

CHEVROLET



THE ONLY COMPLETE LOW-PRICED CAR

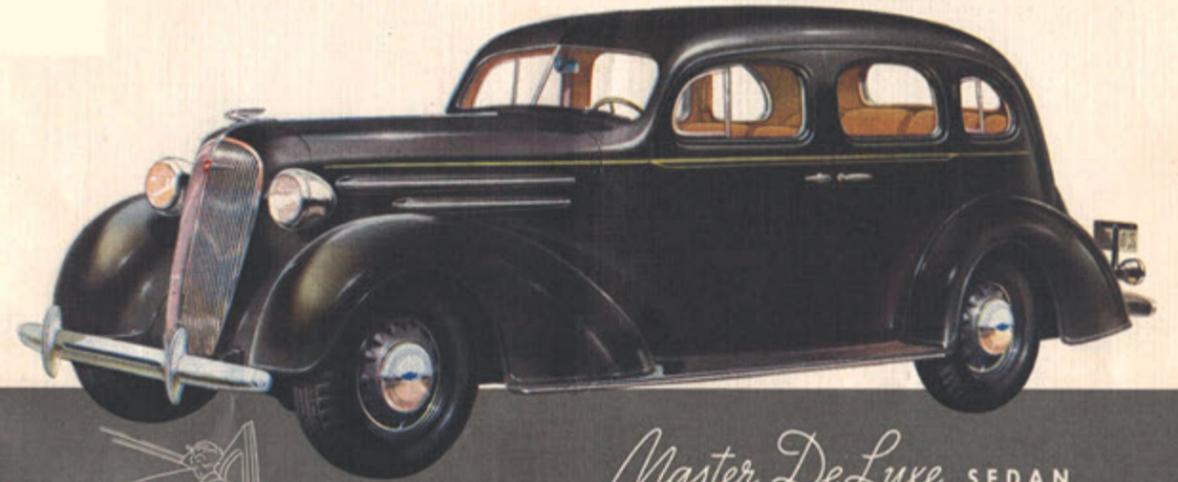


FOR 1936 CHEVROLET CREATES
The only complete low-priced car

In the fleet, thrilling beauty of the new Chevrolet for 1936 you see reflected all the skill, all the artistry, all the craftsmanship which a quarter-century of devotion to a high purpose has brought to the command of Chevrolet designers and engineers.

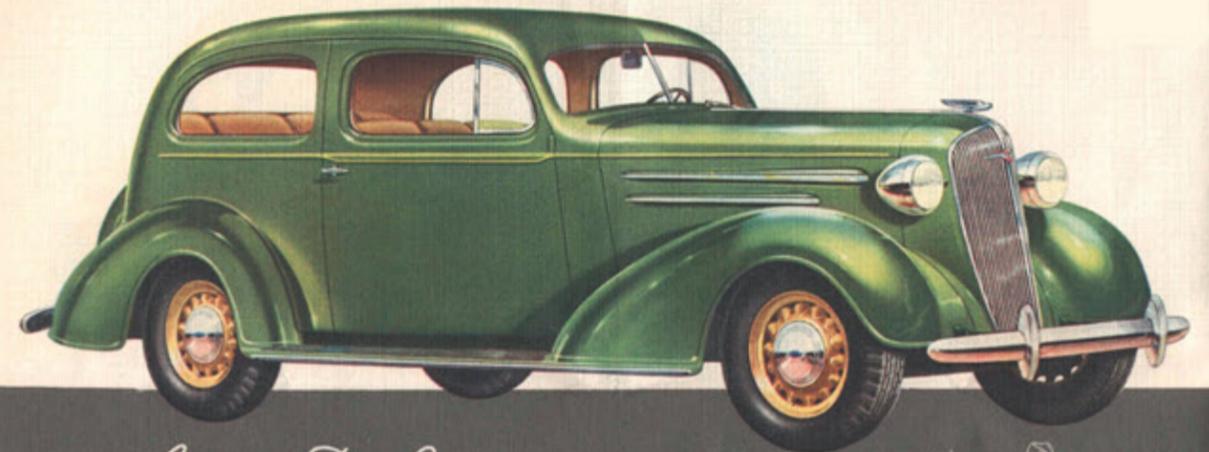
Exteriors that fairly sparkle with style and grace and poise—interiors that invite you to ride relaxed in spacious luxury—a power plant that stirs your pulse with its smooth, swift, silent action—they

are yours to own and enjoy in Chevrolet at very moderate cost. Moreover, Chevrolet offers a combination of features without counterpart among cars of comparable prices—such features as Perfected Hydraulic Brakes, Solid Steel "Turret Top" Bodies, Improved High-Compression Valve-in-Head Engine, and Knee-Action on Master De Luxe Models. These are but the highlights in a long list of developments which make Chevrolet the number one value of its field—the only complete low-priced car!



Master De Luxe SEDAN

As you see the Master De Luxe Sedan from the outside, you are attracted by smooth-flowing curves and contours blending with perfect harmony. As you enter through its wide door and relax in deep-cushioned comfort, you find yourself surrounded by luxury on all sides. The upholstery is the new "breathing back" mohair velvet or tree-bark cord, tailored in the newest manner.



Master De Luxe COACH

Beautifully long and low to begin with, the Master De Luxe Coach is enhanced in appearance by the wide windows and doors. Nor is there any sacrifice of comfort. The front seat extends the full width of the car. Either half of the back tilts forward to permit easy entry to the rear seat. Space is provided back of the rear seat for tools and packages.



Master DeLuxe TOWN SEDAN

In addition to its pride-inspiring beauty and its spacious, luxuriously finished interior, the Master De Luxe Town Sedan brings you the invaluable convenience of a big, roomy, theft-resisting built-in trunk in which to stow your luggage while traveling. On long journeys, you will be grateful, too, for Chevrolet's unrivaled economy.

Master DeLuxe SPORT COUPE

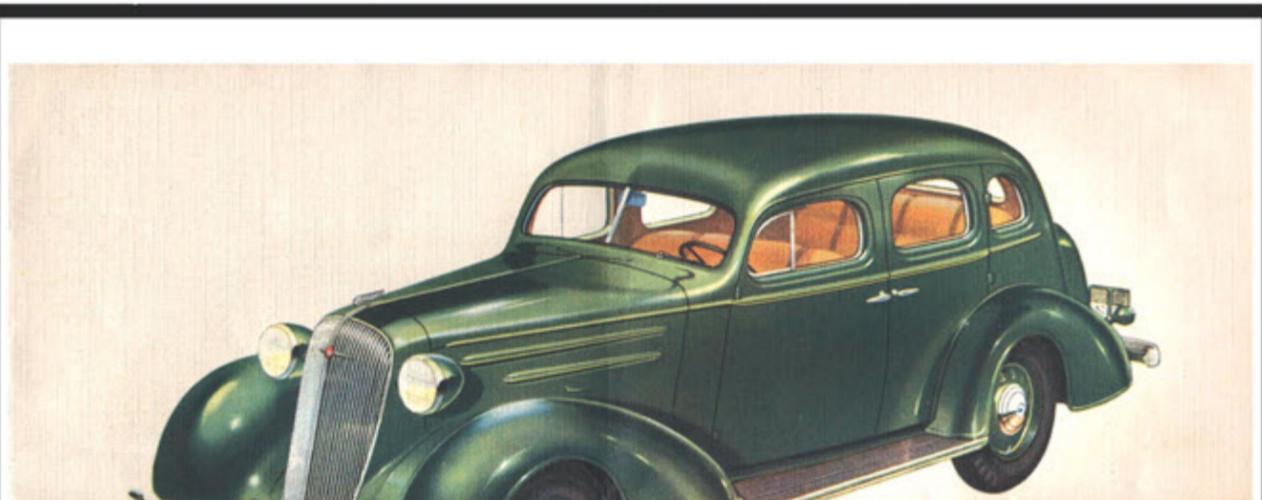
It would be difficult to imagine a car more splendidly suited to personal service than this Master De Luxe Sport Coupe. The interior of this model, smartly upholstered and finished, is likewise spacious enough to accommodate three passengers in complete comfort. A deep, roomy rumble seat provides for two additional passengers. Carrying space for a number of parcels is provided back of the driver's seat.

Master DeLuxe COUPE

Requirements of business and professional men dictated the design of the Master De Luxe Coupe, a car which combines the attractive appearance so desirable in business with such a practical consideration as an exceptionally roomy rear deck made accessible for carrying samples, luggage or other large packages. The interior has room for brief cases, doctor's instrument bags and other parcels, back of the driver's seat.

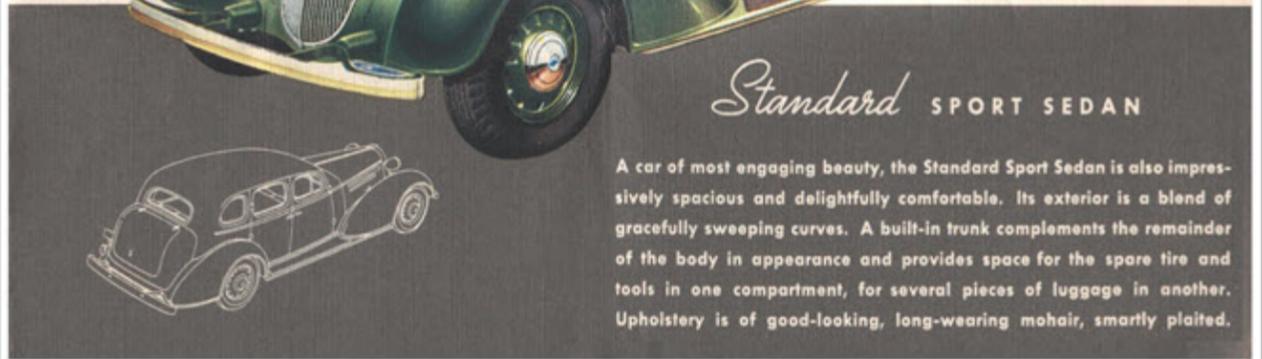
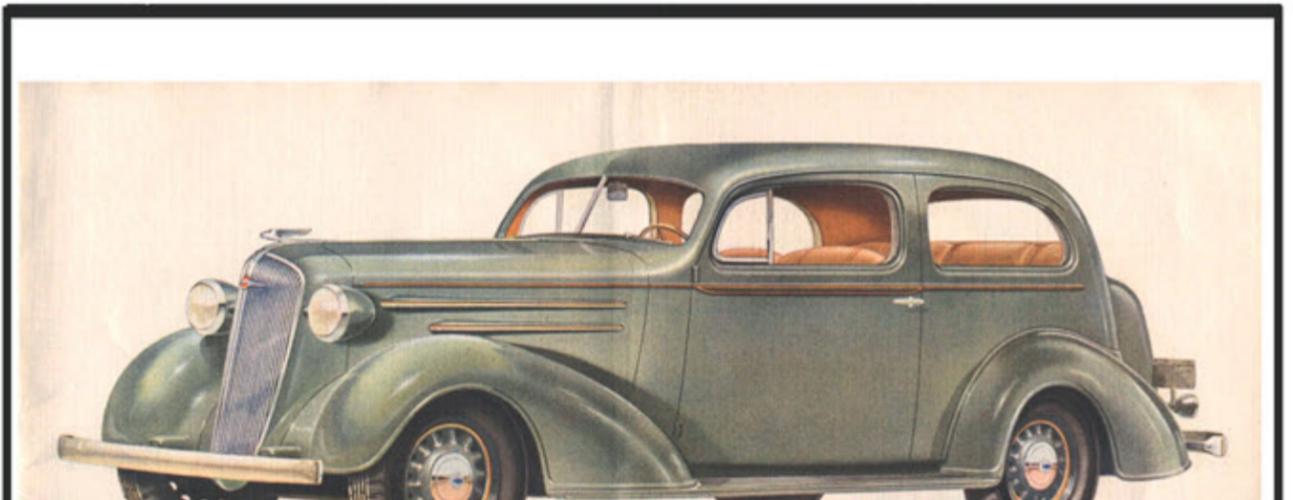
Master DeLuxe SPORT SEDAN

Chevrolet's Master De Luxe Sport Sedan offers you a degree of motoring luxury never before available in a car so moderately priced. Within are wide, deep seats attractively tailored in choice, long-wearing, new "breathing back" mohair velvet or free-bark cord. The seats are constructed over "luxury" type springs. The exterior appearance of the Sport Sedan is enhanced by a spacious, built-in trunk in which the spare tire is concealed.



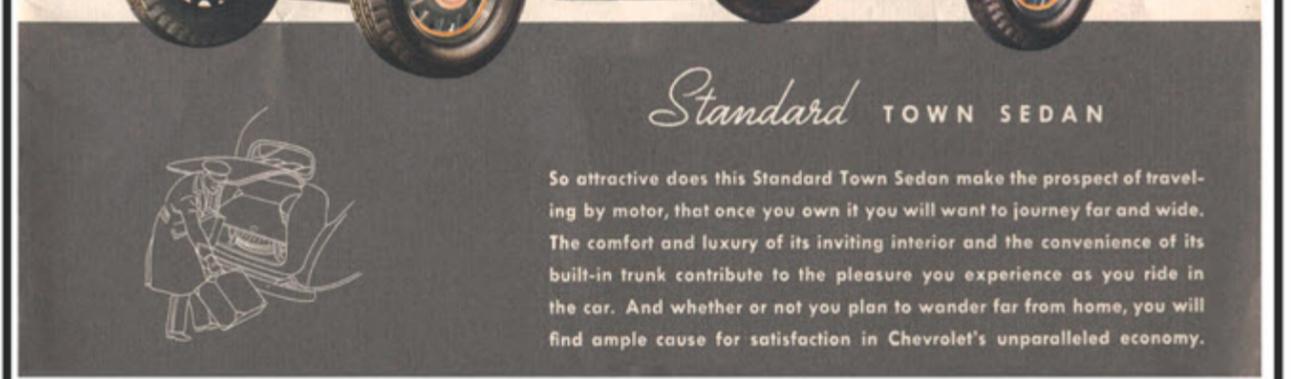
Standard SPORT SEDAN

A car of most engaging beauty, the Standard Sport Sedan is also impressively spacious and delightfully comfortable. Its exterior is a blend of gracefully sweeping curves. A built-in trunk complements the remainder of the body in appearance and provides space for the spare tire and tools in one compartment, for several pieces of luggage in another. Upholstery is of good-looking, long-wearing mohair, smartly plaited.

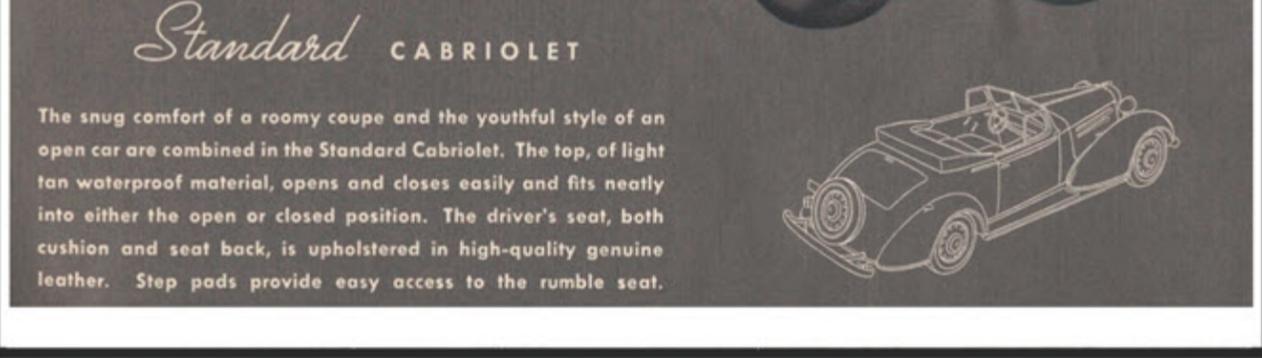
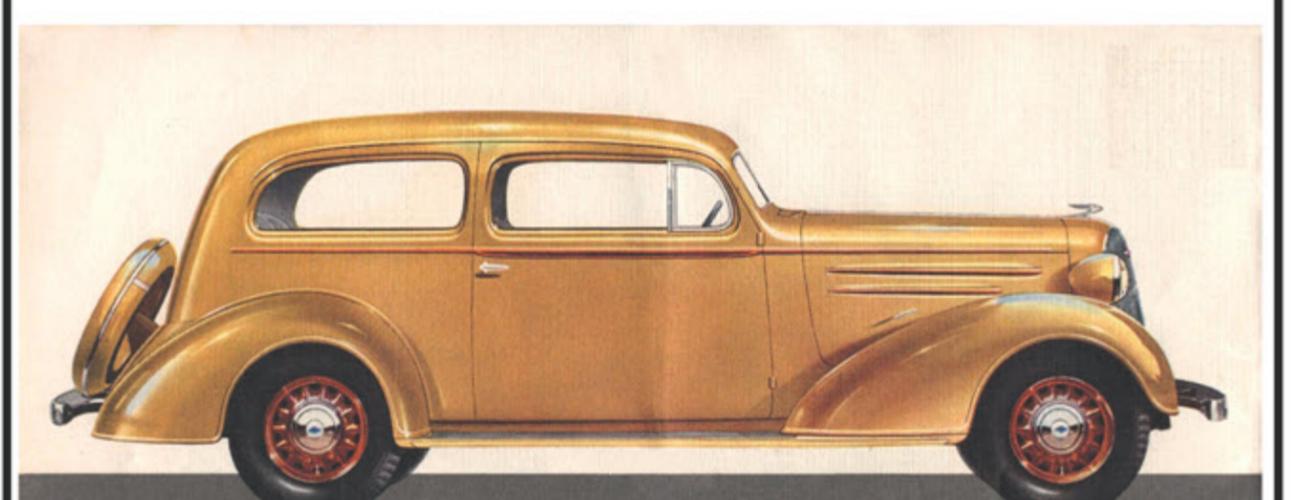
Standard TOWN SEDAN

So attractive does this Standard Town Sedan make the prospect of traveling by motor, that once you own it you will want to journey far and wide. The comfort and luxury of its inviting interior and the convenience of its built-in trunk contribute to the pleasure you experience as you ride in the car. And whether or not you plan to wander far from home, you will find ample cause for satisfaction in Chevrolet's unparalleled economy.




Standard CABRIOLET

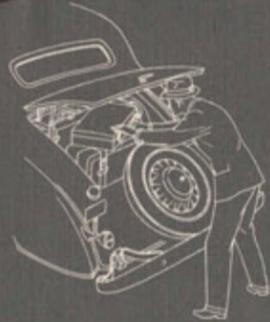
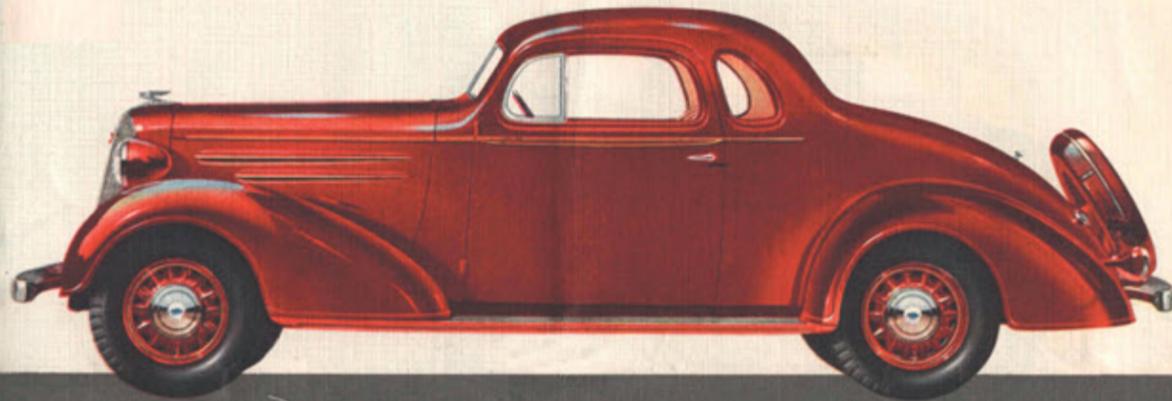
The snug comfort of a roomy coupe and the youthful style of an open car are combined in the Standard Cabriolet. The top, of light tan waterproof material, opens and closes easily and fits neatly into either the open or closed position. The driver's seat, both cushion and seat back, is upholstered in high-quality genuine leather. Step pads provide easy access to the rumble seat.

Standard COACH

Front seats in the Standard Coach have deeper cushions and their backs extend higher, to improve the comfort of the driver and the front seat passenger. The back seat folds forward to permit stowing luggage and tools in a padded compartment to the rear of it. All Standard models have a most attractive instrument panel, with instruments grouped directly in front of the driver. A glove compartment is at the right.





Standard COUPE

Unparalleled safety, comfort and convenience for the man who travels the highways on business are to be found in Chevrolet's Standard Coupe. The safety results from the "Turret Top" and Chevrolet's Perfected Hydraulic Brakes, the comfort from the deep, wide seat, the convenience from the wealth of carrying space. Furthermore, this Chevrolet is welcomed in business for its rigid economy.



Standard SEDAN

That greater comfort has been a major consideration of Chevrolet engineers is apparent in the Standard Sedan for 1936. The long, sweeping lines of the car's exterior suggest the greater roominess within, but even they cannot prepare you for the wealth of head room and leg room which you will find. And since comfort is not entirely a matter of space, seats are placed in a more advantageous riding position.



GENUINE FISHER NO DRAFT VENTILATION

—a modern feature of exceptional value from health, comfort and safety standpoints. It provides individually controlled fresh air for occupants without causing drafts. And it prevents clouding of the windshield in damp or cold weather.



PERFECTED HYDRAULIC BRAKES

—which stop you quickly, smoothly and without swerving—which require little of your effort to do their work—those are the brakes which are found on all Chevrolets for 1936. They represent a contribution to safety of utmost importance. The separate hand brake system operates mechanically.



SHOCKPROOF STEERING

—to make driving easier and to minimize driving fatigue. Shockproof steering on Master De Luxe Knock-Action models enables you to steer and park with a minimum of effort. It prevents road shocks from being communicated to the wheel and then to your hands and arms. It also adds to your safety by increasing your control of the car.



SOLID STEEL "TURRET TOP"

—a Chevrolet feature which adds immeasurably to safety, beauty and long life. To safety because it puts steel over your head as well as beneath you and all around you. To beauty because it has permitted designers to use sweeping, graceful curves in creating Chevrolet's windstream styling. To long life because it eliminates all fabric or similar material from the outer surfaces of the car.

THE IMPROVED HIGH-COMPRESSION VALVE-IN-HEAD ENGINE

—is now more economical than ever. Increased compression, improved carburetion and more complete cooling effect this saving at the same time that performance is made even more spectacular.



STABILIZED FRONT-END

—a feature which causes Chevrolet to ride more steadily on roads of any type. Accomplished by assembling front fenders, radiator and headlamps into one structural unit which is joined to the frame at a single point to avoid weaving or twisting.

KNEE-ACTION

—available only on the Master De Luxe Chevrolet in its price field. Knee-Action is the most important single factor employed to give Chevrolet its gentle, gliding ride. This feature also increases the safety of the car by making it easier to control.

SPECIFICATIONS

NEW MASTER DE LUXE

ENGINE: Six cylinders; valve-in-head type; 3 1/8" bore; 4" stroke.
CYLINDERS: Cast en bloc (including upper half of crankcase). Head detachable.
VALVES: 1 1/2" diameter intake; 1 1/2" diameter exhaust.
CONNECTING ROD BEARINGS: 2 1/2" diameter, 1 1/2" long. Material: babbitt.
CRANKSHAFT: Weighs 69 pounds. Counterbalanced. Harmonic balancer combined with crankshaft pulley. Three main bearings.
CRANKSHAFT BEARINGS: Front 2 1/4" diameter by 1 1/2" long. Center 2 1/2" diameter by 2 1/2" long. Rear 2 1/4" diameter by 2 1/2" long. Material: steel-backed babbitt.
CAMSHAFT BEARINGS: Front 1 1/2" diameter by 1 1/2" long. Center 1 1/2" diameter by 2 1/4" long. Rear 1 1/2" diameter by 1 1/2" long. Center and rear bearing, steel-backed babbitt.
OILING SYSTEM: Positive pressure feed to crankshaft main bearings, camshaft bearings and valve rocker arms. Connecting rod bearings lubricated by dipper at low speeds. At higher speeds, a positive stream of oil is forced along the path of each connecting rod dipper from opposite direction than that of rotation of connecting rod. Vane type pump in crankcase; oil pressure gauge in instrument panel. Crankcase ventilator. Screen on intake side of oil pump.
CARBURETION: Down-draft. Carter, single adjustment carburetor with accelerating pump. AC air cleaner, silencer and flame arrester. Fuel mixture is heated (thermostatically controlled) in manifold heat chamber. Mechanical fuel pump with filter. 14-gallon tank in rear. Gasoline gauge on instrument panel.
IGNITION: Delco-Remy with high tension wires waterproofed. Automatic and vacuum spark control. Octane Selector connected to distributor.
TRANSMISSION: Synco-Mesh type. Silent-second speed. Three speeds forward and one reverse.
INSTRUMENT PANEL: Indirectly lighted. Includes ammeter, oil pressure gauge, speedometer, theft-resisting ignition lock, lighting switch, engine heat indicator, carburetor choke, throttle control, gas gauge, radio plate, and package compartment with lock.
CONTROLS: Rubber pads on clutch and brake pedals. Treadle accelerator pedal also operates starter.
CLUTCH: Dry single plate type. Single cushion-mounted disc with braided moulded facings.
COOLING: Harrison "V" center core radiator. Core material: copper. Water pump on fan. Full-length water jackets around cylinders. Nozzle spray valve seat cooling.
KNEE-ACTION UNIT: *Includes double-action shock absorbers.
REAR AXLE: Semi-floating type. One-piece banjo-type pressed steel housing; one-piece differential case.
BRAKES: Four-wheel hydraulic service internal-expanding type on 11" brake drums front and rear; width of brake lining, 1 1/4". Separate mechanical emergency brakes.
TIRES: 5.50 x 17 balloons.
WHEELS: 5 steel spoke artillery wheels. Spare wheel carried in trunk or rear carrier.
STEERING GEAR: Semi-reversible, worm and roller sector type. 17 1/2 to 1 ratio.
REAR SPRINGS: Long semi-elliptic type, 54". Metal spring covers. Threaded shackles. Delco-Lovejoy shock absorbers.
FRAME: Channel section 5 1/4" deep, width of flange 2 3/4". Stock thickness 3/8"; 5 sturdy cross members. "Y-K" shape sub-frame construction.
EQUIPMENT: All cars equipped with high pressure gun lubrication; complete tool kit; hydraulic stoplight; rear vision mirror; automatic windshield wiper; vibrator-type horn; two-beam headlamps with parking bulbs. Adjustable sun visor. Adjustable driver's seat. Fisher No Draft Ventilation. "Breathing back" mohair velvet upholstery. (Tree-bark cord upholstery optional.)
WHEELBASE: 113".

NEW STANDARD

ENGINE: Six cylinders; valve-in-head type; 3 1/8" bore; 4" stroke.
CYLINDERS: Cast en bloc (including upper half of crankcase). Head detachable.
VALVES: 1 1/2" diameter intake; 1 1/2" diameter exhaust.
CONNECTING ROD BEARINGS: 2 1/2" diameter, 1 1/2" long. Material: babbitt.
CRANKSHAFT: Weighs 69 pounds. Counterbalanced. Harmonic balancer combined with crankshaft pulley. Three main bearings.
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IGNITION: Delco-Remy with high-tension wires waterproofed. Automatic and vacuum spark control. Octane Selector connected to distributor.
TRANSMISSION: Helical constant mesh gears, three speeds forward and one reverse.
INSTRUMENT PANEL: Indirectly lighted. Includes ammeter, oil pressure gauge, speedometer, theft-resisting ignition lock, lighting switch, carburetor choke, throttle control, gas gauge, radio plate, and package compartment with lock.
CLUTCH: Single dry plate. Single cushion-mounted disc with braided-moulded facings.
COOLING: Harrison "V" center core radiator. Core material: copper. Water pump on fan. Full-length water jackets around cylinders. Nozzle spray valve seat cooling.
FRONT AXLE: I-beam section; 4 New Departure ball bearings in wheels.
REAR AXLE: Semi-floating type. One-piece banjo-type pressed steel housing; one-piece differential case.
BRAKES: Four-wheel hydraulic service internal-expanding type on 11" brake drums front and rear; width of brake lining, 1 1/4". Separate mechanical emergency brakes.
WHEELS: 5 steel spoke artillery wheels. Spare wheel carried in trunk or rear carrier.
TIRES: 5.25-17 balloons.
STEERING GEAR: Semi-reversible, worm and sector type. 14 to 1 ratio.
SPRINGS: Semi-elliptic type; front 36" and rear 49"; threaded shackles. Delco-Lovejoy shock absorbers front and rear on all passenger models.
FRAME: "Box-girder" construction. Two box section side rails connected by 3 box section cross members.
EQUIPMENT: All cars equipped with high pressure gun lubrication system; complete tool kit; hydraulic stoplight; rear vision mirror; automatic windshield wiper; two-beam headlamps with parking bulbs. Adjustable sun visor. Adjustable driver's seat. Fisher No Draft Ventilation.
WHEELBASE: 109".

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1953 BUICK HOOD SET UP ALL SERIES

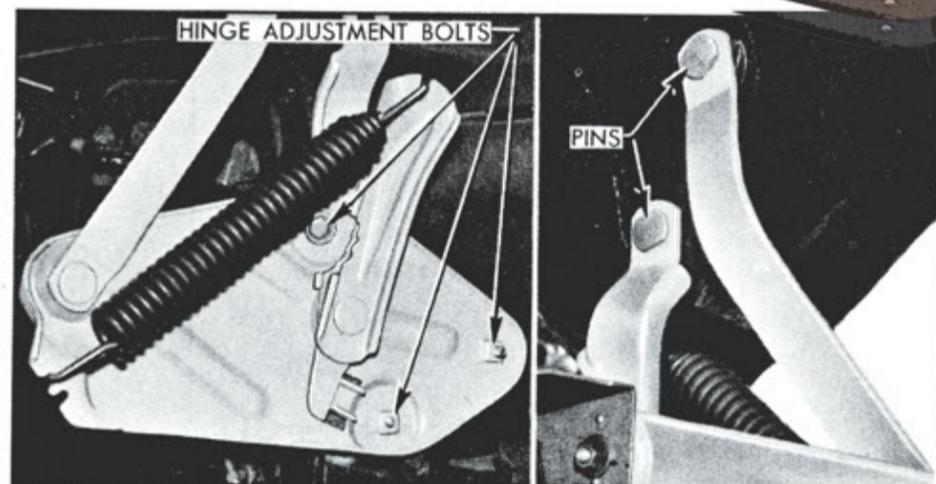


Figure M-4 - Rear Hood Support - Left Side



Figure M-5 - Hood Mounting Pin

ENGINE HOOD - ALL SERIES

A new alligator type hood will be used on all 1953 Models.

This hood will give more room in the engine compartment, will be easier to lift, requires no separate braces to keep open and is designed for easier adjustment in fitting to adjacent members.

The rear of the hood is mounted through linkage by two brackets - each of these brackets being secured to the body by three bolts.

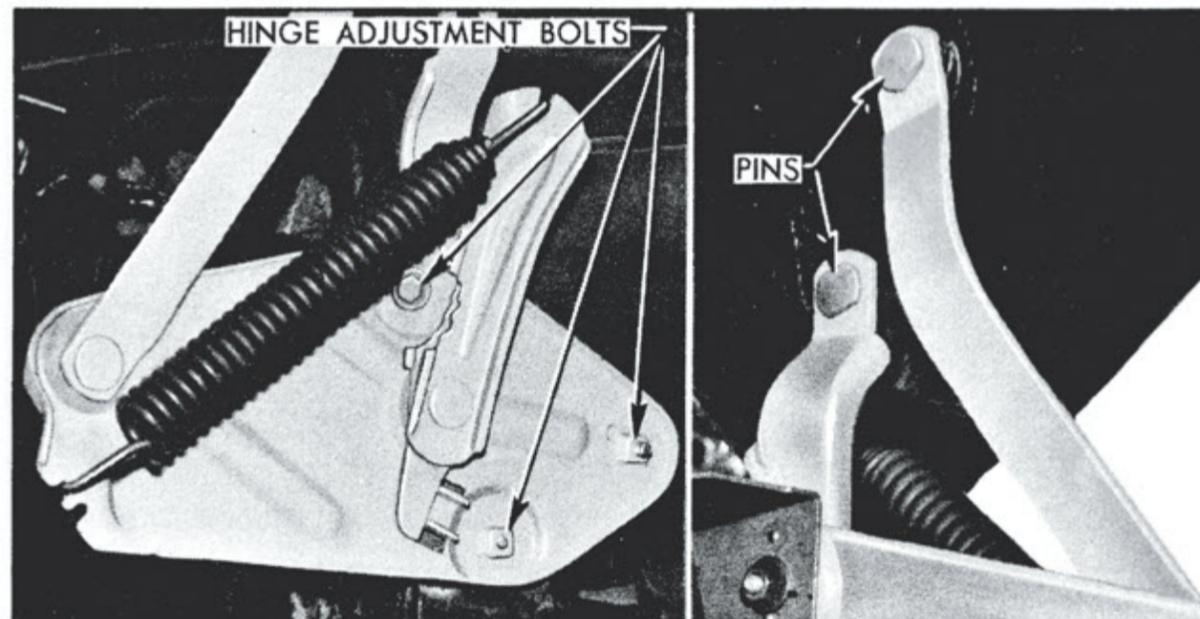


Figure M-4 - Rear Hood Support - Left Side

Figure M-5 - Hood Mounting Pin

The brackets may be moved vertically and horizontally for any desired adjustment.

Two pins secure the rear corners of the hood to the linkage. When the hood is in the open position, removal of these pins will disconnect hood from the body.

The hood is held open in any position by two hinge springs located at the rear corners of the hood and operating in conjunction with the linkage and brackets.

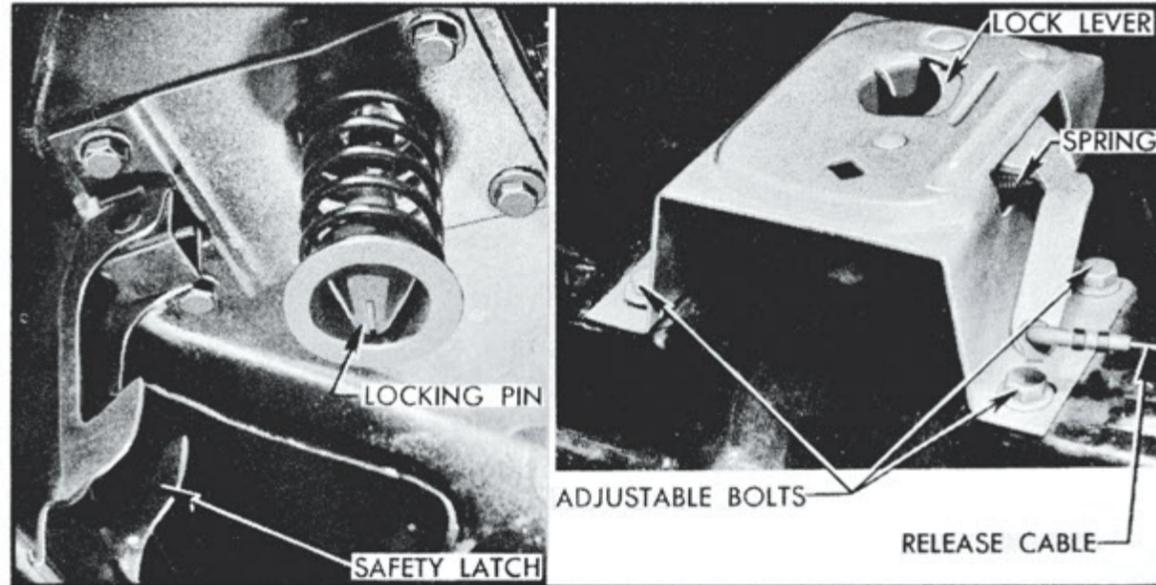


Figure M-6 - Hook Locking Pin

Figure M-7 - Hood Latch

The front of the hood is secured in place by a single spring loaded pin which is bolted to the hood. This pin mates with a latch which is bolted to a rigid cross member in front of the radiator. The pin is threaded and may be moved up or down for proper tension and positioning. The latch may also be adjusted to mate with the pin.

The hood is opened by pulling a knob located at the lower left side of the instrument panel.

This knob actuates the front lock (through a cable) which raises the hood into the "safety lock" position.

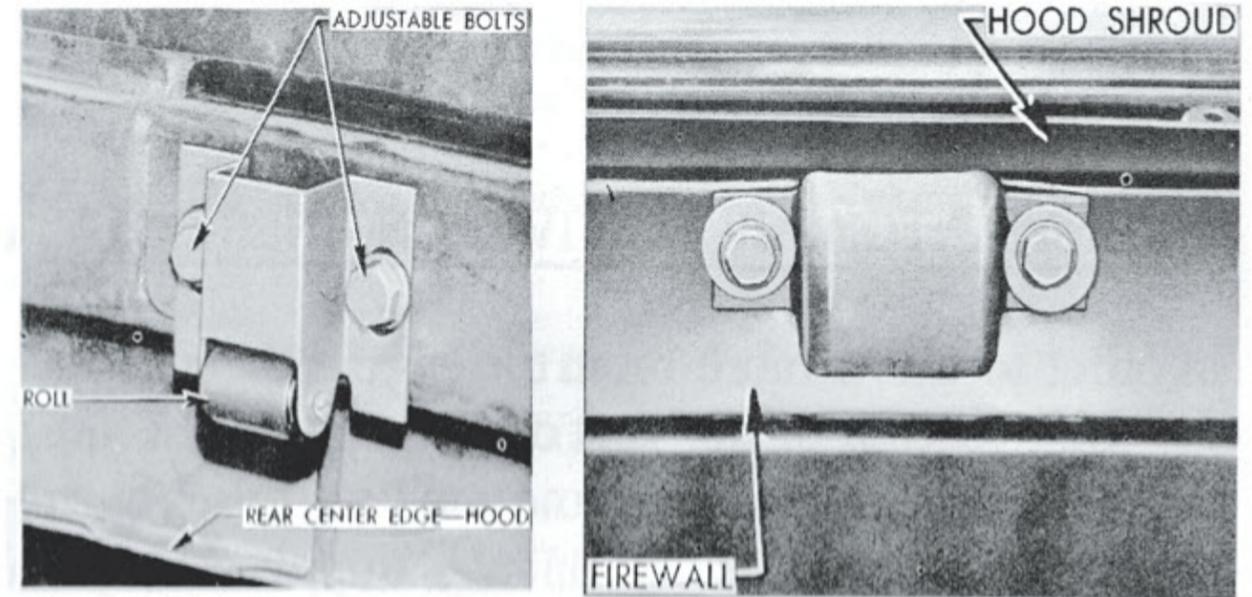


Figure M-8 - Hood Guide

Figure M-9 - Hood Guide Plate

The safety latch is released at the front hood lock by lifting a spring loaded lever.

A roller guide is used on the rear center underside of the hood to give clearance as it is raised over the cowl and lower windshield reveal moulding. This guide is also adjustable to obtain proper position with a plate upon which the roller runs: - the plate is bolted to the firewall. 🚗

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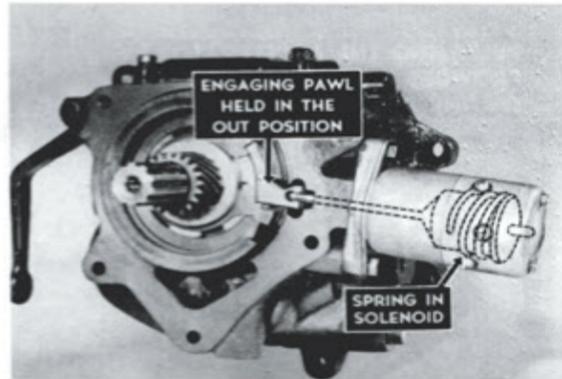
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THE PACKARD OVERDRIVE

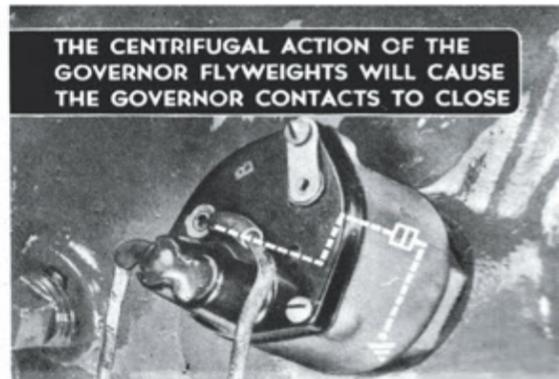
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SEQUENCE OF OPERATION

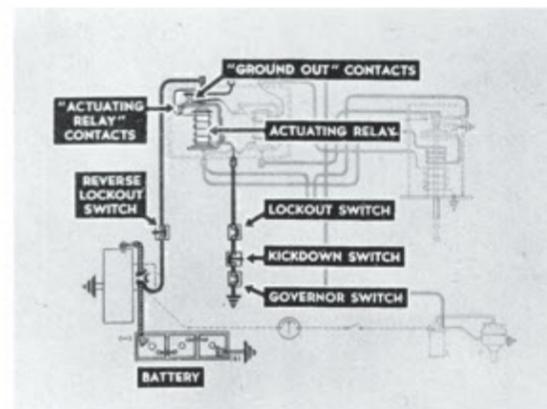


Engaging Mechanism

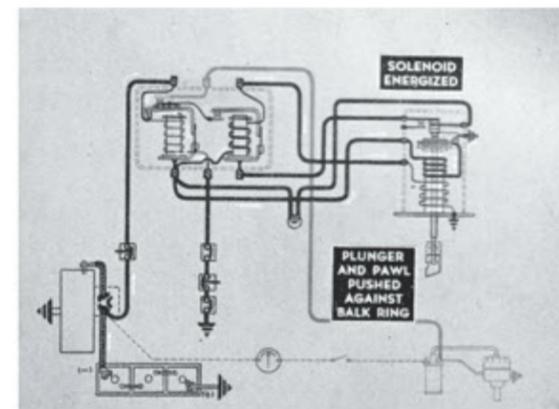
When the car is standing and at speeds below that for which the governor is set, the engaging pawl is held in the out position by the force of the coil spring inside the solenoid, thus the overdrive is disengaged. Now let's see what action takes place before the overdrive engages.



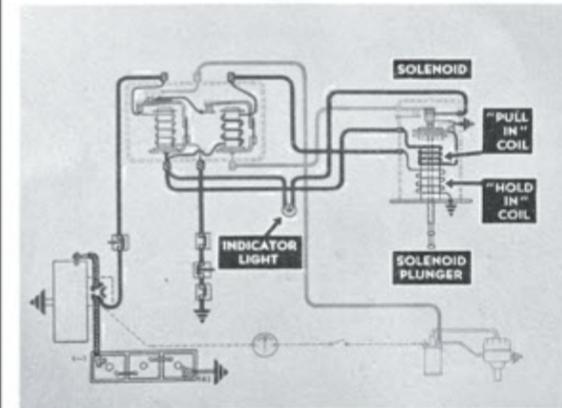
When the car gets up to governor speed, the centrifugal action of the governor flyweights will cause the governor contacts to close. Closing the governor switch contacts provides a ground for the actuating relay coil, since the lockout and kickdown switch contacts are closed.



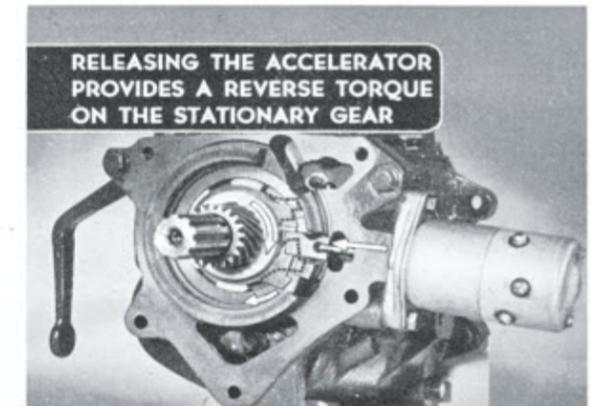
Current flowing through the actuating relay coil will energize the coil, pulling down the actuating relay armature. As the armature is pulled down, this closes the actuating relay contacts and separates the ground-out contacts of the actuating relay.



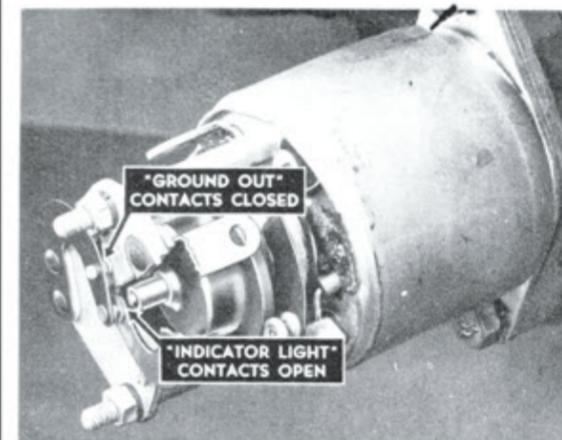
The hold-in coil remains energized until the actuating relay circuit is broken. The pull-in coil aids the hold-in coil while the overdrive is engaging. Energizing the solenoid pushes the plunger and pawl against the balk ring of the stationary gear.



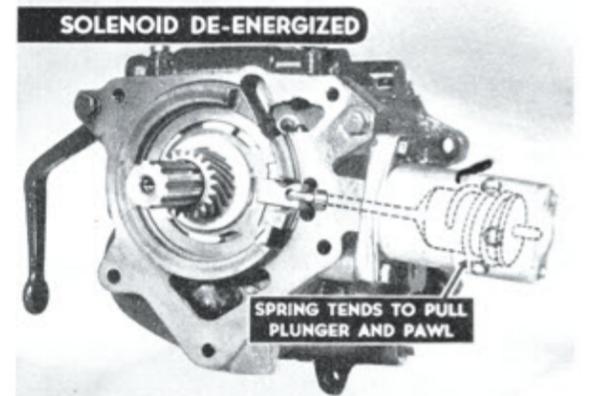
While the actuating relay contacts are closed, they complete the circuit for the solenoid pull-in coil, the solenoid hold-in coil, and the indicator light. The pull-in coil is energized *only* while the solenoid plunger is moving the sliding pawl, since the pull-in contacts are separated when the solenoid plunger has traveled the full distance.



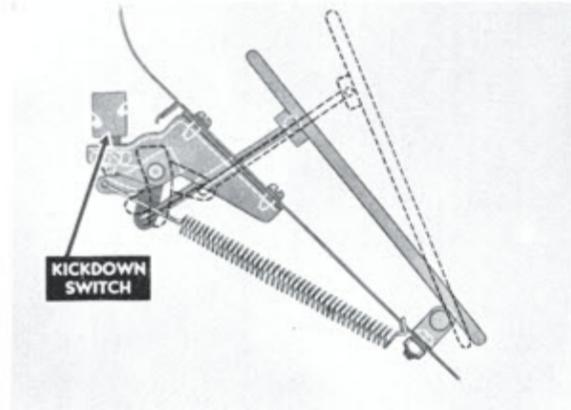
When ready to engage the overdrive, releasing the accelerator momentarily provides a reverse torque on the stationary gear and moves the stationary gear plate and balk ring so that the pawl can engage. When the pawl engages in the stationary gear plate, it allows the solenoid plunger to move far enough to open the pull-in contacts.



This movement of the plunger will close the ground-out contacts and open the indicator-light contacts, causing the light to go out. The pawl is held in by the force of the hold-in coil which is energized until the actuating relay circuit is broken by either the kickdown switch, governor switch, or the lockout switch.

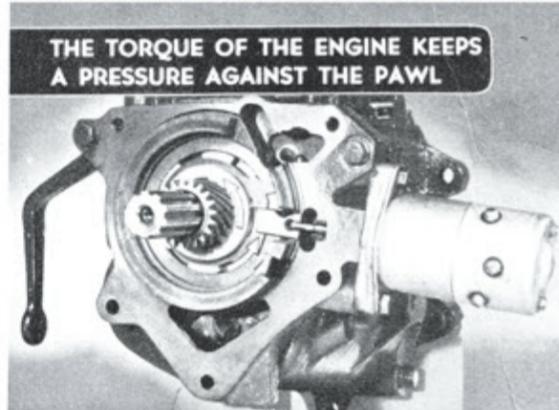


Opening of the actuating relay contacts breaks the circuit to the hold-in coil of the solenoid, causing it to become de-energized. The spring of the solenoid tends to pull the plunger and pawl from the slots in the stationary gear plate.

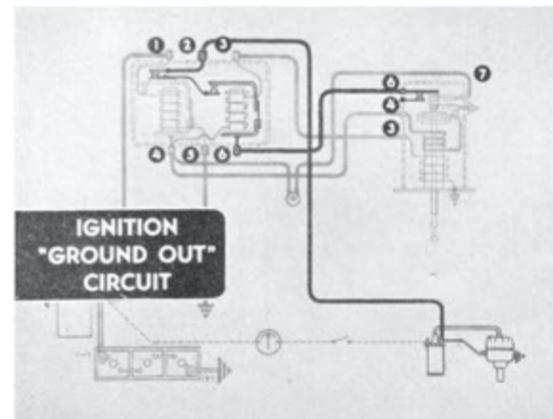


Kickdown Operation

When the accelerator is pushed down beyond the wide open throttle position at above governed speeds, it opens the kickdown switch. This breaks the actuating relay circuit and de-energizes the actuating relay coil, causing the actuating relay contacts to open.

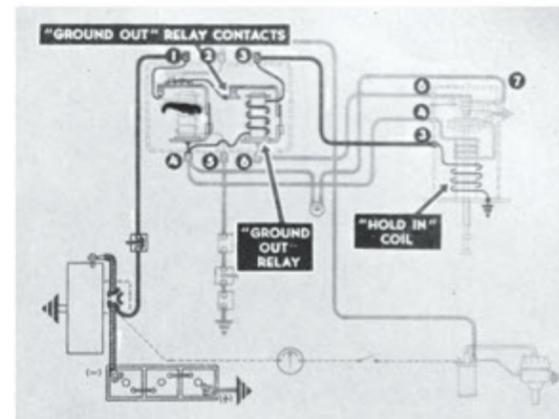


However, the torque of the engine keeps a pressure against the pawl, preventing its withdrawal until the engine is caused to miss one or two explosions to release the pawl and permit it to withdraw. This is accomplished by the ignition ground-out circuit, which grounds out the distributor primary circuit momentarily during kickdown operation.

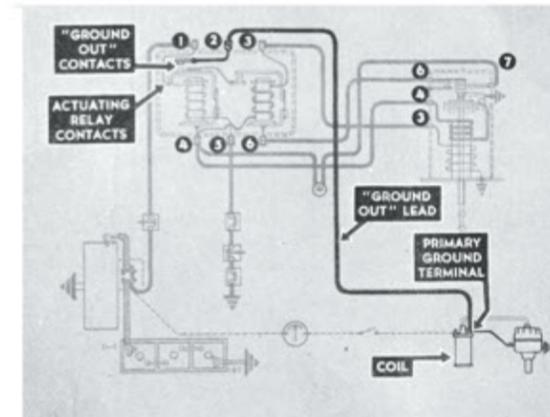


Ground-Out Circuit

The ignition ground-out circuit is provided to ground the ignition primary circuit during ground-out operation. This prevents the breaking of the ignition primary circuit and the collapse of the magnetic field of the ignition coil. Thus, no voltage is induced in the secondary circuit; therefore, the engine will tend to stall momentarily, providing the reverse torque.

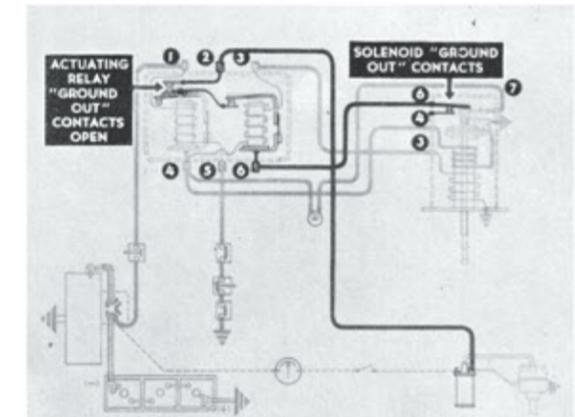


Current flowing through the actuating contacts, the ground-out relay coil, and the pull-in coil circuit, energizes the ground-out relay closing the ground-out relay contacts. The current flowing through the hold-in coil keeps the solenoid in the engaged position.

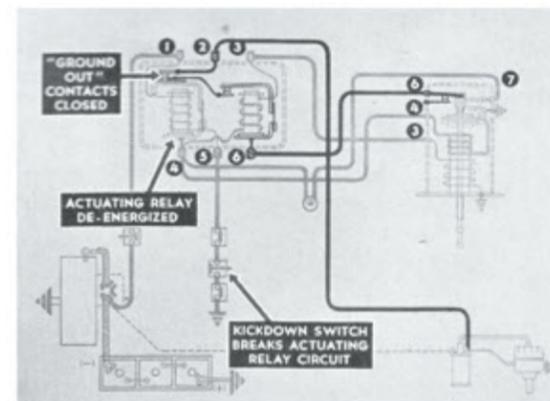


The ignition ground-out lead is connected at the ignition coil primary ground terminal; the other end of this lead is connected to the No. 2 terminal of the overdrive relay.

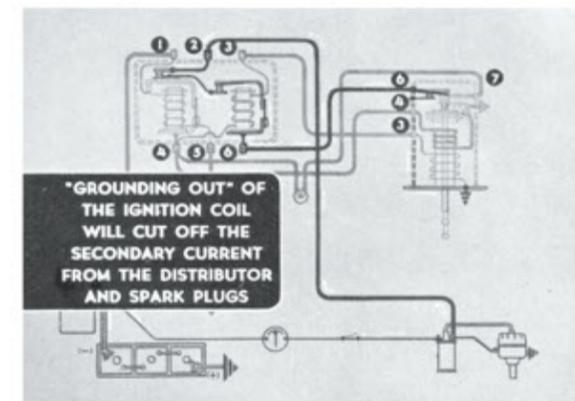
While operating in overdrive, above governed speeds, the actuating relay is energized keeping the actuating contacts closed and the ground-out contacts open.



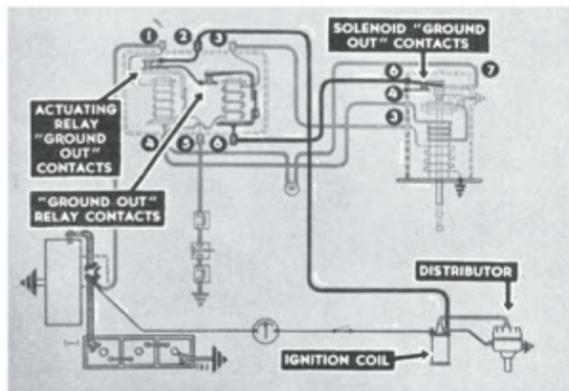
With the solenoid in the engaged position, the solenoid ground-out contacts are closed. The ignition ground-out circuit is then complete—*except* that the actuating relay ground-out contacts are open.



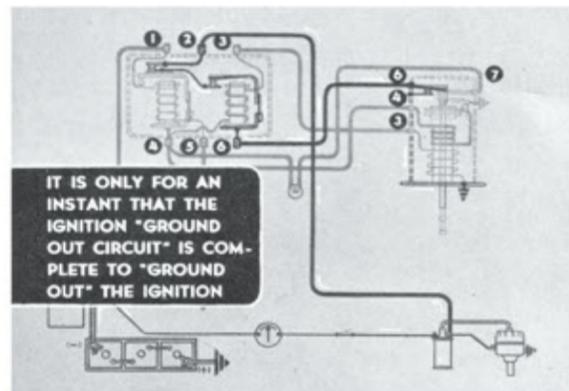
When the accelerator pedal is depressed beyond the wide open throttle position, the kickdown switch contacts open, breaking the actuating relay circuit. The actuating relay coil is de-energized, permitting the actuating contacts to open and the actuating relay ground-out contacts to close.



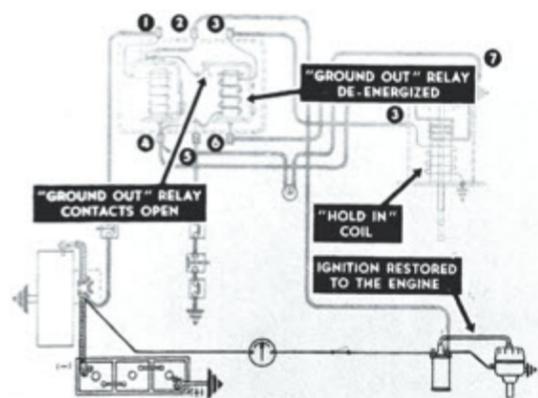
Grounding-out of the ignition coil will cut off the secondary current from the distributor and spark plugs. This occurs only momentarily during kickdown operation. It causes the engine to miss one or two explosions to relieve the engine torque from the stationary gear plate and permit withdrawal of the engaging pawl.



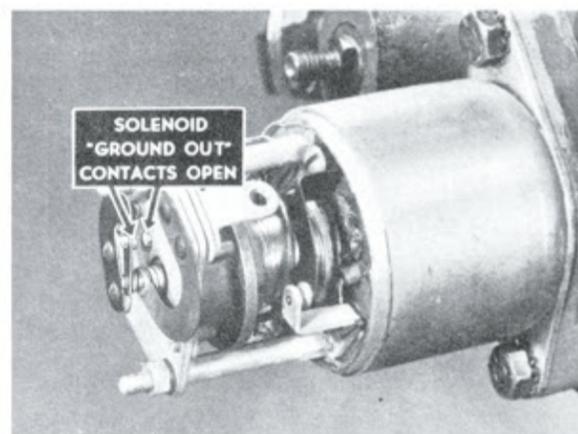
The ignition primary current will then flow from the ignition coil primary terminal to the No. 2 terminal of the overdrive relay. From the No. 2 terminal, it flows through the actuating relay ground-out contacts, through the ground-out relay contacts, and through the relay frame to No. 6 terminal of the overdrive relay. From the No. 6 terminal of the relay, current flows to the No. 6 solenoid terminal, then through the solenoid ground-out contacts to ground through the solenoid case.



It is only for an instant that the ignition ground-out circuit is complete to ground out the ignition. This is just long enough to cause the engine to miss one or two explosions; because, when the actuating relay is de-energized, the actuating contacts open breaking the hold-in coil circuit.

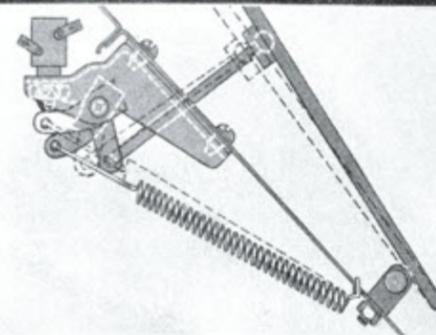


Breaking of the hold-in coil circuit de-energizes the ground-out relay and the solenoid hold-in coil. As the ground-out relay is de-energized, the ground-out relay contacts open and ignition is restored to the engine.



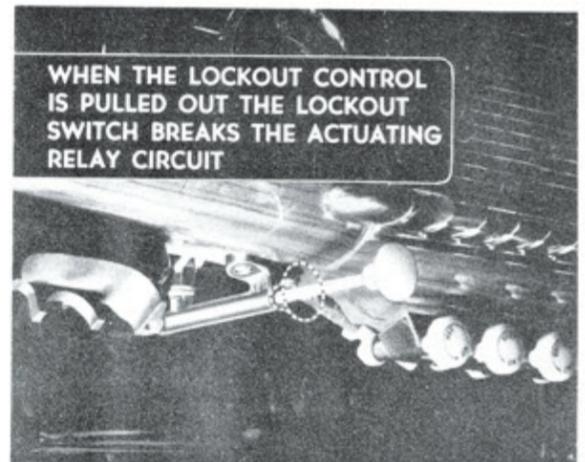
As the pawl is withdrawn, the solenoid will mechanically open the solenoid ground-out contacts. The solenoid ground-out contacts are provided as an added assurance that ignition will be restored as soon as the engaging pawl is withdrawn, even though the ground-out relay contacts should fail to open at the right time.

WHEN THE ACCELERATOR IS RELEASED EVEN SLIGHTLY, THE KICKDOWN SWITCH CONTACTS CLOSE



Re-Engagement After Kickdown

As soon as the accelerator pedal is released even slightly, the kickdown switch contacts are closed again; and, if the car is traveling at above governor speeds, the solenoid will try to engage the pawl. But the pawl is held back by the balk ring and cannot complete the engagement until the accelerator is released long enough to cause reverse torque at the stationary gear and allow the pawl to engage.



WHEN THE LOCKOUT CONTROL IS PULLED OUT THE LOCKOUT SWITCH BREAKS THE ACTUATING RELAY CIRCUIT

Disengagement During Lockout Operation

The same disengaging operation takes place when the lockout control is pulled out while the car is in motion. In this case, the lockout switch breaks the actuating relay circuit. On the 22nd Series cars when the gearshift lever is placed in the reverse gear position, the reverse lockout switch breaks the main feed circuit.

REMOVING THE OVERDRIVE

The overdrive case may be removed from the car to replace the tail shaft bearing without disturbing the transmission. For cleanliness and accuracy, however, it is preferred and recommended that the transmission and overdrive be removed as a unit and serviced on the bench.

Drain the lubricant from the overdrive and transmission. Disconnect the propeller shaft at the front universal and brace the shaft up against the floor of the car, or remove the propeller shaft completely by disconnecting both universals.

Disconnect the hand brake cable at the equalizer. Disconnect the speedometer cable. Disconnect the overdrive control cable from the lever on the side of the case. Disconnect the gear shifter rods from the levers on the transmission case. Disconnect the leads at the governor and the solenoid assembly. Identify the leads with tags to be sure to connect them at their proper location on reassembly.

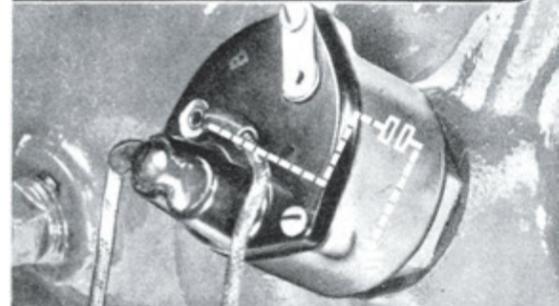
Remove the governor, using tool KMO-608.

Use a jack or some other method to support the engine when lifting the transmission and overdrive off.

Remove the motor support mountings from the transmission. Remove the five cap screws attaching the transmission to the clutch housing. Remove the transmission and overdrive assembly from the clutch housing.

Support the transmission and overdrive assembly in a work stand or a vise by gripping the bosses on the transmission case in the vise jaws.

BELOW GOVERNOR SPEEDS THE ACTUATING RELAY CIRCUIT IS BROKEN BY THE GOVERNOR CONTACTS



Disengagement Below Governed Speeds

When the car is slowed to below governor speeds, the actuating relay circuit is broken by the opening of the governor contacts. The disengaging operation is the same as during kickdown, only it is the governor switch breaking the actuating relay circuit.