ADJUSTMENTS WITH TRANSMISSION IN CAR

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ADJUSTMENT OF THROTTLE CONTROL LINKAGE

CAUTION: Linkage operation will not be satisfactory if binding or excessive wear exists.

1. Loosen both nuts on throttle control transmission rod trunion.

2. Adjust engine idle speed to 430-450 rpm (500-520 with Air Conditioning) with engine at normal operating temperature and control lever in park or neutral.

3. Shut off engine and install linkage adjustment pin J-2544 through holes in throttle control lever and bracket (Fig. 44).

4. With idle adjusting screw seated against its stop, adjust length of carburetor throttle rod (Fig. 45) at trunion so that gauge pin is free in hole. Leave pin installed and tighten lock nuts securely. Recheck freeness of gauge pin in holes.

5. Push throttle control transmission rod downward until the throttle control outer lever is felt to touch end of travel. CAUTION: Make sure that when lever is in this position, top lock nut is not touching trunion.

6. While holding the throttle control transmission rod in this position tighten upper and lower trunion lock nuts. Shorten throttle control transmission rod by backing off trunion rear nut two full turns. Tighten front trunion lock nut securely. Remove gauge pin.

7. Loosen lock nut on throttle control intermediate rod trunion (Fig. 45).

8. Adjust intermediate rod to allow ¼” clearance between accelerator pedal rod lever and underside of rubber bellows (Fig. 46).

9. Tighten trunion nut securely.

ADJUSTMENT OF SELECTOR LEVER LINKAGE

1. Put upper shift control lever and the transmission lever in Park “P” position and, with the outer transmission shift lever trunion nuts (Fig. 45) backed clear of the trunion, pull the shift rod down toward the transmission as far as possible; and, while holding in this position, run the trunion upper nut down to just contact the trunion.

2. Holding shift rod, shift transmission into Reverse “R” using upper shift lever, and observe the position of upper trunion nut.

3. If the upper nut is short of trunion, then the transmission will be short of full travel to Reverse detent by that amount. Screw the upper nut down to just contact the trunion and then down two additional turns to assure necessary reserve. Tighten lower nut.

   If the upper nut is contacting the trunion, count the number of turns nut can be backed off and still contact the trunion. If less than two turns, turn nut down two turns against the trunion from the “just contact” position and lock the lower nut. If more than two turns, turn upper nut down against the trunion from the “just contact” position to the original or starting position and lock lower nut.
4. After completing above adjustments, check transmission parking lock with car on ramp or grade for positive lock.

5. The shift indicator must not be off index more than .080" after linkage adjustment is completed.

**ADJUSTMENT OF NEUTRALIZER SWITCH**

1. Place selector lever in DR left position.
2. Loosen neutralizer switch mounting screw.
3. Adjust neutralizer switch (Fig. 47) to a position where starter will not operate when ignition key is turned to the start position.
4. Place manual control lever in P position. Make certain that neutralizer switch arm does not touch stop on switch bracket.
5. Test to see that engine starts when selector is in P or N.
6. Tighten mounting screw securely.