

4-Speed Shift Control Lever Retainer and Isolator Replacement—1970-71 Camaro

Reports of shift control lever retainer damage during service repairs have been received on 1970-71 Camaro models with 4-speed transmissions. The damage occurs when attempting to remove the lever from the control assembly by prying up on the lever. This practice results in damage to the retainer tab.

All 1970 and 1971 Camaro 4-speed shifters are of the Hurst-Campbell design. The lever must be removed from the control assembly by inserting a piece of .010"-.020" shim stock between the retainer and the shift lever on the left side of the lever (driver's side). For removal, insert the shim stock to a depth of at least one inch (Fig. 3). The shim stock will depress the locking tab and allow the lever to be removed.



Fig. 3—Removing Shift Lever

NOTE: It is not necessary to insert shim stock on both sides of the lever as indicated in the 1971 Passenger Car Chassis Service Manual. The lever has a notch only on the driver's side for retention purposes.

Should retainer and/or isolator replacement be required, install Transmission Shift Control Lever Retainer and Isolator Unit Part No. 325051. This unit consists of two retainers and two rubber isolators. Replace as follows:

1. Remove the shift control lever.
2. Using pliers, remove old retainers and isolators from control assembly by pulling upward one side at a time.
3. Insert new retainers and isolators into the control assembly, one side at a time until seated.

NOTE: It may be helpful to place a strip of .010"-.020" shim stock between the control assembly socket and isolator when installing the second side.

NOTE: Retainers must be inserted with locking tabs nearest the top of the retainer as shown in Figure 4.

4. Install the shift control lever.

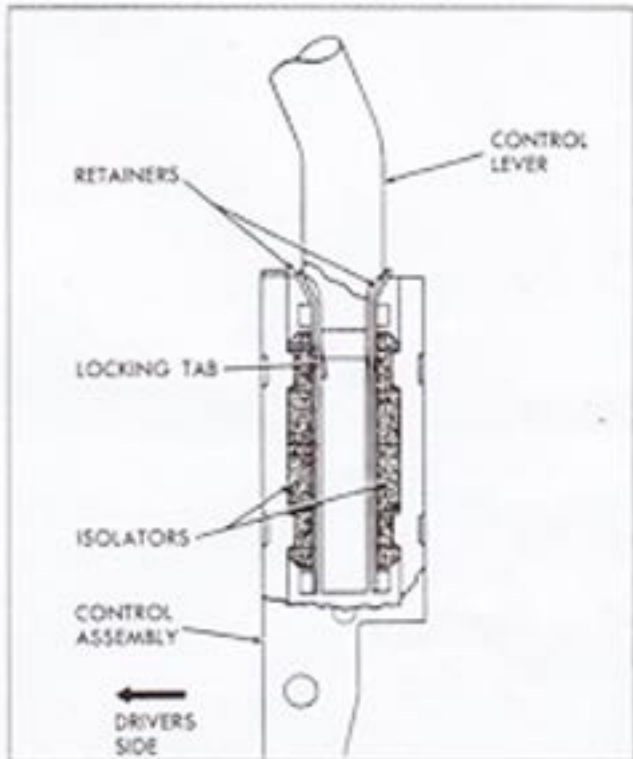


Fig. 4—Lever and Housing Assembly

Service Tip—Checking Automatic Transmission Vacuum Modulator

A quick leak test of automatic transmission vacuum modulators may be performed with the use of Tool J-23994 Valve Seal Leak Detector. To check the modulator, disconnect the vacuum line from the modulator and connect the Valve Seal Leak Detector hose. Actuate the tool until 15-20 hg is indicated and hold for 1-2 minutes. If vacuum drops, remove and replace the modulator.