Attached are three Chevrolet Dealer Service Technical Bulletins reporting certain deficiencies in their automobiles and trucks. These bulletins state corrective measures to be taken to remedy these deficiencies.

Attachments

Distribution:

WO-430 - 1
DSC-400 - 1
P-400 - 1
P-401 - 1
ANTI-DIESELING SOLENOID
BRACKET BREAKAGE - 1968
CHEVROLET W/L-6 ENGINE

To: ALL CHEVROLET DEALERS

Some owners of the 1968 Chevrolets equipped with a six cylinder engine with Powerglide transmission may experience the anti-dieseling solenoid bracket breaking when exposed to heavy duty operations. This condition should be corrected by installing a revised 1969 bracket, P/N 3941077, and an additional brace, P/N 3953794, as shown in Figure 1.

To adjust the anti-dieseling solenoid, use the following procedure:

1. Install solenoid bracket to inlet manifold.

2. Set the carburetor in the closed throttle position (at recommended idle speed, Reference Step 1 on tune-up decal) with the choke completely off.

3. With the solenoid ENERGIZED (power on), install into bracket by sliding it down within the bracket so the solenoid plunger just slightly contacts the carburetor lever. Tighten the bracket strap to secure the solenoid in place.

4. Back carburetor idle adjusting screw out 3/4 turn (counter-clockwise). This results in a clearance between the carburetor idle adjusting screw and its stop on the lever of approximately .025".

NOTE: The above adjustment should produce an engine idle speed of approximately 400 RPM when the solenoid is DE-ENERGIZED (power removed).

Chevrolet Motor Division
General Motors Corporation

C: Chevrolet List
Dealer List

Important That All Service Personnel Read—Please Initial

<table>
<thead>
<tr>
<th>Service Manager</th>
<th>Shop Foreman</th>
<th>Service Salesman</th>
<th>Service Technicians</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
**PARTS AND LABOR DATA**

<table>
<thead>
<tr>
<th>QUAN.</th>
<th>PART NO.</th>
<th>PART DESCRIPTION</th>
<th>P</th>
<th>FC</th>
<th>L</th>
<th>T</th>
<th>OPERATION NO.</th>
<th>TIME</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>3953794</td>
<td>Brace</td>
<td>X</td>
<td>1</td>
<td></td>
<td></td>
<td>06 4400 93</td>
<td>.3</td>
</tr>
<tr>
<td>2</td>
<td>3941077</td>
<td>Bracket Assembly</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>3</td>
<td>3953794</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

* DMN Needed

1 3/8" - 16 Nut
1 3/8" Med. Lock Washer
1 3/8" - 16 x 2-1/4" 300M Bolt
1 3/8" - 24 Nut (1/2" Thick)
1 1/4" - 20 x 1" Bolt
1 9/32" Flat Washer
To: ALL CHEVROLET DEALERS

This bulletin is a supplement to Chevrolet Dealer Service Technical Bulletin 68-T-41, dated April 15, 1968.

The engine anti-dieseling solenoid installation procedure on the L-6 passenger car has been revised to connect the solenoid wire to the ignition terminal of the fuse panel and not to the windshield wiper motor terminal as shown on Page 3 of the original bulletin.

This change is necessary, for after the ignition key is turned off, there may be sufficient current feed-back in the wiper motor circuit to hold the solenoid plunger in the fast idle position (engine dieseling).

The revised L-6 passenger car solenoid wire installation procedure is the same as shown on Page 4 of the original bulletin titled Wire Assembly To Dash Panel (Truck) except the passenger car installation requires drilling a 3/4" diameter hole in the dash panel. The grommet that is part of the 3942886 truck wire assembly should be positioned on the wire to provide the length needed to reach the ignition terminal of the fuse panel.

Any excess wire should be taped back to assure that no interference exists in the area of the accelerator brake or clutch linkage.

Chevrolet Motor Division
General Motors Corporation

c: Chevrolet List
Dealer List

Important That All Service Personnel Read—Please Initial

<table>
<thead>
<tr>
<th>Service Manager</th>
<th>Shop Foreman</th>
<th>Service Salesman</th>
<th>Service Technicians</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

GSD 1480
Parts List for L-6 passenger cars, as shown on Page 2 of the original bulletin should be revised to substitute the longer 3942886 truck wire assembly for the 6298951 wire assembly.

PARTS AND LABOR DATA as shown on Page 2 of the original bulletin should be crossed out and replaced with the following information.

**PARTS AND LABOR DATA - All L-6 Vehicles**

<table>
<thead>
<tr>
<th>QUAN.</th>
<th>PART NO.</th>
<th>PART DESCRIPTION</th>
<th>FC</th>
<th>L</th>
<th>T</th>
<th>OPERATION NO.</th>
<th>TIME</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.</td>
<td></td>
<td></td>
<td>51</td>
<td>X</td>
<td></td>
<td>06 4400 90</td>
<td>.5</td>
</tr>
</tbody>
</table>

**PARTS AND LABOR DATA - Drilling hole in dash, installing truck wire assembly in passenger car**

<table>
<thead>
<tr>
<th>QUAN.</th>
<th>PART NO.</th>
<th>PART DESCRIPTION</th>
<th>FC</th>
<th>L</th>
<th>T</th>
<th>OPERATION NO.</th>
<th>TIME</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.</td>
<td></td>
<td></td>
<td>51</td>
<td>X</td>
<td></td>
<td>06 4400 92</td>
<td>.3</td>
</tr>
</tbody>
</table>
ENGINE DIESELING - 1968
PASSENGER & TRUCKS WITH
L-6 ENGINES

To: ALL CHEVROLET DEALERS

Reports of engine dieseling after the ignition has been turned off, have been reported on some 1968 vehicles with L-6 engines and manual transmissions.

This condition is generally caused by improper idle speed, timing, and/or low octane fuel being used. To correct dieseling complaints in the field, the engine should be properly tuned - refer to appropriate shop manual for engine tune-up specification.

If dieseling still exists on an engine that is correctly tuned, then an anti-dieseling solenoid as used on units with automatic transmissions may be installed. See attached illustrations for procedure.

Chevrolet Motor Division
General Motors Corporation

c: Dealer List
Chevrolet List

Important That All Service Personnel Read—Please Initial

<table>
<thead>
<tr>
<th>Service</th>
<th>Shop</th>
<th>Service Salesman</th>
<th>Service Technicians</th>
</tr>
</thead>
<tbody>
<tr>
<td>Manager</td>
<td>Foreman</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
SOLENOID ADJUSTMENT PROCEDURE

1. Set the carburetor in the closed throttle position (at recommended idle speed, Reference Step 1 on tune-up decal) with the choke completely off.

2. With solenoid (A) energized, power on, adjust in bracket (B) so that the hex plunger touches the carburetor lever (C) and tighten nut or bolt (D).

3. With solenoid (A), de-energized, power removed, back off the idle adjustment screw on carburetor (1/2 turn). This will set the carburetor at the recommended low idle speed (400 RPM).

PARTS LIST for L-6 Passenger Cars

<table>
<thead>
<tr>
<th>Part No.</th>
<th>Description</th>
<th>Quantity</th>
</tr>
</thead>
<tbody>
<tr>
<td>1114421</td>
<td>Solenoid</td>
<td>1</td>
</tr>
<tr>
<td>367701</td>
<td>Clip</td>
<td>1</td>
</tr>
<tr>
<td>6298951</td>
<td>Wire Assembly</td>
<td>1</td>
</tr>
<tr>
<td>3939082</td>
<td>Bracket</td>
<td>1</td>
</tr>
</tbody>
</table>

PARTS LIST for CS, KS, GS, PS-10 & 20 Series Truck

<table>
<thead>
<tr>
<th>Part No.</th>
<th>Description</th>
<th>Quantity</th>
</tr>
</thead>
<tbody>
<tr>
<td>1114421</td>
<td>Solenoid</td>
<td>1</td>
</tr>
<tr>
<td>3931290</td>
<td>Bracket</td>
<td>1</td>
</tr>
<tr>
<td>3931288</td>
<td>Lever</td>
<td></td>
</tr>
<tr>
<td>3931293</td>
<td>Clamp</td>
<td></td>
</tr>
<tr>
<td>3931294</td>
<td>Retainer</td>
<td></td>
</tr>
<tr>
<td>3942886</td>
<td>Wire Assembly</td>
<td></td>
</tr>
<tr>
<td>2973392</td>
<td>Connector (GS &amp; PS Models only)</td>
<td></td>
</tr>
</tbody>
</table>

PARTS AND LABOR DATA - All L-6 Chevy Van

<table>
<thead>
<tr>
<th>QUAN.</th>
<th>PART NO.</th>
<th>PART DESCRIPTION</th>
<th>P</th>
<th>FC</th>
<th>L</th>
<th>T</th>
<th>OPERATION NO.</th>
<th>TIME</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.</td>
<td>51</td>
<td>X 06 4400 90</td>
<td>.5</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

PARTS AND LABOR DATA - All L-6 (Except Chevy Van)

<table>
<thead>
<tr>
<th>QUAN.</th>
<th>PART NO.</th>
<th>PART DESCRIPTION</th>
<th>P</th>
<th>FC</th>
<th>L</th>
<th>T</th>
<th>OPERATION NO.</th>
<th>TIME</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.</td>
<td>51</td>
<td>X 06 4400 91</td>
<td>.7</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Refer to Quantity and Part Numbers Required Above.
3.

1114421 SOLENOID

(A)

WASHER

BOLT 1/4-20 x 5/8

3939082 BRACKET

(B)

BOLT 3/8-16 x 2-1/2

LOCK WASHER

ROUTE AS SHOWN TO SINGLE TERMINAL ON WIPER MOTOR

6298951 WIRE HARNESS ASM.

6 CYLINDER SOLENOID MOUNTING

1968 PASSENGER CAR

6 CYLINDER SOLENOID MOUNTING

6296951 - SOLENOID HARNESS ASM.

DEPRESSED PARK WIPER MOTOR

6298951

REMOVER CONNECTOR ON W/S WIPER MOTOR ASM, & ATTACH TO PIGTAIL PROVIDED ON 6298951 HARNESS ASM.

367701 - CLIP BEND CLIP AFTER WIRE HAS BEEN INSERTED.

367701

NON-DEPRESSED PARK MOTOR

6 CYLINDER SOLENOID WIRING

CHEVY II, CAMARO AND CHEVELLE
NOTE 1
Route Wire Asm. thru & loop excess wire in conduit.

EXISTING CHOKE HOLE

ENGINE HARNESS

GROMMET (Part of Wire Asm.)

FUSE PANEL ASM.

EXISTING GENERATOR & FORWARD LAMP HARNESS

BOLT 1/4 - 20 x 1
Bolt must be installed as shown.

3/4" DIA. HOLE

EXISTING GENERATOR & FORWARD LAMP HARNESS

TO ENGINE

WIRE ASM. TO DASH PANEL (TRUCK)

B) 3931290 BRACKET
A) 1114421 SOLENOID

C) 3931288 LEVER

451790 SCREW 10-16 x 3/8

ENGINE HARNESS

TO DASH PANEL

WIRE ASM.

10" EXISTING CLIP

SOLENOID

SOLENOID INSTALLATION

L-6 ENGINE (ALL)

Tape must be heat resistant.

CAUTION Tape must be heat resistant.
NOTE
Tape connector body back to wire asm.

NOTE
Tape wire asm. connector to engine harness

NOTE
Loop & tape excess wire in this area