

# SERVICE BULLETIN

SERVICE DEPARTMENT, CHRYSLER & IMPERIAL DIVISION  
CHRYSLER CORPORATION



Information for  Service Mgr.  Shop Foreman  Parts Mgr.  Technicians

## TO ALL CHRYSLER AND IMPERIAL DEALERS:

If you experience a condition of poor performance, loading up, rough engine operation, or possible spark plug fouling during engine warm-up, on 1960 Chrysler C-300F models, the information in this bulletin may be of assistance to you.

While it is unlikely that more than one cause will be found on any one car, this bulletin is of a general information nature and lists the most likely possible causes. Be sure to perform an accurate diagnosis and perform the necessary corrections.

### (1) Manifold Heat Control:

- (a) Inspect and test the operation of the manifold heat controls.
- (b) Inspect the manifold heat control thermostatic coil spring. If the spring has approximately (7) seven coils, remove the thermostatic coil spring and install a New Manifold Heat Control Thermostatic Coil Spring Part No. 2128933. This spring has approximately (5) five coils. See Figure 1.

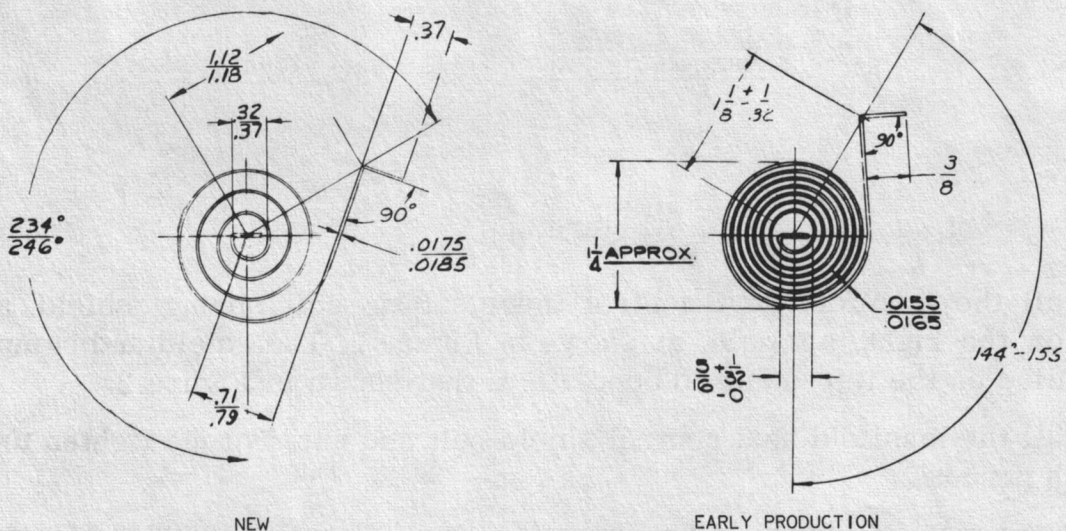


Figure 1

May 4, 1960

No. 60-49

Engine

Engine  
Performance

All 1960  
Chrysler  
C-300F

P-2181-C

**IMPORTANT:** This bulletin contains valuable information and was prepared at considerable expense to be of service to you. Failure to use this information may cost you good will and money. We suggest that you insure it is read by all those concerned, and then filed for future reference in your Service Bulletin Binder.

(c) Install the new thermostatic coil spring on the right manifold, as shown in Figure 2. The thermostatic coil spring is installed on the left manifold opposite to that shown in Figure 2. The thermostatic coil spring should have approximately  $182^{\circ}$  (one half turn) of wrap or wind up, when the manifold heat control is in the closed position. See Figure 2.

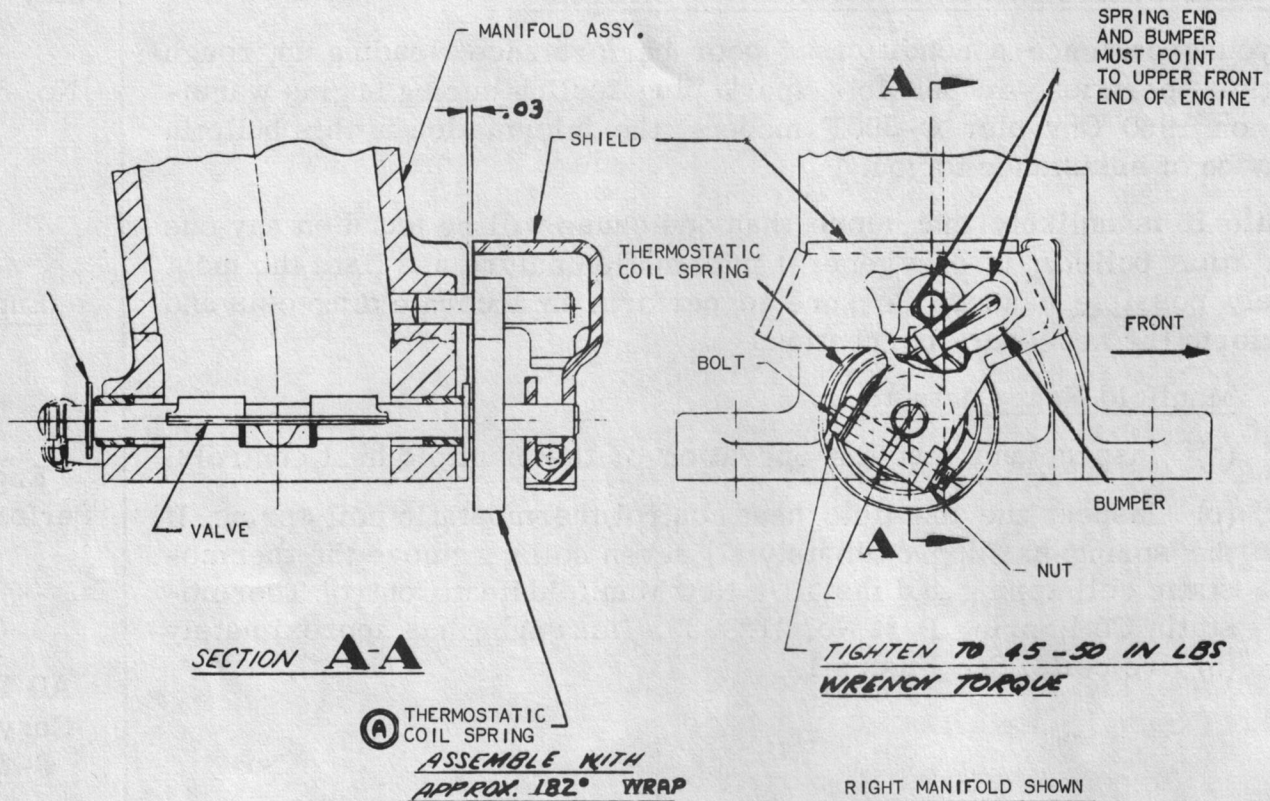


Figure 2

(d) Install the manifold heat control thermostatic coil spring shield, and bumper on the right manifold, as shown in Figure 2. The shield and bumper are installed on the left manifold opposite to that shown in Figure 2.

(e) Install the manifold heat control shield bolt and nut. Torque tighten to 45 to 50 inch pounds.

(f) Test the manifold heat control operation. Apply Part No. 1879318 Manifold Heat Control Valve Solvent to the manifold heat control valve shaft.

NOTE: If the manifold heat control valve (or blade) is broken loose from the shaft, it will be necessary to install a new manifold.

(2) Choke Assembly:

Inspect the choke as it is installed in the manifold. The choke should be installed in the following sequence:

- (a) Gasket - Choke Coil Well
- (b) Cup - Choke Coil Well
- (c) Retainer - Choke Coil Well
- (d) Assembly - Choke Coil Housing and Rod.

(3) Choke Indexing:

Index the choke piston following the procedure outlined below:

- (a) Remove the choke housing baffle plate.
- (b) Remove the throttle return spring, so that the throttle can be set at one quarter open.
- (c) Be sure the choke valve is wide open.
- (d) Slide a .026 inch wire into the choke piston slot, so that hook on the end enters the slot in the cylinder, as shown in the illustration below. (This gauge can be made by bending the .026 inch end of wire gauge Tool T-109-189 to form the shape, as shown in Figure 3.)
- (e) Push on the choke valve, counter-clockwise, trapping the wire gauge between the piston and the cylinder slot (choke linkage hanging free).
- (f) It should now be possible to insert a No. 32 drill between the choke valve and wall of the air horn. If an adjustment is necessary, bend the link that connects the choke shaft to the choke piston lever (at angle) until the correct clearance has been obtained.
- (g) Place the choke baffle plate in position and install retaining screws. Tighten securely.
- (h) Connect the throttle return spring.

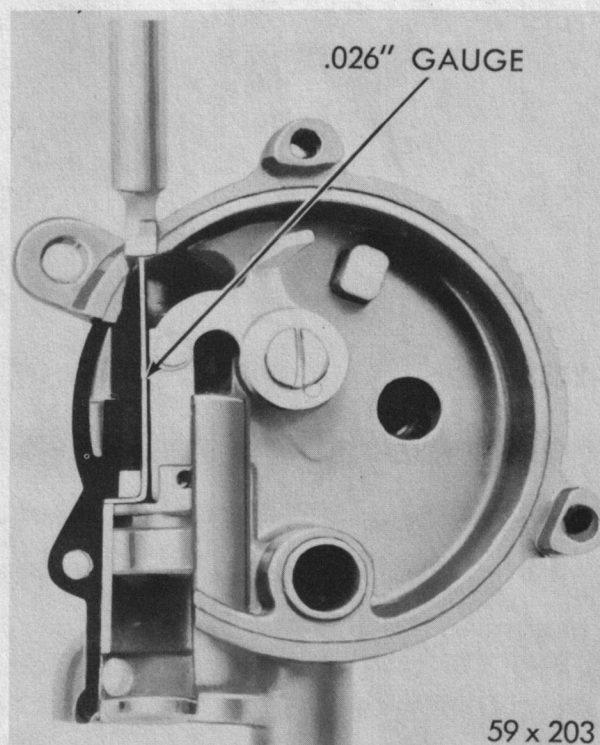


Figure 3

(4) Carburetor Flange Gasket:

Inspect the carburetor flange gasket for proper installation. Open the throttles wide open. If the gasket is installed incorrectly, the gasket will interfere with the secondary throttle valves and will not allow them to open wide. Install a new carburetor flange gasket in its correct position, if required.

(5) Intake Manifold Balance Tube Coupling:

Inspect the intake manifold balance tube coupling (hose) for being collapsed, cracked, deteriorated or softened. Install new coupling hoses if necessary.

IMPORTANT

The correct spark plug type for the 1960 Chrysler C-300F is A-32. Do not use a spark plug of higher heat range. The engine tune up and throttle linkage adjustments should be performed according to the information in the 1960 Chrysler and Imperial Service Manual and Service Bulletin No. 60-30, dated February 25, 1960.

POLICY: INFORMATION ONLY.

*C. T. McClure*

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