

CHANDLER-GROVES (FORD) CARBURETORS

Earlier Ford 2BBL are similar

AA $\frac{3}{8}$ —Ford No. 922A-9510-A**FORD '60', PASS. CAR, COMM'L. & TRUCK MODELS (1939-40)****AA1—Ford No. 91A-9510-A—Marked '94'****FORD '85', PASS. CAR, COMM'L. & TRUCK MODELS (1938)****FORD '85', PASS. CAR MODEL 91A ('39), 01A ('40), 11A ('41)****FORD '85' & '95', COMM'L. & TRUCK MODELS (1939-40-41)****MERCURY, MODEL 99A ('39), 09A ('40), 19A ('41)****FORD No. 21A-9510-A****FORD V8, '90' PASS. CAR MODEL 21A (1942)****FORD V8, ALL '90' & '100' COMM'L. & TRUCK MODELS (1942)****MERCURY, MODEL 29A (1942)****AA1—Ford No. 86H-9510-A2—Marked 'LZ'****LINCOLN-ZEPHYR, MODEL 86H (1938), 96H (1939)****AA1—Ford No. 06H-9510****LINCOLN, ZEPHYR & CONTINENTAL 06H (1940), 16H (1941)****LINCOLN, CUSTOM MODEL 168H (1941)****FORD No. 26H-9510-C or D (See Note)****LINCOLN, ZEPHYR & CONTINENTAL MODEL 26H (1942)****LINCOLN, CUSTOM MODEL 268H (1942)****NOTE:**—Stromberg Model EE-7/8 and EE-1 used on some Ford '60' (1939) and '85' (1938) cars. See Stromberg carburetor article for data on these types.**Lincoln 1940-41 Models**—Model 06H-9510 carburetor used on these models is larger (1") than type used on preceding models.**Lincoln 1942 Models**—Carburetor No. 26H-9510-C used on cars without Automatic Choke, No. 26H-9510-D on cars with Automatic Choke.**TYPE:**—Dual or double barrel, plain tube, downdraft types with throttle operated accelerating pump and vacuum controlled economizer (power jet).**NOTE:**—Carburetors used on 1942 cars differ from types used on preceding cars in the following details:**Ford & Mercury Models**—Carburetor No. 21A-9510 has new type bowl vent located at rear of carburetor to prevent surging of fuel in float bowl caused by air blast from 1942 type higher mounted cooling fan.**CAUTION:**—Previous type carburetors must not be used on 1942 engines with this new type higher mounted fan.**Lincoln Models**—Carburetor used on cars with Lliquamatic Drive has special Anti-stall device (vacuum operated) and does not have Throttle Kicker. Carburetor used with Automatic Choke has special choke valve lever and linkage for automatic operation. All 1942 carburetors are new larger types with new jet calibration (see Chandler-Groves Jet Specification Table for data).**Fuel System (Idling):**—Fuel for idling taken from main jet well up through Idle Tube (which meters the fuel) to cross-passage in main nozzle bar where it is mixed with air admitted through Idle Air Bleed drilled passage in top of nozzle bar. Fuel mixture flows from this cross-passage down through channel to idle ports at throttle edge. For closed throttle idling, all fuel discharged through lower idle port (below throttle) and controlled by Idle Adjusting Needle. As soon as throttle is opened, additional fuel is discharged through upper idle port also. Independent idle system used for each carburetor barrel.**Driving Range**—At intermediate speeds, fuel metered by metering jet at lower end of main jet well flows through cross-passage in main nozzle bar to antechamber at center where it is mixed with air admitted through air bleed opening in side of cross-channel and through Nozzle Air Bleed Plug which is screwed in top of nozzle bar. Fuel mixture is then discharged through main nozzle opening below nozzle bar into throat of venturi.**High Speed & Wide Open Throttle Operation**—At high speed or whenever throttle opened sufficiently so that vacuum decreases, economizer valve spring opens economizer valve allowing additional fuel to flow directly from float bowl to main jet well (by-passes metering jet). This fuel metered by economizer restriction which is small drilled passage at well end of economizer fuel channel.**IDLE ADJUSTMENT:**—Idle adjusting needle or screw for each carburetor barrel controls fuel discharge from lower idling port. Screws should be turned in for leaner mixture or out for richer mixture and should be adjusted equally. Setting should be approximately $\frac{3}{8}$ - $\frac{7}{8}$ turn out from inner seated position. Idle speed controlled by throttle stop screw and should be set for 5-7 MPH. idling speed. (With Std. Synchro-mesh Trans.), 350 RPM. (Lincoln & Mercury with Lliquamatic Drive). See tune-up data on car model page for instructions.**METERING JETS:**—Main metering jets are non-adjustable type located in float bowl and accessible by removing plug on side of float bowl opposite each jet. Jets should be changed only to compensate for special operating conditions such as high altitude. See Chandler-Grove (Ford) Jet Specification Table.