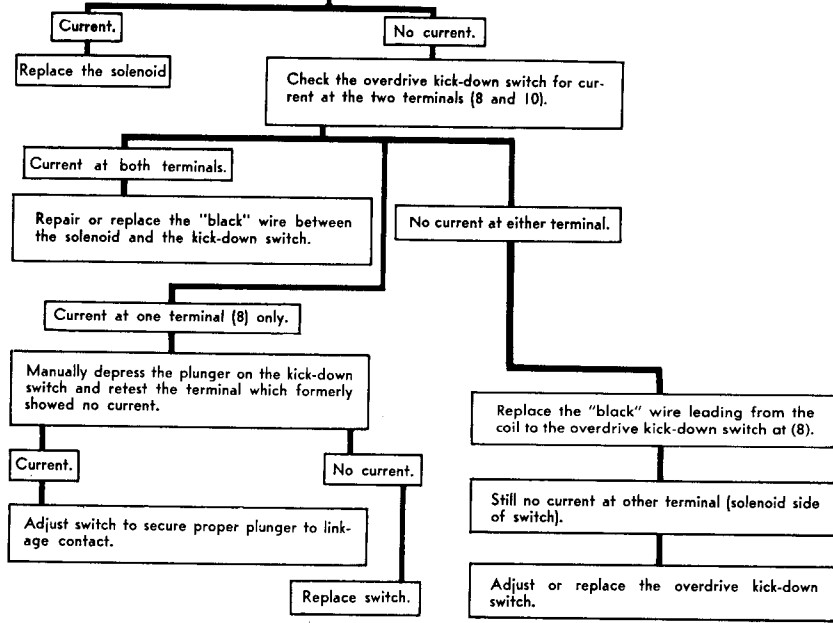


FIG. 62 OVERDRIVE WIRING DIAGRAM

TRANSMISSION WILL NOT CHANGE FROM OVERDRIVE TO CONVENTIONAL GEAR WITH THE ACCELERATOR PAST THE WIDE-OPEN POSITION.

Check for current at the "black" wire terminal (12) on the overdrive solenoid with the ignition switch on AND THE DISTRIBUTOR POINTS OPEN. Kick-down switch must be in down position.



TRANSMISSION CANNOT BE SHIFTED INTO REVERSE AND OVERDRIVE DASH CONTROL BUTTON CANNOT BE PULLED OUT INTO CONVENTIONAL DRIVE POSITION

Turn off ignition switch.

If click occurs in solenoid and transmission can now be shifted into reverse and the overdrive dash control button can be pulled out to conventional position, then

If no click occurs in solenoid and transmission cannot be shifted into reverse and dash control button cannot be pulled out to conventional position, disconnect wire from relay terminal (4).

Turn on ignition switch and disconnect wire at terminal (15) on the governor.

If click is heard in solenoid when wire is disconnected, replace the overdrive relay.

If no click occurs when wire is disconnected from relay terminal (4), check solenoid and pawl as outlined in last test below.

If click occurs as black wire is disconnected from terminal (15), governor is grounded; replace the governor.

If no click occurs in solenoid, connect wire at terminal (15); Disconnect wires from kickdown switch terminals (7 and 9).

If click occurs in solenoid when wires are disconnected from terminals (7 and 9), momentarily contact wires together.

If no click occurs in solenoid, connect wires to terminals (7 and 9) and disconnect wire at relay throttle switch terminal (2).

If click occurs in solenoid, wire from kickdown switch terminal (9) to governor terminal (15) is grounded, repair or replace.

If no click occurs in solenoid, replace kickdown switch.

If click occurs in solenoid, wire from kickdown switch terminal (7) to relay terminal (2) is grounded. Repair or replace.

If no click occurs in solenoid, connect wire to relay throttle switch terminal (2) and disconnect wire from relay solenoid terminal, (4).

If click occurs in solenoid, replace O.D. relay.

If no click occurs in solenoid and car is still in overdrive, remove and replace the solenoid. If solenoid can be pulled straight out without turning clockwise or counter-clockwise, check pawl control rod. If rod will not turn, try to pull pawl to conventional position. If it cannot be pulled out, pawl may be released by using a small rod through solenoid hole in adapter plate; otherwise disassemble and free up or replace unit. If it can be pulled out, leave it in conventional and install solenoid as outlined in Transmission-Reassembly.

