



# 1955 Corvette: Service Bulletin: Hard Shifting

Less than 100 1955 Corvettes were built with the 3-speed manual transmission. This Chevrolet Technical Service Bulletin, DR #236 covers all of those Corvettes. This information is not in the 1955 Chevrolet Shop Manual.

<b>CHEVROLET—CENTRAL OFFICE</b> DIVISION OF GENERAL MOTORS CORPORATION DETROIT 2, MICHIGAN	
<b>TECHNICAL SERVICE BULLETIN</b> Service and Mechanical Department	
	
<b>SUBJECT:</b> HARD SHIFTING - 1955 MODEL PASSENGER CAR 3-SPEED TRANSMISSION	<b>BULLETIN No.</b> DR #236  <b>SECTION</b> VII
<b>TO:</b> ALL CHEVROLET DEALERS	January 9, 1956
<p>In cases where hard shifting on 1955 Passenger Models with 3-Speed Transmission is experienced in high frequency shifting operations due to malfunction and/or wear of gearshift controls and butting of transmission gears, the condition may be reduced by installation of a Transmission Control Conversion Kit and three new type transmission gears.</p> <p>The new transmission gears which have more tooth chamfer entered production about July 5, 1955.</p> <p>The revised transmission controls entered production beginning with 1956 Model and the Control Conversion Kit has modified parts for use on 1955 Models.</p>	

## SERVICE PARTS

### TRANSMISSION GEARS

<u>Description</u>	<u>New Part No.</u>	<u>Old Part No.</u>
1st and Reverse Gear	3725646	3845056
Counter Gear	3845201	3845051
Reverse Idler Gear	3845203	3845052

### CONTROL PARTS

<u>Description</u>	<u>Part No.</u>
Transmission Control Conversion Kit	3731061

### PROCEDURE FOR INSTALLING TRANSMISSION CONTROL CONVERSION KIT

1. Remove Steering Gear Mast Jacket Assembly from car.
2. Check mast jacket, if jacket has open end slots at lower end adjusting ring bolts, the jacket must be replaced and step 3 will not apply.
3. Check gearshift lever support housing for excessive end motion (.010" or more). If excessive, shim as necessary with selective washers. If proper end play cannot be obtained the mast jacket and/or support gearshift housing must be replaced. Also check for bent locking plate and replace as necessary.
4. Disassemble mast jacket assembly as outlined under "Mast Jacket and Shifter Tube Overhaul" on page 9-13 of the 1955 Passenger Car Shop Manual.

GSD 148-D  
PRYD. U.S.A.  
ROM 7-48

INITIAL \_\_\_\_\_

5. Clean all parts not requiring replacement.
6. Discard the parts to be replaced by Service Kit. This includes the following parts:
  - a. Adjusting ring.
  - b. First-reverse and second-high shift levers.
  - c. Spacer washer between shift levers.
  - d. Lower spring seat washer.
7. Rework shifter tube assembly by cutting off the nylon washer and lower spring seat. Install special spring seat washer in their place.
8. Coat both upper and lower ends of shifter tube with Lubriplate or equivalent. Insert tube into mast jacket and assemble new upper shift lever, gate spacer, lower shift lever and adjusting ring in above order. Install (3) screws in ring and tighten while holding the above parts firmly together.

#### CAUTION:

Check to make sure that there is no clearance between shift levers.

#### NOTE:

Under no circumstances should a feeler gauge be used when installing adjusting ring.

9. Reassemble upper gearshift lever housing using previously selected shim. Recheck end play. Check gear shift after assembly of the mast jacket assembly for free up and down movement of the lever. Tapping adjusting ring will sometimes be necessary to free up.
10. Inspect gearshift rod swivels, clamps and rubber grommets. Replace if bent, worn or damaged.



11. Inspect bushing at 2nd and 3rd shift lever at transmission for excessive wear. Replace as necessary making certain that washer is installed each side of bushing.
12. Reinstall mast jacket assembly and steering wheel in car and tighten clamp at instrument panel locating height of jacket. (Do not tighten dash clamp at this time). On early jobs remove two felt seals at lower end of the mast jacket by cutting to permit insertion of gauge as covered in #14.
13. Insert gearshift rod ends in swivels - transmission must be in neutral detent in both ranges. Do not tighten.
14. Install alignment gauge J-6424 inserting side stamped "STD" between steering mainshaft and shifter tube in key area. This sets the required 1/16 eccentricity in proper relation to the key on shifter tube. See figure 1.
15. Finish mounting of mast jacket in car by the following sequences:
  - a. Snug the two jacket lower clamp bolts.
  - b. Tighten jacket clamp cross bolt.
  - c. Remove alignment gauge.
16. Make and insert special blade gauge, see figure 2, thru adjusting ring slot, lower levers and gate washer. Tighten swivels on gearshift rods while holding downward lightly on lower levers. Transmission must be in neutral detent at this time.

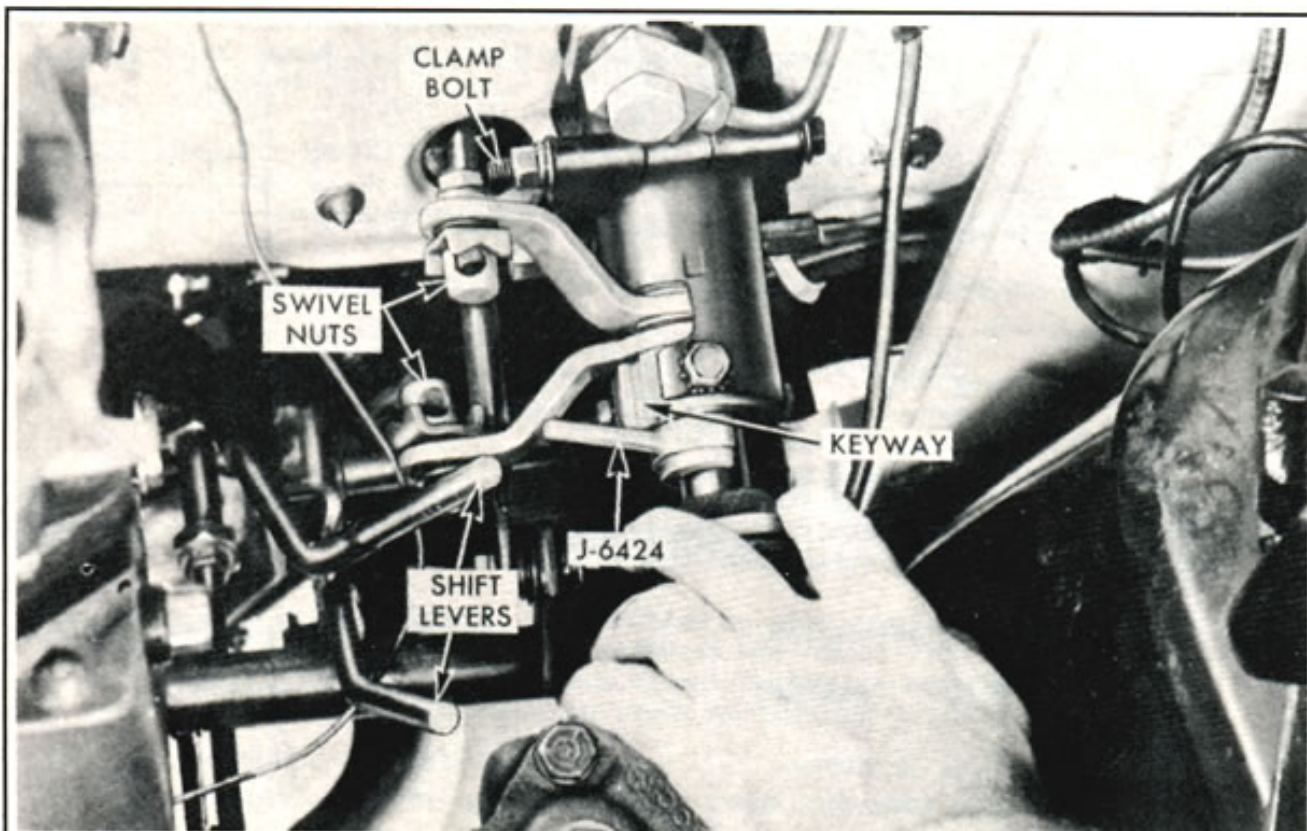


FIGURE I

# GEARSHIFT LOWER CONTROL LEVER ALIGNING GAUGE

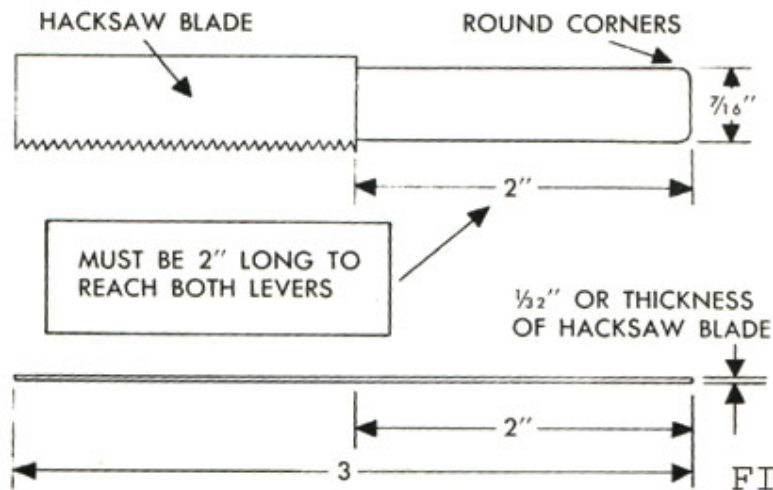


FIGURE 2

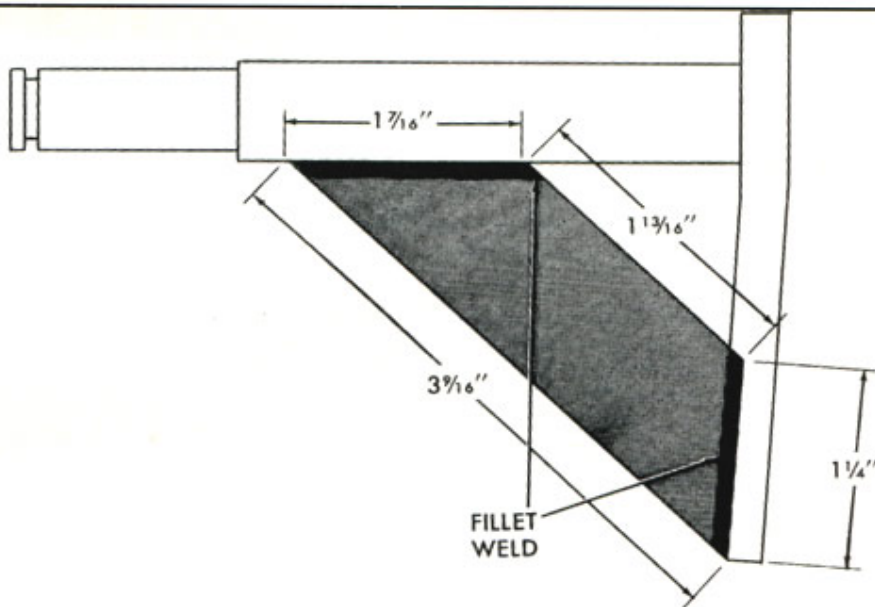


FIGURE 3

## TRANSMISSION CONTROL ROD IDLER LEVER SUPPORT

Further improvement of shifting can be made by reinforcement of transmission control rod idler lever support located on left frame rail under toe pan to reduce its deflection. See figure 3.

*E. B. Davis*  
Manager, Service and Mechanical Department

Online URL:

<https://www.corvetteactioncenter.com/tech/knowledgebase/article/1955-corvette-service-bulletin-hard-shifting-1216.html>