



## Sun Visor Adjustment

By Tony Catalano

A little tip, if you have ever experienced the much annoying problem of the sun visors not remaining in their assigned position. They seem to either do a slow downward tilt with the road vibration or a quick dump at every bump. Tightening up the screws in the visor does not always solve the problem. The hinge pin, as it sits in the visor, fits inside a metal sleeve. What we want to do is tighten this piece of metal by squeezing it together a little bit more.

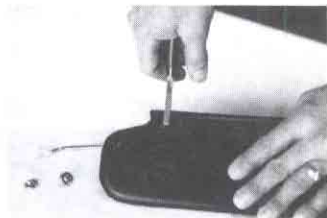
The loosening and tightening of the screw is supposed to regulate the stiffness of the visor. But if the metal inside the visor starts out as being to loose, then it is very difficult to tighten the screw hard enough to bend the metal.

Take the screw out of the visor and remove the hinge pin. The tightening of the metal is accom-

plished by taking a pair of pliers and lightly squeezing along the area where the hinge pin rests when inserted inside the visor. I stress squeezing lightly, you don't want to over do it. Squeeze the area a little bit and then try fitting the hinge pin back into

the hole. It is much easier to repeat this process several times until you achieve the desired results rather than over bend the metal and have to try and undo it.

It is also important to cover the visor with a light rag at the point where the pliers are applied. This will keep the teeth of the pliers from leaving marks in the plastic visor. I found myself a pair of pliers without teeth, that insured the visor would not be marred.



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## CHEVROLET SERVICE NEWS

From the Collection of Tony Greco  
Automotive H.S., Bklyn., N.Y.

### Rough 3rd On Some 4-Speeds

Some 1957 and 1958 Corvette four-speed transmissions have been built incorporating a third speed gear with 7 degree cone angle rather than the specified 6 degree. This may cause a harsh shift into third speed due to the resultant improper engagement of the synchronizer blocking ring and third speed gear cone.

The suggested correction, if the harsh shift is encountered, is to replace the third speed gear assembly No. 374352 and the synchronizer blocking ring No. 3709348.

The following outlines and angle checking procedure for field usage.

1. Coat I.D. of blocking ring lightly with a dye such as Prussian Blue.
2. Carefully install the blocking ring on the third gear cone to obtain an engagement impression.
3. If the Prussian Blue impression on the cone is all at the rear (or predominantly at the rear) the cone angle can be assumed to be 7 degree and should not be used. If the Prussian Blue is more or less evenly distributed on the cone surface, the angle is correct.