

1968 Corvette: Service Bulletin: General Information

Subject: 1968 Corvette General Information
Model and Year: 1968 Corvette
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CHEVROLET MOTOR DIVISION
General Motors Corporation
Chevrolet Service Department



Subject: 1968 CORVETTE
GENERAL INFORMATION

**Chevrolet
Dealer
Service
Technical
Bulletin**

68-T- 45
Number:
XV
Section:
Apr. 24, 1968
Date:

Attn: Service Manager

To: ALL CHEVROLET DEALERS

This bulletin was written to aid in correcting possible customer complaint items which may be encountered in the field on 1968 Corvettes.

BODY ITEMS

Windshield Lower Reveal Moulding Rattle

Insufficient retention at the outer ends of the reveal moulding to the wiper access door have, in some instances, resulted in a noticeable rattle condition. In production, on 12/14/67, a clip was added at each end of the moulding. Production will replace the clip with a screw on approximately 3/11/68.

Early production Corvettes may be corrected by adding Part No. 3869582 clip 3/4" inboard from each end of the moulding. This will retain the moulding tightly to the wiper access door.

PARTS AND LABOR DATA

QUA.	PART NO.	PART DESCRIPTION	P	FC	L	T	OPERATION NO.	TIME
1.	2	3869582	Clip	X	27		01 0272 90	.2

Ash Tray Door - Loose

The ash tray door on some early 1968 Corvettes may slide open and closed during vehicle acceleration and braking. In production, effective 1/2/68, a clip was added on the ash tray door to provide sufficient friction to retain the door in a set position.

Field complaints may be corrected in the same manner by installing Part No. 3942119, clip, on the aft end of the ash tray door so that the spring portion of the clip will rest on the underside of the center console trim plate. Lubricate the spring portion of the clip with zinc oxide grease or equivalent.

PARTS AND LABOR DATA

QUA.	PART NO.	PART DESCRIPTION	P	FC	L	T	OPERATION NO.	TIME
1.	1	3942119	Clip	X	27		01 0335 90	.2

Courtesy Light Switch - Damaged

The courtesy light switch plunger may be damaged during repair operations which require door trim pad removal. Should the door be closed with the trim pad off, the switch plunger may be bent by entering a depression moulded into the inner door panel. Once the door trim panel is installed, the depression is covered and no damage can occur.

In production on approximately 2/12/68, the switch was relocated upward on the pillar to an area where no damage to the switch can occur.

Whenever the door trim panel is removed in service, the door should not be closed or the attaching clip from the trim panel should be reinstalled to cover the depression in the door panel to prevent switch damage.

Astro Ventilation - Poor Air Flow

The amount of air flow through the Astro Ventilation System may be restricted if the flapper type valves are improperly cemented to the valve frame. These valves are located under the rear deck and should swing freely as pressure builds up in the passenger compartment.

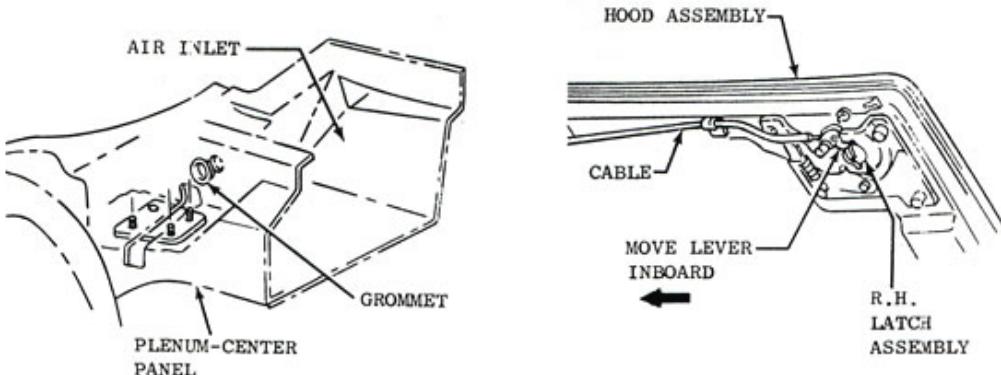
In instances where the valve action is restricted, separate the rubber flaps from the frame along the bottom and sides. The Astro Vent ducting and cowl kick pad vents should also be checked for leakage as this will reduce air flow at the nozzles.

It should be noted that the Astro Ventilation System is dependent on "ram" air through the plenum chamber, thus reduced air flow at lower speeds is to be expected.

Corvette Hood Lock - Fails To Release

In the event the hood lock fails to release by pulling on the release handle, it may be released by reaching up through one of the left fender louvres with a 30" rod and pushing forward on the latch release lever as noted on Page 9, of the September - October, 1967 issue of Chevrolet Service News. If the right hand lock does not release when this is done, the cable that links the right and left side locks may be inoperative. The right lock assembly may be released as follows:

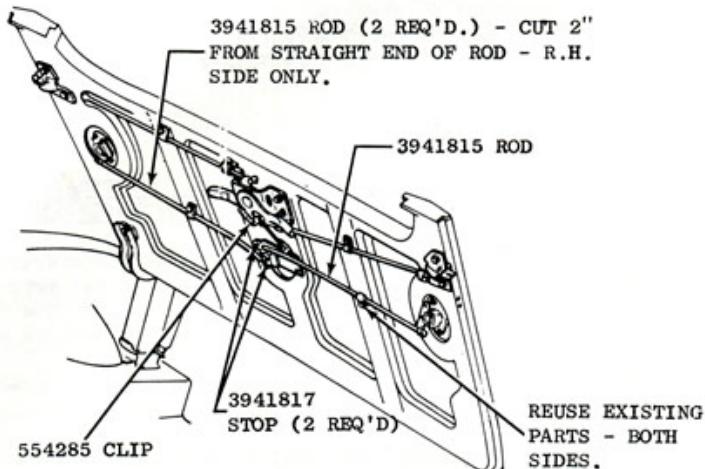
1. Remove the air inlet grille panel by removing 8 mounting screws.
2. Push out the rubber grommet located on the front of the center plenum panel.
3. Insert a screwdriver through the hole in the center plenum panel and prying against the outside edge of the lock housing, move the lock release lever inboard until the latch releases.



Rear Bow Lock Remote Control Cable Rattle

Remote control cables used on early 1968 Corvette Convertible models could rattle against the rear compartment lid. Production replaced these cables with rods on 1/2/68.

Complaint vehicles may be updated by installing the rear bow lock remote control rods as indicated on the sketch below.



PARTS AND LABOR DATA

QUA.	PART NO.	PART DESCRIPTION	P	FC	L	T	OPERATION NO.	TIME
1.	2	3941815	Rods	X	27		01 1446 90	.3
2.	2	3941817	Stops					
3.	1	554285	Clip					

BRAKE ITEMS

Hand Brake Lever Trim Seal - Broken

Breakage of the hand brake lever seal (or slide) may be due to interference of the slide with the retainer. The broken trim seal is an appearance item only and does not affect hand brake operation. The condition may be corrected by installing seal (or slide), Part No. 3918665, and reworking the front of the retainer by removing the tabs so that no interference is encountered with the hand brake in the released position. A smooth surface tape may be applied to the console reinforcement and stud plate to provide a smooth surface for the seal to slide against. It may also be necessary to shim the console up from the reinforcement to provide clearance for the seal to slide freely. The shims may be manufactured from a rubber type material attached with a suitable adhesive to the forward end of the console reinforcement. These corrections were made in production on approximately 12/15/67.

PARTS AND LABOR DATA

QUA.	PART NO.	PART DESCRIPTION	P	FC	L	T	OPERATION NO.	TIME
1.	1	3918665	Seal	X	04		01 0335 91	.5

Stop Lights - Staying On

The stop lights staying on momentarily after the pedal is released on Corvettes with manual brakes probably is due to the brake pedal return spring stop being misaligned. The production correction effective 1/22/68, involved realigning the spring stop on the brake pedal housing. This same correction may be accomplished by bending the spring stop, attached to the pedal housing wall, at a 45° angle toward the pedal. This will insure proper placement of the return spring and will improve the spring tension. Braking action is not affected by this problem or correction.

Power Brake Booster - Noise

Some owners may object to a "squish" sound emanating from the power brake booster as pedal pressure is applied. Production has released a new push rod seal, Part No. 548179, and valve silencer, Part No. 1382320, effective with Serial No. S407722 to correct this complaint.

Repair Procedure:

1. Remove master cylinder from vacuum power unit (NOTE: Do Not Open Hydraulic System). Remove master cylinder push rod clevis pin. Remove vacuum power unit. Remove the clevis from the push rod.
2. Remove the push rod seal and valve silencer from around the push rod. (Seal is rubber boot).
3. Install new seal and valve silencer and reassemble. (CAUTION: A new clevis pin retainer, Part No. 3817880, should be used if the original has been distorted or bent during removal).

PARTS AND LABOR DATA

QUA.	PART NO.	PART DESCRIPTION	P	FC	L	T	OPERATION NO.	TIME
1.	1	548179		X	40		05 3010 91	.7
2.	1	1382320						

TRANSMISSION ITEMShift Lever - Interference

On some early 1968 Corvettes equipped with Manual Transmission, the shift lever may contact the forward edge of the console opening. This could result in partial engagement of the transmission gears. Production was corrected on 10/3/67 by shimming the shift control upward at the front of the crossmember. Complaint vehicles may be corrected in the same manner. Two 1/8" shims may be added between the forward flange of the shift control bracket and the cross sill. This will tip the control back and move the lever rearward in the console opening. A minimum clearance of 1/8" should be held between the lever and console opening edge. (This should be checked with the boot below the opening and the shift lever in a forward position). It will be necessary to loosen the rear bracket bolts and to replace the front bolts with 3/8"-16 x 7/8" bolts.

PARTS AND LABOR DATA

QUA.	PART NO.	PART DESCRIPTION	P	FC	L	T	OPERATION NO.	TIME
1.					52	X	07 4280 90	.3

EXHAUST ITEMExhaust Noise - Excessive

The exhaust noise at idle speed (600-800 RPM) may be objectionable to some owners. This noise is most noticeable on Corvettes equipped with Hydra-Matic Transmissions. A customer complaint may be corrected by replacing both muffler assemblies with muffler assemblies, Part Numbers 3943385 Left and 3943386 Right.

PARTS AND LABOR DATA

QUA.	PART NO.	PART DESCRIPTION	P	FC	L	T	OPERATION NO.	TIME
1.	1	3943385		X	40		08 3100 90	1.2
2.	1	3943386						

ELECTRICAL ITEMSWindshield Wiper and Headlamp Doors - Inoperative

Vacuum hose collapse causing the headlamp doors and windshield wiper door to be inoperative may be experienced on early 1968 Corvettes. These doors may be operated manually by following instructions in the 1968 Corvette Owners Manual. This condition may be corrected by replacing the production hoses with Part No. 3945335 and Part No. 3941942 which are designed with a heavier wall. These new hoses went into production on 12/7/67.

Hose Routing	Color Code	Length	Replacement Hose
W/S Wiper Door Relay to Tee	Yellow Stripe	66"	Cut from 3945335
Tee to Headlamp Relay Valve	Yellow Stripe	76"	3945335
Tee to Vacuum Tank	--	13"	Cut from 3945335
W/S Wiper Door Relay to W/S Wiper Door Actuator	Green Stripe	28"	Cut from 3945335
W/S Wiper Door Relay to W/S Wiper Door Actuator	Red Stripe	25"	Cut from 3945335
Valve to Filter	--	30"	Cut from 3941942
Filter to Manifold Outlet	--	4"	Cut from 3941942
Valve to Grommet	--	20"	Cut from 3941942
Actuator to Tee	Green Stripe	20"	Cut from 3941942
Actuator to Tee	Red Stripe	19"	Cut from 3941942
Tee to Relay Valve	Red Stripe	2"	Cut from 3945335
Tee to Relay Valve	Green Stripe	2"	Cut from 3945335

PARTS AND LABOR DATA

QUA.	PART NO.	PART DESCRIPTION	P	FC	L	T	OPERATION NO.	TIME
1.	*	Hose	X	42			12 3110 91	.6
2.	*	Hose						

* Number of feet - as required

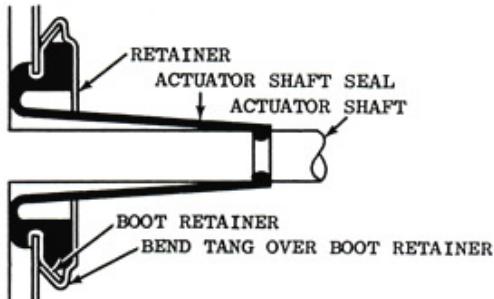
Headlamp Doors - Inoperative

Headlamp doors which become inoperative due to sticking actuator shaft seals, should be corrected by replacing the inner shaft seal. This seal, in some cases, will stick to the actuator shaft causing the seal to pull out of the actuator. The headlamps may be operated manually as outlined in the 1968 Corvette Owners Manual when this occurs. The new style actuator seals went into production effective with Serial No. S410514. The actuator seals may be replaced as follows:

1. Remove actuator assembly per Section 12, Chassis Service Manual
2. Remove the outer boot from the actuator
3. Remove the inner seal and wipe the seal flange and actuator shaft dry
4. Installation and lubrication of actuator shaft seal
 - a) Install seal using protective cover over shaft threads (protection is needed to avoid cutting of internal seal bead by threads)
 - b) Make certain seal grommet is properly seated in the actuator cover and interior bead at small diameter of seal fits in the groove on the shaft (See sketch)
 - c) Apply a liberal film of silicone lubricant over entire exterior surface of actuator shaft seal, excluding grommet
5. Install the retainer by bending the three (3) tabs over edge of boot retainer. (See sketch)

IMPORTANT: Do not distort boot retainer when bending over the tabs. If distorted, leakage can occur

6. Install the outer boot and reinstall the actuator assembly as described in Section 12 of the Chassis Service Manual



PARTS AND LABOR DATA - Headlamp Actuator Seal Replacement - Both Sides

QUA.	PART NO.	PART DESCRIPTION	P	FC	L	T	OPERATION NO.	TIME
1.	2	Seal & Retainer Unit	X	56			12 3110 90	.9

Directional Signal - Poor Cancelling

1968 Corvettes equipped with the telescoping steering column, may have poor turn signal cancelling characteristics. They may not cancel on a partial left turn and will cancel too quickly on a right turn. The cause is in the mislocation of the cancelling tabs moulded in the cam. To correct this complaint, install the 1967 model cam, Part No. 3901618 (Black Plastic). Production was corrected in the same manner on 11/27/67.

PARTS AND LABOR DATA

QUA.	PART NO.	PART DESCRIPTION	P	FC	L	T	OPERATION NO.	TIME
1.	1	Cam	X	01			12 3510 90	.3

Windshield Wiper Fuse - Blows

The windshield wiper motor circuit fuse may prematurely blow if wipers are operated under a stall condition. This can be corrected by replacing the 20 ampere fuse with a 25 ampere fuse, Part No. 455844. The 25 ampere rating should not be exceeded to assure adequate circuit protection. Production has incorporated this 25 ampere fuse rating on the fuse block.

Chevrolet Motor Division
General Motors Corporation

cc: Dealer List
Chevrolet List

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