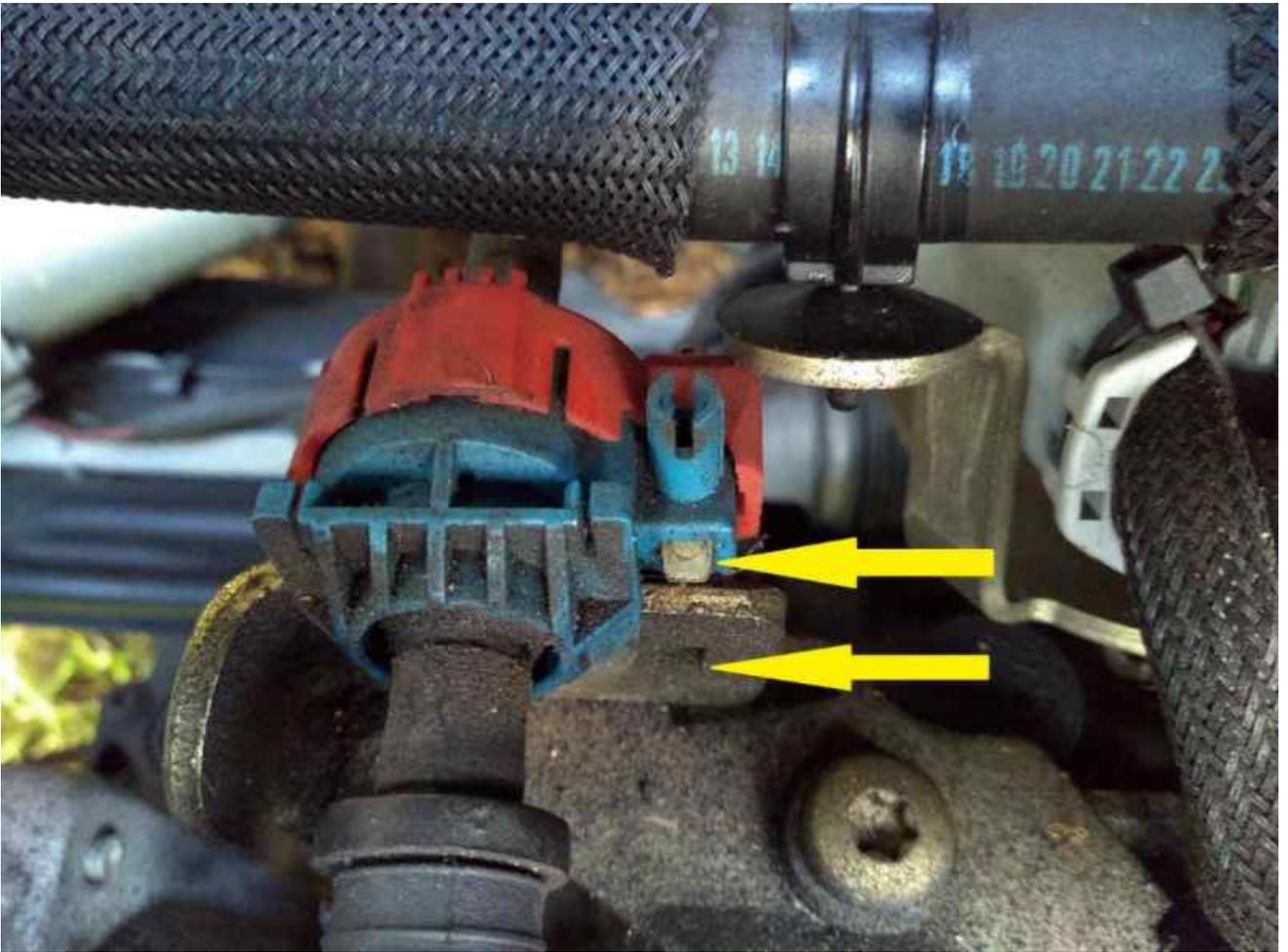
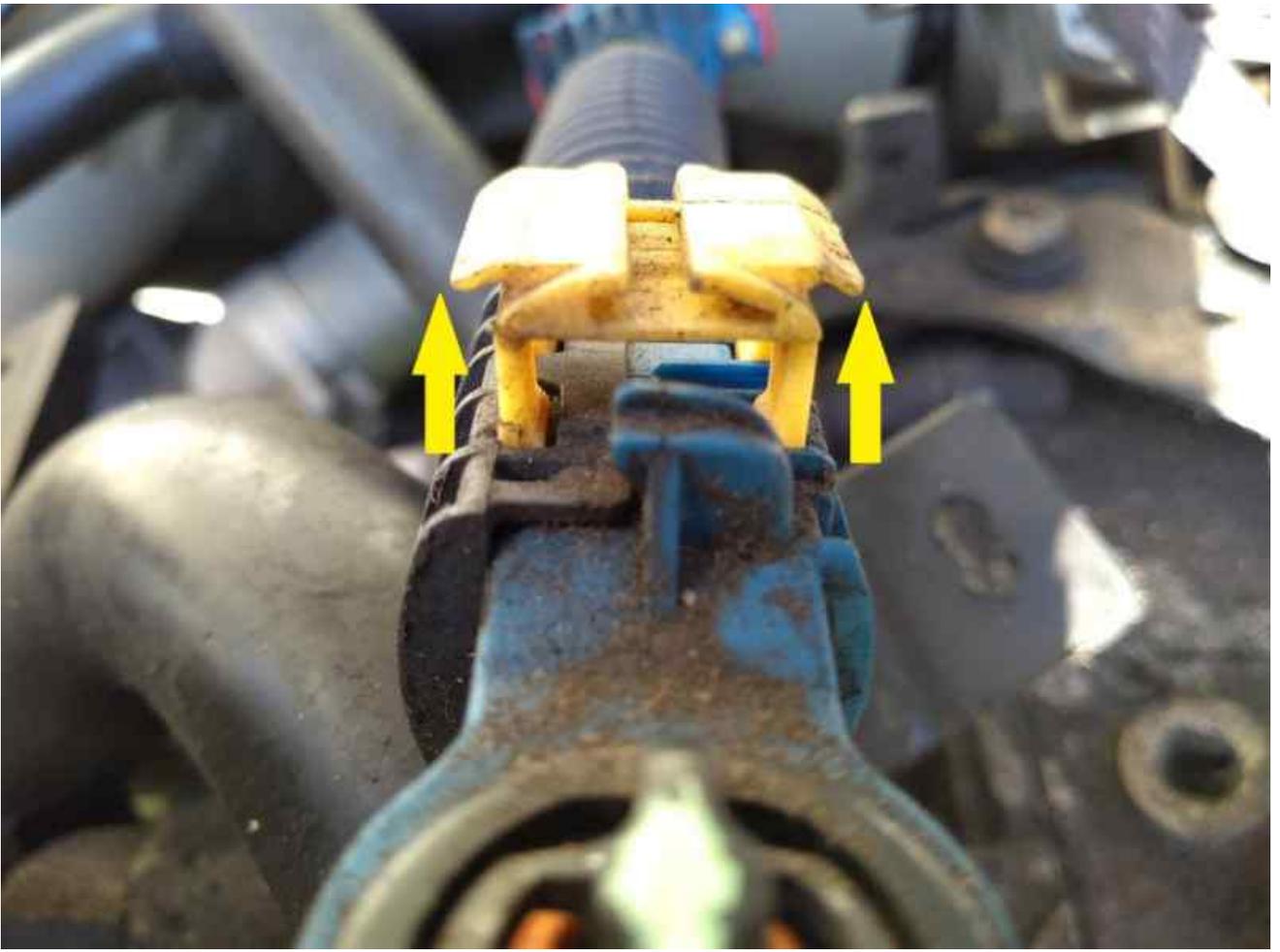
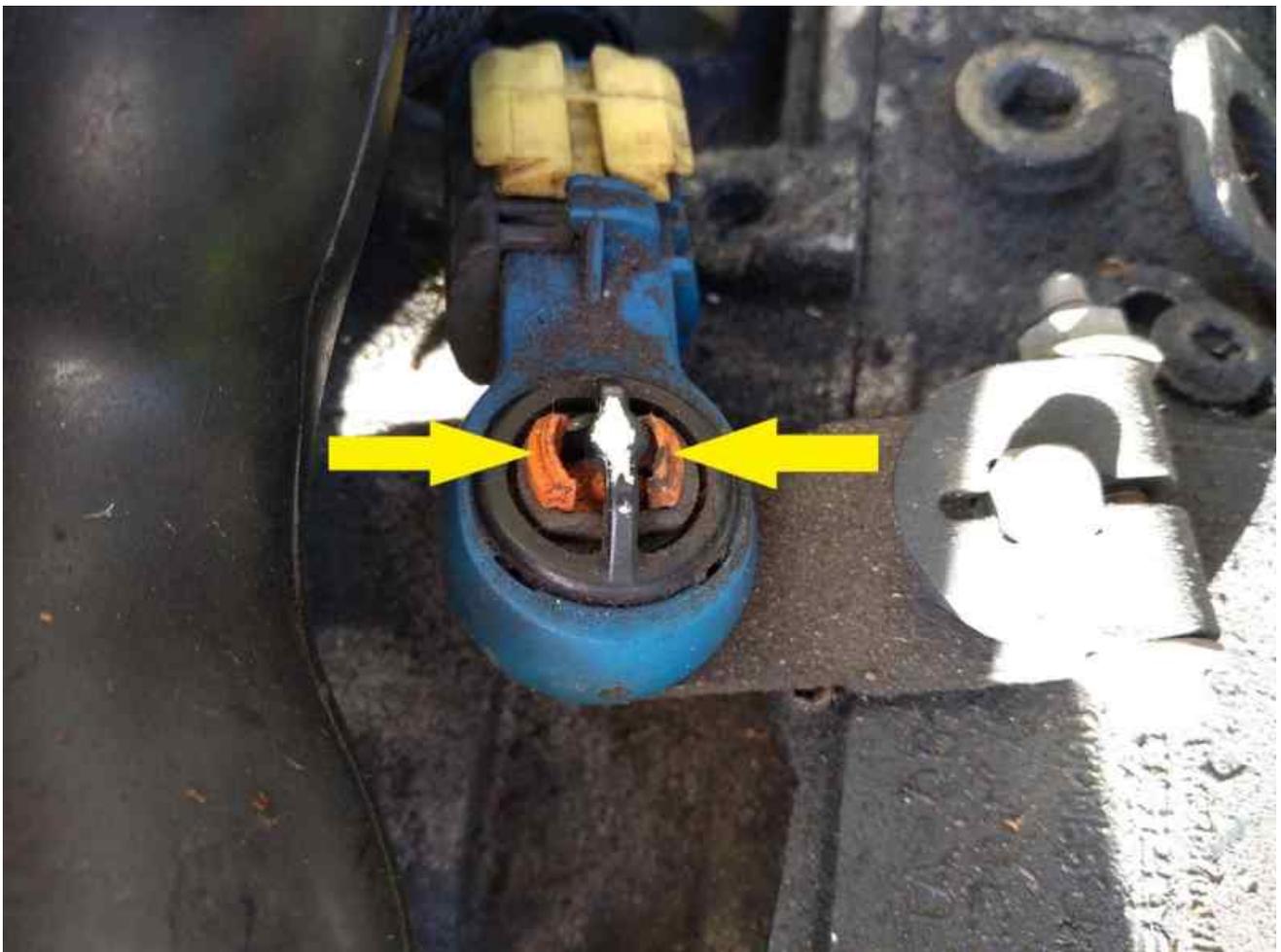


loosen the two retaining screws for the selector switch assembly so it can swivel around the selector arm shaft. Using a mulimeter or some device to check a short circuit, look for continuity across the two exposed contacts on the switch. Move the entire switch backwards and forwards to find the spots where the switch contacts are open circuit (off in the diagram). Find the mid point where there is continuity (on) and lock the two switch retaining screws down.







on the blue selector arm ball joint socket there is a yellow clip. Pull it upwards off the body of the socket. The socket is spring loaded on the shaft and it may pop outwards. Replace the cable retainer onto the bracket. Snap the ball joint socket back onto the selector shaft ball joint. Push the blue ball joint socket down until the two ears of the orange retainer pop out.

Push the yellow retainer back into the ball joint socket to lock the socket onto the selector cable.

Now, the gear selector, the selector switch, the selector quadrant and the manual valve should all be lined up in neutral!

The transmission cover can now be fitted and the screws are torqued to 9 Newton Metres.

Refit the gearbox ECU mounting plate. Remember to be careful with the smaller mounting screw on the left hand side.

Install the gearbox ECU electrical connector and the plastic cover.

The final points are to install the coolant hoses (if removed), fill the engine with coolant (if required) and to re-fill the transmission oil. Sorry but as I explained in the beginning, I wont be covering that.



Finally, It's possible that after replacing the ball joint onto the switch arm your gear selector display will flash. If so try re-positioning the switch using the above alignment procedure...again.

A few comments: just because an electro-valve is brand new doesn't mean it's good!!! I have seen a brand new valve prove to be faulty! So if the above procedure doesn't work you *may* need to try new valves. Having said that as I said earlier, the electro-valves are by no means the only thing that can go wrong with the transmission. Replacing the valves is something to try but it's not guaranteed to fix your gearbox problem.



My Name: [Ozvtr](#)



Posts: 905

Joined: Wed Jul 10, 2019 4:31 am

Model: C3 2002-2005, Original shape model

Year: 2003 (53)

Engine Size: 1.4 (8v)

Fuel Type: Petrol

Mileage: 80000

Trim Level: Other

Gearbox: Automatic PRND

DPF: No

LHD or RHD: RHD

Engine name: TU3 (75 PS)

Location: Brisbane, Australia.

Has thanked: [35 times](#)

Been thanked: [237 times](#)

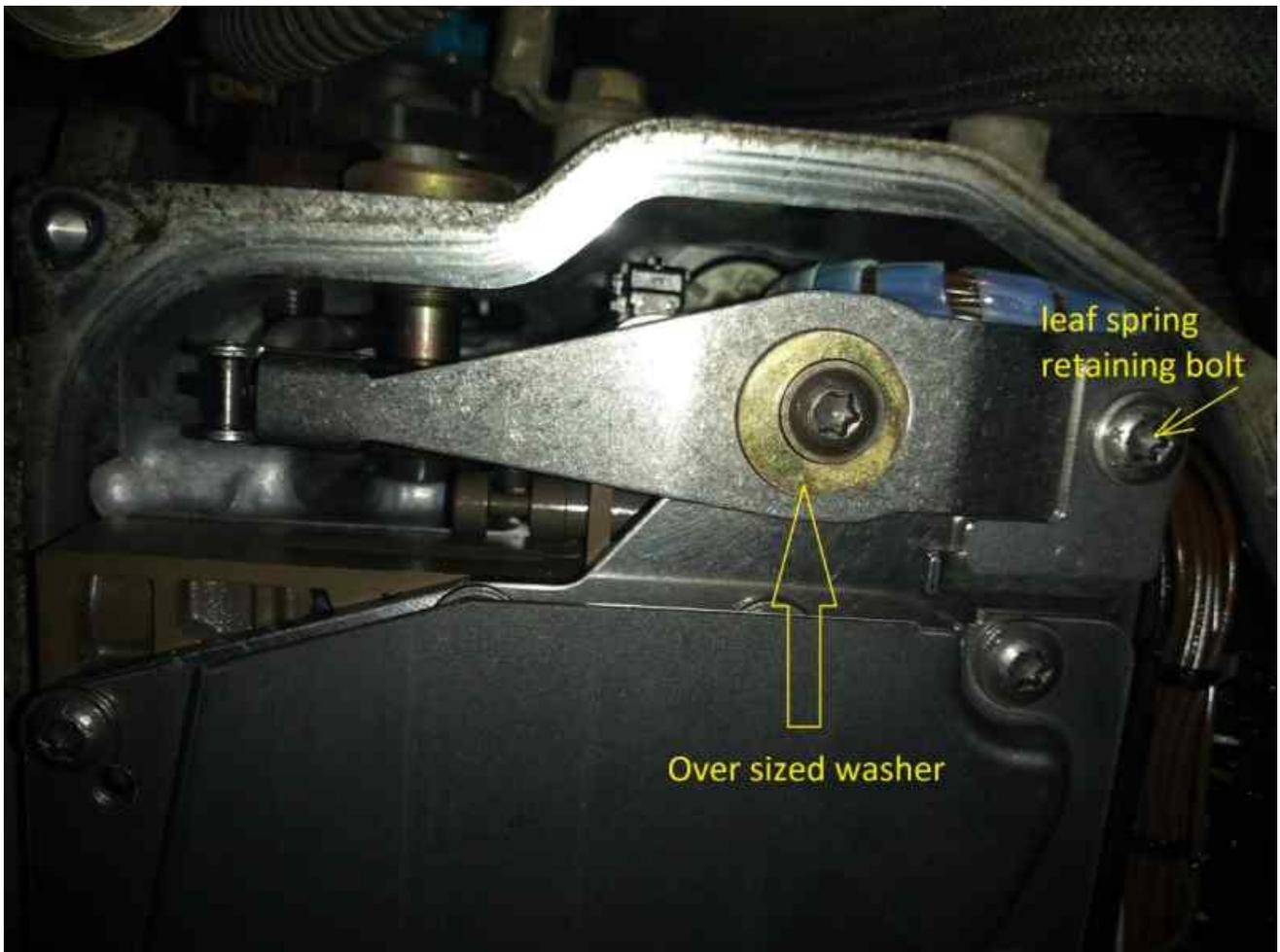
[Sat Mar 12, 2022 12:35 pm](#)

I have another way to perform the alignment of the selector quadrant and the leaf spring.

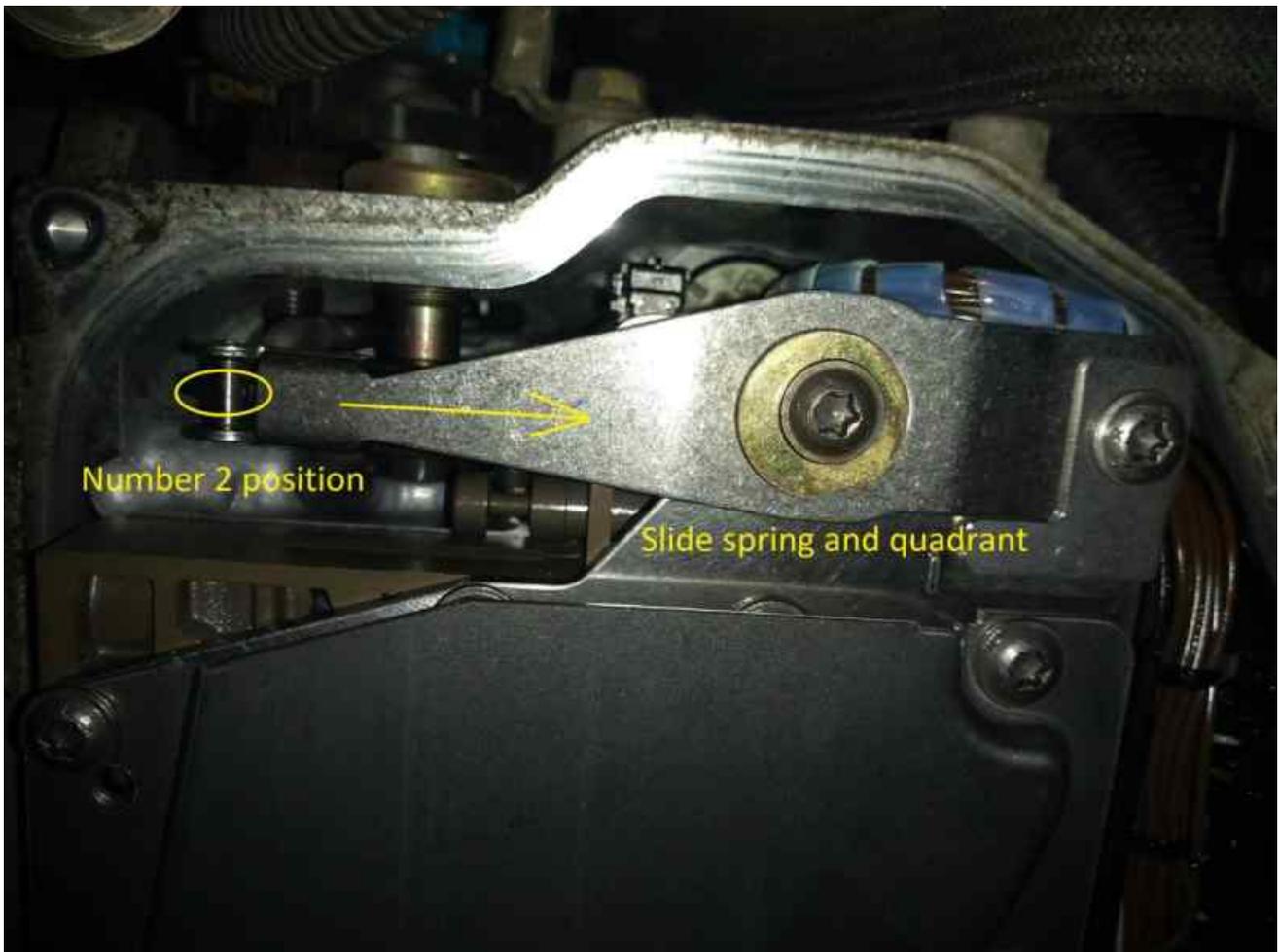
After you have installed the leaf spring.

Loosen the spring retaining bolt but don't take it out.

Remove the bolt that is visible through the hole in the leaf spring. Place an over sized washer under the head of the bolt and reinstall it. Screw the bolt down until the leaf spring is flat against the valve body and the bolt is tightened down (just tight, not too tight). Make sure the detente roller is engaged in the number 2 position (the last notch on the left of the selector quadrant). Undo the bolt with the over sized washer, 2 whole turns. The leaf spring is now preloaded with the same tension as if the retaining bolt was tightened up.



Now slide the leaf spring and selector quadrant to the right until the selector quadrant is hard up against its stop and stops moving.



Tighten the spring retaining bolt to 9 Newton meters. Remove the washer and bolt. Remove the washer from the bolt and reinstall the bolt into the valve body. Torque it to 7.5 Newton meters.

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