



TECHNICAL SERVICE BULLETIN

British Motor Holdings (U.S.A.) Inc.

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TO ALL DISTRIBUTORS AND DEALERS

Re: Gear Selector Mechanism

1100 Automatic

Attention is drawn to the necessity for ensuring that the gear selector mechanism is at all times correctly adjusted. Failure to have correct adjustment will result in:

- (a) Slip during 3rd to 4th gear change in manual range.
- (b) Vehicle starting in top gear when 'D' is selected.
- (c) Two gears being engaged together on kickdown from top gear in 'D' (when 'D' is selected after manually changing-up to 4th).
- (d) Delay in drive take-up when 'R' is selected.

and finally

- (e) ENGAGEMENT OF FIRST OR REVERSE WITH GEAR LEVER IN NEUTRAL POSITION.

The adjustments and dimensions detailed in Section Fa. 2 of the Workshop Manual must be strictly adhered to, but in the event of the mechanism not functioning correctly a check should be made to ensure:

1. That there is no undue stiffness within the lever and cable assembly. Disconnect the cable from the bellcrank lever. Should any stiffness then be noticeable when operating the gear lever, the cable should be removed from the lever and the source of stiffness rectified.
2. That the bellcrank lever operates freely with no lost movement.
3. That the bellcrank lever is aligned with and slides freely in the selector rod yoke. The latter must not only be square with the lever; vertical alignment is equally important.
4. That there is no excessive backlash in the selector cable or undue free play between gear lever and its locating slot in the lever plunger.