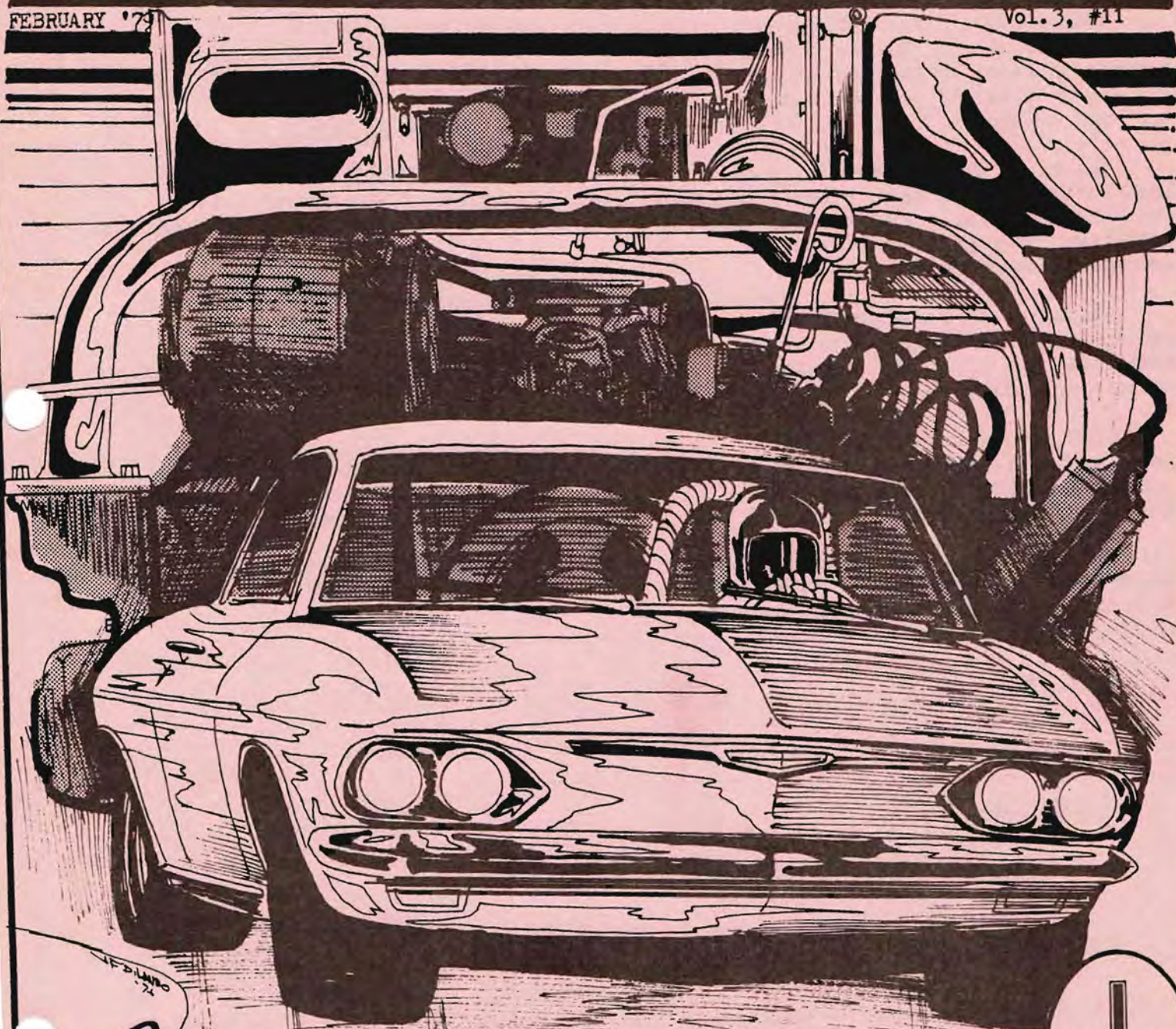


Corvairsation

FEBRUARY '79

Vol. 3, #11



TUCSON
Corvair
ASSOCIATION



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Matthews still maintains an extensive inventory of Corvair parts and accessories, and our service department continues to service all models of Corvairs with tender loving care.

No matter what model Corvair you own
...at Matthews, it's still a very
good year!
Honestly!



MATTHEWS
CHEVROLET

22nd & Park 792-3950

Honorary Member:
Tucson Corvair Association

March

CORVAIR TUNE-UP CLINIC

PICNIC

and

SWAP MEET



SUNDAY, MARCH 18th, AT PANTANO PARK behind Steele School at 12:30 p.m.

Enter the park from Sarnoff between Broadway and 22nd Street. Road is next to the swimming pool. Bring a picnic lunch and beverage.

Bring your family and friends, and especially your Corvair, and parts you want to sell or trade. After your picnic lunch, we have a team of experienced Corvair experts to inspect your Corvair for optimum engine performance and condition of safety items such as brakes, tires, lights, etc.

The team, headed by Pat Hayhurst, includes Don Chastain, John North and Frank McKenna, will check the dwell and timing of your engine, and adjust and synchronize your carburetors, if possible, as time allows. No charge, but donations to the Club will be accepted.

SPECIAL NOTE: If you come with new spark plugs installed and bring a new set of points and condenser, the team will install the new points and set the dwell and timing right before your eyes! Owners are welcome to watch the proceedings in order to learn for themselves.

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Bring along any new or used good parts that you no longer need--maybe someone wants that part just gathering dust at your house!

If it should rain on the 18th, same time, same place the following Sunday!



Remember our Spring Clinic and outing... and don't forget your food.



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SHOCK ABSORBER REPLACEMENT

Early model Corvairs (except Forward Controls) use the same shock design. If you have a problem finding new shocks under the Corvair listing, ask for them under the following cars because they are the same, and will fit front or rear:

- '63-75 Corvette - Front
- '55-57 Chevy - Front
- '69-70 Olds -Front (Except Tornado)
- '57-64 Ford -Front
- '58-60 Edsel -Front
- '57-59 Ford -Front (Ranchero)
- '59-60 T-Bird -Front

(The above tip, by Walt Moore, Western Pa. Corvair Club, appeared in our November issue) Tech editor's note: These shocks may well have the correct length and travel, but you may well find that the shock rate or dampening effect may differ some from the Corvair design. Many hours of engineering time was spent determining correct valving and rate when the Corvair was designed. This may cause a somewhat firmer ride at the front. But..in conversations with some afficiandos, that's not all bad. J.N.

DISMANTLING ENGINE

A problem may arise when removing valve lifters when an engine is totally dismantled for overhaul. Aside from gum and varnish on the lifter holding it in the close-fitting bore, the lifter may become cocked and one of the two ground surfaces may catch on the edge of the bore. Be patient. Knocking it out, either direction, can cause this. Try lacquer thinner or carb cleaner to remove the varnish, and shove them back and forth until they slide out. If you knock it out, the slight burr caused will be troublesome when installing new or reconditioned lifters.

--JOHN NORTH, TCA

HANDY TOOL

A handy tool to carry in your car is a dwarf, deep off-set, 12 point, flank drive, 9/16" box end wrench (Snap-on, #XS01618). This wrench will tighten the bolts on the fan belt idler pulley, and also the bolts under your generator alternator.

--Kirk Wilson, North Texas
Corvair Assn. TRANSAXLE
TELEGRAPH

TECH TIPS-



A MUDDY PROBLEM

Had the occasion to tear down an engine which had been caught in the recent floods. Some job! The mud had risen as high as the manifolds and the carbs were off. Fortunately it had not been caliche--just Santa Cruz silt...but even that hardened enough to prevent rotating the crank. Solutions included lots of WD-40, turpentine, garden hose.. with water. In the end, the author wound up splitting the case to remove rods, pistons and jugs, cam and crank before the final jug would break loose.

The pieces of hard mud that came out were like parts of the casting molds. Fortunately there was enough oil left in the oil pump so that it was undamaged. Even the oil pressure relief valve slipped out without too much difficulty.

Would you believe it? Only one cylinder stud pulled and two exhaust manifold studs pulled out of the heads. It remains to be seen if the jugs, pistons and other major parts can be salvaged. The crank had already been killed by a wiped out #4 rod bearing. The heads look good, and the valves came out without a lot of grief. Just another project that joins the other keep 'em running syndrome.

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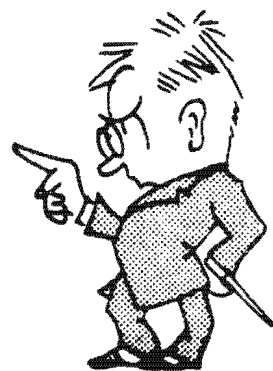
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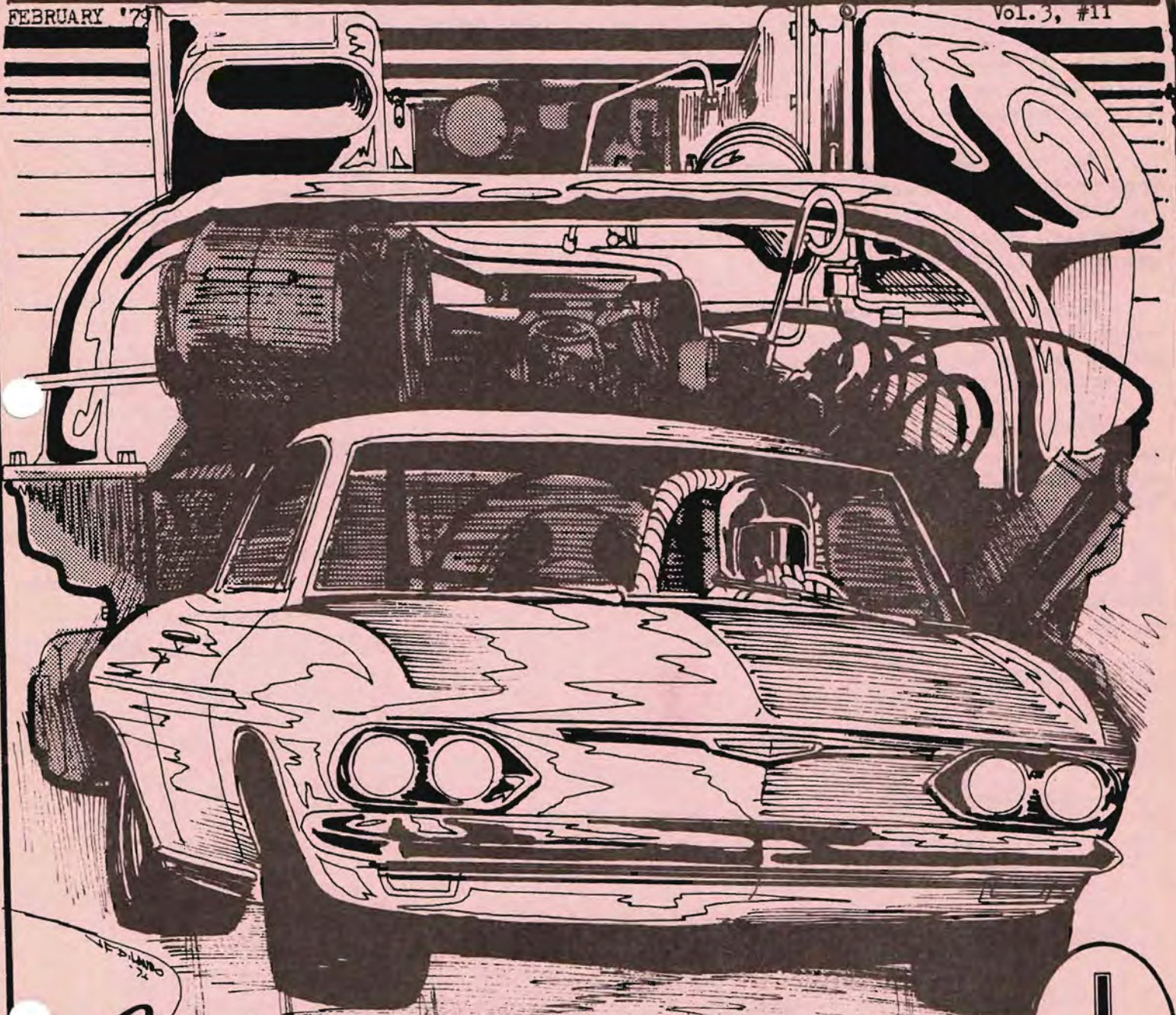
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