

ADJUSTMENTS

FRONT BAND ADJUSTMENT

1. Remove the downshift rod from the transmission downshift lever.
2. Clean all dirt from the band adjusting screw area. Remove and discard the locknut.
3. Install a new locknut on the adjusting screw. Using Tool Kit T71P-77370-A (Fig. 4), tighten the adjusting screw until the tool handle clicks. The tool is a preset torque wrench that clicks and breaks when the torque on the adjusting screw reaches 10 ft-lbs.
4. **Back off the adjusting screw exactly one and a half turns.**
5. Hold the adjusting screw from turning and torque the locknut to specification.
6. Install the downshift rod on the transmission downshift lever.

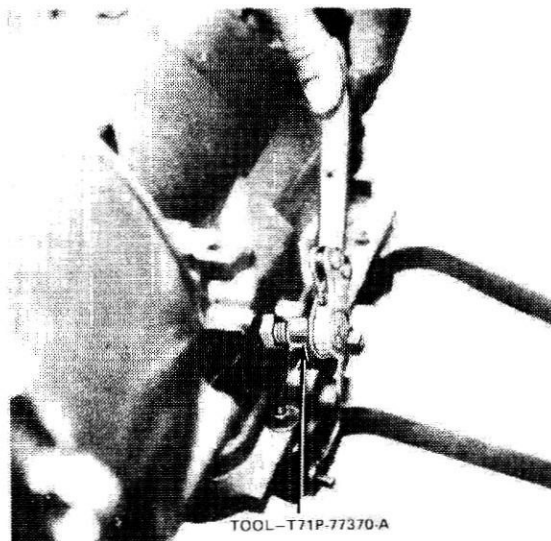


FIG. 4 Band Adjustment

REMOVAL AND INSTALLATION

TRANSMISSION

Removal

1. Raise the vehicle on a hoist.
2. Place a drain pan under the transmission fluid pan. Starting at the rear of the pan and working toward the front, loosen the attaching bolts and allow the fluid to drain. Then remove all of the pan attaching bolts except two at the front, to allow the fluid to further drain. After all the fluid has drained, install two bolts on the rear side of the pan to temporarily hold it in place.
3. Remove the converter drain plug access cover and adapter plate bolts from the lower end of the converter housing.
4. Remove the three converter- to-flywheel attaching bolts. Crank the engine to turn the converter to gain access to the bolts, using a wrench on the crankshaft pulley attaching bolt. **On belt driven overhead camshaft engines, never turn the engine backwards.**
5. Crank the engine until the converter drain plug is accessible and remove the plug. Place a drain pan under the converter to catch the fluid. After all the fluid has been drained from the converter, reinstall the plug and torque to specification.
6. Remove the drive shaft and install the extension housing seal replacer tool in the extension housing.
7. Remove the speedometer cable from the extension housing (Fig. 5).
8. Disconnect the shift rod at the transmission manual lever. Disconnect the downshift rod at the transmission downshift lever.
9. Remove the starter-to-converter housing attaching bolts and position the starter out of the way.
10. Disconnect the neutral start switch wires from the switch.
11. Remove the vacuum lines from the transmission vacuum unit.
12. Position a transmission jack under the transmission and raise it slightly.
13. Remove the engine rear support-to-crossmember nut.
14. Remove the crossmember-to-frame side support attaching bolts and remove the crossmember.
15. Remove the inlet pipe steady rest from the inlet pipe and rear engine support; then disconnect the muffler inlet pipe at the exhaust manifold and secure it.
16. Lower the jack under the transmission and allow the transmission to hang.

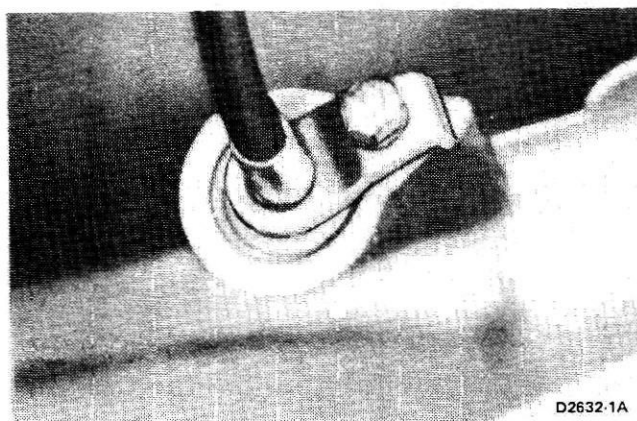


FIG. 5 Speedometer Cable and Bracket

17. Position a jack to the front of the engine and raise the engine to gain access to the two upper converter housing-to-engine attaching bolts.
18. Disconnect the oil cooler lines at the transmission (Fig. 6). Plug all openings to keep out dirt.
19. Remove the lower converter housing-to-engine attaching bolts.
20. Remove the transmission filler tube (Fig. 6).
21. Secure the transmission to the jack with a safety chain.
22. Remove the two upper converter housing-to-engine attaching bolts. Move the transmission to the rear and down to remove it from under the vehicle.

Installation

1. Torque the converter drain plug to specification if not previously done.
2. Position the converter to the transmission making sure the converter hub is fully engaged in the pump gear (Fig. 7). **The dimension given in the illustration is for guidance only. It does not indicate engagement.**
3. With the converter properly installed, place the transmission on the jack and secure with safety chain.
4. Rotate the converter so the bolt drive lugs and drain plug are in alignment with their holes in the flywheel.

Flywheel assemblies used with C-3 Automatic Transmissions are designed with a pilot hole to be sure of proper flywheel-to-converter alignment. Prior to installing the transmission to the engine, the flywheel must be indexed with the pilot hole, (Fig. 8) in the six o'clock position. Because the flywheel has only one converter drain plug access hole, it is necessary to rotate the converter so that the drain plug is at the 4 o'clock position with a 2.3 Litre engine and at the 8 o'clock position with a 2.8 Litre engine.

5. With the transmission mounted on a transmission jack, move the converter and transmission assembly forward into position being careful not to damage the flywheel and the converter pilot.

During this move, to avoid damage, do not allow the transmission to get into a nosed down position as this will cause the converter to move forward and disengage from the pump gear. The converter must rest squarely against the flywheel. This indicates that the converter pilot is not binding in the engine crankshaft.

6. Install the two upper converter housing-to-engine attaching bolts and torque them to specification.
7. Remove the safety chain from the transmission.
8. Insert the filler tube in the stub tube and secure it to the cylinder block with the attaching bolt. Torque the bolt to specification. If the stub tube is loosened or dislodged, it should be replaced.
9. Install the oil cooler lines in the retaining clip at the cylinder block. Connect the lines to the transmission case.

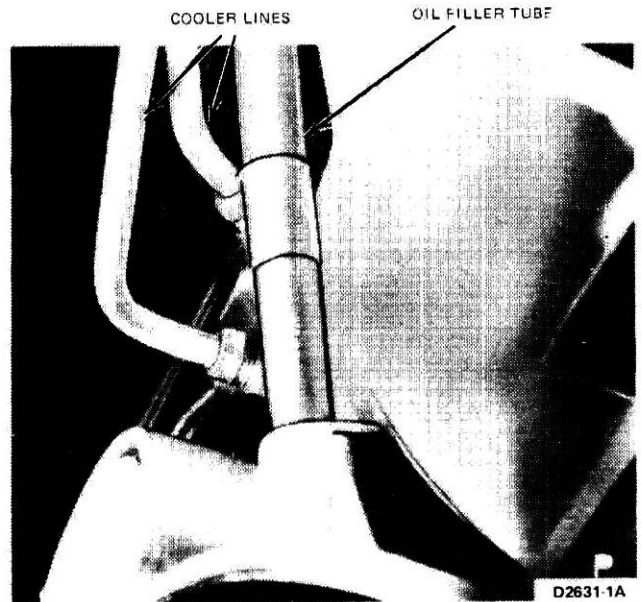


FIG. 6 Oil Cooler Lines and Oil Filler Tube

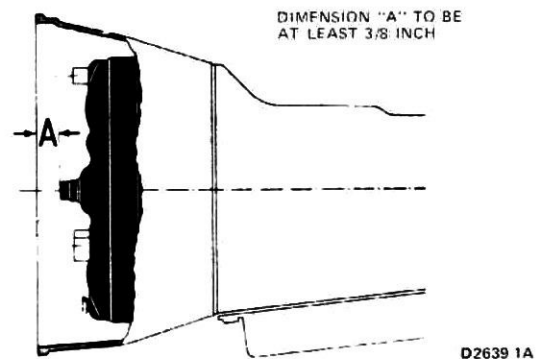


FIG. 7 Converter Hub to Housing Flange Position

10. Remove the jack supporting the front of the engine.
11. Position the muffler inlet pipe support bracket to the converter housing and install the four lower converter housing-to-engine attaching bolts. Torque the bolts to specification.
12. Raise the transmission. Position the crossmember to the frame side supports and install the attaching bolts. Torque the bolts to specification.
13. Lower the transmission and install the rear engine support- to-crossmember nut. Torque the nut to specification.
14. Remove the transmission jack.
15. Install the vacuum hose on the transmission vacuum unit. Install the vacuum line into the retaining clip.
16. Connect the neutral start switch plug to the switch.
17. Install the starter and torque the attaching bolts to specification.
18. Install the three flywheel-to-converter attaching bolts.