

Timing Specification Change 1966 & 1967 Corvette

There are two different distributors being used on 1966 and 1967 Corvettes equipped with 327 cu. in. engine (300 H.P.), air injection reactor equipment, automatic transmission, and cable driven tachometer. Since the two distributors have different timing specifications, reference should be made to the distributor part number before timing. The chart below identifies the two distributors by part number and gives the correct corresponding timing specifications.

<i>Distributor Part No.</i>	<i>Specification</i>
1111117	4° After Top Dead Center (ATDC)
1111194	6° Before Top Dead Center (BTDC)

Powerglide Clutch Assemblies

The "Clutch Assemblies" chart shown on page 7-53 of the 1967 (Passenger Car) Overhaul Manual (ST 131-67) should be revised, as shown below, to indicate that the powerglide clutch assembly on passenger cars, when equipped with the 396 cubic inch engine, includes a cushion spring. This same revision should also be made to the "Clutch Assemblies" chart shown on page 7-46 of the 1966 (Passenger Car) Chassis Overhaul Manual (ST-73).

Clutch Assemblies

	L-4 & 194L-6 (exc. Chevelle Taxi & Hvy. Duty Chassis); 230L-6 Pass. Cars	194L-6 Taxi & Hvy. Duty Chassis; 230L-6 Trk.; 250L-6 Trk.; 283V-8; 292L-6 Trk.; 327V-8 Pass. Car, Corvette; 250L-6 Pass. Cars (exc. Taxi & Hvy. Duty Chassis)	250L-6 Taxi & Hvy. Duty Chassis; 327V-8 Trk.	350V-8 396V-8 427V-8
Drive Plate	3	4	5	5
Driven Plate	4	5	6	6
Cushion Spring	1	1	None	1

Camaro Engine Mount Replacement

The procedure outlined on page 6-37 of the 1967 (Passenger Car) Chassis Service Manual (ST-130-67) covering the replacement of Camaro Front V-8 Engine Mounts should be revised as follows:

1. Loosen fan shroud and let it hang on front of engine.
2. Remove nut, washer, and engine mount 'through' bolt.
3. On vehicles equipped with power steering, remove upper bolt and loosen lower bolt retaining power steering cradle brace to engine block.
4. Raise engine to release weight from mount.
5. Remove bolts retaining mount to engine.
6. On vehicles equipped with power steering, pull pump assembly down to allow adequate clearance to remove mount from vehicle.
7. Remove mount.

Reverse procedure on installation.

Convertible Top Hydro-Lectric System Fluid Change

Late model 1967 convertibles equipped with power operated tops use type "A" transmission fluid in their hydraulic system in place of the previously used brake fluid. All systems that use transmission fluid, instead of brake fluid, are identified by a sticker on the top side of the motor and pump reservoir which states: "CAUTION—Refill with Type 'A' Transmission Fluid". It is important that this caution is adhered to and that brake fluid is not used when adding or refilling fluid to these units.

Since these units are being phased into production, a note should be made to step 1 of the "Motor and Pump" installation procedure appearing on page 13-27 of the 1967 Fisher Body Service Manual, to check for the existence of the Caution Sticker on all units built after January, 1967. All units without the sticker should be refilled with the specified brake fluid.

1967 Corvette Steering Column Realignment Revision

Revise step 10 of the 1967 Corvette Steering Column Realignment procedure appearing on page 7 of the February, 1967, issue of Chevrolet Service News to read as follows:

10. Pull intermediate bracket (A) rearward to accommodate the height differential of the cluster to instrument panel brace and tighten three bolts (C) to 20 ft.-lbs.* torque.
*Then tighten four nuts (E) and bolts (D) to 12.5 ft.-lbs. torque.

*Indicates revision.