



SERVICE NEWS

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CORVAIRE REAR WHEEL BEARING REPLACEMENT

This article presents revised service procedures for replacement of 1961 Corvaire and Corvaire "95" rear wheel bearings.

Due to a change in bearing puller ring design, effective in early 1961 Production, it will be necessary to rework press plate J-5741 for use in removal of rear wheel bearings on the later production

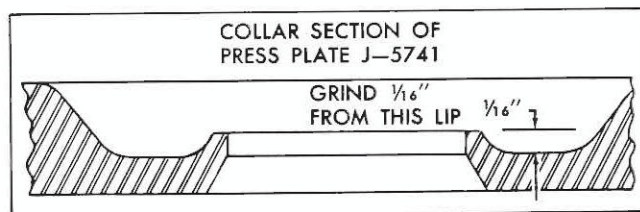


Fig. 1—Rework of Press Plate J-5741

Corvaire 500, 700 and 900 Series vehicles. Rework of tool J-5741 will be performed as illustrated in Figure 1. When J-5741 has been reworked, it will then be the same as press plate J-8619-1 which supersedes it in the Kent-Moore tool line.

BEARING REPLACEMENT

Corvaire 500, 700 and 900 Series

1. Place axle shaft on press bed with J-8619-1 (or reworked J-5741) press plate below the bearing puller ring (Fig. 2). Press off deflector, bearing with shield, and puller ring. It

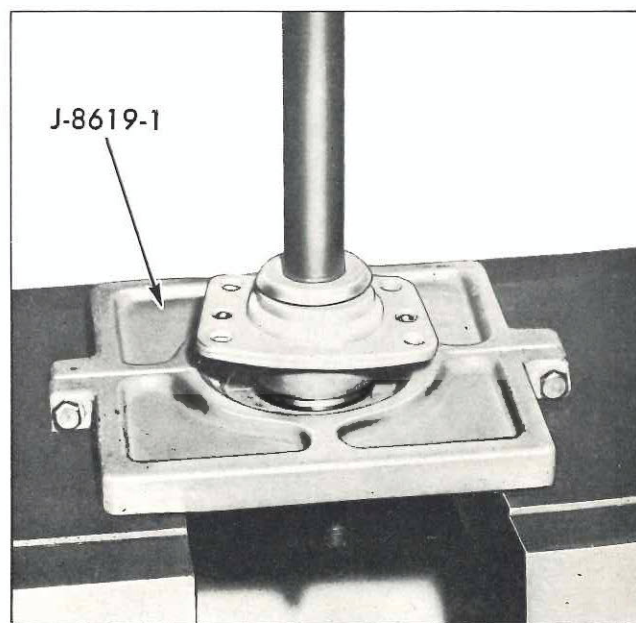


Fig. 2—Removing Bearing from Axle Shaft

should be noted that when removing the bearing assembly, the press plate is centered with its saucered inboard section facing upward.

2. Press a new puller ring and bearing assembly onto axle shaft, using a discarded puller ring placed over press plate J-8619-1, thereby applying force at the bearing inner race.

3. Before installing bearing shield on bearing assembly, pack cavity between bearing race and shield (Fig. 3) with high melting point wheel bearing grease. Press shield on bearing using suitable length of 2½ I.D. pipe or steel tubing. Bend over tangs on shield.
4. Install deflector on axle shaft, with deflector collar contacting bearing inner race.

BEARING REPLACEMENT

Corvaire "95" Series—(Including Greenbrier)

1. Place axle shaft on press bed with J-5741 or (J-8619-1) puller plate positioned below outer deflector. Press to collapse outer de-

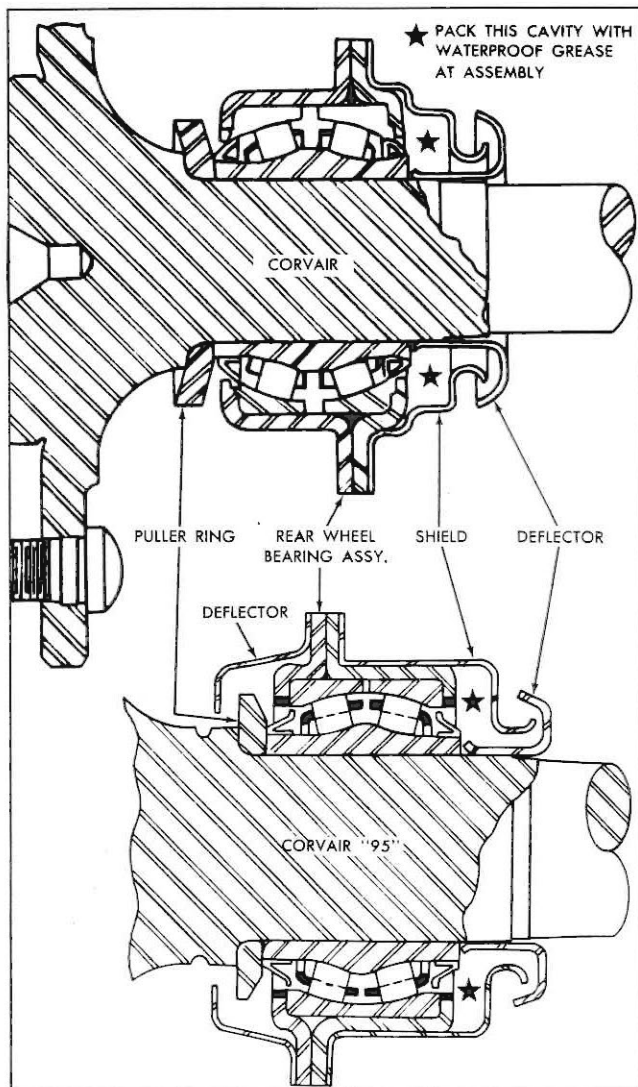


Fig. 3—1961 Late Production Wheel Bearings

flector and bear on puller ring for press removal of inner deflector, bearing and bearing shield, puller ring and outer deflector.

NOTE: When pressing off the bearing assembly, the saucered inboard section of the press plate should be facing upward.

2. Slide a new outer deflector onto axle shaft.
3. Press a new puller ring and bearing assembly onto axle shaft, using a discarded puller ring over press plate J-5741 or (J-8619-1) to apply force on bearing inner race.
4. Before installing bearing shield on bearing assembly, pack cavity between bearing race and shield (Fig. 3) with high melting point wheel bearing grease. Press a shield on bear-

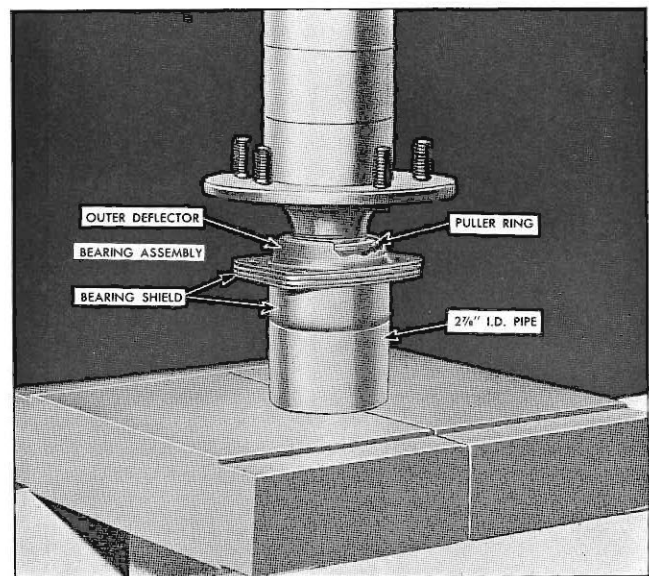


Fig. 4—Installing Corvaire "95" Bearing Shield

ing using a suitable length of 27/8" I.D. pipe (Fig. 4).

5. Install inboard deflector on axle shaft, with deflector collar contacting bearing inner race.

Seat Belt Warning

To insure that maximum safety be afforded vehicle occupants wearing seat belts, it is mandatory that Chevrolet seat belts be installed in the vehicle exactly as indicated on the installation instruction sheets. Under no circumstance, should a seat belt anchor be attached to the vehicle floor pan at any point other than the anchor location specified in the seat belt installation instructions.

NOTE: Installation instruction sheets are enclosed in each seat belt accessory package. Identical instructions are also contained in the Chevrolet Accessory Installation Manual.

Speedometer Noise, and Needle Oscillation

The speedometer cable routing utilized on early 1961 Passenger Cars can cause cable bind resulting in speedometer drive noise and needle oscillation. This is due to a heavy interference condition that sometimes exists between the speedometer cable and the instrument panel to dash brace. On early production manual transmission equipped vehicles, this condition would be aggravated by the critical bend introduced in the cable as the result of its routing through a plastic retainer on the top of the dash brace. (Fig. 5).

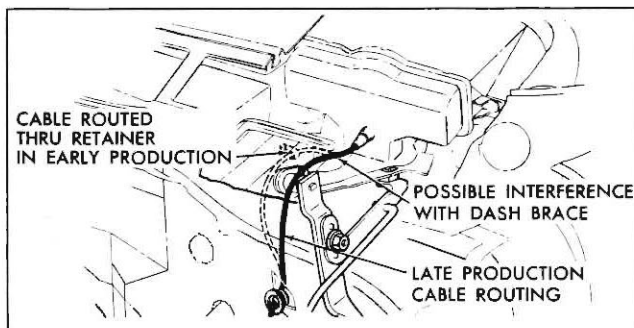


Fig. 5—Passenger Car Speedometer Cable

To reduce cable interference at the dash brace and minimize drive shaft bind, a revised speedometer cable routing (Fig. 5) is being used in late production vehicles. To insure a free routing of the speedometer cable in early production vehicles, perform the following:

1. On all vehicles, remove plastic retainer securing the speedometer cable to the dash brace.

NOTE: The plastic retainer was intended for use on manual transmission equipped vehicles only, however, it also may be found on some automatic transmission vehicles.

2. On manual transmission vehicles, route the cable over the top of the clutch pedal shaft housing (located between the pedal arm and dash brace). See Figure 5.
3. If heavy interference exists between the speedometer cable and dash brace, the brace may be realigned to minimize this interference, as follows:

- a. Loosen the bolt attaching the dash brace to the instrument panel support (Fig. 6).
- b. Loosen both nuts holding the left support rod to the dash brace, also loosen jam nut holding the right support rod to the brace.

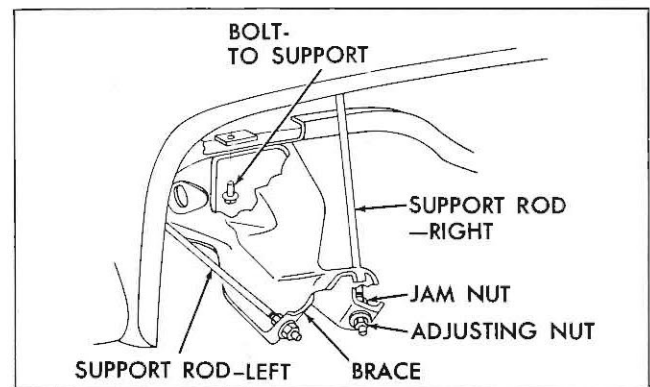


Fig. 6—Instrument Panel to Dash Brace

- c. Move brace by tightening the adjusting nut on the right support rod.

CAUTION: Do not tighten the adjusting nut excessively or objectionable misalignment of mast jacket to instrument cluster will result.

- d. Retighten dash brace bolt, left support rod nuts and right support rod jam nut.

Air Vent Knob Rattle

On some early 1961 passenger cars, an objectionable rattle may occur when the right air vent control knob is pulled out to its full travel limit. This rattle is due to excessive control wire travel, that allows the knob and shaft assembly to be pulled more than $1\frac{7}{8}$ " out of its instrument panel guide bracket. To reduce knob travel, proceed as follows:

1. Remove the right cowl side kick pad.
2. Reposition the vent cable slotted clip to relocate the conduit relative to its body attaching point. If necessary, the section of the clip mounting tab, shown as a shaded area in

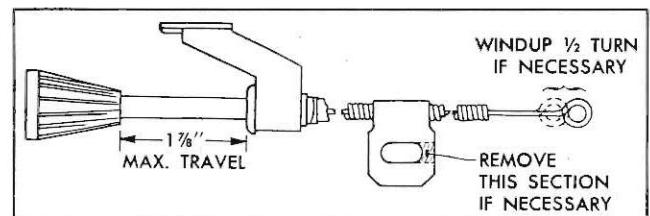


Fig. 7—Air Vent Control Cable

Figure 7, may be removed to provide additional adjustment.

3. If knob travel still exceeds $1\frac{7}{8}$ " after completion of step #2; use a pair of long nose pliers to wind an additional $\frac{1}{2}$ turn of control wire into the end loop.

Door Jamb Switches

On 1961 Passenger Cars, front door jamb light switches that are reported as being inoperative or as operating erratically, can in most cases be restored to normal operation in the following manner.

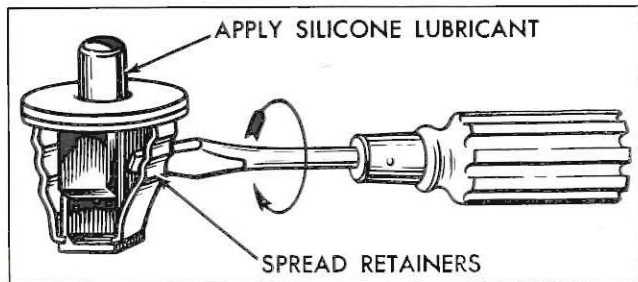


Fig. 8—Door Jamb Light Switch

1. Apply a small quantity of silicone lubricant to the side of the switch plunger. Actuate the switch plunger several times to insure distribution of the lubricant.
2. If the switch plunger now operates satisfactorily, but the lamp does not always light when the car door is opened (plunger released), proceed as follows:
 - a. Remove the switch assembly from the hinge pillar.
 - b. Using a screwdriver as shown in Figure 8, spread the switch retainer straps to provide a more positive ground connection for the switch.
 - c. Re-install switch and check operation.

Corvaire "95" Glass Breakage

To insure against breakage of front door glass on Corvaire "95" Series vehicles built prior to May 1, 1961, inspect the ventilator glass division channel for presence of rivet heads protruding into the main glass run channel. If rivet heads in the

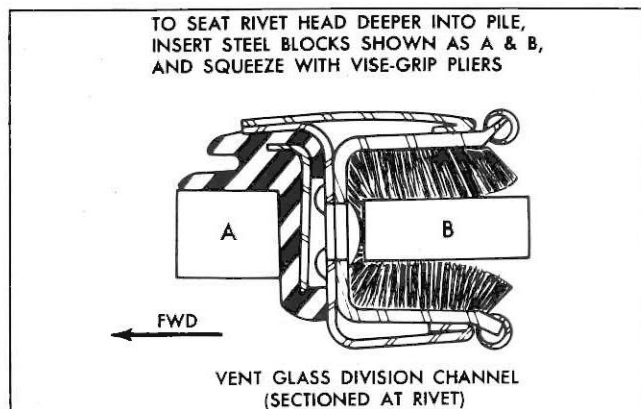


Fig. 9—Compressing Division Channel Rivets

channel protrude beyond the pile fabric which surrounds them, it could cause the glass to break in the lower front corner of the window.

In Production, a design change in the division channel, effective with vehicles serial F111121 and S126580, averts the above problem on late production vehicles.

If this problem is encountered on early production vehicles, the rivet heads in the glass division channel should be recessed below the level of the pile. To compress the rivets, vise-grip pliers can be used to bear upon a pair of steel blocks placed as shown in Figure 9.

License Lamp Sealing

To prevent road splash entering the two license lamp assemblies mounted in the rear bumper guards of Station Wagons; effective May 15, 1961, Production began applying plastic seam cement around the retaining collar on the bulb sockets. It is suggested that this same sealing procedure be employed when necessary to eliminate water entrance into the license lamp assemblies on early production vehicles.

Window Dropping

On 1961 Passenger Car and Corvaire vehicles, if a door or quarter window "works down" or drops slightly from the full "up" position, this condition will, in most cases, be caused by slippage within the window regulator clutch assembly. To correct

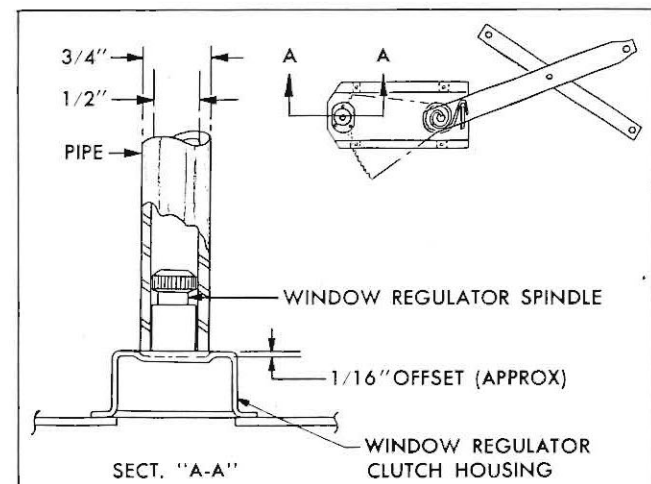


Fig. 10—Window Regulator Clutch Rework

this problem rework the affected window regulator clutch, as follows:

1. Remove window regulator control handle from spindle.
2. Using a suitable length of $\frac{1}{2}$ " pipe and a hammer, strike the regulator clutch housing to create a $\frac{1}{16}$ " offset in the spindle area of the housing, as shown in Figure 10.