

# Packard **SERVICE TECHNICAL** Bulletin

To: ZONES AND DEALERS

5 T-3  
Dealer 5  
February 13, 1953

Subject: "WCFB 985S" CARBURETOR TROUBLES, 26th SERIES  
CAUSES AND CORRECTIONS

This bulletin lists some of the troubles encountered with the 4-barrel carburetor. Also listed are the causes and recommended corrections.

1. Carburetor flooding during starting procedure.

Cause: Choke thermostat set too rich.

Correction: Set choke on index mark instead of  $1\frac{1}{2}$  points rich.

2. Carburetor will not clear out with unloader after flooding.

Cause: Improper operation of unloader.

Correction: Install throttle lever flex spring with less tension. See Service Technical Bulletin 52T-37, Dealer 27, December 31, 1952.

Reset unloader adjustment. See Service Counselor Vol. 27, No. 1, January, 1953.

3. Rough low speed operation.

Cause: Mixture too lean from 15 to 30 MPH.

Correction: Remove all four low speed jets (both primary and secondary) and drill out the low speed jets with a number 66 drill.

4. Rough idle.

Cause: Lean mixture, incorrect ignition adjustments, uneven compression, leaking intake gaskets.

Correction: Enlarging the low speed jets will improve this condition. Set distributor points, spark plug gaps and timing to specifications.

Check intake gaskets for leaks, replace if necessary.

Test compression, should not be over 10 lb. variation.

In some instances it may be necessary to set the spark plug gap to .028".

5. Secondary throttle valves do not open.

Cause: Throttle link reversed.

Correction: Install throttle link as described in Service Technical Bulletin 52T-37, Dealer 27, December 31, 1952.

6. Flooding condition.

Cause: Improper choke setting, leaking inlet needles and seats, logged floats, improper float adjustments, starter switch vacuum passage drilled

Correction: Set choke on index mark.

Inspect float needle and seats for dirt, corrosion and needle to seat contact.

Inspect floats for being filled with gasoline.

Check float adjustments.

Remove the carburetor assembly to check for a leak between the starter switch vacuum passage and the float chamber balance passage. Remove the starter switch housing assembly. Locate the vacuum passage in the base of the carburetor and plug it up with your finger, blow smoke through starter switch vacuum passage on right side of carburetor body. If smoke comes out of any of the three air horn vent tubes, there is a leak from the vacuum passage into the float chamber balance passage. This will also cause erratic starter switch action as well as a very rich condition and stalling at low speed. If this condition exists it will be necessary to replace the carburetor assembly.

7. Starter switch making contact with engine running.

Cause: Obstruction or leak in vacuum passage to starter switch, faulty starter switch or incorrect starter switch contact adjustment.

Correction: Clean out the vacuum passage to the starter switch.

Leaks in the vacuum passage will probably be caused by leaking gaskets.

Switch contact adjustments are made by adding or removing shims between the guide block and spring contact.

8. Loading up during warm-up.

Cause: Incorrect choke setting, obstruction or leak in vacuum passage to choke thermostat housing, insufficient heat from manifold to choke housing.

Correction: Set choke on index mark.

Disconnect manifold to choke housing heat tube and with engine running, check the vacuum at the choke housing connection; if the vacuum is low, there is probably an obstruction or leak in the vacuum passage in the carburetor such as dirt, faulty gaskets or sand holes.

9. Flat spot or hesitation on acceleration.

Cause: Improper accelerator pump adjustment, leaking, missing or incorrectly installed pump discharge check needle, loose pump jet housing or leaking gasket, leaking or sticking ball checks, relief valve ball check sticking (early carburetors), cracked or damaged plunger leather.

Correction: Observe fuel discharge at pump housing jets when throttle is opened quickly. Fuel should discharge instantly from both jets when throttle is moved open from closed position.

Replace pump jet housing gasket if leaking.

Clean out pump jets if clogged with dirt.

Inspect discharge needle, it must be installed with point downward.

Check pump adjustment - see Service Counselor Vol. 27, No. 1, January, 1953. If on early carburetors the relief valve is found leaking, replace it with a new type plug Part No. 436687.

Replace pump plunger assembly if leather is damaged.

Free up and clean ball checks if dirty or sticking.

Very truly yours,

*J. A. Carr*  
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