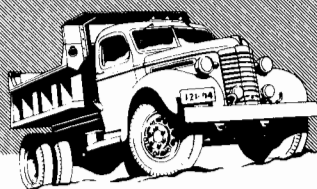


TRUCK SERVICE BULLETIN



GMC TRUCK & COACH DIVISION
GENERAL MOTORS CORPORATION
PONTIAC, MICHIGAN

NO. T-8-201

TECHNICAL SERVICE DEPARTMENT

Subject: VALVE ROCKER ARM SHAFT AND BRACKET ASSEMBLY

Models: 228, 236, 248 AND 270 ENGINES

Effective: PRODUCTION AND SERVICE

In subject engines prior to 1950, excess oil from the valve rocker arm shaft passes through an overflow tube which is attached to the rear (No. 6) valve rocker arm shaft bracket.

Oil then flows down by the No. 10 and 11 push rods and is collected in a trough attached to the inside of the push rod cover. A tube on the end of the trough directs the oil down a hole drilled in the block between No. 6 and 7 push rods, directly above the distributor drive gears as shown in Figure 1.

Exceptions to the above are some types of 228 engines built after serial No. 170705 which do not use a collector trough.

Beginning with 1950 vehicles, subject engines current in production have the overflow tube attached to the No. 4 valve rocker arm shaft bracket. A new rocker arm shaft is used having an oil outlet hole located to correspond with the number four bracket position. Overflow oil from the tube now passes down along the No. 6 and 7 push rods and through the hole in the block to the distributor gears. Refer to Figure 2.

In addition to the new rocker arm shaft, the latest arrangements includes new overflow tube, new No. 2, 3, 5 and 6 rocker arm shaft brackets and the use of the former No. 6 rocker arm shaft bracket in the number 4 position. A new push rod cover which does not incorporate a collector trough is used.

Since all old parts concerned (with the exception of push rod covers) will be used up, and only the new parts furnished for service, this bulletin is issued to furnish old and new part numbers and to describe combinations of parts which may be used with either original or current method of distributor gear lubrication.

PARTS INFORMATION

Old Part No.	New Part No.	Description	Qty.
2136566	2193772	Valve rocker arm shaft and bracket assembly...	1
2136567		Rocker arm shaft bracket assembly (#2, 3, 4, 5)...	4
	2193783	Rocker arm shaft bracket assembly (#2, 3, 5, 6)...	4
2136568		Rocker arm shaft bracket assembly (#1 & 6)	2
	2136568	Rocker arm shaft bracket assembly (#1 & 4)	2
6107375	2193775	Overflow tube assembly...	1
2135314	2193773	Rocker arm shaft and plug assembly	1
2191069	6107439	Push rod cover assembly (228, 236, 248 engines) ..	1
2190343	2135424	Push rod cover assembly (270 engines)	1

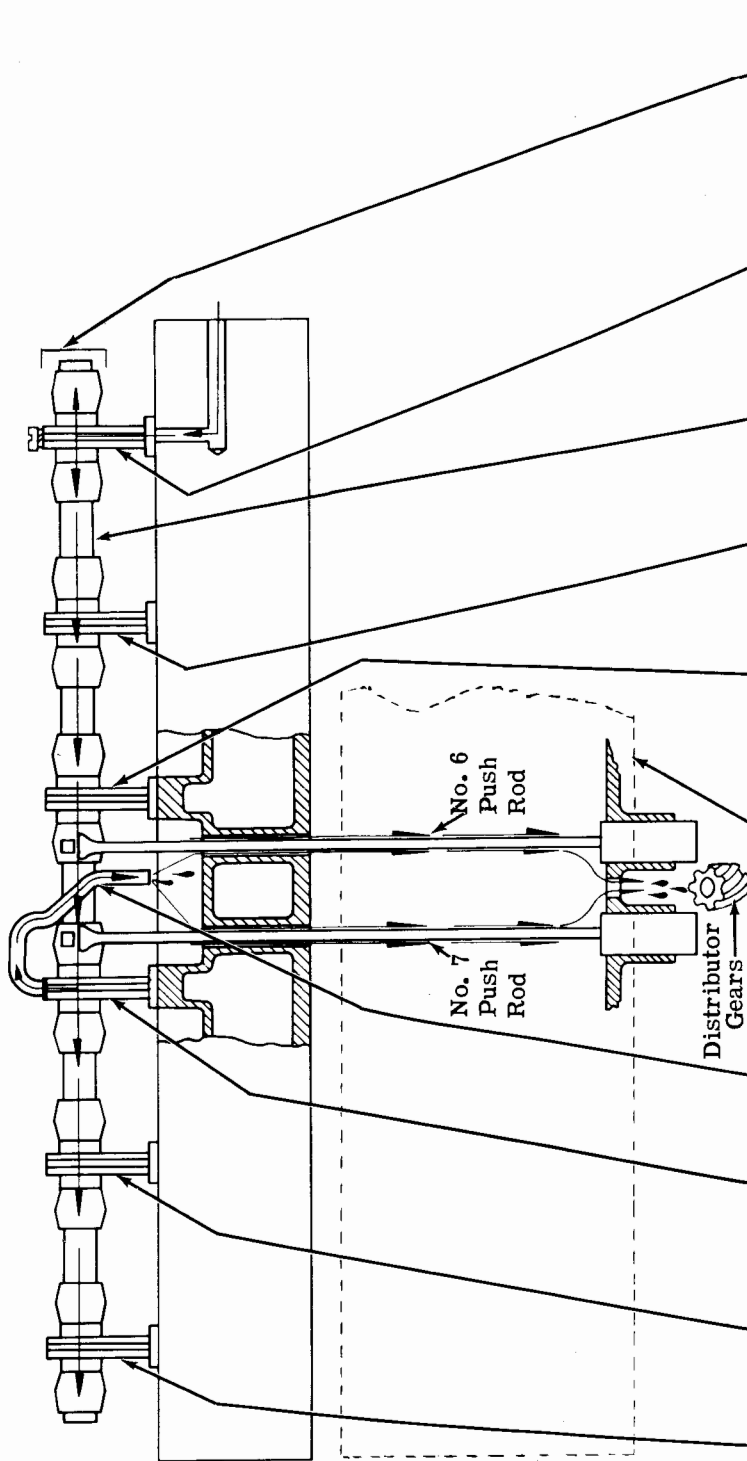
IDENTIFICATION

a. The new rocker arm shaft and bracket assembly #2193772 has the oil overflow return tube bracket located at the No. 4 position rather than at No. 6 position, as in the old assembly.

b. The new shaft #2193773 may be identified by four 13/64" holes which are drilled in line on top side of shaft only. The original shaft has two 13/64" holes, otherwise shafts are identical.

All holes in both old and new shafts are equally spaced each way from the center, so that shafts may be assembled with either end front or rear.

c. Rocker arm shaft bracket #2193783 is identical with original bracket #2136567 except that the 1/8" hole in the bottom of the shaft bushing is omitted.



Description	No. 6 Bracket	No. 5 Bracket	No. 4 Bracket	Overflow Tube	Push Rod Cover	No. 3 Bracket	No. 2 Bracket	Shaft and Plug Assembly	No. 1 Bracket	Rocker Arm Shaft and Bracket Assembly
New Part Numbers	2193783	2193783	2136568	2193775	6107439 (228, 236, 248 Engines) 2135424 (270 Engine)	2193783	2193783	2193773	2136568	2193772
Possible combinations of old and new parts when overflow tube is at No. 4 Bracket	2193783 or 2136568 Plugged with set screw 6107396 & washer 120382	2193783 or 2136567	2136568	2193775	6107439 (228, 236, 248 Engines) 2135424 (270 Engine) or Old cover with oil tube removed and discarded as shown in Figure 3.	2193783 or 2136567	2193783 or 2136567	2193773	2136568	

Figure 2 - Diagram Showing Current Method of Lubricating Distributor Gear, with Possible Parts Combinations.

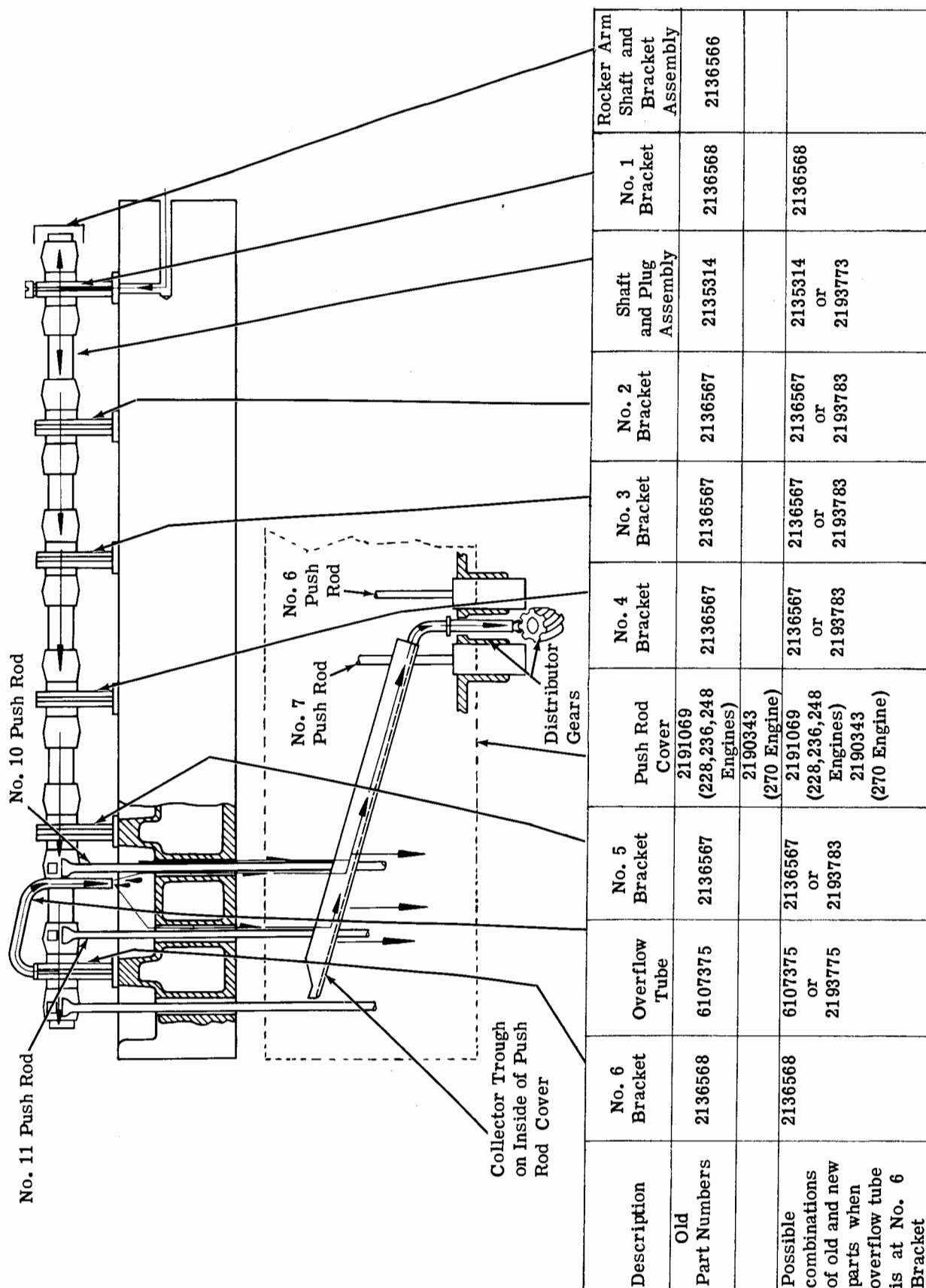


Figure 1 - Diagram Showing Old Method of Lubricating Distributor Gears, with Possible Parts Combinations.

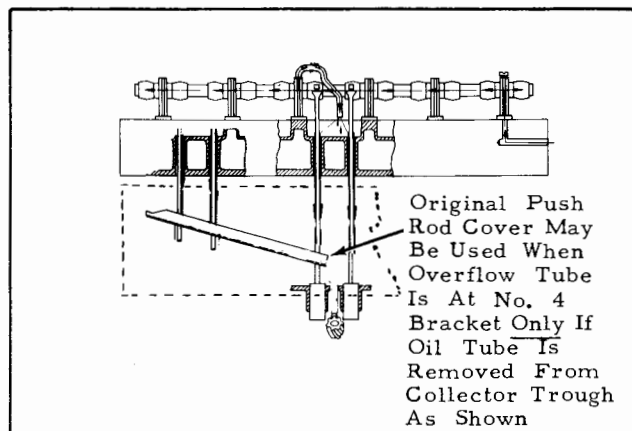


Figure 3 - View Showing Collector Trough Reworked By Removal of Oil Tube

d. The new overflow tube #2193775 is offset to clear the cylinder head cover brace, the old tube is "U" shaped.

e. The latest push rod cover does not include an oil collector trough.

INTERCHANGEABILITY

The new rocker arm, shaft and bracket assembly may be used to replace the original assembly by also using new overflow tube and either using new push rod cover, or reworking old cover as shown in Figure 3.

Otherwise various combinations of old and new parts may be used until old stock is exhausted, depending upon the location of the overflow tube, as shown in Figures 1 and 2.

Pontiac, Michigan
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GENERAL MOTORS CORPORATION
(GMC Truck and Coach Division)
Technical Service Department