

CHEVROLET SERVICE NEWS

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

October, 1957

1953-54 Powerglide Clutch

Due to limited stock conditions, a point of interference is possible when using a service replacement clutch drum or clutch assembly in 1953 - 54 Powerglide transmissions. The difficulty is caused by a ledge incorporated on the front face of a service replacement clutch drum, which can contact an embossed area on the valve body casting.

This interference can only be occasioned when using the following parts for replacement:

3740045	Clutch Drum Assembly
3742454	Clutch Assembly
3743840	Clutch Assembly
3748702	Clutch Assembly

Where clutch drum-valve body interference is noted when installing one of the above assemblies, the valve body must be reworked to obtain drum operating clearance, as shown in Figure 2.

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Repositioning Corvette Tail Pipe Supports

Cases have been reported of 1956 Corvette tail pipe U-bolts striking the rear axle or brake pipe during severe bounce conditions due to improper installation of the tail pipe supports.

Corvettes in for service can be checked for this condition by placing a ruler against the rear edge of the axle housing. In all cases, the tail pipe U-bolts should be even with or rearward of this side of the axle, otherwise reposition the supports by loosening the U-bolts and bolt securing the support to bracket, then slide U-bolts as far rearward as possible. Retighten U-bolts and bracket bolt.

If it was necessary to make this correction on a Corvette already in use, be especially careful to check the brake pipe for bends or cracks and repair as required.

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Corvette Transmission Control Lever Seal

A new larger transmission control lever seal, Part No. 3733482, which permits more freedom of movement, is

currently available for 1956 Corvettes equipped with either a Powerglide or 3-speed transmission.

This seal was introduced because the replaced seal, 3728550, caused a binding condition when the shift lever was moved into the "Park" position on Powerglide models and would at times cause the shift lever to jump from "3rd" position into "Neutral" on 3-speed transmission equipped cars.

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Exhaust Manifold Bolt Locks

Service personnel are cautioned that the tab-type locks used on the exhaust manifold bolts must be replaced in service. Due to the extra time required to reinstall the locks, some mechanics have adopted the malpractice of replacing the locks with lock washers.

Tests conducted by Chevrolet Engineering concerning the attachment of the exhaust manifolds resulted in the adoption of the tab locks because the manifold bolts loosened when secured by lock washers.

For a good job, take the slight extra time required to reinstall the locks. After all, that is what the customer is paying for.

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Fuel Injection Engines

The optional fuel injection engines are equipped with aluminum cylinder heads. Aluminum has inherent advantages in its light weight and superior heat conductivity.

Special rocker arm studs are used that screw into the head and have a lock nut to hold them in place. Steel valve spring seats are used between the valve springs and the head, and it is important that they always be used in service operations. Cylinder head bolts are installed at the same torque as used on cast iron heads, but special, cadmium-plated, hardened steel washers 1/10" thick are used under the bolt heads, and must always be used in service.

Special spark plugs are used with this new head, and are of the same design as the spark plugs used in the Corvair engines. The spark plug supplied in production is a 44 FF, and the spark plug suggested for extreme duty operation is a 42 FF.