



Packard **SERVICE TECHNICAL**

Bulletin

Dealer 48T-17

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To: REGIONS, ZONES AND DEALERS

Subject: ADJUSTING ELECTROMATIC CLUTCH ON NEW CARS

When preparing Electromatic equipped new cars for delivery to Owners, the Electromatic Clutch should be adjusted as it is not possible for the Factory to adjust all Electromatics on new cars to suit all drivers and all driving conditions. Among the reasons are:

- (a) The new clutch driven plate can be properly adjusted only after the high spots have been worn in.
- (b) A new engine is tight and, therefore, the manifold vacuum is slightly lower than it is after the engine has been run in.
- (c) The new engine is idled faster than is desirable for satisfactory Electromatic operation. The engine may be properly idled after it has been run in.
- (d) The Electromatic must be adjusted to suit the Owner and the specific driving conditions such as hills, altitude, traffic conditions, Owner's normal driving habits, etc.

Adjustments as described in the Serviceman's Training Booklet on Clutch and Electromatic Clutch should be made in the following sequence:

1. Check clutch pedal free play and, if necessary, adjust to $1\frac{1}{2}$ ". On Custom Eight models, adjust clutch assist spring to give a clutch pedal pressure of 30 lbs. at full pedal travel.
2. Check the electromatic power cylinder operating cable and adjust, if necessary, so that the electromatic will disengage the clutch to within $1/8$ " of the toe board.
3. Check accelerator and throttle linkage and adjust, if necessary. Adjust clevis at carburetor to give $1/16$ " to $3/32$ " clearance between "U" shaped lever on valve linkage and bracket stop. Adjust length of link between valve and dash to give $1/2$ " to $3/4$ " clearance between rod from lower and upper bell crank on dash, and pivot pin of lower bell crank.

(over)

4. Check valve operating rod clevis by installing a vacuum gage in line from valve to power cylinder, with engine running. In the event that the valve has been disassembled the following should be checked. A .100" to .125" spacer between the valve bracket stop, and valve operating rod lever. The gage should read 9 to 10 in. vacuum. This adjustment is very rarely required.
5. Adjust the engine speed screw to get a smooth positive start on part throttle starts.
6. Check the direct speed switch and adjust, if necessary, so switch will make contact when the transmission rides out of the ball detent shifting from high to neutral. The transmission should actually start the shift before the switch makes contact.
7. Check the accelerator switch and adjust, if necessary, so the switch breaks contact after free motion in valve linkage is taken up. Be sure carburetor is in slow idle position.
8. Adjust the fast start or clutch engagement at full throttle, by adjusting the valve rod stop screw during the road test. It may be necessary to readjust the engine speed screw slightly to get proper operation of the electromatic under normal driving conditions.

If all these adjustments are properly made before delivery, the only adjustments that may require changing on the 1,000 and 3,000-mile inspection are Steps 1, 5, and 8.

The clutch pedal free play of all Electromatic equipped cars should be checked and adjusted whenever such cars are in for service and the clutch pedal free play is found to be under 1-1/4 inches.

Following these recommendations will not only reduce Owner complaints, but will increase Owner satisfaction.

Very truly yours,



N. A. Lull
Service Technical Manager

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