CHEVROLET—CENTRAL OFFICE

DIVISION OF GENERAL MOTORS CORPORATION
DETROIT 2, MICHIGAN

TECHNICAL SERVICE BULLETIN

Technical Service Department

SUBJECT: TRANSMISSION LINKAGE DEFLECTION AND EXCESSIVE REVERSE ENGAGEMENT EFFORT CORVAIR "95" MODELS WITH 4-SPEED TRANSMISSION

BULLETIN NO. DR # 460

SECTION VII

DATE December 16, 1960

TO: ALL CHEVROLET DEALERS

Two changes have been made in Production on 4-speed Corvair "95" Models that will reduce shift linkage deflection and the effort required to shift into reverse gear.

A new Transmission Control Rod Coupling with less deflection entered Production on 4-speed transmission equipped units effective with Serial No's. F-101736 and S-104752.

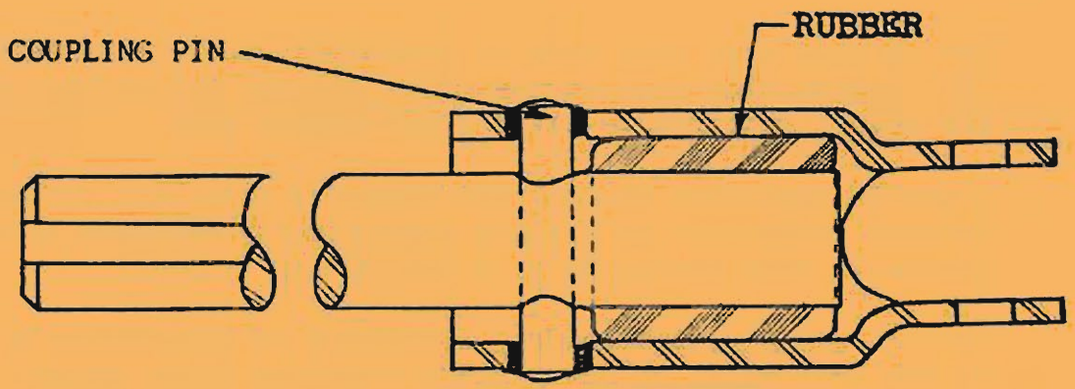
Should excessive deflection, resulting in indefinite or poor detent feel exist on early units with the first design coupling, the coupling pin should be arc welded to the coupling bell as shown on Page 2.

NOTE: It is important that the part be quenched in water immediately after arc welding to prevent deterioration of the rubber bushing.

Corvair "95" 4-speed transmissions built after 11/8/60 (Trans. #1108) incorporate a new single spring type reverse inhibitor. The early design inhibitor may be reworked to reduce shifting effort by removing the inner of the dual springs. The inner spring may be removed by first removing the retainer (See Page 2). Do not attempt to remove spring from the top side by prying up tabs.

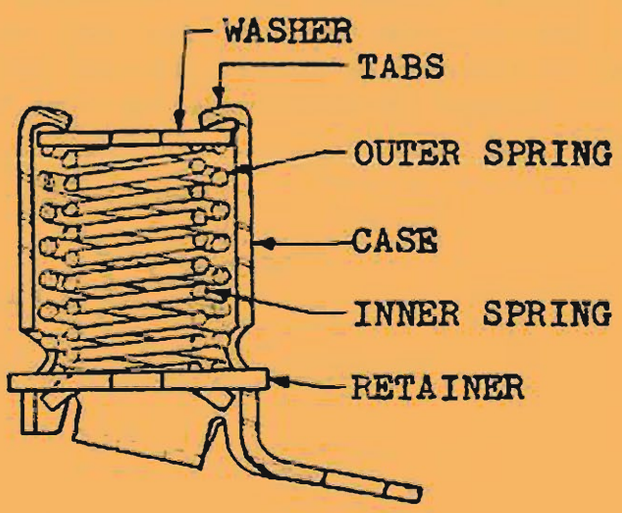
Director, Technical Service Department

JCP:dz



IMPORTANT: WATER QUENCH IMMEDIATELY AFTER WELDING TO PREVENT DETERIORATION OF RUBBER

COUPLING REWORKED BY WELDING



REVERSE GEAR INHIBITOR