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CHEVROLET—CENTRAL OFFICE

DIVISION OF GENERAL MOTORS CORPORATION
DETROIT 2, MICHIGAN



TECHNICAL SERVICE BULLETIN

Technical Service Department



SUBJECT: CRANKSHAFT THRUST BEARING FAILURE
1962 1000 SERIES AND CORVETTE 327
ENGINE WITH POWERGLIDE TRANSMISSION

BULLETIN NO. DR #554

SECTION VI

TO: ALL CHEVROLET DEALERS

DATE September 25, 1962

Failure of the crankshaft thrust bearing on 1000 Series and Corvette 327" V-8 engines on vehicles equipped with Powerglide transmissions may be caused by "ballooning" of the converter under certain operating conditions especially those involving high RPM's. A design change was incorporated in Production effective with transmission Serial #B-116-D to alleviate this condition.

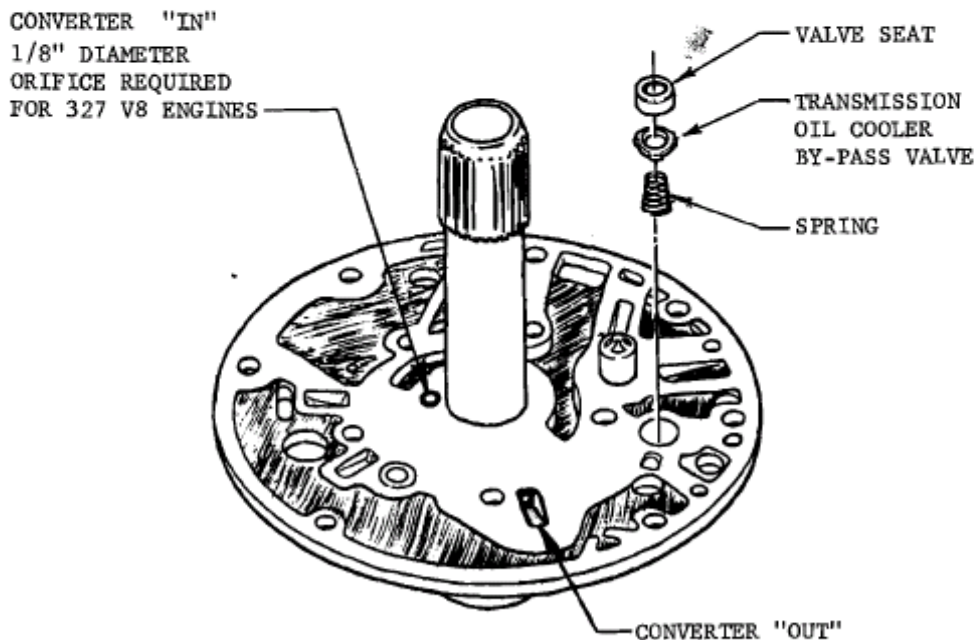
If a main bearing thrust surface failure occurs in a vehicle equipped with a transmission serial # prior to B-116-D or if the transmission is removed from the vehicle for any reason, the front pump should be modified as shown on Page 2.

Director, Technical Service Department

BPM:jg

Under certain operating conditions, oil pressure can build up in the converter exerting an excessive load on the crankshaft resulting in the thrust bearing being "wiped out". To correct this condition in Production, the front pump converter "in" oil passage has been reduced from 3/16" to 1/8" and the converter "out" oil passage increased from 7/64" to 9/64". Chevy II models continue to use the original cover assemblies.

To modify transmissions built prior to serial #B-116-D, Cover Assy. part #3828787 is now serviced separately and should be assembled to the existing pump assembly. This cover assembly is packaged with an oil-cooler by-pass valve part #3798171 and valve installation instructions are included. The by-pass valve should be installed in 1000 Series vehicles and discarded if the cover assembly is installed in a Corvette. 1000 Series passenger car are equipped with an external oil cooler, Corvettes are not.



ALUMINUM POWERGLIDE TRANSMISSION
FRONT OIL PUMP COVER