Equipment 542
Oakland 1923

This equipment consists of the following:

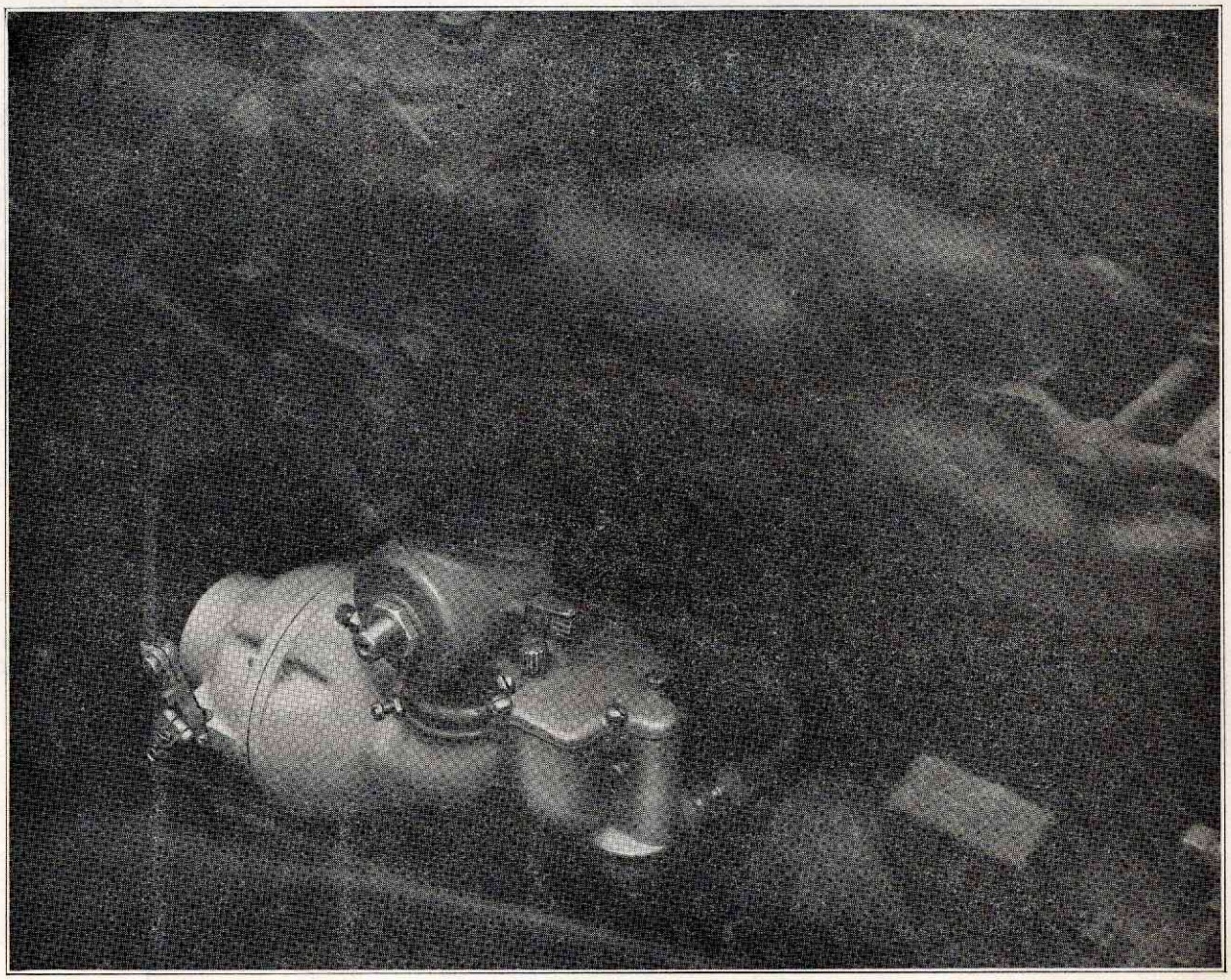
1	500—MB Body Assembly	$21.75
1	246-B—Combination Choke and Silencer	2.75
1	36-B-1—Choke Lever	.75
1	38—Cable Holder	.50
2	33-C-3—Throttle Levers	1.00
1	57-D-2—Gas Fitting	.25
1	74—Flange, including 2 63-A-4 Studs, 4 64-A-2 Nuts, 1 62-B Gasket	1.50
		$28.50

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 drilled 21-64".
The Silencer points to the rear with the Cable Holder next to the frame.
The Cable Holder points toward the rear.
The Throttle Levers are installed one on each side.
The Strainer Bowl can be turned to any angle by loosening retaining nut.

Equipment 543

Hupmobile Six 1928-29

LIST PRICE $26.50



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. 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 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 as shown in illustration. Use the original line and the new gas fitting furnished.

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.

OVER

DATED MAY 1, 1929

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 24 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 30 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 Hupmobile 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 543

HUPMOBILE SIX 1928-29

This equipment consists of the following:

1	500—MB Body Assembly	$21.75
1	246-B—Combination Choke and Silencer	2.75
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
		$26.50

This Carburetor is installed on the right hand side of the motor with the Float Bowl toward the front.

The Carburetor Flange is tapped ⅜" U. S. S.

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

The Throttle Lever is installed on the cover side.

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

Equipment 544

Locomobile Jr. 8 (1927)

This equipment consists of the following:

1	500—MB Body Assembly	$21.75
1	246-B—Combination Choke and Silencer	2.75
1	38—Cable Holder	.50
1	36-B-1—Choke Lever	.75
1	40—Bell Crank Assembly	1.75
1	57-D-2—Gas Fitting	.25
1	87-B-1—Flange, including 2 63-A-6 Studs, 2 64-A-5 Nuts	
		$27.75

This Carburetor is installed on the right hand side of the motor with the float bowl toward the frame.
The Carburetor Flange is tapped 3/8" U. S. S.
The Silencer points toward the rear with the Cable Holder toward frame.
The Throttle Lever is installed on the back of body side.
The Bell Crank Assembly is mounted over the float chamber.
The Strainer Bowl can be turned to any angle by loosening retaining nut.

Equipment 545

Marmon 68-78 — Roosevelt 1929

LIST PRICE $28.00

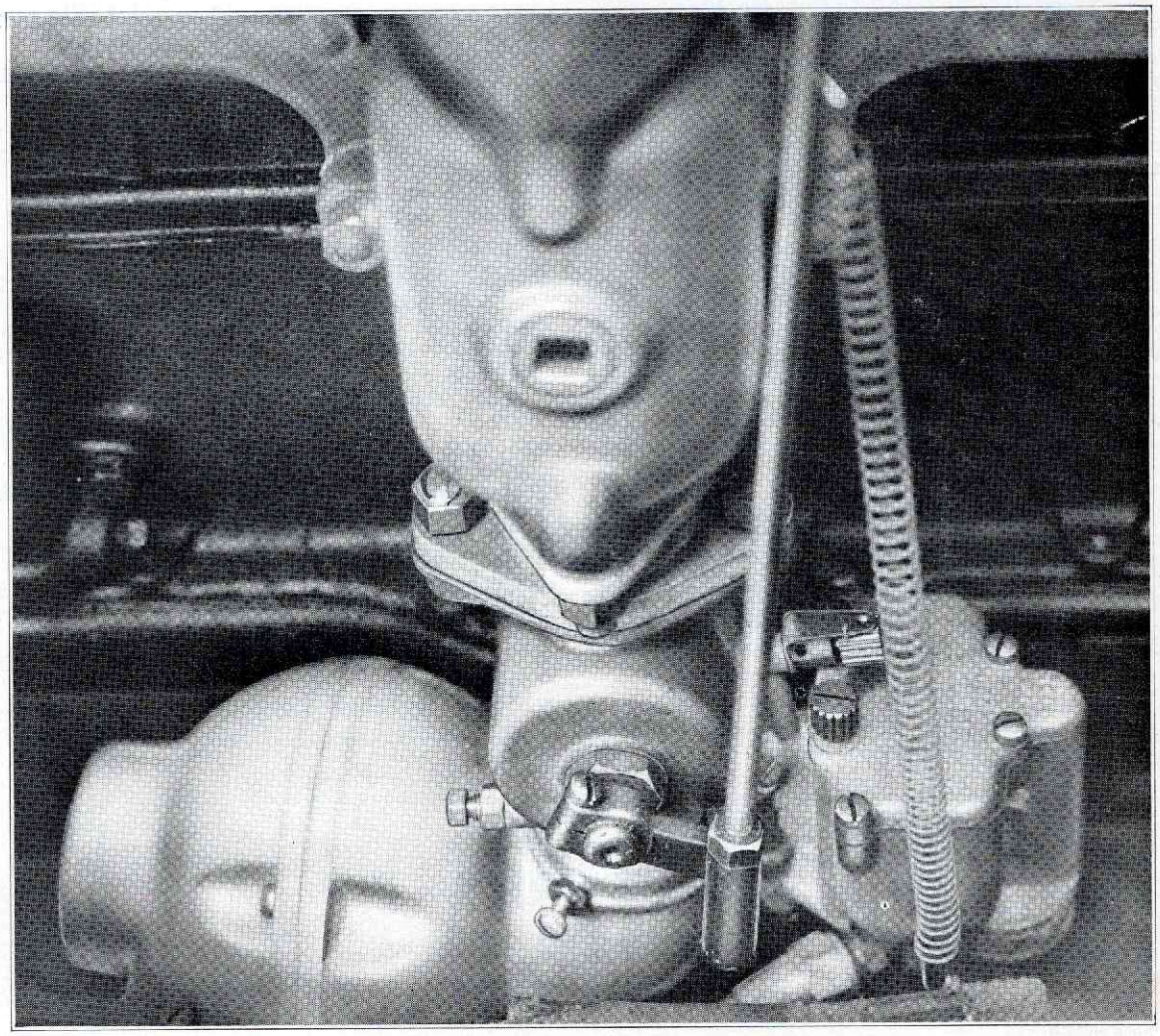


PHOTO SHOWS INSTALLATION ON MARMON 68

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 special flange that is furnished with this package equipment. Use the new gasket that is furnished. When you bolt the carburetor to the flange be sure and draw up both sides together and with equal pressure. Otherwise you may warp the carburetor flange.

GASKET INFORMATION. When installing a Winfield, always use a very thin gasket. 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 side next to the frame as shown above. 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 gas fitting that is furnished.

6—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.

OVER

DATED MAY 15, 1929

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-clockwise direction to about 22 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 28 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 .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 545

MARMON 68-78 ROOSEVELT

This equipment consists of the following:

1	500—MB Body Assembly	$21.75
1	246-B—Combination Choke and Silencer	2.75
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
1	87-B-1—Flange, including 1 62-B Gasket, 2 65-A-2 Cap Screws	1.25
1	1018—Throttle Rod	.25
		$28.00

This Carburetor is installed on the right hand side of the motor with the float bowl to the front.
The Carburetor Flange is tapped ⅜".
The Silencer points toward the rear with the Cable Holder next to frame.
The Throttle Lever is installed on the body side.
The Strainer Bowl can be turned to any angle by loosening retaining nut.

Equipment 545
Marmon 68 and 78
Roosevelt

This equipment consists of the following:

1	500—MB Body Assembly	$21.75
1	246-B—Combination Choke and Silencer	2.75
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
1	87-B-1—Flange, including 1 62-B Gasket, 2 65-A-2 Cap Screws	1.25
1	1018—Throttle Rod	.25
		$28.00

This Carburetor is installed on the right hand side of the motor with the float bowl to the front.
The Carburetor Flange is tapped 3/8".
The Silencer points toward the rear with the Cable Holder next to frame.
The Throttle Lever is installed on the body side.
The Strainer Bowl can be turned to any angle by loosening retaining nut.

Equipment 546
Moon 1928

This equipment consists of the following:

1	500—MB Body Assembly	$21.75
1	246-B—Combination Choke and Silencer	2.75
1	36-B-1—Choke Lever	.75
1	38—Cable Holder	.50
1	33-B-3—Throttle Lever	.50
1	57-D-1—Gas Fitting	.25
1	86-B—Flange, including 1 62-B Gasket, 2 63-A-1 Studs, 2 64-A-3 Nuts	1.00
		$27.50

This Carburetor is installed on the right hand side of the motor with the float bowl to the front.
The Carburetor Flange is drilled 21-64".
The Silencer points toward the rear with the Cable Holder next to frame.
The Throttle Lever is installed on the body side.
The Strainer Bowl can be turned to any angle by loosening retaining nut.

Equipment 547
Mack AB Bus

This equipment consists of the following:

1	500—MB Body Assembly	$21.75
1	246-B—Combination Choke and Silencer	2.75
1	36-B-1—Choke Lever	.75
1	38—Cable Holder	.50
1	33-C-4—Throttle Lever	.50
1	57-D-3—Gas Fitting	.25
		$26.50

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 3/8" U. S. S.
The Silencer points toward the frame.
The Cable Holder points up.
The Throttle Lever is installed on the Throttle Cover side.
The Strainer Bowl can be turned to any angle by loosening retaining nut.

Equipment 548

Reo Speedwagon, 1928

WITH T-6 MOTOR

This equipment consists of the following:

1	500—MB Body Assembly	$21.75
1	241-B—Choke Elbow Assembly	1.75
1	36-B-1—Choke Lever	.75
1	33-C-2—Throttle Lever	.50
1	87-B-1—Flange, 2 65-A-2, 1 62-B	1.25
1	47-D-4—Throttle Rod	.25
		$26.25

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 ⅜″ U. S. S.
The Choke Assembly points to the rear.
The Choke Lever is on the right hand side, extending downward.
The Throttle Lever is installed on the Throttle Cover side.
The Strainer Bowl can be turned to any angle by loosening retaining nut.

Equipment 549
White G. K.—15B, 20A

This equipment consists of the following:

1	500—MB Body Assembly	$21.75
1	246-B—Combination Choke	2.75
1	36-B-1—Choke Lever	.75
1	38—Cable Holder	.50
1	33-C-4—Throttle Lever	.50
1	57-D-2—Gas Fitting	.25
1	1009—Flange, including 2 63-A-8, 2 64-A-4	1.25
		$27.75

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 ⅜″ U. S. S.
The Silencer points to the rear.
The Cable Holder is assembled on top.
The Throttle Lever is installed on the cover side.
The Strainer Bowl can be turned to any angle by loosening retaining nut.

Equipment 550
White G. R. C.

This equipment consists of the following:

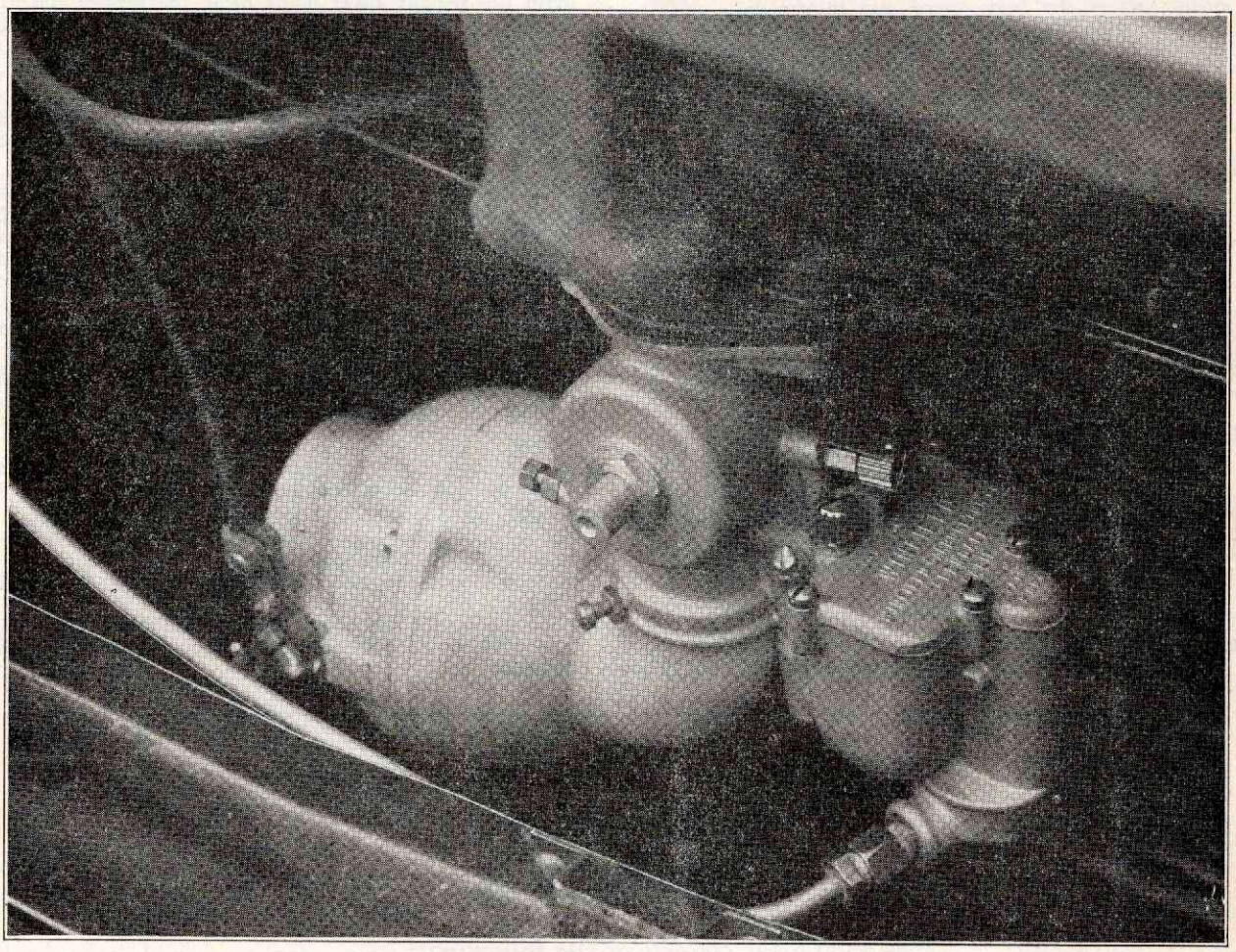
1	500—MB Body Assembly	$21.75
1	1001—Elbow	2.50
1	33-C-4—Throttle Lever	.50
		$24.75

This Carburetor is installed on the left side of the motor with the float bowl to the rear.
The flange on the Carburetor is tapped 3/8" U. S. S.
The Elbow points to the front and fits the original choke and air cleaner.
The Throttle Lever is assembled on the cover side.
The Strainer Bowl can be turned to any angle by loosening retaining nut.

Equipment 551

CHRYSLER 65

LIST PRICE $26.50



DIRECTIONS FOR INSTALLATION

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

1—Remove the carburetor and 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.

OVER

DATED MAY 1, 1929

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-clockwise direction to about 20 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 28 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 551

CHRYSLER 65

This equipment consists of the following:

1	500—MB Body Assembly	$21.75
1	246-B—Combination Choke and Silencer	2.75
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
		$26.50

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 ⅜" U. S. S.

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

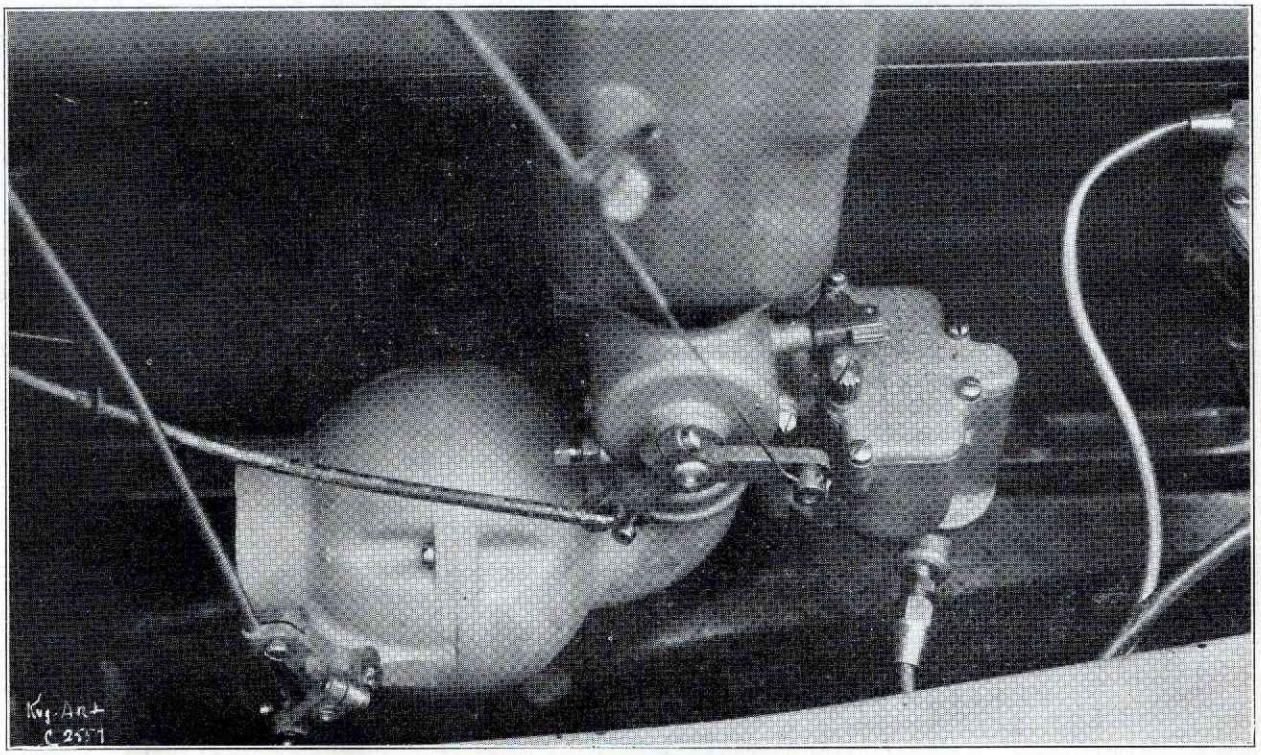
The Throttle Lever is installed on the Throttle Cover side.

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

Equipment 552

Oakland and Pontiac 1929

LIST PRICE $27.25



SHOWS INSTALLATION ON 1929 PONTIAC

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. 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—Remove the original wire in the hand throttle cable holder. Insert the new wire that is furnished. Then make your hook-up as shown in the illustration.

4—The original foot throttle rod is connected to the throttle rod on the side next to the frame as shown above. 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 in the usual manner. 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.

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

OVER

DATED JULY 1, 1929

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-clockwise direction to about 17 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 21 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 is .022.

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 .018, or it will not make a good contact at high speeds.

Equipment 552

OAKLAND AND PONTIAC, 1929

This equipment consists of the following:

1	500—MB Body Assembly	$21.75
1	246-B—Combination Choke and Silencer	2.75
1	36-B-1—Choke Lever	.75
1	38—Cable Holder	.50
1	33-G-2—Throttle Lever	1.00
1	57-D-1—Gas Fitting	.25
42″	115-3—Throttle Control Tube Wire	.25
		$27.25

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

The Carburetor flange is drilled 25-64″.

Use the original manifold studs and nuts in making this installation.

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

The Throttle Lever is installed on the body side next to the frame.

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

Equipment 552
Oakland & Pontiac, 1929

This equipment consists of the following:

1	500—MB Body Assembly	$21.75
1	246-B—Combination Choke and Silencer	2.75
1	36-B-1—Choke Lever	.75
1	38—Cable Holder	.50
1	33-G-2—Throttle Lever	1.00
1	57-D-1—Gas Fitting	.25
39″	115-3—Choke Control Tube and Wire	.25
		$27.25

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 553

Dodge Bros. 6, 1929

This equipment consists of the following:

1	500—MB Body Assembly	$21.75
1	246-B—Combination Choke and Silencer	2.75
1	33-B-7—Throttle Lever	.50
1	36-B-1—Choke Lever	.75
1	38—Cable Holder	.50
1	57-A-1—Gas Fitting	.25
		$26.50

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 ⅜" 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.

Equipment 554
Durant 70

This equipment consists of the following:

1	500—MB Body Assembly	$21.75
1	246-B—Combination Choke and Silencer	2.75
1	36-B-1—Choke Lever	.75
1	38—Cable Holder	.50
1	33-B-3—Throttle Lever	.50
1	33-A-2—Throttle Lever	.50
1	57-D-1—Gas Fitting	.25
		$27.00

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 rear with the Cable Holder next to the frame.
The 33-B-3 Foot Throttle Lever is installed on the body side.
The 33-A-2 Hand Throttle Lever is installed on the Throttle Cover side.
The Strainer Bowl can be turned to any angle by loosening retaining nut.

Equipment 555
Franklin Air Man
1928-1929

This equipment consists of the following:

1	500—MB Body Assembly	$21.75
1	246-B—Combination Choke and Silencer	2.75
1	36-B-1—Choke Lever	.75
1	38—Cable Holder	.50
1	33-B-1—Throttle Lever (Foot)	.50
1	33-B-1—Throttle Lever (Hand)	.50
		$26.75

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 drilled 25-64".
The Silencer points to the back with the Cable Holder next to the frame.
The Throttle Levers are installed one on each side.
The Strainer Bowl can be turned to any angle by loosening retaining nut.

Equipment 556

Graham Paige 612

This equipment consists of the following:

1	500—MB Body Assembly	$21.75
1	246-B—Combination Choke and Silencer	2.75
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
		$26.50

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 drilled 25-64".
The Silencer points to the back 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 rettaining nut.

Equipment 557

Reo Flying Cloud Mate

This equipment consists of the following:

1	500—MB Body Assembly	$21.75
1	246-B—Combination Choke and Silencer	2.75
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	47-D-A—Throttle Rod	.50
1	86-B—Flange, including 1-62B, 2-63A1, 2-64A3	1.00
		$28.00

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.

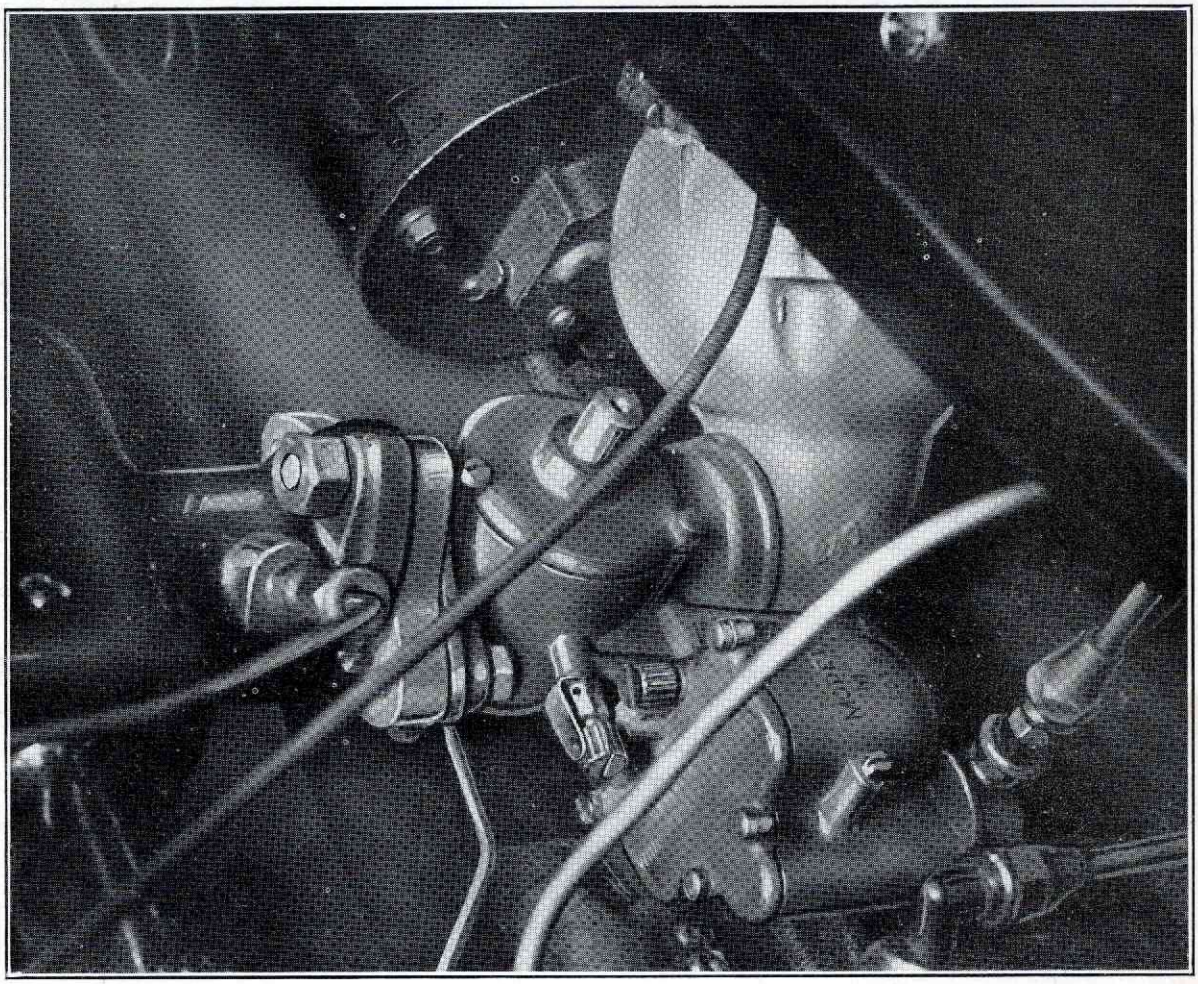
The Throttle Lever is installed on the Throttle Cover side.

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

Equipment 557

Reo Flying Cloud Mate

LIST PRICE $28.00



DIRECTIONS FOR INSTALLATION

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

1—Remove the carburetor, the air cleaner, and the foot throttle rod assembly.

2—Bolt Winfield to the manifold as shown above. Use the new gasket that is furnished.

GASKET INFORMATION. When installing a Winfield, always use a very thin gasket. 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—Use the new throttle rod that is furnished. Connect up the new rod to the main throttle shaft at the rear of the motor. It is necessary to allow more throw on the foot throttle arm. To accomplish this let out the adjustment on the hand throttle assembly which is on the other side of the motor. You do this in order to have the arm on the foot throttle assembly extend in a vertical position. This is necessary so as to allow for a full throttle opening on the Winfield carburetor.

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 accelator 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 gas fitting that is furnished.

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.

OVER

DATED JUNE 1, 1929

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 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 20 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 28 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 for this car 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 .020, or it will not make a good contact at high speeds.

Equipment 557

REO FLYING CLOUD MATE

This equipment consists of the following:

1	500—MB Body Assembly	$21.75
1	246-B—Combination Choke and Silencer	2.75
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	47-D-8—Throttle Rod	.50
1	86-B—Flange, including 1 62-B Gasket, 2 63-A-5, 2 64-A-4	1.00
		$28.00

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

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

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

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

The Strainer Bowl faces toward the frame.

Equipment 558
Dodge Victory 6

This equipment consists of the following:

1	500—MB Body Assembly	$21.75
1	246-B—Combination Choke and Silencer	2.75
1	36-B-1—Choke Lever	.75
1	38—Cable Holder	.50
1	33-B-1—Throttle Lever	.50
1	47-H—Throttle Rod	.25
1	87-B-1—Flange, including 2 65-A-2, 1 62-B	1.25
		$27.75

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 drilled 25-64".
The Silencer points to the rear with the Cable Holder next to the frame.
The 33-B-1 Throttle Lever is installed on the Throttle Cover side.
The Strainer Bowl can be turned to any angle by loosening retaining nut.

Equipment 559
Peerless 6-81

This equipment consists of the following:

1	500—MB Body Assembly	$21.75
1	246-B—Combination Choke and Silencer	2.75
1	36-C-2—Choke Lever	.75
1	38-A—Choke Lever Stop	.50
1	33-B-6—Throttle Lever	.50
1	33-B-3—Throttle Lever	.50
1	57-D-2—Gas Fitting	.25
1	86-B—Flange, including 1-62B, 2-63A1, 2-64A3	1.00
		$28.00

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 Choke Lever Stop next to the frame.
The 33-B-6 Foot Throttle Lever is installed on the body side.
The 33-B-3 Hand Throttle Lever is installed on the Throttle Cover side.
The Strainer Bowl can be turned to any angle by loosening retaining nut.

Equipment 560
Peerless 6-61

This equipment consists of the following:

1	500—MB Body Assembly	$21.75
1	246-B—Combination Choke and Silencer	2.75
1	36-C-2—Choke Lever	.75
1	38-A—Choke Lever Stop	.50
1	33-B-3—Throttle Lever	.50
1	86-B—Flange, including 1-62B, 2-63A1, 2-64A3	1.00
1	57D2—Gas Fitting	.25
		$27.50

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 Choke Lever Stop 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 561
Auburn 6, 1929

This equipment consists of the following:

1	500—MB Body Assembly	$21.75
1	246-B—Combination Choke and Silencer	2.75
1	36-B-1—Choke Lever	.75
1	38—Cable Holder	.50
2	33-B-3—Throttle Levers	1.00
1	47-F—Throttle Rod	.25
1	34-A-2—Slip Joint	.25
1	34-B-1—Slip Joint Clamp	.25
1	57-A-2—Gas Fitting	.25
		$27.75

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 drilled 25-64".
The Silencer points to the back with the Cable Holder next to the frame.
The 33-B-3 Throttle Lever with Slip Joint in installed on the Throttle Cover side.
The 33-B-3 Throttle Lever is installed on the body side.
The Strainer Bowl can be turned to any angle by loosening retaining nut.

Equipment 562

Windsor White Prince 6

This equipment consists of the following:

1	500—MB Body Assembly	$21.75
1	246-B—Combination Choke and Silencer	2.75
1	36-B-1—Choke Lever	.75
1	38—Cable Holder	.50
1	33-B-3—Throttle Lever	.50
1	57-D-1—Gas Fitting	.25
1	86-B—Flange, including 1-62B, 2-63A1, 2-64A3	1.00
		$27.50

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 33-B-3 Throttle Lever is installed on the body side.
The Strainer Bowl can be turned to any angle by loosening retaining nut.

Equipment 563

Dodge Bros. Trucks, 6 cyl.

This equipment consists of the following:

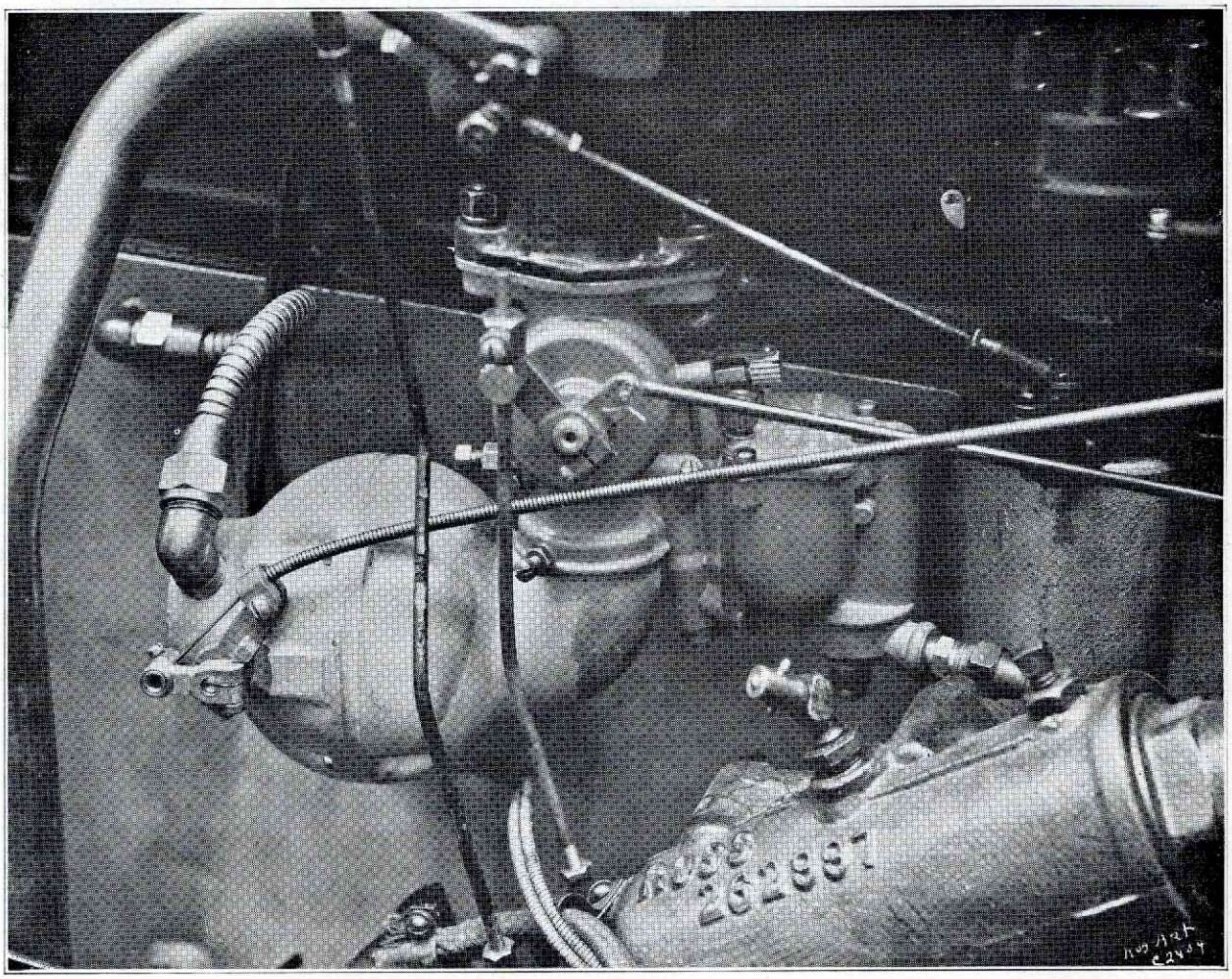
1	500—MB Body Assembly	$21.75
1	241-B—Choke Elbow Assembly	1.75
1	36-B-1—Choke Lever	.75
1	33-B-1—Throttle Lever	.50
1	47-H—Throttle Rod	.25
1	87-B-1—Flange, 2 65-A-2, 1 62-B	1.25
		$26.25

The 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 25-64".
The 33-B-1 Throttle Lever is installed on the Throttle Cover side.
The Strainer Bowl can be turned to any angle by loosening retaining nut.

Equipment 564

Stearns-Knight 6-80

LIST PRICE $27.50



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—Remove the crankcase ventilator and elbow fitting. Both of these parts are used in the Winfield installation as shown in the illustration.

3—Bolt Winfield to the manifold as shown above with the float bowl to the rear. Use the new gasket that is furnished. When you bolt the carburetor to the manifold be sure to draw up both sides together and with equal pressure. Otherwise, you may warp the carburetor flange.

GASKET INFORMATION. When installing a Winfield, always use a very thin gasket. 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 is connected to the original rod on the side of the carburetor next to the frame. The hand throttle is connected to the arm by means of the new rod which is furnished. 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 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.

7—The flexible tubing furnished is connected to the silencer by means of the original elbow as shown in the illustration. Drill the silencer for a ⅜" pipe tap.

OVER

DATED MAY 15, 1929

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-clockwise direction to about 26 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 36 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 Stearns-Knight 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, 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 564

STEARNS-KNIGHT 6-80

This equipment consists of the following:

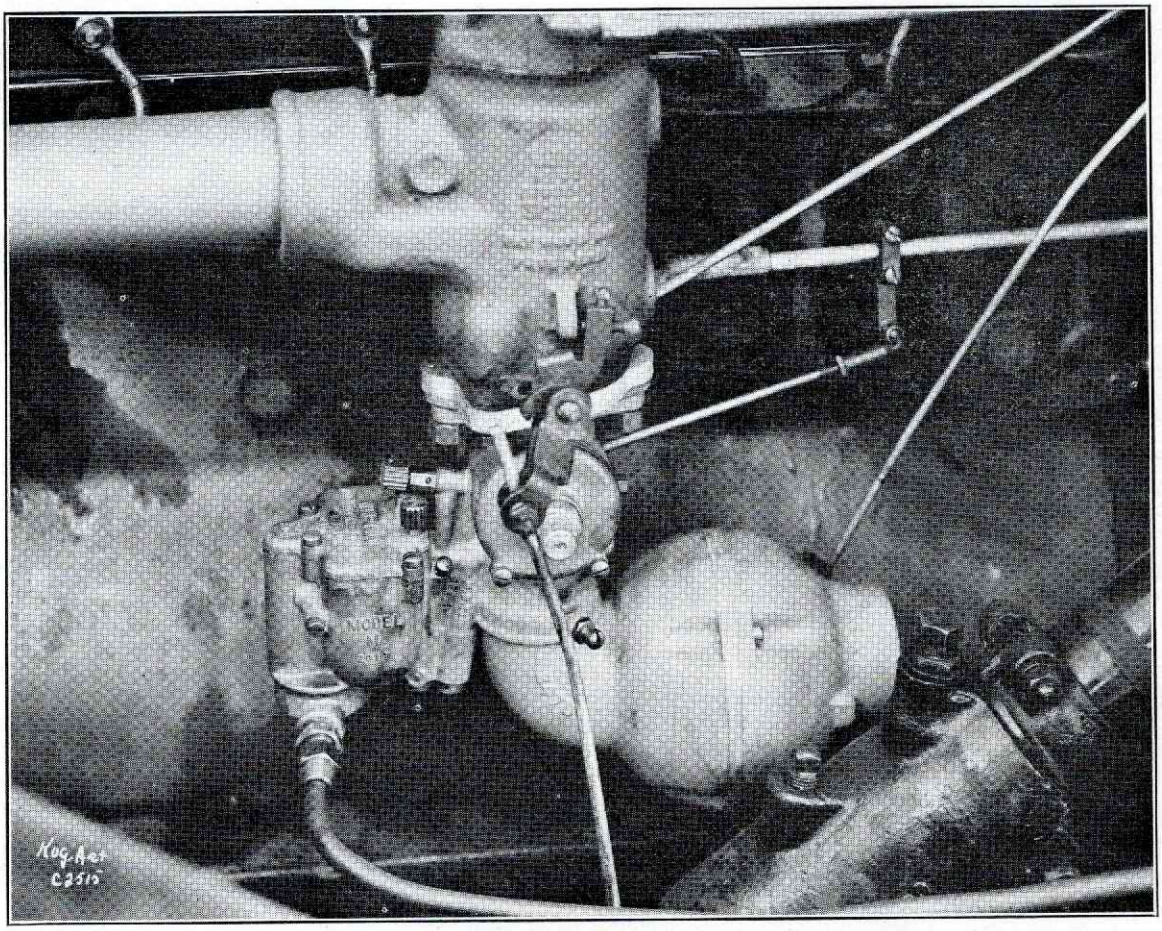
1	500—MB Body Assembly	$21.75
1	246-B—Combination Choke and Silencer	2.75
1	38—Cable Holder	.50
1	36-B-1—Choke Lever	.75
1	57-D-2—Gas Fitting	.25
1	33-F-5—Throttle Lever	.75
1	1083—Throttle Rod	.25
1	34-A-1—Slip Joint	.25
1	34-B-1—Slip Joint Clamp	.25
		$27.50

This Carburetor is installed on the left hand side of the motor with the float bowl to the rear.
The flange on the Carburetor is tapped ⅜″ U. S. S.
The Silencer points to the front with the Cable Holder next to the frame.
The Throttle Lever is installed on the back of body side.
The Crankcase Ventilator Tubing is connected to Silencer as shown by means of the original fitting. Drill Silencer for ⅜″ Pipe Tap.
The Strainer Bowl may be turned to any angle by loosening retaining nut.

Equipment 565

Nash Special Six, 1929, 400 Series

LIST PRICE $29.00



DIRECTIONS FOR INSTALLATION

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

1—Remove carburetor from heat riser being careful not to disturb the balance of heat or throttle controls. Leave these rods exactly as they are as the Winfield throttle operates off of the original rods.

2—Take out throttle valve in the manifold passage by removing the two screws that hold the valve in the stem. This can be done very easily by holding a small mirror under the intake manifold flange for locating the screws.

3—Assemble manifold adapter fitting furnished on heat riser using original copper gasket and cap screws.

4—Bolt Winfield to the adapting flange 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.**

5—Attach the throttle rod clamp to the original throttle rod as shown in the illustration. Then connect the foot throttle arm to the clamp with the rod that is furnished.

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.

6—Install the silencer and choke in the usual manner. The original choke rod 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.

7—Connect up the gasoline line. Use the original line and the gas fitting that is furnished.

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

OVER

DATED JULY 1, 1929

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-clockwise direction to about 28 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 32 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 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, install a new set.

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

Equipment 565

NASH SPECIAL SIX 1929, 400 Series

This equipment consists of the following:

1	500—MB Body Assembly	$21.75
1	246-B—Combination Choke and Silencer	2.75
1	38-A—Choke Lever Stop	.50
1	36-A-3—Choke Lever	.75
1	33-B-1—Throttle Lever	.50
1	57-D-2—Gas Fitting	.25
1	93-C—Flange, including 1 62-C, 2 63-A-1, 2 64-A-3	2.00
1	47-H—Throttle Rod	.25
1	113-A-3—Throttle Rod Clamp	.25
		$29.00

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 Choke Lever Stop next to motor.

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

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

Equipment 601

Standard 1½-Inch Vertical With Silencer

This equipment consists of the following:

1	600—MC Body Assembly	$26.50
1	246-C—Combination Choke and Silencer	3.00
1	36-B-1—Choke Lever	.75
1	38—Cable Holder	.50
1	33-A-1—Throttle Lever (Unless Otherwise Specified)	.50
1	57-A-2—Gas Fitting (Unless Otherwise Specified)	.25
		$31.50

This equipment can be installed on any car which uses a 1½" 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 602
Standard 1½-Inch Vertical

This equipment consists of the following:

1	600—MC Body Assembly	$26.50
1	241-C—Choke Assembly	2.00
1	36-B-1—Choke Lever	.75
1	33-A-1—Throttle Lever	.50
1	57-A-2—Gas Fitting	.25
		$30.00

This equipment can be installed on any car which uses a 1½" 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 ¼" Pipe instead of ⅛" Pipe.

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

Equipment 603

Auburn 8-88, 1927

This equipment consists of the following:

1	600—MC Body Assembly	$26.50
1	246-C—Combination Choke and Silencer	3.00
1	36-B-1—Choke Lever	.75
1	38—Cable Holder	.50
1	33-A-5—Throttle Lever	.50
1	33-A-3—Throttle Lever	.50
1	57-D-2—Gas Fitting	.25
1	86-C—Flange, including 1 62-C Gasket, 2 63-A-1 Studs, 2 64-A-3 Nuts	1.00
		$33.00

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 back with the Cable Holder next to the frame.
The 33-A-5 Throttle Lever is installed on the back of body side.
The 33-A-3 Throttle Lever is installed on the throttle cover side.
The Strainer Bowl can be turned to any angle by loosening retaining nut.

Equipment 604
Buick Master 6, 1926-29

This equipment consists of the following:

1	600—MC Body Assembly	$26.50
1	246-C—Combination Choke and Silencer	3.00
1	36-A-2—Choke Lever	.75
1	38-A—Choke Lever Stop	.50
1	33-B-1—Throttle Lever	.50
1	58-A-5—Gas Line Extension	1.00
1	99-C—Flange, including 2 63-A-1 Studs, 2 64-A-3 Nuts	2.00
1	47-H—Throttle Rod	.25
1	113-A-2—Throttle Rod Clamp	.25
1	141-C—Silencer Extension Elbow	1.00
		$35.75

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 drilled 21-64".

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

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

The Throttle Lever is installed on the Throttle Cover side.

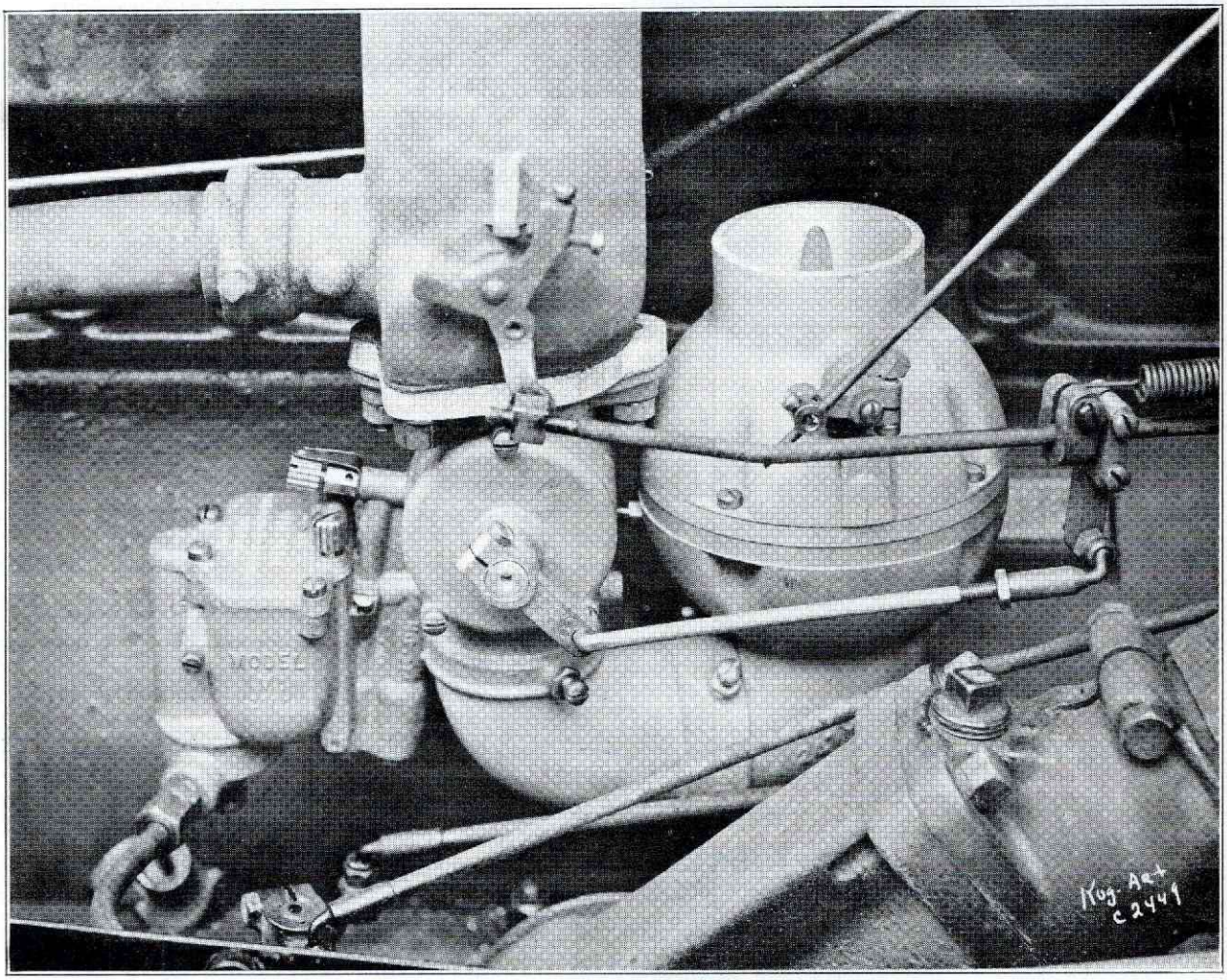
The Strainer Bowl can be turned to any angle by loosening retaining nut.

The Throttle Rod Clamp is clamped on the Foot Throttle Rod and points down.

Remove the butterfly valve in the manifold passage. This is easily accomplished by using a mirror to locate the two retaining screws in the stem. Do not disturb the balance of the heat mechanism, as this should operate just the same as before.

Equipment 604
Buick Master Six 1926-29

LIST PRICE $35.75



SHOWS INSTALLATION ON A 1926 BUICK MASTER SIX

DIRECTIONS FOR INSTALLATION

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

1—Remove carburetor from heat riser being careful not to disturb the balance of heat or throttle controls. Leave these rods exactly as they are as the Winfield throttle operates off of these original rods.

2—Take out throttle valve in the manifold passage by removing the two screws that hold the valve in the stem. This can be done very easily by holding a small mirror under the intake manifold flange for locating the screws.

3—Assemble manifold fitting furnished on heat riser using original copper gasket and cap screws.

4—Attach the Winfield carburetor (with the float bowl to the front) to the manifold adapter. 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.**

5—Install the silencer as shown above.

6—Connect the original choke rod to the choke arm on the silencer as shown above. It will be necessary to cut off about 6 inches from the original rod so that it will fit.

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.

7—Attach the throttle rod clamp to the original throttle rod as shown in the illustration. Then connect the foot throttle arm to the clamp with the rod that is furnished.

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.

8—Connect up the gasoline line. Use the new line and the new gas fitting that is furnished.

OVER

DATED JUNE 1, 1929

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-clockwise direction to about 35 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 should be 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 .018, or it will not make a good contact at high speeds.

Equipment 604

BUICK MASTER 6, 1926-29

This equipment consists of the following:

1	600—MC Body Assembly	$26.50
1	246-C—Combination Choke and Silencer	3.00
1	36-A-2—Choke Lever	.75
1	38-A—Choke Lever Stop	.50
1	33-B-1—Throttle Lever	.50
1	58-A-5—Gas Line Extension	1.00
1	99-C—Flange, including 2 63-A-1 Studs, 2 64-A-3 Nuts	2.00
1	47-H—Throttle Rod	.25
1	113-A-2—Throttle Rod Clamp	.25
1	141-C—Silencer Extension Elbow	1.00
		$35.75

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 drilled 21-64".
The Silencer points up with the Choke Lever Stop next to the frame.
The Choke Lever Stop points up and slightly to 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.
The Throttle Rod Clamp is clamped on the Foot Throttle and points down.
Remove the butterfly valve in the manifold passage. This is easily accomplished by using a mirror to locate the two retaining screws in the stem. Do not disturb the balance of the heat mechanism, as this should operate just the same as before.

Equipment 605
Chrysler 80

This equipment consists of the following:

1	600—MC Body Assembly	$26.50
1	246-C—Combination Choke and Silencer	3.00
1	36-B-1—Choke Lever	.75
1	38—Cable Holder	.50
1	33-B-7—Throttle Lever	.50
1	57-A-2—Gas Fitting	.25
1	86-C—Flange, including 2 63-A-1 Studs, 2 64-A-3 Nuts, 1 62-C Gasket	1.00
		$32.50

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 back with the Cable Holder next to the frame.
The Cable Holder points toward the back.
The Throttle Lever in installed on the Throttle Cover side.
The Strainer Bowl can be turned to any angle by loosening retaining nut.

Equipment 606
Duesenberg 8

This equipment consists of the following:

1	600—MC Body Assembly	$26.50
1	246-C—Combination Choke and Silencer	3.00
1	36-B-1—Choke Lever	.75
1	38—Cable Holder	.50
1	33-B-7—Throttle Lever	.50
1	57-D-2—Gas Fitting	.25
		$31.50

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 3/8" U. S. S.
The Silencer points to the back with the Cable Holder next to the frame.
The Cable Holder points toward the back.
The Throttle Lever in installed on the Throttle Cover side.
The Strainer Bowl can be turned to any angle by loosening retaining nut.

Equipment 607
Ford 1½-Inch Model T With Manifold

This equipment consists of the following:

1	600—MC Body Assembly	$26.50
1	241-CF—Choke Assembly	2.00
1	36-C-1—Choke Lever	.75
1	33-B-3—Throttle Lever	.50
1	57-A-1—Gas Fitting	.25
1	66-C—Manifold, including 2 63-A-1 Studs and 2 64-A-3 Nuts	12.50
		$42.50

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

The flange on the Carburetor is tapped ⅜″ U. S. S.

Due to the fact that most purchasers of this equipment have their own individual method of installation, we do not include special Throttle Rods or similar equipment.

Equipment 608
Ford Dual With Elbows for Rajo Head

This equipment consists of the following:

2	600—MC Body Assembly, with special compensators	$53.00
2	241-CF-1—Velocity Tube	4.50
3	33-A-1—Throttle Levers	1.50
2	57-A-2—Gas Connection	.50
2	69—Elbows, including 2 62-C Gaskets, 4 65-A-2 Cap Screws	10.00
2	437-A-2—Throttle Lever Swivel	.50
		$70.00

The flange on the Carburetor is tapped ⅜" U. S. S.

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

Due to the fact that most purchasers of this equipment have their own individual method of installation, we do not include special Throttle Rods or similar equipment.

Throttle Levers for dual installations must be so specified when ordering from the factory as center to center distance must be absolutely the same.

Equipment 609

Hudson 1924, 1925, 1926

This equipment consists of the following:

1	600—MC Body Assembly	$26.50
1	246-C—Combination Choke and Silencer	3.00
1	36-B-1—Choke Lever	.75
1	38—Cable Holder	.50
1	33-C-4—Throttle Lever	.50
1	57-D-1—Gas Fitting	.25
1	92—Flange, including 2 63-A-1 Studs, 1 62-C Gasket, 2 64-A-3 Nuts	1.00
		$32.50

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 toward the rear with th Cable Holder next to frame.
The Cable Holder points toward the front and slightly upwards.
The Throttle Lever is installed on the back of body side.
The Strainer Bowl can be turned to any angle by loosening retaining nut.
It may be necessary to loosen the strap and shift the generator cut out toward the motor to miss the Silencer on the Carburetor.

Equipment 610
Hudson 1927-1929

This equipment consists of the following:

1	600—MC Body Assembly	$26.50
1	246-C—Combination Choke and Silencer	3.00
1	141-C—Choke Extension Elbow	1.00
1	38—Cable Holder	.50
1	36-B-1—Choke Lever	.50
1	33-B-1—Throttle Lever	.75
1	47-H—Throttle Rod	.25
1	113-A-2—Throttle Rod Clamp	.25
1	99-C—Flange, including 2 63-A-1 Studs and 2 64-A-3 Nuts	2.00
1	57-D-1—Gas Fitting	.25
		$35.00

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 drilled 21-64".

The Silencer points upward with the Cable Holder next to the motor.

The Cable Holder points 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.

The Throttle Rod Clamp is clamped on the Foot Throttle Rod and points down.

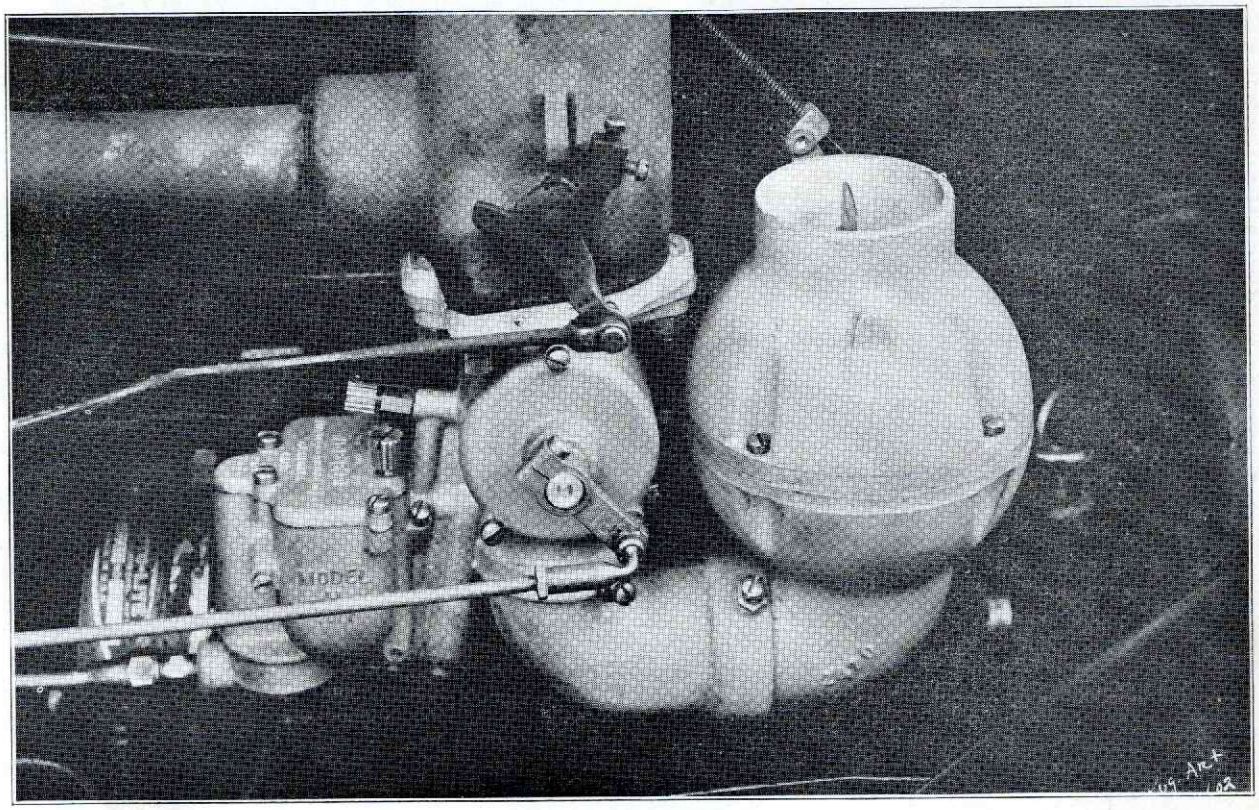
Remove the butterfly valve in the manifold passage. This is easily accomplished by using a mirror to locate the two retaining screws in the stem. Do not disturb the balance of the heat mechanism, as this should operate just the same as before.

It may be necessary to loosen the strap and shift the generator cut out toward the motor to miss the float bowl.

Equipment 610

Hudson Super Six 1927-28

LIST PRICE $35.00



SHOWS INSTALLATION ON A HUDSON 1928

DIRECTIONS FOR INSTALLATION

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

1—Remove carburetor from heat riser being careful not to disturb the balance of heat or throttle controls. Leave these rods exactly as they are as the Winfield throttle operates off of these original rods.

2—Take out butter-fly in the manifold passage by removing the two screws that hold the valve in the stem. This can be done very easily by holding a small mirror under the intake manifold flange for locating the screws.

3—Assemble manifold fitting furnished on heat riser using original copper gasket and cap screws.

4—Attach the Winfield carburetor (with the float bowl to the back) to the manifold adapter. 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.**

5—Install the silencer as shown above.

6—Connect the original choke wire to the choke arm on the silencer as shown above.

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—Attach new throttle rod to clevis of original throttle rod (under foot board), by removing clevis pin and inserting end of rod. Connect other end of new throttle rod to new throttle arm 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.

8—Connect up the gasoline line. Use the original line and the new gas fitting that is furnished.

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

OVER

DATED JULY 1, 1929

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-clockwise direction to about 27 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 32 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 should be 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 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 .020, or it will not make a good contact at high speeds.

Equipment 610

HUDSON 1927-1928

This equipment consists of the following:

1	600—MC Body Assembly	$26.50
1	246-C—Combination Choke and Silencer	3.00
1	141-C—Choke Extension Elbow	1.00
1	38—Cable Holder	.50
1	36-B-1—Choke Lever	.50
1	33-B-1—Throttle Lever	.75
1	47-H-1—Throttle Rod	.50
1	99-C—Flange, including 2 63-A-1 Studs and 2 64-A-3 Nuts	2.00
1	57-D-1—Gas Fitting	.25
		$35.00

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 drilled 21-64".
The Silencer points upward with the Cable Holder next to the motor.
The Cable Holder points up.
The Throttle Lever is installed on the Throttle Cover side.
The Strainer Bowl can be turned to any angle by loosening the retaining nut.
Remove the butterfly valve in the manifold passage. This is easily accomplished by using a mirror to locate the two retaining screws in the stem. Do not disturb the balance of the heat mechanism, as this should operate just the same as before.
It may be necessary to loosen the strap and shift the generator cutout toward the motor to miss the float bowl.

Equipment 611
Lincoln

This equipment consists of the following:

1	600—MC Body Assembly	$26.50
1	246-C—Combination Choke and Silencer	3.00
1	36-B-1—Choke Lever	.75
1	38—Cable Holder	.50
1	33-C-2—Throttle Lever	.50
1	81—Flange, including 2 65-A-2 Cap Screws, 1 62-C Gasket	2.00
1	57-E-3—Gas Fitting	.25
1	114—Choke Dash Control	1.75
		$35.25

This Carburetor is installed with the float bowl to the rear.
The flange on the Carburetor is tapped ⅜″ U. S. S.
The Silencer points toward the front with the Cable Holder on top.
The Throttle Lever is installed on the back of body side.
Use no. 231-B Strainer Bowl.
The Strainer Bowl can be turned to any angle by loosening retaining nut.

Equipment 612
Marmon 75

This equipment consists of the following:

1	600—MC Body Assembly	$26.50
1	246-C—Combination Choke and Silencer	3.00
1	36-B-1—Choke Lever	.75
1	38—Cable Holder	.50
1	33-B-3—Throttle Lever	.50
1	86-C—Flange, including 1 62-C Gasket, 2 63-A-1 Studs, 2 64-A-3 Nuts	1.00
1	114—Choke Dash Control	1.75
		$34.00

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 615

Pierce Arrow 80

This equipment consists of the following:

1	600—MC Body Assembly	$26.50
1	246-C—Combination Choke and Silencer	3.00
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
		$31.50

This Carburetor is installed on the left hand side of the motor with the float bowl to the rear.
The flange on the Carburetor is tapped 3/8" U. S. S.
The Silencer points to the front with the Cable Holder next to the frame.
The Cable Holder points upward and to the rear.
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 616

Reo Flying Cloud and Master

LIST PRICE $33.00

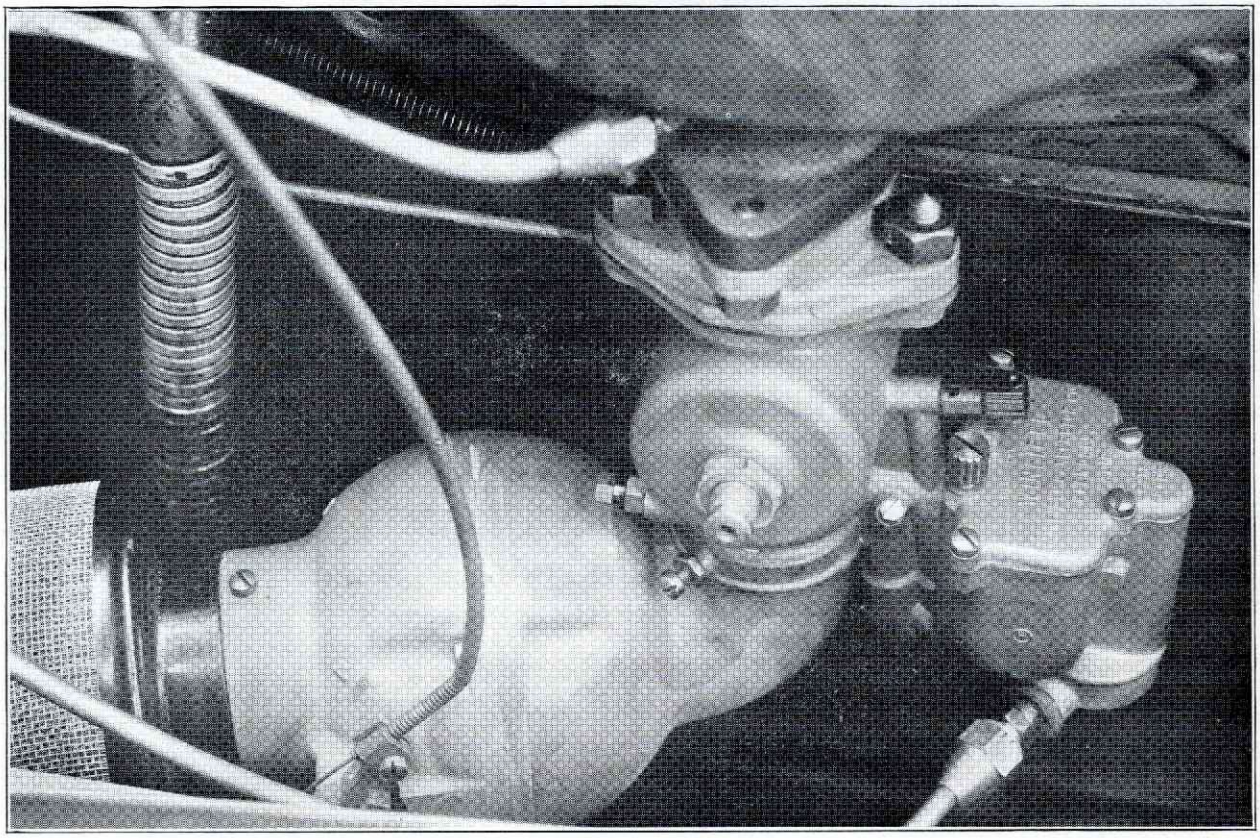


PHOTO SHOWS INSTALLATION ON REO MASTER

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. When you bolt the carburetor to the flange be sure to draw up both sides together and with equal pressure. Unequal pressure may warp the carburetor flange. If you have to bolt the special flange and carburetor together, be sure to use a thin gasket, preferably the gasket furnished with this installation. Never use a gasket that is over 1-64". 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 throttle Lever which is furnished must be filed down so that it is not more than 5-32" in width at the hole where the throttle rod fastens to it.

4—Use the original foot throttle rod. In making 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—Connect up the gasoline line. Use the original line and the gas fitting that is furnished.

6—Hook up the Air Maze cleaner to the silencer as shown in the illustration. This may be accomplished by using a brass sheet to act as a bushing inside of the Air Maze arm. Then cut a piece of Shelby Tubing to use as an insert between the silencer and the cleaner. Draw up the set screws.

7—Install the assembled silencer and choke with the Air Maze 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.

8—The crank-case ventilator tubing may be extended beyond the drip pan. The suction of the passing air will carry off all fumes. Or, you may tap the side of the silencer and install a pipe fitting. Then attach the tubing to the fitting.

OVER

DATED JUNE 1, 1929

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-clockwise direction to about 26 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 32 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 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 .020, or it will not make a good contact at high speeds.

Equipment 616

REO FLYING CLOUD AND MASTER

This equipment consists of the following:

1	600—MC Body Assembly	$26.50
1	246-C—Combination Choke and Silencer	3.00
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	87-C—Flange, including 1 62-C Gasket, 2 65-A-2 Cap Screws	1.50
		$33.00

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 ⅜" 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 33-C-2 Throttle Lever must be filed down so that it is not more than 5-32" in width at the hole where it is fastened to the Throttle Rod.

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

Equipment 617

Studebaker Big Six 1919-1924

This equipment consists of the following:

1	600—MC Body Assembly	$26.50
1	246-C—Combination Choke and Silencer	3.00
1	36-B-1—Choke Lever	.75
1	38—Cable Holder	.50
2	33-A-1—Throttle Levers	1.00
1	57-A-2—Gas Fitting	.25
1	97-C—Flange, including 1 62-C Gasket, 2 63-A-1 Studs, 2 64-A-3 Nuts	1.25
1	115-2—Choke Control Tube and Wire	.50
		$33.75

This Carburetor is installed on the left hand side of the motor with the float bowl toward the motor.
The flange on the Carburetor is drilled 21-64".
The Silencer points forward with the cable holder next to the frame.
The Cable Holder points to the rear and upward.
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 618

Studebaker Special and Big Six 1925-26

This equipment consists of the following:

1	600—MC Body Assembly	$26.50
1	246-C—Combination Choke and Silencer	3.00
1	36-B-1—Choke Lever	.75
1	38—Cable Holder	.50
2	33-A-1—Throttle Levers	1.00
1	57-A-2—Gas Fitting	.25
2	65-A-2—Cap Screws	
		$32.00

This Carburetor is installed on the left hand side of the motor with the float bowl toward the frame.
The flange on the Carburetor is tapped ⅜" U. S. S.
The Silencer points to the front with the Cable Holder next to the frame.
The Cable Holder points to the rear.
The Hand Throttle Lever is installed on the back of body side.
The Strainer Bowl can be turned to any angle by loosening retaining nut.

Equipment 619

Mack A. K., A C.

To be used with or without Governor Extension

1	600—MC Body Assembly	$26.50
1	241-C-F—Choke Assembly	2.00
2	36-B-1—Choke Levers	1.50
1	33-C-4—Throttle Lever	.50
1	57-D-3—Gas Fitting	.25
		$30.75

Cut off Throttle Shaft on Cover side.
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 ⅜" U. S. S.
The Choke Lever in installed on the side 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 620
Ford Dual With Fronty Elbows

This equipment consists of the following:

2	600—MC Body Assembly, with special compensators	$53.00
2	241-C-F-1—Velocity Tubes	4.50
3	33-A-1—Throttle Levers	1.50
2	57-A-2—Gas Connection	.50
2	68—Fronty Elbows, with 2-62-C Gaskets, 4-65A-2 Cap Screws	10.00
2	437-A-2—Throttle Lever Swivel	.50
		$70.00

The flange on the Carburetor is tapped 3/8" U. S. S.

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

Due to the fact that most purchasers of this equipment have their own individual method of installation, we do not include special Throttle Rods or similar equipment.

Throttle Levers for dual installations must be so specified when ordering from the factory as center to center distance must be absolutely the same.

Equipment 621
Buick Master 6, 1925

This equipment consists of the following:

1	600—MC Body Assembly	$26.50
1	246-C—Combination Choke and Silencer	3.00
1	36-A-2—Choke Lever	.75
1	38-A—Choke Lever Stop	.50
1	33-B-2—Throttle Lever	.50
1	57-A-2—Gas Fitting	.25
1	99-D—Flange, including 1 62-C Gasket, 2 63-A-1 Studs, 2 64-A-3 Nuts	2.00
1	14-1-C—Silencer Extension Elbow	1.00
		$34.50

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 drilled 21-64".
The Silencer points up with the Choke Lever Stop next to the motor.
The Choke Lever Stop points to the back and slightly down.
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 622
Ford Rajo Racing - Single

This equipment consists of the following:

1	600—MC Body Assembly	$26.50
1	241-C-F-1—Velocity Tube	2.25
2	33-A-1—Throttle Levers	1.00
1	57-A-2—Gas Fitting	.25
		$30.00

The flange on the Carburetor is tapped ⅜" U. S. S.

Due to the fact that most purchasers of this equipment have their own individual method of installation, we do not include special Throttle Rods or similar equipment .

Equipment 623
Ford Fronty Racing - Single

This equipment consists of the following:

1	600—MC Body Assembly	$26.50
1	241-C-F-1—Velocity Tube	2.25
2	33-A-1—Throttle Levers	1.00
1	57-A-2—Gas Fitting	.25
1	68—Elbow, including 1 62-C Gasket, 2 65-A-2 Cap Screws	5.00
		$35.00

The flange on the Carburetor is tapped 3/8" U. S. S.

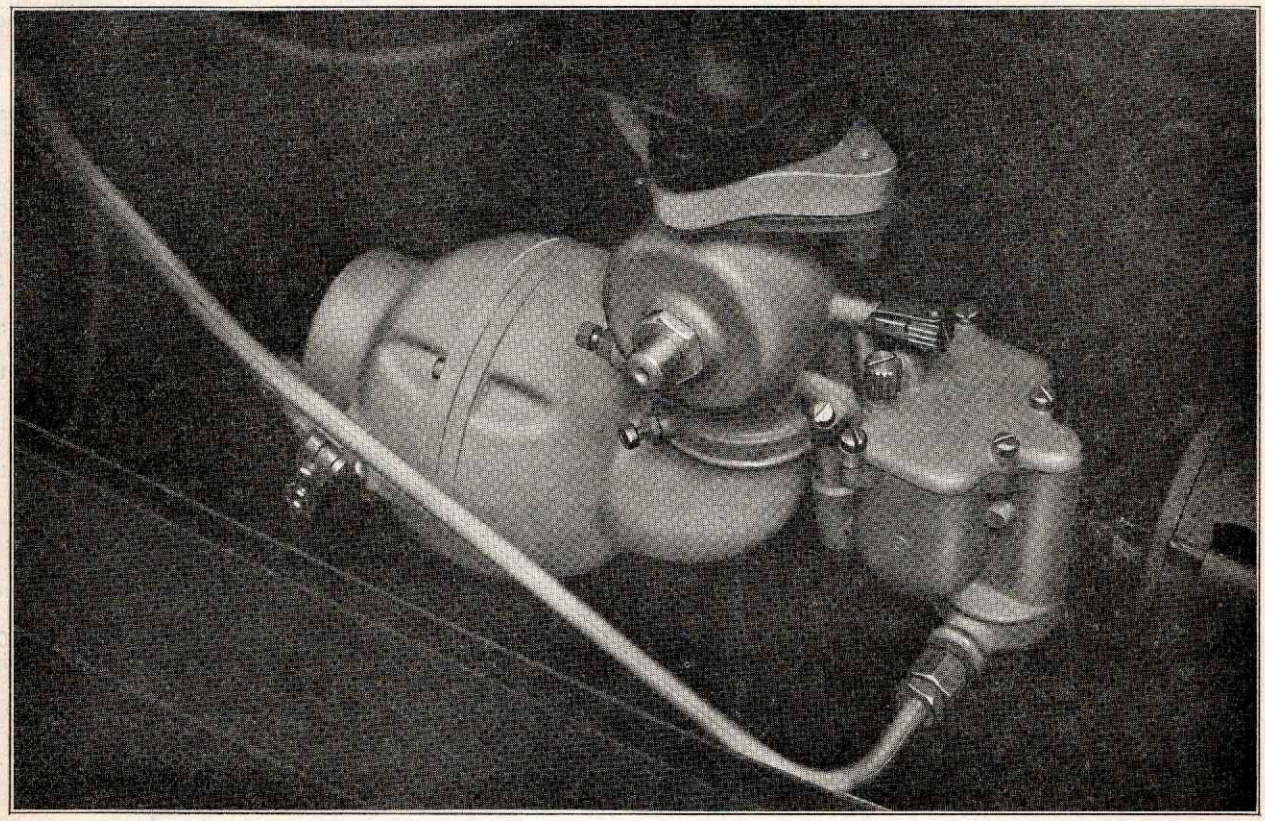
Due to the fact that most purchasers of this equipment have their own individual method of installation, we do not include special Throttle Rods or similar equipment.

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

Equipment 624

Chrysler 72-75

LIST PRICE ~~$33.75~~ $33.50



DIRECTIONS FOR INSTALLATION

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

1—Remove the carburetor, the air cleaner, and the throttle rod.

2—Bolt Winfield to the manifold as shown above. Use the two new gaskets that are furnished. If you have to bolt the special flange and carburetor together, 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—Use the new throttle rod that is furnished for this installation. In making 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.

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.

OVER

DATED APPRIL 15, 1929

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 30 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 36 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 proper clearance on the silver dome head should not be more than .030. For the high compression Chrysler (the Red-Head) the clearance should not be 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 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 624

CHRYSLER 72-75

This equipment consists of the following:

1	600—MC Body Assembly	$26.50
1	246-C—Combination Choke and Silencer	3.00
1	36-B-1—Choke Lever	.75
1	38—Cable Holder	.50
1	47-E-4—Throttle Rod	.25
1	33-B-7—Throttle Lever	.50
1	83—Flange, including 1 62-B and 1 62-C Gasket, 2 63-A-1 Studs and 2 64-A-3 Nuts	2.00
		$33.50

This Carburetor is installed on the right hand side of the motor with the Float Bowl toward the front.

The Carburetor Flange is drilled 21-64".

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

The Cable Holder points toward the rear.

The Throttle Lever is installed on the cover side.

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

Note: The Chrysler 75 takes Throttle Rod No. 1048.

Equipment 625

Packard Six (1927-1928)

This equipment consists of the following:

1	600—MC Body Assembly	$26.50
1	246-C—Combination Choke and Silencer	3.00
1	36-A-4—Choke Lever	.75
1	38-A—Choke Lever Stop	.50
1	33-C-2—Throttle Lever	.50
1	47-E-4—Throttle Rod	.25
1	117-B—Choke Rod	.25
1	87-C—Flange, including 1-62C Gasket and 2 65-A-2 Cap Screws	1.50
1	57-D-2—Gas Connection	.25
		$33.50

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

The Carburetor Flange is drilled 21-64".

The Silencer points toward the rear with the Choke Lever Stop toward the motor.

The Throttle Lever is installed on the body side.

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

Equipment 626

Stearns-Knight 4 and 8

This equipment consists of the following:

1	600—MC Body Assembly	$26.50
1	246-C—Combination Choke and Silencer	3.00
1	38—Cable Holder	.50
1	36-B-1—Choke Lever	.75
1	33-B-1—Throttle Lever	.50
1	57-D-2—Gas Fitting	.25
		$31.50

This Carburetor is installed on the left hand side of the motor with the Float Bowl to the front.
The Carburetor Flange is tapped ⅜" U. S. S.
The Silencer points toward the rear with the Cable Holder next to 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 627
Studebaker 8

This equipment consists of the following:

1	600—MC Body Assembly	$26.50
1	246-C—Combination Choke and Silencer	3.00
1	38—Cable Holder	.50
1	36-B-1—Choke Lever	.75
1	33-B-7—Throttle Lever	.50
1	57-D-1—Gas Fitting	.25
		$31.50

This Carburetor is installed on the right hand side of the motor with the float bowl toward the front.
The Flange on the Carburetor is tapped ⅜" U. S. S.
The Silencer extends toward the rear with the Cable Holder next to frame.
The Throttle Lever is installed on the Cover side.
The Strainer Bowl can be turned to any angle by loosening retaining nut.

Equipment 628
Stutz 8

This equipment consists of the following:

1	600—MC Body Assembly	$26.50
1	246-C—Combination Choke and Silencer	3.00
1	38—Cable Holder	.50
1	36-B-1—Choke Lever	.75
1	33-B-1—Throttle Lever	.50
1	33-A-1—Throttle Lever	.50
1	34-A-2—Slip Joints and 1 34-B-2 Slip Joint Clamp	.25
1	57-D-2—Gas Fitting	.25
1	80—Flange, including 2 63-A-1 Studs, 2 64-A-3 Nuts	3.00
		$35.25

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 Silencer points toward the rear with the Cable Holder next to 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 629

White G. N.

This equipment consists of the following:

1	600—MC Body Assembly	$26.50
1	1015—Choke Assembly	5.00
1	36-B-1—Choke Lever	.75
1	38—Cable Holder	.50
1	33-C-4—Throttle Lever	.50
		$33.25

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 ⅜" U. S. S.
The Choke points toward the motor and fits original hot air tube.
The Throttle Lever goes on the body side.
The Strainer Bowl can be turned to any angle by loosening retaining nut.

Equipment 630

Studebaker Regal Commander 1928

This equipment consists of the following:

1	600—MC Body Assembly	$26.50
1	246-C—Combination Choke and Silencer	3.00
1	36-B-1—Choke Lever	.75
1	38—Cable Holder	.50
2	33-A-1—Throttle Levers	1.00
1	87-C—Flange which must be tapped 3/8" U. S. S. on one side and drilled 25-64" on the other side, including 1 62-C Gasket, 2 65-A-2 Cap Screws	1.25
1	34-B-2—Slip Joint Clamp	.25
1	34-A-2—Slip Joint	.25
1	114—Choke Control	1.75
		$35.25

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 3/8" U. S. S.
The Silencer points forward with the Cable Holder next to the frame.
The Cable Holder points toward the back and up.
The Foot Throttle Lever is installed on the throttle cover side.
The Hand Throttle Lever is installed on the back of body side with special Rod and Slip Joint.
The Strainer Bowl can be turned to any angle by loosening retaining nut.

Equipment 631
Dodge Bros. Senior, 1929

This equipment consists of the following:

1	600—MC Body Assembly	$26.50
1	246-C—Combination Choke and Silencer	3.00
1	36-B-1—Choke Lever	.75
1	38—Cable Holder	.50
1	33-B-1—Throttle Lever	.50
1	47-J-3—Throttle Rod	.50
1	87-C—Flange, 2 65-A-2	1.50
1	57-D-2—Gas Connection	.25
		$33.50

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 3/8" 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.
Th Strainer Bowl can be turned to any angle by loosening retaining nut.

Equipment 632

Graham Paige 615

This equipment consists of the following:

1	600—MC Body Assembly	$26.50
1	246-C—Combination Choke and Silencer	3.00
1	36-B-1—Choke Lever	.75
1	38—Cable Holder	.50
1	33-B-1—Throttle Holder	.50
1	57-D-2—Gas Fitting	.25
		$31.50

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 drilled 25-64".
The Silencer points to the back 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 633
Peerless 6-91

This equipment consists of the following:

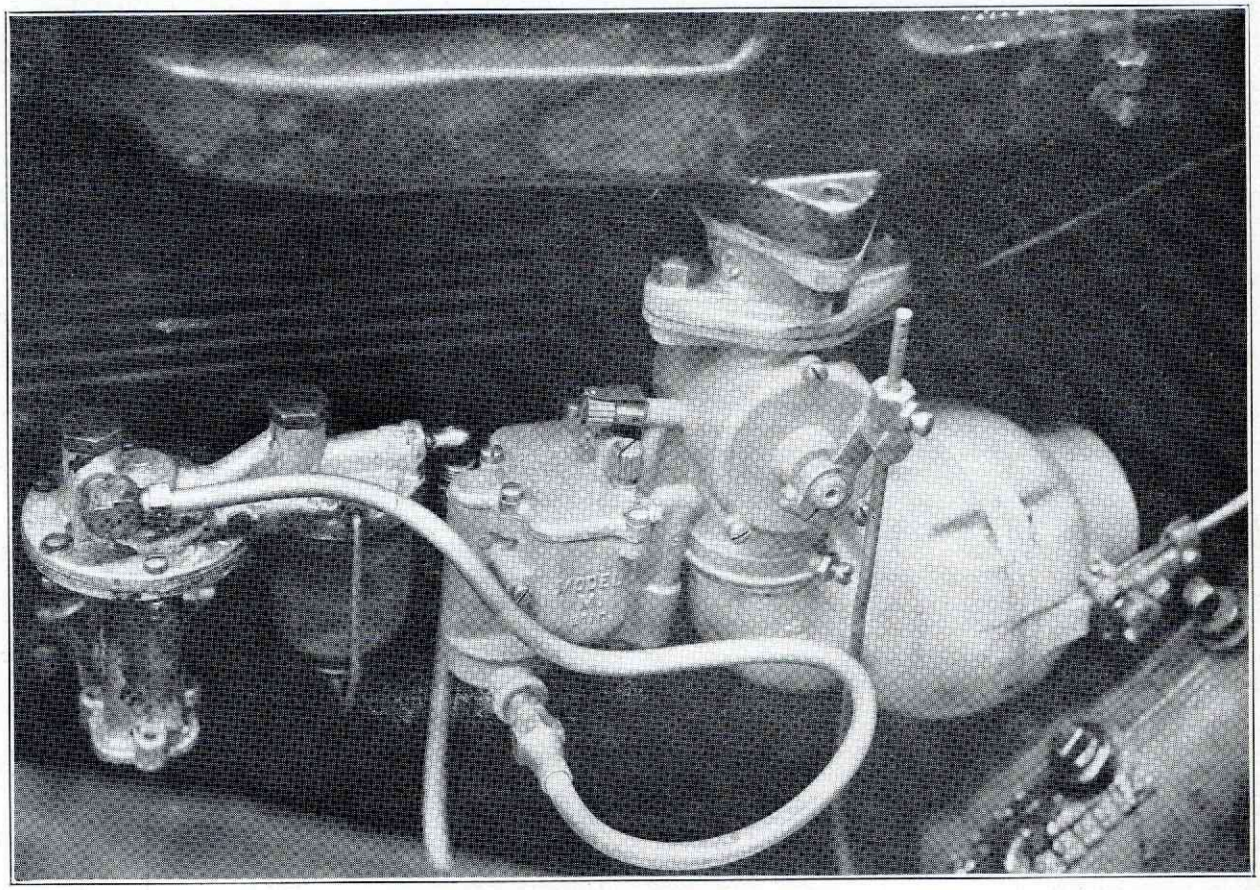
1	600—MC Body Assembly	$26.50
1	246-C—Combination Choke and Silencer	3.00
1	36-C-3—Choke Lever	.75
1	38-A—Choke Lever Stop	.50
1	33-B-8—Throttle Lever	.50
1	57-D-2—Gas Fitting	.25
		$31.50

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 ⅜" U. S. S.
The Silencer points to the rear with the Choke Lever Stop on the motor side.
The Throttle Lever is installed on the Throtle Cover side.
The Strainer Bowl can be turned to any angle by loosening retaining nut.

Equipment 634

Graham-Paige 614

LIST PRICE $34.00



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. If you have to bolt the special flange and carburetor together, 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—The foot throttle arm is connected to the original rod on the side next to the motor as shown above. 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 hand throttle rod with the slip joint as shown in illustration.

5—Connect up the gasoline line. Use the original line and the gas fitting that is furnished.

6—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.

OVER

DATED JUNE 1, 1929

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 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 24 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 30 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 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 .018, or it will not make a good contact at high speeds.

Equipment 634

GRAHAM PAIGE 614

This equipment consists of the following:

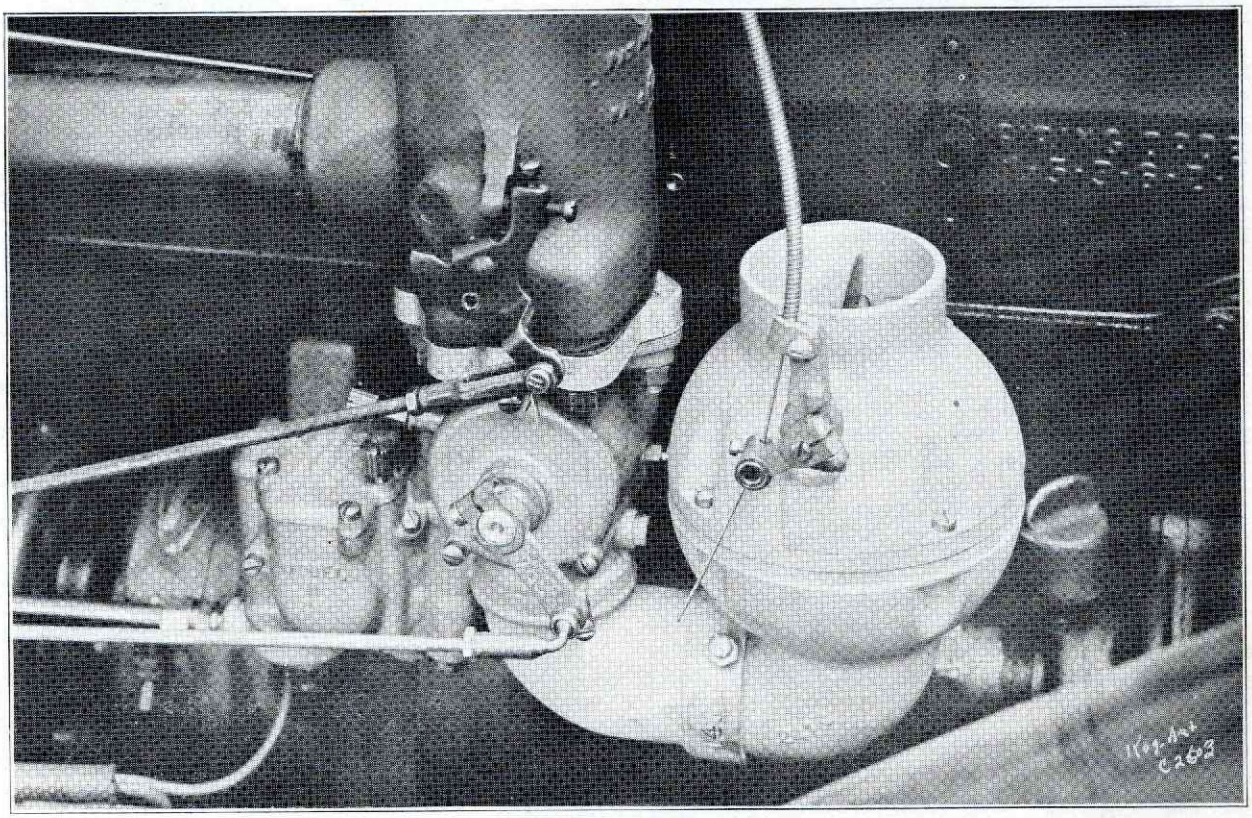
1	600—MC Body Assembly	$26.50
1	246-C—Combination Choke and Silencer	3.00
1	36-B-1—Choke Lever	.75
1	38—Cable Holder	.50
1	33-B-1—Throttle Lever (Foot)	.50
1	33-B-3—Throttle Lever (Hand)	.50
1	87-C—Flange, including 2 65-A-2 Cap Screws and 1 62-C Gasket	1.50
1	34-A-1—Slip Joint	.25
1	34-B-1—Slip Joint Clamp	.25
1	57-D-2—Gas Fitting	.25
		$34.00

This Carburetor is installed on the left hand side of the motor with the float bowl toward the front.
The flange on the Carburetor is tapped ⅜" U. S. S.
The Silencer points to the rear and slightly in toward the motor with the cable holder next to the frame.
The 33-B-1 Foot Throttle Lever is installed on the back of the body side and is connected to the original foot throttle rod.
The 33-B-3 Hand Throttle Lever is installed on the throttle cover side and is connected to the original hand throttle rod.
The Strainer Bowl can be turned to any angle by loosening retaining nut.

Equipment 635

Hudson Super Six 1929

LIST PRICE $35.00



SHOWS INSTALLATION ON A 1929 HUDSON SUPER SIX

DIRECTIONS FOR INSTALLATION

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

1—Remove carburetor from heat riser being careful not to disturb the balance of heat or throttle controls. Leave these rods exactly as they are as the Winfield throttle operates off of the original rods.

2—Take out butterfly in the manifold passage by removing the two screws that hold the valve in the stem. This can be done very easily by holding a small mirror under the intake manifold flange for locating the screws.

3—Assemble manifold adapter fitting furnished on heat riser using original copper gasket and cap screws.

4—Attach the Winfield carburetor (with the float bowl to the back) to the manifold adapter. 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.**

5—Install the silencer as shown above.

6—Connect the original choke wire to the choke arm on the silencer as shown above.

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—Attach new throttle rod to clevis of original throttle rod (under foot board), by removing clevis pin and inserting end of rod. Connect other end of new throttle rod to new throttle arm 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.

8—Connect up the gasoline line. Use the original line and the new gas fitting that is furnished.

9—Start the motor. And while it is idling, oil both ends of the throttle shaft at the throttle bearings. Use ordinary engine oil.

OVER

DATED JULY 1, 1929

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 30 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 36 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 should be 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 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 .020, or it will not make a good contact at high speeds.

Equipment 635
HUDSON 1929

This equipment consists of the following:

1	600—MC Body Assembly	$26.50
1	246-C—Combination Choke and Silencer	3.00
1	141-C—Choke Extension Elbow	1.00
1	38—Cable Holder	.50
1	36-B-1—Choke Lever	.50
1	33-A-4—Throttle Lever	.75
1	47-H-1—Throttle Rod	.50
1	99-F—Flange, including 2 63-A-1 Studs and 2 64-A-3 Nuts	2.00
1	57-D-2—Gas Fitting	.25
		$35.00

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 drilled 21-64".
The Silencer points upward with the Cable Holder next to the frame.
The Cable Holder points up.
The Throttle Lever is installed on the Throttle Cover side.
The Strainer Bowl can be turned to any angle by loosening retaining nut.
Remove the butterfly valve in the manifold passage. This is easily accomplished by using a mirror to locate the two retaining screws in the stem. Do not disturb the balance of the heat mechanism, as this should operate just the same as before.
It may be necessary to loosen the strap and shift the generator cutout toward the motor to miss the float bowl.