

STARTING UNIT A-18475

Fig. 580

NEW SERVICE STARTER DRIVE

We have adopted the Bendix type starter drive which will go into production 100% about October 1st. The Abell type starter drive and parts affected are obsoleted. To take care of service on cars equipped with Abell type starter drives, it is necessary to have a special Bendix type which we are calling "Service Starter Drive."

This new service drive will be assembled to starting motors at branches and dealers can get the complete unit (A-18475) (see Fig. 580) from branches at an exchange price of $3.00 net by returning to the branch, freight prepaid, the old starting motor removed from customer's car. The dealer's price to the customer will be $4.50 net, this price to include installation in car. The starting switch (A-11450-B) which the dealer removes from customer's motor should be placed on the new unit (A-18475) when it is installed in owner's car.

In addition to sending in starter motors removed from customers' cars, dealers will immediately return to the branch their stock of starter motors. These will be reworked at the branch—the new service starter drive installed and the complete unit (A-18475) returned to the dealer at the above exchange price. Dealers must keep a small supply of these built-up units (A-18475) on hand so they can render prompt service to customers. When installing the new unit in customers' cars do not place shims (A-11140-1) between starting motor and flywheel housing.

Before installing a new drive in a customer's car, dealers should carefully inspect the teeth in the flywheel ring gear. This can be done by looking through the starter motor opening in the flywheel housing while someone slowly cranks the engine by hand. If the teeth have been badly damaged a new ring gear should be installed. If in fair condition, the teeth can be cleaned up with a file.

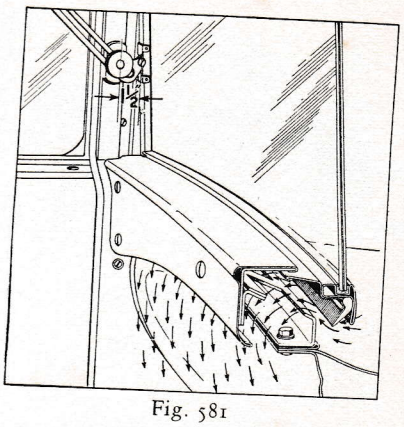


Fig. 581

FRONT COMPARTMENT VENTILATION

To secure maximum ventilation in lower part of front compartment the windshield should be opened 1½" measured from the knurled nut on the swing arm bracket to the slotted screw. (See Fig. 581.) Owners should be instructed regarding this ventilation feature.

BRAKE PEDAL TO CROSS SHAFT ROD

Should a squeak develop due to the brake equalizer beam levers coming in contact with the stops in the rear face of the center cross member, it can be easily overcome by installing the present-design brake pedal to cross shaft rod. This rod being slightly longer than the old-style rod prevents the brake equalizer beam levers from rubbing against the stops.

The new brake pedal to cross shaft rod can be easily distinguished from the old rod as it is slightly longer, the distance from the end of the slot to the end of the rod measuring 7/8" (see Fig. 582) while on the old rod this measurement is approximately 23/32".



Fig. 582