



# Packard SERVICE TECHNICAL Bulletin

52T-37

Dealer 27

December 31, 1952

TO: ZONES AND DEALERS

SUBJECT: CAMPAIGN - 4-BARREL "WCFB" CARBURETOR THROTTLE OPERATING ROD  
CARBURETOR THROTTLE FLEX SPRING  
MODELS-2631-2602-2606 and 2626

We have been informed that approximately 300, 4-barrel carburetor equipped cars have been shipped with the carburetor throttle operating rod (primary to secondary throttle connecting link) installed on the outside of the levers.

When the operating rod is installed in this manner, it will not permit the secondary throttle valves to open at the pre-determined time. The operating rod must be installed from the inside of the levers with the retaining clips on the outside, "See Illustration on reverse side".

It has been found that the choke valve does not open when the accelerator is pressed hard to the floor in the event an engine becomes flooded. The spring on the throttle lever, "See Illustration", should stretch out and the choke valve open  $9/32$ " before the throttle connecting rod over-ride moves.

The new spring which is copper colored and has less tension is available at the parts warehouse. It may be ordered under Part Number 436715, Motor Carburetor Throttle Flex Spring (Carter #61-453).

All cars having the 4-barrel carburetors shipped from the factory prior to Engine No. L400758, L600246 must be campaigned. Inspect the operating rod and reverse its installation if necessary. Install the new throttle lever flex spring.

Installing the new flex spring and re-installing the operating rod (link) to the inside of the levers will be handled on an RFA in the usual manner with a labor allowance of 0.3 hours. The removed spring must be returned to Factory claims section with the RFA.

Very truly yours,



J. A. Carr

General Service Manager

JAC:kb

Approved by OPS December 3, 1952, by Special Order  
12 under Section 5 of Supplementary Regulation 3  
to Ceiling Price Regulation 34.

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