

CAUTION: Neutral starting switch failure may occur due to very high amperage current flowing through the switch. This results when a jumper wire or remote control starting switch is improperly connected, when placed in the circuit when taking compression readings. It is important that the jumper leads be connected to the battery terminal and to the starter switch terminal (towards rear of car).

16. BAND ADJUSTMENTS

Kickdown Band

The kickdown band adjusting screw is located on the left side of the transmission case (Fig. 1).

(1) Loosen the locknut and back off approximately 5 turns and **check freeness of adjusting screw in transmission case.**

(2) Using inch-pound torque wrench Tool C-3380 with adapter C-3583 or C-3705 (depending upon the accessibility due to type of engine and exhaust equipment) tighten adjusting screw to a reading of 47-50 inch pounds torque. **NOTE: This will be a true torque of 70-75 inch pounds, which should be used if the torque wrench C-3380 is used without the adapter C-3583 or C-3705 (as may be done if adjustment is made with the transmission removed from the car.)**

(3) Back off the adjusting screw according to the specifications applicable to the car model.

(4) Holding the adjusting screw, tighten the locknut and torque to 30-35 foot-pounds.

Low-Reverse Band (Rear)

The low-reverse band adjusting screw is located on

the right side of the transmission case (Fig. 2).

(1) Loosen the locknut and back off approximately 5 turns and check for freeness of adjusting screw in transmission case.

(2) Using wrench Tool C-3380 with adapter C-3583, or C-3705 tighten to a reading of 47-50 inch pounds torque. **This will be a true torque of 70-75 inch-pounds, which should be used if the torque wrench C-3380 is used without the adapter C-3583 (as may be done if adjustment is made with the transmission removed from the car).**

(3) Back off the adjusting screw, exactly 2½ turns (all models).

(4) Holding the adjusting screw, tighten the locknut to specifications 30-35 foot-pounds torque.

17. THROTTLE LINKAGE ADJUSTMENTS

(Refer to Fig. 16)

(1) With the engine at operating temperature, carburetor off the fast idle cam and transmission in neutral, adjust idle speed to 475-500 R.P.M. (use tachometer).

(2) Loosen the throttle linkage adjustment lock nuts on both the carburetor rod and the transmission throttle rod.

(3) Insert a 3/16" rod or drill bit in the hole and open slot of the accelerator shaft bracket and into the elongated hole of the throttle lever.

(4) With the rod in position, hold the transmission throttle valve lever all the way forward (closed position), and tighten transmission to accelerator lever assembly rod adjusting locknut "A".

(5) Remove rod from accelerator lever, shaft and bracket assembly.

(6) With the carburetor throttle lever off the fast idle cam and against the idle stop screw, move the rear half of the carburetor rod rearward until the stop in the transmission is felt, tighten lock nut "B".

(7) The accelerator pedal should be at an angle of 115 degrees to the horizontal. If necessary to correct, adjust pedal angle by removing the accelerator pedal end of the bellcrank to pedal rod, and shortening or lengthening the rod by loosening the lock nut at the swivel end and rotating the swivel. Reinstall the rod and tighten the locknut. **Be sure the rod is properly aligned to prevent binding. Poor engine performance due to carburetor throttle not opening fully or lack of kickdown may result if accelerator pedal angle is incorrect.**

*For cars equipped with "Ram Manifold" engines refer to Service Information at the end of this section.

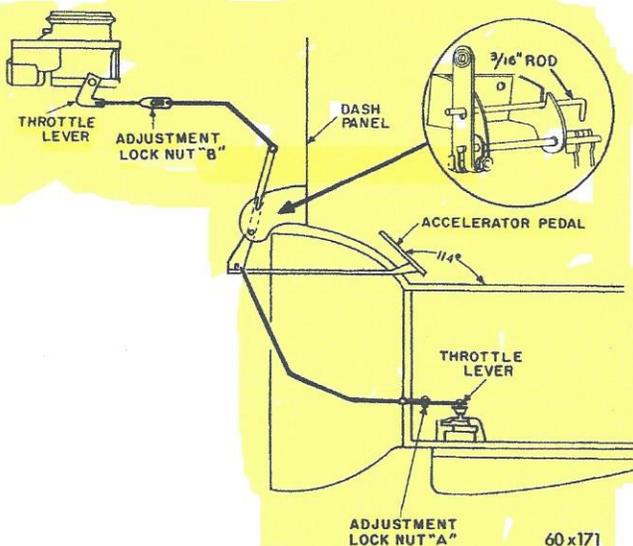


Fig. 16—Throttle Linkage Adjustments