

CHEVROLET—CENTRAL OFFICE

DIVISION OF GENERAL MOTORS CORPORATION
DETROIT 2, MICHIGAN



TECHNICAL SERVICE BULLETIN

Technical Service Department



SUBJECT: DIRECT AIR HEATER LEAKAGE - 1961-62
CORVAIR AND CORVAIR "95"

BULLETIN NO. DR #552

SECTION I

TO: ALL CHEVROLET DEALERS

DATE August 23, 1962

Field reports indicate that the recent improvements in the 1962 Production Corvair and Corvair "95" Direct Air Heater Systems have eliminated past problems of excessive hot air leakage and cable binding evident on earlier units.

Improvements in heater air inlet duct seals, cable operation, cable adjustment and corrosion resistance have been incorporated during the current model year as outlined below.

<u>DESCRIPTION</u>	<u>1962 VEHICLE SERIAL NUMBER EFFECTIVE POINT</u>	
1. Air inlet duct seals improved and nylon bushings added to valve shafts.	0139685 W215451	F109386 S110430
2. Fixed attaching clip on heat and air cables and cadmium plated stress wire to improve operation and prevent corrosion. Adjustment procedure using alignment pin incorporated.	0145915 W235250	F110858 S112190
3. Detent spring added to hold heat and air controls in "off" position.	0165732 W314819	F116470 S118961

In the event of owner complaints of faulty direct air heater operation, correction may be accomplished by installation of the new cables and/or usage of the latest adjustment procedure as outlined on Page 2. In extreme cases, a few early 1961 vehicles may require replacement of the heater air inlet duct assembly to eliminate excessive hot air leakage.

Corvairs equipped with recirculating slot covers on the engine air outlet ducts (Spyders and Air Conditioned units) may develop a "moaning" type noise above 2400 engine RPM due to air leakage through the heater. Heater "moan" will be automatically eliminated by applying the air leakage corrections outlined in this bulletin.

Director, Technical Service Department

TRP:dz

Inspection and Correction Procedure

The procedure listed below should provide for satisfactory heater control operation on any Direct Air Heater.

1. Remove three (3) screws holding control assembly to dash panel and pull control free of dash.
2. Determine if heat and air cables are latest design by inspecting attachment clips. (View C, Page 3). If cables are old design, disconnect from control housing.
3. Inspect control housing for presence of 5/32" cable alignment pin holes. If holes are not evident, disconnect all cables, remove blower switch and remove control assembly from vehicle. Locate, centerpunch and drill 5/32" hole on each side of housing. (Ref. Figure 1).
4. If new heat and air cables are required as determined in Step 2, remove sheet metal control cover under floor mat and push old cables out underneath vehicle. Obtain correct new heat and air cables, as shown in Parts Data, and attach at control end. Push other end of new cables out through floor pan opening.
5. With control assembly still hanging free of dash, connect any cables previously removed and raise all control knobs to the top of their travel (closed position). Insert a 3-1/4" length of 1/8" diameter rod through the alignment pin holes and push knobs down against rod. Adjust defroster cable by pushing cable sheath toward control as far as possible prior to tightening clamps.
6. Raise vehicle on hoist and if cable replacement was not required, loosen cable clamps at heater air inlet assembly, pull downward lightly on cable to remove any slack and tighten clamps. If new cables were installed, remove underbody shields and disconnect old cables from air inlet assembly. Lubricate both sides of each air door shaft with oil and check for free operation. If seized, doors may be freed-up by tapping on ends of the shaft with a long bar and hammer. Connect new cables and pull downward lightly to remove any slack prior to tightening retaining clamps. Reinstall underbody shields.
7. Lower vehicle and remove alignment pin from control housing. Remove heater blower switch if not already removed in Step 3. Lower control knobs to 1/2" open position and install Detent Spring (Part of Unit No. 3830794) as shown in View "A" on Page 3, using new screw provided in package. Coat underside of detent spring with Lubriplate prior to installation.
8. Install blower switch, fasten control assembly to dash and check operation of all three (3) knobs. Detent spring will lock heat and air control in the closed position and with transmission in neutral and engine running about 3,000 RPM, no objectionable air leakage should be evident at front seat outlets.

USE OF ALIGNMENT PIN
WILL AUTOMATICALLY
PROVIDE 1/4" MINIMUM
CUSHION

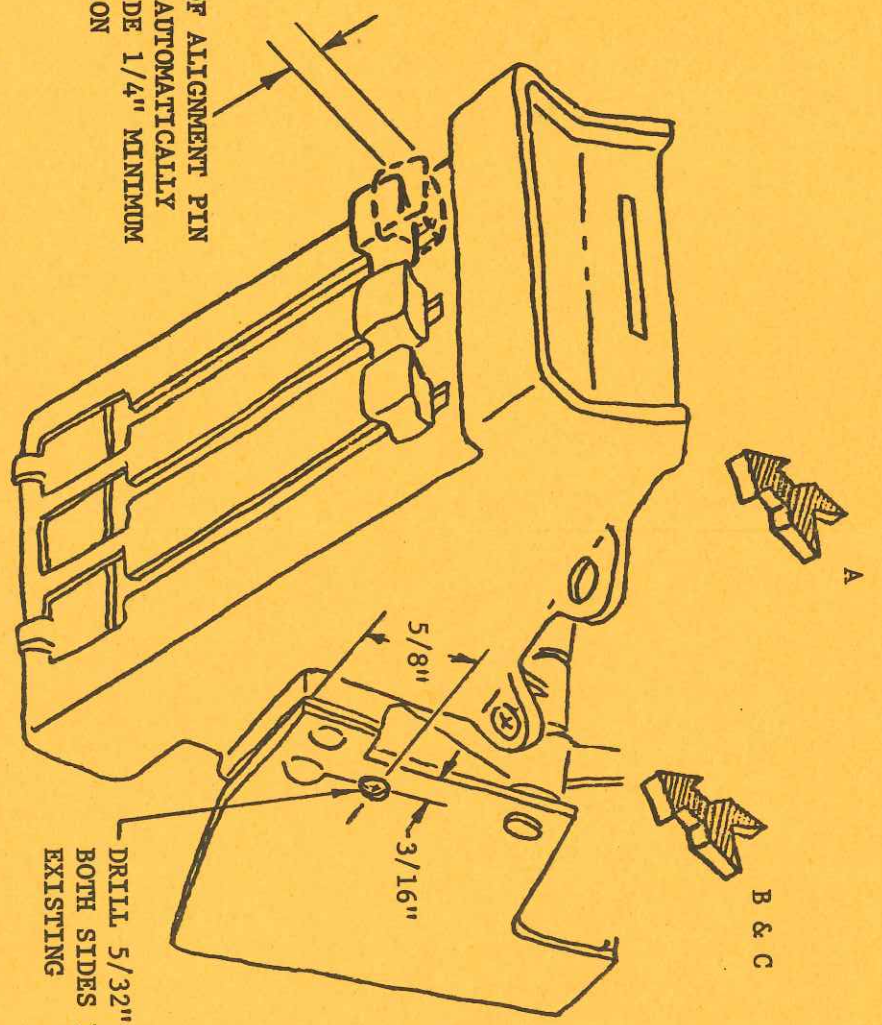
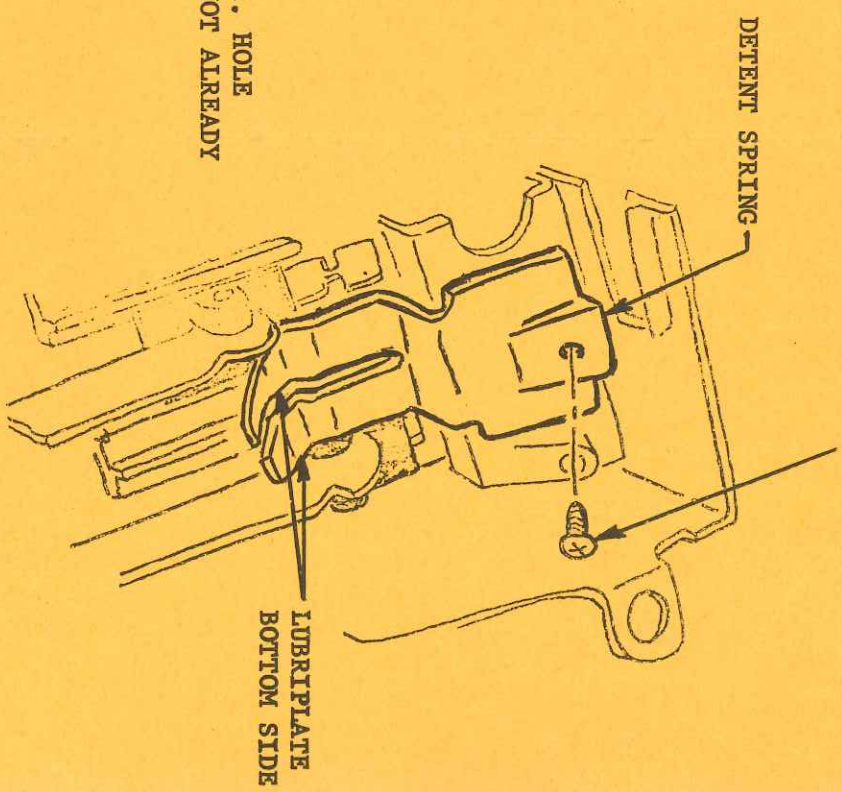


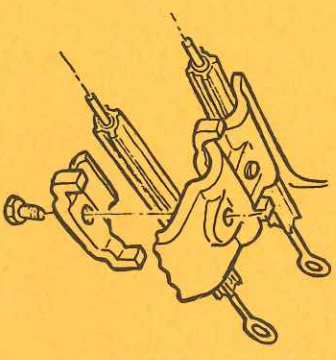
FIGURE 1 - CONTROL ASS'Y.

DRILL 5/32" DIA. HOLE
BOTH SIDES IF NOT ALREADY
EXISTING

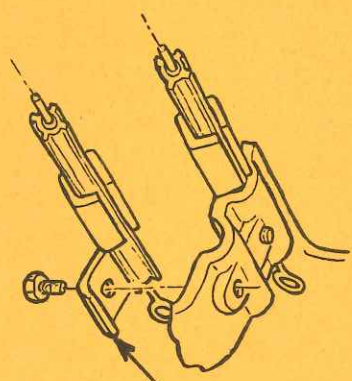
DISCARD EXISTING SCREW
USE 6-32 x 1/2" SCREW
FROM DETENT SPRING UNIT



VIEW "A"



VIEW "B" - OLD DESIGN



FIXED ATTACHMENT CLIP
BRONZE COLOR - AIR
CADMIUM COLOR - HEAT

VIEW "C" - NEW DESIGN

In a few isolated cases, objectionable air leakage may still exist due to defective seals in the heater air inlet duct assembly. If this condition is encountered, install new Duct Assembly, Part No. 3156750, and readjust cables as outlined in Step 6.

NOTE: It will be necessary to remove Detent Spring during heat or air cable adjustment.

PARTS DATA

<u>Part Numbers</u>	<u>Description</u>
3830855	Unit - Air Cable, Corvair
3830856	Unit - Heat Cable, Corvair
3830857	Unit - Heat Cable, Corvair "95"
3830858	Unit - Air Cable, Corvair "95"
3830794	Unit - Spring Detent
3156750	Duct Assembly - Air Inlet

FLAT RATE

<u>0.5</u> Hr.	Adjust cables, install detent spring
<u>1.4</u> Hrs.	Install new heat and air cables, drill holes in control housing, install detent spring.