

Changing Jets in your Corvair's Carburetors? Then here's a tool you need to make. If you've ever worked on a Corvair Rochester H or HV carburetor, you'll know that the jet is installed right by the sidewall of the bowl. A regular screw driver won't fit in that spot – if it's big enough to properly engage the slots on the jet, then it's too big to fit in there straight. And if it's small enough to go in straight, then it is too small to properly engage the jet. (A lot of people have found out the hard way that the soft brass of the jet will round out if the screw driver is not just the right size and engaged straight on!)

Fran Schmit, in the Corvair Minnesota *Leaky Seal*, describes making a tool that does the job perfectly. It really consists of two parts. First is a hand impact driver. This is kind of a hammer driven screw driver. You put the screw driver blade (or a small socket) on the offending screw and rap the other end with a hammer. That simultaneously puts more pressure on the screw driver blade to keep it in place while an internal thread in the impact driver translates the hammer force into torque on the screw. They work quit well in loosening frozen screws.

The second part is an adapter to fit the jet screw slots. The impact driver Mr. Schmit is using has a 5/16" drive so he took a 4" long piece of 5/16" hex steel stock and ground/filed most of the length so it would fit down along the carburetor wall and align squarely with the jet. He then used a Dremel tool to cut/grind the end of the tool into a blade that "exactly" fits the slot on a jet. (It helps to have a spare jet in hand to check the fit.) You really want as tight a fit as possible to ensure the soft brass jet isn't damaged.

In use, the vertical impact helps break the thread bond (corrosion) while the high torque of the impact driver gets the jet turning. If you want to see his illustrations, check, out this site:

<http://www.vv.corvair.org/pipermail/chapters/attachments/20180506/7aed4a3d/attachment.pdf>

Vair Vendor

For Sale: 1965 Corvair Corsa Coupe, 140 hp, 4-speed. Yellow with black interior. This car belonged to a former Group Corvair member and has been parked in a dry garage for about the last 27 years. It was running when parked; the odometer shows 63,779 miles on the car. There is paperwork that indicates that the engine was replaced at one time with a "RM" code (Monza/500) 140 hp manual transmission engine. The engine can be turned by hand. The interior is in generally decent condition although the side of the driver's seat has been patched with tape. The body has some rust in the usual places but it is not excessive; the floors and trunk seem to be in good condition. There has been some sheet metal damage that appears to be relatively easy to straighten out. The car will need a brake overhaul, tires and a cleaning of the fuel system in order to make it run. Overall this Corsa appears to be a sound basis for a restoration. Asking \$2,000. Please contact the owner at ldgray1@yahoo.com for more information.

