

CHRYSLER CORPORATION

CHRYSLER DIVISION
12200 E. JEFFERSON AVE.
DETROIT 31, MICHIGAN

SERVICE BULLETIN



Feb. 2, 1955

No. 899-CH

TO ALL CHRYSLER DIRECT DEALERS:

The Chrysler FirePower engines in models C68, C69 and C70 are equipped with an improved model WCFB-2126S 4-barrel down-draft Carter carburetor. In the new 4-barrel carburetor, medium speed is controlled by means of two accelerator controlled primary throttles. For high speed operation, or for quick acceleration, the two secondary throttles are brought into operation. These secondary throttles are vacuum controlled through a diaphragm connected to the venturis to give the proper amount of air and fuel at all times, and should have special consideration when servicing.

FUEL

FAILURE TO RETURN TO CONSISTENT IDLE WITHIN 60 RPM

1. Block the choke valve in wide open position.
2. Back out the throttle lever stop screw so that primary valves seat in carburetor bores.
3. Hold the secondary throttle valves slightly open and close the primary throttle valves. The primary and secondary throttle valves should move to a tightly closed position simultaneously. Check to be sure that secondary throttle valves are tightly closed by attempting to open the secondary throttle valves while holding the primary throttle valves closed.
4. To adjust, bend the throttle operating rod slightly. (See illustration)
5. Readjust throttle lever stop screw. Set idle at 500 RPM with shift lever in neutral.

CARBURETOR

CHRYSLER

C68

C69

C70

MODELS

LIMITED TOP SPEED

This can be caused by any binding of the secondary throttle shaft.

1. With carburetor bolted in position on the manifold, ignition turned off, block the choke valve in wide open position and hold the primary throttle valves in three-quarter open position, manually open the secondary throttle valves. Release the secondary valves. They should return to an almost closed position.
 - a. If the secondary valves do not return freely, loosen the four carburetor to manifold mounting stud nuts and repeat step one. If the secondary throttle valves return freely, tighten the car-

6310

(Over)



Page 2

Feb. 2, 1955

No. 899-CH

FUEL

CARBURETOR

CHRYSLER

C68

C69

C70

MODELS

buretor mounting stud nuts alternately and evenly to seven foot pounds; use a torque wrench. Recheck the secondary throttle valves for freeness. If the secondary throttle valves and shaft bind when the carburetor is retightened, you should make arrangements with your local Carter service station to have the necessary corrections performed. (Replacement of the body flange and secondary throttle shaft and diaphragm assembly. Carter No. 1-1244S)

SENSATION OF LACK OF COMPLETE CONTROL OF ENGINE SPEED ON DECELERATION AT SPEEDS IN EXCESS OF 60 MPH

1. Restrictor bushing 158-74 has been released and installed in late production carburetors to slow the closing action of the vacuum operated secondary throttle valve.
 - a. Code date "A-5" or a blue dye on the diaphragm housing vacuum passage (see illustration) indicates the restrictor bushing has been installed in production.
 - b. The restrictor bushing 158-74 may be installed in early production carburetors by removing the upper diaphragm housing and diaphragm return spring. Press restrictor bushing into place (see illustration). Remove pin spring, disconnect diaphragm shaft at lower end, flex diaphragm to its lowest position, hold it there and reinstall diaphragm return spring, diaphragm housing. Tighten the cover screws alternately and evenly.
 - c. Attach diaphragm shaft at lower end and install pin spring. (See illustration)

Carburetor must be on the engine to check the above described conditions. Once it has been ascertained the correction is necessary, after following the above procedures, remove carburetor and deliver it to the nearest Carter service station for servicing. This will avoid the necessity of taking the vehicle to the Carter service station, inconvenience to the owner, and allow the Carter service station to properly schedule his work.

Carter service accounts will replace complete body flange assembly on the carburetor on a warranty (no charge) basis. Expiration date of this exchange is May 1, 1955.

R. B. TEIPER
Director of Service
CHRYSLER DIVISION

6310



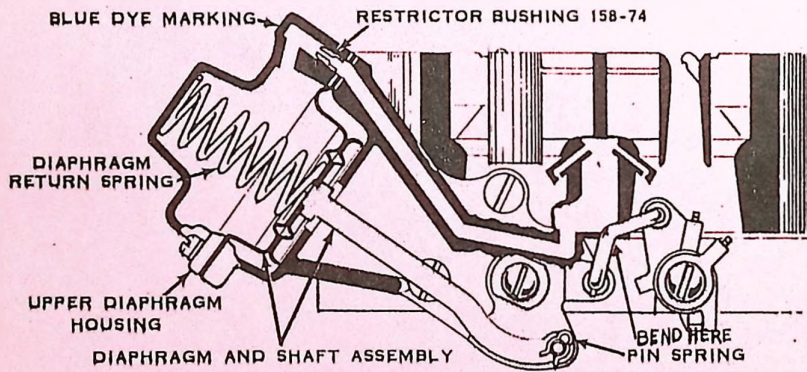
Page 3

Feb. 2, 1955

No. 899-CH

FUEL

CARBURETOR



CROSS SECTION DIAPHRAGM AND HOUSING

CHRYSLER

C68

C69

C70

MODELS

6310

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CHRYSLER CORPORATION

CHRYSLER DIVISION
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DETROIT 31, MICHIGAN

SERVICE BULLETIN



Feb. 28, 1955

No. 905-CH

TO ALL CHRYSLER DIRECT DEALERS:

It is possible that you may receive a report of a stumble or stalling condition on the Windsor engine during warm-up. This condition usually occurs while the choke valve is moving from the fully closed to the fully open position. To correct this condition, carburetor repair kit No. 1631449 (CARTER 195-59U) has been released. This consists of a venturi cluster cover and tube assembly, new set-up piston spring, step-up wires, and a new accelerator pump plunger assembly. The following instructions cover the installation of this kit:

1. Remove carburetor.
2. Remove carburetor bowl cover.
3. Install replacement venturi cluster cover and tube assembly.
4. Remove step-up piston and wire assembly and install new step-up piston spring and step-up wires.
5. Install new accelerator pump plunger assembly.
6. Set float level. This adjustment must be made with the bowl cover gasket removed. Hold the lip on float arm against the seated intake needle, making sure the float pin is at the bottom of its guide slots. The distance from the top surface of the body casting to the top of each float should be $7/32''$ (gauge T109-239), measured at the toe of the floats the farthest from the hinge pin. If one float is lower than the other, equalize by bending the float arm. If both floats require the same correction, adjust by bending lip on float arm. The floats must not rub anywhere against the inner walls of the bowl. If necessary, bend float arms slightly to provide clearance on all sides of floats.
7. Reinstall bowl cover.

FUEL

CARBURETOR

CHRYSLER

C-67

MODELS

(Over)

7068

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Page 2
 Feb. 28, 1955
 No. 905-CH

8. Adjust accelerator pump plunger stroke. Back out throttle adjustment screw and open choke valve so that throttle valves seat in bores of carburetor. Install throttle connector rod in outer hole (medium stroke) of throttle lever and inner hole of pump arm. The distance from the top of plunger shaft to bowl cover (not pump arm) should be $29/32''$. Adjust by bending pump connector rod (2180S) at lower angle; (2162S) at upper angle (use tool T109-213).

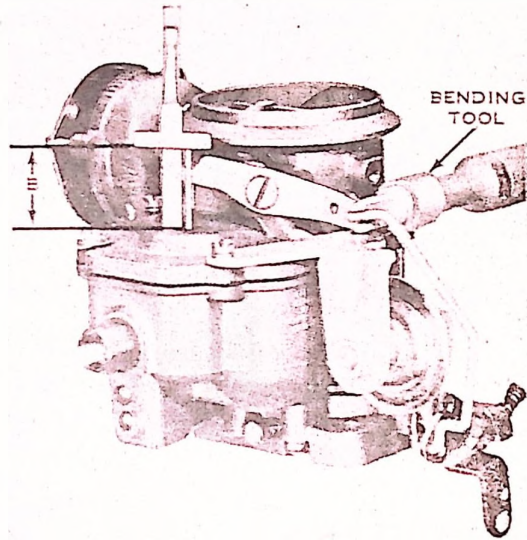


FIGURE 1
 PUMP ADJUSTMENT

Carburetors having these changes incorporated can be identified as follows:

Production units - by the letter "A" after the model number on the brass model tag. Example - 2162SA.

Dealer modification - by measuring the length of the slot in the accelerator pump plunger stem. The new pump plunger has a .600" long slot in the stem.

Material replaced is to be properly identified and tagged with vehicle serial number; subject material to be held for return to the factory when so notified.

We will honor your PRM in the amount of .8 (eight-tenths) of an hour indicating that a satisfactory installation of this kit has been made.

R. B. Teiper

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 Director of Service
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FUEL

 CARBURETOR

 CHRYSLER
 C-67
 MODELS

7068