

(4) **Valiant Models:** Remove the windshield wiper, headlamp switch knobs, switch bezels, then remove the push button bezel, then remove the bezel and seal.

NOTE: Models with the narrow push button bezel do not require removal of the switches.

Plymouth Models: Remove three screws from the push button bezel, then remove the bezel and seal.

(5) Remove all push buttons (except neutral button) by pulling them off the control actuator slides. (6) Using a socket and long extension through the push button opening, remove two nuts securing the control assembly to the mounting bracket (Fig. 13 or 14). Carefully work the assembly rearward out of the cluster.

(7) Remove the neutral push button, and disconnect the push button gearshift and parking lock cables from the control unit.

Control Unit Adjustment

The following procedures describe the gearshift control unit adjustments. If the transmission fails to shift into **NEUTRAL** when the parking lock is applied, inspect the parking lock lever travel in the instrument panel slot and the parking lock cable adjustment at the transmission before adjusting the control unit (Refer to Paragraph 10).

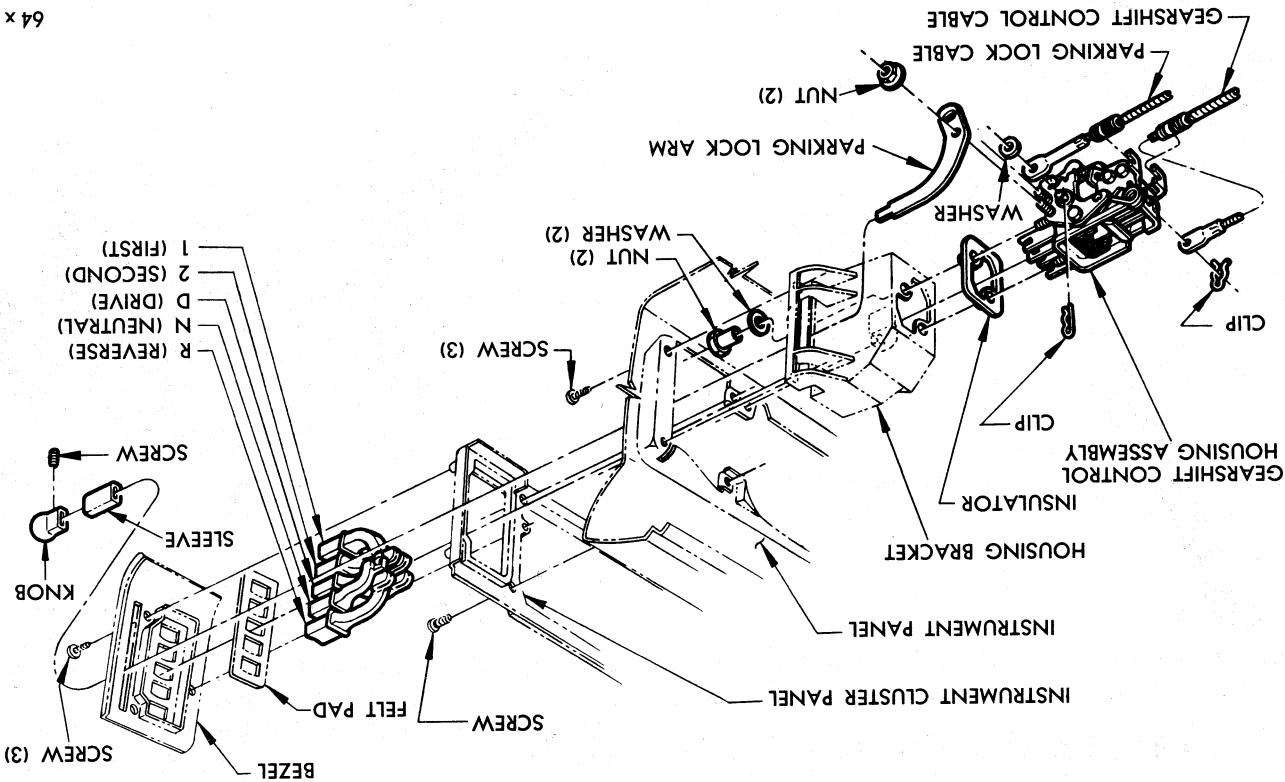


Fig. 14—Removing or Installing Gearshift Control Unit (Plymouth)

64 x 470

CAUTION: To prevent dirt from entering the transmission, make certain that the dip stick cap is fully seated onto the filler tube.

Periodic Adjustments

The following adjustments should be performed at 32,000 mile intervals or more frequent under abnormal operating conditions.

- (1) Adjust the kickdown band. Refer to Paragraph 12.
- (2) Adjust the gearshift control cable (Refer to Paragraph 9).
- (3) Adjust the engine idle in neutral. Refer to the "Fuel System", Group 14.
- (4) Adjust the transmission and carburetor throttle linkage to obtain the proper shift pattern (Refer to Paragraph 13).

5. PUSH BUTTON CONTROL UNIT

Removal

- (1) Disconnect the negative (ground) cable from the battery.
- (2) Disconnect the back-up lamp switch wire connectors (if so equipped).
- (3) Remove the parking lock handle from the arm (Fig. 13 or 14).