

Continuing from last month, these are more attempts to help diagnose noises from the rear of Corvairs.

- ◆ A moaning sound that is heard only when the engine is cold is probably a late model blower bearing that needs greasing or replacing. Early model bearings usually start a continuous metallic rumbling noise due to their design.
- ◆ A light to heavy tapping noise that goes away after driving is usually a lifter that has lost its oil temporarily. Long storage or cold startups and quick shutdowns cause lifters to go “flat”. Frequent oil changes and avoiding a lot of start ups with out driving helps this problem. Age and sometimes dirt interfere with lifter check valve action.
- ◆ A lighter tapping noise that sounds like a lifter may be a bad exhaust valve guide. The exhaust gas blowing down the guide sounds almost metallic.
- ◆ A persistent squeak (usually powerglide cars) that only occurs at a stop, in gear with your foot on the brake may be the rear parking brake cable at its support brackets or on the backing plate on the inside of the brake drum. To test this theory, pull slightly on the parking brake handle when the squeak occurs. If it stops, you have found the problem. The idling engine gently tugs on the spring attached to the cable assembly: install the missing clips on the two support brackets, grease them and use brake lube under the cable inside the brake drum.
- ◆ A chirping from the engine that is noticeable only on acceleration may be a loose head. Retorque the heads immediately or you will have blown head gaskets. This is usually caused by overheating and can sometimes result in studs pulled out of the crankcase. You can also get a bad smell in the heater since combustion gas is escaping.
- ◆ An actual blown (burned through) head gasket will make a persistent spit-spit-spit noise as the engine idles. The noise will get louder under a load and bad fumes get in the heater.
- ◆ A mild howling from four speed transmissions up through 1965 that is only heard in first, second and third is probably the needle bearings and shaft in the counter gear. The noise is gone in fourth gear since the counter gear is not loaded. A common problem and the parts are available.
- ◆ A clicking noise from the rear of early models & FC at very slow speed may be the brake shoes snapping across backing plate pads as they try to follow an out of round drum or a slightly bent axle (common problem). Apply brake lube to the pads or correct the problem. This can also be a bad U-joint or a badly worn stub axle that is rocking the side gear of the differential.

Next month: front end diagnosis.