



PLYMOUTH SERVICE INFORMATION BULLETIN

Group Fuel
Number 14-5
Date Jan. 13, 1960

Of interest to: SERVICE MGR. SHOP FOREMAN PARTS MGR. MECHANICS

**SUBJECT: CARBURETOR AND LINKAGE ADJUSTMENT - 1960
SONORAMIC ENGINE**

With the introduction of the Ram Induction fuel system on the 1960 Plymouth the tune up and carburetor adjustment procedure is an item of critical importance. The information contained in this Bulletin should be referred to when ever an adjustment is made to a vehicle equipped with Ram Induction.

First start the engine and let it run until it attains normal operating temperature. Then disconnect the vacuum advance line to the distributor and check the basic timing with the engine idle set at 550 to 575 rpm. Set the basic timing at 5 deg. B.T.C.

Throttle Linkage Adjustment: Loosen the transmission rod adjusting nut and the throttle shaft adjusting nut. Lock the accelerator shaft lever in position by inserting a 10 in. piece of 3/16 in. drill rod thru the holes in the bracket and lever, see Figure 1.

Move the transmission lever all the way forward to its internal stop and tighten the lock nut. This positions the transmission lever in relation to the accelerator shaft lever.

Unsnap the accelerator pedal rod. Use a protractor to measure the angle. Adjust the length of the rod until the face of the pedal is 114 deg. from the floor, see Figure 2. Connect the rod and remove the drill rod from the accelerator shaft bracket.

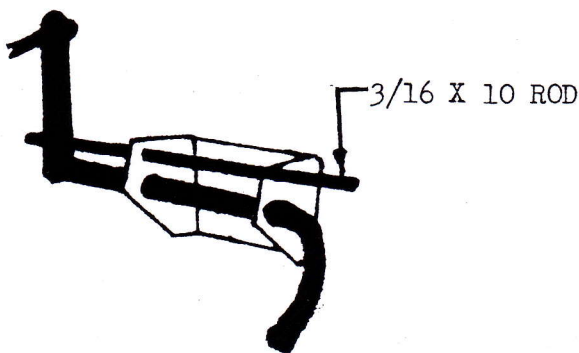


Figure 1

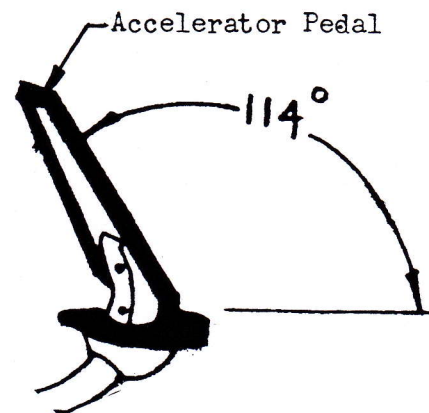


Figure 2

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(Over)

Loosen the carburetor throttle rod lock nuts at the bellcrank. Pivot the bellcrank and insert a 3 in. piece of 3/16 in. drill rod thru the bellcrank and into the hole in the intake manifold. With the bellcrank in this position adjust the carburetor throttle rod on each carburetor until the throttle valves are closed, with the chokes open and the fast idle cams released. Tighten the locknuts and remove the locating pin from the bellcrank.

Idle Speed and Mixture Adjustment: Disconnect both carburetor throttle rods and turn in all four mixture screws finger tight. Then back each screw out 3/4 of one turn. Set the by-pass idle air bleed screws at one full turn open. Connect a tachometer and start the engine. When the engine is running at normal operating temperature proceed with the final idle touch up. Turn the left (right bank) carburetor idle mixture screws 1/8 turn at a time until the smoothest setting is obtained. In the same manner adjust the right (left bank) carburetor until the smoothest setting is obtained. It may be necessary to touch up the adjustments one final time to obtain the desired smoothness.

Connect throttle rods. Adjust the idle speed to 725-750 rpm in neutral by turning the idle air bleed screw on each carburetor.

NOTE: It is very important that the two by-pass bleed screws be kept at exactly equal openings.

Anti-Stall Device Adjustment: With the engine idle set as specified above, the anti-stall device should be checked for proper setting.

With the transmission in "Neutral" turn the anti-stall plunger either toward or away from the bellcrank until a clearance of approximately .025 in. has been obtained, see Figure 3.

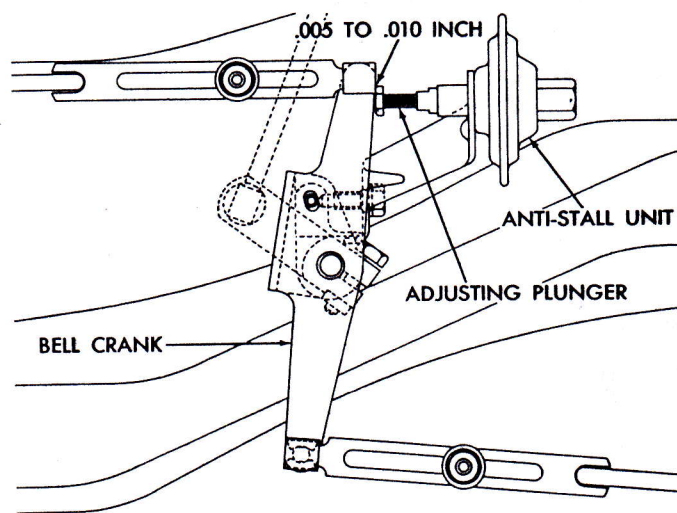


Figure 3

Place the transmission in "Drive". Caution: Be sure the parking and foot brakes are set. With the engine idling in drive, check to insure that there is .005 to .010 in. clearance between the bellcrank and the plunger, using a feeler gauge.

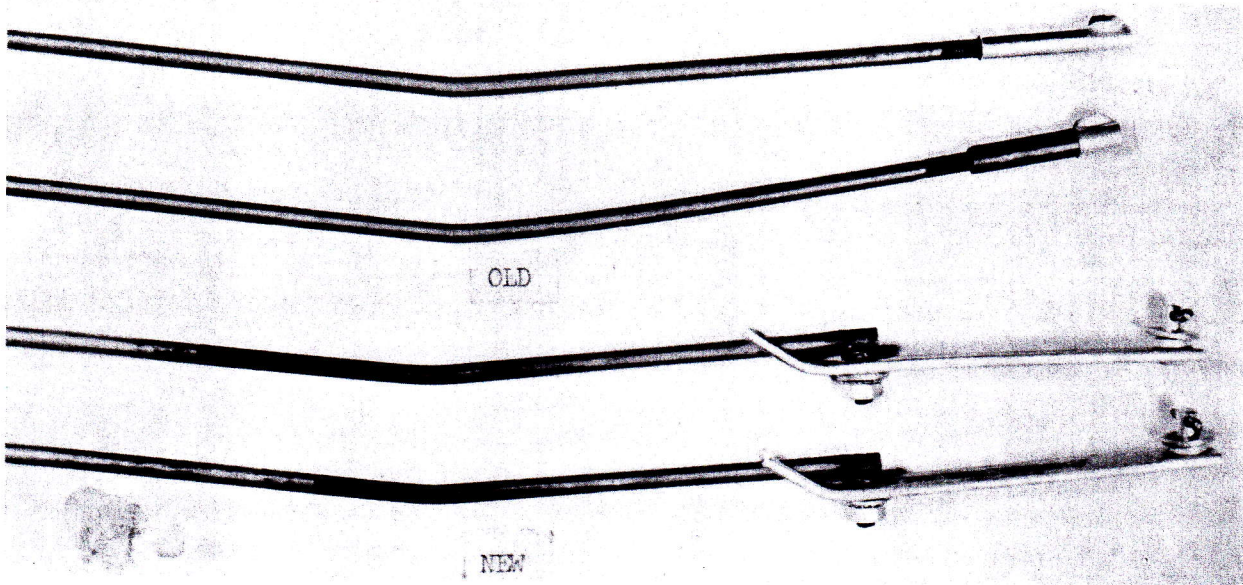


Figure 4

Figure 4 illustrates the Ram Induction linkage used before and after the change. Under certain extreme usage it may be possible for the early linkage to separate from the ball stud connectors. If this should be experienced it is suggested that the linkage be replaced with the after linkage which is serviced under part number 2128759 and is available from the usual MoPar source.

The above listed part number is MoPar stock class code "P".

*Wrong P/N
UP dated march 2nd 1960*

*New P/N 2129569 2 per Car
New P/N 2128757 2 per Car*

George J. Cutler

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Director of Service
PLYMOUTH-DE SOTO-VALIANT DIVISION