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FRONT AND REAR DOOR LOCK INTERFERENCE

In cases where the door can be opened to the "safety" position, with the locking rod in the locked position, by actuating the outside push button it is indicative of interference between the door lock intermittent lever and the hook lever. Correction may be made in the following manner:

1. Lower the door glass.
2. Remove locking rod knob, garnish molding or finishing panel.

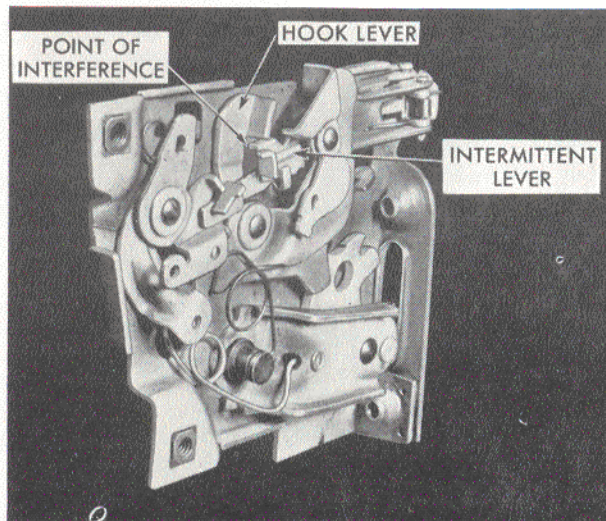


Fig. 1

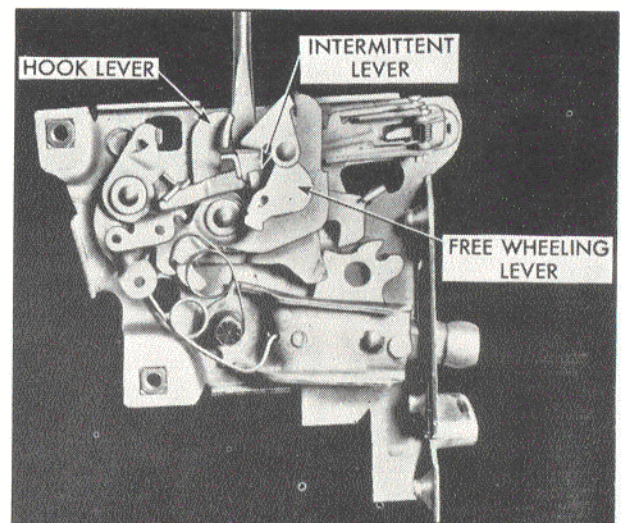


Fig. 2

3. Check the accessibility of the door lock intermittent lever (fig. 1) through the opening between the door inner and outer panels.
4. Using a screwdriver or some other suitable tool (fig. 2), carefully bend the intermittent lever inboard to gain operating clearance for the lever. A few thousandths adjustment is sufficient to obtain this clearance.

REMEMBER:

We have a wonderful opportunity for constructive accomplishment but we shall lose that opportunity if we fail to measure up to our obligation to our customers

NOTE: In some cases, when correction is required on the rear door lock, the free-wheeling lever may be in such a position that it will hinder the bending operation. Trip the free-wheeling lever to its opposite position, perform the bending operation and then return the lever to its original position.

5. Check operation of the door lock, then reinstall trim pad, garnish molding and locking rod knob.

Camshaft, Timing Gear Removal & Replacement Procedure

It has been reported that some mechanics are exercising a short cut in the camshaft and timing gear removal and replacement procedure as described in Section 6 of the Shop Manual.

This short cut, which eliminates the removal of the grille, involves breaking the fiber gear with a hammer to remove the camshaft. The new camshaft is then installed in the engine and a new fiber gear is driven on with a long driving rod and hammer by working through the grille openings. This same method is used to install the harmonic balancer.

Highly unsatisfactory results have been observed from the short cut method described above. Some of these are:

1. Excessive camshaft end play.
2. Camshaft bearing plug driven up against clutch housing and bent, resulting in an open passage for oil leakage.
3. Camshaft fiber gear cracked.
4. Camshaft bearings damaged.
5. Damage to harmonic balancer consisting of mutilated rivet heads and bent damper plate which squeezed rubber out and affected balance and tuning. This latter results from the driving force being applied to the rivets and bumper plate since the hub does not line up with a grille opening.
6. Early repeat failure of camshaft or timing gears.

Since unsatisfactory results and damage have been observed where the procedure described above has been used, Dealer Service Personnel are cautioned against its use. Camshaft replacement should be carried out as outlined in Section 6 of the Shop Manual under Harmonic Balancer and Timing Gear Cover.

Care and Maintenance of G. M. Undercoating Material and Equipment

A recent survey has disclosed that a great number of complaints on G. M. Undercoating Materials and Equipment are the result of improper care and maintenance.

To insure trouble-free operation of the undercoating equipment the following recommendations are presented:

1. Periodically check the bottom of the pump riser tube to see if the leathers or washers are working. In some instances, these worn parts will strain out the filler in the undercoating material and build up a ring around the diaphragm resulting in eventual failure of the equipment. Make sure the ball check and seat have no burrs or rough spots.
2. Periodically check the springs in the pump to see if they retain their proper tension. Equipment failure here can result in improper starting and stopping of the unit.
3. Check the spray gun packing and spring tension. If worn, this will cause improper shut-off and the gun will leak continuously.
4. Check the material hose. If a stoppage has occurred, flush out by pumping solvent through the unit. If, through neglect, the fluid hose becomes stopped with solidified material due to a long, idle period with material in the hose, steam or hot water played over the hose will soften the material so that it can be blown from the hose with air pressure.
5. Air compressors should have a minimum of 3 horsepower and an air tank of not less than 35 gallons capacity. Air tanks should be drained of condensed water every day. Air lines and hoses should be checked periodically for possible rupture and rust formation.
6. Undercoating pump should be oiled every day that it is used. Air regulators should be regularly inspected and cleaned.
7. It is desirable that the undercoating spray gun nozzle be cleaned each day. A piece of masking tape may be put over the opening to prevent the undercoating material from drying in the fluid tip, or the gun tip may be immersed in a can of solvent. Do not immerse

the entire gun in the solvent for the solvent removes lubricating oil and dissolves the graphite packing around the fluid plunger stem.

8. When transferring undercoating material from a drum to the pressure tank, a pail or large ladle may be used. Never set the ladle or bucket on paper or on the floor. Drum lids should be carefully cleaned off before opening a drum. Do not rest the shaft of the pump on the floor when transferring it to a new drum of material. The drum cover should be securely in place when the equipment is not in use.
9. Complaints of odor or fogging often result from excessive air pressure. Air pressure, particularly during warm weather, should be reduced.
10. If a serious equipment breakdown occurs, or if the equipment needs reconditioning, call the factory branch of the equipment manufacturer who maintains a Service Department.

Inoperative Direction Signal

In reviewing complaints on inoperative direction signals it has been found that the lock levers on some direction signals have jumped over the retaining washers (fig. 3) causing the direction

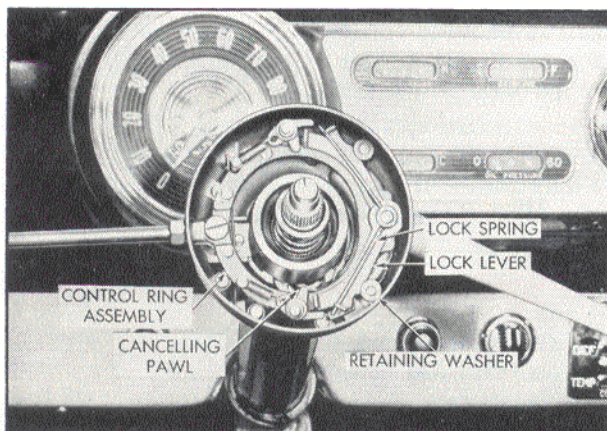


Fig. 3

signal to become inoperative. Investigation has shown that this malfunction is caused when the direction signal control lever is held in the engaged position while making a turn. It may also result when the directional signal control lever is

moved into engagement during a turn. Excessive clearance at the pivot screw also contributes to the possibility of the failure. Design changes have been made at these points to correct this complaint. Field correction of this problem where it exists may be accomplished as follows:

1. Remove steering wheel.
2. Remove lock spring by unhooking ends from lock levers and sliding center of spring out from beneath washer at pivot point.

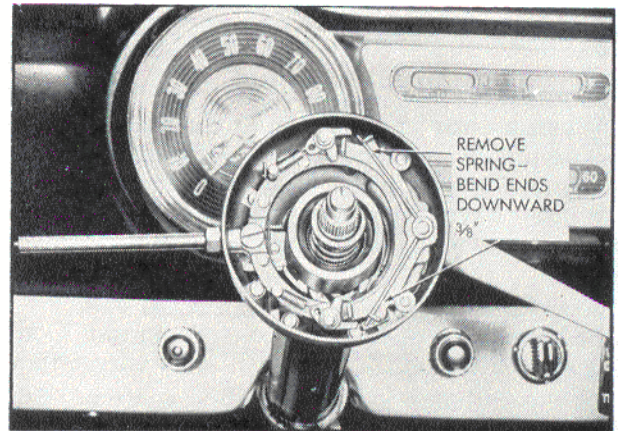


Fig. 4

3. Bend ends of spring downward $\frac{3}{8}$ " as illustrated in Figure 4.
4. If control ring has excessive up and down movement, add shims Part Number 501301, between pivot screw head and ring assembly (fig. 5). Shims should be added one at a time until they are snug but can still be moved by force when the pivot screw is fully tightened.

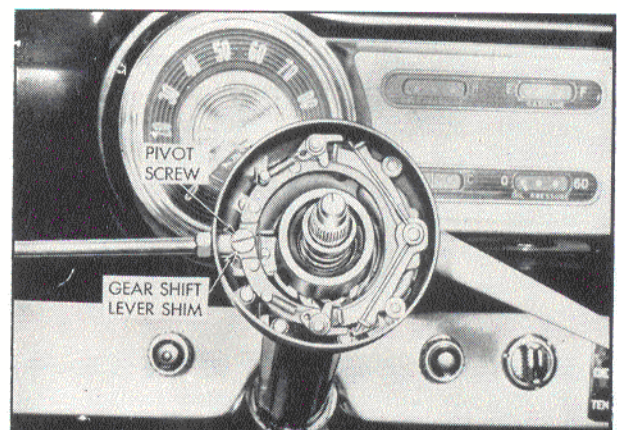


Fig. 5

CAUTION: *When installing shims be careful not to dislocate lock washer installed under the ring assembly between the pivot screw and the housing. In addition, if too many shims are installed they will prevent pivot screw contacting lock washer and screw may become loose.*

5. Install center of lock spring under washer at pivot point with bent ends of spring down and hook ends of spring on lock lever.
6. Replace steering wheel.

Refinishing New Type Chrome

When a clear enamel coated chrome part is to be completely refinished, it is sometimes difficult to remove some of the clear or colored coatings that may have been applied. Two of the many good commercial enamel and lacquer removers are:

Electro-Cold Stripper T-349	R. A. P.
Allied Finishing Specialties Co.	Pockrandt Corp.
Chicago, Illinois	Bay City, Mich.

If the radiator grille assembly is to be completely refinished, it is preferable that it be removed from the car. This will prevent possible damage to the surrounding painted areas by the stripping material. If the grille assembly is not removed from the car, the area around the grille must be well masked. This especially applies to the radiator grille filler panel. Clear enamel over spray can be removed from painted surfaces or paint removed from clean enamel coated surfaces as follows:

1. Clear enamel overspray may be removed from painted surfaces with gasoline, after the overspray is two weeks old. The length of time may depend upon weather conditions, hot dry weather requiring less time.
2. The overspray of a color coat on the clear enamel coat can be removed through careful use of a lacquer thinner.
3. Air dry clear enamel which may have been sprayed on the original baked on enamel when repairing a damaged area can be removed with Dulux paint thinner, Tuluol or mineral spirits.

Dealer Cooperative Training

Positions of responsibility in the Chevrolet dealer organization today demand training and experience. The General Motors Dealer Cooperative Training Program presented at the Institute

in Flint, Michigan, offers both of these requirements in concentrated form. Many Chevrolet dealers have used this program to train selected personnel who are now, as a result of this training, active in the management of their dealerships. Many more dealers could and should participate in this Cooperative Program.

The program covers a two year period, an equal portion of which is spent in training at the General Motors Institute in Flint and in the sponsoring dealership, thus providing an equal balance between educational training and on-the-job experience.

Every Chevrolet dealer undoubtedly has men now employed in his organization or in his own family who are basically qualified for positions of responsibility. The Dealer Cooperative Training Program will make these men eligible for such positions in a relatively short period of time and at a nominal cost to the dealer.

Fall classes are scheduled to begin in September and October. Detailed information and application blanks for this program may be obtained from your Zone Service Manager.

Connecting Rod Bolts

The connecting rod bolt used on the Standard 1953 engine differs from the one used on the 1953 Powerglide engine and should not be used under any circumstances on the Powerglide engine.

The connecting rod bolt (3701531) body is knurled to provide a pilot for the pressure feed rod cap used with the Powerglide engine. This knurling provides proper rod cap alignment, and promotes better bearing shell alignment needed for caps with insert bearings.

The standard splash feed engine connecting rod bolt (3835449) does not provide for this alignment and may result in early rod bearing failure if used in the 1953 Powerglide engine.

Transmission Support Assembly

A new transmission support, Part No. 3704551, and transmission support retainer, Part No. 3704555, replace Part Nos. 3703169 and 3700335 respectively around the first of March. The transmission support and retainer was redesigned to better control engine movement and reduce engine noise on all passenger car models. The support and retainer is also applicable to 1952 passenger cars incorporating the high side engine mounts. The use of the new support and retainer necessitates the use of bolt, Part No. 100149, in place of bolt, Part No. 108589.