

CARBURETER INDEX AND PRICE LIST

CHEVROLET
1935-36-37-38

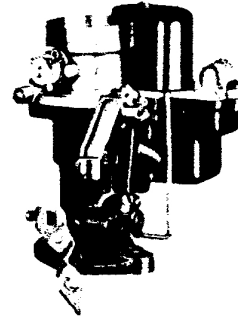




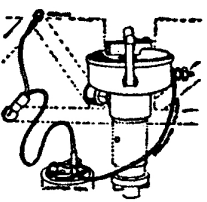
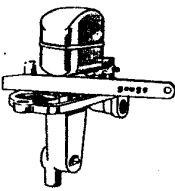
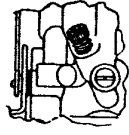
Figure shows 1938 Carburetor, No. 3915

Year	Carter Carburetor No.	Chevrolet Carburetor No.	Car Model	Casting No. on Face of Flange	List Price	Exchange Allowance
1935	★284S	837341	Master & DeLuxe	20	Sup. by 569S	
1935	321S	837918	Fleet Economy	67	Sup. by 335S	
1936 (Early)	319S	837894	Master & DeLuxe	65	Sup. by 569S	
1936 (Late)	334S	838013	Master & DeLuxe	65	Sup. by 569S	
1936	335S	838047	Fleet Economy	79	12.00	2.00
1937	346S	838526	Master & DeLuxe	92	Sup. by 420S	
1937-38	358S	595959	Fleet Economy	05	Sup. by 492S	
1938	391S	838682	Master & DeLuxe	337	Sup. by 420S	

★ See Form 4551 for 284S as used in 1934.

MOTOR TUNE-UP—BE ACCURATE! ALWAYS USE FEELER GAUGES!

CAUTION: Change worn or leaky flange gaskets. Tighten manifold bolts and test compression before adjusting carburetor.

YEAR AND CAR MODEL				SET VALVES With Motor at Operating Temperature			
				Intake	Exhaust		
1935—Master	.032"-.035"	.018"	When ball in flywheel is in line with pointer (octane selector at zero)	.006"	.013"	3/8"	1/2 to 1 1/2
1935—Economy	.040"	.018"	5° B. T. D. C.	.010"	.016"	3/8"	1/2 to 1 1/2
1936—Master	.032"-.035"	.018"	5° B. T. D. C.	.006"	.013"	3/8"	1 to 2
1936—Economy	.040"	.018"	5° B. T. D. C.	.010"	.016"	3/8"	1 to 2
1937—Master	.037"-.042"	.018"	5° B. T. D. C.	.006"	.013"	3/8"	1 to 2
1937-38—Economy	.037"-.042"	.018"	5° B. T. D. C.	.010"	.016"	3/8"	1 to 2
1938—Master	.040"	.018"	5° B. T. D. C.	.006"/.008"	.013"/.015"	3/8"	1 to 2

CARBURETER ADJUSTMENTS

If carburetor loads up after considerable service, float level should be checked. Wear on lip of float lever will raise float level. Float level may be reset by bending lip of float lever down to raise float level or bending lever up to lower float level. Only a very slight bend is needed.

If motor stalls while idling, reset idle adjustment screw and throttle lever adjusting screw. If these adjustments do not correct the trouble, remove low speed jet tube and clean thoroughly with compressed air. Examine and see that tube seats gasoline-tight in body casting, top and bottom. If not, replace with a new tube of identical specifications. NEVER CHANGE A LOW SPEED JET TUBE FROM ONE CARBURETER TO ANOTHER.

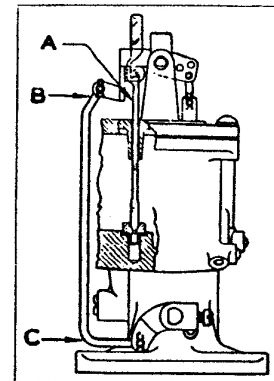
Increased resistance on foot throttle indicates a clogged pump jet. Pump jet should be removed and cleaned with compressed air, which, in many cases will remove the dirt or lint. However, it is usually advisable to replace the pump jet, as its cost is nominal. All jets and ball checks must be seated gasoline-tight.

Poor acceleration may be due to damaged or worn plunger leather in accelerating pump, corrosion in pump cylinder, loose or cracked cylinder, cracked plunger cup or bent pump arm (parts which may be replaced at small cost). If plunger is removed from cylinder, always use loading tool in reassembling to avoid damage to plunger leather.

Pump stroke adjustable for high or low temperatures. Set to longest stroke for cold weather, shorter stroke for hot weather driving.

Metering rod adjustment: Back out throttle lever adjusting screw, insert gauge (Part No. T109-25) in place of metering rod, seating tapered end in metering rod jet. Hold gauge vertical to insure seating. Metering rod pin in pump arm should rest at bottom of notch in gauge (A) with throttle fully closed and upper end of connector rod (B) centering freely in hole in pump arm. If it does not, adjustment can be made by bending connector rod at (C), using tool No. T109-75.

Remove gauge, replace metering rod and disk and metering rod spring. Be sure metering rod is in jet. If metering rod shows wear, replace both metering rod and metering rod jet. Graphite grease should be put in hole in pump arm bracket before dust cover is replaced.



EFFECTIVE JANUARY 1, 1947, ADD 20% TO LIST PRICE OF CARBURETERS AND 5% TO ALL OTHER PRICES SHOWN WITH FRACTIONAL ADJUSTMENT TO NEAREST EVEN CENT.