ADJUSTMENT OF CONTROL CABLE

note: I've not tested my method on car with integral cable housing and "wheel" adjuster (from 59 to 61 Torqueflite) but i think it works also..

If you look at the FSM ther's a clear explanation "how to adjust" but in fact itsn't very easy when you're under the car. First, i copy the FSM explanations (beware, there are some errors in the '57 Chrysler FSM !!):

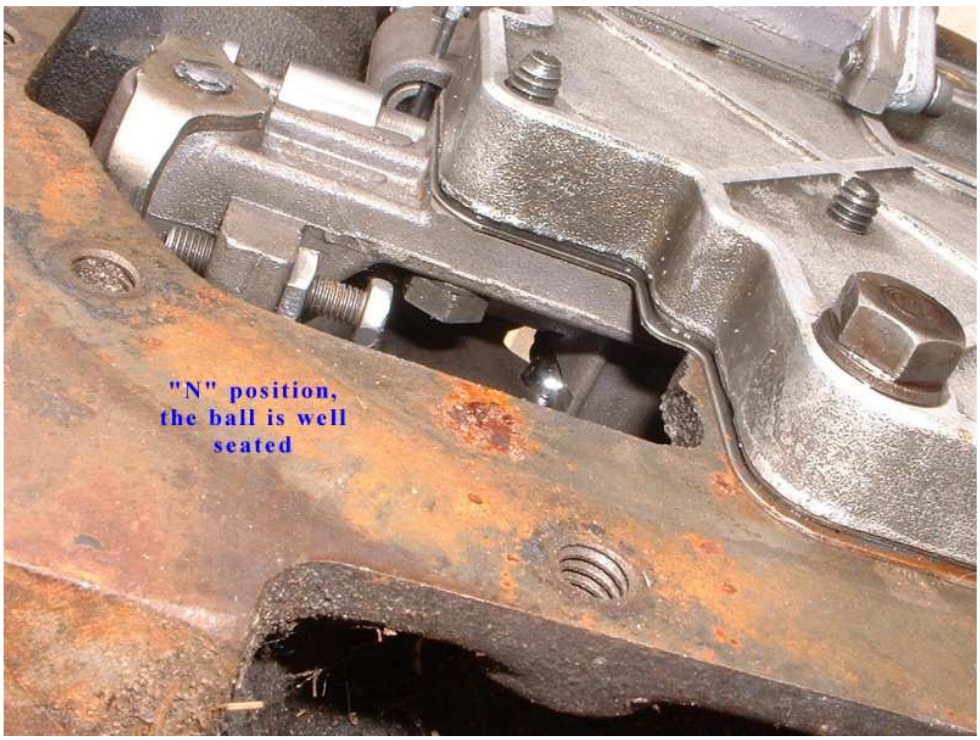
- Push in the "R" push button *(not "N" as said the Chrysler manual..)*
- Disconnect oil filler tube and drain approx. 2 quarts of fluid. Loosen cable transmission adjustable mounting bracket screw.
- remove neutral starter switch. Place the point of a screwdriver through the opening and against neutral starter switch cam *(named safety lever in my text)* to maintain reverse *(and not neutral as said ..)* position of manual lever
- While holding manual lever in reverse position (so you must push on the screwdriver ..) adjust control cable for free play by pushing in until cable stops. Mark position on cable housing. Withdraw control cable to stop and mesasure travel. Push control cable in housing one half of total travel. Then tighten mounting bracket. etc..

If someone has been succesful with this method, i say "Bravo". When you push through the neutral switch opening, you see nothing and if you are lucky to find the lever and push it the push button at dash pops immediatly. So you must have an aid who rests on "R" button. And how to push, mark and measure an half travel then tighten the screw ?? In the beginning i've tried this method but the cable was often misaligned and the "D" position was between N and D or worst nothing worked ...

I've found another method which ALWAYS works and is very ACCURATE. The only drawback is that you've to remove the oil pan (but it's instructive to look at the inside of the pan....) and have a new oil pan gasket.

Method (see pics below):

- disconnect battery (in case of ..)
- Disconnect oil filler tube and drain fluid. Remove oil pan bolts and oil pan. Loosen cable transmission adjustable mounting bracket screw
- have someone in the car which push on "N" and keep its finger on it to prevent that the button pops out.
- Look at the ball of the manual valve lever sector: it must be seated in the 4nd "hole" (from front). Look also at the neutral starter switch cam: it must be exactly at the center of the ball of the neutral switch. Lightly tighten the adjustable mounting bracket screw.
- Tell to the guy in the car to push the "1" button and look at the sector ball: now the ball must be exactly seated in the first "hole". If not, push or pull a little the cable then re-tighten the bracket screw.
- Tell to the guy in the car to push the "R" button and look at the sector ball: now the ball must be exactly seated in the last "hole". If not re-adjust.
- Make another batch of test with 1 and R positions. Then finish with N to verify if the lever is centered on the neutral safety switch . Tighten the adjustable mounting bracket screw.
- Your cable is now perfectly adjusted. Re-install oil pan, oil etc..


"N" position,
the ball is well
seated


another view of
the ball in
"N" position


"1st" position


Cable misaligned, you're between
2 positions;
the ball isn't in its seat

Note: All shifts and kick-downs should occur within the speed ranges given in the Shift Pattern Summary Chart. Shift speeds may vary somewhat due to production tolerances, type of engine, rear axle ratios and tire sizes. Shifts must be smooth, responsive and with no noticeable engine speed up between shifts.

ADJUSTMENT OF GEARSHIFT CONTROL CABLE

1. Drain approximately 2 quarts of transmission fluid. Press in the R (reverse) button.
2. Remove the control cable ad - justment wheel lock screw (Fig. 86).

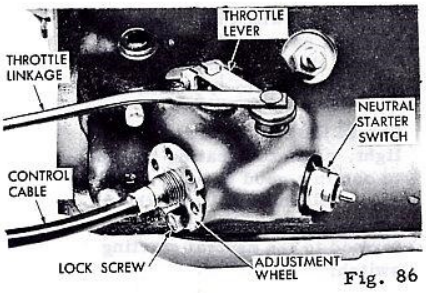


Fig. 86

3. Remove the neutral starter switch, cupped washer and seal.
4. Have an assistant hold the R (reverse) button in until the transmission end of the cable adjustment has been completed.
5. Back the adjustment wheel off (counter-clockwise) until only 2 or 3 threads are exposed behind the wheel on the housing. 87).

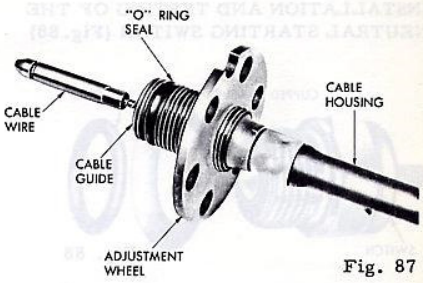
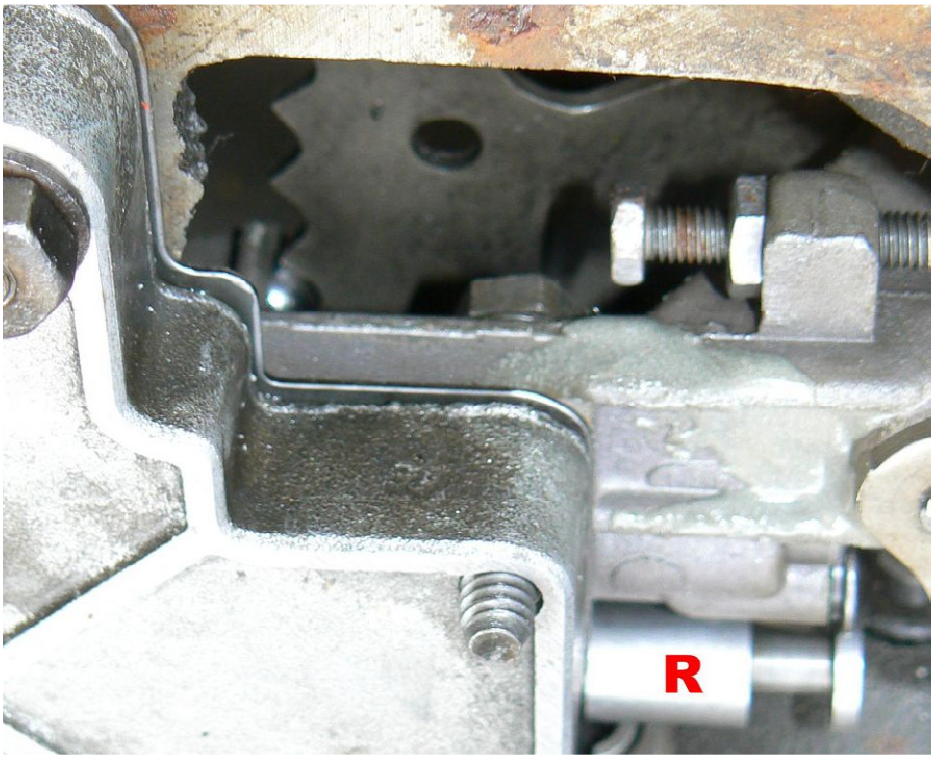
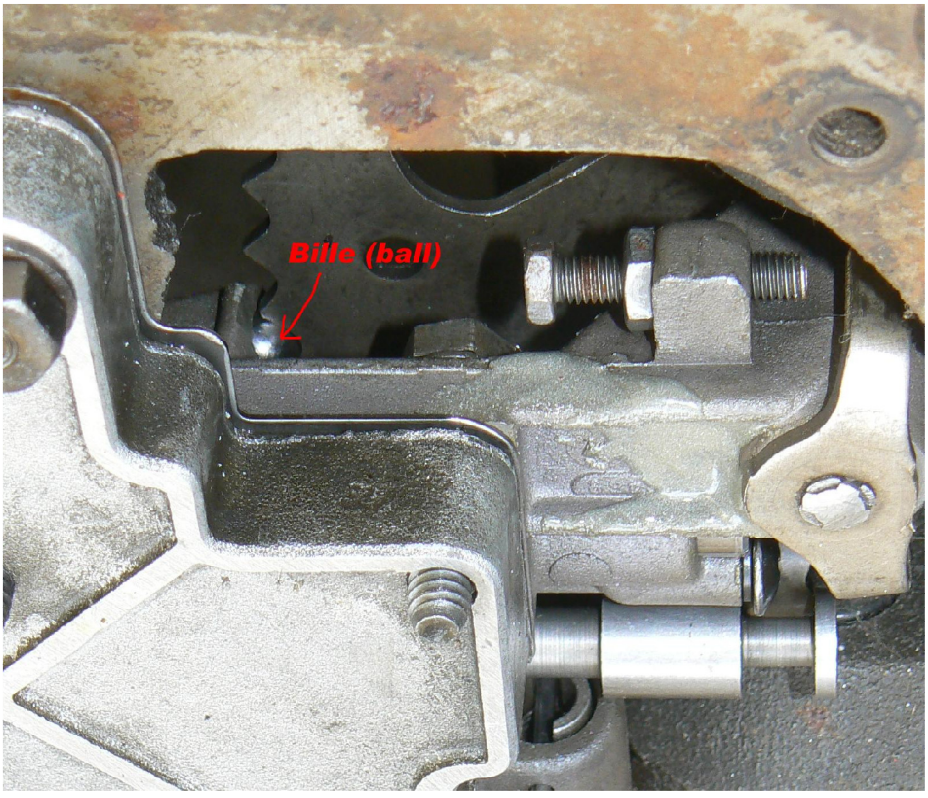


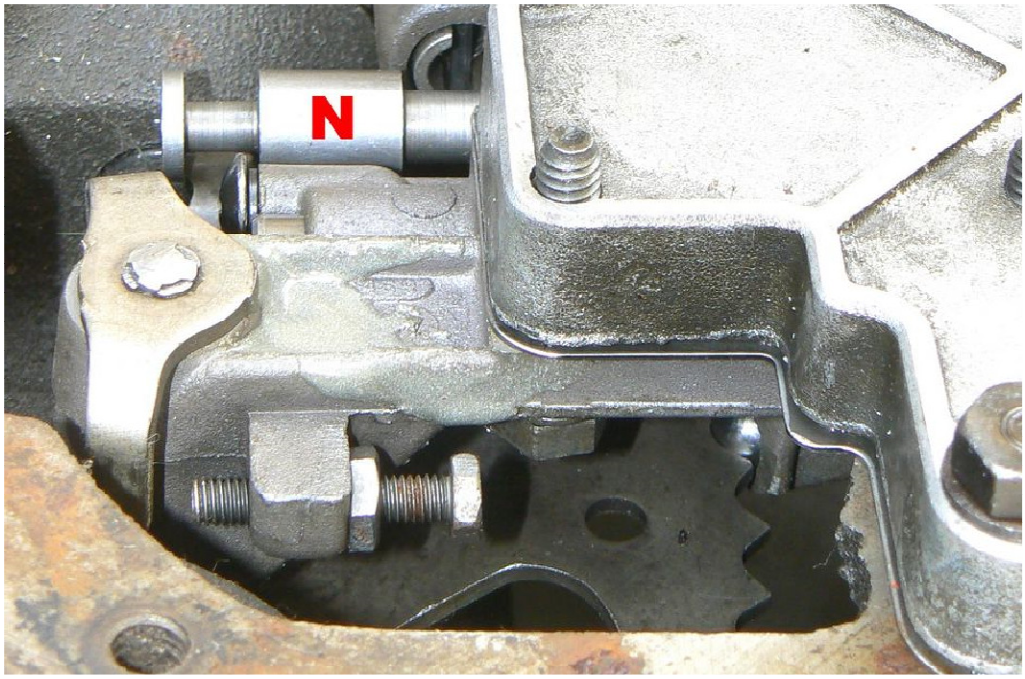
Fig. 87

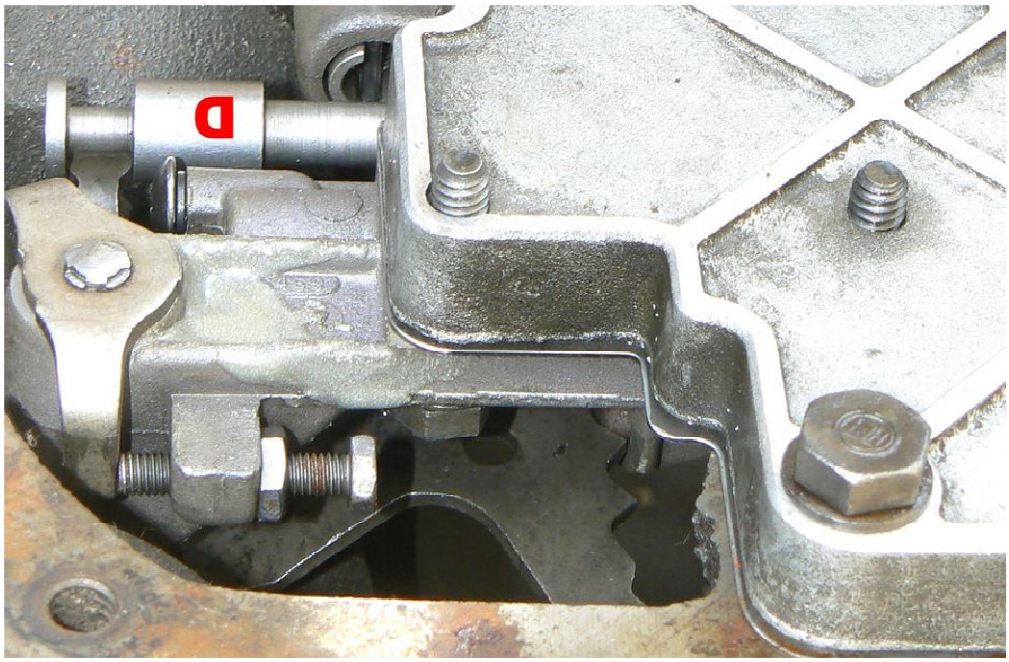
Caution: Check the wheel for free rotation on the housing. Remove any dirt or burrs in the threads of the cable housing that may cause interference. Lubricate the cable housing threads with a few drops of Type "A" oil.

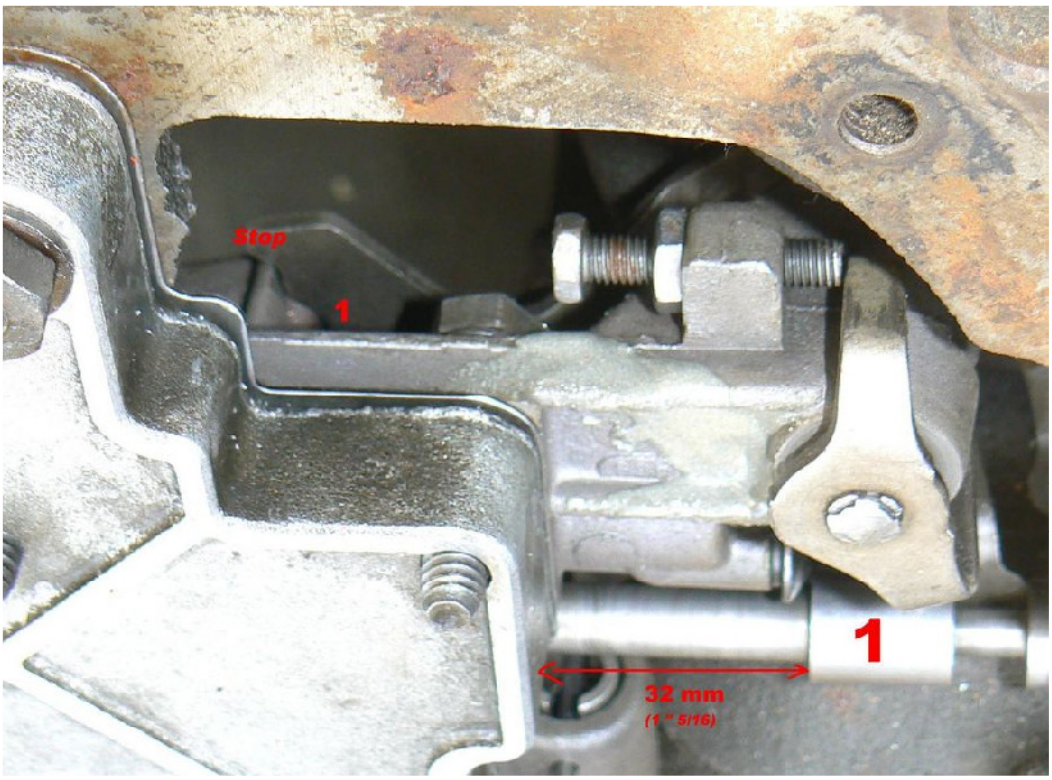
6. Press the control housing into the case with only sufficient force to overcome the "O" ring friction and to bottom the assembly. Apply an inward pressure of 2 to 3 lbs. against the reverse detent while holding the cable assembly centered in the bore. Rotate the adjusting wheel to just contact the case.
7. Turn the wheel clockwise just enough to make the next adjustment hole in the wheel line up with the screw hole in the case.
8. Count this hole as number "1". Continue to turn the wheel until the "5th" hole lines up with the screw hole in the case.
9. Install the lock screw. Tighten to 30-50 in. lbs. torque.
10. Install the neutral starting switch. Add sufficient Type "A" fluid to bring the level up to the "Full" mark on the dipstick.

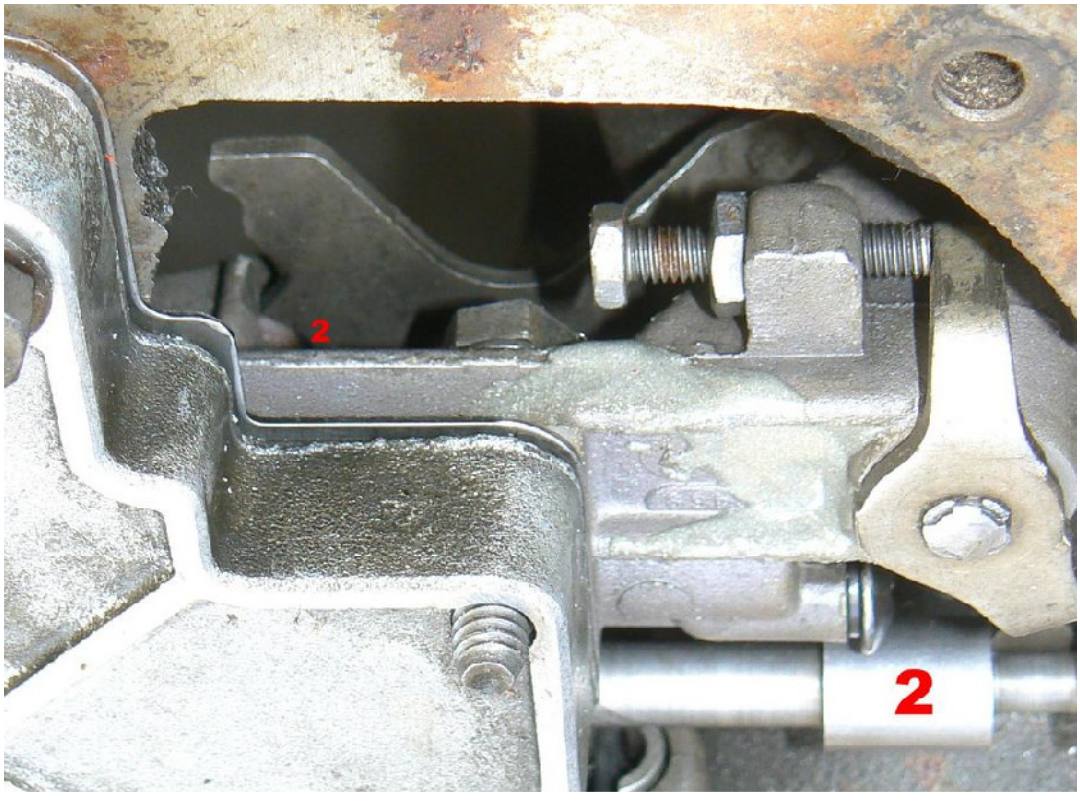

R


Bille (ball)


N


D


Stop
1
1
32 mm
(1 " 5/16)


2
2