Cable-Shift
Instructions
GT 2/3

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.

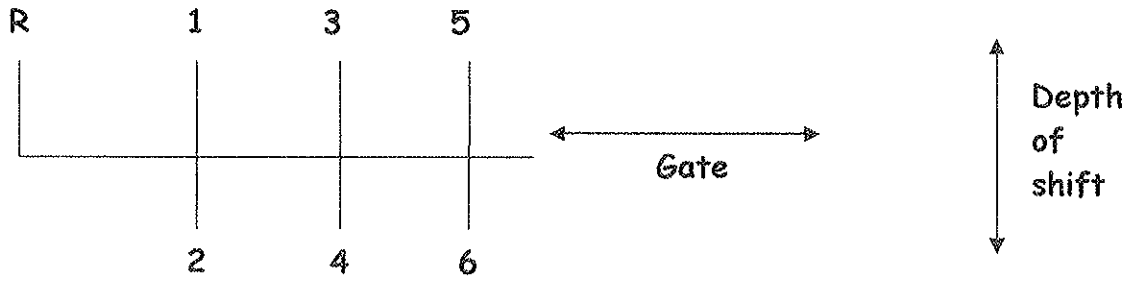
2. Next the gate cable bracket is removed from the cables at the transaxle end. The gate cable bracket is secured to the side of the gear carrier case by two 10mm bolts. The shift cables loop around the transaxle from left side to right side to approach the shift levers from the rear and may now be installed along the route defined during the cable measurement. The shifter box is bolted to the shifter mount.

3. The cables are passed through the 11/16" holes in the gate cable bracket and are 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 transaxle shifter arms.

4. 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.

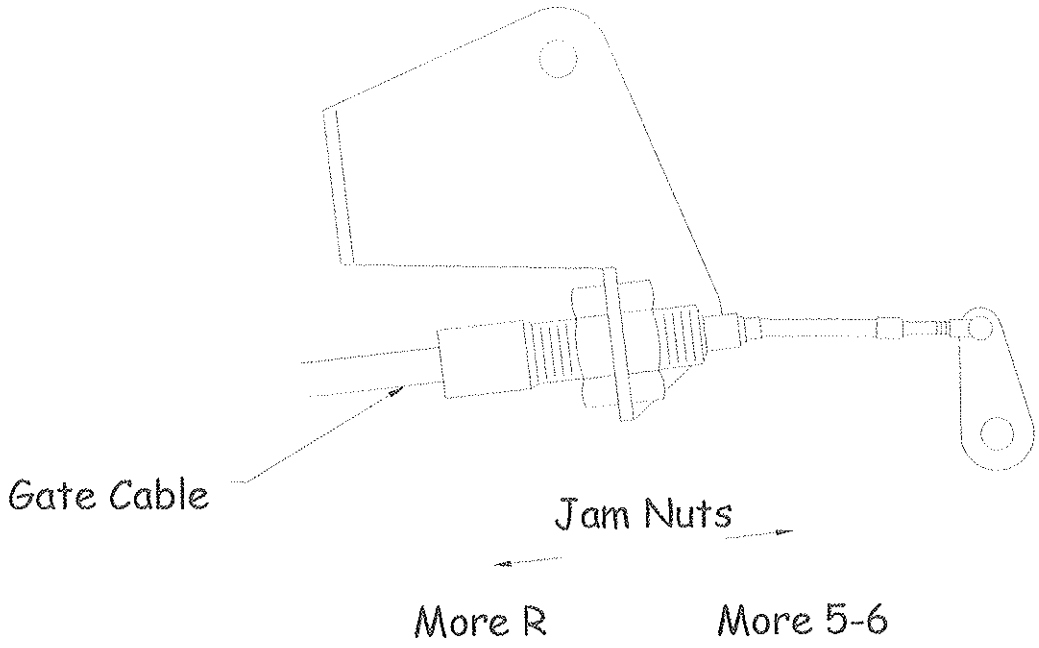
Cable-Shift Adjustments GT 2/3

1. **Set the depth of the shift.** First disconnect the 10mm quick disconnect socket from the shift lever ball and rotate the shift arm into R, 1,3,5, 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 lever ball. Pull the shift lever back (into 2, 4, 6 position) 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 6-speed GT transaxle. A gate and depth of shift diagram for a GT 6-speed transaxle is shown below:



Loosen the two 5/8" jam nuts on the gate cable. Place the shift (longer) lever in the neutral position. Rotate the gate selector (shorter) lever into R (reverse) position (10mm QD ball all the way forward). While holding the gate selector lever in the R position, have a helper gently move the shift handle all the way to the left side of the shifter box and screw 5/8" gate cable jam nuts towards one another finger tight against either side of the gate cable bracket. 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 fourth 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.