

TESTING PROCEDURE FOR 810 CORD GEAR SELECTION SYSTEM.

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After facing considerable challenges testing my own gear selector system I decided to record what had been done to simplify the work for others. The procedure was developed in conjunction with the 810 – 812 Cord Shift Schematic Wiring Diagram updated by Josh Malks and Amy Meade in 2000. Normal power from the battery must be disconnected or isolated first.

Equipment required.

1. A set of five 6 volt test lights connected to leads with alligator clips are required in a suitable frame. The lights can be observed from the driver's seat when testing the Gear Selector Switch.

Neutral Switch.

1. The Neutral Switch position must be set in the neutral position to stop feedback being put into the system. To do this, disconnect the main vacuum cylinder from the gear lever. Attach a test light to each of the BLUE and BROWN wires of the neutral switch and run a temporary power wire from the battery to the WHITE wire of the neutral switch. Slowly move the main vacuum cylinder shaft in and out monitoring the two test lights until both lights are out. Some adjustment may be necessary at the clevis joint to slide the pin back into place.

Gear Selector Switch.

1. Testing the steering column Gear Selector Switch is simplified by following the contact diagrams which shows each movement step by step.
2. Disconnect all wires at the Interlock switch
3. **The switch rotating movement can be tested first.** Connect a temporary power wire to the Green/Red tracer wire No 5. Attach a test light to each of the Brown No 7, White No 1 and Blue No 6 wires at the Solenoids Box.
4. Sitting in the driver's seat move the switch through each gear including the neutral position. The light connected to the Brown wire will glow for Reverse, 2nd Gear and 4th Gear. The light connected to the White wire will glow for Neutral. The light connected to the Blue light will glow for 1st Gear and 3rd Gear.
5. **The switch sliding movement can then be tested.** Remove the connections as per step 4. Again working with contact diagrams, disconnect the Red No 10 wire at the clutch switch and attach the temporary power cable. Attach test lights to the Black No 8, Green No 2, Yellow/Black tracer No 3, Red/Green tracer No 4 and Yellow No 9 wires.
6. Again sitting in the driver's seat move the switch through each gear including the neutral position. The lights connected to the Black and Green wires will glow for reverse and 1st gear. The light connected to the Yellow/Black tracer wire will glow for 2nd Gear, Neutral and 3rd Gear. The lights connected to the Red/Green tracer and Yellow wires will glow in 4th Gear.
7. If the lights do not glow according to steps 4 and 6 the Selector Switch is at fault. The fault can be traced according to the light patterns.