

(continued from inside back cover)

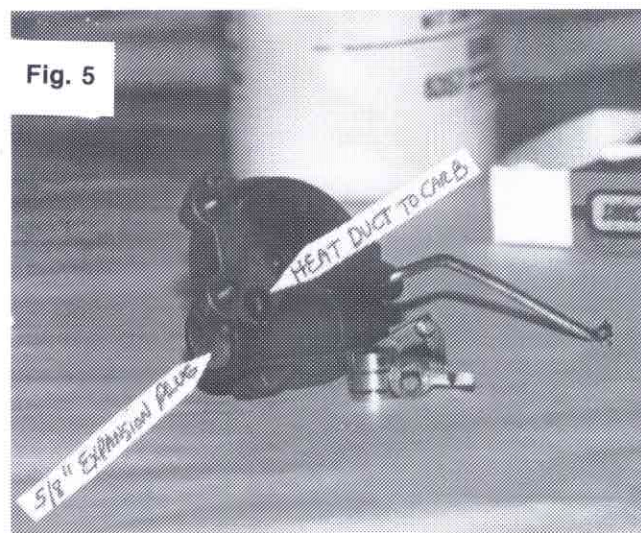
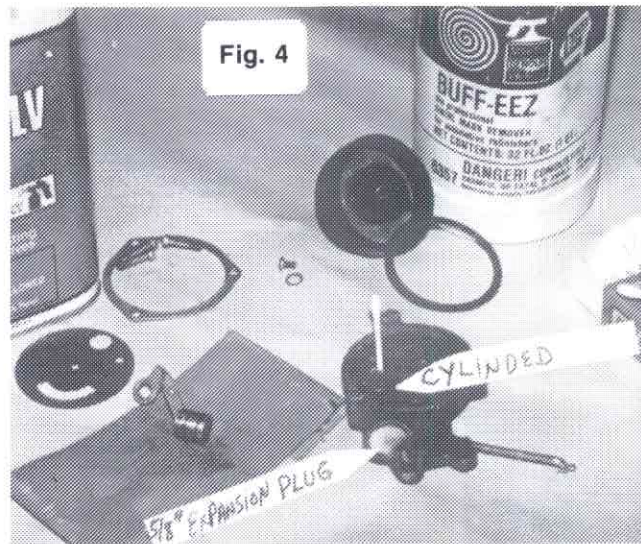
Fig. 4. Shows all the components to the piston assembly. The pistons' inability for movement in the cylinder is primarily where the choke system sticks. Clean cylinder wall with mild solvent and Q-Tips. This may require several swabs as there is usually a build-up of carbon dust. The 5/8" expansion plug can be removed for easier access to the cylinder wall, but is not necessary. In my case this plug was sealing improperly, so I replaced it. These plugs are easily found where hydraulics are sold. You will find the sides of the piston may be scored. The piston surface can be smoothed by rotating it on 1000-1500 grit wet sandpaper with your fingers. Use a soft towel and polishing compound to buff piston. Remove any residue left in the two piston rings. Do not apply any lubricants on the piston or cylinder wall. I found that even high heat lubricants will eventually break down and "gum" the action of the piston.

Fig. 5. Use a pipe cleaner or a fine hair brush to clean the hole or heat duct on back side of assembly. There should be a small "O" ring at this opening. Do the same cleaning in heat duct (hole) on carburetor.

Replace choke parts in sequence as they came off. When replacing the choke cover collar (bracket) do not over tighten as it will bend and pinch the choke cover. Make sure choke spring catches onto piston arm. With a cold engine turn choke cover to the right (lean) until carburetor butterfly is in the closed (choked) position with some slight spring tension. This is a good starting place for rich-lean choke adjustment.

Test: Bring engine to temperature (180 degrees). Choke (butterfly) should move to the open position. Let engine cool completely (overnight). With cold engine the choke will be locked in the open position by the throttle adjustment screw. Slightly pull throttle linkage back with finger or if in car tap accelerator peddle. You should see or hear the choke linkage release and the butterfly snap closed. The choke spring has cooled and coiled to put tension on all the choke linkage. With the piston moving freely, it will move to the top of the cylinder. Exposing the heat duct opening to and from the carburetor. Good luck!

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SIX CYLINDER AIR CLEANER ASSY. 53-54

Below is the print from A.C. showing the cleaner #1551969 black lacquer was used but for the cover, which was chrome.

