

Packard **SERVICE TECHNICAL** **Bulletin**



10 entries

50T-5

February 7, 1950

To: ZONES

Subject: WGD CARBURETOR OVERCHOKING AND SURGING (MODEL 2301)

Two conditions occasionally reported on the new type "WGD" carburetor, model 728S, are (1) overchoking during the engine warm-up period and (2) a "surge" above approximately 40 m.p.h. The overchoking may result in poor gasoline mileage, particularly on short runs during which time the choke valve does not fully open. The "surge" in reality is a slight variation in car speed when traveling with the accelerator pedal held steadily or, in other words, in a fixed position.

When checking for the cause of overchoking, the choke mechanism should be inspected for binding or sticking and, if necessary, freed up so that the choke valve operates properly. The carburetor adjustments also should be checked and set to the proper specifications if necessary.

If the choke operates freely and the carburetor adjustments are known to be correct, the tendency to overchoke may be reduced by setting the choke coil one to two points leaner than the standard setting of one point lean.

Satisfactory choke operation usually can be obtained with this leaner setting; however, in some instances, the tendency to overchoke may persist. In this event, the carburetor should be replaced with a later type carburetor, model 728SA, which incorporates various internal design changes. The change should be made only if the foregoing adjustments do not correct this overchoking condition.

The so-called "surge," when it exists, does not affect general engine operation and is noticeable only when running at moderate or high speeds with the throttle held steadily to maintain a specific car speed. Without changing throttle position, the car speed may increase slightly and then decrease slightly from its original or throttle-governed speed. In most instances where this condition exists, the slight variation in car speed will not be noticeable to the average owner.

When this surge condition is reported by an owner, the engine should be properly tuned and the carburetor checked for being in proper adjustment. If the condition persists after these adjustments, the carburetor should be replaced with the later type, model 728SA. This change should be made only when it is necessary to correct a customer complaint of this condition.

An initial supply of the late type carburetors, model 728SA, is being shipped and charged to each Zone. Dealers ordering these carburetors will be charged by the Zone.


Carburetor replacements, as outlined in this bulletin, will be handled on R.F.A.'s in the usual manner with a labor allowance of 0.5 hr. for each replacement. The change-over service, when necessary, is to be performed regardless of age and mileage on the car.

Replaced carburetors must not be damaged or mutilated and should be properly packaged in the carton from which the new carburetor is removed. Returns should be made as promptly as is possible. Incomplete or damaged carburetors will not be accepted.

The contents of this bulletin apply only to vehicles having an engine serial number below 266140 and equipped with model 728S carburetors. Vehicles having engine serial numbers above 266139 are equipped with the late type carburetor, model 728SA, and the previously described conditions should not be experienced with these units.

The standard choke coil setting on these late type carburetors is two points lean.

Very truly yours,



J. A. Carr, Manager
Parts and Service Department

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IMPORTANT NOTE: No part of this bulletin should be sent to Dealers. The sample letter attached should be processed as your notice to Dealers of the proper method of handling the difficulties outlined.