INS_010B

#10
40-48

#10 B

Vacuum Cylinder Valve Adjustment

Whenever it becomes necessary to adjust the valve in the Vacuum Cylinder the procedure outlined below must be followed very closely:

1. Remove the vacuum hose from the vacuum inlet stack. Then slip the forward end of the rubber boot off the rear end of the metal boot.
2. Remove the two screws which fasten the two halves of the metal boot together; then lift off the top half.
3. Remove the piston rod yoke clevis pin. Push the piston rod into the cylinder far enough to disconnect the piston rod yoke and valve from the reactionary levers. Install the special adjusting bushing J1452-5, and replace the clevis pin.
4. With the engine running to provide a source of vacuum, move the valve link away from the cylinder until all clearance between the special adjusting bushing and the valve link is toward the front of the car as shown at "A" in Fig. 27. In this position the piston rod should move slowly outward.

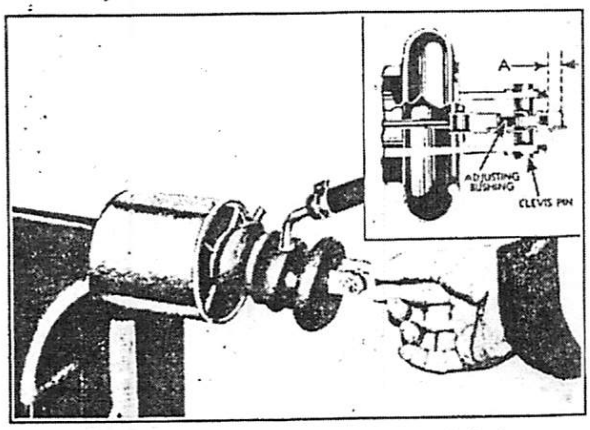

Fig. 27—Valve Links Away from the Cylinder

Now move the valve link toward the cylinder until all clearance between the adjusting bushing and the valve link is toward the rear as shown at "B" in Fig. 28. In this position the piston rod should move slowly inward.

Should the piston move outward but will not move inward, the valve link is adjusted too far towards the cylinder on the valve rod. To correct this condition, remove the clevis pin and unscrew the valve link on the valve rod ½ turn at a time until proper valve action is obtained.

On the other hand, if the piston moves inward but will not move outward, the valve link is screwed too far out on the valve rod. To correct this condition remove the clevis pin and screw the valve link onto the valve rod ½ turn at a time until proper valve action is obtained.

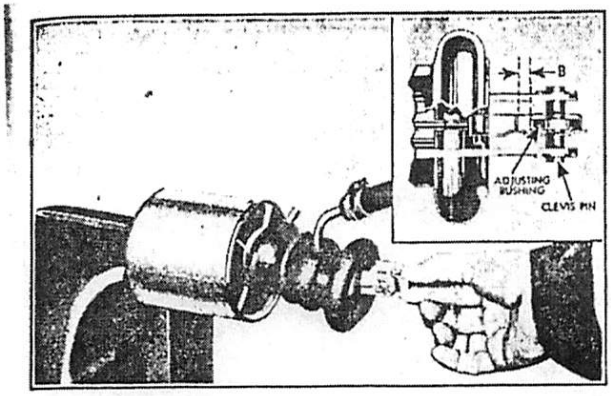

Fig. 28—Valve Links Toward the Cylinder

5. Reassemble the piston rod yoke and valve to the reactionary levers according to instructions given under the heading "Reactionary Levers."

Vacuum Cylinder Valve Friction Spring

If flutter is encountered in Vacuum Power Gearshift Lever either at idle or during operation, install Part No. 3655072 Gearshift Vacuum Power Cylinder Valve Friction Spring. This flutter may in some cases cause the high gear to hop out at high speeds.

To install this spring remove one-half of the metal boot cover for reactionary levers. Disconnect reactionary levers from vacuum cylinder. Pull out the valve rod in the vacuum cylinder and snap the friction spring in place about midway between the valve and the valve rod guide.

NOTE—The closed end of the spring should be toward the back of the cylinder.