

1975-79 EXHAUST EMISSION SYSTEMS

Chrysler Corp. Electric Assist Choke

DESCRIPTION

All passenger cars, except Omni and Horizon, are equipped with an electric assist choke. Two different electrical control units are used to regulate the choke heating element: a dual-stage control to assist engine warm-up in summer and winter operation, and a single-stage control which shortens choke on time during warmer weather only.

NOTE: For choke system on Omni and Horizon, see **CHRYSLER CORP. FULL ELECTRIC CHOKE SYSTEM** article in this section.

OPERATION

When ignition switch is turned on, power is supplied to temperature control switch. Temperature control switch senses engine temperature and will open or close switch contacts, thereby controlling electric current to choke heater element.

Single-Stage - The single-stage control is designed to shorten choken operation only above approximately 80°F. Below 55°F, electric heat is not available until engine approaches normal operating temperatures. Normal engine heat will warm the control and energize the choke heater, but only after the choke has opened by engine heat.

Dual-Stage - This unit will shorten choke duration above approximately 80°F and it will stabilize choke operation in the winter (summer electric assist is hotter than winter heat level). Engine temperature controls a switch inside the dual-stage control. In winter weather (below 55°F), electric power is reduced by a resistor. In summer weather (above 80°F), the resistor is by-passed and full heat is supplied. This is done to shorten choke duration.

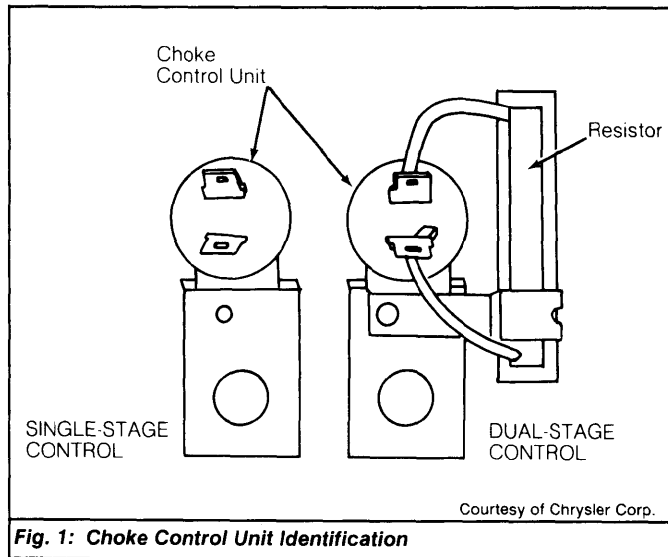


Fig. 1: Choke Control Unit Identification

TESTING

SINGLE & DUAL-STAGE

- 1) Check test light by connecting between battery terminals of car battery. Take careful note of bulb light intensity when testing dual-stage control unit.
- 2) Before starting engine, remove ignition harness electrical connector from control unit.
- 3) Connect test light to load (choke) terminal of control unit and to ground. Start engine and allow to reach normal operating temperature.
- 4) Apply 12 volts to ignition harness terminal of control unit. If test light does not light or does not have same intensity as step 1), control unit is defective and must be replaced.

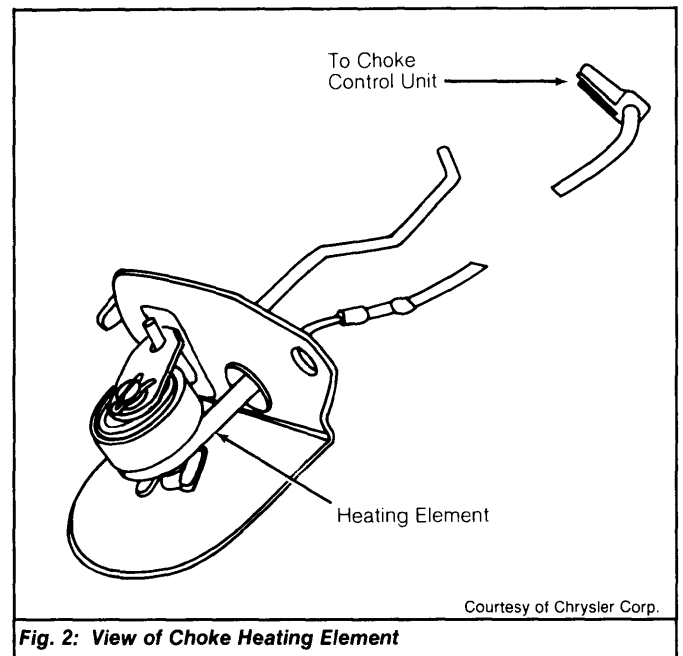


Fig. 2: View of Choke Heating Element

CHOKE HEATING ELEMENT

- 1) Disconnect only the "B+" wire from the control unit (terminal is marked on unit). Connect an ohmmeter lead to choke housing or choke retainer screw.
- 2) Touch other meter lead to a bare portion of choke wire connector at unit (not the "B+" terminal). If meter reads 4-12 ohms, heating element is okay.

SERVICING

- 1) The electric assist choke system does not change any carburetor or choke system procedure, and cannot be adjusted. The choke linkage must be inspected for free movement.
- 2) Choke rods must be checked for kinks. During carburetor installation, be careful not to bend choke linkage. A bent rod will not function properly.