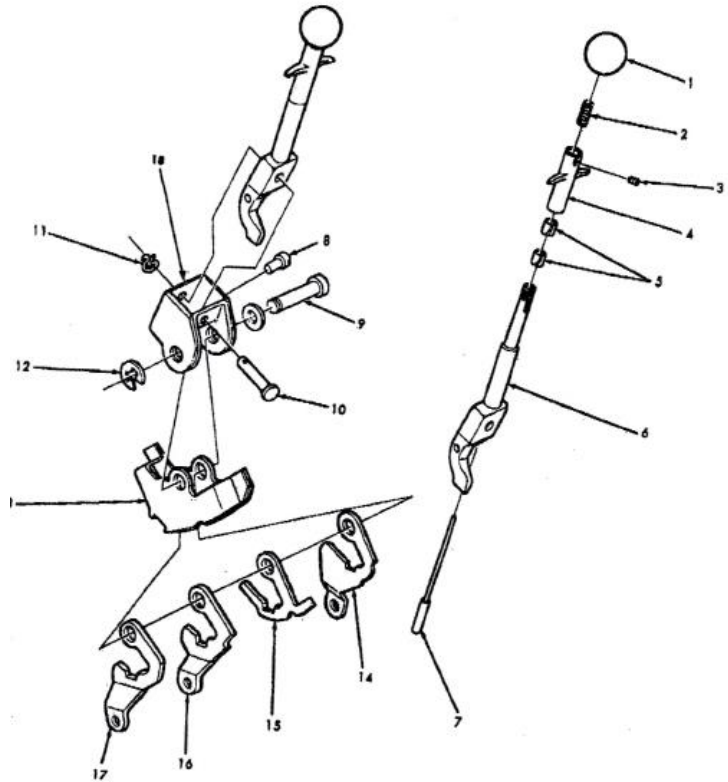


## Mid Year Shifter Rebuild by Don LaRue

It's not hard to overhaul an old shifter; the worst part of the procedure is getting it out of the car.

### 4-SPEED TRANSMISSION

- 1 SHIFTER KNOB
- 2 T HANDLE SPRING
- 3 SCREW
- 4 T HANDLE
- 5 HANDLE BUSHINGS
- 6 LEVER ASSEMBLY
- 7 LOCK OUT ROD
- 8 PIN
- 9 SHAFT
- 10 PIN
- 11 CLIP
- 12 RETAINER
- 13 BRACKET
- 14 LEVER-REVERSE
- 15 LOCK OUT
- 16 LEVER-1st to 2nd
- 17 LEVER-3rd to 4th
- 18 BRACKET UNIT



Recently, I purchased a 1965 convertible and the shifter needed a little rejuvenating. The stock shifter is no longer available from the General's store, and buying one rebuilt costs about \$175 (plus your old stock shifter in trade). That seems rather outrageous. Fortunately,

Chevrolet still services over-the-parts counter all the parts necessary for the rebuild. All the shifter levers and brackets are still available, and they cost less than \$40! I replaced the three shifter levers, the interlock, the shaft (#3841490), plus installed new clips on the shifting rods. (See illustration). Presto—a like-new shifter!

The handle, (#3863363), is no longer available, unfortunately. Nevertheless, replacing all the aforementioned parts certainly made a world of difference.

**REMOVAL:** To expedite removal, it helps to first remove the exhaust system, unhook the driveshaft (at the transmission), and lower the rear of the transmission (with a jack) until it rests on the cross member. Then the shifter can easily be removed by working under the car, as well as from the top. (I also removed the console, then the glove compartment, the air conditioning ductwork, and then the clock, etc.) While I had the transmission lowered, I removed the old floor tunnel insulation and replaced it with Paragon's reproduction.

The shifter rebuild is really a very easy task and well worth the effort. If you don't mind the aggravation of getting it out of your Corvette, your shifter, when finished, will no longer be likened to "a broomstick in a bucket of oatmeal."