

Packard **SERVICE** **TECHNICAL** **Bulletin**

50T-33, Dealer 25
September 8, 1950

To: ZONES AND DEALERS

Subject: ULTRAMATIC LINKAGE ADJUSTMENTS -- 24th Series

The following linkage adjustment procedures apply to 24th Series Ultramatic-equipped vehicles. The adjustments should be made in the sequence as listed. Adjustments "1" and "2" should be made after the engine has been properly idled at 375 RPM in high range with the choke fully off and the throttle closed.

1. THROTTLE CROSS SHAFT TO CARBURETOR ROD

This adjustment requires the use of a new gauge, PU 364, which differs from the gauge used prior to 24th Series.

After the engine has been warmed up and properly idled, place the new gauge, PU 364, on the milled surfaces on top of the cylinder head and directly ahead of the bracket supporting the cross shaft.

When the carburetor throttle rod is properly adjusted, the end of the short bend at the rear end of the rod will protrude through the hole in the cross shaft lever and enter the hole in the gauge.

The rod can be lengthened or shortened by loosening the lock nut and turning the spring-loaded throttle over-ride.

This adjustment determines the proper length of the throttle rod and the correct angle of the cross shaft lever.

2. THROTTLE VALVE LEVER

- a. Disconnect the relay rod from the throttle valve lever at the right rear side of the transmission.
- b. Loosen the lever clamp screw enough so that the lever will rotate the shaft but still turn on the shaft.
- c. Rotate the lever forward (toward front of car) until it is horizontal.
- d. Rotate the lever in the opposite direction (toward rear of car) until the valve is closed and against the throttle valve spring. Do not compress the spring.

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- 2 -

- e. Without compressing the spring, rotate the lever still further toward the rear until a piece of rod or a pin $3/16$ " in diameter can be inserted through the holes in the lever and the relay rod. Continue rotating the lever toward the rear until the pin becomes snug in the holes.
- d. Tighten the lever clamp screw and then connect the relay rod using the clevis pin which was previously removed.

3. ACCELERATOR RELAY ROD TO CROSS SHAFT LEVER

With wide open throttle, adjust the relay rod to obtain .031 inch clearance between the kickdown stop plunger and the cam on the cross shaft lever.

Yours very truly,


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NOTE: The new gauge, PU 364, will be included in the Ultramatic service bushings tool group PU 335 which soon will be released through the Zones.