PONTIAC
Service Craftsman News

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NEW CARBURETOR UNLOADER PROCEDURE

CARBURETOR UNLOADER ADJUSTMENT PROCEDURE

Many reports have been received on carburetor unloading difficulty. To aid in correcting this problem the following procedure for unloader adjustment has been developed. This adjustment should be performed as stated in all cases of unloader difficulty.

1. Loosen top trunnion nut on intermediate throttle rod and push down on rod until it bottoms.
2. With rod in this position tighten nut finger tight plus three full turns. This ensures maximum accelerator pedal travel commensurate with proper clearances at toe board.
3. Remove carburetor air cleaner assembly.
4. Depress accelerator pedal forcibly to floor. (This should be done by person sitting in drivers seat of car to simulate actual driving conditions.) Check to see that accelerator pedal is not hitting "hump" over transmission. Move upper end of pedal to left if necessary by enlarging left hand hole in accelerator pedal bracket, and rotating bracket counterclockwise.
5. With accelerator pedal depressed as in step 4, bend unloader tang on carburetor to give correct opening between edge of choke valve and air horn. (Individual specifications vary with carburetor being used. Check shop manual for individual specification.)
6. Replace air cleaner assembly.

The above procedure will eliminate variance in linkage, floor mat, pedal location, etc. and should ensure correct unloader action.

INSTALLATION OF TAIL LAMP WIRE RETAINING CLIP

Many P.I. reports have been received stating that station wagon tail lamp wires pull off the tail lamp assembly during heavy snow and icing conditions.

To correct this condition install clip #4576889 on the reinforcing brace located directly ahead of the tail lamp and retain wire with clip. This clip is now being installed in production on all station wagon models and has been installed on three seat wagons since the beginning of production.

TRANSMISSION TV CONTROL FOR 285 HORSEPOWER ENGINE

A new outer throttle lever and transmission rear throttle rod have been released for use with the 285 horsepower engine on both Dual Range and Strato-Flight Hydra-Matics.

The new parts provide more TV pressure at low speeds to reduce the tendency of bunching the 1-2 and 2-3 shifts. The increase in TV pressure also improves the 2-3 shift in both transmissions.

Whenever a car with the 285 horsepower engine is encountered which has bunched shifts (1-2 and 2-3 too close together) or a poor 2-3 shift, check to see that the new parts have been installed. If not, replace the transmission rear throttle rod and the outer throttle lever with the new type.

Adjust linkage as outlined in the 1956 Hydra-Matic Manual. After setting the linkage to standard it may be necessary to "tailor" the adjustment in some cases to provide the best shift speed pattern and 2-3 shift action.

(Continued on Page 26)

EDITOR'S NOTE: The third 1956 Service Craftsman Examination is included in this issue. Remove the examination, complete and return to the Zone Office by July 15, 1956.

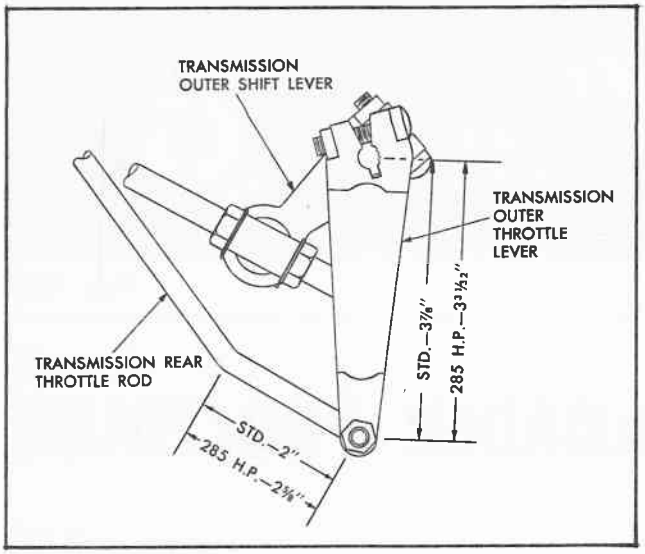

Fig. 1 Transmission Rear Throttle Rod and Outer Throttle Lever - Dual Range

The new part numbers are as follows:

	Dual Range	Strato-Flight
Transmission rear throttle rod	522992	522789
Transmission outer throttle lever	522229	521523

The new rods and levers can be identified as follows:

Dual Range Hydra-Matic Transmission -- The transmission rear throttle rod designed for use with the 285 horsepower engine has a 2-5/8" length from the center of the rear ball stud to the first bend while the rod used with the standard engine has a 2" length at this location (Fig. 1).

The transmission outer throttle lever for use with the 285 horsepower engine is 3-31/32" long from centerline of throttle shaft hole to centerline of hole for throttle rod ball stud. The lever for use with the standard engine is 3-7/8" long in the same area (Fig. 1).

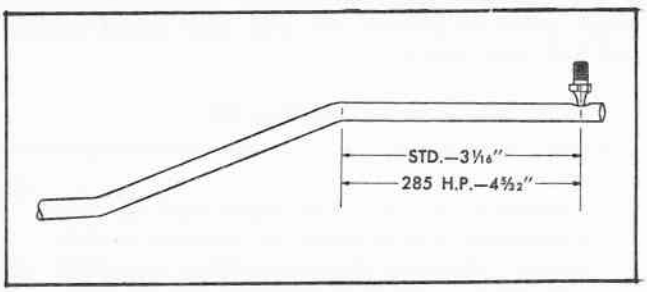

Fig. 2 Strato-Flight Transmission Rear Throttle Rod

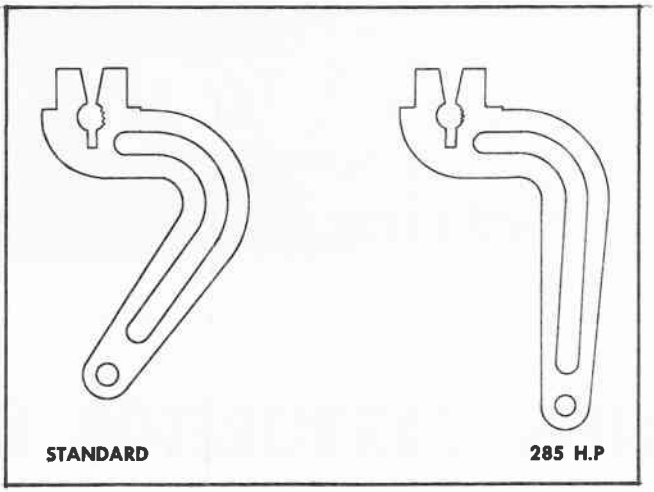

Fig. 3 Strato-Flight Outer Throttle Levers

Strato-Flight Hydra-Matic -- The transmission rear throttle rod designed for use with the 285 horsepower engine has a 4-5/32" length from the rear ball stud to the first bend (Fig. 2). The standard rod has a 3-1/16" length at this location.

The outer throttle levers have a very obvious difference in shape as shown in Fig. 3.

SPECIAL ACCUMULATOR SPRINGS FOR STRATO-FLIGHT WITH 285 HORSEPOWER ENGINE

Some 285 horsepower cars with Strato-Flight Hydra-Matic transmissions may still have a soft or slipping 2-3 shift after installation of the new outer throttle lever and transmission rear throttle rod. This could be caused by the factory setting of TV pressure being at its low limit. In this case, the TV pressure in the accumulator may not provide enough assist for the accumulator springs. In such a case the shift may be improved by replacing the three accumulator springs with the two accumulator springs now used by Oldsmobile. The part numbers of these springs are 8616833 and 8616834.

These springs will not be used in production and should not be used except to correct a soft 2-3 shift on cars equipped with 285 horsepower engines. In most cases they would result in an objectionably sharp 2-3 shift.

On any transmission in which the above modification has been made, an "A" should be stamped in front of the "P" in the transmission serial number. This "A" will then signify to anyone working on the transmission in the future that it is special for the 285 horsepower engine.

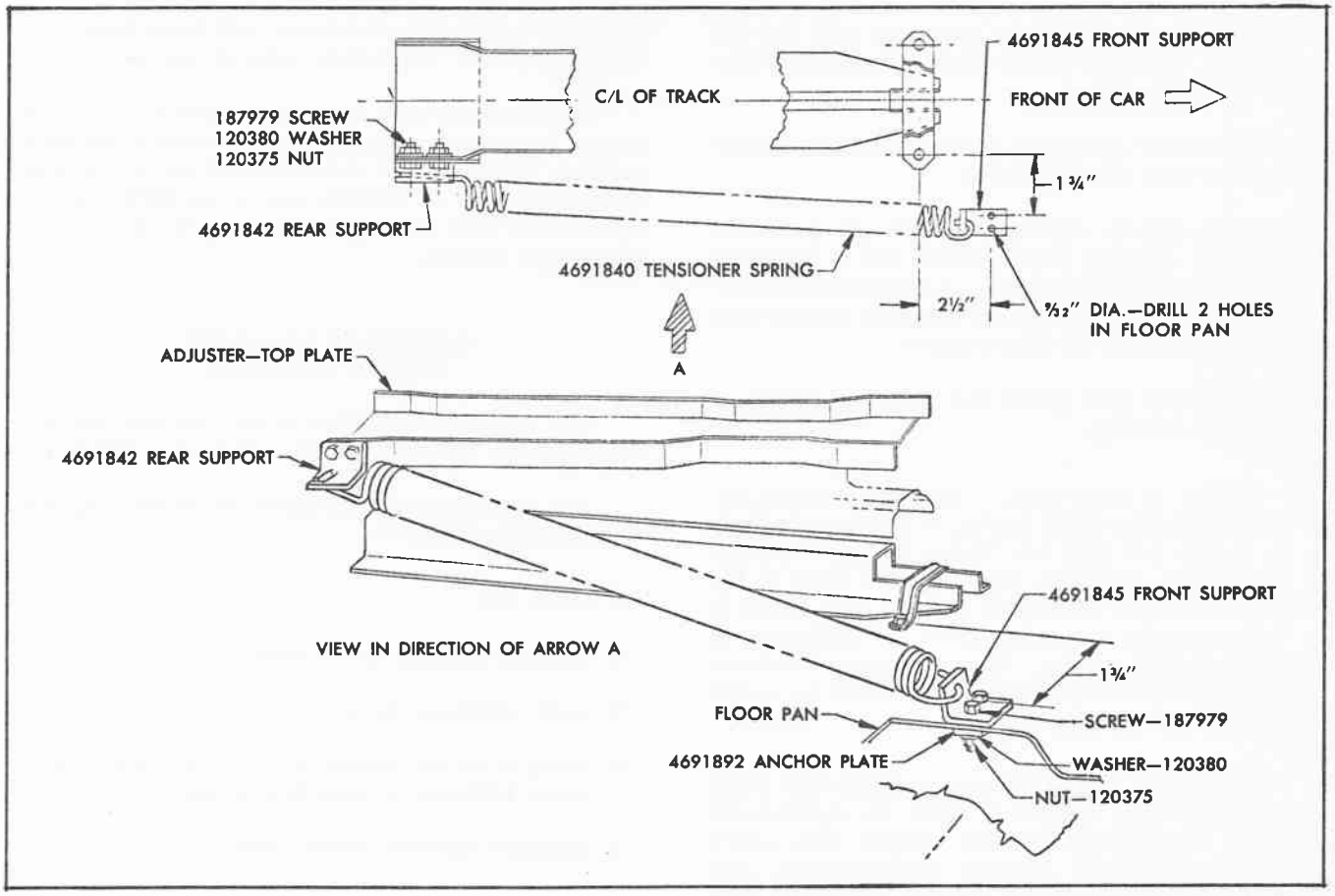

Fig. 4 Tensioner Spring Installation Drawing

CORRECTION OF POWER SEAT "CHUCKING"

If an excessive seat "chucking" condition is encountered on a power operated six-way seat, the installation of a tensioner spring will effectively reduce the noise and/or "chucking" caused by the movement of the seat adjuster parts at the pivot locations.

The procedure for installation of the tensioner spring and attaching parts is outlined below.

Part No.	Description	Quantity Per Car
4691840	Spring - Seat Adjuster Tensioner	1
4691845	Support - Seat Adjuster Tensioner Spring Front	1
4691842	Support - Seat Adjuster Tensioner Spring Rear	1
4691892	Plate - Seat Adjuster Tensioner Spring Front Support	1
187979	Screw	4
120380	Washer	4
120375	Nut	4

1. Operate front seat assembly to the extreme forward position and the rear edge of seat to the extreme upward position.

2. Remove left lower seat side panel; then bend the seat side panel attaching tab downward sufficiently to permit drilling two (2) holes in the top plate as shown in Fig. 4.

3. Locate rear support flush with the top and rear edge of left seat adjuster top plate, as shown in the drawing; then, clamp support securely to top plate. Using the holes in the rear support as a guide, drill two (2) 9/32 inch diameter holes through seat adjuster top plate; then secure rear support to seat adjuster top plate with two (2) screws, washers and nuts. Bend seat side panel rear attaching tab to original location.

4. Operate seat rearward, rear edge downward and front edge to the extreme upward position; then turn back front floor covering to expose floor pan at tensioner spring front support attaching location. See Fig. 4.

5. Drill two (2) 9/32 inch diameter holes in floor pan at the locations indicated in the drawing; then

secure front support to floor pan with two (2) screws, washers, anchor plate and attaching nuts as shown in Fig. 4.

6. Check and if necessary tighten all seat adjuster to floor pan attaching bolts.

7. Operate seat to extreme forward and downward position. Engage short hooked end of tensioner spring on the front support as shown in the drawing; then with suitable tool carefully engage rear end of spring on the rear support.

8. Install seat side panel and position carpet to original location.

NOTE: In some rare cases, in addition to installing the tensioner spring, it may be necessary to install 3/8 inch I.D. spring washers between the torque tube and seat adjuster links at the pivot locations to provide a front seat which is commercially acceptable from the standpoint of noise and/or motion. It is necessary to remove the seat assembly from the adjusters to install the spring washers.

CAUTION: ON ANY SEAT EQUIPPED WITH A TENSIONER SPRING BE SURE TO DISENGAGE THE TENSIONER SPRING FROM THE LEFT SEAT ADJUSTER BEFORE PERFORMING ANY SERVICE OPERATIONS WHICH REQUIRE THE REMOVAL OF THE FRONT SEAT ASSEMBLY WITH THE ADJUSTERS FROM THE BODY.

CHECK HOSE CONNECTIONS TO ELIMINATE COOLANT LOSS

Many reports have been received of radiator coolant leak at hose connections. The specific location of the leaks varies but it is evident that many cars are being delivered to the owner with loose hose connections and/or improperly spaced coolant hoses.

Changes have been made in production to provide longer hoses where necessary to ensure adequate spacing, however, it is recommended that all cars be checked at time of delivery and on the 2000 mile inspection for hose spacing and improperly installed or loose hose clamps.

HARMONIC BALANCER TORQUE CHANGED

The torque specification on the retaining bolt for the harmonic balancer has been changed to 160 lb. ft.

The recommended procedure for performing this operation is as follows:

1. Hoist car.
2. Remove flywheel lower cover.
3. Lock flywheel to prevent crankshaft rotation.
4. Using a 15/16" socket 3-3/8" long, tighten harmonic balancer to specified torque.
5. Reinstall flywheel lower cover.

It will not be necessary to remove the upper radiator hose or fan as there is space to perform this work. A time allowance for this procedure is a straight .5 of an hour.

It is particulary important that this torque be applied on cars equipped with air conditioning due to the additional load implied by operation of the compressor.

SERVICE MANAGER—IMPORTANT

This News contains important service information on Pontiac cars. Each subject should be cross-referenced in the space provided at the end of each section in the Shop Manual or its Supplement. ***Be sure and cover every point with your entire organization.*** Each service man should sign in the space below after he has read and understands the information in this issue.
