

The Preventive Maintenance Series

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Continued from last month, 10 more things that can happen:

1. Many Corvairs have slow blower speeds because of poor grounds at the blower box to body mount. With the blower running, use a voltmeter to check for a potential difference between the motor body and a good engine or body ground. Another method: with the blower motor on high speed, temporarily connect a jumper wire from the motor to a good ground and see if the motor speeds up. If it does, simply make the jumper permanent.
2. If you have an early model car, check the horn relay in the trunk, driver's side. It is a water leak area and if the relay is wet for a period of time it will short out and ruin wiring all the way to the battery because there is no fuse or breaker in the circuit; the horn relay is hot all the time.
3. No headlight function is usually a bad dimmer switch. Water leaks corrode the switch and the connector melts from high resistance. Replacement switches and wiring connectors are available from vendors – head off a potential problem by checking it.
4. A loud squawk that occurs briefly as you push in or let out the clutch pedal is a pilot bushing. The bushing is only used during engagement or disengagement. A clutch release bearing would be noisy as long as you kept the clutch disengaged.
5. A knocking noise in a manual transmission car at idle that disappears when you depress the clutch or increase RPM is a loose flywheel. They are a three piece design with rivets that loosen.
6. A persistent squeak (usually Powerglide cars) that only occurs at a stop, in gear with your foot on the brake may be the parking brake cable at its support brackets in the rear. To check; slightly pull the parking brake to see if the noise stops. The clips may be missing and/or require lube at the support points in the rear.
7. A chirping noise from the engine only on acceleration may be a loose head. Re-torque the head immediately or you risk blowing a head gasket. You may have a pulled upper head stud which requires an insert (not a Helicoil).
8. A four speed transmission noise which is a whine loudest in first gear and is silent in fourth gear is caused by worn out needle bearings and counter gear shaft.
9. A 66-69 four speed that suddenly grinds all the time going into two or more gears has a broken thrust wave washer on the main shaft, not bad synchronizers.
10. The new 189 brake shoes sold by O'Reilly (Made In China) for early model cars may not allow the drums to fit. The material is too thick and the steel frame may need to be ground down at the anchor pin and the star wheel mounts. Also the holes for the parking brake actuator and adjuster lever may need to be enlarged. Once installed, it takes a long time for the circumference of the shoe to match the drum which causes a hard brake pedal. When they are finally seated, they should last a long time!

More next month!