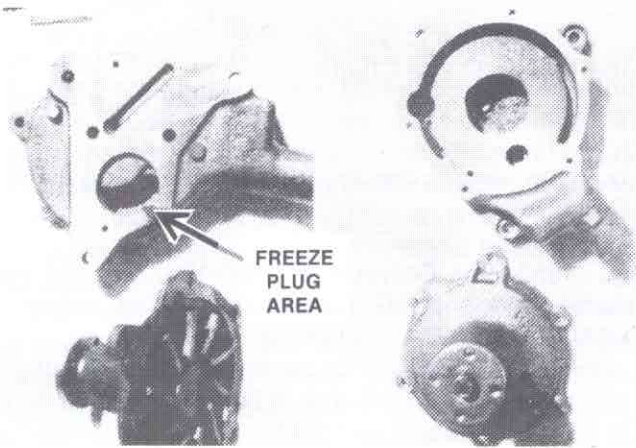


1953-1954 FRONT FREEZE PLUGS

In Volume 2, Number 4, there is an article called the \$2,000.00 freeze plug. Where Mr. Molchan of Washington called me about his 1954 over heating. He tried everything to correct the problem like to rebuild the water pump, radiator, head and was going to have the engine checked for cracks. I asked him when he had the water pump out did he see if the large freeze plug was removed from the block? No was his answer, but that the engine was rebuilt before he bought the car and the rebuilder should know what he's doing. NOT SO! I said because most engine

rebuilders are thinking CAR not Corvette. Car would use the large freeze plug because the water pump arrangement is different. But Corvette lowered the pump to clear the upper radiator hose, which in turn changed the arrangement, this caused the large freeze plug to be removed on Corvette only. If you have this problem or are having your engine rebuilt, remember to have it removed. You will see by the pictures of the block and pump spacer why this is important.

—Editor



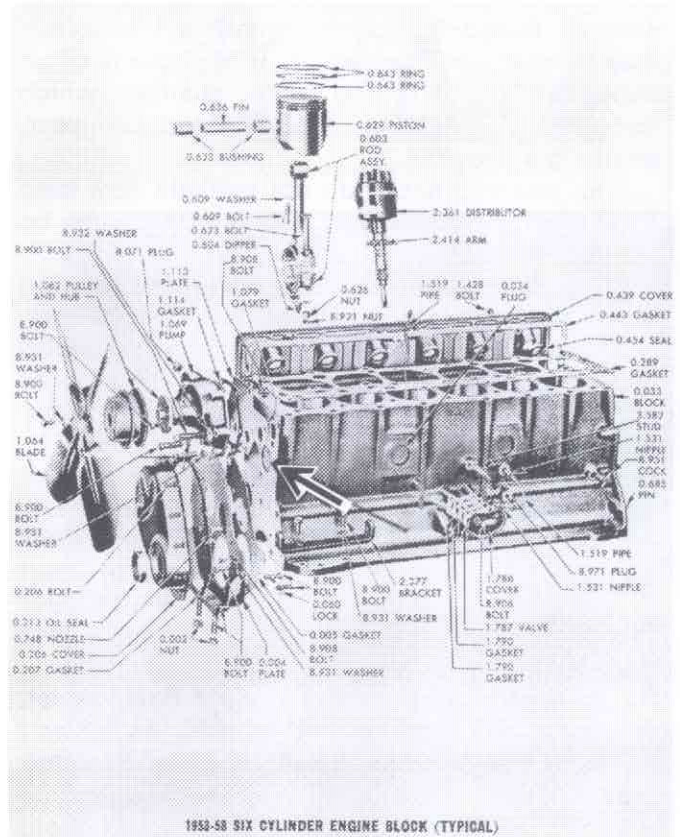
1953 - 1954 Corvette

TEMPERATURE GAUGE REPAIR

Adjustment

For those of us with older cars it seems the temperature gauges are never right (close at best). Most seem to register high, as mine does. One way to check your gauge is to remove the radiator cap and warm the engine up. Do not remove the radiator cap on a warm motor. Put a thermometer into the radiator neck and compare the readings to your gauge. If there is 10° or more difference this can be corrected by adjusting the resistance of the temperature sending unit wire to the gauge. Sounds difficult but is surprisingly easy. Radio Shack or other electrical supply houses carry variable resistors (potentiometers). Use the 25 ohm 10 or more watt or one or two power resistors inline (see schematic) then simply adjust the knob to the desired temperature on your gauge.

Rick Lang has put together a good solution for those that are using a new temperature sender (that can be bought today). In volume 2, Number 2, I wrote about the original sender and how the resistance is calibrated to the gauge. Many people can't find the original one (same as 1955-1957 car) so this is the next answer.



1953-58 SIX CYLINDER ENGINE BLOCK (TYPICAL)

The resistor can be hidden anywhere in the circuit, under the dash, etc.

Rick Lang
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