

August 16, 1962  
Model A-12

ENGINEERING MEMORANDUM #17

TO: J. Stout, S. Wilson, R. Fuller, S. Hori, E. Horrigan, K. Luke, F. Leamy(3)  
R. McCulfor, A. Radke(3) W. Asselin, R. Smith, A. Goedhart, E. Nelson,  
C. Cornwell, S. Megyesi, B. Herrington(8), R. Bach, D. Markin, F. Baldwin,  
J. Copeland, J. Coleman, R. Bedard, K. Bothe, L. Hilsky(4), J. Temple (4).

FROM: Peter Visser

SUBJECT : Throttle Controls - "O.H.V." Engine

Pursuant to our memorandum of August 10, pertaining to the throttle linkage for the overhead model engines, the following:

The linkage for these engines has been revised for simplification reasons for number of parts as well as for adjustment, whereby at the same time an effort was made to reduce the possibility for interference with the Master-Vac units.

The installation drawings Sk-2425, Single Manifold Installation and SK-2424, Duplex Manifold Installation will be released August 21, whereby writer requests attention to the mounting of the return spring anchor clip. For that purpose we use the screw provided in the manifold by Continental; but discard the copper sealing washer. After hooking the spring anchor clip to the bolt, said bolt should be put back into the manifold with about one to two turns and then, after one to two drops of Loctite has been applied to the threads of the bolt, the bolt and clip can be torqued in place. Care should be taken not to use an excessive amount of Loctite.

An attached listing shows the previous and replacing parts, subdivided into cancelled, new, and usage changes.

The old type throttle linkages, insofar as parts available, should be used up on vehicles without Master-Vac power brake installations, as will be indicated by the releases.

New parts are to be used on Master-Vac equipped cars beginning August 28, 1962, and all O.H.V. cars when old stock is depleted.

August 22, 1962

SUPPLEMENT TO MEMO #17

TO: J. Stout, J. Temple(4) R. Fuller, S. Wilson, S. Hori, E. Horrigan, K. Luke, F. Leamy(3), R. McCulfor, A. Radke (3), W. Asselin, R. Smith, A. Goedhart, E. Nelson, C. Cornwell, S. Megyesi, B. Herrington (8), R. Bach, D. Markin, F. Baldwin, J. Copeland, J. Coleman, T. Bedard, K. Bothe, L. Hilsky(4),

FROM: Peter Visser

In addition to the listing of the change parts per 8-17-62, and in order to provide neater installation, the vacuum line from the manifold to the automatic transmission incorporated formerly Part No. 95029, Tube Assembly and 137420, Elbow 3/16 Tube x 1/8 MPT. a new tube assembly, 97451, using the same length of purchased stock as 95029, and a connector, 3/16 tube x 1/8 MPT Straight, Part No. 137404 will take the place of the above mentioned parts, with the inclusion that the releases will be adaptable for the Duplex manifold installation of the A-12's only.

The same new tube assembly and connector are contemplated for the A-11 overhead single manifold pending a test with the throttle linkage for this setup. Separate holding orders for 98444, Throttle Linkage and 98408, Carburetor Clevis Pin, will be issued shortly which will be released pending the outcome of tests, which shouldn't take more than a week.

In no way can the production line be stymied by this piecemeal change-over, as the new Mastervac can be mounted with the old throttle linkages and vacuum tubes in a manner which will be described by Chassis Engineering at the proper stations on the production line.

Mr. Herrington and Mr. Sutherland have already been notified by writer so that proper action can be taken immediately when the occasion arises.

MEMO #17 (Continued)

Revised 8-27-62

Revised 8-17-62

USAGE

CANCEL CHANGE

PREVIOUS PARTS

94663	Lever - Throttle B/Crank (Limit to A-11)		x
94669	Lever - Throttle B/Crank (Forging)(Limit to A-11)		x
139067	Set Screw - 3/8-16 (Decr. by 1)(Limit to A-11)		x
93801	Link Assem. - Thr. B/Crank (Limit to A-11)		x
94106	Link - Throttle B/Crank (Limit to A-11)		x
120377	Nut - 3/8-16 Hex. (Decr. by 1 A-12)		x
120217	Lockwasher - #10 (Decr. by 2 A-12)		x
120614	Nut - #10-32 Hex. (Decr. by 2 A-12)		x
137420	Elbow - 3/16 Inv.Fl. (Limit to A-11)		x
95029	Tube Assem - K/Down Sol. Vac. (Limit to A-11)		x
97401	Rod Assem. Throttle Control	x	
97398	Lever Assem. - Throttle Link	x	
98348	Lever - Throttle Link	x	
98390	Stop Block - Thr. Link Lever	x	

REPLACING PARTS

NEW      USAGE  
CHANGE

DUPLEX MANIFOLD ONLY

97447	Lever Assem. - Carb. (Duplex)	x	
98438	Lever - Carb. (Duplex)	x	
97448	Rod Assem. - Thr. Control (Duplex)	x	
98440	Rod - Thr. Control (Duplex)	x	
120854	Bolt - 1/4-20 x 5/8 Hex. Hd.	x	
98446	Nut - 1/4-20 Elastic Stop	x	
97451	Tube Assem. - K/Down Solenoid Vac.	x	
137404	Connector - 3/16 Tube - 1/8 M.P.T.		x
98441	Clip - Throttle Ret. Spr. Anchor	x	
98439	Anchor - Carb. Lever O.T. Spring	x	
103361	Cotter Pin - 1/16 x 1/2 (Incr. by 1)		x

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FROM: Peter Visser

SUBJECT: THROTTLE CONTROLS - OVERHEAD VALVE ENGINES A-12 DUPLEX MANIF.

Due to the fact that there exists suddenly a great possibility for application of a Rochester Carburetor on the A-11 single manifold overhead valve engine in the near future, writer does not feel that a throttle linkage change for this model is warranted at present. Consequently, the throttle linkage parts for this engine used at present will stay in effect, whereas the new proposed parts will be cancelled out as recorded on a corrected listing attached herewith. By the same token, the supplement to Memo 17, as per August 22, will have to be corrected to the effect that the proposed new tube assembly, No. 97451, and the straight connector, No. 137404, will be utilized only on A-12 engine versions and not as was contemplated on the A-11 single manifold jobs also.