is pressed into position, maintain the pressure until the five main well and economizer body screws have been started in their holes and a check is made on the alignment of the diaphragm and spacer gasket. Do not tighten the screws, but turn them in as far as possible without compressing the lockwashers. Release the pump rod sleeve. This will allow the pump return spring to expand, stretching the accelerating pump diaphragm to insure full travel when the accelerating pump is operated. Then tighten the five main well and economizer body screws.

(14) Insert the three economizer body cover screws and lockwashers in the economizer body cover. Place the new economizer diaphragm and stem assembly and the economizer body gasket over the screws. Insert the assembly into its position in the main body, taking care the alignment of the vacuum passage hole is not disturbed, then tighten the screws.

(15) If the fuel inlet needle assembly has been received unassembled, it is to be assembled as follows.

Fit the new fuel inlet needle spring over the fuel inlet needle pin and insert those parts into the new fuel inlet needle. Install the new wire fuel valve clip in the groove in the fuel inlet needle.

(16) Set the fuel inlet needle on the float lever tab, placing the fuel valve clip under the tab to hold the needle in place. Guide the fuel inlet needle into the new fuel inlet needle seat, positioning the pivot of the float lever between the float lever bracket arms on the fuel inlet needle seat. Install the new float shaft and new float shaft retainer.

Figure 35. Fuel Inlet Needle Assembly

CAUTION
Fuel inlet needles and seats are matched assemblies, factory tested to insure proper operation, and their component parts are not interchangeable.

(17) Place the new fuel inlet seat retainer screw gasket on the new fuel inlet seat retainer screw and insert the screw in the fuel inlet fitting boss on the main body. Place the new fuel inlet seat gasket on the end of the fuel inlet seat retainer screw which protrudes into the fuel bowl. Ease the float and fuel inlet valve assembly into position and secure it in place by tightening the fuel inlet seat retainer screw, using Snap-On Tool No. MC12_8.

Figure 36. Setting Float

(18) At this point the float setting should be checked and necessary adjustments made. Invert the main body assembly, allowing the float to drop to the closed position. Using Snap-On Tool No. MC-164, gauge the float, checking the setting on both the "touch" and "no touch" legs of the gauge. The level of the float may be adjusted by bending the small tab in the float lever which contacts the head of the fuel inlet needle pin. Use needle-nosed pliers for this correction and recheck the float setting after adjustments have been made.

(19) Fit the new fuel bowl gasket into the recess in the rim of the fuel bowl in the main body. Place the new clamp ring gasket and clamp ring on the fuel bowl and set the fuel bowl in position on the main body. Install the four clamp ring retainers, screws, and lockwashers. Tighten the screws alternately, a half a turn at a time, until the lockwashers are compressed. The screws must be tightened alternately and not drawn too tightly to prevent setting up stresses that may result in a cracked fuel bowl.

NOT
The procedure for installing the plastic fuel bowls containing the adjustable jet is the same as described above except the main body is to be held in the inverted position so the float is in its fully closed position and clear of the main jet. Install the fuel bowl with the adjusting needle backed out to the open position, taking care not to damage the tip of the needle when the bowl is set in place.

(20) Install the dashpot assembly on carburetors so equipped.