



CARBURETOR RECONDITIONING

Successful reconditioning of small assemblies such as carburetors and fuel pumps requires the observance of certain principles. These principles are briefly outlined as follows:

- 1 The reconditioning must be done by a mechanic who is well trained and whose work can be fully relied upon.
- 2 A sufficient quantity of assemblies must be handled at one time to make the work a production job so time required per unit will be minimized.
- 3 Each lot of assemblies that are worked on must all be of like size and type to avoid chance of mixing parts.
- 4 Convenient storage spaces must be provided for all of the detail parts so, as the parts are inspected and reconditioned, they can be put right where they will be within reach for the reassembly operations.
- 5 The shop work space should be conveniently arranged to eliminate all avoidable steps or motions. For example, the hand tools should be kept in a cabinet or on a rack within reach of the mechanic so each tool may be picked up by merely reaching for it as needed and may be put right back in its place as soon as the operation for which it is used is finished.
- 6 After disassembly the parts must be thoroughly cleaned prior to inspecting to determine which can be used again and which must be discarded.

7 A certain sequence of operations should be worked out and followed for disassembly, cleaning of parts, inspection, reconditioning of parts, reassembly and final test and inspection. Repeated performance of all operations in an efficient sequence will permit reducing the time required to a minimum and will be of material assistance in producing a finished product of uniform high quality.

8 Absolute cleanliness must be assured at all times. After disassembly of any carburetors, it is particularly important to clean the work bench and tools, as well as to thoroughly clean the hands before starting the inspection and reconditioning of the cleaned parts. Care must be used in blowing out parts with compressed air to be sure chips and dirt are not blown into parts that have already been cleaned.

A suggested sequence of operations for the reconditioning of carburetors is outlined here. In describing the operations, the part numbers are shown for the 91A-9510-A Ford carburetor and the 67-9510-A Stromberg carburetor. For other models of these carburetors, the proper part numbers for the respective parts can be obtained from the Ford and Mercury or Lincoln Chassis Parts and Price Lists.

EQUIPMENT USED

9350-A—FUEL PUMP AND CARBURETOR TESTER
9350-D—FUEL PUMP AND CARBURETOR RECONDITIONING TOOLS
9510-D—CARBURETOR FLOAT LEVEL GAUGE (FORD)

ABOVE APPLIES TO MODELS:

ALL FORD V-8 SINCE 1934
ALL LINCOLN-ZEPHYR, 1936 to 1940
ALL LINCOLN, 1941



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FORD CARBURETOR (91A-9510A)

The Ford carburetors cannot be placed on a flat surface due to throttle arm extending below the lower surface of carburetor mounting flange. Therefore a channel iron should be arranged as shown in Fig. 1. This can usually be made locally from 3" channel iron with pins arranged as indicated in Fig. 1 to hold the carburetors.

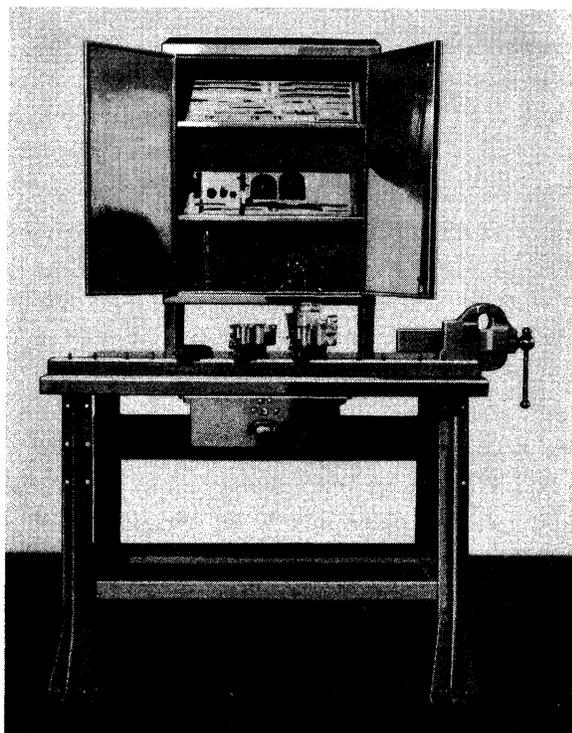


Fig. 1

Disassembly—Ford Carburetor (91A-9510A)

All parts are disassembled except the choke plate and shaft which are not removed from the air horn; also throttle plates and shaft are not

removed from the throttle body. These parts should not be disassembled as a used choke plate will usually not fit properly in an air horn assembly from another carburetor. The same applies to the throttle plates and used throttle body assemblies.

A sequence of disassembly operations that has been found desirable is as follows:

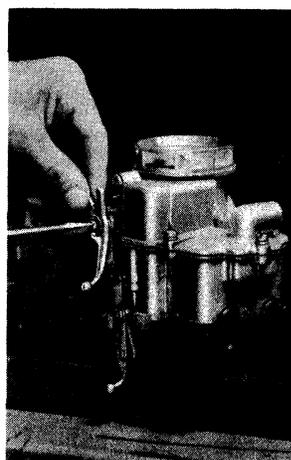


Fig. 2

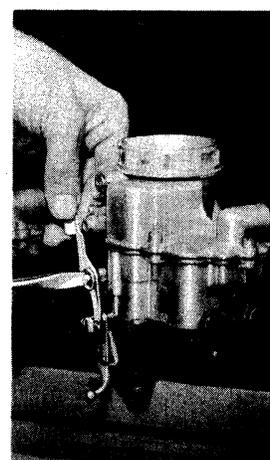


Fig. 3

1 Remove the choke lever screw as shown in Fig. 2. This results in removal of

- (1) 31588-S7 Screw
- (1) 34703-S7 Washer
- (1) 78-9548 Lever—Carburetor choke
- (1) 78-9537 Pawl—Choke lever
- (1) 78-9587 Spring—Choke lever pawl

2 Remove the throttle kicker screw as shown in Fig. 3. This results in removal of

- (1) 31588-S7 Screw
- (1) 34703-S7 Washer
- (1) 78-9597 Throttle kicker
- (1) 78-9599 Spring—Throttle kicker

ABOVE APPLIES TO MODELS:

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EQUIPMENT USED

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9350-D—FUEL PUMP AND CARBURETOR RECONDITIONING TOOLS
9510-D—CARBURETOR FLOAT LEVEL GAUGE (FORD)



Carburetor Reconditioning (Cont.)

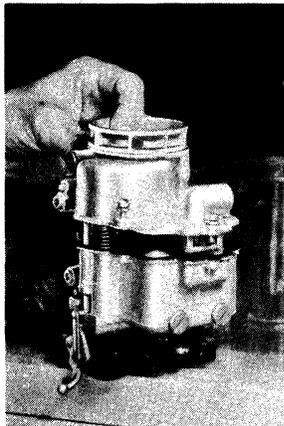


Fig. 4

3 Unscrew all five air horn screws (31620-S7) and lift air horn off as shown in Fig. 4. Place air horn on bench in inverted position to avoid bending float.

4 Remove accelerating pump link (91A-9526). Use care so link will not be bent by prying on upper end of link only as shown in Fig. 5.

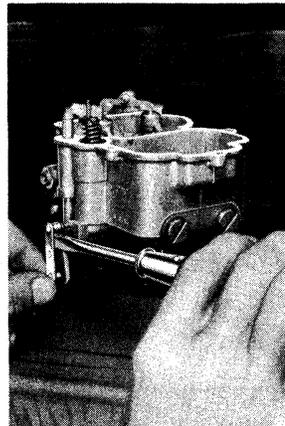


Fig. 5

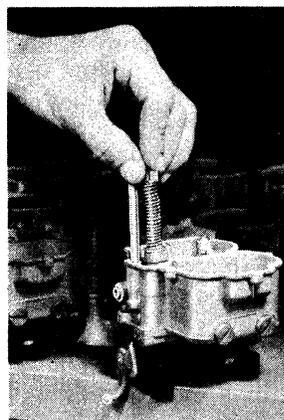


Fig. 6

5 Remove accelerator pump (78-9630) as shown in Fig. 6.



Fig. 7

6 Remove drain plugs (78-9562) and drain plug gaskets (78-9563). Use wrench #9510-A as shown in Fig. 7.

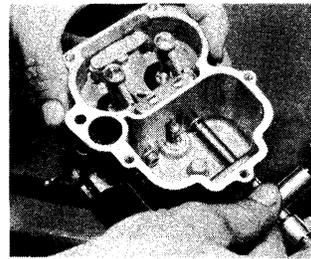


Fig. 8

7 Remove main jets (78-9533). Use wrench 9510-A as shown in Fig. 8.

8 Remove front nozzle bar screws (31109-S7) and clamp (78-9928) as shown in Fig. 9.

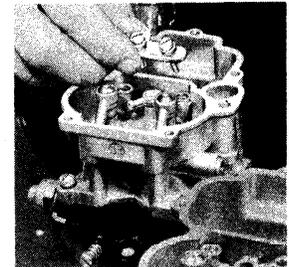


Fig. 9

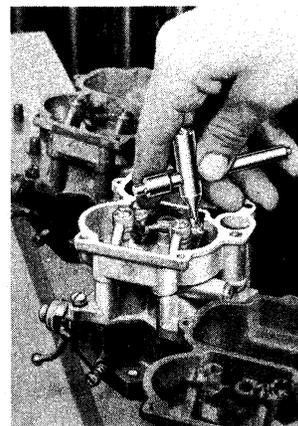


Fig. 10

9 With the rear clamp still intact, remove from nozzle bar the idle tubes (78-9542) as shown in Fig. 10 and the brass air bleeds (78-9924) as shown in Fig. 11.

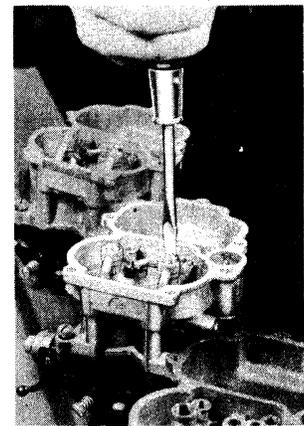


Fig. 11

EQUIPMENT USED

- 9350-A—FUEL PUMP AND CARBURETOR TESTER
- 9350-D—FUEL PUMP AND CARBURETOR RECONDITIONING TOOLS
- 9510-D—CARBURETOR FLOAT LEVEL GAUGE (FORD)

ABOVE APPLIES TO MODELS:

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- ALL LINCOLN, 1941

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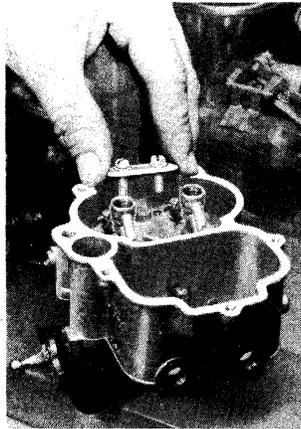


Fig. 12

10 Now remove the rear nozzle bar clamp (78-9928) and screws (31077-S2) as shown in Fig. 12.

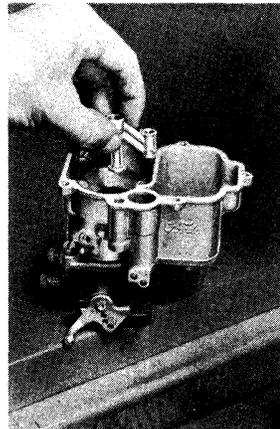


Fig. 13

11 Remove following parts as shown in Fig. 13.

- (1) 78-9922 Nozzle bar—RH
- (1) 78-9923 Nozzle bar—LH
- (1) 78-9577 Discharge nozzle—Accelerating pump
- (1) 78-9580 Gasket—Pump discharge nozzle
- (4) 78-9926 Gasket—Nozzle bar

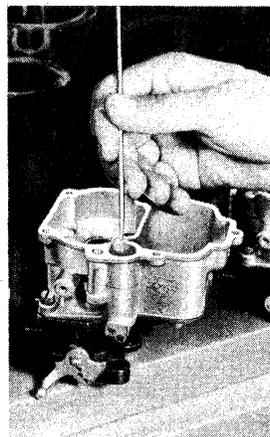


Fig. 14

12 Remove the check valve retainer (78-9575) as shown in Fig. 14. A tool for this operation can be made by grinding the end of a small diameter rod down to a point and hooking the end as shown in Fig. 14.

13 Remove the following parts as shown in Fig. 15:

- (2) 31079-S7 Screws—Main body to throttle body
- (2) 34804-S2 Lock Washers—Main body to throttle body

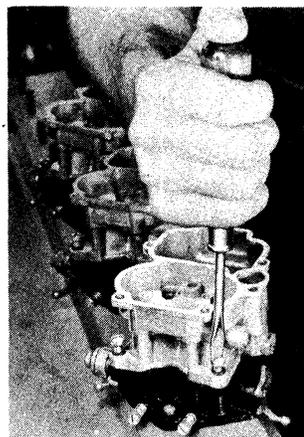


Fig. 15

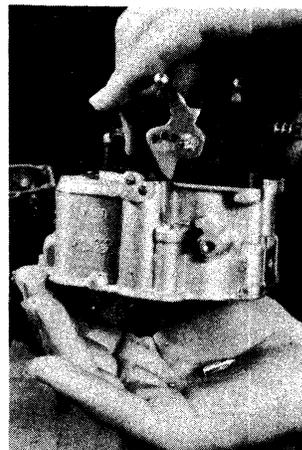


Fig. 16

14 Remove carburetor from rack and turn over, as shown in Fig. 16, catching the brass needle (78-9594) and the steel ball check valve (78-9576).

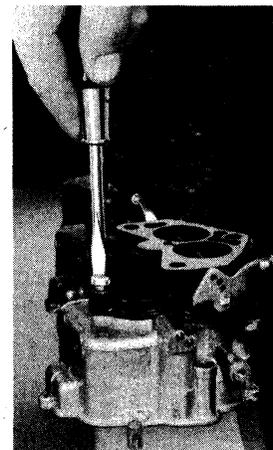


Fig. 17

15 Place carburetor on rack as shown in Fig. 17 and remove the following:

- (1) 31646-S7 Screw—Throttle body to main body
- (1) 34805-S2 Lock Washer—Throttle body to main body

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 9350-D—FUEL PUMP AND CARBURETOR RECONDITIONING TOOLS
 9510-D—CARBURETOR FLOAT LEVEL GAUGE (FORD)



Carburetor Reconditioning (Cont.)

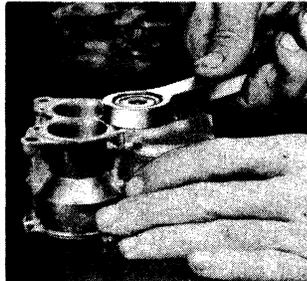


Fig. 18

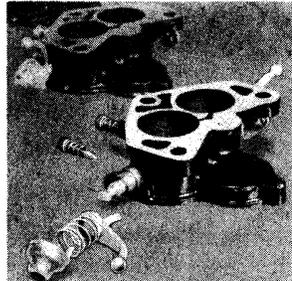


Fig. 19

16 Remove the following parts as shown in Fig. 18, using wrench #9904-A:

- (1) 78-9904 Power by-pass valve (economizer valve).
- (1) 78-9909 Gasket—Power by-pass

17 Disassemble following parts from throttle body assembly 78-9514 as shown in Fig. 19:

- (1) 78-9614 Loose lever collar
- (1) 78-9615 Loose lever
- (1) 78-9624 Loose lever spring
- (2) 78-9541 Idle adjusting needles
- (2) 78-9578 Springs—Idle adjusting needles

18 Remove following parts from air horn assembly (78-9520) as shown in Fig. 20:

- (1) 78-9558 Float hinge pin
- (1) 78-9550 Float assembly
- (1) 78-9564 Fuel inlet needle and seat
- (1) 78-9569 Gasket—Fuel valve seat

Use wrench #9510-A to remove fuel valve needle and seat (78-9564) as shown in Fig. 21.

Fuel inlet needle and seat (78-9564) must be kept in sets as removed from carburetor as one needle will not always work properly in another seat. Rinse off parts in sets in cleaning solution and wipe off with a clean cloth.

Inspect needle and discard the needle and seat assembly if there is any indication of wear on the seating portion of needle. If suitable for further use, polish end of needle that contacts float, using #320 "wet or dry" paper.

19 Clean all parts, being particularly sure that all corrosion is removed from the float bowl of carburetor. Thorough cleaning of parts is a first essential of producing a good reconditioned carburetor, both from the standpoint of appearance of the finished job as well as to insure good performance. The procedure outlined on page 61, Subject 9350 will do a high quality cleaning job.



Fig. 20

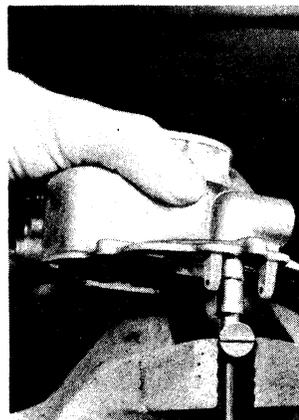


Fig. 21

EQUIPMENT USED

9350-A —FUEL PUMP AND CARBURETOR TESTER
 9350-D —FUEL PUMP AND CARBURETOR RECONDITIONING TOOLS
 9510-D —CARBURETOR FLOAT LEVEL GAUGE (FORD)

ABOVE APPLIES TO MODELS:

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 ALL LINCOLN-ZEPHYR, 1936 to 1940
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Inspection and Reconditioning of Parts — Ford Carburetor

(91A-9510A)

Air Horn (Upper Body) and Choke Plate Assembly

20 Make a visual inspection of tightness of fit of choke plate when closed, by holding toward a light and observing amount of light that can be seen around edge of choke plate.

21 Check poppet valve stem in choke plate. If loose or if poppet valve spring is weak or broken so that poppet valve will not stay in position firmly, replace choke plate assembly (78-7549).

22 Make a visual inspection for signs of rough handling and mutilation and discard parts if damaged.

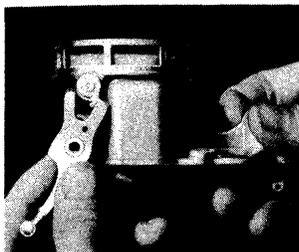


Fig. 22

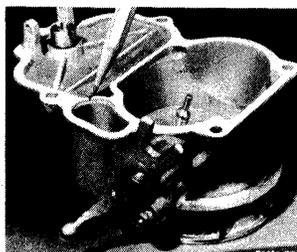


Fig. 23

23 Gauge choke lever boss on air horn (78-9521) using a new choke lever (78-9548) as shown in Fig. 22. Discard air horn if worn too much at this boss.

24 Make visual inspection of choke lever (78-9548) for wear on ball end and also for wear in the "V" opening which operates the lever on choke plate shaft.

25 If there is no vent in air horn between float chamber and accelerating pump rod head clearance chamber as shown in Fig. 23, a vent slot must be cut with a small file or hack saw blade.

26 Clean out hole for choke lever pawl (78-9537), using reamer #9537-A.

27 Inspect float (78-9550) to be sure solder holding lever to float is in good condition. Inspect float for leaks by holding float under surface of water that has been heated to just below the boiling point. Bubbles will appear if float leaks. A badly leaking float can frequently be detected by shaking vigorously to see if it is loaded with liquid. Discard float if it leaks.

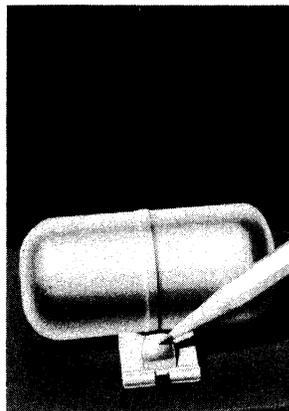


Fig. 24

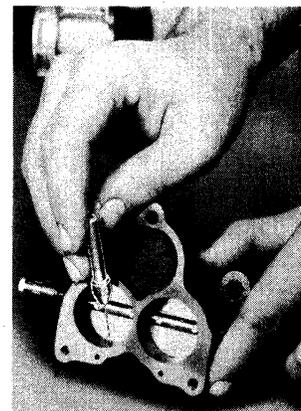


Fig. 25

28 Polish fuel needle contact surface of float arm indicated in Fig. 24, using #320 "wet or dry" paper.

Throttle Body

29 Make visual inspection of tightness of fit of throttle plates when closed, by holding towards a light and observing amount of light

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EQUIPMENT USED

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9350-D—FUEL PUMP AND CARBURETOR RECONDITIONING TOOLS
9510-D—CARBURETOR FLOAT LEVEL GAUGE (FORD)



Carburetor Reconditioning (Cont.)

that can be seen around edges of throttle plates. A very snug fit is necessary for proper idling and low speed operation. The complete assembly should be discarded if wear and looseness is encountered around edges of throttle plates; if throttle shaft is worn loose so air will leak into throat, if throttle lever is loose on shaft, or if link (91A-9526) is loose in holes in throttle lever.

30 Clean out idle feed holes in throat above throttle plates as indicated in Fig. 25.

Use hand chuck #9518-E with #9518-H drill (0.037") for lower hole (hole closest to throttle plate).

Use hand chuck #9518-E with #9518-G drill (0.0395") for upper hole (hole farthest from throttle plate).

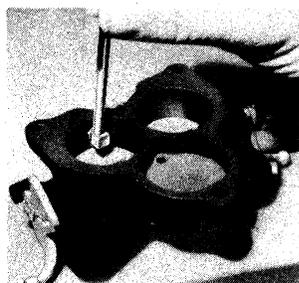


Fig. 26

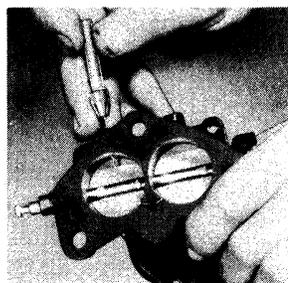


Fig. 27

31 Hold throttle closed and gauge distance from throttle plates to the idle feed holes nearest plate. Use #9518-A gauge as shown in Fig. 26. Discard throttle body and plate assembly if distance is not within gauge limits as poor idling and low speed operation will likely be encountered otherwise.

32 Place dummy idle adjustment screws (78-9541) in throttle body and repaint outside of throttle body with black lacquer, being careful not to get paint inside throat, in idle fuel passages or on gasket surfaces. After paint dries, remove the screws (78-9541).

33 Clean out the idle adjustment screw holes into throat using hand chuck #9518-E and #9518-F drill (0.046") as shown in Fig. 27.

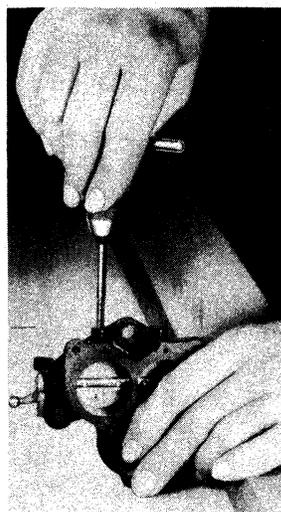


Fig. 28

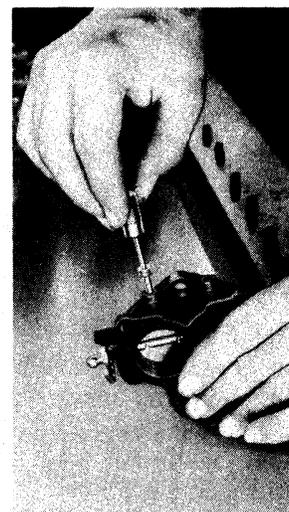


Fig. 29

34 Clean out idle adjustment screw threads in throttle body, using tap #9541-A, as shown in Fig. 28. Care must be used not to remove any metal as the screws 78-9541 must fit tightly enough to prevent an air leak which would prevent obtaining the proper idling mixture adjustment.

35 Reface the idle adjusting needle seat using #9541-C refacer and #9541-D guide bushing as shown in Fig. 29.

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Main Body

36 The brass retainer (351336-S8) and felt (78-9535) at bottom of opening for accelerating pump rod (78-9531-A) must be removed when main body assembly is cleaned, due to the action of the cleaning solutions on the felt.

37 Make a visual inspection for signs of rough handling or mutilation and discard parts if damaged.

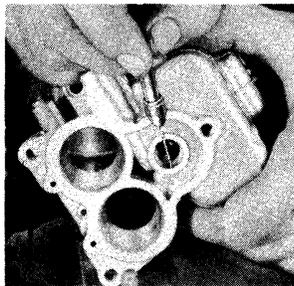


Fig. 30

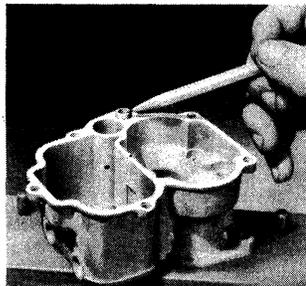


Fig. 31

38 The two holes leading from power by-pass valve into each throat of carburetor should be cleaned, using hand chuck #9518-E and #9513-A drill (0.039") as shown in Fig. 30. Use a smaller drill for the 922A-9510-A carburetor which has a 0.033" hole here. Some "91A" carburetors for high altitude have a 0.038" hole here so the 0.037" drill #9518-H should be used. Be sure seat for power by-pass valve is not nicked so by-pass valve will seat solidly.

39 If main body has a raised shoulder around hole for accelerating pump rod, as shown in Fig. 31, remove shoulder with a file. This shoulder if not removed will shorten effective stroke of accelerating pump.

40 Clean out groove for brass retainer (351336-S8) and hole for accelerating pump operating shaft, using #9513-B reamer as shown in Fig. 32.

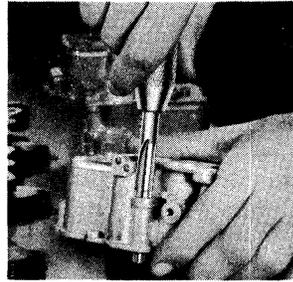


Fig. 32



Fig. 33

41 Inspect idle mixture jet tube (78-9542) and discard if plugged, bent or damaged in any way or if screwdriver slot is mutilated. Wire should not be used to clean out any jets or passages.

42 Make visual inspection of pump link (91A-9526) and scrap if ends are loose or if link is bent.

43 Check hole in lower end of pump rod (78-9531-A) using new link (91A-9526) as a gauge to be sure retainer ball and spring are OK.

44 Straighten nozzle bar clamps (78-9928).

Reassembly—Ford Carburetor (91A-9510-A)

45 All new gaskets must be used when re-assembling. The following parts also should be renewed 100%:

- (1) 78-9535 Felt—Accelerator pump rod
- (1) 351336-S8 Brass retainer—Accelerator pump rod
- (1) 78-9575 Retainer—Check valve
- (1) 78-9631 Piston—Accelerating pump
- (1) 78-9904 Power by-pass valve (Economizer valve)

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Carburetor Reconditioning (Cont.)

46 Assemble following parts to throttle body:

- (2) 78-9541 Idle adjustment needles
- (2) 78-9578 Springs—Idle adjustment needles
- (1) 78-9614 Collar—Loose throttle lever
- (1) 78-9615 Loose throttle lever
- (1) 78-9624 Spring—Loose throttle lever.

47 Idle adjustment screws should be run in just barely snug, then backed out $\frac{5}{8}$ to $\frac{3}{4}$ turn.

48 Be sure throttle plate screws are well staked. Use #9518-C anvil and #9518-D punch as shown in Fig. 33.

49 Assemble following parts to air horn, being careful that the fuel inlet needle and seat are kept in sets. Also be sure the stop on float will permit it to drop to bottom of float chamber.

- (1) 78-9564 Fuel inlet needle and seat
- (1) 78-9550 Float assembly
- (1) 78-9558 Float hinge pin

50 Be sure the choke plate screws are well staked. Use #9518-C anvil and #9518-D punch.

51 Check float position using #9550-A Go-No Go gauge. "Go" end of gauge must clear float at arrow as shown in Fig. 34. "No-Go" end of gauge must rest on float and clear air horn at arrow as shown in Fig. 35. Be sure to **make both checks** as shown in Figs. 34 and 35 **on each end of the float.** For Lincoln-Zephyr, 1936 to 1940 and all 1941 Lincolns, use a $\frac{1}{16}$ " thick feeler between float and the "Go" or "No Go" ends of the #9550-A gauge.



Fig. 36



Fig. 37

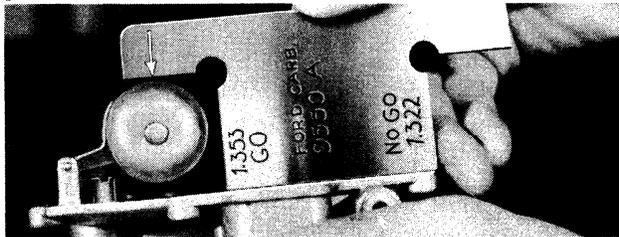


Fig. 34

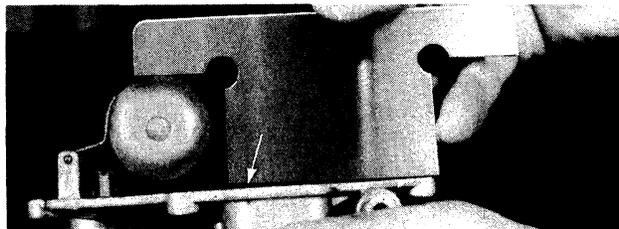


Fig. 35

52 If float position is not correct it may be changed as shown in Figures 36 and 37. Float arm bending tool #9550-C is used as shown in Fig. 36 if the "No-Go" end of float position gauge does not touch float as shown in Fig. 35. Bend float arm as shown in Fig. 37 if the "Go" end of float position gauge does not clear float as shown in Fig. 34.

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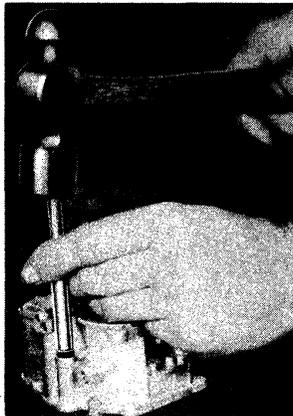


Fig. 38

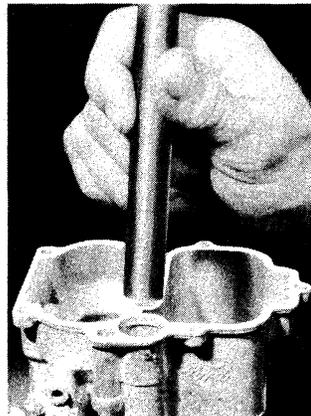


Fig. 39

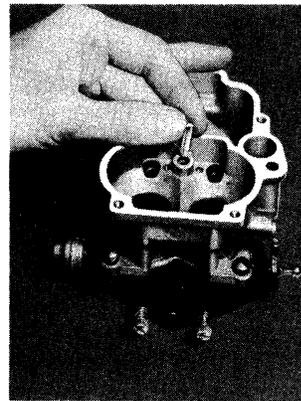


Fig. 40

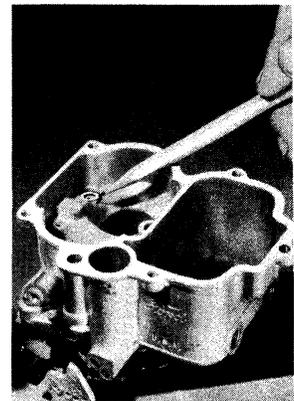


Fig. 41

53 Assemble following two parts to main body as shown in Fig. 38, using #9513-C driver:

- (1) 78-9535 Felt washer
- (1) 351336-S Retainer (brass)

54 Install following two parts, using wrench #9904-A (see Fig.18 showing use of this tool for disassembly):

- (1) 78-9904 Power by-pass valve (economizer)
- (1) 78-9909 Gasket

This part must be screwed tightly into place. A torque of 15 pound feet is recommended.

55 Assemble main body to throttle body. Parts used are as follows:

- (1) 78-9513 Main body
- (1) 78-9514 Throttle body assy.
- (1) 78-9516 Gasket—Throttle body
- (1) 31646-S7 Screw
- (2) 31079-S7 Screw
- (1) 34805-S2 Lock washer
- (2) 34804-S2 Lock washer

56 Assemble following two parts, using a piece of $\frac{5}{8}$ " diameter wood or fibre dowel stock to push retainer down into place, as shown in Fig. 39. Before installing the re-

tainer, the steel ball should be tapped lightly with a brass drift rod to be sure that it seats tightly.

- (1) 78-9576 Pump check (steel ball)
- (1) 78-9575 Retainer—Pump check

57 Install main jets 78-9533 of correct size for the carburetor and for the altitude as shown in Service Bulletin, subject S-9000, page 1. Also install the left hand drain plug (78-9562) and gasket (78-9563). Use wrench #9510-A.

58 Drop the brass discharge needle (78-9594) into place (See Fig. 40) and tap lightly with a brass drift rod to be sure it seats well.

59 Assemble following parts. Hold nozzle bars while tightening clamp screws, to be sure nozzle bars do not tilt together. Be sure clamps (91A-9928) are straight before using them.

- (4) 78-9926 Gaskets—Nozzle bar (See Fig. 41)
- (1) 78-9580 Gasket—Discharge nozzle
- (1) 78-9577 Discharge nozzle
- (1) 78-9922 Nozzle bar—RH
- (1) 78-9923 Nozzle bar—LH

ABOVE APPLIES TO MODELS:

ALL FORD V-8 SINCE 1934
ALL LINCOLN-ZEPHYR, 1936 to 1940
ALL LINCOLN, 1941

EQUIPMENT USED

9350-A—FUEL PUMP AND CARBURETOR TESTER
9350-D—FUEL PUMP AND CARBURETOR RECONDITIONING TOOLS
9510-D—CARBURETOR FLOAT LEVEL GAUGE (FORD)



Carburetor Reconditioning (Cont.)

60 Rear clamp and screws are now installed to hold parts listed in paragraph 59.

- (1) 91A-9928 Clamp—Nozzle bar
- (2) 31077-S2 Screws
- (2) 34902-S2 Lock washers

61 Following parts are now installed:

- (2) 78-9542 Idle tubes
- (2) 78-9924 Air bleed (brass)
- (2) 78-9925 Gasket—Air bleed

62 Front clamp and screws are now installed:

- (1) 91A-9928 Clamp—Nozzle bar
- (2) 31109-S7 Screws
- (2) 34902-S2 Lock washers

63 Inspect and remove burrs or foreign matter that may have been caused by previous operations. Blow out with compressed air.

64 Assemble accelerator pump assembly (78-9630) as follows:

- (1) 78-9531-A Pump rod assy.
- (1) 78-9631 Piston assy.—Accelerator pump
- (1) 78-9632 Retainer—Pump rod spring
- (1) 78-9636 Spring—Pump rod

65 Install accelerator pump assembly (78-9630) using a link (91A-9526). **Be sure the link 91A-9526 has a "C" stamped on it** for the 91-A carburetor. (Use link **78-9526-A**, being sure it has a "6" stamped on it, for the 922-A carburetor and for 1936 to 1940 Lincoln and Lincoln-Zephyr carburetors.) Links without these marks are not the correct length and must not be used. Put the lower end of link in correct hole for season of year:

- 1 for summer
- 2 for winter
- 3 for extremely cold weather

66 Install:

- (1) 78-9520 Air horn assembly
- (1) 78-9519 Gasket—Air horn
- (5) 31628-S7 Screws
- (5) 34803-S2 Lock washers

67 Install following parts, greasing choke lever pawl before installing choke lever:

- (1) 78-9537 Pawl—choke lever
- (1) 78-9587 Spring—Choke lever pawl
- (1) 78-9548 Choke lever
- (1) 34703-S7 Washer
- (1) 35188-S2 Screw

68 Install following parts, being sure throttle idle speed adjusting screw is round nosed. If flat nosed it should be replaced:

- (1) 78-9599 Spring—Throttle kicker
- (1) 78-9597 Throttle kicker assy.
- (1) 34703-S7 Washer
- (1) 35188-S2 Screw

69 Before using throttle and choke arms, etc., compare them with new parts to be sure they have not been bent.

Final Test — Ford Carburetor (91A-9510A)

70 Check float level, using glass tube gauge #9510-D with carburetor on final test fixture #9350-A, as shown in Fig. 42. Fuel level should be 11/16" plus or minus 1/32" below upper face of main carburetor body, to bottom of bubble or meniscus in the glass tube. See page 10, Subject 9510 for correct float level for other types.

EQUIPMENT USED

9350-A—FUEL PUMP AND CARBURETOR TESTER
 9350-D—FUEL PUMP AND CARBURETOR RECONDITIONING TOOLS
 9510-D—CARBURETOR FLOAT LEVEL GAUGE (FORD)

ABOVE APPLIES TO MODELS:

ALL FORD V-8 SINCE 1934
 ALL LINCOLN-ZEPHYR, 1936 to 1940
 ALL LINCOLN, 1941



MERCURY

SERVICE BULLETIN



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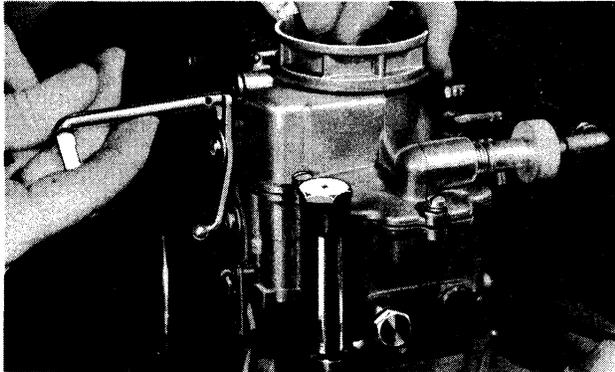


Fig. 42

71 To be sure accelerating pump is operating properly and that passages leading to discharge jets are open, several strokes of the throttle should be made with liquid in float bowl, while observing through air horn to be sure a good stream comes from each accelerating jet. Locate and correct fault if a good stream does not come from each jet.

72 With choke plate open, be sure pawl (78-9537) and pawl spring (78-9587) hold it so it will not rattle. The arm on choke shaft must sometimes be bent to prevent any possibility of choke plate rattling. This can be done as shown in Fig. 42, by using an accelerating pump rod (78-9531) from which spring and ball retainer have been removed.

73 With full choke, be sure that cam on choke lever (78-9548) touches upper end of kicker (78-9598). If the portion of choke lever below cam, as indicated in Fig. 43, touches kicker, file lower edge of bent flange at upper end of kicker so it clears choke lever.

74 Remove float level gauge #9510-D and install:

- (1) 78-9562 Drain plug
- (1) 78-9563 Gasket—Drain plug

75 Set idle speed approximately correct for 5 to 7 miles per hour speed in high gear by using a .006" and a .010" feeler blade as shown in Fig. 44. Adjust idle speed adjusting screw so the .006" thick feeler **will** slip between edge of throttle plate and throat, but so that the

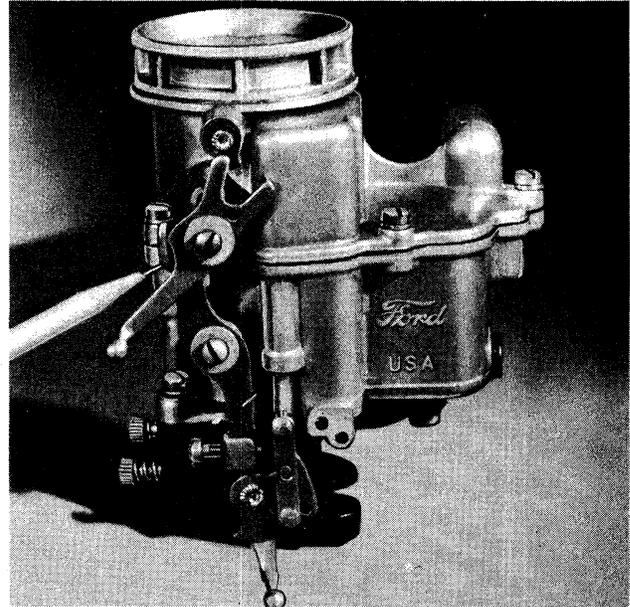


Fig. 43

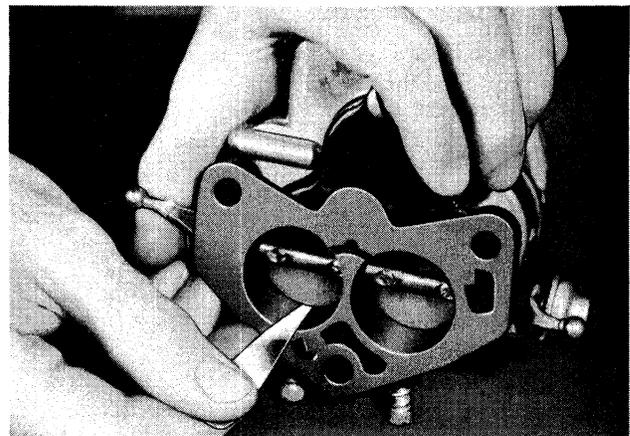


Fig. 44

.010" thick feeler blade **will not**. The feeler blades must not be over 1/8" wide.

76 After carburetors have been reconditioned, care must be used in handling as a jolt may affect the float level or other parts. Carburetors should be placed in cartons to protect from dirt. Paper plugs should be placed in the fuel inlet opening to prevent entry of dirt.

ABOVE APPLIES TO MODELS:

ALL FORD V-8 SINCE 1934
ALL LINCOLN-ZEPHYR, 1936 to 1940
ALL LINCOLN, 1941

EQUIPMENT USED

9350-A—FUEL PUMP AND CARBURETOR TESTER
9350-D—FUEL PUMP AND CARBURETOR RECONDITIONING TOOLS
9510-D—CARBURETOR FLOAT LEVEL GAUGE (FORD)