

SERVICE BULLETIN

CAB SERVICE & PARTS CORPORATION

NEW YORK AND CHICAGO

SUBSIDIARY OF
Checker Cab
Manufacturing Corporation

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Subject: PRELIMINARY CONTROL ADJUSTMENT ON THE
AUTOMATIC TRANSMISSION

Description: MODEL A-8

Attached please find a step by step procedure in completing preliminary control adjustments on the automatic transmission. You will note this bulletin is in two sections, namely, the Control Linkage Adjustment and the Governor Control Rod Adjustment.

It is very important that where clevis pins are removed for either one of these adjustments, same should be replaced with a new pin if there is the slightest indication of wear on the pin, as adjustment to these control linkages are dependent on the least amount of connecting link tolerance.

By NEW YORK
SERVICE DEPARTMENT

AUTOMATIC TRANSMISSIONCONTROL ADJUSTMENTS

Selector Lever To Transmission Control Linkage Adjustment.

1. With the hood raised disconnect the bellcrank to selector lever arm control rod ball joint fastened to the selector lever arm.
2. Remove end play from the ball joint and be sure ball joint to control rod jam nut is tight. Check selector control linkage for excessive end play. Total end play should not exceed $1/8$ ".
3. Re-install the control rod with the ball joint stud protruding down through the selector lever arm.
4. Set the driver's selector lever in "D" (Drive) position.
5. From under the car disconnect the bellcrank from the selector lever arm control rod clevis at the bellcrank outer joint.
6. With the bellcrank to selector lever arm control rod still disconnected, move the transmission shift lever protruding from the left hand side of the transmission to the rear (clockwise) as far as it will go. This is "R" (Reverse) position in the transmission. Now, move the lever forward, (counter clockwise) to the second detent. This is "D" (Drive) position in the transmission.
7. Take the free end of the bellcrank to selector lever arm control rod, which was just fastened at the other end to the selector lever arm with a ball joint, and push upward until the end of the rod travel is reached, then pull downward until it stops. This is "D" (Drive) position for the driver's selector lever mounted on the steering column.
8. **IMPORTANT:** The driver's selector lever on the steering column must be set in "D" (Drive) position, before operation number 7 is performed, since it provides a stop for the control rod in this position when pulled downward.
9. The driver's selector lever and transmission shift lever are now both positioned in the "D" (Drive) position.
10. Adjust the clevis provided on the control rod so that the holes in the bellcrank outer joint and clevis are aligned to allow finger pressure installation of the clevis pin without a shift in either the driver's selector lever or the transmission shift lever position. Install the clevis pin cotter pin and tighten clevis jam nut.

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Governor Control Rod Adjustment.

1. With engine at normal operating temperature and driver's selector lever in "N" (Neutral) position, adjust carburetor to 500rpm.
2. Be sure the accelerator linkage is adjusted to travel through normal operating range, resulting in full and closed throttle positions in the carburetor, plus adequate allowance for further kickdown travel.
3. With the accelerator linkage properly adjusted and engine shut off, block the accelerator pedal on the floor board at a position resulting in wide open throttle in the carburetor.
4. At this point, the kickdown overtravel spring, mounted on the forward end of the carburetor control rod is just beginning to compress.
5. From under the car, remove the clevis pin connecting the transmission governor control rod to the transmission governor lever. Adjust the clevis on the transmission control rod until the outer hole in the transmission governor lever, which protrudes from the top of the extension case, lines up with the holes in the clevis, when the governor lever is moved forward to the "detent" position. Re-install the clevis pin but do not install the cotter pin at this time. This is full throttle position in the transmission.
6. Now, remove the block from the accelerator pedal and depress the pedal all the way to the floorboard. This is full kickdown position. Block the accelerator pedal in this position and check the location of the transmission governor lever as follows:
 - A. Remove the clevis pin connecting the governor control rod clevis to the transmission governor lever.
 - B. With the holes in the clevis and lever aligned, attempt to push the governor lever forward. If lever cannot be moved forward then transmission is in kickdown position. If lever can be moved forward, accelerator linkage is out of adjustment and must be corrected.. Governor control rod adjustment must be started over again.
7. If the transmission governor lever is positioned properly, re-install the clevis pin and unblock the accelerator pedal allowing it to return to the full release position.
8. Again remove the clevis pin connecting the governor control rod clevis to the transmission governor lever.

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Governor Control Rod Adjustment. (Con't)

9. With the holes in the clevis and lever aligned, move the lever backwards. If the lever can only be moved approximately $1/4-3/8$ ", then the transmission governor is in the closed position. Lever backward movement of more than $1/4-3/8$ ", indicates accelerator linkage is out of adjustment and must be corrected. If governor lever is set too far forward at closed position, transmission will not downshift automatically to first gear. Further, car will start in second gear from a stationary position. Governor control rod adjustment must be started over again.
10. If the lever position conforms to prescribed check then the transmission governor and the accelerator linkage are both in the closed position.
11. Re-install clevis pin cotter pin and tighten jam nut.