CHEVROLET MOTOR DIVISION
General Motors Corporation
Chevrolet Service Department

Chevrolet Dealer Service Technical Bulletin

68-T-62
Number:
VIm
Section:
Sept. 3, 1968
Date:

Subject: LOW FUEL ECONOMY - 1968 CHEVROLET VEHICLES

Attn: Service Manager

To: ALL CHEVROLET DEALERS

Complaints of low fuel economy on 1968 vehicles, particularly those equipped with a 307 or 327 cu. in. engine with automatic transmission, have been received. Such complaints are difficult to analyze and/or correct due to the numerous factors, both mechanical and operational that can be involved, and actually there is no significant cause or reason that 1968 fuel economy should be any less than 1967.

When complaints are received, there are some items that you should consider after having verified that excessive fuel consumption does exist, either by bottle test or by records that the owner has accumulated over a period of time. They are:

1. On passenger cars with 307 or 327 cu. in. engine, with 2-barrel carburetor and automatic transmission, there were some carburetors built prior to January 1968 that were on the "rich" side of the desired flow band. These units could be improved by changing the main metering jets from .052 to .050 (Service Part No. 7002650). However, caution should be exercised in the installation of these leaner jets as "leaning" a "mean" limit carburetor could result in surge and/or detonation and no gain in economy.

   To identify the build date of a carburetor, check the triangular tag which is attached to the front of the carburetor (See Fig. 1).

2. On trucks with a 327 cu. in. engine and 4-barrel carburetor, improved fuel economy can be obtained by changing the power piston spring calibration to respond to a lower manifold vacuum. Power piston spring Part No. 7037851 (Color Code Yellow), has been released for Service only and is calibrated to 5" Hg. in comparison to the production released spring of 8" Hg.

Important That All Service Personnel Read—Please Initial

Service Manager		Shop Foreman		Service Salesman			Service Technicians							

3. Engine Related Adjustments - Correct adjustments of the carburetor choke, fuel level (float adjustment), idle speed and air-fuel mixture require close conformance to the recommended specifications on the engine tune-up decal and in the Service Shop Manual. A malfunction in the carburetor power circuit and incorrect or loose metering jets are other possible trouble areas to be considered as well as the heat valve operation.

   The ignition system should be checked to determine that the points, condenser, wires, spark plugs and distributor are operating to specifications. Inadvertantly retarding the ignition spark 5° could amount to 1 MPG lower fuel economy.

Other areas to be considered when analyzing a low fuel economy complaint are:

Tire Pressure
Driving Habits
Fuel Records

TIRE PRESSURE

A revised tire pressure chart for all 1968 Series 10 trucks has been published in the July issue of the Chevrolet Service News. If these tire pressures are adhered to an improvement in fuel consumption should be realized on early built units.

DRIVING HABITS

The driving habits of an individual are probably one of the most important factors to be considered. Naturally, smooth accelerations, with a minimum of braking, provides the best fuel economy.

FUEL RECORDS

Many complaints are made after an owner compares his present vehicle to one previously owned or to a neighbors vehicle. Customers should be advised that many things such as the following should be taken into consideration when such comparisons are made.

a. Difference in vehicle weight can amount to 1/4 MPG per 100 lbs. (city driving warmed-up engine).

b. Difference in engine horsepower can amount to 1 MPG per 120 H.P. (city driving warmed-up engine).

c. Accessory load - Full use of power steering, air conditioning and generator accessories can reduce fully warmed-up economy by approximately 1 MPG.

d. Ambient temperatures - differences of 60° (from 70° to 10°F) can account for 1 MPG.

PARTS AND LABOR DATA - 307-327 Passenger w/2-barrel carburetor & automatic trans.

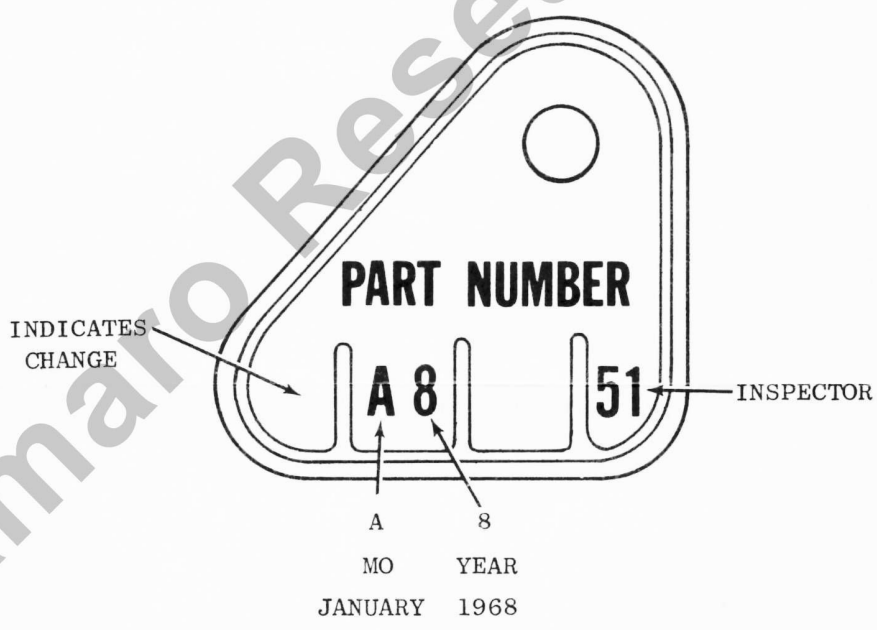
	QUA.	PART NO.	PART DESCRIPTION	P	FC	L	T	OPERATION NO.	TIME
1.	1	7002650	Main Metering Jets	X	58			06 4010	*
								06 4010 11	*

* Refer to current Flat Rate Schedule for correct time

PARTS AND LABOR DATA - 327 Truck Engine w/4-barrel carburetor

	QUA.	PART NO.	PART DESCRIPTION	P	FC	L	T	OPERATION NO.	TIME
1.	1	7037851	Pwr. Piston Sprg.	X	58			06 4010 91	.5

(FIGURE 1)



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