

FORD SIX CYLINDER 1941-42 TYPE Earlier Fords are similar
as are the two Barrel carbs.

FORD No. 1GA-9510-A

FORD 6 CYL., ALL PASS. CARS, COMM'L. & TRUCK MODELS (1941-42)

TYPE:—Single barrel, plain tube, downdraft type with throttle operated accelerating pump and vacuum controlled economizer (power jet). Carburetor is similar to dual types used on Ford V8 models except for single barrel and new type economizer as described below.

IDLING ADJUSTMENT:—Idle adjusting needle or screw controls fuel discharge from lower (closed throttle) idle discharge port. Screw should be turned in for leaner mixture, out for richer mixture, and should be adjusted only with engine warmed up and choke valve wide open. Use vacuum gauge and adjust idle adjusting needle for highest steady reading of gauge. Idle speed controlled by throttle lever stopscrew and should be set for speed of 350 RPM. or 8 MPH. Use tachometer when making this adjustment. See tune-up data on car model page for complete tune-up instructions.

METERING JET:—Main metering jet is non-adjustable type located in float bowl and accessible by removing float bowl cover. Jet should be changed only to compensate for special operating conditions such as high altitude. See Chandler-Groves (Ford) Jet Specification table for jet data.

ECONOMIZER:—Consists of a spring-loaded vacuum piston located in the air horn and float bowl cover casting with the piston stem extending down so as to contact the power jet valve located in the main body casting. Vacuum piston is normally held up at the top of its stroke by manifold vacuum (vacuum passage drilled in carburetor castings and opens into carburetor throat below throttle valve) so that power jet valve is held closed by the spring on the valve stem. When the manifold vacuum decreases to 8½-9" of HG., the spring on the vacuum piston forces the vacuum piston down and the piston stem opens the power jet valve. Fuel then flows from float bowl through valve to main jet well directly without passing through main metering jet.

Setting:—Vacuum economizer opens power jet valve with manifold vacuum of 8½-9" of HG. No adjustment provided.

ACCELERATING PUMP:—Pump cylinder and piston located in float bowl, operated by inverted 'L' shaped pump rod linked to throttle lever. Fuel is drawn into pump cylinder through inlet ball check valve at lower end when throttle is closed and is discharged through outlet check valve and pump discharge nozzle when throttle opened for accelerating (nozzle is located at upper edge of venturi). Pump piston connection to pump rod is through a driving spring on the piston stem which prevents loading up engine when throttle opened suddenly and also prolongs pump discharge (spring compressed at beginning of piston travel, expands at end of travel).

Adjustment:—Three holes provided in throttle lever for pump link connection (these holes numbered 1-2-3 from throttle valve shaft outward). Inner (#1) hole provides minimum stroke, Center (#2) hole medium stroke, Outer (#3) hole maximum stroke. Recommended setting is #1 hole (Summer), #2 hole (Winter), #3 hole (Extreme Cold Weather). See car model page.

NOTE Pump link is locked in lower end of pump rod by a spring-loaded snap lock. To disengage lock, pull link shaft out of pump rod.

FLOAT LEVEL:—Use Ford No. 9550-A Float Position Gauge to check float level. With bowl cover and float assembly removed, remove gasket, invert cover so that float weight holds needle valve closed, place gauge on bowl cover with gauging arm over float (check both ends of float). The 'GO' (1.353") end of gauge should clear the float; the 'NO GO' (1.322") end of the gauge should rest on the float while the base of the gauge is not in contact with the bowl cover surface.

Adjustment:—Use 9550-C bending tool to bend float arm using extreme care to keep float level (recheck float at both ends). Make certain that float has sufficient travel to drop to bottom of float chamber (travel controlled by stop on float arm.)

Fuel Level:—With correct float adjustment, fuel level in bowl should be 11/16" plus or minus 1/32" below top edge of bowl with needle valve seated.

Float Needle Valve & Seat:—No. 78-9564. Furnished only in matched sets

CHOKE:—Choke valve is offset type with poppet valve type relief valve to prevent over-choking.

THROTTLE-KICKER (STARTING):—Consists of a spring loaded lever pivoted on side of carburetor casting so as to contact cam on choke lever at upper end and throttle lever at lower end (through throttle stopscrew which is mounted