

3rd Article

# GETTING A 1956-62 GLOVE BOX DOOR TO SHUT

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I actually take trips in my Duntov 1960, so it is important just for practicality alone that everything function as well as it did for PV, but whether you are going for PV, having an ops check for Flight judging or just pulling your car in and out of a trailer to go to shows, you still want everything to work. One small annoyance is the fact that almost no 1956-62 glove box door shuts properly. The 1956-62 PV Manual states “the lockable door should open and close smoothly without slamming, although depression of the latching button upon closing is acceptable”. If even the dreaded PV Manual allows for pushing the button to get the door shut, then we know that this is a universal problem! But thankfully is one that is easily fixed.

The latch shown here (figure 1) is as it came on virtually all 1956-62 cars. The tapered part is supposed to hit the tapered part of the lower front of the door-fit adjustment screw (Figure 2) of the door latch catch assembly, depress the latch into its mechanism, slide smoothly past it and shut by catching the back of the screw. The problem is that the latch sticks out so far and the taper so slight (Figure 1) that only the edge of the flat part of it hits the edge of the screw and the door just bangs without shutting.

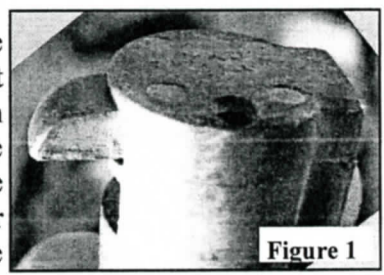


Figure 1

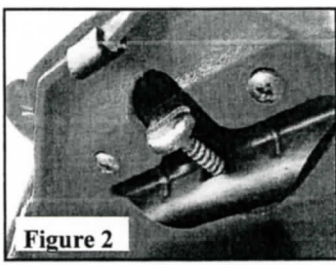


Figure 2

My first inclination was to check the door latch catch assembly on the inside of the glove box (Figure 2). I started to try and bend the screw upward to make it easier for the latch to slide past the screw. The assembly here was so tight and solid, however, that I decided against the use of force to fix the problem.

The only remaining alternative was the latch itself. It appears that all were made with the flat surface sticking too far out. So, I got out the trusty Dremmel and slightly increased the taper (Figure 3), with most of the removal being where the flatter part had been hitting the screw. After testing it to make sure that it would close as desired, I used a bit of 400 and 800 grit sandpaper to remove the grinding marks. That left a surface with shiny metal that contrasted with the rest of the mechanism. I used a drop of battery acid on the end of a Q-Tip and this darkened the metal right up. Muriatic or other acids would probably work similarly. Note the difference between the original length (Figure 1) of the top surface of the latch and the reworked length (Figure 3).

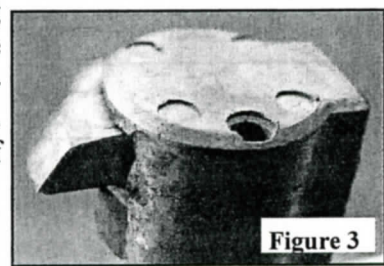
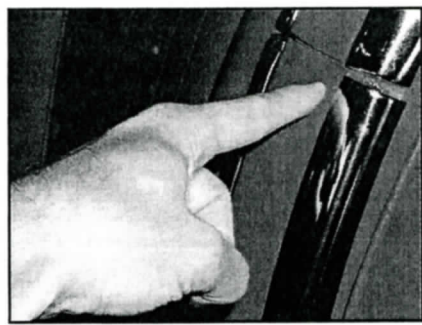


Figure 3



The result of your 15 minutes of hard labor will be rewarded with a glove box door that will shut the way Chevrolet intended it to – with the simple touch of a finger – and no cheating by pressing on the button!