

SERVICING THE AUTOMATIC CHOKE (CROSS-OVER TYPE)

To function properly, it is important that all parts be clean and move freely. Other than the occasional cleaning, the automatic choke control requires no servicing. It is very important that the choke control unit works freely at the thermostatic coil spring housing and at the choke shaft. Move the choke rod up and down to check for free movement of the coil housing on the pivot. If unit binds, a new unit should be installed. The Cross-Over Choke Control Unit is serviced only as a complete unit. (Fig. 108). Do not attempt to repair.

When installing the cross-over choke unit, make certain that the coil housing does not contact the sides of the wall in the intake manifold. Any contact at this point will affect choke operation.

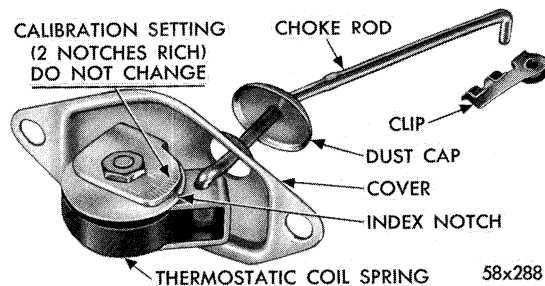


Fig. 108 — Cross-Over Choke Control Unit

Do not lubricate any parts of the choke or control unit since this causes dirt accumulation which would result in binding of the choke mechanism.

Do not attempt to change the calibration setting (2 notches rich). This is predetermined and should it be changed, improper choke action would result.

Section IX FRAME

The shape and contour of the 1959 Chrysler frames remain the same as the 1958 with the exception of the following modification:

The upper control arm pivot brackets are changed and relocated to provide a better means of adjusting front wheel alignment.

The front portion of the Chrysler frame (Figs. 109, 110) has been modified to accept a newly designed front bumper mounting.

The 1959 Imperial frame includes the above change and in addition the following modifications:

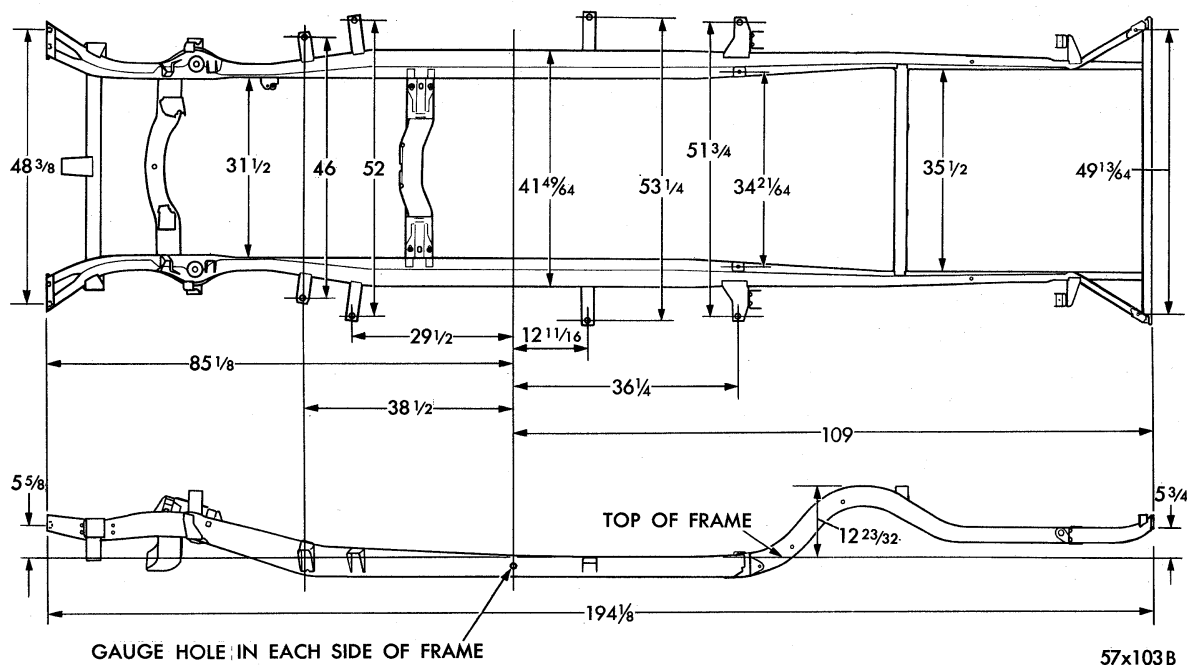


Fig. 109 — Frame Dimensions (Windsor)

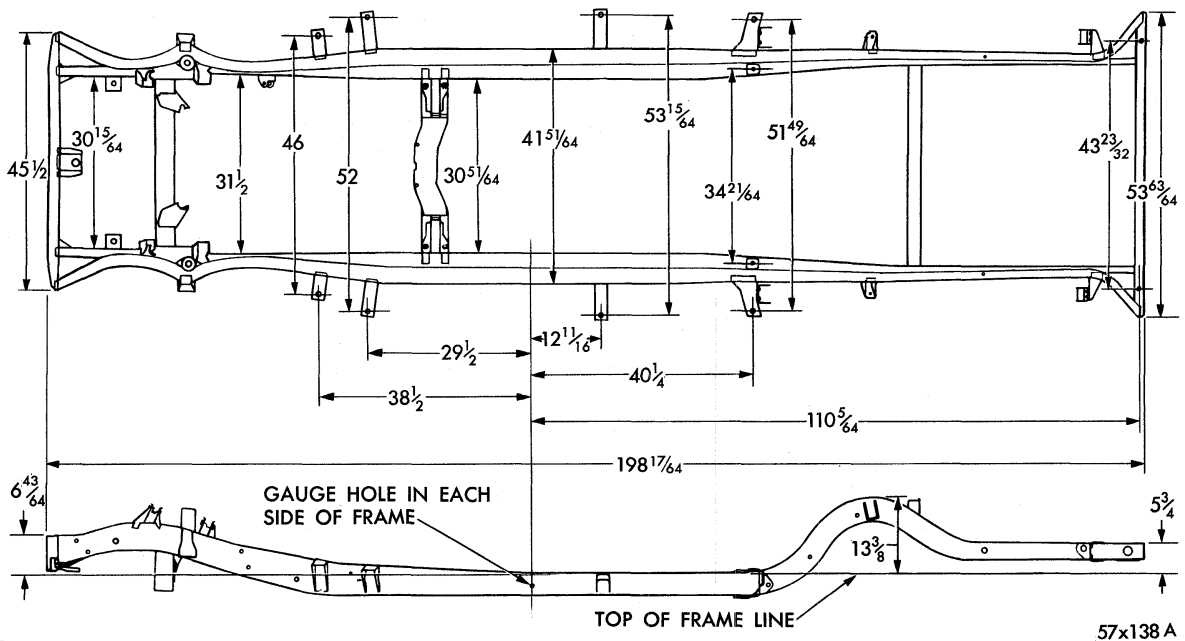


Fig. 110 — Frame Dimensions Saratoga and New Yorker

The body mounts have been relocated and redesigned to include dual solid mounting points at the Numbers 1, 2, 3 and 4 body mounts. This provides a more effective tie of the body to the frame. (Fig. 111).

The center bearing crossmember has also been redesigned to accommodate a smaller drive shaft tun-

nel in the floor pan.

The frame side rails have been depressed which permits the use of a new lower floor pan for increased leg room.

The "X" member frames are used only on Convertible Models.

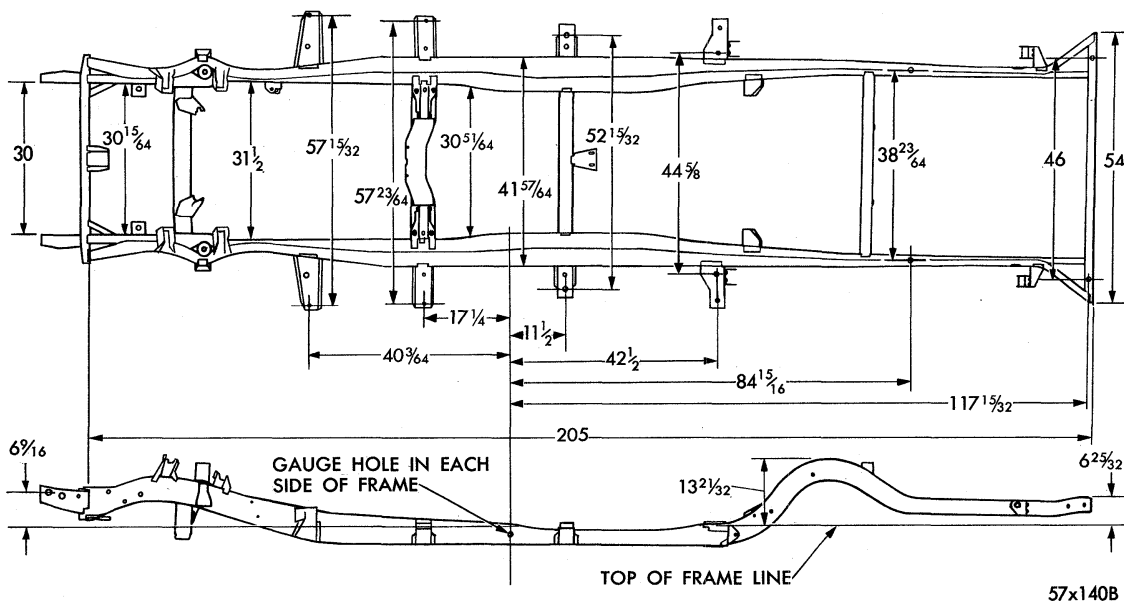


Fig. 111 — Frame Dimensions — Imperial