

Helpful Hints

Our new USA made Zenith Carburetors and our rebuilt Zenith and Tillotson Carbs are tested on cars before they are shipped - and yet it is still the most frequent item to be shipped back to us.

99% of the time, the problem is not the carb, but the fitting that fits under the carb. Either the ferrule is damaged or the line is just not fitted correctly, causing the gas to leak out and run down around the carb. This in turn gives the impression that the carb is leaking at the gasket.

If your ferrule is damaged order a new line A9240B or C.

Carburetor Tips

Dash Adjustment- The Model A Carburetor is designed to allow a minimum amount of fuel to be drawn from the carburetor bowl through small fixed openings so that the adjustment of the dash control will not shut off all of the fuel flow, even though it is fully closed. About one quarter turn back from its seat is considered proper for the dash adjustment. The new or stiff motor may require a greater opening than this amount but just as soon as practical, the adjustment should be brought to a quarter turn or less. This will insure better fuel economy and do away with the likelihood of crankcase dilution and excess carbon. The ideal adjustment may vary slightly depending on the altitude, fuel, engine condition and driving conditions. A quarter turn back from the seat is a general guideline.

Do not conclude that any trouble with a car is due to the failure of the carburetor. Before blaming your newly rebuilt carburetor, check the plugs to see that they are clean and set to .035 inch. If the breaker points are burned or pitted, dress them with an oil stone or replace them and adjust to .015 inch to .018 inch. A leaky manifold or carburetor connection may be detected by squirting a little carburetor cleaner or oil around the joints. If the engine changes speed there is a leak that will need to be remedied. A compression check should show around 55psi with all cylinders being nearly equal. Considerably less compression or uneven compression is an indicator of ring or valve problems or a blown head gasket. Soft tires and dragging brakes can also affect performance.

Dash adjustment- turn to adjust mixture.

To start engine- open a full turn. If engine is cold pull back choke, letting it return as soon as possible.

For warming up- should be 1/2 turn open.

As engine warms up- close off adjustment to suit.

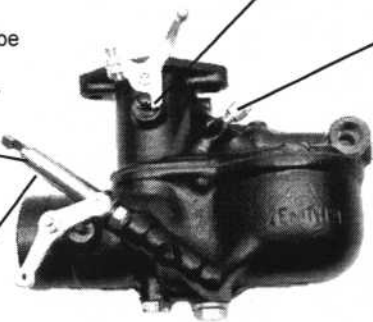
For maximum economy- can be turned off.

For traffic driving and power- should be 1/4 turn open.

Mike's "A" Ford-able Parts

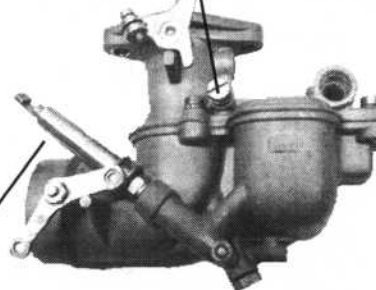
This screw regulates idle speed of the engine.

Zenith



This screw regulates the mixture for idle only. Should be 1/2 to 1 turn open depending on engine.

Tillotson



Choke Rod Set (A9700B or C) attaches to the Driver (A9570C)

As our Carbs are thoroughly checked and test run on our A's- if you do send it back you will be charged for cleaning, readjusting and testing on the car. The fee will be \$45.00 plus parts that may be needed, and shipping.