

cables. Carefully guide the cables through the floor grommets while pulling upward on the wires. Securely attach the cables and housings to the gearshift unit. Connect the back-up lamp switch wires.

(2) Place the gearshift unit on the temporary floor pan bracket to hold it in place while installing the console (Fig. 16). Lower the console down over the shift lever and connect the courtesy lamp wires and other electrical connections. Position the console on the floor mounting brackets, make sure the retaining bolt flat washers are outside of the console flange, then tighten the four bolts securely. Install and tighten the two retaining screws in the bottom of the console tray.

(3) Lift the gearshift control unit off the temporary bracket. Align the unit in the console, install and tighten the four retaining bolts. Position the finish plate over the shift lever, slide the two pins on rear end of the plate under the moulding, and lower the finish plate far enough to install the dial lamp and socket. Lower the front of the finish plate into position and install the retaining screws.

(4) Install the gearshift lever knob and secure with the set screw.

(5) Inspect the cables for proper routing. Make sure there are no sharp kinks or interference with other parts.

(6) Connect the battery ground cable. Adjust the gearshift and parking lock control cables. Refer to Page 50.

GEARSHIFT CONTROL CABLE

(Transmission End)

Removal

(1) Place the selector lever in PARK position, and raise the vehicle on a hoist.

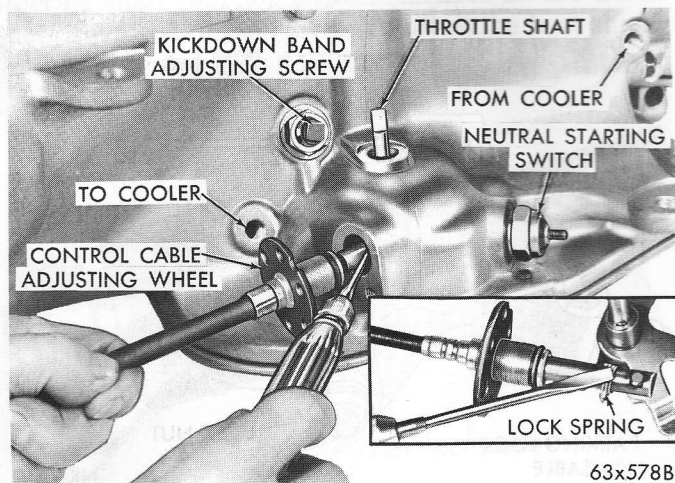


Fig. 19—Removing Gearshift Control Cable

(2) Remove the gearshift control cable to transmission adjusting wheel lock screw. Pull the cable outward just enough to allow the fluid to drain into a container.

(3) Pull the cable out of the transmission case as far as possible, back off the adjusting wheel a few turns if necessary.

(4) Insert a small screw driver above and slightly to the right of the cable (Fig. 19). Disengage the cable adapter lock spring by pushing the screw driver handle to the right while pulling outward on the cable.

Installation

(1) Place the selector lever in the **PARK** position.

(2) Back the adjustment wheel off on the cable housing (counter-clockwise) until two or three threads are showing on the guide behind the wheel.

(3) Lubricate the cable housing with transmission fluid, insert the cable in the transmission case, push inward on the cable making sure the lock-spring engages the cable.

Adjustment

NOTE: Inspect the wheel for free turning on the guide; remove any dirt or burrs in the threads of the cable guide that may interfere. Lubricate the cable guide threads with a few drops of transmission fluid.

(4) Have an assistant hold the selector lever firmly in the 1 (low) position. Hold the control cable centered in the hole of the transmission case and pull the cable outward (approximately two pounds) to bottom the assembly in the low detent. While holding the cable outward, rotate the adjustment wheel **clockwise** until it just contacts the case squarely.

Turn the wheel **counter-clockwise** just enough to make the next adjustment hole in the wheel line up with the screw hole in the case. Counting this hole a number one, continue turning the wheel **counter-clockwise** until the fifth hole lines up with the screw hole in the case.

(5) Push the cable and adjusting wheel tight against the case then install the lock screw and tighten to 75 inch-pounds torque.

(6) Refill the transmission with Automatic Transmission Fluid Type "A" Suffix "A" to proper level. Refer to Page 43.

PARKING LOCK CABLE

(Transmission End)

Removal

(1) Loosen the parking lock cable clamp bolt where the cable enters the housing cover (Fig. 20). Tap the end of the clamp bolt tightly to release its hold on the cable. Remove the housing cover lower plug.