

RESTORATION

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Fix the blower motor you didn't even know was there.

A lot of '64-'65 coupe owners aren't even aware that they have a blower in the rear compartment that's supposed to vent the hot air that builds up in that area. It may be just as well, because the unit didn't work very well and was discontinued in '66.

But, if you're going for a NCRS operations check, you want the blower to work—and on all three speeds.

Three speeds?

Yes. The problem is that if you follow the factory shop manual wiring diagram your blower will huff and puff along on only one speed. So much for factory accuracy. But we'll show you how to take care of that.

The rear vent blower is located on the driver's side. You have access to it by lifting the piece of carpeting that covers it and removing the screen that prevents your fingers from getting

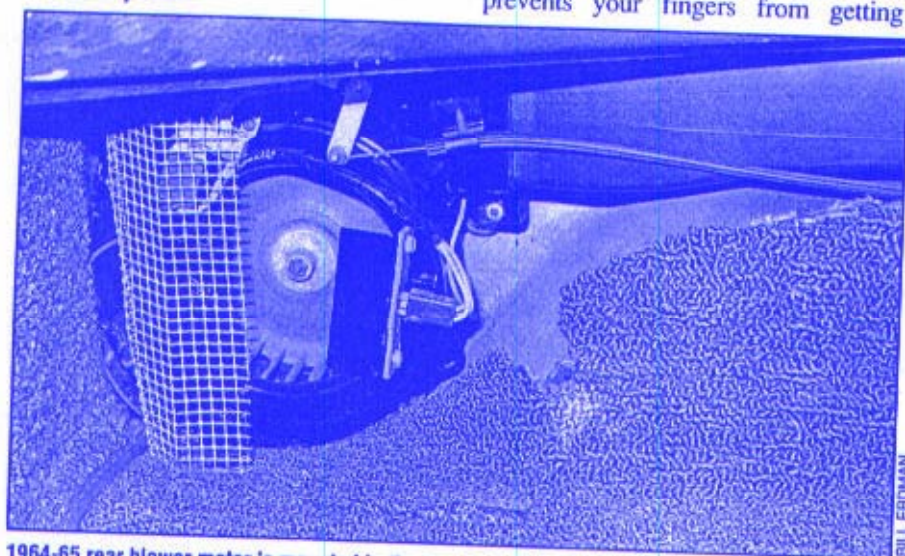
caught in the fan. A plastic tube runs from the blower to the coupe pillar and the covering grille. The passenger side of the car has a dummy pillar grille.

The blower unit itself is identical to the one used for front compartment heat and venting. The unit operates via a push/pull cable, similar in appearance to the front vent, located under the dash near the headlight switch. You should feel three notches when you pull the cable, and these should correspond to blower motor speed.

The operating cable is routed along the antenna wire and then follows the rear harness underneath the carpet and connects to blower motor itself. The cable moves a lever on a switch to the three different speed positions. Power goes from the switch to a resistor which regulates the amount of power going to the actual motor, and which causes the speed to vary.

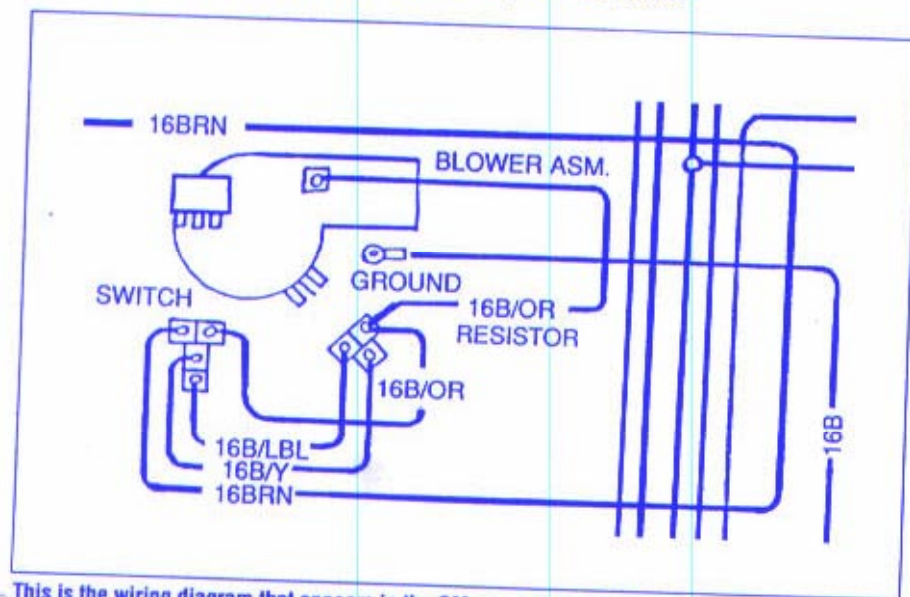
If you install a new repro wiring harness made in accordance with the GM wiring diagram, you may only get the blower to run on high speed. Match up the original harness in the car to the repro item and you'll see a difference—two wires are crossed. That's because the GM wiring diagram is incorrect. (We're assuming, of course, that your switch, resistor and motor are good.) What you do is switch wires 16B/LBL and 16B/Y (see diagram) on the resistor only and you should get 3-speed blower operation.

One more tip on the rear blower is the rubber mounting bushings. These deteriorate with age and nobody repros them. What happens is that the blower unit eventually starts banging around and makes an annoying racket. We've found that the headlight motor bushings on '63-'67s, that fit between the headlight motor and front support, are 99% close enough to the originals. They work like a charm.



1964-65 rear blower motor is mounted in the rear compartment on the driver's side. Push-pull cable goes to front of car and operates speed control switch.

BILL ERDMAN



This is the wiring diagram that appears in the GM manual. It is incorrect. Correct wiring by switching the 16B/LBL and 16B/Y wires on the resistor.

Send your restoration questions to:
Restoration, Corvette World, Harris Publications, 1115 Broadway, New York, NY 10010.