



CHEVROLET MOTOR DIVISION

General Motors Corporation
Chevrolet Service Department



Chevrolet Dealer Service Technical Bulletin

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Section:

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Date:

Subject: THREE AND FOUR-SPEED FLOOR
SHIFT CONTROL COMPLAINTS
1967 CAMARO

Attn: Service Manager

To: ALL CHEVROLET DEALERS

Hard shifting complaints of various types have been reported on the 1967 Camaro. As of April, 1967, a number of changes were made in the shift controls to produce a better shift feel. Listed below are the problems and their corrections.

NOISY AND/OR STICKING PLASTIC SLIDES (CONSOLE EQUIPPED UNITS)

This condition is generally caused by the console shifter plastic slide (see fig. #1, item #2) interfering with the left hand retainer (item #3).

In production, the height of the track was raised to correct the above condition.

For service, remove the plate assembly and examine the underside for interference during operation. If more clearance is needed, add 1/16" washer between the retainer tracks (items #3 and #4) and the plate (item #1). If the slide is too wide, trim off with a file the required amount of material.

Note: A slight application of grease on the edges of the slide, before reassembly, will help reduce and deaden the raspy noise when shifting.

If the slide appears to be damaged at the rear edge of the lever opening, the slide may be acting as a stop for the lever. To correct this condition, remove approximately 3/16" from the slide stop or enlarge the opening in the slide.

HARD SHIFTING OR BINDING

Before attempting any rework on the shifter control assembly, the following items should be checked.

1. Check clutch lash to insure proper release.
2. Check control strut rod (from control to transmission mounting bolt bracket). Flat section of rod should be toward control frame for sufficient clearance.

Important That All Service Personnel Read—Please Initial

Service Manager	Shop Foreman	Service Salesman	Service Technicians								

3. Check crossover adjustment - using crossover adjustment tool and procedures, as described in March, 1967, Chevrolet Service News on page 6, check the crossover adjustment. If the tool will not fit (4-speed only), cause may be due to a burr on the front edge of the reverse lever. If the burr is present, remove the lever from the control and grind off the tip of lever (see fig. #2). Make sure all jam nuts and all shift lever bolts are tight.

If improvement is not sufficient after checking the above, remove the control assembly from the car and proceed as follows, using the figures as noted for reference.

1. Pry off polyurethane retainer and discard.
2. Drive out pivot shaft.
3. Remove levers, wave plate (fig. 3), and lockout plate from bracket (discard wave plate).
4. If reverse inhibitor load is too low, remove plunger and install new plunger (Part No. 3923542) (4-speed only).
5. Inspect shift and control levers for burrs or roughness in gate areas and dress with a stone as required.
6. Lubricate all rubbing surfaces with water resistant grease and reassemble.
7. Install new low load polyurethane retainer (Part No. 3923544).
8. Pry out coil bias spring and discard (4-speeds only).
9. Reinstall control and adjust rods. Be sure to lube rod ends.

SHIFT KNOB ALIGNMENT

Occasionally, the shifter knob pattern will not line up when the knob is tightened. This condition can usually be corrected by placing a Belleville washer (concave side up) under the knob - Belleville washer Part No. 3841726.

PARTS AND LABOR DATA

	QUA.	PART NO.	PART DESCRIPTION	P	FC	L	T	OPERATION NO.	TIME
1.	1	3923544	Retainer	X	52			H428190	1.1
2.	1	3923542	Plunger (4-Sp. Only)						

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c: Dealer List
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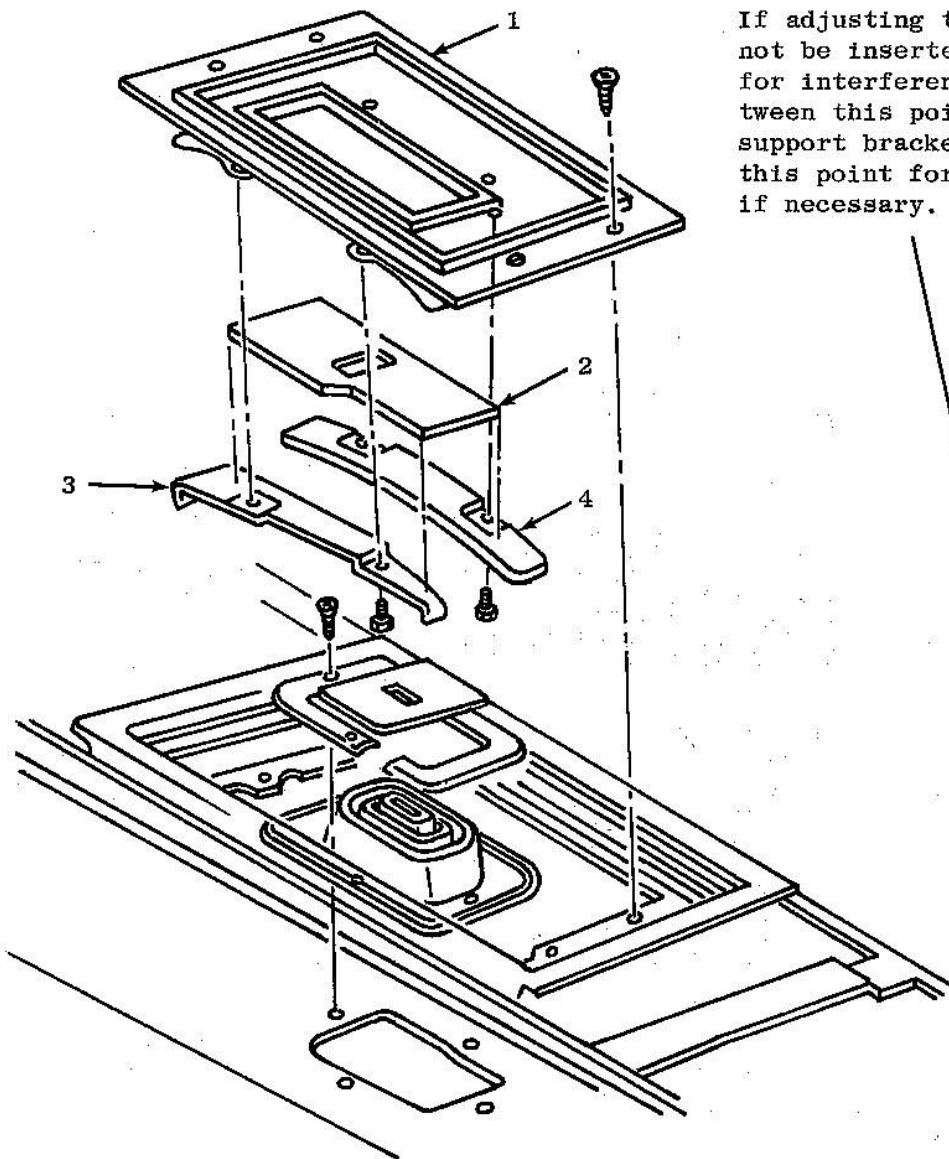


FIGURE 1

If adjusting tool can not be inserted, check for interference between this point - and support bracket, grind this point for clearance, if necessary.

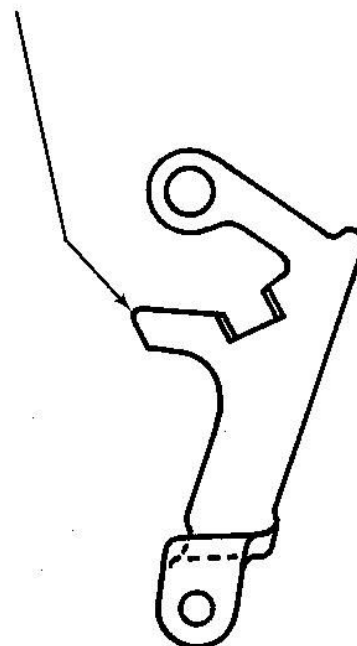


FIGURE 2

REVERSE LEVER - 4-SPEED

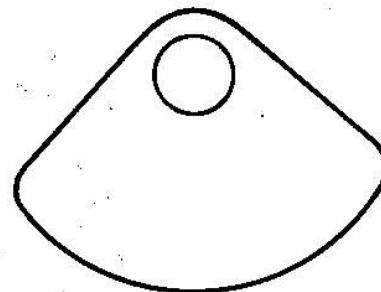


FIGURE 3

ANTI-RATTLE WAVE PLATE

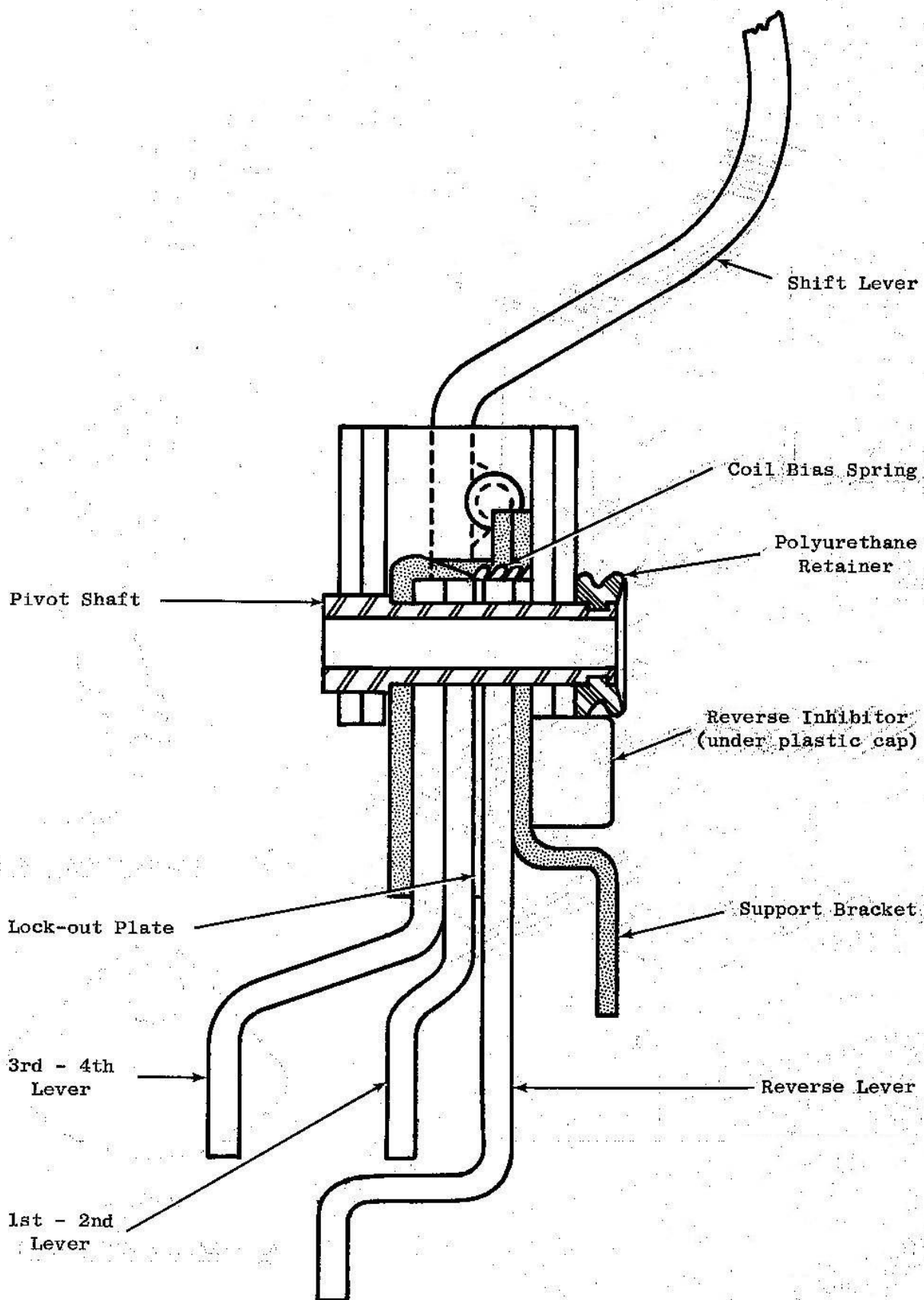


FIGURE 4

FOUR-SPEED CONTROL