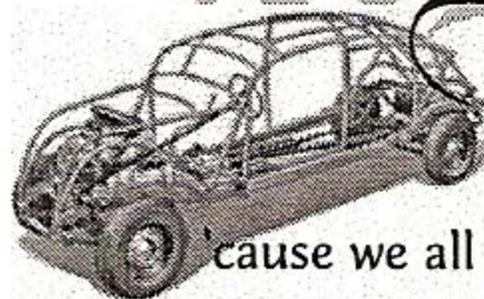


# TECHNICAL



## Tips

because we all have questions!

## Sisson Automatic Choke Service

To make the adjustment, open the throttle about one-quarter. Remove the air cleaner from the carburetor so that you can watch the carburetor choke valve. Move the automatic choke lever until the hole in the brass shaft lines up with the slot in the bearing. To insert the test tool, remove the cover and slip it over the core so that its ends enter and line up the hole in the armature and the hole in the magnet core. The ends of the tool should enter these holes as far as they will go. Now move the flat bar of the adjusting tool so that it will lock the armature tight against the magnet core. Push the tool down so that it will engage in the slot in the base of the choke. Loosen the choke lever clamp screw and push the lever upward until the carburetor choke valve is closed tight. Hold the lever in that position and tighten the clamp screw. Then remove the tool and replace the air cleaner.

*Continued on page 7*

*Airflow* NEWSLETTER

*Automatic choke service, continued from page 4*

In case the choke unit is not operating properly, open the hand throttle and see that the rod from the automatic choke to the carburetor is not bent or binding. See that there is no binding in the carburetor choke valve. If the valve is rough in any position, smooth the edge with a fine file. Check the carburetor fast idle rod and cam for excess friction. Remove any paint, dirt or oil from external moving parts that might cause binding. See that the clips on the end of the choke rod are not binding. Check the wire from the starter switch to the automatic choke to be sure that the electrical circuit is complete. There must also be a good ground connection between the choke and the manifold. A lock washer between the mounting nut and the automatic choke makes this connection. Check to see whether the circuit thought the choke is complete by holding a screw driver close to the magnet core while someone operates the starter. The screw driver should be drawn against the magnet core.

Do not lubricate the automatic choke or any of its linkage. Be sure that there is an insulating gasket between the exhaust manifold and the automatic choke.

---

 **Technical Articles! Yes!** 

I place this plea on the *Marketplace* page...since that is the "spot" where most of our members start reading the newsletter. I really appreciate all the articles you send on shows that your Airflow's have entered...but we have gotten quite a few requests over the last few months on how to get those cars *ready to show*.

So, if you are either into major or minor restorations of any nature, please document your "cure" and send it on with pictures, either by E-mail or "snail" mail...*Thanks, the editor*

*Airflow* NEWSLETTER