

# 1962 Corvette: Service Bulletin: Aluminum Powerglide Valve Body, Governor and Rear Pump Changes

**Subject:** Aluminum Powerglide Valve Body, Governor and Rear Pump Changes

**Model and Year:** 1962 Chevy II, "327" Engine Passenger Car and Corvette Models

**Source:** Chevrolet Technical Service Bulletin

**Bulletin No:** DR #525

**Section:** VII

**Date:** March 13, 1962

TO: ALL CHEVROLET DEALERS

On November 30, 1961, a revised valve body assembly entered aluminum Powerglide transmission production, and revised governor and rear pump became effective in production on December 28, 1961.

## VALVE BODY

The valve body change was incorporated to relocate the high clutch exhaust to the top of the valve body to eliminate the possibility of partial high clutch apply during reverse overspeed such as occurs when rocking the vehicle in mud or snow. On valve bodies built prior to November 30, the high clutch exhaust could pull oil back into the clutch during reverse overspeed due to the centrifugal pumping action of the clutch during this condition.

Because of the valve body design change, service personnel must now determine whether the valve body is of the first or second design before ordering any replacement assemblies or parts. Although the later design valve

body is installed in all transmissions since transmission serial number "B1130D", transmissions with earlier serial numbers may have had the later design valve body installed in Service. Therefore, it is recommended that the valve body, or component part, be positively identified as described in the applicable identification column of the "Valve Body Service Parts" chart on page 2 of this bulletin before installing replacement parts.

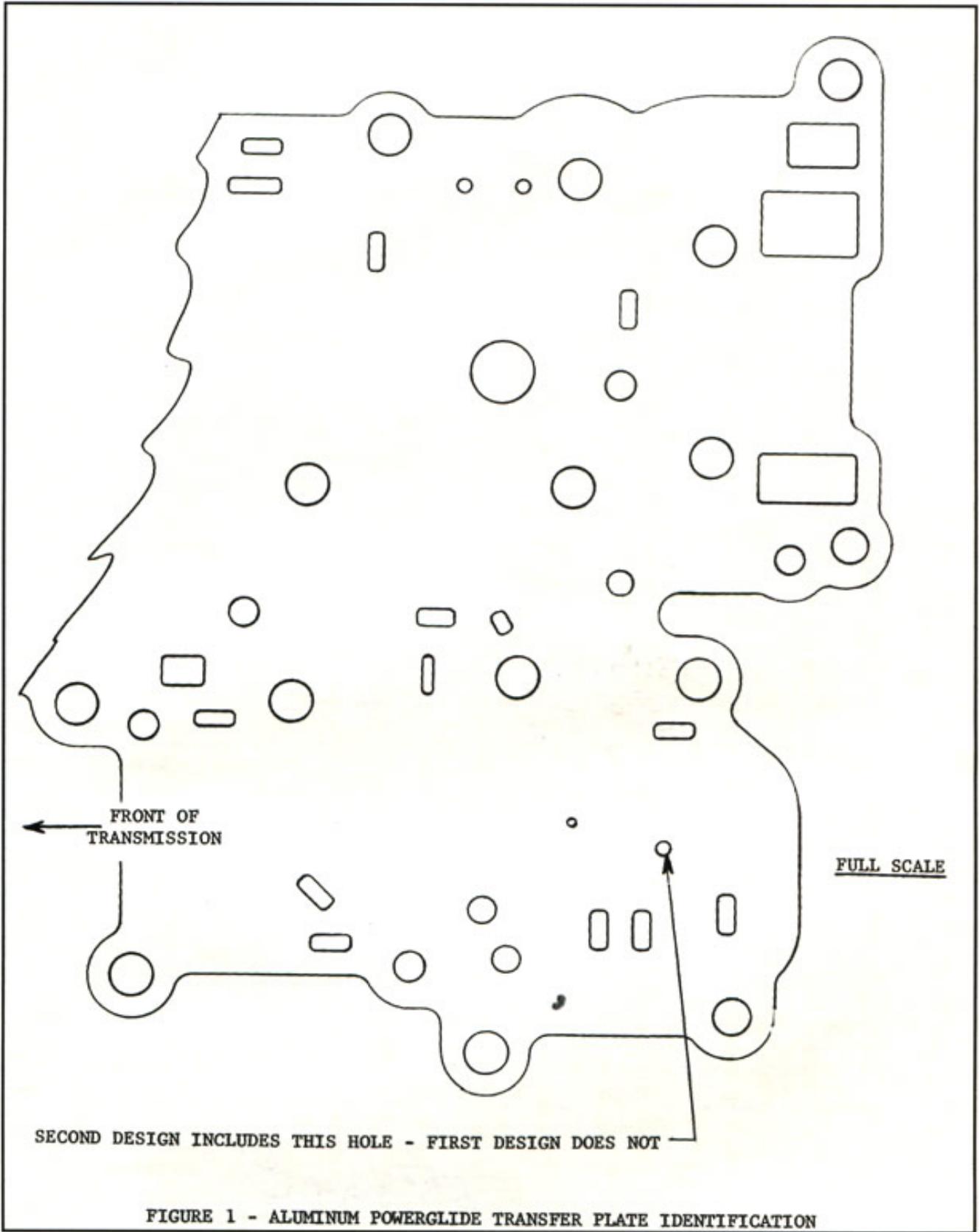
### GOVERNOR AND REAR PUMP

The governor and rear pump revision, which entered production effective with transmission serial number "B1228D", was adopted to eliminate the possibility of delayed upshifts due to governor pressure leaking past the rear pump bushing. This was accomplished by reversing the positions of "Governor out" and rear pump oil pressure passages in the governor. As shown in Figure 2, "Governor out" pressure is relocated between the two rings and rear pump pressure to the governor is now adjacent to the rear pump bushing. With this arrangement, any slight leakage at the bushing would have no appreciable effect on rear pump pressure and thus no adverse effect on governor pressure.

ALUMINUM POWERGLIDE VALVE BODY SERVICE PARTS  
FIRST DESIGN-"B1129" OR BEFORE - SECOND DESIGN "B1130" OR AFTER

PART NAME	SERVICE PART NUMBER			IDENTIFICATION (All Models)
	Chevy II-L-4	Chevy II-L-6	Pass.-Corvette	
Valve Body Assy. - Complete 1st Design 2nd Design	* 3819440	* 3819446	* 3819444	Services both 1st and 2nd design. Identify by cast #3819468 on upper body; #3819476 on lower
Valve Body - Lower Half 1st Design 2nd Design	*3792242 3819473	*3792242 3819474	*3789105 3819472	Casting #3789106 Casting #3819476
Valve Body - Upper Half 1st Design 2nd Design	* 3819459	* 3819459	*3789091 3819467	Casting #3789092 Casting #3819468
Gasket, Transfer Plate-to-Upper Body 1st Design 2nd Design		— 3819469		Services both 1st and 2nd design, all models. Identify by "9469" stamped on gasket SCRAP UNNUMBERED GASKETS
Gasket, Transfer Plate-to-Lower Body 1st Design 2nd Design		— 3819471		Services both 1st and 2nd design, all models. Identify by "9471" stamped on gasket SCRAP UNNUMBERED GASKETS
Transfer Plate 1st Design 2nd Design		3789114 3819497		2nd design has added hole (SEE FIG. 1)

\* Replace complete valve body assembly with complete 2nd design valve body assembly listed when 1st design Parts stock is exhausted. Where only asterisk (\*) is shown, part was never serviced or stock is already exhausted; use 2nd design complete valve body.



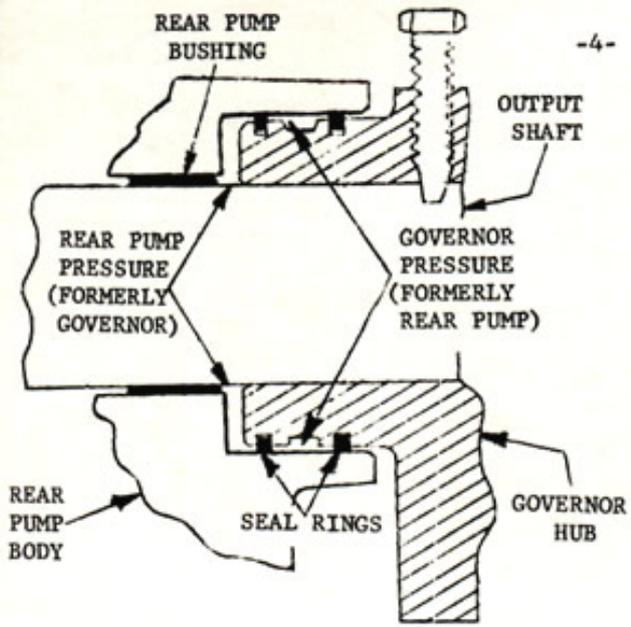


FIGURE 2 - GOVERNOR OIL PRESSURE LOCATIONS

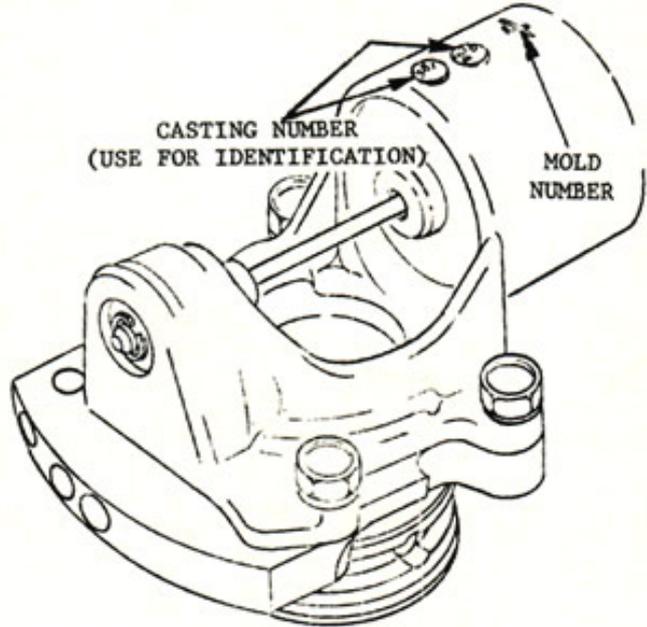


FIGURE 3 - GOVERNOR IDENTIFICATION

Should governor or rear pump replacement be required, it will be necessary to establish whether the parts involved are first or second design. Although the later parts are installed in transmissions, effective with serial number "B1228D", service personnel should positively identify any parts to be replaced by means of the part casting numbers shown in the following list. Governor casting numbers are shown in Figure 3.

The later design governor and rear pump may be used on early transmissions to correct delayed upshift problems, but when this substitution is made, both the governor and the rear pump must be replaced with the second design.

GOVERNOR AND REAR PUMP SERVICE PARTS

TYPE	PART NAME	PART NO.	CASTING NO.	USAGE
First Design (Transmissions thru "B1227N")	Rear Pump	3789025	3789026	All
	Governor	3789043	3789045	All except Corvette & Hi-Perf. Passenger
	Governor	3795352	3789045	Corvette & Hi-Perf.Pass.
Second Design (Transmissions "B1228D" or after)	Rear Pump	3818871	3818872	All
	Governor	3818873	3818876	All except Corvette & Hi-Perf. Passenger
	Governor	3818874	3818876	Corvette & Hi-Perf.Pass.

Director, Technical Service Department

Online URL:

<https://www.corvetteactioncenter.com/tech/knowledgebase/article/1962-corvette-service-bulletin-aluminum-powerglide-valve-body-governor-and-rear-pump-changes-1156.html>