



# Technical Service Bulletin

Of Interest ☐ General Manager ☐ Sales Manager ☐ Service Manager ☐ Parts Manager ☐ Service Technicians

Most complaints of engine lag or stumble during light to medium acceleration from stop or low speed can be corrected by adjusting the following items to specification:

1. Adjust basic ignition timing. Make sure distributor solenoid is operating properly.
2. Balance idle mixture screws and adjust air fuel mixture and speed to specification.
3. Check accelerator pump lever clearance and set to specification, if necessary. See Figure 4.
4. Make sure all vacuum hoses are properly connected.
5. Check carburetor mounting screws for tightness.
6. Check fuel bowl screws for proper torque.

If the above does not correct the problem, parts in Kit #3683830 consisting of the following items should be used. Use the procedure in this bulletin or instruction sheet with the kit.

## PARTS IN KIT #3683830

<u>Qty.</u>	<u>Part Name</u>
1	Pump Cam (Green)
1	Pump Discharge Nozzle
2	Pump Disc Nozzle Gasket
1	Primary Metering Block Gasket
1	Fuel Bowl Gasket
4	Fuel Bowl Screw Gasket
2	Balance Tube "O" Rings
1	Instruction Sheet

(Over)

July 28, 1971

No. D71-14-5

FUEL

Engine Lag and Stumble During Light Acceleration from Stop or Low Speed

MODELS: All 1971 Equipped with 383 4-Bbl. Engine and Holley 4-Bbl. Carburetors R-6191A, R-4668A, R-6193A and R-4735A

P-2089-C

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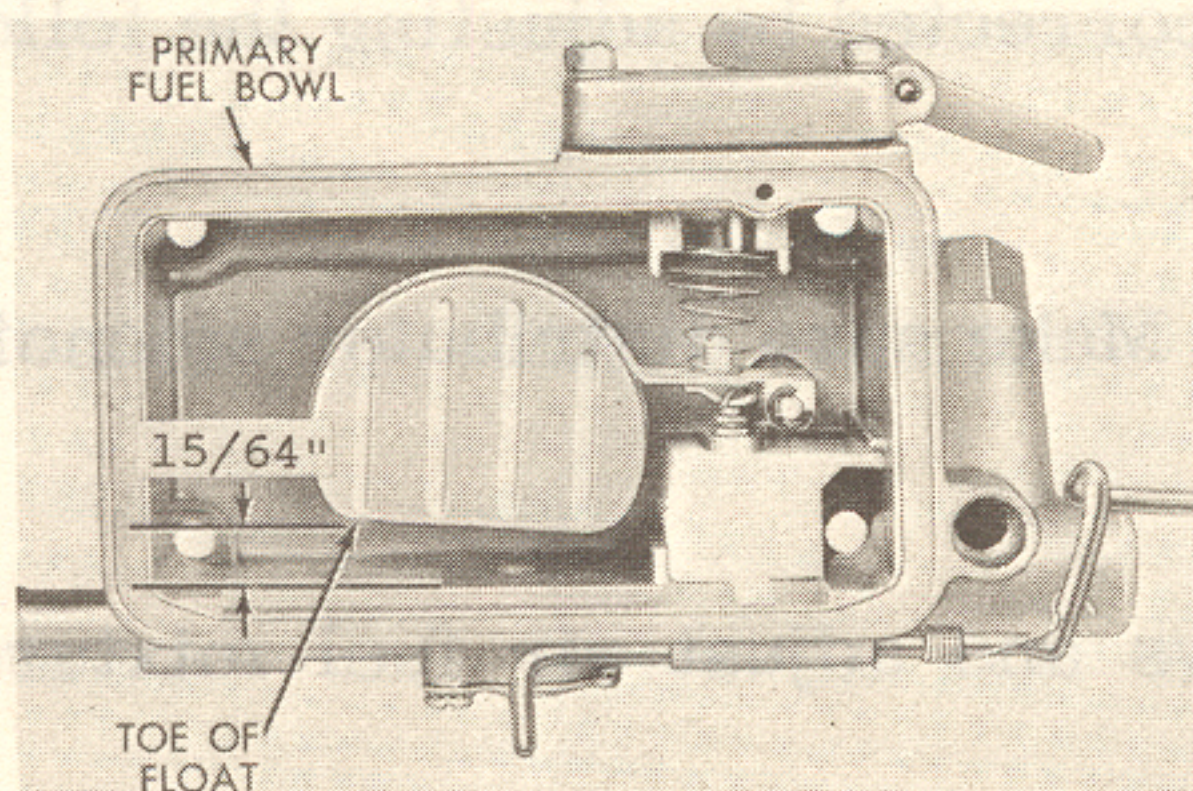


COLT/CHALLENGER/CHARGER/CORONET/DART/MONACO/POLARA

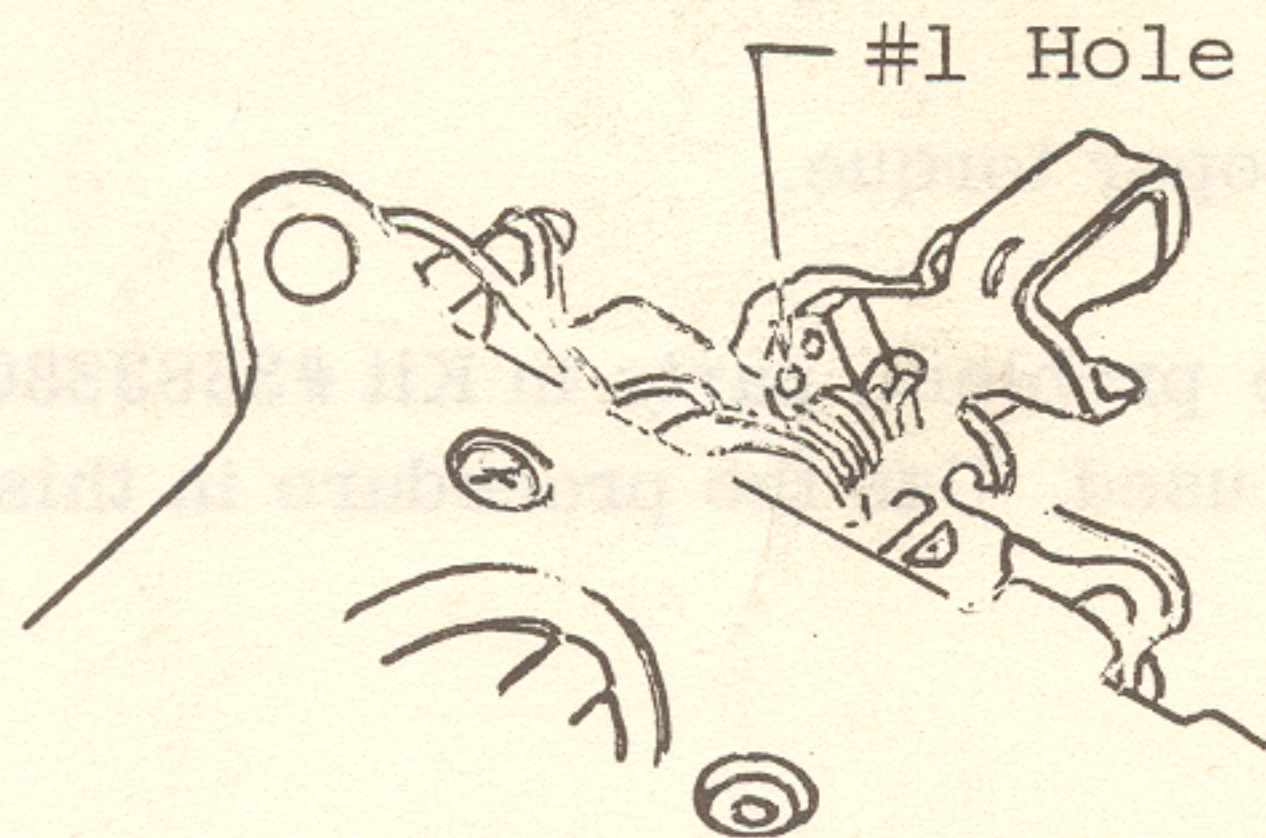


PROCEDURE FOR KIT INSTALLATION

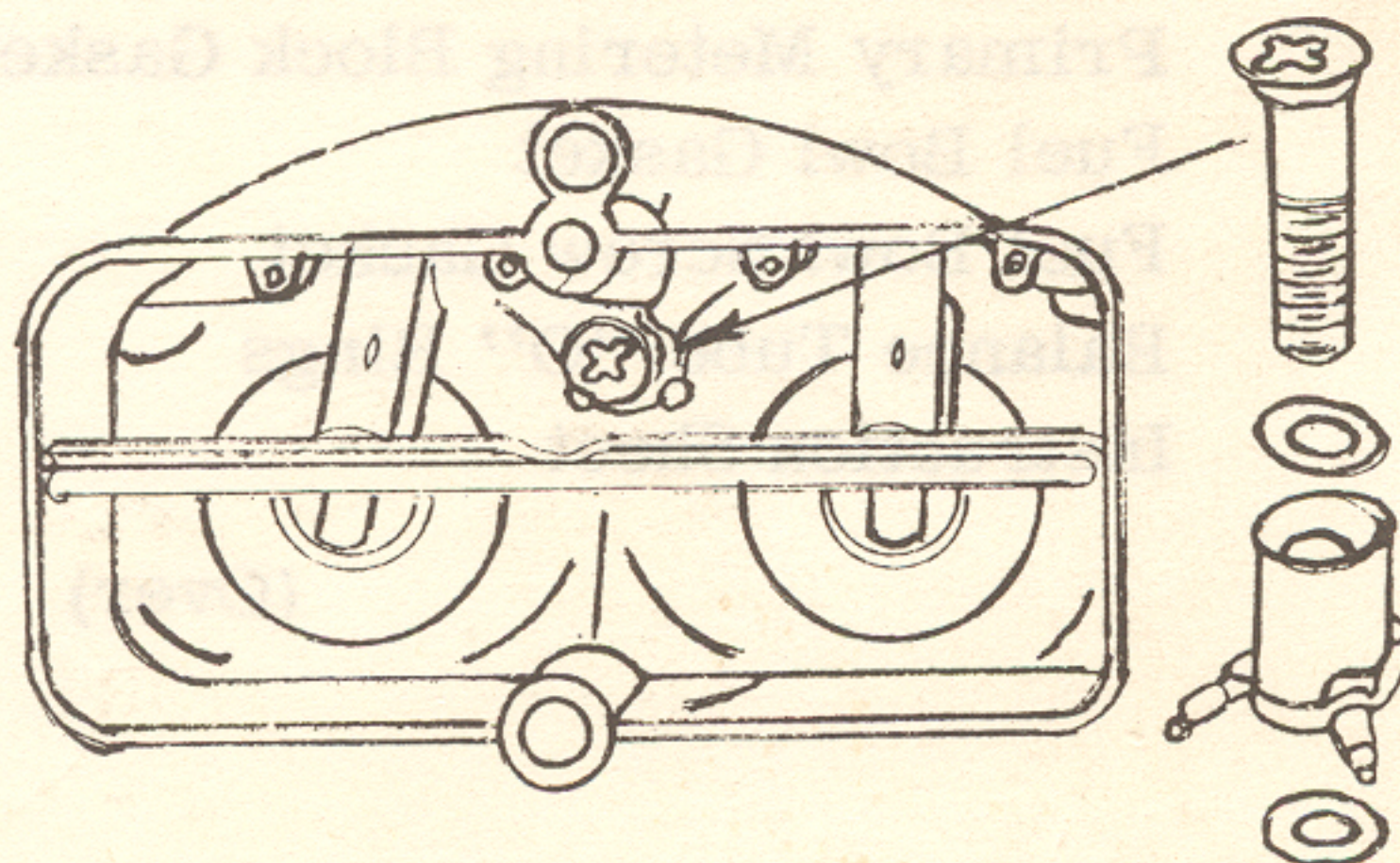
1. Remove carburetor from engine.
2. Remove primary float bowl from carburetor.
3. With fuel bowl inverted, set float height to  $15/64"$  under the toe of the float. See Figure 1.

Figure 1: Float Setting

4. Remove white pump cam from primary throttle shaft and install green pump cam from kit. Notched side of cam goes toward carburetor. Pump cam screw goes through #1 hole in throttle lever into #1 hole in pump cam. See Figure 2.

Figure 2: Pump Cam Installation

5. Remove Phillips head screw holding pump discharge nozzle inside air horn. Remove pump discharge nozzle and discard. Install new pump discharge nozzle with extended tubes from kit along with new gaskets (top and bottom) and tighten Phillips head screw securely. See Figure 3.

Figure 3: Pump Discharge Nozzle



6. Install new primary metering block and fuel bowl gaskets. Install new "O" rings on outer ends of fuel transfer tube. (Be sure that old "O" rings are not left in fuel bowls and ends of fuel transfer tube are dry.) Install one end of fuel transfer tube in primary fuel bowl. Install primary fuel bowl and transfer tube on carburetor, being careful to get pump "linkage" in proper alignment.
7. Remove and discard fuel bowl screw gaskets. Install new fuel bowl screw gaskets from kit and tighten bowl screws securely.
8. With primary throttle valves in the wide open position, press down on pump lever to check clearance and adjust to specification (.015"), if necessary. See Figure 4.

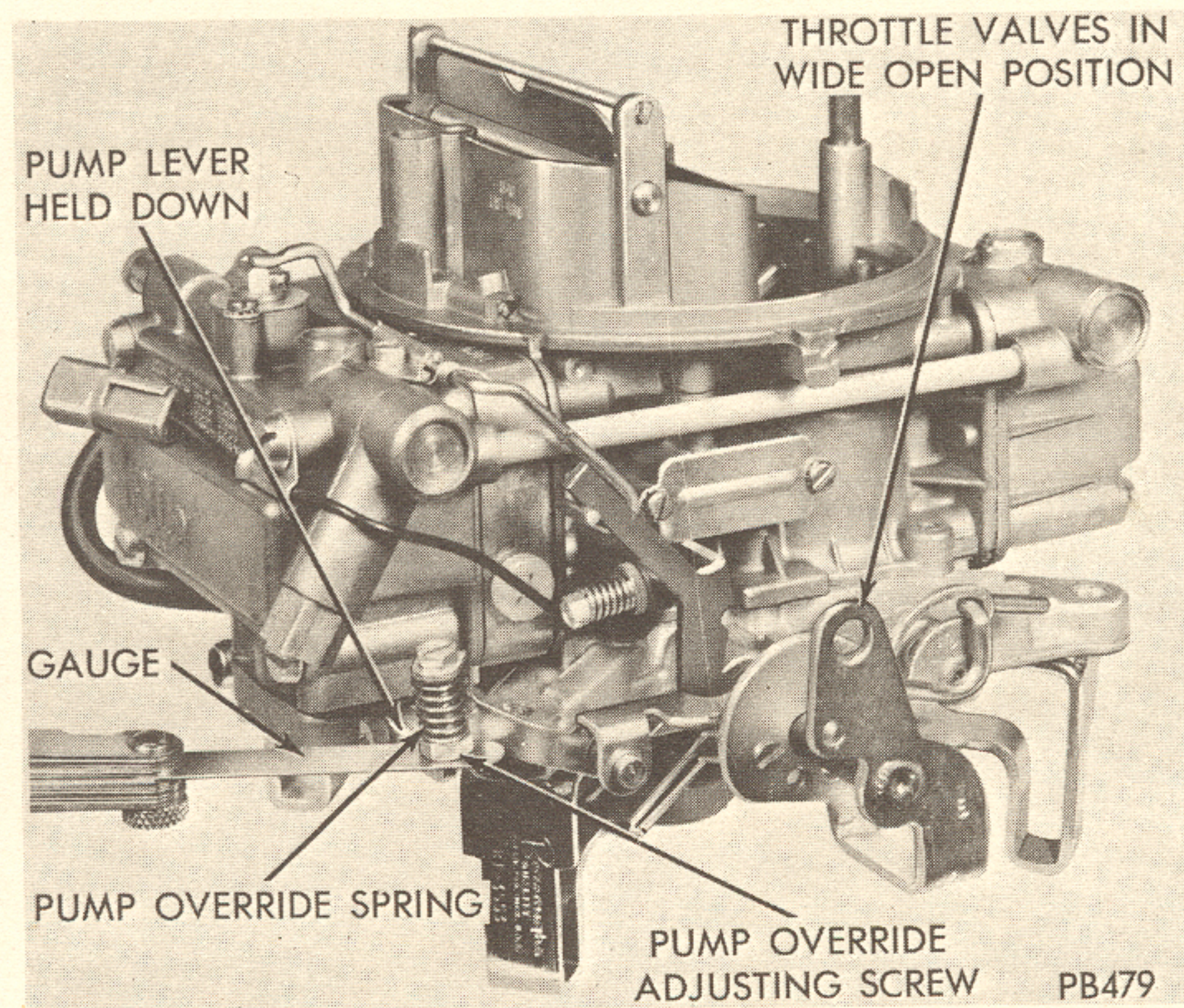


Figure 4: Pump Lever Adjustment

9. Install carburetor on engine and adjust idle air fuel mixture and speed to specification.  
Note: If idle setting is made with the air cleaner off, be sure to plug the air cleaner vacuum nipple on the carburetor.

POLICY: Time Allowance (D71-14-5). . . . . 0.9 Hrs.

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