SERVICE BULLETIN

Plymouth
Dodge Trucks
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DATE 07-30-76 NO. 30-06-76

SUBJECT: MISCELLANEOUS
SUJET:

SPECIAL SERVICE PROCEDURES

MODELS:
MODÈLES: 1976 FEATHER DUSTER
AND DART LITE

This Bulletin details special points which must be observed when servicing Feather Duster and Dart Lite models.

Automatic Idle Speed System - Description:

A special idle system, called Automatic Idle Speed (A.I.S.), is provided for improved idle performance.

By varying the curb-idle throttle opening to suit existing manifold vacuum conditions, A.I.S. acts to maintain a constant hot idle speed, regardless of engine load (neutral, drive, A/C on, etc.).

Idle Adjustment Screws:

On a vehicle with A.I.S., there are two screws which will alter the curb-idle speed. Ref. Figs. 1 & 2 (page 2) - these screws are:

1 - A.I.S. speed adjusting screw. Located at the front of the carburetor, this screw contacts the stem of the A.I.S. unit.

2 - Standard curb idle screw. Located at the rear of the carburetor.

Both these screws must be adjusted, in sequence, when setting the curb idle. The proper sequence depends on whether the car has manual or automatic transmission: follow the appropriate procedure on page 3.

(THIS BULLETIN IS SUPPLIED AS TECHNICAL INFORMATION ONLY AND IS NOT AN AUTHORIZATION FOR REPAIRS)

(CE BULLETIN VOUS EST FOURNI À TITRE DE RENSEIGNEMENT TECHNIQUE SEULEMENT; IL N'AUTORISE AUCUNE RÉPARATION)

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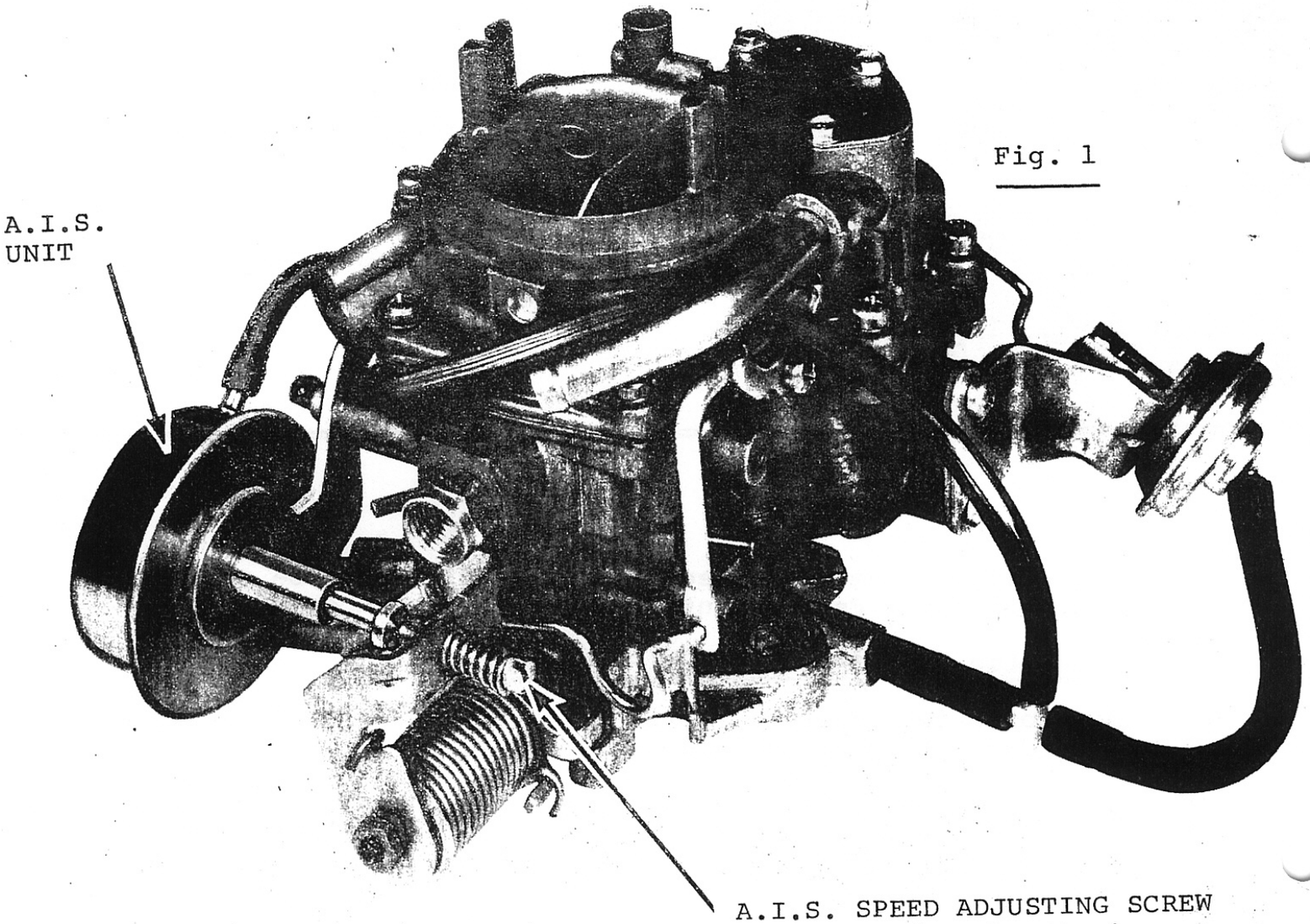
A.I.S.
UNIT
A.I.S. SPEED ADJUSTING SCREW
(Front of Carburetor)

Fig. 1

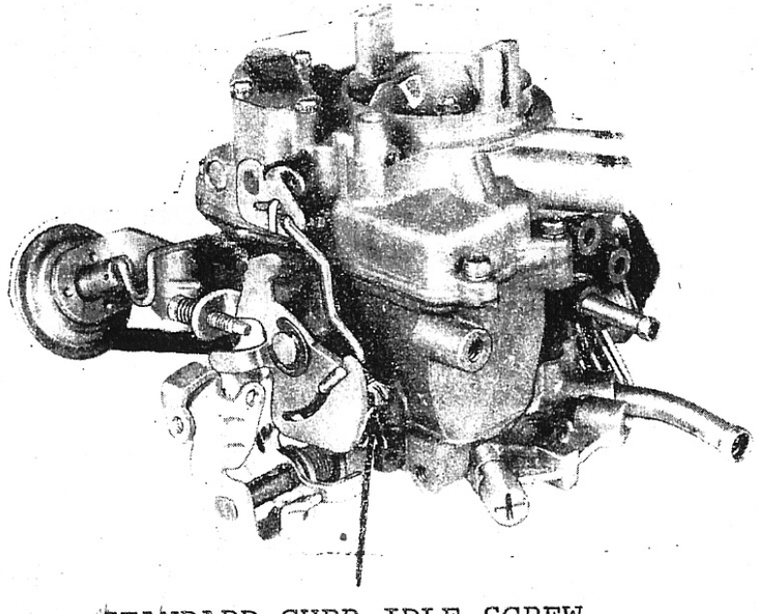
STANDARD CURB IDLE SCREW
(Rear of Carburetor)

Fig. 2

Idle Speed Adjustment Procedure - Manual Transmission:

- With the engine at normal operating temperature, turn the A.I.S. speed adjusting screw (front of carburetor) 3 to 4 turns counterclockwise until it no longer touches the stem of the A.I.S. unit.

- Adjust the standard curb idle screw (rear of carburetor) to obtain the idle speed specified on the Vehicle Emission Control Information Label.

- With the engine running at the specified speed, turn the A.I.S. speed adjusting screw (front of carburetor) until it just contacts the end of the A.I.S. unit stem.

- This completes the idle speed adjustment procedure.

Idle Speed Adjustment Procedure - Automatic Transmission:

- With the engine at normal operating temperature, and transmission in Neutral, turn the standard curb idle screw (rear of carburetor) counterclockwise so that it no longer touches the throttle lever; then turn it counterclockwise one more full turn.

- Adjust the A.I.S. speed adjusting screw (front of carburetor) to bring the idle speed to within approx. 20 to 30 rpm of the idle speed specified on the Vehicle Emission Control Information Label.

- Avoid adjusting to the exact speed because there will be a slight overshoot when the throttle is open and closed for the first time.

- Open and close the throttle briefly; then recheck the idle speed; make a further fine adjustment to the A.I.S. speed adjusting screw as necessary.

- Repeat until the specified idle speed is achieved.

- Turn the standard curb idle screw clockwise until it touches the throttle lever, then turn it back, counterclockwise, by one turn.

- This completes the idle speed adjustment procedure.

Torqueflite Throttle Rod Adjustment:

- Must be made with the carburetor and A.I.S. unit set in the curb idle mode, but with the engine stopped.

.....over

- To achieve this, actuate the A.I.S. by starting the engine; then pinch off the vacuum hose to the A.I.S. unit in order to retain vacuum after the engine has been switched off. An alternative method, which does not require starting the engine, is to supply vacuum to the A.I.S. unit by means of a vacuum pump (Tool C-4207). Vacuum supplied should be 18" Hg $\pm$ 0.5".

- The balance of the adjustment procedure is as detailed on pages 21-79 and 21-80 in the 1976 Passenger Car Service Manual.

Emission Controls:

Feather Duster and Dart Lite models are equipped with 225 C.I.D. engine with:

(i) No OSAC

(ii) Ported Distributor Advance Vacuum

(iii) Basic Timing Equals 12° BTDC

To further improve fuel economy, a larger diameter exhaust system is used to reduce back pressure.

High-Altitude Areas: Idle Speed Too High and/or Engine Runs-On:

Refer to Service Bulletin 14-02-76, already issued.

Special Parts:

For quick reference, major parts which are special to Feather Duster and Dart Lite are shown below. For part numbers, refer to the latest issue of the 1976 Chryco Parts Micro Fiche.

Substitution of these parts with any others (eg: standard parts for Duster or Dart Sport models) is expressly prohibited. Such action could result in a weight increase beyond the 3000 lb. certified weight class and/or could result in deteriorated fuel economy.

Manifold
Prop Shaft
Transmission Assembly
Ignition Distributor
Fuel Filler Tube
Carburetor Holley
E.G.R. Valve
Front Bumper Reinforcement
Rear Bumper Reinforcement
Rear Spring
Exhaust Pipe Assembly
Muffler
E.G.R. Timer
Vacuum Solenoid Valve
Nut
Deck Lid Assembly
Hood Assembly

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