

Late Model Clutch Cable Repair

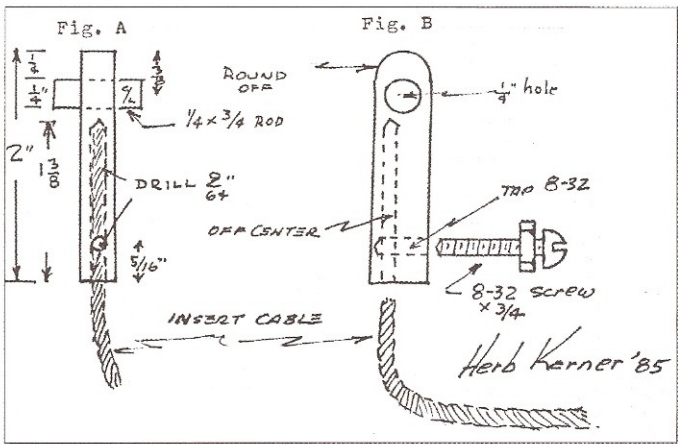
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Sooner or later, so I'm told, if you drive a manual transmission Corvair you may have a sinking sensation as your foot plops to the floorboard when attempting a shift—and you have no clutch because the clutch cable has parted. Guess I'm lucky because since 1959 I've never had this unhappy experience. But I'm prepared. In my glove box is a little device anyone handy with tools can make and carry as insurance. If you don't have the tools, see a friend who does.

What happens is that the ball at the end of the cable breaks off. This device is to replace that ball. If you have the tools, the job only takes minutes.

It's made of a piece of strong steel 2" long, 1/2" wide and 1/4" thick, and a 1/4" hole to receive a 1/4" x 3/4" long rod as indicated in the attached drawings. The rod should be a press fit. It may be necessary to deform the 1/4" hole with a hammer to make the tight fit. Next, drill a 5/64" hole slightly off-center to take the broken end of the clutch cable. Then drill a 5/16" hole about 5/16" from the bottom. Tap this hole to receive an 8x32 machine screw. That's all there is to it.

To use the emergency repair, simply slip the end of the clutch cable into the 1 3/8" deep hole, and secure with the machine screw, locking in place with the 8x32 nut. A slight adjustment up or down may be necessary.



Note: groove filed to aid in gripping cable

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Keep a small eyebolt and cable clamp in your glove compartment. If clutch cable breaks, it will most likely break at the ball where it connects to the cross shaft arm. If so, install the eye bolt as shown in the figure and loop the cable through the eye. Then clamp it. A limited amount of pedal adjustment can be had by adjusting the nut of the eye bolt. This repair can be made from inside the car with only a pair of pliers if necessary. I've used this "temporary" repair for five years on my 1965 Corsa.

