Figure 32. Installing Throttle Plate

of the throttle plate and the throttle bore, and if the throttle plate moves freely throughout its range of travel, throttle plate alignment is satisfactory. Hold the throttle plate in the closed position and tighten the throttle plate screws.

(2) Install the new pump link in the throttle lever with the double bend of the link uppermost. Secure the pump link in place with one of the new pump link cotter pins. (The two holes in the throttle permit adjustments to compensate for climatic conditions; place the pump link in the hole nearest the throttle shaft for normal climatic conditions, or use the outer hole for continuous extreme cold weather operation.)

(3) Install the new idle adjusting needle with its spring. Turn the needle down gently with the fingers until it seats, then back it off one full turn. Take care not to force the needle down on its seat. This will groove the tip of the needle and make it impossible to accurately adjust the idle mixture.

(4) On carburetor for automatic transmission engines, install the dashpot lever, spring, and screw.

B. REASSEMBLY-MAIN BODY

(1) Place a new gasket on both sides of the pump discharge nozzle, then insert the pump discharge nozzle screw into the channelled side of the nozzle. (The pump discharge nozzle screw may be identified by the hole drilled vertically from its tip to a point shortly below the head of the screw, where it joins a short horizontal drilled passage terminating in a groove in the side of the screw.) Install the pump discharge nozzle in the recess at the top of the venturi in the main body. Allow the pump discharge nozzle to rotate to the limits of its travel in a clockwise direction as the nozzle screw is tightened. The nozzle will stop against the edge of its recess in its proper operating position after a small amount of rotation.

NOTE

In the List No. 763 and 831 Carburetors, however, the pump discharge nozzle should be held in a counter-clockwise position against the limits of its rotational travel as the nozzle screw is tightened.

(2) Position the choke bracket on the boss on the main body. Slide the choke shaft and lever assembly into the main body and secure it in place by driving the choke shaft retainer pin into the small vertical hole in the top of the choke shaft boss.

(3) Rotate the choke lever until the choke lever swivel is below the choke shaft. Insert the choke plate into the slot in choke shaft with the stem and spring of the poppet valve extending upward.

CAUTION

Take care not to damage the tip of the main nozzle while installing the choke plate.

(4) Center the choke plate to avoid damaging the venturi then close the choke plate by rotating the choke lever in a counter-clockwise direction. Install the choke plate screws, fitting the screw with the attached lockwasher in the hole nearest the choke lever. Turn the screws down snugly but not tightly. Rotate the choke lever until the choke plate is nearly inverted and the poppet valve stem and spring extend downward. Align the distribution pin hole in the choke shaft with the corresponding hole in the choke plate. Brace the choke shaft from beneath and drive the distribution pin into position. Install the distribution pin so the clearance between the tip of the pin and the venturi wall is equal on both sides.

NOTE

The List No. 763 and 831 Carburetors use a hex-head screw on the side of the choke shaft nearest the fuel bowl and pump discharge nozzle. A stem extends above the hex-head of the screw to facilitate proper fuel distribution in C.O.E. installations. A shakeproof external tooth lockwasher is used to retain the screw. The regular choke plate screw continues in use as the other plate screw.