

PART C: 1963, 1964 AND 1965 CORVETTE CROSS MEMBER ISOLATION MOUNTS - TSE DATED 11/29/65

THREE MONTHS INTO 1966 CORVETTE PRODUCTION, CHEVROLET DEALERS WERE NOTIFIED THAT 45,075 1963 AND 1964 CORVETTES AND 16,516 1965 CORVETTES HAD CROSS MEMBER ISOLATION MOUNTS THAT COULD PULL OUT UNDER "CERTAIN DRIVING CONDITIONS". THIS IS NOT A "CAMPAIGN BULLETIN" OR "SAFETY BULLETIN" RECALL! WITH OVER 61,000 MID YEAR CORVETTES INVOLVED, HOW MANY OF OUR READERS EXPERIENCED PROBLEM FIRST HAND IN THE MID SIXTIES? WHO GOT STUCK WITH THE REPAIR BILL; YOU OR THE DEALER? PLEASE LET US KNOW!!

CHEVROLET - CENTRAL OFFICE

DIVISION OF GENERAL MOTORS CORPORATION
GENERAL MOTORS BLDG.
DETROIT, MICHIGAN 48202

TECHNICAL SERVICE BULLETIN
Technical Service Department

**SUBJECT: REAR SUSPENSION CROSSMEMBER
ISOLATION MOUNTS LOOSENING -
1963, 1964 AND 1965 CORVETTES**

BULLETIN NO. TSB #1174

SECTION IV

TO: ALL CHEVROLET SERVICE PERSONNEL

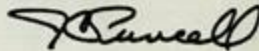
DATE November 29, 1965

This bulletin supersedes and cancels TSB #1036.

Under certain driving conditions on 1963, 1964 and 1965 Corvettes, the rear suspension isolation mounts can pull out of the rear suspension crossmember.

1965 Corvettes built after Serial No. 5116517 have improved mounts with eight retaining tabs rather than four tabs for greater retention.

The new mount, Part No. 9743971 is available to correct vehicles in the field with this complaint. Page 2 outlines the installation of the mount.



Director, Technical Service Department

DDE/afm
c: TSB List

INSTALLATION OF REAR SUSPENSION ISOLATION MOUNT

The improved isolation mount should be installed in the following manner:

1. Remove the crossmember, then remove the old mount and clean the mount cavity in the crossmember.
2. Coat the new mount and cavity with chassis grease and with tabs positioned to straddle the crossmember welds, Figure 1, press the new mount into the crossmember applying force to the outer sleeve.
3. Bend all retaining tabs over tightly against the crossmember.
4. Reinstall the rear crossmember. The crossmember-to-frame bolts should be torqued to 55-65 ft. lbs. The torque specification of 20-30 ft. lbs. in the 1964 and 1965 Corvette Shop Manual Supplement and the 1966 Chassis Service Manual is incorrect and should be crossed out.

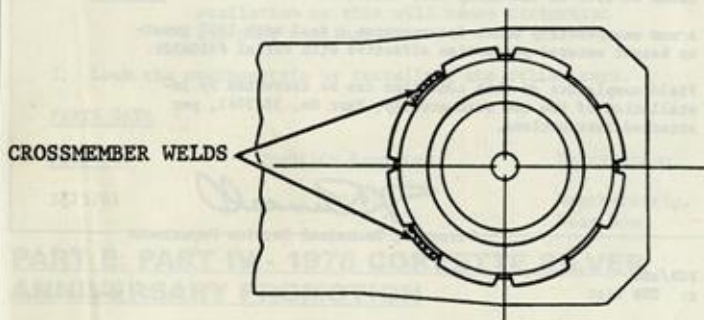


FIGURE 1