CONTROL MAINTENANCE

5. Position sliding half of sliding end, with link and clevis, over cable.

6. Temporarily connect clevis to forward and reverse control lever with clevis pin. Install cable lock, clamp, and two socket head set screws on sliding end. Tighten screws firmly.

7. Adjust clevis as described later.

SLIDING END

Lubricate sliding ends inside boot with AC-640 lubricant, available at United Motors Service Stations. Refer to Special Tools and Equipment.

When installing a new sliding end, or when adjustment of clevis, link, etc., has been disturbed, sliding end must be properly positioned on cable. Connect sliding end, with forward and reverse shift handle in reverse (R) position, so that sliding half is extended 3/8" from bottoming on stationary half.

FORWARD AND REVERSE SHIFT ADJUSTMENTS

Shift handle on dash (fig. 17) is connected to forward and reverse control lever on transmission by means of a rod and flexible cable. Single piece cable slides within a rigid conduit composed of several pieces, the number dependent on length of coach. At front, conduit extends several inches above floor in dash compartment; at rear, conduit terminates at engine bulkhead.

If forward and reverse control lever has been removed from transmission, lever must be positioned before shift cable adjustment is made.

1. Position control lever on shaft so that lever is directly over detent ball cap. If position of serrations prevent this, reposition lever on serrations up to 1/4" forward or 3/8" rearward of desired position. Tighten lever clamp screw firmly.

2. Disconnect clevis from transmission lever.

3. Make sure cable is not twisted. Wind cable by turning control link at transmission control lever clockwise until increased resistance is felt. Turn counterclockwise from this position until equal resistance is felt, counting number of turns. Turn clockwise one-half number of turns counted and cable will be in free position.

NOTE: Maintain free position, when adjusting control link, by holding lock collar while turning control link and lock nut.

4. With shift lever and transmission lever in forward speed position, adjust control link so that holes in clevis are positioned 5/32" rearward of hole in transmission lever.

5. Install clevis pin, securing with cotter pin; then tighten clevis lock nut.

FORWARD AND REVERSE SHIFT SWITCH

Switch, shown in figure 17, completes circuit to clutch neutral solenoid through transmission control relay when shift lever is moved out of notch. Switch is non-adjustable and requires no maintenance.

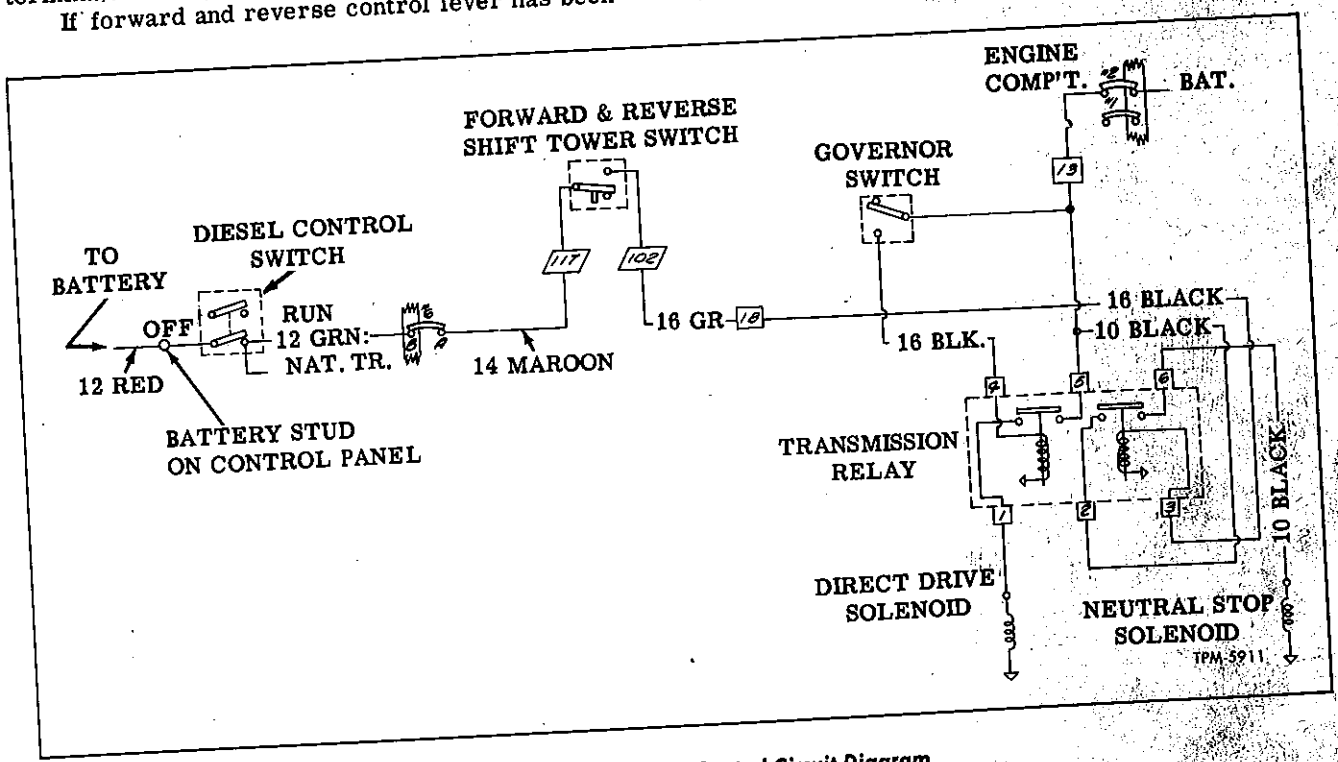

Figure 18—Transmission Control Circuit Diagram