



Information for  Service Mgr.  Shop Foreman  Parts Mgr.  Mechanics

Feb. 19, 1959

No. 59-39

TO ALL CHRYSLER AND IMPERIAL DEALERS:

If you experience a condition of the engine stalling immediately after a cold start, it may be caused by the choke piston and link allowing the choke blade to open too wide immediately after a cold start.

Recently a change was made on the 4-barrel AFB-2797S Carburetors to correct this condition. Those carburetors incorporating this change are identified by a spot of white paint on the carburetor flange left front corner, or by a capital letter "A" stamped on the flange right front corner, preceding the stamped date code and the Carter Carburetor Model number.

If you encounter the stalling condition on early production carburetors which do not incorporate this change, it is recommended that the choke piston and link assembly be replaced following the procedure outlined below:

- (1) Remove the choke cylinder welsh plug located on the front of the carburetor by driving inward with a center punch until the plug is loose.
- (2) Carefully remove the cotter pin which connects the choke piston link to the choke blade. CAUTION: Hold the choke blade closed while removing the cotter pin as added precaution to prevent dropping the cotter pin into the carburetor.
- (3) Remove the choke piston and link assembly. (Upon removal of the piston, thoroughly clean the piston bore of all deposits and foreign material.)
- (4) Install the new choke link and piston assembly, Carter Part No. 160-204-S. This assembly can be identified by the absence of a groove around the O.D. of the piston. The late style piston has no groove.

(Over)

FUEL

ENGINE  
STALLING  
AFTER  
COLD START

CHRYSLER  
NEW YORKER  
(MC3),  
SARATOGA  
(MC2), &  
IMPERIAL  
(MY1)

ALL 1959  
MODELS

2593

- (5) Holding the choke blade closed, attach the choke piston and link assembly to choke blade using a new cotter pin, Carter Part No. 106-19.
- (6) Install the new welsh plug, Carter Part No. 47-30, using a flat ended punch, driving gently until the plug is flat.
- (7) Start and warm up the engine. Adjust the carburetor idle mixture and speed.

**TIME ALLOWANCE:**

Operation 14-155 Automatic Choke Piston and Link Assembly --  
Replace .3 hr. (4-bore carburetor on car)

*C. T. McClure*

C. T. McCLURE  
Director of Service

# SERVICE BULLETIN

Service Department . . . Chrysler and Imperial Division  
CHRYSLER CORPORATION



Information for  Service Mgr.  Shop Foreman  Parts Mgr.  Technicians

## TO ALL CHRYSLER AND IMPERIAL DEALERS:

If you should experience poor engine performance, such as, hesitation or stumble on acceleration after the engine is warmed-up to operating temperature, it is suggested that the engine and carburetor be diagnosed and serviced as follows:

- (1) Check the ignition system, distributor and spark plugs. Clean and adjust the spark plugs if necessary. Reset the ignition timing if necessary.
- (2) Be sure the manifold heat control valve is operating satisfactorily. Be sure the engine cooling system thermostat is operating satisfactorily and that the engine is operating at the correct warmed-up temperature.
- (3) Make sure the carburetor accelerating pump is in satisfactory operating condition. Connect the upper end of the accelerating pump connector rod to the inner hole in the accelerating pump rocker arm. On the model MC-1 Chrysler Windsor, connect the lower end of the accelerating pump connector rod to the outer hole in the throttle lever.

If the hesitation or stumble on accelerating still exists after checking and correcting the above conditions, it may be an indication of a lean mixture in the main metering system of the carburetor. To correct the lean condition:

- (a) On model MC-1 Chrysler Windsor, replace the step-up wires in the carburetor with Carter No. 75-997 or 75-999 (depending on availability) Step-Up Wires (2 required).
- (b) On models MC-2 Chrysler Saratoga, MC-3 Chrysler New Yorker and MY-1 Imperial, replace the power jet rods (step-up rods) in the carburetor with Carter No. 16-44 Power Jet Rods ( 2 required). On these models using the Model AFB Carburetor, the power jet rods may be replaced by removing the carburetor air cleaner and removing the step-up piston and rod cover plates on the top of the carburetor air horn.

Feb. 26, 1959

No. 59-47

## CARBURETOR

POSSIBLE  
POOR  
PERFOR-  
MANCE

DUE TO LEAN  
MIXTURE

(STUMBLE  
ON ACCELER-  
ATION AFTER  
ENGINE  
IS WARM)

CHRYSLER  
AND  
IMPERIAL

ALL 1959  
MODELS

(Over)

3055A

Clean the fuel filter bowl and filtering element. Install a new filtering element if the element is clogged. Adjust the carburetor idle mixture and idle speed according to the specifications in the 1958 Chrysler and Imperial Service Manual, and 1959 Supplement.

NOTE: Time Allowance for installing the step-up wires or power jet rods and connecting accelerating pump connector rod is .5 hour.

*C. T. McClure*

C. T. McCLURE  
Director of Service



# Service Bulletin



Information for  Service Mgr.  Shop Foreman  Parts Mgr.  Mechanics

## TO ALL CHRYSLER AND IMPERIAL DEALERS:

This Bulletin supersedes and cancels all previous instructions in Service Manuals and Lubrication Charts concerning service of the carburetor air cleaner filter elements used on 1957, 1958 and 1959 Chrysler and Imperial models.

It has been determined that using compressed air to blow out the carburetor air cleaner filter element provides a more effective method of removing excess dust and dirt from the filter, without the possibility of damaging the seals or breaking the paper. Therefore, the following procedure for cleaning and servicing the carburetor air cleaner filter is recommended:

1. Remove the filter element from the air cleaner housing.
2. Hold the air nozzle approximately two inches from the inner screen and blow outward through the filter to remove loose dirt.

Clean the carburetor air filter elements at least every 5000 miles, and install a new MoPar filter element every 15,000 miles.

When unusual or severe driving conditions are encountered, more frequent servicing of the air cleaner filter may be required.

*C. T. McClure*

C. T. McCLURE  
Director of Service

Sept. 4, 1959

No. 59-96

CARBURETOR

CARBURETOR

AIR

CLEANER

FILTER

SERVICE

1957,

1958

AND

1959

CHRYSLER

AND

IMPERIAL

MODELS

P-2778-C