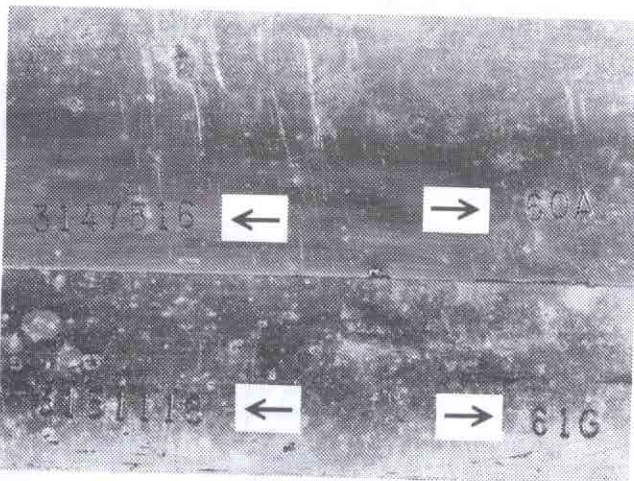


TOP-TANK ALUMINUM RADIATORS

BY SKIP SHARPE

Two years ago, I was at the Puyallup swap meet in Washington state. I was walking around and I spotted a guy negotiating the purchase of what appeared to be an NOS top-tank radiator. Being the owner of a 1960 270 HP, I was curious. It was painted black except for the upper part of the tank which was unpainted aluminum. The odd thing was the Harrison tag screwed on the tank. It had part #3151116 on it. From past experience and reading various judging manuals, #3147516 is the correct part number. #3131116 was assigned to the 1961 non top-tank radiator used on 270/315 HP cars. The date on the tag was also odd: 63F. Alan Koosed of Red Roadster was there and had a few used (extremely) top-tanks. I went over to his space and asked if I could look at the tags on them. Sure enough, some of them had the #3151116 part number with post 1960 dates. Alan said that Harrison probably kept producing the top-tank as a service part for many years. The reason for using the 1961 part number is unclear, but Alan said the #3151116 radiator was only produced for that one year, and the radiator part number 3150916 which was used for the 1961 juice lifter cars and all of the 1962 cars, probably became the service replacement for the 1961 #3151116. This left Harrison with the option of using #3151116 for the top-tank service unit. Since both the #3147516 and #3151116 were designated for solid lifter engines, it sort of makes sense. Of course this is purely speculation, but I haven't heard any other theories on the subject.

The picture shows two original tags, one on top of the other. The tag on top is from an early "No Hole" top tank that I have had for 20+ years. The bottom tag is from a top-tank "Leaker" I purchased from Alan. Any comments?



CRANKCASE VENT TUBES



PR-542	1958 (late)-62	
Crankcase vent tube	\$55.00
PR-542K		
Crankcase vent tube bolt kit	\$3.00

Fig. 1

CRANKCASE VENT TUBE

Many vent tubes on early Corvettes have been replaced or lost over the years and owners that replace it may buy or use the wrong repro. 1953-1954 original has a large X at the top area where car uses a small X. 1955 cannot be mistaken because it ran through the block at the rear. 1956-1958 Vette or 1956-1958 car vent tube was rounded at the top area where a bolt held it in to the block. Also the pipe was welded on its side leading down under the engine. Fig. 2 late 1958-1962 was a second design where the pipe was welded at a 45% angle at the top area. Fig. 1 This is the repro most Vettes have installed because no one reproduces the first design that I know of. 1956-1962 has the factory logo located near the spark plug support bracket on the pipe. Also the clamp that supports the tube at the bottom to the bell housing has the same logo mark.

— Editor

CRANKCASE VENT TUBE GASKETS

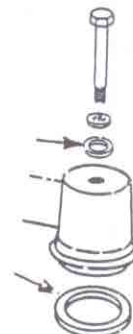


Fig. 2