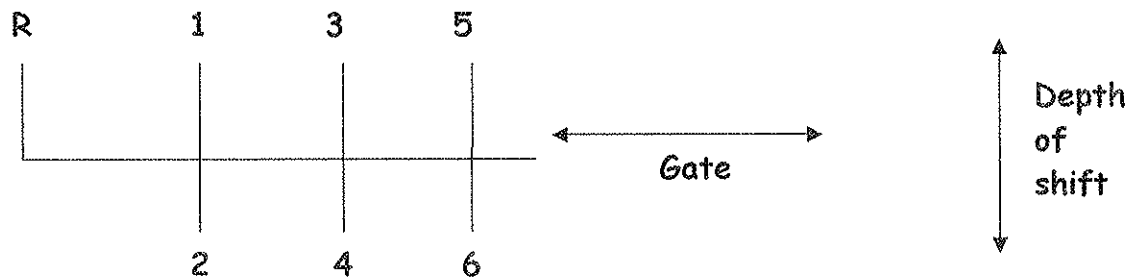


# Cable-Shift Instructions G-50

1. Fabricate the mount for the Cable-Shift box. The shifter box is normally secured by the pre-punched 5/16" diameter holes at the base of the shifter box.
2. Next the gate cable bracket and shift rod coupler are removed from the cables at the transaxle end. The gate cable bracket is secured to the nose cone by 5 8mm studs on either side of the transaxle nose cone. The coupler assembly is located on the transaxle shifter rod by the original 10mm shoulder bolt. The shift cables may now be installed along the route defined during the cable measurement. The shifter box is bolted to the shifter mount.
3. The main (larger) cable is passed through the 11/16" hole in the gate cable bracket and is secured by jam nuts on either side of the bracket. The quick disconnect (QD) socket at the end of the cable is then installed over the ball on the shift rod coupler.
4. The gate (smaller) cable is longer so as to approach the shift rod coupler perpendicular to the main cable and should be installed as freely as practical. The gate cable is secured on either side of the gate cable bracket by a 5/8" jam nut and secured to the shift coupler assembly by a 1/4" spherical rod end at the end of the gate cable. When all fasteners are secured adjustment of the shifter can begin. Initial adjustment to 'run through the gears' can be made in the shop before the engine is running. Final adjustments and 'fine tuning' should be made under driving conditions.

# Cable-Shift Adjustments G-50

1. **Set the depth of the shift.** First disconnect the 5/16" quick disconnect socket from the shift rod coupler ball and pull the shift rod coupler into first or third gear (center gate, rearward position). Push the shift handle forward into the first gear position as well, now with a minimum of 3/8" of cable end threaded into the quick disconnect adjust the 11/16" jam nuts on the main cable, so the quick disconnect socket fits easily over the shift rod coupler ball. Push the shift rod coupler forward (into second gear) and repeat adjustment until the shift handle functions through the middle of its travel.
2. **Set the gate position.** There are 4 gates in a G-50 5 or 6 speed transaxle. A gate and depth of shift diagram for a G-50 transaxle is shown below:

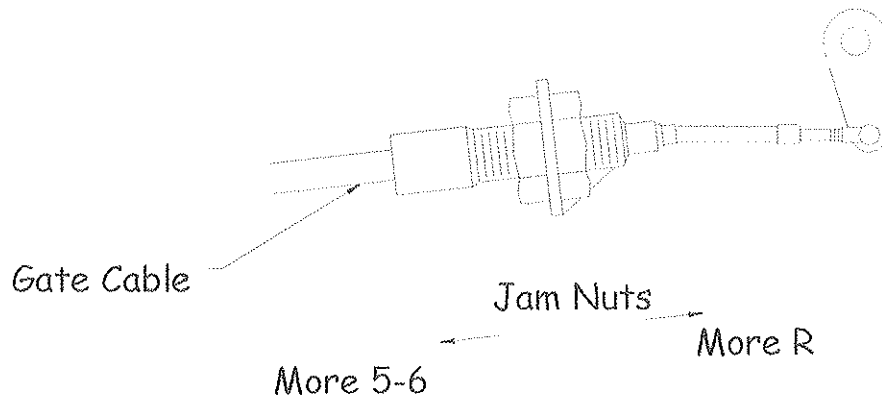


With the  $\frac{1}{4}$ " spherical rod end on the gate cable detached from the shift coupler arms, rotate the (shift rod) coupler clockwise into reverse position (this will require force enough to overcome a difficult spring detent inside the transaxle).

Have a helper hold the shift handle as far to the left of the shifter box as possible without force.

Hold the shift rod coupler in reverse position, adjust the 5/8" jam nuts at the gate cable bracket so that the  $\frac{1}{4}$ " spherical rod end may be easily reinstalled on the coupler arms. The Cable-SHIFT shifter should be close enough to 'run through the gears'. Shifting will improve when the engine is running and the clutch is depressed. Shifting further improves as the synchronizers are worn in.

3. **Fine adjustment of the gate cable.** Fine adjustment of the gate cable is usually necessary after initial test drive. A diagram is provided to show this adjustment:



Small adjustments (1/6 of a turn) made with both jam nuts makes a noticeable difference. A smooth shift sequence is therefore attainable first through fifth (sixth) gears and reverse.

4. When the Cable-Shift shifter has been adjusted to the drivers 'driving style' under driving conditions, tighten all jam nuts, re-tighten bracket fasteners and recheck shifting sequence.