



Below, left, is exploded diagram of combination fuel-pump vacuum booster. Above, left, assembled unit is shown with parts named. Right, cross section of pump with all parts lettered for reference

carburetor is clean and otherwise in good condition, the engine will respond almost instantly to sudden, hard acceleration and will return to idling speed smoothly when the throttle is closed. However, if the float is high, or if dirt and gum have restricted passageways, turning the idling screw in or out may make little difference in the performance of the engine. Under sudden acceleration it is likely to lag through a "flat spot" and pop back violently through the carburetor. When idling, the speed generally varies and the engine rolls from side to side on its mountings. Under these conditions it is also likely that the accelerator pump is defective. This generally is the case if there is a flat spot in the acceleration cycle above idling speed.

To remove the carburetor, first disconnect the ground cable from the battery. Then wash away accumulated oil and dirt from the choke and throttle controls and also the mounting flange, using white gasoline or other suitable solvent. Remove the air cleaner and, if it is of the oil-bath type, be sure to place it upright on a table top or other level surface until you are ready to clean it. Disconnect the throttle and choke rods and remove the cap screws holding the carburetor on the mounting flange. Remove the gasket carefully so that no part of it falls into the intake manifold.

Fold a cloth and press it tightly into the open end of the manifold to prevent the entrance of dirt and other particles. Place the carburetor on a large clean sheet of paper on a table top. Grind down a screwdriver blade so that you can reach into tapped holes and remove retainers and other small parts without damaging the threads. As parts are removed, place them in order so that they are readily assembled. Apply penetrating oil, or better still, lacquer thinner, to parts that refuse to loosen under moderate pressure of the screwdriver.

Many manufacturers supply replacement kits which include retainers, jets, accelerator pump, gaskets and parts of the throttle and choke controls. It is recommended that in carburetor servicing these units be installed to replace parts that have become worn or damaged. After removing all the