1963 - 1972 Corvette: Service News: Relay Rod Removal and Installation

Subject: Relay Rod Removal and Installation - Corvette Models with Power Steering
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Field reports indicate that some confusion exists as to the proper method for removing and installing the relay rod on Corvette models with RPO N-40 Power Steering. The following procedure is being presented to clarify the operation and provide a step-by-step method specifically for Corvettes with Power Steering. This procedure will also service past models.

REMOVAL

1. Raise vehicle on hoist.
2. remove inner ends of tie rods as described in the Service Manual on Page 9-29.
3. Remove the cotter pin and castellated nut from the idler arm and remove th erelay rod from the idler arm.
4. Disconnect the relay rod from the power cylinder by removing the cotter pin and castellated nut.
5. Remove the control valve clamp bolt and lock washer.
6. Disconnect the relay rod from the control valve by backing out threaded end.

INSTALLATION

1. Thread the relay rod onto the control valve leaving .60" to .12" of clearance as show in the 1972 Service Manual on Page 9-39, Figure 72. Install control valve clamp bolt and lock washer. Torque clamp bolts to specifications.
2. Install the power cylinder to the relay rod and torque nut to 45 ft. lbs. plus additional to align cotter pin. Do not back off nut.
3. Install the relay rod to the tie rods by following the procedure on Page 9-31 of the 1972 Service Manual.
4. Install the relay rod to the idler arm and torque nut to 35 ft. lbs. plus additional not to exceed 50ft. lbs. to align cotter pin.
5. Lower vehicle to floor.
6. Check and adjust toe-in if necessary (see Section 3 of Service Manual).

CAUTION: *All steering linkage attachments are important attaching parts in that they could affect the performance of vital components and systems, and/or could result in major repair expense. They must be replaced with parts of the same part numbers or with equivalent parts if replacement becomes necessary. Do not use replacement parts of lesser quality or substitute design. Torque values must be used as specified during assembly to assure proper retention of these parts.*

This procedure will be reflected in a future revision on to the 1972 Passenger Flat Rate Schedule.

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