SECTION 6D

MANUAL TRANSMISSIONS

THREE-SPEED TRANSMISSION

The 1962-3 3-speed transmission service procedures are basically the same as 1961 except for a change in the shift linkage adjustment procedure.

Also, Figure 6D-1 shows the proper location of the shift control rod support bracket. The rod support bracket now has a delrin bushing instead of a nylon bushing.

Shift Linkage Adjustment

500 and 700 Series

After any service operation in which the shift control rod in the tunnel has been replaced or it has been found that transmission response is improper to the shift pattern, adjust the shift linkage.

NOTE: Before making adjustment, lash in system is to be taken up by moving the shift control rod to the rear.

1. With seat in full forward position, shift transmission to the first gear (500 and 700 models), then loosen the coupling nut on the transmission shift control rod.
2. Adjust the gearshift lever to ½ inch from edge of seat, then tighten the coupling clamp nut.
3. Test shift in all ranges.

900 Series

Shift linkage adjustment procedure for the 900 model is similar to the above except shift transmission to the reverse gear and adjust the gearshift lever a distance of 2¼ inches from the center of the gearshift lever housing, rearward, to the center of the gearshift lever knob.

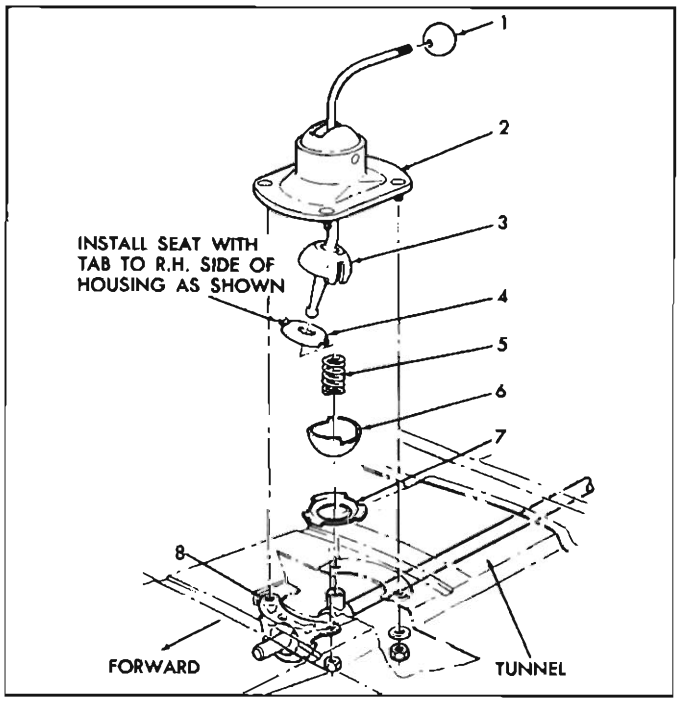

Fig. 6D1—Gearshift Lever Assembly—Exploded View

1. Knob
2. Housing
3. Gearshift Lever Assembly
4. Seat
5. Spring
6. Spherical Joint
7. Retainer
8. Support Bracket

FOUR-SPEED TRANSMISSION

500, 700 and 900 Series

The 1962-3 4-speed transmission service procedures are basically the same as 1961 except for a change in the shift linkage adjustment procedure.

The transmission reverse inhibitor mechanism has been redesigned. Also the distance between the shoulder and the third and fourth speed snap ring groove on the mainshaft has been increased. To accommodate this change on the mainshaft, a new clutch gear and new clutch gear needle bearings are required. The new clutch gear and bearings can be used with the 1961 mainshaft. If the mainshaft on a 1961 transmission requires replacement, the new clutch gear and bearings must be used. Both mainshafts will be available for service.

Shift Linkage Adjustment

After any service operation in which the shift control rod in the tunnel has been replaced or it has been found that transmission response is improper to the shift pattern, adjust the shift linkage.

NOTE: Before making adjustment, lash in system is to be taken up by removing the shift control rod to the rear.

1. With seat in full forward position, shift transmission to the fourth gear (500 and 700 Models), then loosen the coupling clamp nut on the transmission shift control rod.
2. Adjust gearshift lever to ½ inch from the edge of the seat, then tighten the coupling clamp nut.
3. Test shift in all ranges.

The shift linkage adjustment procedure for the 900 Model is similar to the above except shift the transmission to the reverse gear and adjust the gearshift lever a distance of 3¼ inches from the center of the gearshift lever housing, rearward, to the center of the gearshift lever knob.

1200 Series

Service procedures, for the 1962-3 3 and 4-speed transmissions used in the 1200 Series vehicles, are the same as 1961 except for the addition of a shift linkage adjustment procedure. Also, reduction gear ratios for the 1200 Series vehicles are the same as the Corvair Passenger Car four-speed transmission.

Shift Linkage Adjustment

After any service operation in which the shift control rod has been replaced or it has been found that transmission response is improper to the shift pattern, adjust the shift linkage.

1. Remove spring from the gearshift lever shaft.
2. Rotate shift control rod to the left of vehicle (clockwise when viewed from front of vehicle) and pull out until third gear is engaged for three-speed transmission, fourth gear in four-speed transmission. Loosen shift control rod coupling nut (fig. 6D-2).
3. Insert a 1½ inch gauge block (make from wood or other suitable material) between the rod end and the front flange of the front crossmember.
4. Remove gauge, tighten clamp nut, and assembly spring.
5. Test shift in all ranges.

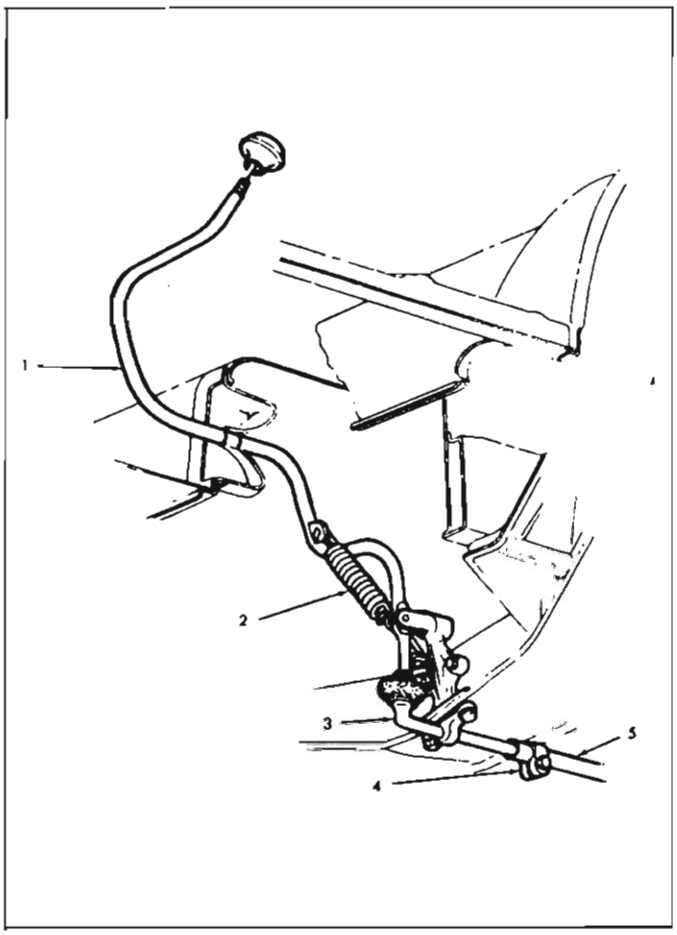

Fig. 6D-2—Gearshift Linkage—1200 Series

1. Gearshift Lever
2. Gearshift Lever Spring
3. Rod End
4. Shift Control Rod Coupling
5. Shift Control Rod