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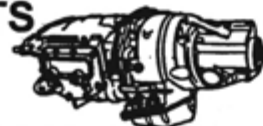
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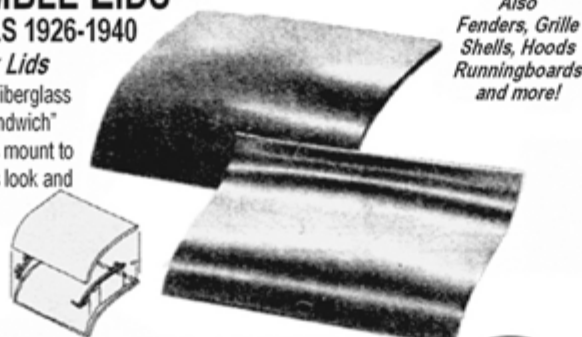
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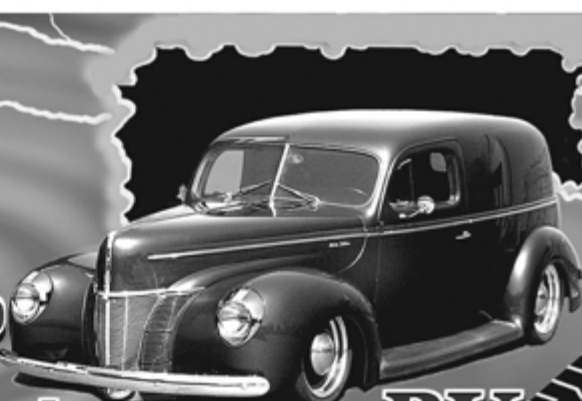
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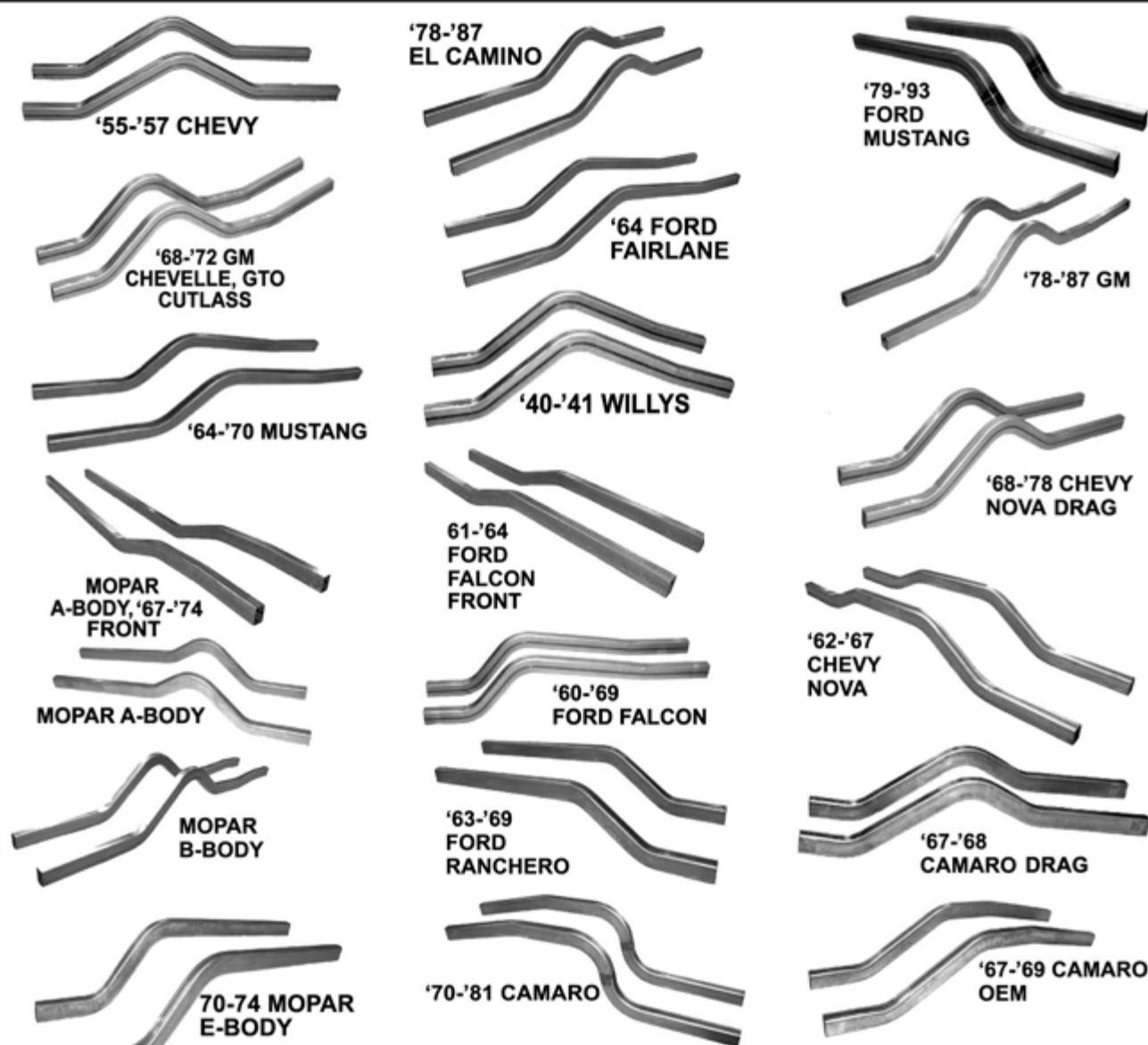
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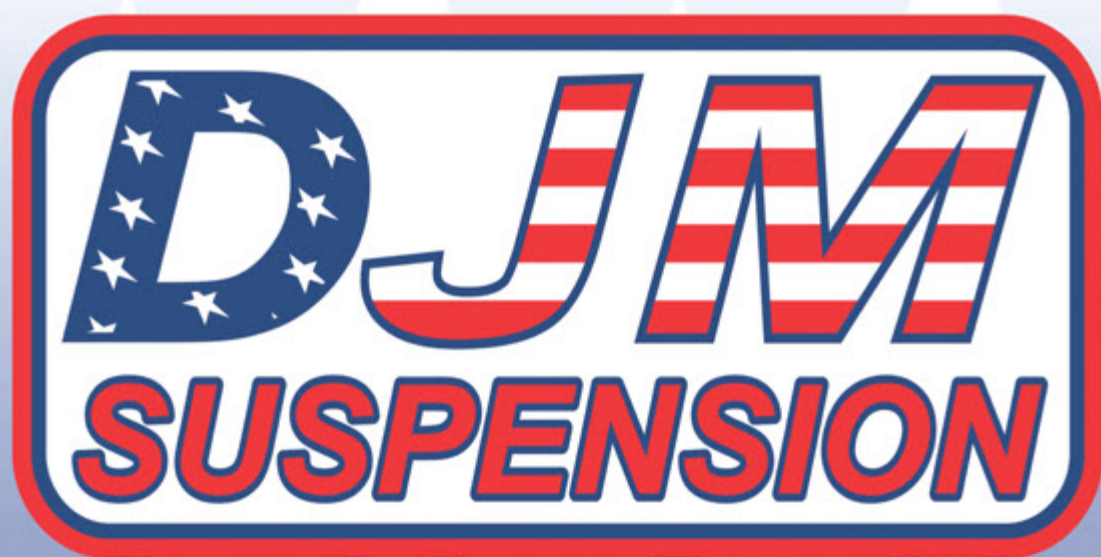
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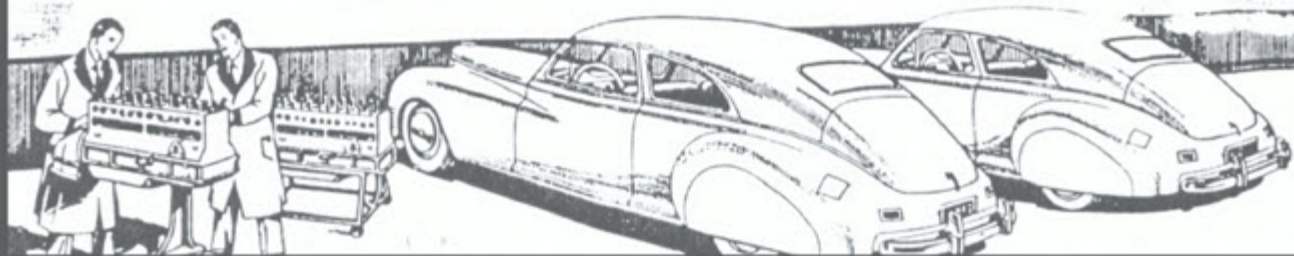
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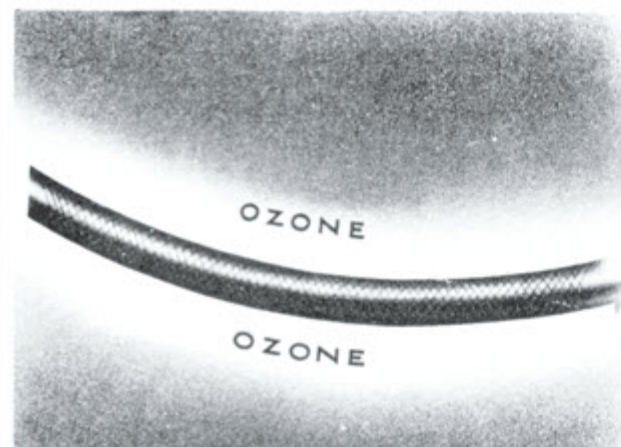


## REQUIREMENTS OF HIGH-TENSION CABLE

The value of high-tension cables depends upon their ability to carry the required surges of high-tension electrical current from the ignition coil to the spark plugs without the cable's insulation breaking down. High-tension cables must withstand:

HEAT COLD OIL CHAFING GREASE CORONA\*

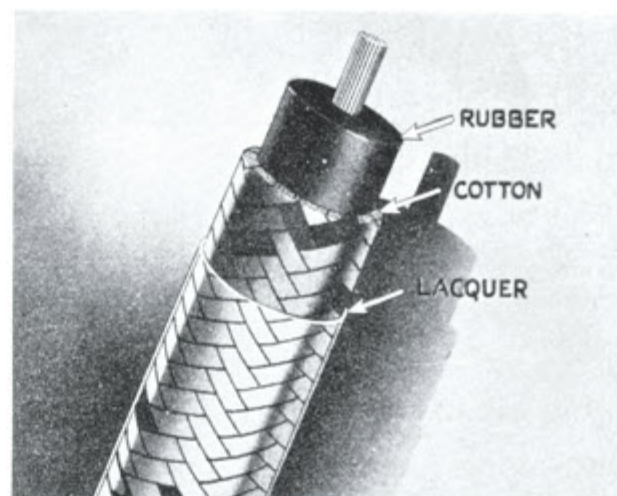
Of these, corona is probably the most baffling problem for the service man, because, unlike the visible effect of oil, grease, heat, chafing, etc., corona is a strange electrical phenomenon that is not readily visible to the service man. Yet it is probably the worst enemy of spark plug cables, because it deteriorates rubber very rapidly.



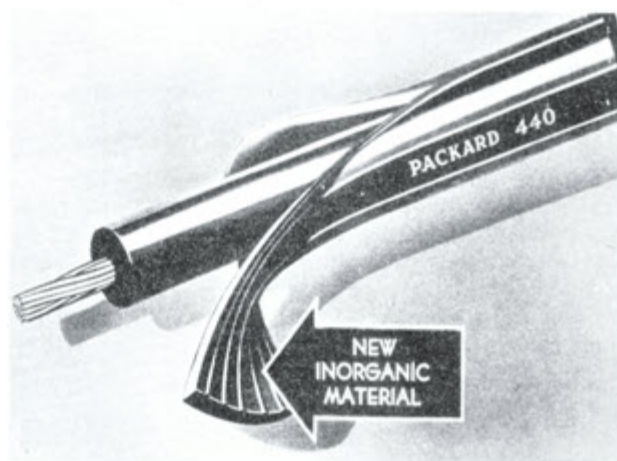
The surge of high-tension current through the circuit builds up an electrical field around each cable. This electrical field liberates the oxygen in the surrounding air to form ozone, which attacks the organic rubber if it is not properly protected.

This ozone causes the rubber insulation to deteriorate, thereby losing its insulating qualities. An electrical loss results, depriving the spark plugs of their full charge, and resulting in a loss of engine power.

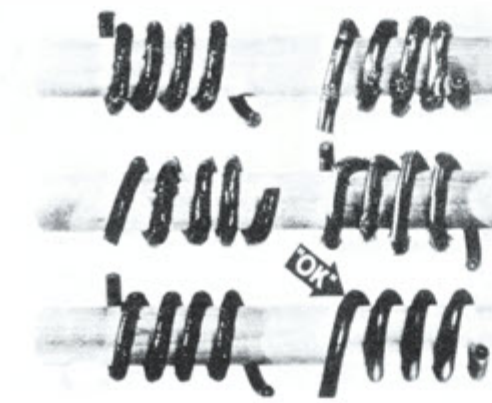
\*CORONA: an aura of photons emitting from wires due to greasy, dirty, weak, or frayed wiring insulation



For years the lacquered cable was the highest quality high-tension cable known, and yet the life of this cable is none too long. In its construction the copper core is enclosed in a rubber covering, to give the cable the proper dielectric strength. The rubber is then covered with cotton braid and a coating of lacquer to protect it from deterioration.



More recently, however, the braid and lacquer have been replaced with a newly discovered, inorganic material which is far more efficient in protecting the rubber against heat, oil, grease, cold, abrasion, and corona.



The new type of inorganic sheath cable, when subjected to the standard engineering tests—hot oil at 200 degrees Fahrenheit; oven test at 300 degrees Fahrenheit; voltage and corona test at 30,000 volts—proved to have far longer life than the old-style lacquered cables.

## INSTALLING HIGH TENSION IGNITION CABLE

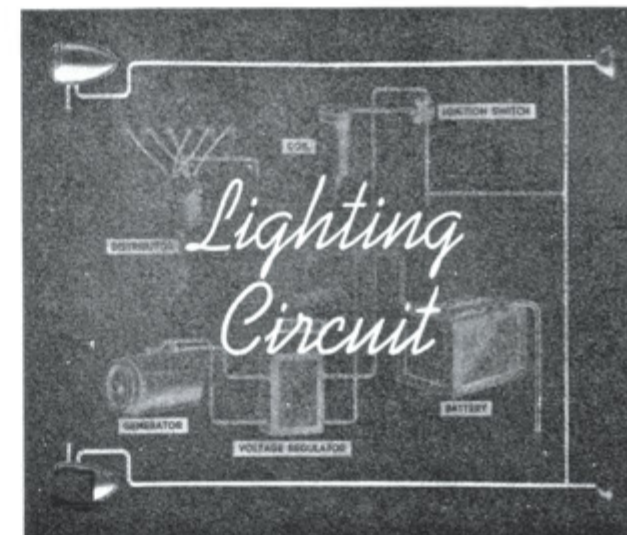
Sharp bends should be avoided. Cable carriers or manifolds, if metal, should be carefully grounded. Heat should be avoided as much as possible. See that vibration is reduced to the minimum and that sharp edges are eliminated from manifolds, since every precaution must be taken to avoid abrasion. Oil should be prevented from getting onto rubber-covered or lacquered cable. Only the best-engineered, inorganic sheathed cable will withstand the effects of oil.

It is important to have good ventilation around these cables, for lack of ventilation greatly shortens cable life. Rubber distributor nipples should be used to prevent moisture from getting into the sockets in the distributor cap, since electricity passing through moisture will form nitric acid, which attacks copper and causes corrosion.

The quickest way to replace high-tension cables which are carried in a manifold is to cut the old cable off just back of the spark plug terminal, stripping the insulation. Then strip the distributor end of the new spark plug cable and twist the two cores together, so that, as the old cable is pulled out, the new one is pulled into position. Then the new cable may be cut to the proper length, the rubber nipple and distributor clip applied and inserted into the distributor cap.

Occasionally, after the installation of a new set of ignition cables, detonation or "pinging" in the engine results, particularly upon acceleration. This is in no sense caused by faulty installation of the new cable. It simply means that the ignition timing has been advanced beyond normal adjustment in an attempt to improve engine performance with the old, worn-out cable. Therefore, after installing new cable the service man may find it necessary to reset the ignition timing to the proper point.

## LIGHTING CIRCUIT



From the safety standpoint alone it is very essential that the lighting circuit of a motor vehicle be at its best. New cars are fitted with lighting systems adequate for practically all requirements.

Manufacturers have contributed to safety by developing new kinds of lamp bulbs and better reflectors, better protection for terminals and connections to stall off corrosion, doorless types of lamps, and so on—and all these improvements indicate the efforts constantly being made to better motor vehicle lighting.

Authorities say that modern headlamps produce some 50,000 candlepower—enough for good lighting. This 50,000 candlepower is possible only when everything in the system is correct: Bulbs must have sufficient output, reflectors must be bright, lights focused correctly, all terminals tight and clean, switches good, and cables in good condition and of correct gauge.

Besides the more common and easily found lighting circuit troubles, such as burned-out bulbs, broken lenses, tarnished reflectors, etc., there are other items not so easily found . . . items that can seriously impair the efficiency of the lighting circuit. These include voltage drop in the fuse clips and in the foot switch. In case of trouble, look for loose terminals of the tip type which are swaged on without being soldered.

Low voltage and high voltage are the most common causes of inefficient lighting circuits. Considering high voltage first, we find that the causes may be:

- Loose connections at ammeter.
- Loose connections between the generator, ammeter and battery.
- Undersize leads between the generator, ammeter and battery.

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OLD CAR

## MATCH GAME

(Answers on Page One)

CHEVY POWERGLIDE: Match the Problem with the Cause

**A**

**B**

- ☐ 1-Excessive slip in all ranges
- ☐ 2-Excessive slip in DRIVE range
- ☐ 3-Excessive slip in LOW range
- ☐ 4-Excessive slip in REVERSE
- ☐ 5-Creeps forward in NEUTRAL
- ☐ 6-Creeps in LOW or REVERSE
- ☐ 7-Car won't move

- A-Linkage needs adjustment
- B-(Rear wheels are locked)  
The parking pawl is engaged or a broken part inside transmission prevents rotation
- C-Either the linkage needs adjustment or the multiple-disk clutch is dragging
- D-ATF too low, linkage needs adjustment, ATF pipe restricted, pressure of front and/or rear ATF pump too low. Check pressure regulator valve
- E-Check reverse band adjustment, front ATF pump pressure, check accumulator and modulator
- F-Linkage needs adjustment, low band slips, inspect modulator, inspect accumulator
- G-Linkage needs adjustment



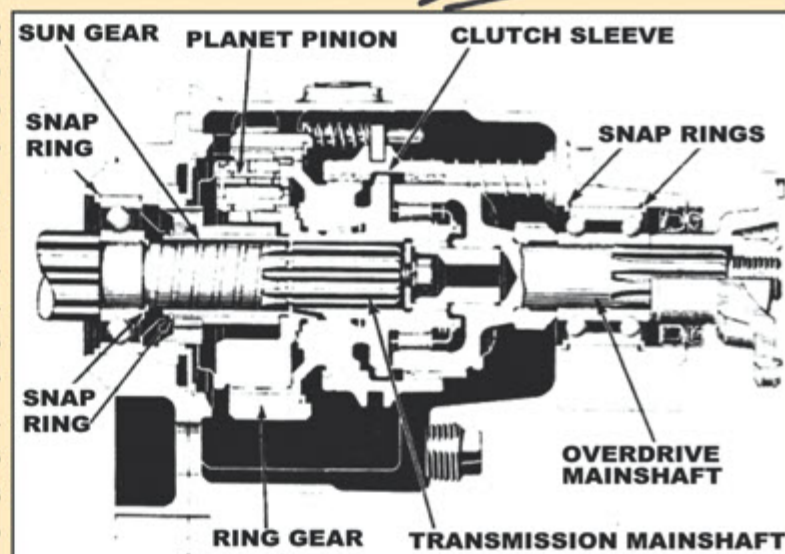
# DRIVING OLD CARS



## Borg-Warner's R-9 OVERDRIVE: Troubleshooting

by *Bin Johnson* Publisher

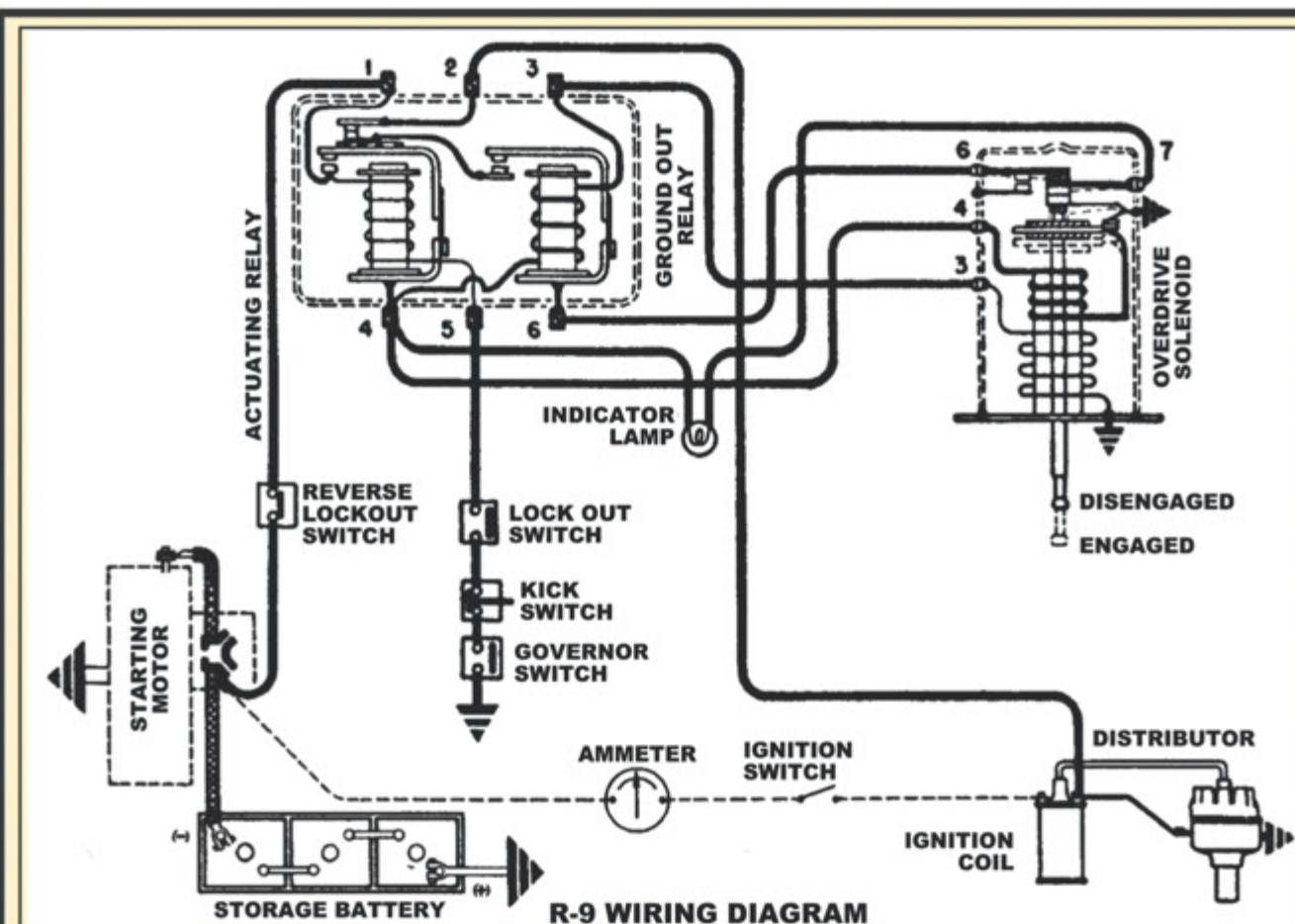
**A**s we continue to bring our long-sitting 1946 Packard 356 up to standards, we discovered another problem. This time it is the R-9 overdrive. It doesn't work. Although when we stopped driving the car, it had been gone through. It has stopped working. Here in Georgia, it is very humid and I am thinking some of the connections have oxidized. Using Packard's R-9 System Review, we will go through each step.



Overdrives became popular in the late 1930's as roads improved, allowing greater travel distances and higher speeds in motor cars. They reduced engine RPM's by over 30%, resulting in longer engine life and better gas mileage. Packard introduced theirs in 1939 as Econo-Drive. It was mounted at the rear of the transmission, and was controlled by a manual control knob at the bottom of the dash that was pushed in to engage and pulled out to disengage. This manual knob activated a series of electrical relays that made the unit work.

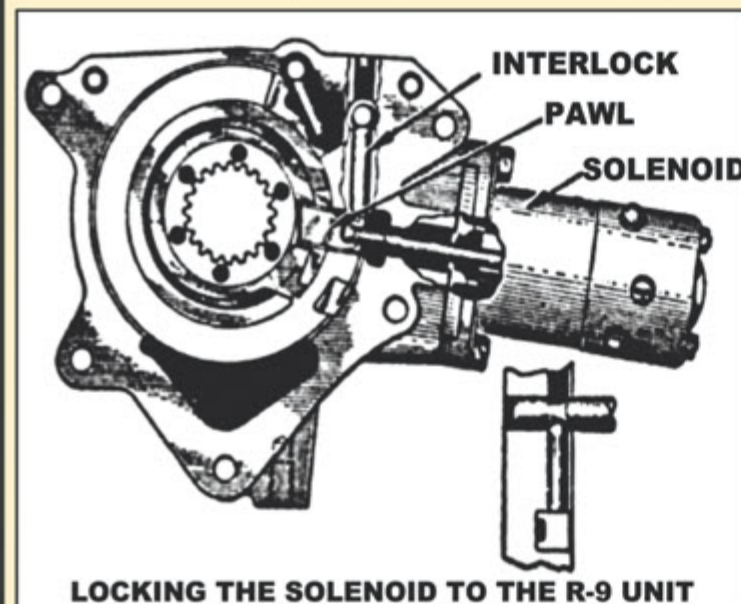
**HOW TO ENGAGE ECONO-DRIVE:** With the car running and the gears being shifted in the normal way, when approximately 17 mph is reached, a green light to the right of the speedometer will come on. The Econo-Drive may now be engaged by momentarily lifting the foot from the accelerator, then returning it. Econo-Drive will now be engaged, and it will stay engaged as long as the cars speed is maintained above approximately 17 mph.

To shift back into conventional high gear, push the accelerator down hard. To return to Econo-Drive, lift your foot momentarily and Econo-Drive will automatically come back in.



**TO LOCK OUT THE SYSTEM:** With the car in motion at a speed less than 5 mph, depress the clutch and pull out the dash lockout knob.

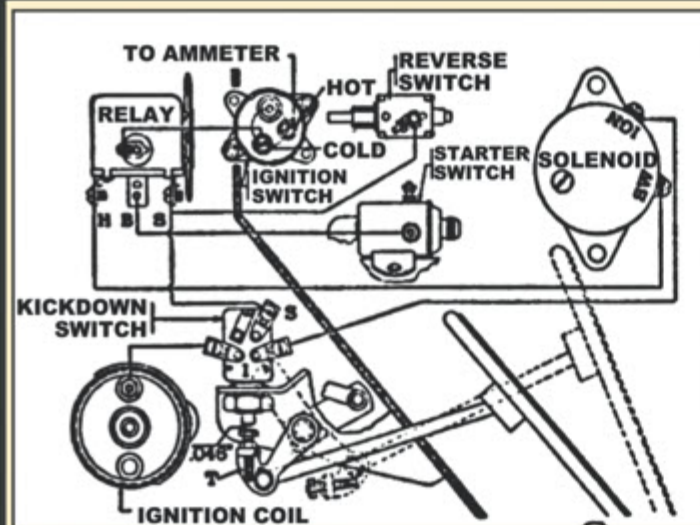
We have a 1946 Packard Custom Super 8 with R-9. Here's what was originally done: The unit never worked. We were now planning to do more open-road motoring, and wanted the benefit of the lower RPMs on our 356 cid straight 8. We have a '48 with the R-11, and when its on the open road and the overdrive is engaged, its like a fourth gear and the engine seems to loaf as it quietly takes us down the highway.



LOCKING THE SOLENOID TO THE R-9 UNIT

Before starting repairs on our '46, we located our motors manuals and newsletters and set up our team, then we were ready to start. After studying the manual and before testing, make sure you are getting current through the system. Start at the source—the 30-amp fuse at the starter (It's hot all of the time). Since our unit had been inoperable for years, every contact was cleaned. The fuse was removed and tested and the wire contact ends to it

**CONTINUED**

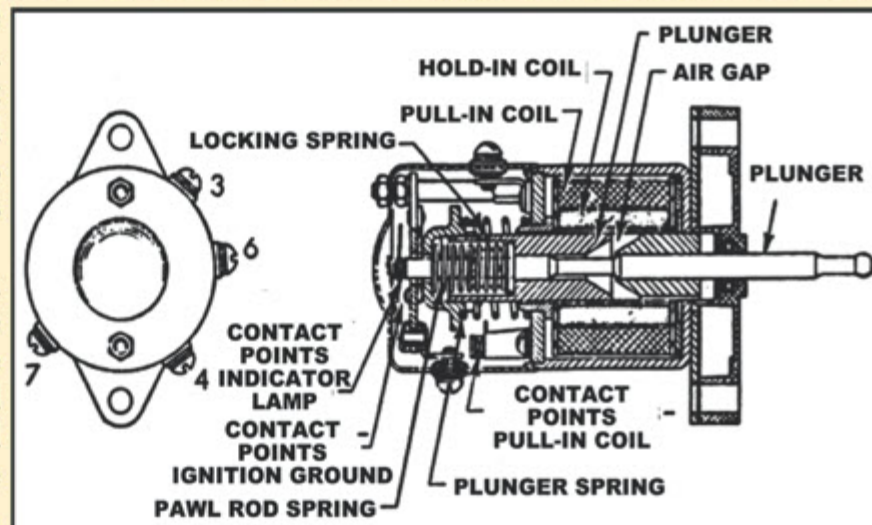


**OVERDRIVE CONTROL CIRCUIT**

**TO TEST:** With the solenoid off the car, take a 6-volt battery and connect a pigtail to the battery's positive terminal, and then to the case of the solenoid (rubber gloves are recommended). Then take a pigtail from the negative battery terminal to #3 terminal on the solenoid (the numbers are stamped on the solenoid). The plunger will start popping in and out. Then take a pigtail from the negative battery terminal to #4 terminal on the solenoid. This will stop the plunger in the out position. Our solenoid didn't work (the plunger wouldn't move). A friend of ours had a rebuilt one on the shelf and we had it in a week. When it was hooked up and tested, this time it worked.

While we had been waiting for the solenoid, we tested the governor. We removed the cover, cleaned the contacts, then hooked it up to a drill to make sure the sling weights came out. As they spin, they cause a micro switch to close and complete the circuit. The purpose of the governor is to provide a ground for the system. Ours worked fine.

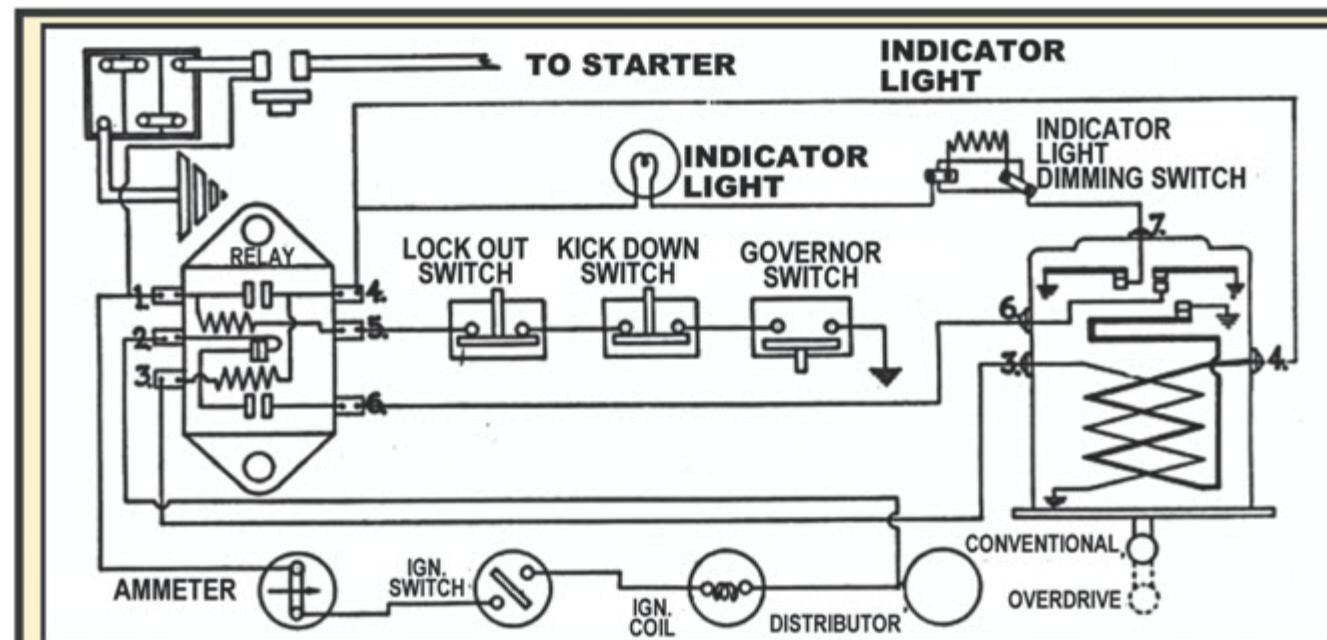
**INSTALLING THE SOLENOID:** With everything working, it was now time to install the solenoid. This must be done with the overdrive cable in and the solenoid energized. It has an aluminum adapter plate with an off-set hole that only fits one way. Once you have it in position, mark the plate and unit with a Sharpie, then energize the solenoid to kick out the



**SOLENOID**

cleaned. Each wire was checked for oxidation and continuity.\* This is a positive ground system, so we followed the ground circuit through the switches to the governor then tested for continuity to the solenoid (see wiring diagram for components).

With current going to all components in the circuit, it was time to test the solenoid and governor. We called on our Packard buddy Ron Carpenter to help go beyond the manual for the solenoid testing. The goal is to get the plunger to kick in and out, which activates the overdrive.



**R-9 SCHEMATIC**

plunger. To energize (with the solenoid wires hooked up) first ground the governor by running a pigtail from the one terminal on the governor (the one coming from the harness) then run the other end of the pigtail to the transmission. Then ground the solenoid by running a pigtail from the body of the solenoid to the transmission. This will kick out and hold the plunger. With the plunger out, push it into the hole in the overdrive with the adapter plate in the correct position, and tilt the plunger toward the front of the car, then pull and tilt back to lock it in place. This locks the plunger to the pawl. Then bolt up. It seals with an O-ring. The adapter plate has paper gaskets on each side.

While it was still on the rack, it was a good time to check the transmission, overdrive and rear end. They all use 90-weight mineral oil, although in some climates, 140 mineral oil can be used in the overdrive and transmission. Now, with everything buttoned up, it was time for the long-anticipated test drive. I got in and went through the gears. Right around 17 mph, the green light in the speedometer came on. I lifted my foot from the accelerator, then returned it, and we could feel it go into overdrive. The engine became quieter, the car was quieter, and we could feel the reserved torque and horsepower as the old Packard glided down the road. Its obvious why overdrives were so popular well into the '50's. That's the way we did it when the Packard was parked, so we'll do it again and let you know the results.

The following charts describe the Conditions that might be found in the R-9, Possible Causes for those conditions, and Corrections that can be made to eliminate the problems. I hope this information helps keep your overdrive operating as it should. Overdrives really let the engine relax, allowing the car to smoothly travel down the road without strain.

\*Continuity is checked with a volt meter set to "ohms" (20) and one lead put on one end of wire being tested and the other lead on the other end of the wire being tested. If the circuit is good, the reading will be "000"

**CONTINUED**

| CONDITION                                                                                                                                                     | POSSIBLE CAUSE                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | CORRECTION                                                                                                                                                                                                                                                                                                                                                                                                            |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1. Transmission buzz or rattle<br>(A buzz or rattle on acceleration at approximately 20 to 30 mph is generally known as transmission 'jazz' or clutch 'jazz.' | This condition is caused by a natural engine period that causes the transmission and overdrive gears to rattle in their clearances. It is more noticeable on overdrive-equipped cars because there are more gears and shafts to rattle in their clearances. On overdrive cars, it comes in a slightly lower speed because of the slower rear axle ratio. There are three causes that may exaggerate and aggravate this condition.<br>a. Transmission & overdrive oil too light<br>b. Clutch driven plate grease-soaked<br>c. Low friction lag clutch driven plate on an overdrive-equipped car | a. Change transmission & overdrive oil to correct grade.<br>b. Check the clutch driven plate and replace it with a new one if it is found to be grease-soaked.<br>c. If rattle is still objectionable, install a new "high friction lag" clutch disc, which will help minimize rattle. It must be remembered that in some cases the rattle cannot entirely be eliminated.                                             |
| 2. Failure of overdrive to engage (electrical causes)                                                                                                         | a. Burned out fuse in overdrive main feed circuits<br>b. Faulty governor. May be indicated by the indicator lamp not lighting<br>c. Faulty overdrive relay. May be indicated by no operation in the overdrive electrical circuit, after the fuse and the governor check okay.<br>d. Faulty solenoid may be indicated by the indicator lamp lighting and no operation of the solenoid.                                                                                                                                                                                                          | a. Remove fuse and examine. Install new fuse of correct capacity if needed.<br>b. Test the governor. Install new governor if needed.<br>c. Install new overdrive relay<br>d. Test solenoid circuits with test lamp. Install new solenoid if needed.                                                                                                                                                                   |
| 3. Failure of overdrive to engage (mechanical causes)                                                                                                         | a. Failure to engage after indicator lamp lights may indicate a sticking engaging pawl.<br>b. Solenoid plunger sticking. This condition may be caused by the solenoid spacer being installed in the wrong position, which would cause a bind on the solenoid plunger.<br>c. Faulty balk ring on the stationary gear plate. This is generally indicated by spasmodic engagement of the overdrive and very harsh engagement at times.                                                                                                                                                            | a. Remove solenoid, check pawl for free movement. If pawl is sticking, overdrive must be disassembled and pawl freed up.<br>b. Remove solenoid and check position of spacer. Note that the plunger hole is not in line with the bolt holes. Install spacer in correct position.<br>c. Disassemble the overdrive, check drag of balk ring on the stationary gear plate. Install a new balk ring if drag is too slight. |
| 4. Failure to disengage                                                                                                                                       | a. Faulty governor<br>b. Sticking engaging pawl<br>c. Failure to disengage on the "kick down" is generally caused by faulty kick down switch.<br>d. "Ground out" lead disconnected at the distributor or coil.<br>e. Overdrive relay faulty. Ground-out unit not operating.                                                                                                                                                                                                                                                                                                                    | a. Test the governor. Install new governor if needed.<br>b. Remove solenoid. Check for free movement of pawl. Disassemble overdrive if necessary to free up pawl.<br>c. Test kick down switch with test lamp. Install new kick down switch if needed<br>d. Connect "ground out" lead at distributor or coil primary terminal.<br>e. Check operation of relay with test lamp. Install new relay if needed.             |

| CONDITION                                                                                                                                                                                                                                                                                                                                                                           | POSSIBLE CAUSE                                                                                                                                                                                                                                                                                                                                                                                                                     | CORRECTION                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 5. Overdrive engages as soon as the gearshift lever is placed in low gear (on 19th and 20th Series cars equipped with overdrive and Electromatic Clutch)                                                                                                                                                                                                                            | a. The most likely cause is a burned out fuse in the Electromatic main feed cable. This would permit a current reversal through the governor "AD" terminal, which would cause the overdrive solenoid to become energized when the gearshift lever is placed in low gear position.<br>b. A disconnect or broken Electromatic clutch main feed cable would cause the same condition as a burned out fuse.                            | a. Remove Electromatic clutch fuse and examine. Install new fuse if needed<br>b. Check Electromatic clutch wiring and make necessary repairs to wiring or replace faulty wires.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| 6. Failure to lock out the overdrive                                                                                                                                                                                                                                                                                                                                                | a. Lock-out cable disconnected or out of adjustment.<br>b. Failure to lock out the electrical units after the overdrive is mechanically locked out is generally caused by a shorted lock-out switch.                                                                                                                                                                                                                               | a. Check overdrive lock-out cable and adjust properly.<br>b. Install a new lock-out switch.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| 7. Failure to lock out overdrive when shifting lever is placed in reverse gear position.                                                                                                                                                                                                                                                                                            | a. Overdrive lock-out collar sticking, which may be caused by congealed lubricant in cold weather.<br>b. Burred or work splines on the over-running clutch cam, tail shaft or lock-out collar will prevent free movement of the lock-out collar.                                                                                                                                                                                   | a. Drain transmission and overdrive. Refill with new lubricant of correct grade.<br>b. To check for this, pull out control knob on instrument panel. Usually this will shift lock-out collar to the lock-out position. To check further, control cable can be disconnected at lock-out lever on overdrive case. Operating lever by hand, it is possible to feel whether the lock-out collar is sliding freely and traveling full distance. If lock-out collar cannot be shifted easily, disassemble overdrive and replace any worn or burred parts.                                                                                                                                                                                                                                      |
| 8. "Lock-Up" in reverse gear (overdrive equipped Clippers). This condition in the overdrive unit, after the transmission has been shifted into reverse gear and power applied, is usually caused by a faulty condition in the overdrive electrical system. However, this condition may also be caused by faulty operation of the mechanical parts or in the units of the overdrive. | a. Contact points of governor closed or sticking.<br>b. Lock-out switch grounded.<br>c. Kick down switch grounded.<br>d. Overdrive relay contacts closed or sticking. Relay terminals grounded.<br>e. Overdrive electrical wiring grounded. If the electrical system is in normal operating condition, the lockup may be caused by any of the following mechanical conditions.<br>f. Stationary gear plate engaging pawl sticking. | a. Test governor. Install new governor if needed.<br>b. Test for grounds with test lamp. Install new switch if needed.<br>c. Test kick down switch for being grounded. Install new switch if needed.<br>d. Test relay. Inspect relay terminals for being grounded. Install new relay if needed.<br>e. Test wiring for grounds with test lamp. Repair or replace faulty wiring. A reverse lockout switch, available for service under part #394484 may be used for all Clipper models. It is suggested that this switch be installed when a car is serviced for the lockup condition, to prevent recurrence of the same trouble.<br>f. Remove solenoid attaching bolts. Check engaging pawl for free movement. If pawl is sticking, disassemble overdrive and correct sticking condition. |

CONTINUED

| CONDITION                                                                                    | POSSIBLE CAUSE                                                                                                                                                                                                                                                                                                                                                                             | CORRECTION                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
|----------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                                                                                              | <p>g. If overdrive solenoid has been removed, possibly solenoid spacer was installed in wrong position, causing a bind on solenoid plunger.</p> <p>h. Broken engaging pawl</p> <p>i. Engaging pawl disconnected from solenoid plunger</p>                                                                                                                                                  | <p>g. Remove solenoid, check position of spacer. Note: plunger hole is out of line with bolt holes. Install spacer in correct position, install solenoid.</p> <p>h. Remove solenoid, check engaging pawl. If pawl is broken, disassemble overdrive and install new pawl.</p> <p>i. Remove solenoid, check for pawl being disconnected from plunger. Install solenoid, making sure knob on end of plunger is engaged in slot of pawl.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| 9. Transmission and overdrive oil leaks                                                      | <p>a. Worn or faulty overdrive tail shaft oil seal.</p> <p>b. Worn or faulty transmission main driving shaft extension oil seal</p> <p>c. Oil leaks around clutch shaft rear bearing retainer cap screws.</p>                                                                                                                                                                              | <p>a. Install new tail shaft oil seal</p> <p>b. Install new extension oil seal</p> <p>c. Remove transmission, install new copper gaskets under heads of clutch shaft rear bearing retainer cap screws.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| 10. Locking or sticking in gear                                                              | <p>a. Transmission lubricant too heavy, gets so congealed in cold weather that great pressure is required to shift into gear or into neutral.</p> <p>b. Burred or battered teeth on low and reverse sliding gear making shifting difficult, due to drag of battered teeth.</p> <p>c. Worn gear shifting linkage, permits lever to drop back into neutral while gears are still meshed.</p> | <p>a. Drain transmission, refill with proper grade lubricant for winter driving.</p> <p>b. Leave shifting lever in neutral, then, underneath car, disconnect low and reverse shifting rod, move low and reverse shifting lever on transmission cover in and out of gear. If there is excessive drag with the proper lubricant, transmission should be removed, disassembled and gears inspected. Replace any worn or damaged parts.</p> <p>c. Recondition linkage in the following procedure:<br/> 1. Check movement of levers at transmission cover. If holes in levers are worn, install new levers. Be sure to tighten pinch bolts in levers. If shifting rod ends are worn, install new shifting rods.<br/> 2. Check idler levers for wear in bushings and in pin holes in ends of levers. Install new levers, pins &amp; clevises if needed.<br/> 3. Inspect steering column selector levers for wear. Install new selector levers if needed.<br/> 4. Accurately align shifting levers and</p> |
| 11. Gearshift Lever Rattle                                                                   | <p>a. Worn gearshift linkage</p> <p>b. Pivots of the idler levers lubricated. Friction washers are used on the pivot bearings to provide a dampening effect. Lubrication will reduce the dampening effect and permit free movement of the shifting lever, and a possible rattle.</p> <p>c. Worn or faulty selector rod bumpers will permit the selector rod itself to rattle.</p>          | <p>a. Recondition the gearshift linkage. Replace any worn or faulty parts.</p> <p>b. Wash off the idler lever pivots with clean, unleaded gasoline. Install new friction washers.</p> <p>c. Disassemble steering column gear shift shaft and housing. Install new selector rod bumpers.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| 12. Locking or Sticking in gear. Transmission may be forced into two gears at the same time. | <p>a. A transmission that will lock or stick in gear, due to worn gearshift linkage and levers, and permit the driver to force his way into two gears at the same time, is usually accompanied by a loose or worn interlock block on the transmission cover.</p>                                                                                                                           | <p>a. Remove the transmission cover, inspect the detent and interlock grooves on the shifter forks. Inspect the interlock block for wear or looseness. Install all necessary new parts.</p> <p>In the event of any complaints that might arise from a transmission that has been subjected to hard usage or abuse, it is recommended that a complete new transmission cover assembly be installed, if the shifter forks and interlock blocks are worn.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| See you next month. Keep 'em driving! 🚗                                                      |                                                                                                                                                                                                                                                                                                                                                                                            |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |



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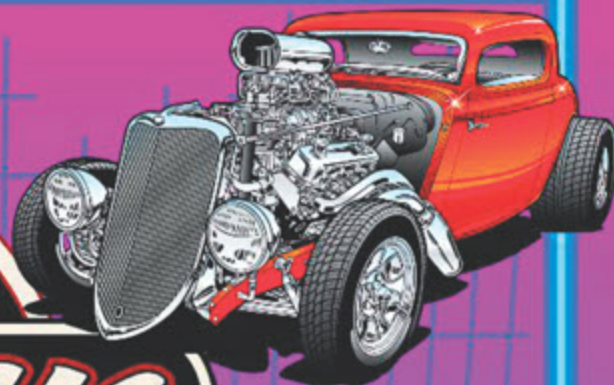


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