

Corvair Engine Cooling Fan Bearings

Part of The Preventative Maintenance Series by Mike Dawson (from Vegas Vairs)

History: There were two basic types of engine cooling fan bearings; the smaller bearing (and smaller mounting shaft) was used from 60-64 and the larger bearing (and larger mounting shaft) was used from 65-69. The top covers have to match the two bearing shaft diameters and the fans and pulleys have to match the bearing flange mounting diameter and bolt size. The early bearing & hub combo was changed once but retained the same diameters so any early bearing will fit any early hub or top cover. There were also different mounting areas on the top covers to accept the road draft tube or PCV tube. The tube and seal have to match the top cover.



Two different mounting surfaces are used to mate the PCV tube and road draft tube to the top cover.

The cambered hole in the surface in the upper photo is meant to be used with an o-ring seal. The flat surface in the Lower photo requires a paper gasket.



You can convert the early style fan bearing to the late style as long as you match up the proper parts. This would be a worthwhile upgrade since the late bearing has larger ball bearings and a larger race diameter. The baffles under the cover were also changed although they are interchangeable. The later baffle is



Examples of the late model (left) and early model (right) fan bearings.

supposed to be better (and stiffer) so consider that in an upgrade.

You may also find a protective dust cap on an original early model bearing. I think they discontinued them in early '62, although they could be transferred between early bearings.

Potential Problems

Issue one: Like all our parts, age and mileage take their toll. When early model bearings run out of grease they start rumbling, slowly getting louder until the noise becomes a roar that nobody can stand. They will eventually lock up but most folks can't drive them that long. The late model bearings do not make the loud rumbling noise, instead they will make a howling noise when first started

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TCA 2017 Events at a Glance

The **Corvairsation** is a monthly publication of the Tucson Corvair Association, which is dedicated to the preservation of the Corvair model of the Chevrolet Motor Division of General Motors. The Tucson Corvair Association is a chartered member of the Corvair Society of America (CORSA) as Chapter 357.

Membership dues are \$15 per year for individuals and \$18 for families. Initial dues are \$19 for individuals and \$22 for families (includes one name tag). Make checks payable to the Tucson Corvair Association and mail to the TCA Treasurer.

Change of Address: Report any change of address or phone number to the Membership Chair.

CORSA membership dues are \$45 per year (\$90 for 26 months) and include a subscription to the CORSA Communiqué, a bi-monthly publication. CORSA membership is not required for membership in the Tucson Corvair Association, but is highly recommended. See any TCA officer for more information.

Business Mailing Address: 4842 W Paseo de las Colinas, Tucson, Arizona 85745

Website: www.corvairs.org. Email address: tucsoncorvairs@yahoo.com

Jun 2-4

33rd Annual Tri-State Corvair Meet. Taos, New Mexico. Go to www.corsaturbo180usa.com for more

Jun 10, Sat

Mt Lemmon Run. Meet at McDonald's on Mt Lemmon Highway and Tanque Verde at 10am. We'll cruise to Summerhaven and find a nice place to have lunch and enjoy the cool mountain air.

Jun 22-Jul 1

CORSA International Convention. Independence, MO. Go to www.corvair.org/2017convention/

Jun 28, Wed

Regular Monthly Meeting. Parking Lot Bull Session at 6:30pm. Meeting starts at 7:00pm. Golden Corral, 4380 E 22nd St, Tucson, Arizona (near Columbus).

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Correction/Additional Information

Last month we reprinted an article from the June 1987 Corvairsation entitled "TCA: It's Conception, Gestation, Birth and Maturity". Ron Bloom discovered from Mark McKenna that David "Ace" Royer was also in attendance at that first meeting at Frank McKenna's home.



This picture was taken on October 14, 2014 at a gathering at a Cactus Club member's house after the annual Anniversary Corvair Show held in Chandler, Arizona. From left to right: Sam Pernu, Mike Lake, Frank Trejo, FJ Trejo, Bill Maynard, and Ron Bloom.

May Meeting Minutes

Minutes from the monthly meeting of the Tucson Corvair Association held May 25, 2017 at Golden Corral, 4380 E 22nd Street, Tucson, Arizona.

The meeting was called to order at 7:03pm. In attendance were Allen Elvick, John Young, Jim Mills, Dave and Patrick Lynch, Mike Strong, Mike Lake, Ron Bloom, Doug Scott, Fred Nuñez, Thomas Trejo, Gloria and Frank Trejo, and Bill Sala.

TCA pledge of allegiance: We pledge allegiance to the banner of Tucson Corvair Association and to the organization for which it stands. One car club, undivided, with pride and knowledge for all.

Last meeting minutes approved.

Treasurer's Report: Allen Elvick reported starting amount for the month of April was \$2,410.52 ending the month with \$2,538.72.

Merchandise Chair, Gloria Trejo reported that there are T-shirts available as well as oil filters (Van Pershing currently has them but will be given to Gloria at the next meeting).

Membership Introduction: Fred Nuñez has two Rampsides.

Old business: The Little Anthony's car show on May 20 was attended by Ron, Dave, Mike and Gloria's LM. Congratulations to Ron Bloom who took Best in Show.

New Business: Mt Lemon run has been moved from June 17th to June 10th. We will meet at 10:30 at the McDonalds on Tanque Verde and Catalina Highway.

The '64 coupe owned by the Club will be sold with a starting price \$700. Also the Club's '63 club coupe will be sold.

Ken Farr's car update: Blue Print Engine +40 with 10.5:1 compression 110 makes about 155 HP

Ron and Mike have acquired 2 wheel sand rail with VW front suspension. They have title.

Tech Session: Mike passed around a Roger Parent throttle linkage that sits on the transmission. He also passed around recently acquired 103 tri-ported head, and lastly he inquired about wiper switch/motor issues. He is not able to get it going.

Meeting adjourned.

Submitted by Frank Trejo

Purple Rain finished First

Ron Bloom took "Best of Show" at Little Anthony's on Saturday evening, May 20 with his '65 convertible. His only comment was "since it was dark I must have got lucky". With no witnesses available, it is uncertain whether he was talking about the first place trophy or something else.....



cold which goes away after a brief period. If not greased soon they will lock up without much warning.

Issue two: When the bearings were installed in the top cover the steel shafts were heat shrunk in to the aluminum cover to provide an interference fit, the same way your cam gear was installed on the cam. This works just fine unless the engine is overheated allowing the bearing shaft to be pulled up from the cover by the belt at which time the fan hits the top shroud and the bearing itself will lock up the accelerator cross shaft. The other loss of the interference fit can occur when a new bearing is installed without heating the cover and cooling the shaft. Pressing the steel shaft into the softer aluminum will broach material out ahead of the shaft thereby loosing the interference fit and almost guaranteeing a release during a hot day on the highway. For folks new to Corvairs, our engines run the hottest under full throttle at high speed and the coolest at idle (yes, in a parade) - just the opposite of water-cooled engines. To check your current installation, use a steel straightedge across the top of the fan pulley and measure down to the top shroud next to a carburetor - the measurement should be exactly 6" on an original '62-'69 and 6-3/64" on an original '60-'61. Any deviation means the bearing was either installed wrong or has moved in the cover and belt life will be affected. If you experience a fan-into-the shroud issue on the road, hitting the center shaft of the bearing with a hammer driving it back down may be a temporary fix to get you home. This event would require a replacement top cover.

Prevention Both early and late style bearings can be greased on the engine with a tool available from vendors, or your local club may have one for loan. Move air cleaners, turbo parts, cross shaft or whatever your car has that prevents attaching the tool. Drill two small holes on opposite sides in the metal part of the top seal on the bearing. The drill will penetrate the first layer of metal and felt or rubber and stop on top of the race. Remove the four pulley/fan bolts and attach the tool with the proper length of bolts (3 possibilities depending on the bearing). Snug the bolts but do not crush the rubber seal in the tool.

Use high temp wheel bearing grease in a pump gun so you can feel the grease go into the bearing. Pump slowly in an attempt to not pop out the lower seal. However, I have taken covers off with the lower seal popped out and grease sitting on the cover that no-

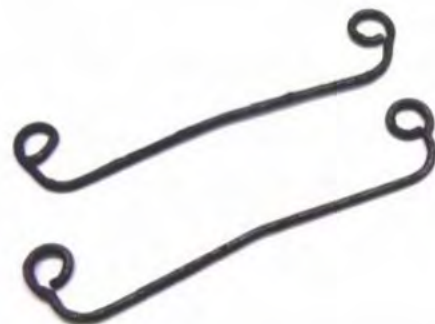
body knew about, so it would not be an issue if you accidentally over greased it. Reinstall parts and run the engine for a minute to expel excessive grease out of the two holes. Clean, sandpaper and put a drop of epoxy on the holes. Note: Attempting to grease the bearing without drilling the holes may work but you risk hydraulically jacking the bearing out of the hub; that movement is irreversible without removing the cover.

Installing a New Bearing Bearings are available in several combinations; bare bearings you press into your old hub, bearings already installed in hubs, bearings with custom hubs, and exchange covers with the bearings installed. My method of installation is to place the cover vertically in a vise, have the bearing and hub cooled in the freezer, adjust my dial caliper to 4.475" as shown in the shop manual (revised in '62 so use this dimension for all) and have it and a steel straightedge at hand. Gently heat up the cover on both sides with a torch and tap the old bearing shaft with a punch. It should easily pop out and then quickly insert the new bearing and tap it to achieve the above measurement between the mounting face of the cover and the mounting face on the bearing hub. If either of the tapping movements would prove to be difficult, the cover is not hot enough. Simply reheat the cover until you can tap the old bearing out or the new bearing in to the proper installed height. The PCV tube must be mounted tight and sealed properly or you will have blow-by gases in your heater.

Entering a Locked Corvair

Quick Tip from Mike Dawson

A useful little device than can be carried in your billfold (or purse) for gaining entry into any Corvair is the little spring clip that holds the air baffles up against the cylinders in all Corvair engines: about 3 ½ inches long with an eye on either end. To open a wing window, gently push one end past the rubber under the vent handle with the eye to the rear of the car. Push in on the vent window and rotate the clip counter clockwise. The vent handle will unlock and you can reach in to open the side window or door. This method is quick and will not damage anything.



It was the best of times.....not!

Van Pershing



Back in the early 90s my third child had arrived at the age when a vehicle was required so she could transport *herself* to school and work instead of either mom or dad having to perform the duty. So, being of sound mind, I accepted an offer of a friend to take a '62 Monza coupe off his hands. After a "little" paint and upholstery work, the car was ready for duty. It made many trips to work, Tucson High and other places I'm probably better off not knowing about.

Then one day in October of 1996 on her way home from work, a careless driver ran a red light as Brook was making a left turn with a

green arrow. Brook walked away without a scratch but the sweet little Monza was fatally injured.

With the passenger's door tied in a semi-closed position and the right rear wheel a little wobbly, I drove the little Monza on her last trip home, rather slowly under her own power. The insurance adjuster made his assessment with a tear in his eye and the Monza was unceremoniously towed to it's final resting place.

Each of our four children were burdened with having to drive a Corvair sometime during their growing up years. They were inexpensive (the Corvairs not the children) to buy and I had tons of extra parts stored away in the crawl space under the house, so it was the only logical choice. Brook, to date, never has had another Corvair....but I'm holding onto a little shred of hope that she will one day have another Monza in her driveway.





We've shown this photo before but is perhaps the best picture ever taken and deserves to be viewed often. It was taken several years ago at a Cactus Club picnic at the foot of the Superstition Mountains just outside of Apache Junction, Arizona.



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Regular Monthly Meetings are held on the Fourth Wednesday of every month with a bull session starting at 6:30pm and the meeting starting at 7pm.

The November meeting is traditionally held on the third Wednesday. The December meeting is our annual Christmas party with the time and place to be announced.

MEETING PLACE:

Golden Corral, 4380 E 22nd Street, Tucson, Arizona

Read this newsletter on line at www.corvairs.org