

**SECTION 5-B
ADJUSTMENTS ON CAR, ROAD TEST**

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**5-12 ADJUSTMENTS
ON CAR**

**a. Throttle Linkage
Adjustment—See
Figure 5-34**

1. Hold throttle rod in wide open throttle position (against stop on carburetor).
2. Hold idler lever in full throttle valve position (through detent to stop).

NOTE: Do not confuse detent position of throttle valve with stop position. Increased resistance will be felt as the throttle valve reaches detent position. The idler

lever should be pushed through detent to stop.

3. Adjust turn buckle so no lost motion exists in slide link. (Wide open throttle and throttle valve stop reached simultaneously.)

4. Tighten lock nut on turnbuckle.

**b. Manual Control
Adjustment—See
Figure 5-34**

1. Loosen adjusting swivel clamp nut.
2. Set transmission selector lever in park detent.

3. Move shift lever to park position.

4. Tighten adjusting swivel clamp nut.

5-13 ROAD TEST

With linkage properly adjusted and car warmed up, observe general performance of transmission and check for abnormal noises.

Accelerate from a stop with accelerator depressed just to detent. Up shift should occur smoothly at between 40 and 45 MPH. If up shift occurs at speeds other than those specified, refer to table below for possible causes.

TROUBLE	POSSIBLE CAUSE
Up shift at too low speed.	Governor valve not adjusted properly or sticking. Shift valve or shift valve regulator sticking. Throttle valve pressure too low - worn or broken spring or valve sticking.
Up shift at too high speed.	Throttle linkage sticking. Governor valve not adjusted properly or sticking. Shift valve and shift valve regulator sticking. Throttle valve pressure too high - valve sticking.
Slow engagement of converter clutch.	Throttle linkage sticking. Converter pressure regulator valve sticking, lowering converter pressure too slow.
Fast engagement of converter clutch.	Converter charging pressure too low. Converter pressure regulator valve sticking.

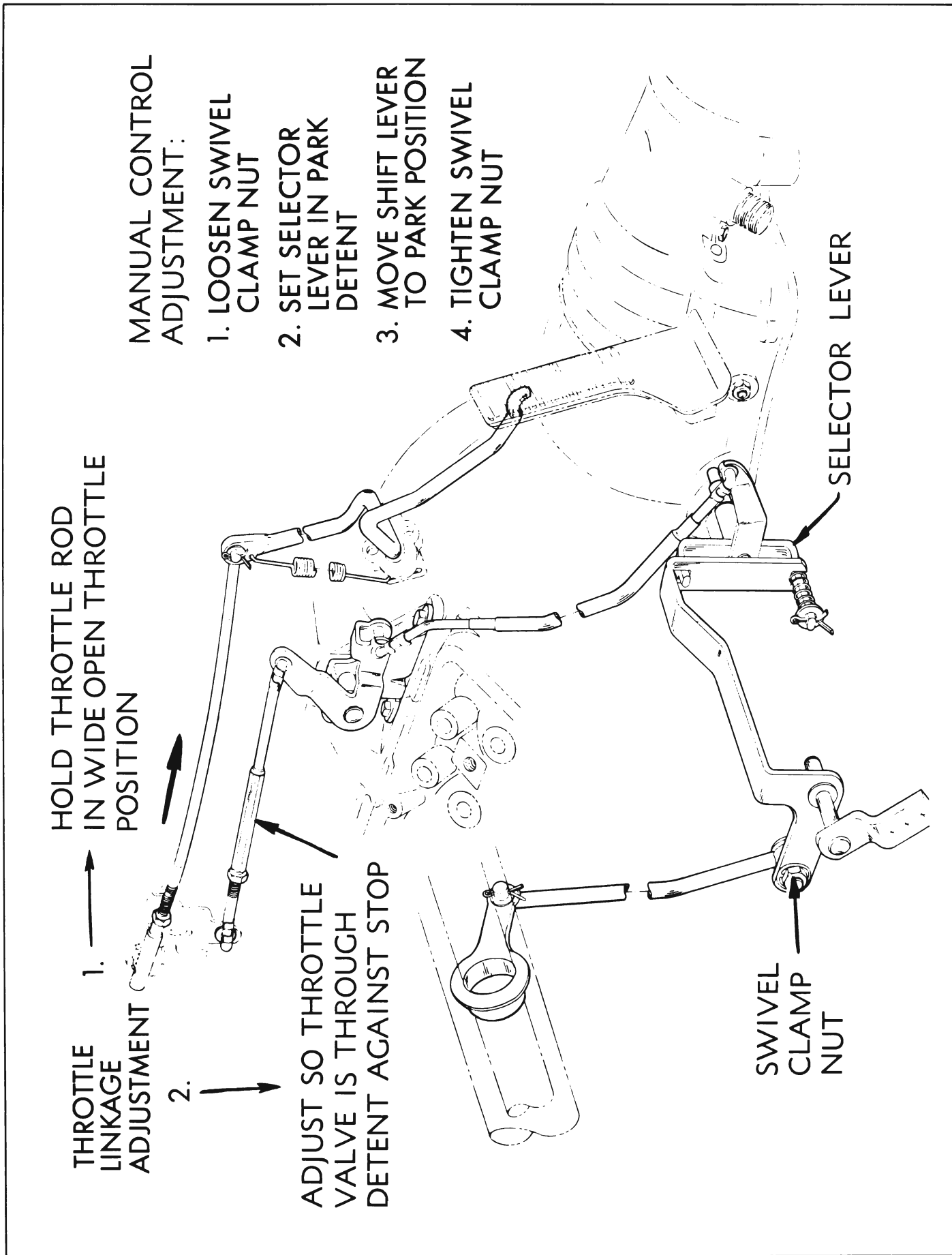


Figure 5-34—Manual Control and Throttle Linkage Adjustment