

CARBURETER INDEX AND PRICE LIST

Year	Carter Carbureter Number	Chevrolet Carbureter Number	Car Model	List Price	Exchange Allowance
1925-6-7	4S	344109	Superior	Sup. by 111S	
1927	85S	346896	Superior	Sup. by 111S	
1927	111S	Capitol	10.00	2.00
1928	102S	348538	National	10.00	2.00
1929	125S	835849	International	Sup. by 150S	
1929	136S	836126	International	Sup. by 150S	
1930	150S	836300	Universal	10.00	2.00
1931	150S	836300	Independence	10.00	2.00


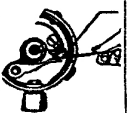
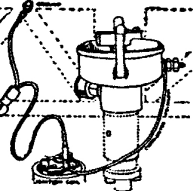
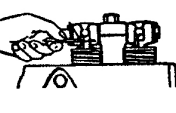
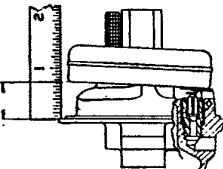
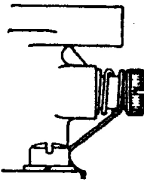
**CHEVROLET
 1925 thru 1931**



Figure shows 1930-31 Carbureter, No. 150S

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

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

YEAR AND CARBURETER MODEL	 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
1925-6-7—4S.....	.025"	.020"	Top Dead Center Spark Fully Retarded	Intake .006"	Exhaust .008"	9/16"	1 to 1 1/2 Open
1927—85S-111S..	.025"	.020"	Top Dead Center Spark Fully Retarded	.006"	.008"	9/16"	3/4 to 1 1/2 Open
1928—102S.....	.025"	.020"	25° B. T. D. C. Spark Fully Advanced	.006"	.008"	31/64"	1 to 1 1/2 Open
1929—125S.....	.024"	.018"	15° B. T. D. C. Spark Fully Advanced	.006"	.008"	3/4"	5/8 to 1 1/4 Open
1929-30-31—150S.....	.024"	.018"	12° B. T. D. C. Spark Fully Advanced	.006"	.008"	3/4"	5/8 to 1 1/4 Open

CARBURETER ADJUSTMENTS

If carbureter 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 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 air-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 re-assembling to avoid damage to plunger leather.

Pump stroke on carbureters 136S and 150S adjustable for high or low temperatures. Set to longest stroke for cold weather, shorter stroke for hot weather driving.