



CHEVROLET MOTOR DIVISION
General Motors Corporation
Chevrolet Service Department



Chevrolet Dealer Service Technical Bulletin

67-T-18

Number:

XII

Section:

Mar. 10, 1967

Date:

Attn: Service Manager

Subject: INOPERATIVE CAMARO HEADLAMP DOORS

To: ALL CHEVROLET DEALERS

Various causes of inoperative Camaro headlamp door systems have been encountered. Due to the varied conditions, headlamp door operation diagnosis and supplemental information was published in the December, 1966 Service News. In addition, investigation has revealed the possibility of one or more of the following conditions on early production vehicles.

- . Water entry into the motors.
- . Jamming of the gear reduction unit in the motor.
- . Improper operation of the limit switches which turn off the motor.
- . Inoperative electrical components in the control system.
- . Binding between the headlamp door (molding) and bezel.

Effective 12/15/66, production motors were sealed in plastic and the gears in the motor speed reduction unit were changed from plastic to sintered iron. Assembly Plants are inspecting the limit switches for proper operation and adjusting where necessary. The binding of the headlamp doors in their openings has been eliminated by installation of new headlamp door moldings which reduce the possibility of interference and by adjustment of the doors for maximum clearance in the openings.

For service, any time an inoperative headlamp door is encountered, corrections should be made following the steps detailed on the following pages.

Chevrolet Motor Division
General Motors Corporation

c: Dealer List
Chevrolet List

Important That All Service Personnel Read—Please Initial

Service Manager		Shop Foreman		Service Salesman			Service Technicians				

INOPERATIVE CAMARO HEADLAMP DOORS

To correct inoperative headlamp doors on early 1967 Camaros, the system should be updated with the latest design headlamp door motors and necessary checks and repairs performed as outlined below.

1. Install new headlamp door motors No. 4918344. Assemble as shown in Figure 1 and torque the clutch plate retaining nut as shown to insure proper operation of the drive motor.

NOTE: DO NOT remove the plastic bag in which the motor is partially enclosed.

2. Check headlamp door alignment for any interference. If interference is encountered, loosen the four headlamp door cover retaining screws and adjust for maximum clearance. If interference still exists, remove both doors and install new door moldings Nos. 3919155 and 3919156, using rivet package No. 3779647. Reinstall the doors and adjust as outlined in the December, 1966, Service News.

NOTE: The above rivets are of a special black anodized aluminum design which resists corrosion and lessens the possibility of breaking the plastic headlamp door during rivet installation. If ordering rivet package 3779647 before April 1, 1967, specify that part is available at Flint GMPD only.

3. Slot the holes in the closed position limit switch mounting brackets (switch located directly behind headlamp unit) as shown in Figure 2. Remove the rubber located below the switch button on all four (4) limit switches.
4. Make all operational checks as outlined in the December, 1966, Service News and make any necessary repairs.

PARTS AND LABOR DATA

Remove and replace headlamp door motors, adjust limit switches, including elongate mounting holes, if necessary. Align headlamp door.

QUA.	PART NO.		P	FC	L	T	OPERATION NO.	TIME
1.	2	4918344	Headlamp Door Motor	50	X		M311090	1.1

PARTS AND LABOR DATA

Remove and replace headlamp door motors, adjust limit switches, including elongate mounting holes, if necessary. Align headlamp door. (INCLUDES REMOVE AND REPLACE HEADLAMP DOOR MOLDINGS.)

QUA.	PART NO.		P	FC	L	T	OPERATION NO.	TIME
1.	2	4918344	Headlamp Door Motor	50	X		M311091	1.5
2.	1	3919155	Headlamp Door Molding					
3.	1	3919156	Headlamp Door Molding					
4.	1	3779647	Rivet Package					

FIGURE ① INSTALLING MOTOR TO DOOR MECHANISM

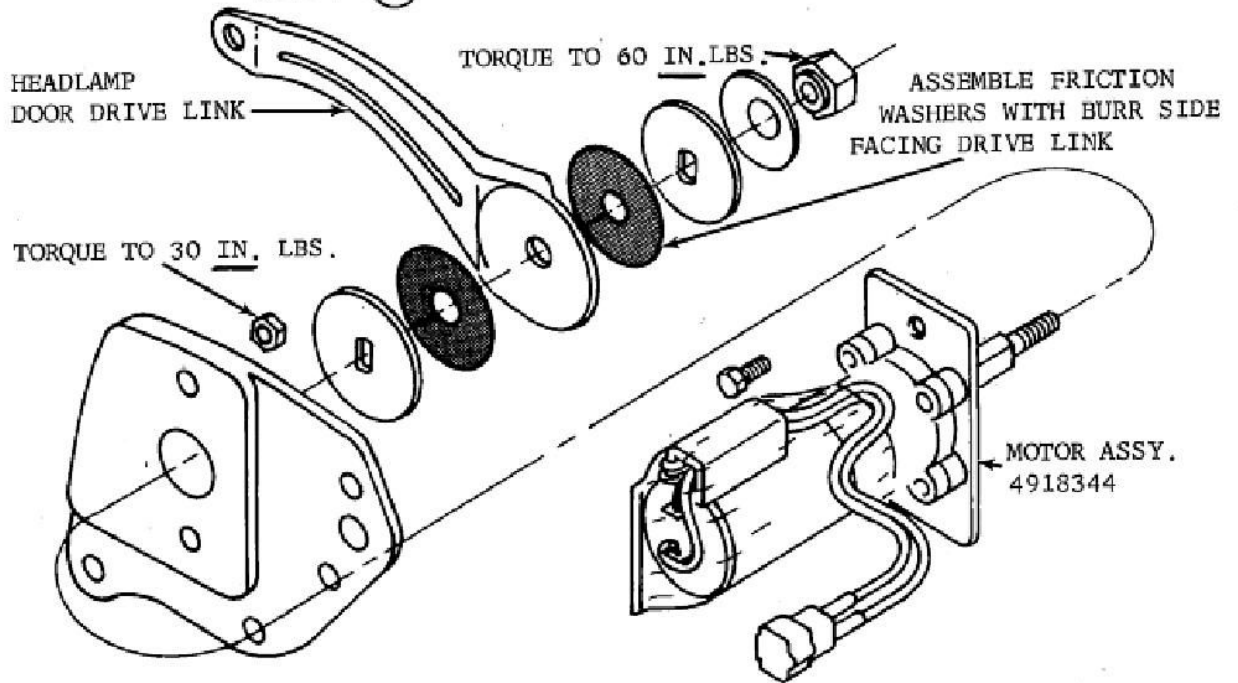


FIGURE ② REWORKING SWITCH BRACKET

