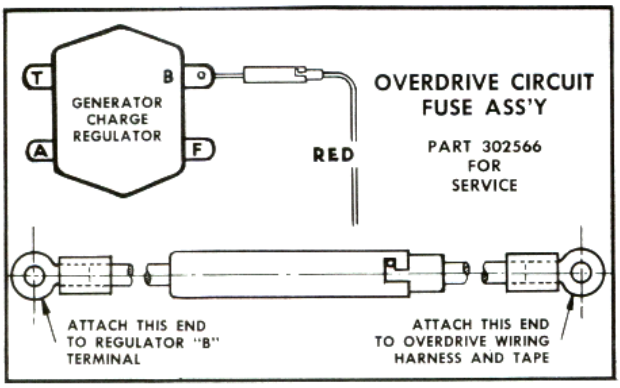
GENERAL TECHNICAL POLICIES AND INFORMATION BULLETIN

OVERDRIVE
DRIVEMASTER

OVERDRIVE

OVERDRIVE CIRCUIT FUSE - 6 AND 8 CYLINDER CARS

A 30 ampere fuse has been placed in the overdrive circuit in order to protect the harness, solenoid and relay in case of a ground or short.



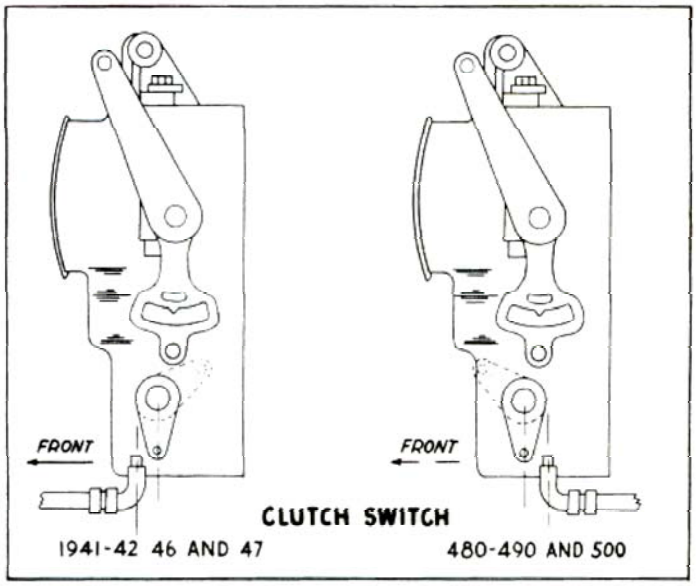
This fuse is mounted in an insulated holder and located on left front side of dash; the fuse wire end is connected to the "B" terminal of the generator charge regulator as shown above. When replacing fuse be sure the insulator is in position in the holder.

When it is necessary to replace either the solenoid or relay on account of damage by a short circuit, it is important that the service overdrive circuit fuse and holder assembly Part 302566 be installed.

1942 - 50 DRIVEMASTER

Cars fitted with Drivemaster stall on fast stop or when changing gears and failure to shift into pickup or second gear.

The Clutch Switch (lowest lever on Transmission Switch) Shaft has turned in the fiber hub and does not move the proper distance to effect contact. To correct this condition and re-time the switch action, remove snap lock and clutch rod from lever, turn lever forward 1/3 turn as shown by dotted line in sketch at right below and bring it back until the rod coincides with the hole in lever; install rod and snap lock. The above applies to 480-490 and 500 series.



The procedure for resetting the clutch switch on 1941-42, 46 and 47 is the reverse of the foregoing procedure; after disconnecting clutch rod, move clutch switch lever 1/3 turn to the rear and return to position to coincide with rod as shown by dotted line in sketch at left above.

OVERDRIVE THROTTLE SWITCH AND OVERDRIVE RELAY

To facilitate assembly and testing in the field, terminal markings have been placed on both the Overdrive Throttle Switch and Overdrive Relay, as shown in the sketch below.