



CHEVROLET MOTOR DIVISION
 General Motors Corporation
 Chevrolet Service Department



**Chevrolet
 Dealer
 Service
 Technical
 Bulletin**

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Section:

Feb. 17, 1967

Date:

Subject: CAMARO ACCELERATOR PEDAL MODIFICATION -
 1967 CAMARO

Attn: Service Manager

To: ALL CHEVROLET DEALERS

Occasional customer comments of an uncomfortable accelerator pedal feel and/or position on early production Camaros have been reported. Effective the first week in December, production incorporated revisions to improve this pedal condition. Production changes include adding a new accelerator pedal, rod and pedal spring, and new lever at the firewall, and a new black pull-back spring at the carburetor for all Camaros equipped with L-6 engines.

Early Camaros may be updated to the latest design by following the procedure detailed on the following pages.

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Important That All Service Personnel Read—Please Initial

Service Manager		Shop Foreman		Service Salesman			Service Technicians							

ACCELERATOR PEDAL MODIFICATION

The accelerator pedal position on early Camaros may be updated to the latest design by modifying in accordance with the following procedure.

1. Remove the pedal retaining pin from the pedal rod.
2. Remove the pedal and spring and remove the two (2) support bolts from the front of dash.
3. Pull the support assembly through the hole in the front of dash and, as a bench operation, break the tack weld between the rod and the dash lever.
4. Discard the following parts and replace with those shown (ref. see page 4).

<u>Discard</u>	<u>Name</u>	<u>Replace With</u>
3899074	Rod	3909980
3901348	Spring	3909982
3899034	Pedal	3909978
3899076	Lever	3912540

All other parts should be reused.

NOTE: Do not retack weld the lever to the rod, since the revised design eliminates the need for welding.

5. Hold the accelerator pedal at the full open position.
6. Adjust the length of the rod between the dash lever and the carburetor lever so that the carburetor throttle valve is wide open. The carburetor lever should be against its stop on the throttle body.

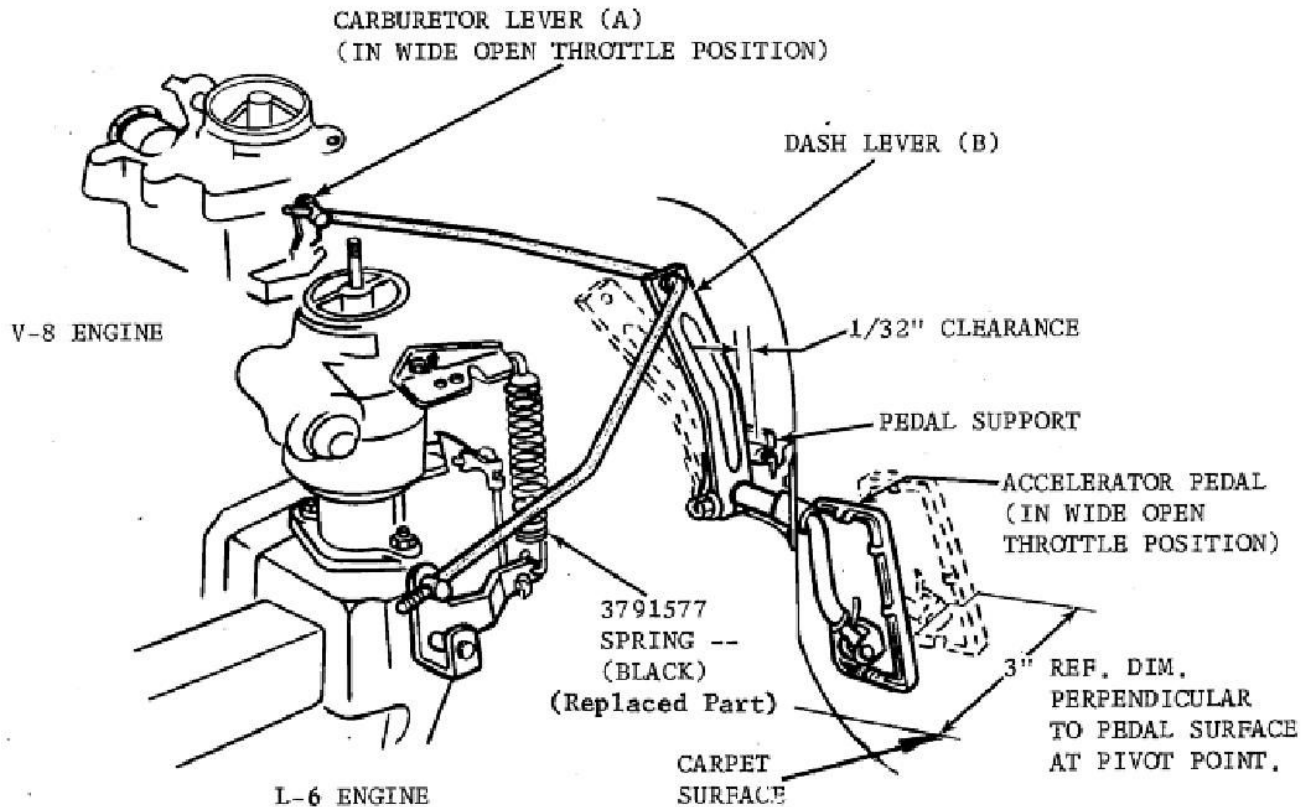
Powerglide

Adjust the TV linkage after the throttle linkage is set.

7. Hold the carburetor at wide open throttle (W.O.T.) and force the TV linkage through the downshift detent.
8. Adjust the TV rod length so that the swivel will enter the hole in the cross-over lever (V-8) or the manifold lever (L-6).
9. The distance between the top surface of the pedal and the carpet at closed throttle should be approximately 3" when the linkage is correctly adjusted. An alternate linkage adjustment, shown in the illustration, uses an approximate 1/32" (.030") clearance between the dash lever and the pedal support.

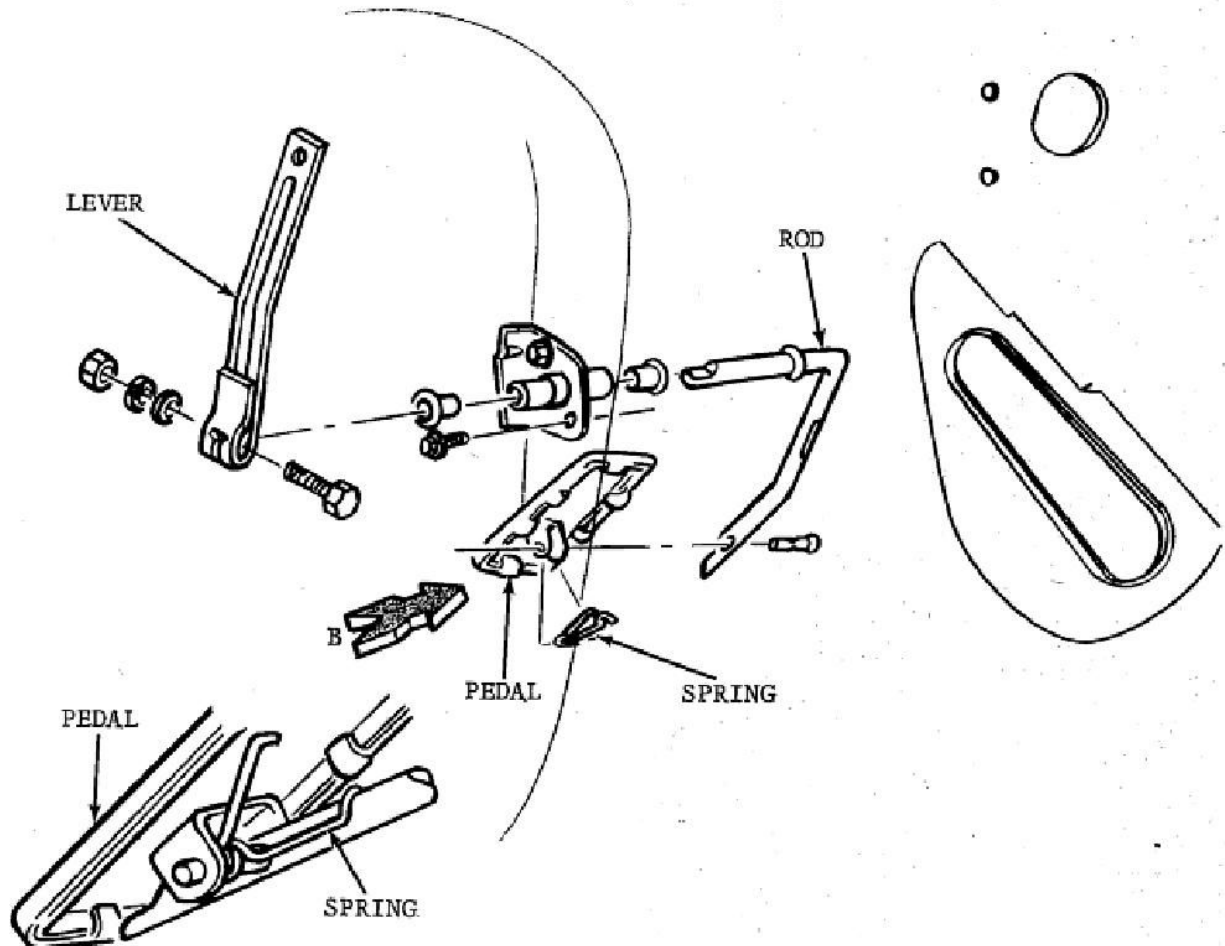
L-6 Models

After the linkage is adjusted as indicated above, install a 3791577 black accelerator pull-back spring in place of the 3839720 dark blue spring.



ADJUSTMENT REQUIREMENTS

WITH ACCELERATOR PEDAL DEPRESSED, BELL CRANK OR CARBURETOR LEVER (A) MUST BE AT WIDE OPEN THROTTLE POSITION & DASH LEVER (B) SPACED FROM PEDAL SUPPORT TO DIMENSION SHOWN.



VIEW B

REPLACED PARTS

PARTS AND LABOR DATA - L-6 Engines Only

	QUA.	PART NO.	PART DESCRIPTION	P	FC	L	T	OPERATION NO.	TIME
1.	1	3909978	Pedal-Accelerator	58	X			G400090	1.0
2.	1	3909980	Rod-Pedal						
3.	1	3909982	Spring(At Pedal)						
4.	1	3912540	Lever(At Firewall)						
5.	1	3791577	Spring(At Carb.)						

PARTS AND LABOR DATA - V-8 Engines Only

	QUA.	PART NO.	PART DESCRIPTION	P	FC	L	T	OPERATION NO.	TIME
1.	1	3909978	Pedal-Accelerator	58	X			G400091	1.1
2.	1	3909980	Rod-Pedal						
3.	1	3909982	Spring(At Pedal)						
4.	1	3912540	Lever(At Firewall)						