

Confidential
TECHNICAL SERVICE BULLETIN

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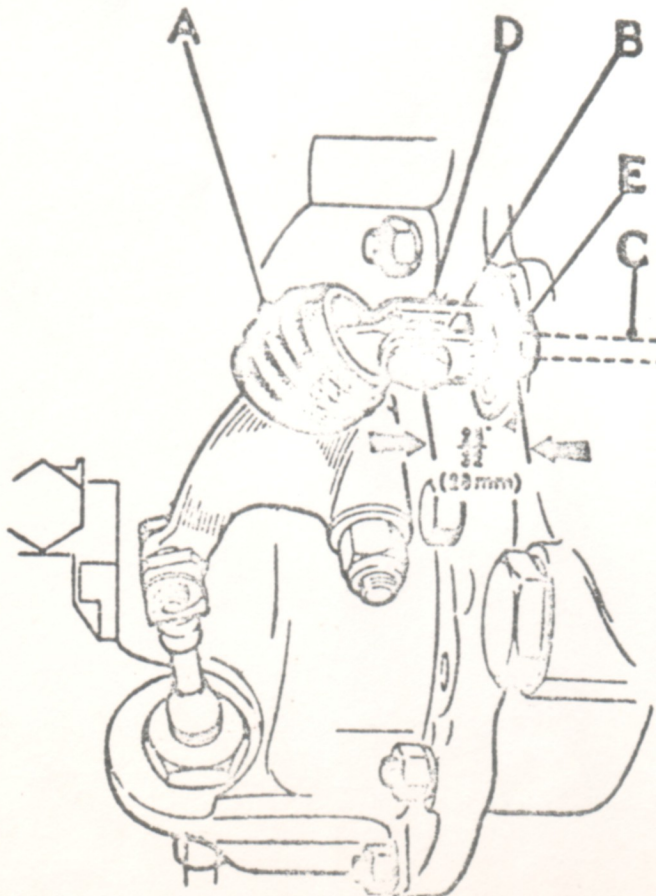
SUBJECT:

MODELS:

GEAR SELECTOR CABLE ADJUSTMENT

AUSTIN AMERICA

The need for correct adjustment of the cable is most important and a revised method to obtain more accurate operation is detailed below.



1. Pull back rubber boot 'A' and remove clevis pin 'B'. Ensure transverse rod 'C' is pushed and screwed right into gearbox. Measure distance from centre of clevis pin to machined face of gearbox case. This should be 25/32 in. (20 mm) as shown in illustration. Adjust as necessary by means of yoke 'D' and locknut 'E', finally ensuring that yoke is set squarely to the bellcrank lever arm.
2. Select 'N' at gearbox by pulling transverse rod fully out and then pushing it back in one detent. (Distance from centre of clevis pin to machined face of gearbox case should now be 1.45 in. (37 mm)).
3. Select 'N' at the gear lever and adjust outer cable (where it passes through converter housing) until clevis pin 'B' can be easily refitted.
4. Apply hand and foot brakes and ensure that starter still operates only in the 'N' position. Adjust inhibitor switch if necessary as detailed in Workshop Manual Section Fa 2.
5. Start engine and move selector lever to the 'R' position, checking that reverse is engaged. Slowly move the lever back towards the 'N' position, checking that the gear is disengaged as soon as or slightly before the lever drops into the 'N' position on the quadrant. Repeat this procedure in the 1st gear position. Re-adjust outer cable slightly if necessary to obtain the above conditions.
6. Having refitted and tightened all components, carry out a road test, checking the operation of the gearbox in each gear lever position.

NB. NEVER START THE ENGINE WITH THE TRANSVERSE ROD DISCONNECTED.

Workshop Manuals are being amended to include these instructions.