

GRAVELY *Technical* BULLETIN



BULLETIN NO. 1008

DATE: April 23, 1963

TO: ALL OUTLETS

SUBJECT: 1. Correction To Swiftamatic 8 Operating Instructions
2. Adjustment of Swiftamatic 8 Control Linkage

CORRECTION TO SWIFTAMATIC 8 OPERATING INSTRUCTIONS

The next to last paragraph in the Swiftamatic 8 Transmission Operating Instructions, attached to Bulletin 1002 (April 3, 1963) states:

"However, if the Transmission does not become fully engaged... move either Operating Lever from the position it is in..."

This should read:

"However, if the Transmission does not become fully engaged... move THE OUTSIDE Operating Lever from the position it is in..."

ADJUSTMENT OF SWIFTAMATIC 8 CONTROL LINKAGE

The Toggle Spring (Part Number 6755) and two Clutch Springs (Part Number 6750) of the Swiftamatic 8 Transmission's Control Linkage may have to be adjusted periodically to insure satisfactory performance. The Toggle Spring is shown in Figures 1 and 2 of Bulletin 1002 (April 3, 1963). The Clutch Springs are located on the end of the Shifter Rod near the point where the Linkage enters the Chassis.

Toggle Spring Adjustment. With the Range Selector Lever locked in either the speed (high) or low range position, the Toggle Spring should be adjusted to a compressed length of 15/16 inch. Adjust it by the hex nuts on the rod around which the Spring is placed.

When adjusted properly, the Spring has sufficient space to compress further when toggling over center.

Clutch Spring Adjustment. To adjust the Clutch Springs, shift the Range Selector Lever into either the speed (high) or the low range position. Be sure the Transmission's dog-type Clutch is fully engaged. Then move the hex nuts on the Shifter Rod until each Clutch Spring is compressed to a length of 2 1/2 inches.

When properly adjusted, the Clutch Springs insure automatic full engagement of the Transmission in the selected range.

Normally, when the Range Selector Lever is shifted, the two-speed axle engages fully in the Selected range. However, if it does not become fully engaged, by moving the Outside Operating Lever through neutral until resistance is met, the Transmission is "unloaded" momentarily. This "unloaded" condition permits the Clutch Spring which was compressed by movement of the Range Selector Lever (depending on which position the Lever is in, only one of the two Clutch Springs will be compressed) to shift the Transmission into full engagement.

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