FORD ELECTRIC ASSIST CHOKE

DESCRIPTION

All Light Duty emissions models use an electrically heated choke thermostat spring housing as an aid to fast choke release. The heater operates from a terminal on the alternator, but only when the engine is actually running. The choke system consists of a choke cap, thermostatic spring, a bimetal temperature sensing disc and a positive temperature coefficient (PTC) ceramic heater.

OPERATION

Current is constantly supplied to the temperature sensing switch. The system is grounded through a ground strap connected to the carburetor body. At temperatures below about 54°F, the switch is open and no current is supplied to the ceramic heater located within the thermostatic spring, allowing normal choking action to occur. At temperatures from 54-74°F, depending on engine requirements, switch will remain open or will close to supply current to the ceramic heater. The switch will always be closed at temperatures above 74°F. As the heater warms, it causes the thermostatic spring to pull the choke plate open with in 1 to 1.5 minutes.

TESTING

1) Remove air cleaner, check choke plate and choke linkage for free operation. Remove hot air supply tube at choke housing, and install a suitable choke tester (LRE34618 or equivalent). Perform hot and cold choke function per instructions contained in tester kit.

2) With engine running, disconnect the stator lead at connector and connect a 0-3 amp. ammeter or test lamp between the choke lead connector and stator lead. If light does not glow, replace choke cap assembly.

3) Operate engine for about 5 minutes. A current reading of .3 to 1 amp. should be noted. If reading not correct, check alternator for proper operation and if good, replace choke cap.

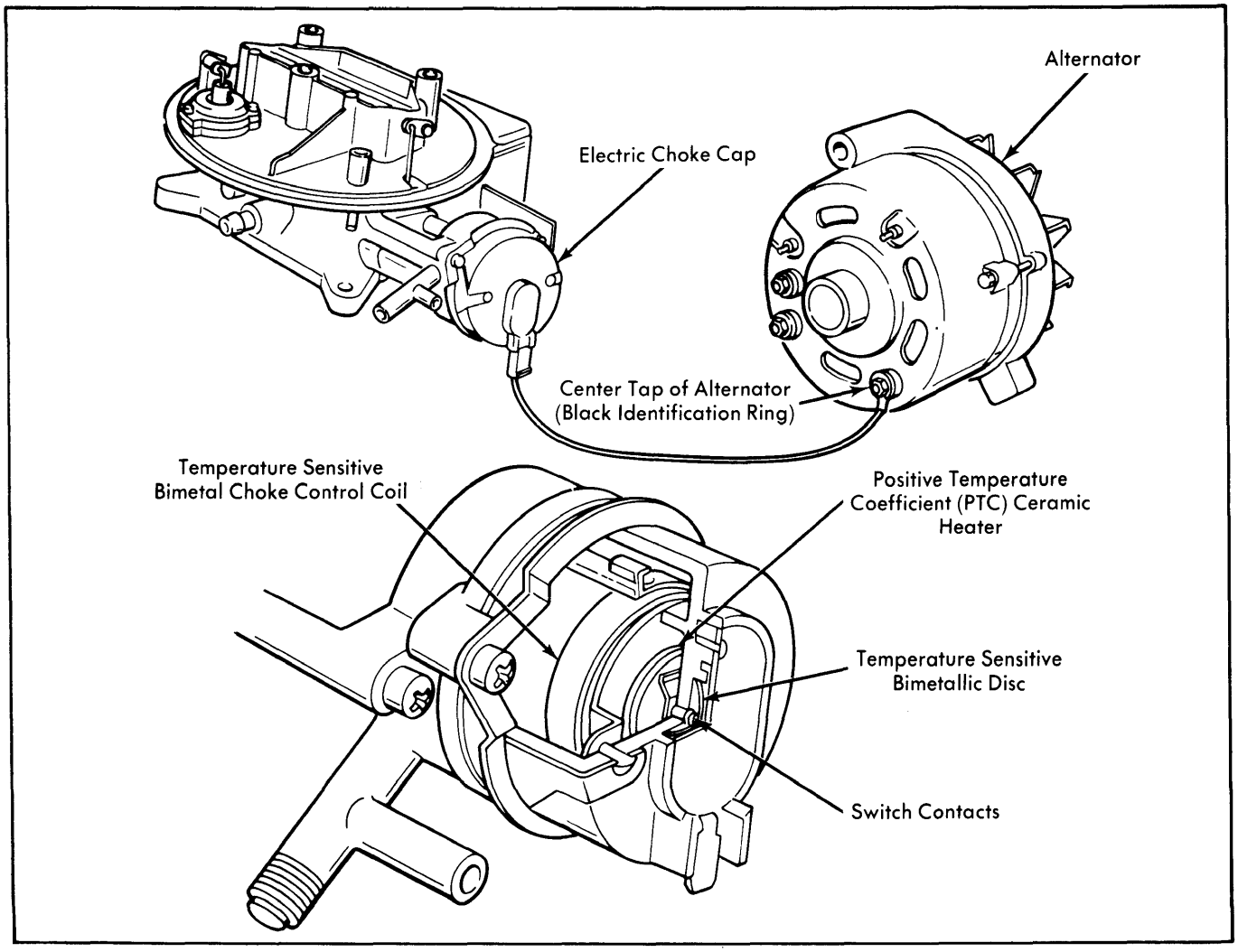

Fig. 1 Ford Electric Assist Choke Assembly