

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

55T-39
Dealer 30
August 26, 1955

To: ZONES AND DEALERS

Subject: INCORRECT IGNITION TIMING - MODEL 5540

Some difficulty has been experienced in setting the ignition timing on a few 5540 models that are equipped with the Carter carburetor, which has been caused by too high a vacuum to the distributor vacuum advance with the engine idling at 400 RPM.

Excessive vacuum to the distributor vacuum advance may be due to one or both of the following:

- a. A build-up of foreign material (carbonaceous material) in the throttle bores and valves, thus requiring a higher idle speed screw adjustment to maintain 400 RPM.
- b. Too close a fit of the secondary throttle valves in the throttle bores, which also requires a higher idle speed screw adjustment to maintain the 400 RPM.

In either case, when the idle speed screw is adjusted in to maintain the 400 RPM idle speed, the primary throttle valves are raised slightly above the distributor vacuum port in the carburetor causing the vacuum advance to operate at idle speed.

The vacuum advance is calibrated to begin at 6 in. Hg., therefore, the vacuum to the distributor vacuum advance should not be higher than 5 in. Hg. at 400 RPM otherwise some distributor advance will occur causing false ignition timing. False ignition timing will cause rough engine idle, poor performance and poor gasoline mileage.

When incorrect ignition timing is suspected or encountered, the outlined procedure should be followed:

1. Adjust the idle mixture screws to as smooth an idle as possible. Adjust the idle speed screw to obtain 400 engine RPM with the selector lever in "drive" position.
2. Disconnect the distributor vacuum tube from the carburetor. Attach a vacuum gauge to the fitting on the carburetor and take a vacuum reading with the engine idling at 400 RPM. It should not exceed 5 in. Hg.

If the vacuum is higher than 5 in. Hg., remove the carburetor and examine the throttle bores and valves for foreign material build-up.

In most cases, the high vacuum can be corrected by removing the throttle body section of the carburetor and cleaning it in a suitable carburetor cleaning solvent.

If no foreign material is found in the throttle bores or on the valves, then it will be necessary to have the secondary throttle valves re-aligned and adjusted which should be performed by an authorized Carter service outlet.

Arrangements have been made through Carter for their authorized service outlets to handle the alignment and adjusting of the throttle valves at no charge.

When submitting an RFA for removing and replacing the carburetor, attach the no charge Carter service invoice to the RFA.

Very truly yours,



H. N. Johnson
Assistant Service Manager

HGL:smu