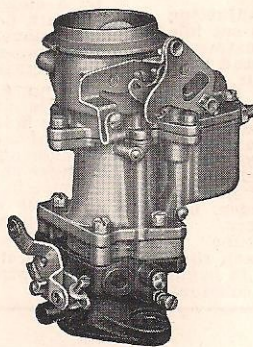


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Form 4816 **Form 9730—Export**
Carb. E7T1 — Dodge Truck 1, 2, 2½ and
3 Ton 1949-50

Change parts list as follows:
 21-49S Float and lever assembly
 (Sup. by 21-123S)

Add to parts list the following:
 21-123S Float and lever assembly



DODGE TRUCK 1, 2, 2½ and 3 TON 1949-1950

B-B DOWN-DRAFT CARBURETER—MODEL E7T1—LIST PRICE \$20.00

A \$4.00 exchange allowance is deducted from the list price if buyer turns in old carbureter.

CARBURETER SPECIFICATIONS

For Dodge Truck 6 Cylinder Engines:
 T178 and T192, 3-7/16" Bore, 4¼" Stroke
 T180, 3-7/16" Bore, 4½" Stroke
 T186, 3¾" Bore, 4⅝" Stroke
 T188, 3¾" Bore, 5" Stroke

Dimensions: Flange size, 1½ inch (38.1 mm).
 Throttle bore, 1-11/16 inch (42.86 mm).
 Main venturi, 1-11/32 inch (34.13 mm) I. D.

Float Setting: Top of float 5/64 inch (1.98 mm) below top surface of carbureter body casting. Plus or minus 1/64 inch (.397 mm).

Vents: Outside none. Inside balance vent tube .218 inch diameter, (5.54 mm).

Gasoline Intake Needle: Triangular, horizontal No. 44 (2.18 mm) drill in needle seat.

Idle Orifice Tube: Jet size .0276 inch (.70 mm) drill. Idle passage air bleed in air horn, size .0465 inch (1.18 mm) diameter. Restriction in body, size .0452 inch (1.15 mm) diameter.

Idle Ports: Upper port. Slot type: length .149 inch (3.78 mm), width .030 inch (.76 mm). Top of port located .118 to .122 inch (3.00 to 3.10 mm) above top edge of valve. Lower port size .053 to .057 inch (1.35 to 1.45 mm) drill. (For idle adjustment screw.)

Set Idle Adjustment Screw: ½ to 1½ turns open. For richer mixture turn screw out. Idle engine between 450-500 r.p.m.

Main Metering Jet: Calibrated to flow 315 to 319 cc per min-

ute. (Do not gauge for size. If in doubt replace with new part.)

Main Vent: Through diffuser (air bleed inside bowl). Size .0315 inch (.80 mm) drill.

Vent Tube: Side Holes:
 2—.0354 inch (.90 mm). 1-1/32 inch (26.19 mm) from end.
 2—.0354 inch (.90 mm). 1-23/32 inch (43.66 mm) from end.

Step-Up Jet: Power orifice .0413 inch (1.05 mm) drill.

Accelerating Pump: Type—delayed action, seasonal adjustment. Stroke—Summer setting (inner hole, short stroke). Intermediate setting (center hole). Winter setting (outer hole, long stroke). Pump intake passage ball check seat, size .115 to .120 inch (2.93 to 3.05 mm) diameter in body. Pump discharge passage: Restriction (under ball check) size .062 to .065 inch (1.57 to 1.65 mm) diameter in body. Pump (discharge) jet size, .0374 inch (.95 mm) drill.


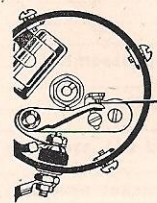
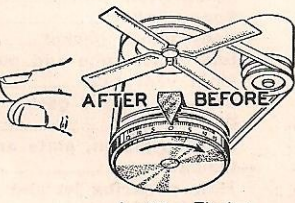
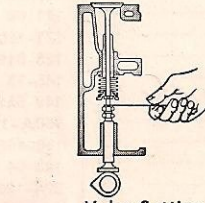
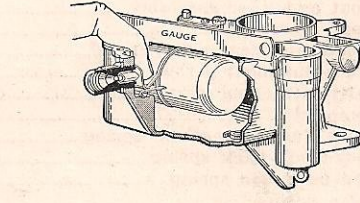
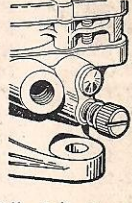
Pump Adjustment: 26/64 inch plunger travel—full throttle position, medium stroke. Use gauge T109-1175.

Choke: Offset butterfly type (with poppet valve).

Vacuum Spark Port: Slot (round end) type: size .040 by .110 inch (1.016 by 2.794 mm). Top of port .052 to .058 inch (1.32 to 1.47 mm) above top edge of valve.

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.

| | | | | | |
|---|---|---|--|---|---|
|  |  |  |  |  |  |
| Spark Plug | Breaker Point | Ignition Timing | Valve Setting | Float Setting | Idle Adjustment |
| Gap | Setting | Breaker Points to Open: | (Hot) | (Use Gauge) | Screw Setting |
| .036"-.040" | .020" | T178-T188-T192: T.D.C. | Int. .014" | 5/64 Inch | ½ to 1½ |
| | | T180: .002" A.T.D.C. | T178-T192 .010" | | Turns Open |
| | | T186: .0036" B.T.D.C. | T180-T186-T188 .010" | | |
| | | | Exh. .018" | | |

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CARBURETER
 TRADE MARK REG. U. S. PAT. OFF.
 MARCA REGISTRADA

EFFECTIVE JANUARY 1, 1948, ADD 30% TO LIST PRICE OF CARBURETERS AND EFFECTIVE OCTOBER 1, 1948, ADD 20% TO ALL OTHER PRICES SHOWN WITH FRACTIONAL ADJUSTMENT TO NEAREST EVEN CENT.

PRINTED IN U.S.A.

CARBURETER ADJUSTMENTS

If carbureter loads up after considerable service, check float level. Wear on lip of float lever will raise float level. Before adjusting float, be sure float lever pin is firmly seated. Reset float level by bending lip of float lever away from needle to raise level, or bend lip toward needle to lower float level. Bend vertical lip of float only.

If motor stalls while idling, set throttle lever adjusting screw so motor runs between 450-500 r. p. m. Then set idle adjustment screw to specifications. If these adjustments do not correct the trouble, remove idle orifice tube and plug assembly. Clean tube passages with compressed air.

If acceleration is not satisfactory, remove pump jet and clean with compressed air. However, it is usually advisable to replace the pump jet, as its cost is nominal. All jets must be seated gasoline tight. Poor acceleration may be due to damaged or worn plunger leather in accelerating pump, sediment in pump cylinder or clogged intake ball check at bottom of pump cylinder and discharge ball check in discharge passage. If plunger is removed from cylinder, use care in installing to avoid damage to plunger leather.

Correct air fuel ratio is provided by a "balance tube" in the air horn. The balance tube should be checked each time the carbureter is serviced to see that the passage is open. The object of a balanced carbureter is to provide a constant

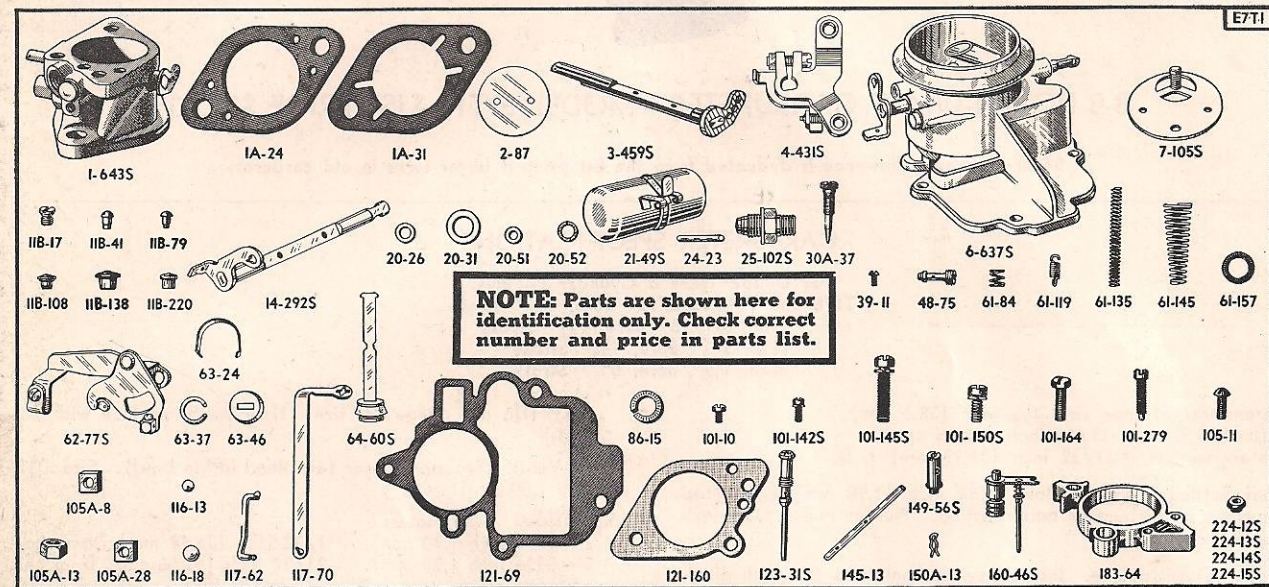
air fuel ratio regardless of type, size or condition of air cleaner. Should the cleaner become clogged, the capacity will be reduced but the air-fuel mixture ratio will not be

affected. Excessive richness above 50 miles per hour may be caused by a clogged main vent tube. After removal of rivet plug beneath float bowl with tool No. T109-43, main vent tube can be removed and a new tube inserted with tool No. T109-195. Care must be exercised in inserting new tube which must seat tightly. Use new rivet to complete the installation.

Pump Adjustment: Remove air horn assembly, back out throttle adjustment screw, and place pump operating link in center hole of throttle shaft arm. Place gauge T109-117S on edge of bowl cover so that lip of gauge extends over top of plunger shaft. Turn knurled nut of gauge until lip contacts plunger shaft at closed and wide open throttle positions. Difference in readings obtained at closed and wide open throttle positions should be ".26" (26/64") plunger travel. Adjustments can be made by bending horizontal portion of pump lifter link.

Pump stroke adjustable for high or low temperature. Set to long stroke for cold weather, short stroke for hot weather driving.

www.carburetor-parts.com



Dodge Truck—1949-1950—No. E7T1—List Price \$20.00

WHEN SERVICING, USE REPAIR PACKAGE No. 1534, PRICE \$3.75

PART NAMES IN BOLD TYPE, LISTED BELOW, INDICATE CONTENTS OF REPAIR PACKAGE

| Part No. | PART NAME | List Price | Part No. | PART NAME | List Price |
|----------|---|------------|----------|--|------------|
| 1-643S | —Body flange assembly..... | \$2.50 | 64-60S | Plunger and rod assembly (Identify by shaft No. 49-120)..... | .70 |
| 1A-24 | Flange gasket—for use with governor..... | .06 | 86-15 | Flange stud lock washer..... (2) | .01 |
| 1A-31 | Flange gasket—for use without governor..... | .06 | 101-10 | Wire clamp screw..... | .05 |
| 2-87 | Throttle valve..... | .20 | 101-142S | Choke bracket attaching screw and washer assembly..... | .05 |
| 3-459S | Throttle shaft and arm assembly..... | .60 | 101-145S | Flange attaching screw and washer assembly..... (3) | .05 |
| 4-431S | Throttle lever assembly..... | .45 | 101-150S | Bowl cover attaching screw and washer assembly..... (4) | .05 |
| 6-637S | —Air horn assembly..... | 2.50 | 101-164 | Throttle lever clamp screw..... | .05 |
| 7-105S | Choke valve assembly..... | .50 | 101-279 | Throttle lever adjusting screw..... | .05 |
| 11B-17 | Pump discharge passage plug..... | .10 | 105-11 | Choke tube clamp screw..... | .05 |
| 11B-41 | Rivet plug..... | .02 | 105A-8 | Choke tube clamp nut..... | .05 |
| 11B-79 | Rivet plug..... (2) | .02 | 105A-13 | Flange nut..... (2) | .05 |
| 11B-108 | Idle port rivet plug..... | .02 | 105A-28 | Throttle lever clamp nut..... | .05 |
| 11B-138 | Pump jet rivet plug..... | .05 | 116-13 | Pump intake check ball..... | .02 |
| 11B-220 | High speed passage plug..... | .02 | 116-18 | Pump discharge check ball..... | .05 |
| 14-292S | Choke control lever and shaft assembly..... | .40 | 117-62 | Pump link..... | .15 |
| 20-26 | *Gasket..... | .05 | 117-70 | Pump lifter link..... | .10 |
| 20-31 | *Needle seat gasket..... | .05 | 121-69 | Body gasket..... | .10 |
| 20-51 | *Step-up jet gasket..... | .05 | 121-160 | —Body flange gasket..... (2) | .05 |
| 20-52 | Step-up piston gasket..... | .05 | 123-31S | Idle orifice tube and plug assembly..... | .30 |
| 21-49S | Float and lever assembly..... | .80 | 145-13 | Main vent tube..... | .15 |
| 24-23 | Float lever pin..... | .05 | 149-56S | Step-up jet and gasket assembly..... | .25 |
| 25-102S | Needle and seat assembly..... | .80 | 150A-13 | Pin spring..... | .01 |
| 30A-37 | Idle adjustment screw..... | .30 | 160-46S | Step-up piston, plate and rod assembly..... | .40 |
| 39-11 | Valve attaching screw..... (4) 2 for | .05 | 183-64 | —Insulator..... | .35 |
| 48-75 | Pump jet..... | .20 | 224-12S | Main metering jet and gasket assembly—3 sizes lean..... | .30 |
| 61-84 | Idle adjustment screw spring..... | .05 | 224-13S | Main metering jet and gasket assembly—Std. | .30 |
| 61-119 | Choke pull-back spring..... | .10 | 224-14S | Main metering jet and gasket assembly—1 size lean..... | .30 |
| 61-135 | Step-up piston spring..... | .05 | 224-15S | Main metering jet and gasket assembly—2 sizes lean..... | .30 |
| 61-145 | Pump spring..... | .10 | | | |
| 61-157 | Plunger spring..... | .10 | | | |
| 62-77S | Choke tube bracket assembly..... | .50 | | | |
| 63-24 | Float lever pin retainer..... | .05 | | | |
| 63-37 | Pump ball retainer ring..... | .05 | | | |
| 63-46 | Pump spring retainer..... | .05 | | | |

*Gaskets so marked must be soaked in 90 proof denatured alcohol for 15 minutes, installed on part and let dry before using.

—Parts so marked are new and listed for the first time.

NOTE: Small figures in parentheses preceding list price indicate number of pieces used in carbureter. Where no figure is shown, only one is used.

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