

# 1982 - 1991 Corvette: Service Bulletin: Transmission Stuck in First Gear

**Subject:** TRANSMISSION STUCK IN FIRST GEAR

**Model and Year:**

1982-91 CAPRICE, CAMARO AND CORVETTE

1982-91 C/K, G, S/T'

1985-91 M VAN

1987-91 RN AND 1990-91 L VAN WITH 4L60 AUTOMATIC  
TRANSMISSION

**Source:** Chevrolet Service Bulletin

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## **Bulletin Covers:**

Some HYDRA-MATIC 4L60/700-R4 transmissions may experience a "no upshift" or "stuck in first gear" condition. This may be caused by the input carrier to output shaft retaining ring coming unseated, or retaining ring omitted during assembly. This can allow the output shaft to move slightly, and cause wear on the governor gear (the governor gear ON THE GOVERNOR, not the governor drive gear on the output shaft). The governor gear wear may be described as an "apple cored" condition. If the governor gear is worn, the transmission cannot upshift out of first gear.

## **Service Information:**

Remove the governor and inspect the governor gear. If it is "apple cored", disassemble the transmission and look for the presence of the input carrier to output shaft retaining ring.

- o If the retaining ring is missing, replace it, but make sure the original

retaining ring is not broken and stuck inside the transmission.

o If the retaining ring has become unseated, replace the retaining ring with a new one since the original has probably been over-expanded.

When installing a new retaining ring, be careful not to over-expand the retaining ring.

### Service Parts Information:

The input carrier to output shaft retaining ring is available in several packages through GMSP0. It is included in the snap ring package, overhaul repair components package, and overhaul seals and gasket package.

### Service Manual References:

Reference the Automatic Transmission Unit Repair Section of the appropriate service manual for retaining ring installation information.

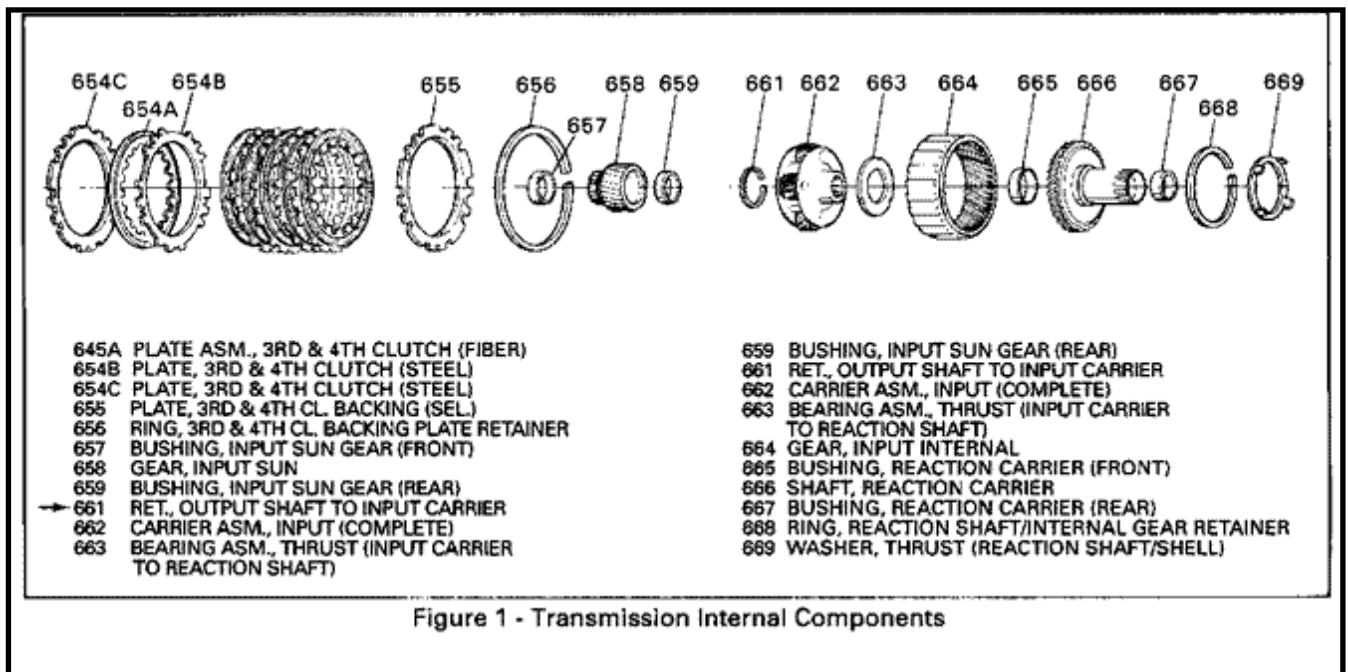


Figure 1 - Transmission Internal Components

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