TRUNK & CONVERTIBLE BODY ADJUSTMENTS

In this issue of the Danchuk Update we finish off our series on Body Adjustments. We will show you how to get your convertible top fitting correctly, and how to set the gaps on your trunk lid. We received a lot of positive feedback on this series and we want to thank all who wrote or called. It's nice to know that we are covering things that help you with your projects. If you have any ideas as to what you would like to see in this forum in the future please send us an email at broche@danchuk.com.

Tools Needed:
3/8” Drive Ratchet
1/2” and 9/16” Sockets
3” Extension
#2 Phillips Screwdriver

Trunk Lid Adjustment
Before starting, measure the gaps between the edges of the trunk lid and the body all around the trunk lid. The gaps at the sides and the top of the lid should be between 1/16” and 7/32”. The gap at the bottom of the trunk lid above the bumper should be between 3/32” and 1/4”. These are the measurements you are trying to attain when you adjust the trunk lid. We will show you how to adjust the trunk lid from front (fore) to back (aft) and side to side. We will also show you how to adjust the trunk lid lock so the lower part of the lid will fit properly and we will show you how to adjust the tension on the torsion bars that assist the trunk lid when you open it. REMEMBER that any adjustment you make in one area may affect the fit in another, so go slow and check your fit after each adjustment.

1.) To correct the fit of the trunk lid fore or aft or from side to side take your 1/2” socket and ratchet and loosen the hinge-to-lid bolts. Shift the lid as needed checking the effects of your adjustment regularly. When you have the positioning you need, tighten the bolts.

2.) Sometimes the trunk lid will appear to be too high or too low in the body at the hinge area across the back of the body. To raise or lower the trunk lid at the hinge area take your 1/2” socket and your ratchet and loosen the hinge-to-lid bolts. Shift the lid as needed checking the effects of your adjustment regularly. When you have the positioning you need, tighten the bolts.

A MESSAGE FROM MARKETING

Welcome to issue number four of the Danchuk Update. Summer is almost over, the show season is winding down and soon it will be time to start tweaking our toys for next year. Fix this, change that, it never seems to stop. I guess we just have to face it; our projects never really get finished.

We know you have been waiting for it!! The annual Danchuk “Blem” sale will begin at 7am on September 28th, PST. If you are not familiar with the “Blem” sale, let me fill you in. When you are on the manufacturing end of making a part, whatever it is, there are some items that don’t come out looking as nice as you would like. When our Quality Control department finds one of these items, it is rated a second and put to the side. We could just throw them out, but to be honest the “Blem” is usually a nick in the chrome or maybe a bubble or some other thing that you would really not notice were you not really looking the part over. So we sell them at a discount to the customer that does not need a first run “Show Quality” part for their project and wants to save some money. When you look at this year’s list, starting on page 4, you will notice that we have added a number of new parts to the Blem sale this time around. Be sure to get your list together as quantities are limited.

Our feature article covers the “Golden Anniversary Show” we sponsored, this past August in Long Beach, CA with our friends at D & P Chevy. It was a heck of a Tri-5 event. I was lucky enough to participate, and thought you might be interested in how the day went. Enjoy the story and I hope you will join us next year for the Golden Anniversary of the ’56. It’s going to be great.

We hope you are enjoying our new expanded “Update”. We have a number of great things planned for future issues, so please stay tuned and . . . .

Happy Restoring.

Bill Roche
Marketing Director
TRUNK LID & CONVERTIBLE TOP ADJUSTMENTS . . . .

between the trunk lid and the hinge at the bottom bolt of the hinge. If the edge of the lid needs to be lower in the opening, place your shims between the bottom of the trunk lid and the top of the hinge at the top bolt.

3.) To adjust the gap at the bottom of the trunk lid at the splash pan above the bumper first check the lid lock and striker engagement measurement. The way to do this is to open the trunk lid and apply modeling clay to the lock striker notch. Close and open the lid. Measure the thickness of the clay, which will tell you what the striker gap is. Clearance in the notch should be 1/8" to 5/32". To make adjustments to the striker gap take your 1/2" socket and ratchet and loosen the striker plate. Move the striker up or down as required and tighten. Then measure the gap again with the clay as you did before.

4.) To adjust the tension on the torsion bars that put upward tension on the lid and assist when you open the trunk lid we used a hollow steel pipe about 15" long with an inside diameter of about 1". There are three positions where you can set the torsion bars depending on the amount of assist you need. The lowest being the least amount of assist (or tension) and the top being the most. You have adjusting points on BOTH hinges so be sure to adjust them both so the lid works smoothly. With your bar placed over the end of the torsion bar where it extends out from it’s mounting place, you will put the end inside the hole on your bar, lift up on the torsion bar and move it to one of the other two resting points. Be careful not to let go of the bar and remember that the torsion bar acts like a spring so if you let go the bar will go flying.

Convertible Top Adjustment

We are going to show you how to adjust the fit of the top against the front windshield post, side windows and the fit when the top is put down. Go slowly and again remember that any adjustments made in one area may affect the fit in another. Remember to check fit and alignment as you go along.

1.) To begin, operate the top and check for binding at the pivot points of the front, center and rear side rails and the roof rail linkage. If binding exists, apply a high quality grease to the pivot points or replace pivot bolts and bushings.

2.) If the roof rails and linkage are operating properly, check both male hinges for loose or broken pivot or attaching bolts. Tighten bolts or replace parts as needed.

3.) To adjust the front roof rail forward or rearward to allow it to better contact the windshield remove the weatherstrip screw with your #2 Phillips screwdriver. With your ratchet and 7/16" socket loosen the corner brace attaching bolt. Remove the corner brace attaching screw with your #2 Phillips. Move the front roof rail until the guide stud aligns with the hole in the sunshade support. When you have the alignment that you need tighten the bolt with your ratchet and 7/16" socket and the screw with your #2 Phillips screwdriver. Then reinstall the weatherstrip screw with your #2 Phillips screwdriver. If necessary, repeat the procedure on the other side to assure a perfect fit. Adjustment here is limited, so if additional adjustment is needed remove the quarter side trim.
and loosen the four male hinge attaching bolts with your 9/16" socket and ratchet. Move the hinge forward or rearward as needed. Tighten securely when done. NOTE: Moving the male hinge may require refitting the rear quarter window.

4.) To adjust the position of the front roof rail against the windshield header, with your #2 Phillips screwdriver loosen the striker retaining screws. Move the striker up, down or sideways as needed to obtain correct engagement and locking. When you have completed adjustments, tighten screws with your #2 screwdriver. Adjust the striker on one side at a time.

5.) To correct a fit problem at the rear of the quarter glass, use your ratchet and 9/16" socket loosen the male attaching bolts. Move the hinge forward or backward as required and tighten the bolts securely with your ratchet and 9/16" socket. Remember to check the fit of the guide stud in the front at the sunvisor support to make sure this still fits properly. You may need to readjust.

6.) To correct a fit problem at the top of the rear quarter glass, loosen the four male hinge attaching bolts at the FRONT support plate with your 9/16" socket and ratchet. Move the hinge up or down as needed. Tighten bolts securely with the 9/16" socket and ratchet when done.

7.) To correct a fit problem at the top of the door glass raise the top halfway and loosen the two nuts at the adjusting plate with your 9/16" socket and ratchet. To lower the top rail move the plate up on the serrations. To raise the top rail move the plate down on the serrations. When the top fits correctly at the top of the window tighten the bolts with your 9/16" socket and ratchet. DO NOT CHANGE HORIZONTAL POSITION OF PLATE!

9.) To move the tip side rail weatherstrip in or out for correct contact with the glass remove both weatherstrip end screws with your #2 Phillips screwdriver and loosen the nuts on the upper side of the rail with your 1/2" socket and ratchet. Move the weatherstrip in or out as required and tighten the nuts with your 1/2" socket and ratchet and reinstall the end screws with your #2 Phillips screwdriver.

8.) To adjust the stacking position of the top when lowered, loosen the nuts on the adjusting plate with your 9/16" socket and ratchet. Move the plate rearward on the serrations to lower the stacked position and forward to raise the stacked position. DO NOT CHANGE VERTICAL POSITION OF THE PLATE!

10.) To move the side rail weatherstrip down for better contact with the glass frame, loosen the weatherstrip nuts with your 1/2" socket and ratchet. Install weatherproof tapered shims as required in the area needed and tighten the nuts.
ANNUAL BLEM SALE!!
incredible savings time

PART | YEAR | DESCRIPTION | RETAIL | SALE
---|---|---|---|---
B152 | 1955 | Paint Dividers, Bel Air & 210 exc. Nomad | $44.95 | $30.00/set
B153 | 1955 | Taillight Bezels | $64.95 | $40.00/pr.
B161 | 55-57 | Rear Window Corner Moulding (2dr Ht) | $16.50 | $9.00/pr.
B162 | 55-57 | Rear Window Corner Moulding (Sedan) | $16.50 | $9.00/pr.
B189 | 1957 | License Plate Frame, Bel Air, Gold | $59.95 | $36.00/ea.
B189A | 1957 | License Plate Frame, 210 & 150, Gold | $59.95 | $36.00/ea.
B208 | 1955 | Wiper Escutcheons (150) | $38.95 | $24.00/set
B210 | 1957 | Windshield Wiper Escutcheons | $38.95 | $24.00/set
B210A | 55-56 | Windshield Wiper Escutcheons (exc. 150) | $38.95 | $24.00/set
B212A | 55-57 | Large Dome Lens Bezel (Sedan, Wagon, & 56-57 Ht) | $10.95 | $7.00/ea.
B255 | 1957 | Horn Ring (B/A & 210) | $89.95 | $58.00/ea.
B298A | 55-56 | Speedometer Lens | $19.95 | $12.00/ea.
B298C | 55-56 | Transmission Indicator Lens (Powerglide) | $9.95 | $6.00/ea.
B300A | 1957 | Speedometer Lens | $20.95 | $13.00/ea.
B300D | 1957 | Clock Face Lens | $13.95 | $9.00/ea.
B302 | 55-57 | Antenna Base & Gasket | $16.95 | $10.00/ea.
B356 | 1956 | Fender Extensions | $99.95 | $65.00/pr.
B363 | 55-57 | Inside Rear View Mirror | $24.95 | $16.00/ea.
B365 | 55-57 | Bel Air Crests - Gold | $37.95 | $24.00/pr.
B365A | 55-57 | Bel Air Crests - Chrome | $37.95 | $24.00/pr.
B367 | 55-57 | Door Handle Guards | $26.95 | $17.00/pr.
B369 | 55-56 | Door Handle Guards | $34.95 | $25.00/pr.
B370 | 1957 | Door Handle Guards | $34.95 | $25.00/pr.
B371 | 1955 | Hood Emblem With Bezel | $59.95 | $38.00/ea.
B371A | 1955 | Trunk Emblem With Bezel | $59.95 | $38.00/ea.
B372 | 1955 | Hood & Trunk Emblem (& 56-58 6 cyl trunk) | $28.95 | $18.00/ea.
B373 | 1956 | Hood Emblem, Plastic (V8) | $22.95 | $14.00/ea.
B373A | 1956 | Hood Emblem With Bezel (V8) | $47.95 | $30.00/ea.
B374A | 1956 | Trunk Emblem With Bezel (V8) | $47.95 | $30.00/ea.
B377 | 1957 | Grille Bar Emblem | $26.95 | $16.00/ea.
B460 | 1957 | Silver Grille (210 & 150) | $98.95 | $60.00/ea.
B468 | 1957 | Hood Scoops Backing Plates | $72.95 | $45.00/pr.
B469 | 1957 | Hood Rockets | $69.95 | $50.00/pr.
B470 | 1957 | Hood Scoops | $85.95 | $54.00/pr.
B472 | 1957 | Hood Bird | $159.95 | $100.00/ea.
B478 | 1955 | Chrome Grille | $249.95 | $150.00/ea.
B479 | 1956 | Grille | $265.00 | $200.00/ea.
B484 | 1956 | Hood Bird | $159.95 | $100.00/ea.
B530 | 1957 | Gold Fender Louvers (B/A) | $45.95 | $30.00/set

PART | YEAR | DESCRIPTION | RETAIL | SALE
---|---|---|---|---
B50A | 1957 | Silver Fender Louvers (210) | $45.95 | $30.00/set
B51 | 55-57 | Outside Rear View Mirror | $54.95 | $40.00/ea.
B530B | 1955 | Parklight housings | $114.95 | $85.00/pr.
B537C | 1957 | Rocker Panel Mouldings | $129.95 | $80.00/pr.
B538 | 55-56 | Bel Air Scripts, Chrome | $39.95 | $25.00/pr.
B539 | 1957 | Bel Air Scripts, Gold | $46.95 | $31.00/pr.
B541 | 1957 | Chevrolet Script, V8 Bel Air Die Cast, Gold | $219.95 | $14.00/ea.
B541A | 1957 | Chevrolet Script, 210 & 150 V8, 13" | $219.95 | $14.00/ea.
B575 | 55-57 | Sill Plate (2 dr) | $31.95 | $31.00/pr.
B578 | 57-58 | Wheel Spinner Assembly | $139.95 | $95.00/set
B590 | 1957 | Front Vee (V8), Hood Bel Air, Gold | $74.95 | $50.00/ea.
B591 | 1957 | Rear Vee (V8), Nomad & Continental Kit, Gold | $29.95 | $18.00/ea.
B591A | 1958 | Rear Vee (V8) Continental Kit, Chrome | $31.95 | $22.00/ea.
B592 | 1957 | Bel Air Rear Vee (V8), Gold | $74.95 | $50.00/ea.
B592A | 1957 | Rear Chrome Vee (150 & 210) | $74.95 | $50.00/ea.
B593 | 1955 | Headlight Bezel w/ Gaskets | $34.95 | $25.00/pr.
B623 | 55-57 | Vent Window Crank Handles | $24.95 | $15.00/pr.
B624 | 55-57 | Window Crank Handles | $24.95 | $15.00/pr.
B626 | 55-56 | Bel Air Dash Emblem | $9.95 | $6.00/ea.
B794 | 55-57 | Outside Door Handles (2 Dr Ht, Conv., 56-62 Vette) | $76.95 | $47.00/set
B794A | 55-57 | Outside Door Handles (Sed., 4 Dr Ht, Nomad, Wgn) | $76.95 | $47.00/set
B877 | 1957 | Headlight Bezel, Complete Assembly | $189.95 | $129.00/pr.
B889 | 1956 | “56 Chevy” License Plate Frame | $10.95 | $8.00/ea.
B890 | 55-57 | “57 Chevy” License Plate Frame | $10.95 | $8.00/ea.
B900 | 55-57 | Turn Signal Chrome Arm w/ Knob | $9.95 | $6.00/ea.
B908 | 55-56 | Ignition Switch Bezel | $6.95 | $4.00/ea.
B909 | 1957 | Ignition Switch Bezel | $9.95 | $6.00/ea.
B947 | 55-57 | Chrome Seat Adjustment Knob | $9.95 | $6.00/ea.
B947 | 55-57 | Caliire Seat Adjustment Knob | $9.95 | $6.00/ea.
B947 | 55-57 | Tailight Housing Assembly | $349.95 | $230.00/set
B966 | 1957 | Grille Bar Assembly | $299.95 | $220.00/ea.
B975 | 1957 | Chrome Vee, V8, Front | $44.95 | $27.00/ea.
B976 | 1957 | Chrome Vee, V8, Rear | $44.95 | $27.00/ea.
B976 | 1957 | Taillight Housing, Complete Assembly | $449.95 | $320.00/pr.
B1042 | 1957 | Inside Rear View Mirror Support (Ht & Sedan) | $25.95 | $16.00/ea.
B1049 | 55-57 | Inside Rear View Mirror (Ht & Sedan) | $25.95 | $16.00/ea.
B1049 | 55-57 | Outside Rear View Mirror Support (Ht & Sedan) | $25.95 | $16.00/ea.
Because of the nature of this sale, it’s very important to read and understand all of the following terms and conditions before placing your order.

• Absolutely no orders will be taken before September 28th @ 7:00 AM Pacific Standard Time.

• Because of the volume of orders being placed during the sale, we cannot hand pick blemished parts.

• All returns must be made within 10 days of receipt of order.

• No exchanges may be made for the same type blem part. However, you can exchange for a first quality part.

• Returns can only be credited towards your next order.

• Blem parts will not be available via the internet. No parts ordered at www.danchuk.com will be considered Blem.

• Danchuk Mfg. is not responsible for any shipping charges incurred.

• All sales are final on blemished parts after 10 days.

• Because these parts are slightly blemished, we can not guarantee quality.

• Sale is limited to stock on hand. No special orders or back orders will be taken.

• Sorry, this sale is not available to dealers or jobbers. End users only.

• Due to the drastic discounts we are offering, we must institute these strict terms and conditions. Most of these terms do not apply to our first-quality parts.

• Due to the nature of this sale and the limited stock, we must restrict purchases of blemishes to one of each part per person.

• Other parts may be available as Blem parts, but because quantities are too few to advertise, they are not listed. You are welcomed to ask for a Blem on any part.

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<th>PART</th>
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<th>DESCRIPTION</th>
<th>RETAIL</th>
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<td>#13354</td>
<td>$3.95/ea</td>
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<tr>
<td>All Cable Extension Kit, Throttle or Auto Transmission</td>
<td>#13355</td>
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<td>All Solenoid &amp; Bracket Kit, Throttle</td>
<td>#13356</td>
<td>$99.95/ea</td>
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<td>All Gasket Sealer, Gasgacinch, 4 oz</td>
<td>#13357</td>
<td>$4.95/ea</td>
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<td>All Intake Manifold, Performer EPS w/Endurashine, (SB)</td>
<td>#13358</td>
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<td>All Intake Manifold, Performer Air-Gap Vortec, (SB)</td>
<td>#13362</td>
<td>$339.95/ea</td>
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<td>All Intake Vortecid Pump Reservoir w/Endurashine (BB)</td>
<td>#13363</td>
<td>$509.95/ea</td>
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<td>All Intake Manifold, Performer RPM Air-Gap w/Endurashine (BB)</td>
<td></td>
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<tr>
<td>All Aluminum Water Pump, w/Endurashine, Short Style, (SB)</td>
<td>#13365</td>
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<td>$239.95/ea</td>
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<td>#13368</td>
<td>$249.95/ea</td>
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<tr>
<td>All Muffler, SDT Chambered, 2.25&quot;, Offset/Center</td>
<td>#13369</td>
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<td>#13370</td>
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<td>All Bracket, Power Steering Pump, (SB Type II Pumps Only)</td>
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<td>#13385</td>
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<tr>
<td>All Flywheel Bolts, 7/16-20x 1, (V8 Std)</td>
<td>#13386</td>
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<td>All Flexplate Bolts, 7/16-20 x 3/4, (V8 Auto)</td>
<td>#13387</td>
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<td>#13391</td>
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<td>All Timing Chain Cover w/Reinforced Thrust Plate (SB)</td>
<td>#13392</td>
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<td>All Timing Chain Cover Installation Kit (SB)</td>
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<tr>
<td>All Timing Chain Cover Installation Kit (BB)</td>
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<tr>
<td>All Power Steering Pump Flow Ctrl Valve Kit (Saginaw Pump)</td>
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<td>All Spanner Wrench &amp; Thrust Bearing, Proma Star Coll Over</td>
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<td>All Pump, Power Steering, Polished w/ Stainless Bolts</td>
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</table>

For more parts and pricing, please ask your friendly, knowledgeable Customer Service Rep for complete application information.

Please call (800) 648-4728 or visit www.danchuk.com.
**TRUNK MATS**
These mats were run by special permission of Chevrolet on the initial production dies. This is the correct design, and even includes the GM part number cast into the mat. To prevent wrinkling, unfold your mat as soon as you receive it.

1955-57 ...............................................

**TRUNK LID PLATES**
1955-57 Upper, Restored

**TRUNK LID ALIGNMENT KIT**
Special
1955-57 ...............................................

**TRUNK LID INSULATION KIT**
Keep the vibrations and noise in your trunk to a minimum. Each component in this kit is precision die-cut out of an asphaltic tar paper that comes as close as possible to the original design. This super detail item is easy to install with a weatherstrip adhesive. Made in the USA.

1955-57 ...............................................

**TRUNK RUBBER BUMPER**
1955-72, 55-57 Upper; 64-72 All

**TRUNK LID HINGE BOLTS**
1950-57 ...............................................

**TRUNK LATCH ASSEMBLY**
1955-57 Restored

**CONVERTIBLE SUNVISOR BRACKETS**
Incredible quality chrome plating! 1955-57

**CONVERTIBLE SUNVISOR SCREWS**
1955-57 ...............................................

**CONVERTIBLE SUNVISOR HOOKS**
Chrome finished and ready to install with your beautiful new upholstered convertible sunvisors.

1955-57 ...............................................

**TOP WELL SURROUND MOULDING CLIPS**
1955-57 ...............................................

**UPPER TRUNK LATCH PLATE SCREWS**
1955-57 ...............................................

**LOWER TRUNK LID LATCH PLATE BOLTS**
1950-57 ...............................................

**TRUNK & TRUNK LID LINER KITS**
These molded ABS plastic panels attach to the inside of your trunk lid with Dulloc fasteners allowing you to paint or cover them with fabric for that custom look. Trunk kit comes with two side pieces and one floor piece, while trunk lid kit is one piece. Order both kits for a complete custom trunk area.

1955-57 Inner (Shown) ...............................................

**CONVERTIBLE SUNVISOR**
These unupholstered sunvisors are the ideal solution for those with custom interiors. Sunvisors are made of 1/8" screenback fiberboard and riveted to steel hinge/rod assemblies.

1955-57 ...............................................

**CONVERTIBLE SUNVISOR SCREWS**
1955-57 ...............................................

**TRUNK LATCH KIT**
All Replacement

**REMEMBER, ALL SPECIAL PRICING ENDS ON SUNDAY, OCTOBER 29TH, 2005**
CONVERTIBLE TOP LIFT CYLINDERS
These cylinders have large ports, so be sure to order hoses with large fittings.
1955-57 Either Side (shown) ...........#12622 . . . .149.95 .......$134.95/ea.
1957 Driver, w/Lower Ports on Side Casting
...............................................................
#12623 . . . .169.95 .......$152.95/ea.
1957 Psngr, w/Lower Ports on Side Casting
...............................................................
#12624 . . . .169.95 .......$152.95/ea.

RUBBER CONVERTIBLE TOP HOSE ASSEMBLIES
Small fitting hoses use a 7/16” wrench and large fitting hoses use a 1/2” wrench.
Check the fitting size on your cylinder before ordering hoses. Each car requires 2 upper and 2 lower hoses.
1955-57 Lower, w/Large Fittings
.....#12625 ..$69.95 .....$62.95/set
1955-57 Upper, w/Large Fittings
.....#12626 ..$69.95 .....$62.95/set
1955-57 Lower, w/Small Fittings
.....#12627 ..$66.95 .....$60.25/set
1955-57 Upper, w/Small Fittings
.....#12628 ..$66.95 .....$60.25/set

CONVERTIBLE TOP CYLINDER BRACKETS
See below for convertible top cylinder lower bracket grommets.
1955-57 Driver
.............#2187 ....$60.95 .......$54.85/ea.
1955-57 Psngr
.............#2188 ....$60.95 .......$54.85/ea.

CONVERTIBLE TOP HOSE RETAINER CLIPS
These original push-in and screw clips will help complete a proper restoration. 1953-57 Push-in
.............#1481 ....$5.50 ........$4.95/ea.
1953-57 Screw
.............#1482 ....$2.25 ........$1.95/set

CONVERTIBLE TOP PUMP REBUILD KIT
Let your convertible top pump go and you are asking for a messy trunk. This rebuild kit will keep that hydraulic fluid where it belongs—in the reservoir!
1955-57 ...........#361 ....$15.95 ........$14.35/kit

CONVERTIBLE TOP TACKING STRIPS
This is an important part for those recovering their convertible top frames. Convertible top material is wrapped around the header frame and tacked or stapled to this tacking strip.
1955-57
.............#1521 ....$31.50 .......$26.35/set

CONVERTIBLE TOP OF HEADER GUIDE PIN
1955-57 Stainless
.............#12699 ..$7.95 ........$7.15/ea.

CONVERTIBLE WINDSHIELD FRAME MOULDING HARDWARE
1955-57
.............#12713 ..$8.95 ........$8.05/kit

CONVERTIBLE FRAME BOLTS
You’ve stripped off that ragged old top, disassembled the frame, and refurbished it. Now you’re ready to put it all back together. To help you get the job done right, we offer this complete convertible top frame bolt set, containing 300 assorted nuts, bolts, washers and screws. Instructions and detailed phot ore included.
1955-57
.............#2189 ....$148.95 ..$134.05/set

CONVERTIBLE TOP MOTOR MOUNTING GROMMETS
1955-57
.............#2337 ....$9.95 ........$8.95/set

CONVERTIBLE HEADER STRIPS
The front of the convertible top is sealed to the windshield with this header strip.
1955-57
.............#1523 ....$39.99 .......$53.95/pr.

CONVERTIBLE TOP STRAP
1955-57
.............#358 ....$20.00 .......$18.00/ea.

CONVERTIBLE TOP STRAP CLIP
1955-57
.............#1443 ....$93.95 .......$84.55/ea.

CONVERTIBLE PINCH RAIL PADS
This eighteen-pad kit is assembled between the rear pinch rail and the body. Replace the old pads when reinstalling your pinch rail. Made in the USA.
1955-57
.............#1522 ....$12.95 .......$11.65/set

CONVERTIBLE INNER FENDER TO COWL WASHER SEALS
Because the convertible body flexes, these rubber seals allow the necessary give and take of the fender to cowl mount. Without them the front end will squeak and rattle.
1955-56
.............#1746 ....$5.95 ........$5.35/set
HOOD SPRINGS
We've made every effort possible to manufacture original looking, long-wearing, and safe hood springs. You couldn't find a better value anywhere. Springs are black powder-coated to give you that showroom fresh look. Sold separately, but best purchased in pairs for even spring tension. Made in the United States of America.

1956 ..................................................#476 ...........$11.95 .............$10.75/ea.
1957 ..................................................#477 ...........$11.95 .............$10.75/ea.

HOOD SIDE BUMPER
These important bumpers, located on either side of the hood, help to keep the hood properly aligned and in place. Made in the USA.

1955 ..................................................#225 .............$4.95 ...................$4.45/set
1956-57 ............................................#226 .............$2.95 ...................$2.65/pr.

HOOD HINGE RIVETS

1955-72 .............................................#222 .............$2.95 ....................$2.65/pr.

HOOD BUMPERS
Four bumpers are needed for '55-’56 models; the 1957 model requires two. Sold in pairs.

1955-56 .............................................#226 .............$2.95 ....................$2.65/pr.
1957 ..................................................#225 .............$4.95 ...................$4.45/set

CONVERTIBLE MIRROR SUPPORT
Convertibles are often more heavily exposed to the elements, and the finish on those old parts takes a beating. This beautiful chrome mirror support shouldn’t be forgotten.

1955-57 .............................................#292 .............$64.95 ..............$58.45/ea.

HOOD LATCH SPRING SET
As springs age they lose their tension; fatigued springs may not hold the hood securely in place. You can solve this problem easily by installing a new hood latch spring set. When you replace these parts you may need to replace the hood latch plate and support.


HOOD HINGE PINS


HOOD HINGE SCREWS
Upper and lower.

1955-56 .............................................#2900 ..........$7.95 .............$7.15/set

ADJUSTABLE HOOD STOP KITS
This complete assembly will quiet that hood rattle and help to align the seams. Nuts and bolts are cad plated.

1955-56 .............................................#1034 ......$4.95 .............$4.45/set

HOOD LATCH SCREWS
Upper and lower.

1955-57 .............................................#1034 ......$4.95 .............$4.45/set

HOOD HINGE REPAIR KIT
2 arms and 4 rivets.

1957 .............................................#2878 .......$79.95 .............$71.95/kit

HOOD HINGE HARDWARE KITS

1955-56 Stainless .............................................#2881 .......$16.95 .............$15.25/kit
1957 Stainless .............................................#2879 .......$16.95 .............$15.25/kit
1955-56 Plated .............................................#2882 .......$14.95 .............$13.45/kit
1957 Plated (Not Shown) ..................................#2880 .......$14.95 .............$13.45/kit

HOOD HINGE TO HOOD BRACKET AND BOLTS
Replace those rusted, pitted, or lost hood hinge brackets. The 1957 hood hinge needs this fastener to stay properly secured to the fender.

1957 .............................................#1480 .......$8.95 .............$7.95/set

HOOD HINGE TO FENDER BRACKET AND BOLTS

1955-57 .............................................#2260 ..........$4.50 .............$4.05/set

HOOD HINGE TO HOOD BOLT SET
When replacing your hood or hood hinges be sure to use new hardware. This set includes stainless steel washers and steel bolts, plated to resist corrosion.

1957 .............................................#2260 ..........$4.50 .............$4.05/set

HOOD HINGE SPRINGS
Replace those worn, loose hinges with new ones. These hinges are designed to have the look, function and fit of the original. To complete the job, use with our hood springs, part numbers #475, #476 or #477.

We recommend lubricating all pivot points.

1955-56 Driver .............................................#1216 .........$59.95 .............$53.95/ea.
1955-56 Passenger ....................................#1217 .........$59.95 .............$53.95/ea.
1957 Driver .............................................#12223 .......$74.95 .............$67.45/ea.
1957 Passenger .............................................#12224 .......$74.95 .............$67.45/ea.

HOOD HINGES

1955 ..........................................................#292 .............$2.95 .............$2.65/pr.
1955-57 .............................................#2887 .......$26.95 .............$24.25/set

POLISHED STAINLESS HOOD HINGES
We recommend lubricating all pivot points.

1955-56 .............................................#12380 .......$359.95 .........$323.95/pr.
1957 .............................................#12381 .......$359.95 .........$323.95/pr.

HOOD LATCH PLATE
You can only straighten a part so many times! This sturdy steel plate is reproduced to original specifications, and as straight as they come.

1955-57 .............................................#1150 .......$10.00 .............$9.00/ea.

HOOD MIRROR SUPPORT
This beautiful chrome mirror support should be straight as they come.

1955-57 .............................................#1150 .......$10.00 .............$9.00/ea.

Made in the USA.
The Golden Anniversary Show, honoring the '55 Chevy, which was held on August 13th at Long Beach Veterans Stadium in Long Beach, California, was a rousing success! There were 150 cars that participated, 48 '55's, and over 800 spectators, many from out of town.

Put on by the Orange County Classic Chevy Club and sponsored by D & P Classic Chevy in Huntington Beach and Danchuk Manufacturing, the show almost didn’t happen, as a suitable venue was almost not found. They looked for 7 months and were backed out on twice when they thought they had found a spot before Long Beach Vet’s Stadium finally was landed the end of May. Not much time to put on a show but time enough as it turned out. Everyone had a great time!! The weather cooperated by not being too hot and there was a nice breeze to help keep the crowd cool while they weaved their way through the cars all the while listening to the Classic Rock sounds of “The Answer”, a fantastic group of guys who play at many of the car shows in Southern California.

And the cars, the stars of any car show, could not have been better. Darrell Nance, owner of D & P Classic Chevy in Huntington Beach with his wife Peggy, remarked to me early in the day that he was very impressed with the caliber of cars that were coming into the show. A large number of “Magazine Cars” he said. I couldn’t find a slouch among them, not one. There were at least 7 cars at the show that were being shown for the first time as well, trailered in from as far away as New Mexico and Arizona. I was very happy that Terry Cole, editor of Super Chevy Magazine, had agreed to bring some of his guys down to do the judging for us. I would still be there trying to decide if they had asked me to judge! (Look for a write up on the show in Super Chevy in the next few months.) Everyone that brought a car to the show received a participant’s plaque and a special “Limited Edition” Commemorative Coin that was made specifically for the event. OCCC held a huge raffle that included a set of custom wheels donated by Coys Wheels in Orem, Utah (www.coyswheel.com) as well as a “one off” 1955 Gauge Cluster made specifically for the show by our good friends at Classic Instruments in Boyne City, Michigan (www.classicinstruments.net), which are an absolute work of art.

There were almost 100 trophies awarded in 30 classes including a beautiful engraved bronze plate for Best of Show and a Franklin Mint Gold '55 Chevy for the Best 55 of Show. Look for a full list of winners and show pics on the show website at www.golden567shows.com in the next couple of weeks.

All in all it was a perfect day and everyone had a wonderful time. We can’t wait for next years show honoring the 1956, which is set for August 12th, 2006. Mark your calendars and plan to attend. We hope to see all of you at Vet’s Stadium next year!
Golden Show Merchandise still available!!!

You missed the show, but that doesn't mean you have to miss out!!

Cool Show Tee’s and Collectable Coins are still available online at www.golden567shows.com or call your friendly Danchuk Customer Service Rep to order. Items are NOT available on Danchuk website.

Limited quantities available, get yours today before they are gone!!

This Golden Anniversary Commemorative Coin is a true Collectable!! Only 500 of these were made so when they are gone, they are gone!! Perfect for the Tri-5 fan in your family this 50th Anniversary Coin is the first of three coins being made to honor the 55-56-57 Chevys so get yours today and collect all three. 2 1/2 inches in diameter and 1/8 inch thick!!

Only $15.00 while supplies last.

These Golden Show Tee’s are available in Large, X-Large and XX-Large while supplies last. This shirt was designed specifically for the show and is printed on a high-quality heavyweight tee.

Three sizes L, XL, XXL $15.00 each

Danchuk . . . “There’s No Comparison”
**Question:** How do you drain the torque converter on a 55 cast iron Powerglide? I've already drained about 5 quarts of fluid out of the transmission, but I want to change all the fluid. I've been told that slippage or worse may occur if you change the fluid, but so far everything seems to be fine. I just bought the car about a month ago, and don't know the history of the tranny. Any advice would be appreciated.

**Answer:** First off, I have to tell you that changing the fluid in your auto trans regularly is the best insurance against failure you can get, especially on cars without an external tranny cooler. Keeping the fluid clean and new will go a long way to prolong transmission life. Unfortunately, unless you have one of the early Powerglides there is no way to drain the converter without first removing it from the car. If you look at the service manual for a '55, you will see that they originally planned to have a plug in the bottom of the trans bellhousing that lined up with a plug in the converter, so you could drain them, but I have never actually seen a trans with this drain plug. I am told that they were in very early '55's only, so if you have one of these you may be in luck. Otherwise you will need to remove the converter.

**Question:** Is it possible to change the fuel tank gauge on a 1957 Sedan Delivery without removing the fuel tank from the car?

**Answer:** Yes, it is possible to change the sending unit without dropping the tank . . . . but, sometimes it can be challenging. If you rotate the sending unit just right, it will usually just pop out. Other times it will scrape the cargo floor and seem like it's not going to make it . . . but it will.

**Question:** I purchased an engine which was pulled from a '57 Chevrolet, and when I took it to the machine shop, we discovered it was a '56 Vintage 265 V8. Since a majority of the 57's had the 265 engine, I had the engine rebuilt and installed. However, we can not get the rear seal to quit leaking. We replaced the rope seal with a neoprene seal, but still have a small drip of oil. Is there some special technique to install this seal? I have had comments to the effect of “the crank is worn”, “these engines always leak”, etc. The engine runs strong, has good oil pressure, and of course looks original. Your comments please!

**Answer:** When you installed the neoprene seal, did you stagger the ends of the seal so they were not actually lined up with the main cap? Usually I will put the seal in so the ends where the seal comes together are off center, so the seam is in the block and cap, as opposed to lining up with the block and cap on either end. Then I seal the main cap with Loctite 518 Gasket Eliminator. I've had pretty good luck this way. Sometimes the crank can get worn where the seal sits, but this will usually happen in engines where neoprene seals have been used from the get go. Wears a little indentation in the crank.

**Question:** Help! I'm trying to find a bearing set for a 1955-64 rear end. I've checked the local parts stores with no luck. Will I have to take the bearings to specialist to match them up? Thanks in advance, and by the way, this is not a posi-traction, if that matters.

**Answer:** If it’s bearings for a 1955-56:

- Rear Differential bearings, you will need 2, #KC-11445-Y.
- Pinion bearings, inner will be HM89449 that will be one bearing and one race. The outer will be HM88547 which is probably a set, but they show the same for 1957-64, so maybe not. And the seal is 6818.

If it’s bearings for a 1957-64:

- Rear Differential bearings, two each LM603049, and LM603014 which will be one bearing and one race.
- Pinion bearings, inner will be HM89449 and HM89410, and outer will be HM88547 and HM88510. Seal is 6818.

These are BCA (Bower) bearing and National Seal part numbers.
CELEBRATING THE ‘55 WITH SOME GREAT STORIES. . .

In the last issue of the Danchuk Update we ran a number of the 55 stories that were sent in by readers in response to our request in our January newsletter. Since the response was so great we promised to share more of them in this issue. Thanks to all those who sent in their stories. We really enjoyed reading them!!!!

My name is Tom Vitek and I am sending the history of my girl–friend’s beautiful 55 Belair 2–door sedan.

This 6-cylinder blue and white 55 was stored in a Maryland museum for 13 years. On February 15, 1986 it was put up for auction in Atlantic City, New Jersey. It was purchased and the new owner took the car to Saginaw, Michigan. A year later it was put up for sale and purchased by my girlfriend, Ann Sullivan.

The car was in very good shape and still has the original seats, but Ann wanted it to be perfect so a complete restoration was done on the car bringing it back to pristine condition. The majority of new parts that were used on the 55 came from Danchuk in sunny California.

The car is seen every weekend at classic car shows or cruises and has won it’s fair share of trophy’s, but a there have been a couple of special surprises most notable when we found Ann’s 55 on the cover of a popular Michigan car buff monthly called Cruis’News, published by Dana DeCosterone. Ann’s 55 was also a featured Ladies Choice car at the annual St. Ignace car show in the 1990’s and won a trophy in the Classic Car category.

Another special honor for this car was when it was selected Car of the Year at the Holly Lions Club car cruise this past summer. Due to this, Ann’s 55 will be the featured car on all the club Dash Plaques for 2005.

Ann and I love working on this car as much as Ann loves driving it across the highways and byways of America.

Tom Vitek and Ann Sullivan
Saginaw, Michigan

Hi. I was reading all the great 55 stories you had in my last copy of the “Danchuk Update” and thought I would send mine.

My 1955 Chevy was purchased by my father, brand new, on my 7th birthday, October 1955. It was a Neptune Green and India Ivory 210 and came with a six-cylinder engine, three-speed transmission, radio and a heater. It was the only family car we owned until 1964 when my dad brought home a used "telephone" truck.

I bought it from my dad in 1970 for $1.00 after getting home from the service. I drove it for 5 years and when it had 142,000 miles on it I started to work on it. Out came the six and in went a used 307. I also replaced the 3-speed with a 4-speed that same year. One of my friends and co-workers repainted the car in the tire shop where we worked and I had the interior done over in naugahyde.

In 1976 I installed disc brakes on the front and replaced the peg-leg rear end with a 4:11 posi I found for $175.00. I only had a three mile drive to work at the time so the 4:11s were a lot of fun stop light to stop light. In 1986 I changed the 4-speed for a turbo 400. Needless to say the 4:11's didn't stay in and I put the stock rear end back in. Eventually the automatic got boring so I put the 4-speed back in as well. I put in a mild 350 20 years ago and it is doing just fine and I put in air just last year. My 55 has been an ongoing project for the past 55 years and when I retire I just may do a full restoration on it. It still has the paint we put on in 1975 and the interior is getting worn, original door panels and paint on the inside.

I dated my first and second wives in this car and took my drivers test in it. My son and daughter learned to drive in it and I plan on passing it on to my son when the time comes. It has been “my” car ever since I was 7 and my father first brought it home and it holds so many memories for us. I thank my Dad for buying it every time I drive it.

Phil LaPort
Lakewood, CA
I am sending you some photos I took from the roof of the Sears Warehouse in Flint, Michigan on November 23rd, 1954, the day Chevrolet rolled the “Gold Chevy” off the assembly line to celebrate their 50 Millionth car produced, and a brief history of the “Gold” car and my family’s association with it.

There were 10 kids in our family and with the exception of myself and two of my sisters our entire family made careers at GM. My father and his brother worked at Buick from the time they moved to Flint in 1920 and even I worked in the GM body shop in 1955 for a couple of weeks before leaving to take a job with Sears Roebuck. I was working at the Sears Warehouse on November 23, 1954 when I took these photos.

What is interesting is that my oldest brother Ed was working on the final inspections of Chevrolets when the gold car came off the line. Ed told me that he didn’t really think that the interior trim, like the door handles and dash trim was really gold plated but on the outside of the car all the stainless and bumpers were. Boy, was that car bright!! Another brother, Dale, was working in the Chevy V8 plant at the same time. It is quite possible that he worked on the engine that went into the “Gold” 55.

The day that car was unveiled was a proud day for all the people working at GM in the plant and GM as a whole. After a brief ceremony Chevrolet General Manager Thomas Keating handed the keys to the “Gold” car to Harlow Curtis. Mr. Curtis was the GM chairman at the time and a close friend of my father’s until Dad passed away from cancer. They paraded the 55 through Flint on a special float followed by GM brass and celebrities in new 55 convertibles, much to the delight of the onlookers who had packed the streets.

The “Gold” car then went on a GM Motorama Tour of the country and dropped out of sight. I heard that as recently as 2003 a man in Indiana owned the car.

Even though I went to work for Sears Roebuck back in 55 I stayed a dyed in the wool Chevy Fan. I bought a brand new 56 on December 30th, 1955 and another 56 wagon for my family in the early 60’s. I now have my third 56, a 210, 4dr. hardtop that I bought in Arizona in 2002. I am in the process of restoring it and hope to have it ready for the 50th Anniversary of the 1956 Chevy in 2006.

Thanks for letting me share my family’s ’55 story!!

William H. Bills
Grand Blanc, MI

I purchased an original 1 owner ’55 Chevrolet 210, 2-Door, 6 cyl, 3 speed sedan with 58,000 miles on it from my neighbor. I have enclosed a copy of the original bill of sale.

The car was originally painted black and white and was in need of some TLC in spite of it’s low miles. Since I am the Fire Marshall for the Hanover Township Volunteer Fire Company in Hanover Township, Bethlehem, PA and the owner of Micro Fire Apparatus Company, I thought that turning it into a 50’s style Fire Marshall car would be fun.

I located an old style siren and an old style roof light. Repainted it red with a white top and had fire company Maltese Crosses with hand laid gold put on the doors. We installed new brake hoses and new oil filter lines and the car was good as new again.

I have won 4 trophies at car shows and the ’55 is a big hit at fire parades.

Robert Van Why Jr.
Hanover, Township
Bethlehem, PA

I bought my ’55 in 1994 for $2,500.00. When I originally went to look at the car I asked the price and the man said he wanted 25 for it. I told him that I felt it needed an awful lot of work for 25 to which he said if he couldn’t get $2,500.00 for it he was keeping it. This was a rust free 2-Dr. hardtop; I thought he meant $25,000.00. I drove it home that day for $2,500.00 cash.

Now it has a new crate 350 and a 700R4 and drives even better than new. I also repainted it with 7 coats of color and 2 of clear and replaced a lot of the chrome, which I got from Danchuk. I have been to a few shows since we finished her and it really turns heads.

Ken Walder
Kilgore, TX
HERE'S A BEAUTY FOR YOU!

Why do I like the '55 Chevy best? Maybe it is because 1955 was an important year for me. I turned 15, had started high school and was only one year away from my license. I really don't have the slightest idea, to be honest. But when I saw my first '55 Chevy, I just knew that one day I would have one of these great looking cars.

I bought my first '55 in 1960 for $500.00. It was a 150 2-door with a six-cylinder and a 3-speed. I had that car for about a year and a half, and can't tell you how many times I had to go to the "junkyard" to find parts for it. I had many interesting experiences looking for parts for that car. After I sold my '55 I bought a 1959 Chevy black sport sedan with a 400ci engine. What a difference between the two cars!!

Years went by, and I got married and had children, the normal things you do as you get older, and I began to think about getting another '55. In 1997 my wife and I went to a car show and I saw it...instant love. A beautiful 1955 Convertible. Black on the outside and red and beige on the inside. I turned to my wife and said, "That's my car". She looked at me, not really understanding what I meant. I knew that I would own that car one day. There wasn't anyone around to talk about the car so we went on through the show going back to the '55 every so often. We never did see anyone by the car so I got he owners name from the window card. After a couple of months of searching I finally tracked him down and called him to make an offer. But when I called he told me that the car was not for sale. I kept a picture of that car on my desk for years, and kept on dreaming and kept on looking.

In 1998, with my cousin's help, I located another car that I was interested in about 130 miles from my home. It was a '57 2-door hardtop, red and white with a 283 powerpack. I made an appointment to see the car and liked it so I made a deal. The owner delivered the car to me on December 6th. I had a ton of fun driving that '57 and I loved it, but I still wanted a '55 convertible.

In the fall of 1999 I fell ill and couldn't get out much. My cousin dropped by to visit and told me that he had seen an ad for a convertible like the one I wanted. It was in Maryland. I called about the car and asked the owner to send me some pictures. It was exactly like the one I tried to buy once before, but not as nice. Since it was December and I was not really able to travel, I decided to call the owner and tell him that I would not be able to come and see the car, but I was interested. As I started to dial the phone I remembered the first '55 I had tried to buy and decided to call to see if maybe it was for sale by now. I called and got the owner on the phone, he told me to call him back that evening. All day I was a nervous wreck thinking about that car. When I called him back he told me that he would sell the car to me if I was interested. I could hardly believe it!! I made an appointment to see the car on the spot.

As I had not seen the car for several years and did not know what condition it was in. My cousin drove me the 40 miles to take a look at her, and boy was I pleased! It looked exactly as it had the first time I saw it. I made the deal and left a deposit.

The owner agreed to store the car for me until I was able to pick it up. It was, after all, December and I still had the '57 and nowhere to put them both.

I brought the '55 home in April, 2000 and sold the '57 to a buyer in Ohio. What a thrill it was to finally be driving my dream car home. It had had a full restoration in 1982 and with the black paint, red and beige interior, 265 two barrel with dual exhaust and twin spots it was a really good looking and great running car. Never the less, I have put a lot of time and money into upgrading her.

I have attended many cars shows and cruise nights and have been fortunate enough to win several awards. I also enjoy talking to all the people who ask about the car. But I would have to say that the most fun I have had with my '55 is just driving it.

My young grandchildren have never ridden in the car, but they like to sit in it when they come to visit. The car will be ready for them when they are ready for the car.

My '55 from the past still has a future.

Robert Caruso
Rochester, New York
**OCTOBER**
- 1-2: SUPER CHEVY SHOW
- 7-8-9: CRUISIN’ THE COAST
- 21-22-23: SUPER CHEVY SHOW
- 29-30: OHIO CARS & PARTS SWAP MEET

**EVENT**

**LOCATION**
- VIRGINIA MOTORSPORTS PARK
- CONVENTION CENTER
- GAINESVILLE RACEWAY
- CLARK COUNTY FAIRGROUNDS

**CITY & STATE**
- PETERSBURG, VA
- BILOXI, MS
- GAINESVILLE, FL
- SPRINGFIELD, OH

**NOVEMBER**
- 18-19-20: MOULTREI SWAP MEET
- 25-26-27: TURKEY ROD RUN

**EVENT**

**LOCATION**
- AIRPORT
- DAYTONA SPEEDWAY

**CITY & STATE**
- MOULTREI, GA
- DAYTONA BEACH, FL

**DECEMBER**
- 2-3-4: SNOWBIRD NATIONALS

**EVENT**

**LOCATION**
- ORLANDO GRAND PLAZA

**CITY & STATE**
- ORLANDO, FL