

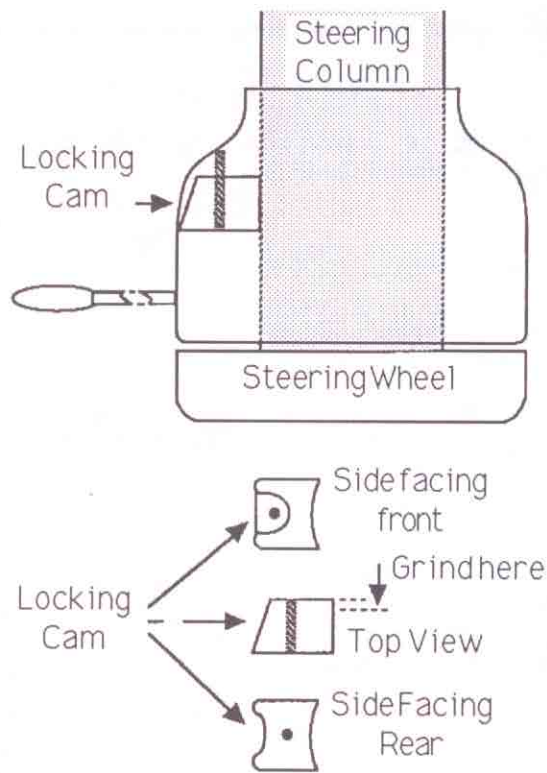
Your Turn or Mine

Steve Banich

When I first acquired my '60, I noticed the turn signal switch housing was loose and had shifted down the column, which rendered the self-cancelling feature of the signals useless, and added the annoyance of a wobbly turn signal lever. Looking to solve this, I checked the adjusting screw. It was fully tightened.

The locking cam apparently loses its grip on the column with years of use. The car's previous owner had unsuccessfully attempted to cure this problem by shimming the housing with a piece of a soft drink can. A shim works, but I felt this was inadequate.

My solution was to remove the steering wheel, the housing, and finally the locking cam. Grinding or filing the bottom of the cam renews it to a useable shape, and invisibly repairs the drifting signal collar.



To refreshen the turn signal switch mechanism, more information is available in articles: "1953-62 Turn Signal Switch and Cancelling Cam." (NCRS Restorer, Vol 15, # 4, Spring 89). "1953-62 Turn Signal Housing Tool" (NCRS Restorer, Vol 15, # 3, Winter 89) Both of these excellent articles are by NCC member Joe Calcagno.

THERMOSTAT UPDATE

Many owners have asked about the early Thermostats on aluminum intakes. EARLY 1956 first design on maybe the first 400 or 600 Vettes used the cast iron. Then later GM realized that not having a lip on the neck, the hose would tend to come off, also there was the problem of electrolysis (iron on aluminum). Then the second design came on in 1956 to 1962 and early 1963 which was a aluminum housing having a lip. The part number was casted into the right or left side with some having small numbers or large numbers #3837223. Again GM realized that the neck was weak when removing the hose and again made a change by thickening the area under the neck and that was the third design. There was also a fourth, and fifth design in later mid-years. I printed some incorrect information in Volume 1 Number 2 about this and I hope this will clear up any confusion.

—Editor



First design EARLY 1956.



Second design 1956-1963.