The Long-Awaited Major Revision for the 1973-74 TIMJG

by Tom Russo

The long-awaited Third Edition of the 1973-74 TIMJG is set for publication this winter, twenty years since the rollout of the Second Edition. Features of this major revision will make this a most desirable technical reference guide for 1973 and 1974 owners. It contains over 250 pages, 666 illustrations and colored photos, and the results of extensive research by a revision team of over 20 NCRS members whose passion is the 1973-74 Corvette.

Throughout all sections, readers will see greater attention to running production changes with illustrations to depict distinctive characteristics of these deviations. To place the alteration in the context of a production change, an explanation or rationale provides the reader with background reference.

Take for example, the SX plunger-style switches used in the anti-theft alarm system throughout the C3 production run. The Second Edition of the 1973-74 TIMJG states, "Original switches have the letters SX stamped into the head of the plunger." The implication of this statement is that *all* plunger switches had the SX logo.

This revision expands on this point and adds "two plunger-style switch devices are used in 1973 and 1974; a pin-style versus a spade-style, each with a different terminal configuration." (See Figure 1 9.0) Additional notes explain why this change took place and guide the reader to the locations for each switch-style usage. (See spade-style vs. pin-style sidebar)

While the layout is typical of any NCRS judging manual, the 1973-74 adopts a format to shape it as a field-friendly judging guide that includes at the front of each section both a detailed Table of Contents and List of Tables. The

Fig. I 9.0 Door jamb switch w/SX stamp and barrel crimp

intent is to make technical detail easily accessible on the judging field. The revision team encourages chapter judging chairmen to include these references when sections are separated for field judges.

This Third Edition tackles head-on such topics as emission control that power-seeking Corvette enthusiasts have avoided in the past, and it provides details not found elsewhere. The emission segment in the chassis section is expanded to include extensive specifics accompanied by photos to illustrate emission-device configurations, the maze of hose routing and the role those devices serve in mechanical operations.

The topic of emission control was not fully understood in the early years, but build documents on fuel tanks introduced a distracting sort of interest for Corvette enthusiasts that were much more easily understood. This revision uses relevant sections of the TIMJG to incorporate buildsheet data as an additional source to confirm selected mechanical and chassis broadcast codes. The 1973 model year was the first use of a General Motors Assembly Division (GMAD) landscape-style manifest that replaced the Corvette Order Copy glued to the fuel tanks of Corvettes in previous years.

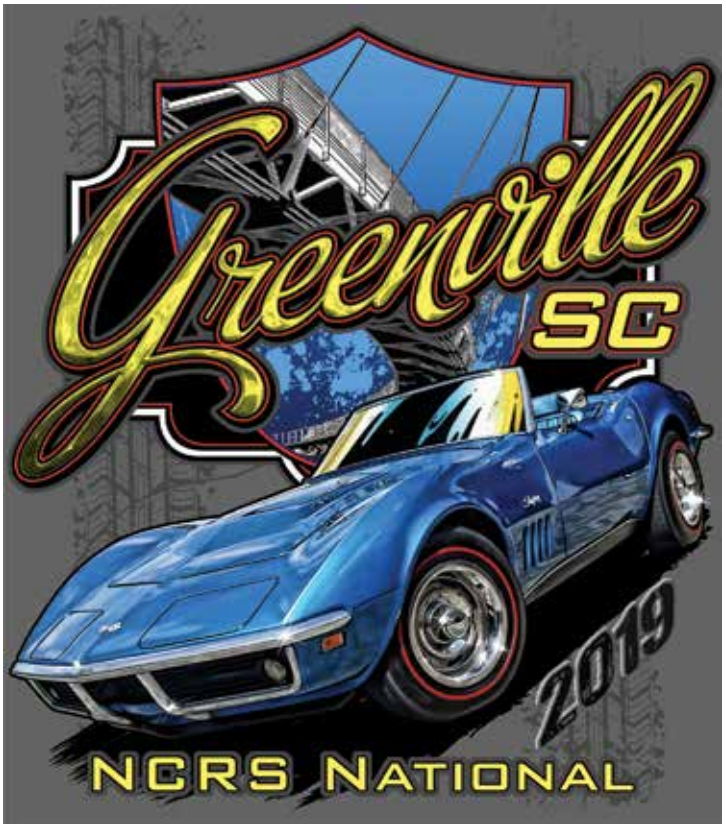
While the Third Edition targets the 1973-74 Corvette, historical origins of selected equipment are tethered to both past and present technologies. For example: Cowl induction was used in 1973 to boost horsepower, given the power-robbing nature of emission control. Cowl induction (or cold-air induction) was first introduced in the 1957 Corvette air-box cars (RPO 579E) to power up the Rochester Ramjet fuel-ejected 283. It was pulled off the bench years later to enhance the high-performance L88s of the late 1960s.

Equally noteworthy, the horsepower-gutted 1973-74 Corvettes, maligned for decades due to power limitations, paved the way for future horsepower gains built around the Chevrolet small block. The 1973-74s were the early years when emission control and fuel economy measures were tested, nurtured and matured, resulting into today's technologies that deliver that supercharged, fuel-efficient, emission-controlled Corvette power aligned with twenty-first century Corvette platforms.

Old-school Corvette enthusiasts love their chrome and therefore look to pre-1973 models for that fix. Yet, sellers know that millennials prefer the soft bumper cover integrated into the body shape of the later C3s as their preferred Corvette ride. These mid-C3s represent a Corvette class that remains untapped yet ripe for study. If your passion is the 1973-74 Corvette, this Third Edition of the 1973-74 TIMJG will inspire you as it has the revision team. Members of the team are original owners of 1973-74 Corvettes who, over the decades, resisted urges to build a better motor, modify the car to look like an earlier model, and kept their cars original. Now NCRS members will benefit from their persistence in retaining that originality.

If there is one takeaway lesson from this eighteen-month project, it is that we change the manual and avoid the temptation to change the car! Too often, stories came forward of owners' past actions to comply with an outdated manual by changing parts to chase points. Rather the lesson to judges is that when in doubt of originality, the benefit of the doubt goes to the owner.

Tom Russo
NCRS #22903
Hunt4cleanair@earthlink.net



1973-74 TIMJG Excerpt: Spade-style switch vs. Pin-style SX switch
Taken from the door-jamb pages of the Interior section and alarm wiring from Chassis section, this excerpt illustrates what is known today that builds on content included in the Second Edition of the 1973-74 TIMJG.

From the Interior Section

Door & Body Jambs

Two plunger-style switch devices are used in 1973 and 1974; a pin-style versus a spade-style, each with a different terminal configuration. *Judge only the plunger head and the barrel. Terminal configuration is provided for the restorer.*

The front door-jamb switches are pin-style and operate the rear compartment lamp and the kick-panel courtesy lights. Original pin-style switches have **SX** stamped into the head of the plunger and are about one-fourth-inch diameter. Sometime after December 1972, the barrel of the switch is crimped out-of-round with two raised ridges. (See Fig. I 9.0) Early 1973s, built through November 1972, used the **SX** pin-style switch for the rear-jamb alarm switch. After that, 1973s through 1974 production used the spade-style switch.[1] The plunger head has no markings and there is no discernible size difference in the diameter of the plunger heads.

[1]The spade-style switch was introduced when the unit was grounded to the metal mounting plate, thus eliminating a switch terminal and the ground wire

Fig. I 9.1 Spade-style switch vs. pin-style SX switch

From the Chassis Section

Alarm Wiring & Switch

The alarm switch is at the rear of the passenger-side hood opening. The black metal ninety-degree angle bracket and bolts installed after the blackout operation shows no paint. (Fig. Ch 4.15)

The original switch is zinc or silver cadmium with SX stamped in the top of the plunger. *For a full discussion of the two plunger-style switches used in 1973 and 1974, see Section 9, Door Jambs in the Interior Section.*

Fig. Ch 6.3 SX pin-style alarm switch