

1962 Corvette: Service Bulletin: Excessive Idle Speed



Subject: Excessive Idle Speed

Model and Year: 1962 Passenger Cars

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Section: VII

Date: February 14, 1962

CHEVROLET—CENTRAL OFFICE

DIVISION OF GENERAL MOTORS CORPORATION
DETROIT 2, MICHIGAN

TECHNICAL SERVICE BULLETIN

Technical Service Department



SUBJECT: EXCESSIVE IDLE SPEED -
1962 PASSENGER CARS

BULLETIN NO. DR #522

SECTION VII

TO: ALL CHEVROLET DEALERS

DATE February 14, 1962

Excessive idle speed due mainly to poor return to idle on 1962 Passenger Cars equipped with 327 cu. in. engines and Powerglide transmissions, may be due to a bind in the transmission throttle valve linkage at the throttle valve rod to throttle valve lever clip and/or between the throttle valve control inner lever and the range selector shaft. Either of these conditions combined with the carburetor throttle valve return spring being marginal, may prevent the throttle linkage from returning completely to idle. This results in excessive idle speed.

This condition was corrected effective 12/20/61, in Production by using a heavier carburetor throttle valve return spring Part No. 3821966 (painted white). Also, the transmission throttle valve lever clip has been replaced with a cotter pin effective 11/30/61 in Production and adequate clearance was provided between the throttle valve control inner lever and the range selector shaft effective 10/27/61 in Production.

In the event improper return to idle is experienced, proceed as follows:

1. Replace existing carburetor throttle valve return spring with spring Part No. 3821966.

NOTE: Do not shorten spring to provide more tension, as on wide open throttle it becomes possible for spring coils to catch on the dash pot.

2. Remove the transmission throttle valve rod to throttle lever clip and replace with plain washer #120392 and 3/32" x 5/8" cotter pin.
3. Position a screwdriver having a blade width of 3/8" between the transmission throttle lever and manual lever as shown in Figure 1.
4. Gently tap screwdriver wedging the throttle lever outboard until .010" - .015" clearance may be measured with a feeler gauge between the throttle lever and the washer which is between the two levers as shown in Figure 2.

2.

FLAT RATE TIME

Install Return Spring and Rework Throttle Linkage

TIME

.2 Hr.

J. Russell

Director, Technical Service Department

JCP/afm

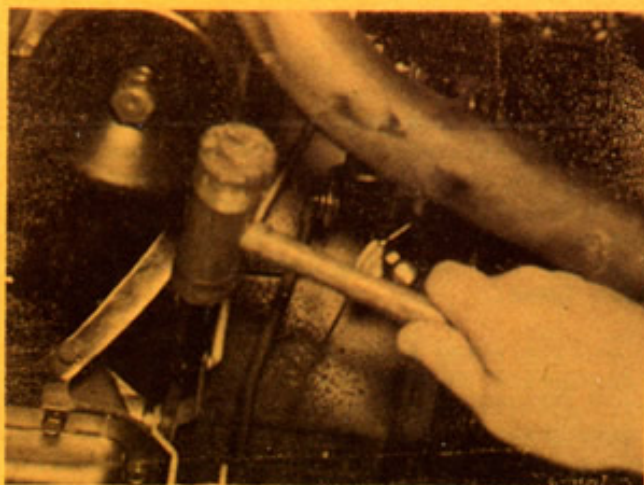


FIGURE 1

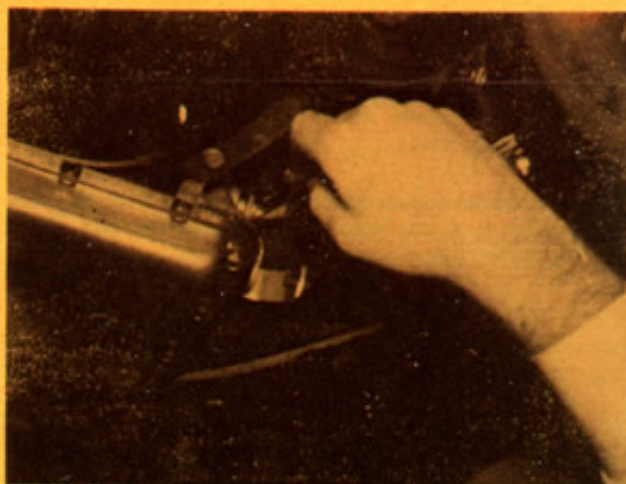


FIGURE 2

Online URL:

<https://www.corvetteactioncenter.com/tech/knowledgebase/article/1962-corvette-service-bulletin-excessive-idle-speed-908.html>