

JUST SOME OLD INFO

A. passenger, Corvette w/H.L. Cam . . . (cad. plated no vent hole #1552719 '56-'57 Corvette. *NOTE: Vent hold can be added for normal road operation as required or painted cap #1552233 can be used for this application to control oil consumption. Taken from the G.M. parts book.

B. Corvette '55 crankcase ventilator tube, that goes through the engine block. P.G. trans. (16³/₄ O.L. with brkt. 6¹/₄ from end.) Stick trans. (16³/₄ O.L. with brkt. 4¹/₄ from end.)

C. Corvette '53-'54 fuel pump top glass is 1⁵/₁₆. I.D. #5590159. AF-FP-8.

D. All Corvettes used a (nylon 1/2 I.D.) drain plug (oil) washer. #513975.

E. Corvette '55-'60 fan blade is (17 in. dia., 5/8 shaft hole) using four rivets.

F. Fan belts, '53-'54 used a 5/8 width, '55-'56 used a 3/8 width, '57-'60 used a 3/8 width on low H.P. engines, '57-'60 used a 1/2 width on high H.P. engines.

G. '53-'57 SHAFT steering gear, with worm is #5666148 (56¹/₈ O.L.). '58-'62 SHAFT is #5672001 (51¹/₄ O.L.) long.

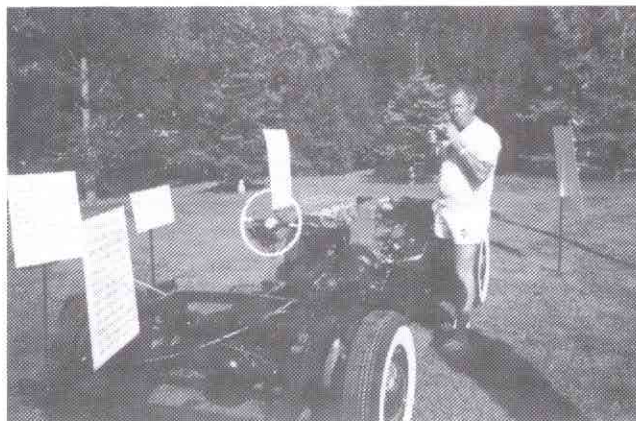
H. '53-'54 DRIVE Shaft is #3707878 has 17 splines, and is 37⁷/₁₆ O.L. long '55-'60 is #3712381 has 17 splines, and is 55¹/₄ long.

I. '53-'55 wiper blades are 11 or 11¹/₂ inches long, #3733355.

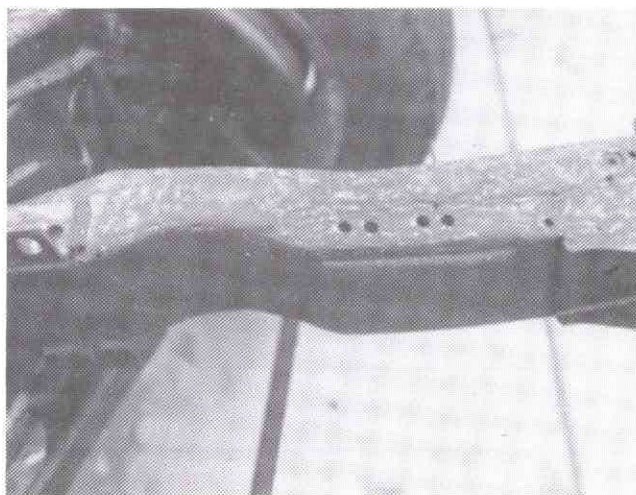
'56-'60 wiper blades are 12 inches long, #3724030.

'53-'55 arm is 12 inches long, #3706482R-1L.

'56-'62 arm is 12 inches long, #3724032R-1L.



S.A.C.E. member Bill Harm of Santa Rosa, California. Hey Bill are you sure of what you're looking at?



All 55's used a modified 54 frame, the R/S where the fuel pump clears, you can see the holes for the 6 cylinder motor are still left and are not filled in. In 56 this was changed and the holes were no longer there.

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