

Price List on Winfield Package Installations

Make	Size & Model	Equip. No.	Price	Make	Size & Model	Equip. No.	Price	
Auburn 8-77 (1927)	8-88 (1926)	MB	503	\$27.00	Lincoln, prior to 1928	MC	611	35.25
Auburn 8-88 (1927)		MC	603	33.00	Locomobile Jr. 8, 1927	MB	544	27.75
Auburn 6 (1927)		MA	403	22.00	Mack A. B. & B. B.	MB	533	25.00
Auburn 6 (1928)		MB	561	27.75	Mack A. B. Bus	MB	547	26.50
Buick Master 6 (1926-29)		MC	604	35.75	Mack A. C. & A. K.	MC	619	30.75
Buick Master 6 (1924)		MB	536	29.50	Marmon, Little	MB	519	28.25
Buick Master 6 (1925)		MC	621	34.50	Marmon 75	MC	612	34.00
Buick Std. 6 (1926-29)		MB	504	30.75	Marmon 68 and 78	MB	545	28.00
Buick Std. 6 (1925)		MB	541	29.50	Moon 6-60	MA	432	22.25
Buick E.H.K. & 41-45 (1918 to 1923)		MB	505	28.25	Moon, 1928	MB	546	27.50
Buick 35-38, 4 Cyl., 1922-'23		MB	506	28.25	Nash Lt. 6, Ajax-400 Series 1929	MA	419	22.50
Chandler Big 6, Pikes Peak		MB	508	27.50	Nash Spec. 6, 1927-29-400 Series 1929	MB	520	29.50
Chandler Royal 8		MB	507	26.50	Nash Spec 6, 1926	MB	537	30.75
Chandler Spec. 6, Lt. 6, Cleveland 31-43		MA	404	21.50	Nash Advanced 6, 1925-29-400 Series 1929	MB	521	30.75
Chevrolet prior to 1925		MA	435	21.25	Nash 41 4 Cyl. 1923 and prior	MA	420	22.00
Chevrolet (1925-1928)		MA	436	23.00	Nash 681-691-41 1924 4 Cyl.	MB	522	29.25
Chevrolet (All Models exc. Chevrolet 6)		MB	540	32.25	Oakland, 1923	MB	542	28.50
Chevrolet 6 (1929)		MA	444	24.25	Oakland, 1916-1928 (Except 1923)	MA	421	21.50
Chrysler 50-52, Maxwell		MA	408	21.50	Oakland All American	MA	450	22.25
Chrysler 60-62		MA	409	21.50	Oakland, 1929	MB	552	27.25
Chrysler 65		MB	551	26.50	Oldsmobile 30 (1924-27)	MA	422	24.50
Chrysler 70		MB	510	28.00	Oldsmobile, 1928-29	MA	439	22.50
Chrysler 72-75		MC	624	33.50	Overland 91, 1923-26	4H	106	20.00
Chrysler 80 (1926-27)		MC	605	32.50	Overland 6 (1926)	MA	423	21.25
De Soto		MA	443	21.50	Packard 6 (1927-28)	MC	625	33.50
Diana 8		MB	509	27.50	Paige 6-75, 6-65, Jewett 6	MB	523	27.00
Dodge prior to 1927, 4 cyl.		5H	205	25.00	Paige 6-45, Jewett New Day	MA	426	21.50
Dodge 1927, 4 cyl. Model 124		MA	411	21.50	Peerless 6-60	MA	433	21.50
Dodge Std. & Senior 6 prior to 1929		MB	511	28.00	Peerless 6-80	MB	524	30.00
Dodge Victory 6		MB	558	27.75	Peerless 6-90	MB	535	26.50
Dodge Bros. 6, 1929		MB	553	26.50	Peerless 6-61	MB	560	27.50
Dodge Bros. Senior, 1929		MC	631	33.50	Peerless 6-81	MB	559	28.00
Dodge Bros. all 6 cyl. Trucks		MB	563	26.25	Peerless 6-91	MC	633	31.50
Dodge Bros. all 4 cyl. Trucks		MA	451	20.00	Pierce Arrow 80	MC	615	31.50
Duesenberg prior to 1929		MC	606	31.50	Plymouth	MA	408	21.50
Durant 55-65		MA	442	22.00	Pontiac (prior to 1928)	MA	427	21.75
Durant 40-60-65		MA	448	22.00	Pontiac, 1928	MA	437	22.25
Durant 70		MB	554	27.00	Pontiac, 1929	MB	552	27.25
Durant 6, Lexington 6		5H	203	25.00	Reo T	MB	525	26.50
Erskine 6, 1929		MA	447	24.50	Reo 4 Speedwagon	MB	526	25.00
Essex 4		5H	204	25.00	Reo Speedwagon, 1928	MB	548	26.25
Essex 6 (1925-26)		4H	104	20.00	Reo Flying Cloud and Master	MC	616	33.00
Essex 6 (1927-28)		MA	440	25.00	Reo Wolverine	MB	527	27.75
Essex Challenger, 1929		MA	449	25.00	Reo Mate	MB	557	28.00
Falcon		MA	414	22.75	Roosevelt	MB	545	28.00
Flint 6-40		MA	434	22.00	Stearns Knight 4 & 8	MC	626	31.50
Franklin 9-10A-10B		MA	412	26.25	Stearns-Knight 6-80	MB	564	27.50
Franklin 10C-11A		MA	413	21.75	Star 4	MA	428	21.50
Franklin 11B-Franklin 1929		MB	512	26.75	Star 6 and Late 4	MA	429	21.50
Franklin Air Man, 1928-29		MB	555	26.75	Stude. Std. 6 and Dictator	MA	430	23.00
Ford Model A		MA	441	23.00	Stude. Spec. 6 (1919-24)	MB	528	28.75
Ford Model T, 1908-27, with Manifold		MA	415	20.00	Stude. Big 6 (1919-1924)	MC	617	33.75
Ford 1 1/4" Model T, with Manifold		MB	513	30.00	Stude. Spec. & Big 6 (1925-27)	MC	618	32.00
Ford 1 1/2" Model T, with Manifold		MC	607	42.50	Stude. Big 6, Commander 6 & Chancellor	MB	529	28.50
Ford Dual with Elbows Rajo		MC	608	70.00	Studebaker Regal Commander, 1928	MC	630	35.25
Ford Dual with Elbows Fronty		MC	620	70.00	Studebaker 8, prior to 1929	MC	627	31.50
Ford Fronty Head Commercial		5H	206	25.00	Stutz 8	MC	628	35.25
Ford Fronty Racing		MC	623	35.00	Whippet 4 (1926-29)	MA	424	23.25
Ford Rajo Head Commercial		MB	514	28.75	Whippet 6 (1927-28)	MA	425	22.00
Ford Rajo Racing Single		MC	622	30.00	Whippet 6, 1929	MA	446	22.25
Ford Model T Holley Hot Spot		4H	105	20.00	White G. R. & G. R. B.	MB	534	30.50
Gardner 8-80, 8-90		MB	515	27.75	White G. K. 15B, 20A	MB	549	27.75
Graham-Paige 612		MB	556	26.50	White, G. R. C.	MB	550	24.75
Graham-Paige 614		MC	634	34.00	White, G. N.	MC	629	33.25
Graham-Paige 615		MC	632	31.50	Willys Knight 4	MB	530	28.25
Harley-Davidson		5H	207	25.00	Willys Knight 56	MA	438	21.75
Henderson		MA	416	20.00	Willys Knight 70	MA	431	22.50
Hudson, 1923 and prior		5H	208	25.00	Willys Knight 66 Left Side Installation	MB	531	29.75
Hudson, 1924-25-26		MC	609	32.50	Willys Knight 66 Right Side Installation	MB	532	28.75
Hudson, 1927-28		MC	610	35.00	Willys Knight 70B, 1929	MA	445	22.25
Hudson, 1929		MC	635	35.00	Windsor White Prince 6	MB	562	27.50
Hupmobile 8, prior to 1928		MB	516	28.50	Standard 1" Vertical	MA	402	20.00
Hupmobile 6, prior to 1928		MA	417	21.50	Standard 1 1/4" Vertical	MB	502	25.00
Hupmobile 6, 1928-29		MB	543	26.50	Standard 1 1/2" Vertical	MC	602	30.00
Hupmobile 4		MA	418	21.50	Standard 1 1/2" Horizontal	5H	202	25.00
Indian		5H	207	25.00	Standard 1 1/2" Vertical with Silencer	MA	401	21.50
Jewett 6-44 (1922-24)		5H	210	25.00	Standard 1 1/4" Vertical with Silencer	MB	501	26.50
Jordan 6 cyl. 1924		MB	517	26.50	Standard 1 1/2" Vertical with Silencer	MC	601	31.50
Jordan 6 cyl 1927		MB	538	27.50				
Jordan 8, prior to 1928		MB	518	27.50				

Prices Subject to Change without notice

MODEL N—Two-Piece Carburetor

	Size & Model	Equip. No.	Price
1 3/4" Venturi with Standard Float Bowl and Velocity Tube	N	701	\$50.00
1 1/2" Venturi with Standard Float Bowl and Velocity Tube	N	801	60.00
2" Venturi with Standard Float Bowl and Velocity Tube	N	807	60.00
1 3/4" Venturi with Special Float Bowl and Velocity Tube	N	702	50.00
1 1/2" Venturi with Special Float Bowl and Velocity Tube	N	802	60.00
2" Venturi with Special Float Bowl and Velocity Tube	N	808	60.00
1 3/4" Venturi with Standard Float Bowl and Choke Elbow	N	703	50.00
1 1/2" Venturi with Standard Float Bowl and Choke Elbow	N	803	60.00
2" Venturi with Standard Float Bowl and Choke Elbow	N	809	60.00
1 3/4" Venturi with Special Float Bowl and Choke Elbow	N	704	50.00
1 1/2" Venturi with Special Float Bowl and Choke Elbow	N	804	60.00
2" Venturi with Special Float Bowl and Choke Elbow	N	810	60.00
1 3/4" Venturi with Standard Float Bowl and Elbow Velocity Tube	N	705	50.00
1 1/2" Venturi with Standard Float Bowl and Elbow Velocity Tube	N	805	60.00
2" Venturi with Standard Float Bowl and Elbow Velocity Tube	N	811	60.00
1 3/4" Venturi with Special Float Bowl and Elbow Velocity Tube	N	706	50.00
1 1/2" Venturi with Special Float Bowl and Elbow Velocity Tube	N	806	60.00
2" Venturi with Special Float Bowl and Elbow Velocity Tube	N	812	60.00

DATED MAY 20, 1929

May 24, 1929

BULLETIN

ALL WINFIELD SALESMEN, SHOP SUPERINTENDENTS, SERVICE MEN AND COUNTER MEN—NOTE CAREFULLY AND FILE THIS COPY IN YOUR CATALOG FOR FUTURE USE.

How to distinguish the difference between the NEW STYLE Model M and OLD STYLE Model M

1. Each carburetor carries a serial number that is stamped on the intermediate well.
MA Body with serial number prior to 12418 is old style.
MA Body with serial number commencing with 12418 is new style.
MB Body with serial number prior to 6601 is old style.
MB Body with serial number commencing with 6601 is new style.
MC Body with serial number prior to 3800 is old style.
MC Body with serial number commencing with 3800 is new style.
2. Or you may easily identify the new style by noting the type of idling tube base. All old style carburetors have a hexagonal brass nut. All new style carburetors have the idling tube base made of round brass that is slotted for a screw driver.

THROTTLE BEARINGS

All carburetors now in transit and all future production will be equipped with throttle bearings made of babbitt. This change from the former brass bushing or from the die cast metal (which has been used for the last two months) is a decided improvement. The Babbitt bearing will give long, hard service with little wear. Furthermore, it will eliminate any tendency for the throttle to bind.

You will be unable to distinguish the difference in Babbitt and die cast bearings by looking at them. To distinguish the difference, do this: Test the softness of the metal with a knife. The soft metal is the Babbitt bearing.

In ordering throttle bearing replacement parts 215-A, 215-B, and 215-C please state on your order if it is the screw-in type bushing or the pressed-in type of bushing. This is essential.

To Change Throttle Bearings in the body side of the Carburetor

The screw-in type babbitt bearing will replace either the brass or die cast screw-in bushings.

To Change Throttle Bearings in the Throttle Cover.

The bearings in the old throttle cover cannot be replaced. It will be necessary to order a new throttle cover with the babbitt bearing already pressed in—parts No. 203-A, 203-B, and 203-C. Be sure to get these two points straight: the bearing in the body of the carburetor can be replaced; the bearing in the throttle cover cannot be replaced—it requires an entirely new throttle cover.

(OVER)

ALUMINUM THROTTLES

Aluminum Throttle are now in production. From now on all carburetors will be equipped with this new throttle. The iron throttle has been discontinued as a replacement part and it is no longer in stock. If you ever have any occasion to change from the cast iron throttle to the aluminum throttle in any of the carburetors which you now have or which are out in service be sure to note these facts:

1. You must **ALWAYS** use Babbit Bearings for the Aluminum Throttle. Install a new babbit bearing in the body of the carburetor and use a new throttle cover that has the babbit bearing.

2. The two slotted openings at the bottom of the Aluminum Throttle have been changed and are different in size and degree of opening from the old iron throttle. This changes the idling action. Therefore, the carburetor will not idle properly unless you change the size of the restricted hole in the idling tube. Note—this applies only in case that you substitute the aluminum throttle in place of the iron throttle. Read these directions which follow:

Replacing Iron Throttles with Aluminum Throttles—Old Style Model M

If you ever find it necessary to replace the iron throttle in the old style Model M with serial numbers PRIOR TO MA 12418, MB 6601, and MC 3800, (The old style has the hexagon brass idling tube base), be sure to note these changes. To use the Aluminum Throttle in the old style bodies, it will be necessary to change the Idling Tube and Base—parts 206-A, 206-B, and 206-C. You can make this change yourself by soldering up the restricted hole at the bottom of the idling tube. This refers to the restricted hole just above the base on the idling tube. Then after you have soldered up the hole, drill it out to the following sizes:

MA the new drilled opening must be No. 76.

MB the new drilled opening must be No. 73.

MC the new drilled opening must be No. 70.

If you are not prepared to make the above operation you may order a new Idling Tube and Base which will have the proper size, restricted opening. In ordering, be sure to specify: "Idling Tube and Base—No. 206-A, or 206-B, or 206-C, to be used with Aluminum Throttle. The carburetor is old style with serial number..... (fill in serial number.)"

Replacing Iron Throttles with Aluminum Throttle—New Style Model M

If you find it necessary to replace the iron throttle in the New Style Model M with serial numbers COMMENCING WITH MA 12418, MB6601, and MC3800, (The New Style has the round brass idling tube base), be sure to note these changes: It will be necessary to change the Idling Tube and Base—part number 1034 for MA, No. 1029 for MB, No. 1023 for MC. You can make this change yourself by soldering up the restricted hole at the top of the idling tube. Then after you have soldered up the hole, drill it out to the following sizes:

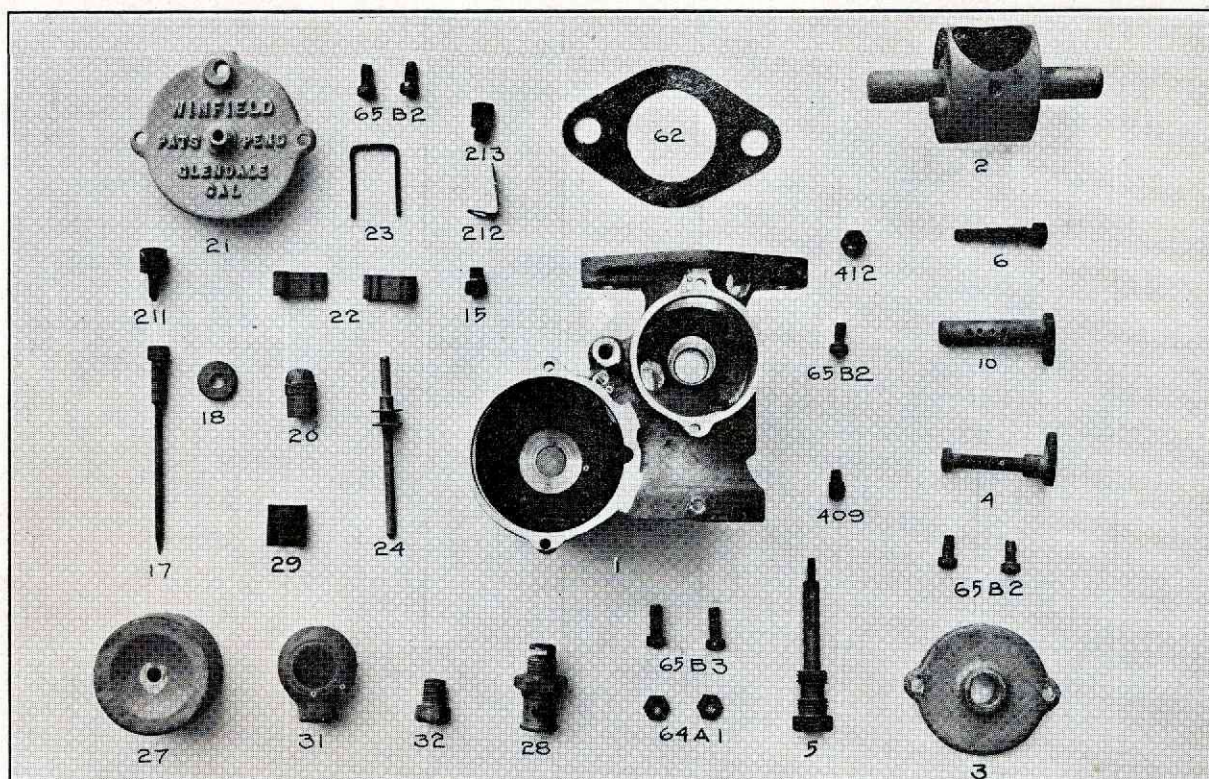
MA the new drilled opening must be No. 76.

MB the new drilled opening must be No. 73.

MC the new drilled opening must be No. 70.

If you are not prepared to make the above operation, you may order a new Idling Tube and Base which will have the proper size restricted openings. In ordering be sure to specify: "Idling Tube and Base—1034, or 1029, or 1023, to be used with Aluminum Throttle. The carburetor is New Style with serial number..... (fill in serial number)."

If you have to replace the throttle of a carburetor that was originally equipped with an aluminum throttle, of course it will be unnecessary to make any changes in the idling tube.



Price List of Parts of Models 4H, 4V, 5H, 5V and 6V Winfield Single Well Carburetors

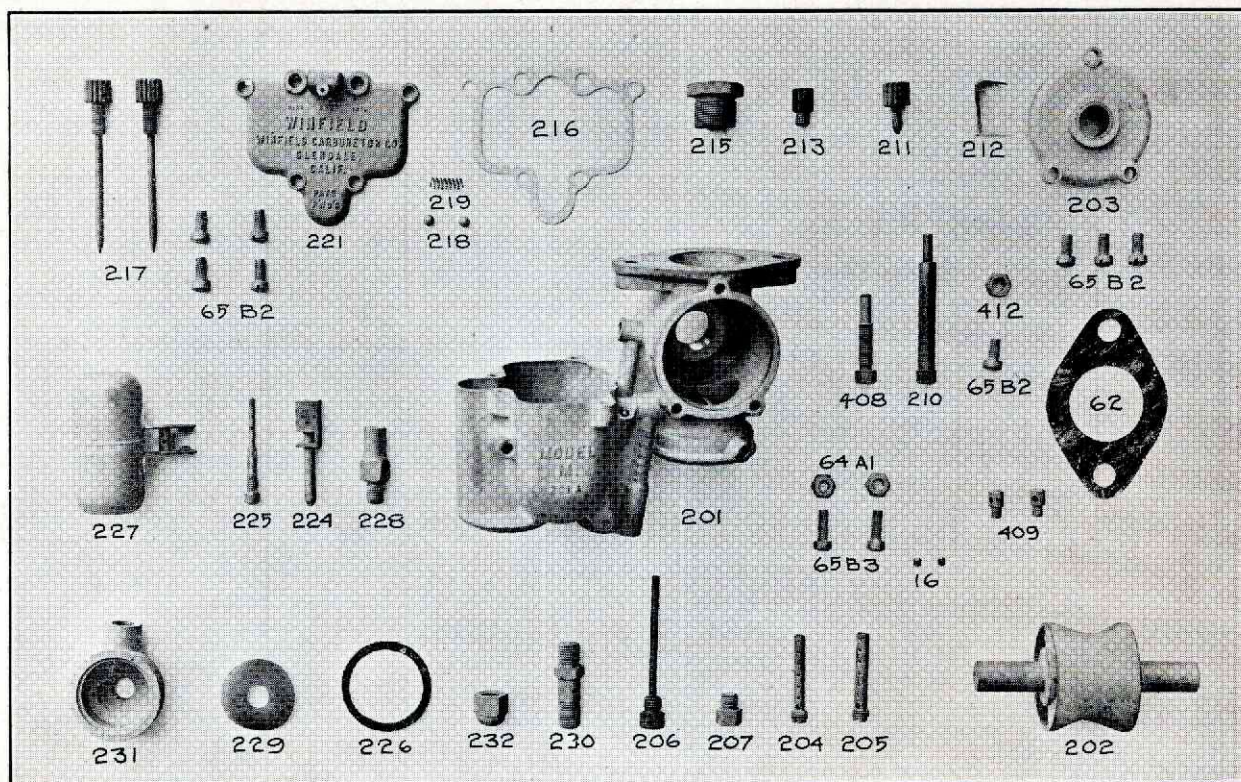
Manufacture of Model V discontinued March, 1927

	4V		4H		5V		5H		6V	
	Piece No.	Price Each	Piece No.	Price Each	Piece No.	Price Each	Piece No.	Price Each	Piece No.	Price Each
Body (Sold only with Throttle).....			1B	15.00			1D	17.50		
Throttle (Not Sold Separately).....	2A		2A		2B		2B		2C	
Throttle Cover.....	3A	1.00	3A	1.00	3B	1.00	3B	1.00	3C	1.00
Seven Hole Spray Tube, Special.....	4A	1.00	4A	1.00	4B	1.00	4B	1.00	4C	1.00
Compensator.....	5A	1.50	5A	1.50	5B	1.50	5B	1.50	5C	1.50
Throttle Stop.....	6A	.50	6A	.50	6B	.50	6B	.50	6C	.50
Throttle Stop (6) and Nut (412).....	8A	.75	8A	.75	8B	.75	8B	.75	8C	.75
Spray Tube, Standard.....	10A	1.00	10A	1.00	10B	1.00	10B	1.00	10C	1.00
By Pass Plug.....	15	.25			15	.25			15	.25
Gas Passage Plug.....	16	.15	16	.15	16	.15	16	.15	16	.15
H. S. Adjustment Needle.....	17	.75	17	.75	17	.75	17	.75	17	.75
H. S. Needle Lock Nut.....	18	.25	18	.25	18	.25	18	.25	18	.25
H. S. Adj. Needle (17) and Nut (18) Assembled.....	19	1.00	19	1.00	19	1.00	19	1.00	19	1.00
Float Cover Cap.....	20	.40	20	.40	20	.40	20	.40	20	.40
Float Cover.....	21	1.50	21	1.50	21	1.50	21	1.50	21	1.50
Float Lever, Per Pair.....	22	.40	22	.40	22	.40	22	.40	22	.40
Float Lever Retaining Wire.....	23	.15	23	.15	23	.15	23	.15	23	.15
Float Valve and Collar.....	24	.75	24	.75	24	.75	24	.75	24	.75
Choke Ret'g Screw & Nut, 64A1 & 65B3 assm'd.....	26	.10	26	.10	26	.10	26	.10	26	.10
Float.....	27	1.00	27	1.00	27	1.00	27	1.00	27	1.00
Float Valve Seat.....	28	1.00	28	1.00	28	1.00	28	1.00	28	1.00
Strainer Screen.....	29	.25	29	.25	29	.25	29	.25	29	.25
Strainer Bowl 1/8 Pipe Tap.....	31A	1.00	31A	1.00	31A	1.00	31A	1.00	31A	1.00
Strainer Bowl 1/4 Pipe Tap.....	31B	1.00	31B	1.00	31B	1.00	31B	1.00	31B	1.00
Strainer Bowl Retaining Screw.....	32	.40	32	.40	32	.40	32	.40	32	.40
Flange Gasket.....	62A		62A		62B		62B		62C	
Choke Screw Lock Nuts 10-32, See Part No. 26.....	64A1	.05	64A1	.05	64A1	.05	64A1	.05	64A1	.05
Float Cover Screws 10-32x3/8.....	65B2	.05	65B2	.05	65B2	.05	65B2	.05	65B2	.05
Throttle Cover Screws 10-32x3/8.....	65B2	.05	65B2	.05	65B2	.05	65B2	.05	65B2	.05
Spray Tube Retaining Screw 10-32x3/8.....	65B2	.05	65B2	.05	65B2	.05	65B2	.05	65B2	.05
Choke Reta'ng Screws, 10-32x1/2, See Part No. 26.....	65B3	.05	65B3	.05	65B3	.05	65B3	.05	65B3	.05
Idling Valve *****.....	211	.25	211	.25	211	.25	211	.25	211	.25
Idling Valve Lock Spring.....	212	.25	212	.25	212	.25	212	.25	212	.25
Idling Valve Base.....	213	.40	213	.40	213	.40	213	.40	213	.40
Air Bleeder.....	409	.20	409	.20	409	.20	409	.20	409	.20
Throttle Stop Lock Nut.....	412	.25	412	.25	412	.25	412	.25	412	.25

*****Note—When ordering Idling Valve (211) it will be necessary to order Part No. 212 and Part 213.

DATED MAY 15, 1929

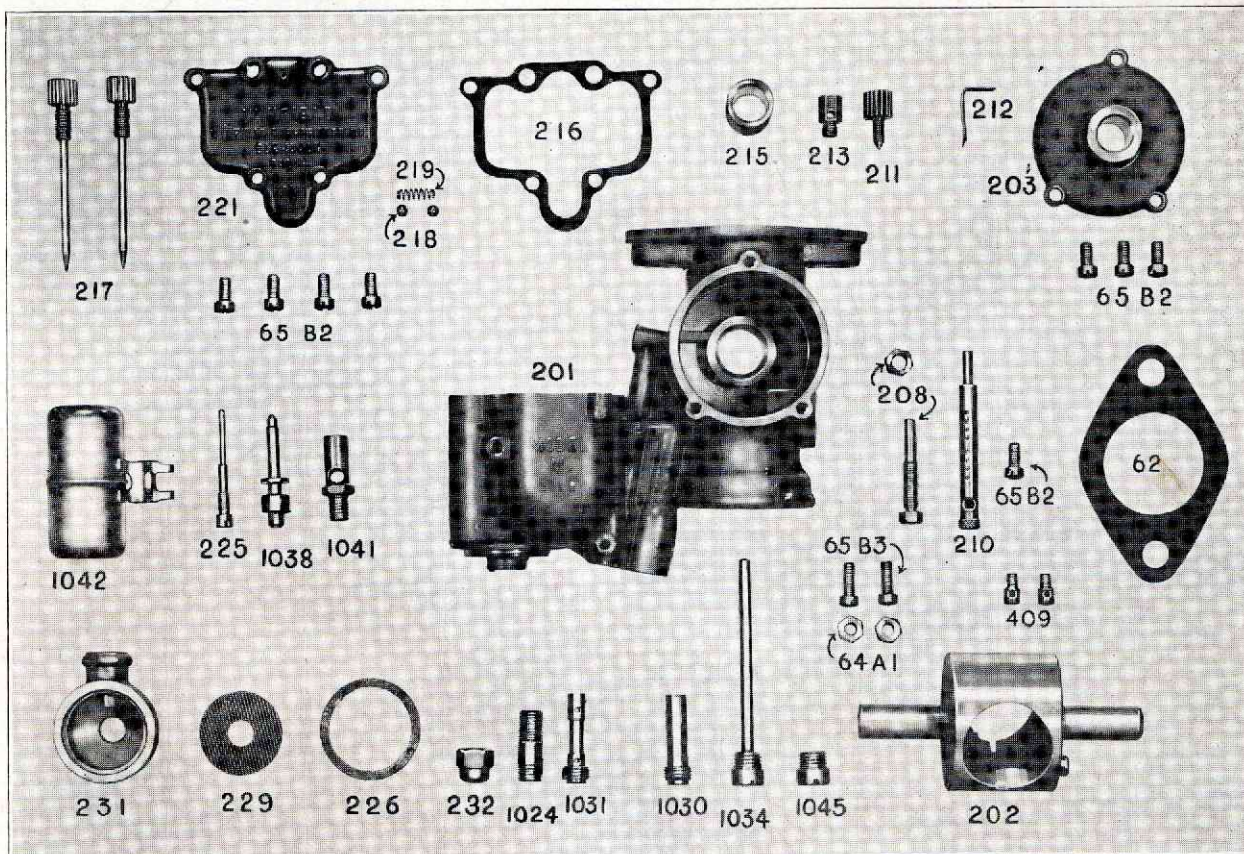
SECTION 3—Page 1



Price List of Parts for Models MA, MB and MC Winfield Double Well Carburetors, Old Style

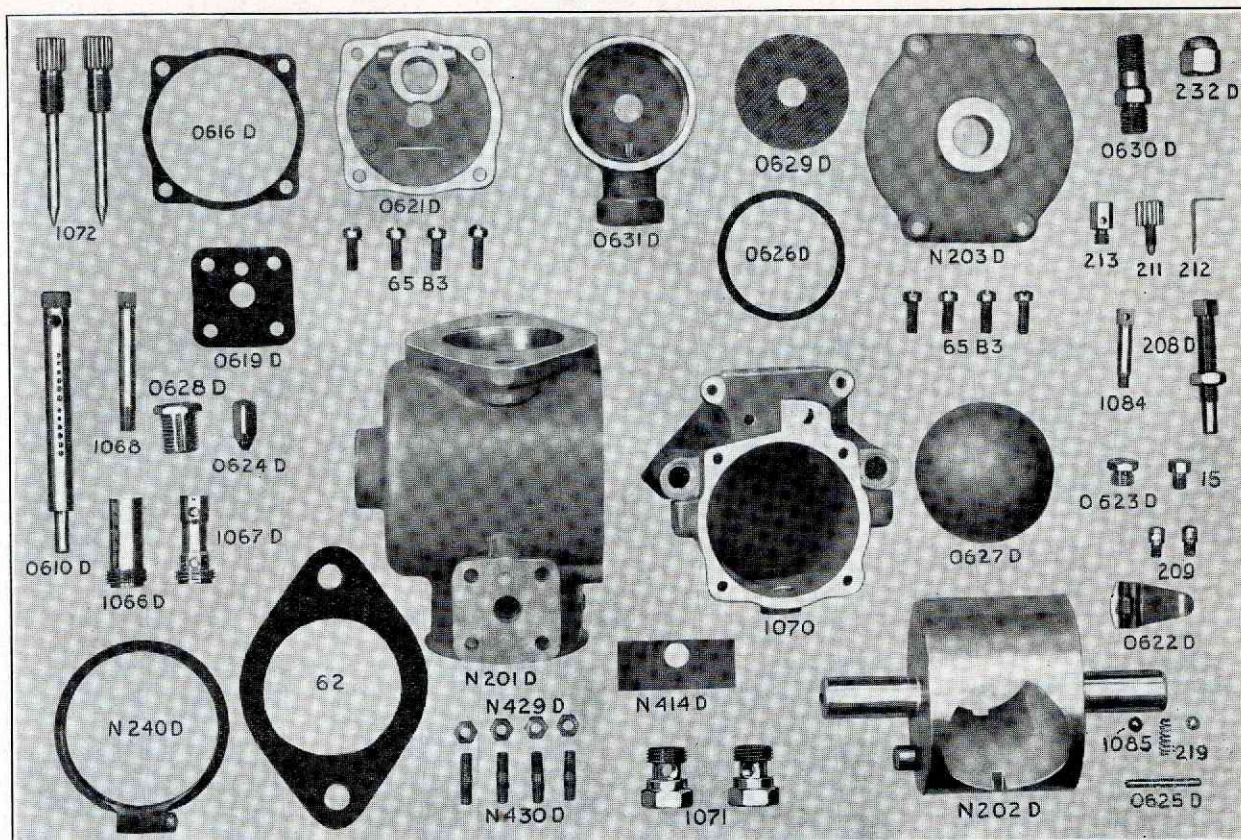
(Please Give the Serial Number of
the carburetor when you order parts.)

Parts to be used on all carburetors with serial numbers PRIOR to the number noted at the top of the adjoining column	MA 12418		MB 6601		MC 3800	
	Piece No.	Price	Piece No.	Price	Piece No.	Price
Gas Passage Plugs	16	.15	16	.15	16	.15
Choke Retaining Screws and Nuts 64A1 and 65B3 assembled.....	26	.10	26	.10	26	.10
Flange Gasket	62A	.10	62B	.10	62C	.10
64A1, 10-32 Lock Nuts for Choke Retaining Screws—See No. 26.....	64A1	.05	64A1	.05	64A1	.05
Float Cover Screws 10-32x $\frac{3}{8}$	65B2	.05	65B2	.05	65B2	.05
Throttle Cover Screws 10-32x $\frac{3}{8}$	65B2	.05	65B2	.05	65B2	.05
Spray Tube Retaining Screw 10-32x $\frac{3}{8}$	65B2	.05	65B2	.05	65B2	.05
Choke Retaining Screws 10-32x $\frac{1}{2}$ —See No. 26.....	65B3	.05	65B3	.05	65B3	.05
Body	201A	7.50	201B	10.00	201C	12.50
Throttle	202A	3.00	202B	3.00	202C	3.00
Throttle Cover	203A	1.00	203B	1.00	203C	1.00
High Speed Compensator	204A	.50	204B	.50	204C	.50
Intermediate Compensator	205A	.50	205B	.50	205C	.50
Idling Tube and Base	206A	.50	206B	.50	206C	.50
High Speed Compensator Base	207A	.25	207B	.25	207C	.25
Throttle Stop (408) and nut (412) assembled.....	208A	.75	208B	.75	208C	.75
Spray Tube	210A	1.00	210B	1.00	210C	1.00
Idling Valve	211	.25	211	.25	211	.25
Idling Valve Lock Spring	212	.25	212	.25	212	.25
Idling Valve Base	213	.40	213	.40	213	.40
Throttle Bearing	215A	1.00	215B	1.00	215C	1.00
Float Cover Gasket	216	.25	216	.25	216	.25
Adjustment Needles, High and Intermediate.....	217	1.00	217	1.00	217	1.00
Adjustment Valve Lock Balls (Pair).....	218	.25	218	.25	218	.25
Adjustment Valve Lock Spring.....	219	.25	219	.25	219	.25
Float Cover with 218 and 219.....	221	1.75	221	1.75	221	1.75
Float Valve and Collar (Note: Part No. 224 is obsolete. New part is No. 1040 and never sold as a separate item. Is always sold with No. 228. The pair is numbered No. 1047.).....	1040	1.00	1040	1.00	1040	1.00
Float Pivot	225	.50	225	.50	225	.50
Strainer Bowl Gasket	226	.25	226	.25	226	.25
Float Complete with Arm.....	227	1.50	227	1.50	227	1.50
Float Valve Seat (To be used with No. 1040).....	228	1.00	228	1.00	228	1.00
Strainer Screen	229	.25	229	.25	229	.25
Strainer Bowl Stud.....	230	.50	230	.50	230	.50
Strainer Bowl Tapped $\frac{1}{8}$ Pipe	231A	1.00	231A	1.00	231A	1.00
Strainer Bowl Tapped $\frac{1}{4}$ Pipe.....	231B	1.00	231B	1.00	231B	1.00
Strainer Bowl Nut	232	.40	232	.40	232	.40
Throttle Stop—See No. 208.....	408A	.50	408B	.50	408C	.50
Air Bleeder	409	.20	409	.20	409	.20
Throttle Stop Nut—See No. 208.....	412	.25	412	.25	412	.25
Body Assembly, comprising the requisite number of each of above parts, ass'm'd, tested	400	17.00	500	21.75	600	26.50



PRICE LIST OF PARTS FOR MODELS MA, MB AND MC WINFIELD DOUBLE WELL CARBURETORS, NEW STYLE (Please Give the Serial Number of the carburetor when you order parts.)

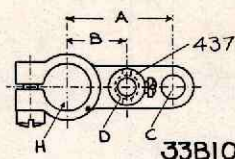
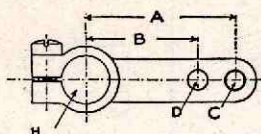
Parts to be used on all carburetors COMMENCING with the following serial numbers noted at the top of the adjoining column.	MA 12418		MB 6601		MC 3800	
	Piece No.	Price	Piece No.	Price	Piece No.	Price
Gas Passage Plugs	16	.15	16	.15	16	.15
Choke Retaining Screws and Nuts 64A1 and 65B3 assembled.....	26	.10	26	.10	26	.10
Flange Gasket	62A	.10	62B	.10	62C	.10
64A1, 10-32 Lock Nuts for Choke Retaining Screws—See No. 26.....	64A1	.05	64A1	.05	64A1	.05
Float Cover Screws 10-32x $\frac{3}{8}$	65B2	.05	65B2	.05	65B2	.05
Throttle Cover Screws 10-32x $\frac{3}{8}$	65B2	.05	65B2	.05	65B2	.05
Spray Tube Retaining Screw 10-32x $\frac{3}{8}$	65B2	.05	65B2	.05	65B2	.05
Choke Retaining Screws 10-32x $\frac{1}{2}$ —See No. 26.....	65B3	.05	65B3	.05	65B3	.05
Body	201A	7.50	201B	10.00	201C	12.50
Throttle	202A	3.00	202B	3.00	202C	3.00
Throttle Cover	203A	1.00	203B	1.00	203C	1.00
High Speed Compensator	1031	.50	1026	.50	1020	.50
Intermediate Compensator	1030	.50	1025	.50	1019	.50
Idling Tube and Base.....	1034	.50	1029	.50	1023	.50
High Speed Compensator Base	1045	.25	1044	.25	1043	.25
Throttle Stop (408) and nut (412) assembled.....	208A	.75	208B	.75	208C	.75
Spray Tube	210A	1.00	210B	1.00	210C	1.00
Idling Valve	211	.25	211	.25	211	.25
Idling Valve Lock Spring	212	.25	212	.25	212	.25
Idling Valve Base	213	.40	213	.40	213	.40
Throttle Bearing (State in ordering whether it is pressed-in-type or screw-type bushing).....	215A	1.00	215B	1.00	215C	1.00
Float Cover Gasket	216	.25	216	.25	216	.25
Adjustment Needles, High and Intermediate.....	217	1.00	217	1.00	217	1.00
Adjustment Valve Lock Balls (Pair).....	218	.25	218	.25	218	.25
Adjustment Valve Lock Spring	219	.25	219	.25	219	.25
Float Cover with 218 and 219.....	221	1.75	221	1.75	221	1.75
Float Valve and Collar (This Part 1038 is never sold as a separate item. It is always sold with 1041—the float needle seat. The pair is numbered 1048).....	1038	1.00	1038	1.00	1038	1.00
Float Pivot	225	.50	225	.50	225	.50
Strainer Bowl Gasket	226	.25	226	.25	226	.25
Float Complete with Arm.....	1042	1.50	1042	1.50	1042	1.50
Float Needle Seat	1041A	1.00	1041B	1.00	1041C	1.00
Strainer Screen	229	.25	229	.25	229	.25
Strainer Bowl Stud	1024	.50	1024	.50	1024	.50
Strainer Bowl Tapped $\frac{1}{8}$ Pipe	231A	1.00	231A	1.00	231A	1.00
Strainer Bowl Tapped $\frac{1}{4}$ Pipe.....	231B	1.00	231B	1.00	231B	1.00
Strainer Bowl Nut	232	.40	232	.40	232	.40
Throttle Stop—See No. 208.....	408A	.50	408B	.50	408C	.50
Air Bleeder	409	.20	409	.20	409	.20
Throttle Stop Nut.—See No. 208.....	412	.25	412	.25	412	.25
Body Assembly, comprising the requisite number of each of above parts, ass'm'd, tested.....	400	17.00	500	21.75	600	26.50



Price List of Parts for 1 $\frac{3}{4}$ ", 1 $\frac{7}{8}$ " and 2" Carburetor using Model N Throttle Chamber and 1070 Float Bowl

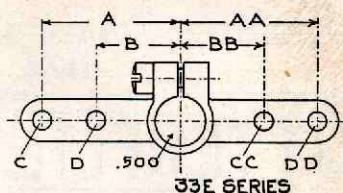
CARBURETOR MODEL	N-1070-D 1 $\frac{3}{4}$ " Size		N-1070-E 1 $\frac{7}{8}$ " Size		N-1070-F 2" Size	
Please specify casting number on Throttle Chamber and Float Bowl when ordering parts.	PART NO.	PRICE	PART NO.	PRICE	PART NO.	PRICE
By Pass Plug.....	15	.25	15	.25	15	.25
Flange Gasket.....	62D	.10	62E	.10	62F	.10
Float Cover Screws 10-32 x $\frac{1}{2}$ ".....	65B3	.05	65B3	.05	65B3	.05
Throttle Cover Screws 10-32 x $\frac{1}{2}$ ".....	65B3	.05	65B3	.05	65B3	.05
Spray Tube Retaining Screw 10-32 x $\frac{1}{2}$ ".....	65B3	.05	65B3	.05	65B3	.05
Throttle Chamber.....	N201D	12.00	N201E	15.00	N201F	15.00
Throttle.....	N202D	8.00	N202E	10.00	N202F	10.00
Throttle Cover.....	N203D	3.00	N203D	3.00	N203D	3.00
Throttle Stop.....	208D	1.00	208D	1.00	208D	1.00
Air Bleeder.....	209	.20	209	.20	209	.20
Idling Valve Screw.....	211	.25	211	.25	211	.25
Idling Valve Lock Spring.....	212	.25	212	.25	212	.25
Idling Valve Base.....	213	.40	213	.40	213	.40
Lock Ball Spring.....	219	.25	219	.25	219	.25
Strainer Bowl Nut.....	232D	.50	232D	.50	232D	.50
Velocity Tube Retaining Ring.....	N240D	1.50	N240D	1.50	N240D	1.50
Choke Elbow.....	N241D	8.00	N241D	8.00	N241D	8.00
Velocity Elbow.....	N241DX	8.00	N241DX	8.00	N241DX	8.00
Silencer.....	N246D	10.00	N246D	10.00	N246D	10.00
Velocity Tube.....	N253D	8.00	N253D	8.00	N253D	8.00
Float Bowl Retaining Nut.....	N429D	.25	N429D	.25	N429D	.25
Float Bowl Retaining Stud.....	N430D	.25	N430D	.25	N430D	.25
Venturi Divider.....	N414D	.50	N414E	.50	N414F	.50
Spray Tube.....	0610D	2.50	0610E	2.50	0610F	2.50
Float Cover Gasket.....	0616D	.25	0616D	.25	0616D	.25
Float Bowl Flange Gasket.....	0619D	.25	0619D	.25	0619D	.25
Float Cover Assembly.....	0621DX	13.00	0621DX	13.00	0621DX	13.00
Float Cover.....	0621D	3.00	0621D	3.00	0621D	3.00
Float Lever.....	0622D	1.50	0622D	1.50	0622D	1.50
Float Lever Test Plug.....	0623D	.25	0623D	.25	0623D	.25
Float Valve Needle.....	0624D	1.50	0624D	1.50	0624D	1.50
Float Pivot.....	0625D	.25	0625D	.25	0625D	.25
Strainer Bowl Gasket.....	0626D	.25	0626D	.25	0626D	.25
Float.....	0627D	3.00	0627D	3.00	0627D	3.00
Float Valve Seat.....	0628D	1.50	0628D	1.50	0628D	1.50
Strainer Screen.....	0629D	.25	0629D	.25	0629D	.25
Strainer Bowl Stud.....	0630D	1.50	0630D	1.50	0630D	1.50
Strainer Bowl.....	0631D	2.50	0631D	2.50	0631D	2.50
Strainer Bowl Miller Type.....	0631E	2.50	0631E	2.50	0631E	2.50
Intermediate Compensator.....	1066D	1.50	1066	1.50	1066	1.50
High Speed Compensator.....	1067D	1.50	1067	1.50	1067	1.50
Idling Tube and Plug.....	1068	2.00	1068	2.00	1068	2.00
Float Bowl.....	1070	20.00	1070	20.00	1070	20.00
Compensator Jets.....	1071	.75	1071	.75	1071	.75
Adjusting Needle.....	1072	1.50	1072	1.50	1072	1.50
Air Bleeder Vent.....	1084	1.00	1084	1.00	1084	1.00
Lock Balls.....	1085	.10	1085	.10	1085	.10
Throttle Chamber Assembly.....	N201DX	20.00	N201EX	30.00	N201FX	30.00
Float Bowl Assembly.....	1070X	35.00	1070X	35.00	1070X	35.00

33 SERIES- THROTTLE LEVERS.

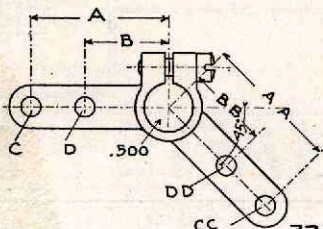


437

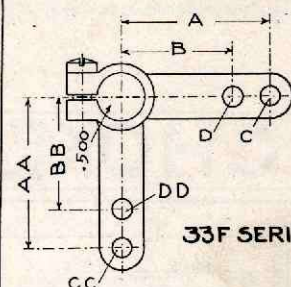
PIECE NUMBER	A	B	C	D	H	PIECE NUMBER	A	B	C	D	H	PIECE NUMBER	A	B	C	D	H
33A	$1\frac{7}{16}$		BLANK	BLANK	.500	33B7	$1\frac{1}{8}$		$\frac{1}{4}$ -28		.500	33C7	$\frac{7}{8}$		10-32		.500
33A1	$1\frac{7}{16}$		.257		.500	33B8	$1\frac{1}{8}$		$\frac{1}{4}$ -20		.500	33C8	$\frac{7}{8}$		$\frac{1}{4}$ -28		.500
33A2	$1\frac{7}{16}$		.290		.500	33B9	$1\frac{1}{8}$	$\frac{5}{8}$	.257	.257	.500	33C9	$\frac{7}{8}$		$\frac{1}{4}$ -20		.500
33A3	$1\frac{7}{16}$		$\frac{1}{4}$ -20		.500	33B10	$1\frac{1}{8}$	$1\frac{1}{2}$	.257	WITH 437	.500	33D	$2\frac{1}{8}$		BLANK	BLANK	.625
33B	$1\frac{1}{8}$		BLANK	BLANK	.500	33C	$\frac{7}{8}$		BLANK	BLANK	.500						
33B1	$1\frac{1}{8}$		.1910		.500	33C1	$\frac{7}{8}$		.159		.500						
33B2	$1\frac{1}{8}$		.2210		.500	33C2	$\frac{7}{8}$		.1910		.500						
33B3	$1\frac{1}{8}$		.257		.500	33C3	$\frac{7}{8}$		.2210		.500						
33B4	$1\frac{1}{8}$		.290		.500	33C4	$\frac{7}{8}$		.257		.500						
33B5	$1\frac{1}{8}$		.316		.500	33C5	$\frac{7}{8}$		.290		.500						
33B6	$1\frac{1}{8}$		10-32		.500	33C6	$\frac{7}{8}$		.316		.500						



33E SERIES



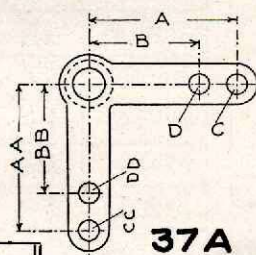
33G SERIES



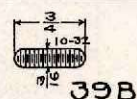
33F SERIES

PIECE NUMBER	A	AA	B	BB	C	CC	D	DD
33E	$1\frac{7}{16}$	$1\frac{7}{16}$			BLANK	BLANK	BLANK	BLANK
33F	$1\frac{3}{8}$	$1\frac{3}{8}$			BLANK	BLANK	BLANK	BLANK
33F1	$1\frac{3}{8}$	1			.191	.191	BLANK	BLANK
33F2	$1\frac{3}{8}$	1			.257	.191	BLANK	BLANK
33F3	$1\frac{3}{8}$	$1\frac{3}{8}$			.191	10-32	BLANK	BLANK
33G	$1\frac{7}{16}$	$1\frac{7}{16}$			BLANK	BLANK	BLANK	BLANK

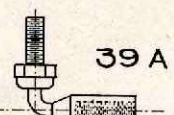
SERIES- BELL CRANKS



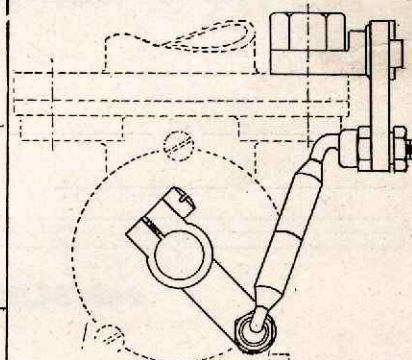
37A



39B

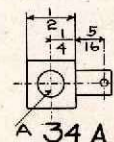


39A

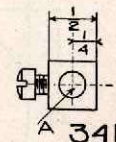


BELL CRANK ASSEMBLY 40

SLIP JOINT AND CLAMP

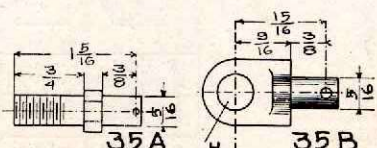


A 34A

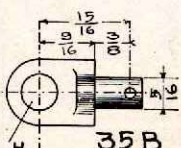


A 34B

PIECE NUMBER	A	PIECE NUMBER	A
34A1	$\frac{13}{64}$	34B1	$\frac{13}{64}$
34A2	$\frac{17}{64}$	34B2	$\frac{17}{64}$



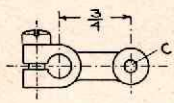
35A



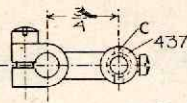
35B

BELL CRANK SUPPORT	
PIECE NUMBER	H
35B1	$\frac{21}{64}$
35B2	$\frac{25}{64}$

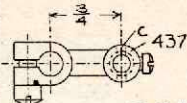
CHOKE LEVERS AND CABLE HOLDERS



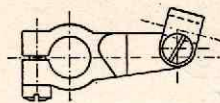
36C



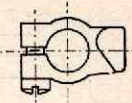
36A



36B



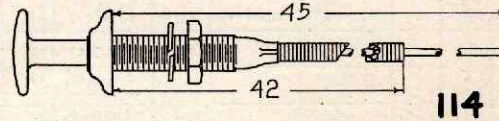
38



38A

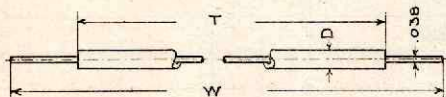
PIECE NUMBER	C	PIECE NUMBER	C	PIECE NUMBER	C
36C	BLANK	36A1	.0860	36B1	.0860
36C1	.0860	36A2	.1405	36B2	.1405
36C2	.1910	36A3	.1910	36B3	.1910
36C3	.257				

114-CHOKE DASH CONTROL



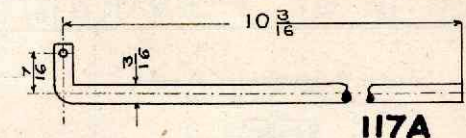
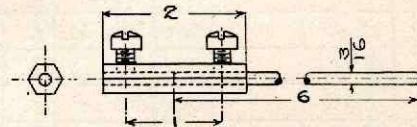
114

115 CHOKE CONTROL TUBE AND WIRE



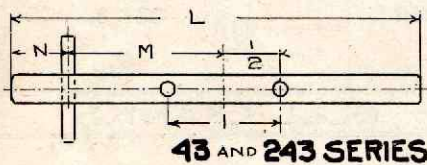
PIECE NUMBER	T	W	D
115-1	38"	42"	$\frac{5}{32}$
115-2	38"	42"	$\frac{3}{16}$

116-CHOKE ROD EXTENSION

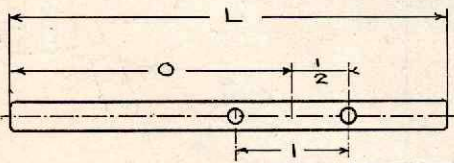


117A

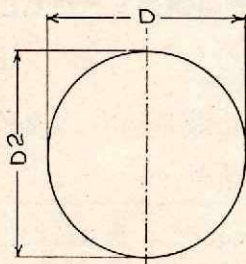
CHOKE-SHAFTS AND BUTTERFLIES



43 AND 243 SERIES



242 SERIES



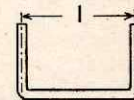
44 AND 244

PIECE NUMBER	L	M	N	O
43A	$3\frac{1}{16}$	$1\frac{1}{8}$	$\frac{1}{2}$	
43B [†]	$3\frac{5}{16}$	$1\frac{1}{4}$	$\frac{1}{2}$	
43C [†]	$3\frac{5}{8}$	$1\frac{3}{8}$	$\frac{1}{2}$	
242A	$3\frac{5}{8}$			$2\frac{3}{8}$
242B	$3\frac{7}{8}$			$2\frac{1}{2}$
242BW	$3\frac{3}{4}$			$1\frac{7}{8}$
242C	$4\frac{1}{8}$			$2\frac{5}{8}$
243A	$3\frac{5}{16}$	$1\frac{1}{4}$	$\frac{1}{2}$	
243AF	$3\frac{1}{16}$	$1\frac{1}{4}$	$\frac{1}{4}$	
243B	$3\frac{5}{8}$	$1\frac{3}{8}$	$\frac{1}{2}$	
243C	$3\frac{3}{4}$	$1\frac{1}{2}$	$\frac{1}{2}$	

^{*} INTERCHANGEABLE WITH 243 A
[†] INTERCHANGEABLE WITH 243 B

PIECE NUMBER	D	D2
44A	$1\frac{7}{16}$	$1\frac{17}{32}$
44B	$1\frac{11}{16}$	$1\frac{25}{32}$
244A	$1\frac{3}{4}$	$1\frac{13}{16}$
244B	2	$2\frac{1}{16}$
244C	$2\frac{1}{4}$	$2\frac{5}{16}$

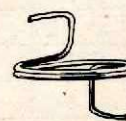
LOCK WIRE



45

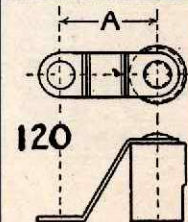


42A



42B

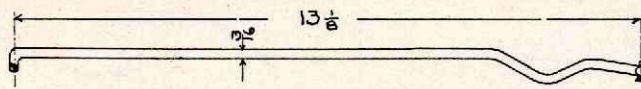
ADJUSTMENT LOCK



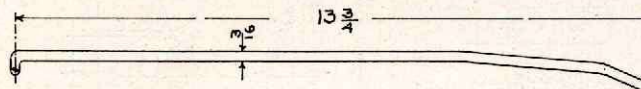
120

PIECE NUMBER	A
120A	$2\frac{7}{32}$
120B	$1\frac{15}{16}$

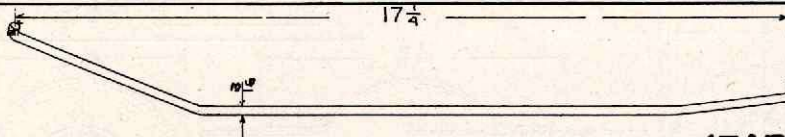
47 SERIES- THROTTLE RODS.



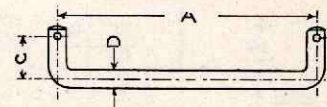
47A1



47A2

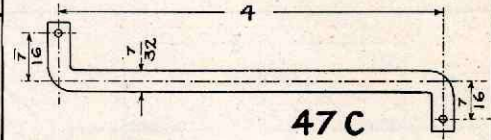


47A3

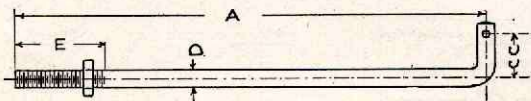


47B

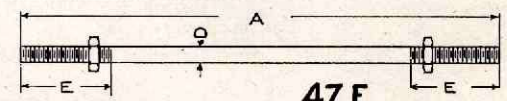
PIECE NUMBER	A	C	CC	D
47B1	6	7/16	7/16	
47B2	2 3/4	7/16	7/16	3/16



47C



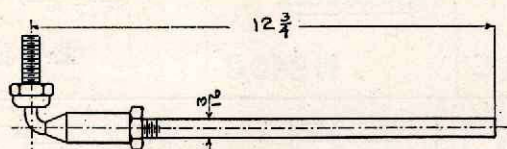
47D



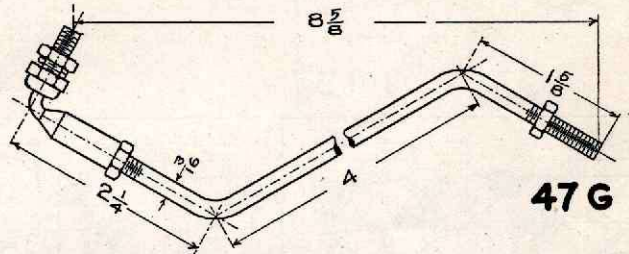
47E

PIECE NUMBER	A	E	CC	D	THREADS
47D1	4	1 1/2	7/16	1/4	1/4-28
47D2	5 3/8	7/8	7/16	3/16	10-32
47D3	10 1/2	7/8	7/16	3/16	10-32
47D4	12	7/8	7/16	3/16	10-32
47D5	13 1/2	7/8	7/16	3/16	10-32

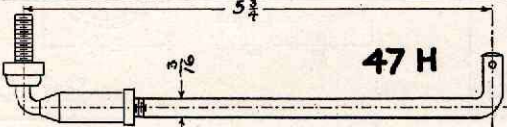
PIECE NUMBER	A	E	EE	D	THREADS
47E1	4 1/2	7/8	7/8	3/16	10-32
47E2	5 1/2	7/8	7/8	1/4	1/4-28
47E3	6 1/2	7/8	7/8	3/16	10-32
47E4	13	7/8	7/8		10-32



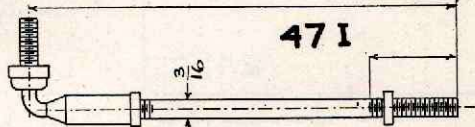
47F



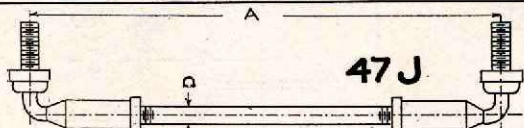
47G



47H

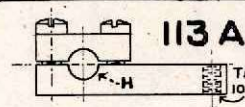


47I

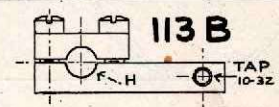


47J

PIECE NUMBER	A	D
47J1	3 5/16	3/16
47J2	3 5/8	3/16
47J3	4 7/16	3/16
47J4	7 1/2	3/16
47J5	2 1/4	3/16

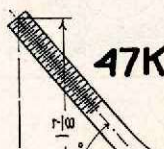


113A

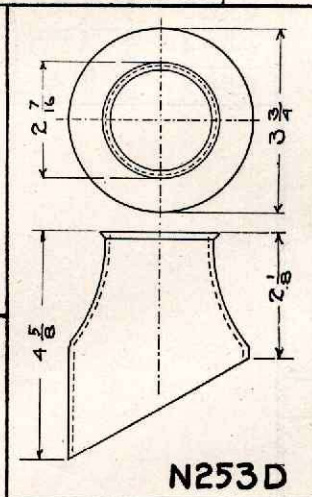
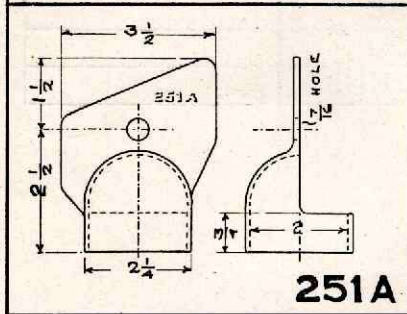
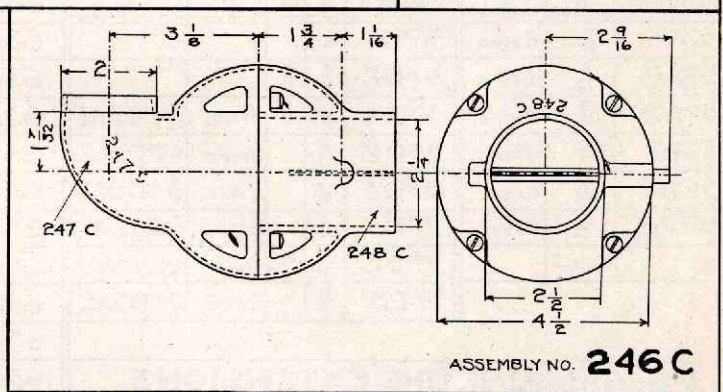
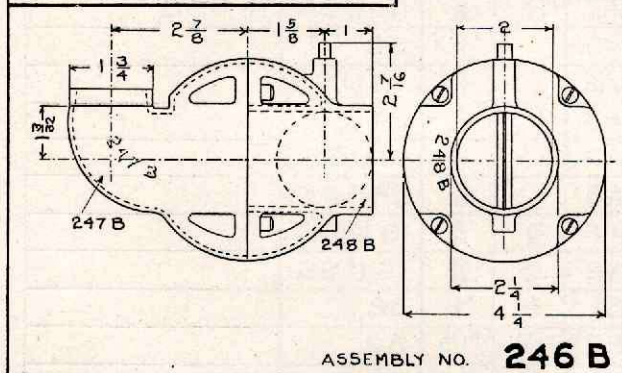
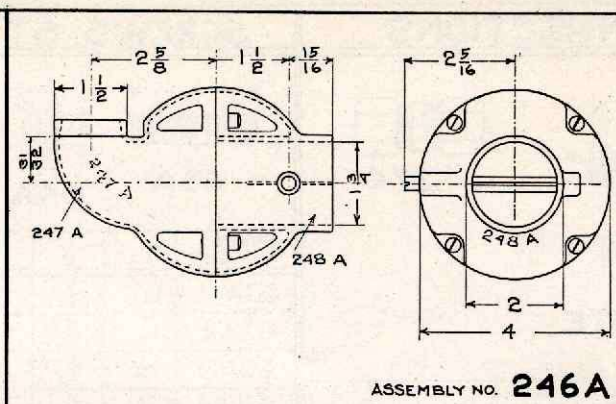
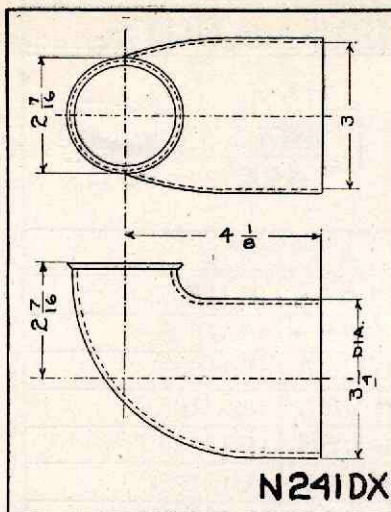


113B

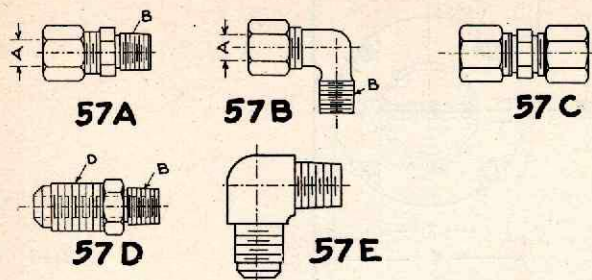
PIECE NUMBER	H	PIECE NUMBER	H
113A1	3/16	113B1	3/16
113A2	7/32		
113A3	5/16		



47K

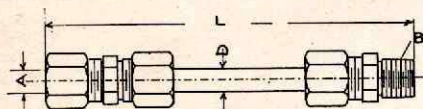


GASOLINE CONNECTIONS.



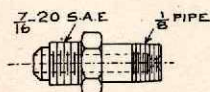
PIECE NUMBER	TUBE DIA A	B	PIECE NUMBER	TUBE DIA A	B	D
57A1	$\frac{1}{4}$	$\frac{1}{8}$ PIPE	57C1	$\frac{1}{4}$	$\frac{1}{4}$	
57A2	$\frac{5}{16}$	$\frac{1}{8}$ PIPE	57C2	$\frac{5}{16}$	$\frac{5}{16}$	
57A3	$\frac{3}{8}$	$\frac{1}{4}$ PIPE	57D1	$\frac{1}{4}$	$\frac{1}{8}$ PIPE	$\frac{7}{16}$ -20SAE
57B1	$\frac{1}{4}$	$\frac{1}{8}$ PIPE	57D2	$\frac{5}{16}$	$\frac{1}{8}$ PIPE	$\frac{1}{2}$ -20SAE
57B2	$\frac{5}{16}$	$\frac{1}{8}$ PIPE	57D3	$\frac{3}{8}$	$\frac{1}{4}$ PIPE	$\frac{5}{8}$ -18SAE
57B3	$\frac{3}{8}$	$\frac{1}{4}$ PIPE	57E1	$\frac{1}{4}$	$\frac{1}{8}$ PIPE	$\frac{7}{16}$ -20SAE
			57E2	$\frac{5}{16}$	$\frac{1}{8}$ PIPE	$\frac{1}{2}$ -20SAE
			57E3	$\frac{3}{8}$	$\frac{1}{4}$ PIPE	$\frac{5}{8}$ -18SAE

58- GASOLINE LINE EXTENSIONS.

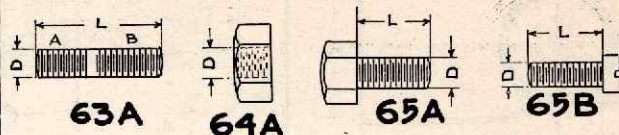


PIECE NUMBER	TUBE DIAMETER	TUBE LENGTH	END FITTINGS A	B
58A1	$\frac{1}{4}$	2 $\frac{1}{2}$	57C1	57C1
58A2	$\frac{1}{4}$	15	57A1	57A1
58A3	$\frac{1}{4}$	20	57A1	57A1
58A4	$\frac{5}{16}$	2 $\frac{1}{2}$	57C2	57C2
58A5	$\frac{5}{16}$	29	57A2	57A2

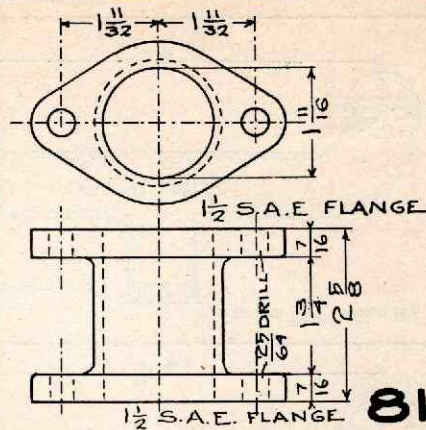
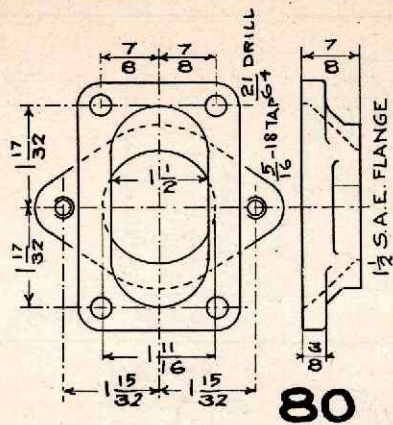
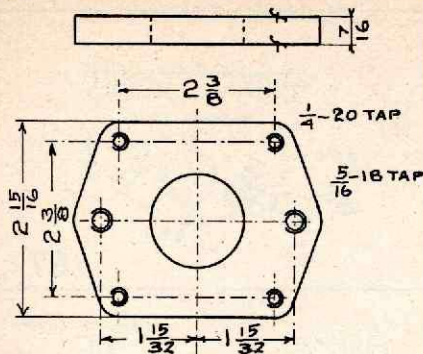
59-VACUUM CONNECTIONS

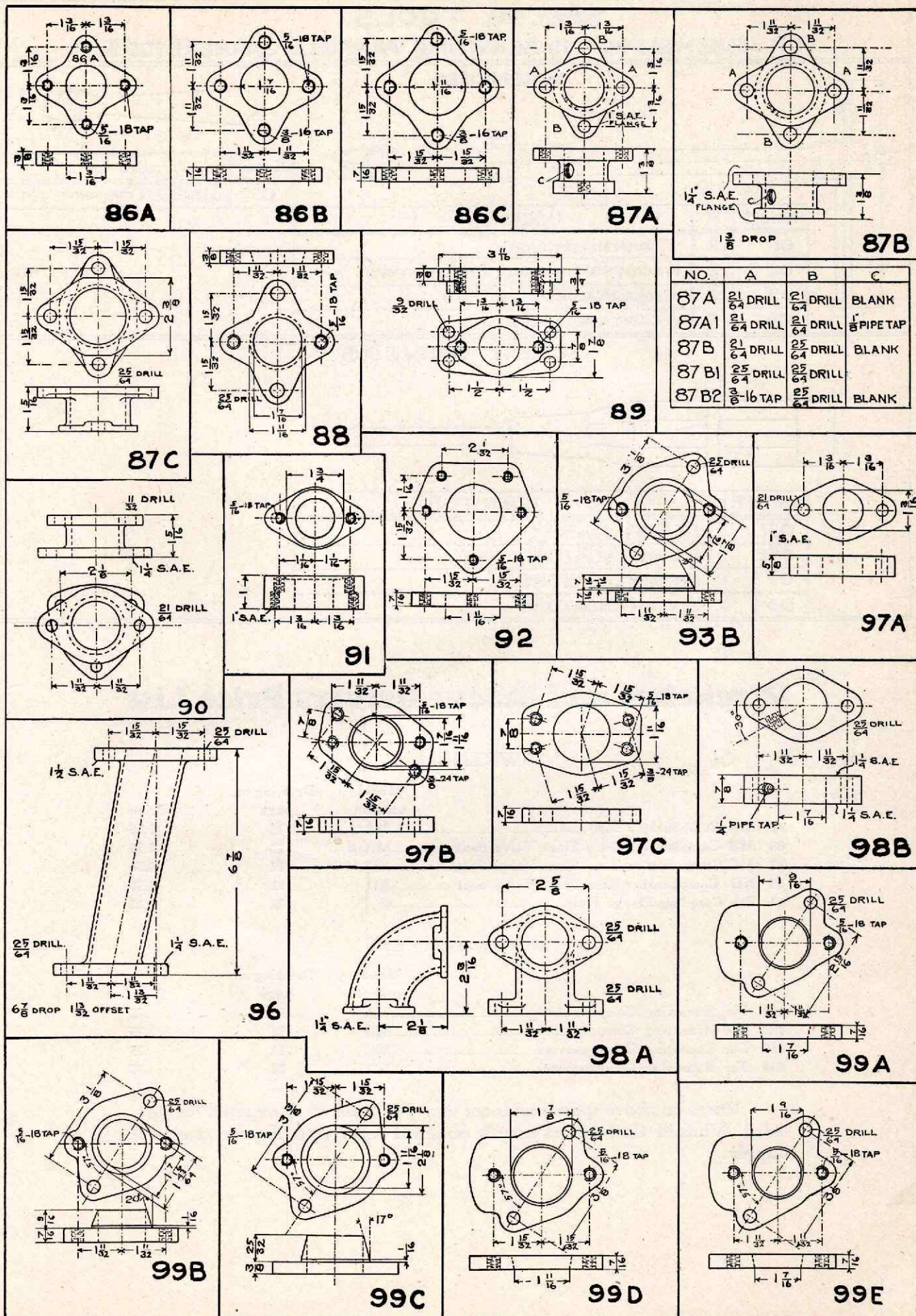


SCREWS, STUDS AND NUTS.



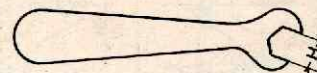
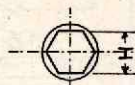
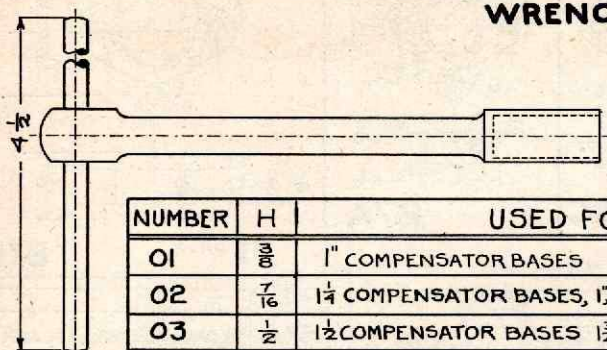
PIECE NUMBER	L	D	A THREADS	B
63A1	$\frac{1}{4}$	$\frac{5}{16}$	24 SAE	18 U.S.S.
63A2	$\frac{1}{4}$	$\frac{5}{16}$	18 U.S.S.	18 U.S.S.
63A3	$\frac{1}{2}$	$\frac{5}{16}$	18 U.S.S.	18 U.S.S.
63A4	2	$\frac{5}{16}$	18 U.S.S.	18 U.S.S.
63A5	$\frac{1}{4}$	$\frac{3}{8}$	16 U.S.S.	16 U.S.S.
63A6	$\frac{1}{4}$	$\frac{3}{8}$	24 SAE	16 U.S.S.
63A7	2	$\frac{3}{8}$	16 U.S.S.	16 U.S.S.
64A1		#10	32	
64A2		$\frac{5}{16}$	18 U.S.S.	
64A3		$\frac{5}{16}$	24 SAE	
64A4		$\frac{3}{8}$	16 U.S.S.	
64A5		$\frac{3}{8}$	24 SAE	
65A1	$\frac{3}{4}$	$\frac{5}{16}$	18 U.S.S.	
65A2	$\frac{3}{4}$	$\frac{3}{8}$	16 U.S.S.	
65B1	$\frac{1}{4}$	#6	32	
65B2	$\frac{3}{8}$	#10	32	
65B3	$\frac{1}{2}$	#10	32	
65B4	$\frac{3}{4}$	#10	32	
65B5	$\frac{5}{8}$	$\frac{5}{16}$	18 U.S.S.	





SPECIAL TOOLS. FOR ASSEMBLING AND SERVICING WINFIELD CARBURETORS.

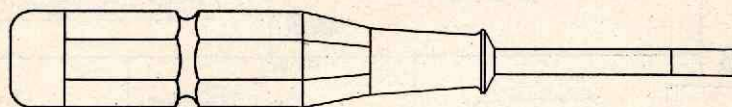
WRENCHES



NUMBER	H	USED FOR
01	$\frac{3}{8}$	1" COMPENSATOR BASES
02	$\frac{7}{16}$	1 1/4" COMPENSATOR BASES, 1", 1 1/4", 1 1/2" FLOAT VALVE SEATS
03	$\frac{1}{2}$	1 1/2" COMPENSATOR BASES 1 3/4" FLO
04	$\frac{9}{16}$	1 3/4" COMPENSATOR BASES

NUMBER	H	USED FOR
05	$\frac{5}{16}$	MODEL N COUPLING-FLANGE NUTS

SCREW DRIVERS



NUMBER	USED FOR
051	1" COMPENSATORS
052	1 1/4" COMPENSATORS
053	1 1/2" COMPENSATORS
054	1 3/4" COMPENSATORS

Wrenches and Screw Drivers Price List

WRENCHES

	Model used on	Drawing on page	Price
01 MA Compensator Bas	MA	12	1.50
02 MB Compensator Base Float Valve Seat.....	MA-B-C	12	1.50
03 MC Compensator Base Float Valve Seat.....	ND-MC	12	1.50
04 ND Compensator Base Float Valve Seat.....	ND	12	1.50
05 For Coupling Flange Nuts.....	N	12	.25

SCREW DRIVERS

	Model used on	Drawing on page	Price
051 For Removing Compensators	MA	12	.75
052 For Removing Compensators	MB	12	.75
053 For Removing Compensators	MC	12	.75
054 For Removing Compensators	ND	12	.75

Prices on above special tools are net. All other tools required for servicing Winfield Carburetors may b obtained from your regular source of supply.

Numerical Parts Price List

		Model Used on	Drawing on Page	Price
1B	Body and Throttle	4H	1	\$15.00
1D	Body and Throttle	5H	1	17.50
3A	Throttle Cover	4V-4H	1	1.00
3B	Throttle Cover	5V-5H	1	1.00
3C	Throttle Cover	6V	1	1.00
4A	Seven Hole Spray Tube	4V-4H	1	1.00
4B	Seven Hole Spray Tube	5V-5H	1	1.00
4C	Seven Hole Spray Tube	6V	1	1.00
5A	Compensator	4V-4H	1	1.50
5B	Compensator	5V-5H	1	1.50
5C	Compensator	6V	1	1.50
10A	Spray Tube	4V-4H	1	1.00
10B	Spray Tube	5V-5H	1	1.00
10C	Spray Tube	6V	1	1.00
15	By Pass Plug	All V	1	.25
16	Gasoline Passage Plug	All V-H-M	2	.10
17	High Speed Adjustment Needle	All V-H	1	.75
18	High Speed Adjustment Lock Nut	All V-H	1	.25
19	Assembly of 17 and 18	All V-H	Not Shown	1.00
20	Float Cover Cap	All V-H	1	.40
21	Float Cover	All V-H	1	1.50
22	Float Levers, Per Pair	All V-H	1	.40
23	Float Levers Retaining Wire	All V-H	1	.15
24	Float Valve and Collar	All V-H	1	.75
25	Float Cover Assembly, 21, 22, 23 and 24	All V-H	Not Shown	2.80
26	64A1 and 65B3 Assembled	All V-H-M-N	"	.10
27	Float	All V-H	1	1.00
28	Float Valve Seat	All V-H	1	1.00
29	Strainer Bowl Screen	All V-H	1	.25
31A	Strainer Bowl Tapped $\frac{1}{8}$ " Pipe	All V-H	1	1.00
31B	Strainer Bowl Tapped $\frac{1}{4}$ " Pipe	All V-H	1	1.00
32	Strainer Bowl Retaining Screw	All V-H	1	.40
33A	Throttle Lever	All V-H-M	3	.50
33A1	Throttle Lever	All V-H-M	3	.50
33A2	Throttle Lever	All V-H-M	3	.50
33A3	Throttle Lever	All V-H-M	3	.50
33A4	Throttle Lever	All V-H-M	3*	.50
*33A4—See drawing of 33-C is .191.				
33A5	Throttle Lever	All V-H-M	3	.50
*33A5—See drawing of 33-C is .316; D is .257.				
33B	Throttle Lever	All V-H-M	3	.50
33B1	Throttle Lever	All V-H-M	3	.50
33B2	Throttle Lever	All V-H-M	3	.50
33B3	Throttle Lever	All V-H-M	3	.50
33B4	Throttle Lever	All V-H-M	3	.50
33B5	Throttle Lever	All V-H-M	3	.50
33B6	Throttle Lever	All V-H-M	3	.50
33B7	Throttle Lever	All V-H-M	3	.50
33B8	Throttle Lever	All V-H-M	3	.50
33B9	Throttle Lever	All V-H-M	3	.50
33B10	Throttle Lever	All V-H-M	3	.75
33C	Throttle Lever	All V-H-M	3	.50
33C1	Throttle Lever	All V-H-M	3	.50
33C2	Throttle Lever	All V-H-M	3	.50
33C3	Throttle Lever	All V-H-M	3	.50
33C4	Throttle Lever	All V-H-M	3	.50
33C5	Throttle Lever	All V-H-M	3	.50
33C6	Throttle Lever	All V-H-M	3	.50
33C7	Throttle Lever	All V-H-M	3	.50
33C8	Throttle Lever	All V-H-M	3	.50
33C9	Throttle Lever	All V-H-M	3	.50
33C10	Throttle Lever, special for motorcycles	All V-H-M	Not Shown	.50
33C11	Throttle Lever	M	Not Shown	.75
33D	Throttle Lever	ND	3	1.00
33E	Throttle Lever	All V-H-M	3	.75

Numerical Parts Price List

33B ✓ Throttle Lever

	Model Used on	Drawing on Page	Price
33F Throttle Lever	All V-H-M	3	.75
33F1 Throttle Lever	All V-H-M	3	.75
33F2 Throttle Lever	All V-H-M	3	.75
33F3 Throttle Lever	All V-H-M	3	.75
33F4 Throttle Lever	All V-H-M	3*	.75
*33F4—See drawing of 33F—A is 1%; AA is 1%; C is .257; CC is .290.			
33G Throttle Lever	All V-H-M	3	.75
33G1 Throttle Lever	All V-H-M	3*	.75
*33G1—See drawing of 33G—A is 1¼; AA is 1¼; C is .191; CC is .257.			
33G3 Throttle Lever	Eq. 438	Not Shown	.75
33G4 Throttle Lever	Eq. 414	Not Shown	.75
34A1 Slip Joint	All V-H-M	3	.25
34A2 Slip Joint	All V-H-M	3	.25
34B1 Slip Joint Clamp	All V-H-M	3	.25
34B2 Slip Joint Clamp	All V-H-M	3	.25
35A Bell Crank Supporting Stud	All V-H-M	3	.30
35B1 Bell Crank Support	All V-H-M	3	.30
35B2 Bell Crank Support	All V-H-M	3	.30
36A1 Choke Lever	All V-H-M	4	.75
36A2 Choke Lever	All V-H-M	4	.75
36A3 Choke Lever	All V-H-M	4	.75
36B1 Choke Lever	All V-H-M	4	.75
36B2 Choke Lever	All V-H-M	4	.75
36B3 Choke Lever	All V-H-M	4	.75
36C Choke Lever	All V-H-M	4	.75
36C1 Choke Lever	All V-H-M	4	.75
36C2 Choke Lever	All V-H-M	4	.75
36C3 Choke Lever	All V-H-M	4	.75
37A Bell Crank	All V-H-M	3	.75
37A1 Bell Crank	All V-H-M	3	.75
37A2 Bell Crank	All V-H-M	3	.75
37A3 Bell Crank	All V-H-M	3	.75
37A4 Bell Crank	All V-H-M	3	.75
37A5 Bell Crank	All V-H-M	3	.75
37A6 Bell Crank	All V-H-M	3	.75
38 Cable Holder	All 246	4	.50
38A Choke Lever Stop	All 246	4	.50
39A Ball Joint	All V-H-M	3	.25
39B Ball Joint Connector	All V-H-M	3	.10
40 Bell Crank Assembly	All V-H-M	3	1.75
41N Choke Connection	5H	6	1.50
42A Choke Butterfly Return Spring	All V-H-241	4	.25
42B Silencer Choke Return Spring	246A-246B-246C	4	.25
43A Choke Shaft and Pin	4V-4H	4	.50
43B Choke Shaft and Pin	5V-5H	4	.50
44A Choke Butterfly	4V-4H	4	.25
44B Choke Butterfly	5V-5H	4	.25
45 Choke Butterfly Retaining Wire	All V-H-M	4	.15
46B Choke Assembly	4H	6	2.50
46C Choke Assembly	4V-4H	6	3.00
46E Choke Assembly	5H	6	2.75
46G Choke Assembly	5H	6	3.00
47A1 Throttle Rod, Ford Prior to 1926		5	.50
47A2 Throttle Rod, Ford Prior to 1926		5	.50
47A3 Throttle Rod, Ford Holley Hot Spot		5	.50
47B1 Throttle Rod	N	5*	.25
*47B1—See drawing—D is ¼".			
47C Throttle Rod		5	.25
47C2 Throttle Rod	M	5	.25
47D1 Throttle Rod		5	.25
47D4 Throttle Rod		5	.25
47D6 Throttle Rod	M	Not Shown	.25
47D7 Throttle Rod	M	Not Shown	.25
47D8 Throttle Rod	M	Not Shown	.25

Numerical Parts Price List

58A-v Gas line Extension

	Model Used on	Drawing on Page	Price
47E2	Throttle Rod	5	.25
47E4	Throttle Rod	5	.25
47F	Throttle Rod	5	.25
47G	Throttle Rod	5	.25
47H	Throttle Rod	5	.25
47J1	Throttle Rod	5	.50
47J3	Throttle Rod	5	.50
47J4	Throttle Rod	5	.50
47J5	Throttle Rod	M	Not Shown
47J6	Throttle Rod	M	Not Shown
47K	Throttle Rod	5	.25
54A	Flexible Tubing—6"-1 and 11-16" O. D.	Eq. 205-505	Not Shown
54C	Flexible Tubing—11"-1 and 15-16" O. D.	415	Not Shown
54D	Flexible Tubing 4½"-5½" O. D.	Eq. 436	Not Shown
54E	Flexible Tubing—4½"-1 and 5-16" O. D.	Eq. 439	Not Shown
54G	Flexible Tubing—30"-5½" O. D.	Eq. 440	Not Shown
54H	Flexible Tubing—12"-5½" O. D.	Eq. 444	Not Shown
55B	Silencer	4H-4V	6
55D	Silencer	5V-5H	6
55H	Silencer	6V	Not Shown
57A1	Gas Fitting	All	8
57A2	Gas Fitting	All	8
57A3	Gas Fitting	All	8
57B1	Gas Fitting	All	8
57B2	Gas Fitting	All	8
57B3	Gas Fitting	All	8
57C1	Gas Fitting	All	8
57C2	Gas Fitting	All	8
57D1	Gas Fitting	All	8
57D2	Gas Fitting	All	8
57D3	Gas Fitting	All	8
57E1	Gas Fitting	All	8
57E2	Gas Fitting	All	8
57E3	Gas Fitting	All	8
58A1	Gas Line Extension	All	8*
*58A1—Drawing should show 1-57A1 in place of 1-57C1.			
58A3	Gas Line Extension	All	8
58A5	Gas Line Extension	All	8
58A6	Gas Line Extension	All	Not Shown*
*58A6—See drawing 58—Dia. is 5-16, Length of tube 2½"; A is 57C2, B is 57A2.			
58A7	Gas Line Extension	All	Not Shown*
*58A7—See drawing 58—Dia. is ¼", Length of tube 17".			
59	Vacuum Connection	4H-5H	8
61B	Throttle Chain		Not Shown
62A	Gasket	MA	1-2
62B	Gasket	MB	1-2
62C	Gasket	MC	1-2
62D	Gasket	ND	
63A1	Studs		8
63A2	Studs		8
63A3	Studs		8
63A4	Studs		8
63A5	Studs		8
63A6	Studs		8
63A7	Studs		8
63A8	Studs		Not Shown
64A1	Nuts		1-2-8
64A2	Nuts		8
64A3	Nuts		8
64A4	Nuts		8
64A5	Nuts		8
65A1	Cap Screws		8
65A2	Cap Screws		8
65A3	Cap Screws 5-16"-1½" U. S. S.		Not Shown
65B1	Fil. Head Machine Screws		8
65B2	Fil. Head Machine Screws		1-2-8

Numerical Parts Price List

	Model Used on	Drawing on Page	Price
65B3	Fil. Head Machine Screws	1-2-8	.05
65B4	Fil. Head Machine Screws	8	.05
65B5	Fil. Head Machine Screws	8	.05
66A	Manifold	9	4.00
66B	Manifold	9	5.00
66C	Manifold	9	12.50
67	Flange	9	1.50
68	Elbow	9	5.00
69	Elbow	9	5.00
70	Elbow	9	7.50
71	Flange	9	2.50
72	Flange	9	2.00
73	Manifold	9	6.50
74	Flange	9	1.50
75	Manifold	9	7.50
76	Flange	9	1.00
77	Flange	9	1.00
78	Flange	9	3.00
79	Flange	10	2.00
80	Flange	10	3.00
81	Flange	10	2.00
82	Flange for Packard Straight 8	Not Shown	2.00
83	Flange Chrysler 72	Not Shown	2.00
84	Flange Rickenbacker 8	Not Shown	3.00
85	Flange Curtiss OXS	Not Shown	8.00
86A	Flange	11	1.00
86B	Flange	11	1.00
86C	Flange	11	1.00
87A	Flange	11	1.25
87A1	Flange	11	1.25
87B	Flange	11	1.25
87B1	Flange	11	1.25
87B2	Flange	11	1.25
87B3	Flange	11*	1.25
*87B3—Same as 87B except tapped $\frac{1}{8}$ " pipe for vacuum.			
87C	Flange	11	1.50
88	Flange	11	1.50
89	Flange	11	2.00
89B	Essex Hot Spot Elbow Eq. 440	Not Shown	3.00
90	Flange	11	2.00
91	Flange	11	2.00
91B	1" to 1 $\frac{1}{4}$ " Adapting Flange	Not Shown	2.00
92	Flange	11	1.00
93B	Flange	11	2.00
94	1 $\frac{1}{4}$ " Square Flange	Not Shown	3.00
95	1 $\frac{3}{4}$ " to 2" Adapting Flange	Not Shown	5.00
96	Flange	11	2.50
97A	Flange	11	1.00
97B	Flange	11	1.25
97B1	Flange	11*	1.25
*97B1—Use 97B and drill out holes tapped $\frac{3}{8}$ " to 25-64".			
97C	Flange	11	1.25
98A	Elbow	11	1.50
98B	Flange	11	1.25
99A	Flange	11	2.00
99B	Flange	11	2.00
99C	Flange	11	2.00
99D	Flange	11	2.00
99E	Flange	11	2.00
101	Shelby Tubing	Eq. 440	.25
102	Welch Plug	Eq. 440	.10
107	$\frac{1}{8}$ " Pipe Plug Brass	All	.25
113A1	Throttle Rod Clamp	5	.25
113A2	Throttle Rod Clamp	5	.25
113A3	Throttle Rod Clamp	5	.25

Numerical Parts Price List

	Model Used on	Drawing on Page	Price
113B1 Throttle Rod Clamp Cross Tapped		5	.25
113B2 Throttle Rod Clamp Cross Tapped		5*	.25
*113B2—See drawing of 113B1—H is 5-16".			
114 Choke Dash Control		4	1.75
115-1 Choke Control Tube and Wire		4	.50
115-2 Choke Control Tube and Wire		4	.50
115-3 Throttle Control Wire	Eq 437-450	Not Shown	.25
116 Choke Rod Extension		4	.25
117A Choke Rod		4	.25
117B Choke Rod	Eq 625	Not Shown	.25
118A Lead Seal for Adjustment Lock	M-N	Not Shown	.20
118B Wire for Adjustment Lock	M-N	Not Shown	.10
118C Cross Drilled Screws for Adjustment Lock Per Pair	M-N	Not Shown	.20
120A Adjustment Lockpiece Only	MA-B-C	4	.50
120B Adjustment Lockpiece Only	ND	4	.50
121A Adjustment Lock Assembly 2-120A, 1 each 118A-B-C	MA-B-C	Not Shown	1.50
121B Adjustment Lock Assembly 2-120B, 1 each 118-A-B-C	ND	Not Shown	1.50
141B Silencer Extension Elbow	MB	6	1.00
141C Silencer Extension Elbow	MC	6	1.00
142 Chev. Hot Air Tube Adapter	Eq 435 & 436	Not Shown	.75
143 Oldsmobile Hot Air Tube Adapter	Eq 439	Not Shown	1.00
201A Body (Not Assembled)	MA	2	7.50
201B Body (Not Assembled)	MB	2	10.00
201C Body (Not Assembled)	MC	2	12.50
202A Throttle	MA	2	3.00
202B Throttle	MB	2	3.00
202C Throttle	MC	2	3.00
203A Throttle Cover	MA	2	1.00
203B Throttle Cover	MB	2	1.00
203C Throttle Cover	MC	2	1.00
204A Compensator, H. S.	MA	2	.50
To be used on all carburetors with Serial No. Prior to 12418.			
204B Compensator, H. S.	MB	2	.50
To be used on all carburetors with Serial No. Prior to 6601.			
204C Compensator, H. S.	MC	2	.50
To be used on all carburetors with Serial No. Prior to 3800.			
205A Compensator, Inter.	MA	2	.50
To be used on all carburetors with Serial No. Prior to 12418.			
205B Compensator, Inter.	MB	2	.50
To be used on all carburetors with Serial No. Prior to 6601.			
205C Compensator, Inter.	MC	2	.50
To be used on all carburetors with Serial No. Prior to 3800.			
206A Idling Tube and Base	MA	2	.50
To be used on all carburetors with Serial No. Prior to 12418.			
206B Idling Tube and Base	MB	2	.50
To be used on all carburetors with Serial No. Prior to 6601.			
206C Idling Tube and Base	MC	2	.50
To be used on all carburetors with Serial No. Prior to 3800.			
207A High Speed Compensator Base	MA	2	.25
To be used on all carburetors with Serial No. Prior to 12418.			
207B High Speed Compensator Base	MB	2	.25
To be used on all carburetors with Serial No. Prior to 6601.			
207C High Speed Compensator Base	MC	2	.25
To be used on all carburetors with Serial No. Prior to 3800.			
208A Throttle Stop and Nut, 408A & 412 assembled. MA		Not Shown	.75
208B Throttle Stop and Nut, 408B & 412 assembled. MB		Not Shown	.75
208C Throttle Stop and Nut, 408C & 412 assembled. MC		Not Shown	.75
210A Spray Tube	MA	2	1.00
210B Spray Tube	MB	2	1.00
210C Spray Tube	MC	2	1.00
211 Idling Valve	All	1-2	.25
212 Idling Valve Lock Spring	All	1-2	.25
213 Idling Valve Base	All	1-2	.40
215A Throttle Bearing	MA	2	1.00
215B Throttle Bearing	MB	2	1.00

Numerical Parts Price List

	Model Used on	Drawing on Page	Price
215C Throttle Bearing	MC	2	1.00
216 Float Cover Gasket	MA-B-C	2	.25
217 Adjustment Needle, High-Int.	MA-B-C	2	1.00
218 Adjustment Valve Lock Balls (Pair) ..	MA-B-C	2	.25
219 Adjustment Valve Lock Spring	MA-B-C	2	.25
221 Float Cover with 218, 219	MA-B-C	2	1.75
225 Float Pivot	MA-B-C	2	.50
226 Strainer Bowl Gasket	MA-B-C	2	.25
227 Float Complete with Arms to be used with No. 1047	MA-B-C	2	1.50
228 Float Valve Seat to be used with No. 1040 ..	MA-B-C	2	1.00
229 Strainer Screen	MA-B-C	2	.25
230 Strainer Bowl Stud	MA-B-C	2	.50
231A Strainer Bowl Tapped $\frac{1}{8}$ " Pipe	MA-B-C	2	1.00
231B Strainer Bowl Tapped $\frac{1}{4}$ " Pipe	MA-B-C	2	1.00
232 Strainer Bowl Nut	MA-B-C	2	.40
241A Choke Elbow Assembly	MA	6	1.50
241AF Choke Elbow Assembly (Ford)	MA	Not Shown	1.50
241B Choke Elbow Assembly	MB	6	1.75
241BF Choke Elbow Assembly	MB	6	1.75
241BF1 Velocity Tube	MB	Not Shown	2.00
241BW Choke Elbow Assembly	MB	6	5.00
241C Choke Elbow Assembly	MC	6	2.00
241CF Choke Elbow Assembly	MC	6	2.00
241CF1 Velocity Tube	MC	Not Shown	2.25
242A Choke Shaft	246A	4	.50
242B Choke Shaft	246B	4	.50
242C Choke Shaft	246C	4	.50
243A Choke Shaft and Pin	241A	4	.50
243AF Choke Shaft and Pin	241AF	4	.50
243B Choke Shaft and Pin	241B-241BF	4	.50
243C Choke Shaft and Pin	241C-241CF	4	.50
244A Choke Shaft Butterfly	246A-241A-241AF	4	.25
244B Choke Shaft Butterfly	246B-241B-241BF- 241BW	5	.25
244C Choke Shaft Butterfly	246C-241C-241CF	5	.25
246A Choke Silencer Assembly	MA	7	2.50
246B Choke Silencer Assembly	MB	7	2.75
246C Choke Silencer Assembly	MC	7	3.00
247A Elbow Half-Choke Silencer	MA	7	1.25
247B Elbow Half-Choke Silencer	MB	7	1.40
247C Elbow Half-Choke Silencer	MC	7	1.50
248A Choke Half-Choke Silencer	MA	7	1.25
248B Choke Half-Choke Silencer	MB	7	1.35
248C Choke Half-Choke Silencer	MC	7	1.50
251A Stove	MA	7	1.00
408A Throttle Stop	MA	2	.50
408B Throttle Stop	MB	2	.50
408C Throttle Stop	MC	2	.50
409 Air Bleeder	All V-H-M-N	1-2*	.20
*Air Bleeder 409 is drilled with various sized drills, according to model of Carburetor and make of car. Specify drill sizes or model and size of Carburetor.			
412 Throttle Stop Nut	All V-H-M	1-2	.25
437A2 Dual Throttle Arm Swivel	All V-H-M	Not Shown	.25
1001 Elbow Half	White GR and GRB		2.50
1002 Choke Half	" " " "		3.00
1003 Choke Shaft	" " " "		3.00
1004 Choke Assembly	" " " "		6.00
1006 Cable Holder Assembly	" " " "		1.00
1008 Choke Lever Assembly	" " " "		1.00
1009 Flange	White GK		1.25
1010 Ball Joint Pivot	Ford		.25
1011 Throttle Arm Assembly	Ford		.75
1012 Choke Dash Control	Ford		1.25
1013 Throttle Rod	White GR and GRB		.25
1015 Choke Assembly	White GN		5.00

Numerical Parts Price List

		Model Used on	Drawing on Page	Price
1017	Str. Choke Assembly	NOD		8.00
1018	Throttle Rod	Eq. 545		.25
1019	Compensator, Inter.	MC		.50
	To be used on all carburetors commencing with Serial No. 3800.			
1020	Compensator, H. S.	MC		.50
	To be used on all carburetors commencing with Serial No. 3800.			
1023	Idling Tube and Base	MC		1.00
	To be used on all carburetors commencing with Serial No. 3800.			
1024	Strainer Bowl Stud	All M		.50
1025	Compensator, Inter.	MB		.50
	To be used on all carburetors commencing with Serial No. 6601.			
1026	Compensator, H. S.	MB		.50
	To be used on all carburetors commencing with Serial No. 6601.			
1029	Idling Tube and Base	MB		1.00
	To be used on all carburetors commencing with Serial No. 6601.			
1030	Compensator, Inter.	MA		.50
	To be used on all carburetors commencing with Serial No. 12418.			
1031	Compensator, H. S.	MA		.50
	To be used on all carburetors commencing with Serial No. 12418.			
1034	Idling Tube and Base	MA		1.00
	To be used on all carburetors commencing with Serial No. 12418.			
1038	Float Needle and Collar	M		1.00
	To be used with No. 1042 Assembly.			
1040	Float Needle and Collar	M		1.00
	To be used with No. 227 Float.			
1041	Float Needle Seat	M		1.00
	To be used with No. 227 Float.			
1042	Float Assembly	M		1.50
	To be used with No. 1038.			
1043	Compensator Base	MC		.25
	To be used on all carburetors commencing with Serial No. 3800.			
1044	Compensator Base	MB		.25
	To be used on all carburetors commencing with Serial No. 6601.			
1045	Compensator Base	MA		.25
	To be used on all carburetors commencing with Serial No. 12418.			
1046	Throttle Rod	Chrys. 75		.25
1047A	Float Needle and Seat Replacement	MA		2.00
	To be used on all carburetors with Serial No. Prior to 12418.			
1047B	Float Needle and Seat Replacement	MB		2.00
	To be used on all carburetors with Serial No. Prior to 6601.			
1047C	Float Needle and Seat Replacement	MC		2.00
	To be used on all carburetors with Serial No. Prior to 3800.			
1048A	Float Needle and Seat Replacement	MA		2.00
	To be used on all carburetors commencing with Serial No. 12418.			
1048B	Float Needle and Seat Replacement	MB		2.00
	To be used on all carburetors commencing with Serial No. 6601.			
1048C	Float Needle and Seat Replacement	MC		2.00
	To be used on all carburetors commencing with Serial No. 3800.			.75
1052	Throttle Lever Cable Holder	Eq. 444		2.50
1053	Essex 6 Hot Spot Elbow Screw Plug	Eq. 440		.25
1064	Essex Hot Spot Elbow	Eq. 449		2.50
1065	1½" to 1¾" Adapter Flange			3.00
1074	Crankcase Ventilator Adapter for Tube 7/8" to 1¼" OD (specify tubing size)	MC		1.00
1075	Crankcase Ventilator Adapter for Tube ½" to ¾" OD (specify tubing size)	MC		1.00
1076	Crankcase Ventilator Adapter for Tube 7/8" to 1¼" OD (specify tubing size)	MB		1.00
1077	Crankcase Ventilator Adapter for Tube ½" to ¾" OD (specify tubing size)	MB		1.00
1078	Crankcase Ventilator Adapter for Tube 7/8" to 1¼" OD (specify tubing size)	MA		1.00
1079	Chev. Crankcase Ventilator Adapter	Eq. 444		.75
1080	45 Deg. 2" Adapter Flange	NOD		3.00
1081	45 Deg. Silencer Adapter	All MA		1.00
1082	Fulcrum Pin on Essex Hot Spot	Eq. 449		.25

Equipment 401

Standard 1-Inch

Vertical With Silencer

This equipment consists of the following:

1.....	400—MA Body Assembly	\$17.00
1.....	246-A—Combination Choke and Silencer.....	2.50
1.....	36-B-1—Choke Lever .....	.75
1.....	38—Cable Holder .....	.75
1.....	33-A-1—Throttle Lever, Unless otherwise specified.....	.50
1.....	57-A-1—Gas Fitting, Unless otherwise specified.....	.25
		<hr/>
		\$21.50

This Equipment can be installed on any car which uses a 1" Carburetor where no special adapting Flange or other special parts are required, and where there is room for the silencer. It will be found quite useful as a stock item where there is a demand for Carburetors for obsolete cars.

Equipment 402

Standard 1-Inch Vertical

This equipment consists of the following:

1.....	400—MA Body Assembly	\$17.00
1.....	241-A—Choke Assembly	1.50
1.....	36-B-1—Choke Lever .....	.75
1.....	33-A-1—Throttle Lever, Unless otherwise specified.....	.50
1.....	57-A-1—Gas Fitting, Unless otherwise specified.....	.25
		<hr/> \$20.00

This Equipment can be installed on any car which uses a 1" Carburetor where no special adapting Flange or other special parts are required.

This equipment can be used in practically all cases for installations on trucks, with the possible exception of the Strainer Bowl being tapped $\frac{1}{4}$ " Pipe instead of $\frac{1}{8}$ " Pipe.

It will be found quite useful as a stock item where there is a demand for carburetors for obsolete cars.

Equipment 403

Auburn 6 (1927)

This equipment consist of the following:

1.....	400—MA Body Assembly	\$17.00
1.....	246-A—Combination Choke and Silencer.....	2.50
1.....	36-B-1—Choke Lever .....	.75
1.....	38—Cable Holder .....	.50
1.....	33-A-1—Throttle Lever .....	.50
1.....	33-A-2—Throttle Lever .....	.50
1.....	57-A-2—Gas Fitting .....	.25
		<hr/>
		\$22.00

This Carburetor is installed on the left hand side of the motor with the float bowl pointing to the rear.

The flange on the Carburetor is tapped 5-16" U. S. S.

The Silencer points to the front with the Cable Holder next to the frame.

The 33-A-2 Throttle Lever is installed on the Throttle Cover side. The

33-A-1 Throttle Lever is installed on the back of body side.

The Strainer Bowl can be turned to any angle by loosening retaining nut.

Equipment 404

Chandler Special 6,

Light 6, Cleveland 31-43

This equipment consists of the following:

1.....	400—MA Body Assembly	\$17.00
1.....	246-A—Combination Choke and Silencer.....	2.50
1.....	36-B-1—Choke Lever .....	.75
1.....	38—Cable Holder .....	.50
1.....	33-C-2—Throttle Lever .....	.50
1.....	57-D-2—Gas Fitting .....	.25
		<hr/>
		\$21.50

This Carburetor is installed on the right hand side of the motor with the float bowl pointing to the front.

The Flange on the Carburetor is tapped 5-16" U. S. S.

The Silencer points to the rear with the Cable Holder next to the frame.

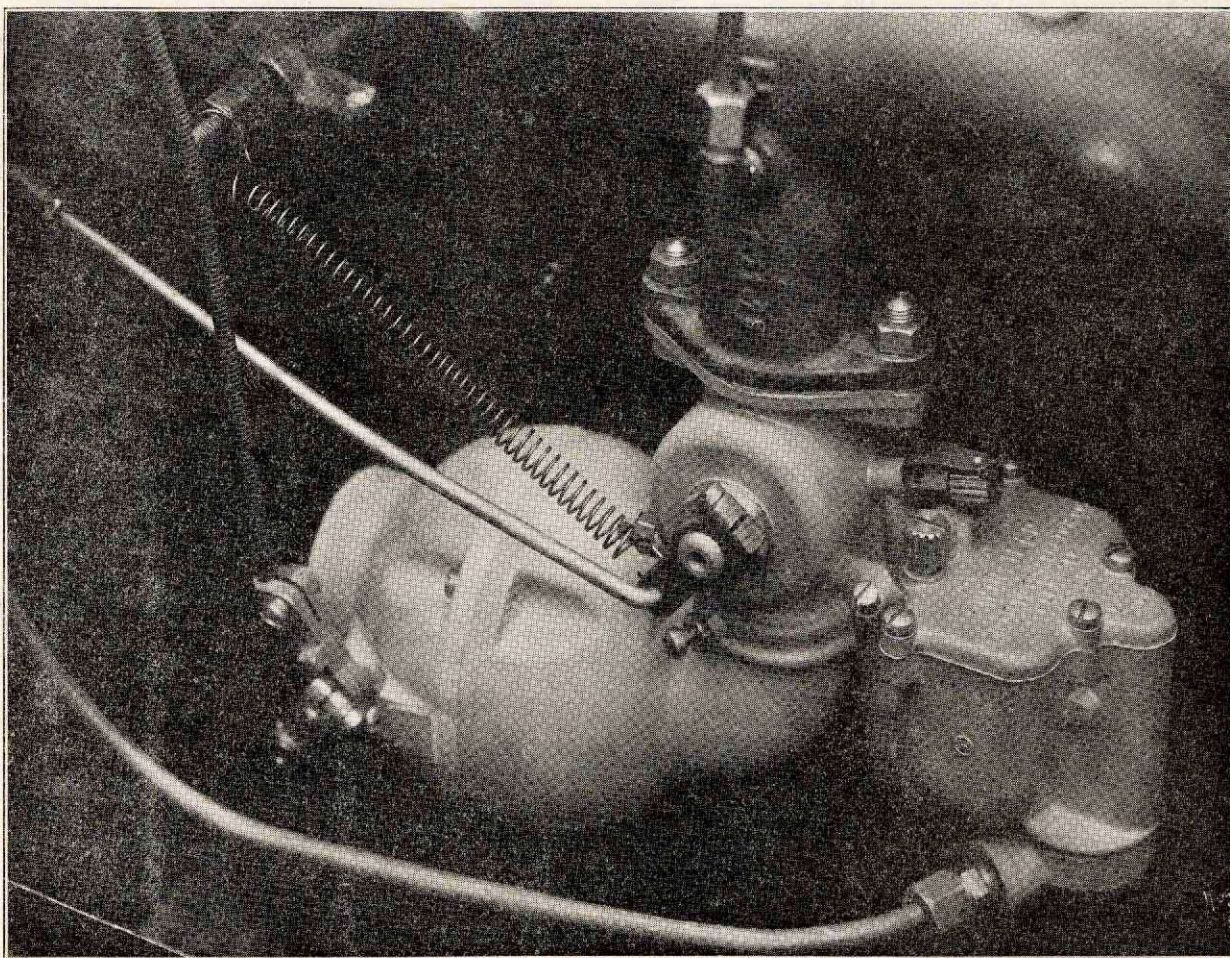
The Throttle Lever is installed on the Throttle Cover side.

The Strainer Bowl can be turned to any angle by loosening retaining nut.

Equipment 408

Chrysler 50-52-58, Maxwell Plymouth

LIST PRICE \$21.50



DIRECTIONS FOR INSTALLATION

Examine the illustration above before you start.
The following method of procedure is recommended:

- 1—Remove the carburetor and the air cleaner.
- 2—Bolt Winfield to the manifold as shown above. Use the new gasket that is furnished. Be sure and use a thin gasket, preferably the gasket furnished with this installation. Never use a gasket that is over 1-64" thick. A thick gasket often warps the flange, and this warpage will cause an air leak that results in poor idling and poor low speed performance. Above all, **never use shellac or any other preparation on the gasket.**
- 3—The foot throttle arm is connected to the original rod on the outside. Make sure that the throttle on the carburetor opens to wide-open position when the foot accelerator is pressed down to the floor board. To determine if the throttle is opening to its maximum limit, do this: have someone step on the foot accelerator for you while you listen to the carburetor. If you can hear the throttle hitting the stop, you know that it is opening to its maximum limits. This procedure is important because if the throttle does not open to its capacity, it will not develop full power and speed.
- 4—Connect up the gasoline line. Use the original line and the original gas fitting.
- 5—Install the silencer and choke in the usual manner. The choke control is connected to the arm and holder assembled on the silencer. In making this hook-up, be sure that the choke on the dash is pushed all the way in before you make your setting. And when the dash choke is fully pushed in, make sure that the choke valve in the silencer is wide open. And see that the choke valve is fully closed when the choke control on the dash is pulled out. A partially opened choke when the dash control is pulled clear out will result in very hard starting. A partially closed choke after the motor is warmed up will ruin the gas mileage.

Adjustments

IDLING MIXTURE ADJUSTMENT—Always adjust the idling mixture with the spark retarded. Screw the idling adjustment valve in (clock-wise direction) for a richer mixture.

IDLING SPEED ADJUSTMENT, or throttle stop adjustment. Slower idling speed of the motor may be obtained unscrewing the stop adjustment; for faster idling speed, screw in the stop adjustment.

OTHER ADJUSTMENT—Before making other adjustments, screw the high speed and intermediate adjustment needles down in a clock-wise direction until they just barely seat. **Warning!** Do not screw these needles down too tight because too much force will distort the float bowl cover and gouge out the needle seat. Turn them down just to the point where there is a slight resistance.

INTERMEDIATE ADJUSTMENT—To get the approximate adjustment, turn this needle up in a counter-clockwise direction to about 16 notches. The following is a good way to obtain an exact adjustment. Advance the spark lever to normal driving position; set throttle lever on the steering wheel to a position which will give about 30 miles per hour speed on a smooth road; then adjust intermediate needle to minimum opening that will give maximum engine speed for that throttle opening. This should give you a good average adjustment. Two notches less opening may give better economy for continuous driving or touring.

HIGH SPEED ADJUSTMENT—To get approximate setting, turn up the high speed adjustment needle in a counter clockwise direction to about 18 notches. The best way to test this adjustment is to try the car out on a hill. Set the needle to a point where you feel maximum power. Then turn the high speed needle down to an adjustment as lean as possible without losing power.

Ignition

Always check the ignition carefully. It is important that the ignition should be in first-class shape to get the best

results. A Winfield delivers a larger charge of mixture into the cylinders which means higher compression. This increased compression makes it harder for the plug to fire—there is more resistance. The ignition timing is also important as a late spark will result in a sluggish motor and give poor gas mileage.

Trouble Due to Faulty Ignition

IF THE MOTOR MIS-FIRES ON A HARD PULL, the trouble is usually due to spark plugs or coil.

1—Check the spark plug clearance. If the car is equipped with the regular silver dome head, the proper clearance is .028. If the car is equipped with the special Red Head (High Compression Head), the proper clearance is .025.

2—If the plugs have gone 10,000 miles or more, a new set should be installed. The porcelain in an old plug no longer makes a good insulation because the voltage leaks to the shell of the plug. This results in a weak spark.

3—The coil may be weak. Test the coil or try a new one.

BACK FIRING, AS IF THE MIXTURE WERE TOO LEAN. First, make sure that the mixture is right and that there is enough gas in the carburetor. If the back firing still continues, it is due to pre-ignition. A new set of plugs should cure the trouble.

MOTOR IDLES UNEVENLY OR GALLOPS. If you are sure that the idling mixture has been adjusted as well as possible and this trouble still exists, then look to the valves and spark plugs.

1—Check the compression on each cylinder using the hand crank.

2—Check the spark plug gaps. A gap that is adjusted too close will cause this uneven idling.

MOTOR MISSING AT RANDOM, that is, it misses as much on the level as it does on a hill. The trouble is usually in the distributor points.

1—If the points are pitted, file them smooth or install a new set.

2—The gap on the distributor points should be between .015 and .018, or it will not make a good contact at high speeds.

Equipment 408

CHRYSLER 50-52-58, MAXWELL Plymouth

This equipment consists of the following:

1.....	400—MA Body Assembly	\$17.00
1.....	246-A—Combination Choke and Silencer.....	2.50
1.....	36-B-1—Choke Lever .....	.75
1.....	38—Cable Holder .....	.50
1.....	33-B-1—Throttle Lever .....	.50
1.....	57-D1—Gas Fitting .....	.25
		<hr/>
		\$21.50

This Carburetor is installed on the right hand side of the motor with the float bowl pointing to the front.

The flange on the Carburetor is tapped 5-16" U. S. S.

The Silencer points to the rear with the Cable Holder next to the frame.

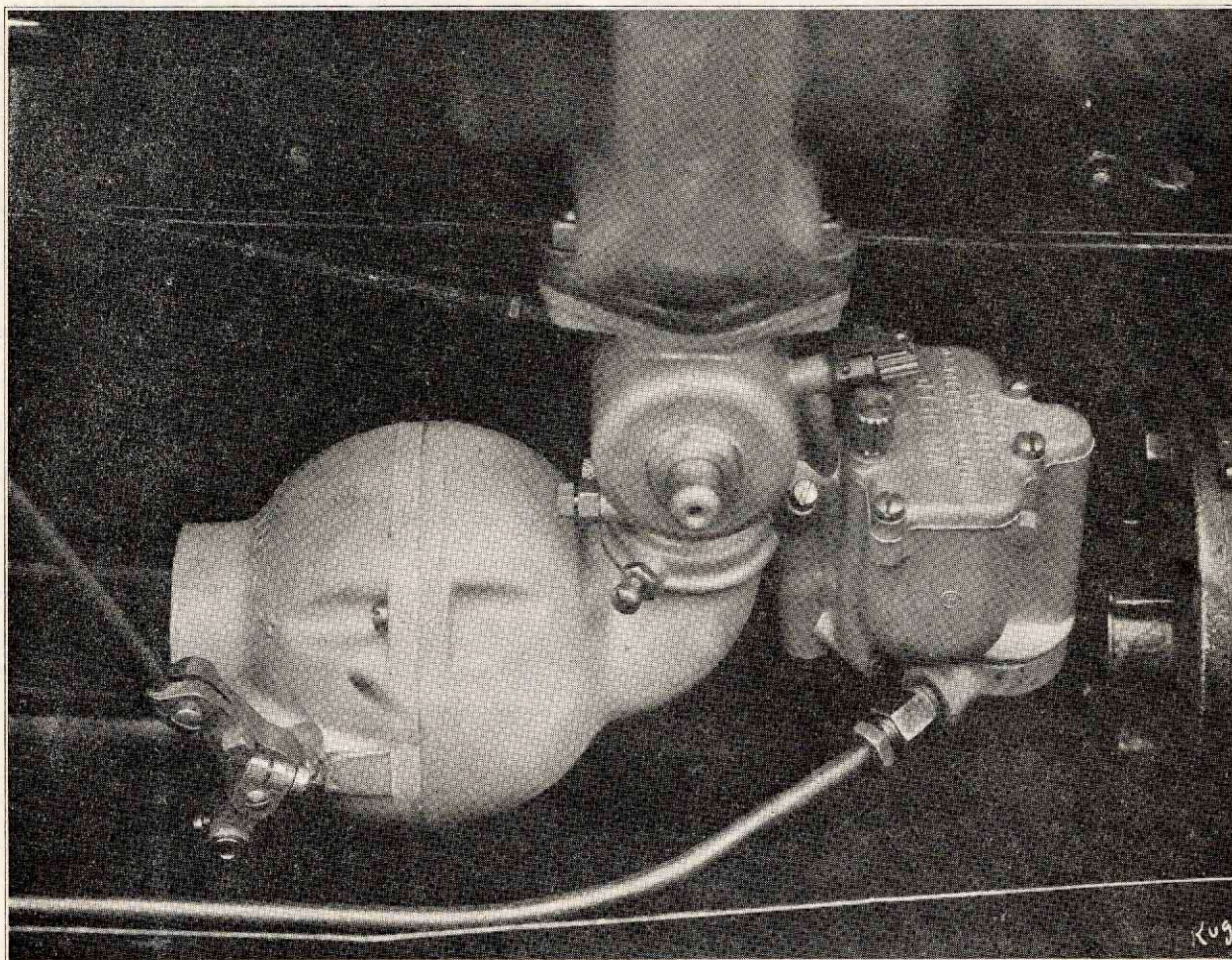
The Throttle Lever is installed on the back of body side.

The Strainer Bowl can be turned to any angle by loosening retaining nut.

Equipment 409

CHRYSLER 60-62

LIST PRICE \$21.50



DIRECTIONS FOR INSTALLATION

Examine the illustration above before you start.
The following method of procedure is recommended:

- 1—Remove the carburetor and the air cleaner.
- 2—Bolt Winfield to the manifold as shown above. Use the new gasket that is furnished. Be sure and use a thin gasket, preferably the gasket furnished with this installation. Never use a gasket that is over 1-64" thick. A thick gasket often warps the flange, and this warpage will cause an air leak that results in poor idling and poor low speed performance. Above all, **never use shellace or any other preparation on the gasket.**
- 3—The foot throttle arm is connected to the original rod next to the motor. Make sure that the throttle on the carburetor opens to wide-open position when the foot accelerator is pressed down to the floor board. To determine if the throttle is opening to its maximum limit, do this: have someone step on the foot accelerator for you while you listen to the carburetor. If you can hear the throttle hitting the stop, you know that it is opening

to its maximum limits. This procedure is important because if the throttle does not open to its capacity, it will not develop full power and speed.

- 4—Connect up the gasoline line. Use the original line and the original gas fitting.
- 5—Install the silencer and choke in the usual manner. The choke control is connected to the arm and holder assembled on the silencer. In making this hook-up, be sure that the choke on the dash is pushed all the way in before you make your setting. And when the dash choke is fully pushed in, make sure that the choke valve in the silencer is wide open. And see that the choke valve is fully closed when the choke control on the dash is pulled out. A partially opened choke when the dash control is pulled clear out will result in very hard starting. A partially closed choke after the motor is warmed up will ruin the gas mileage.

Adjustments

IDLING MIXTURE ADJUSTMENT—Always adjust the idling mixture with the spark retarded. Screw the idling adjustment valve in (clock-wise direction) for a richer mixture.

IDLING SPEED ADJUSTMENT, or throttle stop adjustment. Slower idling speed of the motor may be obtained unscrewing the stop adjustment; for faster idling speed, screw in the stop adjustment.

OTHER ADJUSTMENT—Before making other adjustments, screw the high speed and intermediate adjustment needles down in a clock-wise direction until they just barely seat. **Warning!** Do not screw these needles down too tight because too much force will distort the float bowl cover and gouge out the needle seat. Turn them down just to the point where there is a slight resistance.

INTERMEDIATE ADJUSTMENT—To get the approximate adjustment, turn this needle up in a counter-clock-wise direction to about 18 notches. The following is a good way to obtain an exact adjustment. Advance the spark lever to normal driving position; set throttle lever on the steering wheel to a position which will give about 30 miles per hour speed on a smooth road; then adjust intermediate needle to minimum opening that will give maximum engine speed for that throttle opening. This should give you a good average adjustment. Two notches less opening may give better economy for continuous driving or touring.

HIGH SPEED ADJUSTMENT—To get approximate setting, turn up the high speed adjustment needle in a counter clockwise direction to about 22 notches. The best way to test this adjustment is to try the car out on a hill. Set the needle to a point where you feel maximum power. Then turn the high speed needle down to an adjustment as lean as possible without losing power.

Ignition

Always check the ignition carefully. It is important that the ignition should be in first-class shape to get the best

results. A Winfield delivers a larger charge of mixture into the cylinders which means higher compression. This increased compression makes it harder for the plug to fire—there is more resistance. The ignition timing is also important as a late spark will result in a sluggish motor and give poor gas mileage.

Trouble Due to Faulty Ignition

IF THE MOTOR MIS-FIRES ON A HARD PULL, the trouble is usually due to spark plugs or coil.

- 1—Check the spark plug clearance. If the car is equipped with the regular silver dome head, the proper clearance is .028. If the car is equipped with the special Red Head (High Compression Head), the proper clearance is .025.
- 2—If the plugs have gone 10,000 miles or more, a new set should be installed. The porcelain in an old plug no longer makes a good insulation because the voltage leaks to the shell of the plug. This results in a weak spark.

- 3—The coil may be weak. Test the coil or try a new one.

BACK FIRING, AS IF THE MIXTURE WERE TOO LEAN. First, make sure that the mixture is right and that there is enough gas in the carburetor. If the back firing still continues, it is due to pre-ignition. A new set of plugs should cure the trouble.

MOTOR IDLES UNEVENLY OR GALLOPS. If you are sure that the idling mixture has been adjusted as well as possible and this trouble still exists, then look to the valves and spark plugs.

- 1—Check the compression on each cylinder using the hand crank.

- 2—Check the spark plug gaps. A gap that is adjusted too close will cause this uneven idling.

MOTOR MISSING AT RANDOM, that is, it misses as much on the level as it does on a hill. The trouble is usually in the distributor points.

- 1—If the points are pitted, file them smooth or install a new set.

- 2—The gap on the distributor points should be between .015 and .018, or it will not make a good contact at high speeds.

Equipment 409 CHRYSLER 60-62

This equipment consists of the following:

1.....	400—MA Body Assembly	\$17.00
1.....	246-A—Combination Choke and Silencer.....	2.50
1.....	36-B-1—Choke Lever .....	.75
1.....	38—Cable Holder .....	.50
1.....	33-B-7—Throttle Lever .....	.50
1.....	57-A-1—Gas Fitting .....	.25
		<hr/>
		\$21.50

This Carburetor is installed on the right hand side of the motor with the float bowl pointing to the front.

The flange on the Carburetor is tapped 5-16" U. S. S.

The Silencer points to the rear with the Cable Holder next to the frame.

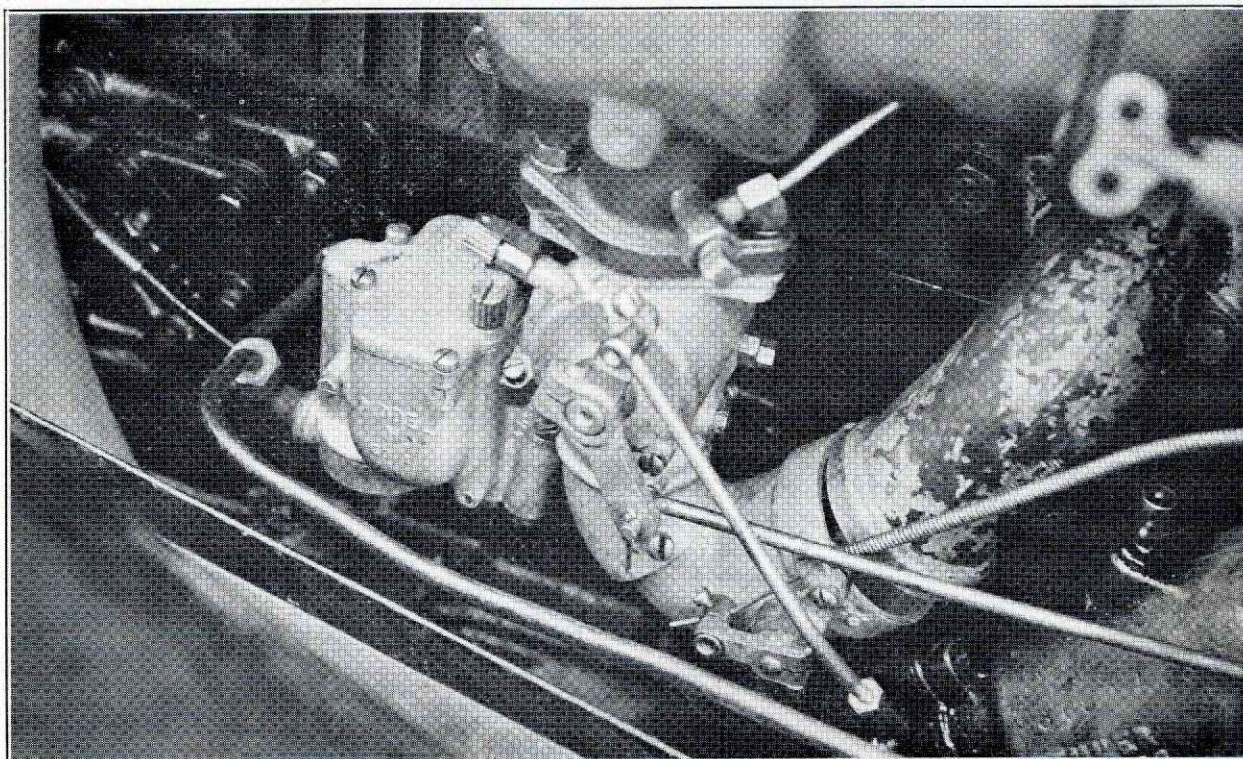
The Throttle Lever is installed on Throttle Cover side.

The Strainer Bowl can be turned to any angle by loosening retaining nut.

Equipment 410

Erskine 1927-1928

LIST PRICE \$22.00



DIRECTIONS FOR INSTALLATION

Examine the illustration above before you start.
The following method of procedure is recommended:

- 1—Remove the carburetor and the original hand throttle rod. Discard this throttle rod.
 - 2—Bolt Winfield to the manifold as shown above. Use the new gasket that is furnished. Be sure to use a thin gasket, preferably the gasket furnished with this installation. Never use a gasket that is over 1-64" thick. A thick gasket often warps the flange, and this warpage will cause an air leak that results in poor idling and poor low speed performance. Above all, **never use shellac or any other preparation on the gasket.**
 - 3—Take the foot throttle rod and turn it over so that the bent ends of the rod are reversed from the original position. Note in the illustration that the end of the rod points toward the frame—this is correct. Then connect up the foot throttle rod to the throttle arm on the carburetor as shown in the illustration. Make sure that the throttle on the carburetor opens to wide-open position when the foot accelerator is pressed down to the floor board. To determine if the throttle is opening to its maximum limit, do this: have someone step on the foot accelerator for you while you listen to the carburetor. If you can hear the throttle hitting the stop, you know that it is opening to its maximum limits. This procedure is important because if the throttle does not open to its capacity, it will not develop full power and speed.
 - 4—Install the new hand throttle rod that is furnished as shown in the illustration.
 - 5—Connect up the gasoline line. Use the original line and the original gas fitting.
 - 6—Install the choke by means of the 45° silencer adapter as shown in the illustration. The choke control is connected to the arm and holder assembled on the choke elbow.
- CAUTION**—With the choke on the instrument panel pushed "in", the choke butterfly should be inspected to see that it is wide open. A partially closed choke after the motor is warmed up will ruin the gas mileage. Also, inspect the butterfly valve to see that it closes tightly when the choke button is pulled out for starting, because if the choke is but partially opened, starting may be difficult.
- 7—There is a small space allowed between the choke elbow and the crankcase ventilator. This is correct, as it allows the carburetor to draw off all the fumes from the ventilator.
 - 8—Start the motor. And while it is idling, oil both ends of the throttle shaft at the throttle bearings. Use ordinary engine oil.

Adjustments

IDLING MIXTURE ADJUSTMENT—Always adjust the idling mixture with the spark retarded. Screw the idling adjustment valve in (clock-wise direction) for a richer mixture.

IDLING SPEED ADJUSTMENT, or throttle stop adjustment. Slower idling speed of the motor may be obtained by unscrewing the stop adjustment; for faster idling speed, screw in the stop adjustment. Set the idling speed fast enough so there is no tendency for the motor to die when the throttle is closed quickly.

OTHER ADJUSTMENT—Before making other adjustments, screw the high speed and intermediate adjustment needles down in a clock-wise direction until they just barely seat. **Warning!** Do not screw these needles down too tight because too much force will distort the float bowl cover and gouge out the needle seat. Turn them down just to the point where there is a slight resistance.

INTERMEDIATE ADJUSTMENT—To get the approximate adjustment, turn this needle up in a counter-clock-wise direction to about 16 notches. The following is a good way to obtain an exact adjustment. Advance the spark lever to normal driving position; set throttle lever on the steering wheel to a position which will give about 30 miles per hour speed on a smooth road; then adjust intermediate needle to minimum opening that will give maximum engine speed for that throttle opening. This should give you a good average adjustment. Two notches less opening may give better economy for continuous driving or touring.

HIGH SPEED ADJUSTMENT—To get approximate setting, turn up the high speed adjustment needle in a counter clockwise direction to about 18 notches. The best way to test this adjustment is to try the car out on a hill. Set the needle to a point where you feel maximum power. Then turn the high speed needle down to an adjustment as lean as possible without losing power.

Ignition

Always check the ignition carefully. It is important that the ignition should be in first-class shape to get the best results. A Winfield delivers a larger charge of mixture into the cylinders which means higher compression. This increased compression makes it harder for the plug to fire—there is more resistance. The ignition timing is also important as a late spark will result in a sluggish motor and give poor gas mileage.

Trouble Due to Faulty Ignition

IF THE MOTOR MIS-FIRES ON A HARD PULL, the trouble is usually due to spark plugs or coil.

1—Check the spark plug clearance. The proper clearance is .027.

2—If the plugs have gone 10,000 miles or more, a new set should be installed. The porcelain in an old plug no longer makes a good insulation because the voltage leaks to the shell of the plug. This results in a weak spark.

3—The coil may be weak. Test the coil or try a new one.

BACK FIRING, AS IF THE MIXTURE WERE TOO LEAN. First, make sure that the mixture is right and that there is enough gas in the carburetor. If the back firing still continues, it is due to pre-ignition. A new set of plugs should cure the trouble.

MOTOR IDLES UNEVENLY OR GALLOPS. If you are sure that the idling mixture has been adjusted as well as possible and this trouble still exists, then look to the valves and spark plugs.

1—Check the compression on each cylinder using the hand crank.

2—Check the spark plug gaps. A gap that is adjusted too close will cause this uneven idling.

MOTOR MISSING AT RANDOM, that is, it misses as much on the level as it does on a hill. The trouble is usually in the distributor points.

1—If the points are pitted, install a new set.

2—The gap on the distributor points should be .020, or it will not make a good contact at high speeds.

Equipment 410 ERSKINE 1927-28

This equipment consists of the following:

1.....	400—MA Body Assembly.....	\$17.00
1.....	241-A—Choke Elbow Assembly.....	1.50
1.....	36-B-1—Choke Lever .....	.75
1.....	33-G-4—Throttle Lever .....	.75
1.....	34-A-1—Slip Joint .....	.25
1.....	34-B-1—Slip Joint Clamp.....	.25
1.....	1081—45° Silencer Adapter.....	1.00
1.....	1086—Throttle Rod .....	.50
		<hr/>
		\$22.00

This Carburetor is installed on the left hand side of the motor with the float bowl to the front.

The flange on the Carburtor is tapped 5-16" U. S. S.

The Choke points to the rear and upward. Use the 45° Silencer Adapter in making this hook-up.

The Foot and Hand Throttle Levers are installed on the throttle cover side.

The Strainer Bowl can be turned to any angle by loosening retaining nut.

Equipment 411

Dodge 1927, 4 Cylinder Model 124

This equipment consists of the following:

1.....	400—MA Body Assembly	\$17.00
1.....	246-A—Combination Choke and Silencer.....	2.50
1.....	36-B-1—Choke Lever .....	.75
1.....	38—Cable Holder .....	.50
1.....	33-C-2—Throttle Lever .....	.50
1.....	57-D1—Gas Fitting	-.25
		<hr/>
		\$21.50

This Carburetor is installed on the right hand side of the motor with the float bowl pointing to the front.

The flange on the Carburetor is drilled 21-64".

The Silencer points to the rear with the Cable Holder next to the frame.

The Cable Holder points toward the back.

The Throttle Lever is installed on Throttle Cover side.

The Strainer Bowl can be turned to any angle by loosening retaining nut.

Equipment 412

Franklin 9, 10A, 10B

This equipment consists of the following:

1.....	400—MA Body Assembly	\$17.00
1.....	246-A—Combination Choke and Silencer.....	2.50
1.....	36-B-1—Choke Lever .....	.75
1.....	38-Cable Holder .....	.50
1.....	33-F-3—Throttle Lever .....	.75
1.....	58-A-3—Gas Line Extension	1.00
1.....	91—Flange with 263 A-1 Studs and 264 A-3 Nuts.....	2.00
1.....	114—Dash Control	1.75
		\$26.25

This Carburetor is installed on the left hand side of the motor with the float bowl to the front.

The Silencer points to the back with the Cable Holder next to the frame.

The Cable Holder points toward the back.

The Throttle Lever is installed on the back of body side.

The Strainer Bowl can be turned to any angle by loosening retaining nut.

Equipment 413

Franklin 10C, 11A

This equipment consists of the following:

1.....	400—MA Body Assembly	\$17.00
1.....	246-A—Combinaion Choke and Silencer	2.50
1.....	36-B-1—Choke Lever .....	.75
1.....	38—Cable Holder .....	.50
1.....	33-F-3—Throttle Lever .....	.75
1.....	57-D-2—Gas Fitting .....	.25
		<hr/>
		\$21.75

This Carburetor is installed on the left hand side of the motor with the float bowl to the front.

The flange on the Carburetor is tapped 5-16" U. S. S.

The Silencer points to the back with the cable holder next to the frame.

The Throttle Lever is installed on the back of body side.

The Strainer Bowl can be turned to any angle by loosening retaining nut.

Equipment 414

Falcon Knight

This equipment consists of the following:

1.....	400—MA Body Assembly	\$17.00
1.....	246-A—Combination Choke and Silencer	2.50
1.....	36-B-1—Choke Lever .....	.75
1.....	38—Cable Holder .....	.50
1.....	33-G-4—Throttle Lever .....	.75
1.....	58-A-7—Gas Line Extension	1.00
1.....	34-A-2—Slip Joint .....	.25

\$22.75

This Carburetor is installed on the left hand side of the motor with the float bowl to the back.

The flange on the Carburetor is tapped 5-16", U. S. S.

The Silencer points to the front with the Cable Holder on the outside.

The Strainer Bowl can be turned to any angle by loosening retaining nut.

Equipment 415

Ford Model T 1908-1927

With Manifold

Sold in Carton Installations Only....\$20.00

This equipment consists of the following:

- 1.....400—MA Body Assembly
- 1.....241-AF—Choke Assembly
- 1.....36-C-1—Choke Lever
- 1.....33-C-2—Throttle Lever
- 1.....58-A-1—Gas Fitting
- 1.....66-A—Manifold
- 1.....47-A-1—Throttle Rod
- 1.....47-A-2—Throttle Rod
- 1.....251-A—Stove
- 1.....54-C—Flexible Tubing
- 2.....65-A-1—Cap Screws
- 2.....26—Choke Retaining Screws and Nuts

This Carburetor is installed on the right hand side of the motor with the float bowl toward the frame.

The flange on the Carburetor is tapped 5-16" U. S. S.

The Choke Assembly points toward the back with the Choke Lever pointing forward.

The Throttle Lever is installed on the back of body side.

The Strainer Bowl can be turned to any angle by loosening retaining nut.

On Fords prior to 1926, the 47-A-1 Throttle Rod is used. In some instances it may be necessary to remove the valve cover plate and increase the size of the hole thru which the Throttle Rod passes. This hole should be increased from a hole to a slot which extends upward to the front of the motor.

Equipment 416

Henderson

This equipment consists of the following:

1.....	400—MA Body Assembly with special compensators.....	\$17.00
1.....	241-A—Choke Assembly	1.50
1.....	36-B-1—Choke Lever .....	.75
1.....	33-C-10—Throttle Lever .....	.50
1.....	57-A-1—Gas Fitting .....	.25
		<hr/>
		\$20.00

This Carburetor is installed on the right hand side of the motor with the float bowl to the back.

The flange on the Carburetor is tapped 5-16" U. S. S.

The Throttle Lever is installed on the back to the body side.

The Strainer Bowl can be turned to any angle by loosening retaining nut.

Equipment 417

Hupmobile 6

PRIOR TO 1928

This equipment consists of the following:

1.....	400—MA Body Assembly	\$17.00
1.....	246-A—Combination Choke and Silencer.....	2.50
1.....	36-B-1—Choke Lever .....	.75
1.....	38—Cable Holder .....	.50
1.....	33-B-3—Throttle Lever .....	.50
1.....	57-D-2—Gas Fitting .....	.25
		<hr/>
		\$21.50

This Carburetor is installed on the right hand side of the motor with the float bowl to the front.

The flange on the Carburetor is drilled 21-64".

The Silencer points to the rear with the Cable Holder next to the frame.

The Throttle Lever is installed on the Throttle Cover side.

The Strainer Bowl can be turned to any angle by loosening retaining nut.

Equipment 418

Hupmobile 4

This equipment consists of the following:

1.....	400—MA Body Assembly	\$17.00
1.....	246-A—Combination Choke and Silencer.....	2.50
1.....	36-B-1—Choke Lever .....	.75
1.....	38—Cable Holder .....	.50
1.....	33-B-1—Throttle Lever .....	.50
1.....	57-D-2—Gas Fitting .....	.25
		<hr/>
		\$21.50

This Carburetor is installed on the left hand side of the motor with the float bowl to the front.

The flange on the Carburetor is tapped 5-16" U. S. S.

The Silencer points to the back with the Cable Holder next to the frame.

The Throttle Lever is installed on the Throttle Cover side.

The Strainer Bowl can be turned to any angle by loosening retaining nut.

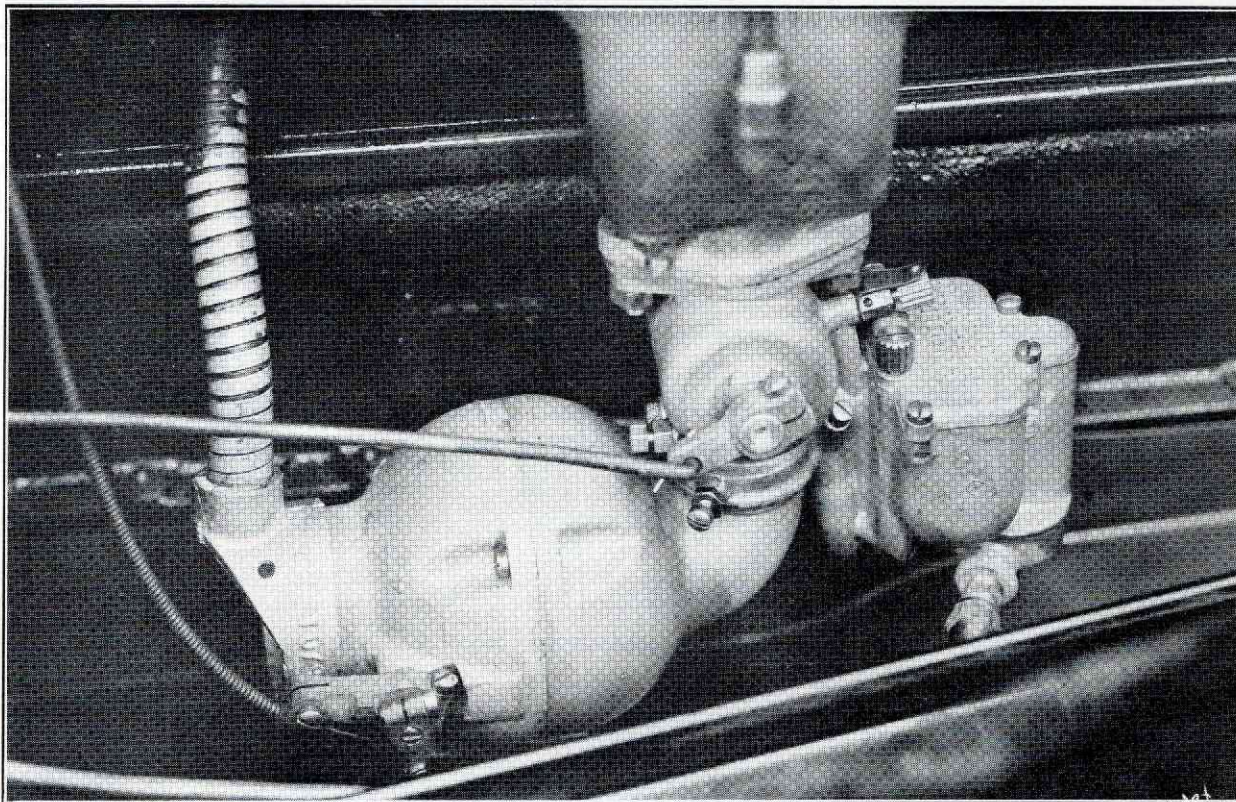
Note: If the gasoline line is too short, use the gasoline extension No. 58.

Use the length of tubing that is necessary.

Equipment 419

Nash Standard Six, Light Six and Ajax

LIST PRICE \$23.25



SHOWS INSTALLATION ON 1929 NASH STANDARD SIX ORIGINALLY EQUIPPED WITH A CARTER CARBURETOR

DIRECTIONS FOR INSTALLATION

Examine the illustration above before you start.
The following method of procedure is recommended:

- 1—Remove the carburetor and the air cleaner.
- 2—Bolt Winfield to the manifold as shown above. Use the original gasket on the manifold. If you have to bolt the special flange and carburetor together, be sure and use a thin gasket, preferably the gasket furnished with this installation. Never use a gasket that is over 1-64" thick. A thick gasket often warps the flange, and this warpage will cause an air leak that results in poor idling and poor low speed performance. Above all, **never use shellac or any other preparation on the gasket.**
- 3—The foot throttle arm is connected to the original rod next to the frame. Make sure that the throttle on the carburetor opens to wide-open position when the foot accelerator is pressed down to the floor board. To determine if the throttle is opening to its maximum limit, do this: have someone step on the foot accelerator for you while you listen to the carburetor. If you can hear the throttle hitting the stop, you know that it is opening to its maximum limits. This procedure is important because if the throttle does not open to its capacity, the carburetor will not develop full power and speed.
- 4—Connect up the gasoline line. Use the original line and the new gas fitting that is furnished.
- 5—Install the silencer and choke as shown in illustration. The choke control is connected to the arm and holder assembled on the silencer.

CAUTION—With the choke on the instrument panel pushed "in", the choke butterfly should be inspected to see that it is wide open. A partially closed choke after the motor is warmed up will ruin the gas mileage. Also, inspect the butterfly valve to see that it closes tightly when the choke button is pulled out for starting, because if the choke is but partially opened, starting may be difficult.

- 6—Fasten the Crankcase Ventilator Adapter on to the throat of the silencer. Insert the flexible tubing in the drilled part of the adapter.
- 7—Start the motor. And while it is idling, oil both ends of the throttle shaft at the throttle bearings. Use ordinary engine oil.

Adjustments

IDLING MIXTURE ADJUSTMENT—Always adjust the idling mixture with the spark retarded. Screw the idling adjustment valve in (clock-wise direction) for a richer mixture.

IDLING SPEED ADJUSTMENT, or throttle stop adjustment. Slower idling speed of the motor may be obtained by unscrewing the stop adjustment; for faster idling speed, screw in the stop adjustment. Set the idling speed fast enough so there is no tendency for the motor to die when the throttle is closed quickly.

OTHER ADJUSTMENTS—Before making other adjustments, screw the high speed and intermediate adjustment needles down in a clock-wise direction until they just barely seat. **Warning!** Do not screw these needles down too tight because too much force will distort the float bowl cover and gouge out the needle seat. Turn them down just to the point where there is a slight resistance.

INTERMEDIATE ADJUSTMENT—To get the approximate adjustment, turn this needle up in a counter-clockwise direction to about 18 notches. The following is a good way to obtain an exact adjustment. Advance the spark lever to normal driving position; set throttle lever on the steering wheel to a position which will give about 30 miles per hour speed on a smooth road; then adjust intermediate needle to minimum opening that will give maximum engine speed for that throttle opening. This should give you a good average adjustment. Two notches less opening may give better economy for continuous driving or touring.

HIGH SPEED ADJUSTMENT—To get approximate setting, turn up the high speed adjustment needle in a counter-clockwise direction to about 20 notches. The best way to test this adjustment is to try the car out on a hill. Set the needle to a point where you feel maximum power. Then turn the high speed needle down to an adjustment as lean as possible without losing power.

Ignition

Always check the ignition carefully. It is important that

the ignition should be in first-class shape to get the best results. A Winfield delivers a larger charge of mixture into the cylinders which means higher compression. This increased compression makes it harder for the plug to fire—there is more resistance. The ignition timing is also important as a late spark will result in a sluggish motor and give poor gas mileage.

Trouble Due to Faulty Ignition

IF THE MOTOR MIS-FIRES ON A HARD PULL, the trouble is usually due to spark plugs or coil.

1—Check the spark plug clearance. The proper clearance is .025.

2—If the plugs have gone 10,000 miles or more, a new set should be installed. The porcelain in an old plug no longer makes a good insulation because the voltage leaks to the shell of the plug. This results in a weak spark.

3—The coil may be weak. Test the coil or try a new one.

BACK FIRING, AS IF THE MIXTURE WERE TOO LEAN. First, make sure that the mixture is right and that there is enough gas in the carburetor. If the back firing still continues, it is due to pre-ignition. A new set of plugs should cure the trouble.

MOTOR IDLES UNEVENLY OR GALLOPS. If you are sure that the idling mixture has been adjusted as well as possible and this trouble still exists, then look to the valves or spark plugs.

1—Check the compression on each cylinder using the hand crank.

2—Check the spark plug gaps. A gap that is adjusted too close will cause this uneven idling.

MOTOR MISSING AT RANDOM, that is, it misses as much on the level as it does on a hill. The trouble is usually in the distributor points.

1—If the points are pitted, file them smooth or install a new set.

2—The gap on the distributor points should be .020, or it will not make a good contact at high speeds.

Equipment 419

NASH STANDARD 6, LIGHT 6 AND AJAX

This equipment consists of the following:

1.....	400—MA Body Assembly	\$17.00
1.....	246-A—Combination Choke and Silencer.....	2.50
1.....	36-B-1—Choke Lever .....	.75
1.....	38—Cable Holder .....	.50
1.....	33-C-2—Throttle Lever .....	.50
1.....	57-D-1—Gas Fitting .....	.25
1.....	77—Flange, including 1 62-A Gasket, 2 63-A-1 Studs, 2 64-A-3 Nuts.....	1.00
1.....	1079—Crankcase Ventilator Adapter.....	.75
		<hr/>
		\$23.25

This Carburetor is installed on the right hand side of the motor with the float bowl to the front.

The flange on the Carburetor is drilled 21-64".

The Silencer points to the back with the Cable Holder next to the frame.

The Throttle Lever is installed on the back of body side of the carburetor.

The Crankcase Ventilator Adapter should be drilled for 3/4" tubing. Connect the ventilator tubing to the adapter.

The Strainer Bowl can be turned to any angle by loosening retaining nut.

Equipment 419

Nash Standard 6, Light 6 and Ajax

This equipment consists of the following:

1.....	400—MA Body Assembly	\$17.00
1.....	246-A—Combination Choke and Silencer.....	2.50
1.....	36-B-1—Choke Lever .....	.75
1.....	38—Cable Holder .....	.50
1.....	33-C-2—Throttle Lever .....	.50
1.....	57-D-1—Gas Fitting .....	.25
1.....	77—Flange, including 1 62-A Gasket, 2 63-A-1 Studs, 2 64-A-3 Nuts	1.00
		\$22.50

This Carburetor is installed on the right hand side of the motor with the float bowl to the front.

The flange on the Carburetor is drilled 21-64".

The Silencer points to the back with the Cable Holder next to the frame.

The Throttle Lever is installed on the back of body side.

The Strainer Bowl can be turned to any angle by loosening retaining nut.

Equipment 420

Nash 41-4 Cylinder, 1923 and Prior

This equipment consists of the following:

1.....400—MA Body Assembly	\$17.00
1.....246-A—Combination Choke and Silencer	2.50
1.....38-A—Choke Lever Stop .....	.50
1.....36-A-2—Choke Lever .....	.75
1.....33-C-2—Throttle Lever .....	.50
1.....33-B-5—Throttle Lever .....	.50
1.....57-A-1—Gas Fitting .....	.25
	<hr/>
	\$22.00

This Carburetor is installed on the left hand side of the motor with the float bowl to the back.

The flange on the Carburetor is tapped 5-16" U. S. S.

The Silencer points toward the front with the Cable Holder next to frame.

The Choke Lever Stop points up and slightly to the back.

The 33-C-2 Throttle Lever is installed on the back of body side.

The 33-B-5 Throttle Lever is installed on the Throttle Cover side.

The Strainer Bowl can be turned to any angle by loosening retaining nut.

Equipment 421

Oakland 1924-1927

This equipment consists of the following:

1.....	400—MA Body Assembly	\$17.00
1.....	246-A—Combination Choke and Silencer.....	2.50
1.....	36-B-1—Choke Lever .....	.75
1.....	38—Cable Holder .....	.50
1.....	33-C-2—Throttle Lever .....	.50
1.....	57-D-1—Gas Fitting .....	.25
		<hr/>
		\$21.50

This Carburetor is installed on the right hand side of the motor with the float bowl to the front.

The flange on the Carburetor is drilled 21-64".

The Silencer points to the rear with the Cable Holder next to the frame.

The Cable Holder points towards the back.

The Throttle Lever is installed on the back of body side.

The Strainer Bowl can be turned to any angle by loosening retaining nut.

Equipment 422

Oldsmobile 30-1924-1927

This equipment consists of the following:

1.....	400—MA Body Assembly	\$17.00
1.....	246-A—Combination Choke and Silencer	2.50
1.....	36-B-1—Choke Lever .....	.75
1.....	38—Cable Holder .....	.50
1.....	33-C-2—Throttle Lever .....	.50
1.....	58-A-6—Gas Fitting .....	.50
1.....	76—Flange, including 1 62-A gasket, 2 63-A-1 Studs, 2 64-A-3 Nuts	1.00
1.....	114—Choke Dash Control	1.75
		\$24.50

This Carburetor is installed on the right hand side of the motor with the float bowl to the front.

The flange on the Carburetor is drilled 21-64".

The Silencer points to the back with the Cable Holder next to the frame.

The Cable Holder points towards the back.

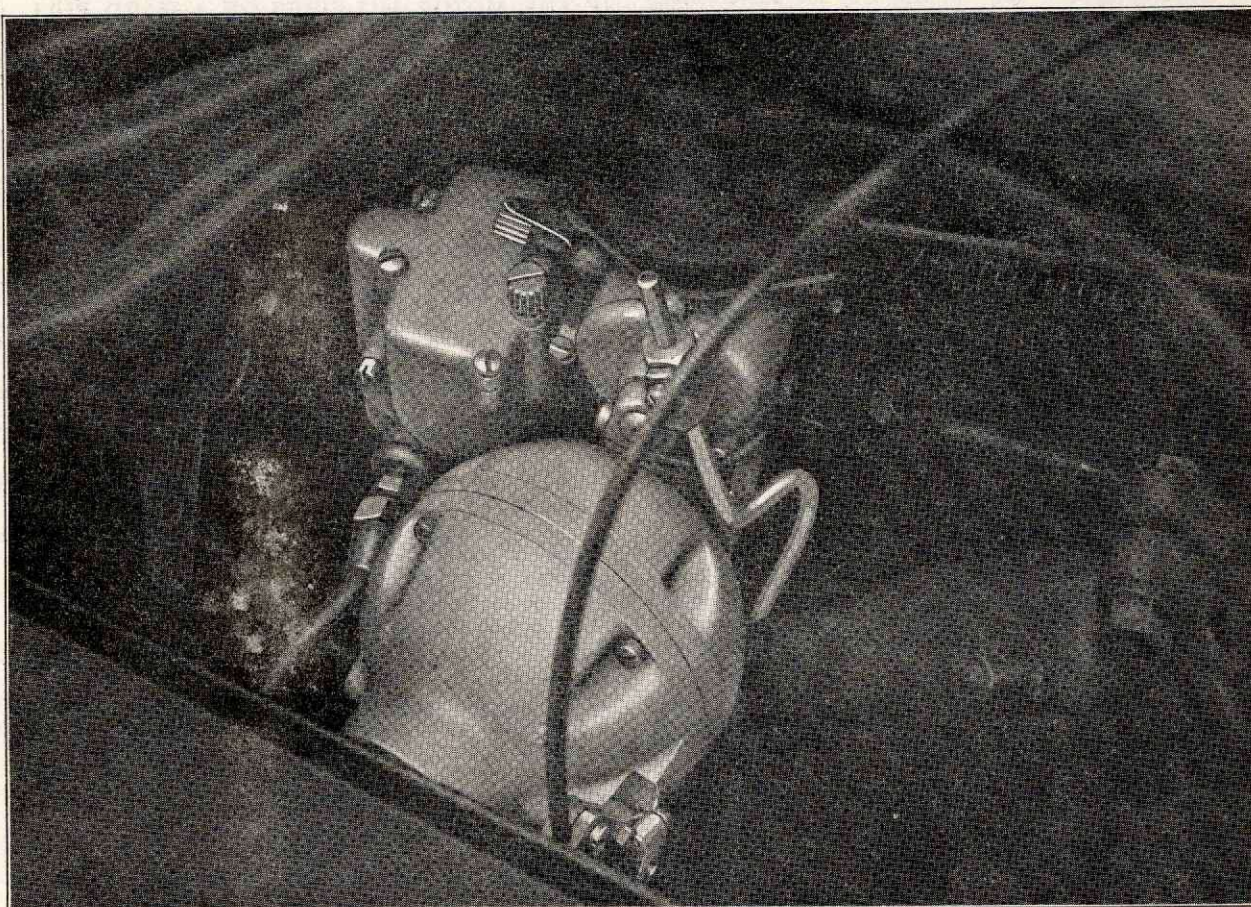
The Throttle Lever is installed on Throttle Cover side.

The Strainer Bowl can be turned at any angle by loosening retaining nut.

Equipment 423

Overland 6, 1926

LIST PRICE \$21.25



DIRECTIONS FOR INSTALLATION

Examine the illustration above before you start.
The following method of procedure is recommended:

- 1—Remove the carburetor.
- 2—Take off the old hand throttle rod and discard it. Use the special rod enclosed in the package equipment.
- 3—Bolt Winfield to the manifold as shown above. Use the new gasket that is furnished. Never use a gasket that is over 1-64" thick. A thick gasket often warps the flange, and this warpage will cause an air leak that results in poor idling and poor low speed performance. Above all, **Never use shellac or any other preparation on the gasket.**
- 4—The foot throttle arm is connected to the original rod next to the motor. It is necessary to bend the rod to fit.
Note: Turn the wing nut on the valve door in a direction parallel to the throttle rod. If you will do this, there is plenty of clearance for the throttle rod.
When you have made this hook up, be sure that the throttle on the carburetor opens to wide-open position when the foot accelerator is pressed down to the floor board. To determine if the throttle is opening to its maximum limit, do this: have someone step on the foot accelerator for you while you listen to the carburetor. If you can hear the throttle hitting the stop, you know that it is opening to its maximum limits. This procedure is important because if the throttle does not open to its capacity, it will not develop full power and speed.
- 5—Hand throttle hook-up. Connect up the new hand throttle rod as shown in the illustration. Use the slip joint and clamp which is furnished.
Note: When the hand throttle lever is connected as shown in the illustration, it will give a reverse action to the hand lever on the steering post. That is, when the steering post hand lever is an open position, the carburetor throttle is closed. Be sure to inform the owner of the reverse action.
- 6—Connect up the gasoline line. Use the original line and the new gas fitting that is furnished.
- 7—Install the silencer and choke in the usual manner. The choke control is connected to the arm and holder assembled on the silencer. Follow the illustration carefully for the proper location of the silencer. In making this hook-up, be sure that the choke on the dash is pushed all the way in before you make your setting. And when the dash choke is fully pushed in, make sure that the choke valve in the silencer is wide open. And see that the choke valve is fully closed when the choke control on the dash is pulled out. A partially opened choke when the dash control is pulled clear out will result in very hard starting. A partially closed choke after the motor is warmed up will ruin the gas mileage.

Adjustments

IDLING MIXTURE ADJUSTMENT—Always adjust the idling mixture with the spark retarded. Screw the idling adjustment valve in (clock-wise direction) for a richer mixture.

IDLING SPEED ADJUSTMENT, or throttle stop adjustment. Slower idling speed of the motor may be obtained by unscrewing the stop adjustment; for faster idling speed, screw in the stop adjustment.

OTHER ADJUSTMENTS—Before making other adjustments, screw the high speed and intermediate adjustment needles down in a clock-wise direction until they just barely seat. **Warning!** Do not screw these needles down too tight because too much force will distort the float bowl cover and gouge out the needle seat. Turn them down just to the point where there is a slight resistance.

INTERMEDIATE ADJUSTMENT—To get the approximate adjustment, turn this needle up in a counter-clock-wise direction to about 18 notches. The following is a good way to obtain an exact adjustment. Advance the spark lever to normal driving position; set throttle lever on the steering wheel to a position which will give about 30 miles per hour speed on a smooth road; then adjust intermediate needle to minimum opening that will give maximum engine speed for that throttle opening. This should give you a good average adjustment. Two notches less opening may give better economy for continuous driving or touring.

HIGH SPEED ADJUSTMENT—To get approximate setting, turn up the high speed adjustment needle in a counter clockwise direction to about 20 notches. The best way to test this adjustment is to try the car out on a hill. Set the needle to a point where you feel maximum power. Then turn the high speed needle down to an adjustment as lean as possible without losing power.

Ignition

Always check the ignition carefully. It is important that the ignition should be in first-class shape to get the best

results. A Winfield delivers a larger charge of mixture into the cylinders which means higher compression. This increased compression makes it harder for the plug to fire—there is more resistance. The ignition timing is also important as a late spark will result in a sluggish motor and give poor gas mileage.

Trouble Due to Faulty Ignition

IF THE MOTOR MIS-FIRES ON A HARD PULL, the trouble is usually due to spark plugs or coil.

1—Check the spark plug clearance. The proper clearance may be had by consulting the instruction book for this car. The Overland should have not more than .032.

2—If the plugs have gone 10,000 miles or more, a new set should be installed. The porcelain in an old plug no longer makes a good insulation because the voltage leaks to the shell of the plug. This results in a weak spark.

3—The coil may be weak. Test the coil or try a new one.

BACK FIRING, AS IF THE MIXTURE WERE TOO LEAN. First, make sure that the mixture is right and that there is enough gas in the carburetor. If the back firing still continues, it is due to pre-ignition. A new set of plugs should cure the trouble.

MOTOR IDLES UNEVENLY OR GALLOPS. If you are sure that the idling mixture has been adjusted as well as possible and this trouble still exists, then look to the valves and spark plugs.

1—Check the compression on each cylinder using the hand crank.

2—Check the spark plug gaps. A gap that is adjusted too close will cause this uneven idling.

MOTOR MISSING AT RANDOM, that is, it misses as much on the level as it does on a hill. The trouble is usually in the distributor points.

1—If the points are pitted, file them smooth or install a new set.

2—The gap on the distributor points should be between .015 and .018, or it will not make a good contact at high speeds.

Equipment 423 OVERLAND 6, 1926

This equipment consists of the following:

1.....	400—MA Body Assembly	\$17.00
1.....	241-A—Choke Assembly	1.50
1.....	36-B-1—Choke Lever .....	.75
2.....	33-B-3—Throttle Levers	1.00
1.....	57-D-1—Gas Fitting .....	.25
1.....	47-K—Throttle Rod .....	.25
1.....	34-A and 1-34B—Slip Joint and Clamp.....	.50
		<hr/>
		\$21.25

This Carburetor is installed on the left hand side of the motor with the float bowl to the front.

The flange on the Carburetor is tapped 5-16", U. S. S.

The Choke Assembly points toward the frame.

The Choke Lever points down.

The Hand Throttle Lever is installed on the Throttle cover side and points toward the front. Use the slip joint and clamp that is furnished.

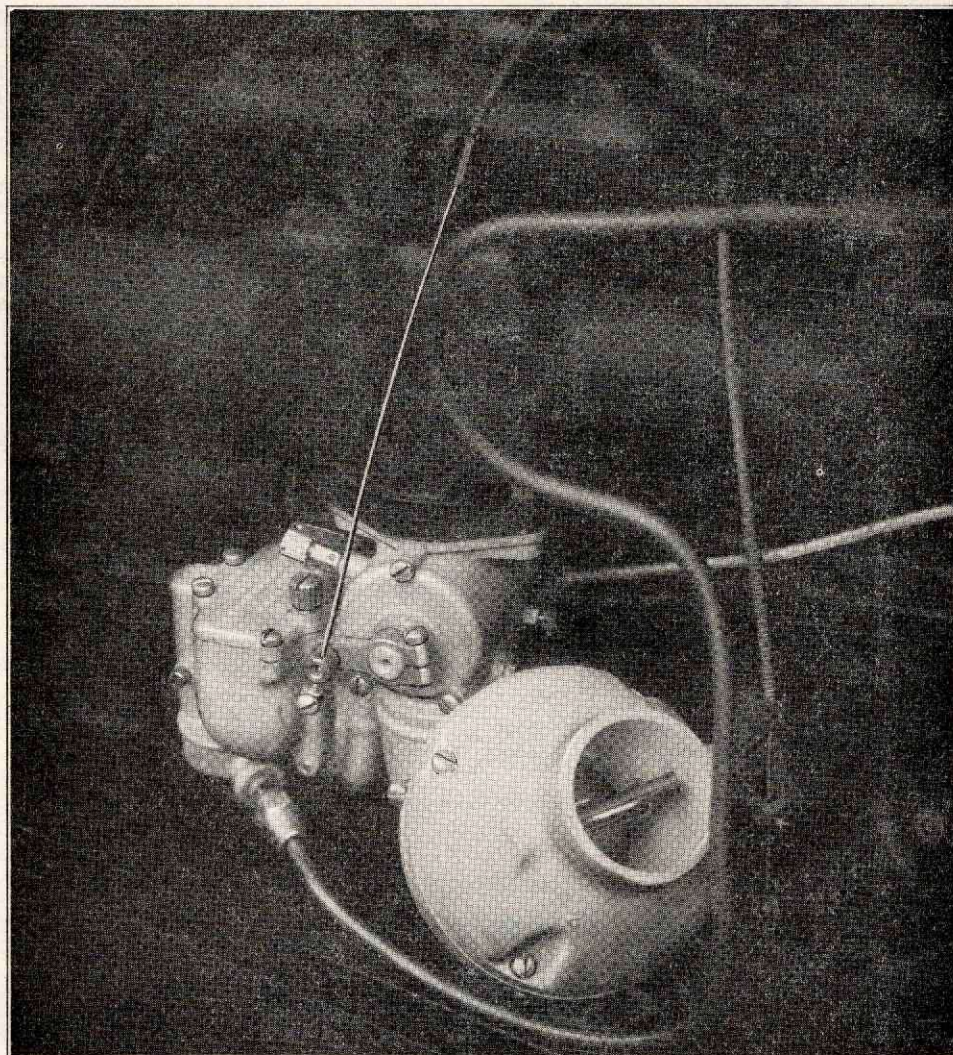
The Foot Throttle Lever is installed on the back of body side.

The Strainer Bowl can be turned to any angle by loosening retaining nut.

Equipment 424

Whippet 4, 1926-29

LIST PRICE \$23.25



DIRECTIONS FOR INSTALLATION

Examine the illustration above before you start.
The following method of procedure is recommended:

- 1—Remove the carburetor and the air cleaner.
- 2—Bolt Winfield to the manifold as shown above. Use the new gasket that is furnished. Be sure and use a thin gasket, preferably the gasket furnished with this installation. Never use a gasket that is over 1-64" thick. A thick gasket often warps the flange, and this warpage will cause an air leak that results in poor idling and poor low speed performance. Above all, **never use shellac or any other preparation on the gasket.**
- 3—The hand throttle cable holder must be changed from the inner cap screw on the manifold to the outer cap screw as shown in the illustration.
- 4—The foot throttle arm is connected to the original rod next to the motor. Make sure that the throttle on the carburetor opens to wide-open position when the foot accelerator is pressed down to the floor board. To determine if the throttle is opening to its maximum limit, do this: have someone step on the foot accelerator for you while you listen to the carburetor. If you can hear the throttle hitting the stop, you know that it is opening to its maximum limits. This procedure is important because if the throttle does not open to its capacity, it will not develop full power and speed.
- 5—Connect up the gasoline line. Use the original line and the gas fitting that is furnished.
- 6—Install the silencer and choke by means of the 45° silencer adapter as shown in the illustration. This must be turned slightly out to clear the steering post. The choke control is connected to the arm and holder assembled on the silencer. In making this hook-up, be sure that the choke on the dash is pushed all the way in before you make your setting. And when the dash choke is fully pushed in, make sure that the choke valve in the silencer is wide open. And see that the choke valve is fully closed when the choke control on the dash is pulled out. A partially opened choke when the dash control is pulled clear out will result in very hard starting. A partially closed choke after the motor is warmed up will ruin the gas mileage.

Adjustments

IDLING MIXTURE ADJUSTMENT—Always adjust the idling mixture with the spark retarded. Screw the idling adjustment valve in (clock-wise direction) for a richer mixture.

IDLING SPEED ADJUSTMENT, or throttle stop adjustment. Slower idling speed of the motor may be obtained by unscrewing the stop adjustment; for faster idling speed, screw in the stop adjustment.

OTHER ADJUSTMENTS—Before making other adjustments, screw the high speed and intermediate adjustment needles down in a clock-wise direction until they just barely seat. **Warning!** Do not screw these needles down too tight because too much force will distort the float bowl cover and gouge out the needle seat. Turn them down just to the point where there is a slight resistance.

INTERMEDIATE ADJUSTMENT—To get the approximate adjustment, turn this needle up in a counter-clock-wise direction to about 16 notches. The following is a good way to obtain an exact adjustment. Advance the spark lever to normal driving position; set throttle lever on the steering wheel to a position which will give about 30 miles per hour speed on a smooth road; then adjust intermediate needle to minimum opening that will give maximum engine speed for that throttle opening. This should give you a good average adjustment. Two notches less opening may give better economy for continuous driving or touring.

HIGH SPEED ADJUSTMENT—To get approximate setting, turn up the high speed adjustment needle in a counter clockwise direction to about 18 notches. The best way to test this adjustment is to try the car out on a hill. Set the needle to a point where you feel maximum power. Then turn the high speed needle down to an adjustment as lean as possible without losing power.

Ignition

Always check the ignition carefully. It is important that the ignition should be in first-class shape to get the best

results. A Winfield delivers a larger charge of mixture into the cylinders which means higher compression. This increased compression makes it harder for the plug to fire—there is more resistance. The ignition timing is also important as a late spark will result in a sluggish motor and give poor gas mileage.

Trouble Due to Faulty Ignition

IF THE MOTOR MIS-FIRES ON A HARD PULL, the trouble is usually due to spark plugs or coil.

1—Check the spark plug clearance. The proper clearance may be had by consulting the instruction book for this car. The Whippet 4 should have not more than .030.

2—If the plugs have gone 10,000 miles or more, a new set should be installed. The porcelain in an old plug no longer makes a good insulation because the voltage leaks to the shell of the plug. This results in a weak spark.

3—The coil may be weak. Test the coil or try a new one.

BACK FIRING, AS IF THE MIXTURE WERE TOO LEAN. First, make sure that the mixture is right and that there is enough gas in the carburetor. If the back firing still continues, it is due to pre-ignition. A new set of plugs should cure the trouble.

MOTOR IDLES UNEVENLY OR GALLOPS. If you are sure that the idling mixture has been adjusted as well as possible and this trouble still exists, then look to the valves and spark plugs.

1—Check the compression on each cylinder using the hand crank.

2—Check the spark plug gaps. A gap that is adjusted too close will cause this uneven idling.

MOTOR MISSING AT RANDOM, that is, it misses as much on the level as it does on a hill. The trouble is usually in the distributor points.

1—If the points are pitted, file them smooth or install a new set.

2—The gap on the distributor points should be between .015 and .018, or it will not make a good contact at high speeds.

Equipment 424 WHIPPET 4 (1926-29)

This equipment consists of the following:

1.....	400—MA Body Assembly.....	\$17.00
1.....	246-A—Combination Choke and Silencer.....	2.50
1.....	36-B-1—Choke Lever .....	.75
1.....	38—Cable Holder .....	.50
1.....	33-B-3—Throttle Lever (Foot) .....	.50
1.....	33-C-11—Throttle Lever (Hand) .....	.75
1.....	57-D-1—Gas Fitting .....	.25
1.....	1081—45° Silencer Adapter	1.00
		<hr/>
		\$23.25

This Carburetor is installed on the left hand side of the motor with the float bowl to the front.

The flange on the Carburetor is tapped 5-16" U. S. S.

The Silencer points to the rear and out with the Cable Holder next to the motor. Use the 45° Silencer Adapter.

The Foot Throttle Lever is installed on the back of body side.

The Hand Throttle Lever is installed on the Throttle Cover side.

The Strainer Bowl can be turned to any angle by loosening retaining nut.

Equipment 425

Whippet 6, (1927-1928)

This equipment consists of the following:

1.....	400—MA Body Assembly	\$17.00
1.....	246-A—Combination Choke and Silencer.....	2.50
1.....	36-B-1—Choke Lever .....	.75
1.....	38—Cable Holder .....	.50
1.....	33-B-4—Throttle Lever .....	.50
1.....	33-B-3—Throttle Lever .....	.50
1.....	57-D-1—Gas Fitting .....	.25
		<hr/>
		\$22.00

This Carburetor is installed on the left hand side of the motor with the float bowl to the front.

The flange on the Carburetor is tapped 5-16" U. S. S.

The Silencer points to the back with the Cable Holder next to the frame.

The 33-B-3 Throttle Lever is installed on the Throttle Cover side.

The 33-B-4 Throttle Lever is installed on the back of the body side.

The Strainer Bowl can be turned to any angle by loosening retaining nut.

Equipment 426

Paige 6-45, Jewett New Day

This equipment consists of the following:

1.....	400—MA Body Assembly	\$17.00
1.....	246-A—Combination Choke and Silencer	2.50
1.....	36-B-1—Choke Lever .....	.75
1.....	38—Cable Holder .....	.50
1.....	33-C-4—Throttle Lever .....	.50
1.....	57-A-2—Gas Fitting .....	.25
		<hr/>
		\$21.50

This Carburetor is installed on the left hand side of the motor with the float bowl pointing toward the frame.

The flange on the Carburetor is tapped 5-16" U. S. S.

The Silencer points to the front with the Cable Holder next to the frame.

The Throttle Lever is installed on the Throttle Cover side.

The Strainer Bowl can be turned to any angle by loosening retaining nut.

Equipment 427

Pontiac

Prior to 1928

This equipment consists of the following:

1.....	400—MA Body Assembly	\$17.00
1.....	246-A—Combination Choke and Silencer	2.50
1.....	36-B-1—Choke Lever .....	.75
1.....	38—Cable Holder .....	.50
1.....	33-B-3—Throttle Lever .....	.50
1.....	58-A-1—Gas Line Extension .....	.50
		<hr/>
		\$21.75

This Carburetor is installed on the right hand side of the motor with the float bowl pointing to the front.

The flange on the Carburetor is tapped 5-16" U. S. S.

The Silencer points to the rear with the Cable Holder next to the frame.

The Throttle Lever is installed on the Throttle Cover side.

The Strainer Bowl can be turned to any angle by loosening retaining nut.

Equipment 428

Star 4, Early 1927 and Prior

This equipment consists of the following:

1.....400—MA Body Assembly	\$17.00
1.....246-A—Combination Choke and Silencer.....	2.50
1.....36-C-1—Choke Lever .....	.75
1.....38-A—Choke Lever Stop .....	.50
1.....33-B-3—Throttle Lever .....	.50
1.....57-D-1—Gas Fitting .....	.25
1.....42-B—Choke Return Spring	
	<hr/>
	\$21.50

This Carburetor is installed on the left hand side of the motor with the float bowl pointing to the front.

The flange on the Carburetor is tapped 5-16" U. S. S.

The Silencer points to the rear with the Choke Lever Stop next to the frame.

The Choke Lever Stop points upward and slightly to the back.

The Throttle Lever is installed on the back of the body side.

The Strainer Bowl can be turned to any angle by loosening retaining nut.

Equipment 429

Star 6 and Late 1927 Star 4

This equipment consists of the following:

1.....	400—MA Body Assembly	\$17.00
1.....	246-A—Combination Choke and Silencer.....	2.50
1.....	36-B-1—Choke Lever .....	.75
1.....	38—Cable Holder .....	.50
1.....	33-A-5—Throttle Lever .....	.50
1.....	57-D-1—Gas Fitting .....	.25
		\$21.50

This Carburetor is installed on the left hand side of the motor with the float bowl to the front.

The flange of the Carburetor is tapped 5-16" U. S. S.

The Silencer points toward the back with the Choke Lever Stop next to the frame.

The 33-A-5 Throttle Lever is installed on the back of body side.

The Strainer Bowl can be turned to any angle by loosening retaining nut.

On the Star 6 prior to 1927 only the 33-B-5 Throttle Liver is used. This is installed on the back of body side.

Equipment 430

Studebaker Standard 6

This equipment consists of the following:

1.....	400—MA Body Assembly	\$17.00
1.....	246-A—Combination Choke and Silencer.....	2.50
1.....	36-B-1—Choke Lever75
1.....	38—Cable Holder50
1.....	33-C-4—Throttle Lever50
1.....	97-A—Flange, including 1 62-A Gasket, 2 63-A-4 Studs, 2 64-A-2 Nuts	1.00
1.....	47-B-1—Throttle Rod .....	.25
1.....	58-A-1—Gas Line Extension.....	.50
		\$23.00

This Carburetor is installed on the left hand side of the motor with the float bowl to the front.

The flange on the Carburetor is drilled 21-64".

The Silencer points to the rear with the Cable Holder next to the frame.

The Throttle Lever is installed on the back of body side.

The Strainer Bowl can be turned to any angle by loosening retaining nut.

On Late Model Studebaker Standard 6 installations, it is not necessary to use the Gas Line Extension, nor the No. 97-A Flange.

Equipment 431

Willys-Knight 70-A

LIST PRICE \$22.25

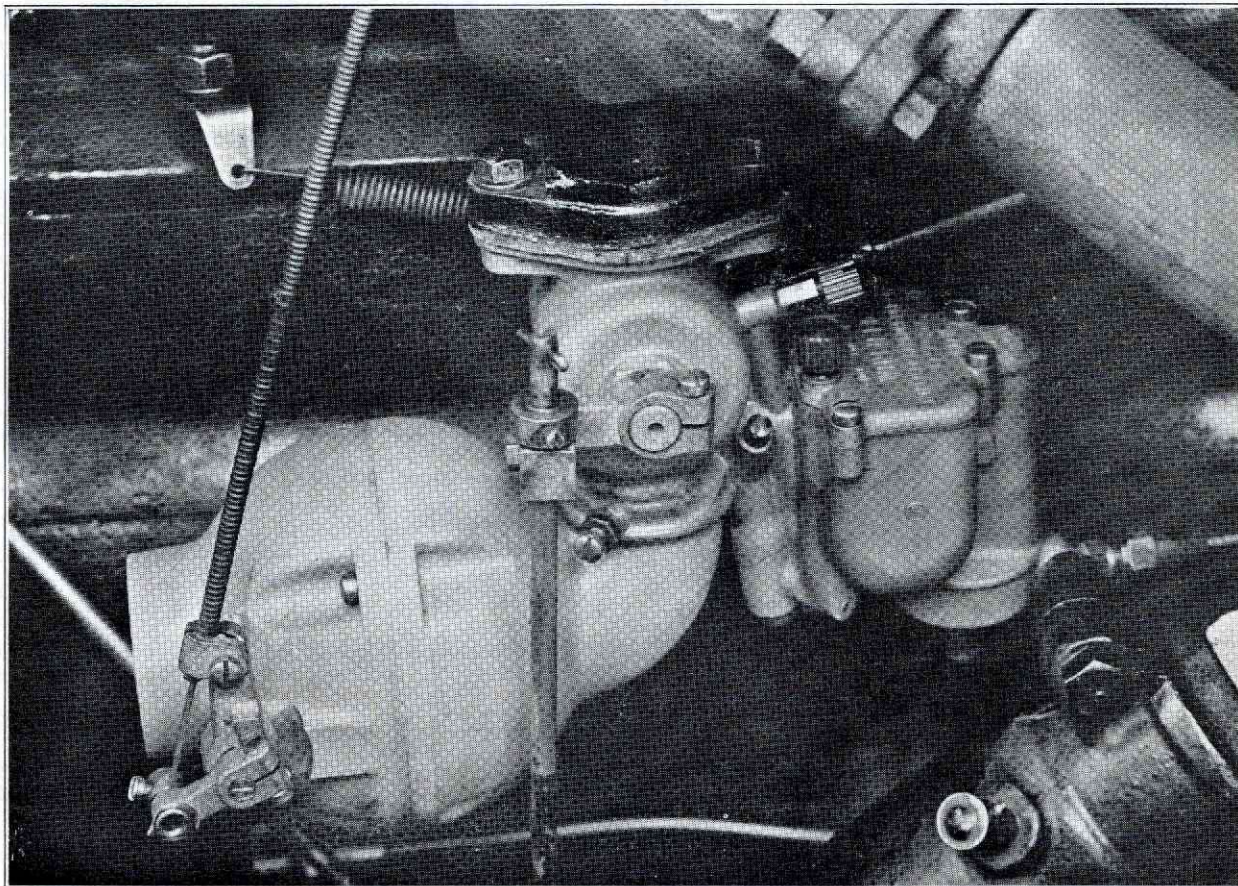


PHOTO SHOWS INSTALLATION ON 1928 WILLYS-KNIGHT 70-A

DIRECTIONS FOR INSTALLATION

Examine the illustration above before you start.
The following method of procedure is recommended:

- 1—Remove the carburetor.
- 2—Bolt Winfield to the manifold as shown above. Use the new gasket that is furnished. Be sure and use a thin gasket, preferably the gasket furnished with this installation. Never use a gasket that is over 1-64" thick. A thick gasket often warps the flange, and this warpage will cause an air leak that results in poor idling and poor low speed performance. Above all, **never use shellac or any other preparation on the gasket.**
- 3—Install foot throttle on shaft next to motor, turning down and slightly forward at closed throttle. Connect lever to original throttle rod. Install hand throttle lever on shaft next to frame and connect to original hand throttle rod as shown in the illustration. Note: If the motor has the throttle oil control, the new automatic oil control should be installed as recommended by the Willys-Knight factory and the old oil throttle rod discarded.

Make sure that the throttle on the carburetor opens to wide-open position when the foot accelerator is pressed down to the floor board. To determine if the throttle is opening to its maximum limit, do this: have someone step

on the foot accelerator for you while you listen to the carburetor. If you can hear the throttle hitting the stop, you know that it is opening to its maximum limits. This procedure is important because if the throttle does not open to its capacity, the carburetor will not develop full power and speed.

- 4—Install the silencer and choke in the usual manner. The choke control is connected to the arm and holder assembled on the silencer as shown.

CAUTION: With the choke on the instrument panel pushed "in", the choke butterfly should be inspected to see that it is wide open. A partially closed choke after the motor is warmed up will ruin the gas mileage. Also inspect the butterfly valve to see that it closes tightly when the choke button is pulled out for starting, because if the choke is partially opened, starting may be difficult.

- 5—Connect up the gasoline line, using the original line and the new gas fitting that is furnished.

- 6—Start the motor. While it is idling, oil both ends of throttle shaft at the throttle bearings. Use ordinary engine oil.

Adjustments

IDLING MIXTURE ADJUSTMENT—Always adjust the idling mixture with the spark retarded. Screw the idling adjustment valve in (clock-wise direction) for a richer mixture.

IDLING SPEED ADJUSTMENT, or throttle stop adjustment. Slower idling speed of the motor may be obtained by unscrewing the stop adjustment; for faster idling screw in the stop adjustment. Set the idling speed fast enough so there is no tendency for the motor to die when the throttle is closed quickly.

OTHER ADJUSTMENTS—Before making other adjustments, screw the high speed and intermediate adjustment needles down in a clock-wise direction until they just barely seat. **Warning!** Do not screw these needles down too tight because too much force will distort the float bowl cover and gouge out the needle seat. Turn them down just to the point where there is a slight resistance.

INTERMEDIATE ADJUSTMENT—To get the approximate adjustment, turn this needle up in a counter-clock-wise direction to about 23 notches. The following is a good way to obtain an exact adjustment. Advance the spark lever to normal driving position; set throttle lever on the steering wheel to a position which will give about 30 miles per hour speed on a smooth road; then adjust intermediate needle to minimum opening that will give maximum engine speed for that throttle opening. This should give you a good average adjustment. Two notches less opening may give better economy for continuous driving or touring.

HIGH SPEED ADJUSTMENT—To get approximate setting, turn up the high speed adjustment needle in a counter clockwise direction to about 25 notches. The best way to test this adjustment is to try the car out on a hill. Set the needle to a point where you **feel** maximum power. Then turn the high speed needle down to an adjustment as lean as possible without losing power.

Ignition

Always check the ignition carefully. It is important that the

ignition should be in first-class shape to get the best results. A Winfield delivers a larger charge of mixture into the cylinders which means higher compression. This increased compression makes it harder for the plug to fire—because there is more resistance. The ignition timing is also important as a late spark will result in a sluggish motor and give poor gas mileage.

Trouble Due to Faulty Ignition

IF THE MOTOR MIS-FIRES ON A HARD PULL, the trouble is usually due to spark plugs or coil.

1—Check the spark plug clearance. The proper clearance may be had by consulting the instruction book for this car. The Willys-Knight should have not more than .025.

2—If the plugs have gone 10,000 miles or more, a new set should be installed. The porcelain in an old plug no longer makes a good insulation because the voltage leaks to the shell of the plug. This results in a weak spark.

3—The coil may be weak. Test the coil or try a new one.

BACK FIRING, AS IF THE MIXTURE WERE TOO LEAN. First, make sure that the mixture is right and that there is enough gas in the carburetor. If the back firing still continues, it is due to pre-ignition. A new set of plugs should cure the trouble.

MOTOR IDLES UNEVENLY OR GALLOPS. If you are sure that the idling mixture has been adjusted as well as possible and this trouble still exists, then look to the compression and spark plugs.

1—Check the compression on each cylinder using the hand crank.

2—Check the spark plug gaps. A gap that is adjusted **too close** will cause this uneven idling.

MOTOR MISSING AT RANDOM, that is, it misses as much on the level as it does on a hill. The trouble is usually in the distributor points.

1—If the points are pitted, file them smooth or install a new set.

2—The gap on the distributor points should be between .018 and .020, or it will not make a good contact at high speeds.

Equipment 431

WILLYS-KNIGHT 70-A

This equipment consists of the following:

1.....	400—MA Body Assembly	\$17.00
1.....	246-A—Combination Choke and Silencer.....	2.50
1.....	36-B-1—Choke Lever .....	.75
1.....	38—Cable Holder .....	.50
1.....	33-A-1—Throttle Lever .....	.75
1.....	33-B-3—Throttle Lever .....	.50
1.....	57-D-1—Gas Fitting .....	.25
		<hr/>
		\$22.25

This Carburetor is installed on the left hand side of the motor with the float bowl to the back.

The flange on the Carburetor is tapped 5-16" U. S. S.

The Silencer points to the front with the Cable Holder next to frame.

The 33-B-3 Throttle Lever is installed on the back of the body side.

The 33-A-1 Throttle Lever is installed on the Throttle Cover side.

The Strainer Bowl can be turned to any angle by loosening retaining nut.

Equipment 431

Willys-Knight 70-80

This equipment consists of the following:

1.....	400—MA Body Assembly	\$17.00
1.....	246-A—Combination Choke and Silencer	2.50
1.....	36-B-1 Choke Lever .....	.75
1.....	38—Cable Holder .....	.50
1.....	33-F-2—Throttle Lever .....	.75
1.....	33-B-3—Throttle Lever .....	.50
1.....	57-D-1—Gas Fitting .....	.25
1.....	47-G—Throttle Rod .....	.25
		\$22.50

This Carburetor is installed on the left hand side of the motor with the float bowl to the back.

The flange on the Carburetor is tapped 5-16" U. S. S.

The Silencer points to the front with the Cable Holder on top.

The 33-F-2 Throttle Lever is installed on the back of the body side.

The 33-B-3 Throttle Lever is installed on the Throttle Cover side.

The Strainer Bowl can be turned to any angle by loosening retaining nut.

Equipment 432

Moon 6-60

This equipment consists of the following:

1.....	400—MA Body Assembly	\$17.00
1.....	246-A—Combination Choke and Silencer.....	2.50
1.....	36-B-1—Choke Lever .....	.75
1.....	38—Cable Holder .....	.50
1.....	33-B-3—Throttle Lever .....	.50
1.....	33-B-1—Throttle Lever .....	.50
1.....	57-D-2—Gas Fitting .....	.25
1.....	61-B—Throttle Chain .....	.25
2.....	65--A-1—Cap Screws	
		\$22.25

This Carburetor is installed on the left hand side of the motor with the float bowl to the back.

The flange of the Carburetor is tapped 5-16" U. S. S.

The Silencer points to the front with the Cable Holder to the back and slightly up.

The 33-B-3 Throttle Lever is installed on the Throttle Cover side.

The 33-B-1 Throttle Lever is installed on the back of body side.

The Strainer Bowl can be turned to any angle by loosening retaining nut.

Equipment 433

Peerless 6-60

This equipment consists of the following:

1.....	400—MA Body Assembly	\$17.00
1.....	246-A—Combination Choke and Silencer.....	2.50
1.....	36-C-2—Choke Lever .....	.75
1.....	38-A—Choke Lever Stop .....	.50
1.....	33-C-4—Throttle Lever .....	.50
1.....	57-D-2—Gas Fitting .....	.25
		<hr/>
		\$21.50

This Carburetor is installed on the right hand side of the motor with the float bowl to the front.

The flange on the Carburetor is tapped 5-16", U. S. S.

The Silencer points to the back with the Choke Lever Stop next to the frame.

The Choke Lever Stop points down and slightly toward the back.

The Throttle Lever is installed on the Throttle cover side.

The Strainer Bowl can be turned to any angle by loosening retaining nut.

Equipment 434

Flint 6-40

This equipment consists of the following:

1.....	400—MA Body Assembly	\$17.00
1.....	246-A—Combination Choke and Silencer.....	2.50
1.....	36-B-1—Choke Lever .....	.75
1.....	38—Cable Holder .....	.50
2.....	33-B-2—Throttle Levers	1.00
1.....	57-D-1—Gas Fitting .....	.25
		<hr/>
		\$22.00

This Carburetor is installed on the left hand side of the motor with the float bowl to the front.

The flange of the Carburetor is tapped 5-16" U. S. S.

The Silencer points to the rear with the Cable Holder next to the frame.

The Cable Holder points toward the back.

The Strainer Bowl can be turned to any angle by loosening retaining nut.

Equipment 435

Chevrolet (Prior to 1925)

This equipment consists of the following:

1.....	400—MA Body Assembly	\$17.00
1.....	241-A—Choke Elbow Assembly	1.50
1.....	142—Hot Air Tube Adapter .....	.75
1.....	36-B-1—Choke Lever .....	.75
2.....	33-B-2—Throttle Levers	1.00
1.....	57-D-2—Gas Fitting .....	.25
		\$21.25

This Carburetor is installed on the left hand side of the motor with the float bowl to the front.

The Carburetor Flange is tapped 5-16" U. S. S.

The Choke Elbow Assembly is turned to the rear. Insert the Hot Air Tube Adapter (142) in the rear of our Choke Elbows 241-A and then fasten with set screws. Insert the Hot Air Tube from the Chevrolet into our Hot Air Tube Adapter and clamp with set screws.

The Throttle Levers are installed one on each side.

The Strainer Bowl can be turned to any angle by loosening retaining nut.

Equipment 436

Chevrolet (1925-28)

This equipment consists of the following:

1.....	400—MA Body Assembly	\$17.00
1.....	241-A—Choke Elbow Assembly	1.50
1.....	142—Hot Air Tube Adapter .....	.75
1.....	36-B-1—Choke Lever .....	.75
1.....	33-B-2—Throttle Lever .....	.50
1.....	33-C-3—Throttle Lever .....	.50
1.....	57-D-2—Gas Fitting .....	.25
1.....	47-C—Throttle Rod .....	.25
1.....	47-D-6—Throttle Rod .....	.25
1.....	54-D—Flexible Tubing .....	.25
1.....	86-A—Flange, including 1 62-A Gasket, 2 63-A-1 Studs, 2 64-A-3 Nuts	1.00
		<hr/>
		\$23.00

This Carburetor is installed on the left hand side of the motor with the float bowl to the front.

The Carburetor Flange is drilled 21-64".

The Choke Elbow Assembly is turned to the rear, and is connected to the hot air tube and oil breather by means of adapter and flexible tubing furnished. The small tubing should be placed over the Chevrolet steel tubing and inserted into our adapter and locked with set screw.

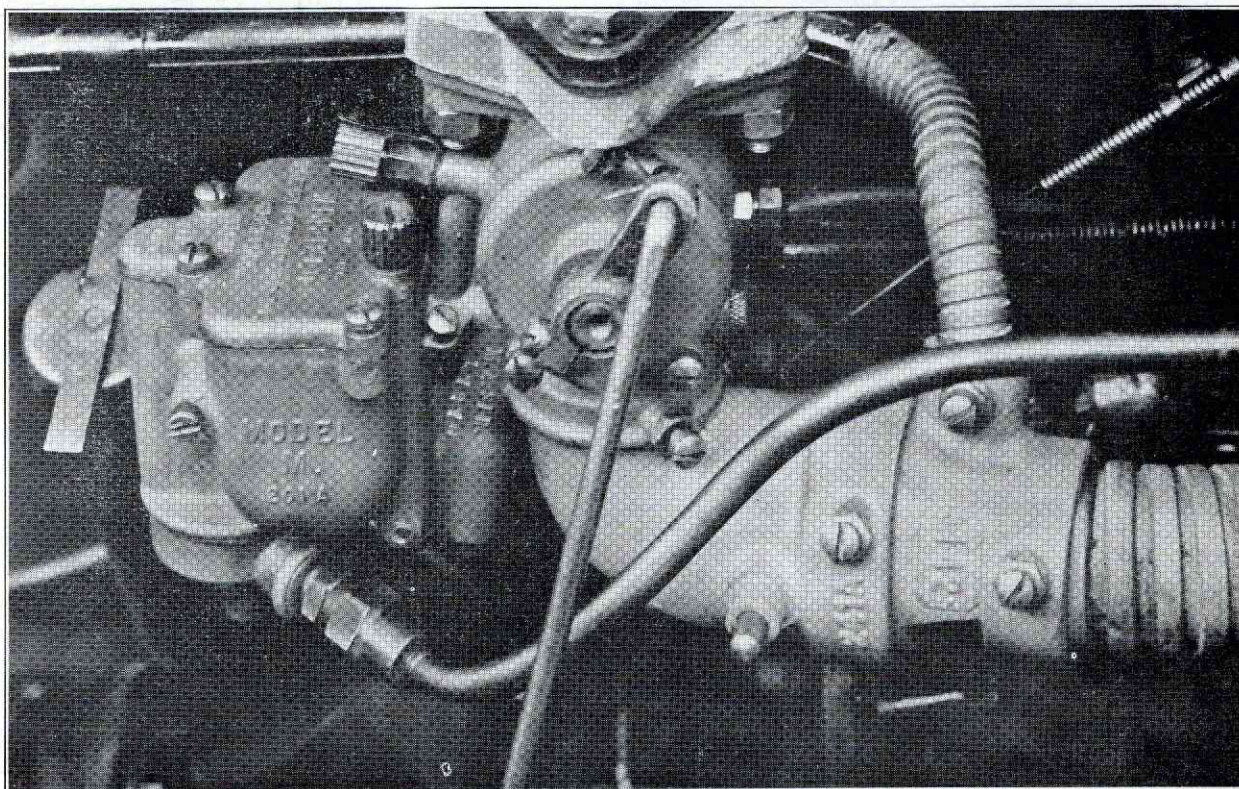
The Throttle Levers are installed one on each side.

The Strainer Bowl can be turned to any angle by loosening retaining nut.

Equipment 436

Chevrolet 1925-28

LIST PRICE \$23.00



SHOWS INSTALLATION ON A 1928 CHEVROLET

DIRECTIONS FOR INSTALLATION

Examine the illustration above before you start.
The following method of procedure is recommended:

- 1—Remove the carburetor and crankcase ventilator.
- 2—Bolt new flange to manifold using original gasket. Bolt Winfield to new flange as shown in the illustration using new gasket furnished with this installation. Never use a gasket that is over 1-64" thick. A thick gasket often warps the flange, and this warpage will cause an air leak that results in poor idling and poor low speed performance. Above all, **never use shellac or any other preparation on the gasket.**
- 3—The new handle throttle rod is connected to new throttle lever on throttle cover side of the carburetor next to frame as shown.
- 4—The foot throttle lever is placed on shaft next to motor, pointing down at closed throttle position. Connect new throttle rod to this lever and original foot throttle rod on body side of carburetor next to motor. Make sure that the throttle on the carburetor opens to wide-open position when the foot accelerator is pressed down to the floor board. To determine if the throttle is opening to its maximum limit, do this: have someone step on the foot accelerator for you while you listen to the carburetor. If you can hear the throttle hitting the stop, you

know that it is opening to its maximum limits. This procedure is important because if the throttle does not open to its capacity, it will not develop full power and speed.

- 5—Connect up the gasoline line. Use the original line and the new gas fitting.

- 6—Install Choke Elbow as shown, the choke lever next to motor horizontal and pointing to the front. Connect choke wire to choke lever.

CAUTION—With the choke on the instrument panel pushed "in", the choke butterfly should be inspected to see that it is wide open. A partially closed choke after the motor is warmed up will ruin the gas mileage. Also, inspect the butterfly valve to see that it closes tightly when the choke button is pulled out for starting, because if the choke is but partially opened, starting may be difficult.

- 7—Connect new hot air tube adapter to choke elbow and install tubing as shown in illustration.

- 8—Start the motor. While it is idling, oil both ends of the throttle shaft at the throttle bearings. Use ordinary engine oil.

Adjustments

IDLING MIXTURE ADJUSTMENT—Always adjust the idling mixture with the spark retarded. Screw the idling adjustment valve in (clock-wise direction) for a richer mixture.

IDLING SPEED ADJUSTMENT, or throttle stop adjustment. Slower idling speed of the motor may be obtained by unscrewing the stop adjustment; for faster idling screw in the stop adjustment. Set the idling speed fast enough so there is no tendency for the motor to die when the throttle is closed quickly.

OTHER ADJUSTMENTS—Before making other adjustments, screw the high speed and intermediate adjustment needles down in a clock-wise direction until they just barely seat. **Warning!** Do not screw these needles down too tight because too much force will distort the float bowl cover and gouge out the needle seat. Turn them down just to the point where there is a slight resistance.

INTERMEDIATE ADJUSTMENT—To get the approximate adjustment, turn this needle up in a counter-clock-wise direction to about 18 notches. The following is a good way to obtain an exact adjustment. Advance the spark lever to normal driving position; set throttle lever on the steering wheel to a position which will give about 30 miles per hour speed on a smooth road; then adjust intermediate needle to minimum opening that will give maximum engine speed for that throttle opening. This should give you a good average adjustment. Two notches less opening may give better economy for continuous driving or touring.

HIGH SPEED ADJUSTMENT—To get approximate setting, turn up the high speed adjustment needle in a counter-clockwise direction to about 15 notches. The best way to test this adjustment is to try the car out on a hill. Set the needle to a point where you feel maximum power. Then turn the high speed needle down to an adjustment as lean as possible without losing power.

Ignition

Always check the ignition carefully. It is important that the

ignition should be in first-class shape to get the best results. A Winfield delivers a larger charge of mixture into the cylinders which means higher compression. This increased compression makes it harder for the plug to fire—because there is more resistance. The ignition timing is also important as a late spark will result in a sluggish motor and give poor gas mileage.

Trouble Due to Faulty Ignition

IF THE MOTOR MIS-FIRES ON A HARD PULL, the trouble is usually due to spark plugs or coil.

1—Check the spark plug clearance. The proper clearance may be had by consulting the instruction book for this car. The Chevrolet should have not more than .028.

2—If the plugs have gone 10,000 miles or more, a new set should be installed. The porcelain in an old plug no longer makes a good insulation because the voltage leaks to the shell of the plug. This results in a weak spark.

3—The coil may be weak. Test the coil or try a new one.

BACK FIRING, AS IF THE MIXTURE WERE TOO LEAN. First, make sure that the mixture is right and that there is enough gas in the carburetor. If the back firing still continues, it is due to pre-ignition. A new set of plugs should cure the trouble.

MOTOR IDLES UNEVENLY OR GALLOPS. If you are sure that the idling mixture has been adjusted as well as possible and this trouble still exists, then look to the valves and spark plugs.

1—Check the compression on each cylinder using the hand crank.

2—Check the spark plug gaps. A gap that is adjusted too close will cause this uneven idling.

MOTOR MISSING AT RANDOM, that is, it misses as much on the level as it does on a hill. The trouble is usually in the distributor points.

1—If the points are pitted, install a new set.

2—The gap on the distributor points should be .025, or it will not make a good contact at high speeds.

Equipment 436 CHEVROLET (1925-28)

This equipment consists of the following:

1.....	400—MA Body Assembly	\$17.00
1.....	241-A—Choke Elbow Assembly and 2-26 Screws	1.50
1.....	142—Hot Air Tube Adapter and 2-26 Screws .....	.75
1.....	36-B-1—Choke Lever .....	.75
1.....	33-B-2—Throttle Lever .....	.50
1.....	33-C-3—Throttle Lever .....	.50
1.....	57-D-2—Gas Fitting .....	.25
1.....	47-C—Throttle Rod .....	.25
1.....	47-D-6—Throttle Rod .....	.25
1.....	54-D—Flexible Tubing .....	.25
1.....	86-A—Flange, including 1 62-A Gasket, 2 63-A-1 Studs, 2 64-A-3 Nuts.....	1.00
		\$23.00

This Carburetor is installed on the left hand side of the motor with float bowl to the front. The Carburetor Flange is drilled 21-64".

The Choke Elbow Assembly is turned to the rear, and is connected to the hot air tube and oil breather by means of adapter and flexible tubing furnished. The small tubing should be placed over the Chevrolet steel tubing and inserted into our adapter and locked with set screws.

The 33-B-2 Throttle Lever is installed on the throttle cover side.

The 33-C-2 Throttle Lever is installed on the body side.

The Strainer Bowl can be turned to any angle by loosening retaining nut.

Equipment 437

Pontiac 1928

This equipment consists of the following:

1.....	400—MA Body Assembly	\$17.00
1.....	246-A—Combination Choke and Silencer	2.50
1.....	38—Cable Holder .....	.50
1.....	36-B-1—Choke Lever .....	.75
1.....	33-G-2—Throttle Lever	1.00
1.....	57-D-1—Gas Fitting .....	.25
36"	115-3—20 gauge Piano Wire .....	.25
		\$22.25

This Carburetor is installed on the right hand side of the motor with the float bowl to the front.

The Carburetor Flange is tapped 5-16" U. S. S.

The Silencer points to the rear with the Cable Holder next to the frame.

The Throttle Lever is installed on the body side.

The Strainer Bowl can be turned to any angle by loosening retaining nut.

Equipment 438

Willys-Knight 56

This equipment consists of the following:

1.....	400—MA Body Assembly	\$17.00
1.....	246-A—Combination Choke and Silencer	2.50
1.....	36-B-1—Choke Lever .....	.75
1.....	38—Cable Holder .....	.50
1.....	33-G-3—Throttle Lever .....	.75
1.....	57-D-1—Gas Fitting .....	.25
		\$21.75

This Carburetor is installed on the left hand side of the motor with the float bowl to the front.

The Carburetor Flange is tapped 5-16" U. S. S.

The Silencer points toward the rear with the Cable Holder next to frame.

The Throttle Lever is installed on the throttle cover side.

The Strainer Bowl can be turned to any angle by loosening retaining nut.