

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.

(1) Remove the overcenter spring and back off the lever stop screw (Fig. 14). Make sure no binding exists in the neutral slide, neutral slide pin and bushing, cam pivot, and that they are adequately lubricated.

(2) Hold the neutral slide in against the rocker bar with about 5 to 10 pound load.

(3) Loosen the lock nut and rotate the cam so the lever nose just touches the neutral slide pin as it passes over the pin when moving the parking lock lever from the OFF to ON position. Only light contact should occur so the lever does not hang up on the pin. Hold the cam in this position and tighten the lock nut to 95 inch-pounds torque. Install overcenter spring.

(4) Adjust the lever stop screw to obtain .010 inch clearance between the neutral slide pin and the lever heel (Fig. 15). Tighten the lever stop screw lock nut securely.

Installation

(1) Connect the gearshift and parking lock cables to the control unit. Secure the cable housings by clamping them in the control brackets.

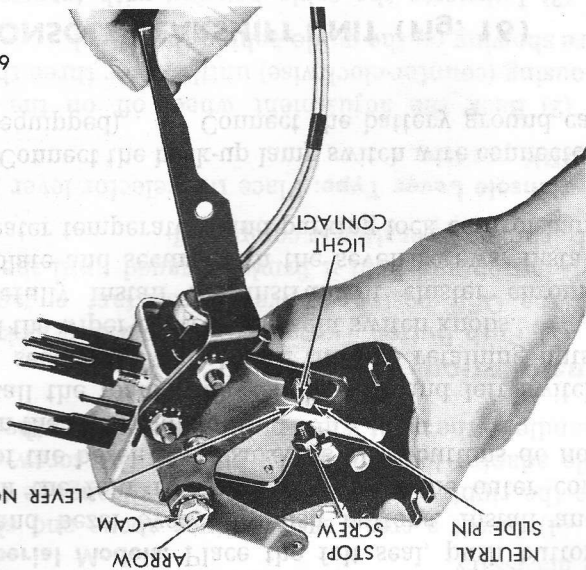


Fig. 14—Adjusting Lever Nose Contact at Neutral Slide Pin

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 severe 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 connector from the switch (if so equipped).

(3) **Chrysler Models:** Remove the parking lock handle from the arm (Fig. 12). Remove the retaining screws and remove the plate beneath the instrument cluster hood; the chrome moulding from the left side of the instrument panel, and the push button bezel and light seal.

Imperial Models: Remove the heater temperature and parking lock control handles (Fig. 13). Remove seven screws from the face of the instrument cluster chrome trim plate, carefully remove the plate. Depress the spring lock on the light switch and pull out the switch knob and shaft. Loosen the set screw and remove the wiper control knob. From the back remove the two nuts securing the left switch panel, and name plate, carefully remove the switch panel and foam rubber light seal.

Remove the four screws from the outer corners of the push button bezel, carefully slide the lens and bezel assembly off the push buttons.

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

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