

SERVICE BULLETIN



SERVICE DEPARTMENT, Technical Information on Plymouth Chrysler Imperial

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No. 66-73

FUEL

CHOKE COIL BINDING

If you experience a starting problem on 1966 Plymouth cars equipped with 225 cubic inch engines and Holley carburetors, it may be due to choke coil to choke well interference as shown in Figure 1. The end of the choke coil catches on rough projections in the cast choke well as it cools down thus preventing the choke from closing. This condition can sometimes be detected by observing bright marks on the bottom of the choke well where the coil has been contacting the surface. If the choke coil is removed while it is caught on the surface of the well a "twang" can be heard as the coil breaks loose while the choke unit is being loosened.

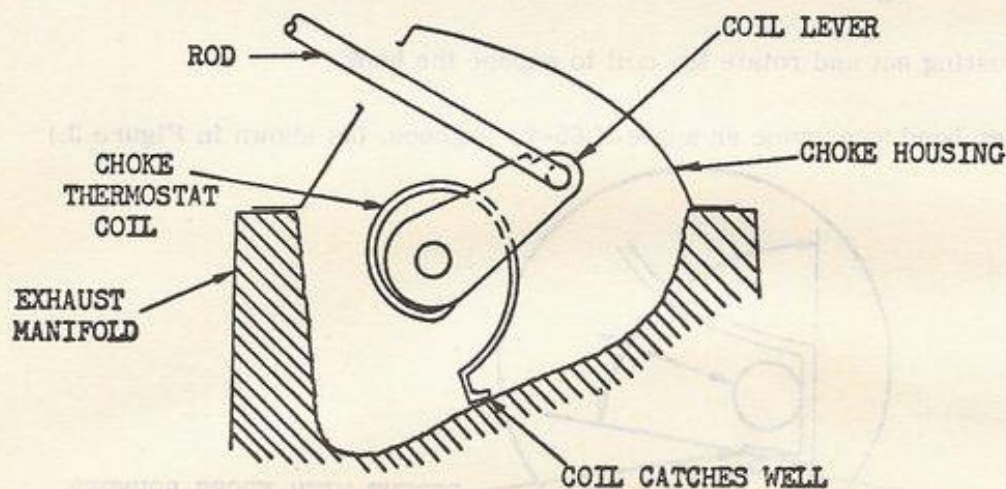


Figure 1. - CHOKE COIL IN STUCK POSITION

A production change is being made to reduce the coil radius so the interference will not occur. Until the new coils are available, Holley are reworking all choke units in their plant by bending the end of the coil to prevent the sharp end from contacting the pocket. The original choke units are identified by 3283 stamped on the cover. Chokes reworked by Holley will carry the number 3283-1. Chokes with the new coils will have 3283-2 on the cover.

Defective choke units can be reworked as follows:

1. Remove the choke unit and cool in water at 70-75°F.

(Over)

1966
PLYMOUTH
MODELS
EQUIPPED
WITH
225
CUBIC INCH
ENGINE
AND
HOLLEY
CARBURETORS

P-1786-C

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2. The choke coil should then touch the rod when the rod is in its extended position as shown in Figure 2. If such contact does not exist, the coil has been distorted and a new choke assembly part number 2658398 should be used. Rework either the original choke unit if the coil is undistorted or the new 3283 assemblies as described below. (New assemblies with 3283-1 or 3283-2 numbers require no rework).

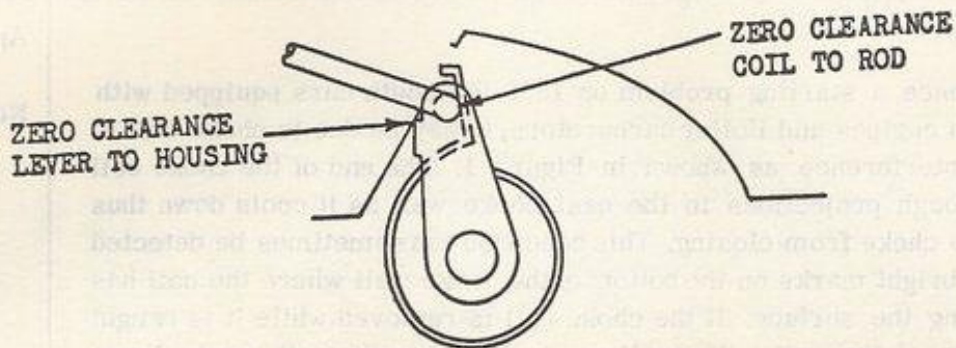


Figure 2. - UNDISTORTED COIL AT 75° F

3. Loosen the adjusting nut and rotate the coil to expose the hook.
4. Change the outer bend to provide an angle of 65-75 degrees. (as shown in Figure 3.)

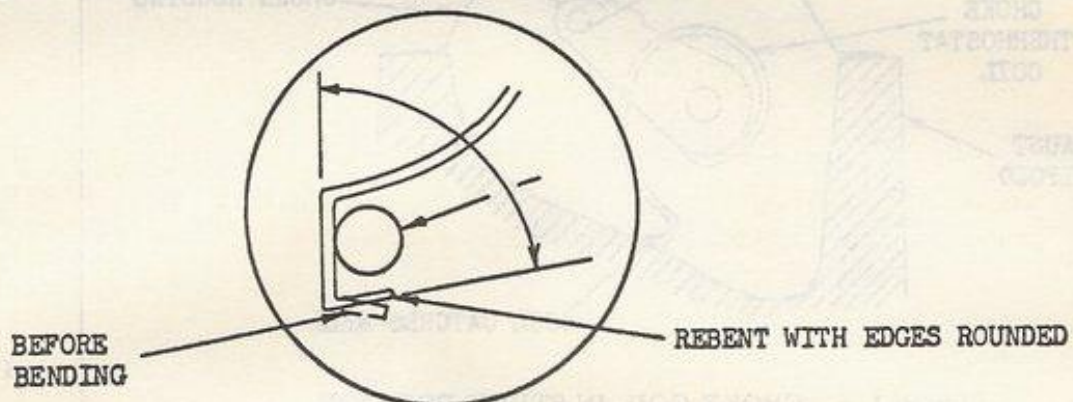


Figure 3. - CHOKE THERMOSTAT HOOK

5. Round the sharp outer hook edges with a file.
6. Return the index disc to the 2 notch rich position. Check to make sure the bottom of the hook contacts the choke rod rather than the bent end.
7. Tighten the locknut.
8. Install the choke, making sure that all of the choke mechanism operates freely.

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