FRONT ENGINE MOUNTS

a. Removal

Disconnect throttle linkage at transmission and at carburetor. Remove the nuts, washers, plates from front engine mounts and raise the engine sufficiently enough to remove the insulator and stud assembly.

b. Installation

Install the insulator and stud assembly with the index mark on the insulator facing toward the engine, as shown in Figure 99.

Lower the engine aligning the stud with the slots in frame brackets.

CAUTION

Be sure the insulator stud does not interfere with the bottom of the slot in the frame bracket.

Install plates, washers and nuts. Neutralize the engine, and tighten nuts to 85 foot-pounds torque. Connect throttle linkage to transmission and to carburetor. Refer to Transmission Section in this manual for adjustment.

Section VIII

FUEL AND EXHAUST SYSTEM

DATA AND SPECIFICATIONS

Model	MC-1
FUEL PUMP	
Make	Carter
Model	M-2769S
Type	Mechanical
Driven By	Camshaft
Pump Pressure (pounds)	5 to 7
CARBURETOR	
Type	Dual Throat Downdraft
Model	BBD-2795S-2872S
ADJUSTMENTS	
Idle Mixture (both screws)	One full turn open
Idle Speed	500 rpm
Fast Idle	.017″
Fast Idle Cam	On Index
Choke Unloader	¼ inch
Accelerator Pump Travel	1 in. + or —1/64
Float Setting	9/32 + or —1/64
CHOKE	
Control	Cross over type
Setting	On Index
Fast Idle Speed Setting	1375 to 1425 rpm

Model	MC-2, MC-3 and MY-1
FUEL PUMP	
Make	Carter
Model	M-2769S
Type	Mechanical
Driven By	Camshaft
Pump Pressure (pounds)	5 to 7

DATA AND SPECIFICATIONS (Cont'd)

CARBURETOR	
Make	Carter
Type	4 Barrel Downdraft
Model	AFB-2797S
THROTTLE BORE	
Primary	1 7/16 inch
Secondary	1 9/16 inch
MAIN VENTURI	
Primary	1 3/16 inch
Secondary	1 1/4 inch
LOW SPEED JET PRIMARY ADJUSTMENTS	
Idle Mixture (both screws)	One full turn open
Idle Speed	500 rpm
Accelerator Pump	Middle hole of arm
Pump Setting (top of plunger to air horn)	.429 or 7/16 inch
Float Setting (casting to top of floats)	7/32 inch
Float Drop	23/32 inch
Choke Unloader	1/4 inch
Choke Setting	On Index
Fast Idle	.012 inch
CHOKE	
Control	Cross Over type
Setting	On Index
Fast Idle Speed Setting	1375 to 1425 rpm

SPECIAL TOOLS – CARBURETOR

C-3411	Gauge
C-3400	Repair Stand
C-3582	Wrench
C-3584	Puller
T-109-22	Bending Tool
T-109-29	Gauge (.020 to .030 inch)
T-109-31	Float Gauge (1/4 inch)
T-109-41	Bending Tool
T-109-43	Plug Removing Tool
T-109-58	Screw Driver Bit (1/4 inch)
T-109-106	Float Gauge (7/32 inch)
T-109-200	Gauge (.010 to .012 inch)
T-109-213	Bending Tool
T-109-280	Float Gauge
T-109-289U	Set of 5 Elevating Legs

CARBURETOR

The carburetor is similar to that used in the 1958 Models except for the new cross over type automatic choke and also on the 1959 Windsor Models the BBD carburetor has a new large air horn. Servicing procedures are basically the same as the 1958 Models except for the Data and Specifications, Carburetor Adjustments, and servicing of the new cross-over type automatic choke.

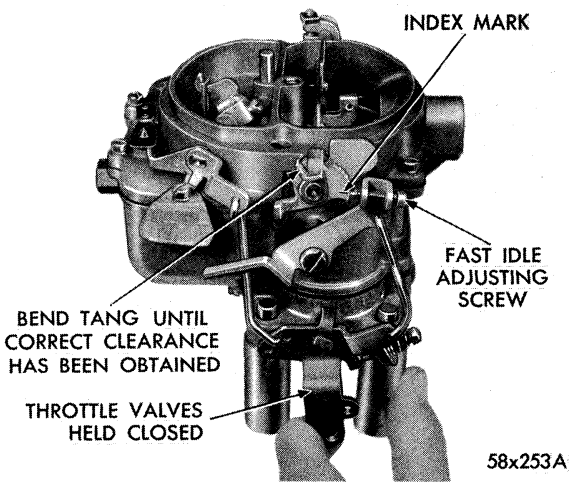

Fig. 100 — Checking Fast Idle Cam Indexing

CARBURETOR ADJUSTMENTS (BBD)

FAST IDLE ADJUSTMENT

The index mark on the fast idle cam should be in direct line with the fast idle screw shank. Now, invert the carburetor and open the throttle valves to wide open position. Close the choke valve tightly and then close the throttle valves. Open the choke valve. This will position the fast idle cam to fast idle. The index mark on the cam should split the center of the fast idle adjusting screw, as shown in Figure 100. If an adjustment is necessary, bend the tang on the fast idle lever using Tool T-109-22 until mark on cam indexes fast idle screw.

With the choke valve held tightly closed, tighten the fast idle adjusting screw (on the high step of fast idle cam), until wire gauge T-109-29 (.020 inch) can be inserted between the throttle valve and the bore (side opposite port), as shown in Figure 101.

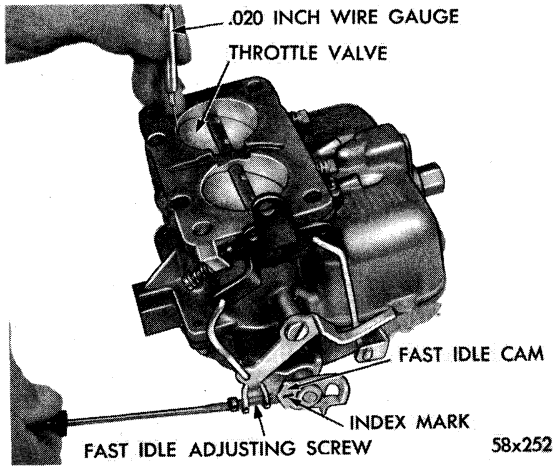

Fig. 101 — Setting Fast Idle

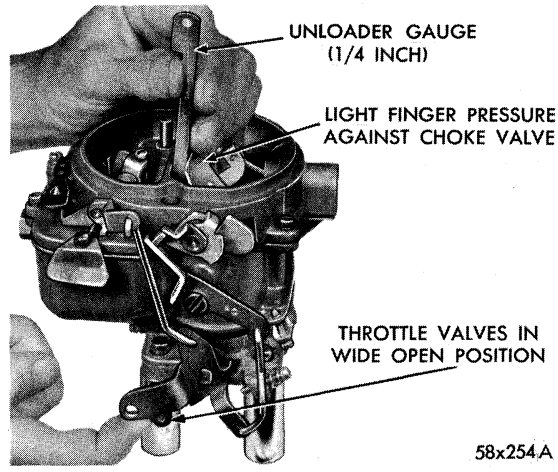

Fig. 102 — Choke Unloader Adjustment (wide open kick)

CHOKE UNLOADER ADJUSTMENT (Wide Open Kick)

To make the choke unloader adjustment, lightly hold the choke valve closed, then open the throttle valves to wide open position. The choke valve should open sufficiently to allow unloader gauge T-109-31 (¼ inch) to be inserted between choke valve and wall of air horn, as shown in Figure 102. Adjust if necessary, by bending the arm on the fast idle lever using T-109-213, until correct clearance has been obtained (Fig 104).

ACCELERATOR PUMP TRAVEL ADJUSTMENT

To check the accelerator pump travel, backoff the idle speed (curb idle) adjusting screw until the throttle valves are fully seated in their bores. (Make sure the fast idle adjusting screw is off the fast idle cam.) With the throttle valves seated, the distance from the top of the plunger shaft down to the top

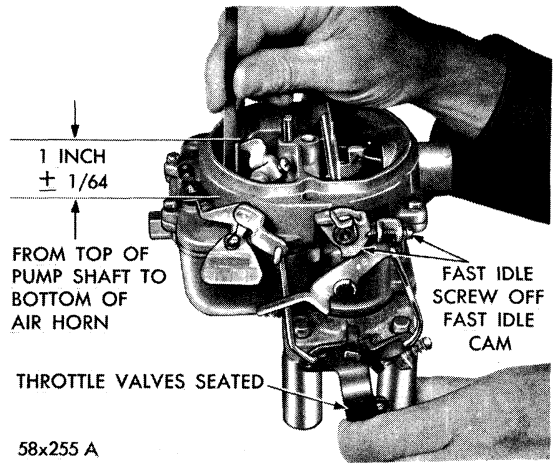

Fig. 103 — Checking Accelerator Pump Travel

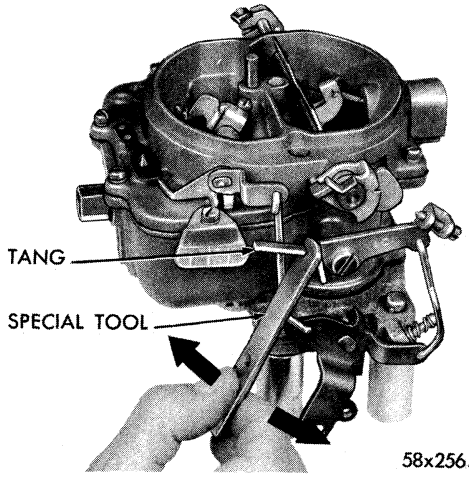

Fig. 104 — Bending Tang on Fast Idle Lever

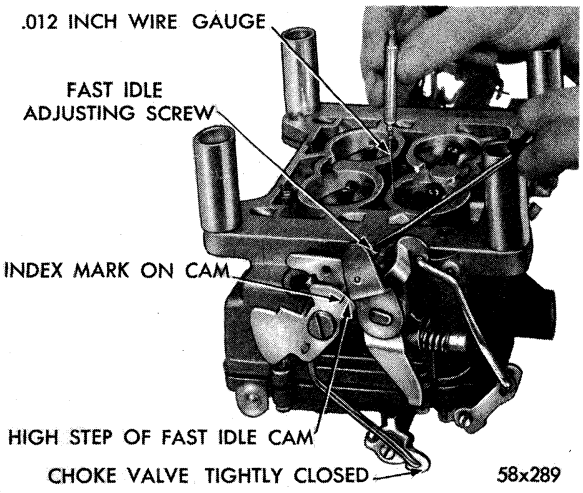

Fig. 106 — Setting Fast Idle

of the air horn, should be 1 inch + or — 1/64 inch when measured with a steel scale, as shown in Figure 103. To adjust pump setting, bend accelerator pump connecting rod until correct pump travel has been obtained.

CARBURETOR ADJUSTMENTS (AFB)

FAST IDLE ADJUSTMENT

Invert the carburetor and open the throttle valves to wide open position. Close the choke valve tightly and then close the throttle valves. Release the choke valve. This will position the fast idle cam to fast idle. The index mark on the cam should split the center of the last idle adjusting screw, (Fig. 105). If an adjustment is necessary, bend the fast idle connector rod at the angle, using Tool T-109-213, until the index mark on the cam indexes the fast idle adjusting screw.

With the choke valve held tightly closed and carburetor inverted, tighten the fast idle adjusting screw (on the high step of the fast idle cam), until wire gauge, Tool T-109-200 (.012 inch) can be inserted between the primary throttle valve and the bore (side opposite idle port), (Fig. 106). The index mark on the fast idle cam should be in direct line with the fast idle screw shank.

CHOKE UNLOADER ADJUSTMENT

With the throttle valves in the wide open position, it should be possible to insert Tool T-109-31 (1/4 inch) gauge between the upper edge of the choke valve and the inner wall of the air horn (Fig. 107).

If an adjustment is necessary, bend the unloader lip on the throttle shaft lever, using Tool T-109-41, until correct opening has been obtained.

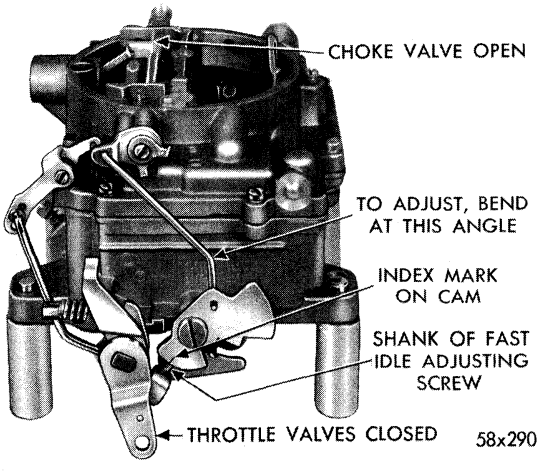

Fig. 105 — Checking Fast Idle Cam Indexing

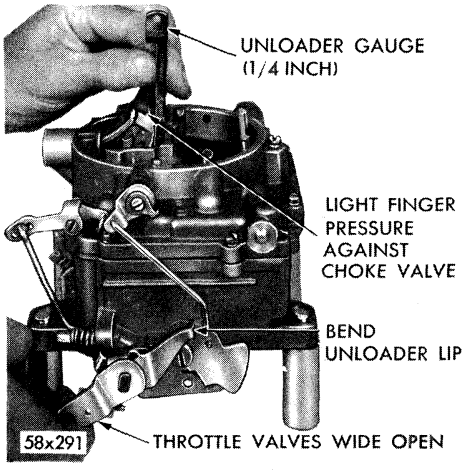

Fig. 107 — Checking Choke Unloader Adjustment (wide open kick)

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.

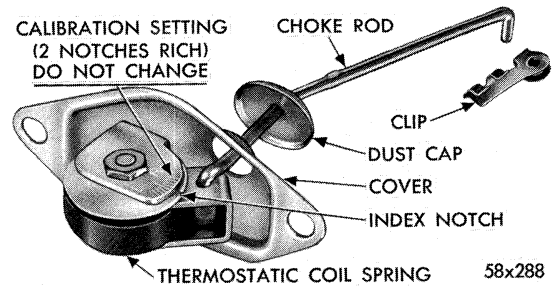

Fig. 108 — Cross-Over Choke Control Unit

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:

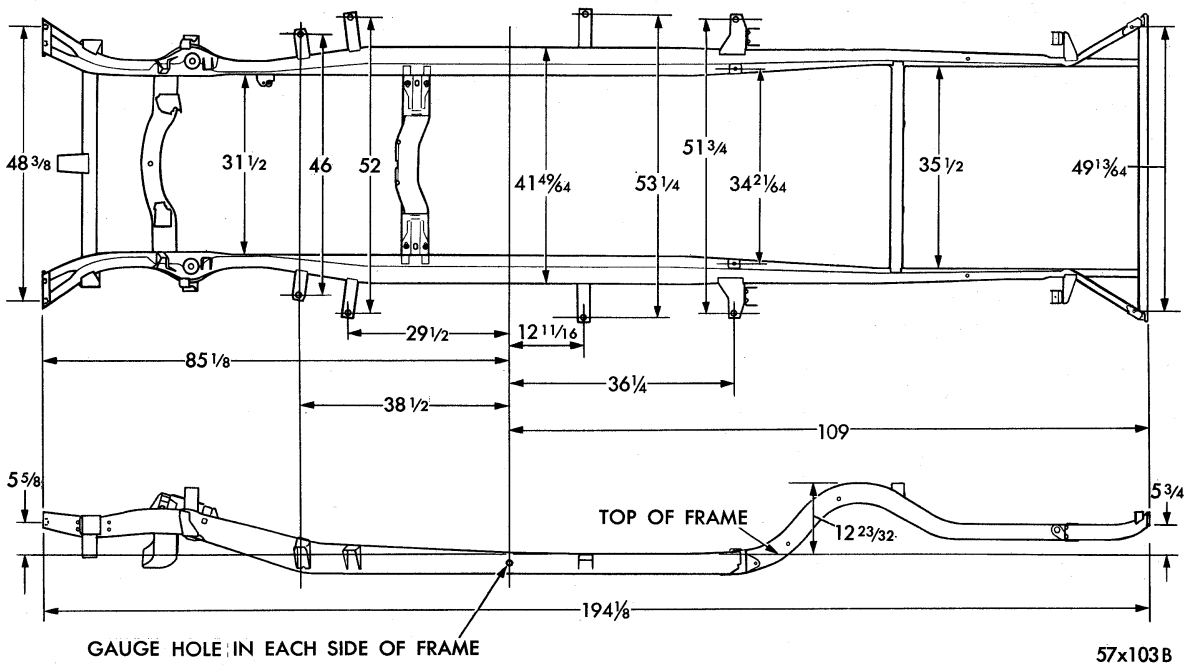

Fig. 109 — Frame Dimensions (Windsor)