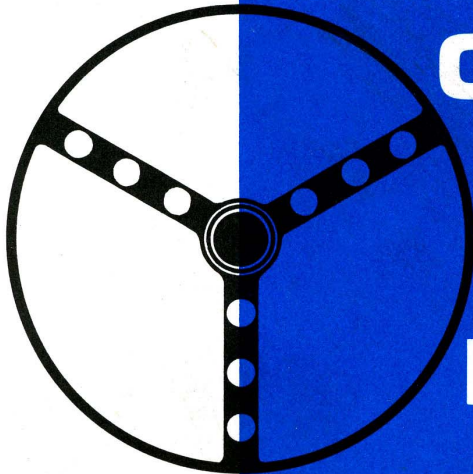


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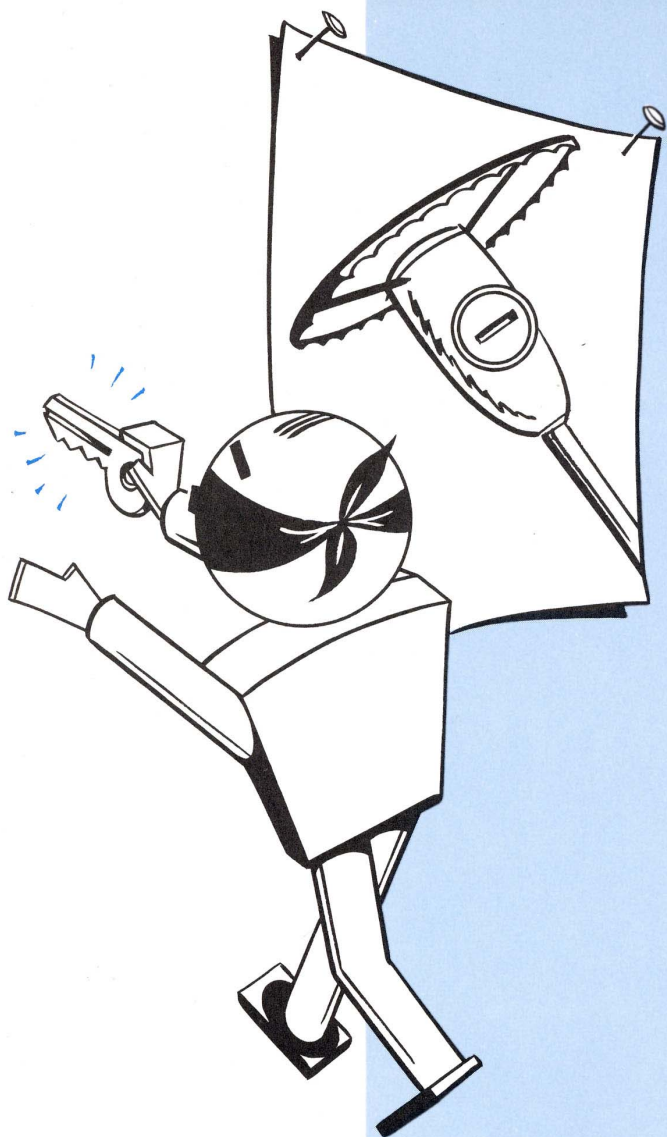
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STEERING COLUMNS AND SHIFT LINKAGES



PLYMOUTH • DODGE • CHRYSLER
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ALL BECAUSE THEY MOVED THE IGNITION KEY:

Moving the ignition lock cylinder to the steering column and adding the steering wheel locking feature to our 1970 models has resulted in several changes in transmission shift linkages. This in turn has resulted in quite a few changes in the procedures for adjusting shift linkages.

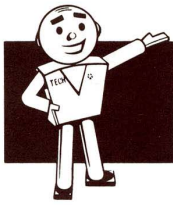
Knowing what's inside the new steering columns and how the steering lock and shift interlock mechanisms work will help you understand why shift linkage adjustment affects ignition key operation. If you run into a case where the ignition key can't be turned to the "Lock" position, don't blame the steering column or lock cylinder. Instead, check the shift linkage adjustment.

By now you have probably found out that even on floor-shift models the steering column is equipped with a shift tube and a shift interlock or slave linkage has been added connecting the shift tube to the transmission. Although shift linkages may not be the most interesting part of an automobile, I'm sure you'll agree that correct shift linkage operation is mighty important. And, since many of you may never have an opportunity to disassemble one of the new steering columns, you'll surely be interested in Tech's explanation of what's inside and how the locking feature works.

Here's how all this information on the new steering columns and shift linkages is arranged.

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STEERING WHEEL LOCKING MECHANISM —STANDARD STEERING COLUMNS

A steering wheel locking mechanism is provided on all 1970 Chrysler Corporation cars. Actually, two different locking mechanisms are used: one type of mechanism is used for the standard steering column and an entirely different type is used on tilt or tilt and telescoping steering columns. Both types of column are designed to deter car theft and they both perform the same functions.

THE IGNITION KEY LOCKS THE STEERING

The ignition key cylinder, located on the right side of the steering column, controls both the steering wheel lock and the ignition switch functions. The ignition key has five positions rather than four. As the key is turned clockwise the positions are: "Accessory" . . . "Lock", which is the added position . . . "Off" . . . "Ignition", sometimes called "Ignition Run" . . . and "Start". The ignition key cannot be removed from the lock cylinder until it is turned to the "Lock" position.

With the new column, the driver must put the transmission selector lever in "Park" if the car is equipped with TorqueFlite or in "Reverse" if the car has a manual transmission before he can turn the ignition key to the "Lock" posi-

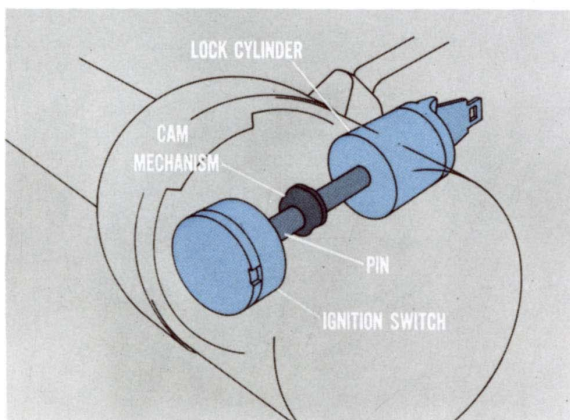


Fig. 1—The lock cylinder and cam mechanism

tion. In addition, a buzzer warns the driver if he opens a door and tries to leave the car without taking the key out of the ignition.

IT'S WHAT'S INSIDE THAT COUNTS

Inside the steering column, the lock cylinder is connected to a cam mechanism. Turning the ignition key turns the cam. A pin at the left end of the cam provides a mechanical connection to operate the ignition switch.

THE TRANSMISSION INTERLOCK MECHANISM

The cam operates a transmission interlock lever which assures that the transmission is in "Park", or "Reverse" in the case of a manual transmission, before the ignition key can be turned to "Lock" and removed. The end of the interlock lever bears against the inner surface of the gearshift housing. In the position shown in Figure 2, the ignition key and cam cannot be turned because the shift lever and housing are not in "Park". That's because the raised surface of the shift housing will not let the interlock lever or cam move.

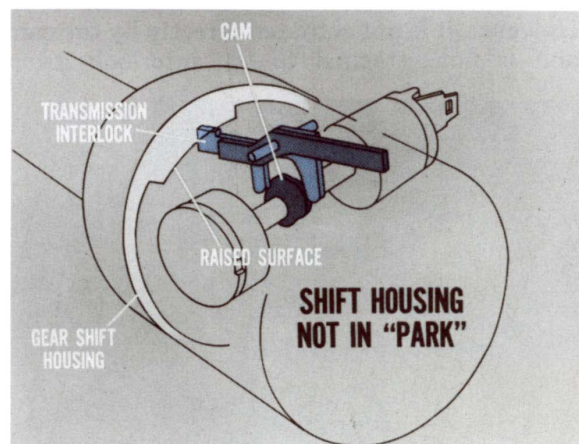


Fig. 2—Transmission interlock not locked

If the transmission linkage is misadjusted, the shift housing will not be in the "Park" posi-



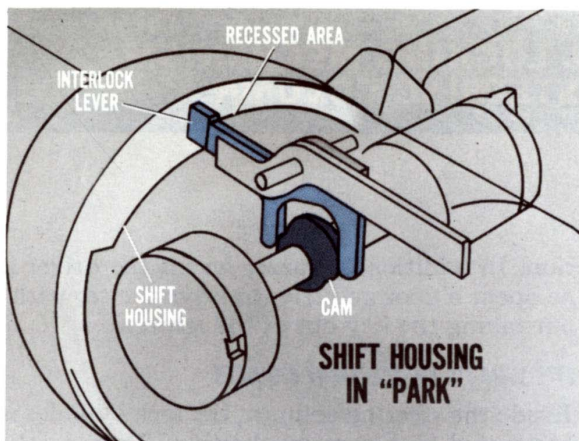


Fig. 3—Transmission interlock in locked position

tion when the transmission is actually in "Park", or "Reverse" in the case of a manual transmission. In that case, the ignition cannot be locked and the key cannot be removed. A shift linkage adjustment will often correct this.

Figure 3 illustrates the shift housing in the "Park" position. The end of the interlock lever has moved up into the recessed area of the shift housing. In other words, the ignition key and cam can be turned to the "Lock" position and the ignition key can be removed from the lock cylinder.

ANOTHER LEVER LOCKS THE STEERING

The steering wheel lock lever pivots on the same pin as the transmission interlock lever. However, it is not actuated directly by the cam and is not attached to the interlock lever.

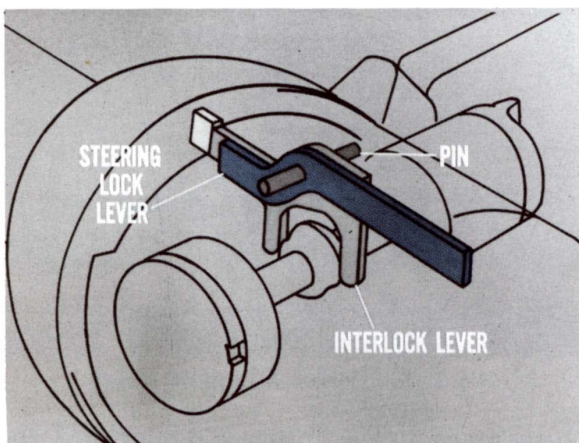


Fig. 4—Steering lock lever

Instead, the interlock lever and the steering lever are coupled by a hairpin-type spring.

When the interlock lever moves into the "Park" position, the spring pushes the steering lock lever downward, against the lock plate. If the steering lock lever doesn't happen to line up with one of the notches in the lock plate, the steering does not lock even though the ignition is locked and the key is removed from the cylinder. This is the condition illustrated in Figure 5.

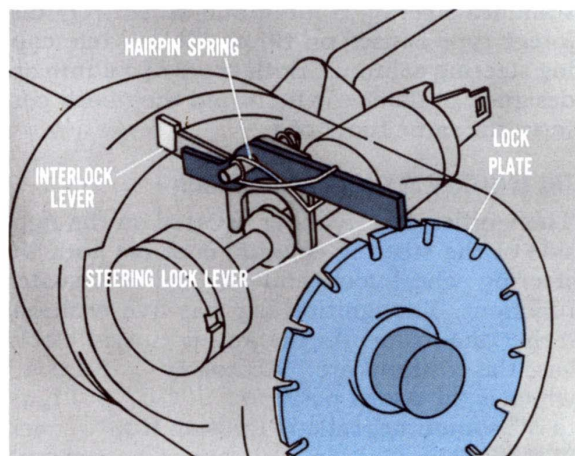


Fig. 5—Steering lock lever not engaged

TURNING THE WHEEL TURNS THE TRICK

As soon as the steering wheel is turned enough to align one of the notches in the lock plate with the lock lever, the spring pushes the lever into the locking notch. That's why you may be

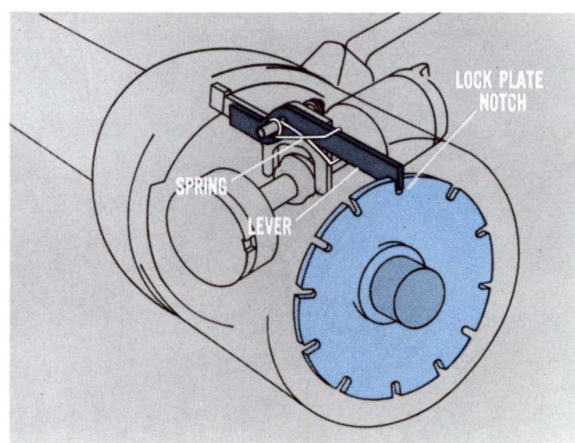


Fig. 6—Steering lock lever engaged



able to lock the ignition and remove the key without seeming to lock the steering until the wheel is turned enough to line up one of the lock-plate notches.

"KEY-IN-LOCK" WARNING DEVICE

This is actually a theft deterrent feature. A micro switch, located next to the lock cylinder, is closed whenever the ignition key is inserted in the ignition switch. A warning buzzer is connected between the courtesy lamp switch on the front door pillar and the micro switch.

You will remember that the door pillar switches are ground switches. One terminal of the warning buzzer is connected to the battery and the other terminal of the buzzer is connected to both pillar switches. If the key is left in the ignition and either front door is opened, the ground circuit is completed and the buzzer

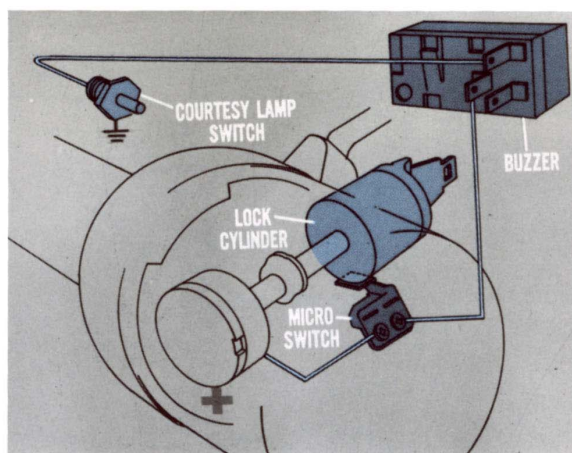
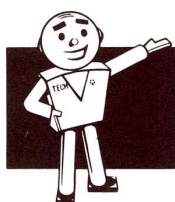


Fig. 7—The warning buzzer circuit

sounds off to remind the driver to take the key out of the ignition.



STEERING WHEEL LOCKING MECHANISM —TILT AND TELESCOPING COLUMNS

The tilt columns and the combination tilt and telescoping columns perform the same functions as the standard steering columns. However, they are of an entirely different design. For one thing, the ignition switch is mounted on the outside of the steering column jacket but the internal differences are even greater.

THE RACK AND SECTOR MECHANISM

The ignition lock cylinder is connected to and drives a small sector gear. The sector teeth mesh with a set of rack teeth. As the ignition key is turned, the rack is moved up or down the steering column.

An actuator rod, connected to the rack, also moves up or down as the ignition key is turned. The actuator rod is connected to the ignition switch, mounted on the outside of the steering column jacket.

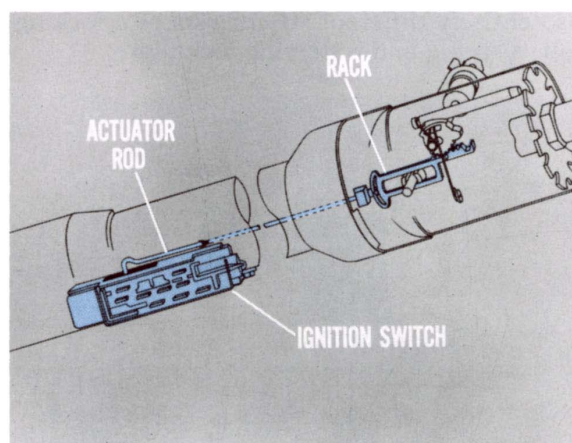


Fig. 8—The rack and sector mechanism

THE SHIFT INTERLOCK MECHANISM

A block that is part of rod and rack assembly



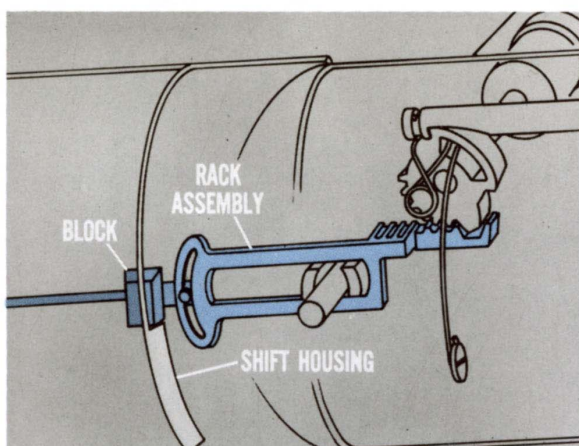


Fig. 9—Shift interlock in engaged position

moves downward toward the hub of the shift housing when the ignition key is turned toward the “Lock” position. If the selector lever is in “Park”, or “Reverse” for a manual transmission, the block moves into a locking recess in the shift housing.

Of course, if the shift housing is not in “Park”, or “Reverse” in the case of a manual transmission, the block cannot enter the recess in the shift housing. As a result, the key cannot be turned to the “Lock” position and cannot be removed from the lock cylinder.

THE STEERING LOCK MECHANISM

In this column the steering lock mechanism is also entirely different. It consists of a locking bolt, a spring and a steering lock plate.

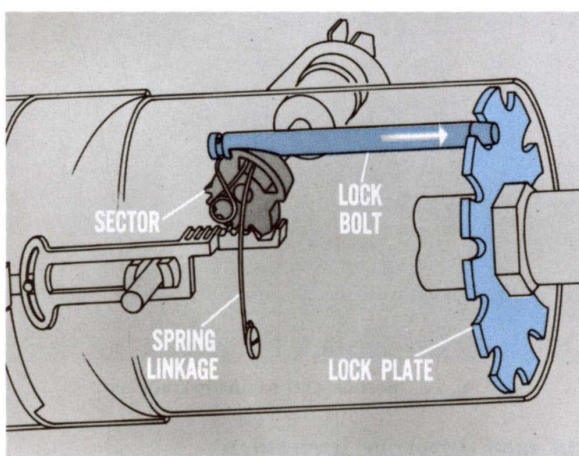


Fig. 10—The steering lock in locked position

When the ignition key and sector are turned to the “Lock” position, the spring linkage pushes the lock bolt into one of the notches in the lock plate . . . providing of course that one of the notches lines up with the end of the lock bolt. This locks the steering shaft so that the wheel cannot be turned.

Notice that in the locked position, the sector-end of the bolt has a notch which engages a notch or shoulder cut into the sector gear. This mechanical connection provides a positive means of pulling the bolt out of engagement with the lock plate when the key is turned to unlock the ignition.

DELAYED STEERING LOCK-UP

Of course, if the selector lever is in “Park” and the ignition key is turned to the locked position, the steering wheel does not always lock immediately unless the bolt lines up with one of the notches in the lock plate. However, the spring load on the bolt will lock the wheel as soon as it is turned to the nearest lock notch.

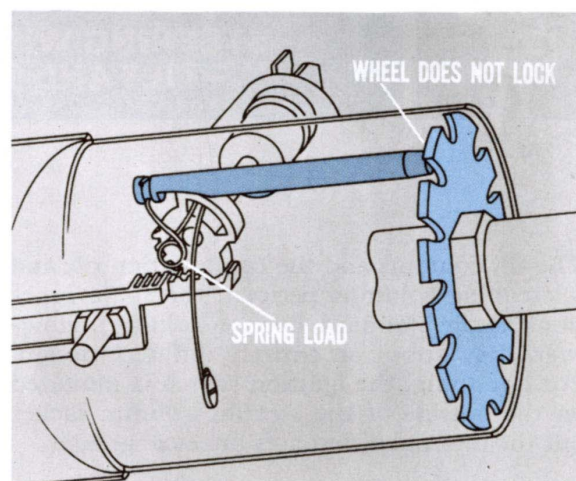


Fig. 11—Steering lock bolt not engaged

THE WARNING BUZZER SYSTEM'S THE SAME

Electrically, the warning buzzer circuit is the same for the tilt and tilt-telescoping columns as for the standard column. The only difference is in the buzzer switch and its location in the steering column. The switch fits into a cavity in the actuator housing. It is held in place by spring tension and to remove it you simply pull it out of its cavity.

WHILE WE ARE THIS CLOSE TO IT

The ignition switch, or at least the ignition switch position on the steering column, is adjustable. It must be correctly positioned so that the five ignition switch key positions are synchronized with all the terminals of the ignition switch.

ADJUSTING THE EXTERNAL IGNITION SWITCH

If the ignition switch position is out of adjustment or when assembling the switch to the steering column here's how you can make sure it is correctly positioned.

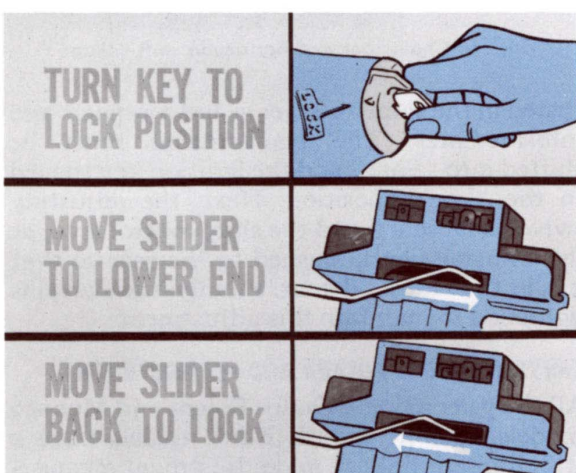


Fig. 12—Put the switch in the "Lock" detent

The first step is to turn the ignition key to the "Lock" position. Next, move the slider on the underside of the switch as far as it will go toward the lower end of the switch . . . this puts it in the "Accessory" position. Then, move it back one position so it is in the "Lock" detent.

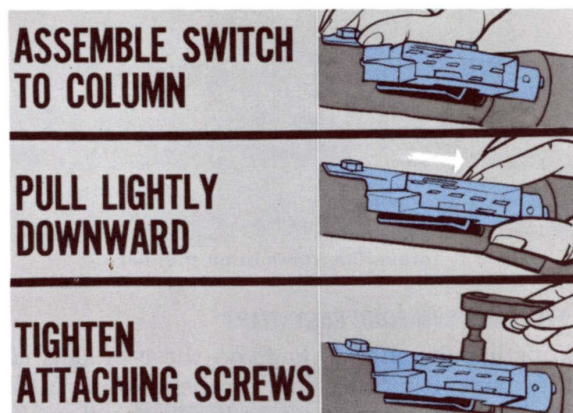
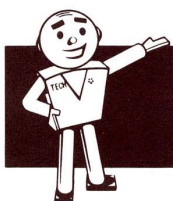


Fig. 13—Adjust the switch position on the column

Attach the switch to the steering column being careful not to disturb the slide lever. Leave the attaching screws finger-tight so that the switch position can be adjusted. Pull gently downward on the switch just enough to take all of the free-play out of the linkage without changing the position of the switch slider. Tighten the attaching screws to hold this adjustment.



SHIFT LINKAGE ADJUSTMENTS —TORQUEFLITE TRANSMISSION

COLUMN-SHIFT TORQUEFLITE MODELS

Once you understand how the steering lock mechanism and the shift interlock mechanism work, it is easy to understand how shift linkage adjustment affects ignition-key operation. If an owner complains of difficulty in turning the ignition key to "Lock", chances are the trouble is *not* inside the column. This type of trouble is often caused by the shift linkage and is easily corrected by an easy-to-make external linkage adjustment.

COMPACT AND INTERMEDIATE MODELS

The simplest and least changed shift linkages are on TorqueFlite models with column shift. As a matter of fact there's practically no change on the shift linkage setup on Valiant, Dart, Belvedere and Coronet models.

The shift lever at the lower end of the steering column is connected to the lever at the outer end of the torque shaft. The lever at the inner end of the torque shaft is connected to the shift control lever at the transmission.



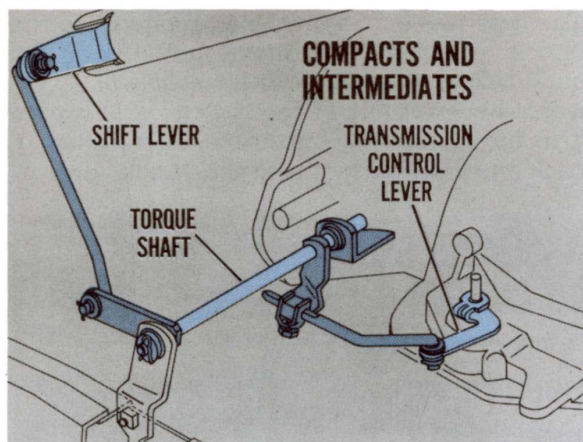


Fig. 14—TorqueFlite transmission shift linkage

ADJUSTMENT IN FOUR EASY STEPS

Adjusting the shift linkage on these models is quite simple. Shift the transmission into “Park” and turn the ignition key to the “Lock” position. Next, loosen the adjusting swivel at the inner end of the torque shaft. Push the shift control lever at the transmission all the way to the rear to make sure it is in the “Park” detent. Tighten the swivel to hold this adjustment.

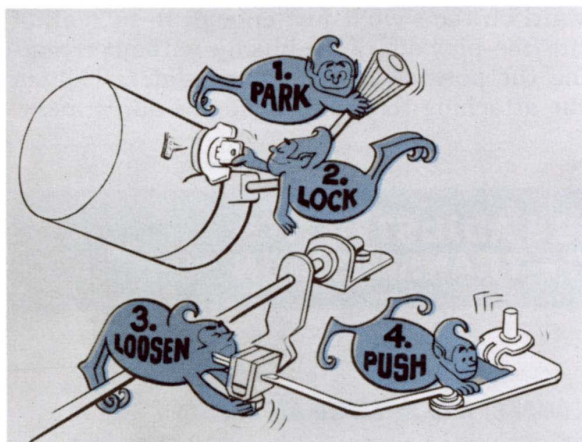


Fig. 15—Linkage adjustment in four easy steps

CHALLENGER AND BARRACUDA MODELS

The shift linkage on the Barracudas and Challengers is new and different from any of the other column shift models with TorqueFlite. A torque shaft is used but the adjusting swivel is at the frame-end of the torque shaft.

The Challenger and Barracuda linkage is ad-

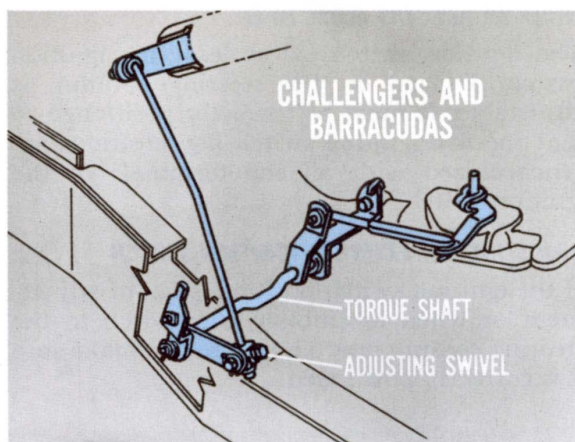


Fig. 16—Challenger and Barracuda shift linkage

justed in the same manner as the compacts and intermediates. The transmission must be shifted into “Park” and the ignition key turned to the “Lock” position. Next, the adjusting swivel is loosened and the shift control lever at the transmission is pushed to the rear so that it is in the “Park” detent. Finally, the swivel is tightened to maintain this adjustment.

CHRYSLER, DODGE POLARA AND PLYMOUTH FURY

All Chrysler models, Dodge Polara and Monaco models, and Plymouth Fury models have a still different linkage and adjustment arrangement. These models also have a torque shaft but there are no adjusting swivels. Instead, adjustment is provided by a slotted joint in the front shift rod. As is the case with other TorqueFlite models, the first step is to shift

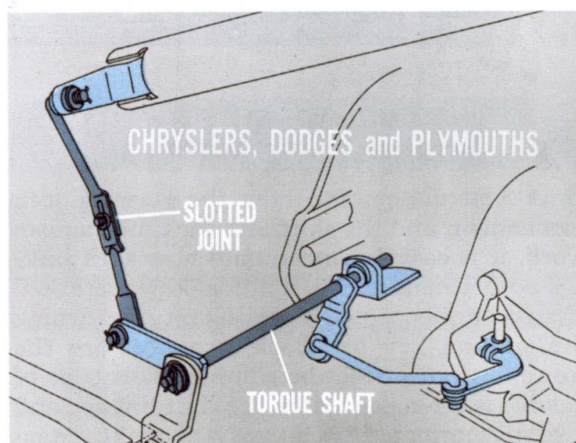


Fig. 17—Chrysler, Polara and Fury models



into “Park” and turn the ignition to “Lock”. Next, loosen the slotted joint in the front shift rod and push the shift control lever at the transmission rearward . . . into the “Park” detent. Then, tighten the slip joint.

FLOOR-SHIFT TORQUEFLITE MODELS

All floor-shift models have the same shift interlock, steering lock and key-in-lock warning buzzer features as the column-shift models. As a matter of fact, the steering column assemblies used with floor-shift models are virtually the same as for column-shift models . . . including the shift tube. The only thing that is eliminated is the steering column selector lever.

THE SLAVE LINKAGE TRANSMITS SIGNALS

On the floor-shift models, the mechanism inside the steering column has to know what is happening down at the transmission. That's where the shift interlock or *slave linkage* comes in. It doesn't have anything to do with gear selection. Its job is to move the steering column shift tube so that the steering column can be locked when the transmission is in “Park”.

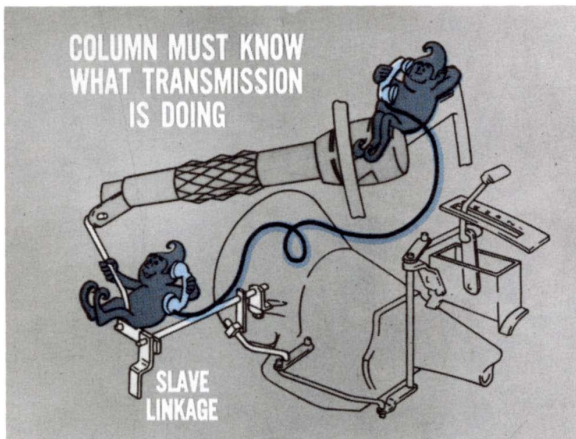


Fig. 18—Floor-shift interlock or slave linkage

The shift linkage must always be adjusted first. The slave linkage is then adjusted to make sure the transmission and steering column lock functions are properly synchronized.

Floor-shift models have more levers and rods than column-shift models. However, they won't give you any problem if you'll just re-

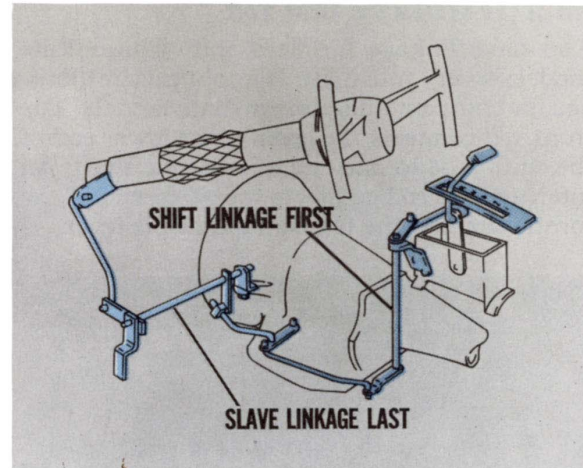


Fig. 19—Typical floor-shift with slave linkage

member that you are dealing with two separate systems . . . the slave system and the basic shift system.

THE BASIC SHIFT SYSTEM'S THE SAME

The basic floor shift linkage is the same as it was on last year's cars with TorqueFlite. The floor or console-mounted selector lever is connected to a vertical torque shaft by a short upper rod. A longer rod connects the lower end of the torque shaft to the transmission shift control lever. About the only change is in the name of the longer rod. On last year's models it was called a *lower rod* but now it's called a *rear rod* to differentiate it from a *front rod* used in the slave part of the linkage.

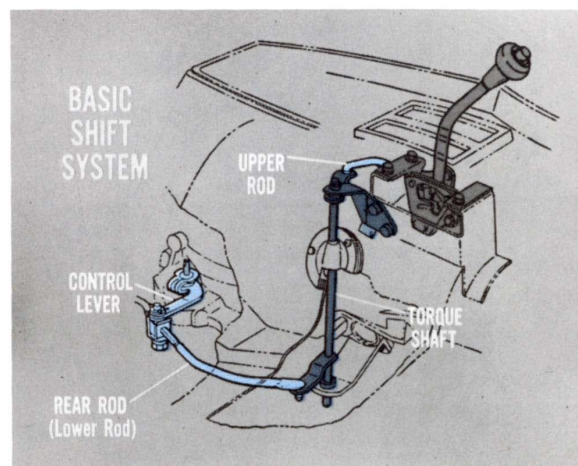


Fig. 20—TorqueFlite console-type shift linkage

THE SLAVE SYSTEM'S A TWIN, TOO

The slave linkage for floor-shift TorqueFlite models is very much like the column shift linkage for compact and intermediate models. The front rod connects the lever at the lower end of the shift tube to one end of a torque shaft. An intermediate rod connects the other end of the torque shaft to the transmission shift lever.

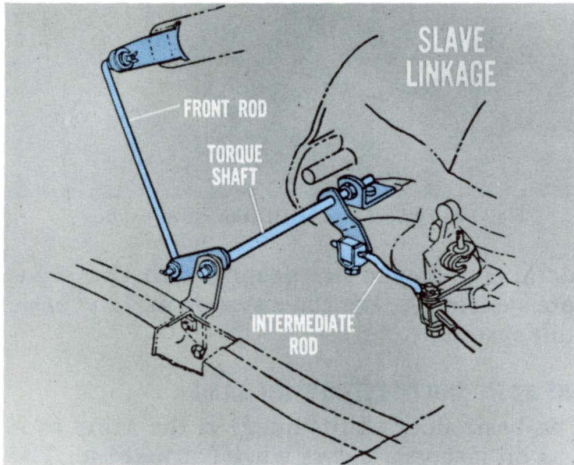


Fig. 21—TorqueFlite slave linkage

SHIFT AND SLAVE LINKAGE ADJUSTMENTS

The adjustment of the TorqueFlite shift and the slave linkages is the same for all models except Challengers and Barracudas. The transmission must be shifted into "Park" and the ignition key turned to the "Lock" position. Next, loosen both the slave linkage and the

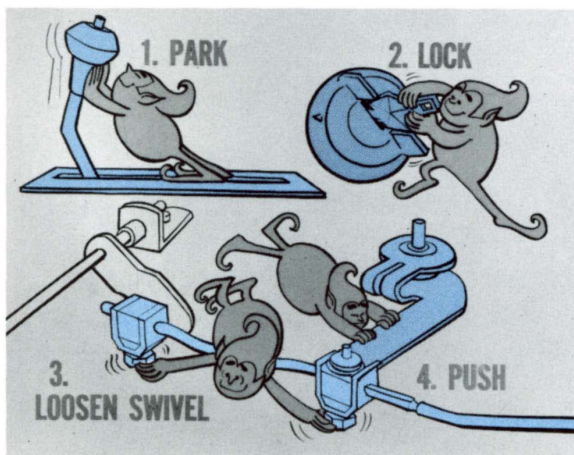


Fig. 22—TorqueFlite console shift adjustment

shift linkage adjusting swivels. Push the transmission shift control lever all the way rearward so that it is in its "Park" detent and tighten both swivels.

If you run into a case where the adjustment is so far off that you can't lock the ignition, try moving the shift lever out of its "Park" slot enough to let you turn the ignition key to the "Lock" position. If that doesn't work, you'll have to loosen the slave linkage adjusting swivel and have someone move the lever at the lower end of the shift tube until the ignition can be locked. Once you get the ignition locked, all you have to do is loosen the shift linkage swivel, shift the transmission into "Park" and retighten both the slave linkage and the shift linkage swivels.

CHALLENGER AND BARRACUDA ARE DIFFERENT

The Challenger and Barracuda floor-shift linkage is different than the setup on any of the other models. The console selector lever is connected to a long upper rod which goes to the upper end of a vertical torque shaft. At the lower end of this torque shaft a rear rod goes to the manual shift lever at the transmission.

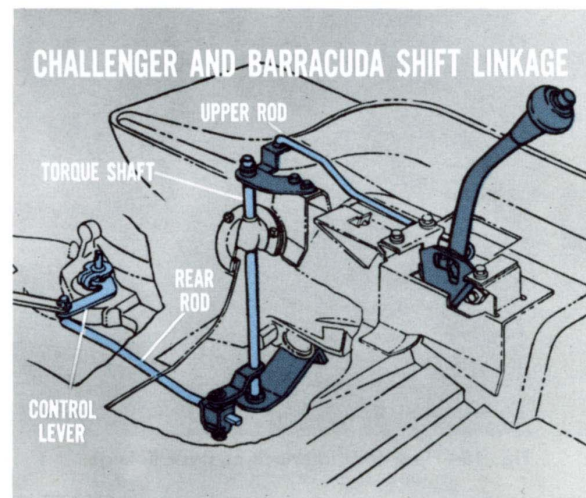


Fig. 23—Challenger and Barracuda console shift

The slave linkage system for the Challenger and Barracuda is exactly the same as the column-shift linkage for these models. The slave linkage adjustment is made at the swivel located at the frame end of the front torque shaft.

DIFFERENT LINKAGE, SAME ADJUSTMENT STEPS

Although the Challenger and Barracuda linkage system looks different, the adjustment procedure is the same as for other floor-shift models with TorqueFlite. Shift the selector lever into "Park" and lock the ignition. Then, loosen both the slave linkage and the shift linkage swivel. Push the control lever all the way into the "Park" detent and tighten both of the swivels.

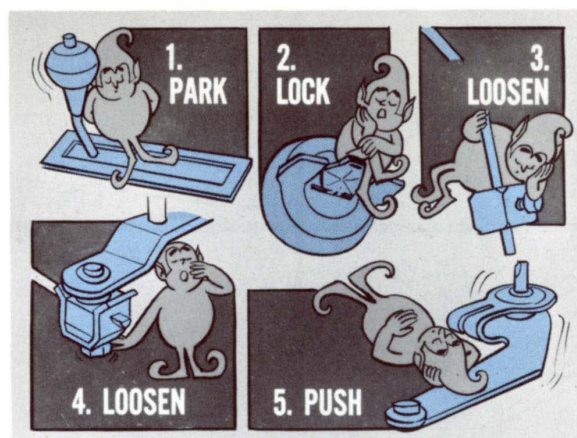
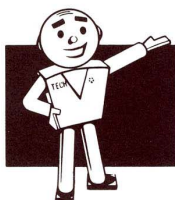


Fig. 24—Challenger or Barracuda linkage adjustment



SHIFT LINKAGE ADJUSTMENTS —MANUAL TRANSMISSIONS

THREE-SPEED WITH COLUMN SHIFT

The shift linkages for cars with a three-speed manual transmission and column shift are very similar to last year's models. As a matter of fact, shift linkage adjustment is somewhat easier because some of the adjusting swivels are easier to get at.

COMPACT AND INTERMEDIATE MODELS

There is no change in the linkage for Valiants, Darts, Belvederes and Coronets. However, the adjustment procedure is changed a bit. Instead of starting with the two-three shift rod adjustment, you adjust the low-reverse rod first.

LOW-REVERSE ROD ADJUSTED FIRST

The transmission must be shifted into "Reverse" and the ignition must be locked. Next, loosen the low-reverse sliding swivel and make sure the low-reverse lever at the transmission is fully seated in the reverse detent position. Then, tighten the low-reverse swivel to hold this adjustment.

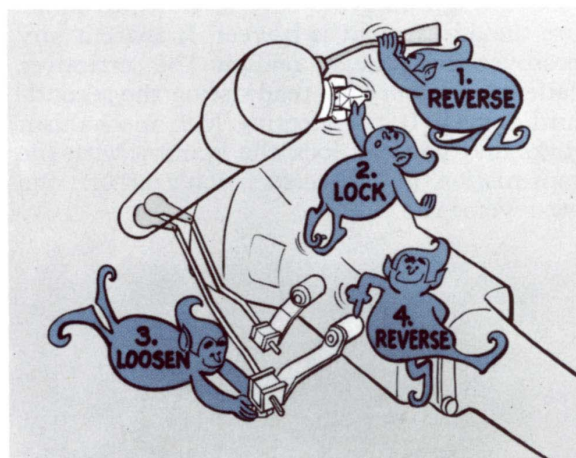


Fig. 25—Adjust the low-reverse rod first

THEN ADJUST THE CROSSOVER

To adjust the second-third rod and establish good crossover adjustment, the transmission and column shift lever must be shifted into "Neutral". Next, insert a broad-bladed screwdriver or similar tool under the crossover blade at the lower end of the steering column to



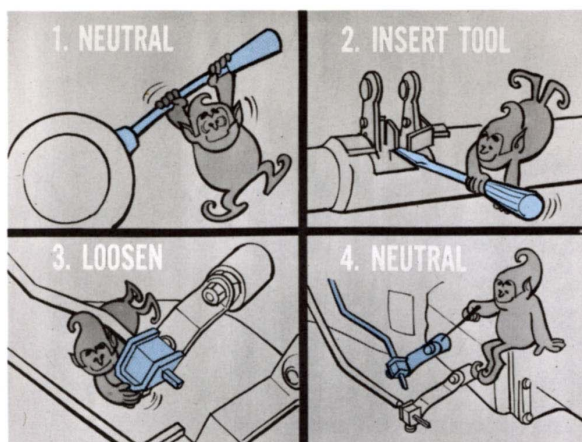


Fig. 26—Adjust the second-third rod last

make sure the slot in the crossover blade engages both the shift lever pins. This locks the steering column shift levers in the crossover position. Loosen the second-third swivel and make sure the second-third shift lever at the transmission is in the neutral detent position, then, tighten the swivel.

CHECK THE LINKAGE ADJUSTMENT

After adjusting the shift linkage, be sure and shift through all gears several times to make sure the adjustment is correct. If there is any crossover roughness, realign the crossover blade as necessary by readjusting the second-third swivel. If the steering lock mechanism works and you can lock the ignition with the transmission in "Reverse", don't disturb the low-reverse rod.

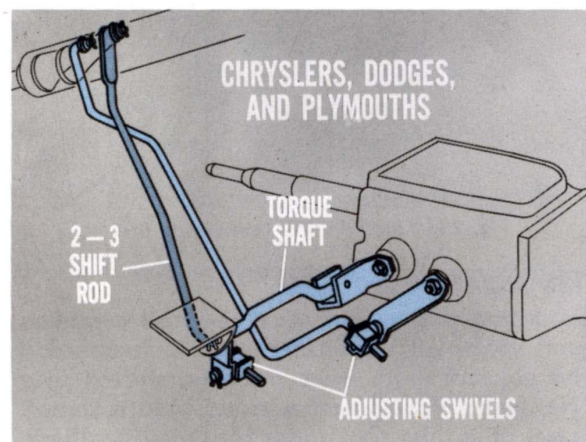


Fig. 27—Chrysler, Polara and Fury linkage

CHRYSLER, POLARA AND FURY MODELS

On Chryslers and the big Dodge and Plymouths, the column shift linkage, for cars with a three-speed manual transmission, has a torque shaft between the second-third shift rod and the shift lever at the transmission. The low-reverse adjusting swivel is at the transmission shift lever and the second-third adjusting swivel is at the outer end of the torque shaft.

Although the linkage and adjusting swivel locations are different from the compacts and the intermediates, the adjusting procedure is the same. In other words, you must adjust the low-reverse swivel first while the transmission is in "Reverse" and the steering column is locked. You must adjust the second-third swivel last with the transmission in "Neutral" and the crossover blade at the lower end of column locked in neutral.

THE CLUTCH-GEARSHIFT INTERLOCK

The clutch-gearshift interlock adjustment is the same as on last year's models. However, its use is confined to a few six-cylinder models. The new, fully synchronized three-speed transmission, used on other models doesn't require a clutch interlock to protect the low and reverse gears.

NEW MANUAL TRANSMISSION FEATURES

THE CLUTCH SAFETY SWITCH

All 1970 models with a manual transmission

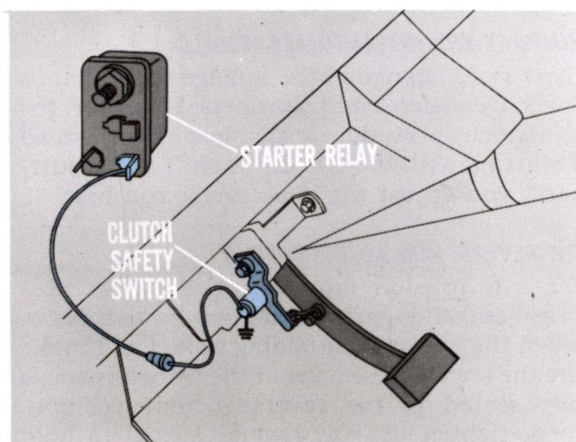


Fig. 28—Clutch safety switch circuit



are equipped with a clutch safety switch. This switch is connected to the ground terminal of the starter relay. Until the clutch is depressed, the switch is open, interrupting the starting circuit so that it is impossible to crank the engine accidentally. Depressing the clutch closes the clutch safety switch so that the engine can be cranked and started. This feature prevents accidental starting of the engine when the transmission is in gear and the clutch is engaged.

NEW TRANSMISSION INTERLOCK MECHANISM

The new three-speed manual transmission has an entirely different type of interlock. Two notched levers are used instead of detent balls. The levers pivot on a pin in the shift housing and are loaded by a single coil spring stretched between the two levers.

When the shift levers and forks are assembled in the shift housing, the end of each shift fork fits into the notches in both shift levers. This forms an interlock so that one of the shift levers must be in neutral before the other shift lever can be moved.

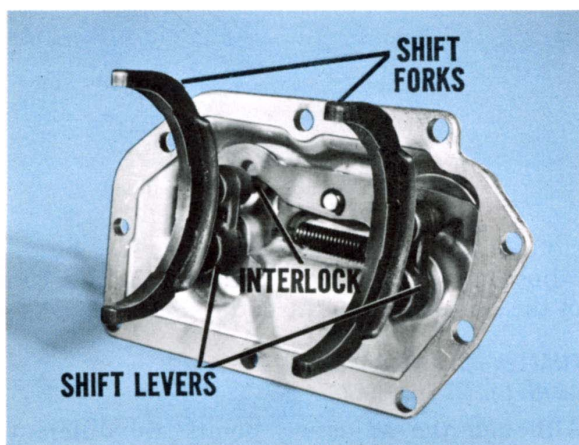


Fig. 29—New lever-type shift interlock

THREE-SPEED WITH FLOOR SHIFT

Models with a three-speed transmission and floor shift have a shift linkage system and a slave linkage system. The shift linkage part of the system is similar to previous models with floor shifts. However, the adjusting procedure and sequence is quite different.

THE VALIANT AND DART LINKAGE

The simplest three-speed, floor-shift linkage is found on Valiant and Dart models.

The slave linkage consists of a single rod connecting the lever at the lower end of the steering column to the low-reverse lever at the transmission. A low-reverse lever and a second-third lever connect the transmission shift levers to the floor-shift mechanism.

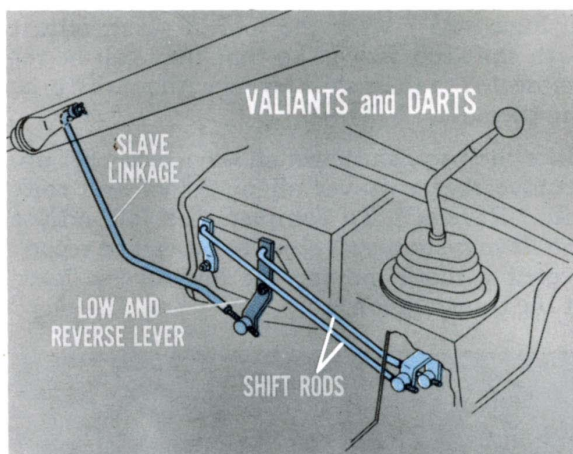


Fig. 30—Valiant or Dart shift linkage

VALIANT AND DART LINKAGE ADJUSTMENT

The first adjustment step is to shift into "Reverse" and lock the ignition. Then disconnect the slave linkage from the transmission shift lever and leave it disconnected while you adjust the shift linkage system.

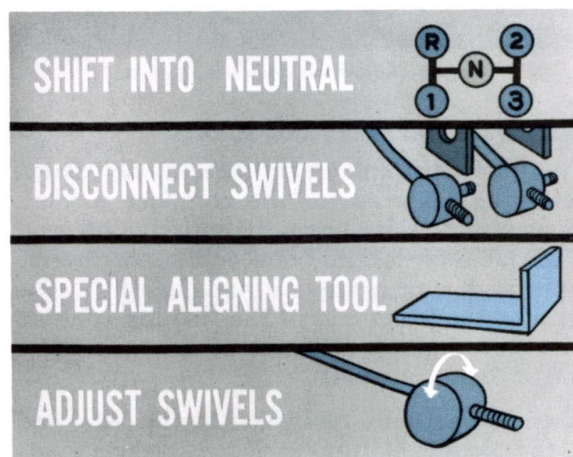


Fig. 31—Adjust the shift rod swivels first

The transmission must now be shifted into "Neutral". Next, disconnect the threaded shift rod adjusting swivels and slip the special aligning tool into place. There is a dust boot around the shift mechanism, but it can be worked upward far enough to get the tool into place. This tool holds the shift housing levers in neutral and insures good crossover alignment. (The special aligning tool is easily made from a piece of $1/16" \times 5/8" \times 13/4"$ cold rolled or similar steel stock. Exact dimensions are shown in Figure 35.) With the tool in place, adjust both shift rod swivels so that they can be reconnected to their shift levers without disturbing them.

Once the basic shift system is correctly set up, remove the crossover aligning tool and shift into "Reverse". To complete the job, adjust the slave system swivel so that it can be reconnected without moving the low-reverse lever at the transmission.

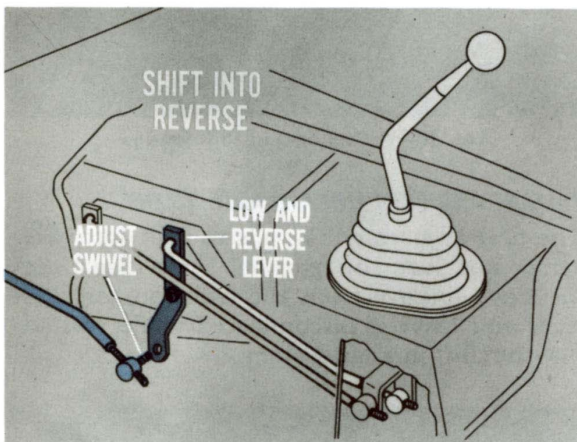


Fig. 32—Adjust the slave linkage last

CHALLENGER AND BARRACUDA MODELS

The floor-shift linkage on these models is exactly the same as for the compact models. However, the slave linkage is entirely different. A torque shaft is used between the low-reverse lever at the transmission and the shift tube lever at the lower end of the steering column. The slave linkage adjustment is at the outer end of the torque shaft.

There are actually two levers at the outer end of the torque shaft. One of these levers is attached to the torque shaft, the other one is

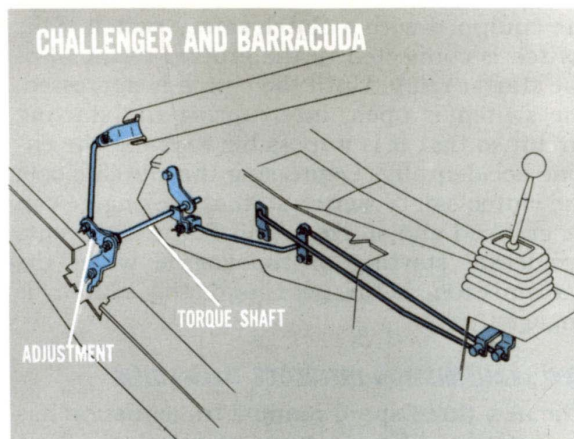


Fig. 33—Challenger and Barracuda shift linkage

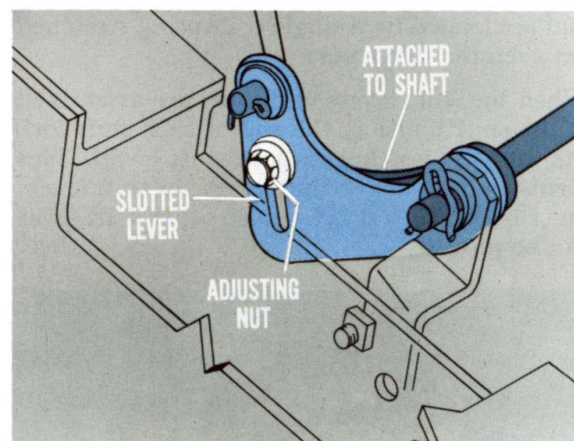


Fig. 34—Slave linkage adjustment detail

slotted and attached to the first lever by an adjusting bolt and nut. Changing the position of the slotted lever adjusts the slave linkage.

CHALLENGER AND BARRACUDA ADJUSTMENT SUMMARY

Although the adjusting points are different from the compacts, the procedure for adjusting the Barracuda and Challenger linkages is exactly the same. The shift linkage is adjusted first with the transmission in "Neutral", the steering column shift tube in "Reverse", the ignition locked, and the slave linkage adjusting point loose or free to move. After the shift linkage adjustment is correct, the transmission is shifted back into "Reverse" and the slave linkage adjusting point is tightened to complete the adjustment.

INTERMEDIATE MODEL ADJUSTMENT'S THE SAME

The same general adjusting procedure also applies to the Coronet and Belvedere models . . . shift linkage adjusted first with transmission in "Neutral" and slave linkage always adjusted last with transmission in "Reverse". Incidentally, all models with a three-speed transmission use the same aligning tool to lock the shifter mechanism in neutral while adjusting the shift rods. This tool can easily be made from a piece of 1/16" stock. The pertinent dimensions are shown in Figure 35.

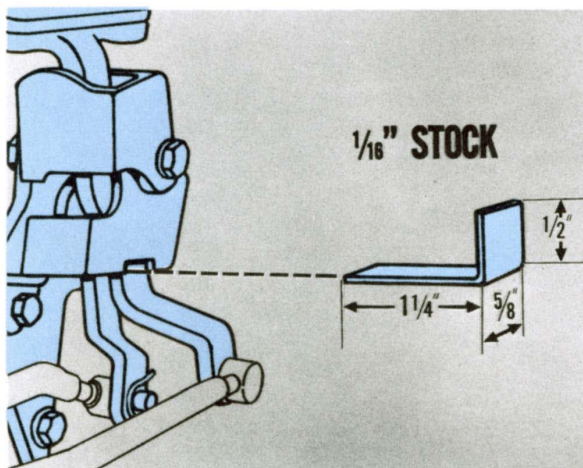


Fig. 35—Three-speed transmission aligning tool

FOUR-SPEED MANUAL TRANSMISSION LINKAGE

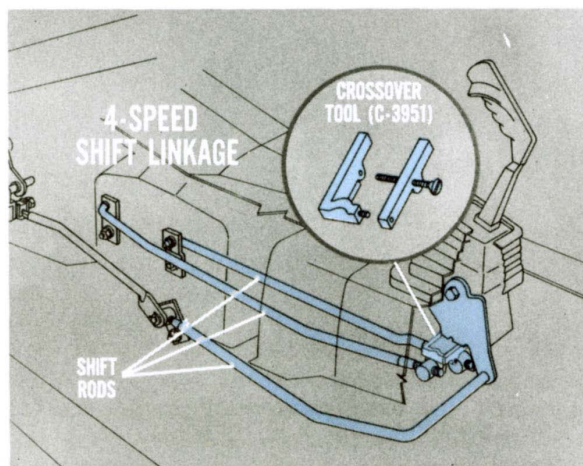


Fig. 36—Four-speed shift linkage detail

The basic four-on-the-floor shift linkage is essentially the same as it was last year. All three shift rods are adjusted with the shift mechanism locked in the neutral crossover position . . . using special crossover aligning tool C-3951.

The only real change on models with a four-speed manual transmission is in the addition of the slave linkage. It uses a torque shaft between the reverse lever at the transmission and the shift lever at the lower end of the steering column. A sliding swivel at the front of the intermediate rod provides for slave linkage adjustment. Of course, the slave linkage is adjusted with the transmission in "Reverse" and the ignition locked . . . just like the three-speed manual transmissions.

A PARTING WORD TO THE WISE

Shift linkages may not be the most exciting part of the car but you'll have to admit they're mighty important! Besides, the new locking steering column is a good 1970 model feature but it won't work if the shift linkage isn't adjusted correctly. If you'll just use this Reference Book and your new 1970 Service Manuals, you shouldn't have any trouble handling shift linkage adjustment and cases where the ignition key doesn't want to turn to the "Lock" position.

Tech doesn't want any Master Technician to get red in the face because he disassembled a steering column and then found out that all the car needed was a simple linkage adjustment.





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