Zenith Model A Ford Carburetors



This Zenith, Model A Ford carburetor was restored, using well-established procedures and materials.

This carburetor was installed

on a Model A Ford, adjusted, and road tested on my prescribed route. The following was verified: No gasoline leaks

Choke operates smoothly for starting engine

Gas Adjusting Valve operates smoothly and varies fuel richness

Engine idles well

Engine accelerates well without hesitation

Engine does not stall when vehicle makes sudden stops

Vehicle climbs steep grade at expected speeds

Vehicle performs well on open highway and around town

Carburetor checked again for gasoline leaks

Important! Please read these 4 notices before installing carburetor:

1. A carburetors fuel supply must be clean and unrestricted. No matter how well a carburetor has been restored, if the fuel supply is dirty or restricted the carburetor will soon not function properly.

- 2. Inspect the fuel line ferrule for damage and that it is not more than 3/16 inch from the end of the line. If the ferrule has been deformed to fit a carbureto casting with a damaged fitting seat, it will leak and needs to be replaced. If the ferrule is too far from the end of the fuel line, the line can press against the filter strainer causing a fuel flow restriction. The ferrule will need to be replaced or the end of the fuel line will need to be cut off.
- 3. The carburetor should be installed with the vehicle outside in the open air.
- 4. When a carburetor has been lying on its side, the float can catch on the side of the casting. It is suggested that carburetor be shaken just before installation. When a carburetor is first installed on an engine and the vehicles fuel shut off valve is opened the first time, a carburetor may leak gasoline initially because the float has stuck. It is important that when fuel shut off valve is opened this first time, one must observe the carburetor for the first 30 seconds to see if it leaks. Be prepared to tap the carburetor on its most forward end several times with a small hammer or other object to cause float valve to seat properly. The leak should stop in a few seconds and not reoccur.

Thank you very much for your business.

Troubleshooting Suggestion: When troubleshooting a vehicle, install a known good carburetor on an engine before concluding that the present carburetor is defective. Once you're quite sure that a carburetor is defective, try using the troubleshooting chart on this pages reverse side.

Model A Ford, Zenith Carburetor Troubleshooting Chart

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Common Causes		Over 30 to 35 MPH problems	5 to 35 MPH Problems	Won't idle smoothly at 350 to 450 RPM	Engine dies when vehicle comes to a Stop		Sooty Plugs / mixture Rich / cm. 11	.	Backfire at high sneets	Miss and ierk on hard mile of languages	Opening GAV does NOT provide extra fuel at low speeds
Main Jet Orfice is too large	+-	+	7	츼.		0		≥	l m	\perp^{Σ}	0
Main Jet Orfice contains dirt-or rust, or is too small	1			Com.	4		X				
Main Jet Tip is NOT "dished" / "indented"	+,	+	+	7	4			×	X		Ш
Cap Jet Tip is NOT "dished" / "indented"	+	╁	+	-	4	×		<u> </u>	 		\square
Compensator Jet orfice is too large	╁	+-	+	+	4	×	*		_	<u> </u>	
Compensator Jet orfice contains dirt or rust, or is too small	╀	+		+	+		Х		_	<u> </u>	Ш
Idling Jet orfice is too large	+-	+ ×	-		¥			X	<u> </u>	×	Ш
Idling Jet orfice contains dirt or rust, or is too small	╁	╀		<u> </u>	+					\vdash	
Idle Air Adjust Screw is mis-adjusted or too short, collapsing spring before it seats	╁	╀	+-	_	<u> </u>	-	_				
Throttle Idle Adjust Screw is mis-adjusted	+-	+	+	-+-	-	-			- A		
Gas Adjusting Valve Seat is blocked with dirt or rust	╁╌	╁	+	4	4	4	_	9			
Gas Adjusting Valve is open too much or seat is NOT hoped to let needle seal	╁╴	×	+	+	+	+	₩			-	×
Gas Adjusting Valve Brass Seat is Missing from Carburgtors built through 1929	T	Î	+-	╈	+	+	X			-	
Upper Casting fuel line passage is restricted to Float Valve via Strainer	×	Ť	†	+-	十	+	^	×			\dashv
Upper Casting Idle Jet passage is restricted to Idle throat port	f	十	T _x	×	+	+	\dashv	Ĥ			\dashv
Upper Casting Air Adjust screw passage is restricted to vent hole	1		T _x	+	+	\top	\dashv	┪	\dashv		
Lower Casting bowl passage is restricted to Main Jet & drain plug	x		†	十	2	+	+	┰	\dashv	-1	\dashv
Lower Casting Bowl Passage is Restricted to Sec. Well via GAV Seat Hole	Ť	×	1	†	†	十	\dashv	~ +	\dashv	-	$\overline{\mathbf{x}}$
Lower Casting Comp. Jet passage is restricted to Cap Jet via Seconary Well		×	Ė	1	十	十	十	×	+	×	$\hat{\vdash}$
Loose input fitting, drain plug, strainer, GAV, passage plugs, etc.				1	†,	7	十	_	\dashv	╗	\dashv
Float Valve does NOT seat properly due to dirt, rust or material failure				T	T _x	-	十	十	\dashv	十	\dashv
Float is set too high or a pin hole absorbs gasoline into float				×	X		十	十	十	十	-
Float is set too low	x				Т	十	+	x	×	\dashv	\dashv
Gaskets are not sealing properly					x	1	十	十	+	十	7
Gasket at Main Jet is too thick or multiples are used, resulting in tip being too low					×	1	1	×	十	十	7
Air Filter is Restricting Air Flow						×	-	7	士		7
Vacuum leaks at manifold gaskets, wiper line, or throttle shaft			x			T	1	十	T	\top	7
							No. of				