



Service Bulletin

Bulletin No.: 19-NA-073

Date: December, 2019

TECHNICAL

Subject: Difficult to Shift into Gear, Grinds When Shifting, Possible Gear Clash, Intermittent Gear Pop Out and/or Mushy Shifts

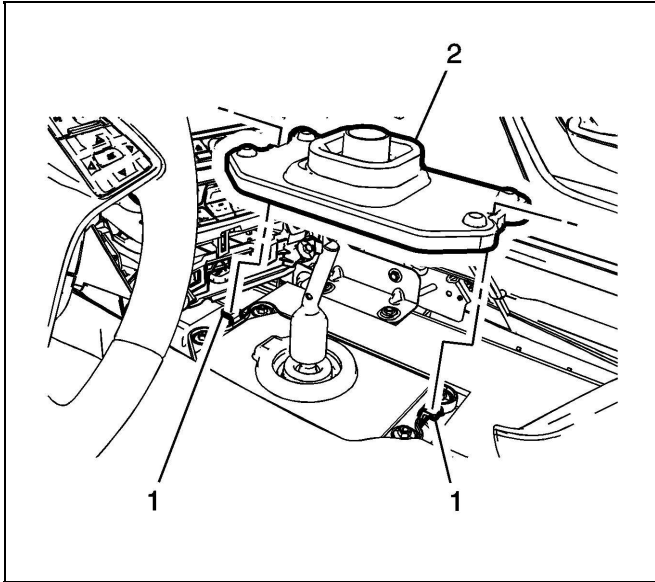
This bulletin replaces PI1276D. Please discard PI1276D.

Brand:	Model:	Model Year:		VIN:		Engine:	Transmission:
		from	to	from	to		
Chevrolet	Corvette	2014	2019			All	Equipped with 7-Speed Manual Transmission (RPO MEL, MEP or MEK)

Involved Region or Country	North America, Europe, Russia, Middle East, Japan, Thailand
Condition	Some customers may comment on one or more of the following transmission shifter concerns: • Difficult to shift into gear • Grinds when shifting • Possible gear clash • Intermittent popping out of gear occurrence • Shifter has a mushiness to the shift • Lacks crispness in shifts
Cause	The cause of the condition may be due to a mis-adjustment of the shifter linkage.
Correction	The shifter assembly neutral position will need to be re-aligned following the Service Procedure below.

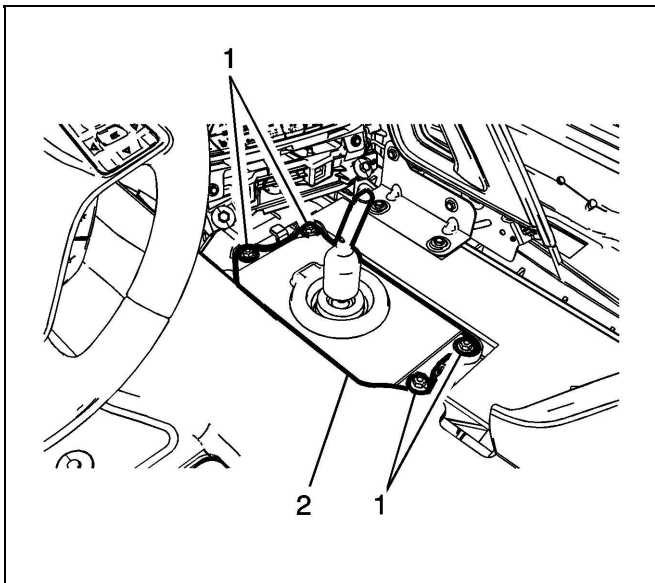
Service Procedure

1. Remove the front floor lower console. Refer to *Front Floor Lower Console Replacement* in SI.



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2. Remove the upper closeout boot (2) from the transmission control assembly.



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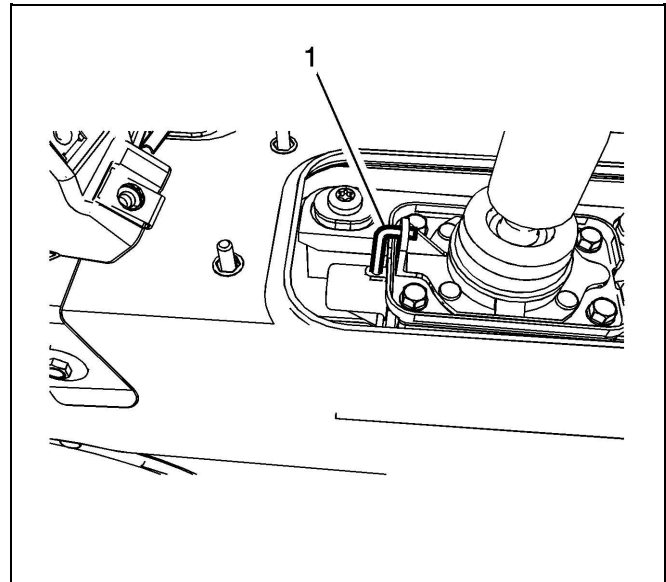
3. Remove the transmission control lower closeout boot retaining nuts (1).
4. Remove the transmission lower closeout boot (2) assembly.



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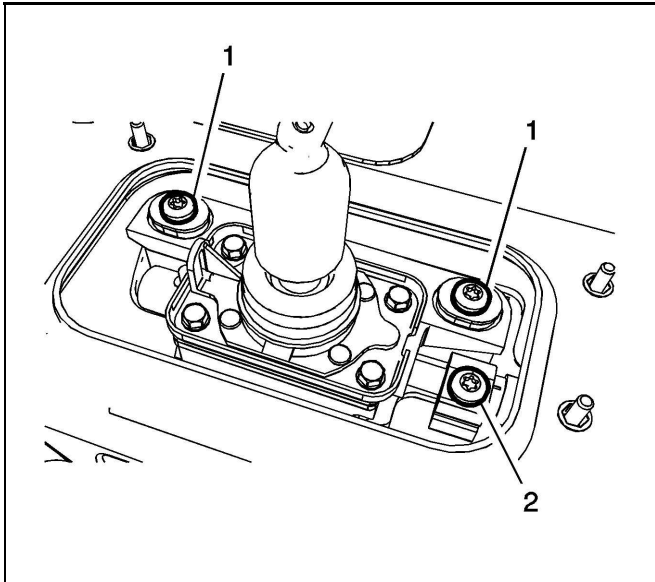
Note: There may be some variation on how and where the rubber band is placed. The above picture shows one possible location.

5. Before performing the shifter adjustment, make sure that the rubber band used to retain the shifter link during assembly is removed.



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6. Place the shifter into NEUTRAL.
7. Press down to engage the shift control neutral lock pin (1).



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8. Loosen and remove the transmission shift rod clamp bolt (2).
9. Loosen and remove the shift control mounting bolts (1).
10. Re-align the shifter and secure by doing the following steps:

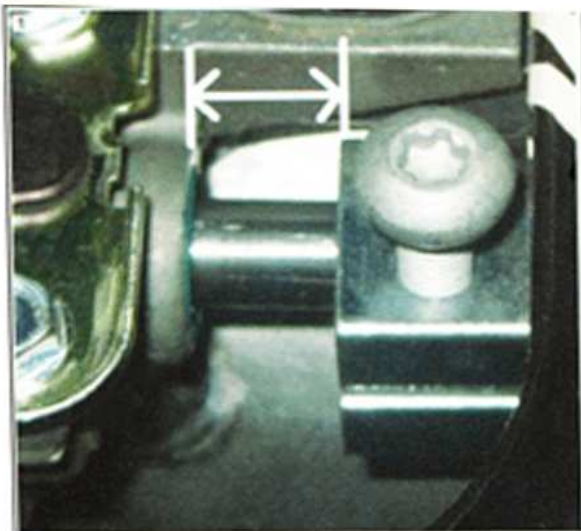
Important: The sequence of steps are critical to shift quality.

- 10.1. Place the bolt in the clamp (2).

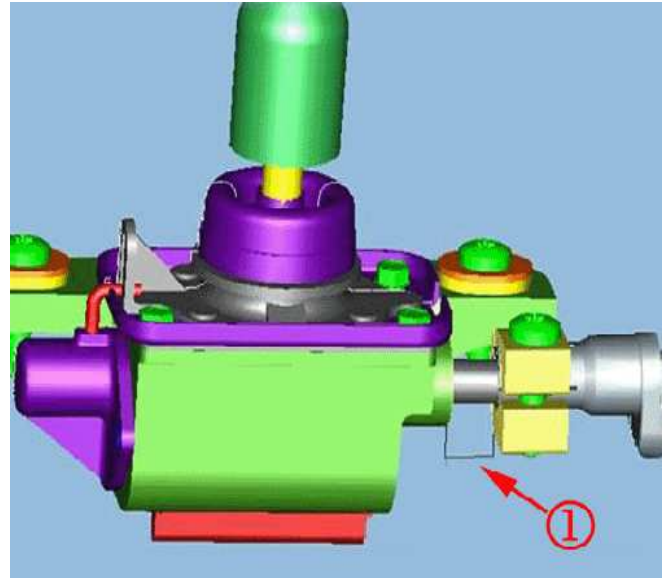
Important: The bolt must be inserted into the non-threaded hole first, so that it passes freely through to the opposite hole which is threaded.

- 10.2. Thread the bolt (2) by hand 2-3 turns.

- 10.3. Place the bolts in shifter attachment slots (1) and thread 2-3 turns.

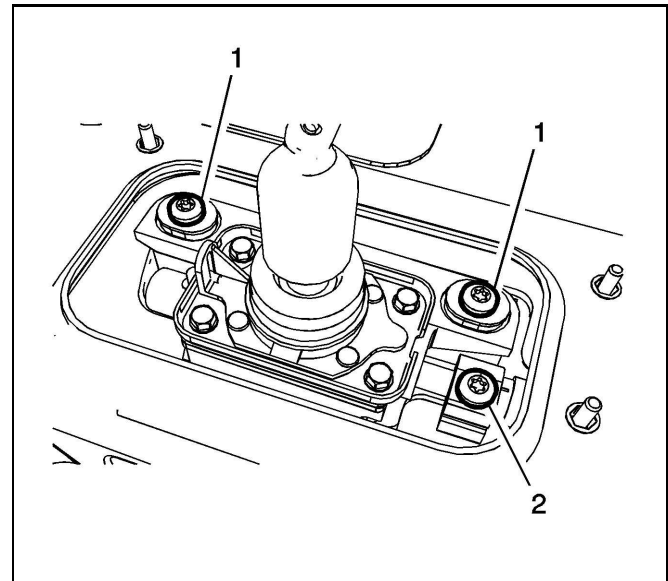


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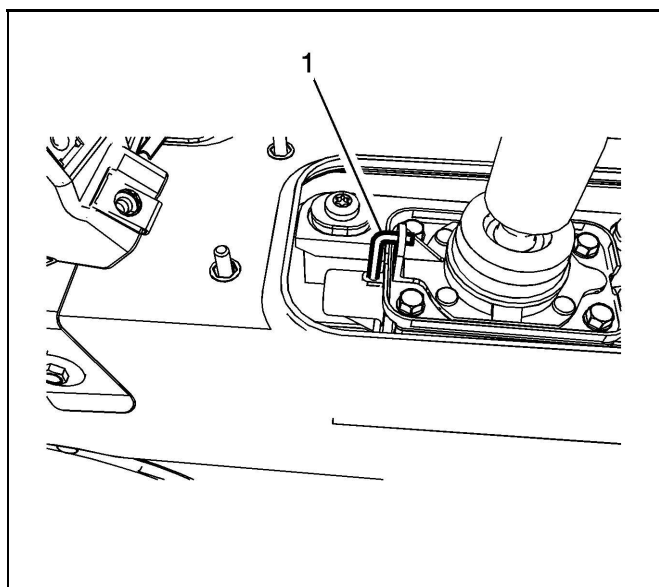
- 10.4. Inspect for proper alignment in the Neutral position. When the shift rod clamp is properly positioned the bolt will engage the slot/relief in the shift rod and be positioned approximately 15 mm (0.59 in) from the shifter assembly as shown above (1).
- 10.5. Fix if incorrectly aligned by grabbing the linkage and push/pull to the proper gate.



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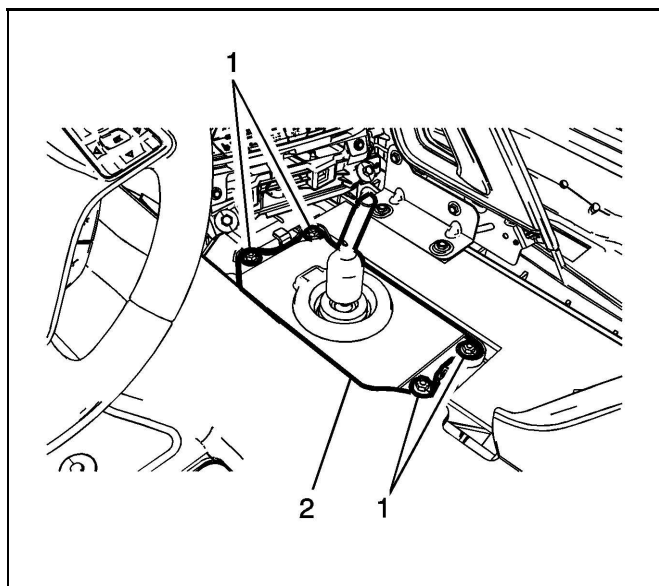
- 10.6. Tighten the shift control mounting bolts (1) to 30 N•m (22 lb ft).
- 10.7. Tighten the transmission shift rod clamp bolt (2) to 30 N•m (22 lb ft).

Caution: Refer to fastener cautions in SI.



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11. Lift to release the shift control neutral lock pin (1).



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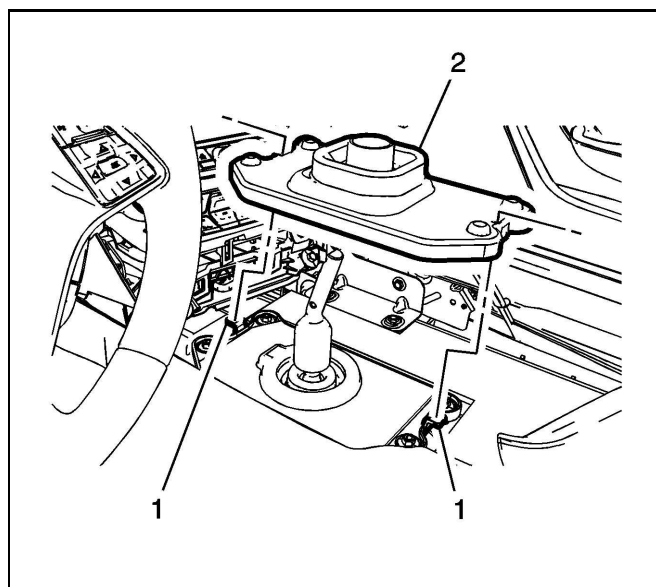
12. Install the lower transmission control closeout boot (2).

Important: Verify that the closeout boot fully seats to the shift control lever seal and the base of the shift control assembly.

13. Install the shift control closeout boot retaining nuts (1).

Tighten

Tighten the nuts to 6 N•m (53 lb in).

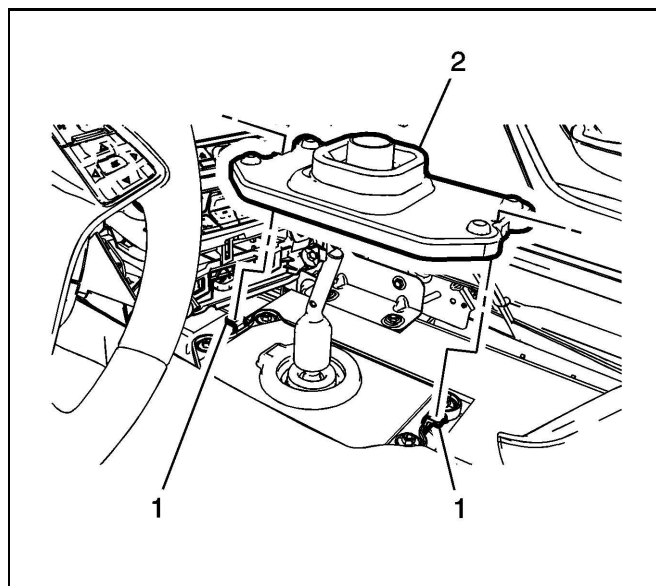


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14. Install the upper closeout boot (2) to the transmission control assembly.

Important: Ensure the upper closeout boot ID slides below the shifter stub can.

15. Install the front floor lower console. Refer to *Front Floor Lower Console Replacement* in SI.
16. Perform the Gear Position Sensor Learn procedure. Refer to *Gear Position Sensor Learn* in SI.



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17. After performing the repair on this bulletin, if the transmission is still difficult to shift, the upper closeout boot (2) can be removed. Please inform the customer that removing this boot may cause additional noise in the vehicle. Return the boot to the customer in the event that it needs to be reinstalled.

Parts Information

No parts are required for this repair.

Warranty Information

For vehicles repaired under the Bumper-to-Bumper coverage (Canada Base Warranty coverage), use the following labor operation. Reference the Applicable Warranties section of Investigate Vehicle History (IVH) for coverage information.

Labor Operation	Description	Labor Time
8480128*	Transmission Control Adjustment	1.2 hrs
Add	To Remove Upper Close Out Boot	0.4 hr
*This is a unique Labor Operation for bulletin use only.		

Version	2
Modified	Released April 04, 2019 December 06, 2019 – Added more content to the Subject and Condition section and updated the Involved Region or Country section.

