

PROJECT 58

by Max Brockhouse

During the restoration of our 58 Vette, I did have a good experience with a vendor I would like to relate to the members of SACE.

When it came time to start the 58 for the very first time since we have owned it, the gas gauge would not work.

I had already installed a new sending unit in the tank, and the fact that the gas/temp cluster, as well as gen/oil cluster, were loose in a box when I purchased the Vette in 1986, caused me to decide the gauge was bad.

I removed the gas/temp gauge cluster and sent it off to be rebuilt, with a note explaining my problem.

In a matter of days, I received a telephone call from a very nice lady telling me the gas gauge was right on, but my temperature gauge was bad, was it ok to fix that side? That taken care of, I had my cluster back in two weeks turn around.

After re-installation, it appeared that my gas gauge read $\frac{1}{2}$ full all the time and the temperature gauge pegged out hot all the time.

I changed the temperature sending unit on engine and tried another gas sending unit, to no avail.

I decided my rebuilt gauges were still bad. I took them out and sent them back to the vendor with a note indicating my trouble and my attempts to solve the problem. In a few days I received a telephone call with a really nice gentleman saying my gauge cluster was correct. With further discussion, he asked how my ground wire was attached to the dash. I told him it was attached to a screw on the speedometer housing. He explained that it really should be attached to one of the studs that hold the two dash halves together, otherwise my gauges would be "squirley." Sometimes, they will read correctly, sometimes not work, and sometimes wrong without a good ground.'

The vendor then offered some suggestions if my gauge still didn't read correctly.

A good ground is first on the list. Double check the radiator cap for correct pound # (13#). Check the ohm draw, cold and hot, from the engine sender (per shop manual). Today's engine senders sold as replacement parts, sometimes read wrong for the straight axle gauges. As a last resort, if it is the engine sender, place a 30 ohm resistor on the wire from the sender, before it attaches to the gauge. They returned my gauges at no charge.

By using the above suggestions, my gauges are now accurate.

I feel this vendor was genuinely concerned about me as a customer and took the time and patience to help me. It is a rare event in today's world to have such personal service.

If you need to have a clock or gauge rebuilt, please consider using this vendor.

Classic Clock & Gauge
434 Appian Way
Chattanooga, Tennessee 37415
615/875-4983

58 SOFT TOP BRACKETS

Max Brockhouse's article on the 58 soft top brackets show the scribed lines of the original bracket that the repro doesn't have, they were to keep the soft top assembly arm from slipping by locking the two pieces together when an adjustment was made. ALL FOUR PIECES had this feature made into them. *Figure 1* shows the sandpaper material used for the 53-55 soft top assembly which also kept the top assembly from moving after an adjustment. This part is not reproed at this time and is rarely seen on 53 to 55 Vettes and is hard to find.

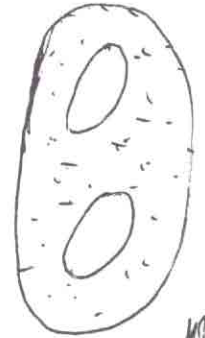


Figure 1

