CHANDLER-GROVES (FORD) CARBURETORS

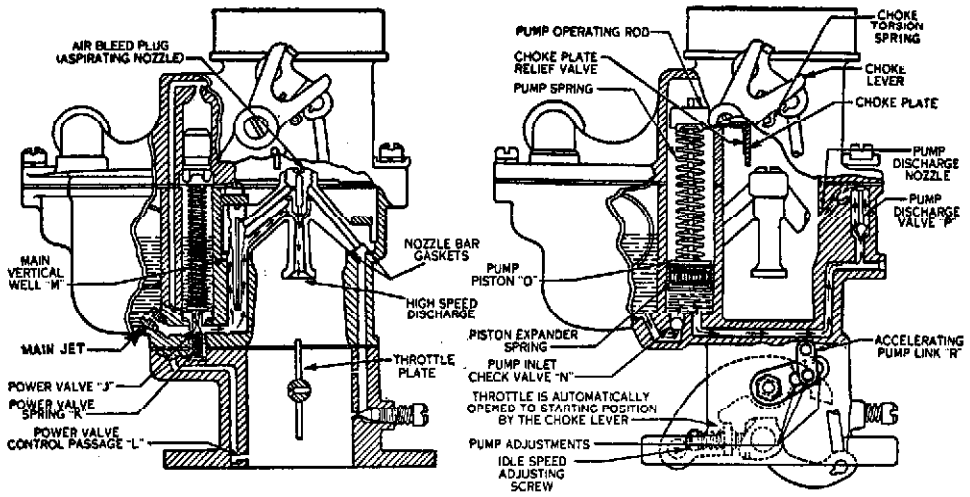
on this starting lever). Lever is rotated by choke lever cam when choke valve closed for starting and opens throttle to starting position. No adjustment required.

SERVICING:—Carburetor is disassembled and serviced in same manner as dual models used on V8 cars (see following page) except for the following points:

Vacuum Economizer:—Vacuum piston is located in air horn and float bowl casting and will be removed when air horn is taken off. Power valve is screwed in place in main body casting and can be removed with air horn off and vacuum piston removed. When removing and installing jets, use screwdriver which just fits jet slots and take care not to damage jets and fuel orifices, see that gaskets are in good condition and in place when jets installed.

Pump Discharge Nozzle—Nozzle is a drilled passage in the main body casting and is not removable. A metering restriction is installed in the nozzle passage.

TROUBLE SHOOTING:—Poor Idling Performance. Make certain that entire engine tuned up, check idle setting. If idle is lean, check for air leaks at manifold, check gaskets between carburetor throttle valve body and bowl casting. Remove idle adjusting needle and Idle Tubes, blow out channels with air, clean idle tube with air. If idle is rich, check Vacuum Economizer valve, see that valve is seating properly and not leaking. Check gasket between throttle valve body and bowl casting (vacuum chamber must be airtight).



Poor Running Performance. Check carburetor body gaskets, see that all carburetor body bolts are tight. Check metering jet for size. Blow out metering jet channel and main nozzle channel with compressed air. Check fuel level.

Poor Acceleration Performance. Check pump cylinder and channels for dirt which will prevent check-valves seating. See that piston leather is in good condition, check piston driving spring. To dismantle pump for cleaning (with air horn casting off carburetor), disconnect pump link, remove pump rod and piston assembly, inlet ball retaining spring and ball, and outlet check needle. Blow out all channels with compressed air. If pump is working properly, a fine, solid, steady stream should be discharged from each nozzle port at instant throttle is snapped open.

Poor High Speed Performance. Check engine compression, breaker contacts and gap, spark plug gaps first. Check vacuum economizer valve, remove economizer and blow out economizer channels and restrictions with compressed air. Check fuel level and float travel. Check fuel pump pressure.

Poor Economy or Gasoline Mileage. Check all parts of car which may cause this complaint (engine, valves, dragging brakes, etc.). Check fuel level and fuel pump pressure. Check metering jet for size. Manufacturer does not recommend use of leaner metering jets to secure fuel economy.