

CARBURETER INDEX AND PRICE LIST

Year	Carter Carbureter No.	Chevrolet Carbureter No.	Car Model	Casting No. on Face of Flange	List Price	Exchange Allowance
1932 (Early)	212S	836615	Passenger	177	Sup. by 569S	
1932 (Late)	235S	836853	Passenger	177	Sup. by 569S	
1932 (Early)	222S	836785	Truck	181	Sup. by 569S	
1932 (Late)	222SA	-----	Truck	181	Sup. by 569S	
1933	259S	837110	Master	203	Sup. by 569S	
1933	260S	473685	Standard	213	Sup. by 569S	
1934	284S	837341	Master	220	Sup. by 569S	
1934	285S	837373	St. & Truck	221	Sup. by 569S	

**CHEVROLET
1932-33-34**

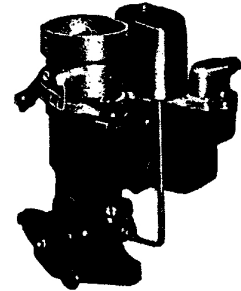


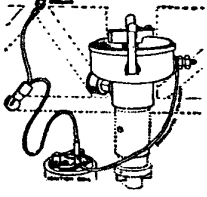
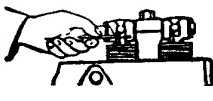
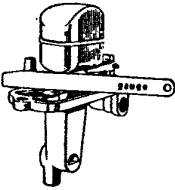
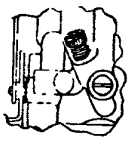


Figure shows 1934 Carburetor, No. 284S

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

						
	SPARK PLUG GAP	BREAKER POINTS	IGNITION TIMING Breaker Points to Open	SET VALVES With Motor at Operating Temperature	FLOAT LEVEL (Remove Cork Gasket)	SET IDLE ADJUSTMENT SCREW
				Intake Exhaust		
1932	.024"	.018"	12° B. T. D. C. Spark Fully Advanced	.006" .008"	3/8"	1/2 to 1 Open
1933	.032"	.018"	10° B. T. D. C. Octane Selector at Zero	.006" .008"	3/8"	1/2 to 1 Open
1934	.032"	.018"	10° B. T. D. C. Octane Selector at Zero	.006" .013"	3/8"	1/2 to 1 1/2 Open

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.

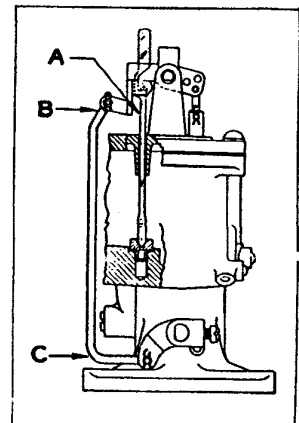
Increased resistance on foot throttle indicates a clogged pump jet. Pump jet should be removed and cleaned with compressed air, which, in many cases, will remove the dirt or lint. However, it is usually advisable to replace the pump jet, as its cost is nominal. All jets and ball checks must be seated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

