

# The Preventative Maintenance Series

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This month's article covers lubrication – right up there at the top of the list of things to do. You should set up a log (even if you only have one Corvair) so that you don't skip or duplicate an item.

1. Change engine oil and oil filter: Wix, AC and Clark's are my favorite filters. Avoid SM rated oil until the controversy is settled. Synthetic oil is great but still gets diluted in old engines and needs to be changed. Air cooled engines are probably happiest with 30 or 20-50 in the summer and 10-30 in the winter. There are lots of different opinions and they all have their particular merits. If you drive a lot, use a 3000 mile interval. If low usage, then change it twice a year; it's cheap engine protection.
2. Change differential lube and transmission fluid if it is original. This includes Powerglide converters in which you can install brass drain plugs. You can drill holes in the bottom of differentials and manual transmissions and use a 1-8 pipe tap brass plug. Use synthetic fluid in Powerglide transmissions to handle the heat better and synthetic lube in manual transmissions to make winter shifting easier.
3. Lube all the normal front end fittings. You can drill, tap and install fittings where they do not exist, such as idler arms and FC levers. Original U-joints did not have fittings so change them when necessary or convenient and grease them all.
4. Remove the steering box filler plug and fill with light chassis lube. I have adapters available for loan that makes it easy.
5. Special tools are available to lube the fan bearing and idler bearing.
6. Alternator bearings can be lubed with the unit off the car – also clean up the slip rings and brushes. Generators have a bearing and a bushing – replace with an alternator!
7. All wheel bearings on all Corvair vehicles can be re-packed. Tech sheets are available.
8. Clean the crankcase vents (all Corvair's have them). Clean both upper and lower depending on what year you have and check the PCV valve or fixed orifice. Plugged up vents cause excessive oil consumption, pinging and leaking.
9. Remove all three tunnel pans and lube the following: cable pulleys, manual shifter, clutch cable ball and disassemble and lube the front and rear accelerator pivots which are bolted to the floor. Lube front and rear clutch cross shafts.
10. Remove the wiper transmission assembly and lube all the pivot areas. The motor can be disassembled in order to lube the bushing and clean the armature.
11. Lube upper steering shaft bearings in all models and lower bearings in cars that have them.
12. Remove heater and A/C fan switches; disassemble, clean and lube.
13. Last but not least: door hinges, lock strikers, top lift cylinder rods, door jam switches, front and rear compartment locks, torque rods and hinges, engine lid support, gas tank door hinge, folding seat link parts, glove box door hinge, wing vent shafts, inside window knobs, fresh air vent shafts. Remove speedometer cables from the casings and lube the lower half.
14. When door panels are off: lube lock cylinder shaft, window regulator and cams, and door lock parts.

Complete the above check list and your prized possession will reward you with flawless service!