

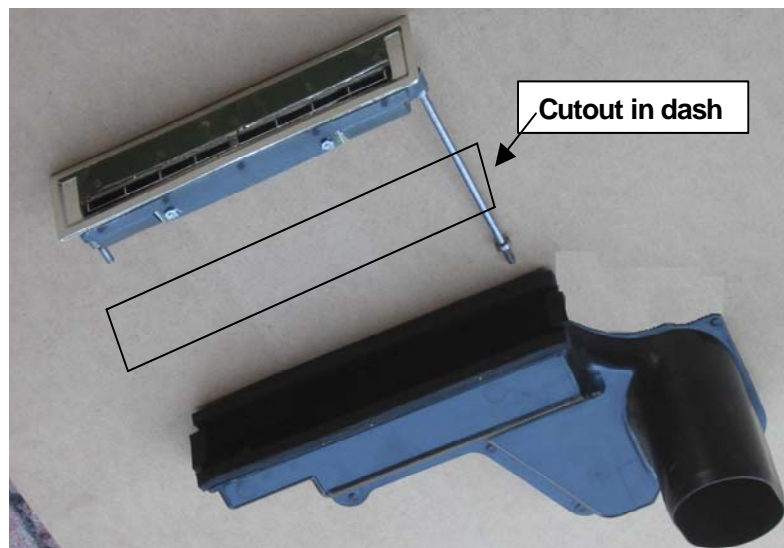
**Newsletter of Air 'Vair, the CORSA Chapter for Air Conditioned Corvairs  
Spring 2007**

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### **The Stock Center Vent for Late Models**

The stock center vent for Late Models, being smack dab in the middle of the car's metal dash, adds to the system's built-in look. And it blows cold air in a working system, too, but that's about the extent of its charms. While its vanes can be adjusted up or down, they can't be pointed at all to the left or right, where the people are. Perhaps it's intended mainly for back-seat passengers, since there's certainly no other feature of the system that is explicitly for them.

Since it requires a slightly trapezoidal opening in the steel measuring 8½ inches by 1¾ inches, and there's very little space around this hole, it is difficult to impossible to substitute another vent from another car with acceptable aesthetic and functional results. There's no blanking plate for this hole because the hole wasn't standard in the bodies as manufactured—the hole was cut only for installation of the A/C option. So most people keep this hole filled with the original vent, whether they're using it or not.

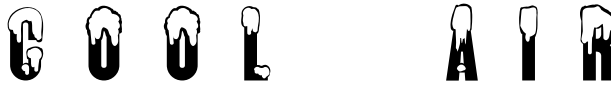


### **The Bezel Problem**

But as happens so often, the problems continue, eventually if not right away. The "chrome" bezel surrounding this vent is, in fact, yet another cheesy piece of plastic vacuum-flashed with chrome in the manner of our infamous arm-rest bases, which on my car seem to require replacement every two or three years. At least it doesn't rust.

This crying need of Air Vairers everywhere was ultimately met by none other than our own president, Mark Corbin, who began collecting these bezels from that minority of mechanics who managed to separate them from the assembly behind them by means of which they attach to their hose (see photo—the view is from *beneath*) without damaging

Air 'Vair Chapter 004 of Corvair Association of America	www.corvair.org
President: Mark Corbin, 5474 SR 19, Galion OH 44833 USA	airvair@richnet.net
Editor: N. Joseph Potts, 6619 Roxbury Lane, Miami Beach, FL 33141	pottsf@msn.com
<b>To join AirVair and receive COOL AIR, fill out the CORSA application and mail to Air 'Vair president with \$5 annual dues plus appropriate CORSA dues if not already a CORSA member. Renew the same way, indicating you are renewing on form.</b>	

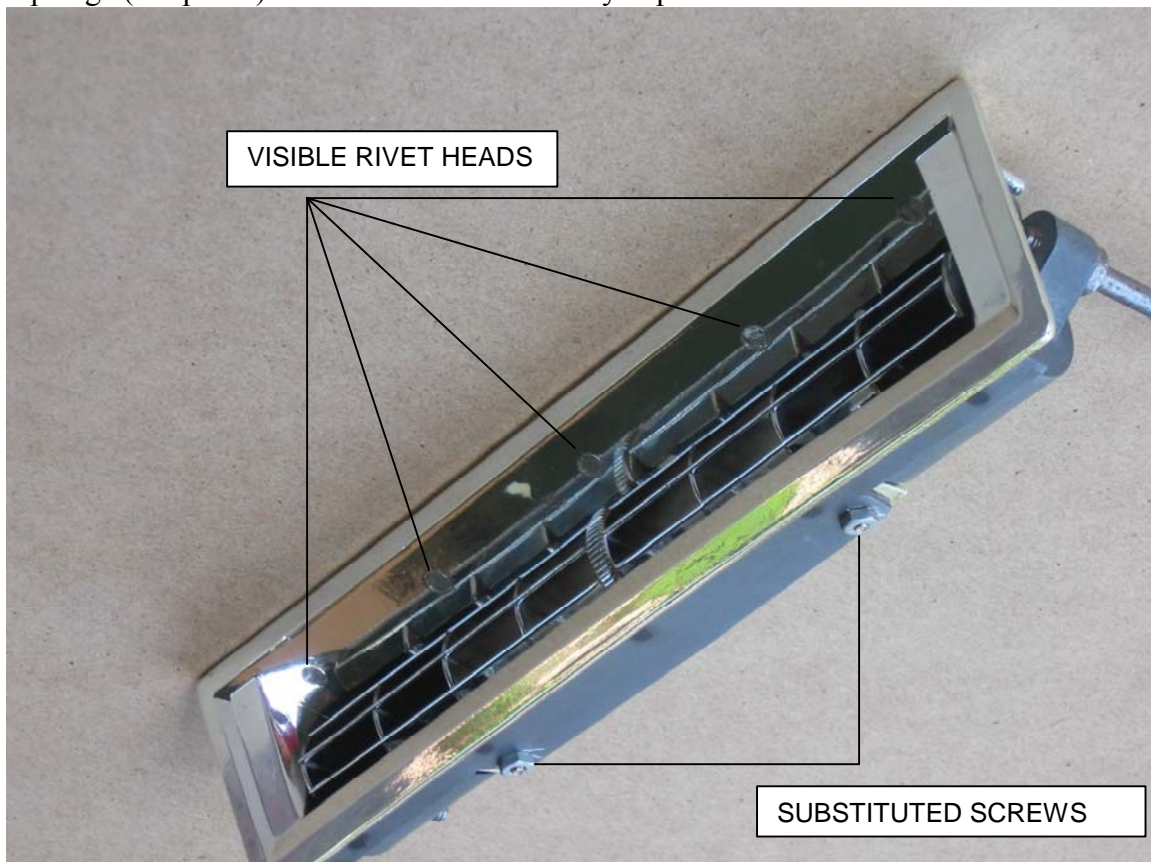


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or destroying them (they're attached by chromed brass rivets). Mark cleaned these worn bezels and replated them. Then demand grew to the point where he couldn't get enough cores, so he got a mold made and began supplying bezels as all-new repros. Then Clark's bought him out, and proudly offers a derivative of Mark's product as their Part Number C11453, at a current price of \$50.20, with a notation of occasional unavailability.

I surveyed the Air 'Vair Yahoo group as to experience with replacement bezels and got a total of one response. This response reported that something was off with the product's geometry such that it was difficult to get all five of the replacement (chromed plastic) rivets into their holes so as to produce the original flush surface along the bottom of the top edge (see photo). This is consistent with my experience with the method described in



the instructions that come with the kit. These call for tacking the rivets in place with instant-adhesion ("crazy") glue, and then reinforcing the attachment with more glue once they're all stable in the proper positions. My effort didn't work because I mistook Super Glue for Krazy Glue, so I finally used 1/8-inch speed nuts to retain the rivets, also not an ideal solution, but a good save after using the wrong glue and messing things up (the glue dissolved the chrome on the plastic, as can be seen at one spot in the picture).

When lifting the vanes out of the housing, by the way, watch out for the two wave washers, one on each side of the vanes, that keep them pointing where they're put.



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### **Finding the Goldilocks Screw**

The temptation to use small machine screws and nuts instead of rivets is strong—so strong that one time (yes, I've done this several times) I used #4 binder-head screws and lived for some years with a very Techno (un-original) look. After completing my installation with the speed nuts (and using two screws on the bottom two rivets), I continued experimentation with flat-head screws for a better look (compared with those binder-head screws I used previously) together with an easier installation that would also be stronger than the plastic rivets supplied with the repro bezel.

I experimented with #2 screws, whose heads were too small, and with #4 screws, whose heads were too big. So I got metric flat-headed screws, and found that 2.5mm were too big and 2.0mm were too small. Then I got on the Internet and with much trouble and waiting, got hold of some #3-48x¼ screws. If you've never heard of #3 screws, they were used forty or so years ago by British record-player manufacturers to hold the pickup cartridge in the tone arm. But it's an SAE size, so is today probably less unavailable in the US than it probably is in the UK. The heads of #3-48 screws fill the rivet countersinks so *perfectly*, they look "as though" stock, even with their Phillips drive recesses showing.

And since I had to buy 50 of these screws, I've got plenty to give away to Air 'Vair members who send me an e-mail (pottsf@msn.com) with their address asking for them. Here's the rub: since I already had the nuts, I didn't get enough of them to give away, and they're needed, too. They're to be had at [www.fairwayfasteners.com](http://www.fairwayfasteners.com), where I got the screws.

### **Resealed A-6 Got Good Home**

In the previous issue, I invited applications for a free Delco/Frigidaire A-6 (stock) compressor, freshly resealed by me after a five-year road test during which it leaked refrigerant oil (and probably refrigerant) at its shaft. The winning application came from Wade Lanning of Prince George, Virginia, who had a 1966 Monza all ready for its next compressor.

I shipped Wade the compressor and he installed it very promptly, as he promised to. At last report, this "homemade" compressor not only worked, but (and this is the point) did *not* leak at the shaft.

If this remains the case into the next quarter, I will write up the methods I used to reseat this compressor (Wade kindly sent me his old one to use as a photographic "model"). The reason the methods I used are so appealing is that they not only get you around spending upwards of \$150 for a professional rebuild, they also depart from the "official" methods shown in the Shop Manual so as to make it unnecessary to have the special tools shown there.

# **COOL AIR**

**Air 'Vair, CORSA Chapter 004**

**5474 State Route 19**

**Galion, OH 44833**

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## Air 'Vair/CORSA Membership Application

First Name, Initial \_\_\_\_\_ Last Name \_\_\_\_\_

Street Address \_\_\_\_\_

City \_\_\_\_\_ State/Prov. \_\_\_\_\_ Post Code \_\_\_\_\_ Country \_\_\_\_\_

Phone Number (\_\_\_\_) \_\_\_\_\_ E-mail \_\_\_\_\_

One-year membership and subscription (all amounts in US dollars):

	CORSA Member	AirVair+CORSA
Address in United States or possessions	\$5	\$50
Address in Canada	\$6	\$54
Address elsewhere	\$7	\$55

Checks (payable to AirVair) must be in US funds drawn on a US bank.