



Service bulletin

C. 288
EXP. 16

THE BRITISH MOTOR CORPORATION (AUSTRALIA) PTY. LIMITED

FOR THE ATTENTION OF SERVICE & PARTS MANAGERS.

THROTTLE DASHPOT (AUTOMATIC TRANSMISSION)

To prevent engine stalling at the prescribed engine idle speed of 450 RPM, a Throttle Damper Kit has been devised incorporating a Throttle Damper Unit HYL 3237 and two brackets to be fabricated from the drawings contained in this bulletin.

From the dimensions given in the drawings, and using $\frac{1}{2}$ " strip mild steel of .09" thickness, make bracket 'B' to affix the Damper Unit to the carburettor and bracket 'A' for Austin Freeway and Wolseley 24/80 models or bracket 'C' for Austin Freeway Mk. II and Wolseley 24/80 Mk. II models.

AUSTIN
FREEWAY
Mk. I & II

Austin Freeway/Wolseley 24/80.

Adopting the following procedure for attachment, disconnect and remove operating shaft from carburettor, remove butterfly lever nut. Fit lever 'A' in addition to the existing yoke and reconnect the nut and shaft, deleting the washer if necessary. Fit the damper to the bracket 'B' and, using a 4 BA set screw, fit the assembly to the carburettor.

WOLSELEY
24/80
Mk. I & II

To adjust the unit, an interference contact of .120"-.000" + .050" (approx. $\frac{1}{8}$ ") should be allowed, before the butterfly returns to the fully closed position. A contact in excess of the top tolerance will give a jerky action and a slow throttle return.

Austin Freeway Mk. II / Wolseley 24/80 Mk. II

The procedure for attachment of the damper is as for the previous models. For the controls, disconnect and remove butterfly lever, fit lever 'C', deleting existing lever, and reconnect.

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To enable smooth operation of the cable lever and full throttle, it will be found necessary to raise the angle of the cable anchor bracket from the manifold and to adjust the inner cable length. This latter adjustment must be carried out at the kick-down cable end, and a working interference contact on damper of .125" should be allowed.



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FIG. 1

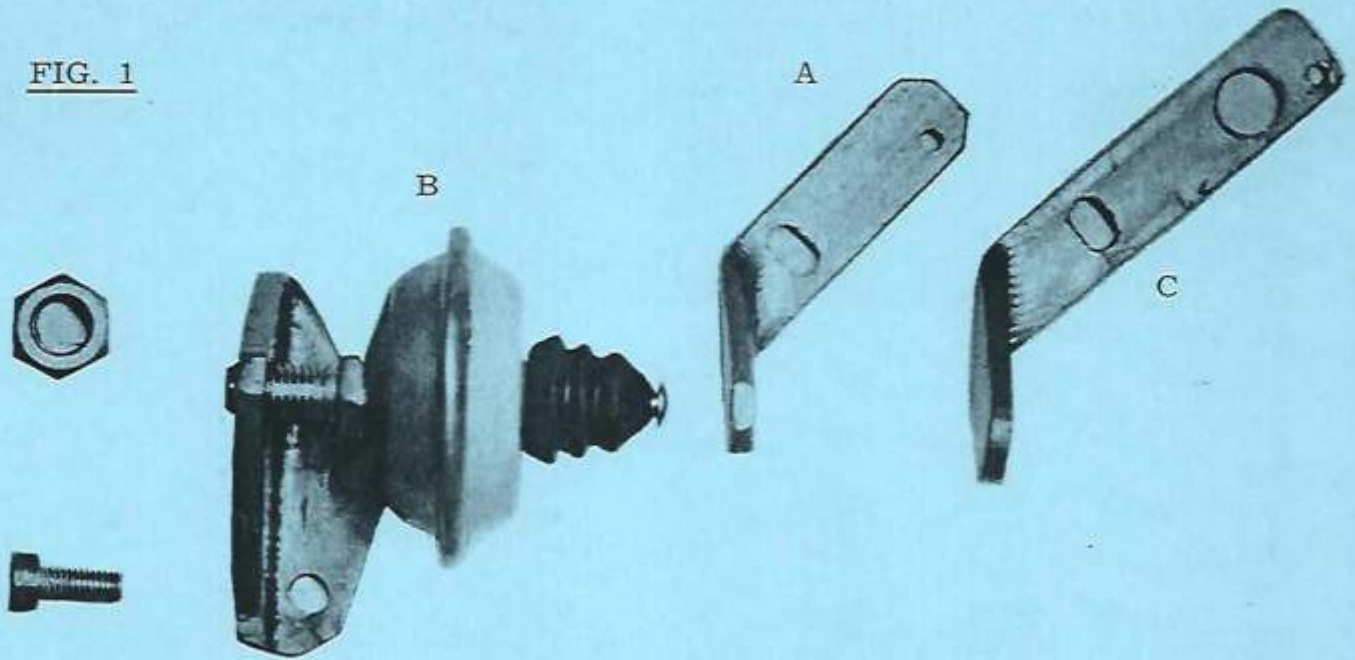
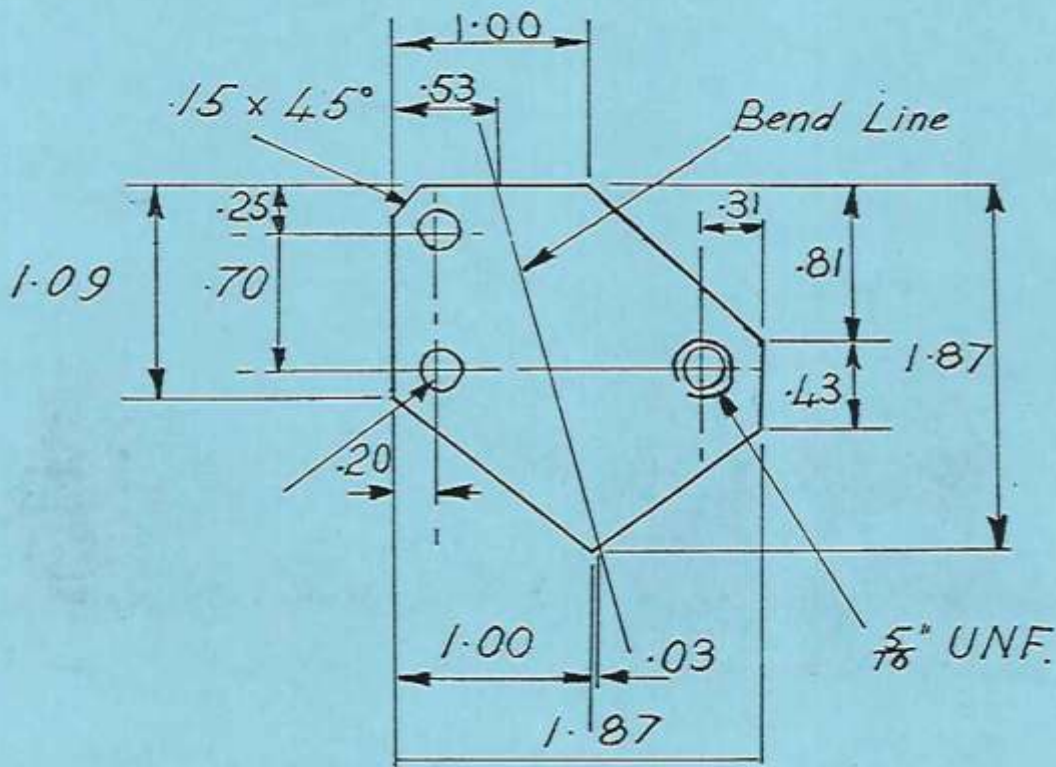
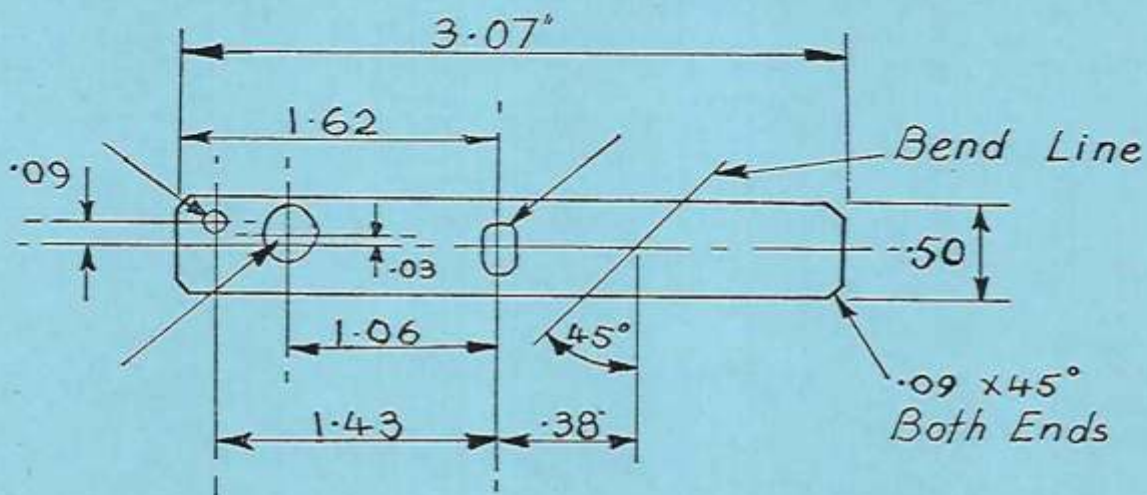
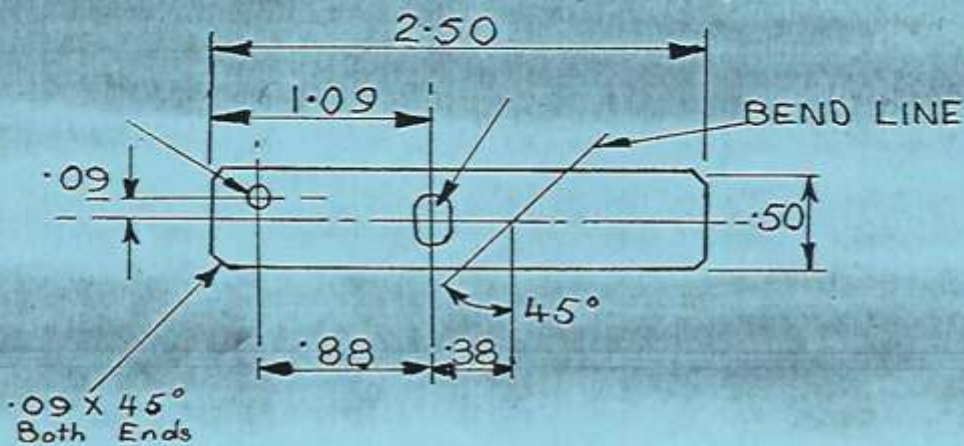


FIG. 2





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