

WILLYS MOTORS, INC.

KAISER - WILLYS SALES DIVISION
TOLEDO, OHIO



Service Bulletin

TO ALL DISTRIBUTORS AND DEALERS:

K-W NO. 288

SUBJECT: Accelerator Linkage Adjustment Procedure -

Owners of Kaiser cars equipped with a Supercharger may experience hard re-starting in cases where the engine is shut off before reaching a normal operating temperature. The starting difficulty can be attributed to flooding due to insufficient choke unloader action (i.e. the throttle linkage will not fully open the carburetor throttle). The following procedure will remedy this condition; however, before proceeding it should be ascertained that the hard starting (engine flooding) complaint is not caused by possible malfunction of some other part of the engine, or owner's lack of knowledge of starting steps as given on pages 8 and 25 of the 1954 Kaiser Manhattan Owner's Manual:

FEBRUARY 15, 1955

1. Remove the upper half of the carburetor enclosure. Check the throttle lever which is built into the carburetor enclosure base. This lever must have no play between the inner end near carburetor and outer end near cylinder head cross-shaft. If any play exists, either install a new carburetor enclosure base, or securely weld the loose lever on the outside at the location of the original staking operation. Install the carburetor enclosure base and throttle linkage after repair is completed, but do not install the upper half of the carburetor enclosure at this point.
2. With the transmission throttle lever trunnion lock nuts loose, and the cylinder head cross shaft lock bolt loose, install Linkage Alignment Pin, #KF-91, through the bell crank and bracket at the cylinder head. Leave this pin in place during the following operations.
3. With the carburetor in the hot or normal idle position, tighten the carburetor cylinder head cross-shaft lock bolt and nut securely. Tighten the clamp bolt in throttle control lever at the transmission to 12-15 ft. lbs.
4. Clean the machined surface on the left rear portion of the transmission case. Place the Throttle Lever Checking Gauge, KF-146, on the cleaned machined surface with the notched arm located under the throttle valve trunnion. Hold the transmission throttle lever against the stop (toward the rear of transmission). The throttle rod trunnion pin should fit into the forward notch on the Throttle Lever Checking Gauge. If pin does not fit in notch, it will be necessary to bend the transmission throttle lever - refer to the Hydra-Matic Shop Manual. In the event the KF-146 gauge is not available, the distance from the machined surface of the transmission case to the trunnion pin can be measured with a "T" square. If the distance is 4-25/32", no bending will be required.
5. Continue to hold the transmission throttle lever against its rear stop. Turn down the front trunnion nut until it is .082" from the trunnion. (Corresponds to two turns of the front trunnion nut away from the trunnion). At this point, tighten the rear trunnion nut.
6. Adjust the length of the accelerator adjusting rod, (running from the cylinder head bell crank to the dash bell crank) to align the swivel with the rear hole in the upper end of the dash bell crank, then install the swivel in the forward hole.
7. Remove the KF-91 Linkage Alignment Pin from the cylinder head bell crank and bracket.

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8. With the accelerator treadle depressed completely inside the car, check at the carburetor to insure that the throttle opens fully and that choke valve has been opened slightly,* (approximately 1/4" between the top of the choke valve and the inside of the air horn). If the throttle opens fully, proceed to item 12 below. If throttle valve does not open completely, follow items 9 through 12 below. *(To be checked when engine is cool).
9. If the throttle valve does not open completely, remove the 1-1/4" bolt on the floor board under the accelerator treadle. Install a 3/4" bolt in the floor board to replace the 1-1/4" bolt. Also remove the rod from the accelerator treadle to the dashboard bell crank and remove the projecting ring (located approximately 2" from the treadle end of the rod) by grinding the rod smooth at this point. Reinstall the rod.
10. Recheck the linkage by depressing the accelerator treadle in the car and observing the carburetor throttle valve for full open position which should now be obtained. NOTE: If full throttle opening still cannot be obtained, the dashboard bell crank is probably bent or worn and should be replaced. Items 6, 8, 9 and 10 should be rechecked if dashboard bell crank is replaced.
11. Install upper half of carburetor enclosure. Bring engine to operating temperature and adjust carburetor.
12. Road test car to check for satisfactory shifting of Hydra-Matic transmission. It may be necessary to alter the transmission throttle rod trunnion nuts slightly to obtain the proper shifting pattern. The road test should be made in accordance with instructions given in the Hydra-Matic Shop Manual covering the K-53 transmission.



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