SERVICE PROCEDURE

1939 AND LATER BB DOWNDRAFT CARBURETER


BE ACCURATE

1. Remove throttle lever assembly.

7. Remove step-up jet and gasket assembly.

2. Remove air horn assembly.
   - Remove body gasket.
   - Disconnect throttle connector rod at upper end.

8. Remove pump check plug and discharge check ball.

3. Remove float and lever assembly, float pin and retainer.

9. Remove main metering jet and gasket assembly.

4. Remove idle orifice tube and plug assembly, step-up piston plate and rod assembly.

10. Remove pump retainer ring and intake check ball.

5. Remove pump connector link.

11. Remove body flange assembly and insulator from body.

6. Remove pump plunger and rod assembly, pump spring and pump operating link.

12. Remove pump jet rivet plug and pump jet.
13. Remove main vent tube rivet plug.
15. Remove needle seat and gasket.
16. Remove idle adjustment screw and spring, then idle port rivet plug.
17. Remove throttle valve and throttle shaft and arm assembly.
18. Remove choke tube bracket assembly.
19. Remove choke valve screws and choker shaft and lever assembly.
   Check for loose arm on shaft and wear.

20. Remove choke valve. Clean castings and all parts thoroughly with clean gasoline. Scrape all carbon from bore of casting.

**TO REASSEMBLE**
21. Group parts controlling gasoline level.
22. Group parts controlling idle circuit.
23. Group parts controlling high speed circuit.
24. Group parts controlling pump circuit.
25. Group parts controlling choke circuit.
   Examine each part in the five groups and replace any part that shows wear, or does not meet specifications.
26. With manifold side of flange down, install throttle shaft and arm assembly then throttle valve.
   Small "d" in circle should be toward idle port and facing down. Center valve by tapping lightly and hold in place before tightening screws. Use new screws.
27. Install new idle port rivet plug first, then install idle adjustment screw and spring. Back out from sealed screw to specifications.

28. Install insulator and gaskets. Use new gaskets. Be sure that holes in casting, insulator, and gaskets line up properly.

29. Install body castings and securely tighten screws. Don't forget lock washers.

30. Install idle orifice tube. Do not tighten—leave it loose.

31. Install pump jet and pump jet rivet plug. Be sure jet is clear of all restrictions and seats properly.

32. Install pump discharge check ball and plug. Discharge ball is large ball. Be sure to put check balls in correct passages.

33. Install pump intake check ball and pump rotator. Intake ball is small.

34. Install pump plunger and rod assembly, pump spring and pump operating link.

35. Install pump connector link and pin spring. Connect in center hole.

36. Install main vent tube, then main vent tube rivet plug. Tools T109-70 or T108-151 must be used to insert new tube. (See "Adjustments" on catalog page) Never reuse an old vent tube or plug.

37. Install main metering jet and gasket assembly.

38. Install step-up jet and gasket assembly.


40. Install needle seat and gasket. Then install needle. If needle or seat shows wear, replace both.
41. Install float and lever assembly, float pin and float lever pin retainer.
Check float for dents and for wear on float lip or float pin.

42. Set float level.
Set float level to specifications. Bend lip, not float.

43. Install air horn assembly.
Use new gasket.

44. Install choke valve.
Use new screws. Center valve by tapping lightly before tightening screws.

45. Install choke shaft and lever assembly with spring attached.
Check for loose lever on shaft.

46. Install choke bracket assembly.
Attach spring.

47. Install choke connector rod and throttle shaft dog. Place dog on cast iron shaft.
Check rod and dog for wear.

48. Install throttle lever assembly.
Tighten screws securely. Protect your work with a Carter Airdome or Ceramic Filter.

Note: New flange gasket should be used when installing carburetor on manifold. On cars without governor, gasket with 4 slots should be used; on cars with governor, gasket with 4 small holes should be used between carburetor and governor, the original gasket with 4 slots to remain on manifold beneath governor.

Always use complete new gasket assortment when servicing a Carter Carburetor.

**NO CARBURETER CAN DELIVER GOOD MILEAGE OR PERFORMANCE UNLESS COMPRESSION IS NORMAL AND THE MOTOR IS PROPERLY TUNED.**