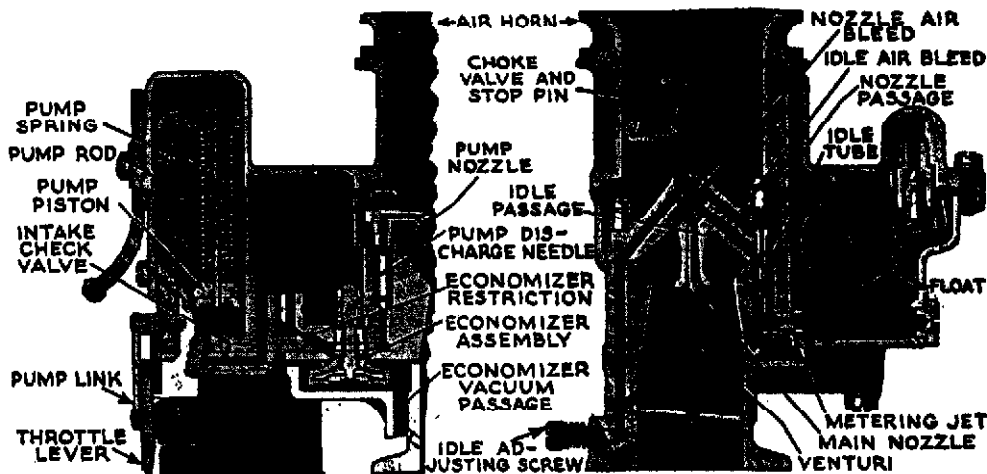


FORD, LINCOLN (ZEPHYR), MERCURY TYPES

ECONOMIZER:—Consists of a spring-loaded, vacuum diaphragm controlled, bypass valve assembly screwed in lower face of main body casting so that valve extends into float bowl (diaphragm assembly fits in recess in throttle valve body casting and vacuum passage in casting connects diaphragm chamber with carburetor barrel below throttle valve). Vacuum economizer set at factory to open when vacuum decreases to $8\frac{1}{2}$ –9" of HG. (corresponding to engine speed of 3800 R.P.M.). 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 acceleration (nozzle is located at upper edge of venturis and has two discharge holes so that fuel is discharged equally into each carburetor barrel). 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).



see lighter picture following this page

Capacity—As shown in table below in cc. per 10 strokes. Throttle lever stop-screw must be backed off to allow throttle to close completely and pump link must be connected in center hole.

Car Model	Pump Capacity
Ford & Mercury	9–13 cc.
Lincoln	14–18 cc.

Adjustment—Three holes provided in throttle lever for pump link connection. Upper hole (short radius) provides minimum stroke, lower hole (long radius) maximum stroke. Center hole is normal setting. See tune up data on car model page for recommended settings.

NOTE—Pump link locked in lower end of pump rod by spring-loaded snap lock. Pull link shaft out of pump rod to disengage lock.

FLOAT LEVEL:—**Fuel Level**—Fuel level in bowl should be $11/16" \pm 1/32"$ (All Ford, Mercury, Lincoln-Zephyr '38-39), $19/32" \pm 1/32"$ (Lincoln models '40-41). below top edge of bowl with 3 lbs. pressure (engine idling). **NOTE**—If glass tube or sight level indicator used to check level, use extreme care to eliminate error caused by capillary action of fuel in sight tube.

Float Level—With bowl cover and float assembly removed, remove gasket, invert cover so that float weight holds needle valve closed, check float with 9550-A 'Go' and 'No Go' gauge. On Ford and Mercury models, place gauge on bowl cover with gauging arm over float (check both ends of each float). On Ford and Mercury models, 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 at the 'no go' end should clear the air horn. Lincoln models are checked in the same manner except that $1/16"$ feeler must be used between float and gauging arm on gauge.

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

Float Needle Valve & Seat—Furnished in matched sets only as follows: Ford Part No. 78-9564 (All Models).

CONTINUED ON NEXT PAGE