-1958**

**2613S  
 Front Carburetor**

**2614S  
 Rear Carburetor**

283 Cu. In. Engine with Race Cam

WCFB Four-Bore Down-Draft Climatic® Control Carburetors Nos. 2613S-2614S

**CARBURETER SPECIFICATIONS**

For Chevrolet 8 Cylinder 283 Cu. In. Engine: Vacuum at Idle 11.0 Inches with race cam

**Dimensions:** Flange size, 1 1/8 inch. Four Bore—4 bolt type.  
 Primary venturi size, 11/32 inch I. D.  
 Main venturi (primary) size, 15/16 inch.  
 Main venturi (secondary) size, 1 1/8 inch I. D.

**Vents:** (2614S) Outside, (4) in air horn; (4) in flange. Inside (7).  
 (2613S) Outside, none. Inside (7).

**Low Speed Circuit:** Primary side only.  
 Jet, size No. 65 (.035 inch) drill.  
 By-pass, in body, size No. 53 (.0595 inch) drill.  
 Economizer, in screw plug, size No. 56 (.0465 inch) drill.  
 Idle bleed, in body, size No. 52 (.0635 inch) drill.  
 Idle port, slot type, length .174 inch; width .030 inch.

**Idle Port Opening:** Primary, .113 to .119 inch above top edge of valve with valve tightly closed.

**Lower Port:** Primary (for idle adjustment screw), size No. 53 (.0595 inch) drill.

**Set Idle Adjustment Screw:** 1/8 to 1/4 turns open. For richer mixture turn screw out. Do not idle engine below 800 R.P.M.

**Main Nozzle:** Installed permanently. DO NOT REMOVE. Anti-percolating jet (primary, in plug) size No. 60 (.040 inch) drill; (secondary, in body) size No. 60 (.040 inch) drill.

**Accelerating Pump:** Discharge jet (twin) primary side only, size No. 73 (.024 inch) drill.

Intake ball check seat, size .115 to .120 inch diameter.

Discharge needle seat, size .070 inch diameter.

**Choke:** (2614S only) Carter Climatic® Control, set on index. Butterfly type—offset choke valve, primary side only. Choke heat suction hole, restriction in piston housing, size No. 43 (.089 inch) drill.

**Metering Rod:** Standard .071" x .050". **Primary Rod Jet:** .1065. **Secondary Jet:** .1061.

**Motor Tune-Up—Be Accurate!**

**CAUTION:** Change worn or leaky flange gaskets. Tighten manifold bolts and test compression before adjusting carburetor.

<b>Spark Plug Gap</b> .035"	<b>Breaker Point Setting</b> .018"	<b>Ignition Timing Breaker Points to Open:</b> 14° B.T.C. at Idle or 18° B.T.C. at 1000 R.P.M.	<b>Valve Setting (Hot)</b> Intake .008" Exhaust .018"	<b>Float Setting</b> Primary 1/8 Inch (Use Gauge T109-232) Secondary 1/4 Inch (Use Gauge T109-223)	<b>Idle Adjustment Screw Setting</b> 1/8 to 1/4 Idle Engine at 800 R.P.M.
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**CARBURETOR**  
 TRADE MARK REG. U. S. PAT. OFF.  
 MARCA REGISTRADA

## WANTED

**WANTED** . . . 3774692 cylinder heads late May or very early June of 1961. Please call Rick Koudys, (416) 687-6581.

**REWARD** for documentation, previous owners, photos of 1957 Corvette S.N. 162, sold new So. California 1956, 1974 L.A. tag QVD493. Originally solid red, H.T. only, F.I. 3 spd. no options. Believed to have been street/strip raced in 60's with carb, mod. hood, traction bars and dechromed. Sold used at Culver City Motors. Also need 1110889 dist. to complete 15 year restoration. Write: Ken Kayser, 150 Briarhill, Buffalo, N.Y. 14221.

**FOR SALE** . . . 1954 original parts . . . turn signal arm \$50, speaker bezel-emblem screen \$100, side window thumb screw receivers \$75/pair, radio support bracket w/bolt \$75, windshield washer plastic tee w/orig. clamps (2) \$75, wiper bezel \$50/pair, door pull bezel \$75/pair, three top screw hose clamps small \$20 ea., three large solid band hose clamps \$25 ea., A.C. dome top fuel filter \$75, 1956-57 HUB CAPS 4/\$350, top ignition shield \$175, top flight quality T-3 headlights \$125 ea., 1953-54 6-volt T-3 headlights \$125 ea., 1958-59 T-3 sets 2-Hi/Z-Low \$200, 1960-62 T-3 sets \$125, 1962 top ignition shield \$250, St. Louis Corvette, Joe Trybulec, (314) 831-7841.

I enjoyed your article (Vol. 4 #1) and picture on the 53-55 Corvette Key Giveaway item. In 1980-81, I had one of these keys and had it cut to fit the ignition and trunk locks of 1953 #141. Early in 1982, I sold the car (bogus block) and the key went with it. I have never seen one of these keys since.

As of December, 1989, I now own 1953 #062, a solid original three-owner car. I desperately want one of these keys and would be willing to pay a very fair price for one if you have an extra. Naturally, I would like one with the Chevrolet emblem on the reverse side, but I wouldn't object to one of the "aftermarket" keys.

I appreciate any help you may be. John Clayton, 5472 Patton Street, Erie, PA 16509.

**P**arts wanted, 55 heater, 57 red original washer container, 12 volt oil-amp gauge, basically looking for parts that are nos. for my 1955, also like to find a 55 electric shaver that plugs into the lighter, 12V.

— Editor

(508) 432-8007  
FAX (508) 432-1861  
MA ONLY 1 800-323-LAWN

**WZ**



HYDROSEEDING  
SINCE 1968

TREE SPADE WORK  
90" SPADE

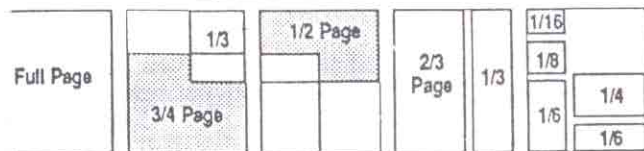
162 QUEEN ANNE ROAD  
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## OUR ADDRESS HAS CHANGED:



P.O. Box 595  
Pottstown, PA 19464  
(215) 327-0152

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Full Page	7-1/2"x10"	\$90.00	\$150.00
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1/3 Page	2-3/8"x10" or 4-7/8"x5"	\$30.00	\$50.00
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1/16 Page	2-3/8"x1-1/2"	\$9.00	\$15.00

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★ SACE is not responsible for any transactions made through our advertising section. We reserve the right to refuse advertising.

★ Print or type all ads on a minimum 5 1/2 x 8 1/2 sheet of white paper. Do not write. Please print in Upper and Lower case letters!

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SACE  
Lucy Badenhoop  
P.O. Box 2288  
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## MARKETING DIRECTOR

Let me introduce myself! I am George Marra and have been a member of S.A.C.E. from its inception. I have met many of the members at all of the National Conventions. In 1989 I attended the National Convention in Alexandria, VA and drove my '56 from Grass Valley, California to the event, along with Roy, his wife Mary, and my wife Dickie. We all had a fantastic trip.

I have been involved with Corvettes since 1964 when I bought my first one a 1961. As life would have it, marriage, family and children ended my Corvette career for about twenty years. All those years I knew I would someday have another Corvette. I had a line on a '56 and a '62. I couldn't decide which one to purchase, so I bought both of them. Since the '62 was a good driver, I started restoring the '56. As soon as the '56 was "almost" restored, I decided to sell the '62.

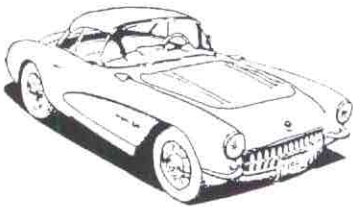
We enjoy driving the '56 everywhere. Next year we will be driving to the S.A.C.E. National Convention in Springfield, Illinois, and then on to the Gala Spectacular "Bloomington Gold!"

At the present time I am taking some of the pressure off of Ray and Mary and will be mailing the Straight Talk magazine, and handling Club Memorabilia such as T-Shirts, Hats, Pins, Flags and Patches (S.A.C.E. window stickers coming).

If you would like to purchase any of the club items, you can contact me at 13239 Elderberry Lane, Grass Valley, California 95945.

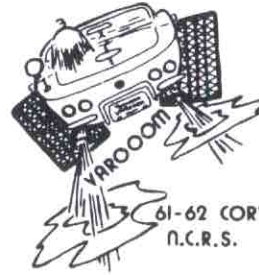
Hope to see all of you at the 5th National Convention.

—George Marra  
Circulation and Marketing Director



### REVISED CENTER GRILL BAR ARTICLE

The original center grill bars were constructed of mild steel about 150 percent the thickness of today's reproductions. (50 percent thicker). 1961 models up to at least S/N 2316 did NOT have the notch. G.M. found that a very low quality chrome plate could be applied to the bottom of the grill bar with less polishing than the top and notched the bottom to make sure the bar was installed correctly showing the better quality chrome on the top. G.M. loves to save money! Most of the 1961-62 models use the notched version. Marty Fowler of Kennet, MO provided this insight since he owns 2316 and an earlier 1961 and neither of his two Corvettes have a notch. Both cars are VERY original.



Orin Dale Pearman  
Route 1. Box 358  
Atwood, Tn. 38220  
(901) 662 7914 - 7960

61-62 CORVETTE ENTHUSIAST & COLLECTOR  
N.C.R.S. S.C.C.A. U.S.A.C. N.H.R.A.

## SACE LOGO ITEMS

The items below are available for sale. Send U.S. funds to:

SACE

c/o George & Dickie Marra  
13239 Elderberry Lane  
Grass Valley, CA 95945

(916) 273-8016 Pacific

- \$12.50 T-shirt (XL-L-M-S)
- \$ 3.00 Jacket Patch
- \$ 3.00 Hat Pin
- \$ 2.00 Sticker (1.5 x 5 in)

PRICES INCLUDE POSTAGE.



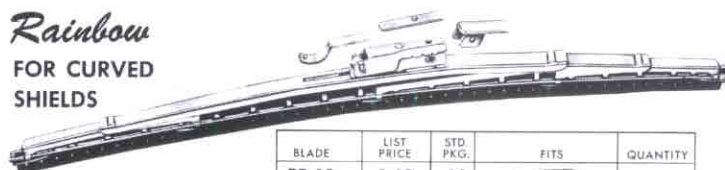
# WIPER BLADE and ARM APPLICATION

CAR	YEAR	MODEL	BLADE	ARM
BUICK	46-49	Exc 49 Series 50, 70	TAU-10	AL-60
	49	50, 70	RB-11	AL-60
	50, 53	All	RB-11	AL-150
	54	All	RB-12	AL-150
	55	40, 50, 60	RB-12-2 or RB-12	AL-150
	55	70	RB-12-2 or RB-12	D. 88861-1C - P. 88860-1C
	56	40, 50, 60 (without Cam-O-Matic)	PR-12-2	AL-60
	56	40, 60 (with Cam-O-Matic)	PR-12-2	D. 88861-3C - P. 88860-3C
	56	50, 70 (with Cam-O-Matic)	PR-12-2	D. 88861-4C - P. 88860-4C
	57-58	All (without Cam-O-Matic)	PR-13-2	AL-150
57-58	All (with Cam-O-Matic)	PR-13-2	D. 89343-1C - P. 89342-1C	
59	All (with Cam-O-Matic)	RB-15-2	D. 89985-1C - P. 89984-1C	
59	All (without Cam-O-Matic)	RB-15-2	D. 89817-3C - P. 89818-3C	
CADILLAC	50, 53	All	RB-11	AL-150
	54	All	RB-12-2 or RB-12	D. 88727-1C - P. 88726-1C
	56	All	PR-12-2	D. 88811-1C - P. 88810-1C
	56	All	PR-12-2	D. 88811-4C - P. 88810-4C
57-58	All	(can use RB-12-2)		
59	All Cam-O-Matic	RB-15-2	D. 89285-1C - P. 89284-1C	
59	All	RB-15-2	D. 89815-1C - P. 89816-1C	
CHEVROLET	49-52	All	RB-11	AL-150
	53, 54	All, exc Hardtop & Convertible	RB-11	AL-150
	53, 54	Hardtop, Convertible	RB-11	AL-60
	55-57	Vacuum wiper motor	RB-12	AL-150
	57	Electric wiper motor	PR-12-2	AL-150
58	All	PR-13-2	AL-150	
59	All	RB-15-2	D. 89817-1C - P. 89818-1C	
CHRYSLER	46-52	All	TAU-12	AL-150
	53-56	All	RB-12	AL-150
	57-58	All, exc Imperial	PR-16	not available
57-58	Imperial	not available	not available	
DE SOTO	49-52	All	TAU-12	AL-150
	53-56	All	RB-12	AL-150
	57-58	All	PR-16	not available
DODGE	49-50	All	TAU-12	AL-150
	49-52	Electric wiper motor	TAU-12	AL-150
	53-56	All	RB-12	AL-150
57-58	All	PR-16	not available	
EDSEL	58	Pacer, Ranger	PR-12-2	AL-60
	58	Corsair, Citation	PR-12-2	AL-150
	59	Ranger, Pacer	PR-13-2	AL-150
FORD	49-51	All	TAU-12	AL-150
	52-54	All	RB-11	AL-150
	55 early	All	RB-12	AL-150
	55 late, 56	All, exc Hardtop & Convertible	RB-12-2 or RB-12	AL-150
	55 late, 56	Hardtop & Convertible	RB-12-2 or RB-12	AL-60
	57	Fairlane Series	PR-12-2 (can use RB-12-2)	AL-60
	57	Custom Series, Station Wagon	PR-12-2 (can use RB-12-2)	AL-150
	58	All Except Retractable Top	PR-12-2 (can use RB-12-2)	AL-60
	58	Retractable Top Model	PR-12-2	AL-150
	59	All except T-Bird	PR-13-2	AL-150
59	Thunderbird	PR-13-2	AL-60	
HUDSON	48, 49	All	RB-12	AL-150
	50-53	All	RB-11	AL-60
	54	Wasp, Hornet	RB-12	AL-60
	55-57	All	RB-11	AL-150
55-57	All	RB-12	AL-150	
LINCOLN	49-51	Standard	TAU-12	AL-150
	49-51	Cosm. Closed	RB-11	AL-150
	52-54 early	All	RB-11	AL-150
	54 late, 55	All	RB-12	AL-150
	56, 57	All	RB-12-2 or RB-12	D. 88947-1C - P. 88946-1C
	58	All	PR-15-2	D. 89471-1C - P. 89470-1C
59	All	RB-16-2 or RB-15-2	D. 90111-1C - P. 90110-1C	
MERCURY	49-51	All	TAU-12	AL-150
	52-54	All	RB-11	AL-150
	55 early	All	RB-12	AL-150
	55 late, 56	All, exc Hardtop & Convertible	RB-12-2 or RB-12	AL-150
	55 late, 56	Hardtop, Convertible	RB-12-2 or RB-12	AL-60
57-58	All	PR-12-2 (can use RB-12-2)	AL-150	
59	All	RB-16-2 or RB-15-2	D. 89819-1C - P. 89820-1C	
NASH	49-51	All	RB-11	AL-60
	52-54	All	RB-11	AL-150
	55-57	All	RB-12	AL-150
OLDSMOBILE	49	76, 88	RB-11	AL-150
	50-53	All	RB-11	AL-150
	54-56 early	All	RB-12	AL-150
	56 late	All	RB-12-2 or RB-12	AL-150
	57-58	All	PR-13-2	AL-150
59	All (Cam-O-Matic)	RB-15-2	D. 89815-3C - P. 89816-3C	
59	All (Non Cam-O-Matic)	RB-15-2	D. 89817-3C - P. 89818-3C	
PACKARD	42-50	All	TAU-12	AL-150
	51-54	All	RB-11	AL-150
	55, 56 early	Std. Models	RB-12-2 or RB-12	D. 88811-2C - P. 88810-2C
	55, 56 early	Clipper	RB-12-2 or RB-12	D. 88861-2C - P. 88860-2C
	56 late	Std. Models	PR-12-2	D. 88811-5C - P. 88810-5C
	56 late	Clipper	PR-12-2	D. 88861-8C - P. 88860-8C
	57-58	All	RB-12-2 or RB-12	AL-150
	59	All	RB-12-2 or RB-12	AL-150
PLYMOUTH	49-52	All	TAU-12	AL-150
	53-56	All	RB-12	AL-150
	57-58	All	PR-16	not available
PONTIAC	53, 54	All, exc Hardtop & Convertible	RB-11	AL-150
	53, 54	Hardtop, Convertible	RB-11	AL-60C
	55, 56	All	RB-12	AL-150
	57	All	RB-13-1	AL-150
	58	All	PR-13-2	AL-150
	59	"A" (Non Cam-O-Matic)	RB-15-2	D. 89817-3C - P. 89818-3C
	59	"A" (Cam-O-Matic)	RB-15-2	D. 89985-1C - P. 89986-1C
	59	"A" (Cam-O-Matic) (over lap styling)	RB-16-2 or RB-15-2	D. 89985-2C - P. 89986-2C
59	"Bonneville" (Non Cam-O-Matic)	RB-16-2 or RB-15-2	D. 89817-2C - P. 89818-2C	
59	"Bonneville" (Cam-O-Matic)	RB-16-2 or RB-15-2	D. 89985-2C - P. 89986-2C	
RAMBLER	52-55	All	RB-11	AL-60
	56, 58	All	RB-12	AL-150
	59	All except "American"	RB-12-2 or RB-12	AL-150
59	"American"	RB-11	AL-60	
STUDEBAKER	47-52	Flat shield	TAU-10	AL-150
	47-52	Curved shield	RB-11	AL-150
	53-55	All	RB-11	AL-150
	56, 58	All, exc Hardtop	RB-12-2 or RB-12	AL-150
	56, 58	Hardtop	RB-12-2 or RB-12	AL-60
	59	Closed	RB-12-2 or RB-12	AL-150
	59	Hardtop & Conv.	RB-12-2 or RB-12	AL-60
WILLYS	47-58	Station Wagon	TAU-10	AL-60
	52-55	Aero	RB-11	AL-150
	57, 58	FJ-5, FJ-6 - FC-150, FC-170	RB-12-2 or RB-12	D. 89405-1JL - P. 89406-1JL

"SEE FOR  
**Safety**"  
REPLACE WIPER BLADES  
ONCE A YEAR

**TRICO** WIPER BLADES AND ARMS  
*Clean Best - Fit Best - Stock Best - Sell Best*

*Rainbow*  
FOR CURVED  
SHIELDS



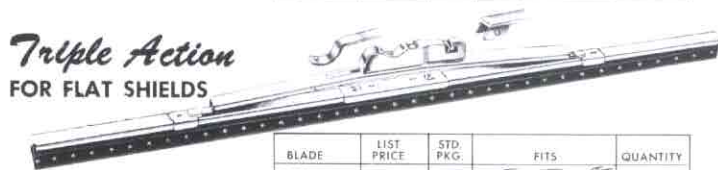
BLADE	LIST PRICE	STD. PKG.	FITS	QUANTITY
RB-10	1.60	10		
RB-11	1.60	10		
RB-12	1.60	10		
RB-15-2	2.50	10		
RB-16-2	2.50	10		

*PR-Rainbow*  
FOR WRAP-AROUND  
SHIELDS



BLADE	LIST PRICE	STD. PKG.	FITS	QUANTITY
PR-12-2	1.60	10		
PR-13-2	1.75	10		
PR-16	2.50	10		

*Triple Action*  
FOR FLAT SHIELDS




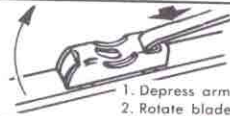
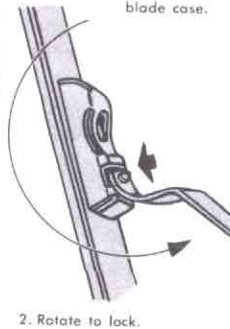

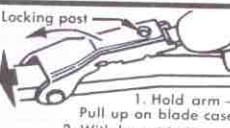
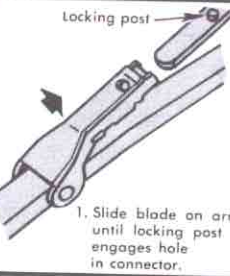

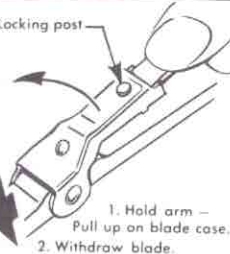
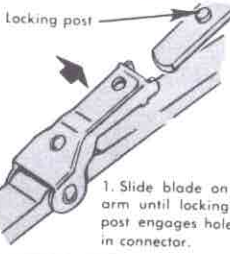

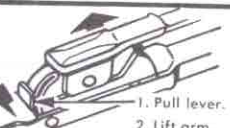
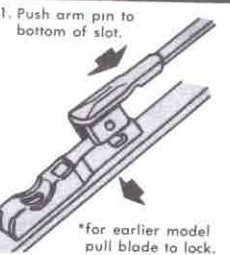

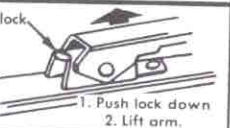
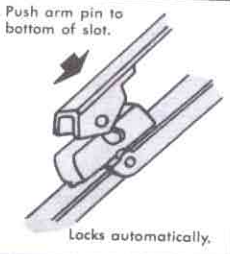
BLADE	LIST PRICE	STD. PKG.	FITS	QUANTITY
TAU-9	.85	10		
TAU-10	.85	10		
TAU-11	.85	10		
TAU-12	.85	10		

*Adjustable Arms*  
FOR ALL CARS



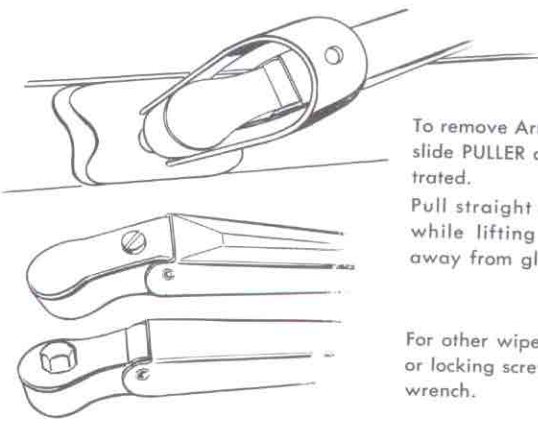
BLADE	LIST PRICE	STD. PKG.	FITS	QUANTITY
AL-60	1.75	5	8" to 11 1/4"	
AL-150	2.00	5	11 1/4" to 14 5/8"	
AL-225	2.00	5	For Foreign Cars	

# Wiper Blade Removal and Installation

ARM TYPE	OLD BLADE REMOVAL	NEW BLADE INSTALLATION
<b>WRIST ACTION</b>  Equipment on Buick '46-'54 Cadillac '46-'54 Chevrolet '49-'57 Dodge '46-'50 Ford '46-'55 Hudson '48-'54 Kaiser '47-'54 Lincoln '46-'55 Mercury '46-'55 Nash '49-'55 Oldsmobile '49-'54 Packard '48-'54 Plymouth '46-'50 Pontiac '49-'57 Studebaker '47-'57 Willys '47-'56	 1. Depress arm. 2. Rotate blade.	 1. Insert arm in blade case. 2. Rotate to lock.
<b>BAYONET TYPE</b>  Equipment on Buick '54-'58 Cadillac '55-'58 Chevrolet '56-'58 Edsel '58 Ford '56-'58 Lincoln '56-'58 Mercury '55-'58 Oldsmobile '56-'58 Packard '55-'58 Pontiac '56-'58 Studebaker '56-'58	 Locking post 1. Hold arm — Pull up on blade case. 2. Withdraw blade.	 Locking post 1. Slide blade on arm until locking post engages hole in connector.
<b>WIDE BAYONET TYPE</b>  USED WITH LONG LENGTH BLADES ON 1959 MODELS Buick '59 Cadillac '59 Chevrolet '59 Lincoln '59 Mercury '59 Oldsmobile '59 Pontiac '59	 Locking post 1. Hold arm — Pull up on blade case. 2. Withdraw blade.	 Locking post 1. Slide blade on arm until locking post engages hole in connector.
<b>PIN TYPE</b>  Equipment on Chrysler '39-'56 DeSoto '39-'56 Dodge '51-'56 Hudson '56-'57 Nash '56-'57 Plymouth '51-'56	 1. Pull lever. 2. Lift arm.	 1. Push arm pin to bottom of slot. *for earlier model pull blade to lock.
<b>PIN TYPE</b>  USED WITH LONG LENGTH BLADES Equipment on Chrysler '57-'58 DeSoto '57-'58 Dodge '57-'58 Plymouth '57-'58	 lock 1. Push lock down 2. Lift arm.	 1. Push arm pin to bottom of slot. Locks automatically.

# Wiper Arm Removal and Installation

## WIPER ARM REMOVAL



To remove Arm from knurled shaft, slide PULLER over arm end as illustrated. Pull straight out with puller tool while lifting blade end of arm away from glass.

For other wiper arms with lock nut or locking screw use screwdriver or wrench.

## WIPER ARM INSTALLATION



**Knurled Shaft**  
 No adaptors required. Equipment on most cars since 1941. Just press arm on shaft.

**Threaded Shaft**  
 Convert to knurled type with adaptor and lock nut. Equipment on most cars, 1936 to 1940 and continuing on electric wipers 1941 to present.

**Blade Angle**  
 Swivel at blade connector permits setting blade at correct angle for each windshield.

**Blade Attachment**  
 Wiper arm is packed with bayonet and wrist action clip.

# Adjustable Sweep Selector

Furnished on RB-12 and all TAU blades.

3 self locking positions permit size interchangeability. Select blade from application chart. Move sweep-selector so that blade matches outside diameter of wiping arc.

