What they're up to?
Cont'd from page 11

the list found a place that sells switches just like the originals I believe that it is on the parts cross reference page on the BI site. Hope this helps
Mitch Huffington #2376

From: John T. Blair #887
Va. Beach, VA

I'm not sure what is causing the problem. Could be a couple of things. I don't think it's the outside switch as you say it operates normally. It might be your inside switch is broken, thus the open part of the contacts are staying closed so the open solenoid stays energized all the time. However, I doubt it. It sounds more like the up solenoid can't close and consequently is feeding air to the lift ram all the time. Refer to the Terry's article on Air Door System Maintenance on page 2 of this issue.

Don't use graphite to clean the switches. I'm pretty sure graphite is a conductor! It's used as a dry lubricant. But when it comes to electricity, you will not get it out of the switch and it can cause the switch to short out!

Try going to a local Radio Shack and getting some "contact cleaner" or "TV tuner cleaner". This is designed to clean the contacts and then evaporate! If you can't find any, then use something like brake cleaner or even WD40.

BUT DO NOT USE GRAPHITE!
John

Transmission Question

From: Scott Isensee #1168
Georgetown, TX
My '75 car rolls with the transmission in park if there is any incline at all. I always have to set the parking brake. Is there an adjustment I can make or some part which is easily replaced?
Scott Isensee

From: Terry Tanner
Bedford, VA
Scott,
The transmission shift linkage requires minor adjustment. The shift detent is not allowing the park paw to engage. Jack the rear of the car up. With a 1/2" wrench loosen the nuts on the shift rod with the shift lever in park. Push the rod towards the rear of the car. Check the park paw engagement by trying to turn the drive shaft. If the drive shaft is locked, adjust the two nuts and secure. Check the adjustment again by starting the car in park and neutral.
Terry Tanner 540-586-9761

Speedometer cable insulation

From: Stephan A Montagna #2821
Aventura, FL

On the '75's with A/T, the speedo cable is very close and above the exhaust pipes where the cable is going into the tranny on the driver's side of the vehicle. This position can cook the speedo cable and eventually cause it to fail. I hear the ends on this cable make it difficult to replace. I had Terry Tanner install one the last time he had my car in his shop. When he was pulling his stock, I noticed many having the identical area burned away (about a 6" section about 12" away from the connector to the tranny). I'm installing a 1.5"x3" Thermo-Tec thermo sleeve to protect the replacement cable. Just thought I'd share this with others so they can avoid problems down the road.
Stephan #2821

(ED. This should also be put on the main power line to the starter. They