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CONTENTS

LATEST 1965 BODY SERVICE MANUAL CHANGES

The following revisions, additions and deletions should be incorporated in the 1965 Chevrolet Body Service Manual:

CHEVROLET

BODY NUMBER PLATE (Pg. 1A-1)

Revise body number location for 15-16000 Series from "Right upper horizontal area of cowl" to "Left upper vertical surface of firewall".

WINDSHIELD GARNISH MOLDINGS (Pg. 1C-1)

Under WINDSHIELD GARNISH MOLDINGS, the description should read: "On "67" styles, the windshield garnish moldings consist of an upper, a right side and a left side molding." In Fig. 1C-2—FRONT END MOLDINGS; Item "D" should be omitted. Step #3 of removal and installation should read: "On "67" styles, remove side moldings, sunshade supports, rear view mirror support and upper center molding."

DOOR LOCK SPRING CLIP (Pg. 1D-11)

Reverse "Clip Engaged" and "Clip Disengaged" nomenclature in Figure 1D-23.

FRONT DOOR LOCK CYLINDER (Pg. 1D-17)

Under "FRONT DOOR LOCK CYLINDER ASSEMBLY", Step 2, add:

NOTE: *On Chevrolet styles, disengage lock cylinder to lock connecting rod clip at lock and disengage rod from lock.*

FRONT DOOR VENTILATOR ASSEMBLY (Pg. 1D-20)

Under "FRONT DOOR VENTILATOR ASSEMBLY—All "11-35-45" styles, and all "69" styles except 38-48-68000 series" add the following to step 5:

"Disengage upper front end of glass run channel from door upper frame sufficiently to permit rearward movement and removal of ventilator from door frame."

FRONT DOOR WINDOW ASSEMBLY (Pg. 1D-26)

Substitute the following revised procedure under "FRONT DOOR WINDOW ASSEMBLY – All "11-35-45" styles and all "69" styles except 38-48-68000 series."

REMOVAL AND INSTALLATION

1. Remove door trim assembly and detach inner panel water deflector.
2. On "35-45-69" styles only, remove front door ventilator as previously described.
3. Remove glass run channel lower adjusting stud nut (Fig. 1D-37).
4. On "11" styles, operate window to approximately 3″ down from "full-up" position and remove lower sash channel cam attaching screws (Fig. 1D-37).
5. On "35-45-69" styles, lower window to "full-down" position and remove lower sash channel cam attaching screws through lower access holes.
6. On "11" styles, remove glass from door by simultaneously pivoting glass (front edge down and rear edge up) and lifting glass upward and

outboard of door upper frame. On "35-45-69" styles, remove glass by lifting it upward and outboard of door upper frame.

7. To install, reverse removal procedure. Check window for proper operation before installing water deflector.

FRONT DOOR WINDOW REGULATOR (Pg. 1D-26)

Delete "FRONT DOOR WINDOW REGULATOR (Manual or Electric)" procedure for "37-57-67" styles and the same procedure for "39" styles and 38-48-68000 series "69" styles, then substitute the following:

"FRONT DOOR WINDOW REGULATOR—(Manual and Electric) "37-39-57-67" styles and 38-48-68000 series "69" styles."

REMOVAL AND INSTALLATION

1. Remove front door window assembly as previously described.
2. Remove ventilator division channel lower adjusting stud and nut (Fig. 1D-40).
3. On styles equipped with electric window regulators, disconnect wire harness connector at window regulator motor.
4. Remove window regulator attaching bolts (Fig. 1D-39).
5. Remove regulator through large access hole. On electric styles it will be necessary to press lower end of ventilator division channel outboard to permit removal.
6. To install, reverse removal procedure.

FRONT DOOR WINDOW REGULATOR (Pg. 1D-27)

Delete "FRONT DOOR WINDOW REGULATOR— (Manual and Electric) —all "11-35-45" styles and all "69" styles except 38-48-68000 series" and substitute the following procedures:

"FRONT DOOR WINDOW REGULATOR—(Electric) —"35-45" styles and all "69" styles except 38-48-68000 series".

REMOVAL AND INSTALLATION

1. Remove front door window and ventilator as previously described.
2. On styles equipped with electric window regulators, disconnect wire harness connector at window regulator motor.
3. Remove window regulator attaching bolts (Fig. 1D-37) and remove regulator through access hole.
4. To install, reverse removal procedure.

"FRONT DOOR WINDOW REGULATOR—(Manual)—"11-35-45" styles and all "69" styles except 38-48-68000 series."

REMOVAL AND INSTALLATION

1. Remove front door trim assembly and inner panel water deflector.
2. Operate window to "full-up" position and secure in place with pieces of cloth-backed body tape applied over door frame.
3. Remove inner panel cam as previously described.
4. Remove ventilator division channel lower adjusting stud and nut and window regulator attaching bolts (Fig. 1D-37).
5. Press ventilator division channel outboard to permit disengagement of regulator spindle from inner panel, then run regulator balance arm roller and lift arm roller out of lower sash channel cam at front. Remove regulator through large access hole.
6. To install, reverse removal procedure.

FRONT DOOR WINDOW REGULATOR—(Electric) "11" styles

REMOVAL AND INSTALLATION

1. Remove front door trim assembly and inner panel water deflector.
2. Operate window to "full-up" position and secure in place with pieces of cloth-backed body tape applied over door upper frame.
3. Disconnect wire harness connector at window regulator motor.
4. Remove inner panel cam as previously described.
5. Remove window regulator attaching bolts (Fig. 1D-37). Slide regulator balance arm roller and lift arm roller out of lower sash channel cam at front of cam, then remove regulator through large access hole.
6. To install, reverse removal procedure.

FRONT DOOR WINDOW GLASS RUN CHANNEL (Pg. 1D-28)

Substitute the following procedure under "FRONT DOOR WINDOW GLASS RUN CHANNEL—all "11-35-45 and 69" styles.

1. Remove door trim assembly and detach inner panel water deflector.
2. Lower window to approximaately half-down position and tie or tape window so that front edge of window remains engaged in ventilator division channel.
3. Remove glass run channel upper attaching bolt (at belt) and lower adjusting stud nut (Fig. 1D-43).
4. From outside door, insert a sharp pointed right angle tool (reveal molding clip disengaging

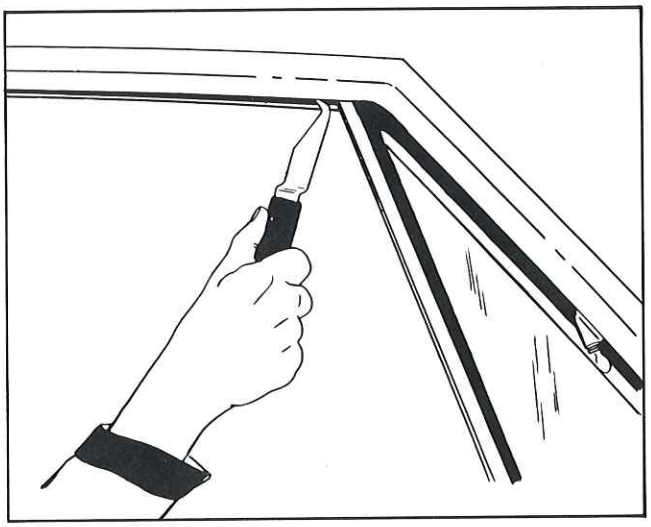

Fig. 1—Door Window Glass Run Channel Removal

tool J-21549 or equivalent) between outer edge of glass run channel and door upper frame (Fig. 1).

5. Beginning at front end of run channel, slide tool rearward until a clip is contacted, then engage point of tool under clip and carefully pry inboard to release clip tangs from door frame.
6. Repeat step 5 at each clip location until run channel is completely disengaged from door frame.
7. Remove glass run channel from door by carefully lowering upper end of channel down into door (rearward of glass) while simultaneously directing lower end (adjusting stud end) of channel out through the rectangular (4″ x 6″) access hole in lower center of door inner panel.
8. To install, reverse removal procedure. Begin installation above belt at door upper frame upper rear corner.

NOTE: *Prior to installation, inspect run channel clips and saturated polyurethane foam sealing strips in door upper frame (Fig. 1D-45). Reform distorted clips to insure adequate retention. Replace damaged sealing strips with same material which is available in five foot lengths (Part #4480378) or equivalent.*

FRONT DOOR LOCK (Pg. 1D-29)

Under "FRONT DOOR LOCK – All Styles" insert the following note after step 2:

NOTE: *On 15-16000 series, disengage lock cylinder to lock connecting rod clip at lock and disconnect rod from lock lever.*

REAR QUARTER WINDOW REAR GLASS RUN CHANNEL ((Pg. 1E-11)

Under "REAR QUARTER WINDOW REAR GLASS RUN CHANNEL for "11" styles," delete steps 2 and 3.

REAR QUARTER WINDOW FRONT GLASS RUN CHANNEL (Pg. 1E-12)

Under "REAR QUARTER WINDOW FRONT GLASS RUN CHANNEL for "11" styles," delete step 1 and supplement same with the following:

1. Remove rear quarter trim assembly and inner panel water deflector.

REAR QUARTER WINDOW ASSEMBLY (Pg. 1E-15 & 16)

The removal and installation procedure for "REAR QUARTER WINDOW ASSEMBLY (Manual or Electric) for 37 and 57 styles" should be changed as follows:

Change Step 3 to read – Remove rear guide assembly and loosen front guide sufficiently to facilitate removal of quarter window.

Change Step 5 to read – Lift quarter window up and slightly outboard to disengage glass sash channel roller from rear cam of front guide. Then, tile top of quarter window inboard to disengage front roller from front cam of front guide and remove glass inboard of roof panel.

TAIL GATE WINDOW REGULATOR (Pg. 1F-18)

Under "TAIL GATE WINDOW REGULATOR (Manual or Electric) all Station Wagon Styles," delete everything following step 4 and insert the following write-up:

TAIL GATE WINDOW ELECTRIC REGULATOR MOTOR ASSEMBLY.

REMOVAL:

1. Open tail gate and remove tail gate inner cover panel.
2. Detach inner panel water deflector and remove inner panel right access hole cover.
3. Disconnect wire harness connector from motor.

IMPORTANT: *The following operation must be performed if the window is removed or disengaged from the regulator lift arms. The regulator lift arms, which are under tension from the counter-balance spring, can cause serious injury if the motor is removed without locking the sector gears in position.*

4. Drill a 1/8″ hole through regulator sector and back plate (See Fig. 1F-28). DO NOT drill hole closer than 1/2″ to edge of sector gear of back plate.
5. Loosen regulator right upper attaching screw. Remove the three regulator motor attaching

screws and remove motor assembly from regulator and tail gate (see Figure 1F-28).

INSTALLATION:

1. Lubricate the motor drive gear and regulator sector teeth with lubriplate or its equivalent.
2. With tail gate in an open position, install regulator motor to regulator. Make sure the motor pinion gear teeth mesh properly with the sector gear teeth before installing the three motor attaching screws.
3. Tighten regulator attaching screws and remove screw locking sector gears into a fixed position.
4. Connect wire harness to motor and cycle tail gate window prior to installation of inner panel access hole cover, water deflector and cover panel.

VINYL COATED FABRIC HEADLINING (Pg. 1G-1)

REMOVAL

Change step 1 to read:

1. Remove rear seat cushion and seat back.

Add to step 2:

k. shelf trim

FIG. 1H-15 (Pg. 1H-14)

Figure 1H-15 revised to include reference arrows. (Fig. 2).

15000-16000 SERIES (Pg. 1K-7 thru -11)

Revise chart as follows:

Molding Name	Styles	Retention	Remove Hardware, Trim or Moldings
Rear End Outer Panel Molding Assembly	16000 Series (except 35-45)	Snapped on over metal retainer screwed to outer panel	
Tailgate Outer Panel Upper	15635-45	Snap-on Clips and screws	
Tailgate Outer Panel Lower	15635-45	Snap-on Clips and Clip and Bolt	
Rear Fender Outer Panel Rear Peak (Right Side Only)	15435	Snap-on Clips and Panel	Spare Tire Cover
Rear of Rear Fender Outer Panel Lower Vertical (Right Side Only)	15635-45	Screws, Snap-On Clips and Clip and Bolt	Spare Tire Cover

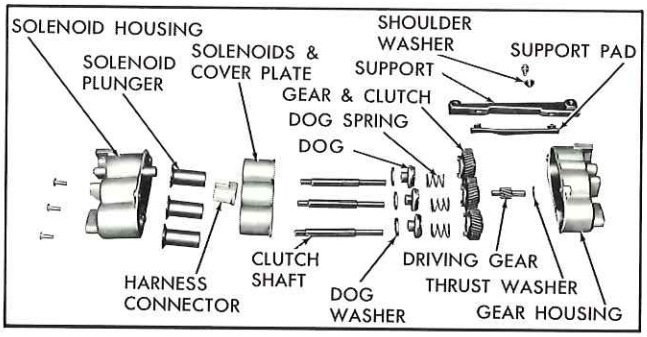

Fig. 2—Six-Way Transmission Components

CHEVELLE

FIG. 2D-10 (Pg. 2D-7)

Reverse "Clip Engaged" and "Clip Disengaged" nomenclature in Figure 2D-10.

FIG. 2H-38 (Pg. 2H-24)

Caption on 2H-38 to read: "Deluxe Seat Belt Attachments—13000 Series".

FRONT DELUXE SEAT BELTS WITH RETRACTORS (Pg. 2H-25)

On "FRONT DELUXE SEAT BELTS WITH RETRACTORS" change series designation from "23-33-43-44000 Series" to "13-23-33-43-44000 Series."

FIG. 2H-40 (Pg. 2H-25)

On Figure 2H-40 revise series designation from "15000-16000 Series" to "13000 Series".

FIGS. 2H-41 and 2H-42 (Pg. 2H-25 and 2H-26)

On Figures 2H-41 and 2H-42 revise series designation from "all except 15000-16000 Series" to "23-33-43-44000 Series".

CHEVY II

FIG. 4D-15 (Pg. 4D-8)

Reverse "Clip Engaged" and "Clip Disengaged" nomenclature in Figure 4D-15.

CORVAIR

FIG. REF. M & N (Pg. 5A-4)

Change Figure reference M to 96⅛" and figure reference N to 89$^{9}/_{16}$".

FIG. 5D-4 (Pg. 5D-3)

Reverse "Clip Engaged" and "Clip Disengaged" nomenclature in Figure 5D-4.

REAR FOLDING SEAT BACK FILLER PANEL (Pg. 5H-5)

In step 1 of "REAR FOLDING SEAT BACK FILLER PANEL" delete reference to removal of rear seat cushion.

ADJUSTMENT OF FOLDING TOP FRONT ROOF RAIL WEDGE PLATE (Pg. 5I-24)

Revise step 2 through 6 of "ADJUSTMENT OF FOLDING TOP FRONT ROOF RAIL WEDGE PLATE" to read:

2. Remove wedge plate by removing inboard and outboard attaching screws (Figure 5I-53).
3. Using a file, slot inboard screw hole in wedge plate.
4. Install wedge plate and attaching screws.
   NOTE: *Do not tighten screws.*
5. Move wedge plate in or out sufficiently so wedge plate will contact side of striker assembly when top is locked to windshield header. Tighten attaching screws.
6. Lock top to windshield header.
   NOTE: *The sunshade support and striker assembly is not adjustable.*

EXTERIOR MOLDING CHART (Pg. 5K-4 thru -6)

Change series designation chart heading from "10300-10500-10700 Series" to "10100-10500-10700 Series".

1965 Chevrolet Heater Core Replacement

HEATER CORE WITH FOUR SEASON AIR CONDITIONING

1. Disconnect battery ground cable.
2. Drain radiator.
3. Disconnect heater hoses from heater core (at firewall).
4. Remove glove box door.
5. Remove glove box interior.
6. Disconnect right and left air conditioning outlet hoses from distributor duct.
7. Remove both ash trays and tray retainers.
8. Disconnect heater and air conditioning control panel from dash panel (includes disconnecting electrical leads from control panel).
9. Remove air distributor duct from heater housing.
10. Remove center duct from instrument panel.
11. Disconnect hose and cable clamps from heater housing.

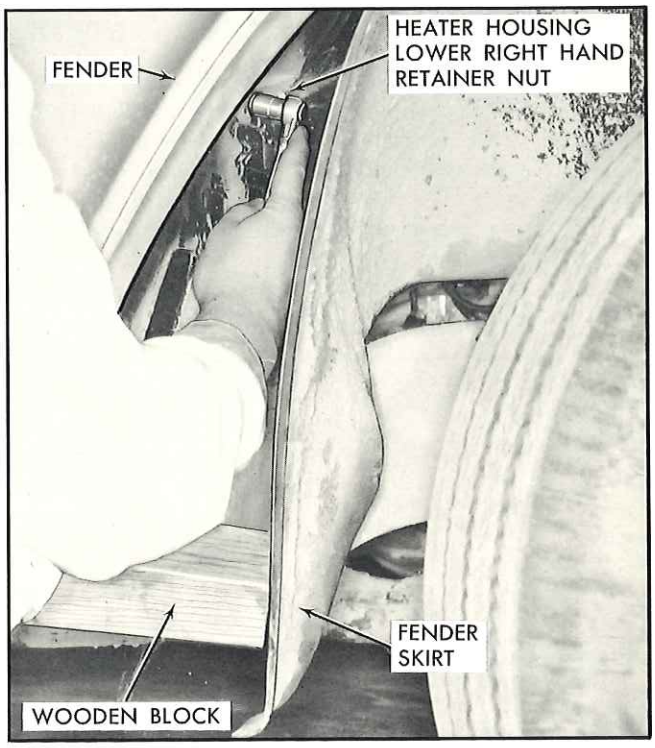

Fig. 3—Access To Heater Housing Lower Right Hand Retaining Nut

12. Disconnect three right lower rear inner fender panel retaining bolts (to gain access to heater housing lower right hand retaining nut. (Fig. 3) Remove retaining nut.
13. Remove the remaining three heater housing stud retaining nuts (engine compartment) and one upper and one lower retaining screw (inside vehicle).
14. Remove heater housing control panel with cable assembly from vehicle (includes disconnect necessary vacuum lines, defroster bowden cable and electrical leads). Attach one (1) nut and bolt to retain housing position for installation.
15. Remove heater housing cover from heater housing, (includes removing 3 cover retaining screws and 3 temperature door control retaining screws).
16. Remove heater core from heater housing cover by removing four (4) retaining screws and two "U" clamps.
17. Remove heater core.
18. Reverse sequence of above steps and install heater core.

HEATER CORE EXCEPT FOUR SEASON AIR CONDITIONING

Refer to 1965 Chassis "Service" Manual, Page 15-4, Core-Replacement and also the above Fig. 3 for access to heater housing retaining nut.

V-8 Engine Oil Level Gaging

Field reports indicate early production 1965 Model Chevrolets, Chevelles and Corvettes equipped with 283 or 327 cu. in. V-8 engines may have an oil dip stick that is too flexible.

When cases of erratic oil level readings are reported it is recommended that the oil dip stick be modified as shown in Fig. 4. The dip stick must first be straightened, particularly at the lower end, and then twisted 90° as illustrated.

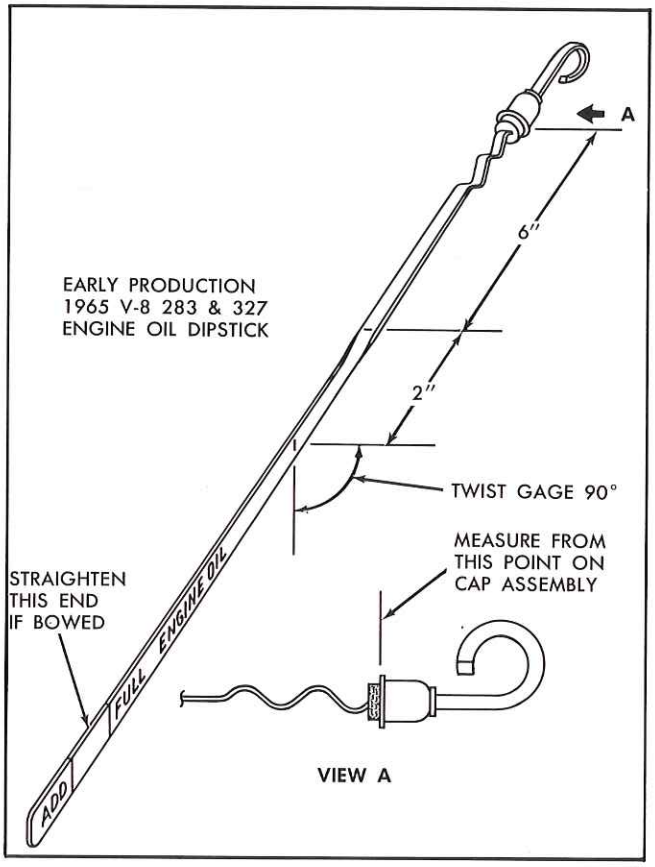

Fig. 4—V-8 (283 or 327 cu. in.) Engine Dip Stick Modification

Corvair Differential Carrier Assembly Service Procedures Revised

Current Service procedures for the differential carrier assembly are revised as indicated in this article. The new methods detailed here supersede operations described on pages 4-12 through 4-21 of the 1965 Corvair Shop Manual.

PINION FRONT BEARING ADJUSTING SLEEVE BEARING RACE REPLACEMENT

1. Thread adjusting sleeve and race assembly into carrier until finger tight and remove old race with a punch or other suitable tool (Fig. 5). On automatic transmission models it is necessary to remove the seal.

   CAUTION: *Adjusting sleeve should engage sufficient threads in carrier to prevent possible thread damage when driving out race.*

2. Install new race in pinion adjusting sleeve using J-7137 Driver and J-7079-2 Handle (Fig. 23, page 4-12, 1965 Corvair Shop Manual).

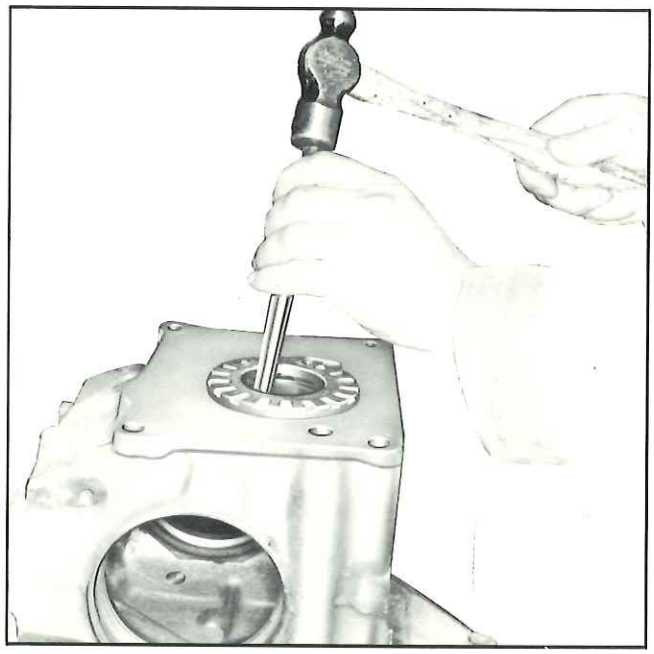

Fig. 5—Adjusting Sleeve Bearing Race Removal

SIDE BEARING ADJUSTING SLEEVE BEARING RACE REPLACEMENT

1. Thread side bearing adjusting sleeve and race assembly into carrier until finger tight and drive out the old race with a punch or other suitable tool (See Fig. 5).

   CAUTION: *Adjusting sleeve should engage sufficient threads in carrier to prevent possible thread damage when driving out race.*

2. Install new bearing race in adjusting sleeve using a suitable flat plate as a driver. Drive bearing race until it is flush with sleeve face.

DIFFERENTIAL SIDE BEARING REPLACEMENT

Two tool revisions are released for use with the 1965 Corvair differential assembly when replacing side bearings. Modify Bearing Puller J-7112 by grinding the outer radius of the pulling legs as shown in Figure 6 to allow entry into the cover cavities for correct engagement of the side bearing inner race.

The differential side bearing installing tool

J-8359 is replaced with a new bearing driver J-22175, however, installation procedure remains unchanged from the shop manual procedure shown in Figure 31, page 4-14 of the manual.

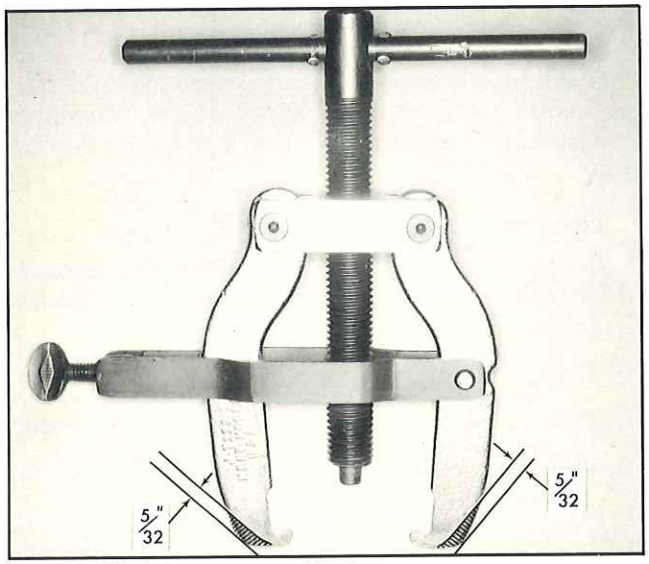

Fig. 6—Bearing Puller J-7112 Modification

RING GEAR AND PINION BEARING ADJUSTMENT

Once the differential carrier is assembled, the differential side bearings and pinion bearings must be adjusted and preloaded for quiet operation as follows:

NOTE: *Lubricate bearings with axle lubricant prior to adjustment.*

1. Tighten right side bearing adjusting sleeve with tool J-8342 while rocking the differential assembly until there is zero backlash between the ring gear and pinion (Fig. 7). Mark this point on both sleeve and carrier with crayon or pencil.
2. Tighten left side bearing adjusting sleeve until bearing and race are at point of contact. Mark this point on both adjusting sleeve and carrier.
3. Back off right side adjusting sleeve three to four notches to eliminate "O" ring wind-up. Retighten sleeve to one notch loose from zero backlash mark.
4. Back off left side adjusting sleeve to release any "O" ring wind-up, then retighten adjusting sleeve until marks realign plus a minimum of two additional notches and a maximum of three additional notches to align the sleeve notches for locking tab installation.

   NOTE: *At this point the differential bearings are preloaded.*
5. Install differential side bearing adjusting sleeve locking tabs to prevent loss of adjustment.
6. Back off pinion adjusting sleeve as required with tool J-972 to eliminate any pinion bearing preload (Fig. 47, page 4-19, 1965 Corvair Shop Manual), then measure the turning torque created by the side bearing preload at the pinion using tool J-8362 Adapter and an inch pound torque wrench such as J-5853 (Fig. 48, page 4-19, 1965 Corvair Shop Manual). Record this reading (example, 8 in. lbs.). Then tighten the pinion bearing adjusting sleeve to increase the initial turning torque by 4-6 in. lbs. with used bearings or 9-11 in. lbs. with new bearings. Using the 8 in. lbs. initial turning torque from our example, the final total turning torque measured at the pinion would be 12-14 in. lbs. with used bearings or 17-19 in. lbs. with new bearings.
7. Install pinion adjusting sleeve locking tab.

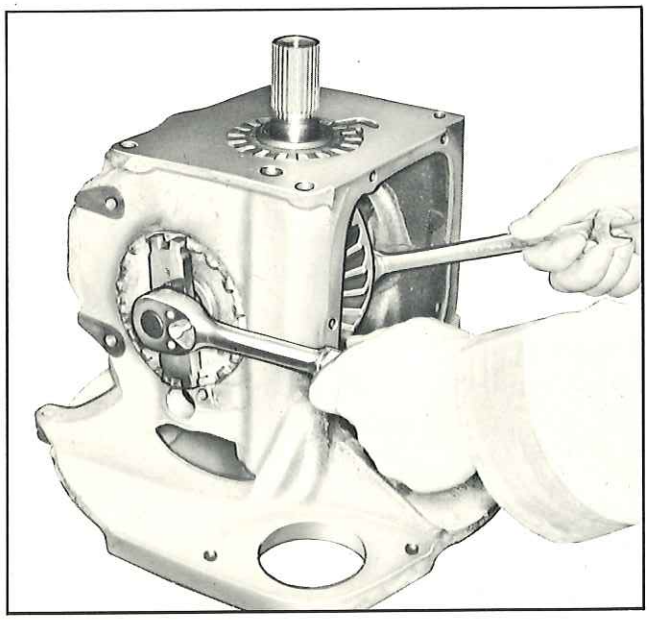

Fig. 7—Adjusting Ring Gear To Pinion

RING GEAR AND PINION CONTACT PATTERN CHECK

On page 4-21 of the Corvair Shop Manual, pattern checking procedure should be changed as follows:

1. Par. 3, lines 5 and 6.
   From: "loosening left-hand differential adjusting nut and tightening right-hand adjusting nut."
   To: "loosening right-hand differential adjusting nut and tightening left-hand adjusting nut."
2. Par. 6, line 3.
   From: "toward the front of the car."
   To: "toward the rear of the car."

Installing Telescoping Steering Wheel Horn Button Liner

The horn button plastic liner shown in Fig. 8 is now being installed on late production 1965 Corvairs and Corvettes equipped with Telescoping Steering Wheel (RPO N36). The 3874633 Horn Button Liner provides a significant reduction in horn blowing effort. It also acts as an improved anti-rattle device for the horn button and should now be used, in place of the 3868785 anti-rattle spring, as correction for severe horn button vibration problems on early production cars.

Figure 8 shows the installation of the Liner and the screw driver slot. The slot permits service removal of the horn button cap if required at some other time. It is only necessary to remove the horn button cap to install the liner; however, on jobs equipped with the anti-rattle spring, the spring must be discarded if the Liner is being installed for any reason.

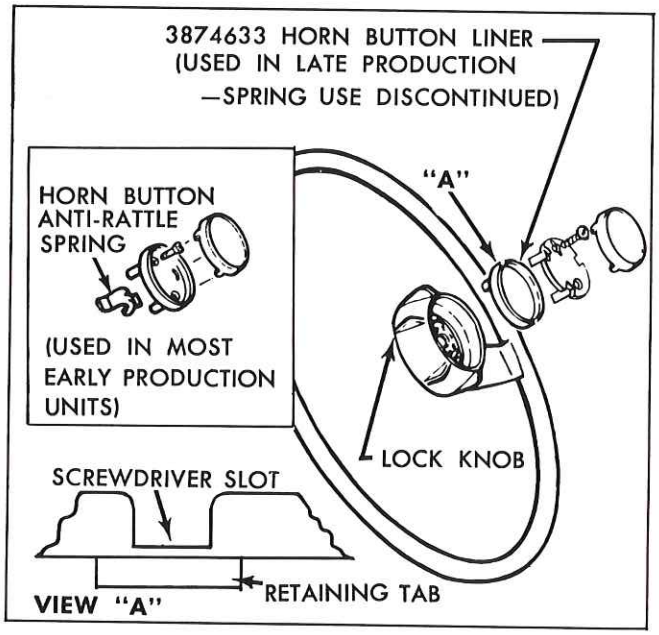

Fig. 8—Telescoping Steering Wheel Horn Button Liner

Tightening 1965 Corvair Powerglide Control Knobs

It was reported that sufficient torque can be applied to the Powerglide bright chrome surfaced control knobs without damage by the following.

1. Obtain two sections of rubber hose (#3854408) 3/8" I.D.
2. Tightly insert over the knobs and turn by hand or grip with pliers.

Servicing Chevrolet Radio Rear-Mounted Antenna Lead-In Cable

On 1965 Chevrolet series passenger cars equipped with a rear-mounted radio antenna; it is recommended that the following service procedure be used for replacement of the antenna lead-in cable.

1. Disconnect battery ground cable.
2. Remove rear seat and back cushions; remove rear seat insulating pad and antenna lead-in cable cover pad.
3. Remove right door sill plate.
4. Remove metal cover over cable under rear seat.
5. Remove the right hand ashtray and the ashtray retainer.
6. Fold back front carpeting and disconnect antenna cable from back of radio.
7. Attach "mechanics wire" to forward end of antenna cable, pull cable rearward, disconnecting and leaving wire behind the heater.
8. To install the cable, connect the radio chassis end of the new cable to the above mentioned wire, then pull the wire and cable from behind the heater for connection to the radio chassis.

Corvette Power Antenna Replacement

The following procedure is recommended for replacement of the rear mounted power antenna used for the radio on 1965 Corvettes.

1. Disconnect battery ground cable.
2. Fully lower antenna.
3. Raise rear of vehicle and place on jack stands.
4. Remove tail pipe extension.
5. Loosen fiberglass valance panel located below bumper.
6. Disconnect muffler mountings.
7. Disconnect antenna lead-in and motor electrical connections at quick disconnect at antenna base.
8. Hold muffler aside and remove antenna assembly from body.
9. Reverse the above procedure for antenna installation.

Tuning the Delco Stereo

When an owner takes delivery of a car with an FM-Stereo Radio installed he should, at that time, be briefed in the function and operation of the various system controls that are provided on both the Stereo Multiplex Adapter and the main radio panel.

The panel of Stereo Multiplex Adapter has four controls that are designated – "Volume", "Tone", "Balance" and "Front-Rear." The controls on the main radio panel are used only to turn the set on and off and as a station selector. The function of the "Volume" and "Tone" controls on the Adapter are self-explanatory and these controls are operated conventionally, however, the "Balance" and the "Front-Rear" speaker controls should be set as follows to obtain the best possible performance.

1. With radio "On", and set for FM reception; select a station which is not broadcasting stereo. This will be indicated when the indicator light on the Adapter is not lighted.
2. Turn the "Front-Rear" control so that only front speakers are operating. Then, slowly rotate the "Balance" control until both front speakers are equal. Speakers are now in balance for left and right sides. Balance should always be set on a station not broadcasting stereo, since signal coming from right and left speakers will vary when stereo is being broadcast.
3. Rotate "Front-Rear" control until reception from front and rear speakers is as desired.
4. Turn station selector control to a station broadcasting stereo, at which time the indicator light will come on. Rotate Volume and Tone control knobs as desired.

Convertible Top Protective Covering—Removal

This article provides information that should be used as a guideline by dealership personnel in determining the length of time that the spray-on protective covering may be allowed to remain on the folding top material of any convertible held in storage.

Under no circumstance, should the protective plastic coating be allowed to remain on a convertible top longer than 6 months from the time of the assembly plant spray application. Furthermore, if the convertible is stored in areas subject to direct sunlight and temperatures over 90°, it would be mandatory that the plastic covering be removed within 90 days from the time of the spray application. A long term cold storage that is interposed with a few high temperature days, would naturally require removal of the protective covering after a storage time that would be somewhere between the limits previously mentioned.

Although stated above are the maximum periods that the protective covering may remain on the folding top, it is nevertheless recommended that, where possible even under desirable cold storage conditions, the plastic covering be removed within 90 days from the time of its application. Removal within the 90 day period will assure proper separation of the plastic film from the top material.

Intermittent Power Window Operation

If intermittent operation of power windows is experienced on 1965 body styles, one of the causes can be insufficient electrical ground between the door and the body. When this condition is encountered, a ground wire should be fabricated in the shop and installed between the door hinge pillar and the body hinge pillar. One recommended location for attachment is illustrated in Figure 9; however, if another location is desired, precautions should be taken to prevent the ground wire from being pinched or chafed when the door is opened or closed.

On body styles where screws retain the wiring conduit on the door hinge pillar, the ground wire may be inserted under the rubber lip and screw for grounding.

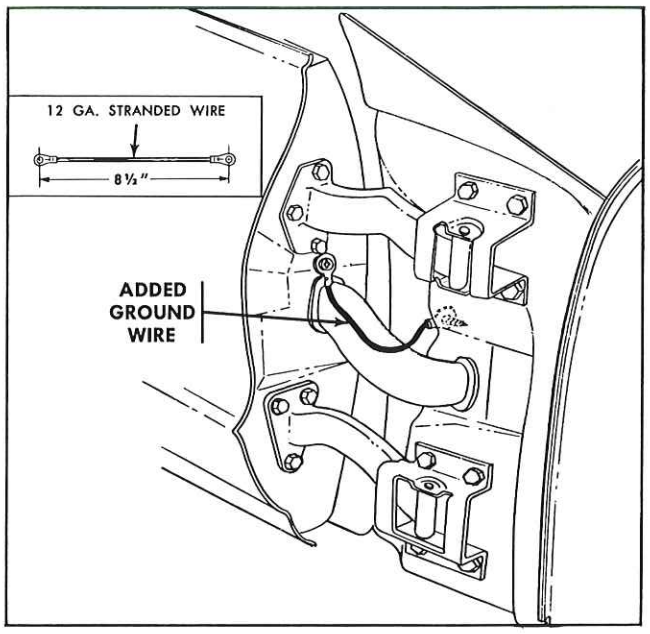

Fig. 9—Power Window Ground Wire Added

Repair of Body Flat Harness

The following procedures are recommended for repairing various kinds of damage which might occur to the flat type body wiring harness that is used in many late model passenger cars.

REPAIR OF INSULATION BREAKS

If the wire insulation has been scraped off but little or no damage has occurred to the copper wire, repair the insulation as follows:

1. Disconnect battery ground cable.
2. In the damage area carefully separate each damaged lead from the other harness leads.
3. Strip back damaged insulation from wires (View A, Figure 10), then use electrician's tape to spiral wrap each damaged lead separately. Extend wrap at least 1½ inches beyond end of damage area.
4. Re-connect battery cable.

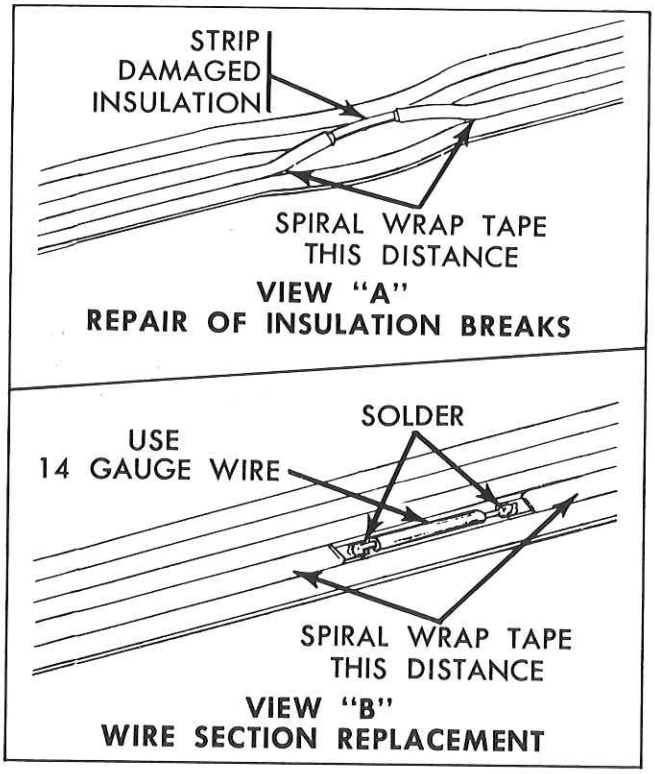

Fig. 10—Body Flat Harness Repair

WIRE SECTION REPLACEMENT

If one or more of the copper conductor wires in the harness are badly damaged or broken, splice in a new section of round wire as follows:

1. Disconnect battery ground cable.
2. In the damaged area, separate each damaged lead from the other harness leads.
3. Cut damaged wire sections from harness.

   NOTE: *If two (2) or more wires require section replacement in the same area of the harness, stagger cut the damaged wires so that finished splice will be less bulky.*
4. Strip back insulation ⅜ inches on each end of cut wires in harness.
5. Cut 14 gauge replacement wires to length and strip back insulation ⅜ inches on each end.
6. Tin and solder the round wires to the flat wires, (View B, Figure 10).
7. Tape each replaced wire section separately. Carry tape wrap at least 1½ inches beyond solder joints.
8. Re-connect battery cable.

RE-INSTALLING LOOSE CONNECTOR

1. Disconnect battery ground cable, then remove the loosened connector from the harness.
2. Using any one of the numerous commercially available vinyl or plastic cements that contain methyl ketone solvent; liberally apply this plastic bonding liquid to all surfaces of the wiring that will be within the connector body. Allow the applied liquid to "set up" for 10 seconds, then insert the wiring firmly into the connector.
3. Permit the connector repair to dry at least 30 minutes before re-connecting the harness in circuit. Re-connect battery ground cable.

Chevelle Power Steering Belt

A 41½" long belt (3847706) has to this time been used for power steering pump drive on 1964-65 Chevelles equipped with the 283 V-8 engine. Unfortunately, when belt stretch occurs with use, in some instances there will be insufficient adjustment range remaining at the steering pump to permit retensioning of the belt.

To avert the above condition on late production 1965 vehicles, assembly plants will use a 41" belt for the above application. However, when service replacement of either the 41½" or the 41" power steering belt is required, technicians should now use belt 3849258, which is 41¼" long and is currently stocked for other applications.

Replacing Air Conditioning Components

CONTROL CABLES (CHEVROLET—FOUR SEASON—DEFROSTER)

1. Disconnect battery ground cable.
2. Remove both ash trays and ash tray retainers.
3. Disconnect air conditioning control panel from instrument panel.
4. Disconnect defroster bowden cable from control panel lever.
5. Disconnect defroster cable from heater housing lever and remove defroster cable.
6. Reverse the order of above sequence and install the defroster control cable.

CONTROL CABLES (CHEVROLET—FOUR SEASON, OUTLET OR TEMPERATURE)

1. Disconnect battery cable.
2. Remove glove box door.
3. Remove glove box interior.
4. Disconnect cable retainer from housing.
5. Disconnect outlet or temperature bowden cable from heater housing lever.
6. Remove both ash trays and retainers from instrument panel.
7. Disconnect air conditioning control panel from instrument panel.
8. Disconnect outlet or temperature bowden cable from control panel lever and remove cable.
9. Reverse order of above sequence and install the cables.

EVAPORATOR — CORVAIR

CAUTION: *Even though the refrigerant has been removed from the system, safety goggles should be worn when disconnecting refrigerant lines. Goggles will eliminate the possibility of eye damage from the latent refrigerant in the system.*

1. Disconnect battery ground cable.
2. Discharge air conditioning system.
3. Raise floor carpet from toe panel (right side).
4. Remove glove box door and glove box interior.
5. Remove right hand outlet duct from instrument panel.
6. Disconnect evaporator cooling hoses from outlet ducts.
7. Remove spare wheel and tire assembly from storage compartment.
8. Disconnect evaporator outlet air conditioning hose (luggage compartment) from evaporator.
9. Disconnect electrical quick disconnect and bowden cable from thermostatic switch.
10. Disconnect condensate drain tube from evaporator housing.
11. Disconnect compressor line from evaporator hose (inside vehicle).
12. Remove evaporator housing mounting brackets (instrument panel) and housing retaining nut and bolt (luggage compartment).
13. Remove evaporator housing assembly from vehicle (Start one retaining nut for installation).
14. Remove compressor to evaporator hose (front) from evaporator core.
15. Raise and lower front of vehicle for evaporator return hose replacement.
16. Disconnect evaporator return hose to return pipe.
17. Remove evaporator return hose from vehicle (includes disconnect sheet metal retaining clamp).
18. Cut new hose to length and cap open ends.
19. Remove evaporator housing cover (includes remove 27 retaining screws; also disconnect thermostatic switch from side of evaporator housing if required).
20. Remove thermostatic switch assembly capillary tube from evaporator core.
21. Remove expansion valve retaining screw.
22. Disconnect inlet and outlet lines from expansion valve (replace "O" rings).
23. Remove expansion valve thermostatic bulb, retaining clamps, and remove expansion valve.
24. Remove evaporator assembly from evaporator housing cover (Disconnect polyurethane insulators and J nuts from evaporator core).
25. Remove cork insulator from evaporator housing.
26. Reverse order of above sequence and install evaporator and charge system according to present shop manual procedures in sequence:

    Connect vacuum line from charging station and start pump.

    Evacuate air conditioning system.

    Fill charging cylinder with freon.

    Charge air conditioning system with freon.

    Leak detection test.

    Stabilize system and take readings.

HEATER CONTROL ASSEMBLY — CORVAIR

1. Remove four (4) screws from the heater control assembly and remove from instrument panel.
2. Disconnect the heater and defroster cable, also the electrical disconnect and the lamp bulb.
3. Reverse order of above sequence and install heater control assembly.
4. Check operation

COMPRESSOR CLUTCH SWITCH WITH CHEVROLET FOUR SEASON

1. Disconnect battery ground cable.
2. Remove glove box door and glove box interior. (Disconnect glove compartment lamp bulb).

3. Disconnect clutch switch quick disconnect remove switch retaining screws and remove switch.
4. Replace air conditioning compressor switch retaining screws and switch, includes connect electrical quick disconnect.
5. Install glove box interior, glove box door and connect lamp bulb and switch.

BLOWER MOTOR SWITCH WITH CHEVROLET FOUR SEASON

1. Disconnect battery ground cable.
2. Remove left ash tray and retainer.
3. Disconnect electrical disconnect and remove blower motor switch attaching screws and switch.
4. Reverse above procedure and install switch.

Servicing Corvette Disc Brakes

Servicing of the Corvette disc brakes is extremely critical due to tolerances required in machining of the brake disc to insure proper brake operation. In manufacturing the brake disc tolerance for flatness and parallelism of the friction surface is maintained within .001 while the lateral runout of the faces must not exceed .002 total indicator reading on the front or .003 on the rear. In addition, the surface finish must be maintained at 30-50 micro-inches.

In view of these tolerances it is not recommended that the front discs be machined in the field or that they be serviced separately. The rear discs, however, may be machined and may be serviced separately.

In cases of brake application complaints and whenever the brakes are serviced, the following checking procedure should be followed.

FRONT

Tighten the adjusting nut of the wheel bearing until all play has been removed. It should be just loose enough to allow the wheel to turn. Clamp a dial indicator to the caliper so that its button contacts the disc at a point about 1 inch from the outer edge (Fig. 11). When the disc is turned, the indicator reading should not exceed .002 inches. If runout exceeds this amount the hub and disc assembly should be replaced.

After checking the runout, readjust wheel bearings as outlined in the Corvette Shop Manual.

REAR

Rear wheel bearing end play adjustment specification is .001 - .008 controlled by selective shim and bearing spacer. Therefore, if rear disc is to be serviced, the bearing end play must be checked first, as outlined in the Corvette Shop Manual. Dial indicate the disc face and if lateral runout exceeds the endplay reading by .003", it may be refaced (not to exceed .040") or replaced.

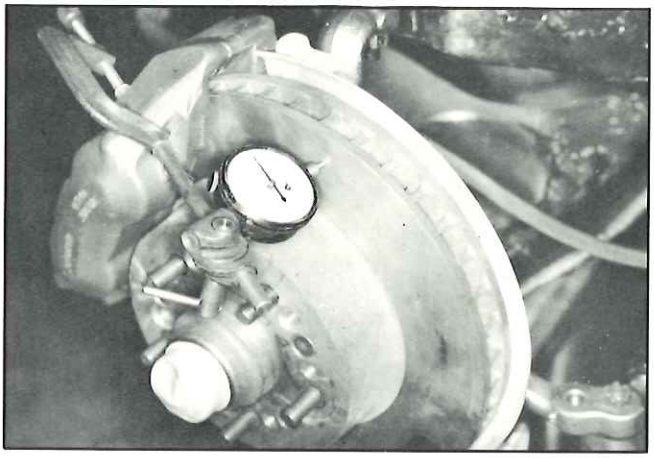

Fig. 11—Dial Indicating Disc Runout