



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

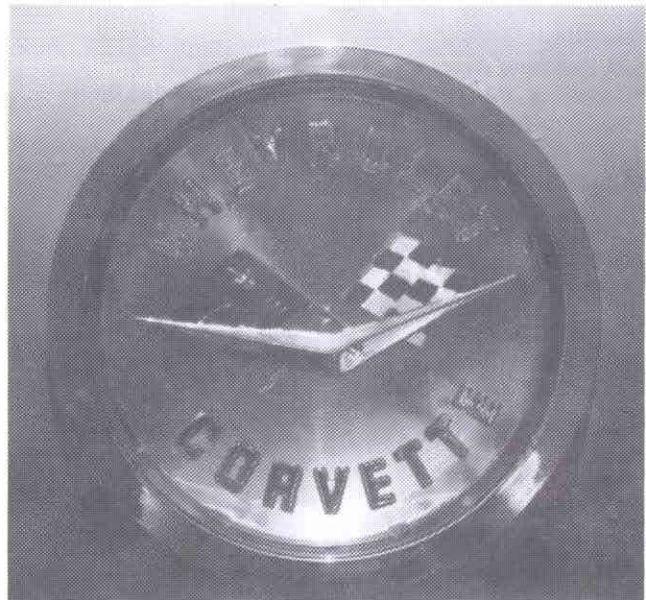
Corvette Voltage Regulator

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