
FORD, LINCOLN (ZEPHYR), MERCURY TYPES CONT. CHANDLER-GROVES

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CHOKER:—Offset type with poppet type relief valve to prevent over-choking.

Lincoln Automatic Choke—Refer to Sisson Automatic Choke article in Carburetion Equipment Section for adjustment instructions.

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 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:—Disassembly—Take out choke lever screw, remove choke lever, pawl, and spring. Take out throttle kicker screw, remove throttle kicker and spring. Take out five air horn screws, remove air horn assembly, use care not to bend float. Remove accelerator pump link (pry upper end of link out), remove pump plunger and rod assembly. Remove drain plugs and gaskets, remove main metering jets (use tool 9510-A, remove front nozzle bar screws and clamp, remove idle tubes and brass air bleeds from nozzle bar, then remove rear nozzle bar screws and clamp, remove nozzle bars, pump discharge nozzle and gasket, and nozzle bar gasket. Remove check valve retainer from bottom of pump cylinder (use small rod with hooked end), invert main body casting and catch pump discharge brass needle and check ball which will drop out. Remove throttle body attaching screws and lockwashers, lift throttle body off. Use wrench 9904-A to remove economizer valve assembly and gasket. Remove throttle valve loose lever collar, loose lever and spring, idle adjusting screws and springs. Take out float hinge pin and remove float assembly from air horn, remove fuel inlet needle valve and seat assembly and gasket (use wrench 9510-A).

Servicing—Clean all carburetor parts and make certain that all corrosion removed from float bowl. Examine all parts for wear as directed below and replace all worn or damaged parts (renew all following parts when carburetor overhauled: Accelerator pump rod felt and brass rod retainer, pump check valve retainer, accelerator pump piston, economizer (power) valve assembly), and all gaskets.

Float Inlet Valve & Seat—Keep needle valve and seat together as a set, rinse in cleaning solution and wipe off with clean cloth; if re-installed in carburetor, polish float lever end of needle valve with #320 'wet or dry' paper.

Choke Valve—Check valve tightness by holding air horn assembly against light and noting light around edge of valve. Check poppet relief valve and replace choke valve assembly if relief valve spring weak or broken. Check choke lever boss on air horn for wear using new choke lever, replace air horn if boss worn. Check choke lever for wear at ball end and in 'V' opening which engages choke shaft lever. Clean out choke lever pawl hole (use reamer 9537-A).

Float Assembly—See that float lever firmly soldered to float, examine float for leaks (immerse float in water heated just below boiling point, bubbles indicate that float leaks). Polish needle valve contact point on float arm with #320 'wet or dry' paper. Check float level and travel (use 9550-A gauge) as directed under Float Level (above) when float re-installed.

Throttle Valve Assembly—Check valves for tightness in same manner as choke valve (above). Replace complete assembly if valves worn, shaft worn or loose, throttle valve lever loose on shaft, or if pump link hole in throttle lever worn. If throttle valves replaced, stake attaching screws securely (use 9518-C anvil and 9518-D punch). Check throttle valve position using gauge 9518-A (which gauges distance from valve to idle ports with valve closed), replace throttle