


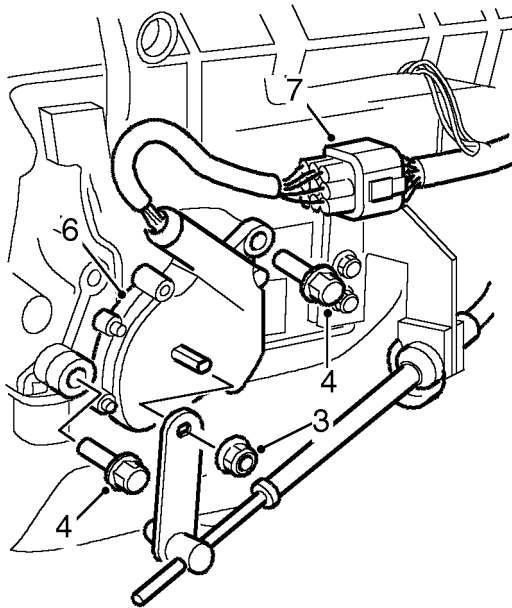


## Switch - starter inhibitor

➔ 44.15.19

### Remove

1. **Diesel models:** Remove exhaust front pipe.  
 **MANIFOLDS AND EXHAUST SYSTEMS - Td5, REPAIRS, Pipe - front.**
2. Move the selector lever to position 'P'.

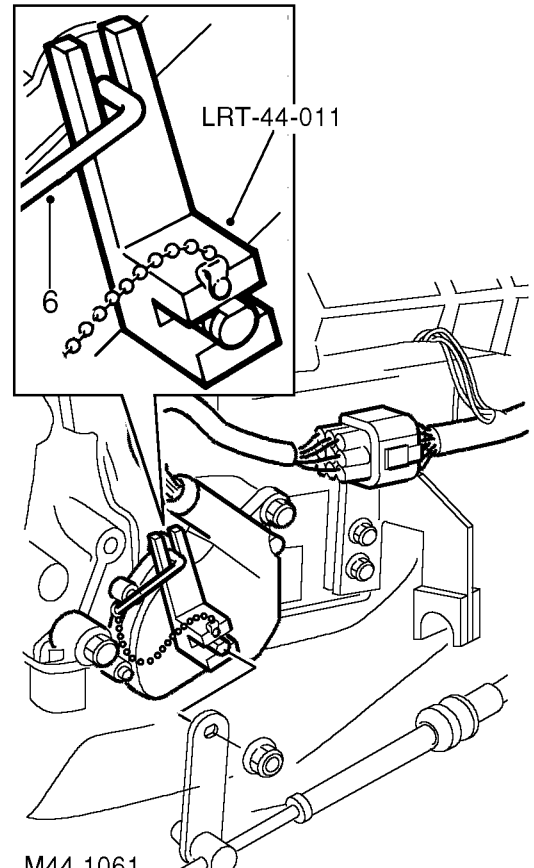


M44 1060A


3. Remove nut securing selector lever to gearbox selector shaft and release lever.
4. Remove 2 bolts securing inhibitor switch to gearbox.
5. Release multiplug from gearbox bracket.
6. Release inhibitor switch from selector shaft.
7. Disconnect switch multiplug and remove switch.

### Refit

1. Ensure 'P' is selected by rotating selector shaft fully clockwise.
2. Engage 'N' by rotating selector shaft 2 detents anti-clockwise.
3. Position inhibitor switch to selector shaft, connect multiplug and secure multiplug to gearbox bracket.
4. Engage switch to selector shaft, and fit but do not tighten retaining bolts.



M44 1061

5. Fit tool **LRT-44-011** to selector shaft.
6. Insert setting pin into tool. Rotate switch until setting pin engages with hole in switch as shown and tighten bolts to 10 Nm (7 lbf.ft).
7. Remove setting tool **LRT-44-011**.
8. Position selector lever to selector shaft and tighten nut to 26 Nm (19 lbf.ft).
9. **Diesel models:** Fit exhaust front pipe.  
 **MANIFOLDS AND EXHAUST SYSTEMS - Td5, REPAIRS, Pipe - front.**




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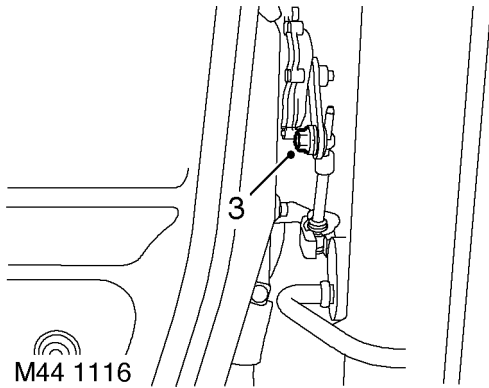
## Cable - selector

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➤ 44.30.04

### Check

1. Position vehicle on ramp.
2. Select position 'P'.



3. Loosen selector cable trunnion nut.
4. Ensure that gearbox selector lever is in 'P' position, (fully forward) and tighten trunnion nut.
5. Lower ramp.

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## Stall test

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➤ 44.30.13

### Testing

1. Chock the wheels and fully apply the handbrake.
2. Start the engine and run it until it reaches normal operating temperature.
3. Apply the footbrake and select 'D'.
4. Fully depress the accelerator pedal and note the tachometer reading. The figures should be as given below. **Do not carry out stall test for longer than 10 seconds, and DO NOT repeat until 30 minutes have elapsed.**
  - V8: 2200 to 2400 rev/min
  - Diesel: 2600 to 2800 rev/min
5. A reading below 1300 rev/min indicates a torque converter fault, ie stator free-wheel.
6. A reading between 1300 and 2200 rev/min (V8) or between 1300 and 2600 rev/min (Diesel) indicates reduced engine power.
7. A reading above 2400 rev/min (V8) or above 2800 rev/min (Diesel) indicates clutch slip.

*NOTE: The figures quoted above were measured at sea level with an ambient temperature of 20°C (68°F). At higher altitudes or higher ambient temperatures, these figures will be reduced.*

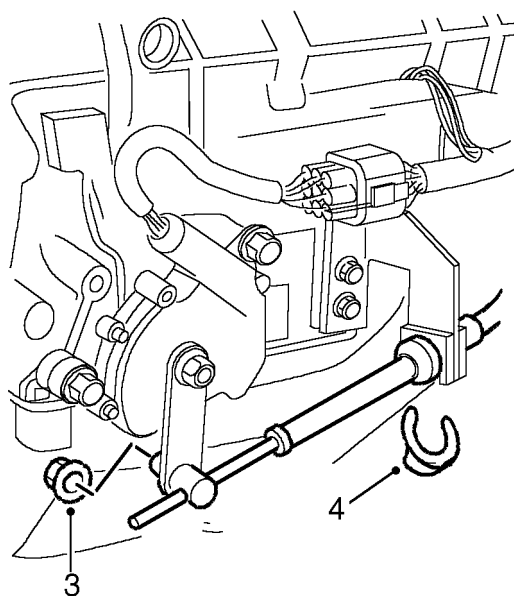


**Cable and lever assembly - selector**

➔ 44.15.08

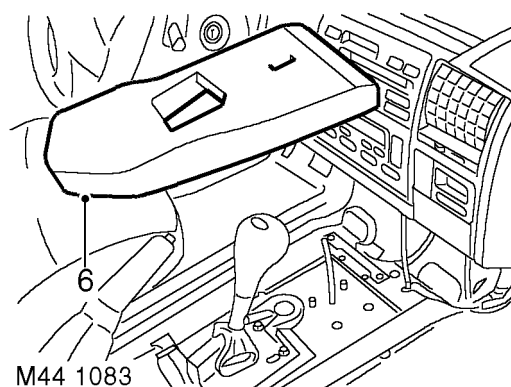
**Remove**

1. Remove centre console.  
 **INTERIOR TRIM COMPONENTS, REPAIRS, Console - centre - automatic models.**
2. Raise vehicle on ramp.



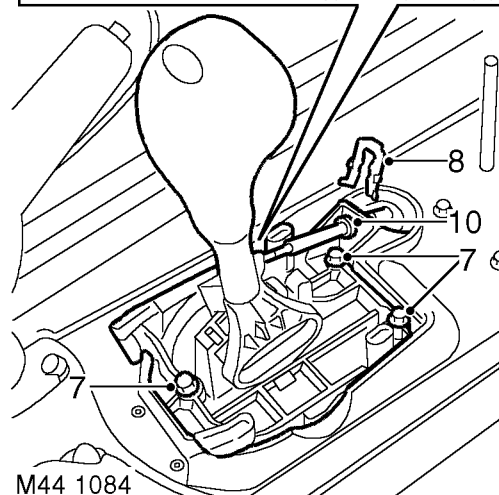
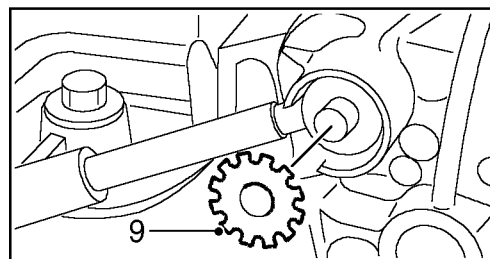
M44 1082

3. Loosen selector cable trunnion nut.
4. Remove 'C' clip and release selector cable from gearbox bracket.
5. Lower vehicle on ramp.



M44 1083

6. Remove sound deadener pad.



M44 1084

7. Remove 3 bolts securing selector lever bracket to tunnel, remove selector lever.
8. Remove 'C' clip securing outer cable to selector lever bracket.
9. Remove locking ring securing inner cable to selector lever.
10. Release inner cable from selector lever, release cable from grommet and remove cable from selector lever bracket.

**Refit**

1. Position cable through grommet, align to bracket and secure with 'C' clip.
2. Fit inner cable to selector lever and secure with locking ring.
3. Feed selector cable through tunnel, align bracket, fit and tighten bolts.
4. Fit sound deadener pad.
5. Fit centre console.  
 **INTERIOR TRIM COMPONENTS, REPAIRS, Console - centre - automatic models.**
6. Position selector cable through trunnion and gearbox bracket, secure with 'C' clip.
7. Adjust selector cable.  
 **AUTOMATIC GEARBOX - ZF4HP22 - 24, ADJUSTMENTS, Cable - selector.**